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# MEMORANDUM

**To:** Mayor and City Council

**From:** Michael Smith, Director of Public Works

**Date:** August 14, 2017

**Subject:** **Approval of Resolution to Adopt an Update to the 2011 Comprehensive Transportation Plan**

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## BACKGROUND

In the fall of 2016 the City contracted with Pond and Company to prepare an update to the citywide Comprehensive Transportation Plan (CTP), originally adopted in 2011. The primary goal of this update was to adjust the project list to reflect completed, new and modified projects since 2011 while maintaining the overall vision and goals of the original plan. As such the plan update is intended to serve as an addendum to the original plan. The update documents the progress the city has made, provides a current view of the existing transportation operations, and examines the pedestrian and bicycle network within Dunwoody as well as its connectivity to other communities.

At its July 24th meeting the city council discussed the recommendations and projects included in the update report and the following revisions have been made based on the council direction:

1. Revised the project lists and maps for the following projects:

| Project No. | Project Description | Revision |
|---|---|---|
| 31 | Ashford Center Pkwy. | Changed description from road diet to multi-modal imp. |
| 40 | North Peachtree Rd. to Winters Chapel Rd. via Tilly Mill Rd. and Peeler Rd. | Changed project description from multi-use path to multi-modal facility |
| 41 | Multi-Use Path Trail from Perimeter Center East to Georgetown Square | Added project to midterm project list |
| 92 | Tilly Mill Rd. from Mount Vernon Rd. to Womack Rd. | Changed project description from multi-use path to multi-modal facility |
| 95 | Roberts Dr. Improvements Required for new Austin Elem. | Added project to short term work program list |

Note: multi-modal is intended to mean a facility that includes some type of bicycle and pedestrian accomodations

2. Moved several projects 5, 7b, 22, 40, 42, 52, 90, and 91 from the midterm to long term project list to better balance funding levels.
3. Added a note that all cost estimates are based on 2017 dollars.
4. Added a truck routes map.
5. Added a sidewalk map to show planned facilities.
6. Added a statement on page 4 under core values about open communication.
7. Added text on page 30 discussing sidewalk, multi-use trails and crosswalk standards.

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Additional background information presented at the July 24th meeting is attached to this memorandum.

**RECOMMENDED ACTION**

Staff recommends approval of the resolution to adopt the 2017 update to the City's comprehensive transportation plan.

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**DISCUSSION PRESENTED AT PREVIOUS MEETING**

Projects Implemented from the 2011 Plan

The city has completed the following projects and recommendations:

1. Adopt a complete streets policy
2. Mount Vernon Road multimodal improvements, Layfield Dr. to Vernon Oaks Dr.
3. Dunwoody Village Parkway streetscape and sidewalk
4. Convert Nandina Lane at Mount Vernon Road to a right in/right out
5. Peachford Road Multimodal Improvements
6. Tilly Mill/North Peachtree/Peeler Intersection Improvement
7. Winters Chapel Rd at Dunwoody Club Drive Left Turn Lane Improvemetns
8. Chamblee Dunwoody Road Multimodal Improvements, Cambridge Dr. to Womack Rd.

Thirteen additional projects from the 2011 plan are in some phase of design or right of way acquisition including all but 1 of the Tier 1 projects. The city has also completed 11 miles of sidewalk, 13 miles of bike lanes, 3 miles of multi-use path, 11 safety improvement projects from the Pedestrian Safety Action Plan and an intersection improvement from the Winters Chapel Corridor Study.

New in the 2017 Update

This update to the plan provides reprioritized project tiers that have been sorted based on their anticipated project time frames of completion (short-, mid-, and long-term). These tiers have been updated to account for any projects that have been completed, any that are in progress currently, and any new projects that have been identified through comments received from the public as well as other planning efforts undertaken since the 2011 CTP.

There are 13 new projects not identified in any previous plan that are recommended to be incorporated in this update. Six of these projects are intersection improvements projects identified from citizen requests and/or traffic analysis:

1. Project No. 69- Improve the intersection of Chamblee Dunwoody Road at Womack Road by adding westbound left and right turn lanes
2. Project No. 70- Improve intersection of Tilly Mill Road and Peeler Road
3. Project No. 72- Extend the dual eastbound left turn lanes at Meadow Lane Road at Ashford Dunwoody Road
4. Project No. 73- Construct an eastbound left turn lane within the median at the intersection of Meadow Lane Road and Ridgeview Road
5. Project No. 90- Construct a westbound right turn lane on Peachford Road at North Shallowford Road
6. Project No. 93- Improve the intersection of Jett Ferry Road and Dunwoody Club Drive in conjunction with the City of Sandy Springs who will manage the project

The other 7 new projects are pedestrian and bicycle improvements:

1. Project No. 40- Construct a multi-use path that connects North Peachtree Road and Winters Chapel Road via Tilly Mill Road and Peeler Road
2. Project No. 42- Construct a multi-use path system to connect the Withmere neighborhood with Dunwoody Park and the new Austin Elementary School

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3. Project No. 46- Add bike lanes on Womack Road
4. Project No. 48- Complete gaps in Vermack Road sidewalk and bike lane
5. Project No. 52- Coordinate with the cities of Peachtree Corners and Doraville to construct pedestrian and bicycle improvements on S.R. 141/Peachtree Industrial Boulevard Access Road
6. Project No. 92- Construct a multi-use path on Tilly Mill Road between Womack Road and Mount Vernon Road
7. Project No. 94- Construct a multi-use path between Village North Court and Dunwoody Elementary School

The update also incorporates projects from the following studies and plans completed since 2011:

| Plan | Previous Council Action |
|---|---|
| 2014 Perimeter Community Improvement Districts (PCID) Commuter Trails Study | Presented |
| 2014 Dunwoody Pedestrian Safety Action Plan | Formally adopted |
| 2015 Winters Chapel Road Corridor Study | Formally adopted |
| 2016 Hammond Drive Corridor Study | Presented and recommended for CTP Update |
| 2017 Perimeter Last Mile Connectivity Study | Presented and recommended for CTP Update |

Lastly, the following projects are modifications of projects in the 2011 plan:

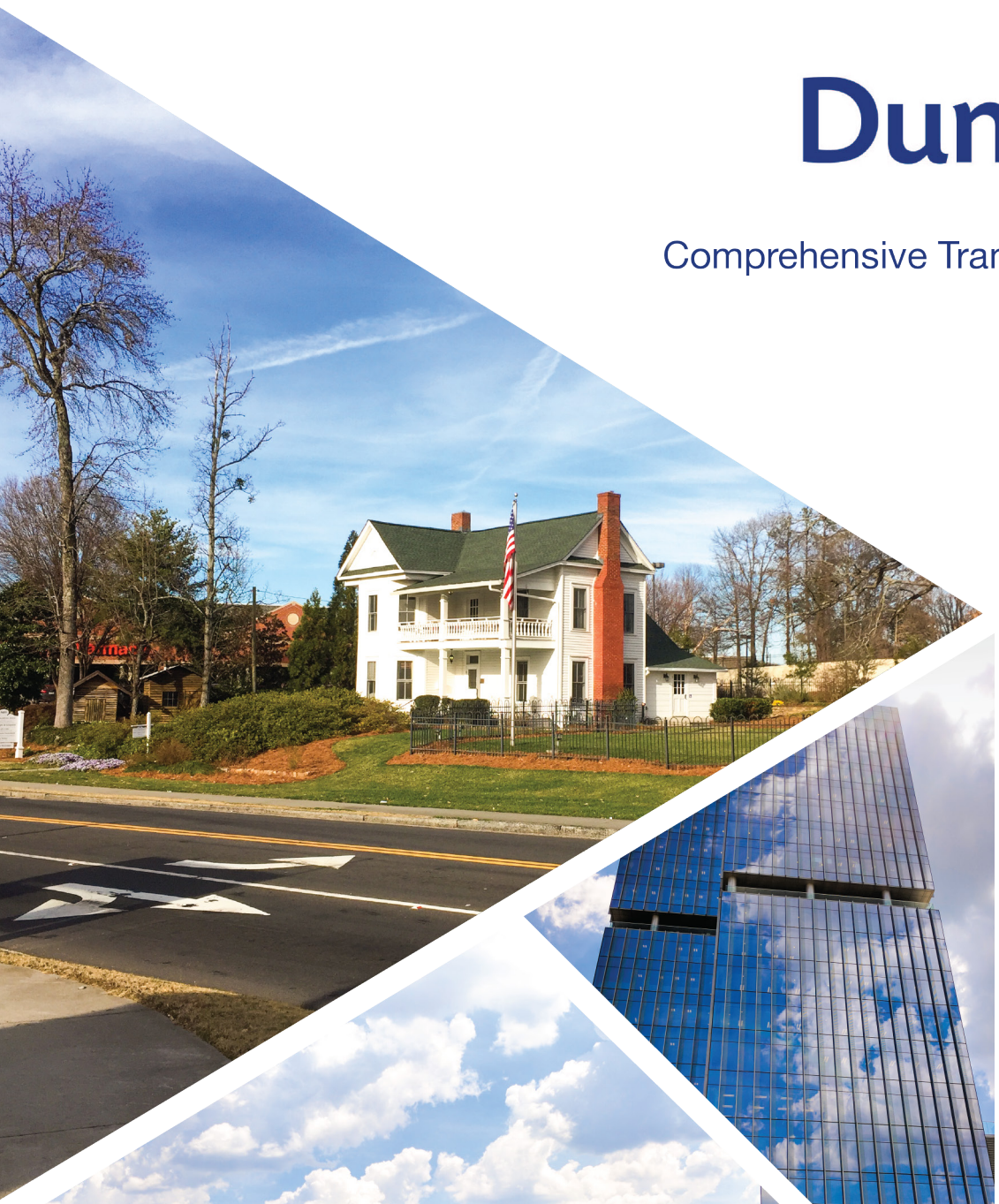
1. Project No. 31- Implement a road diet on Ashford Center Parkway to create a buffered bike lane
2. Project No. 91- Construct left turn lanes on Mount Vernon Road at Dunwoody Station/Trailridge Drive (modification of 2011 project to construct continuous center turn lane on this section of Mount Vernon Road)

Public Participation

This CTP process was conducted with open public involvement, which included an online survey about transportation modes, preferences, and obstacles. An open house was held on March 7, 2017 to present draft project recommendations to the community and to engage with citizens once more on the relative priorities of several new projects that have been incorporated into the City's master project list. The plan goals and recommendations are based on identified need, public support, existing progress, projected funding availability, and anticipated project schedules.

# Dunwoody

## Comprehensive Transportation Plan Update
2017



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# Contents

I: Introduction ..... 4
A. Study Background ..... 4
B. Core Values ..... 4
C. Updating the Comprehensive Transportation Plan ..... 5

II: Existing Conditions and Needs Assesment ..... 6
A. Recent Planning Documents ..... 6
B. Roadway Network ..... 9
C. Pedestrian Network ..... 15
D. Bicycle Network ..... 16
E. Transit Network ..... 18
F. Multi-Modal Suitability ..... 20
G. Multi-Modal Design Policy ..... 30

III: Updating the Comprehensive Transportation Plan Project List ..... 32
A. Completed Projects ..... 32
B. New Projects ..... 37

IV: Evaluation and Updated Project List ..... 44
A. Community Feedback and Engagement ..... 44
B. Technical Analysis and Data ..... 44
C. Combined Score ..... 44

V: Implementation Plan ..... 52

Appendices

Appendix A: 11x17 Figures

Appendix B: Public Involvement

Appendix C: Mount Vernon Road and Womack Road at Vermack Road Proofs of Concept

Appendix D: Raw Traffic Volumes

Appendix E: 2016 Synchro Output

# I: Introduction

## A. Study Background

The City of Dunwoody incorporated in December, 2008 and began efforts to establish a Comprehensive Transportation Plan (CTP) in 2011. The development of a CTP was first addressed in the City's Comprehensive Land Use Plan. The Comprehensive Land Use Plan set forth several policy and goal statements that defined guiding principles for the new transportation plan to follow, including the promotion of multi-modal transportation options, the establishment of roadway design standards, the preservation of the City's existing and planned system through a routine maintenance plan, and the continued support of regional transit service.

The City's first CTP, adopted in 2011, identified transportation strategies and projects for the City to implement based on the goals and policies established in the Comprehensive Land Use Plan. The CTP also introduced three core values that helped further inform the prioritization process and that continue to help guide decision makers as the City's needs grow and change.

## B. Core Values

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
- Provide for equal access by all users in transportation expenditures

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

- Enhance the Dunwoody community first and the Atlanta region second in transportation investments
- Provide opportunities for increased interaction within the community, increased recreational opportunities, and increased active living opportunities
- Provide regular, informative and open communication throughout the life of each transportation project.

These core values have been preserved in this CTP Update document, and are vital to the project prioritization found in this Update.

## C. Updating the Comprehensive Transportation Plan

This document represents a 5-year update to the original 2011 CTP. The update process was begun in the fall of 2016 and concludes with its adoption by City Council in 2017. This CTP Update document is intended to serve as an addendum to the original document. The City and the community devoted much time to creating the 2011 CTP and it is important to maintain those core values, goals, objectives, and strategies that were developed at the time. This update to the CTP provides a current view of existing conditions and updated evaluations of traffic operations at several intersections identified by the City of Dunwoody Public Works Department. The 2017 CTP Update also revises the prioritized project list to account for those projects that have been completed, those that are in progress concurrently with the drafting of this CTP Update, and any new projects that have been identified through other planning efforts undertaken since the 2011 CTP.

There have been several projects completed since the 2011 CTP that include new on-street bike lanes on many of the City streets. Therefore, the City is also using this CTP Update to amend the bicycle network recommendations to enhance connectivity with existing bike lanes. These updated projects are reflected in the master project list found in Chapter IV of this document.

This CTP process was conducted with open public involvement, which included an online survey about transportation modes, preferences, and obstacles. An open house was held on March 7, 2017 to present draft project recommendations to the community and to engage with citizens once more on the relative priorities of several new projects that have been incorporated into the City's master project list. A summary of this public involvement process, along with the results from each survey that was open to the public, can be found in the Appendix of this document.

Another component to this CTP Update includes two proof of concept reviews. These reviews provide a detailed evaluation of two proposed projects from the 2011 CTP: the Womack Road at Vermack Road intersection improvements and the incorporation of a center turn lane on segments of Mount Vernon Road. Current traffic volumes, pedestrian activity, crash records and traffic operational analysis have been incorporated into these proof of concept reviews, which are summarized in a memorandum format found in the Appendix of this document.

# II: Existing Conditions and Needs Assesment

Much of what is documented as existing conditions in the 2011 Comprehensive Transportation Plan has not changed dramatically. For example, the Atlanta Regional Commission (ARC) Regional Strategic Transportation System (RSTS) has remained consistent within the City of Dunwoody since the original 2011 plan, as has the designated truck route system. Therefore, this section focuses on changes to the system's existing conditions, based on new data, planning documents, and completed projects.

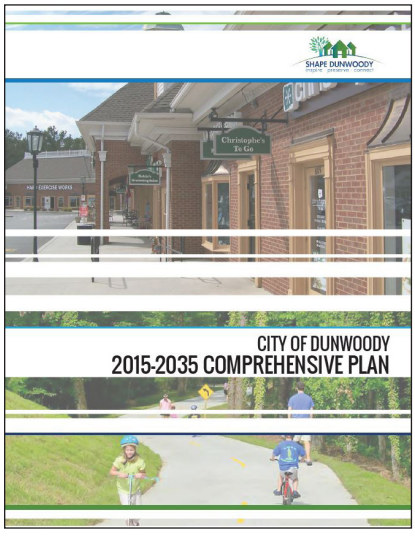
## A. Recent Planning Documents

Community planning documents can be important sources of new public works projects. The city of Dunwoody and the agencies that operate within its borders, such as the Perimeter Community Improvement Districts (PCIDs), work very diligently to plan future endeavors and to shape the community for both today and tomorrow's residents. Many planning efforts have been undertaken within the City's borders since the 2011 CTP was drafted. This section describes each of these documents in summary. Note that during the 2011 CTP, the consultants coordinated with the teams producing both the Dunwoody Village Master Plan and the Georgetown Master Plan and are not considered to be new planning documents to this update.

### City of Dunwoody 2015-2035 Comprehensive Plan

The most recent City of Dunwoody Comprehensive Plan was adopted by the City Council in October 2015 and it outlines a clear vision for the City's future.

*The City of Dunwoody strives to be a dynamic, innovative community where individuals, families, and businesses can thrive through all stages of life and career by encouraging a sustainable mix of land uses, facilities and services.*




With regards to transportation improvements, the Comprehensive Plan's goal to "increase connectivity and enhance transportation options for all forms of travel" strongly emphasizes the community's desire to be inclusive of all modes of travel, whether by car, bus, bike, train or even foot. This also supports the original 2011 CTP's vision to improve connectivity and to create a landscape of choice. Policies related to creating community-wide pedestrian/bike path networks, improving connectivity between adjacent neighborhoods without accessing thoroughfare systems, and promoting walk- and bike-"ability" to local destinations can be found in the City's current Comprehensive Plan.

### Perimeter CIDs Commuter Trail System Master Plan

Due to the high density residential and commercial land use found within the PCIDs, there is a strong desire to develop a complete network for biking and walking, specifically for commuters. This system not only supports local trips made for recreation, shopping, dining, and other activities, but also helps reduce total vehicle demands during the most congested times of the day by providing commuters with alternative ways to reach their place of employment. This also means providing access to the three Metropolitan Atlanta Rapid Transit Authority (MARTA) train stations located within the PCIDs and the various bus routes that serve the area.

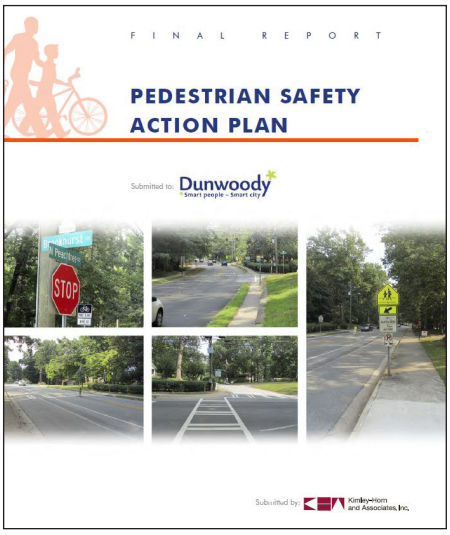
The plan found that the highest concentrations of jobs tended to be located near interchange ramps and rail stations. Based on this inherent demand for connectivity, a proposed system was developed that was comprised of sidewalks, bike lanes, two-way cycle tracks, multi-use trails, and combination buffered bike/bus lanes. Other improvements such as commuter information stands along routes, bike parking, emergency call boxes, wayfinding, and bus/train informational kiosks are also recommended.

The resulting project list from this plan included:

- 46 commuter paths adjacent to existing roadways (including road diets to create buffered bikeways)
- 9 trails on independent alignments, many of which consist of very short sections to improve connectivity between office and retail or residential land uses
- 7 sidewalk segments that fill in gaps in the existing system

# II: EXISTING CONDITIONS AND NEEDS ASSESMENT

## City of Dunwoody Pedestrian Safety Action Plan




In April, 2014, the City of Dunwoody completed its Pedestrian Safety Action Plan. This plan focused on improvements to pedestrian conditions near five elementary schools and several other high-demand destinations. The projects are designed to reduce pedestrian risk on roadways, particularly at mid-block crossings.

The plan conducted an inventory and assessment of existing mid-block pedestrian facilities, collected pedestrian and vehicle volume data, interviewed representatives from the Safe Routes to School committees at elementary schools in the study area, and reviewed crash data for pedestrian-related crashes from the statewide database.

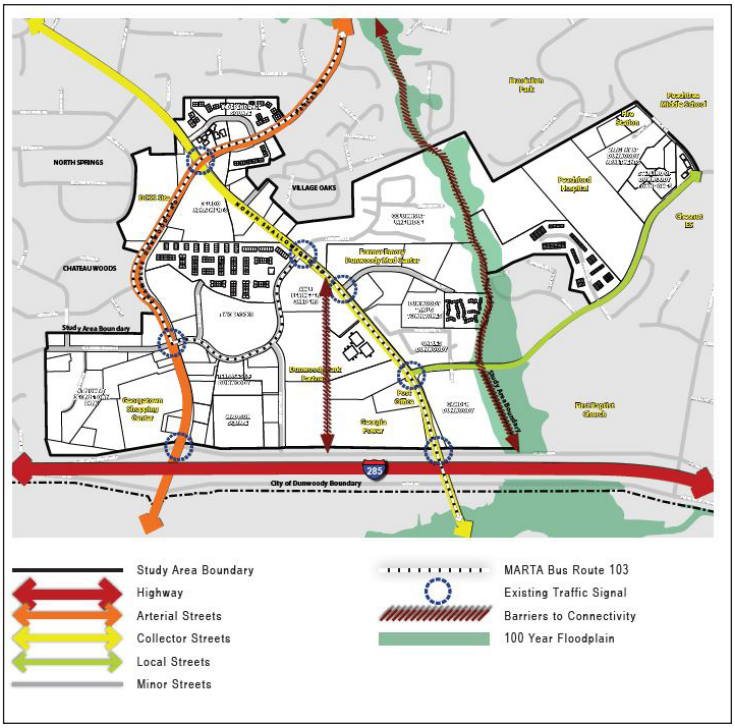
Ultimately, the Pedestrian Safety Action Plan identified and evaluated the 23 crossings within the City limits. The team looked at elements such as roadway characteristics, sight distance, crosswalk condition, ADA deficiencies, and lighting conditions to make determinations on necessary enhancements. Improvements typically consisted of additional pavement markings to enhance the visibility of crosswalks, reconstruction of curb ramps to bring existing facilities up to ADA standards, construction of pedestrian refuge islands, and installation of Rectangular Rapid Flashing Beacons (RRFBs) to improve pedestrian visibility and driver awareness. These 23 improvement recommendations were included in the new CTP project list, found in Chapter IV of this document.

## Winters Chapel Road Area Study

This area study was a joint document that was developed through a partnership between Peachtree Corners and Dunwoody. The project made recommendations to improve crosswalks at major signalized intersections including Peachtree Industrial Boulevard, Peeler Road, and Spalding Drive through the use of stamped asphalt and colored pavement markings. Landscaping enhancements were also recommended along the Winters Chapel Road corridor. One project that resulted from this study was the creation of a 12' wide multi-use sidepath on the west side of Winters Chapel Road between Peeler Road and Spalding Drive. This project was preferred by the City of Dunwoody over a 5' sidewalk and also met the trail guidelines of the City. Additionally, the study made recommendations to install various pocket parks for roadside beautification, pedestrian signals at the intersection with Dunwoody Club Drive, and a mid-block crossing to Congregation Beth Shalom synagogue.

## Georgetown/North Shallowford Master Plan 5-Year Livable Centers Initiative Update

The Georgetown/North Shallowford area of Dunwoody has long been considered to be a gateway into the City from the south. The area is also defined as a Livable Center Initiative (LCI) area with its many residential, retail, and office spaces. An area-wide master plan was developed in 2011 through the ARC Livable Centers Initiative funding opportunity, and a 5-year update was conducted in 2016. The 5-Year update focuses on continued enhancement of the quality of development and redevelopment in the area while continuing to shift the auto-dominant trend to one that is more balanced as a multi-modal activity center. A report of accomplishments is provided in the study, which includes a substantial summary of the efforts taken to revitalize the Project Renaissance site into a multi-family/green space area. Continuing to make progress on the infrastructure and streetscape improvements outlined for this LCI should be a goal of the City's. Therefore all projects that are still on-going have been carried over into this 2017 CTP Update.

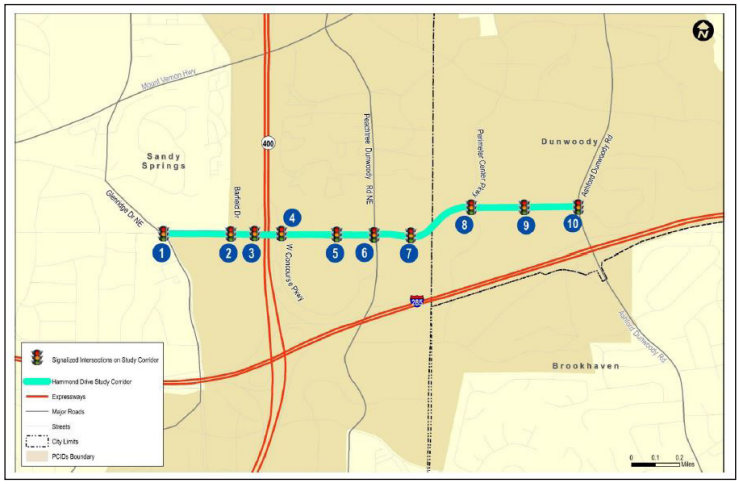



## Hammond Drive Corridor Study

In 2016 a corridor study for the critical segment of Hammond Drive between Ashford-Dunwoody Road and Glenridge Drive was conducted. The study was commissioned due to the large amounts of growth in commercial, residential, and hotel space that is planned and/or anticipated along the corridor and its adjacent street network.

This study also focused on improving all modes of traffic, with heavy considerations to bike and foot traffic. Improvements that are recommended in the draft version of this study include:

- The provision of wide continuous sidewalks on both sides of Hammond Drive on the 1.5 mile segment.
- The provision of a continuous bicycle path along Hammond Drive between Glenridge Drive and Ashford-Dunwoody Road. For most of the corridor, this will be a raised one-way buffered bike lane (separated from both automobiles and pedestrians) to provide the highest level of service for all users. Constraints across the bridge over GA 400, require on-street bike lanes to be incorporated in this area.
- The widening of Hammond Drive to 6-lanes from Peachtree Dunwoody Road to Ashford Dunwoody Road with dual left turn lanes at major signalized intersections. Proposed lane widths within the Dunwoody City limits are 10' and shared through-right turn lanes are recommended to minimize right-of-way impacts.
- The option for a transit HOV lane along Hammond as a possible way to increase MARTA and GRTA use.
- The design and completion of the East-West Connector and the Westside Connector projects. To enhance connectivity, north-south roads between Hammond Drive and the proposed Westside Connector are recommended as redevelopment occurs.




## Last Mile Connectivity Study

The cities of Sandy Springs, Brookhaven, and Dunwoody, along with Perimeter CIDs engaged in a joint study in 2016-17 to identify opportunities to improve the last mile connectivity for pedestrians and cyclists in and around the Perimeter area. The study makes note of the need to provide last mile connectivity due to the variety of forms of transportation that are offered in the Perimeter area.

Last mile connectivity refers to the connections between activity centers and transit stops/stations and residences, offices and retail areas; specifically the beginning and ending legs of any journey (i.e., to one's doorstep from a bus stop, or to a retail site from a transit station). Last mile connectivity most often refers to trips made by modes of transportation other than standard single-occupancy vehicles. The two principal justification statements for this study were to provide safe, comfortable, non-automobile options for short-distance trips within the PCIDs and to make it easier and more convenient for people to take advantage of existing transit service between the Perimeter area and other destinations served by MARTA and GRTA services.

The study conducted an exhaustive analysis of currently planned projects, existing and future MARTA and GRTA routes, demographics related to population density and job density, redevelopment projects, and a system-wide gap assessment to determine a comprehensive project list and policy statements for the cities and the PCIDs to implement. Bicycle and pedestrian network strategies that were developed as part of this joint study include extensive coordination between adjacent jurisdictions and the Georgia Department of Transportation (GDOT) to examine the feasibility of a regional "greenbelt" of trails connecting Sandy Springs, Dunwoody, Brookhaven, Chamblee and Roswell. Additionally, the Peachtree Gateway Partnership, a coalition of government and business leaders from these cities, is considering a trail network to promote livability in the region, and is noted as an important partner for future multi-use, sidewalk, and bike facility connections. As part of the 2017 CTP Update, any City of Dunwoody projects that were developed as part of this study have been incorporated into the City's project list.

## Perimeter CIDs Bicycle Implementation Strategy

In February 2017, Perimeter CIDs completed its Bicycle Implementation Strategy. The document outlines the steps that should be taken by the PCIDs and the other agency and municipality stakeholders in this area to advance the transformation of the Perimeter into an urban center that offers varied transportation options and amenities. The strategy emphasizes strong partnerships with municipalities and operating agencies. Additionally, amenities such as short-term bike parking racks, changing stations and showers within developments, bike repair stations, and wayfinding kiosks are identified as ways to improve conditions and encourage increased ridership. Perimeter CIDs businesses are also encouraged to take part in this initiative by organizing bicycle rides and competitions, and by offering incentive programs for cyclists. Policy amendments are also suggested for the municipal codes of Sandy Springs, Dunwoody, and Brookhaven. These policies include guidance on:

- Inclusion criteria for showers/lockers/changing areas in new developments
- Bicycle parking provisions
- Implementation of a traffic impact study credit program for new developments that promote a mode shift away from single-occupancy vehicles
- Bicycle traffic code amendments for operating on sidewalks and roadways within the PCIDs

# II: EXISTING CONDITIONS AND NEEDS ASSESMENT

## B. Roadway Network

The general road network within the City of Dunwoody is shown in **Figure 1**. Also shown on this base map are the location of public and private K-12 schools, major retail centers for the City, park properties, and civic institutions.

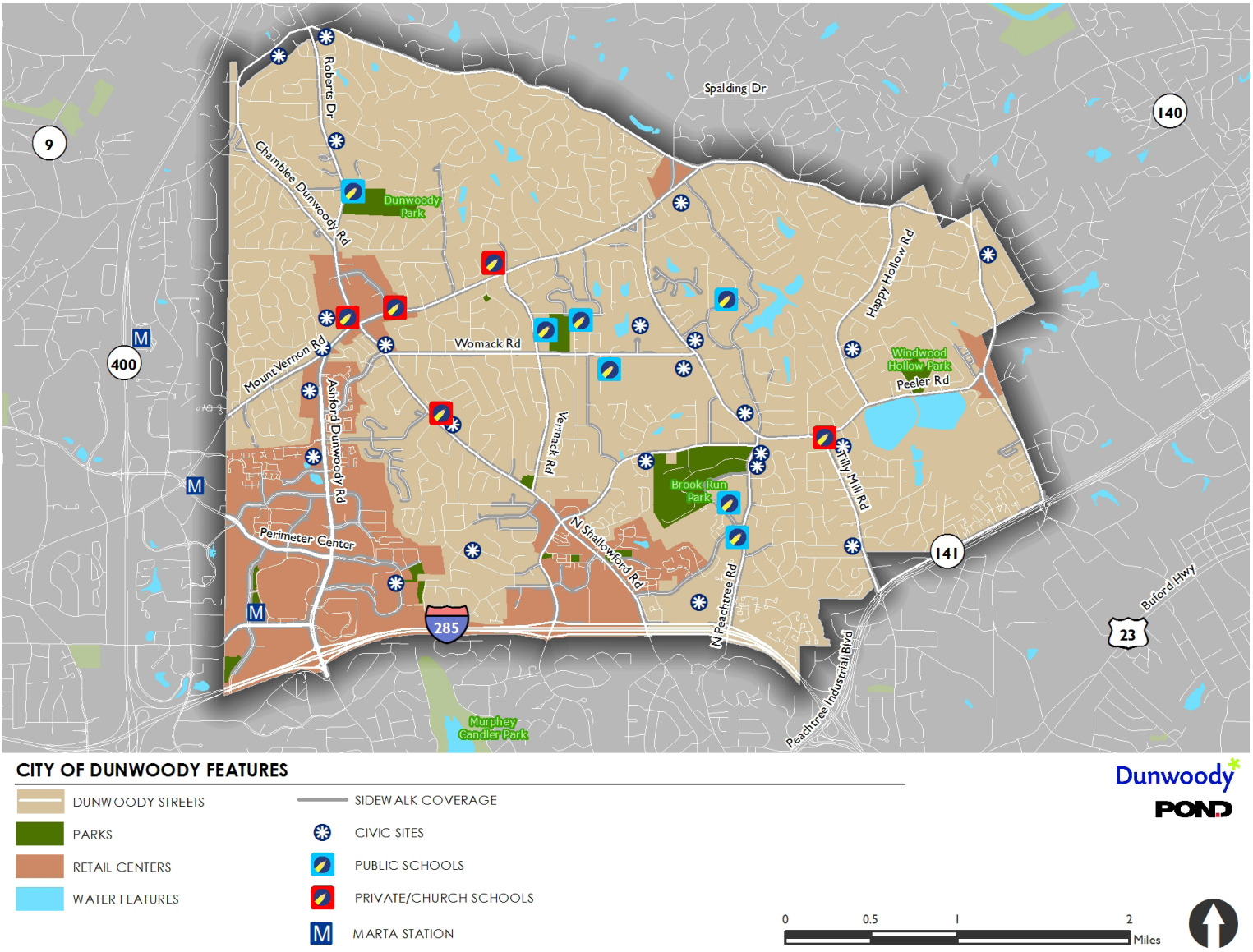
Retail centers shown in **Figure 1** consist of:

- Perimeter Mall
- Perimeter Village Shopping Center (Ashford Dunwoody Road at Meadow Lane)
- Georgetown Shopping Center
- Winter Village (Winters Chapel Road at Peeler Road)
- Dunwoody Village Shopping Center
- Williamsburg Shopping Center (Jett Ferry Road at Mount Vernon Road)

Civic institutions shown in **Figure 1** consist of:

- Public library
- Places of worship
- The Georgia State University Dunwoody Campus
- Public health facilities
- The current and future site of Dunwoody City Hall

**Figure 1: Overview Map**



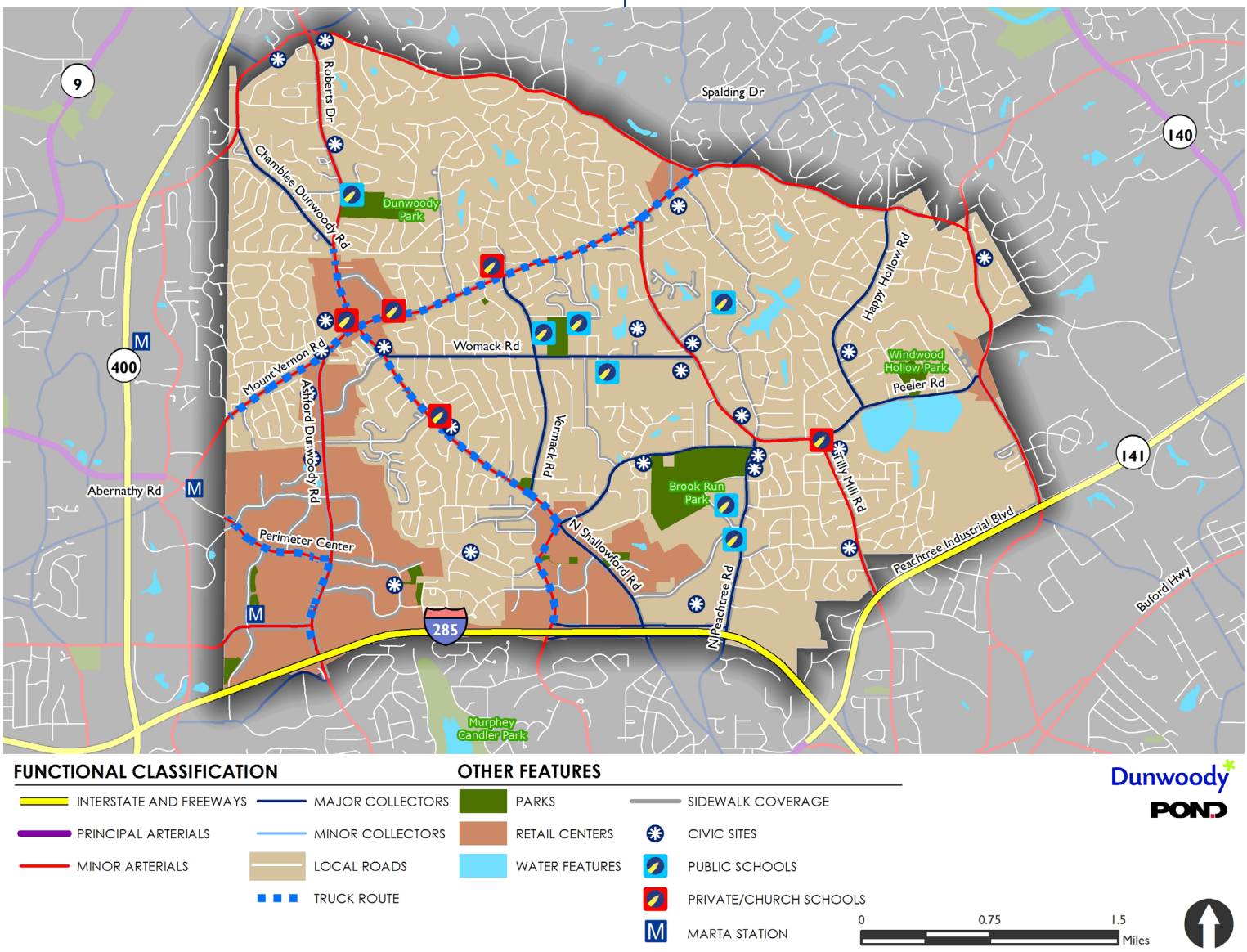
## Functional Classification & Freight Routes

Roadway functional classification is a hierarchy of the individual segments of a roadway system that is based on the mobility and accessibility that a street provides to its users. The Georgia Department of Transportation (GDOT) maintains this classification system, and will periodically revise a roadway's functional classification based on new information or characteristics. In 2014 and 2015, the Atlanta Regional Commission (ARC) and GDOT partnered to review and update this system. Data taken from the ARC database was used to produce the functional classification map of Dunwoody that is shown in **Figure 2**.

There have been no changes to the classification of Dunwoody roads since the 2011 update. The nearest Urban Principal Arterials to the city's borders are Abernathy Road, SR 9/Roswell Road, SR 141/ Peachtree Industrial Boulevard, and SR 140/Holcomb Bridge Road. Freight routes include Mount Vernon Road, Chamblee Dunwoody Road and Ashford Dunwoody Road to Perimeter Center West.

*CHAMBLEE-DUNWOODY ROAD, MINOR ARTERIAL*

**Figure 2: Functional Classification**



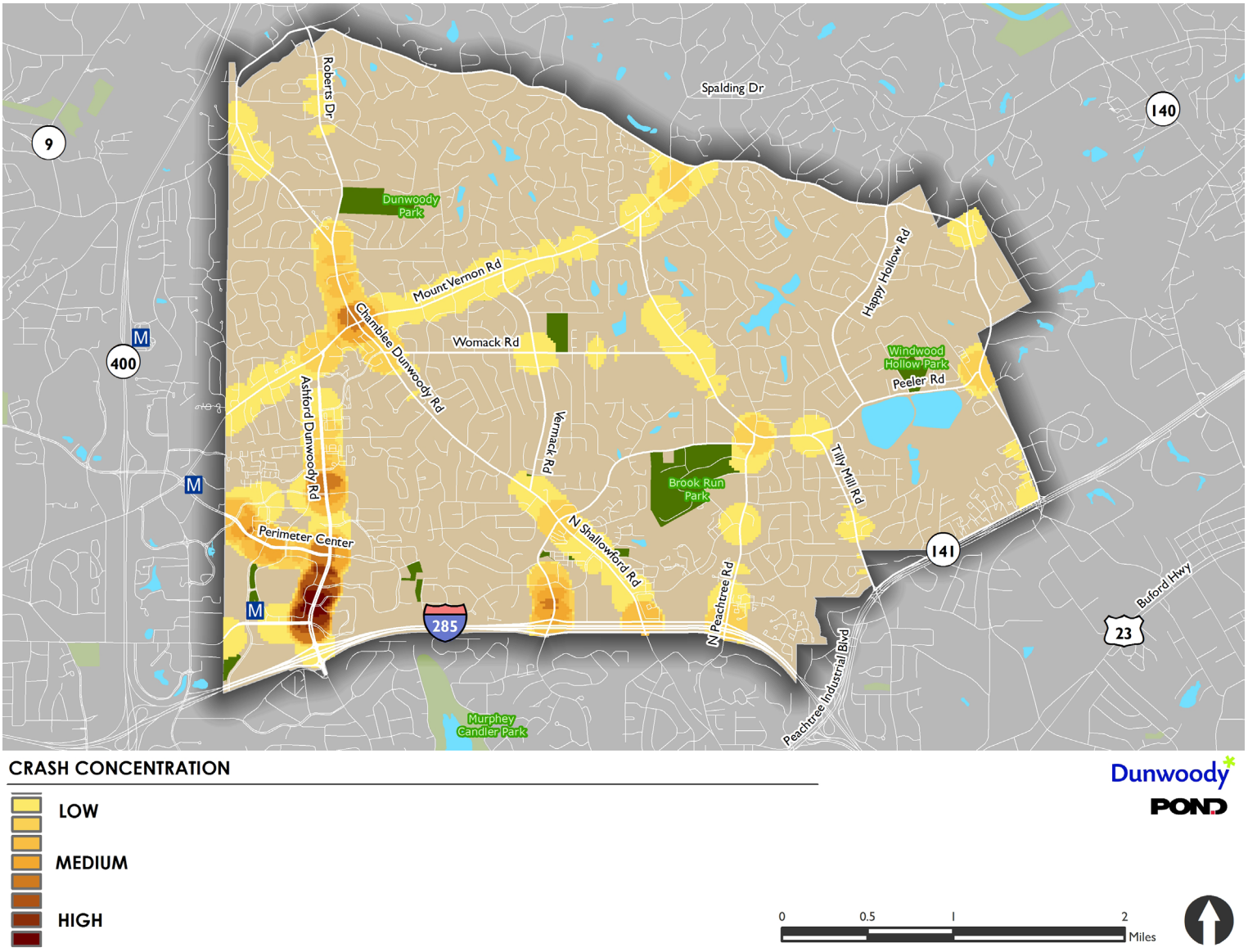
# II: EXISTING CONDITIONS AND NEEDS ASSESMENT

Crash Records

The Georgia Electronic Accident Reporting System (GEARS) has been used by law enforcement for several years to establish a statewide crash database that provides location information, vehicle information, cause of crash, and other characteristics that can potentially contribute to crashes on Georgia roadways. The information that is stored in this database can be useful in identifying where crash hotspots are as a function of number of crashes. Typically, there is a positive correlation between higher volume at intersections and crash risk. The crash heat map shown in **Figure 3** illustrates where concentrations of crashes have occurred over the most recent 5-year period (2012-2016 data, provided by the GEARS database). Notably, crash risk is highest on Ashford-Dunwoody Road near the entrance to the Perimeter Mall, and at intersections with Perimeter Center West and Hammond Drive.

Secondary crash hotspots are identified at the intersection of Mount Vernon Road and Chamblee Dunwoody Road, and on Chamblee Dunwoody Road between Cotillion Drive and Old Spring House Lane. The segment of Chamblee Dunwoody Road within the Dunwoody Village shopping district is also identified as being a segment where crash frequency is higher than in other parts of the City. Also of note is the segment of Mount Vernon Road east of Chamblee Dunwoody Road, which is currently a two-lane road with frequent driveways and side streets. Turns into these locations are infrequent and are therefore unexpected, which increases the risks of rear end collisions. This segment is identified as having some crash frequency, but this could likely be reduced by the addition of a center two-way left turn lane between Chamblee Dunwoody Road and Mount Vernon Place to facilitate those turning movements.

**Figure 3: Crash Heat Map**



For reference, crash rates along major segments were compared to statewide averages, which are compiled by the Governor's Office of Highway Safety and GDOT, as shown in **Table 1**. The 2014 statewide average crash rate for an Urban Minor Arterial was 608 crashes per 100 million vehicle miles traveled (100 MVMT). The statewide average crash rate for an Urban Collector was 422 crashes per 100 million vehicle miles traveled (100 MVMT). Note that the statewide crash averages are based on 2014 crash records, which was the most recent dataset available at the time of this report.

$$Rate = \frac{(Crashes) * 100{,}000{,}000}{(AADT) * 365 * (Years) * (Road\ Length)}$$

In comparison to results found in the 2011 CTP, it is important to note that Chamblee-Dunwoody Road, Ashford-Dunwoody Road, Hammond Drive, Perimeter Center West, Mount Vernon Road, Peeler Road, and North Peachtree Road still exhibit a higher-than-average rate of collisions. Tilly Mill Road's crash rate has declined to a point that is now below the statewide average. There are no roads within the study area that have seen crash rates grow from being below average in 2011 to above average at this time. North Shallowford Road, Womack Road, and Vermack Road crash rates were not reported in the 2011 CTP, however current rates suggest a higher-than-average trend for these roads. Traffic volumes used in the crash rate calucations are taken from Georgia Department of Transportation (GDOT) count locations. More on these count locations can be found in the "Traffic Counts" section of this document, and are illustrated in **Figure 4**.

**Table 1: Corridor Crash Rates Compared to Statewide Average**

| Corridor | 2012-2016 Estimated Crash Rate (crashes/100 MVMT) | Above Statewide Average? | Magnitude Above Statewide Average |
|---|---|---|---|
| Minor Arterials | | 2014 Rate: 608 Crashes / 100MVMT | |
| Chamblee Dunwoody Road | 1230 | Yes | 2.03 |
| Ashford Dunwoody Road | 1690 | Yes | 2.78 |
| Mount Vernon Road | 883 | Yes | 1.45 |
| Tilly Mill Road | 453 | No | 0.75 |
| Winters Chapel Road | 393 | No | 0.65 |
| Roberts Drive | 585 | No | 0.96 |
| Dunwoody Club Drive | 191 | No | 0.26 |
| Perimeter Center W. | 1520 | Yes | 2.50 |
| Hammond Drive | 2754 | Yes | 4.53 |
| Major Collectors | | 2014 Rate: 422 Crashes / 100MVMT | |
| N. Shallowford Road | 1998 | Yes | 4.73 |
| N. Peachtree Road | 500 | Yes | 1.18 |
| Womack Road | 781 | Yes | 1.85 |
| Peeler Road | 767 | Yes | 1.82 |
| Vermack Road | 517 | Yes | 1.23 |

# II: EXISTING CONDITIONS AND NEEDS ASSESMENT

Traffic Counts

Traffic counts in the form of peak hour turning movement counts (TMC) and daily, bi-directional volume counts, otherwise known as Average Daily Traffic (ADT), were conducted at several locations within the City for the purposes of the CTP Update. Many of these counts were conducted at intersections on Mount Vernon Road between Chamblee Dunwoody Road and Dunwoody Club Drive. Other counts were conducted at intersections identified by the City. The location and type of count are reflected in **Figure 4**.

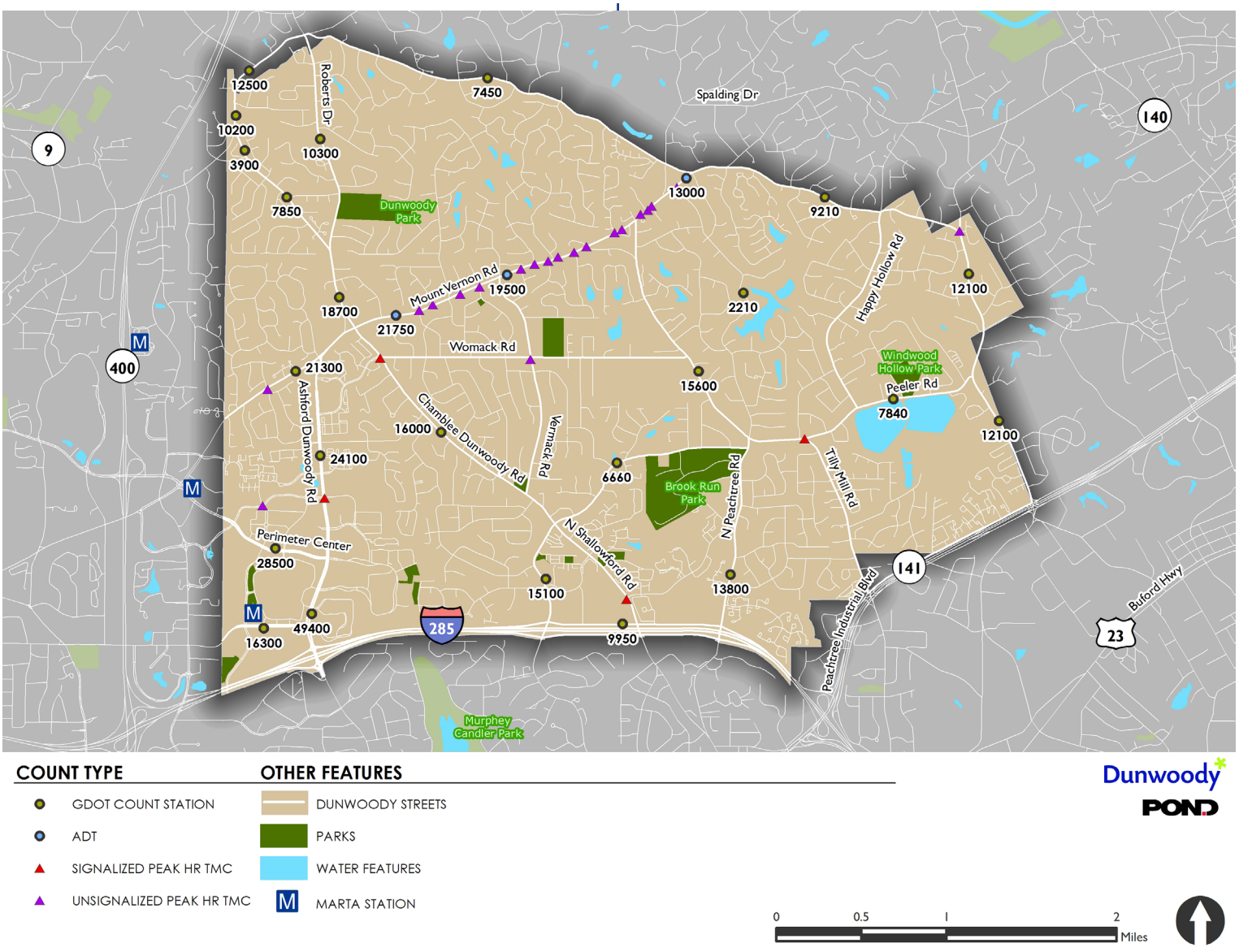
The following intersections are where peak hour TMCs were collected and evaluated for current operational deficiencies.

- Womack Road at Vermack Road
- Womack Road/Ashford Center Parkway at Chamblee Dunwoody Road
- Tilly Mill Road at Peeler Road
- Meadow Lane Road at Ashford Dunwoody Road
- Meadow Lane Road at Ridgeview Road
- Mount Vernon Road at Trailridge Drive/Dunwoody Station Drive
- North Shallowford Road at Peachford Road

Each intersection was evaluated for estimated vehicle delay and level of service (LOS) to understand the extent of operational deficiencies. The standard for evaluating vehicle delay at signalized and unsignalized intersections is the Highway Capacity Manual (HCM 2010). The HCM 2010 defines average control delay at signalized intersections as being comprised of initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

The HCM 2010 also defines delay at unsignalized intersections in a

**Figure 4: Count Locations**



similar manner, but acknowledges that unsignalized intersections can be less predictable than traffic signals, which may reduce a driver's tolerance to a similar delay at a signalized intersection. Understanding that drivers may be less willing to wait for an extended period of time at an intersection where they know that signalized control is not present, the HCM 2010 uses lower delay thresholds to determine the LOS at unsignalized intersections. **Table 2** illustrates the average delay thresholds and the corresponding LOS for each intersection type. Average delay is a measure of how long, over a period of an hour, is a single vehicle expected to wait at an intersection. For example, at a standard signalized intersection with an LOS of F, every vehicle traveling through the intersection during the specified study period is expected to have to wait a minimum of 80 seconds, or 1.3 minutes. Note that the HCM 2010 also assumes that roundabouts share similar basic control delay formulation with two-way and all-way stop-controlled intersections, and as a result they share the same LOS thresholds as unsignalized intersections.

**Table 2: Level of Service Delay Thresholds**

| LOS | Signalized Intersection | Unsignalized Intersection |
|---|---|---|
| A | ≤10 sec | ≤10 sec |
| B | 10–20 sec | 10–15 sec |
| C | 20–35 sec | 15–25 sec |
| D | 35–55 sec | 25–35 sec |
| E | 55–80 sec | 35–50 sec |
| F | >80 sec | >50 sec |

Analysis of the 2016 level of service, as defined by the 2010 Highway Capacity Manual (2010 HCM), was conducted using Synchro 9.1 for signalized and unsignalized intersections. Those results are summarized in **Table 3**, below.

*ILLUSTRATED REPRESENTATION OF A ROADWAY UNDER VARIOUS LOS CONDITIONS*

**Table 3: Year 2016 and 2011 Delay and Level of Service (LOS)**

| Intersection | 2016 AM LOS | 2016 PM LOS | 2011 AM LOS | 2011 PM LOS |
|---|---|---|---|---|
| Womack Road at Vermack Road | F | F | E | E |
| Womack Road at Chamblee Dunwoody Road | D | E | C | C |
| Tilly Mill Road at Peeler Road | C | B | C | C |
| Meadow Lane Road at Ashford Dunwoody Road | C | D | - | - |
| Meadow Lane Road at Ridgeview Road | C | C | - | - |
| Mt. Vernon Road at Trailridge Drive/Dunwoody Station Drive | | | | |
| Northbound Approach | F | E | - | - |
| Southbound Approach | F | F | - | - |
| N. Shallowford Road at Peachford Road | C | B | - | - |

*INTERSECTIONS WITH NO 2011 LOS WERE NOT ANALYZED IN THE 2011 CTP*

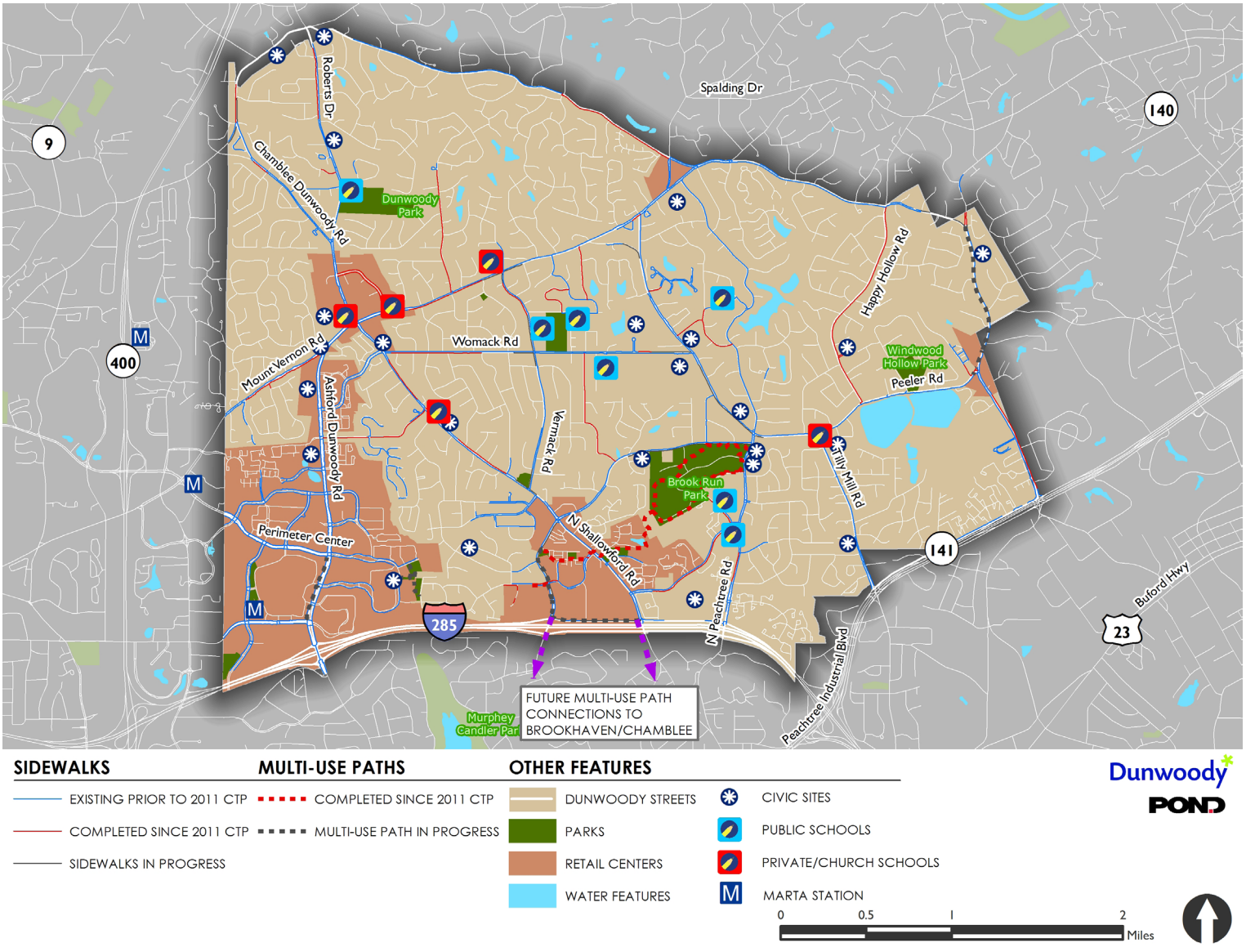
# II: EXISTING CONDITIONS AND NEEDS ASSESMENT

## C. Pedestrian Network

The City of Dunwoody has a strong commitment to completing sidewalk gaps and improving connectivity for pedestrians. To date, there are over 73 miles of sidewalk within the City, and 11.6 miles have been completed since the 2011 CTP. The City has a clearly defined method of identifying the need and priority for new sidewalk connections. This process assigns relative points based on proximity to a school, vehicle volume on the adjacent roadway, crash history involving pedestrians, connectivity benefits, proximity to land uses and transit facilities that would increase demand, expressed interest by community, and ease of construction. These points are then tallied and used to help the Public Works department allocate funding to the projects that demonstrate the most need or those that are driven by other capital improvement efforts such as annual paving and intersection/corridor improvement projects. In this way, the City is methodically completing missing links in sidewalk connectivity.

The current network of sidewalks is shown in **Figure 5**.

**Figure 5: Existing Sidewalk Network**

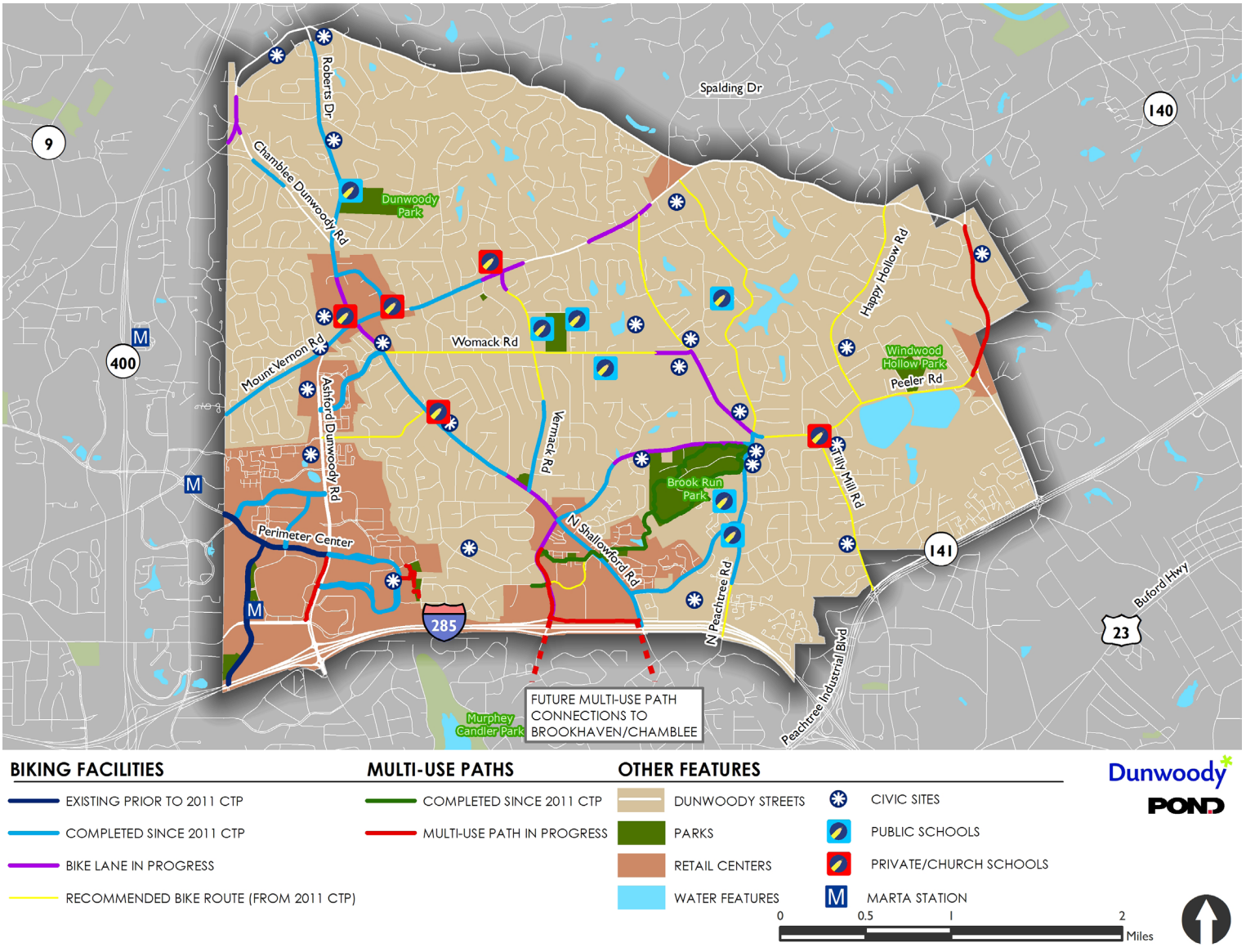


## D. Bicycle Network

At the time of this update, the City of Dunwoody has over 15 miles of existing bike lanes and more than 3 miles of completed multi-use trails, which serve cycling traffic as well as pedestrian traffic. 12.8 miles of bike lanes have been completed since 2011 and another 4.6 miles are currently in progress. Additionally, the design for 2.8 miles of multi-use facilities are in progress. As seen in the community statements found in the Comprehensive Plan and other area master plans, providing a multi-modal approach to transportation has been an important goal since the City's incorporation. Each of the recent and planned roadway improvement projects that have been designed consider the bike and pedestrian user and incorporate facilities as appropriate. More information on these projects can be found in Chapters III and IV of this report, which document the on-going and planned projects within the City.

Areas such as Perimeter CIDs and the Georgetown/N. Shallowford Road LCI are engaged in ongoing improvements to the biking and walking network. Within PCIDs for instance, existing four-lane roads such as Perimeter Center East are being converted through road diets into two-lane roads with buffered bike lanes to improve lateral offset and to provide a heightened sense of comfort for road cyclists. Redevelopment opportunities within the Georgetown/N. Shallowford Road LCI have afforded construction of shared-use paths adjacent to interior roadways. These paths connect to several local parks and bike lanes within this area. These two areas in particular also have planned projects that will further enhance this network. These projects are included in the prioritization process that is documented in Chapter IV.

**Figure 6: Existing Bike Network**



# II: EXISTING CONDITIONS AND NEEDS ASSESMENT

Even with the growing network of bicycle facilities in Dunwoody, there are many locations where more non-motorized infrastructure is needed. Notably, in the eastern part of the City, where much of the land use is residential, there are disconnected neighborhoods bounded by minor arterial roads like Tilly Mill Road, Winters Chapel Road, and North Peachtree Road, with limited bike facilities for cyclists to operate within. There is also a significant gap in connectivity between the higher-density retail areas, notably within Perimeter CIDs. The City seeks to complete these gaps to allow for cycling to become a more viable mode of transportation for shorter, everyday trips that are not necessarily related to a commute. There is also a general lack of east-west connectivity across the City, which could be remedied with additional infrastructure on Womack Road, Peeler Road, and/or Mt. Vernon Road.

The existing network of bike lanes and multi-use trails is shown in **Figure 6**.

The bike lanes on Mount Vernon Road are used by cyclists regularly. The most typical rider in bike lanes on a road such as Mount Vernon Road is a Class A cyclist, who is generally very comfortable ridign with traffic, and without any physical barrier. Class B and Class C cyclists are less experienced, and prefer biking on dedicated facilities that have some form of lateral offset to seperate them from motorized vehicles. The skill level of Dunwoody's cyclists spans all classes and therefore it is important to provide those direct routes that skilled riders can use while also ensuring that those who are less advanced can also bike comfortably to destinations.

Another benefit of the additional pavement width provided by bike lanes is that it provides a refuge area for disabled vehicles and cars required to pull over to allow emergency vehicles to pass. Without this additional pavement width, these scenarios may inhibit traffic from getting through these locations.

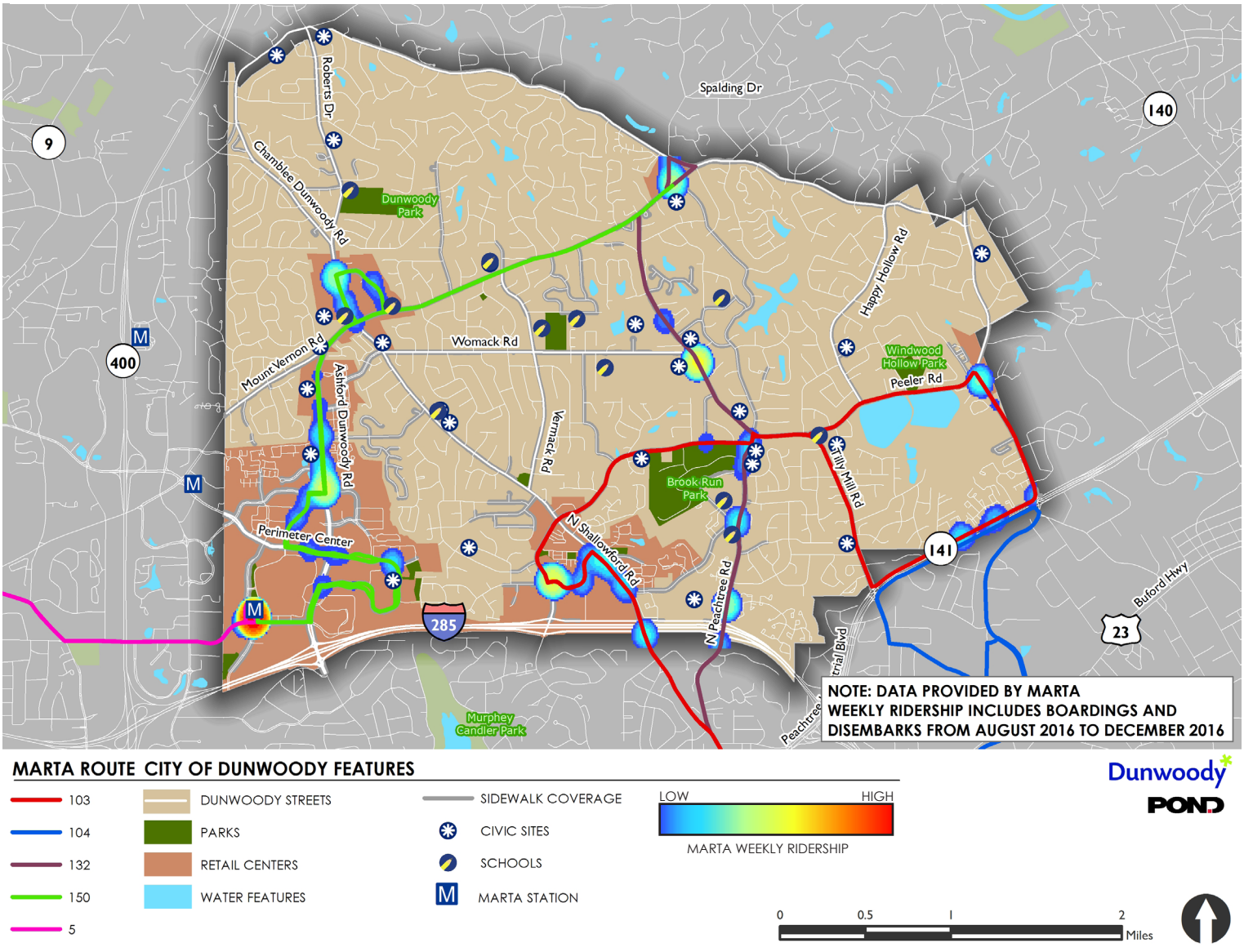
*CYCLIST USING BIKE LANES ON MT. VERNON ROAD*

*CAR UTILIZING BIKE LANE AS A PULL-OFF AREA*

## E. Transit Network

Transit, both bus and rail, play an important part of transportation in Dunwoody. The PCIDs area are served by two rail stations: Sandy Springs and Dunwoody. The Dunwoody rail station provides direct access to the Perimeter Mall, and is located at the intersection of Perimeter Center Parkway and Hammond Drive, both roads which are vital for movement to and from businesses and residences. **Figure 7** illustrates the current MARTA bus routes that operate within Dunwoody, and the weekly ridership data taken at each bus stop. Of note in this graphic is that the most active bus routes are Route 5 and Route 150, which serve the Dunwoody rail station. There are also elevated boardings and disembarks near the Georgia State University campus, the Georgetown LCI area, and the intersection of Meadow Lane and Ashford-Dunwoody Road within the Perimeter area. Continuing to provide and expand upon connectivity to these routes is important for the City to support the transit system that is present. Actively improving access to transit can have positive benefits to vehicle congestion and delays by giving a means for more people to choose an alternative mode of traveling to the personal vehicle. The data provided in this graphic is provided by MARTA and the City of Dunwoody, and the ridership counts were taken between August and December, 2016.

**Figure 7: MARTA Bus Routes and Ridership**



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## F. Multi-Modal Suitability

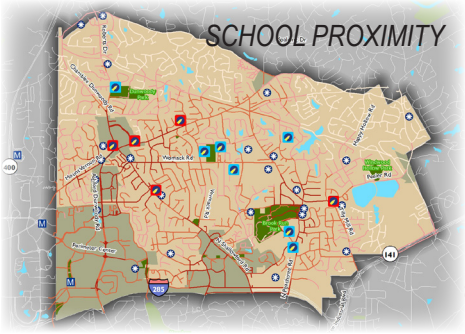
In order to identify target areas for bike and pedestrian improvements, and to rank potential bike and pedestrian projects, a roadway network suitability analysis was conducted. This analysis used a network of streets, off-road bike and pedestrian facilities, and proposed off-road bike and pedestrian facilities within three miles of the City of Dunwoody. This analysis measures suitability across four categories: access to attractions, proximity to demand, existing facility character, and future needs in the area.

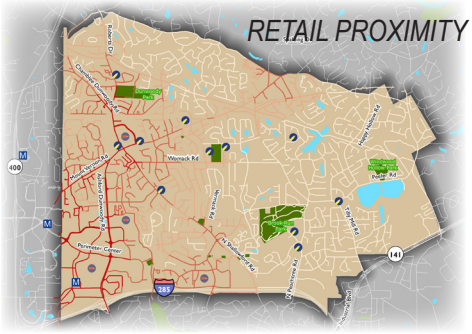
### Attractions

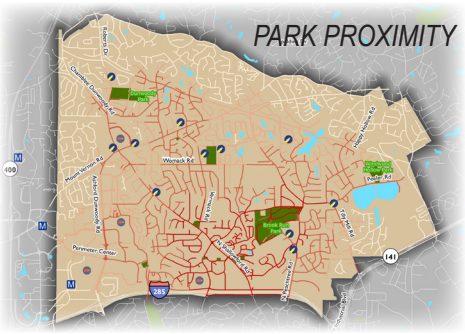
This category measures each facility's access to desired travel destinations. Each segment is assigned a score based on how close it is to each of the following points of interest:

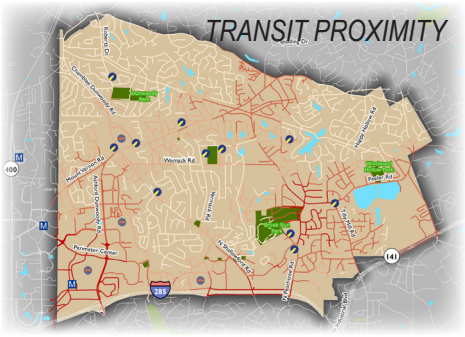
- Schools
- Retail Centers
- Parks
- Transit stops
- Employment
- Civic Sites (churches, libraries, City Hall, and Georgia State University)

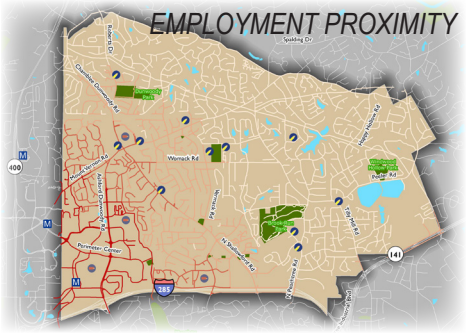
Distances to these attractions are measured as actual travel distance along roads and trails, not as direct "as the crow flies" distances. This distinction adds an understanding of the network's constraints to the analysis. Unsurprisingly, this group highlights the areas near major employment hubs like the Perimeter and Georgetown areas, as well as the shopping center of Dunwoody Village and the area in proximity to Brook Run Park as those areas have substantial retail, employment, and civic land uses. See **Figure 8** for the composite Attractions weighting by network link. The individual pieces that make up that composite are shown below.

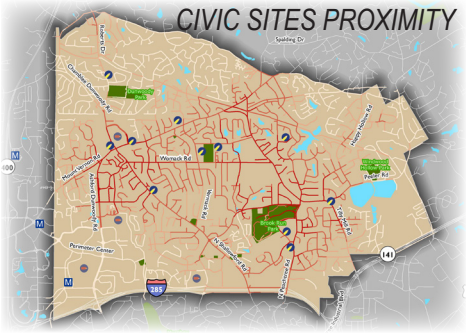


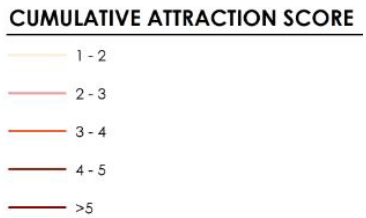



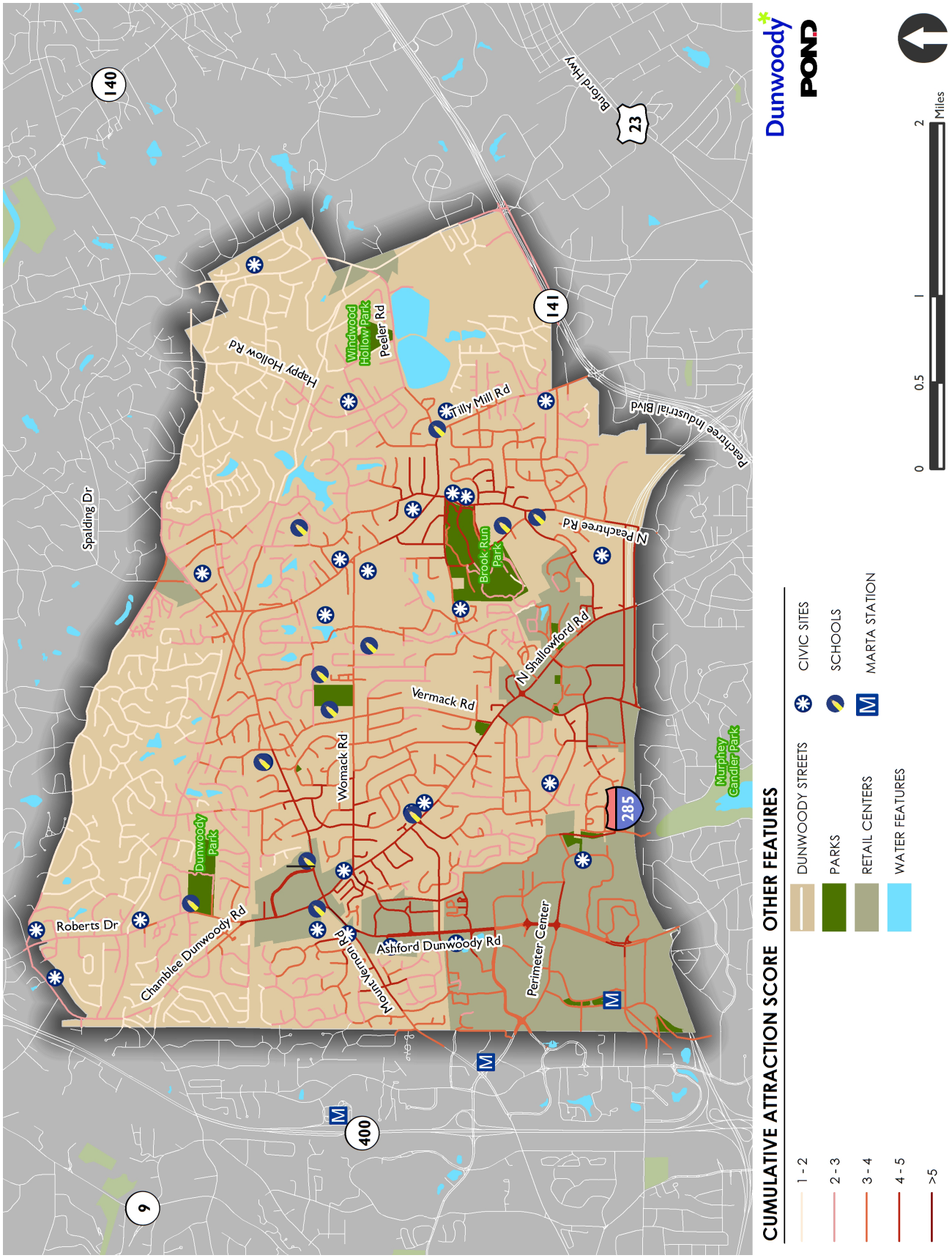



# II: EXISTING CONDITIONS AND NEEDS ASSESMENT

**Figure 8: Sutaibility Analysis, Cumulative Attraction Score**

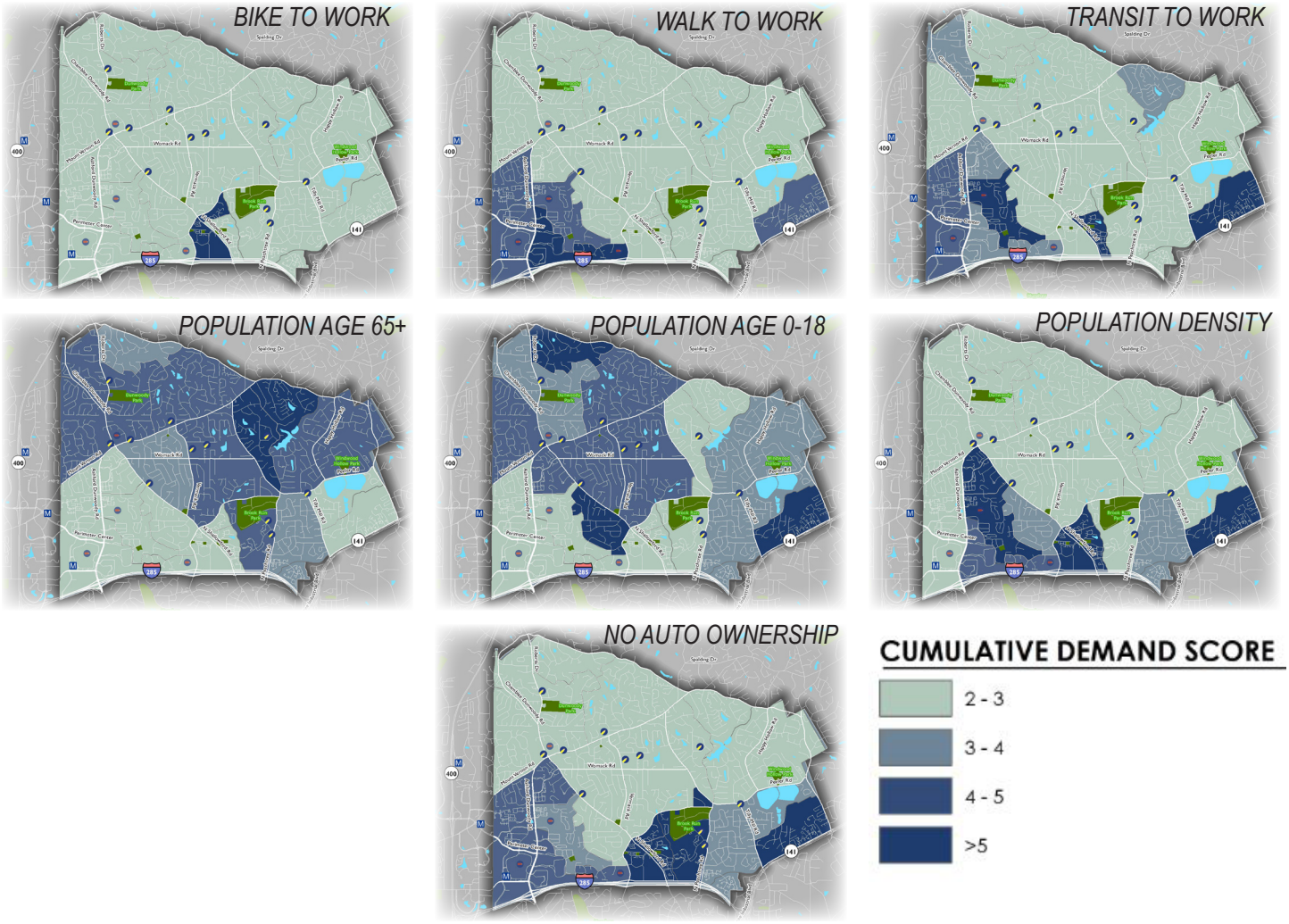


## Demand

Using population data from the U.S. Census Bureau, this measure identifies where people who may be more likely to use bike and pedestrian facilities live. Higher scores are given to those facilities in areas with higher concentrations of people in the following demographic groups:

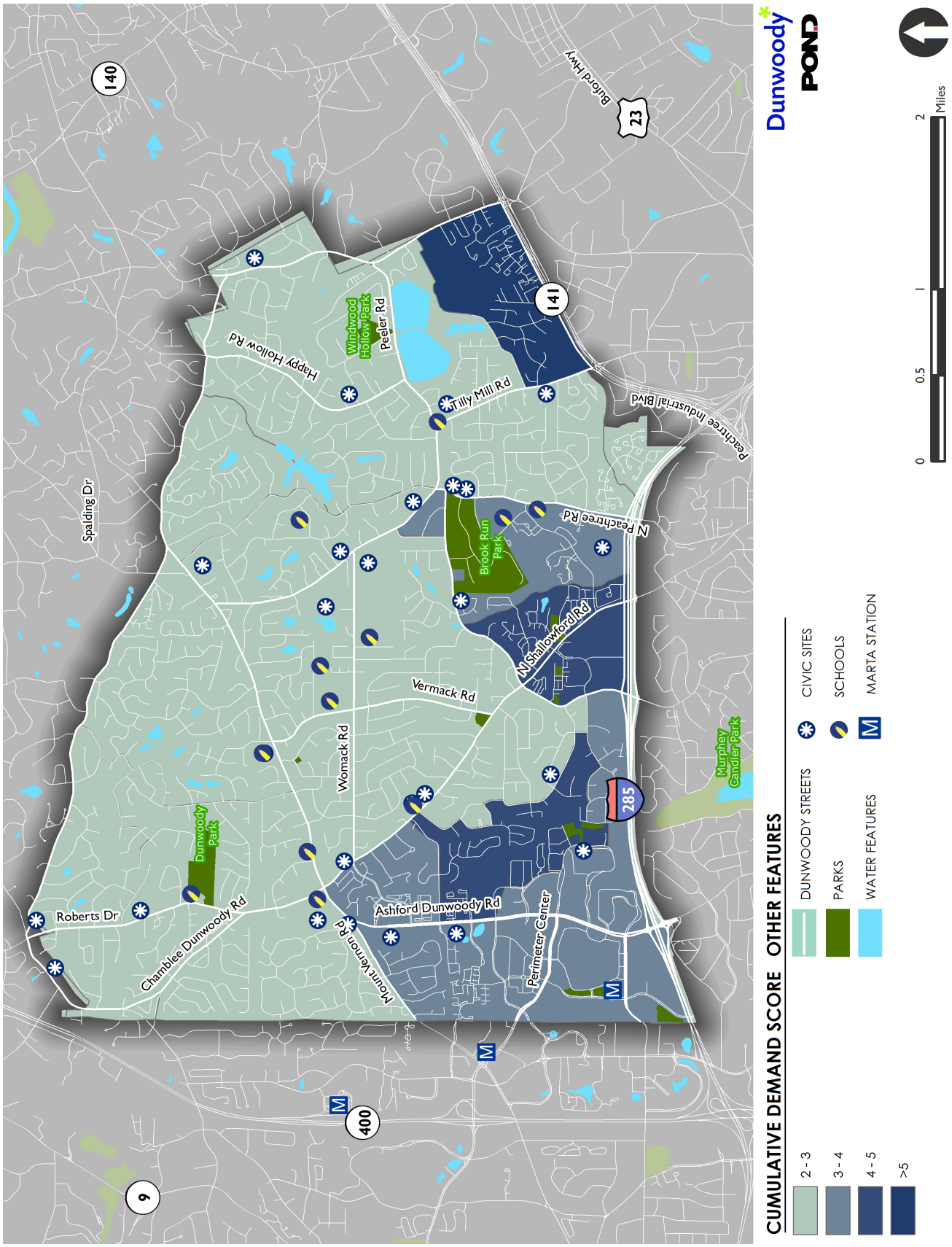
- Those who use alternative modes to commute (biking, walking and transit)
- The elderly (age 65+)
- Children (age 0-18)
- Population density (people per acre)
- Households without access to a vehicle

This metric yielded higher propensity to use a multi-modal facility along Peachtree Industrial Boulevard, due to the higher distribution of households without a car in those areas. Other locations of above average multi-modal propensity include the densely populated Perimeter and Georgetown areas, which can more easily support commuting by bike or foot and are located near major rail stations and bus routes. The remaining residential areas of Dunwoody did not represent a population that uses transit, cycling, or walking as a primary means of travel to and from work, as reported by the U.S. Census Bureau when measured overall. See **Figure 9** for the composite Demand weighting by Census Block Group. The individual pieces that make up that composite are shown below.



# II: EXISTING CONDITIONS AND NEEDS ASSESMENT

**Figure 9: Suitability Analysis, Cumulative Demand Score**

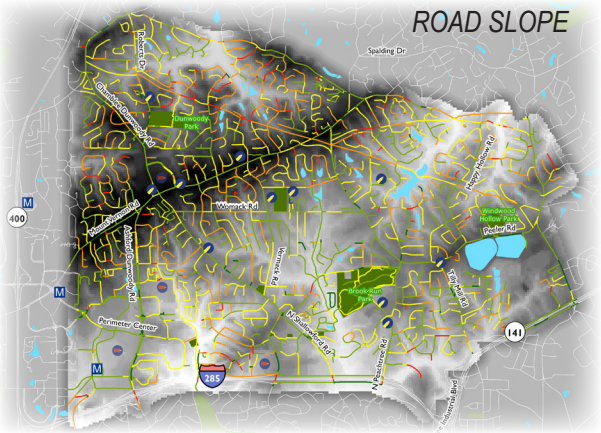


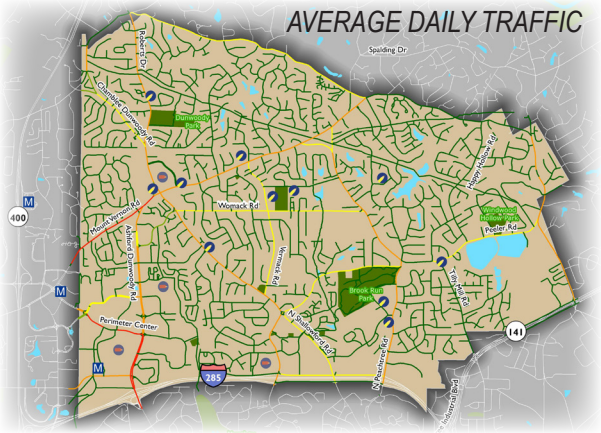
## Characteristics

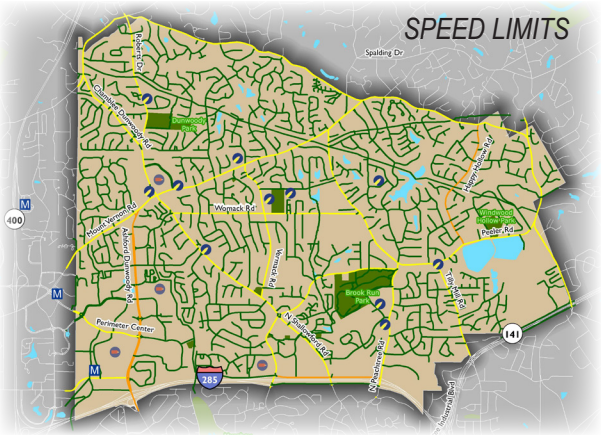
In order to identify the most comfortable and safest places to establish bike and pedestrian facilities, the characteristics of existing facilities was considered. This category scored segments based on the following criteria:

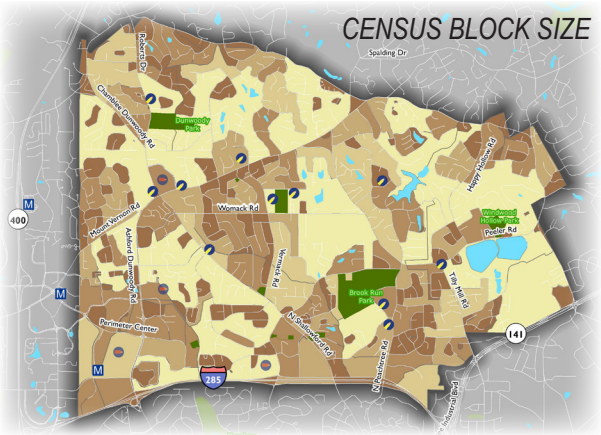
- Road slope/terrain
- Average Daily Traffic
- Speed limits
- Census Block Density

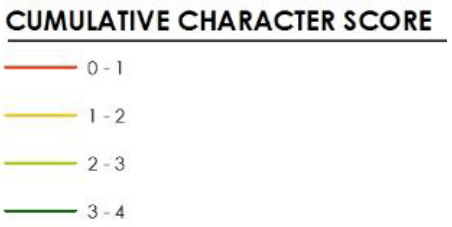
Notably, the local neighborhood roads were more favorable in this category due to the relatively low volume of vehicles and low speeds found on them. This suggests the need to take advantage of local connections through neighborhoods when the opportunity arises, with the intent of taking bicycle and pedestrian traffic off the more vehicle-dominant minor arterials. This category does not preclude the use of bicycling or pedestrian facilities on these busier roadways; however, it recognizes that on street facilities may not be favorable by all levels of cyclists on higher volume and higher speed roads and recognizes that separated facilities should be considered along new infrastructure improvement projects. This often requires new right-of-way, higher design costs, and higher construction and material costs. See **Figure 10** for the composite Characteristic weighting by network link. The individual components that make up that composite are shown below.



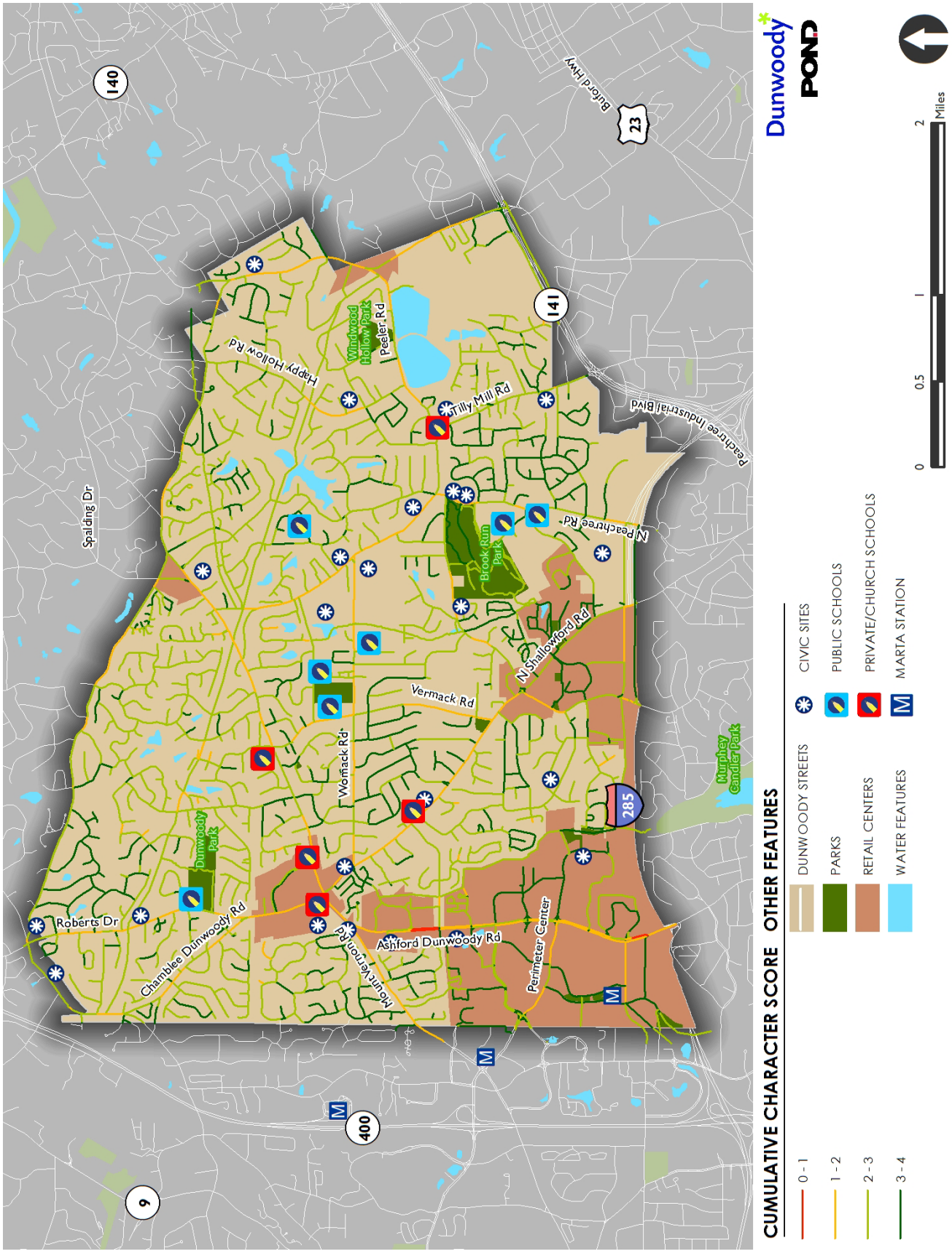



# II: EXISTING CONDITIONS AND NEEDS ASSESMENT

**Figure 10: Suitability Analysis, Cumulative Character Score**

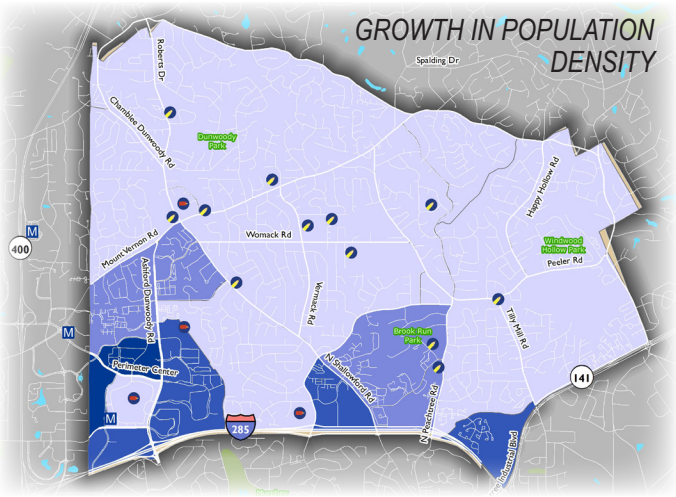


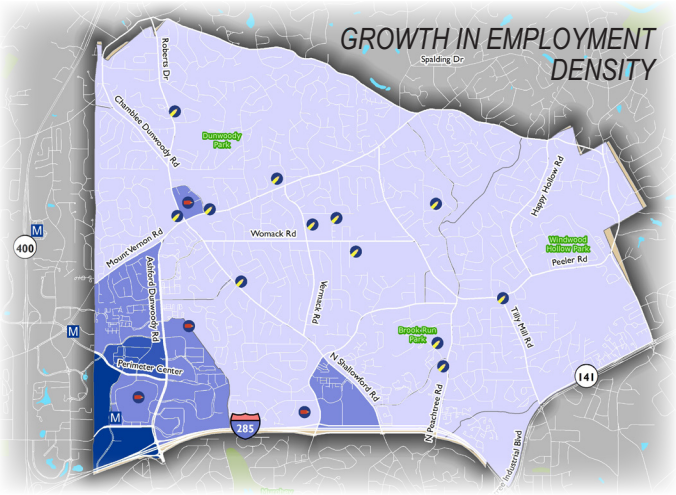
## Future Needs

This category uses projections of future population and employment growth created by the Atlanta Regional Commission (ARC), as well as the City's Comprehensive Plan to anticipate where needs will arise in the future. Criteria within this section include:

- Growth in population density over time
- Growth in employment density over time

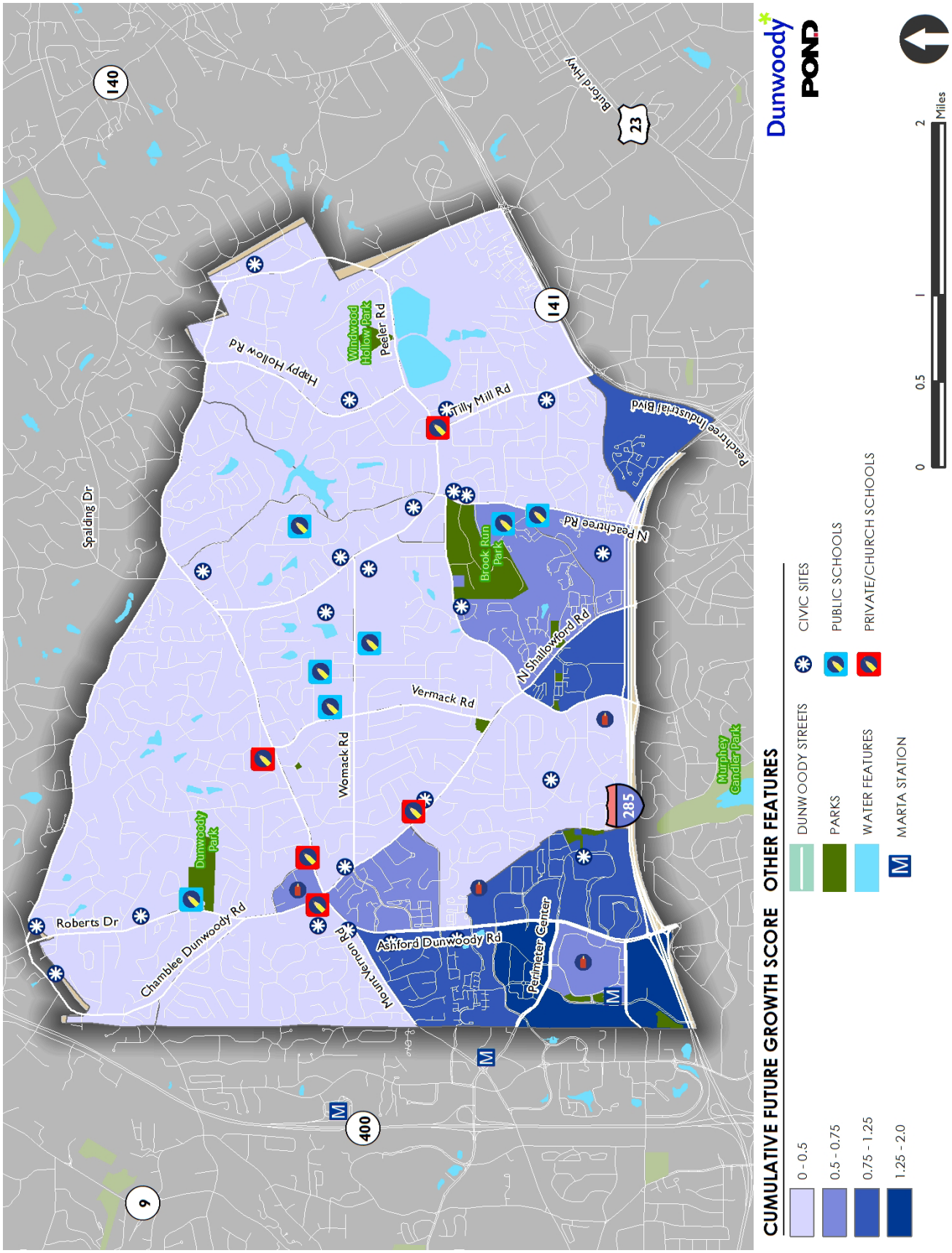
Change in population density over time is expected to trend upwards most rapidly in the areas around the Perimeter mixed-use hub and the Georgetown/N. Shallowford Road LCI. Employment density within the Perimeter area will also rise most rapidly. These forecast predictions are derived from socio-economic data found within the ARC activity-based travel demand model. This is a region-wide computer simulation tool that uses known socio-economic data, transit ridership, future committed capital improvement projects, and other pieces of data to model traffic volumes on roadways. See **Figure 11** for the composite Future Needs weighting by Census Block Group. The individual pieces that make up that composite are shown below.



# II: EXISTING CONDITIONS AND NEEDS ASSESMENT

**Figure 11: Suitability Analysis, Future Needs Score**

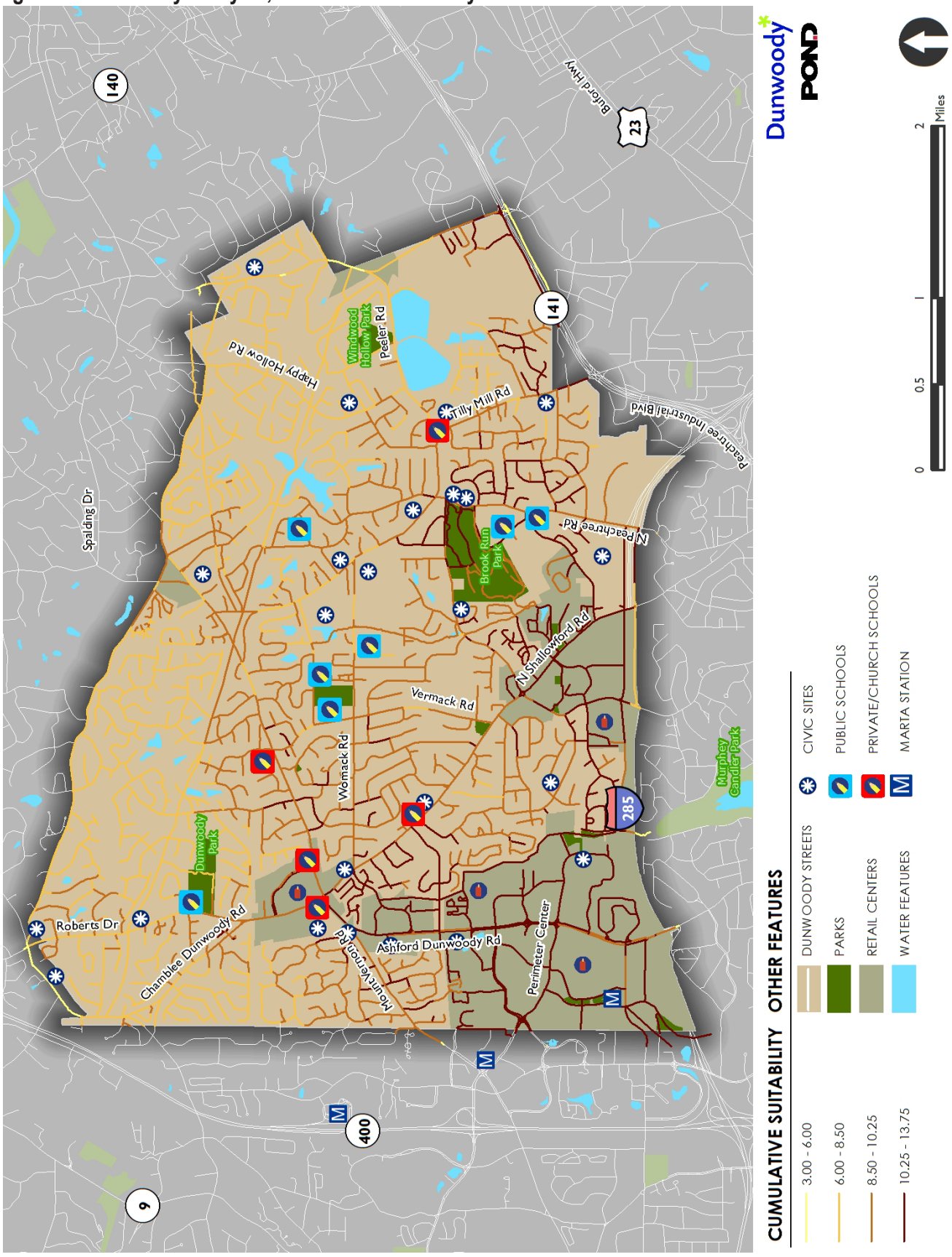


## Total Score

To create a comprehensive understanding of the four measurement categories, scores for each category were normalized and added together to create a total score. This exercise is intended to provide a visual tool to identify favorable connections rather than provide conclusions on a preferred facility type for a corridor. As expected, roadways around the major employment and residential hubs in the southern part of the city rated the highest in this suitability scoring. **Figure 12** also suggests that linking the Perimeter and Georgetown areas would provide substantial benefit for users of non-motorized modes of travel. In addition to the Mount Vernon Road and Chamblee Dunwoody Road corridors previously identified in the 2011 CTP, other areas that stand out in **Figure 12** as having an above-average propensity for alternate mode users groups include the Tilly Mill Road corridor, the N. Peachtree Road corridor, and the SR 141/Peachtree Industrial Boulevard corridor. Retail hubs like Dunwoody Village and the Jett Ferry shopping centers would also benefit by connecting bike and pedestrian facilities.

# II: EXISTING CONDITIONS AND NEEDS ASSESMENT

**Figure 12: Suitability Analysis, Cumulative Suitability Score**



## G. Multi-Modal Design Policy

The City recognizes that while it would be ideal to incorporate multi-modal facilities in all capital projects to meet the demand for all users, it recognizes that there are limiting factors that make it impractical to implement. The proposed project descriptions in Section IV provided in this document are planning level proposals. Once funding has been identified for their design, considerations such as existing right of way, potential connectivity to existing and future facilities, construction costs and schedules, and impacts to surrounding property owners, mature trees, and other context features must be weighed to determine the types (and dimensions) of these facilities at the conceptual stage of design development.

At minimum, the following design features should be considered:

1) When adding or relocating curb and gutter on arterial and collector roads, the preferred lane width of 11' with 4' bike lanes should be designed.

2) When restriping to accommodate bike lanes as part of a resurfacing project on arterial and collector roads, the preferred lane width is 11' with 4' bike lanes. However, a 10' lane width may be incorporated for roadway sections where no more than 3 total travel lanes are present or up to 3 travel lanes present in a given direction.

### Inter-Neighborhood Connections

The City supports new opportunities to add bike and/or pedestrian connections between neighborhoods and/or civic sites that do not rely on access to main roads. These features have been requested by various residents and HOA groups. However, these projects typically rely on the use of easements across private property rather than being located within or along the existing right of way. Therefore, these projects will typically be initiated by neighborhood groups after they have identified property owners along the potential connection who are willing to grant this public access.

### Inter-City Connections

The Peachtree Gateway Partnership is an ongoing coordination effort between the cities of Chamblee, Doraville, Brookhaven, and Dunwoody to make infrastructure and community improvements. Part of this joint commitment is to coordinate all of the bike, pedestrian, and trail plans in order to provide connectivity between these communities. The City of Dunwoody and the City of Brookhaven have identified the need for a multi-use path between Ashford Dunwoody Road and Chamblee Dunwoody Road with continuation of the Georgetown Trail along Dunwoody Road to I-285, the recommended crossing location is at the Chamblee Dunwoody Bridge.

The Ashford Dunwoody Bridge over I-285 is another vital multimodal connection. Any future reconstruction of the interchange should provide for bicycle and pedestrian users. The city will pursue additional opportunities to accommodate multimodal improvements within GDOT projects planned along the I-285 corridor.

### Sidewalk, Multi-Use Trails, and Crosswalks

As recommended in the 2011 transportation plan, the city has developed minimum design standards for sidewalks and multi-use paths. In Dunwoody Village and Perimeter Center the minimum standards are outlined in the zoning overlay for those areas and the Georgetown Master Plan provides standards that the city is implementing within the commercial area included in that plan. Elsewhere in the city, the current design standard for sidewalk width is 5 feet with a minimum 2-foot buffer. It is the city's policy to consider the surrounding context and incorporate flexibility into buffer widths and other aspects of the design standards with respect to constraints such as utilities, topography, and specimen trees. On arterial and collector roads research has shown that a minimum 4-foot buffer is desirable for pedestrians while on lower volume roads within residential neighborhoods the buffer may occasionally be eliminated completely based on site constraints.

Building off the Pedestrian Safety Action Plan the City will develop a crosswalk treatment policy to support the growing sidewalk network. The City will consider guidelines from the Federal Highway Administration (FHWA), the National Association of City Transportation Officials (NACTO) and best practices in other cities to develop the policy. The primary goal of the policy should be to develop a method for determining the features and type of crosswalk at unsignalized mid-block crossings. This determination should be based on daily traffic volumes, road width, number of travel lanes, vehicle speeds, proximity to community destinations, crash history and any other contextual considerations that are relevant. Potential crosswalk enhancements that should be considered include additional striping and signage, the use of raised concrete medians for refuge islands, Z-crossings at refuge islands, Rectangular Rapid Flashing Beacons (RRFBs), and Pedestrian Hybrid Beacons (PHBs).

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# III: Updating the Comprehensive Transportation Plan Project List

One of the critical goals of this update is the development of a prioritized list of projects for 2017 and beyond. Doing so requires taking inventory of the completed projects from the 2011 CTP, having an understanding of the City's current financial commitments, and incorporating any new additions to the list that are a result of recent planning efforts.

## A. Completed Projects

A comprehensive list of projects taken from the 2011 CTP is documented in **Table 4**. Note that this table has been recreated directly from information found in the 2011 CTP. This table is intended to update the reader as to the 2017 status of each of the 45 projects that were part of the original transportation plan. The projects that have not been completed to date have been evaluated against any new 2017 CTP Update projects to reprioritize the master list (See Chapter IV).

The information found in **Table 4** shows the degree of progress that the City has made in its efforts to improve transportation in and around Dunwoody. Six of these projects have been completed.

- Mount Vernon Road and Chamblee Dunwoody Road at Nandina Lane
- Tilly Mill Road at North Peachtree Road
- Dunwoody Village Parkway multi-modal improvements
- Peachford Road multi-modal improvements
- Vermack Road at Parliament Road/Old Village Run (to improve sight distance)
- Mount Vernon Road bike lanes between Dunwoody City limits and Ashford Dunwoody Road

Another nineteen projects have some element of financial commitment in progress. Those projects are identified as being "In Progress", "Completed X of X miles", or "2017 Construction" in **Table 4** and that commitment ranges from being in concept development to being fully designed and even under construction.

The original CTP defined several Tiers for completion targets. The tier system indicated an ideal date range for completion.

- Tier 1a: 2011 – 2015
- Tier 1b: 2016 – 2020
- Tier 2: 2021 – 2030
- Tier 3: Long Range

The short-term tier, Tier 1a, has had significant progress made towards completion. Many intersection improvement projects are moving forward, including Mount Vernon Road at Vermack Road, which is scheduled for construction in 2017, and Chamblee-Dunwoody Road at Spalding Drive, Mount Vernon at Tilly Mill Road, and Chamblee-Dunwoody Road at North Shallowford Road, which are planned for subsequent years. The completion of these projects has been affected by available resources, increases in construction costs, and adjustments to the city's priorities.

Several long-term projects falling into Tier 1b and Tier 2 have had some progress made on them as well. Much of this movement can be attributed to the ongoing planning and development efforts taking place within the city as well as incorporating modifications within other initiatives such as paving projects.

**Table 4: 2011 Comprehensive Transportation Plan Projects**

| Priority Tier | Project ID | Type | Project Description | Implementation Strategy Approach | Total Project Cost | 2017 Status |
|---|---|---|---|---|---|---|
| 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 | 2017 Construction |
| 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 | Completed 2.6 miles of 11.2 miles |
| 1a | 3 | Bicycle/ Pedestrian | Mount Vernon Road at North Peachtree Road: Add crosswalk and refuge island | GDOT Safe Routes To School Grant | $100,000 | Not Started |
| 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 | 2017 Construction |
| 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 | Decreased Priority |
| 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 | Complete |
| 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, TSPLOST | $200,000 | In Progress |
| 1a | 7b | Intersection | Mount Vernon Road at Mount Vernon Place: Prohibit left turn movements from Mount Vernon Place to Mount Vernon Road westbound. | City of Dunwoody | $500,000 | Decreased Priority |
| 1a | 7c | Intersection | Tilly Mill Road at Mount Vernon Place: Improve intersection angle and add a NB left turn lane on Tilly Mill Road | City of Dunwoody | $150,000 | In Progress |
| 1a | 8 | Intersection | Womack Road at Vermack Road | City of Dunwoody | $1,000,000 | In Progress |
| 1a | 9 | Intersection | Intersection improvements on Chamblee Dunwoody Road from Vermack Road to North Shallowford Road | City of Dunwoody, TSPLOST | $1,575,000 | In Progress |
| 1a | 10 | Intersection | Tilly Mill Road at North Peachtree Road: Intersection improvement project. | City of Dunwoody | $3,000,000 | Substantially Complete |
| 1a | 11 | Intersection | Chamblee Dunwoody Road at Spalding Drive: Add left turn lanes, bike lanes, and sidewalks. | City of Dunwoody, ARC, TSPLOST | $750,000 | In Progress (with #21) |
| 1a | 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 | Complete |
| 1a | 13 | Study | Dunwoody Village Traffic Study - Chamblee Dunwoody Road (Womack to Roberts) | City of Dunwoody, ARC | $150,000 | In Progress (with #15 & #24) |

**Table 4: 2011 Comprehensive Transportation Plan Projects**

| Priority Tier | Project ID | Type | Project Description | Implementation Strategy Approach | Total Project Cost | 2017 Status |
|---|---|---|---|---|---|---|
| 1b | 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, TSPLOST | $3,000,000 | Completed 1.5 miles of 2.6 miles |
| 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 | In Progress (with #13 & #24) |
| 1b | 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 | In Progress |
| 1b | 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 | Complete |
| 2 | 18 | Multi-modal, Georgetown/ North Shallowford Master Plan | North Shallowford Road multi-modal improvements from Cotillion Drive to Peeler 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 | In Progress |
| 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 | In Progress |
| 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 | Not Started |
| 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 | In Progress (with #11) |
| 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, TSPLOST, Georgia DOT | $12,000,000 | Portions Complete and in Progress |
| 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, TSPLOST, GDOT | $5,500,000 | Portion in progress (with #7a, #7b, and #7c) |
| 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 | Complete |
| 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 | In Progress (with #13 & #15) |

**Table 4: 2011 Comprehensive Transportation Plan Projects**

| Priority Tier | Project ID | Type | Project Description | Implementation Strategy Approach | Total Project Cost | 2017 Status |
|---|---|---|---|---|---|---|
| 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 | In Progress |
| 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 | Not Started |
| 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 | Study complete; decreased priority for implementation |
| 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 | Study complete; decreased priority for implementation |
| 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 | Study complete; decreased priority for implementation |
| 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 | Not Started |
| 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 | Not Started |
| 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 | Not Started |
| 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, TSPLOST | $4,700,000 | Complete* |
| 3 | 33 | Center Turn Lane | Add center turn lane on North Peachtree Road between North Forrest Trail and Peachford Road | City of Dunwoody | $1,100,000 | Not Started |
| 3 | 34 | Center Turn Lane | Add center turn lane on Tilly Mill Road between Peeler Road and Peachtree Industrial Boulevard | City of Dunwoody | $1,300,000 | Not Started |

** Bike lane project was completed, but center turn lane was not part of the improvement*

**Table 4: 2011 Comprehensive Transportation Plan Projects**

| Priority Tier | Project ID | Type | Project Description | Implementation Strategy Approach | Total Project Cost | 2017 Status |
|---|---|---|---|---|---|---|
| 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, TSPLOST, Georgia DOT | $1,125,000 | Not Started |
| 3 | 36a | Intersection | Mount Vernon Road at Tilly Mill Road: Install roundabout | City of Dunwoody, ARC, Georgia DOT | $750,000 | In Progress (non-round-about) |
| 3 | 36b | Intersection | Mount Vernon Road at Jett Ferry Road: Install roundabout | City of Dunwoody, ARC, Georgia DOT, Redevelopment | $750,000 | Not Started |
| 3 | 36c | Intersection | Mount Vernon Road at Dunwoody Club Drive: Install roundabout | City of Dunwoody, ARC, Georgia DOT, Redevelopment | $750,000 | Not Started |
| 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 | Not Started |
| 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 | Not Started |
| 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 | Not Started |

*CONSTRUCTION TAKING PLACE ON DUNWOODY VILLAGE PARKWAY TO REDUCE VEHICULAR LANES, ADD BIKE LANES, AND PROVIDE STREETSCAPE ENHANCEMENTS*

## B. New Projects

As previously mentioned in Chapter II of this update, several planning studies have been conducted by the City of Dunwoody, and in partnership with the PCIDs and neighboring municipalities. These planning studies have evaluated the network oftentimes under new context or have considered new developments and regional projects. These documents provide recommendations to address a number of issues, including the need to improve traffic operations and capacity, and to enhance vehicle, cyclist, and pedestrian safety.

Similar to the approach taken with the previous CTP projects, these new projects are presented in a table to describe the purpose of each project, identify the type of improvement, and source the planning document from where the project originated. **Table 5** provides this list of 53 new projects.

Note that some of these projects are also in progress or even complete. Fifteen (15) projects are currently in some phase of design, ranging from preliminary concept development to design. Another eleven (11) projects, many from the 2014 Pedestrian Safety Action Plan, are complete.

Also, a few projects are modified in this list from their original planning documents due to new considerations such as site conditions and updated information.

Also included in the list of new projects are eleven (11) capital improvement projects that are identified as "New" projects in the CTP Update. These eleven potential projects arise from an examination of findings from the existing conditions and needs assessment phases of the CTP Update.

Six vehicular intersection projects have been identified out of the traffic counts that were taken as a part of the 2017 CTP Update.

- #69: Improve the intersection of Chamblee-Dunwoody Road at Womack Road by adding westbound left and right turn lanes
- #72: Extend the dual eastbound left turn lanes at Meadow Lane at Ashford-Dunwoody Road
- #73: Construct an eastbound left turn lane within the median at the intersection of Meadow Lane and Ridgeview Road
- #90: Construct a westbound right turn lane on Peachford Road at North Shallowford Road
- #91: Construct left turn lanes on Mount Vernon Road at Dunwoody Station/Trailridge Drive
- #95: Roberts Drive Improvements for Austin E.S. Relocation (Chamblee-Dunwoody Road to Dunwoody Knoll Road): Turn Lanes and new signal at schol entrance. Incorporates bicycle and pedestrian improvements

The other five new projects that have been added to the project list are related to multi-modal projects designed to improve pedestrian and cyclist transportation. Note that project #95 is also classified as a multi-modal improvement that addresses bicycle and pedestrian traffic as well as vehicular traffic.

- #31: Implement multi-modal enhancements on Ashford Center Parkway to combine elements from the 2011 CTP (pedestrian enhancements, mid-block crossings, etc.)
- #40: Construct a multi-modal facility that connects North Peachtree Road and Winters Chapel Road via Peeler Road and Tilly Mill Road
- #42: Construct a multi-use trail system between the Withmere neighborhood, from Withan Drive, to Dunwoody Park and Austin Elementary School
- #52: Coordinate with the cities of Peachtree Corners and Doraville to construct multi-modal improvements on the SR 141/Peachtree Industrial Boulevard frontage road
- #92: Construct a multi-modal facility on Tilly Mill Road between Womack Road and Mount Vernon Road

Other projects on this list have been refined since the 2011 CTP based on public input, right-of-way, and terrain constraints, or based on logical project termini.

Note project #31 was included in the original 2011 CTP but the project description, in particular the use of road diet techniques to create buffered bike lanes, differs from the 2011 recommendation and therefore is included in this list of new and newly modified projects.

**Table 5: 2017 Comprehensive Transportation Plan New and Updated Projects**

| Project ID | Project Description | Type | Source | 2017 Status |
|---|---|---|---|---|
| 31 | Ashford Center Parkway/Womack Road multi-modal improvements - As shown in the Dunwoody Village Master Plan, Five Year Implementation Plan, Project #9 | Multi-modal | 2011 Dunwoody CTP | New/Modified |
| 40 | Multi-modal facility on north side of Peeler Road and Tilly Mill Road, from North Peachtree Road to Winters Chapel Road | Multi-modal | 2017 Dunwoody CTP Update | New |
| 41 | Multi-use trail between Perimeter Center East (roadway) and Georgetown Square (alignment to be determined) | Trail | City of Dunwoody, 2016 Georgetown N. Shallowford LCI Update | In Progress |
| 42 | Multi-use trail connections between the Withmere neighborhood (Witham Drive), Dunwoody Park, and Austin Elementary School | Trail | 2017 Dunwoody CTP Update | New |
| 43 | Extend bike lanes on Peeler Road from existing bike lanes to North Peachtree Road | Bike Facility | City of Dunwoody | In Progress |
| 44 | Extend bike lanes on North Peachtree Road from existing at Barclay Drive north to Tilly Mill Road | Bike Facility | City of Dunwoody | Complete |
| 45 | Bike Lanes on Tilly Mill Road between Womack Road and North Peachtree Road to Womack Road at Georgia State University Perimeter College Dunwoody Campus | Bike Facility | City of Dunwoody | In Progress |
| 46 | Add bike lanes on Womack Road where feasible; project implementation will likely be phased into multiple projects | Bike Facility | City of Dunwoody | In Progress |
| 47 | Multi-use path along Winters Chapel Road from Dunwoody Club Drive to Peeler Road | Multi-modal | 2015 Winters Chapel Corridor Study | In Progress |
| 48 | Extend bike lanes on Vermack Road north from existing lanes to Mt. Vernon Road; project implementation will likely be phased into multiple projects | Bike Facility | City of Dunwoody | In Progress |
| 50 | Multi-use path along west side of Ashford Dunwoody Road from Ravinia Parkway to Perimeter Center East | Trail | 2014 PCID Commuter Trail Study | In Progress |
| 52 | Multi-modal improvements along SR 141/Peachtree Industrial Boulevard connecting to Peachtree Corners and Doraville | Multi-modal | 2017 Dunwoody CTP Update | New |
| 53 | RRFB on North Peachtree Road between Peachford Road and Brookhurst Drive | Pedestrian Intersection Improvement | 2014 Pedestrian Safety Action Plan | Complete |
| 54 | Mt. Vernon at Stratham crosswalk enhancement | Pedestrian Intersection Improvement | 2014 Pedestrian Safety Action Plan | Complete |
| 55 | Chamblee Dunwoody Road at Redfield Road; addition of pedestrian refuge islands, add crosswalk | Pedestrian Intersection Improvement | 2014 Pedestrian Safety Action Plan | Complete |
| 56 | N Peachtree Road between Barclay Road/Riverglenn Circle; addition of pedestrian refuge islands, add crosswalk | Pedestrian Intersection Improvement | 2014 Pedestrian Safety Action Plan | 2017 Construction |
| 57 | Tilly Mill at Dunwoody Glenn; Restripe crosswalk, improve to ADA standard, install in-road sign | Pedestrian Intersection Improvement | 2014 Pedestrian Safety Action Plan | Complete |
| 58 | Womack at Lakeland Woods Court/Dunwoody Elementary; Pedestrian refuge island, remove left-turn lane, upgrade to ADA standards | Pedestrian Intersection Improvement | 2014 Pedestrian Safety Action Plan | Complete |
| 59 | Chamblee Dunwoody at Kings Down Road, pedestrian improvements | Pedestrian Intersection Improvement | 2014 Pedestrian Safety Action Plan | In Progress |
| 60 | North Peachtree Road at Peachford Road; School Zone signs for traffic from Peachford Road | Pedestrian Intersection Improvement | 2014 Pedestrian Safety Action Plan | Complete |
| 61 | Happy Hollow at Fontainbleu; Install new crosswalks | Pedestrian Intersection Improvement | 2014 Pedestrian Safety Action Plan | Not Started |
| 62 | Hensley Drive; new sidewalks, new crosswalk, new in-road sign, lighting | Pedestrian Intersection Improvement | 2014 Pedestrian Safety Action Plan | Complete |

**Table 5: 2017 Comprehensive Transportation Plan New and Updated Projects**

| Project ID | Project Description | Type | Source | 2017 Status |
|---|---|---|---|---|
| 63 | Vanderlyn Drive at Hensley Drive; add pedestrian advanced warning signs | Pedestrian Intersection Improvement | 2014 Pedestrian Safety Action Plan | Not Started |
| 64 | Remove crosswalk across North Peachtree Road - Done | Pedestrian Intersection Improvement | 2014 Pedestrian Safety Action Plan | Complete |
| 65 | Combine Dunwoody Elementary and Dunwoody High School school zones | Pedestrian Intersection Improvement | 2014 Pedestrian Safety Action Plan | Denied by State |
| 66 | Construct ADA ramps at the eastern crosswalk across Womack Road at Dunwoody Elementary | Pedestrian Intersection Improvement | 2014 Pedestrian Safety Action Plan | Complete |
| 67 | Dunwoody Club Drive at Dunwoody Club Creek; remove crosswalk across Dunwoody Club Drive and complete sidewalk on north side | Pedestrian Intersection Improvement | 2014 Pedestrian Safety Action Plan | In Progress |
| 68 | Chamblee Dunwoody Road at Dunwoody Knoll Drive; add pedestrian signs and RRFBs, trim vegetation, add lighting | Pedestrian Intersection Improvement | 2014 Pedestrian Safety Action Plan | Not Started |
| 69 | Womack at Chamblee Dunwoody - WB LT and RT lanes | Intersection | 2017 Dunwoody CTP Update | New/ In Progress with Study |
| 70 | Tilly Mill at Peeler - potential roundabout site | Intersection | 2017 Dunwoody CTP Update | Not Started |
| 71 | Winters Chapel at Dunwoody Club | Intersection | 2015 Winters Chapel Corridor Study | Complete |
| 72 | Meadow Lane at Ashford Dunwoody - Extend Turn Lane Length | Intersection | 2017 Dunwoody CTP Update | New/Grant applied for |
| 73 | Meadow Lane at Ridgeview - Add EB left turn lane | Intersection | 2017 Dunwoody CTP Update | New/Grant applied for |
| 75 | East side Perimeter Multi-Use Trail, North Fork Nancy Creek Trail | Trail | 2011 Parks, Recreation, and Open Space Master Plan | Not Started |
| 76 | Nancy Creek Tributary Trail | Trail | 2011 Parks, Recreation, and Open Space Master Plan | Not Started |
| 77 | Hammond Drive Widening to 6 lanes, raised bike lanes , and 8' sidewalks with medians and landscaped buffers | Widening | 2016 Hammond Drive Corridor Study | In Progress |
| 78 | Ravinia East Multi-modal facility Between Ravinia Drive and Perimeter Center East (PCID Commuter Trails Project #I8) to connect to the Westside Connector Trail | Multi-modal | 2014 PCID Commuter Trail Study | Not Started |
| 79 | Ravinia North Multi-modal facility Between Ravinia Drive and Perimeter Center East #2 (PCID Commuter Trails Project #I2) | Multi-modal | 2014 PCID Commuter Trail Study | Not Started |
| 80 | Perimeter Mall West Side Multi-modal facility from Hammond Drive to Perimeter Center W. (PCID Commuter Trails Project #I6) | Multi-modal | 2014 PCID Commuter Trail Study | In Progress |
| 81 | Central Mall Multi-modal facility from Central Parkway to Perimeter Center Parkway (PCID Commuter Trails Project #I5) | Multi-modal | 2014 PCID Commuter Trail Study | Not Started |
| 82 | Ashwood Pkwy-Meadow Lane Multi-modal facility (PCID Commuter Trails Project #I3) | Multi-modal | 2014 PCID Commuter Trail Study | Not Started |
| 83 | Ashford Parkway Bike Lanes on from Ashford Dunwoody to the end of the road (PCID Commuter Trails Project #A03) | Bike Facility | 2014 PCID Commuter Trail Study | Not Started |
| 84 | Meadow Lane Bike Lanes/Bus Lane or Sidepath EB from Ashford Dunwoody to S. Entry to Walmart (PCID Commuter Trails Project #A40) | Bike Facility | 2014 PCID Commuter Trail Study | Bike Lanes in Progress |
| 85 | Meadow Lane Bike Lanes from S. Entry of Walmart to Perimeter Center N. (PCID Commuter Trails Project #A02) | Bike Facility | 2014 PCID Commuter Trail Study | Not Started |

**Table 5: 2017 Comprehensive Transportation Plan New and Updated Projects**

| Project ID | Project Description | Type | Source | 2017 Status |
|---|---|---|---|---|
| 86 | Perimeter Center N bike lanes/bus lane or sidepath EB from Ashford Dunwoody to Perimeter Center E (PCID Commuter Trails Project #A41) | Bike Facility | 2014 PCID Commuter Trail Study | Not Started |
| 87 | Ravinia Parkway along loop, bike lanes/bus lane or sidepath (PCID Commuter Trails Projects #A28 and #A46) | Bike Facility | 2014 PCID Commuter Trail Study | Not Started |
| 88 | Westside Connector - New Interstate ramp from I-285 to Perimeter Center Parkway with bike lanes and sidewalks/multi use trail | New Location Roadway | City of Dunwoody, PCID, Hammond Drive Corridor Study | In Progress |
| 89 | East-West Connector - New Roadway between Perimeter Center Pkwy and Peachtree Dunwoody Road | New Location Roadway | City of Dunwoody, PCID, Hammond Drive Corridor Study | In Progress; to be constructed by developer |
| 90 | Right Turn Lane at Peachford Road at N. Shallowford Road | Intersection | 2017 Dunwoody CTP Update | New |
| 91 | Left Turn Lanes on Mt. Vernon Road at Dunwoody Station/ Trailridge Drive | Intersection | 2017 Dunwoody CTP Update | New |
| 92 | Multi-modal facility on Tilly Mill Road from Mt. Vernon Road to Womack Road | Multi-modal | 2017 Dunwoody CTP Update | New |
| 93 | Improve the intersection of Jett Ferry at Dunwoody Club; coordinate with the City of Sandy Springs who will manage the project | Intersection | City of Sandy Springs | Not Started |
| 94 | Pedestrian/Bicycle neighborhood connection between Village North Court and Dunwoody Elementary School; coordinate with DeKalb County Schools and Georgia State University | Multi-modal | City of Dunwoody | Not Started |
| 95 | Roberts Drive Improvements for Austin E.S. Relocation (Chamblee-Dunwoody Road to Dunwoody Knoll Road): Turn Lanes and new signal at schol entrance. Incorporates bicycle and pedestrian improvements | Intersection/ Multi-modal | City of Dunwoody | New |

**Figure 13** provides an overview of all vehicular projects that are contained within the current CTP project list. This figure represents all projects that have been completed from the 2011 CTP as well. Also note that the 6 new vehicle intersection projects identified previously that are completely new to the CTP or any other planning document are highlighted in green with a white border.

**Figure 14** shows a similar map overview of all bike/pedestrian projects that are contained within the current CTP project list. This figure also represents all projects that have been completed from the 2011 CTP, projects that have been added to the list which were conceived of in one or more of the various planning documents that have been produced since 2011, and the six completely new bike/pedestrian projects that are described previously. The new projects are highlighted as a green color with a white border.

The City of Dunwoody currently has a defined list of sidewalk projects that are determined using a points method that is described in Chapter II of this document. **Figure 15** illustrates the current anticipated sidewalk projects. City staff will continue to periodically review upcoming sidewalk projects with City Council. Additionally, the City will work to develop additional guidelines for adding sidewalks on residential streets.

**Figure 13: Vehicular Recommendations**

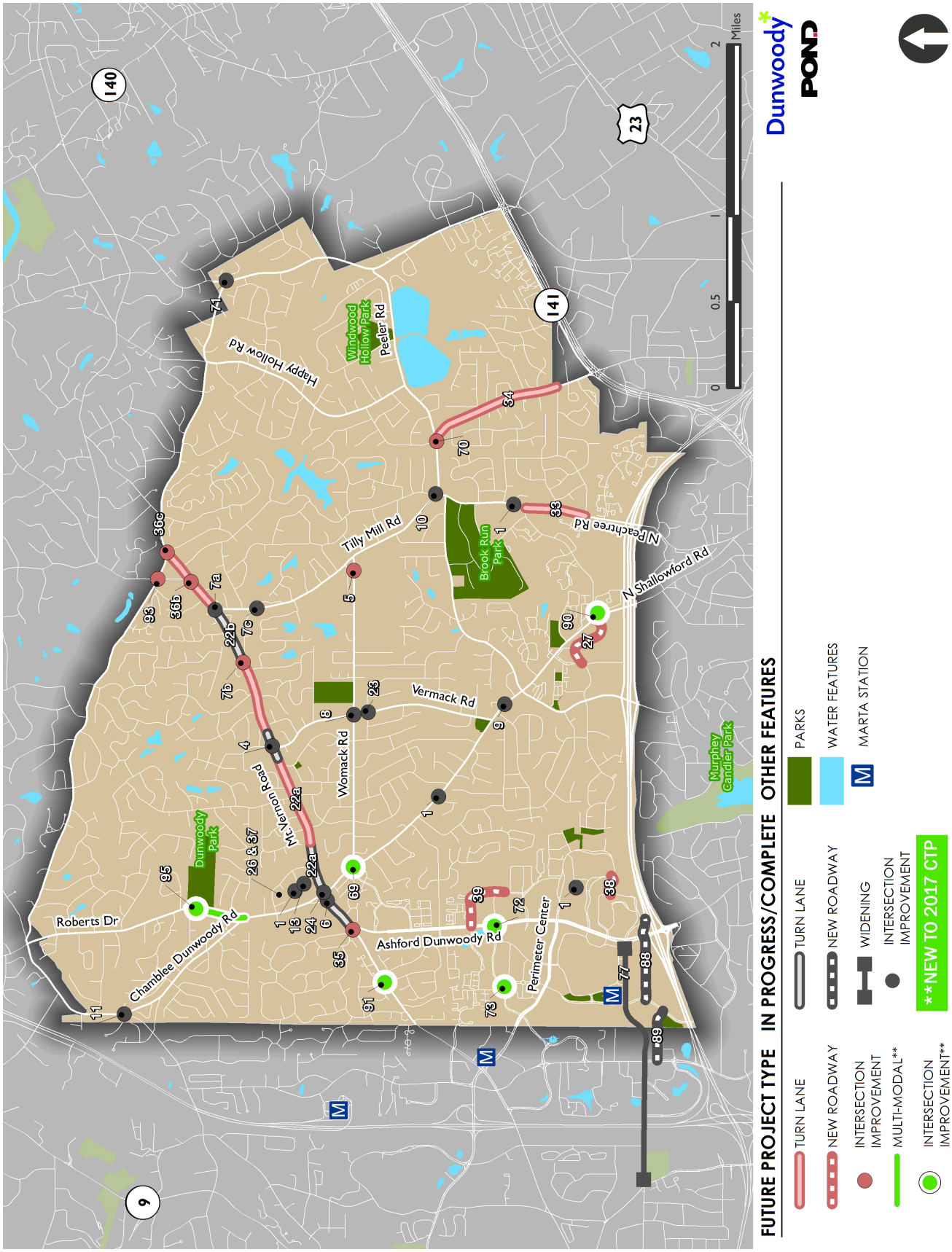


**Figure 14: Bike and Pedestrian Recommendations**

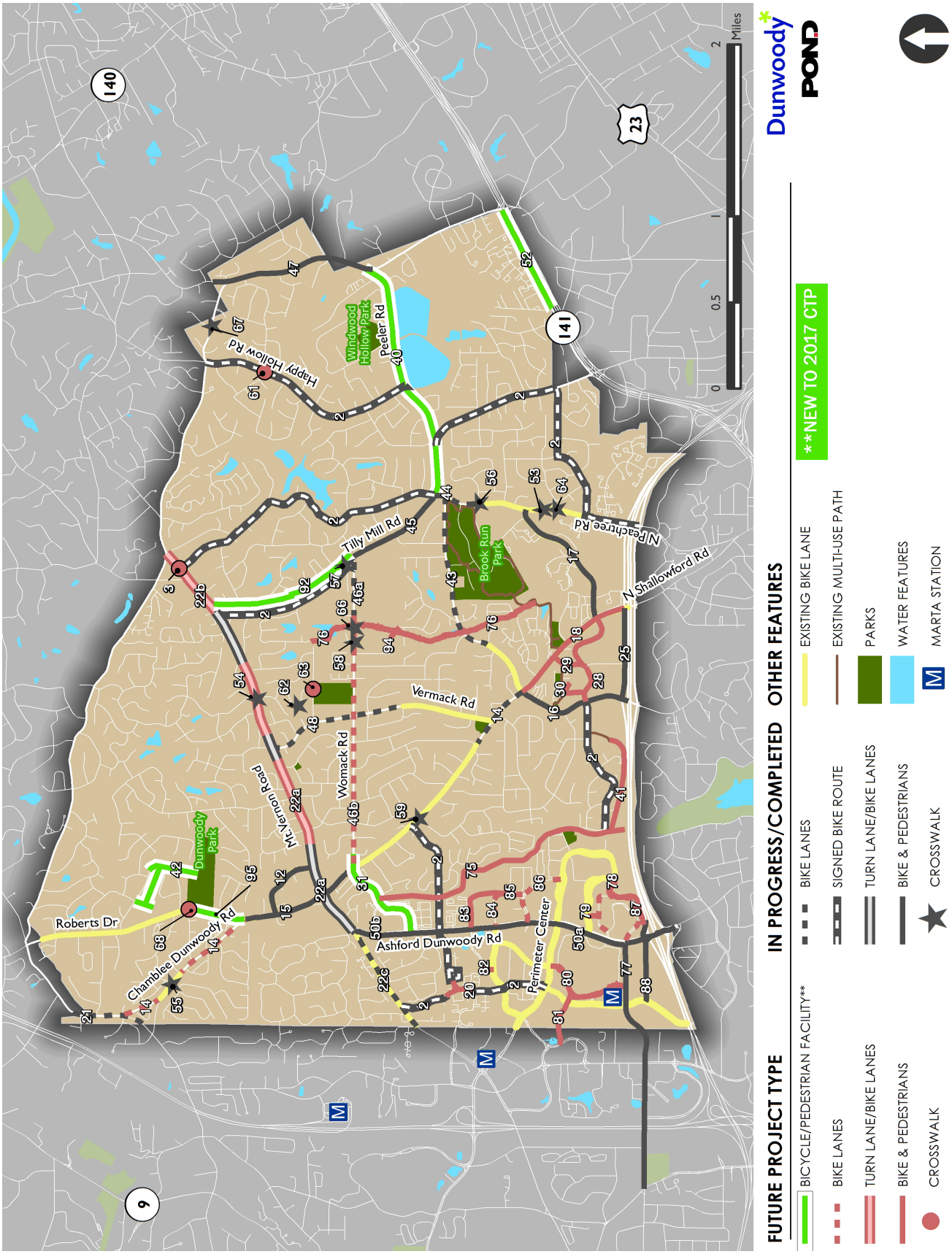
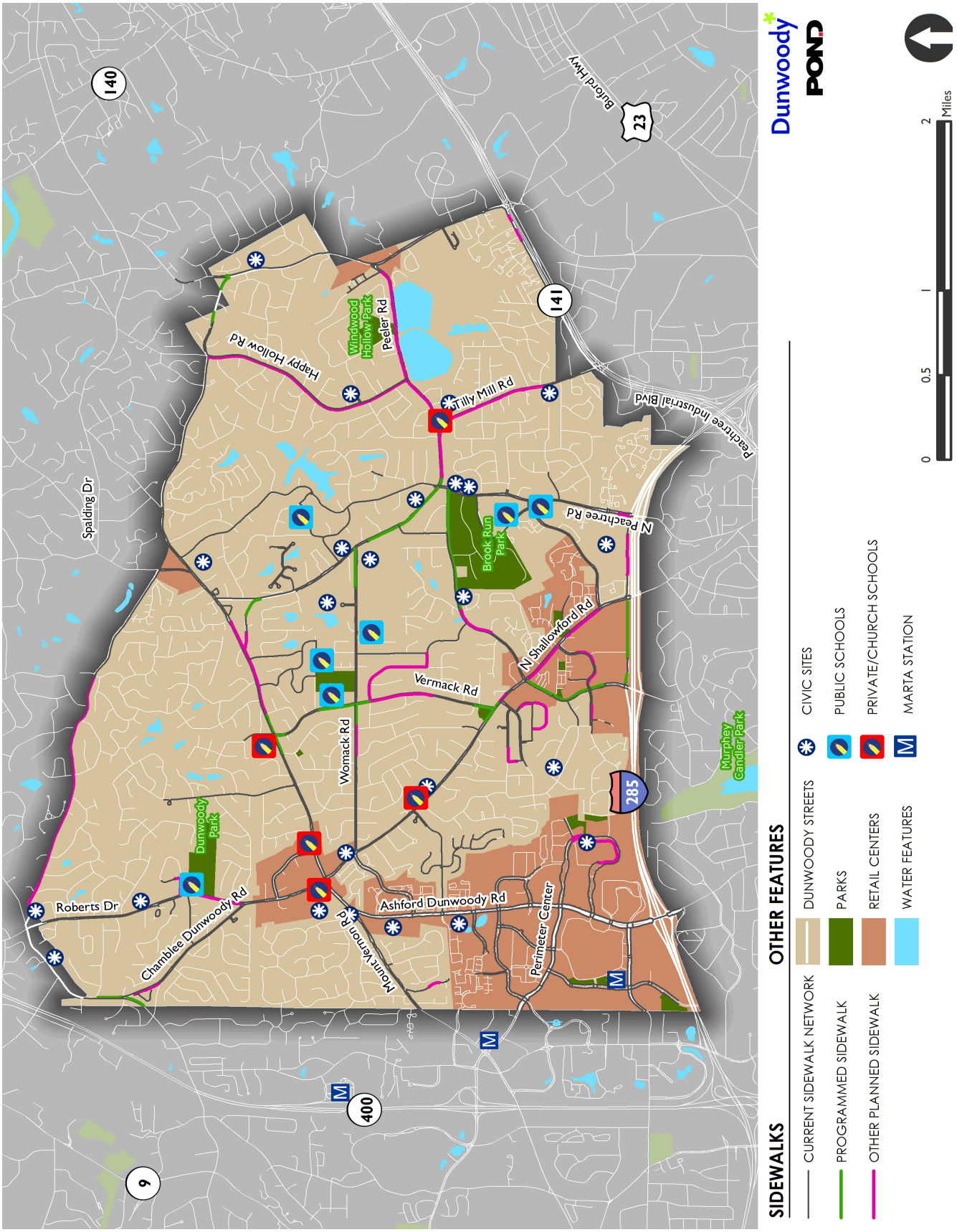


**Figure 15: Sidewalk Implementation Plan**



# IV: Evaluation and Updated Project List

The master project list in Chapter III consisted of 98 individual projects. Seventeen (17) of those projects have been completed, six (6) are funded for construction, and several others have been removed from consideration or modified due to newer initiatives that address deficiencies more effectively or due to constraints preventing the completion of a particular project. The resulting project list consists of 74 individual projects.

An evaluation process was developed to sort these 74 projects by relative need and benefit. Two common components to a municipal project evaluation process are community support and technical benefit. In this CTP Update, these two main components have been given equal weight in regards to project evaluation.

COMMUNITY FEEDBACK AND ENGAGEMENT

TECHNICAL ANALYSIS AND DATA

Each main component's score comes from a series of smaller sub-components. **Figure 16** graphically depicts those two main components and the respective sub-components making up each.

As seen in **Figure 16**, the 2011 CTP goals have a strong presence in the 2017 CTP Update's evaluation process. This consideration is made because this document is an update to the original 2011 plan, and it is important that the three original evaluation criteria that were used in that plan are reinstituted as a major part of the updated scoring system.

Vision: How well does the project meet the guiding principles and corresponding statements?

Feasibility: How difficult is the project to construct? How obtainable is funding?

Partnering: Are partner agencies likely to support the project, or can the City of Dunwoody build it on its own? What is the level of public support?

## A. Community Feedback and Engagement

The Community Feedback and Engagement component of the evaluation system is important because it ties in community feedback and support. Knowing the strength of a given project's community support helps City staff make important decisions about how and when a project is implemented. **Figure 16** depicts the three sub-components that make up the Community Feedback and Engagement score. Note that the 2011 CTP criteria for Vision and Partnering help inform the new prioritization scheme. The third component of community feedback comes from the recent 2016 community survey that was available online for residents and others to take. Inquiries and requests from the community that have been made since the 2011 CTP are also considered in evaluation and implementation.

## B. Technical Analysis and Data

The second half of the evaluation score comes from a range of technical analyses that vary by project type. **Figure 16** shows how data helped inform the score for each project type, including the 2011 Feasibility criteria. Projects generally fall within one of the following types: roadway, bicycle/pedestrian, and intersection. Evaluation criteria for each project type is illustrated in **Figure 16**. For instance, to understand the relative need for a road widening, the CTP Update looks at the current volume of traffic and crash rates to make a determination. Bicycle and pedestrian projects make use of the suitability analysis described in Chapter II.

## C. Combined Score

**Table 6** on the following pages presents the unadjusted sorting from highest to lowest score. Chapter V, regarding the plan's implementation, will make small adjustments to the evaluation results based on City support and financial information. Implementation scheduling also is dependent upon coordination with other projects and capital improvement endeavors such as paving and utility upgrades. The maximum score an individual project could receive is 100, with 50 coming from Community Feedback and Engagement, and 50 coming from Technical Analysis and Data. Note that these scores and the order of the projects found in **Table 6** does not imply a completion order for projects. This process is a tool to give decision makers an understanding of a project's relative priority for the community. The project list is refined further in Chapter V into an implementation schedule that consist of short-, mid-, and long-term project lists that are based on available resources, public support, funding expectations, and construction feasibility.

# IV: EVALUATION AND UPDATED PROJECT LIST

**Figure 16: Project Evaluation Criteria**

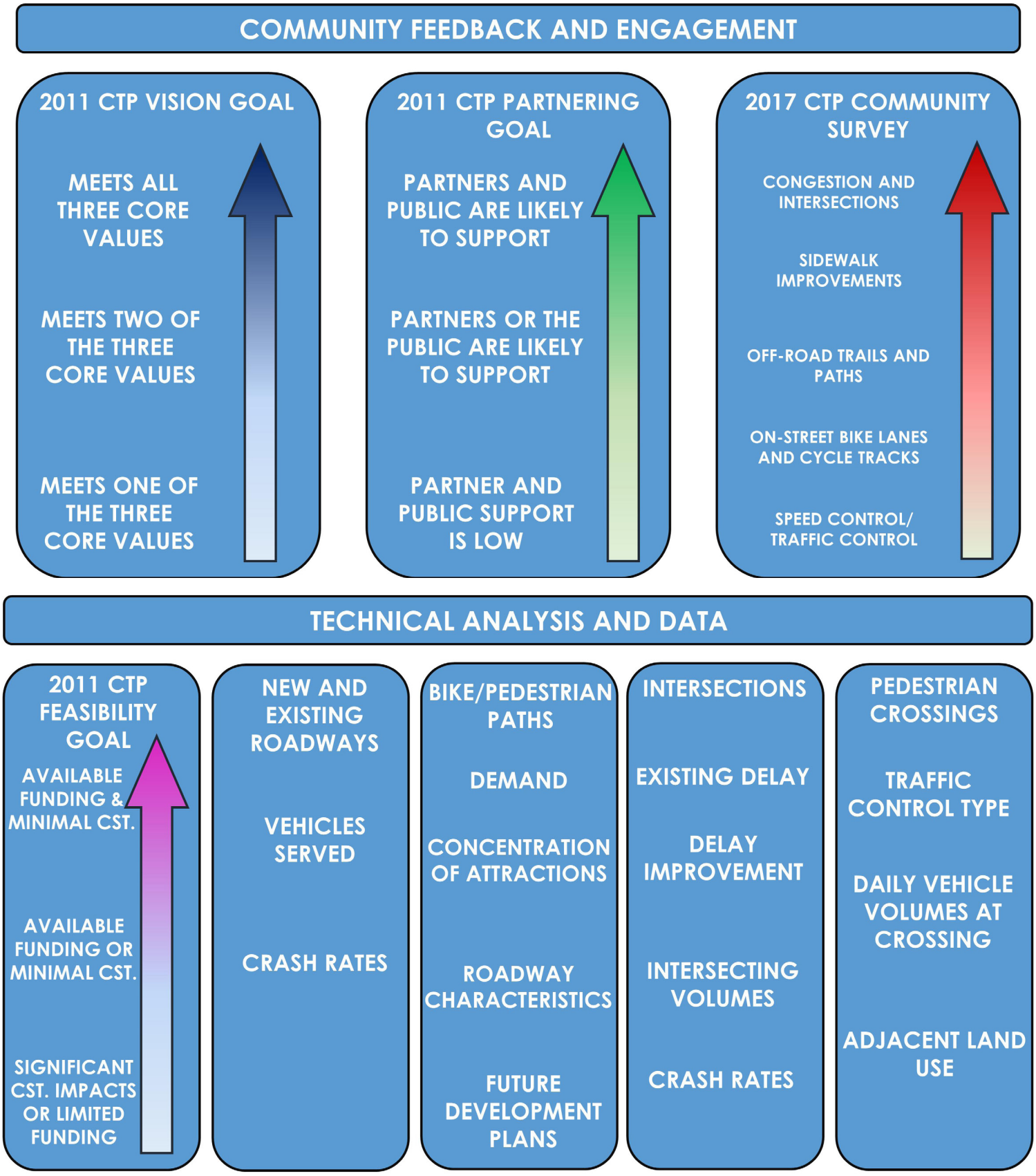


**Table 6: 2017 Comprehensive Transportation Plan Update Projects with Evaluation Scores**

| Project ID | Project Description | Project Type | Source | 2017 Status | Comm. Score | Tech. Score | Total Score |
|---|---|---|---|---|---|---|---|
| 3 | Mount Vernon Road at North Peachtree Road: Add crosswalk and refuge island | Pedestrian Intersection Improvement | 2011 Dunwoody CTP, 2014 Pedestrian Safety Action Plan | Previously Planned | 38.91 | 47.25 | 86.16 |
| 8 | Womack Road at Vermack Road | Intersection | 2011 Dunwoody CTP | In Progress | 42.59 | 41.50 | 84.09 |
| 77 | Hammond Drive Widening to 6 lanes, raised bike lanes , and 8' sidewalks with medians and landscaped buffers | Road Widening/ Multi-Modal | 2016 Hammond Drive Corridor Study | In Progress (PI 0006883) | 44.92 | 38.92 | 83.84 |
| 52 | Multi-modal improvements along SR 141/Peachtree Industrial Boulevard connecting to Peachtree Corners and Doraville | Multi-Modal | 2017 Dunwoody CTP Update | New | 42.74 | 41.00 | 83.74 |
| 40 | Multi-modal facility on Peeler Road and Tilly Mill Road between N. Peachtree Road and WInters Chapel Road | Multi-Modal | 2017 Dunwoody CTP Update | New | 44.74 | 38.50 | 83.24 |
| 15 | Chamblee Dunwoody Road multi-modal improvements from Ashford Center Pkwy. to Roberts Dr. - As shown in the Dunwoody Village Master Plan, Five Year Implementation Plan, Project #2 and #5 (From Mount Vernon Road to Roberts Drive-2,700 ft, multiuse path to one side with narrower sidewalk on opposite side; landscaped buffer; access management plan; pedestrian crossing improvements; lighting; mast arms; sheltered bus stops; additional right-of-way; From Mt. Vernon Road to Ashford Center Pkwy-1,300 ft, multi-use path on one side with narrower sidewalk on opposite side; potential landscaped median, landscaped buffer, access management plan, pedestrian crossing improvements and lighting) | Multi-Modal | 2011 Dunwoody CTP, Dunwoody Village Master Plan | In Progress (PI 0015069) | 42.20 | 40.50 | 82.70 |
| 88 | Westside Connector - New Interchange ramp from I-285 to Perimeter Center Parkway with bike lanes and sidewalks or multi-use trail | New Road/ Multi-Modal | City of Dunwoody, PCID | In Progress (PI 0015068) | 46.09 | 35.79 | 81.88 |
| 2 | Includes signed bike route and/or sharrows: North Peachtree Road, Tilly Mill Road, Old Spring House Lane, Dunwoody Park, Valley View Road, Vermack Road, Happy Hollow Road, Womack Road, Olde Perimeter Way (private), Ridgeview Road. | Bicycle/Trail | 2011 Dunwoody CTP | In progress with paving & other projects | 39.41 | 40.75 | 80.16 |
| 11 | Chamblee Dunwoody Road at Spalding Drive: Add left turn lanes, bike lanes and sidewalk | Intersection | 2011 Dunwoody CTP | In Progress | 40.74 | 38.25 | 78.99 |
| 72 | Meadow Lane at Ashford Dunwoody - Extend Eastbound left turn lane length | Intersection | 2017 Dunwoody CTP Update | New/Grant Applied for | 37.18 | 41.75 | 78.93 |
| 9 | Intersection improvements on Chamblee Dunwoody Road from Vermack Road to North Shallowford Road (Georgetown Gateway Projects) | Intersection | 2011 Dunwoody CTP | In Progress | 38.74 | 40.00 | 78.74 |
| 84 | Meadow Lane Bike Lanes/Bus Lane or Sidepath EB from Ashford Dunwoody to S. Entry to Walmart (PCID Commuter Trails Project #A40) | Bicycle/Trail | 2014 PCID Commuter Trail Study | Previously Planned | 32.51 | 45.50 | 78.01 |
| 16 | "Chamblee Dunwoody Road multi-modal improvements from I-285 to North Shallowford Road - RTP Project ID DK-417 (Complete an access management plan; create a multi-use path on one side and add sidewalk on other side; add landscaped buffers and pedestrian amenities on both sides of road)" | Multi-Modal | 2011 Dunwoody CTP; Georgetown/ North Shallowford Master Plan; RTP DK-417 | In Progress (PI 0012875) | 35.01 | 42.75 | 77.76 |

# IV: EVALUATION AND UPDATED PROJECT LIST

**Table 6: 2017 Comprehensive Transportation Plan Update Projects with Evaluation Scores**

| Project ID | Project Description | Project Type | Source | 2017 Status | Comm. Score | Tech. Score | Total Score |
|---|---|---|---|---|---|---|---|
| 86 | Perimeter Center N bike lanes/bus lane or sidepath EB from Ashford Dunwoody to Perimeter Center E (PCID Commuter Trails Project #A41) | Bicycle/Trail | 2014 PCID Commuter Trail Study | Previously Planned | 32.51 | 45.00 | 77.51 |
| 85 | Meadow Lane Bike Lanes from S. Entry of Walmart to Perimeter Center N. (PCID Commuter Trails Project #A02) | Bicycle/Trail | 2014 PCID Commuter Trail Study | Previously Planned | 31.84 | 45.50 | 77.34 |
| 47 | Multi-use path along Winters Chapel Road from Dunwoody Club Drive to Peeler Road | Multi-Modal | 2015 Winters Chapel Corridor Study | In Progress | 40.58 | 34.75 | 75.33 |
| 87 | Ravinia Parkway along loop bike lanes/bus lane or sidepath (PCID Commuter Trails Projects #A28 and #A46) | Bicycle/Trail | 2014 PCID Commuter Trail Study | Previously Planned | 30.51 | 44.50 | 75.01 |
| 7a | Mount Vernon Road at Tilly Mill Road: Change existing left/through to left only and existing right only to shared through/right | Intersection | 2011 Dunwoody CTP | In Progress | 38.74 | 35.75 | 74.49 |
| 7b | Mount Vernon Road at Mount Vernon Place: Prohibit left turn movements from Mount Vernon Place to Mount Vernon Road westbound. | Intersection | 2011 Dunwoody CTP | Previously Planned | 38.74 | 35.75 | 74.49 |
| 82 | Ashwood Pkwy-Meadow Lane Multi-modal facility (PCID Commuter Trails Project #I3) | Multi-Modal | 2014 PCID Commuter Trail Study | Previously Planned | 31.17 | 43.00 | 74.17 |
| 95 | Roberts Drive Improvements for Austin E.S. Relocation (Chamblee-Dunwoody Road to Dunwoody Knoll Road): Turn Lanes and new signal at schol entrance. Incorporates bicycle and pedestrian improvements | Intersection/ Multi-modal | City of Dunwoody | New | 39.36 | 34.75 | 74.11 |
| 22b | Add turn lane(s) as necessary, 4' bike lanes, and 6' sidewalks with a 2' buffer to Mount Vernon Road between Mount Vernon Place and Dunwoody Club Drive (partially complete through signalized intersection improvements) | Center Turn Lane/Bike Lanes | 2011 Dunwoody CTP | In Progress | 39.36 | 33.67 | 73.02 |
| 93 | Improve the intersection of Jett Ferry at Dunwoody Club; coordinate with the City of Sandy Springs who will manage the project | Intersection | City of Dunwoody, City of Sandy Springs | Not Started | 36.74 | 35.75 | 72.49 |
| 78 | Ravinia East Multi-modal facility Between Ravinia Drive and Perimeter Center East (PCID Commuter Trails Project #I8), connecting to the Westside Connector Trail | Multi-Modal | 2014 PCID Commuter Trail Study | Previously Planned/ Modified | 36.74 | 35.67 | 72.41 |
| 79 | Ravinia North Multi-modal facility Between Ravinia Drive and Perimeter Center East #2 (PCID Commuter Trails Project #I2) | Multi-Modal | 2014 PCID Commuter Trail Study | Previously Planned | 36.74 | 35.67 | 72.41 |
| 22a | Add center turn lanes (or dedicated turn lanes), 4' bike lanes, and 6' sidewalks with a 2' buffer to Mount Vernon Road between Ashmont Ct./ Wickford Way and Mount Vernon Place. Formerly, Project #4 from the Dunwoody Village Master Plan, Five Year Implementation Plan | Center Turn Lane/Bike Lanes | 2011 Dunwoody CTP, Dunwoody Village Master Plan LCI | In Progress | 37.36 | 34.42 | 71.78 |
| 91 | Left Turn Lanes on Mt. Vernon Road at Dunwoody Station/Trailridge Drive | Intersection | 2017 Dunwoody CTP Update | New | 35.61 | 35.75 | 71.36 |
| 69 | Womack at Chamblee Dunwoody - WB LT and RT lanes | Intersection | City of Dunwoody | New/In progress with Study | 39.61 | 31.42 | 71.03 |

**Table 6: 2017 Comprehensive Transportation Plan Update Projects with Evaluation Scores**

| Project ID | Project Description | Project Type | Source | 2017 Status | Comm. Score | Tech. Score | Total Score |
|---|---|---|---|---|---|---|---|
| 14 | Continue to fill in gaps in on-street bike lane or multi-use path adjacent to the roadway along Chamblee-Dunwoody Road from Vermack Road to Cambridge Road, Roberts Drive to Saint Andrews Circle, over the I-285 bridge, and from Dunwoody Road to Spalding Drive. | Bicycle/Trail | 2011 Dunwoody CTP, Dunwoody Village Master Plan | In Progress | 39.58 | 31.17 | 70.75 |
| 41 | Multi-use trail between Perimeter Center East and Georgetown Square (alignment to be determined) | Bicycle/Trail | 2014 PCID Commuter Trail Study | In Progress | 36.74 | 33.92 | 70.66 |
| 50a-b | Multi-modal facility over the Ashford Dunwoody DDI and along west side of Ashford Dunwoody Road from Ravinia Parkway/Hammond Drive to Perimeter Center East (in progress) and from Perimeter Center E to Mount Vernon Rd (PCID Commuter Trails Projects #A30, A31, A39, and A42) | Bicycle/Trail | 2014 PCID Commuter Trail Study | In Progress | 36.74 | 33.92 | 70.66 |
| 92 | Multi-modal facility on Tilly Mill Road from Mt. Vernon Road to Womack Road | Multi-Modal | 2017 Dunwoody CTP Update | New | 41.17 | 29.42 | 70.59 |
| 5 | Womack Road at East Driveway of Georgia Perimeter College Dunwoody Campus: In conjunction with the college, redirect left turning traffic into the College to the western driveway on Womack Road to provide alternative entrance into the college | Intersection | 2011 Dunwoody CTP | Previously Planned | 38.74 | 31.75 | 70.49 |
| 7c | Tilly Mill Road at Mount Vernon Place: Improve intersection angle and add a NB left turn lane on Tilly Mill Road | Intersection | 2011 Dunwoody CTP | In Progress | 38.74 | 31.75 | 70.49 |
| 42 | Multi-use trail connections between the Withmere neighborhood (Witham Drive), Dunwoody Park, and Austin Elementary School | Bicycle/Trail | 2017 Dunwoody CTP Update | New | 33.17 | 37.25 | 70.42 |
| 83 | Ashford Parkway Bike Lanes on from Ashford Dunwoody to the end of the road (PCID Commuter Trails Project #A03) | Bicycle/Trail | 2014 PCID Commuter Trail Study | Previously Planned | 26.27 | 43.50 | 69.77 |
| 90 | Right Turn Lane at Peachford Road at N. Shallowford Road | Intersection | 2017 Dunwoody CTP Update | New | 33.61 | 36.00 | 69.61 |
| 68 | Chamblee Dunwoody Road at Dunwoody Knoll Drive; add pedestrian signs and RRFBs, trim vegetation | Pedestrian Intersection Improvement | 2014 Pedestrian Safety Action Plan | Previously Planned | 27.78 | 41.75 | 69.53 |
| 18 | North Shallowford Road from Cotillion Drive to Peeler Road to fill in gaps in sidewalk and potentially improve mid-block crossings - Georgetown/North Shallowford Master Plan, Five Year Update, Project #6 (Report of Accomplishments) | Multi-Modal | 2011 Dunwoody CTP, Georgetown/ North Shallowford Master Plan LCI | In Progress | 33.34 | 35.17 | 68.51 |
| 73 | Meadow Lane at Ridgeview - Add eastbound left turn lane | Intersection | 2017 Dunwoody CTP Update | New/Grant Applied for | 35.18 | 33.00 | 68.18 |
| 24 | Mount Vernon Road at Chamblee Dunwoody Road: add an additional left turn lane to Mount Vernon Road westbound, and add an additional through lane to Chamblee Dunwoody Road southbound | Intersection | 2011 Dunwoody CTP | In Progress | 27.61 | 38.92 | 66.53 |
| 81 | Central Mall Multi-modal facility from Central Parkway to Perimeter Center Parkway (PCID Commuter Trails Project #I5) | Multi-Modal | 2014 PCID Commuter Trail Study | Previously Planned | 31.17 | 34.67 | 65.84 |
| 80 | Perimeter Mall West Side Multi-modal facility from Hammond Drive to Perimeter Center W. (PCID Commuter Trails Project #I6) | Multi-Modal | 2014 PCID Commuter Trail Study | Previously Planned | 31.17 | 34.17 | 65.34 |

# IV: EVALUATION AND UPDATED PROJECT LIST

**Table 6: 2017 Comprehensive Transportation Plan Update Projects with Evaluation Scores**

| Project ID | Project Description | Project Type | Source | 2017 Status | Comm. Score | Tech. Score | Total Score |
|---|---|---|---|---|---|---|---|
| 61 | Happy Hollow at Fontainbleu; Install new crosswalks | Pedestrian Intersection Improvement | 2014 Pedestrian Safety Action Plan | Previously Planned | 26.11 | 39.00 | 65.11 |
| 75 | East side Perimeter Multi-Use Trail, North Fork Nancy Creek Trail | Bicycle/Trail | 2011 Parks, Recreation, and Open Space Master Plan | Previously Planned | 36.74 | 28.33 | 65.07 |
| 20 | New multi-modal connections connecting Ridgeview Road (north), Ridgeview Road (south) and Ashford Gables Drive (formerly 2011 CTP Project # 32) | Multi-Modal | 2011 Dunwoody CTP | Previously Planned | 31.17 | 33.67 | 64.84 |
| 21 | On-street bike lane or multi-use path adjacent to the roadway along Spalding Drive to connect to future Sandy Springs facility | Bicycle/Trail | 2011 Dunwoody CTP | In Progress | 34.01 | 28.67 | 62.68 |
| 43 | Extend bike lanes on Peeler Road from existing bike lanes to North Peachtree Road | Bicycle/Trail | City of Dunwoody | In Progress | 30.17 | 32.17 | 62.34 |
| 25 | Cotillion multi-modal improvements - As shown in the Georgetown/ North Shallowford Master Plan, Five Year Update, Project #3, "Create a multi-use path protected by a landscaped buffer along the north side of Cotillion Dr" | Bicycle/Trail | 2011 Dunwoody CTP, Georgetown/ North Shallowford Master Plan LCI | In Progress | 25.61 | 35.92 | 61.52 |
| 46a-b | Add bike lanes on Womack Road where feasible; project implementation will likely be phased into multiple projects | Bicycle/Trail | City of Dunwoody | In Progress | 30.17 | 30.92 | 61.09 |
| 76 | Nancy Creek Tributary Trail | Bicycle/Trail | 2011 Parks, Recreation, and Open Space Master Plan | Previously Planned | 35.01 | 25.33 | 60.35 |
| 94 | Pedestrian/Bicycle neighborhood connection between Village North Court and Dunwoody Elementary School; coordinate with DeKalb County Schools and Georgia State University | Multi-Modal | City of Dunwoody | Not Started | 31.17 | 28.92 | 60.09 |
| 63 | Vanderlyn Drive at Hensley Drive; add pedestrian advanced warning signs | Pedestrian Intersection Improvement | 2014 Pedestrian Safety Action Plan | Previously Planned | 23.94 | 36.00 | 59.94 |
| 67 | Dunwoody Club Drive at Dunwoody Club Creek; remove crosswalk across Dunwoody Club Drive and complete sidewalk on north side | Pedestrian Intersection Improvement | 2014 Pedestrian Safety Action Plan | In Progress | 26.11 | 33.42 | 59.52 |
| 89 | East-West Connector - New Roadway between Perimeter Center Pkwy and Peachtree Dunwoody Road | New Roadway | City of Dunwoody, PCID | In Progress | 42.59 | 16.58 | 59.17 |
| 29 | 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 Update, Project #7, add on-street parking, on-street bike facilities, landscape buffers, wide sidewalks, and pedestrian amenities | Multi-Modal | 2011 Dunwoody CTP, Georgetown/ North Shallowford Master Plan LCI | Study Complete | 28.45 | 29.08 | 57.53 |
| 30 | 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 Update, Project #8, add on-street parking, on-street bike facilities, landscape buffers, wide sidewalks, and pedestrian amenities | Multi-Modal | 2011 Dunwoody CTP, Georgetown/ North Shallowford Master Plan LCI | Previously Planned | 28.45 | 29.08 | 57.53 |

**Table 6: 2017 Comprehensive Transportation Plan Update Projects with Evaluation Scores**

| Project ID | Project Description | Project Type | Source | 2017 Status | Comm. Score | Tech. Score | Total Score |
|---|---|---|---|---|---|---|---|
| 28 | 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 Update, Project #6, add on-street parking, on-street bike facilities, landscape buffers, wide sidewalks, and pedestrian amenities | Multi-Modal | 2011 Dunwoody CTP, Georgetown/ North Shallowford Master Plan LCI | Study Complete | 28.45 | 28.83 | 57.28 |
| 70 | Tilly Mill at Peeler - potential roundabout site | Intersection | 2017 Dunwoody CTP Update | New | 29.45 | 27.67 | 57.11 |
| 36c | Mount Vernon Road at Dunwoody Club Drive | Intersection | 2011 Dunwoody CTP | Previously Planned | 33.29 | 23.33 | 56.62 |
| 31 | Ashford Center Parkway multi-modal improvements - As shown in the Dunwoody Village Master Plan, Five Year Imp Plan Project #9 (From Ashford Center North to Wickenby Court (2,000 ft); Pedestrian crossing improvements using existing median as refuge; lighting; road diet between Ashford Dunwoody and Chamblee Dunwoody, to stripe buffered bike lanes; median extension where feasible) | Multi-Modal | 2011 Dunwoody CTP, Dunwoody Village Master Plan LCI | New/ Modified | 30.27 | 26.33 | 56.61 |
| 19 | Neighborhood Trails: Residential bicycle/pedestrian connections to surrounding neighborhoods - As shown in the Dunwoody Village Master Plan, Five Year Implementation Plan, Project #6 | Bicycle/Trail | 2011 Dunwoody CTP, Dunwoody Village Master Plan LCI | In Progress | 25.61 | 30.92 | 56.52 |
| 36b | Mount Vernon Road at Jett Ferry Road | Intersection | 2011 Dunwoody CTP | Previously Planned | 33.29 | 21.58 | 54.87 |
| 33 | Add center turn lane to North Peachtree Road between North Forrest Trail and Peachford Road | Center Turn Lane | 2011 Dunwoody CTP | Previously Planned | 27.61 | 25.08 | 52.69 |
| 34 | Add center turn lane on Tilly Mill Road between Peeler Road and Peachtree Industrial Boulevard | Center Turn Lane | 2011 Dunwoody CTP | Previously Planned | 27.61 | 25.08 | 52.69 |
| 45 | Bike Lanes and sidewalk on Tilly Mill Road from Peachtree Road to Womack Road at Georgia State University Perimeter College Dunwoody Campus | Multi-Modal | City of Dunwoody | In Progress | 30.17 | 22.33 | 52.50 |
| 35 | 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 | Intersection | 2011 Dunwoody CTP | Previously Planned | 22.04 | 29.33 | 51.38 |
| 26 | Dunwoody Village Internal multi-modal Streets Phase I - As shown in the Dunwoody Village Master Plan, Five Year Implementation Plan, Project #10 | New Roadway | 2011 Dunwoody CTP, Dunwoody Village Master Plan LCI | Previously Planned | 33.18 | 16.58 | 49.76 |
| 27 | Peachford Road Extension - Complete Street with two thru-lanes, on-street parking and bike lanes, buffers sidewalks, etc. (Georgetown/N. Shallowford LCI Five Year Update Project 9, Report of Accomplish-ments) | New Roadway | 2011 Dunwoody CTP, Georgetown/ North Shallowford Master Plan LCI | Study Complete | 33.18 | 16.58 | 49.76 |
| 37 | Dunwoody Village Internal Multi-modal Streets Phase II - As shown in the Dunwoody Village Master Plan, Five Year Implementation Plan, Project #11 | New Roadway | 2011 Dunwoody CTP, Dunwoody Village Master Plan LCI | Previously Planned | 27.61 | 16.58 | 44.19 |
| 38 | New street connection between Ravinia Parkway and Perimeter Center East New location 2 lane roadway | New Roadway | 2011 Dunwoody CTP | Previously Planned | 27.61 | 16.58 | 44.19 |
| 39 | New street connection between Asbury Square and Ashford Parkway New location 2 lane roadway | New Roadway | 2011 Dunwoody CTP | Previously Planned | 27.61 | 16.58 | 44.19 |

# IV: EVALUATION AND UPDATED PROJECT LIST

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# V: Implementation Plan

The evaluation process performed in Chapter IV gives insight into the relative importance of each project in comparison with other projects within the master list. These evaluation scores show just how much benefit a project can bring, and how much community support there is for a specific project or project type (roadway, bicycle, pedestrian, etc.). Implementation, however, is also driven by other outside influences. Anticipated project costs, the timeline to implement, and availability of funding sources are considered within the implementation plan, shown in **Table 7a-c**. The projected timeframe for the project lists that are represented in the following tables are based on expected completion and not necessarily priority. It should be noted that projects on mid- and long-term lists may require initiation prior to short-term projects for many reasons, including, but not limited to, anticipated Preliminary Engineering (PE) design time, funding sources and availability, right-of-way acquisition, and coordination with other agencies. The implementation plan outlined in **Tables 7a-c** should be considered a tool to help the City define and anticipate needs for future projects, but it should also be seen as a "living document", open to modification should circumstances change.

## Project Costs:

The costs shown in **Tables 7a-c** are to be considered planning level estimates. Projects taken from the Dunwoody Village LCI Study, the Georgetown/N. Shallowford Road LCI Study, the PCID Commuter Trails Plan, the Winters Chapel Road Corridor Study, the Pedestrian Safety Action Plan, and in some instances, the 2011 City of Dunwoody Comprehensive Transportation Plan make use of the cost estimates provided in those reports. When possible, costs presented in **Tables 7a-c** have been adjusted to reflect current estimates. If a project had no current estimate associated with it, the Atlanta Regional Commission's planning level cost estimator tool was used. This tool provides estimated costs per mile for various roadway and pedestrian project types. Right-of-way costs are estimated as well, and are based on anticipated width and the Dekalb County average cost per acre by land use (residential, commercial, industrial). Preliminary Engineering (PE) costs are generally assumed to be 15% of the construction costs, and a 20% contingency is applied to all construction estimates.

## Project Time Frames:

The CTP projects are sorted into time frames as part of the implementation process. This is done because it helps guide City staff and officials to know just how many projects are on the horizon, the anticipated costs of those projects, and to make decisions about whether to accelerate a given project's time frame to complete based on available resources. This plan is flexible and is ultimately at the discretion of City Staff and Council. The time frames shown in **Table 7a-c** resemble those from the original plan:

- Tier 1: Short-Term Implementation Time Frame (0 to 5 Years)
- Tier 2: Mid-Term Implementation Time Frame (6 to 10 Years)
- Tier 3: Long-Term Implementation Time Frame (11 to 20 Years)

Many projects in the CTP Update list have had some form of dollar commitment made towards them, either through concept development, design, or even early stages of right-of-way acquisition and construction. Those projects which are in progress to some degree have been adjusted in the implementation plan to correspond to the estimated time frame for completion. Additionally, projects have been arranged within this timeline based on public support, availability of potential funding and partnerships, evaluation scores from Chapter IV, City Staff recommendations and construction feasibility.

## Availability of Funding:

Funding for these projects will likely come from several sources. The City of Dunwoody will continue to leverage available State and Federal funding from sources including ARC and the State Roadway and Tollway Authority (SRTA) in order to deliver the projects found in this CTP Update. The Atlanta Regional Commission provides up to 80% matching on LCI projects and also controls the Federal General Purpose Roadway and Transportation Alternative programs. Transportation Alternative funding from the federal government is available for the construction of sidewalks, bike lanes, and trails in local jurisdictions.

The Atlanta Regional Commission also provides federal and state funding to jurisdictions within its boundary through the Regional Transportation Plan (RTP). RTP projects require local jurisdictions to match 20% of a project's total cost. Periodically, ARC will offer a call for projects, which is a competitive mechanism that the City can participate in to attempt to gain additional support from State and Federal dollars. This schedule can also drive the implementation plan.


JL-150-17

# V: IMPLEMENTATION PLAN

The project lists in **Tables 7a-c** provide total project estimates, and makes assumptions about the potential funding partners available to the City. Projects that fall within an LCI area, or which demonstrate a regional transportation improvement, are identified as having access to outside funding sources. If a project has been identified as having a potential funding partner, this CTP Update makes an assumption that the City will be responsible for matching 20% of all PE and CST dollars and will fund Right-of-Way costs at 100%. With these assumptions, the 2017 City of Dunwoody CTP Update's project list has a total local obligation of $103,000,000 over the next 20 years.

Projects have also been mapped by timeframe, and are shown in **Figure 17 – 19**.

### Table 7a: Tier 1 Short-Term Work Program with Cost Estimates

| Proj. ID | Project Description | Project Type | 2017 Status | Potential Partner(s) | PE | CST | R/W | Total $ Est. | Est. Cost to City |
|---|---|---|---|---|---|---|---|---|---|
| 2 | Includes signed bike route and/or sharrows: North Peachtree Road, Tilly Mill Road, Old Spring House Lane, Dunwoody Park, Valley View Road, Vermack Road, Happy Hollow Road, Womack Road, Olde Perimeter Way (private), Ridgeview Road. | Bicycle/Trail | In Progress, incorporate with paving and other projects | Local | $47,000 | $310,000 | $0 | $357,000 | $357,000 |
| 3 | Mount Vernon Road at North Peachtree Road: Add crosswalk and refuge island | Pedestrian Intersection Improvement | Previously Planned | Local | $20,000 | $60,000 | $0 | $80,000 | $80,000 |
| 11 | Chamblee Dunwoody Road at Spalding Drive: Add left turn lanes, bike lanes and sidewalk | Intersection | In Progress | Local | $160,000 | $1,500,000 | $250,000 | $1,910,000 | $1,910,000 |
| 16 | Chamblee Dunwoody Road multi-modal improvements from I-285 to North Shallowford Road - RTP Project ID DK-417 (Complete an access management plan; create a multi-use path on one side and add sidewalk on other side; add landscaped buffers and pedestrian amenities on both sides of road-Georgetown Gateway) | Multi-Modal | In Progress (PI 0012875) | Local, ARC | $800,000 | $8,500,000 | $750,000 | $10,050,000 | $2,550,000 |
| 18 | North Shallowford Road from Cotillion Drive to Peeler Road to fill in gaps in sidewalk and potentially improve mid-block crossings - Georgetown/North Shallowford Master Plan, Five Year Update, Project #6 (Report of Accomplishments) | Multi-Modal | In Progress | Local, LCI | $95,000 | $636,000 | $0 | $731,000 | $146,200 |
| 43 | Extend bike lanes on Peeler Road from existing bike lanes to North Peachtree Road | Bicycle/Trail | In Progress | Local | $185,000 | $1,235,000 | $0 | $1,420,000 | $1,420,000 |
| 45 | Bike Lanes and sidewalk on Tilly Mill Road from Tilly Mill at Peachtree Road to Womack Road at Georgia State University Perimeter College Dunwoody Campus | Multi-Modal | In Progress | Local | $100,000 | $1,200,000 | $200,000 | $1,500,000 | $1,500,000 |
| 46a | Add bike lanes on Womack Road (Oakhurst to Tilly Mill Road) | Bicycle/Trail | Previously Planned | Local | $75,000 | $500,000 | $150,000 | $725,000 | $725,000 |
| 47 | 12' Multi-use trail along Winters Chapel Road from Dunwoody Club Drive to Peeler | Bicycle/Trail | In Progress | Local, ARC | $138,000 | $2,151,000 | $0 | $2,289,000 | $457,800 |
| 50a | Multi-use path along west side of Ashford Dunwoody Road from Ravinia Parkway/ Hammond Drive to Perimeter Center East (PCID Commuter Trails Projects #A30, A31, A39, and A42) | Bicycle/Trail | In Progress (PI 0012876) | Local, PCIDs, LCI | $200,000 | $1,200,000 | $1,500,000 | $2,900,000 | $1,000,000 |
| 61 | Happy Hollow at Fontainbleu; Install new crosswalks | Pedestrian Intersection Improvement | Previously Planned | Local | $0 | $25,000 | $0 | $25,000 | $25,000 |

***NOTE: PE, ROW, AND CST ESTIMATES ARE IN 2017 DOLLARS AND THE EST. COST TO THE CITY REFLECTS ASSUMED FUNDING FROM OUTSIDE SOURCES***

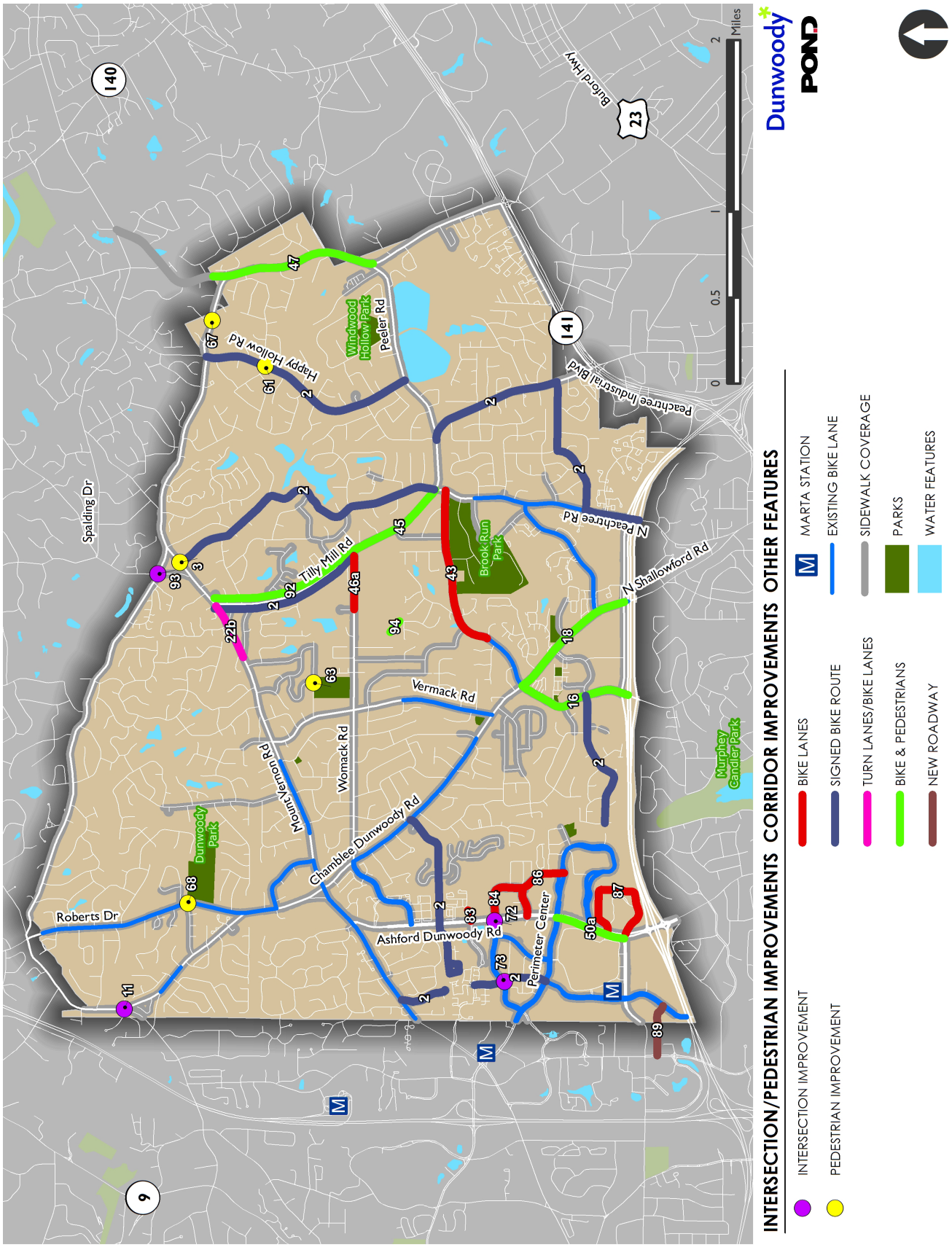
## Table 7a: Tier 1 Short-Term Work Program with Cost Estimates

| Proj. ID | Project Description | Project Type | 2017 Status | Potential Partner(s) | PE | CST | R/W | Total $ Est. | Est. Cost to City |
|---|---|---|---|---|---|---|---|---|---|
| 63 | Vanderlyn Drive at Hensley Drive; add pedestrian advanced warning signs | Pedestrian Intersection Improvement | Previously Planned | Local | $0 | $25,000 | $0 | $25,000 | $25,000 |
| 67 | Dunwoody Club Drive at Dunwoody Club Creek; remove crosswalk across Dunwoody Club Drive and complete sidewalk on north side | Pedestrian Intersection Improvement | In Progress | Local | $60,000 | $75,000 | $0 | $135,000 | $135,000 |
| 68 | Chamblee Dunwoody Road at Dunwoody Knoll Drive; add pedestrian signs and RRFBs, trim vegetation | Pedestrian Intersection Improvement | Previously Planned | Local | $50,000 | $75,000 | $0 | $125,000 | $125,000 |
| 72 | Meadow Lane at Ashford Dunwoody - Extend Eastbound left turn lane length | Intersection | New/Grant Applied for | Local | $22,000 | $144,000 | $0 | $166,000 | $166,000 |
| 73 | Meadow Lane at Ridgeview - Add eastbound left turn lane | Intersection | New/Grant Applied for | Local | $120,000 | $144,000 | $0 | $264,000 | $264,000 |
| 83 | Ashford Parkway buffered Bike Lanes on from Ashford Dunwoody to the end of the road (PCID Commuter Trails #A03) | Bicycle/Trail | Previously Planned | Local, PCIDs | $18,000 | $25,000 | $0 | $43,000 | $32,250 |
| 84 | Meadow Lane buffered Bike Lanes/ Bus Lane or Sidepath EB from Ashford Dunwoody to S. Entry to Walmart (PCID Commuter Trails #A40) | Bicycle/Trail | In Progress | Local, PCIDs | $20,000 | $35,000 | $0 | $55,000 | $41,250 |
| 85 | Meadow Lane buffered Bike Lanes from S. Entry of Walmart to Perimeter Center N. (PCID Commuter Trails #A02) | Bicycle/Trail | Previously Planned | Local, PCIDs | $20,000 | $20,000 | $0 | $40,000 | $30,000 |
| 86 | Perimeter Center N buffered bike lanes/bus lane or sidepath EB from Ashford Dunwoody to Perimeter Center E (PCID Commuter Trails #A41) | Bicycle/Trail | Previously Planned | Local, PCIDs | $20,000 | $35,000 | $0 | $55,000 | $41,250 |
| 87 | Ravinia Parkway along loop, road diet for buffered bike lanes/bus lane or sidepath (PCID Commuter Trails #A28 and #A46) | Bicycle/Trail | Previously Planned | Local, PCIDs | $22,000 | $42,000 | $0 | $64,000 | $48,000 |
| 89 | East-West Connector - New Roadway between Perimeter Center Pkwy and Peachtree Dunwoody Road | New Roadway | In Progress, CST 2017 | Developer, C. of Sandy Springs | $1,009,000 | $6,728,000 | $3,188,000 | $10,925,000 | $3,188,000 |
| 92 | Multi-modal facility onTilly Mill Road from Mt. Vernon Road to Womack Road | Multi-modal | New | Local, ARC | $94,000 | $626,000 | $0 | $720,000 | $144,000 |
| 93 | Improve the intersection of Jett Ferry at Dunwoody Club; coordinate with the City of Sandy Springs who will manage the project | Intersection | Previously Planned | Local, City of S. Sp (SPLOST) | $140,000 | $937,000 | $0 | $1,077,000 | $538,500 |
| 94 | Pedestrian/Bicycle neighborhood connection between Village North Court and Dunwoody Elementary School; coordinate with DeKalb County Schools and GSU | Bicycle/Trail | Previously Planned | Local | $35,000 | $174,000 | $192,000 | $401,000 | $401,000 |
| 95 | Roberts Drive Improvements for Austin E.S. Relocation (Chamblee-Dunwoody Road to Dunwoody Knoll Road): Turn Lanes and new signal at schol entrance. Incorporates bicycle and pedestrian improvements | Intersection/ Multi-modal | New | Local | $100,000 | $900,000 | $0 | $1,000,000 | $1,000,000 |
| | | | | | | | | Estimated Tier 1Cost to City | $16,350,250 |

***NOTE: PE, ROW, AND CST ESTIMATES ARE IN 2017 DOLLARS AND THE EST. COST TO THE CITY REFLECTS ASSUMED FUNDING FROM OUTSIDE SOURCES***

# V: IMPLEMENTATION PLAN

**Figure 17: Short-Term Recommendations**



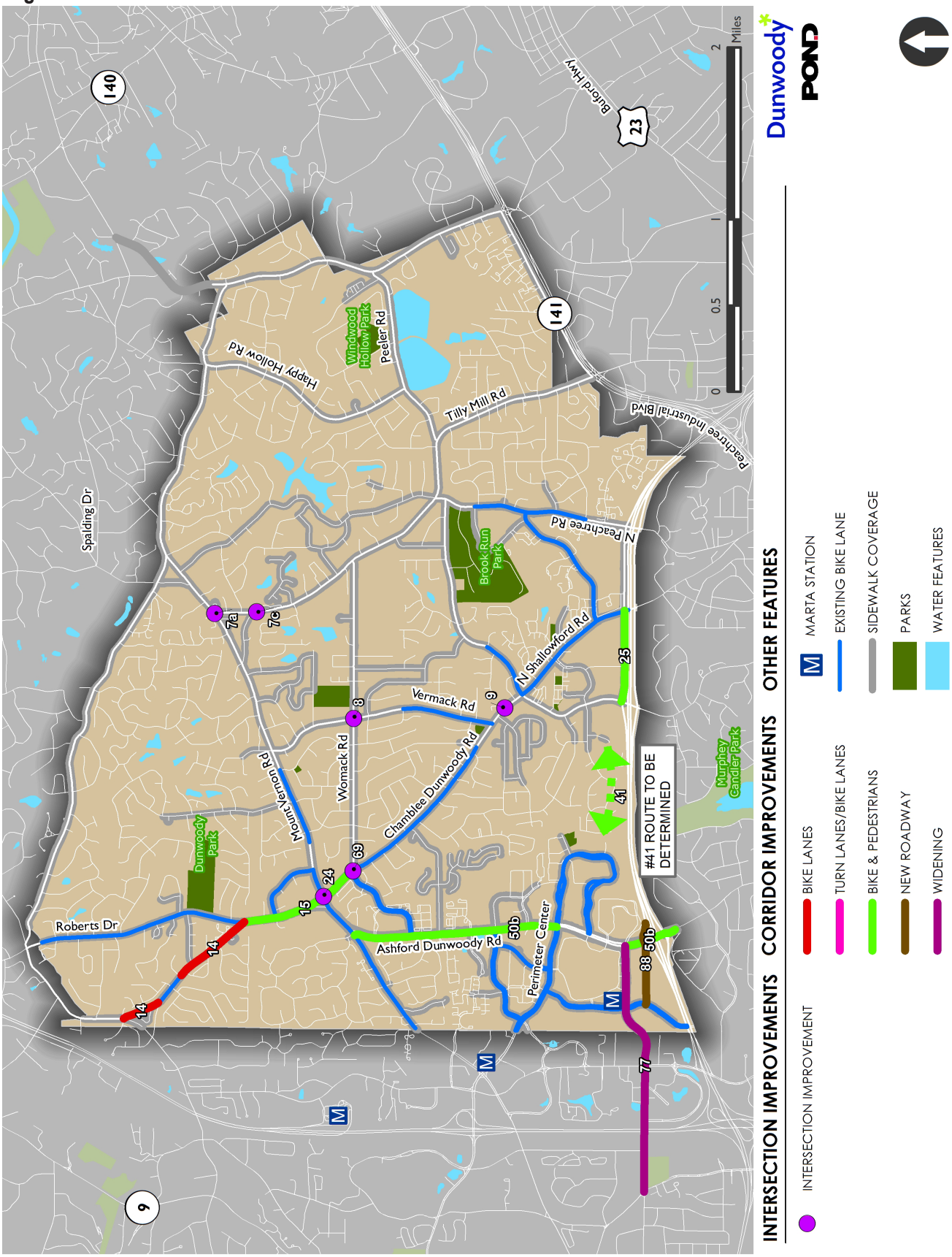
## Table 7b: Tier 2 Mid-Term Work Program with Cost Estimates

| Proj. ID | Project Description | Project Type | 2017 Status | Potential Partner(s) | PE | CST | R/W | Total $ Est. | Est. Cost to City |
|---|---|---|---|---|---|---|---|---|---|
| 7a | Mount Vernon Road at Tilly Mill Road: Change existing left/through to left only and existing right only to shared through/right (bike and pedestrian improvements between Mt. Vernon Pl and Cedar Chase) | Intersection | In Progress | Local | $175,000 | $1,700,000 | $150,000 | $2,025,000 | $2,025,000 |
| 7c | Tilly Mill Road at Mount Vernon Place: Improve intersection angle and add a NB left turn lane on Tilly Mill Road | Intersection | In Progress | Local | $75,000 | $500,000 | $50,000 | $625,000 | $625,000 |
| 8 | Womack Road at Vermack Road | Intersection | In Progress | Local, Dekalb Co School Sys | $230,000 | $1,530,000 | $38,000 | $1,798,000 | $1,798,000 |
| 9 | Intersection improvements on Chamblee Dunwoody Road from Vermack Road to North Shallowford Road | Intersection | In Progress | Local, ARC | $500,000 | $3,000,000 | $500,000 | $4,000,000 | $2,100,000 |
| 14 | Fill in gaps in on-street bike lane or multi-use path adjacent to the roadway along Chamblee-Dunwoody Rd. from Vermack Rd. to Cambridge Rd., Roberts Dr. to Saint Andrews Cir., over the I-285 bridge, and from Dunwoody Rd. to Spalding Dr. | Multi-Modal | In Progress | Local | $426,000 | $2,839,000 | $0 | $3,265,000 | $3,265,000 |
| 15 | Chamblee Dunwoody Road multi-modal improvements from Ashford Center Pkwy. to Roberts Dr. - Dunwoody Village Master Plan, 5-Year Plan, Project #2 and #5 | Multi-Modal | In Progress (PI 0015069) | Local, ARC | $850,000 | $5,000,000 | $1,800,000 | $7,650,000 | $3,000,000 |
| 24 | Mount Vernon Road at Chamblee Dunwoody Road: add an additional left turn lane to Mount Vernon Road westbound, and add an additional through lane to Chamblee Dunwoody Rd. southbound, with Project 15 | Intersection | In Progress (PI 0015068) | Local, ARC | $194,000 | $1,290,000 | $350,000 | $1,834,000 | $646,800 |
| 25 | Cotillion multi-modal improvements - Georgetown/North Shallowford Master Plan, Five Year Update, Project #3, "Create a multi-use path protected by a landscaped buffer along the north side of Cotillion Dr" | Bicycle/Trail | In Progress, with GDOT plans for Revive285 | Local | $100,000 | $1,200,000 | $200,000 | $1,500,000 | $1,500,000 |
| 41 | Multi-use trail between Perimeter Center East (roadway) and Georgetown Square (route not yet defined) | Bicycle/Trail | Planned | Local, ARC | $259,000 | $1,296,000 | $1,360,000 | $2,915,000 | $1,982,000 |
| 50b | Multi-use path over the Ashford Dunwoody DDI on west side and along east side of Ashford Dunwoody Road from Perimeter Center E to Mount Vernon Rd (PCID Commuter Trails #A30, A31, A39, and A42) | Bicycle/Trail | In Progress (PI 0012876) | Local, PCIDs, LCI | $1,135,000 | $7,564,000 | $3,938,000 | $12,637,000 | $5,677,800 |
| 69 | Womack at Chamblee Dunwoody - WB LT and RT lanes (in coord. with ProjectID #15) | Intersection | Study in Progress | Local | $86,000 | $571,000 | $0 | $657,000 | $657,000 |
| 77 | Hammond Drive Widening to 6 lanes, raised bike lanes , and 8' sidewalks with medians and landscaped buffers | Road Widening/ Multi-Modal | In Progress (PI 0006883) | Local, San. Sp, PCIDs, ARC, GDOT | $830,000 | $22,200,000 | $9,000,000 | $32,030,000 | $3,200,000 |
| 88 | Westside Connector - New Interchange ramp from I-285 to Perimeter Center Parkway with bike lanes and sidewalks/multi use trail | New Road/ Multi-Modal | In Progress (PI 0015068) | GDOT, FHWA, Local | $1,250,000 | $15,000,000 | $9,000,000 | $25,250,000 | $6,000,000 |
| | | | | | | | | Estimated Tier 2 Cost to the City | $32,476,600 |

***NOTE: PE, ROW, AND CST ESTIMATES ARE IN 2017 DOLLARS AND THE EST. COST TO THE CITY REFLECTS ASSUMED FUNDING FROM OUTSIDE SOURCES***

# V: IMPLEMENTATION PLAN

**Figure 18: Mid-Term Recommendations**



## Table 7c: Tier 3 Long-Term Work Program with Cost Estimates

| Proj. ID | Project Description | Project Type | 2017 Status | Potential Partner(s) | PE | CST | R/W | Total $ Est. | Est. Cost to City |
|---|---|---|---|---|---|---|---|---|---|
| 5 | Womack Road at East Driveway of Georgia Perimeter College Dunwoody Campus: In conjunction with the college, redirect left turning traffic into the College to the western driveway on Womack Road to provide alternative entrance into the college | Intersection | Previously Planned (Decreased Priority) | Local, GSU | $80,000 | $180,000 | $0 | $260,000 | $260,000 |
| 7b | Mount Vernon Road at Mount Vernon Place: Prohibit left turn movements from Mount Vernon Place to Mount Vernon Road westbound. | Intersection | Previously Planned (Decreased Priority) | Local | $0 | $85,000 | $0 | $85,000 | $85,000 |
| 19 | Neighborhood Trails: Residential bicycle/ pedestrian connections to surrounding neighborhoods - As shown in the Dunwoody Village Master Plan, 5-Year Implementation Plan, Project #6 | Bicycle/Trail | In Progress | Local, LCI, TE | $350,000 | $1,500,000 | $1,000,000 | $2,850,000 | $1,370,000 |
| 20 | New path connections connecting Ridgeview Road (north), Ridgeview Road (south) and Ashford Gables Drive (formerly 2011 CTP Project # 32) | Bicycle/Trail | Previously Planned | Local, PCIDs, LCI | $75,000 | $250,000 | $1,254,000 | $1,579,000 | $1,579,000 |
| 21 | On-street bike lane or multi-use path adjacent to the roadway along Spalding Drive to connect to future Sandy Springs facility | Bicycle/Trail | Previously Planned | Local | $44,000 | $293,000 | $0 | $337,000 | $337,000 |
| 22a | Add center turn lanes (or dedicated turn lanes), 4' bike lanes, and 6' sidewalks with a 2' buffer to Mount Vernon Road between Ashmont Ct./Wickford Way and Mount Vernon Place. Formerly, Project #4 from the Dunwoody Village Master Plan, Five Year Implementation Plan | Center Turn Lane/Bike Lanes | Previously Planned | Local, LCI | $1,337,000 | $8,911,000 | $0 | $10,248,000 | $2,049,600 |
| 22b | Add turn lane(s) as necessary, 4' bike lanes, and 6' sidewalks with a 2' buffer to Mount Vernon Road between Mount Vernon Place and Dunwoody Club Drive (partially complete through signalized intersection improvements, Project 7a) | Center Turn Lane/Bike Lanes | Previously Planned | Local | $566,000 | $3,774,000 | $0 | $4,340,000 | $4,340,000 |
| 26 | Dunwoody Village Internal multi-modal Streets Phase I - As shown in the Dunwoody Village Master Plan, Five Year Implementation Plan, Project #10 | New Roadway | Previously Planned | Local, LCI | $350,000 | $3,500,000 | $0 | $3,850,000 | $770,000 |
| 27 | Peachford Road Extension - Complete Street with two thru-lanes, on-street parking and bike lanes, buffers sidewalks, etc. (Georgetown/N. Shallowford LCI Five Year Update Project 9, Report of Accomplish-ments) | New Roadway | In Progress | Local, LCI | $643,000 | $4,286,000 | $2,901,000 | $7,830,000 | $3,886,800 |

***NOTE: PE, ROW, AND CST ESTIMATES ARE IN 2017 DOLLARS AND THE EST. COST TO THE CITY REFLECTS ASSUMED FUNDING FROM OUTSIDE SOURCES***

### Table 7c: Tier 3 Long-Term Work Program with Cost Estimates

| Proj. ID | Project Description | Project Type | 2017 Status | Potential Partner(s) | PE | CST | R/W | Total $ Est. | Est. Cost to City |
|---|---|---|---|---|---|---|---|---|---|
| 28 | 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 Update, Project #6, add on-street parking, on-street bike facilities, landscape buffers, wide sidewalks, and pedestrian amenities | Multi-Modal | Previously Planned | Local, LCI | $250,000 | $2,000,000 | $1,000,000 | $3,250,000 | $1,450,000 |
| 29 | 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 Update, Project #7, add on-street parking, on-street bike facilities, landscape buffers, wide sidewalks, and pedestrian amenities | Bicycle/Trail | Previously Planned | Local, LCI | $150,000 | $1,200,000 | $500,000 | $1,850,000 | $770,000 |
| 30 | Dunwoody Park North multi-modal improvements from Dunwoody Park to new roadway internal to the abandoned residential development - Georgetown/North Shallowford Master Plan, Five Year Update, Project #8, add on-street parking, on-street bike facilities, landscape buffers, wide sidewalks, and pedestrian amenities | Bicycle/Trail | Previously Planned | Local, LCI | $150,000 | $1,200,000 | $500,000 | $1,850,000 | $770,000 |
| 31 | Ashford Center Parkway Road Diet and multi-modal improvements - As shown in the Dunwoody Village Master Plan, Five Year Implementation Plan, Project #9 (From Ashford Center North to Wickenby Court (2,000 ft); Pedestrian crossing improvements using existing median as refuge; lighting; road diet between Ashford Dunwoody and Chamblee Dunwoody, to stripe buffered bike lanes; median extension where feasible) | Multi-Modal | New/ Modified | Local, PCIDs | $60,000 | $500,000 | $0 | $560,000 | $112,000 |
| 33 | Add center turn lane to North Peachtree Road between North Forrest Trail and Peachford Road | Center Turn Lane | Previously Planned | Local, ARC | $236,000 | $1,571,000 | $0 | $1,807,000 | $361,400 |
| 34 | Add center turn lane on Tilly Mill Road between Peeler Road and Peachtree Industrial Boulevard | Center Turn Lane | Previously Planned | Local, ARC | $599,000 | $3,991,000 | $710,000 | $5,300,000 | $1,628,000 |
| 35 | 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 | Intersection | Previously Planned | Local, ARC | $399,000 | $2,662,000 | $175,000 | $3,236,000 | $787,200 |
| 36b | Mount Vernon Road at Jett Ferry Road | Intersection | Previously Planned | Local | $186,000 | $1,242,000 | $175,000 | $1,603,000 | $1,603,000 |
| 36c | Mount Vernon Road at Dunwoody Club Drive | Intersection | Previously Planned | Local | $176,000 | $1,175,000 | $56,000 | $1,407,000 | $1,407,000 |

***NOTE: PE, ROW, AND CST ESTIMATES ARE IN 2017 DOLLARS AND THE EST. COST TO THE CITY REFLECTS ASSUMED FUNDING FROM OUTSIDE SOURCES***

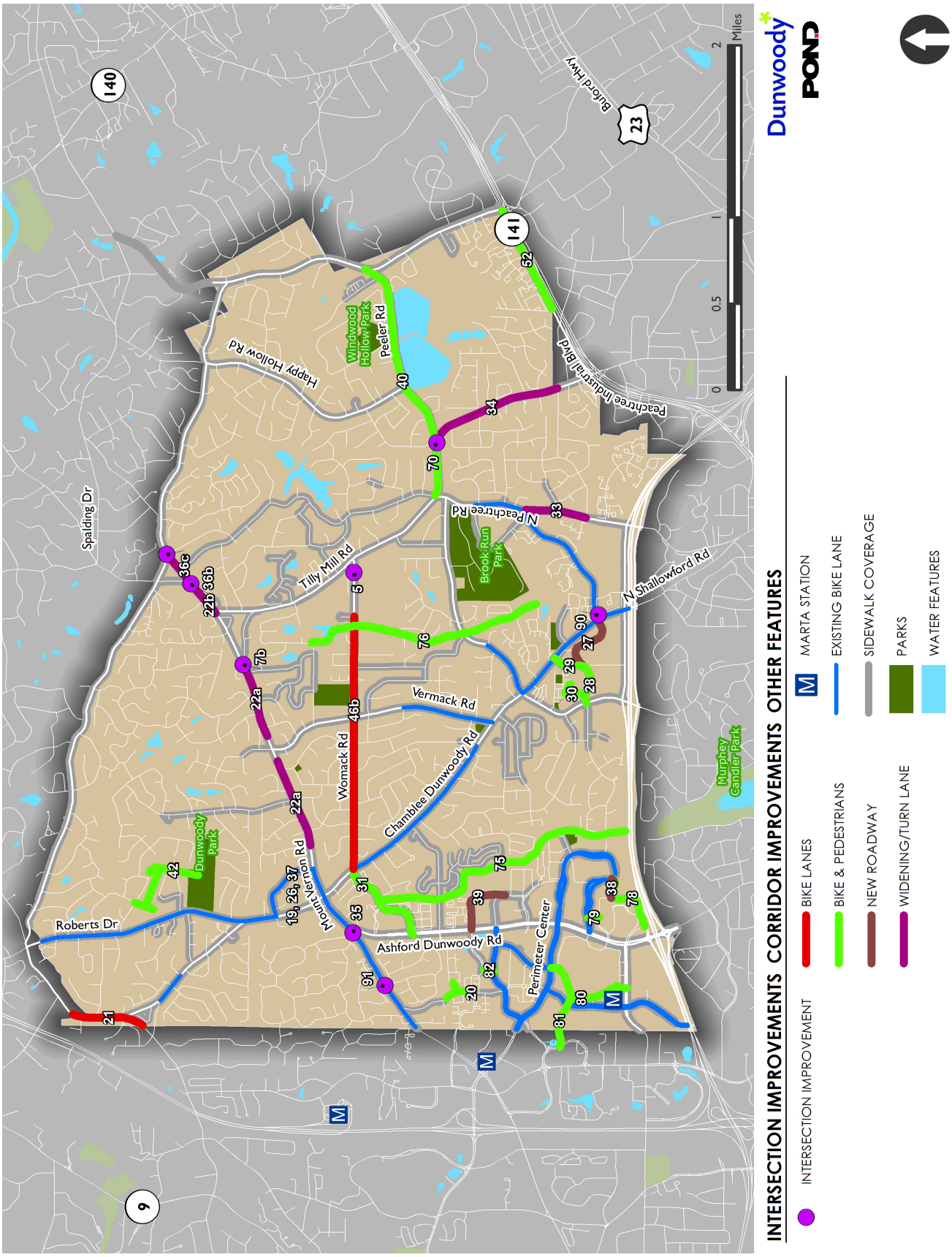
## Table 7c: Tier 3 Long-Term Work Program with Cost Estimates

| Proj. ID | Project Description | Project Type | 2017 Status | Potential Partner(s) | PE | CST | R/W | Total $ Est. | Est. Cost to City |
|---|---|---|---|---|---|---|---|---|---|
| 37 | Dunwoody Village Internal Multi-modal Streets Phase II - As shown in the Dunwoody Village Master Plan, Five Year Implementation Plan, Project #11 | New Roadway | Previously Planned | Local, LCI | $250,000 | $2,500,000 | $0 | $2,750,000 | $550,000 |
| 38 | New street connection between Ravinia Parkway and Perimeter Center East New location 2 lane roadway | New Roadway | Previously Planned | Local, PCIDs, LCI | $116,000 | $773,000 | $371,000 | $1,260,000 | $548,800 |
| 39 | New street connection between Asbury Square and Ashford Parkway New location 2 lane roadway | New Roadway | Previously Planned | Local, PCIDs, LCI | $330,000 | $2,200,000 | $1,865,000 | $4,395,000 | $2,371,000 |
| 40 | Peeler Road and Tilly Mill Road multi-modal facility (between N. Peachtree Road and Winters Chapel Road) | Multi-Modal | New | Local, ARC | $151,000 | $1,009,000 | $2,088,000 | $3,248,000 | $2,320,000 |
| 42 | Multi-use trail connections between the Withmere neighborhood (Witham Drive), Dunwoody Park, and Austin Elementary School | Bicycle/Trail | New | Local, ARC | $68,000 | $452,000 | $874,000 | $1,394,000 | $978,000 |
| 46b | Add bike lanes on Womack Road where feasible; project implementation will likely be phased into multiple projects | Bicycle/Trail | Previously Planned | Local | $139,000 | $928,000 | $0 | $1,067,000 | $1,067,000 |
| 52 | Multi-modal improvements along SR 141/ Peachtree Industrial Boulevard connecting to Peachtree Corners and Doraville | Multi-Modal | New | Local, ARC | $150,000 | $450,000 | $900,000 | $1,500,000 | $1,020,000 |
| 70 | Tilly Mill at Peeler | Intersection | Previously Planned | Local | $176,000 | $1,175,000 | $38,000 | $1,389,000 | $1,389,000 |
| 75 | East side Perimeter Multi-Use Trail, North Fork Nancy Creek Trail | Bicycle/Trail | Previously Planned | Local, ARC, PCIDs, TE | $385,000 | $2,568,000 | $10,161,000 | $13,114,000 | $10,751,600 |
| 76 | Nancy Creek Tributary Trail | Bicycle/Trail | Previously Planned | Local, ARC | $157,000 | $1,044,000 | $1,800,000 | $3,001,000 | $2,040,200 |
| 78 | Ravinia East Path Between Ravinia Drive and Perimeter Center East (PCID Commuter Trails Project #I8) | Bicycle/Trail | Previously Planned | Local, PCIDs, LCI | $135,000 | $901,000 | $308,000 | $1,344,000 | $515,200 |
| 79 | Ravinia North Path Between Ravinia Drive and Perimeter Center East #2 (PCID Commuter Trails Project #I2) | Bicycle/Trail | Previously Planned | Local, PCIDs, LCI | $45,000 | $84,000 | $168,000 | $297,000 | $193,800 |
| 80 | Perimeter Mall West Side Path from Hammond Drive to Perimeter Center W. (PCID Commuter Trails Project #I6) | Bicycle/Trail | In Progress | Local, PCIDs, LCI | $186,000 | $1,237,000 | $1,915,000 | $3,338,000 | $2,199,600 |
| 81 | Central Mall Trail from Central Parkway to Perimeter Center Parkway (PCID Commuter Trails Project #I5) | Bicycle/Trail | Previously Planned | Local, PCIDs, LCI | $92,000 | $616,000 | $2,150,000 | $2,858,000 | $2,291,600 |
| 82 | Ashwood Pkwy-Meadow Lane Trail (PCID Commuter Trails Project #I3) | Bicycle/Trail | Previously Planned | Local, PCIDs, LCI | $80,000 | $132,000 | $168,000 | $380,000 | $210,400 |
| 90 | Right Turn Lane at Peachford Road at N. Shallowford Road | Intersection | New | Local | $150,000 | $250,000 | $0 | $400,000 | $400,000 |
| 91 | Left Turn Lanes on Mt. Vernon Road at Dunwoody Station/Trailridge Drive | Intersection | New | Local | $201,000 | $1,342,000 | $150,000 | $1,693,000 | $1,693,000 |
| | | | | | | | | Estimated Tier 3 Cost to City | $54,105,200 |

***NOTE: PE, ROW, AND CST ESTIMATES ARE IN 2017 DOLLARS AND THE EST. COST TO THE CITY REFLECTS ASSUMED FUNDING FROM OUTSIDE SOURCES***

# V: IMPLEMENTATION PLAN

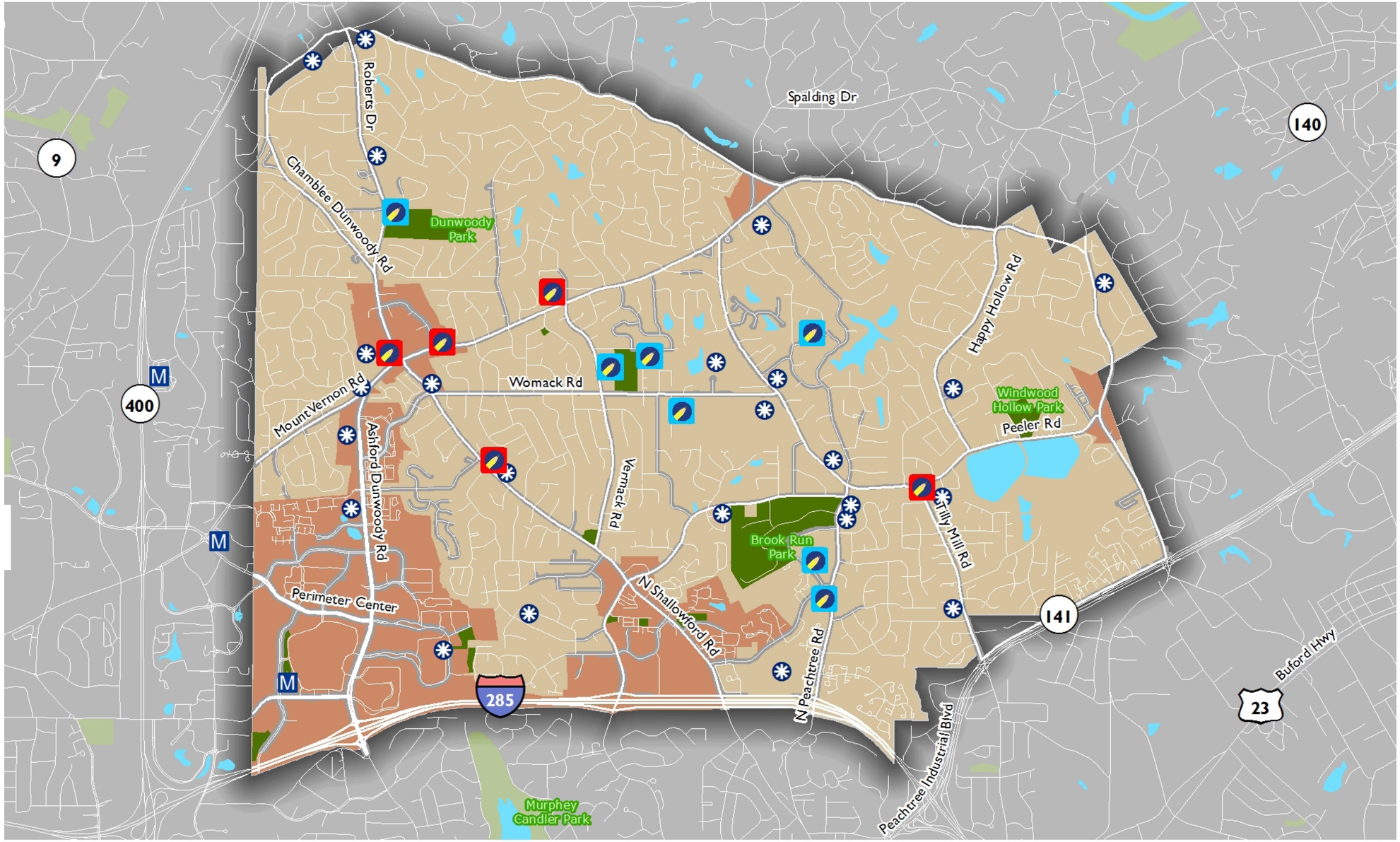
**Figure 19: Long-Term Recommendations**



# Appendix A: 11x17 Figures

#12.

FIGURE 1: OVERVIEW MAP



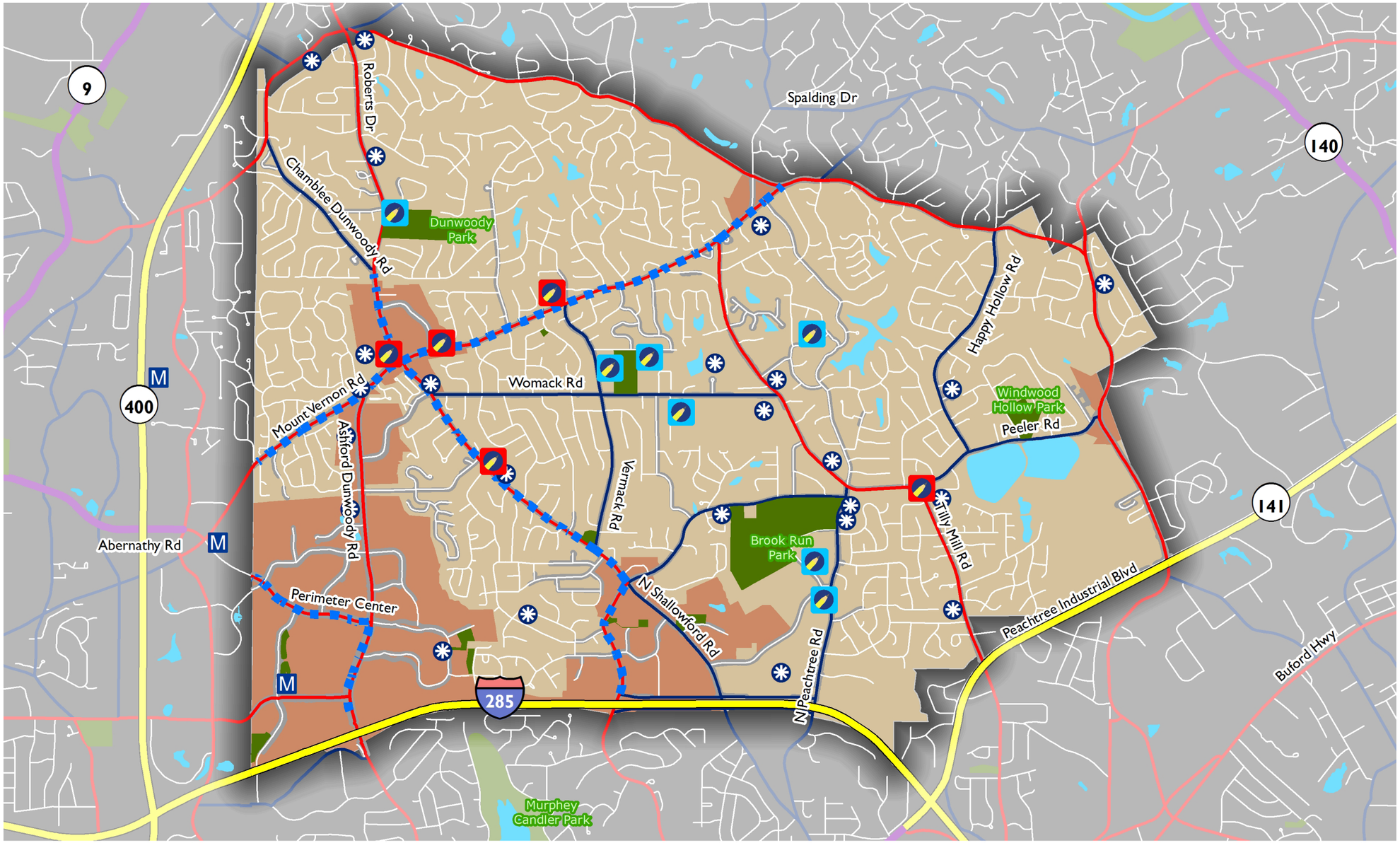

**CITY OF DUNWOODY FEATURES**

- DUNWOODY STREETS
- PARKS
- RETAIL CENTERS
- WATER FEATURES
- SIDEWALK COVERAGE
- CIVIC SITES
- PUBLIC SCHOOLS
- PRIVATE/CHURCH SCHOOLS
- MARTA STATION

Dunwoody POND

0 0.5 1 2 Miles

FIGURE 2: FUNCTIONAL CLASSIFICATION




**FUNCTIONAL CLASSIFICATION**

- INTERSTATE AND FREEWAYS
- PRINCIPAL ARTERIALS
- MINOR ARTERIALS
- MAJOR COLLECTORS
- MINOR COLLECTORS
- LOCAL ROADS
- TRUCK ROUTE

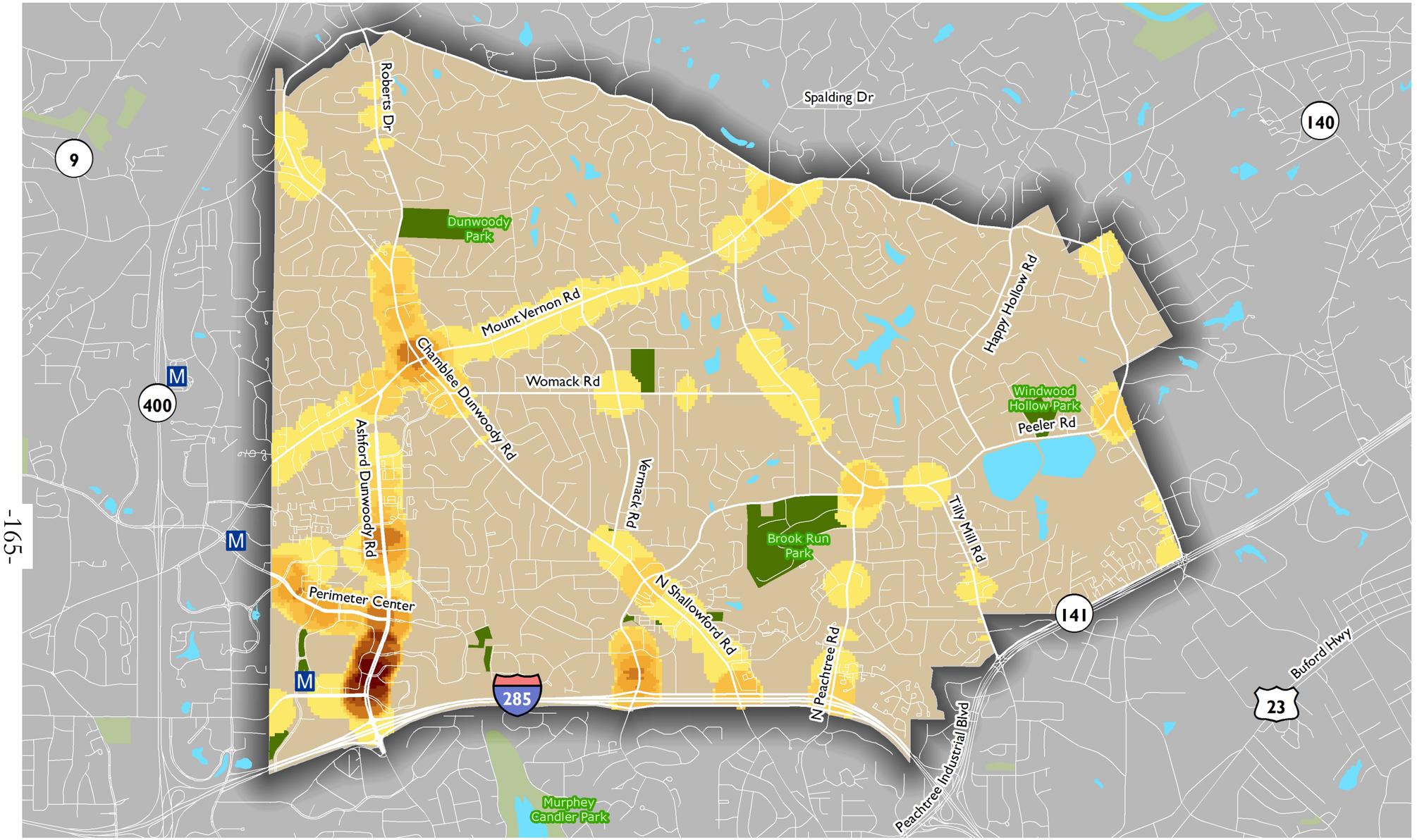
**OTHER FEATURES**

- PARKS
- RETAIL CENTERS
- WATER FEATURES
- SIDEWALK COVERAGE
- CIVIC SITES
- PUBLIC SCHOOLS
- PRIVATE/CHURCH SCHOOLS
- MARTA STATION

Dunwoody
POND

0 0.75 1.5 Miles

FIGURE 3: CRASH HEAT MAP




**CRASH CONCENTRATION**

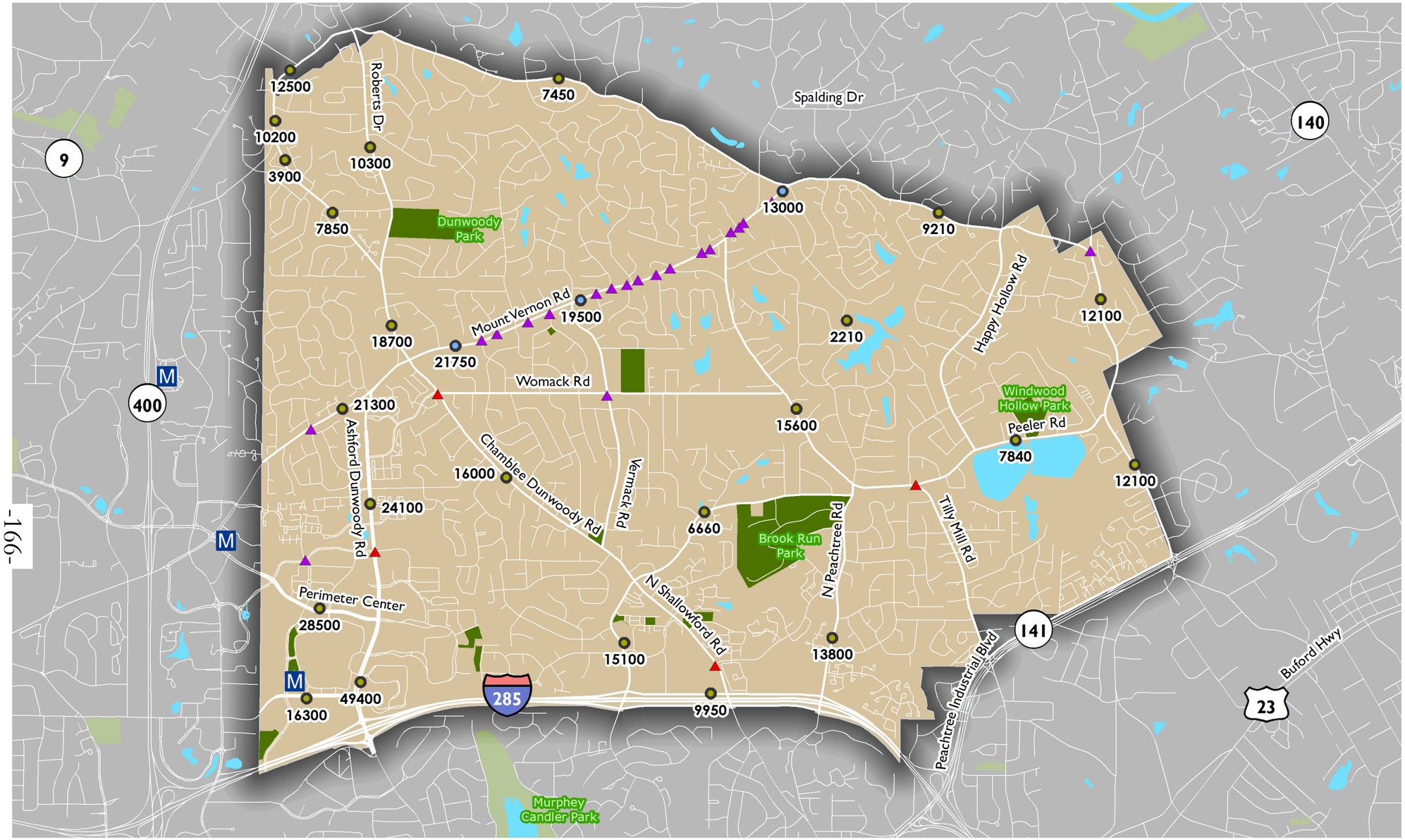
- LOW
- MEDIUM
- HIGH

Dunwoody

POND

0 0.5 1 2 Miles

FIGURE 4: COUNT LOCATIONS






**COUNT TYPE**

- GDOT COUNT STATION
- ADT
- SIGNALIZED PEAK HR TMC
- UNSIGNALIZED PEAK HR TMC

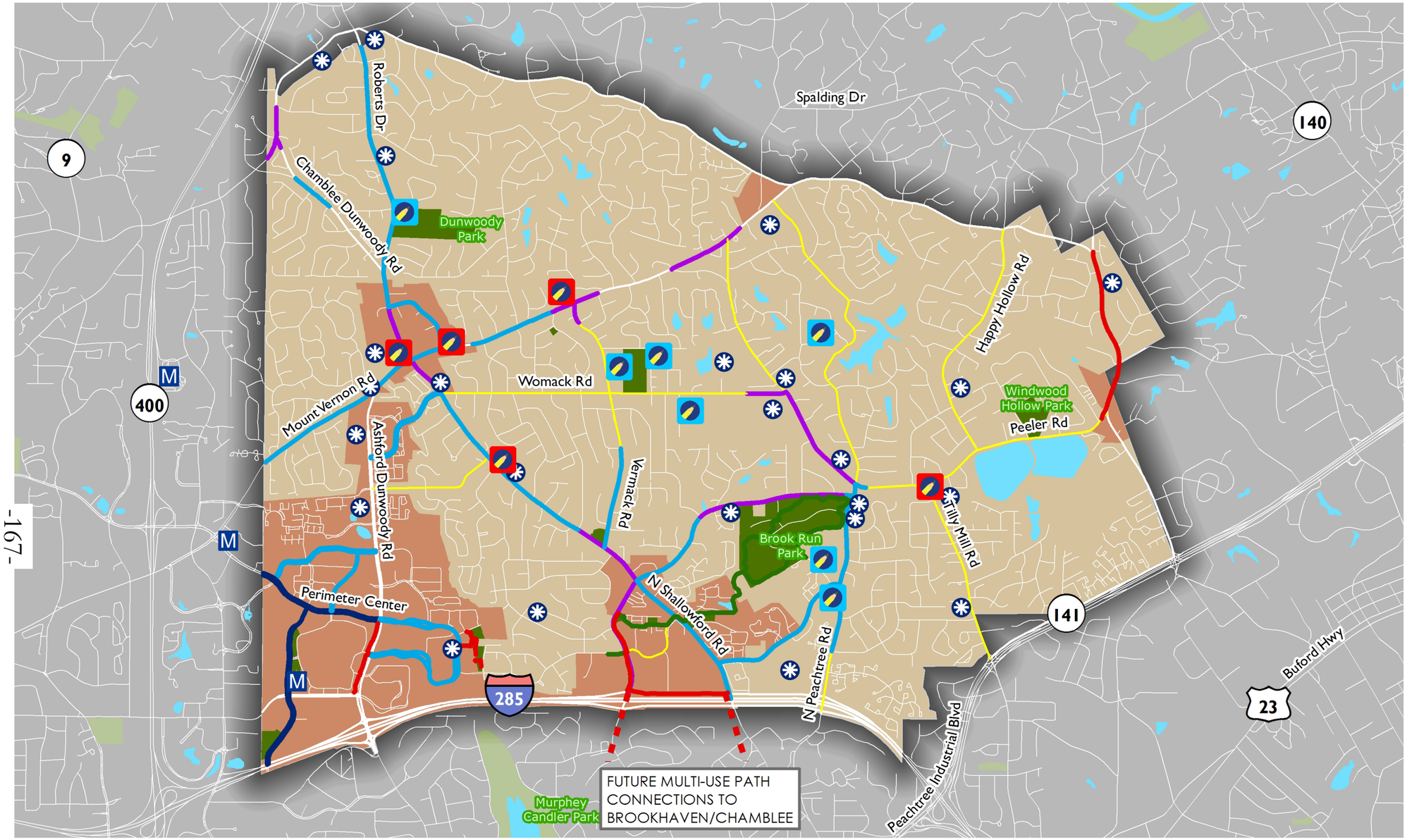
**OTHER FEATURES**

- DUNWOODY STREETS
- PARKS
- WATER FEATURES
- MARTA STATION

Dunwoody POND

0 0.5 1 2 Miles

FIGURE 6: EXISTING BIKE NETWORK




**BIKING FACILITIES**

- EXISTING PRIOR TO 2011 CTP
- COMPLETED SINCE 2011 CTP
- BIKE LANE IN PROGRESS
- RECOMMENDED BIKE ROUTE (FROM 2011 CTP)

**MULTI-USE PATHS**

- COMPLETED SINCE 2011 CTP
- MULTI-USE PATH IN PROGRESS

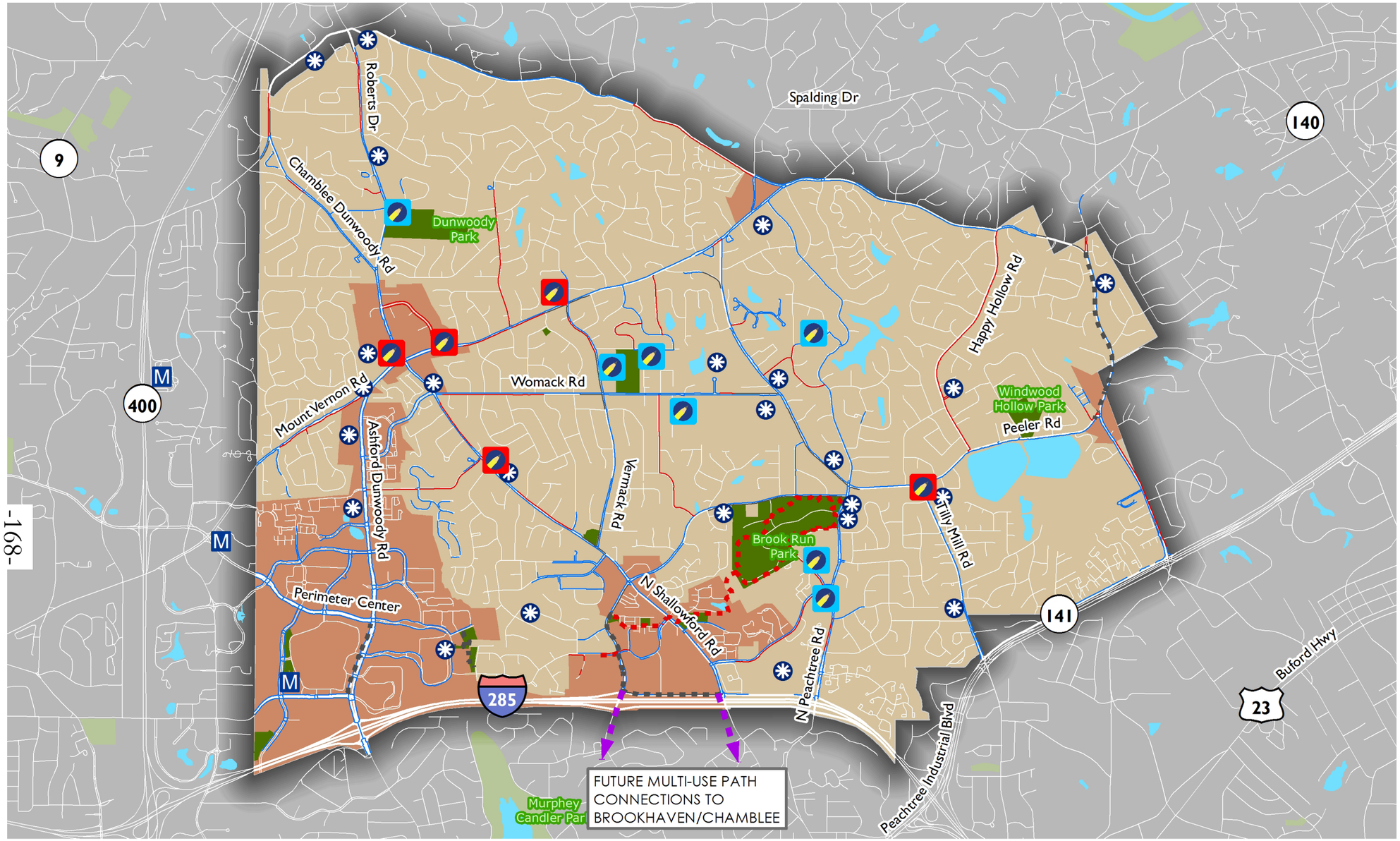
**OTHER FEATURES**

- DUNWOODY STREETS
- PARKS
- RETAIL CENTERS
- WATER FEATURES
- CIVIC SITES
- PUBLIC SCHOOLS
- PRIVATE/CHURCH SCHOOLS
- MARTA STATION

0 0.5 1 2 Miles

Dunwoody POND

FIGURE 5: EXISTING SIDEWALK NETWORK




**SIDEWALKS**

- EXISTING PRIOR TO 2011 CTP
- COMPLETED SINCE 2011 CTP
- SIDEWALKS IN PROGRESS

**MULTI-USE PATHS**

- COMPLETED SINCE 2011 CTP
- MULTI-USE PATH IN PROGRESS

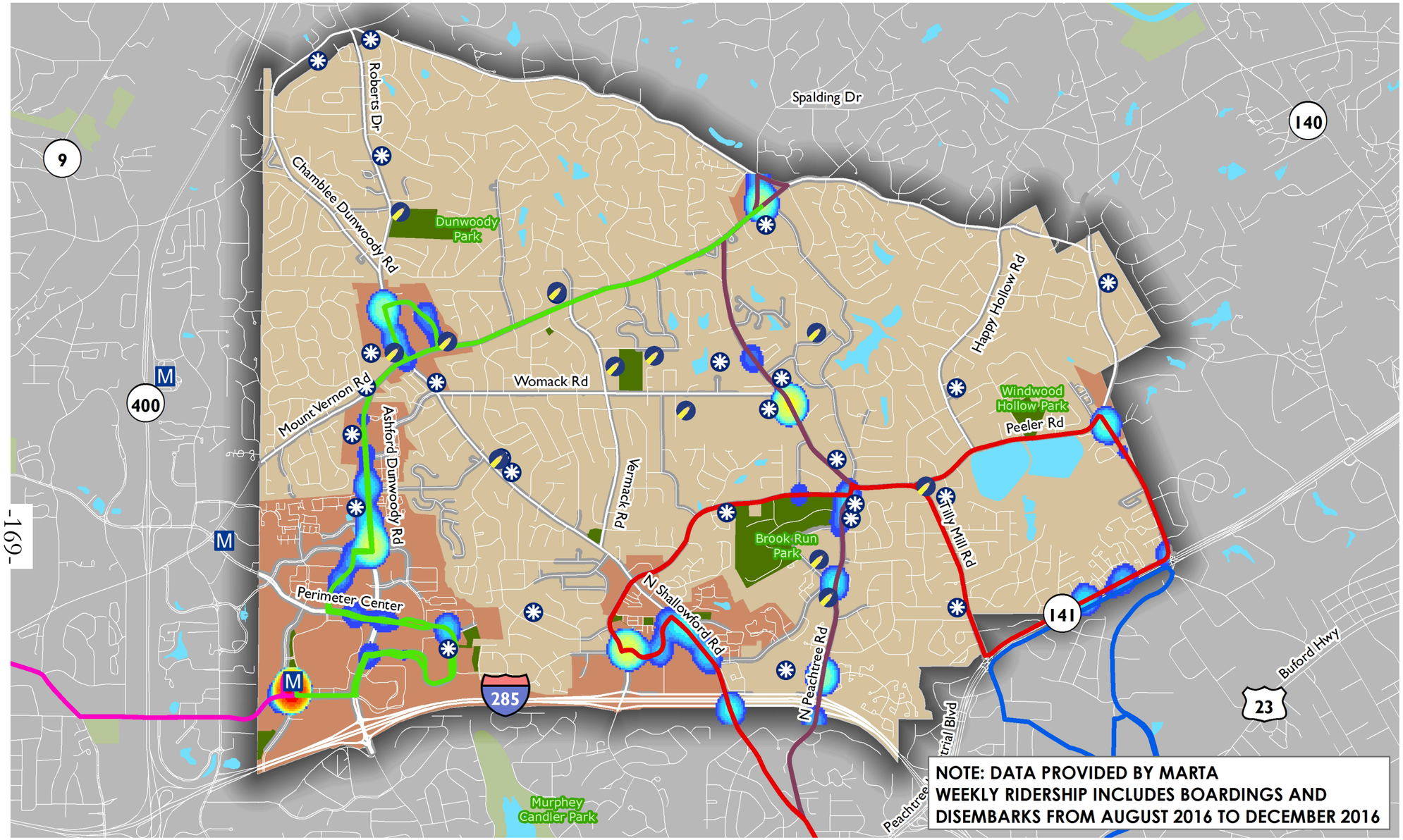
**OTHER FEATURES**

- DUNWOODY STREETS
- PARKS
- RETAIL CENTERS
- WATER FEATURES
- CIVIC SITES
- PUBLIC SCHOOLS
- PRIVATE/CHURCH SCHOOLS
- MARTA STATION

0 0.5 1 2 Miles

Dunwoody POND

FIGURE 7: MARTA BUS ROUTES AND RIDERSHIP




**MARTA ROUTE**

- 103
- 104
- 132
- 150
- 5

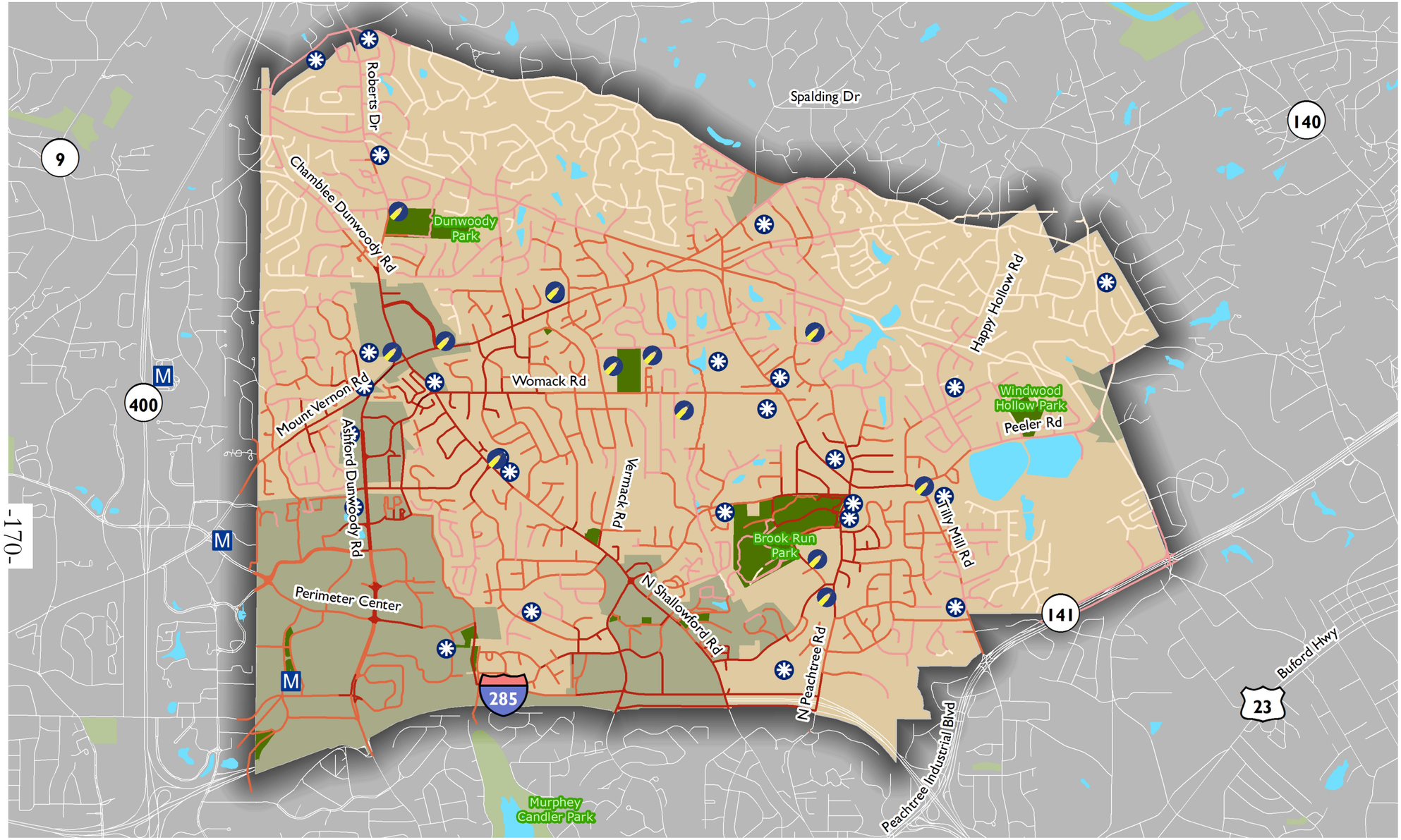
**CITY OF DUNWOODY FEATURES**

- DUNWOODY STREETS
- PARKS
- RETAIL CENTERS
- WATER FEATURES
- SIDEWALK COVERAGE
- CIVIC SITES
- SCHOOLS
- MARTA STATION

Dunwoody
POND

0 0.5 1 2 Miles

FIGURE 8: SUITABILITY ANALYSIS, CUMULATIVE ATTRACTION SCORE






**CUMULATIVE ATTRACTION SCORE**

- 1 - 2
- 2 - 3
- 3 - 4
- 4 - 5
- >5

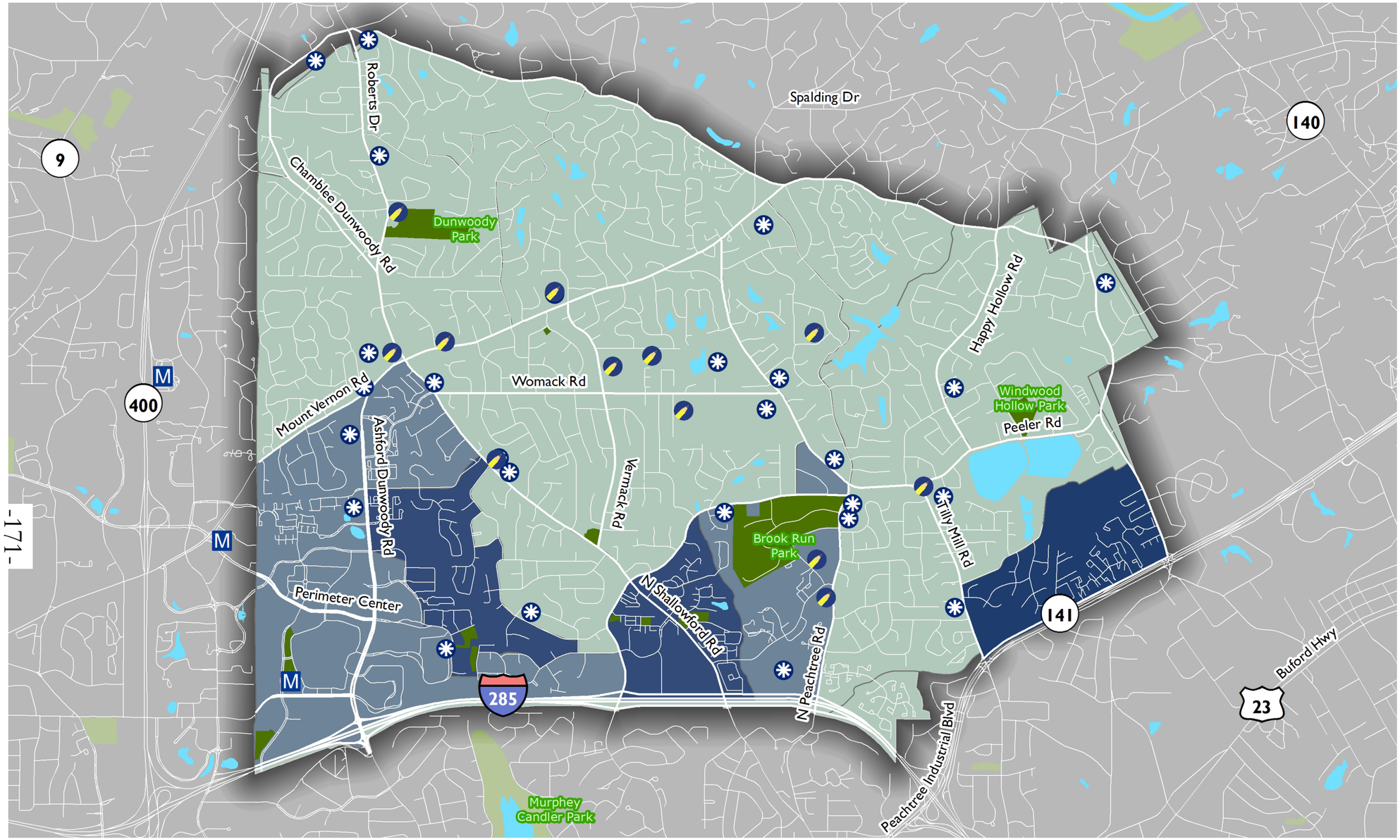
**OTHER FEATURES**

- DUNWOODY STREETS
- PARKS
- RETAIL CENTERS
- WATER FEATURES
- CIVIC SITES
- SCHOOLS
- MARTA STATION

Dunwoody POND

0 0.5 1 2 Miles

FIGURE 9: SUITABILITY ANALYSIS, CUMULATIVE DEMAND SCORE




**CUMULATIVE DEMAND SCORE**

- 2 - 3
- 3 - 4
- 4 - 5
- >5

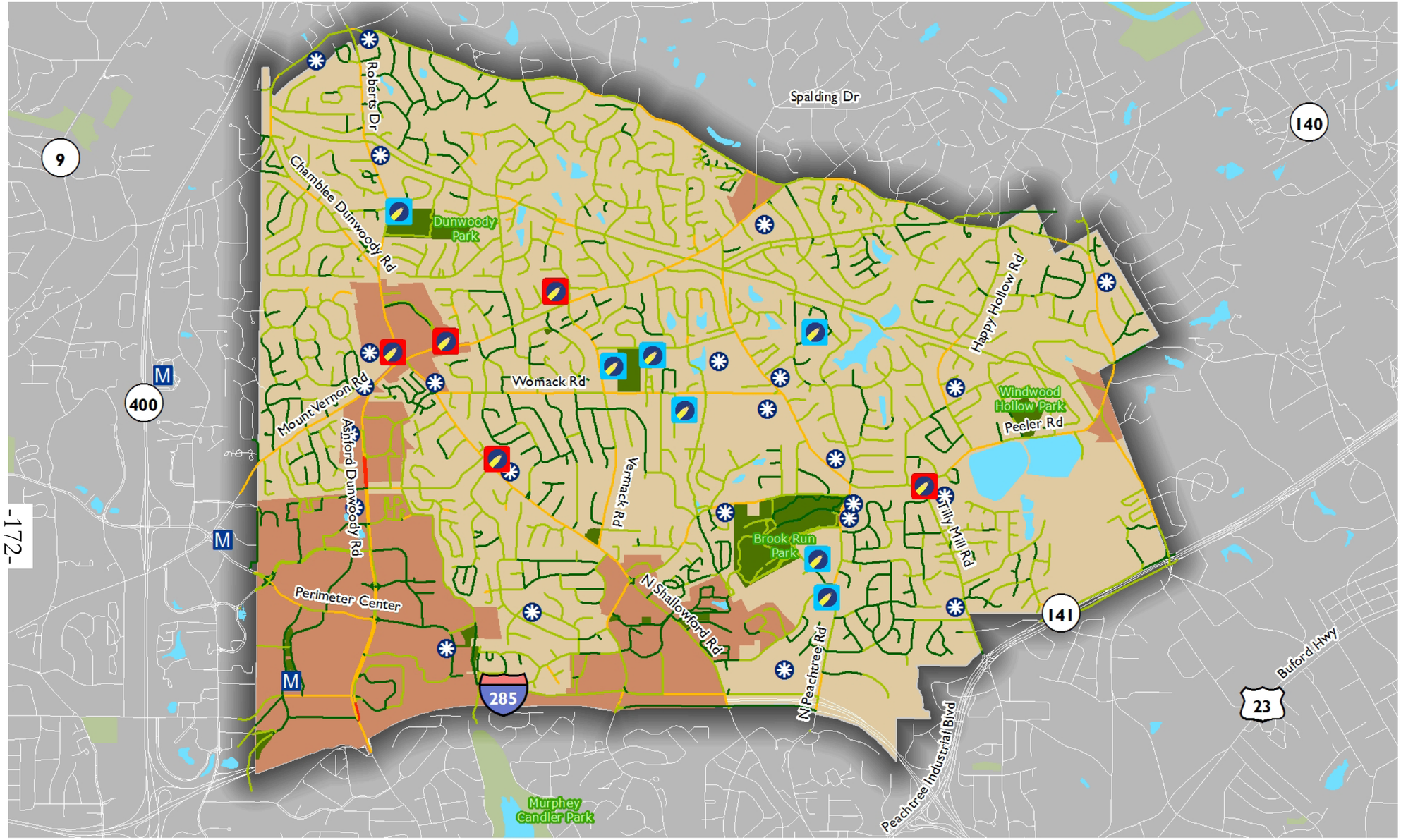
**OTHER FEATURES**

- DUNWOODY STREETS
- PARKS
- WATER FEATURES
- CIVIC SITES
- SCHOOLS
- MARTA STATION

Dunwoody POND

0 0.5 1 2 Miles

FIGURE 10: SUITABILITY ANALYSIS, CUMULATIVE CHARACTER SCORE






**CUMULATIVE CHARACTER SCORE**

- 0 - 1
- 1 - 2
- 2 - 3
- 3 - 4

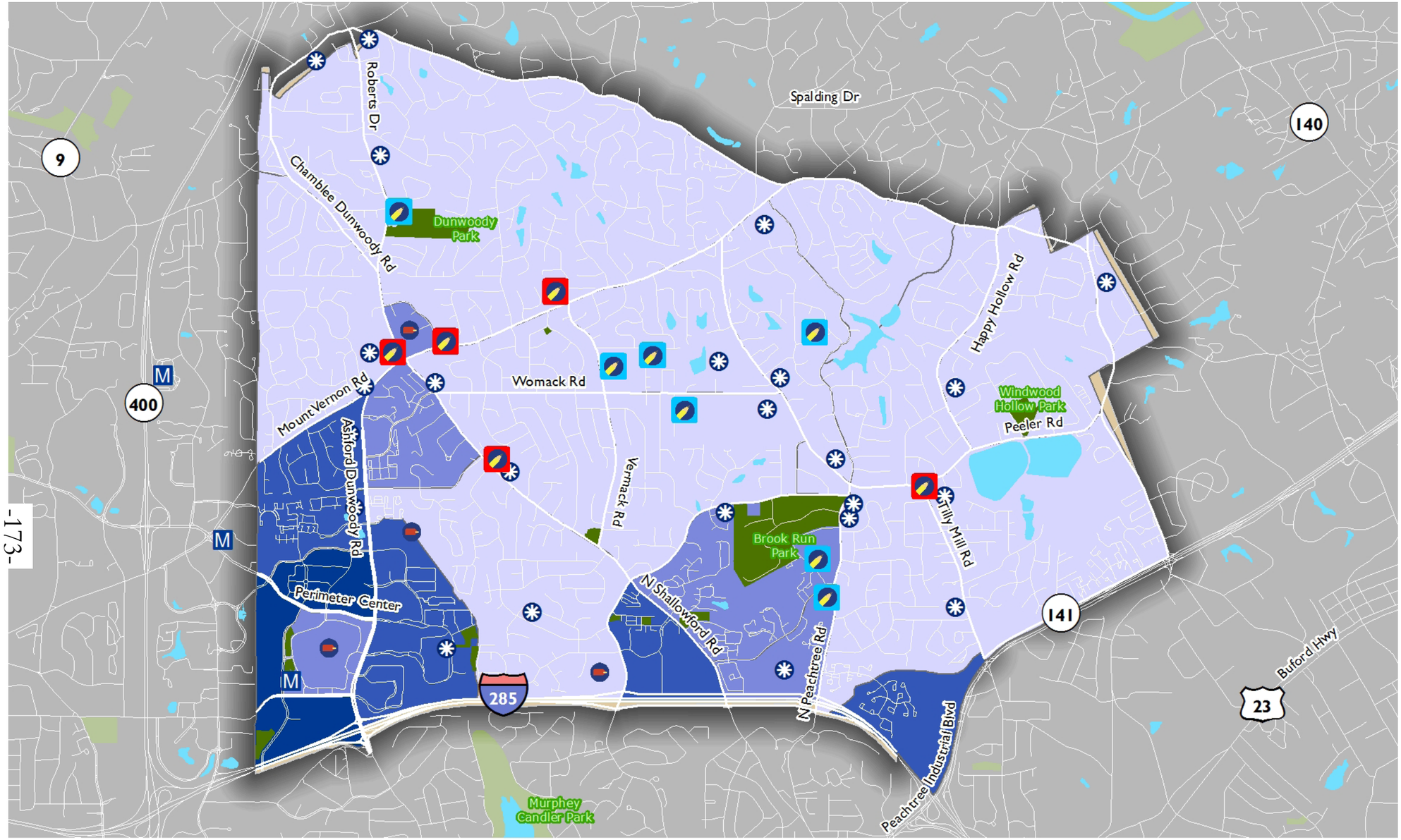
**OTHER FEATURES**

- DUNWOODY STREETS
- PARKS
- RETAIL CENTERS
- WATER FEATURES
- CIVIC SITES
- PUBLIC SCHOOLS
- PRIVATE/CHURCH SCHOOLS
- MARTA STATION

0 0.5 1 2 Miles

Dunwoody POND

FIGURE 11: SUITABILITY ANALYSIS, FUTURE NEEDS SCORE




**CUMULATIVE FUTURE GROWTH SCORE**

- 0 - 0.5
- 0.5 - 0.75
- 0.75 - 1.25
- 1.25 - 2.0

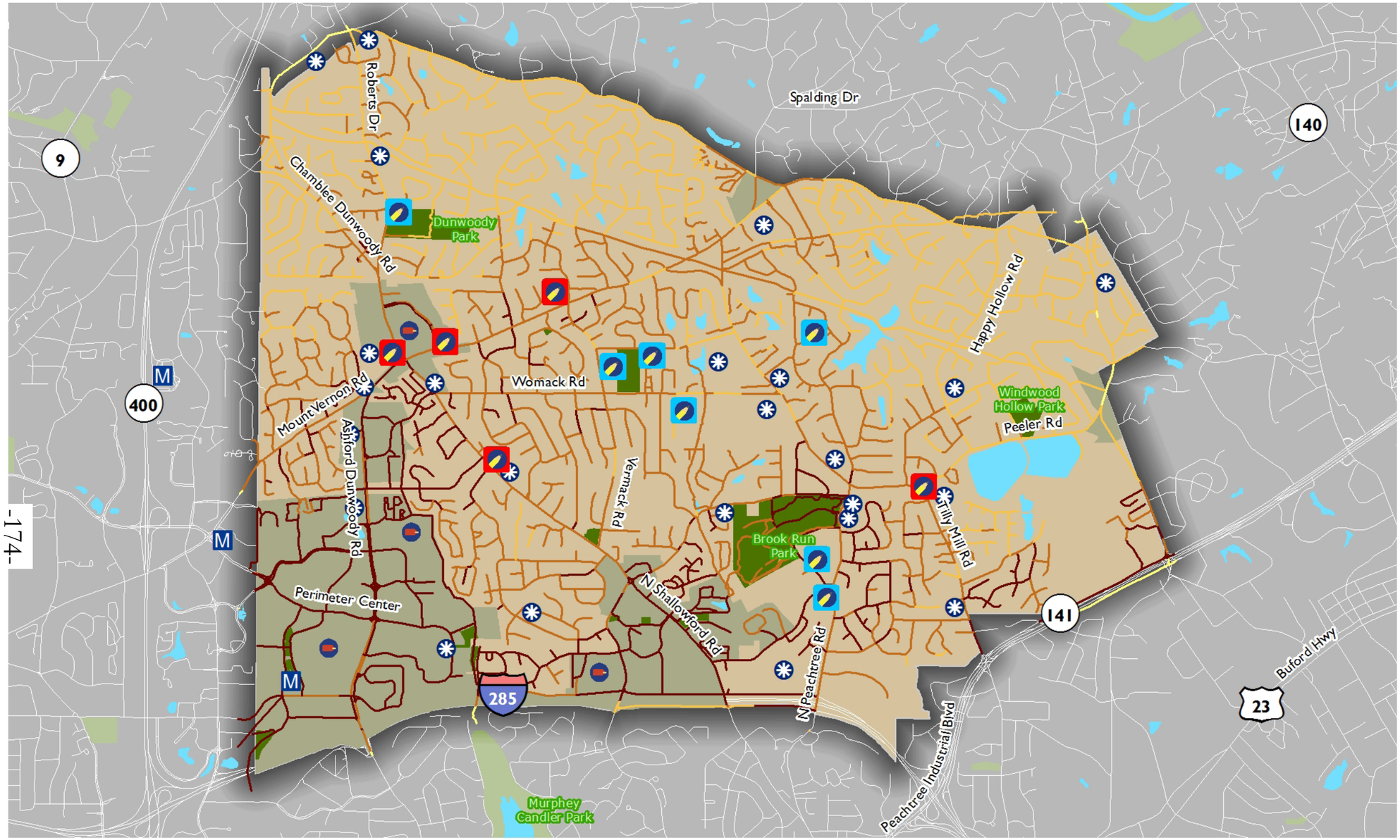
**OTHER FEATURES**

- DUNWOODY STREETS
- PARKS
- WATER FEATURES
- MARTA STATION
- CIVIC SITES
- PUBLIC SCHOOLS
- PRIVATE/CHURCH SCHOOLS

Dunwoody POND

0 0.5 1 2 Miles

FIGURE 12: SUITABILITY ANALYSIS, CUMULATIVE SUITABILITY SCORE






**CUMULATIVE SUITABILITY**

- 3.00 - 6.00
- 6.00 - 8.50
- 8.50 - 10.25
- 10.25 - 13.75

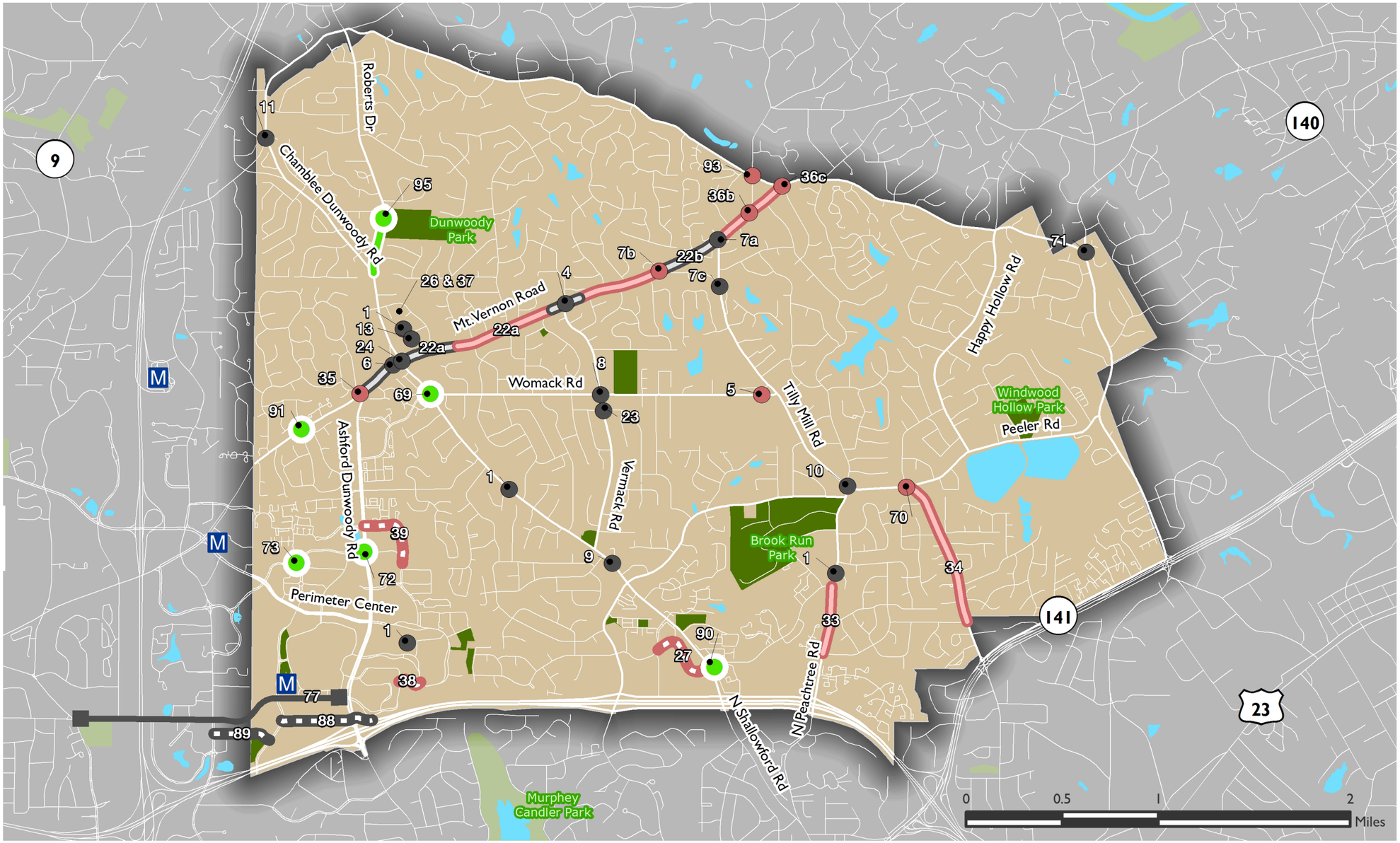
**OTHER FEATURES**

- DUNWOODY STREETS
- PARKS
- RETAIL CENTERS
- WATER FEATURES
- CIVIC SITES
- PUBLIC SCHOOLS
- PRIVATE/CHURCH SCHOOLS
- MARTA STATION

Dunwoody POND

0 0.5 1 2 Miles

# FIGURE 13: VEHICULAR RECOMMENDATIONS




**FUTURE PROJECT TYPE**

- TURN LANE
- NEW ROADWAY
- INTERSECTION IMPROVEMENT
- MULTI-MODAL**
- INTERSECTION IMPROVEMENT**

**IN PROGRESS/COMPLETE**

- TURN LANE
- NEW ROADWAY
- WIDENING
- INTERSECTION IMPROVEMENT

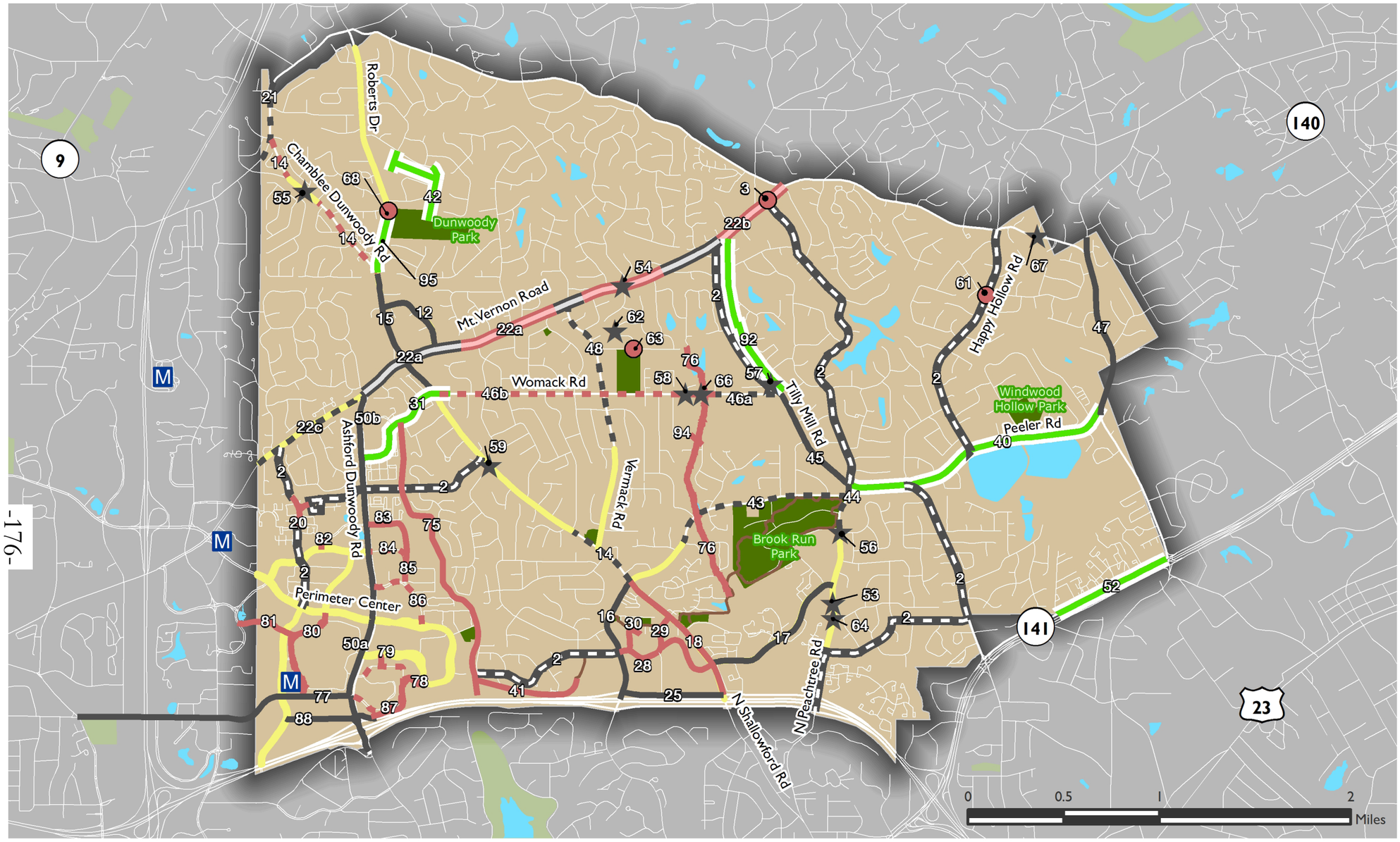
**NEW TO 2017 CTP

**OTHER FEATURES**

- PARKS
- WATER FEATURES
- MARTA STATION

Dunwoody POND

FIGURE 14: BIKE AND PEDESTRIAN RECOMMENDATIONS




**FUTURE PROJECT TYPE**

- BICYCLE/PEDESTRIAN FACILITY**
- BIKE LANES
- TURN LANE/BIKE LANES
- BIKE & PEDESTRIANS
- CROSSWALK

**IN PROGRESS/COMPLETED**

- BIKE LANES
- SIGNED BIKE ROUTE
- TURN LANE/BIKE LANES
- BIKE & PEDESTRIANS
- CROSSWALK

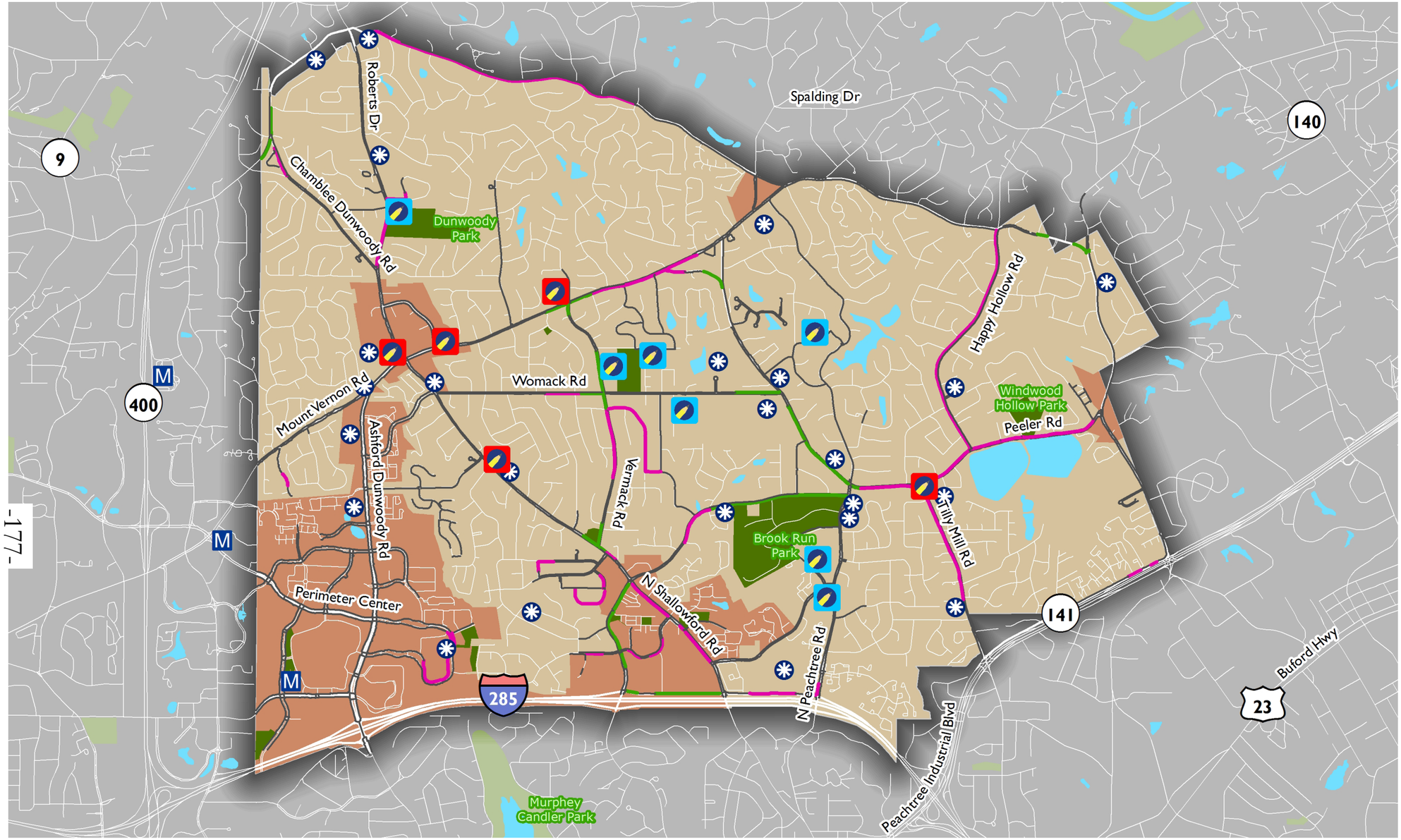
**OTHER FEATURES**

- EXISTING BIKE LANE
- EXISTING MULTI-USE PATH
- PARKS
- WATER FEATURES
- MARTA STATION

**NEW TO 2017 CTP

Dunwoody POND

FIGURE 15: SIDEWALK IMPLEMENTATION PLAN




**SIDEWALKS**

- CURRENT SIDEWALK NETWORK
- PROGRAMMED SIDEWALK
- OTHER PLANNED SIDEWALK

**OTHER FEATURES**

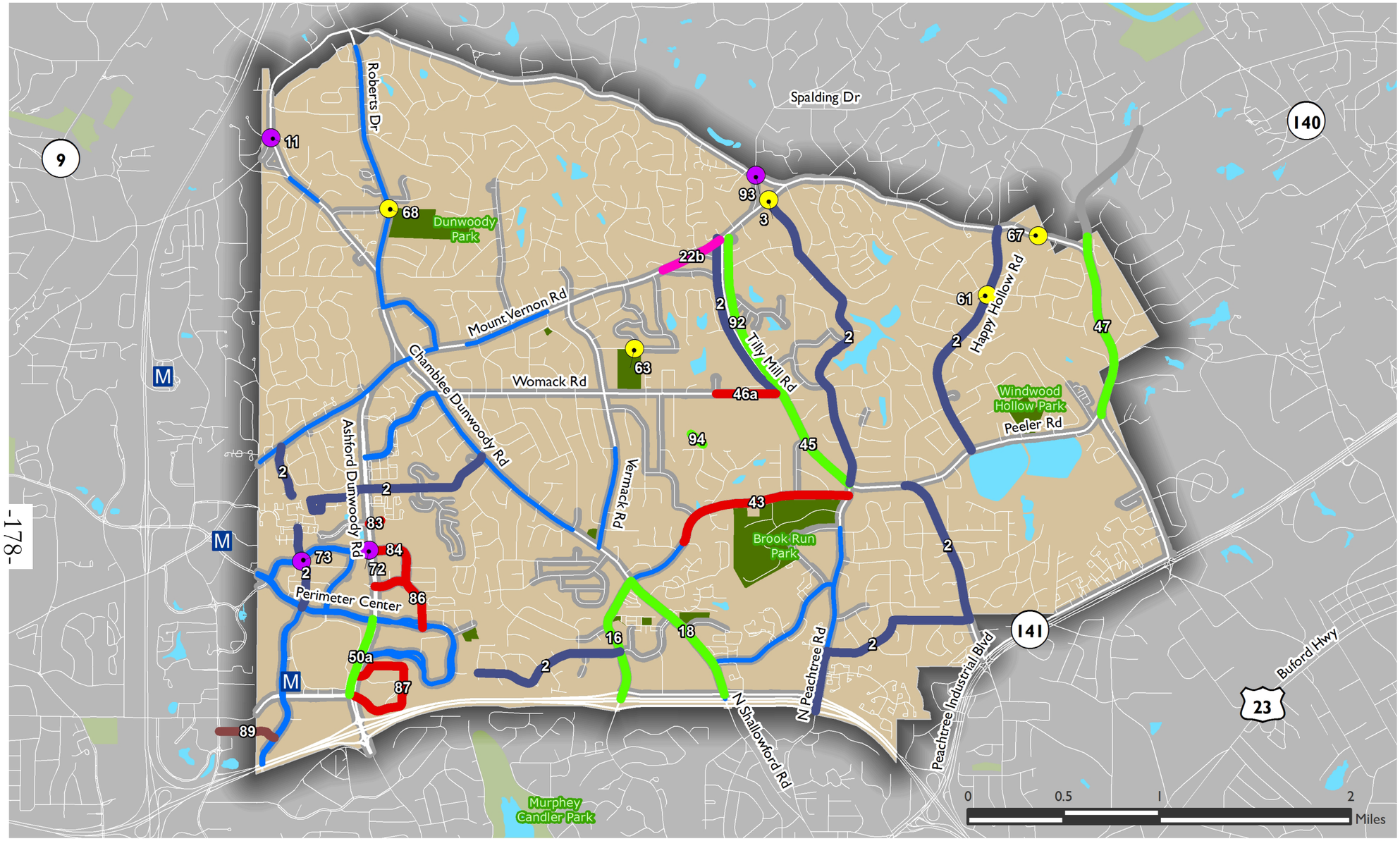
- DUNWOODY STREETS
- PARKS
- RETAIL CENTERS
- WATER FEATURES
- CIVIC SITES
- PUBLIC SCHOOLS
- PRIVATE/CHURCH SCHOOLS
- MARTA STATION

Dunwoody

POND

0 0.5 1 2 Miles

FIGURE 17: SHORT TERM RECOMMENDATIONS




**INTERSECTION/PEDESTRIAN IMPROVEMENTS**

- INTERSECTION IMPROVEMENT
- PEDESTRIAN IMPROVEMENT

**CORRIDOR IMPROVEMENTS**

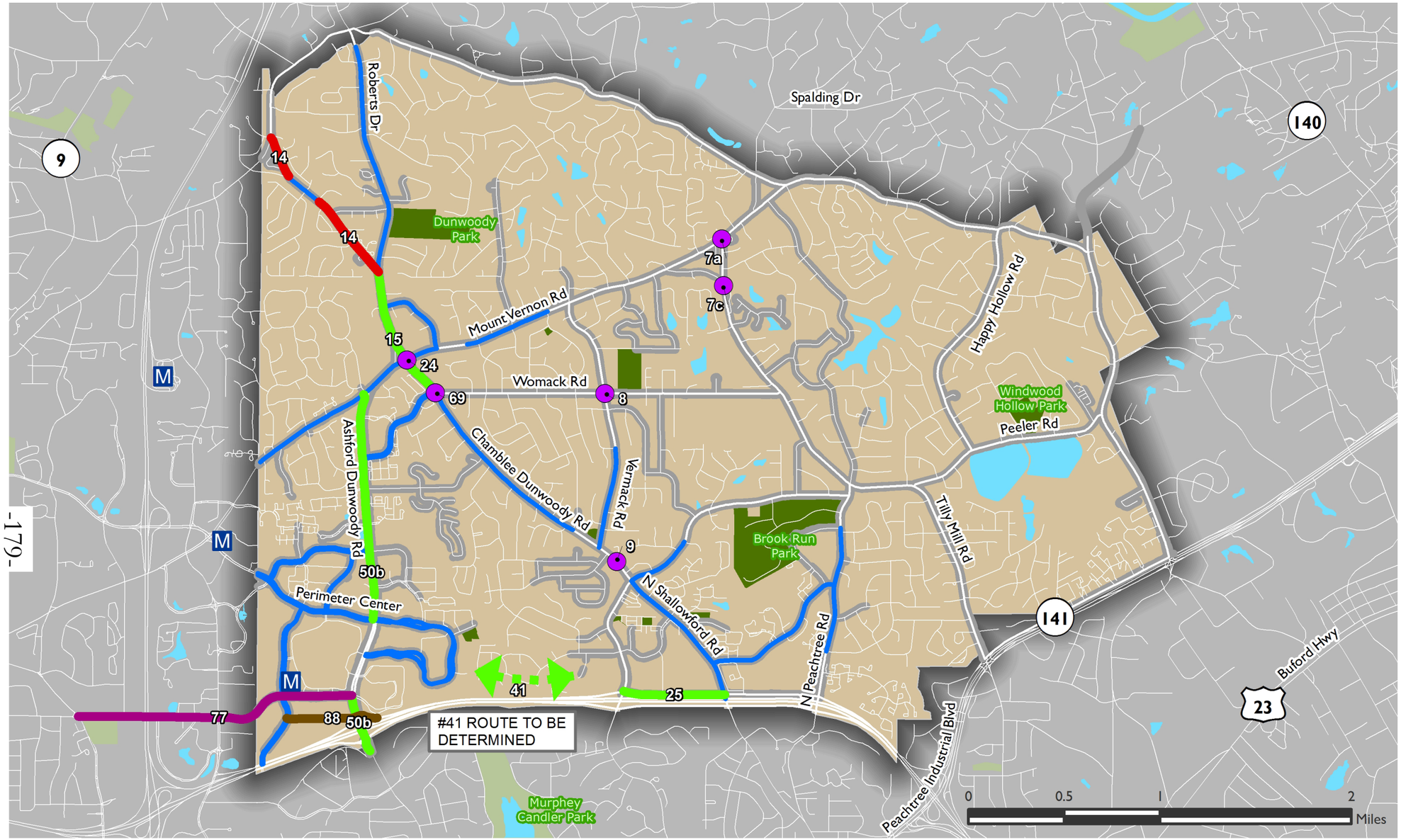
- BIKE LANES
- SIGNED BIKE ROUTE
- TURN LANES/BIKE LANES
- BIKE & PEDESTRIANS
- NEW ROADWAY

**OTHER FEATURES**

- MARTA STATION
- EXISTING BIKE LANE
- SIDEWALK COVERAGE
- PARKS
- WATER FEATURES

Dunwoody
POND

FIGURE 18: MID-TERM RECOMMENDATIONS




**INTERSECTION IMPROVEMENTS**

- INTERSECTION IMPROVEMENT

**CORRIDOR IMPROVEMENTS**

- BIKE LANES
- TURN LANES/BIKE LANES
- BIKE & PEDESTRIANS
- NEW ROADWAY
- WIDENING

**OTHER FEATURES**

- MARTA STATION
- EXISTING BIKE LANE
- SIDEWALK COVERAGE
- PARKS
- WATER FEATURES

Dunwoody

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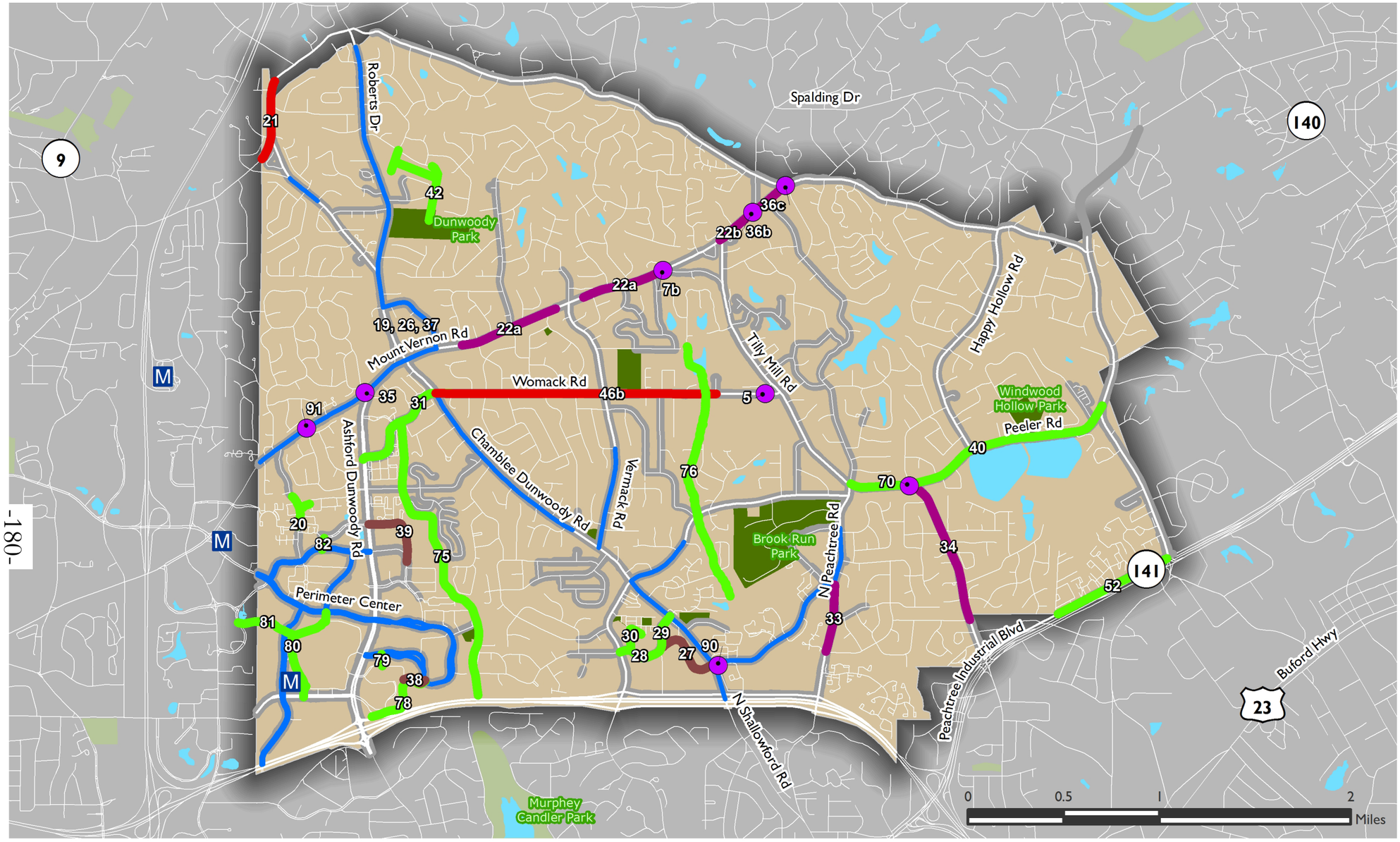
# FIGURE 19: LONG TERM RECOMMENDATIONS






**INTERSECTION IMPROVEMENTS**

- INTERSECTION IMPROVEMENT

**CORRIDOR IMPROVEMENTS**

- BIKE LANES
- BIKE & PEDESTRIANS
- NEW ROADWAY
- WIDENING/TURN LANE

**OTHER FEATURES**

- MARTA STATION
- EXISTING BIKE LANE
- SIDEWALK COVERAGE
- PARKS
- WATER FEATURES

Dunwoody*
POND

# Appendix B: Public Involvement

#12.

## Introduction: The Role of Public Involvement in the City of Dunwoody CTP Update

This update to the City of Dunwoody's CTP includes traffic analysis and proof of concept for several intersection redesigns and corridor improvements. Specifically, a roundabout concept for the intersection of Womack Road and Vermack Road will be studied with a focus on traffic mobility, school traffic patterns, and pedestrian and cyclist safety. In addition, the CTP update will include an analysis of the unsignalized intersections along Mount Vernon Road between Dunwoody Village Parkway and Dunwoody Club Drive. The intent is to make a determination on the use of a center two-way left turn lane, or auxiliary lanes at specific intersections. Other intersections throughout the City will also be examined for operations and safety improvements.

The second part of the CTP Update includes an evaluation of the City's current Bicycle and Pedestrian project list to identify priority projects, feasible facility types, etc. This task consists of a technical approach that is combined with information gained through public and stakeholder outreach.

The plan for public involvement as a part of the CTP Update includes conducting two bicycle and pedestrian "Focus Group" work sessions with a pre-selected group from the cycling and walking community, a communitywide electronic survey, and a Public Open House designed to present draft results to the community.

## Bicycle and Pedestrian Focus Group Sessions

The first Focus Group session is scheduled for **Thursday, November 10, 2016**. The meeting introduces the group to the goals of the plan. The meeting's intent is also to gain insight from active members of the community on desired connections, facility types, problem locations, etc. A group mapping exercise reveals major routes, destinations, and potential connections across the city. The information gained in this meeting will be used to help prioritize planned projects, and may help identify new connections that can be added to the City's list of potential projects.

The second Focus Group session is tentatively scheduled for **early February**. The intent of this meeting is to present bicycle and pedestrian projects in a priority structure for discussion. This meeting gives the Focus Group a chance to see the progress and direction of the bicycle and pedestrian portion of the plan, and it gives an opportunity to comment on the type, priority, or justification of specific projects one more time before a final draft is developed.

## City of Dunwoody Web Page and Communitywide Electronic Survey

The City of Dunwoody staff will prepare a project website for all communications to the general public related to the CTP Update. An electronic survey will be live and advertised through print, email, the aforementioned website, and word of mouth (i.e., community leaders). The survey will go live on **Friday, December 9, 2016**, and will run for 6 weeks until **Friday, January 20, 2017**. This survey will help the City staff and Pond understand the preferences of the general public with regards to automobile, pedestrian, cycling, and transit modes of transportation. Results from this survey will also help guide the bike and pedestrian project prioritization, and will also help determine appropriate treatments for the vehicular intersection and corridor improvement concepts.

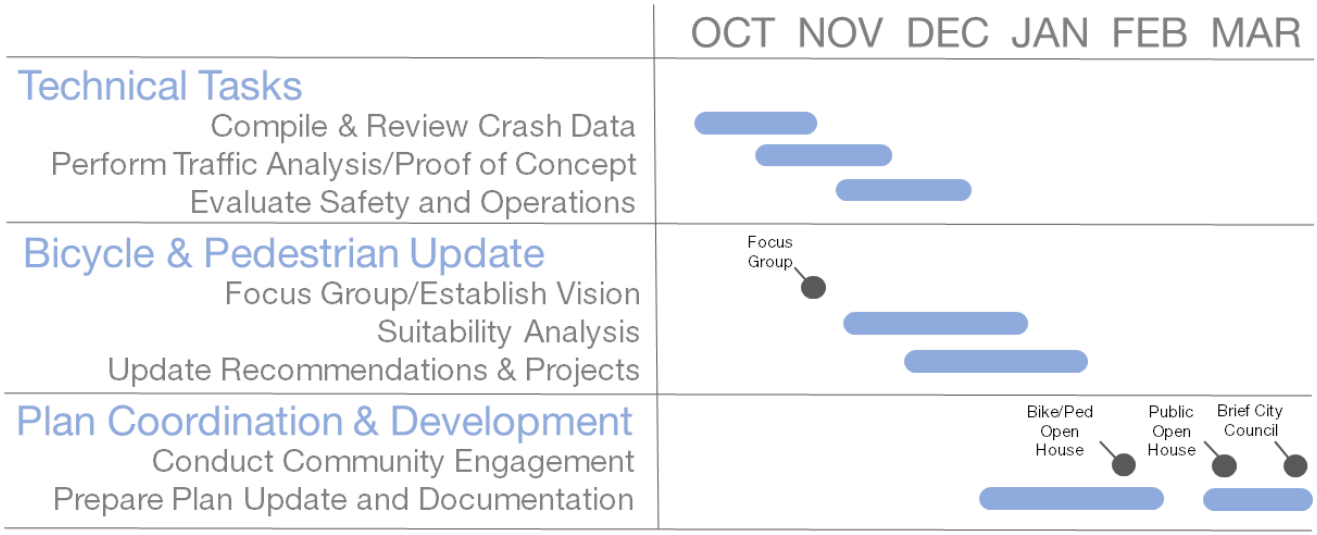
## Public Hearings and Open House

- **Public Open House, Early March**: The open house will be designed to allow the community to view project recommendations on maps, ask questions of the consultant (Pond), and provide comments on a comment card that will be collected at the open house. These comments will be consolidated

and included in the CTP Update appendices. Specific comments or concerns from the general public will be noted and addressed as necessary before the plan's final draft.

- **City Council Briefing, Late March**: The City Council will be briefed on the plan's findings. This briefing will include any comments received through either the Open House format, the Focus Group sessions, or the survey.

Project Schedule



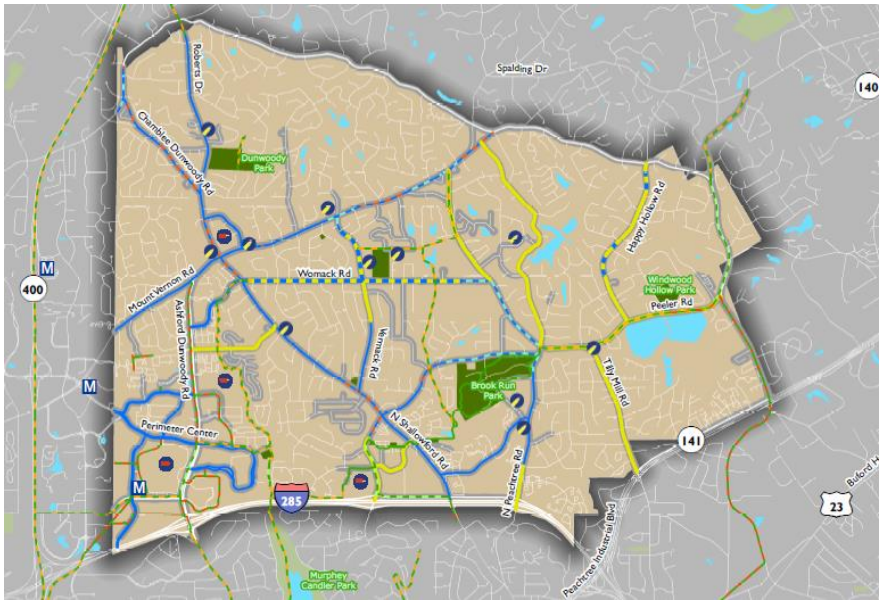
# BIKE AND PEDESTRIAN FOCUS GROUP #1 MATERIALS, AND COMMENTS

# Comprehensive Transportation Plan Update
## Bicycle & Pedestrian Focus Group

November 10, 2016

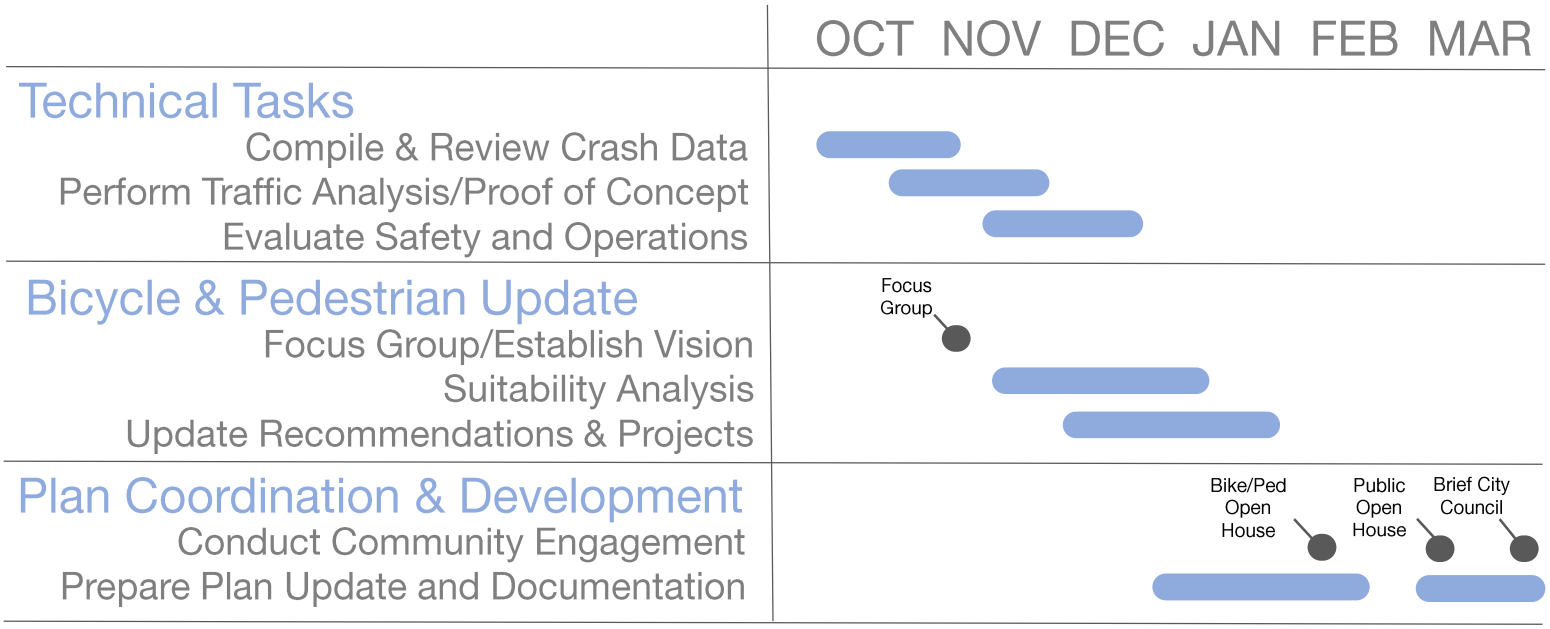
### What's going on?

The City is developing a five year update to its Comprehensive Transportation Plan. The majority of this effort is technical in nature - to refine transportation projects recommended five years ago. However, the City is also preparing a more major update to the Bicycle & Pedestrian element of the plan.




### What is the timeline for this process?

The process is estimated to take approximately five months with initial tasks devoted to performing the technical assessments of previous recommended transportation projects. The update to the Bicycle & Pedestrian element of the plan will also include a suitability analysis (see next steps on the back of this page) to help prioritize the vision established through this focus group. Finally, the plan will be drafted and presented at a public open house before being finalized and considered for adoption by the City Council.



# Comprehensive Transportation Plan Update
## Bicycle & Pedestrian Focus Group

November 10, 2016

## What are we doing today?

Today's meeting will help us understand the needs of the biking and walking community while establishing a "Vision" of what an idealized future network would look like!

## What are the next steps?

We will be issuing an online survey to hear your thoughts on transportation issues in Dunwoody! Stay tuned to the City website for more information www.dunwoodyga.gov

We will combine the "Vision" established today with a companion "Suitability Analysis" which we will use to understand the factors in the community that are likely to increase walking and biking!

The "Suitability Analysis" takes into account several criteria, which are summarized in four major categories as described below.

**Demand Analysis**

We use can use Census data to not only better understand where there are concentrations of people but also where people are already biking and walking to work and where there are concentrations of age groups that may have more need to walk or bike

**Points of Interest Analysis**

We map various points of interest in the community (schools, parks, employment centers, retail areas, etc.) to understand their accessibility within the community.

SUITABILITY ANALYSIS

**Character Sensitivity**

We also map the existing transportation network to understand where block sizes are both small and large, where topographical challenges may present themselves, and where traffic volume and vehicle speeds may be a detriment to walking and biking.

**Future Changes**

Finally, we also consider compatibility with future land use in the City's Comprehensive Plan and anticipated changes in population and employment that may affect future demand.

Dunwoody



POND

Dunwoody

Comprehensive Transportation Plan Update
Bicycle & Pedestrian Focus Group
November 10, 2016

## Sign-in Sheet (Please Print Name)

| | | |
|---|---|---|
| Bob Dallas | 770.331.4040 | bobdallas5@gmail.com |
| Paige Metzger | 770-393-2554 | |
| Joe Seconder | 404-545-3711 | JSECONDER@YAHOO.COM |
| Dona Cardenas | 404 556 1414 | DonaCardenas@gmail.com |
| Scott Shows | | sfshows@yahoo.com |
| Pattie Baker | 678.206.8818 | sustainablepattie@comcast.net |
| Bruce Hagen | 404 522-7553 | Bruce@Bikelaw.com |
| Jason Metzger | 770-393-2554 | jmetzg01@bellsouth.net |
| Tom Lambert | 770-396-7070 | TLDLSHOP@COMCAST.NET |

Dunwoody

Comprehensive Transportation Plan Update
Bicycle & Pedestrian Focus Group-Minutes
November 16, 2016

**Minutes Prepared by: Pond**

**Minutes Prepared on: November 16, 2016**

**Date of Bicycle & Pedestrian Focus Group Meeting: November 10, 2016**

**Attendees:**

| Name | Phone | Email |
|---|---|---|
| Bob Dallas | 770-331-4040 | Bobdallas5@gmail.com |
| Paige Metzger | 770-393-2554 | |
| Joe Seconder | 404-545-3711 | jseconder@yahoo.com |
| Dona Cardenas | 404-556-1414 | donacardenas@gmail.com |
| Scott Shows | | sfshows@yahoo.com |
| Pattie Baker | 678-206-8818 | sustainablepattie@comcast.net |
| Bruce Hagen | 404-522-7553 | bruce@bikelaw.com |
| Jason Metzger | 770-393-2554 | Jmetzg01@bellsouth.net |
| Tom Lambert | 770-396-7070 | tldlshop@comcast.net |
| Mindy Sanders | 678-382-6812 | Mindy.sanders@dunwoodyga.gov |
| Michael Smith | 678-382-6852 | Michael.smith@dunwoodyga.gov |
| Bob Mullen | | Bob.mullen@dunwoodyga.gov |
| Eric Lusher | 404-748-4853 | lushere@pondco.com |
| Graham Malone | 404-748-4835 | maloneg@pondco.com |

**Purpose of the Meeting:** The meeting was held to engage a Bicycle and Pedestrian Focus Group in the most recent update to the city's Comprehensive Transportation Plan (CTP). The goal of the meeting was to provide an early opportunity for those who are actively involved in cycling and pedestrian activities and organizations to understand the goals of the plan and to provide a chance to voice their ideas to help shape the plan update.

**Meeting Summary:** The meeting began with an overview of the project, including the schedule and the tentative dates of upcoming public outreach opportunities. A second meeting of the focus group will take place in late January, or early February and will provide the group with an opportunity to see the draft project list. After the project summary portion of the meeting concluded, the group engaged in an interactive exercise designed to identify the existing connections within the city, biking and walking destinations, and any gaps that need to be filled to create a continuous network. This exercise also helps develop the strategy that the city should follow during future project planning.

During the course of the meeting, several topics were discussed as well.

- Islands for pedestrian refuge and traffic calming should be used on Chamblee-Dunwoody Road and Mount Vernon.
- The city parks should be connected to one another via biking and walking paths.
- The conversion of buffered bike lanes to physically protected bike lanes should be explored as a more safe option, where feasible.
- The idea of an East-West connection across the city could help connect not only the trip origins and destinations within the city but could also help connect neighboring cities and jurisdictions with one another and with regional facilities like the Path 400 trail.
- Existing alignments, such as creek beds and utility easements, could help increase connectivity within the City.
- Ashford Center Parkway was identified as a possible road diet candidate to provide wider bike facilities with some physical protection
- Use of Raised Pavement Markings (RPMs) within the bike lanes on Mount Vernon Road to help delineate the lane during low-light times, and to also help provide some kind of tactile warning to drivers that encroach on the bike lane
- Use of thermoplastic striping to provide a tactile warning to drivers, i.e., a rumble strip
- There is a walking path on Valley View Court that provides connectivity to the Manget Court; the group thought that these little trails should be advertised as connections because they could help complete connections that are otherwise difficult to make.

In general, the group expressed a need to create thoughtful and safe connections. The group asked that projects strongly consider implementing safety elements. For example, separating biking/walking facilities from vehicular traffic or implementing physical barriers through raised concrete, planters, or other partitions. Other general design ideas that the group expressed were speed limit reductions, and other traffic calming measures (mid-block median refuges, speed tables, etc.)

## Malone, Graham

**From:** Pattie Baker <Sustainablepattie@comcast.net>
**Sent:** Friday, November 11, 2016 7:07 AM
**To:** Mindy Sanders
**Cc:** Michael Smith; Bob Mullen; Ashley Horne; tldlshop@comcast.net; Robert Dallas; Jason Metzger; staceyharris70@hotmail.com; Joe Seconder; Lusher, Eric; Malone, Graham; bruce@hagen-law.com; Klw4006@gmail.com; Fangmann, Richard; donacardenas@gmail.com; sfshows@yahoo.com; Joe Seconder (joe.seconder@oracle.com)
**Subject:** Thank you

Thank you to the City of Dunwoody, Pond, and everyone who gave freely of their time and expertise yesterday to make the bike focus group a positive, forward-thinking, and realistic stake in the ground of what's possible in this Atlanta Regional Commission gold-level Green Community. I love the long-term vision that was emerging, and am equally excited about the short-term pilot and pop-up tactical urbanism ideas we discussed.

FYI, I am attending the Untokening event at the Loudermilk Center in the City of Atlanta Sunday and will bring back any info I can that could be of help to us here. I would also be interested in attending a focus group or helping with outreach that includes those who live on the fringes of our city both metaphorically and literally. Our greatest idea for safe access for all may not be something those of us in the room yesterday can yet see clearly.

Let's be bold leaders in making our city the **best city for bike riding in the southeastern United States for ages 8-80**. This is a title currently up for grabs, and I believe the City of Dunwoody is best positioned to achieve it. And, while we're at it, let's show pride in our city while doing it. We're talking *bikes* here, folks. This is the fun stuff!

Thank you for including me.

Learning as I grow,
Pattie Baker

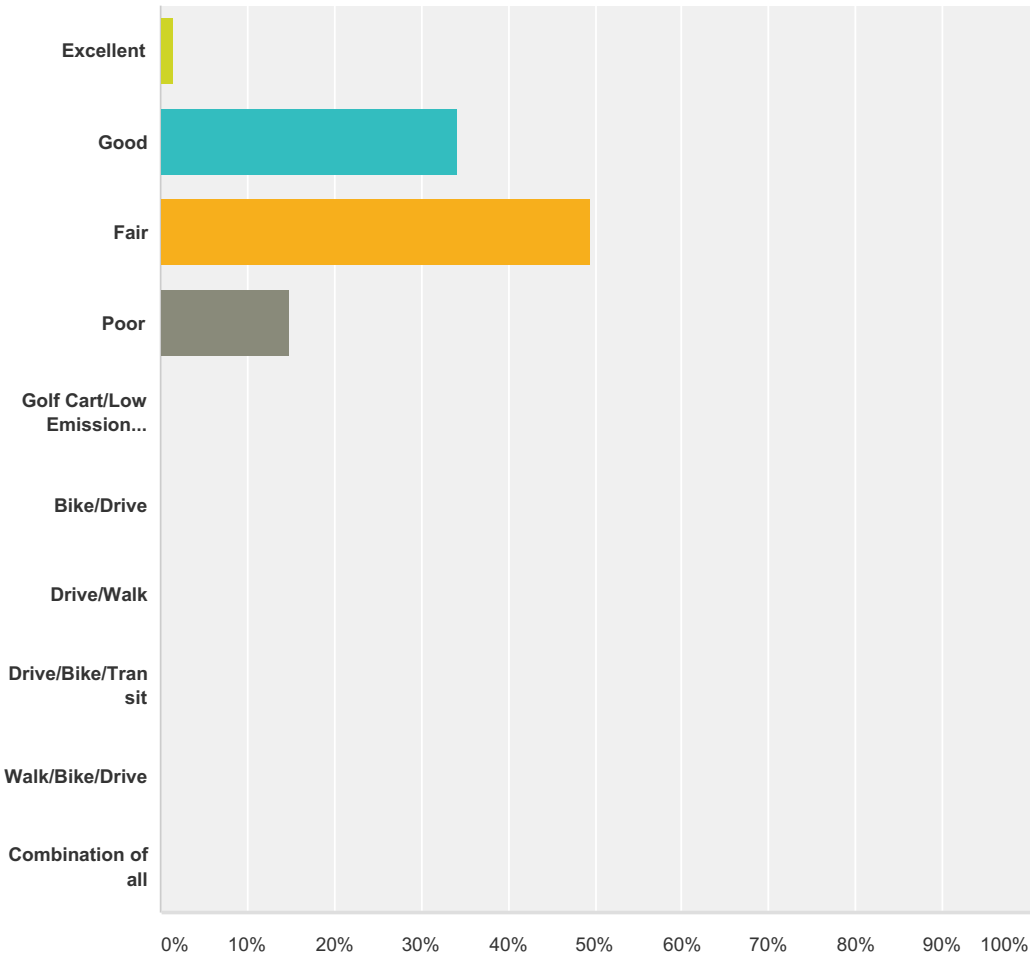
www.foodshedplanet.com

P.S. And, by the way, BikeNoodle got me home via Ashford Dunwoody and Mt. Vernon yet again without the slightest incident. That 13 days now of zero issues (and zero hops onto the sidewalk for me) when I typically have at least one near-death experience every single time I ride somewhere in this city. Wow. Imagine what is possible.

# WEB SURVEY RESULTS

## Q1 How would you rate your overall transportation system?

Answered: 471 Skipped: 0

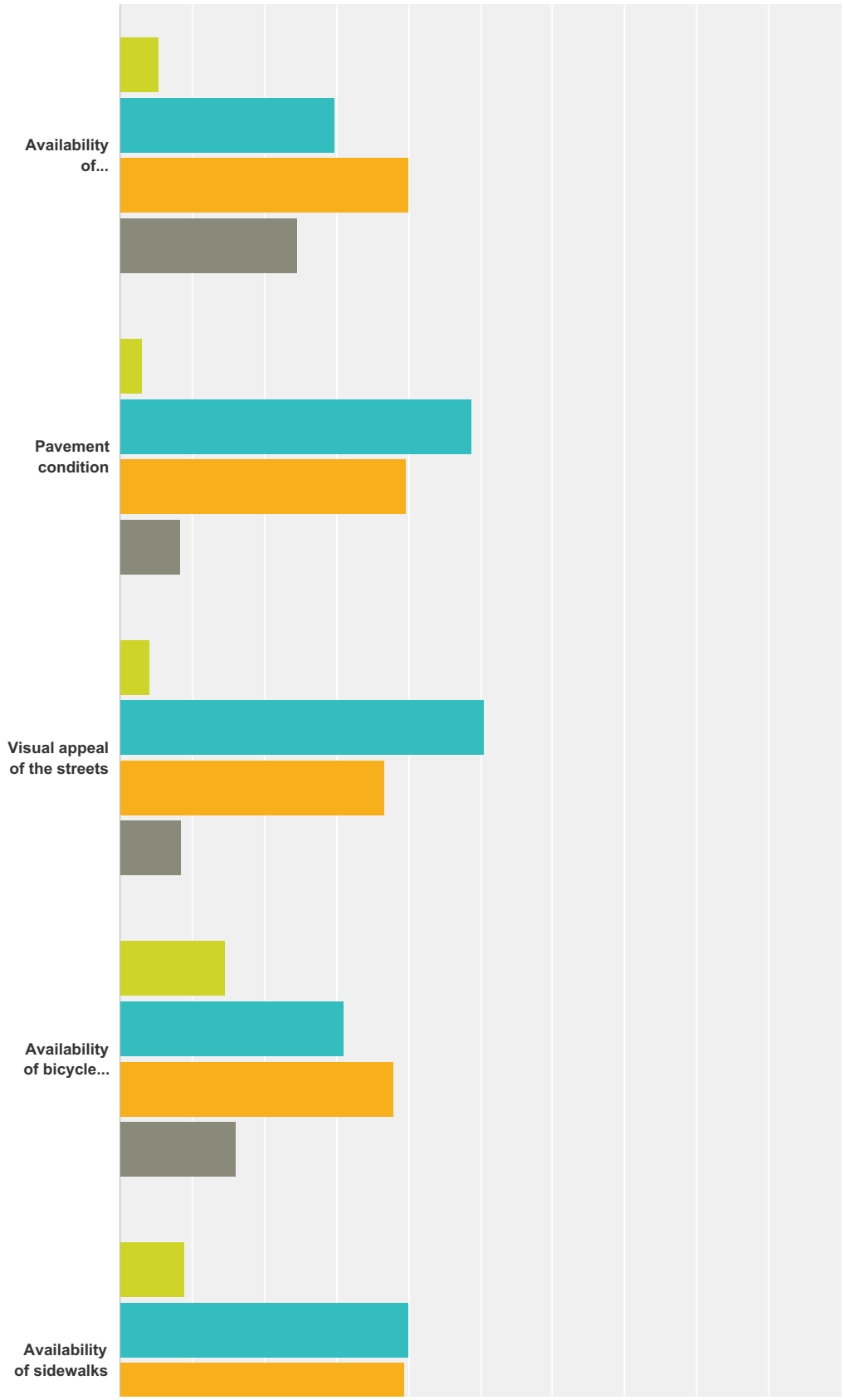



| Answer Choices | Responses | |
|---|---|---|
| Excellent | 1.49% | 7 |
| Good | 34.18% | 161 |
| Fair | 49.47% | 233 |
| Poor | 14.86% | 70 |
| Golf Cart/Low Emission Vehicle | 0.00% | 0 |
| Bike/Drive | 0.00% | 0 |
| Drive/Walk | 0.00% | 0 |
| Drive/Bike/Transit | 0.00% | 0 |
| Walk/Bike/Drive | 0.00% | 0 |
| Combination of all | 0.00% | 0 |

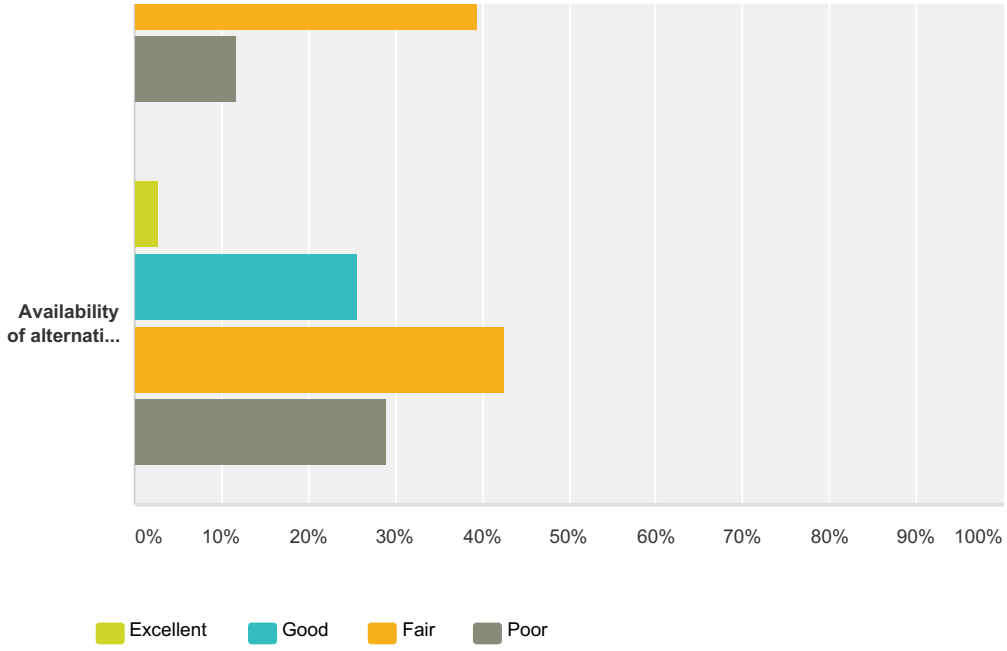
| | |
|---|---|
| **Total** | **471** |

## Q2 How would rate of the following aspects of transportation in the City?

Answered: 470 Skipped: 1



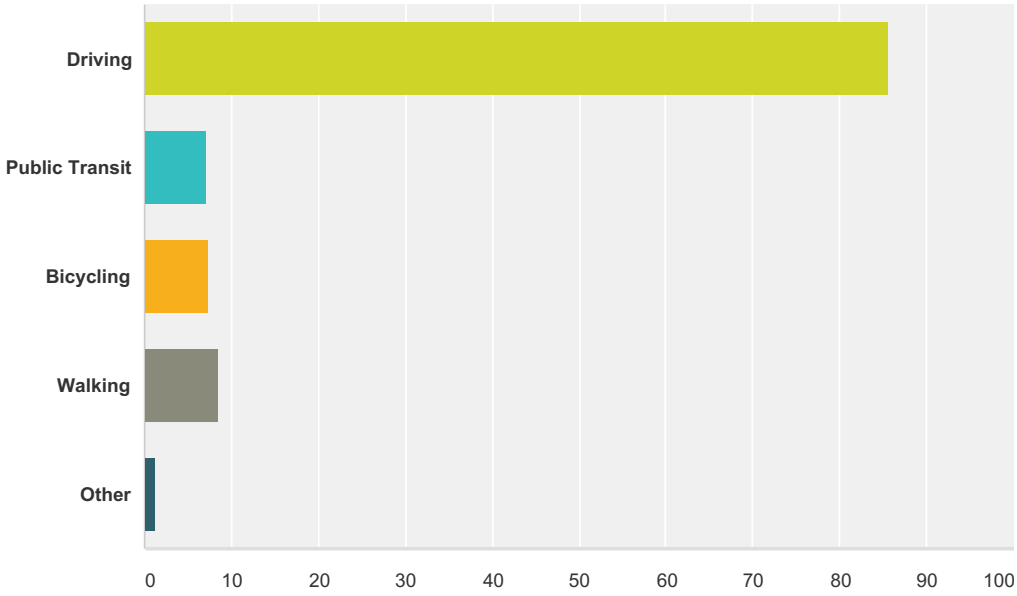
# Dunwoody Comprehensive Transportation Plan: 2016 Update




| | Excellent | Good | Fair | Poor | Total |
|---|---|---|---|---|---|
| Availability of transportation choices | **5.53%**<br>26 | **29.79%**<br>140 | **40.00%**<br>188 | **24.68%**<br>116 | 470 |
| Pavement condition | **3.19%**<br>15 | **48.94%**<br>230 | **39.57%**<br>186 | **8.30%**<br>39 | 470 |
| Visual appeal of the streets | **4.26%**<br>20 | **50.43%**<br>237 | **36.81%**<br>173 | **8.51%**<br>40 | 470 |
| Availability of bicycle lanes and paths | **14.68%**<br>69 | **31.06%**<br>146 | **38.09%**<br>179 | **16.17%**<br>76 | 470 |
| Availability of sidewalks | **8.94%**<br>42 | **40.00%**<br>188 | **39.36%**<br>185 | **11.70%**<br>55 | 470 |
| Availability of alternative routes | **2.77%**<br>13 | **25.74%**<br>121 | **42.55%**<br>200 | **28.94%**<br>136 | 470 |

## Q3 Estimated percent of time traveling by travel mode. (The choices must add to 100%)

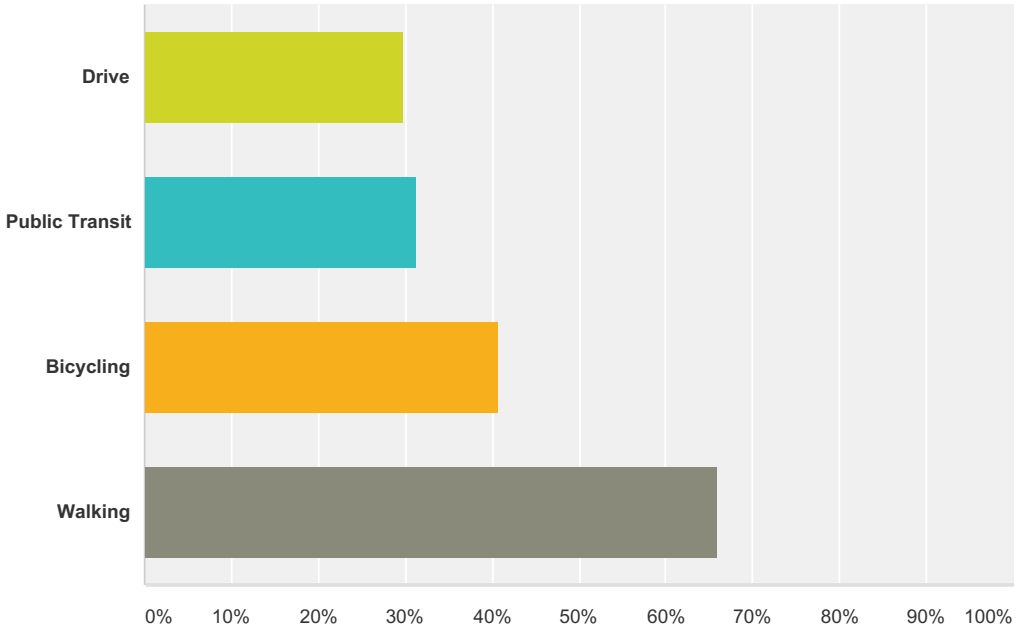
Answered: 470 Skipped: 1




| Answer Choices | Average Number | Total Number | Responses |
|---|---|---|---|
| Driving | 86 | 39,793 | 465 |
| Public Transit | 7 | 2,007 | 286 |
| Bicycling | 7 | 1,825 | 249 |
| Walking | 9 | 3,231 | 378 |
| Other | 1 | 144 | 118 |
| **Total Respondents: 470** | | | |

## Q4 Which types of travel would you like to do more of in the city of Dunwoody? (Choose all that apply)

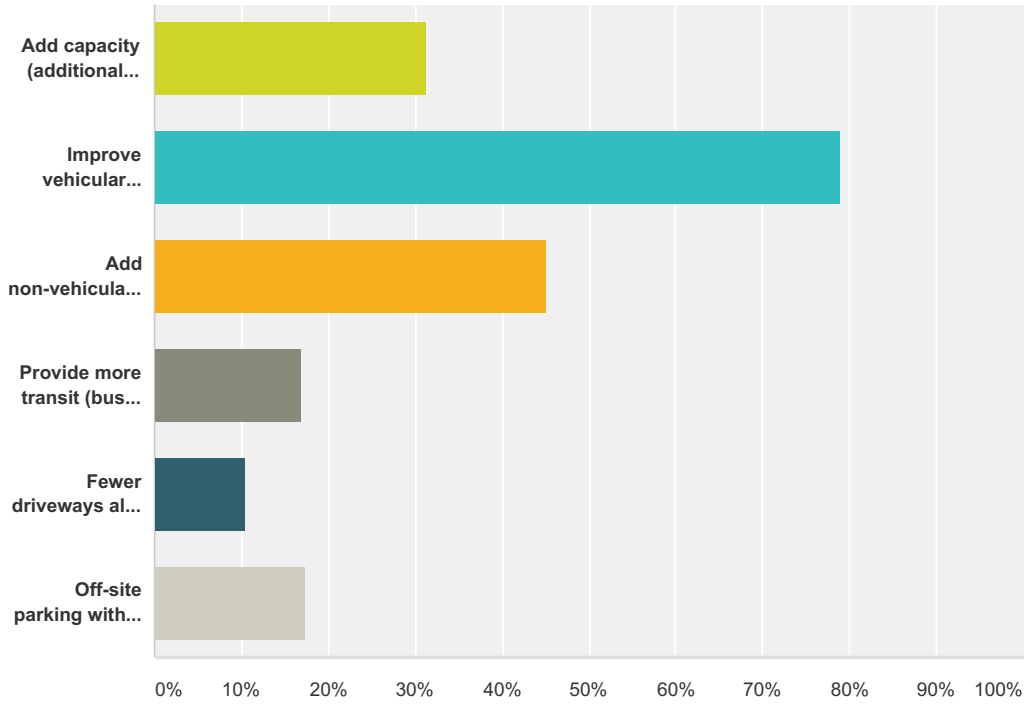
Answered: 461 Skipped: 10




| Answer Choices | Responses | |
|---|---|---|
| Drive | **29.93%** | 138 |
| Public Transit | **31.24%** | 144 |
| Bicycling | **40.78%** | 188 |
| Walking | **65.94%** | 304 |
| **Total Respondents: 461** | | |

## Q5 What are the two most important ways to improve the transportation system? (Choose 2)

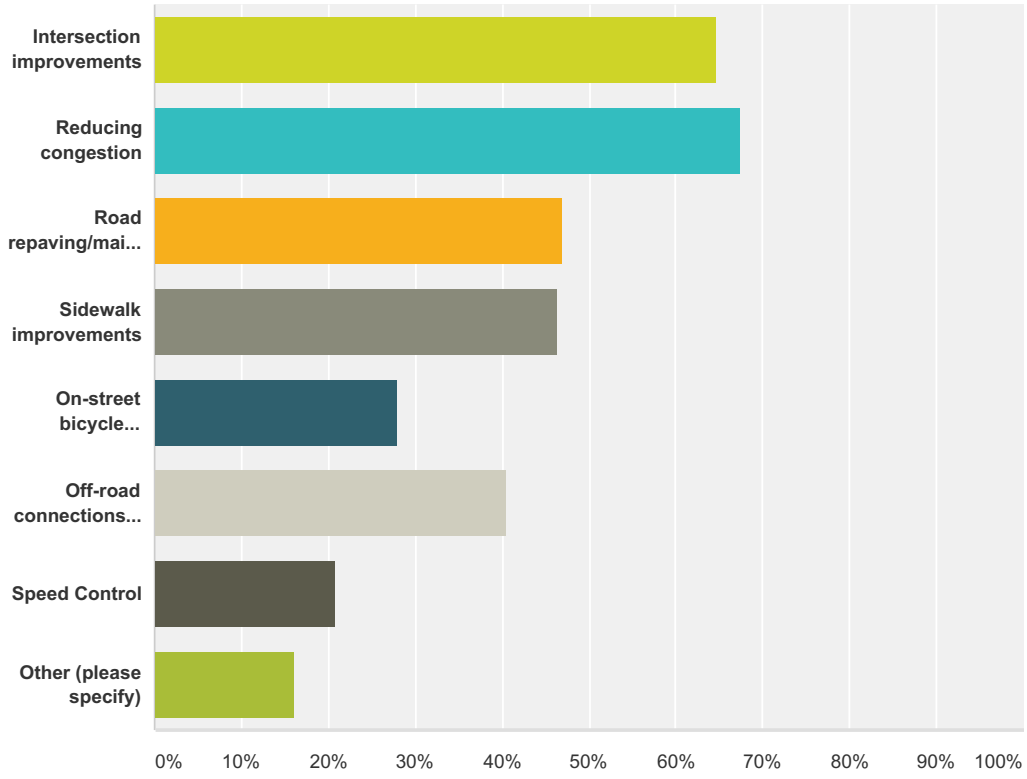
Answered: 461 Skipped: 10




| Answer Choices | Responses | |
|---|---|---|
| Add capacity (additional lanes) | **31.24%** | 144 |
| Improve vehicular operations (signal timings, intersection improvements, adding turn lanes, etc.) | **78.96%** | 364 |
| Add non-vehicular facilities (bicycle and pedestrians) | **45.12%** | 208 |
| Provide more transit (bus) service | **16.92%** | 78 |
| Fewer driveways along main roads (controlled access) | **10.41%** | 48 |
| Off-site parking with shuttle service for large business and facilities | **17.35%** | 80 |
| **Total Respondents: 461** | | |

## Q6 What should be the City's top priorities related to transportation infrastructure investment? (Choose all that apply)

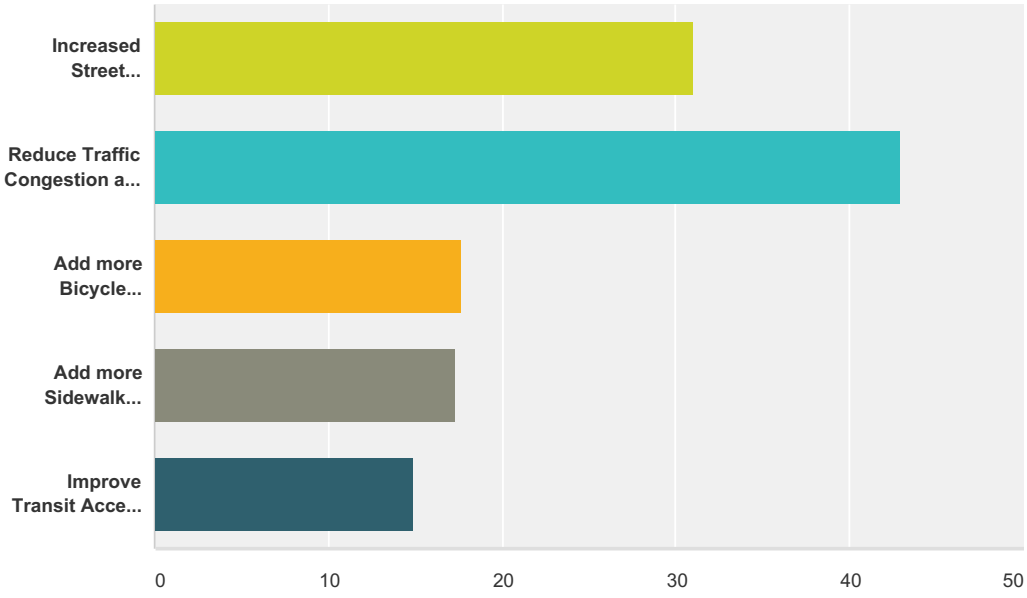
Answered: 461 Skipped: 10




| Answer Choices | Responses | |
|---|---|---|
| Intersection improvements | **64.64%** | 298 |
| Reducing congestion | **67.46%** | 311 |
| Road repaving/maintenance | **47.07%** | 217 |
| Sidewalk improvements | **46.42%** | 214 |
| On-street bicycle connections (bike lanes, cycle tracks, etc.) | **27.98%** | 129 |
| Off-road connections (bike and pedestrians trails and paths) | **40.56%** | 187 |
| Speed Control | **20.82%** | 96 |
| Other (please specify) | **16.05%** | 74 |
| **Total Respondents: 461** | | |

## Q7 How would you allocate funding to each of the following categories? The choices need to add up to 100.

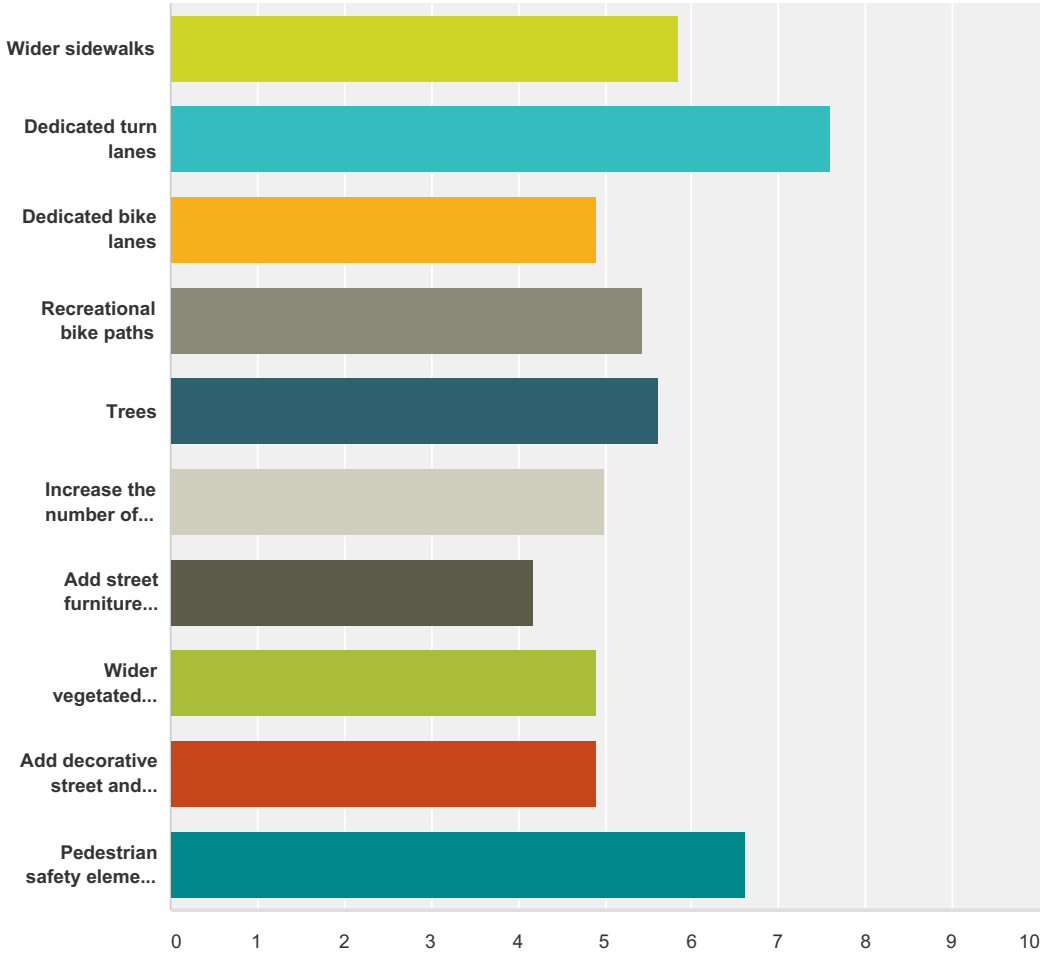
Answered: 387 Skipped: 84




| Answer Choices | Average Number | Total Number | Responses |
|---|---|---|---|
| Increased Street Maintenance | 31 | 9,973 | 322 |
| Reduce Traffic Congestion and delay | 43 | 15,218 | 355 |
| Add more Bicycle Facilities (Includes Trails) | 18 | 4,733 | 268 |
| Add more Sidewalk Facilities | 17 | 5,071 | 292 |
| Improve Transit Access and Routes | 15 | 3,705 | 249 |
| **Total Respondents: 387** | | | |

## Q8 In terms of value to you, rank the following potential added features of a street environment. Rate them 1-10 with 1 being of most value to you, and 10 being of least value to you. (Click and drag each row to reorder)

Answered: 387 Skipped: 84

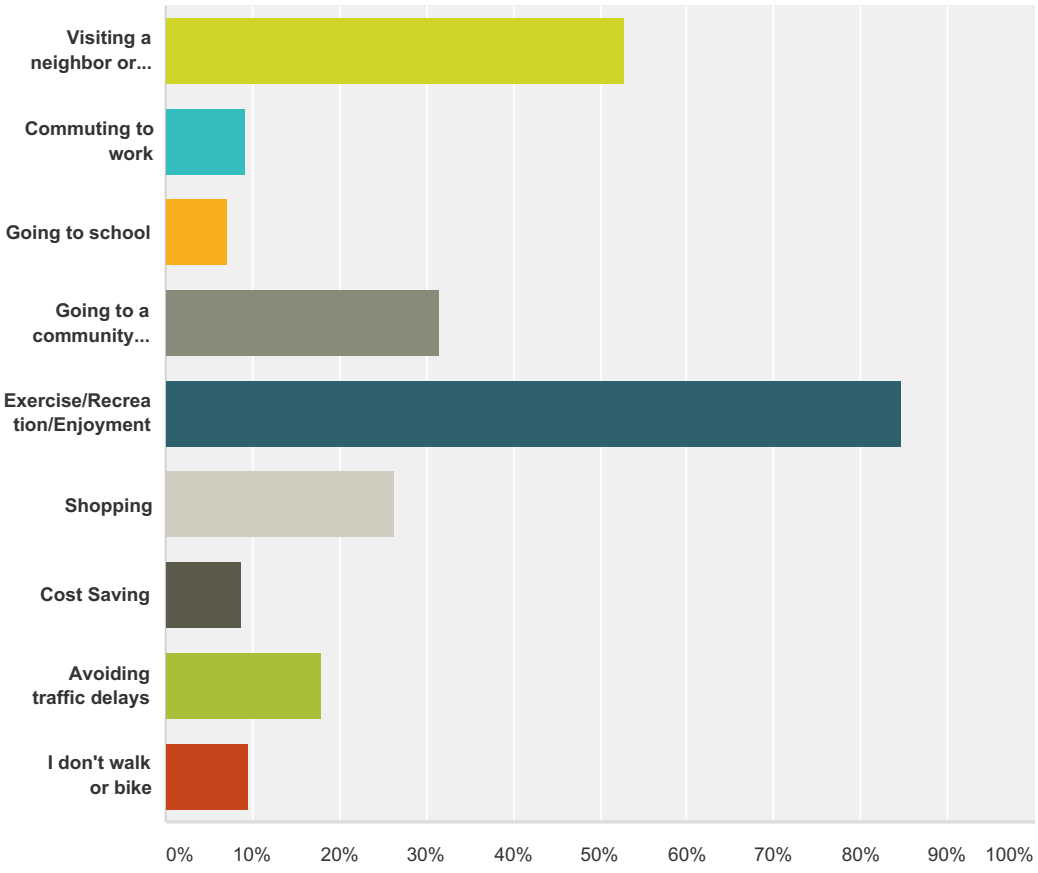



| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | Total | Score |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Wider sidewalks | 8.01% 31 | 10.08% 39 | 9.82% 38 | 14.21% 55 | 14.21% 55 | 10.85% 42 | 13.18% 51 | 8.53% 33 | 6.46% 25 | 4.65% 18 | 387 | 5.84 |
| Dedicated turn lanes | 38.76% 150 | 19.12% 74 | 6.72% 26 | 7.49% 29 | 4.13% 16 | 3.62% 14 | 4.39% 17 | 3.62% 14 | 10.08% 39 | 2.07% 8 | 387 | 7.59 |
| Dedicated bike lanes | 10.85% 42 | 8.79% 34 | 7.75% 30 | 8.79% 34 | 9.30% 36 | 5.94% 23 | 6.72% 26 | 8.27% 32 | 9.30% 36 | 24.29% 94 | 387 | 4.91 |
| Recreational bike paths | 7.24% 28 | 12.14% 47 | 10.34% 40 | 8.79% 34 | 8.79% 34 | 13.18% 51 | 6.46% 25 | 12.66% 49 | 14.73% 57 | 5.68% 22 | 387 | 5.43 |
| Trees | 5.94% 23 | 6.46% 25 | 12.40% 48 | 12.14% 47 | 15.76% 61 | 13.44% 52 | 12.66% 49 | 8.79% 34 | 8.53% 33 | 3.88% 15 | 387 | 5.61 |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Increase the number of vehicle lanes | **12.14%** 47 | **13.95%** 54 | **9.04%** 35 | **5.68%** 22 | **5.43%** 21 | **4.13%** 16 | **6.20%** 24 | **5.94%** 23 | **6.72%** 26 | **30.75%** 119 | 387 | 4.99 |
| Add street furniture (Benches, Trash Receptacles, etc.) | **1.29%** 5 | **2.58%** 10 | **6.20%** 24 | **7.49%** 29 | **9.30%** 36 | **12.40%** 48 | **15.50%** 60 | **19.38%** 75 | **16.28%** 63 | **9.56%** 37 | 387 | 4.18 |
| Wider vegetated buffer between curb and sidewalk | **2.33%** 9 | **5.94%** 23 | **7.75%** 30 | **11.89%** 46 | **13.44%** 52 | **13.70%** 53 | **11.11%** 43 | **14.99%** 58 | **12.14%** 47 | **6.72%** 26 | 387 | 4.91 |
| Add decorative street and pedestrian lighting | **2.84%** 11 | **5.43%** 21 | **7.49%** 29 | **13.44%** 52 | **11.37%** 44 | **11.89%** 46 | **16.80%** 65 | **11.89%** 46 | **9.56%** 37 | **9.30%** 36 | 387 | 4.90 |
| Pedestrian safety elements (Mid-block crosswalks and pedestrian signalization) | **10.59%** 41 | **15.50%** 60 | **22.48%** 87 | **10.08%** 39 | **8.27%** 32 | **10.85%** 42 | **6.98%** 27 | **5.94%** 23 | **6.20%** 24 | **3.10%** 12 | 387 | 6.61 |

## Q9 Why do you primarily bike or walk? (Choose all that apply)

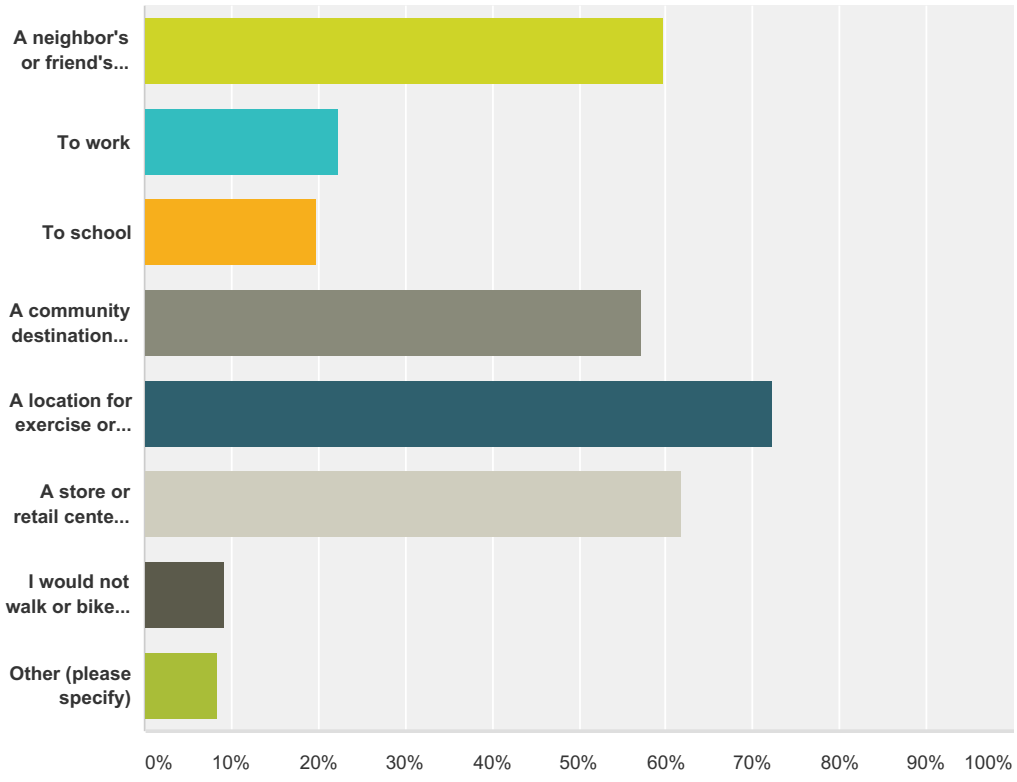
Answered: 385 Skipped: 86




| Answer Choices | Responses | |
|---|---|---|
| Visiting a neighbor or friend | **52.73%** | 203 |
| Commuting to work | **9.09%** | 35 |
| Going to school | **7.01%** | 27 |
| Going to a community destination (i.e., healthcare, library or religious facility) | **31.43%** | 121 |
| Exercise/Recreation/Enjoyment | **84.68%** | 326 |
| Shopping | **26.23%** | 101 |
| Cost Saving | **8.83%** | 34 |
| Avoiding traffic delays | **17.92%** | 69 |
| I don't walk or bike | **9.61%** | 37 |
| **Total Respondents: 385** | | |

## Q10 Where would you like to walk or bike in the future? (Choose all that apply)

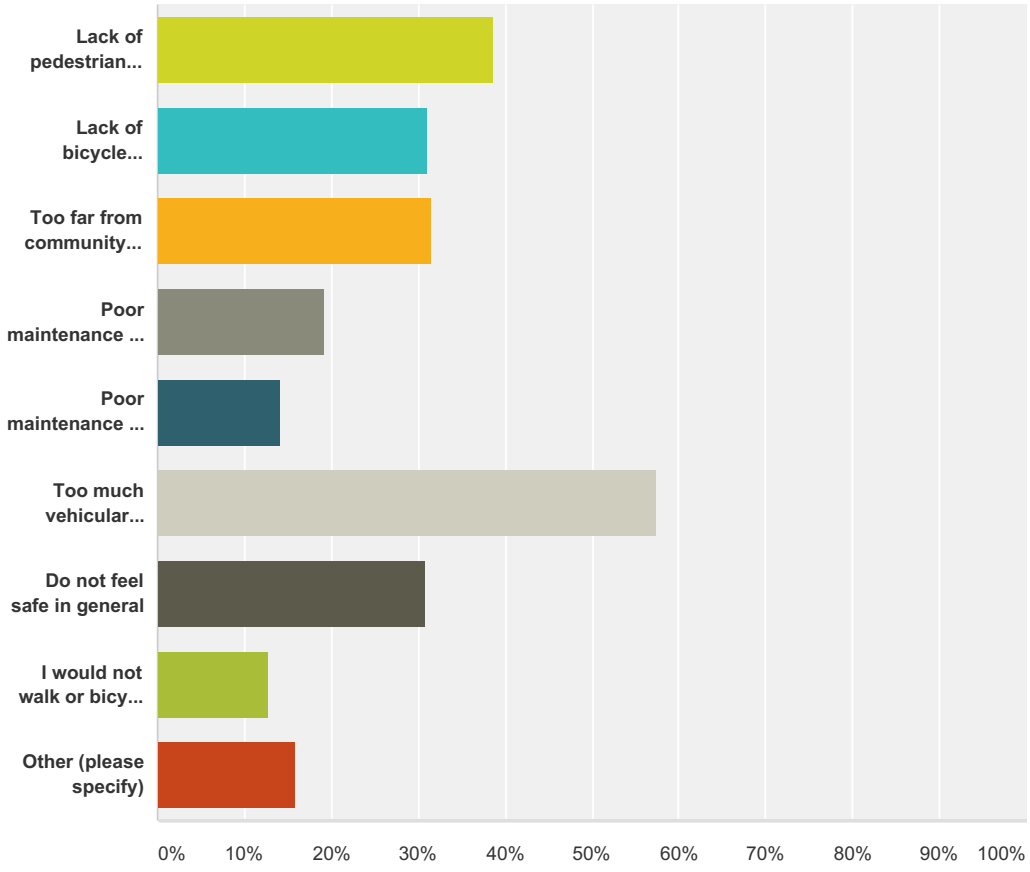
Answered: 385 Skipped: 86




| Answer Choices | Responses | |
|---|---|---|
| A neighbor's or friend's house | **59.74%** | 230 |
| To work | **22.34%** | 86 |
| To school | **19.74%** | 76 |
| A community destination (i.e., healthcare, library, or religious facility) | **57.14%** | 220 |
| A location for exercise or recreation (i.e., on-street cycling or walking, a park, or local trail system) | **72.21%** | 278 |
| A store or retail center to do my shopping | **61.82%** | 238 |
| I would not walk or bike in the future | **9.09%** | 35 |
| Other (please specify) | **8.31%** | 32 |
| **Total Respondents: 385** | | |

## Q11 What currently prevents you from walking or bicycling more? (Choose all that apply)

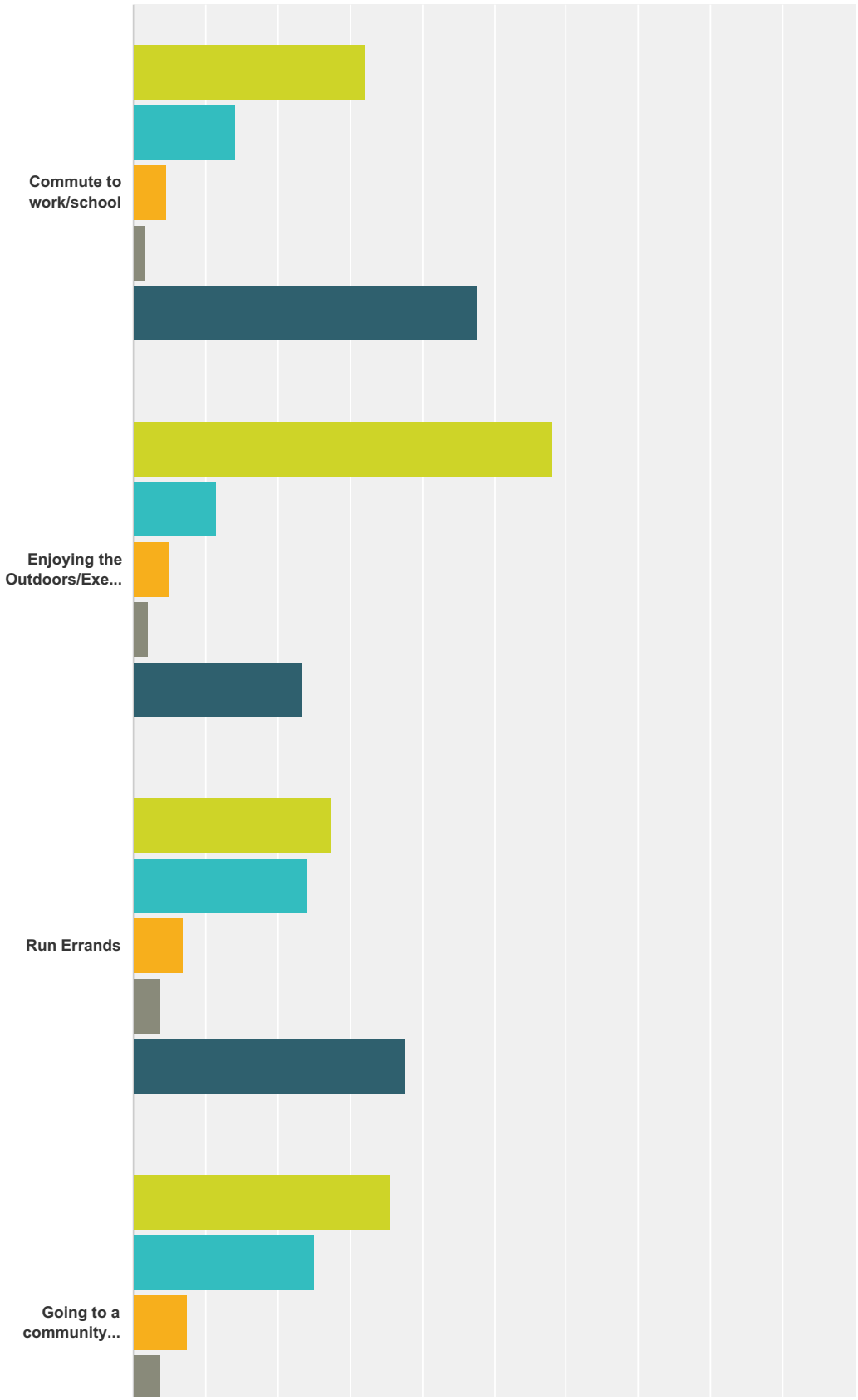
Answered: 385 Skipped: 86

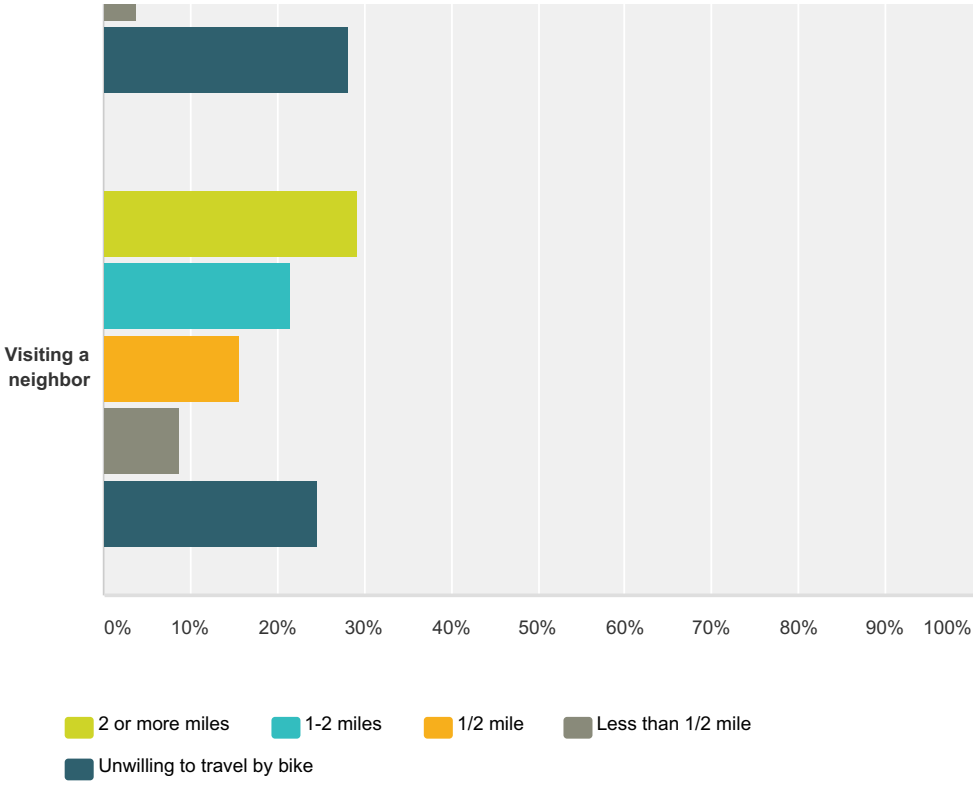



| Answer Choices | Responses | |
|---|---|---|
| Lack of pedestrian amenities | **38.70%** | 149 |
| Lack of bicycle amenities for my skill level and comfort | **31.17%** | 120 |
| Too far from community destinations | **31.43%** | 121 |
| Poor maintenance of pedestrian facilities | **19.22%** | 74 |
| Poor maintenance of bicycle facilities | **14.29%** | 55 |
| Too much vehicular traffic | **57.40%** | 221 |
| Do not feel safe in general | **30.91%** | 119 |
| I would not walk or bicycle more | **12.73%** | 49 |
| Other (please specify) | **15.84%** | 61 |
| **Total Respondents: 385** | | |

## Q12 How far are you willing to travel to bicycle to:

Answered: 376 Skipped: 95

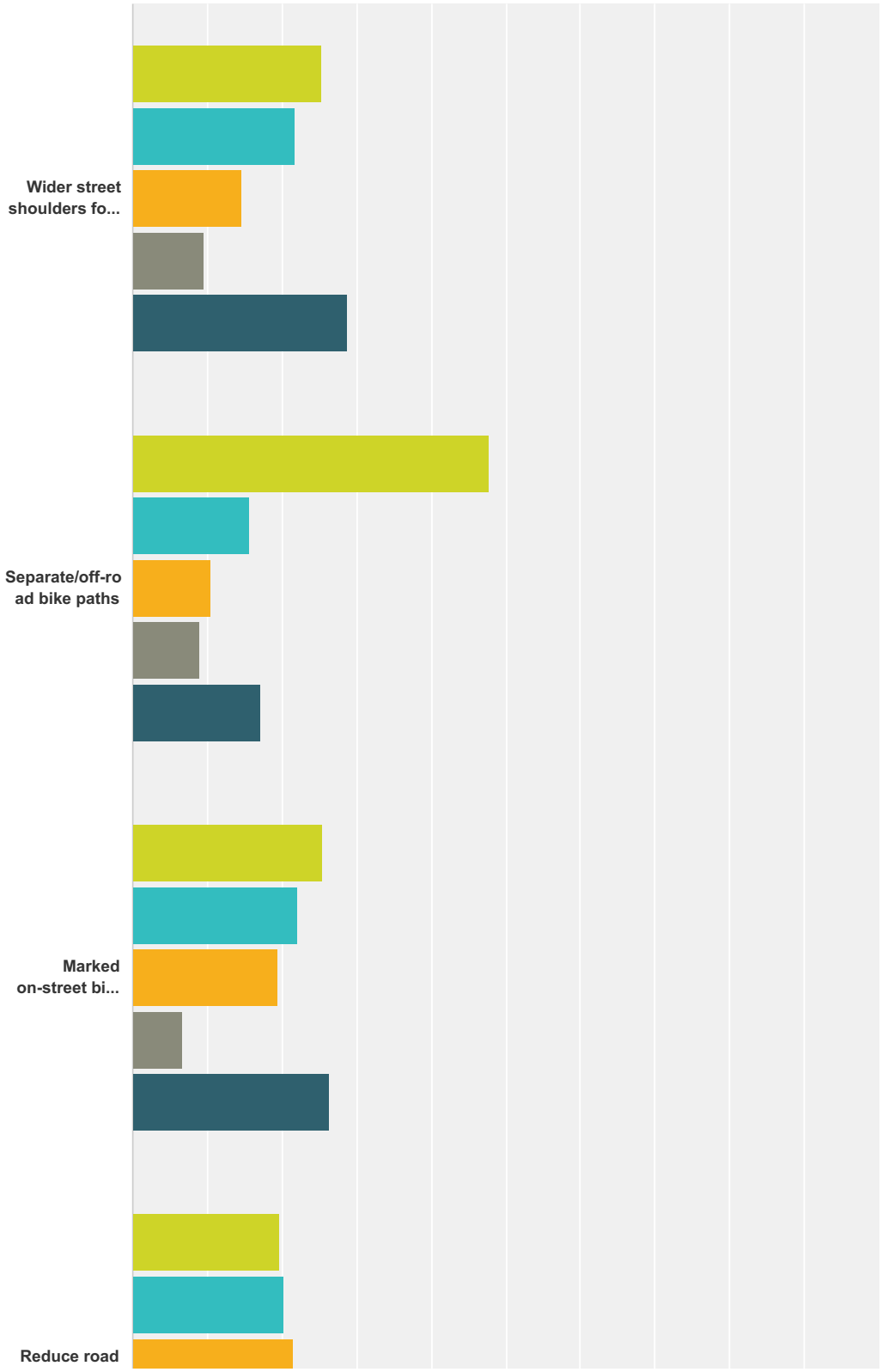





| | 2 or more miles | 1-2 miles | 1/2 mile | Less than 1/2 mile | Unwilling to travel by bike | Total |
|---|---|---|---|---|---|---|
| Commute to work/school | **32.18%** 121 | **14.10%** 53 | **4.52%** 17 | **1.60%** 6 | **47.61%** 179 | 376 |
| Enjoying the Outdoors/Exercise | **57.98%** 218 | **11.44%** 43 | **5.05%** 19 | **2.13%** 8 | **23.40%** 88 | 376 |
| Run Errands | **27.39%** 103 | **24.20%** 91 | **6.91%** 26 | **3.72%** 14 | **37.77%** 142 | 376 |
| Going to a community destination (park, library, or religious facility) | **35.64%** 134 | **25.00%** 94 | **7.45%** 28 | **3.72%** 14 | **28.19%** 106 | 376 |
| Visiting a neighbor | **29.26%** 110 | **21.54%** 81 | **15.69%** 59 | **8.78%** 33 | **24.73%** 93 | 376 |

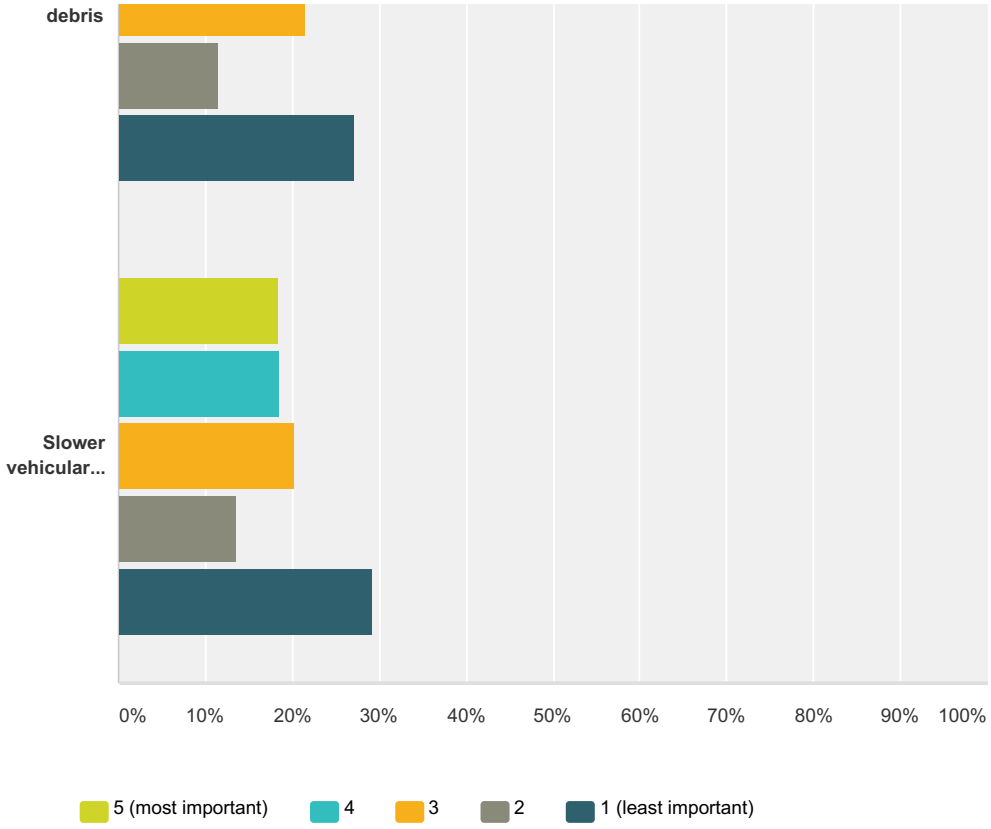
## Q13 Rate the importance, to you, of the following measures as they relate to improving the bicycling environment in the City?

Answered: 376 Skipped: 95



#12.

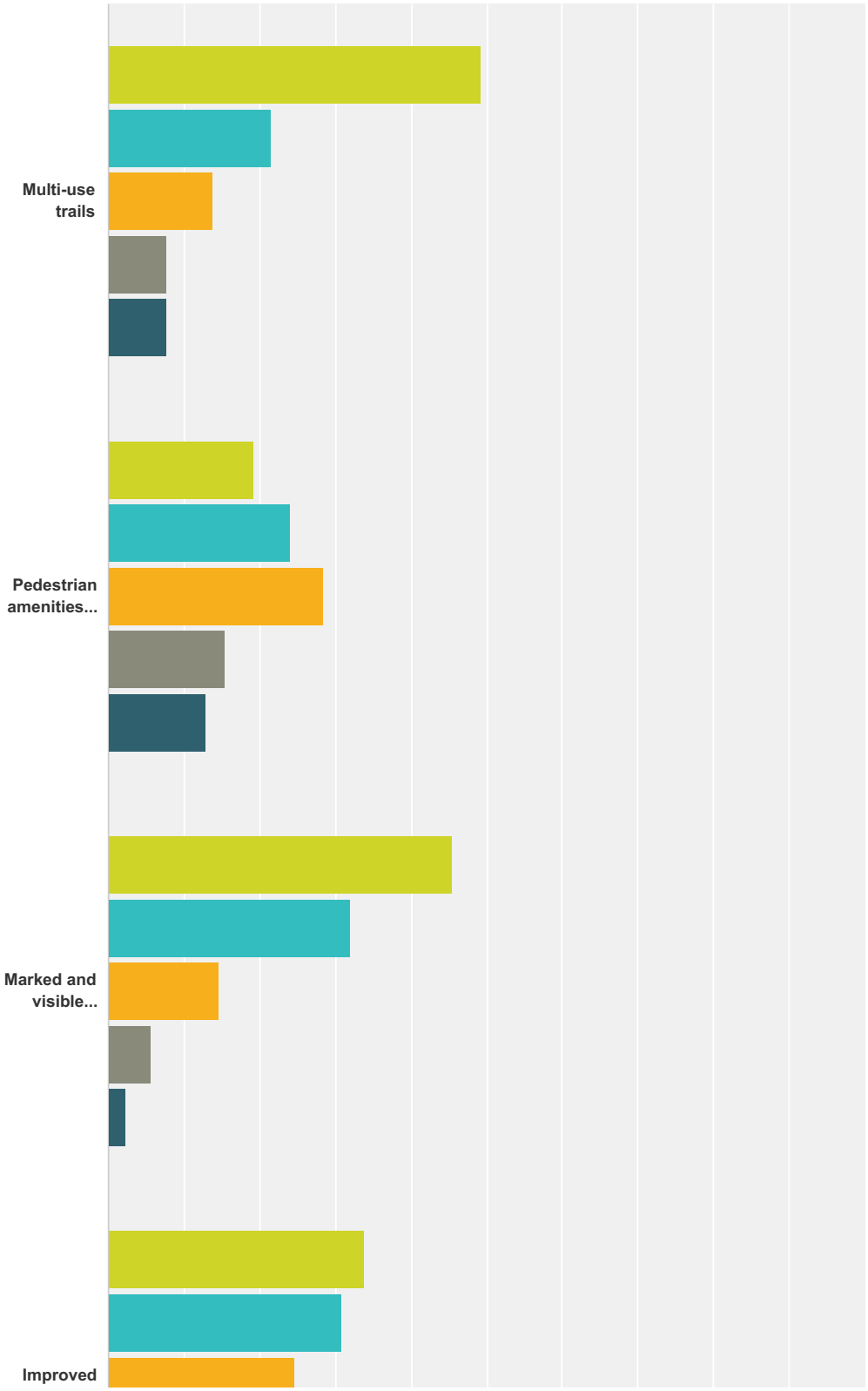
Dunwoody Comprehensive Transportation Plan: 2016 Update

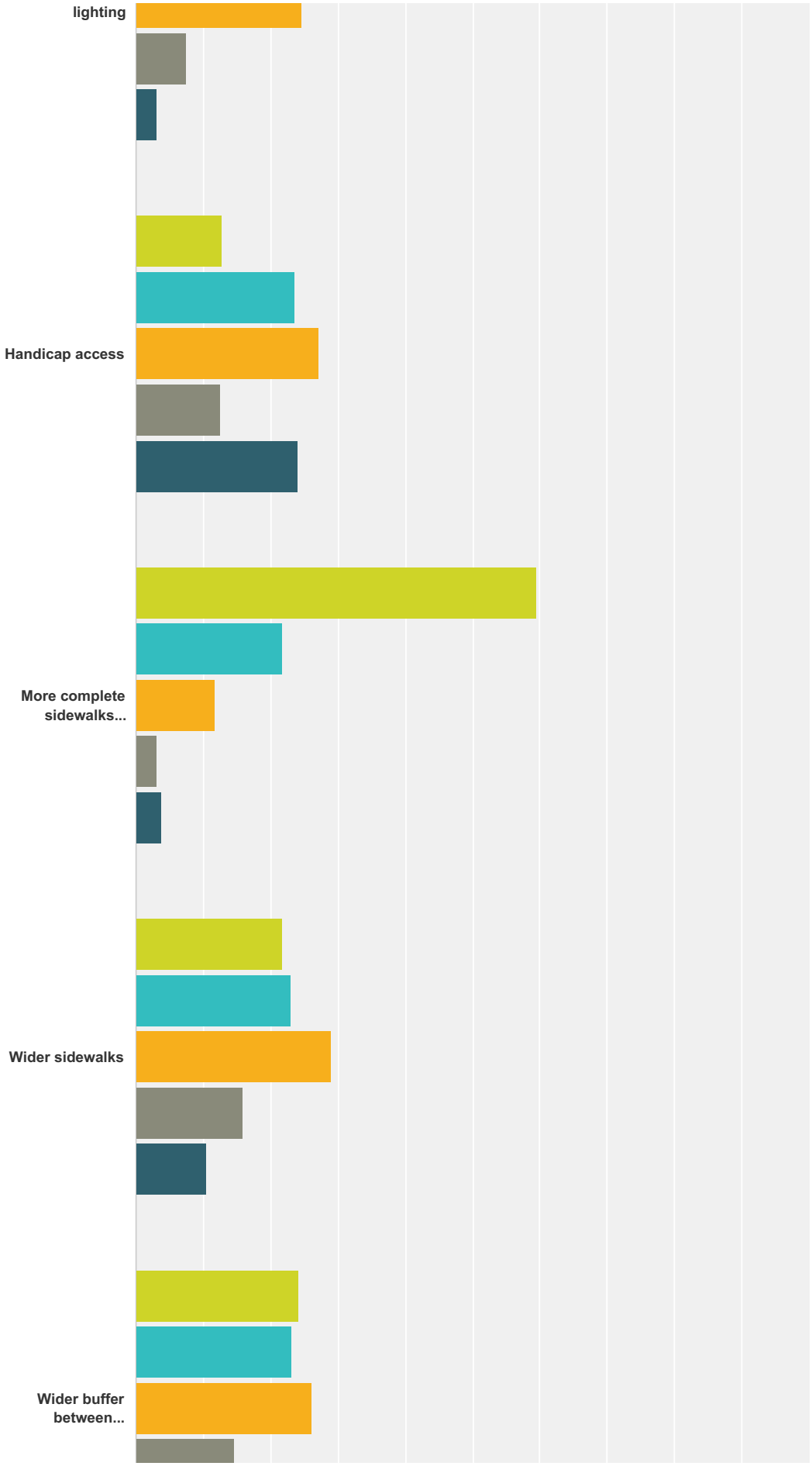


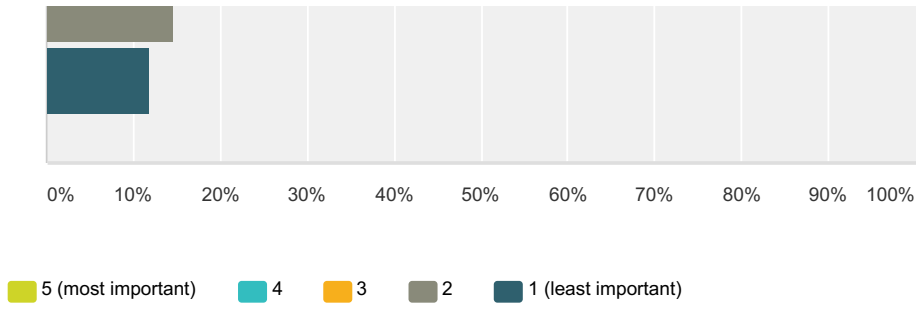

| | 5 (most important) | 4 | 3 | 2 | 1 (least important) | Total |
|---|---|---|---|---|---|---|
| Wider street shoulders for bicycles | **25.27%** 95 | **21.81%** 82 | **14.63%** 55 | **9.57%** 36 | **28.72%** 108 | 376 |
| Separate/off-road bike paths | **47.87%** 180 | **15.69%** 59 | **10.37%** 39 | **9.04%** 34 | **17.02%** 64 | 376 |
| Marked on-street bike lanes | **25.53%** 96 | **22.07%** 83 | **19.41%** 73 | **6.65%** 25 | **26.33%** 99 | 376 |
| Reduce road debris | **19.68%** 74 | **20.21%** 76 | **21.54%** 81 | **11.44%** 43 | **27.13%** 102 | 376 |
| Slower vehicular traffic | **18.35%** 69 | **18.62%** 70 | **20.21%** 76 | **13.56%** 51 | **29.26%** 110 | 376 |

## Q14 Rate the importance, to you, of the following measures as they relate to improving the pedestrian environment in the City of Dunwoody?

Answered: 376 Skipped: 95




lighting
Handicap access
More complete sidewalks...
Wider sidewalks
Wider buffer between...




| | 5 (most important) | 4 | 3 | 2 | 1 (least important) | Total |
|---|---|---|---|---|---|---|
| Multi-use trails | **49.20%** 185 | **21.54%** 81 | **13.83%** 52 | **7.71%** 29 | **7.71%** 29 | 376 |
| Pedestrian amenities (trees, benches, etc.) | **19.15%** 72 | **23.94%** 90 | **28.46%** 107 | **15.43%** 58 | **13.03%** 49 | 376 |
| Marked and visible Crosswalks | **45.48%** 171 | **31.91%** 120 | **14.63%** 55 | **5.59%** 21 | **2.39%** 9 | 376 |
| Improved lighting | **33.78%** 127 | **30.85%** 116 | **24.73%** 93 | **7.45%** 28 | **3.19%** 12 | 376 |
| Handicap access | **12.77%** 48 | **23.67%** 89 | **27.13%** 102 | **12.50%** 47 | **23.94%** 90 | 376 |
| More complete sidewalks network | **59.57%** 224 | **21.81%** 82 | **11.70%** 44 | **3.19%** 12 | **3.72%** 14 | 376 |
| Wider sidewalks | **21.81%** 82 | **22.87%** 86 | **28.99%** 109 | **15.96%** 60 | **10.37%** 39 | 376 |
| Wider buffer between sidewalks and roads | **24.20%** 91 | **23.14%** 87 | **26.06%** 98 | **14.63%** 55 | **11.97%** 45 | 376 |

## Q15 What do you see as the impediments to walking and biking in the City of Dunwoody?

Answered: 367 Skipped: 104

## Q16 What do you see as the impediments of riding transit in the City of Dunwoody?

Answered: 367 Skipped: 104

## Q17 What is the biggest challenge to traveling around in the City of Dunwoody?

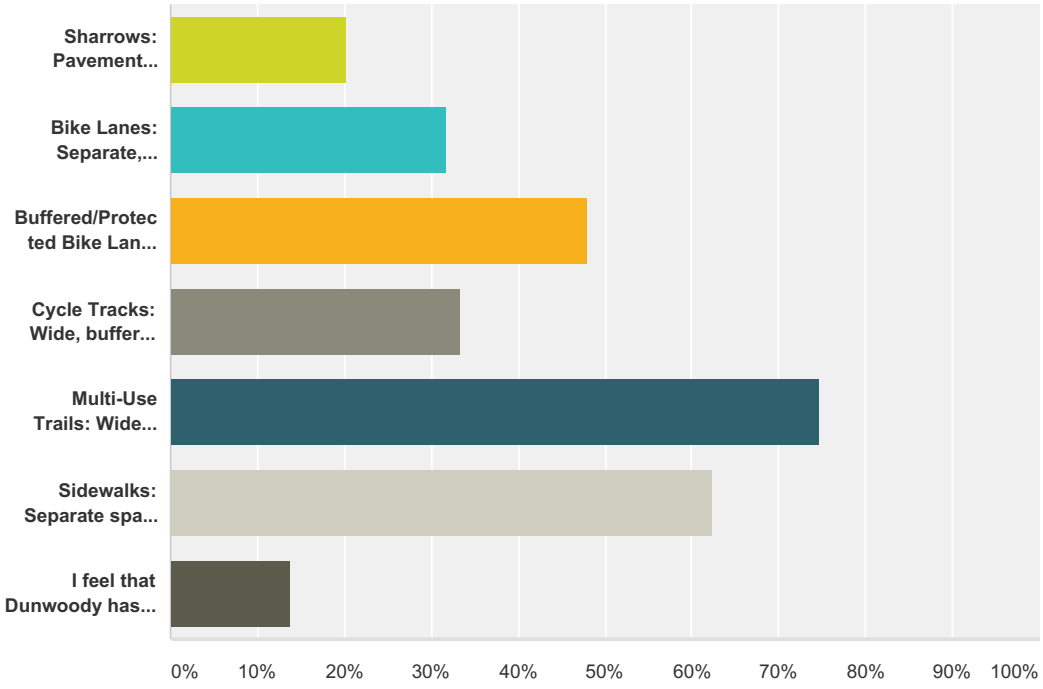
Answered: 367 Skipped: 104

## Q18 Please list any additional comments you have or list any specific projects you feel would benefit the community.

Answered: 239 Skipped: 232

## Q19 Which of the following types of bicycling and walking investments would you like to see in Dunwoody? Images of each are shown below the question text. (Choose all that apply)

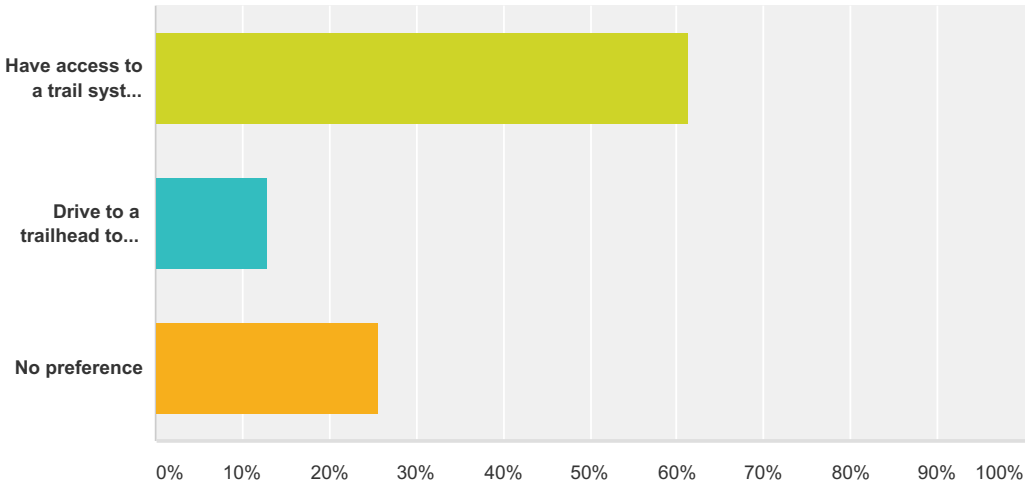
Answered: 365 Skipped: 106




| Answer Choices | Responses |
|---|---|
| Sharrows: Pavement markings that remind drivers the road is shared. Typically used on low-speed, low-traffic streets with wide outer lanes, and/or to fill in gaps in bike lane connections. | **20.27%** 74 |
| Bike Lanes: Separate, marked lanes exclusively for bicyclists. Typically placed immediately adjacent to vehicle lanes, and are typically 4-5' in width. | **31.78%** 116 |
| Buffered/Protected Bike Lanes: Separate, marked lanes exclusively for bicyclists with additional buffer space for increased offset distance. Buffered bike lanes are separated only with striping while Protected bike lanes include a physical barrier between cars and bikes, including raised concrete islands, planters, parking lanes, etc. | **47.95%** 175 |
| Cycle Tracks: Wide, buffered bike lane on one side of a roadway. Can be one-way or two-way. | **33.42%** 122 |
| Multi-Use Trails: Wide, completely separate pathways for non-vehicular travel, including, but not limited to, walking and bicycling. May be immediately next to a roadway or along a separate path. | **74.79%** 273 |
| Sidewalks: Separate space designated for walking (or running) only. Typically built on a curb, adjacent to a street. | **62.47%** 228 |
| I feel that Dunwoody has the right amount of bicycling and walking investments. | **13.70%** 50 |
| **Total Respondents: 365** | |

## Q20 To access a multi-use trail, would you prefer to:

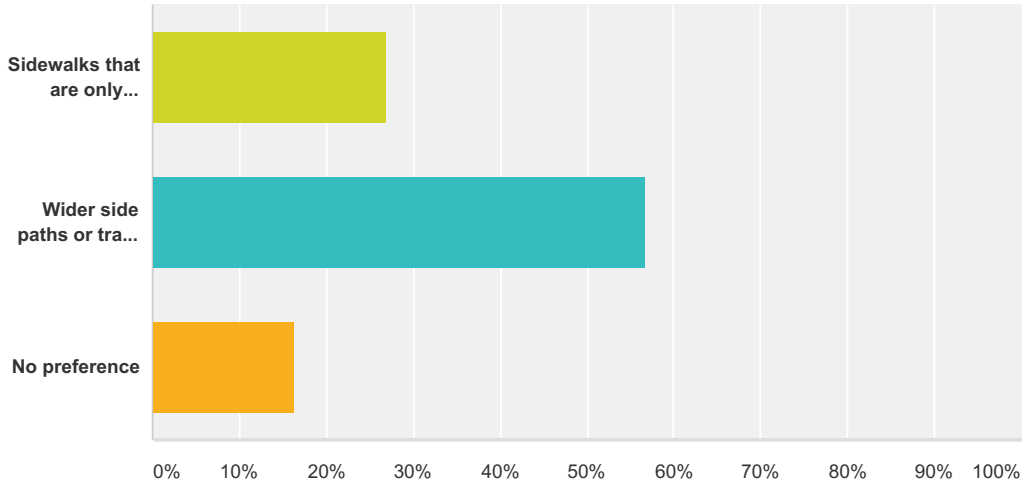
Answered: 363 Skipped: 108




| Answer Choices | Responses | |
|---|---|---|
| Have access to a trail system from within your neighborhood | **61.43%** | 223 |
| Drive to a trailhead to access a trail system | **12.95%** | 47 |
| No preference | **25.62%** | 93 |
| **Total** | | **363** |

## Q21 If feasible, which pedestrian facility type would you support to be constructed on main roads?

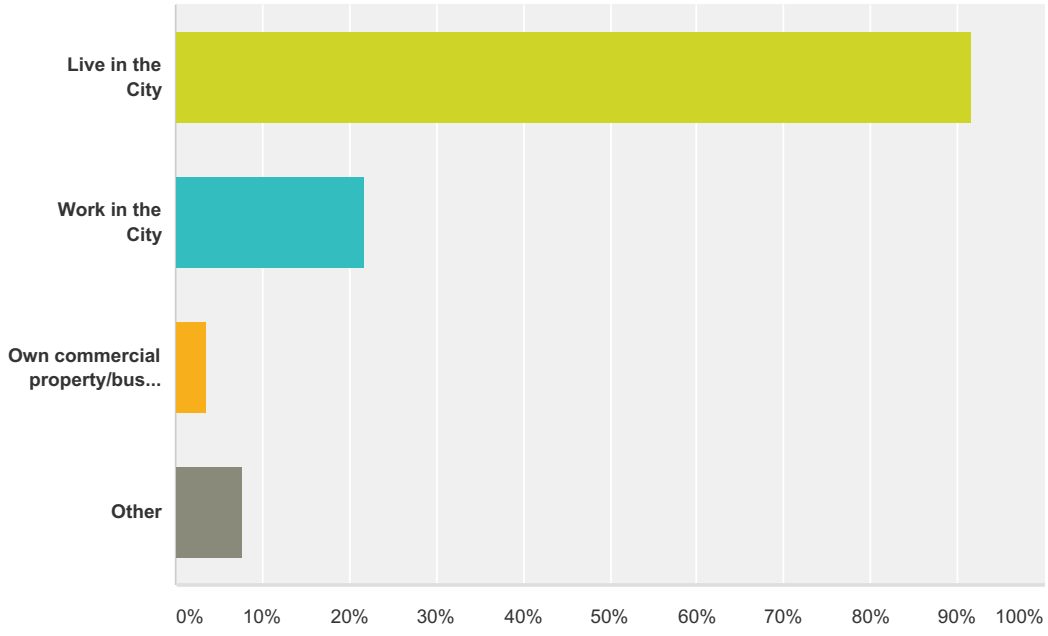
Answered: 363 Skipped: 108




| Answer Choices | Responses | |
|---|---|---|
| Sidewalks that are only accessible by pedestrians | **27.00%** | 98 |
| Wider side paths or trails that are open to pedestrian and bicycle traffic | **56.75%** | 206 |
| No preference | **16.25%** | 59 |
| **Total** | | **363** |

## Q22 What is your interest in the Dunwoody Comprehensive Transportation Plan? (Choose all that apply)

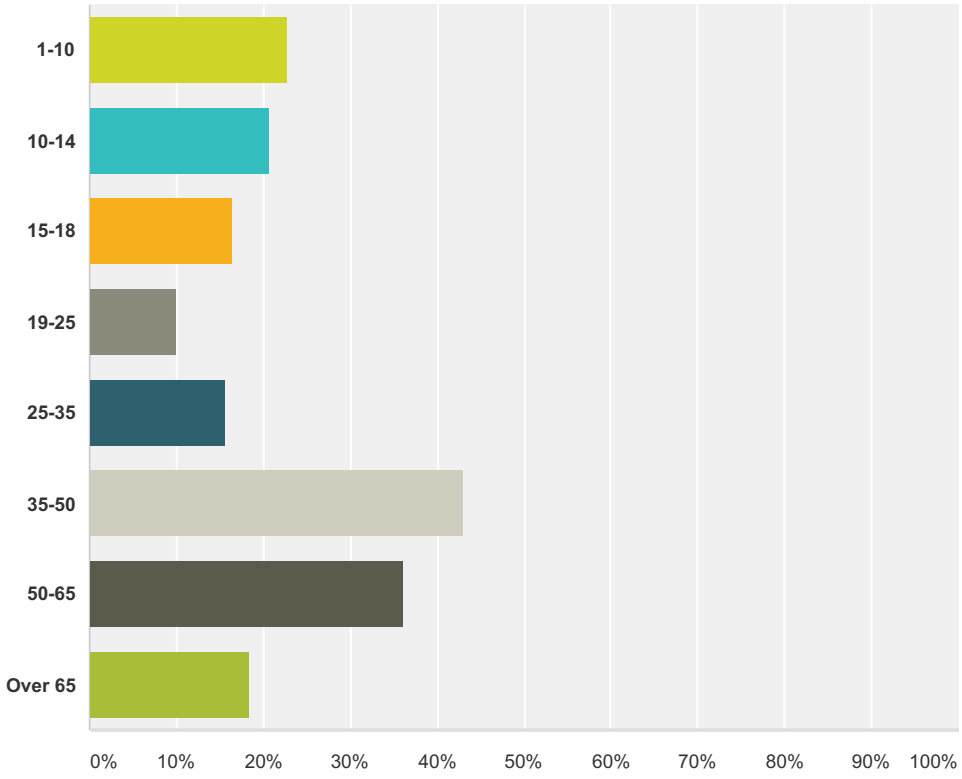
Answered: 363 Skipped: 108




| Answer Choices | Responses | |
|---|---|---|
| Live in the City | **91.74%** | 333 |
| Work in the City | **21.76%** | 79 |
| Own commercial property/business in the city | **3.58%** | 13 |
| Other | **7.71%** | 28 |
| **Total Respondents: 363** | | |

## Q23 In your household, what age groups are likely to use a pedestrian and/or a bicycle facility? (Choose all that apply)

Answered: 347 Skipped: 124




| Answer Choices | Responses | |
|---|---|---|
| 1-10 | **22.77%** | 79 |
| 10-14 | **20.75%** | 72 |
| 15-18 | **16.43%** | 57 |
| 19-25 | **10.09%** | 35 |
| 25-35 | **15.56%** | 54 |
| 35-50 | **42.94%** | 149 |
| 50-65 | **36.02%** | 125 |
| Over 65 | **18.44%** | 64 |
| **Total Respondents: 347** | | |

| StartDate | What do you see as the impediments to walking and biking in the City of Dunwoody? | What do you see as the impediments of riding transit in the City of Dunwoody? | What is the biggest challenge to traveling around in the City of Dunwoody? | Please list any additional comments you have or list any specific projects you feel would benefit the community. |
|---|---|---|---|---|
| 01/24/2017 | Sidewalks are sometimes too close to guy wires (BP Station) and if people are walking there is not enough space. Bike paths are sporadic | Is there transit other than Marta? | Vehicle Traffic. Lights sometimes turn red when no one is coming from the other direction. The light at Valley view and Ashford dunwoody takes 2 mins + to turn green. This was installed before road humps and was supposed to be re-set once road humps were installed. Then told by county that it would disrupt traffic on Ashford Dunwoody. Other streets intersecting Ashford Dunwoody do not have this long wait. | The light at Valley view and Ashford dunwoody takes 2 mins + to turn green. This was installed before road humps and was supposed to be re-set once road humps were installed. Then told by county that it would disrupt traffic on Ashford Dunwoody. Other streets intersecting Ashford Dunwoody do not have this long wait. |
| 01/24/2017 | Hills! | Not connected to others like Cobb | Not really a challenge for me | na |
| 01/21/2017 | Arrogant, inconsiderate, self-important, egotistical bike riders | none | Bikes | Move biker off the main streets in Dunwoody. Move bikes to residential streets or onto dedicated off-road trails that do not share roads with bicycles. |
| 01/21/2017 | Vehicle speeds | Congestion slows buses. | Disconnected street network | Signal priority for buses |
| 01/21/2017 | cars. the traffic brings out an impatience in people that makes drivers careless. speeding and cutting off pedestrians and cyclists becomes normal because they are in a rush and how dare we get in their way. quite a few places don't have sidewalks. single lane roads can make drivers impatient and dangerous for cyclists. not much connectivity between brookhaven and chamblee. not many developments are connected, which would be so much safer than busy main roads for cyclists and pedestrians. | buses don't run frequently. lots of sprawl to get places. | sprawl. it's been built around the car and a lower population density. the roads have not caught up with the gaining popularity of alternative transit nor growing population. | |
| 01/21/2017 | Poorly connected sidewalks, only on on one side like on Roberts. Poorly marked crossing. Significant blocking the box. | Number of routes. Minimal connection to Marta station. | Car traffic | Can we use golf carts? Shuttles to shopping areas, busines and Marta. |
| 01/20/2017 | too dangerous to bike on busy roads | do we even have any? Marta bus is woeful. | TRAFFIC! And it will get much worse when the new office building are completed. | ebikes make biking much easier in our hilly community, they are becoming more popular, so we would benefit from more usable bike paths into town and around. |
| 01/20/2017 | Will not walk or bicycle. Improvements in this area are a wasye of money | Access | Traffic congestion at perimeter college. | |
| 01/20/2017 | Bike lanes | N/a | Few alternate routes, no turn lanes | Vermack / chamblee Dunwoody intersection improvement would help traffic a lot |
| 01/20/2017 | Walking along Dunwoody's busy roads is an unpleasant experience. Recently I walked a mile from my home to play trivia at Crema (Jett Ferry & Mt. Vernon). The traffic zooming by makes that unpleasant. Alternate routes would motivate me to walk more in our community. | Bus routes do not service much of Dunwoody. I try to ride public transport as much as possible, but it's not easy. | Traffic lights are poorly timed and last too long at some places. We need more smart lights so one doesn't have to sit at a red light for two minutes at midnight. Lights need to recognize when there is no traffic and change for the alternate route to proceed. Several intersections need dedicated turn lanes. | ROUNDABOUTS!!! We need roundabouts eveywhere! The best example of a great roundabout location is at the intersection of Tilly Mill, N. Peachtree, and Peeler Roads. The city has made a huge mistake by not building a roundabout there. Cities like Tulsa, Oklahoma, have found that roundabouts work well even in the city center where naysayers said they wouldn't work. Once a roundabout is installed no one ever says it was a bad idea. Put in a traffic light and people will be constantly complaining. And 4-way stops are absolutely the greatest impediment to smooth traffic flow. And roundabouts do not increase traffic speed, as they provide natural traffic calming while helping the flow. |
| 01/20/2017 | Singular focus of vehicles to get to where they are going at the expense of everyone else. | To where? Marta train has one stop. Busses are not circuit routes, they take a research project to figure out and I have to drive there to get started. | Silly practices like not connecting neighboring parking lots, and consolidating traffic on certain streets. Wider roads seem to attract more traffic. | Paving improvements are great. New striping is great. There are advancements since local control took over. Don't know how we are going to handle more and more office workers. They each seem to drive their own car. |
| 01/20/2017 | Lack of connectivity between facilities. I would love to see more multiuse trail access between facilities and along roadways where possible. | Lack of direct routes places within Dunwoody. I believe there is only a couple of looped routes so it is easy going one direction and more difficult returning (or vice versa). I am so grateful to have two MARTA train stops in our community. They are true assets. | The congestion is terrible, especially during the work commute hours. Please make the Womack/Vermack intersection a roundabout! | Please make the Womack/Vermack intersection a roundabout! Roundabouts are a safe solution. One would make sense here. I would also like to see some more walk/bike trails. My family is excited for the idea that we've heard about to connect to the Perimeter area to Brook Run Park. It would be great to extend the trail from the park even farther east - perhaps connect it to Windwood Hollow off of Peeler or farther north past the MJCC and up to Mount Vernon Road! |
| 01/20/2017 | Sidewalks are needed. | The options aren't available for the places I'm going. | The amount of traffic and the timing of lights. There are also several places where people assume a yield means merge. One example is at the Roberts Drive/Chamblee-Dunwoody intersection. | |
| 01/20/2017 | | | | |
| 01/20/2017 | No cLear safe paths | ? | Too congested | |
| 01/20/2017 | Automobile-centric culture dominates planning and road design. Rude drivers value their speed above the safety of the more vulnerable pedestrians and cyclists | Scheduling. Route network. Familiarity | Traffic cutting through to get somewhere else. Need to make it more feasible to live, work, and play in close proximity | You get the behavior you reward. Widen roads? You get more traffic. Build bike lanes? People get out of their cars. Improve pedestrian crossings? More people walk. The solutions should be obvious. |
| 01/20/2017 | Not enough infrastructure | Not enough density to support good transit options | Sprawl and not enough | More bicycle/ped infrastructure needed |
| 01/20/2017 | No dedicated bike lanes | No Marta rails | Traffic | None |
| 01/20/2017 | The car traffic! | The MARTA trains just don't go enough places. | Congestion. | |
| 01/19/2017 | Not cohesive | Not enough choices - what about a street car? | TRAFFIC!!! | |
| 01/19/2017 | too much traffic no one stops at crosswalks street bike lanes aren't safe (drivers aren't paying attention to bikers on the road) | not punctual | traffic | We need to make our crosswalks more noticeable (Stratum and Mt. Vernon Rd) Add crosswalks at roads that connect to Mt. Vernon Rd. - Meadowlake We need to have a function to encourage more people to use Mt. Vernon's sidewalks and bike lanes. |
| 01/19/2017 | Lack of cycle lanes. The ones that are there are too narrow. Lots of traffic congestion | All in all I think that the marta operates a great service | Traffic. Road works | |
| 01/19/2017 | too many cars on road make them unsafe means | very little available....doesn't go where one needs to go | traffic is out of control | |
| 01/19/2017 | | | | |
| 01/19/2017 | | | | |
| 01/19/2017 | | | | |
| 01/19/2017 | I don't see any. | None | Traffic | |
| 01/19/2017 | Put Bikers and walkers on Side walk. Never see walkers on sidewalk. Bikers are a hazard to all where the Bike lanes are located. | None | Traffic from people driving through Dunwoody to get to and from their work or other tasks. Develop other ways for these people to get to their destination, other than going through Dunwoody. Have them go around Dunwoody or make it more difficult for them to drive through Dunwoody. | Accomodate Dunwoody residents and not outsiders. Make lights leading into Dunwoody longer (RED) so it will discourage people from other cities and counties from driving through Dunwoody as a short cut to their destination. Most discouraging is when I leave Dunwoody (I am a resident) in the morning and have to wait long periods of time for people outside of Dunwoody to get into or through Dunwoody. They get the GREEN light long periods because more peiople are driving through Dunwoody. Same for when I return to Dunwoody. Start accommodating we Dunwoody residents and not outsiders. |

| | | | | |
|---|---|---|---|---|
| 01/19/2017 | | | | |
| 01/19/2017 | Lack of street lights, and fast traffic | Inconvenient bus stops | Congestion, traffic light timings | |
| 01/19/2017 | Fast traffic, narrow roads in poor condition. No bike lanes. Few sidewalks. | Big, inconvenient buses. | Congestion! | Lower signage! Corner of Mt. Vernon and Chamblee Dunwoody looks terrible! Zoning should require lower signs. Dunkin Donuts sign is ugly. Wire traffic lights are ugly. City needs overall beautifying. |
| 01/19/2017 | | | | |
| 01/19/2017 | The sidewalks are not maintained, they need to be re-paved and while you are doing that, make them wider. | Too infrequent and not enough stops | There are not dedicated turn lanes, so the traffic always backs up | |
| 01/19/2017 | | | | |
| 01/19/2017 | I am willing to walk to amenities (restaurants etc) if it's an easy and interesting walk | Transit connections are not easy to make. I would love to take transit directly from my house to Dunwoody Village or the Perimeter district but the connections just aren't there | Lots of cars | |
| 01/19/2017 | Key chokepoints are not bike friendly. Chamblee Dunwoody & mt Vernon general area is a great example. | No issues. Frequency of service for buses in an impediment to use. Marta train stations nearby are great and I use them almost every day. Parking at train stations may be a looming issue. | Congestion. Lights and turn restrictions on valley view cause issues. Getting from Ashford Dunwoody NB -> Mount Vernon -> Chamblee Dunwoody NB is a headache. | I love the multi-use trails. What would it take to get them up to Chatahoochee NRA and linked to other multi use trails coming up? |
| 01/19/2017 | Lack of safe bike lanes (dedicated or trail). Walking is better with sidewalks, but need wider and more sidewalks. | Availability. Schedule. If a bus ran every 10/15 minutes from east side of Dunwoody to Marta then that would increase my likeliness to use transit. | Main roads are clogged up during rush hour with people working in perimeter but traveling from Gwinnett. | Would really love to see trail system that starts in Brook Run connect to Path400 or Murphey Candler. |
| 01/19/2017 | Lack of safe facilities. Lack of driver knowledge of rules related to cycling. Varied topography. | Lack of options. Wait times. | Traffic. Poor road layout so only have 1 or 2 options to get to a given location. | Finish bike lanes or multi-use facilities on main thoroughfares. More enforcement of traffic laws. |
| 01/19/2017 | Too much congestion on streets | Only goes to MARTA station and then you transfer | Congestion in the Perimeter area | Not interested in biking in Dunwoody |
| 01/19/2017 | traffic | n/a | traffic | Please add a crosswalk on Peeler from the sidewalk across the street over to the back entrance to Brook Run, so we can safely walk to the park. |
| 01/18/2017 | Shopping, school church etc etc too far to walk, even if sidewalks wider and more numerouis. Shopping: carring heavy loads not practicle AGE: cannot walk far due tyo knee problems | Still need to walk too far to main street. Car much more convenient | Congestion- because city fathers need to wake up and consider the motorist as important members of Dunwoody and who outnumber walkers and bicyclists 100 to 1. All the previous efferts to increase bicycilsts have failed! | Left hand turn lanes at all major intersections. Do not have to cost a bundle or take months and years to implement; eg at Womack and Chamblee Dunwoody Rd, library, road is wide enough to restripe adding a left hand turn lane on Womack. Add reversible third lanes eg on Mt Vernon between Vermack and Chamblee Dunwoody Rd. A good portion already there,. but not reversible! When doing road construction/improvements, eg Chamble Dunwoody Rd, think a little and see if a third lane can be added!! |
| 01/18/2017 | general traffic and the speed it goes at in some locations | location of some stops | traffic caused by the damn Gwinnett people | new roads in some locations |
| 01/18/2017 | The side walks are in poor condition through out the city. | There is a lack of transit options serving the city. | Traffic is at a standstill in the morning and afternoon rush hours. People need to be able to get to the main roads and highways and many do not live near work and have to drive. The concentration on bike lane does not add to the ability for moving cars through the city. | |
| 01/18/2017 | too much parking and space between all destinations - need to increase proximity by reducing setback requirements, do not allow any more one-story development or surface parking lots which waste valuable land space. Need safe connections between bike facilities on major routes like ashford dunwoody and chamblee dunwoody | minimum allowable housing density (single family homes) is too low to support transit. Focus on denser areas and providing service between connections to and from points within and outside of Dunwoody. Add high-quality bus stops, maybe bus rapid transit with dedicated lanes. | currently it's obviously traffic - but there's no way to escape traffic other than giving the residents the option to make other choices (biking, walking, transit) | |
| 01/18/2017 | Long distances, no direct connection of subdivisions by bike path or pedestrian walkway. Have to go to main street, like cars | Distance from home to bus/Matta | Limited connections to Perimeter shopping atea | Establish public bike sharing/rental facilities |
| 01/18/2017 | Vehicular congestion and sidewalk/road maintenance | Impediment to riding MARTA is traffic congestion to get to station | Traffic congestion, poorly timed traffic signals, lack of devoted turn lanes. Poor road maintenance and slow/dragging road construction resulting in fewer acceptable routes. | |
| 01/17/2017 | Traffic congestion, speeding cars, lack of bike trails and marked intersections | no train service | traffic congestion | expand marta train service |
| 01/17/2017 | traffic | destination | traffic | Traffic is always the biggest deterrent to getting around Dunwoody. Too much commerce near residential areas. |
| 01/17/2017 | Not enough green areas to walk to. | MARTA is not a good option. | Traffic congestion at rush hour times including lunch time. | Need more turn lanes at intersections, particularly on Mt. Vernon Road. |
| 01/17/2017 | Incomplete network | Speed of traffic | Lack of safe crossing on busy streets | The City should use more Roundabouts to improve traffic. |
| 01/16/2017 | Hills - distance - traffic -debris. | No logical for this Geo. | None really. Fairly easy to do. | Keep road conditions good. Pavement - debris - look and feel. You cannot and will not get cars off the road here nor should you waste time and money trying. But you should not turn Dunwoody in to a freeway either. Needing to move thru Dunwoody slowly will weed out the speeders (because they can't) but will keep traffic moving (because it move better - more consistently - at a slower pace - ask a civil engineer this question.) |
| 01/16/2017 | | | | |
| 01/16/2017 | too hilly | Insufficient routes | road congestion | |
| 01/15/2017 | Too much auto traffic | Busses don't go where I need to go. | too much traffic for the existing lanes | |
| 01/15/2017 | Traffic and speeding | hard to get to | bad roads | Quit spending so much money for bike routes; spend it on our roads and traffic alleviation |
| 01/15/2017 | Too far. | Not convenient. | Traffic around the perimeter and at the 285 and Chamblee Dunwoody intersection. | Fix the 285 Chamblee Dunwoody intersection. |
| 01/14/2017 | I don't really walk or bike. | I don't ride Marta anymore - job no longer near a Marta station. | Traffic. Single lanes during rush hour. Mount Vernon specifically. | Look into technology investments to make Dunwoody a safer community and improve traffic congestion. Stay abreast of technology advancements especially with the coming of self driving vehicles in the next 5-10 years. What can Dunwoody do now to make way for these upcoming changes and how do we hop on that train quickly? |
| 01/14/2017 | Inadequate sidewalks. | Extremely limited MARTA routes within the city limits. | Traffic congestion caused by over 150,000 commuters to the city at least 5 days a week. | Building bike lanes and paths for a handful of people to use for recreation or exercise is a waste of tax dollars. Regardless of what they say, or would have you believe, they are not using it as a form of commuting,it is strictly for leisure or exercise. They are not riding to work, or school, or the stores. A pure waste of our tax dollars; take that money and use it for sidewalks. |
| 01/14/2017 | There are few sidewalks | Limited schedule Not being able to go to Sandy Springs Station | Traffic from other neighborhoods to shortcut through Dunwoody | In much need a pavement of Tilly Mill Road |
| 01/14/2017 | bicycles on roadways is always dangerous, Move bikes off roads and on their own dedicated trails | none | Bicycles are a massive impediment to the safety of Dunwoody citizens | Do not narrow any more streets in Dunwoody. |

| | | | | |
|---|---|---|---|---|
| 01/14/2017 | Conflating walking and biking questions through most of this survey is a problem. Give separate ped questions so I can say nothing positive about bikes. | None. | Flow through traffic. Do not make it easier for more commuters to cut through Dunwoody. | Bicyclists, in the main, are not travellers but exercisers who want the public to make room and fund their exercise facilities. Sidewalks and trails, where they use their bikes, are better than lanes. |
| 01/14/2017 | distance | lack of routes | traffic | decorative street lamps |
| 01/14/2017 | | | | |
| 01/14/2017 | No protected bike lanes | There is no public transportation | Traffic | |
| 01/13/2017 | traffic, length of travel, changes in sidewalks and bike lanes (ie. width, ending, etc.) | traffic | traffic volume | |
| 01/13/2017 | | | | |
| 01/13/2017 | Noted in survey | None - other than publics' behaviors. If going Downtown, Midtown, Airport Dunwoody is perfectly situated. | Noted in survey | Why can't DW Village develop a "Vinings feel" to it or a Roswell Canton Street dynamic. Why must it always be a new bank? How can the City create incentives to make DW Village a "destination"? No more banks! No more groceries! No more drug stores or gas stations! What about a "concert series" like Woodstock, Canton, (even Chamblee!), etc.? |
| 01/13/2017 | Destinations too far from my home | MARTA is unreliable and routes take too long to get to my destination | Cut through commuter traffic | |
| 01/12/2017 | Lack of connectivity and too much close traffic on major roads (Mount Vernon, Tilly Mill Road, North Peachtree, etc.) | Lack of access. | Traffic and lack of alternative routes. | |
| 01/12/2017 | | | | |
| 01/11/2017 | | | | |
| 01/11/2017 | | | | |
| 01/11/2017 | | | | |
| 01/11/2017 | Connectivity | Bike racks - pedestrian furniture | connectivity | |
| 01/11/2017 | Safety is a concern | Distance from bus stops/transit | Traffic | Connect the disparate web of neighborhoods with safe multi-use paths/trails to decrease the need for short drives to popular destinations such as the nature center, brook run, dunwoody village, etc... |
| 01/11/2017 | Not enough sidewalks in neighborhoods | Riding public transit takes too long to reach one's destination | Intersection improvements, especially dedicated turn lanes, are needed along Mt. Vernon Road and along Chamblee-Dunwoody Road. A roundabout at Vermack and Womack would be welcomed, especially if the number of students attending Dunwoody High School will be increasing by 600. | Additional traffic control officers would be a good idea for all of the schools in Dunwoody. We need to keep morning and afternoon commuting for our youngest pedestrians, cyclists, drivers, and passengers as safe as possible. |
| 01/11/2017 | Not enough connectivity of trails to parks and dining destinations. | Not a lot of transit within the city itself. I do like having MARTA access and do use it to commute to work downtown. | Congestion during evening rush hours. | I would like to see the completion of a bike/pedestrian path that connects Perimeter Center to Brook Run park in the near future. I have seen drawings of plans for several years. |
| 01/11/2017 | Side walks are inconsistent - old/new - cracks, too narrow to walk side by side with some one and have a conversation. Not safe for children to use - shoulders should be wider so the kids can access them like in NY | There's not enough stops/availability to get around - not well advertised to know where the buses could take you to save time and not have to drive. | TRAFFIC, | I would like to see cross walks installed - especially where there are students that are considered walkers along main roads - ie. Austin Elementary, closest cross walk is Spalding and Wynterhall - there should be cross walks offered in 1/4 mile increments to provide safe access for students. There needs to be lighting to walk safely along the main roads and the landscaping should be consistent throughout Dunwoody, Mt. Vernon (nicely manicured with trees and plants, well light with the old fashioned lights) vs. Roberts Rd (trees falling on broken fences, overgrown landscaping, poor lighting) |
| 01/11/2017 | no one actually uses walking or biking outside of exercise. Everyone uses a car get to school, work, stores, after school activities. Between weather and time constraints, walking and biking are not effective | no one wants to stand on the side of the road waiting for a bus - no shelter, standing on grass next to busy road. If there was a Dunwoody Only Bus system (DART) that moved in predictable cycle, it may be successful for residents that don't want to spend the money on gas or have limited access to a car. | traffic during morning and evening hours. Signals need to be adjusted to accomodate the "hot spots" and perhaps officers to assist in some areas (Dunwoody High School from 7:30-8:30 at 4 way stop) | we need traffic measures south of Mt Vernon near Dunwoody High School and DES. Too many cars and buses use Womack/Vermack from 7:30-9:00 in the morning. There needs to be a system that allows children that walk to school to be safe and moves cars more smoothly through that process. |
| 01/11/2017 | | | | |
| 01/11/2017 | traffic | not enough stops | traffic | more trails |
| 01/11/2017 | Connectivity between nodes for pedestrian/bike travel. | Not attractive to me. | Traffic delay. | I appreciate the progress, please focus on reducing traffic delay. |
| 01/11/2017 | There is too much traffic to bike in Dunwoody. And too many hills. There are plenty of lanes but I would never let my kids bike on the roads with the traffic. | Buses should be increased to GA State college to reduce N. Ptree/Peeler traffic. | Too much traffic. Turn lanes should be added and improved. | I would like to see a crosswalk at the Peeler Rd. Brook Run entrance. There are no sidewalks on the other side of Peeler next to Brook Run. The speed on the hill approaching Chamblee Dunwoody should be reduced-- the cars are flying up the hill when cars from Village Mill are trying to turn left. It would be great to improve the grounds and signage standards at the Shallowford Rd. and Georgetown businesses as you enter Dunwoody. Upgrading standards to the classy, subtle wood signs in downtown Dunwoody and improving floral landscaping business standards would greatly enhance the entrances to Dunwoody. Really need to add more ambiance at Dunwoody Rd./Shallowford/Chamblee Dunwoody with fashionable street lighting, landscaping, repaving and brick pedestrian cross walks. Add wood signs entering Dunwoody with an established date and home of the Dunwoody Wildcats. |
| 01/11/2017 | Motivation | Inavailability | Traffic | Left turns shouldn't be banned. Intersections should accommodate them; not block them. |
| 01/11/2017 | not easy to get destination | no access | too much travel EAST-WEST travel | |
| 01/11/2017 | aggressive driving, disregard for traffic laws, failure to yield to pedestrians when turning right | Limited transit network city-wide | limited turn lanes on Mt.Vernon Road | have more recycling bins available, mark clearly--might want to focus on plastic/metal only to make process simple |
| 01/11/2017 | vehicle traffic and routing bicycle traffic on any major street | none | Traffic | Do not narrow any street, especially not to put bike lanes along Dunwoody's already crowded streets |
| 01/11/2017 | I love walking and have in every city I've lived in. I walk at home on a treadmill. But in Dunwoody, there's no real place to go to. We don't really have a downtown. In the summer, it's way too hot. | Safety. Time consuming. Useful routes. | Traffic. There are few main routes and everyone's on them (e.g., Mount Vernon, Womack). Turn lanes in congested areas are too short (e.g., Perimeter Center). From 285 to Perimeter Mall is packed and people try to cut across multiple lanes of traffic in a short timeframe to go to the mall. | Don't even think about bringing back the idea of traffic circles, especially around the schools. Americans are not used to them and they become a safety issue, especially around children. |
| 01/11/2017 | | | | |
| 01/10/2017 | careless drivers. I'm leery of creating lots of bike lanes on busy roads, as I don't think they substantially decrease traffic, and I do think the bikers create traffic backup and, thus, it's dangerous. | Most of our residential areas are not within walking distance to train stations. There are plenty of bus stops throughout Dunwoody. | cut-thru traffic, need for more intersection improvements. | This seems to be a survey that has a bias in favor of more bike lanes. |
| 01/10/2017 | | | | |
| 01/10/2017 | | | | |
| 01/10/2017 | | | | |
| 01/10/2017 | Narrow streets and absent sidewalks | Horrible roads and drivers. | Excessive traffic cutting throughout the city from other areas. | Have common sense for a change and stop being so politically correct. Try working with an open mind and a noble heart. |

#12.

| | | | | |
|---|---|---|---|---|
| 01/10/2017 | Traffic | Availability | Traffic | |
| 01/10/2017 | | | | |
| 01/10/2017 | | | | |
| 01/10/2017 | Lack of trails. Multi-use trails would provide for the biking also, but I do not see need for separate amenities for biking. | Need wider road. | We seem to want to remain a rural rather than urban city and don't want to put in the roads to move cars around the city. Ken Wright's statement that "If we build it they wll come." Has proven true -- we didn't build much but they came anyway. Mount Vernon is a traffic jam too much of the time. Mt Vernon needs to be at least 3 lanes -- one turn lane and 2 travel lanes. At major intersections we should have 4 or 5 lanes. Tilly Mill Rd, Chamblee Dunwoody Rd, and Tllly Mill need to be at least 3 lanes.. | Multi-use trails through the city would be terrific. My friends who bike say that biking in Dunwoody on the roads is dangerous. |
| 01/10/2017 | Distance to destination | Inconvenient | Traffic near mall | |
| 01/10/2017 | Lack of sidewalks and many are too narrow or not well maintained. | Al Tiede -- killed the line down Chamblee-Dunwoody. | People who don't live here clogging out streets. | Separate walking from biking and do not assume that questions where they are not disambiguated reflect support for the bike movement. More sidewalks, less bike lanes. |
| 01/10/2017 | owning a usable bike! | not a practical option for dunwoody in it's current form | intersections | don't understand why there's so much focus on biking. biking for exercise is one thing and it'd be great to have more trails/paths, but as a transportation option it's not practical for 99% of citizens in dunwoody |
| 01/10/2017 | old sidewalks & overgrown vegetation | choices | lack of turn lanes | since we have become a city, we have on started work on improving one intersection. We can do better than that. Look at our neighbor Sandy Springs. |
| 01/10/2017 | There is so much traffic it is dangerous. | Increased time needed to ride transit (waiting for buses or trains). | Congestion and traffic lights that don't respond to the traffic -- often having to sit and wait for a green light when there is no traffic coming on the perpendicular street. | The greatest problem for Dunwoody is the increased crime, especially near the Perimeter shopping area -- it does not feel safe there. We could use better police coverage, and they are seriously underpaid for the work that they do. The second greatest problem is the traffic congestion and the lack of responsive traffic lights -- it is so time-consuming to travel even the shortest distance. Also, there are too many "distracted" drivers. |
| 01/10/2017 | Traffic | Do not use | Traffic | |
| 01/10/2017 | No bike paths, paths need to connect to parks and communities. For example, a path from Dunwoody Village to Perimeter Mall to Brook Run Park | Schedules unknown. Destinations in Dunwoody do not require a bus. | rush hour traffic. | Focus on bike paths for teenagers, encourage more biking to schools, Dunwoody Village, Mall and parks. |
| 01/10/2017 | Limited accessible land without using right of way | connectivity between various areas | congestion | We need bike/trail options that connect all parks |
| 01/10/2017 | Traffic | Traffic | Traffic | |
| 01/10/2017 | Traffic, some bike lanes just end , I have never seen anyone biking on the Dunwoody village lanes - I am sure they are used but when? | Doesn't go where I need it to go | Traffic at peak times of day | |
| 01/10/2017 | hills, heavy traffic, distances to be traveled | limited routes, frequency | backups caused by left turns | We've already spent too much for bikes; no more please |
| 01/10/2017 | | | | |
| 01/10/2017 | Traffic | Not easy access | Traffic | We should be encouraging golf cart use and more paths for them in Dunwoody |
| 01/10/2017 | traffic | availability | traffic | More public tansportation |
| 01/10/2017 | | | | |
| 01/10/2017 | sidewalk network and width and buffer of sidewalks on large and medium roads | Transit is not economical or practical for short trips or for use by a family. | Intersections with poorly timed lights and timing not consistent with speed limits. | I support the 'complete streets' approach by the city, however recent projects seem to devote excessive right of way to bike lanes that only serve a small segment of our community who are advanced recreational cyclists. These lanes cannot be easily or safely used by families with children or by novice riders in many cases. Also these bike lanes do not encourage increased pedestrian use because extra width of the road for these lanes give the perception that a road is larger and therefore feels less safe for pedestrians. I would much rather see road improvement projects include wide sidewalks without the extra bike lane space. These sidewalks could accommodate pedestrians and light cycling use and meet the needs of more members of our community. |
| 01/10/2017 | Limited and under-maintained bike lanes (much debris) | MARTA is pitiful compared to many other large metro areas | Traffic flow | More bike / walking paths. Our cul-du-sac based neighborhoods limit bike/walking options. |
| 01/10/2017 | Lack of bike lanes and debris on street where there is one | Public transit in Dunwoody is not consistent and reliable. | Lack of biking/walking options force more people to drive. | The intersection of Chamblee Dunwoody road and on-ramp to I-285 West should be changed to make a dedicated right turn lane from Chamblee Dunwoody south to the on ramp. Traffic from Cotillion Drive (cross street) and Chamblee Dunwoody North (left turn) should be forced into the left lane of the on ramp. This would significantly improve the morning traffic backup on Chamblee Dunwoody road back before Old Spring House Ln by Waffle House. |
| 01/10/2017 | | | | |
| 01/10/2017 | I think it's a pretty place to walk. I don't love biking as it seems dangerous to me as a driver. I worry about the bikers, I wish they had more room or a dedicated place. | Large marta type Buses are big on our neighborhood streets. I think keeping it to the perimeter area is fine. | some of the intersections could use turning improvements. | Please remember that we moved here because it's a community, not a thoroughfare. Anything you do should keep the feel of this. Encourage walk to school, walk to dinner, walk to events. Bring more fun restaurants and businesses to the village. It's baffling to me that we cannot have a vibrant square like Roswell, Alpharetta or Vinings. |
| 01/10/2017 | Night time lighting is is very poor at some intersections. | Vehicle traffic. | Drivers not paying attention. Some intersections could be better designed. People blocking the box of intersections | Please fix the evening lighting at the intersection of Shallowford and Dunwoody Park. If it's dark, and you are driving, you can't see pedestrians in the crosswalk. |
| 01/10/2017 | Nothing. Facilities are excellent. | Nothing. Facilities are excellent. | This survey has a heavy bias towards walking / cycling! Pedestrian crossing users need education, bear some responsibility. Many times I see pedestrians loitering / hovering / looking at cellphone, etc at crosswalks, leaving driver unsure if they are going to cross or just waiting. | Dedicated turnoff lane from SB Chamblee-Dunwoody Rd to WB I-285. This on ramp starts at 2 to 3 lanes wide, but is frequently used as only one lane. Reserve one lane for NB Chamblee Dunwoody / Cotillion traffic and one lane for SB Chamblee Dunwoody traffic. No turn on red 7:30 to 9am Old Springhouse lane to Chamble Dunwoody. OSL traffic jumping in causes frustration to CD traffic who try to keep junction clear. Separate WE 285 lane on CGD rd to prevent drivers "jumping in" |
| 01/10/2017 | In my immediate area, it is aggressive, distracted, and otherwise inconsiderate drivers. Thanks to the PCID and the city, there are abundant sidewalks and cross walks on my street, Valley View Road, and nearby Ashford Dunwoody Road. I can't speak to other areas because 99% of my walking is in and out of the PCID. When I visit other parts of Dunwoody, I am almost always on my motorcycle. | The transit system is not nearly extensive enough to cause one to even briefly consider giving up one's own private transportation option. I remember the crushing disappointment when I learned this after my move to the area. I have no regrets as my choice is still full of positive utility. Additionally, the buses are stuck in the same traffic as the cars. I can often walk to Dunwoody Station faster than the 150 bus can deliver me from the bus stop by my house. | The sheer volume of traffic is certainly a challenge. This would be much better if we could do something about aggressive and distracted drivers; and those who routinely speed, roll through stops, fail to use turn signals, and other behaviors that cause uncertainty and accidents. I hate to sound like a broken record, and I know our police engage in traffic enforcement, but we'd have to quadruple their numbers in order to make a dent in changing the behaviors of our drivers. I don't see this as feasible but you asked. | I'd love to see the county get a moving with greater speed and efficiency in replacing sewer pipes so some roads, like Valley View, can be repaved. The city, for the most part, seems to be on the ball and I can't think of anything related to transportation I might have done differently. |

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|---|---|---|---|---|
| 01/10/2017 | The infrastructure isn't well suited to encourage or support either activity. Narrow sidewalks right against busy roads make walking feel unsafe. Aggressive drivers are also a concern. | Lack of connectivity to rail station from residential areas. Additionally, the time it takes to ride the bus to connect to anything of importance hinders those who have alternate choices. | Congestion and lack of thoughtful planning for connectivity. | |
| 01/10/2017 | | | | |
| 01/10/2017 | Safety | Not easy | Congestion | Invest in more bike infrastructure and speed calming devices for cars |
| 01/10/2017 | Traffic and careless drivers tecting, not paying attention, not concerned about pedestrians. | Takes too much time, not express to MARTA or Mall/Other commercial areas. Uber or private car are easiest. | Careless drivers or speedy drivers. | Keep on truckin' |
| 01/10/2017 | Connection between sidewalks/paths. Traffic | Lack of rail stops to my work | Traffic | |
| 01/10/2017 | Uncoordinated...often there is a cycle lane that disappears after a few yards | Inconvenient and too much time between transit options | Have to drive mostly everywhere | |
| 01/10/2017 | | | | |
| 01/10/2017 | | | | |
| 01/10/2017 | Too much traffic | Need short distance transportation | Traffic | |
| 01/10/2017 | T | T | Gy | H |
| 01/10/2017 | I don't bike and rarely walk.I do all my exercising at a gym | N/A | Walking around the city isn't a problem.I see biker's as the problem.They only slow the flow of traffic. | Instead if the City pumping all their money into bike lanes and trails they should invest it in the local schools.The fields and play grounds are a mess.It's great we have parks but new family's move to the areas that have good schools not shit holes. |
| 01/10/2017 | | | | |
| 01/10/2017 | Income tell and poor sidewalks. | None | Residents who refuse to implement positive change like round about at Womack and Vermack. | Connect Brooke run trail to perimeter center. |
| 01/10/2017 | Prefer more neighborhood sidewalks | Lack of route to Dunwoody Station from East Side of Dunwoody | Rush hour but we have the privilege of living here. | Small connections needed between neighborhoods, to shopping and please extend trail to Perimeter |
| 01/09/2017 | | | | |
| 01/09/2017 | Traffic is terrible in Dunwoody and Sandy Springs. Drivers are so often negligent and ignorant of pedestrians. It is just awful. Worst that I have come across compared to other cities I have lived. | The Last Mile connectivity is what will help the most. Getting to the MARTA station at Dunwoody in a quick and easy way will help the most people. | Again it is other drives. Lack of common courtesy, speeding, road rage, running lights, ignoring pedestrians and ignoring crosswalks. Blocking the box at traffic lights. | I hope that things will continue to improve for pedestrians and bikers especially in the Perimeter Center area where I and others do alot of walking, biking, and running. |
| 01/09/2017 | vehicular traffic and failure to yield to stop signs, pedestrian crossings and speed. | traffic. | traffic. | |
| 01/08/2017 | most on bikes don't obey the traffic rules | bus routes don't go where I need to go | congestion - more and more apartments with no thought to the impact on traffic | |
| 01/08/2017 | Rain, too hot, or too cold. What is the percentage of people who walk and bike EVERY DAY and what is the percentage who get in a car? Human nature is generally to dispatch errands as quickly and simply as possible, hence a car often fills that bill. | The structure of this survey will limit the answers you get to the preconceived biases of the survey originator. Every question should allow for free form answer to elaborate, and not force picking one of the above choices when none may be applicable. | You can't start over redesigning this city better to accommodate bikes and walkers. Concentrate on the cars first. Pave the streets FIRST. | Again, be careful with the conclusions this survey leads you to, as it forces only a preset list of answers. Think big picture, reality, and practical uses of taxpayer money, versus utopian ideas. Prior multiple choice answers should be discarded. I had to answer something to get to this free form input section. However, I doubt a human will see these and only a survey monkey computer will tally the multiple choice responses into the city policy you can use to say your electorate desires. |
| 01/07/2017 | | | | |
| 01/07/2017 | 1) HILLS! 2) Not a good network; walk to shopping center but must navigate thru parking lot - kinda of like dodge ball! 3) Image... Odd kids do not walk or take bus to mcdonalds? I think need to make a Dunwoody-MARTA map... places to walk/ride- in Dunwoody.. - Question is? Is UBER a cheaper option than bus for short distances? | 1) Bike difficulty load/unload? 2) Schedules/routes not publicized, 3) Routes need re-organizing, possibly a Dunwoody HUB - Look at populated areas... Mall, Village, Club/Ferry triangle, Georgetown, College- no connecting routes... 4) Perception...MARTA routes designed to take people to TRAINS, possibly need a Dunwoody Trolley-friendly looking option to train suburbanites how to use public transportation... Think DISNEY style vs city style- in order to get folks to utilize and feel safe. Unfortunately, residents view public transport as for poor people or inner city- not for ease. | Timing... Avoiding Carpools, School Buses & College traffic--Toughest intersections: Peeler,Tilly mill, N Ptree; Jett Ferry, Mt Vernon & Williamsburg Square entrance- (perfect locations for round-a-bouts) | I like the police presence and believe it keeps cars moving slowly- even if they don't ticket often (except maybe frequent offenders; I like the concept of being pulled over- reprimanded- and then only repeat offenders ticketed; kinda of an unsaid policy) because sometimes it is difficult to stay at 25mph Less long lights... I think best keep the flow moving- even if it is slow; look at european villages & cities on how they move people thru their areas. This is a crazy idea... but could be an opportunity for private funding & government partnership-- reopen the Roswell-Dunwoody- ATL Train... like an Amtrak train not a subway train. Southerners need to learn difference between a subway and a commuter express rail and travel trains! |
| 01/07/2017 | | | | |
| 01/06/2017 | An infinite supply of cars. No viable off road (alternative) routes. Too many people. | personal (crime) safety, not quick and convenient enough to be viable to me, doesn't go where I go to (end to end). | Too much commercial development and too high density residential. We are at max density. | The city should develop and publish a plan for off road trails that specifically targets increased usage of low speed electric vehicles. Double lane capacity on all roads with with speed limits 45mph and above. In particular, add through lanes to I285. |
| 01/06/2017 | I don't see many impediments to walking for exercise around my neighborhood or to walk at Brook Run because there isn't much car traffic. Walking outside the neighborhood for errands, etc. is completely unrealistic due to traffic. I feel the same way about biking. Bike lanes are a waste of road space, making traffic even worse in this area. It has become almost impossible to travel through this area during rush hour (especially late afternoon and early evening) due to cut-through traffic coming from the Perimeter Mall business area. | Lack of options--nothing other than Marta rail and bus transit. Bus transit is too slow and riders are still stuck in the middle of traffic. The train is great for going downtown (which I primarily use to get to work) and the airport, but traveling to other areas of Atlanta take too long and you have to go all the way to Five Points to change to the east/west line. | The obvious answer is traffic. The Perimeter area is completely overbuilt and our roads cannot accommodate the number of single solo drivers. And it keeps getting worse! | |
| 01/06/2017 | | | | |
| 01/06/2017 | | | | |
| 01/06/2017 | Car traffic is given priority. They don't yield to pedestrians in crosswalks, there are insufficient bike lanes or separated paths, | Insufficient destinations | Car traffic surrounding the shopping | Segregated bike lanes |
| 01/06/2017 | None | None | Timing of traffic lights, too many bicycles on major roads slowing down traffic, (they don't use dedicated bike lanes especially when they are in groups of 4 or more. | Finish the TVA PROJECT at North Peachtree and Tilly Mill. Who ever is holding up the project should be given a deadline and then a fine on a daily basis. |
| 01/06/2017 | No side walks on Lisa Lane. | No bus line on Mt. Vernon Hwy. between Ashford Dunwoody Road and Abernathy. | traffic congestion | |
| 01/06/2017 | Except for specific bycycle events, I have seen maybe 10-25 people on bikes in the 15 years I have lived here. You have spent a lot of money on so few. Sidewalks are ample but crosswalks could be better- especially at intersection of Tilly Mill and Mt. Vernon. | Busses blocking the movement of traffic on Mt. Vernon | Car traffic | |
| 01/06/2017 | | | | |
| 01/06/2017 | inconsistency of safe, lighted sidewalks (example- Meadow Lane Road) | timing (example-inconvenient routing from Dunwoody Station to local stops. lack of bus connection between Dunwoody and Chamblee stations) | traffic | A survey asking residents and employees of local businesses to share their commute times and routes would help show the true traffic flow for the area |
| 01/06/2017 | I don't bike. I walk in my neighborhood. | Poor bus schedules | Congestion. Lack of turn lanes, e.g., Vermack and Mt. Vernon | Poor condition of our streets for years. For example, Dunwoody Club Forest. When it comes to good streets, we are not a Smart City. |

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|---|---|---|---|---|
| | | | | I used to ride my bike 2.5 miles to work on off-street trails and through neighborhood streets before moving to Dunwoody. I have tried to map out a route from North Dunwoody subdivision to work in perimeter Center, but there's no good way to cross Nancy Creek without going a few miles out of my way. It might also be worth considering a public transit-only bridge across Nancy Creek into Perimeter Center that would be accessible to pedestrians, bicycles, and city buses or corporate shuttles only. This would cut down on the traffic cutting through the neighborhoods that would obviously be impacted by such a bridge. |
| 01/06/2017 | Missing neighborhood sidewalk network requiring pedestrians to walk on the road with traffic. Additional pedestrian crossings (like in front of Brookrun Park) with flashers would also help. | The routes are not direct enough. I would take the bus from the east side of Dunwoody to perimeter center if there was a more direct route. Currently, it's faster to drive even when traffic is heavy | East-west routes for both vehicular and non-vehicular traffic. Nancy Creek is a barrier. | |
| 01/06/2017 | Bicycle route is difficult to plan out if the user is not familiar with the lane network. To a lesser extent, pedestrian routes have the same issue. Users cannot rely on lanes/sidewalks to continue for the duration of their preferred route, or any route without proper pre-planning. | General safety and appropriate access to transit stations. | Avoiding traffic from schools and churches. | |
| 01/04/2017 | safety - cars hitting you | getting to parking deck | traffic congestion | city should cut bushes and repair the sidewalk on Mt Vernon Rd as lots of people walk/jog on it Good job on Brooke Run path!!! |
| 01/03/2017 | | | | |
| 01/03/2017 | Lack of connecting sidewalks and high speeds on thoroughfares to schools and shopping areas. Driving route are currently prioritized | N/A | Traffic through main city areas with no alternate routes. You can essentially be stuck in Dunwoody by traffic on a weeknight. | Sidewalks in the Coronation Drive and Aurora Ct Neighborhood. This is a cut through for drivers with high speeds and a walking route to Austin Elementary (no bus service) |
| 01/03/2017 | | | | |
| 01/03/2017 | Don't feel safe bicyling in traffic and wouldn't want my kids to bicycle on roads either. Please build some dedicated bicycling trails for recreation. | Most of the time it isn't faster than driving and I have 3 kids to transport. | There are too many curb cuts between Dunwoody Village and the Chamblee-Dunwoody-Mt. Vernon intersection. | Please, no more bike lanes. Most bike riders I see ride 2-abreast, slowing and blocking traffic. Therefore, the lanes are of no benefit. Also, with small children, there is no way I or they will ever bicycle on Chamblee-Dunwoody as it's too unsafe. Also -- please add a turn lane from Chamblee-Dunwoody into Vermack! Waiting to turn left backs up traffic. |
| 01/02/2017 | Bike lanes that are part of vehicular travel ways | none | bikes on main through streets | Do Not narrow city streets. Our streets need to be wider, not narrower to accommodate bikes. Move bikes onto multi-use trails that do not impede vehicular travel |
| 01/02/2017 | The sidewalks in my neighborhood stop and do not go the length of the street (Womack between Cambridge and Vermack on the South side of the street). | There is no transit readily available. Not sure I want to ride Marta busses but a shuttle to the Mart stations would be nice. | Too much congestion on weekdays as people cut through for 285 and 400 | |
| 01/01/2017 | lack of sidewalks off the main roads (limited sidewalks off mt Vernon road) | frequency | traffic | |
| 01/01/2017 | Incomplete/disconnected network. | N/a | Congestion | |
| 01/01/2017 | Limited sidewalks. Many of them just end. | There's 1 Marta station. Marta goes nowhere near where I work. There is no rail system within Dunwoody. | Poorly timed traffic lights. There is no reason to sit at a red light when there is no cross traffic. | The entrance from chamblee-Dunwoody onto 285 west should have two segregated lanes so that south bound traffic from chamblee-Dunwoody can flow without stopping. Vermack and Womack intersection needs a light or traffic circle. The old main entrance to GSU should be closed off, it's too close to the traffic light. |
| 01/01/2017 | Poor Road in sidewalk conditions | None | Traffic | |
| 01/01/2017 | the need for more connected sidewalks | does not apply | lighting lack of shoulders | |
| 12/31/2016 | traffic | poor schedule | traffic | |
| 12/31/2016 | | | | |
| 12/31/2016 | Places can be too far | Not convenient | Traffic | |
| 12/31/2016 | Too much traffic. NOT SAFE. | Availability of regular buses going fron residential neighborhoods to business areas (shopping malls, doctor offices, grocery stores, Etc.) | Huge traffic congestion at Tilly Mill and Womack (GA Perimeter College) that blocks access from Eastern Dunwoody to the rest of Dunwoody. A traffic study will show that vehicles leaving the college DO NOT turn in the direction of businesses in Dunwoody. They move to major arteries (I-285 & Peachtree Ind.) to leave Dunwoody completely. A back door access from the college to N. Peachtree Rd. is vital to improving traffic flow in the area. Also off site parking with students bused to campus would be helpful. The maximum number of parking spaces on campus SHOULD BE LIMITED to ease traffic that seriously paralyzes traffic in the area. The current intersection changes at N. Peachtree and Tilly Mill will have a minimal impact on improving traffic. | Dunwoody is becoming a cut throw traffic area. Making lanes wider will only encourage more vehicles to pass through our residential neighborhoods. Traffic pass through routes should be confined to business areas of Dunwoody where merchants might benefit from the additional traffic. All the bicycle lanes on roads are insane and completely unsafe. Bicycle routes should be completely separate from vehicle traffic. I drive all over Dunwoody and RARELY see a bicycle in the new lanes that we have spent millions of dollars to create. They are a bad idea. A small group of extremely vocal bicycle enthusiasts have bullied Dunwoody officials into making foolish decisions. We need off road from residential neighbor hoods to park and reccreation areas for family use and that is ALL. No bicycle lanes in heavy congested areas. The new bicycle lanes take up valuable road space that could be used for extra vehicle lanes (such as around Applebees at Perimeter). You are making traffic congestion worse to accomodate less than 1% of the population of Dunwoody. Also, the structure of this survey encourages people to rank bicycling as an important issue when it is not something most people want. No parent in their right mind wiuld want their child riding a bicycle on congested busy Dunwoody roads. Bicycling is for residential neighborhoods only. Stop throwing money away on this idea. Dunwoody is not designed for bicycling to work/shopping and you cannot force it ti happen. When a child gets killed bicycling where they should not be in the first place maybe you will wake up and put child safety ahead of a few adults bicyclist desires. |
| 12/31/2016 | Sidewalks in disrepair, sidewalks are too narrow | Not convenient | congestion | |
| 12/31/2016 | distance from residence to community facilities | money | distance between destinations | initiation of ride sharing opportunities with monetary incentives for sharing work related ride sharing |
| 12/31/2016 | Cut-through vehicular traffic. We have no sidewalks in our neighborhood. Coronation Dr, Aurora Ln and Aurora Ct. | NA | Sidewalks / bike lane / wider shoulder along Spalding Drive. | We would like to see sidewalks added along Coronation Dr, Aurora Ln and Aurora Ct. to provide safe pedestrian access through our neighborhood. Our street is a cut-through and people drive way too fast. We currently have no school bus access to Austin Elementary requiring that our kids walk along the road where speeds along Coronation exceed 34 MPH per recent 2016 traffic study. |

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| 12/31/2016 | Volume & speed of traffic. Drivers ignoring posted crossings--even w/ flashing lights; e.g. One driver stopped, driver opposite direction horns pedestrian ... | Frequency of service. | Cut through traffic who ignore residential nature of streets & community and/or rude & impatient drivers who believe the traffic laws/policies/etiquette are for the other driver/walker/person & are merely an inconvenience. | Correct intersection issues already in plans, i.e. Tilly Mill cut thru from Mt Vernon. Seriously consider limiting left turns for establishments w/ multiple access points (in & out) e.g. DBC Mt. Vernon entrance. Greater police presence during high traffic times and/or problems on I285 & GA 400. Impatient out-of-community drivers are menance Traffic cameras at pedestrian walks such as schools, Mt. Vernon between Ashford Dunwoody & Fulton Cty. Pedestrian protection "landings" to make neighborhoods across thoroughfares accessible ... Mt. Vernon east and west of Village. Consider lower cost, more easily implemented stantions to provide bicycle lane protection vs. higher cost, requiring more space concrete partitions. |
| 12/31/2016 | Heavy traffic, no nicely designated bike path | Lots of driveways to maneuver around on bike | It needs multi use paths, where cars specifically cannot traverse. Walkers and bikers welcome. | Please help us with getting better bike paths. My family's and so many others quality of life would be improved by a LOT. |
| 12/31/2016 | Fast moving traffic | not enough options | congested traffic | |
| 12/31/2016 | Lack of time. Lack of a cohesive sidewalk system. I'm all for wide sidewalks for kids and families with young kids to ride bikes. However, I don't think bike lianes are safe for kids and don't like the bicycle lobby reaching into taxpayer pockets to structure the streets in a manner that is conducive to their preferred form of exercise. Golf carts allow families to grocery shop and haul kids around. Bikes do not. If you are going to spend money to put in or widen bike lanes, at least make them wide enough for golf carts and other alternate vehicles so they can be used by others. | Too expensive for the city to maintain its own system, particularly one comprehensive enough to really provide access all over. | Traffic | Golf carts and similar alternate vehicle access would reduce congestion and save energy while still allowing for hauling groceries and kids. Sidewalks wide enough and interconnected enough for kids and families to safely move around would be great. Dedicated lanes solely for bikes (used almost exclusively by adults for exercise) is just another example of a vocal special interest being allowed to dip into taxpayer pockets. At least make any dedicated lanes useable by bikes and golf carts. Kids riding bikes should be on sidewalks far from vehicle traffic. |
| 12/31/2016 | complete network | lack of options | traffic | |
| 12/31/2016 | | | | |
| 12/31/2016 | safety, marked lanes, specific trailways for bikes/pedestrians, dangerous intersections, not enough bike lanes and sidewalks in general | rail seems out of the question, better bus services or right of way specific lanes for busses, HOV, maybe something for 285 from Peachtree Industrial to Sandy Springs or further to Vinings? Maybe some loop system for public transit for dunwoody, or connect with other cities (chamblee, doraville, sandy springs, brookhaven, roswell and peachtree corners) | 2 lane roads get congested, the highway is slammed, and there isn't really any alternative. | trails to ride bikes from Peachtree Industrial and Tilly Mill all the way to the Chattahoochee river in Sandy Springs, including easy access to the marta stations |
| 12/31/2016 | Too much vehicular traffic. Biking is unsafe. All the attention given by city leaders to this topic is ridiculous. Time and money would be better spent on creating turn lanes, evaluating signal timing and adding additional car lanes. | Marta stations are easily accessible | Traffic from GSU Dunwoody campus is impassable. Shuttles from an offsite location should be considered to reduce cars in Dunwoody. Quite frankly, a school that size should not be in our total residential area. | 1) Reduce the tree median area on Meadow Lane Rd and extend the left turn lanes to accommodate the cars turning left onto Ashford Dunwoody Rd. 2) create a turn lane or pull around lane to facilitate cars turning left from Chamblee Dunwoody onto North Springs Dr. 3) need a left turn lane from Womack Rd onto Chamblee Dunwoody Rd. |
| 12/31/2016 | | | | |
| 12/31/2016 | | | | |
| 12/31/2016 | Sidewalks too close to the road. I feel very unsafe | N/a | Poor traffic light timing | Need more decorated lighting and street scapes |
| 12/31/2016 | | | | |
| 12/31/2016 | | | | |
| 12/31/2016 | Hills. | We are too small. | Traffic congestion. | |
| 12/30/2016 | mixing bike and vehicle traffic | limited coverage | rush hour auto traffic | Keep the bikes and cars well separated. |
| 12/30/2016 | | | | |
| 12/30/2016 | Nothing. I don't think I have ever seen a bicyclist riding in the marked bike lanes. On the rare occasions that I see bicyclists (once or twice a month on a Saturday it Sunday morning), they are riding two abreast on the regular traffic lanes. Stop spending money on unnecessary, unused bicycle lanes. | It only goes to the airport. Great for that. Or for going to the Braves game which is no longer a factor since the team is moving. | Too much traffic. I try to time my trips appropriately and find alternative routes. | I think it's a false assumption that major multi story apartment or office buildings will have minimal impact on traffic because they are located next to MARTA. If your destination is at a MARTA stop you are in good shape. But buses and taxi options from getting to a destination beyond the station are time consuming and expensive. |
| 12/30/2016 | Nothing is connected. Chamblee Dunwoody isn't connected to ashford Dunwoody without a significant detour. Traffic crossing and dedicated trails would make it much safer. | It doesn't always go where I need to go without significant delays. | No direct routes that aren't the interstate. | |
| 12/30/2016 | traffic, lack of sidewalks | poor routes - it's a mile to the closest stop in my area of the city | traffic - lack of easts-west routes | |
| 12/30/2016 | Traffic, fumes, and ugly things to look at along the way. | What transit??? | Too many cars during too much of the day. Dunwoody is a cut through nightmare most of the day since we are right at the top of I-285. Horrible experience most of the day, and predict the multi year major highway improvements will make it far worse for the foreseeable future. Not only that, but major, monster office complexes with no thought to traffic congestion whatsoever it seems, will ensure that ghis tax paying citizen moves to another locale before long! | Make the traffic signals communicate successfully. Finish the road work especially along Chamblee Dunwoody and beyond. Clean up DunHoody and get the criminals out. |
| 12/30/2016 | | | | |
| 12/30/2016 | Vehicles drive too fast and do not stop even at designated crosswalks. | I would only ride if there were designated off-road bike baths. I think it is too dangerous as drivers do not pay attention to bicyclists. | It is fairly easy to drive in Dunwoody though a few intersections are dangerous (Tilly Mill/Mt. Vernon Way). | |
| 12/30/2016 | | | | |
| 12/30/2016 | Need more sidewalks Lack of courtesy on the part of walkers, runners and bikers | Safety Convenience | Traffic congestion in general Turning left exiting the Publix parking lot | Sidewalk on Manhasset Drive |
| 12/30/2016 | bicyclist ignoring traffic | few routes | traffic | timing traffic signals |
| 12/30/2016 | need more sidewalks, i.e., Manhasset Drive existing bike paths are dangerous | i don't use public transportation | Traffic Bike riders who don't think regular traffic rules apply to them | |
| 12/30/2016 | Dirty & poor conditions | Access | Traffic, need turn lanes or center lane | Center turn lanes also they provide better access for emergency vehicles |
| 12/30/2016 | Narrow or older sidewalks; not conducive to walking with another person side by side | None | Lights; could use secondary turn lanes | Just to make the community appealing with trees, lights and road signs. It really makes Dunwoody feel like it's own small community |
| 12/30/2016 | Sidewalks that end and require cross to continue. | Access | Traffic during peak times. | |
| 12/30/2016 | | | | |
| 12/30/2016 | area set up for motor vehicle traffic | limited coverage | traffic from commuters, no turn lanes, trying to make the roads for walkers and cyclists and not motor vehicles | |
| 12/30/2016 | I do not bike. More neighborhood sidewalks would be good. | Knowledge of what options are available, where, when, etc. | Traffic, timing of lights, lack of turn lanes. | The city should not focus on the gateway concept but get to the business of making the needed improvements. Do the simplest tasks first and built up, show progress. Do not let contractors direct traffic through intersections. A few weeks ago they had traffic backed up on CDR in both directions for miles and on Vermack as well. Off duty police should be required. |

| | | | | |
|---|---|---|---|---|
| 12/30/2016 | none | no local bus service | The lack of left turning lanes on Mt Vernon. This is especially troublesome in the AM during school year | traffic light synchro |
| 12/30/2016 | crazy drivers | destination choices | too many cars/people, roads not wide enough | put a moratorium on development, too many people/cars |
| 12/30/2016 | | | | |
| 12/30/2016 | It is already improving | Why? I have a car. I use Marta all the time to leave Dunwoody. | no turn lanes | |
| 12/30/2016 | | | | |
| 12/30/2016 | Traffic and not cleaned sidewalks and bike lanes.. | There aren't enough buses that link up to the panhandle area of Sandy Springs... | Traffic and untimed signals... It would be nice if in the morning signals could be timed for flow in the eastern or southern direction and the reverse in the evening... | Improvement of traffic flow at Manhasset, finish the long time mess on Charmblee-Dunwoody, and more safety measures by Dunwoody High School... |
| 12/30/2016 | No public restrooms or water fountains. | Safety | Traffic | Public restrooms and fountains for walkers and bikers |
| 12/30/2016 | lack of sidewalks and an unfriendly environment towards cyclists | lack of complete infrastructure | traffic jams - too many people and toomuch construction in Perimeter - I will move in less than 4 years | Please build a sidewalk for Coronation Drive to connect Spalding Drive and Roberts Drive. We do not have bus access to Austin and speeds average over 34 mph per their traffic study on Coronation. Please make Coronation a priority for sidewalks and traffic calming buffers before someone gets hurt!!! |
| 12/29/2016 | Not safe. Too congested | No need | Congestion | The roads, congestion and pot holes are HORRIFIC!!! With the money Dunwoody has we should have better road conditions!!! |
| 12/29/2016 | The city does not need to spend more money on bike paths and side walks. They need to focus on high priority areas, and vehicular transportation is obviously the most used throughout the city and 100 mile radius. Dunwoody proper has very poor road maintenance, could spend some money on gentrification and continuing to add value to the community through focus on roads. I would really like to see the Georgetown project come to fruition. | Would not get me close to my destination, not willing to walk/bike to transit when it is 100 degrees outside. | Traffic, poor road conditions, need to look at round abouts. I feel as though the new road re-pavement isn't done well. Stripping is not complete, improper stripping resulting in roads with multiple lines and ghost lines that make it difficulty seeing when dark or raining. Poor job with the money that has already been spent. The city could also put some money towards improving the neighborhood streets, some like throughout North Springs neighborhood look like a third world country. Tilting street pole, lights, above ground wires make the city look very dated and poorly maintained. | |
| 12/29/2016 | Fairly hilly; my home is not within walking distance of the places that I visit most frequently | Few, infrequent stops | Congestion on roads and at intersections during rush hour, especially on Chamblee Dunwoody/Mount Vernon, North Peachtree/Tilly Mill, and Womack/Vermack | |
| 12/29/2016 | Uneven sidewalks; lack of stopping/resting areas; lack of "scenery" | Stops are too far from the developments; long time between busses; I'd prefer a trolley system to take you to Marta | Rush hour is difficult. Congestion on Womack when schools are in session is very frustrating. Better coordination between schools and college as to end of classes | Mini parks [for lack of a better word] |
| 12/28/2016 | Sidewalks on one side dangerous to cross street traffic going to fast | What transit | Traffic | Safer for our kids to ride bikes, cross streets and use side walks |
| 12/27/2016 | | | | |
| 12/27/2016 | Too much traffic to feel comfortable in limited sized bike lanes on road. | Poor reliability for Marta. Have never taken the bus. | Congestions | Denisity. It just gets worse. As bad as it is now, what will it be like when State Farm is operational? With all the multifamily being built around there, density will only get worse in Dunwoody. |
| 12/27/2016 | Not enough sidewalks. Bike lanes on major streets are too narrow. Really need separate bike paths. | Not enough stops | Poor signal control (i.e. fixed timing) Lack of turn lanes Single lanes on major N/S and E/W routes (Cham-Dun & Mt Vernon) | |
| 12/27/2016 | | | | |
| 12/26/2016 | no continuous flow of sides walks throughout city. Bike lanes narrow to close to curbs which have debris causing skids and potential bike accidents. | No side walks to get to stops for picking up riders. You have to stand in dirt or mud waiting. No covered areas. Transits should get you to either Dunwoody station or Doraville not all the way over to Chamblee. | Traffic flow is not adjusted by lights causing huge bottle necks. Drivers should be mindful of gridlock and taught how to handle it. No one is courteous. | Peeler road where it meets North Peachtree should have a traffic light. Very dangerous! |
| 12/26/2016 | Things/events to far away. | not convenient | to much traffic, to much cut through traffic, congestion around Dunwoody Elementary school, not enough no left turns on main streets, not enough one way streets. | additional turn lanes need to be added at intersection of Womack and Chamblee-Dunwoody Road/no left turn off of Womack. Tilly Mill Rd. north of the AJCC going north to Mt. Vernon Rd. needs to be one way north with the other street on the left at the forks being one way south from Mt. Vernon Rd. with a traffic light on the southbound side at Mt. Vernon RD. |
| 12/26/2016 | We need add to our growing network of multi-use trails and work to connect to the new Path 400 and other neighboring networks. | I will not ride Marta buses, and train access is poor. | Traffic on Mt Vernon and Chamblee Dunwoody roads, -among others, is horrible. Driving between 7:15-9:30am and 3:00-6:30pm is almost a futile effort. My work commute time is increased by at least 75-100% during those windows. We need to fast track the Tilly Mill and Vermack intersections on Mt Vernon, and should add an additional westbound lane on Mt Vernon for the 50 yards leading up to Dunwoody Village Parkway. We should also add more dedicated areas for Marta buses to stop where they are not forced to block moving traffic. The bus stop on Ashfordy Dunwoody Road northbound across from Memphis Barbecue is an example of what we need to duplicate throughout Dunwoody. | While we have understandably needed to focus on repaving roads that are in poor condition since the city was founded, it is time that we start acting on more projects to increase our capacity to handle traffic. I strongly believe we need more transit options, but think that new traffic lanes and additional intersection capacity should be our top immediate priorities, with transit being longer term. |
| 12/24/2016 | | | | |
| 12/24/2016 | The outdoor debris not cleared by city and the inconsiderate drivers | Not enough people participate | Congestion and poor driving skills. The elderly should be mandated for retesting on driving for safety. They are atrocious and unsafe | |
| 12/24/2016 | traffic, lack of dedicated bike lanes -- or too small | I don't ride transit | traffic, congestion | |
| 12/24/2016 | lack of dedicated off-street bike lanes and sidewalks which are connected. | There is no public transit in Dunwoody other than MARTA which serves a small # of households and doesn't connect within Dunwoody. | The extremely slow drivers, long lights and no dedicated turn lanes. | A complete overhaul of traffic: 1. Major streets with increased population (tax revenue) must obligate city to provide 4 lane main streets or, at least, turn lanes all the way on main streets. 2. Teach local drivers not to engage in distracting activity (conversing or texting on phone) and to complete turns more quickly. 3. Slightly higher speeds where 4 lanes are not feasible (on main connectors). 4. Stop giving in to traffic controls (very high speed bumps and closing exits to main connectors) of connecting streets. If they don't like the traffic, they may want to move elsewhere. |
| 12/24/2016 | We need more trails. | We need more bus service to the mall and to marta. | Too much traffic. It's getting crazy out there...Mt. Vernon is a mess. | |
| 12/23/2016 | Too much tracffic going way above the speed limits | Does not go where I need to | Vehicular traffic and lack of coordinated traffic lights, e.g. left run lights that come on even when no one is in the left turn lane. Cars that do not stop before right turn on red. | |
| 12/23/2016 | Need complete system | Understanding the system | Traffic congestion | Love our city |
| 12/23/2016 | It is hard to get around Dunwoody in any mode of transportation. Everything is too far apart to walk, traffic is terrible. | Doesn't go where I want to go. | too much traffic at rush hour. | Need roads to bypass the Mt verson/Chamblee Dunwoody intersection. Look at the license plates, most are from other counties. people going from work to home. |
| 12/23/2016 | Why is this survey pushing biking in the city? The only people who bike are those involved in exercise. | Dunwoody residents will not be riding transit. Transit is used by people who live elsewhere and use transit to jobs in Dunwoody. | The timing of traffic lights - i.e., Mt. V @ Cham Dun and cut through traffic | Alternate routes need to be developed for cut through traffic. The perimeter area is a world all to its own especially after the new developments are in place. |
| 12/23/2016 | | | | |

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|---|---|---|---|---|
| 12/23/2016 | Biking conditions are already superior to surrounding areas. Mid-block crossings might improve walkability, given long distances between intersections. | not sure, I seldom ride. Though service seems pretty good from the village and college to Chamblee station | I mostly bike and think conditions are pretty good, with a few spots that need wider shoulders | |
| 12/23/2016 | too fast traffic | not near our home, not convenient | rush hour traffic | |
| 12/23/2016 | | | | |
| 12/23/2016 | | | | |
| 12/23/2016 | lack of implementation of 5 year action plan items in city plans for pedestrian access to neighborhood commercial areas from surrounding neighborhoods | only handicapped get door to door service. Only private transit in PCID is decent. | traffic congestion | complete the 2011 comp plan action item # 6 : pedestrian direct access to commercial areas for Dunwoody Village. Spend the same $ on that as was spent on redeveloping the DV Parkway. |
| 12/23/2016 | Terrain and distance, not to mention that the roads are narrow and drivers discourteous! | There. Are very limited transit options. | Traffic | |
| 12/23/2016 | Speed of car traffic. Watch Dunwoody Club between DCC and Jett Ferry.... NASCAR would be proud. | Too much commuter traffic from outside Dunwoody that pass through the city...they don't ride the bus! | Speed and pass through non Dunwoody commuter traffic | Restrict left hand turns from Jett Ferry to Mt Vernon during rush hour. Slow the speeders down!! |
| 12/23/2016 | The unwillingness of the community to accept biking and walking amenities. | The transit system doesn't go where we need to be. It doesn't connect our neighborhoods to one another or to the overall transit system easily. | Undersized roads for the current volume. Cut through traffic avoiding interstates adjacent to our community. | Improve the sidewalks. Improve the bike lanes and connect them to places we want to go like parks and shopping. Time the thoroughfare interecestions to allow cross traffic to move or join the flow. |
| 12/23/2016 | | | | |
| 12/23/2016 | Not wide enough bike lanes and the older sidewalks are too narrow | None | Traffic congestion at intersections or people turning left. | |
| 12/23/2016 | Too much traffic in general....way too much speeding and way too many distracted drivers (enforce cellphone laws please!!!) | Poor bus connections in our area, as well as in the city in general....transit in the Greater Atlanta area is only useful if you work right on or near the MARTA line | Congested traffic, poor driving skills and distracted drivers (enforce cellphone laws please!!!) | Enforce cellphone laws.....significant number of drivers in Dunwoody using cellphones and not paying attention to driving their vehicle |
| 12/23/2016 | Many of the roads only have sidewalks on one side so you often have to switch sides to stay on the sidewalk. Regarding bikes, many of the bike lanes only cover short distances and the areas without bike lanes are narrow and heavily trafficked. | The bus routes that service the city are all designed to take you back to Marta stations. There's no good way to get on a bus and easily visit other parts of the town. | Poorly designed intersections. I don't want really wide roads, but at many lights, one car turning left creates a traffic jam. This seems like it would be fairly easy to remedy. | More path connections to Brook Run park! It's such a great amenity!! |
| 12/23/2016 | Need to reduce road speeds and provide more bike lanes that are better marked as lanes with the bumps, signage and striping. | Road speeds | Road speeds are too high. Also need bike lanes or shared markings and gradually change the minds of citizens that you can safely walk or bike to your destination | I believe that sidewalks and bike lanes with lower road speeds makes for a more lovable and enjoyable community that also increases property values. Lower road speeds also encourages use of the highway transit walking and biking ultimately reducing congestion and pollution on our streets |
| 12/23/2016 | | | | |
| 12/23/2016 | | | | |
| 12/23/2016 | Traffic | Lack of buses | Traffic | |
| 12/23/2016 | None. | There is no transit in Dunwoody. | Crushing traffic. | More turn lanes along Mt. Vernon. |
| 12/23/2016 | incomplete routes or lack of sidewalks for walking. Too much traffic for safe use of bikes | I primarily travel to purchase groceries. Can't comfortably do that on public transit. | THE TRAFFIC ! | |
| 12/22/2016 | Speeding traffic | Connections are too limited. MARTA rail doesn't go where you need it to go for a city the size of Atlanta. | Traffic and people cutting through from GA400 to I-285 to avoid the GA400/I285 interchange. | |
| 12/22/2016 | Too much traffic. Not safe to mix bicycle lanes with vehicular traffic. | Routes are not convenient or frequent enough. Very hard to get route schedules from Marta. | Heavy traffic in specific spots that just barely crawls along, such as Tilly Mill and Womack at the college. The improvements at Tilly Mill and N Peachtree will not solve the the problem. | As the student population increases at Perimeter College, which it will, the traffic problem will increase. We need to plan ahead to have a back entrance to the college that empties onto N Peachtree Rd. This would significantly reduce the traffic jam that brings all traffic in the area to a stop. |
| 12/22/2016 | Primarily a residential city with many neighborhoods a long distance from community centers. | Low densities make transit difficult to promote in a suburban environment. | 2-lane roads aren't meant to handle the amount of traffic to and from the Perimeter Business District. | |
| 12/22/2016 | The absolute lack of enforcement of traffic laws--cars run lights, speed, ignore stop signs, cut through parking lots to avoid lights--you are almost begging to be hit if you walk in Dunwoody. | Very few bus routes, but even if there were more, I would not use them. Traffic is so terrible that the few times I have taken a bus, it took me 60 minutes to get from Mellow Mushroom to Dunwoody MARTA station. I could have walked faster. | The absurd volume of traffic which our City Council has done everything it can to make worse by continuing to allow massive corporate headquarters inside our city limits. | 1. Speed humps on "cut through" streets, whether some residents want them or not. The most obvious that comes to mind is Coronation Dr, which is lined from end to end with residential homes with small children, has a speed limit of 25, and accordingly to your own study, traffic averages 34 miles per hour. AVERAGES. That means that for every resident, who drives 25, there is some idiot driving 45. Another candidate is Bunky Way. 2. There needs to be a sidewalk connecting Roberts all the way to Chamblee-Dunwoody Rd on Spaulding on the Dunwoody side. 3. Figure out how to get people to stop cutting through the Mellow Mushroom parking lot. 4. Get rid of the left-turn-from-the-right-lane death trap at the south end of Dunwoody Village Parkway. 5. Put in left turn arrows at the Publix end of Dunwoody (both on the Publix and Mellow Mushroom sides) 6. Prevent left turn out of the Publix parking lot at the exit that does not have a signal (you have to do 5 & 6 together). 7. Make it impossible to turn left onto Nandina from eastbound Mt. Vernon (in the last week, I have watched at least two dozen people just drive over the yellow bumps). 8. Put in a few crosswalks with pedestrian-activated signals on Roberts north of Austin. 9. Put in street lights on Roberts in the areas with heavy tree cover. There are several sections where there are no houses facing the street (e.g., around the Nature Center) which presumably is why there are no lights, but what are people walking or jogging at night supposed to do? Teleport past those areas? 10. Pave over the right turn lane on Mt. Vernon westbound at Tilly Mill that goes into Wellesley Trace subdivision. Too many idiots continuing west at well over the speed limit fly into this lane to pass cars turning left onto Tilly Mill and residents/guests of the Wellesley |
| 12/22/2016 | Infrastructure - lanes, sidewalks | Lack of viable options | Vehicle congestion | We need sidewalks for Coronation Dr to connect Spalding and Roberts. There is no bus access to Austin and speeds average over 34 mph per the latest traffic study. |
| 12/22/2016 | Trying to comply with the "Complete Streets" concept makes all of these streets less safe and useful. If they were designed that way in the beginning, it would be better. | Lack of transit system. MARTA is fine for regional transit, but we should have a local system serving the library, shops and perhaps some medical facilities. | Too many cars. | |
| 12/22/2016 | Prefer to see the city spend more on the roads, statistically you provide greater utility to overall community. | Vicinity of station or drop off to destination. | Poor road maintenance, would appreciate greater focus on aesthetics of roads, intersections. Continued aesthetic focus on building Dunwoody village as the centerpiece, i.e. New lighting and signal light poles. Would love to see the Georgetown beautification project come to fruition. | Georgetown beautification. Continue to enhance Dunwoody village aesthetic. Assist with neighborhood repayment. Huge thoroughfares such as Kings Down Cir, Kings Down Rd. are in poor shape |
| 12/22/2016 | Bike racks to park my bike securely | Scheduling | Traffic | Reopen Nardina to left turns from Mount Vernon |
| 12/22/2016 | traffic | lack of choices | congestion | too much accomodation to bikers |
| 12/22/2016 | Cars should always have right-of-way when bikes are oresent | none | Bike riders are a threat to vehicular safety and themselves | Move bikes off major roads in Dunwoody! Route bikes through residential areas, not along thru streets |

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|---|---|---|---|---|
| 12/22/2016 | Lacking safe cross walk and bike lane | No efficient routes with in city | Traffic | Add round about in area with four way stop to increase fluidity of traffic!!! |
| 12/22/2016 | Traffic speeds are too high on Roberts Dr and mt Vernon where we would want to walk. | marta is close. Maybe shuttle From dunwoody village to north springs | Commuter traffic congestion. To and from 400. | We need a sidewalk connecting Spaulding to Roberts Dr on Coronation and aurora Ct/Ln. This is a major walking path to Austin and the nature center. Speeds on Coronation are very high. We do not have school bus service to Austin either. |
| 12/22/2016 | No bike lanes on Ashford Dunwoody Road. Traffic. I typically walk to do a lot of my errands, so possibly better and more crosswalks. | MARTA does not run frequently enough or have enough diversity of routes and as far as I know there is no other option. Would love to have a local transit option for the shopping locations in Dunwoody that would run more frequently. | Traffic. | |
| 12/22/2016 | Disrespectful and careless auto drivers | None as I use Marta when possible with ease and convenience. | Dunwoody Village congestion and around library | Parents should not have to worry about safety when our children choose to walk or bike. Visible children are indicative of a community's overall health and friendliness. |
| 12/22/2016 | | | | |
| 12/22/2016 | narrow roads with rough pavement and heavy traffic | none | narrow roads with rough pavement and heavy traffic. | I'm encouraged by the road maintenance that's been done this year in Dunwoody and would like to see it continue, including wider streets with bike lanes. |
| 12/22/2016 | Access to off road multi-use trails. | none | automobile traffic congestion | |
| 12/22/2016 | Lack of connected sidewalks | It takes a long time to get anywhere, so I don't use transit from my house. I do however drive to MARTA and use it occasionally. | Lots of traffic especially during rush hour. And currently, LOTS of road/infrastructure construction going on at the same time. | Safe routes to school is very important, especially for those children who are too close for bus service. |
| 12/22/2016 | none | We do not need or want buses in what is supposed to be the suburbs. | Too much traffic due to bringing in too many people through condos/townhouses and apartments. | Adding more vegetation along sidewalks is a joke since the city does not maintain what is already there. Mt. Vernon in the residential area is one of the ugliest streets in metro Atlanta. |
| 12/22/2016 | traffic congestion poor lighting lack of proper sidewalks and bike paths | Residents not allowing Marta near their neighborhoods | residents' dependency on a vehicle forces everyone to drive, making congestion worse | The development of Dunwoody Village and Georgetown Gateway Project as go-to places for dining and entertainment should be a priority for the city |
| 12/22/2016 | | | | |
| 12/22/2016 | | | | |
| 12/22/2016 | Safety | Too much effort required in time or distance to ride | Safety | |
| 12/22/2016 | Existing bike lanes and paths are separated by narrow streets without bike lanes and/or no sidewalks | need more sidewalks and better pedestrian intersections to reach transit stops | large amount of traffic on many narrow streets | |
| 12/22/2016 | Traffic! Motorists not obeying speed limit | What transit?? | Traffic | Current bike paths should be mark with directional signage. No passing zones on Mt. Vernon at turn lanes |
| 12/22/2016 | | | | |
| 12/22/2016 | Safety issues - cars are speeding. Roads were not designed to accommodate walkers and bicyclists. | Not enough demand. The MARTA busses are empty! This is a shame. | Poor leadership by the City Council of Dunwoody. | |
| 12/22/2016 | | | | |
| 12/22/2016 | Distracted drivers, vehicles who do not yield to pedestrians in crosswalks | Need a local system. | Amount of cut-through traffic during rush hours | Hawk lights at busier crosswalks, especially near schools and parks. |
| 12/22/2016 | | | | |
| 12/22/2016 | | | | |
| 12/22/2016 | inattentive, distracted drivers, drivers who roll through stops, often to turn right when pedestrians are in crosswalk with right of way, and drivers who stop in the crosswalks | bus service is stuck in the same auto traffic as the autos which is deters me. I can often walk to the station faster than I can ride the 150 bus to that same destination. | auto traffic and no good east west arterial road that compares to ashford dunwoody road for north south travel. | I wish you well. This is a thorny problem and many folks who want solutions are unwilling to consider new ideas such as roundabouts. In the 18 years I've lived here, things have mostly improved despite ongoing increases in density of people and traffic. |
| 12/22/2016 | | | | |
| 12/22/2016 | Need a connected network built out. Build protected & buffered bike lanes that separate bikes from cars. Calm traffic. Add enforcement of the 3-ft passing law of bicyclists, and have regular crosswalk enforcement. Add education & encouragement. | Would like greater frequency and create a shuttle circulator system that connects residential to our "villages" and Perimeter business district. | Distracted driving. Drivers texting & speeding. Too many parents driving their kids to school instead of walking, riding bikes or even taking the bus. | How about reducing speeds to 25 mph in our "villages"? And from 45 to 35 mph on Ashford Dunwoody? How about making motor vehicle lane width citywide a maximum of 10-ft? How about getting rid of the "Level of Service" measurement, where the goal is to have faster & more cars go through during rush hour? Instead, how about measuring Vehicle Miles Traveled with every new development study, with the goal of the city LOWERING our total motor vehicle miles traveled? Eliminate in our zoning all requirements for acel / decel lanes. How about wayfinding signs that say something like, "It's a 5 minute bike ride or a 15 minute walk to the Dunwoody Nature Center"? Imagine having these signs around our city that actually highlighted our amenities and communicated their locations to residents & visitors. |
| 12/21/2016 | Complete network of sidewalks and pedestrian access to the villages. There are no real paths to enter the village. | Outside of reaching marta and perimeter area more easily, what would we use it for? | Getting outside of area | Please make full network or sidewalks that real all parks. Real pedestrian entrances to the various village areas |
| 12/21/2016 | Distances, major intersections don't feel safe. | Hills! | No public transport - easier to get in the car and go. Also weather - no place to go if caught in rain, etc. | more turn lanes for busy streets, more roads that lead from Chamblee Dunwoody to Ashford Dunwoody, etc. |
| 12/21/2016 | Vehicular traffic, hills | Requires waiting and walking | Traffic | |
| 12/21/2016 | | | | |
| 12/21/2016 | | | | |
| 12/21/2016 | none | none | traffic mgmt and ridiculous bike lanes, more auto lanes needed obviously | traffic circles |
| 12/21/2016 | | | | |
| 12/21/2016 | traffic and safety | there is very little opportunity except on a main road | traffic | |
| 12/21/2016 | NA | NA | NA | NA |
| 12/21/2016 | | | | |
| 12/21/2016 | | | | |
| 12/21/2016 | Laziness | Obviously the busses don't go everywhere. | Pot holes, bad roads | Widening roads or making traffic flow easier will only bring more traffic. |
| 12/21/2016 | | | | |
| 12/21/2016 | Cars do not respect bicycles and pedestrians-- giving them the right of way. I have almost been hit in the Perimeter Mall parking lot while in a cross-walk, | Our MARTA system does not go to enough destinations. I ride it to the airport all the time. | No dedicated turn lanes-- Mt. Vernon is a nightmare-- just too much traffic for a 2 lane road and no alternative. | |
| 12/21/2016 | | | | |
| 12/21/2016 | In my opinion, there has been far too much emphasis placed on walking and biking. The vast majority of us drive cars, so the roadways' ability to move vehicles quickly through the city should be JOB ONE. Then address bike lanes and pedestrian traffic. Be practical with our tax dollars. | Other than MARTA trains, I don't use transit. Train stations are convenient. | Traffic backups due to lack of left turn lanes. | The city administration will sorely regret turning Dunwoody Village Parkway into a two-lane road. In time, when the Village is developed with retail, residential, restaurants, etc., the traffic volume on this road will increase exponentially, and all will see how short-sighted the change was that reduced capacity of the Parkway. Mark my words. |
| 12/21/2016 | Dangerous with cars. Need separate paths with protection from cars. | Hardly any available | Traffic | |
| 12/21/2016 | | | | |
| 12/21/2016 | | | | |

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|---|---|---|---|---|
| 12/21/2016 | Lack of sidewalks. If there are no sidewalks in the neighborhoods who is going to use the main walks? Forget bike lanes just create a complete network of sidewalks everywhere. | ? | ? | Make a complete network of sidewalks throughout all of the neighbor hoods. Eliminate the bike lanes and make bigger side walks. |
| 12/21/2016 | Lack of protected infrastructure. People on bikes are dangerously exposed to motor vehicle traffic. Pedestrian facilities are inadequate, especially crossings and intersections. | DOn't know. | Lack of good infrastructure for bikes and walkers. | Build PROTECTED bike lanes. They are a key part of the future of urban and suburban transport. |
| 12/21/2016 | Traffic volume | Na | Traffic volume. | |
| 12/21/2016 | stressed out drivers refusing to give us the right of way. this includes cutting pedestrians off in crosswalks when the light is lit and they have a red light. (yes, i am NOT kidding), many places completely lack side walks (looking at chamblee dunwoody!), major roads only being single lane and prone to speeders and road rage, which is unsafe for cyclists. | mostly bus. slow and not running often. not much for options unless you're heading to perimeter mall. | the car only mentality that was designed over 50 years ago. it is major roads as single lane roads for cars only, many places lack sidewalks and safer options for cyclists. smaller side roads where many developments are built have no connectivity, leaving cyclists and pedestrians with few options other than busy roads with stressed out motorists. the lack of cut thrus has increased traffic and made other transit options more dangerous. | |
| 12/21/2016 | | | | |
| 12/21/2016 | Not enough bike lanes, cars are too fast. Speed limit should be lower and enforced. | Not enough bike lanes, cars are too fast. Speed limit should be lower and enforced. | Too much traffic | |
| 12/21/2016 | A poor street grid, poor sidewalk connections. No dedicated bike lanes/paths. Distances too great for comfort. | lack of benches/covers at BUS stops. Not frequent enough service. | TRAFFIC | |
| 12/21/2016 | Should fix congestion before focus on biking and sidewalks. Dunwoody is not able to handle growing expansion. | N/A | Not enough lanes for drivers, need dedicated turn lanes. | Should fix congestion before focus on biking and sidewalks. Dunwoody is not able to handle growing expansion. |
| 12/21/2016 | Inattentive and speeding drivers. Reducing the lane widths will slow drivers down. | Does not get me to my home in 30067 | Driving home from MARTA. | Get drivers to slow down and pay attention. Reduce speed limits where it is warranted. Give incentives for people to get out of their cars. Create better connectivity between shopping plazas and neighborhoods. Reduce or eliminate cul-de sacs by creating ped and bike connectivity at the dead ends. |
| 12/21/2016 | Distracted and speeding drivers, lawlessness among drivers in general. | Need to improve information on routes, which routes go where. | Lack of options. Need multi-modal options, safe infrastructure for all travelers. | Thanks for this survey. Sounds like you're on the right track! |
| 12/21/2016 | For walking, there is embarrassingly poor sidewalk lighting around the perimeter area, and for biking in certain areas a lack of safe infrastructure for casual cyclists afraid to ride on the 30-45 MPH roads full of oblivious drivers. | The MARTA trains are the only transit system that I use frequently, and those could be more frequent (who wants to wait 20 minutes for a train), but that's outside of Dunwoody's control. | Bad traffic, but even worse bad alternatives to the bad traffic, which is why improving pedestrian and bicycling infrastructure should be given more attention and funding. | A lot of the rush-hour traffic around the perimeter area is unavoidable, but some of it could definitely be improved by changing the light timings to dynamic / sensor based instead of set timers that waste time. At one point, it took literally (I mean the literal version of literally) 10 minutes to go from 285 to Mt. Vernon on Ashford Dunwoody Rd around 10pm. We hit all but one of the lights as red, and what is less than 2 miles on a 45 mph road with no traffic shouldn't take 10 minutes. 1) Fix the light timings 2) Add dedicated bike paths (bike lanes are a cheaper compromise) 3) Add better street lights and sidewalk lights in the Perimeter area 4) A much more difficult request, but if Dunwoody had greenway like the Alpharetta Big Creek multi use path that connected to the Alpharetta / Forsyth greenway would be a fantastic long term project. |
| 12/21/2016 | Lack of bike facilities | It's faster to ride a bike with all the traffic. | Too many cars. | Better bike connectivity from the residential side of Dunwoody (tilly mill) to the business/perimeter mall area. |
| 12/21/2016 | | | | |
| 12/21/2016 | Sidewalks are narrow. Like shepherds and cattlemen there is always a battle for thoroughfare. | Not aure | Traffic congestion. Get rid of the outsiders and passer throughers. | |
| 12/21/2016 | distance between venues. cars turning into crosswalks | safety on trains. | rush hour traffic all day. lack of turn lanes, few east-west streets, long traffic light waits | don't let one car making a left turn be able to stop a line of traffic behind it. |
| 12/21/2016 | Not enough bike lanes, not enough access to marta | Takes too long to drive to a train station. Bring the rail closer to us | Stupid traffic | Please expand Marta, add lanes to the roads that are most backed up, fix signals so they don't turn red when nobody else is on the road, it shouldn't just be red for no reason. Fix the ramp from tilly mill to 141 south, it's a total cluster and pain in the butt every morning |
| 12/21/2016 | Drivers are not accustomed to yielding to cyclists and pedestrians so they are often not aware of the need to yield | Marta bus needs to have tighter routine schedule. Bus stops need to be more comfortable, bench, cover from rain, etc | High traffic volume of drivers not yielding to crosswalks | More parks, green space and soccer fields |
| 12/21/2016 | incomplete network of sidewalks or trails. | convenience, lack of information about routes around the city. | traffic around the perimeter mall area | |
| 12/21/2016 | lack of density, automobile drivers driving in bike lanes, incomplete sidewalk system, weather | attitude toward bus riding, distance to train system, overall limited transit system in the metro area | The strange alignment of roads creates choke points in the system such as the virtual dead end of Ashford-Dunwoody at Mount Vernon. Nothing can be done about that, however | 1) Restripe southbound Chamblee-Dunwoody approaching I285 so right lane becomes the entrance ramp onto west 285 and left turn lane onto Cotillion only begins where the road widens to three lanes. 2) Add left turn lane on southbound Chamblee-Dunwoody at Vermack Road. 3) Add pedestrian and/or bicycle path connecting Ashford-Dunwoody corridor east somewhere north of 285 and south of Valley View. |
| 12/21/2016 | Nothing | Not enough bus routes | Traffic in mt Vernon | Please make mt vernnon wider |
| 12/21/2016 | | | | |
| 12/21/2016 | | | | |
| 12/21/2016 | Make more trails | I don't use the bus | Narrow roads | Smart lights |
| 12/21/2016 | Not enough multi-use trails to avoid the heavily traveled roads | don't come near me, have too travel to get to transit | congestion at rush hours | I think the City Council has done a damn good job! |
| 12/21/2016 | Traffic, lack of designated lanes and sidewalks | Time it takes | Congestion | |
| 12/21/2016 | Unsafe drivers. Some things are too dar. | Delays and traffic back ups with slow vehicles | Construction projects all at once. Traffic | It would have been nice to space out construction. It's very hard to get around. |
| 12/21/2016 | Not safe to bike. Fine for walking. | We already have Marta. People don't use it. | Traffic | All the new development in Sandy Springs is only going to make traffic use and more people are going to cut through. |
| 12/21/2016 | Few multi use trails. Destinations not pedestrian friendly. - Dunwoody Village, sprouts, kroger, etc. Wish we had true walkable town centers like decatur, norcross, etc | I like to ride MARTA. Wish there were better options to get to stations without having to drive and park | Dunwoody destinations not mixed used, not pedestrian freindly, lacks a true center. Needs paths around dunwoody to get to centers. | Winters chapel area needs improvement. More multi use trails. Dunwoody village or the sprouts area needs to become a true center. Alternative options to get to stations and perimeter center. |
| 12/21/2016 | | | | |
| 12/21/2016 | | | | |
| 12/21/2016 | . | . | . | |
| 12/21/2016 | X | X | X | X |
| 12/21/2016 | Don't do either | don't do transit | Traffic and poor roads | Instead of the City spending so much money on bike lanes that only a few use step up and help improve the playgrounds and sports fields at the local schools.Families move to areas the have nice schools ours suck,Example Peachtree Middle's soccer fields. |
| 12/21/2016 | | | | |
| 12/21/2016 | Traffic | Traffic | Traffic | |
| 12/21/2016 | | | | |

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|---|---|---|---|---|
| 12/21/2016 | Poorly maintained or non-existent sidewalks or bike trails | Not enough buses No knowledge of bus schedule | Traffic! | |
| 12/21/2016 | Not enough sidewalks | Not enough stops | Reckless driving | |
| 12/21/2016 | | | | |
| 12/21/2016 | Too far between points of interest, lack of well maintained sidewalks | People don't necessarily respect bike lanes | Traffic!!! Lights need to be retimed or something. Roundabouts near Dunwoody HS would make it so much easier to get home from school (less traffic stopped) | |
| 12/21/2016 | safety, lack of infrastructure, lack of connectivity of trails and bike lanes, speed of cars | convenience of bus stop locations to residential | traffic and congestion | |
| 12/21/2016 | Many sidewalks are in bad shape and overgrown. I would love to bike, but bike lanes are just too small along main roads. | Long walks to transit stops. | Traffic volume and roads not designed for it. | I truly think multiuse paths for golf carts, bikes and people would be a huge hit among residents of all ages. |
| 12/21/2016 | Insufficient and narrow bike lanes within traffic make it impossible to ride with kids safely. | The frequency of buses is not sufficient to compare with car use. | Everybody uses their cars, even the school buses are not used by 70% of our elementary school students because they are unreasonably early. Delaying elementary school buses by 25-30 minutes would decrease morning traffic by at least 50%. | Work with the county to change timing of school buses to reduce car traffic to elementary schools. |
| 12/21/2016 | Bike infrastructure too narrow and too close to speeding vehicles | No dedicated transit lanes | Construction | |
| 12/21/2016 | Bike lanes and trails don't connect. I would like to be able to bike all around the city without worrying about getting run over by a car! | Transit doesn't go from my house in Dunwoody to the Perimeter business district where I work or to the MARTA station. | Congestion. | Marked and enforced bike lanes on city streets. |
| 12/21/2016 | | | | |
| 12/21/2016 | Trails and bike lanes do not connect across the city, making it difficult or impossible to actually go somewhere. | Transit does not go to common commuting destinations, especially Perimeter. | Traffic congestion. | Replace heavily trafficked stop signs with roundabouts. |
| 12/21/2016 | | | | |
| 12/21/2016 | Traffic Police not enforcing safe driving laws (speed, using turn signals, changing lanes, obeying signals). | Lack of regular service and better routing | Traffic | Police enforcing driving /safety laws on the streets. Road conditions are often dangerous. I have requested a patrol car to visit my neighborhood and write speeding tickets but they never respond. |
| 12/21/2016 | Too spread out. Lack of driver education of cycling laws and right of way. | Lack of options. Too spread out as a suburb to make sense. Would prefer more of a grid option. | Too spread out. | |
| 12/21/2016 | Distance to amenities, lack of continuouse sidewalks | not enough options | Congestion, specifically Mt. Vernon road | Turn lane on Mt. Vernon at Vermack |
| 12/21/2016 | Too much car traffic for safe biking. I know many bicyclists that have been hit by cars. | MARTA doesn't come further into Dunwoody. | Ashford Dunwoody needs to be wider... it's a parking lot. | We need a right turning lane on Valley View, turning right into Ashford Dunwoody. |
| 12/20/2016 | | | | |
| 12/20/2016 | areas with not much light, areas with no sidewalks, too many cars, cars speeding too much, not so much amenities in sidewalks , no trails or parks with amenities/cafes close by | dangerous to ride a bike with the crazy traffic and drivers overspeeding around the city. safety is main concern , not to be run over, bike lanes are too narrow, need dedicated bike/walking trails | traffic too many cars, there should be more buses or shuttles to move around the city of Dunwoody. | Improve the sidewalks , trails or places where you can walk or bike with stops that have benches,amenities,art, maybe a place to sit with chess boards, some street art, pet friendly stops or places where while you walk you can make a stop and sit and read or play some boardgames, making the sidewalks/trails more active that way you will make more people wanting to walk instead of taking a vehicle for going everywhere even if it is few blocks nearby, you have to make sidewalks attractive to people used to drive all the time,so they can start walking or biking . Research proyects in cities like Madrid, London, Copenhagen, Florence or in cities like Lima or others in South America, where they put in certain areas of the trails or sidewalks and parks some type of fixed equipment to do exercise, or other amenities that attract the residents of the city and so they will look forward to go for a stroll or ride their bicycles instead of sitting in their vehicles and be stuck in traffic ( and polute the city and be less healthy!) |
| 12/20/2016 | Lack of multi-use trails. Sidewalks too close to street. | Lack of commuter shuttle around town and to MARTA. | Traffic congestion. | Lack of multi-use trails on north end of city. Should have built multi-use trail along Chamblee-Dunwoody when paving work was done. Bike one on streets are complet waste of space and money and they add to congestion. Stop building them and put in turn lanes. |
| 12/20/2016 | Lack of well lit streets and pedestrian friendly sidewalks | The bus schedule takes too long to get to the closets train stop | Traffic on ashford dubwoody | I really want a pedestrian bridge from exit 30 to exit 29 that connect my neighborhood to ashfoord dunwoody and the mall |
| 12/20/2016 | Lack of sidewalks | None | Two lane roads and no turn lanes | We need more roads for all the traffic |
| 12/20/2016 | There is nowhere to bike to in Dunwoody and there is too much vehicle traffic for biking to be safe. | Limited access to bus routes | Congestion | Realize that Joe Seconder is the only person pushing bike lanes. The rest of us would like improvements for vehicle congestion so we're not sitting in traffic irritated by how much quicker we'd be home if the bike lanes could actually handle cars. |
| 12/20/2016 | sidewalks on main roads too close to traffic | Very infrequent schedule. Not convenient. Bus routes are not advertised. | Traffic. Traffic. Traffic. | I commend the city on improvements to sidewalks. This has been well appreciated, but the work needs to continue. |
| 12/20/2016 | -- | -- | My Vernon too congested. Turning left at Vermack. Too many pot holes | -- |
| 12/20/2016 | Some residential areas are far from area amenities. Adding more bike lanes would not change this. | I don't use public transit | Traffic at lunch or rush hour | We don't need more bike lanes! |
| 12/20/2016 | | | | |
| 12/20/2016 | People driving too fast in their vehicles, as well as "sidewalks to nowhere", lack of lighting or sidewalks in desperate need of repair. | Congestion | Congestion and lack of intersection improvements at key intersections (i.e. Womack & Chamblee Dunwoody Rd) | |
| 12/20/2016 | Bike lanes or sidewalk abruptly ending would be the main thing. On a bike it puts you out in traffic and on foot you might have to cross a busy street somewhere other than an intersection with a cross walk. | I like to get from point A to point B as fast as possible so I just don't want to wait on a bus or train to show up and hop from route to route if I can avoid it in anyway. | Congestion and waiting to get out into traffic. | Thank you for asking for input on this City of Dunwoody! :-) |
| 12/20/2016 | | | | |
| 12/20/2016 | | | | |
| 12/20/2016 | safety, volume of traffic, bad drivers | frequency of routes, route pickup/dropoffs far away from desired end points | traffic volume, idiot drivers | Keep up the great work!! |
| 12/20/2016 | no problem for walking. Biking needs more paths. | Not enough service routes. | Congestion when driving | Bike and walking paths to connect to existing parks and neighboring communities. Path to ATL Beltline |
| 12/20/2016 | road traffic- speed and drivers not paying attention | takes too long | congestion, intersection congestion | |
| 12/20/2016 | lack of connectivity | lack of connectivity | traffic | try "walk/bike to work/school" events to promote walking/biking. Those events allow people to feel they are part of a larger movement and to try something new as a member of the community. |
| 12/19/2016 | | | | |

| | | | | |
|---|---|---|---|---|
| 12/19/2016 | The lack of connectivity between bike lanes. Narrow sidewalks that are not ADA compliant or very narrow. I was riding my bike with my son on the side walk going eastbound on Mt. Vernon Rd and when I got to a neighborhood intersection, there was no ADA ramp but a 6" curb that dropped off into the street. This is very dangerous especially since the street lighting is poor. I normally ride in bike lanes on Mt. Vernon but had to ride on the sidewalk as I had a child with me. | The delay it takes in rush hour to get to Marta. | Too many parents driving their kids to school creating unnecessary trips on the road. Congestion would be much less if kids took the school bus. Lack of turn lanes on two lane roadways; especially at signalized intersections. i.e. Eastbound and westbound left-turn lanes at Mt. Vernon Rd at Vermack Rd/Manhasset, westbound left-turn lane at Mt Vernon Rd at Mt. Vernon Rd and eastbound right-turn lane at Tilly Mill and N Peachtree Rd. | See answer to question #17 for recommended turn lane additions. |
| 12/19/2016 | Not enough bike paths for kids...they can't ride on the side of the road in a bike lane | N/A | lack of turn lanes; one car holds up 40 on Mt Vernon. But, whatever you do, do NOT widen Mt. Vernon to 4 lanes; the two lane hwy makes Dunwoody feel like a neighborhood and not a generic suburb | |
| 12/19/2016 | incomplete system | Unknown but suspect incomplete collector system. This is not true of the MARTA trains- we have good access and parking options | congestion | |
| 12/19/2016 | | | | |
| 12/19/2016 | Cars are too fast | Not much to use | Weird functioning traffic lights | More bike racks |
| 12/18/2016 | Not safe | Not my first choice | Cars and unsafe lacking alternatives | Dedicated bike network that is safe for women and children is the greatest asset our town can create. Don't be afraid be a leader. |
| 12/18/2016 | A child can't safely share the road on Mt. Vernon, Chamblee-Dunwoody, Ashford-Dunwoody, Roberts, or any other "major" artery used to get around. | Wait time for busses. | Can only safely travel by personally owned vehicle if want to get around in a reasonable period of time. | Invest in bike infrastructure that's safe for unsupervised kids as the litmus test. |
| 12/18/2016 | People's attitudes towards walking and cycling - I.e., it's not a legitimate form of transportation | Not sure | Priorities are given to cars | |
| 12/18/2016 | More light necessary at night. | Traffic requires longer time to access transit/Marta. Sometimes quicker to avoid transit and instead drive. | Traffic. It might take 30-45 minutes just to go 3 miles to Marta. | |
| 12/18/2016 | Too many cars | Not at all convient | Traffic | |
| 12/18/2016 | Traffic too close to lanes and too fast. | Good transit access but a local faster transit for Dunwoody alone would provide more opportunity for movement and reduce congestion, like the Woodstock Trolley | traffic | Dunwoody lacks a charming pedestrian friendly area. That is partly due how to the community forward but come planning dollars need to be spent on how to reduce congestion, particularly around the village |
| 12/18/2016 | Interactions between drivers and cyclists. | None | Trafic | |
| 12/18/2016 | Cars. Too many cars. Too many people dependent on cars. Distracted drivers | Bus network is very small | Congestion due to too many cars; distracted drivers; lack of bicycle/pedestrian dedicated trails and multi-use trails; lack of protected bike lanes | There's a huge need for driver education regarding bicyclist's rights |
| 12/17/2016 | NA | Not worth the wait - distances too short. | Need to have left turning lanes at highly trafficked intersections. | Plan out transportation networks (fixes) and build prior to allowing the building of new housing areas. |
| 12/17/2016 | Inconsiderate drivers | Limited routes | Perimeter college traffic | Widen Mt Vernon |
| 12/17/2016 | | | | |
| 12/17/2016 | Not enough connected sidewalks system To be safe from car traffic | Not enough options Perhaps free shuttles could help | Heavy traffic during rush hours due to lack of updated roads over the years. Mt Vernon rd and chamblee-Dunwoody rd have not grown with the increase of residents in the area | Encourage residen to use alternative transportation- bike, walk, shuttle by providing the infrastructure |
| 12/17/2016 | inconsiderate bike riders | none. | Bike riders are absolutely the single, biggest danger on Dunwoody 's main streets | do not widen roads by narrowing vehicular travel lanes. Move bike riders to residential neighborhoods every chance that comes up. |
| 12/17/2016 | Sidewalks | more small buses and more routes | traffic and lack of turn lanes | |
| 12/17/2016 | Safety (lighting, cars). Few destinations | Not many routes. Would be helpful to have more bus that connected to rail line. | 2 lane roads everywhere! | I think we need to ask ourselves more than "what is needed now? Today?" We need to consider what is needed in 20 years. Walking areas I think are the key to this. |
| 12/17/2016 | Safety issues | Lack of comprehensive route system | Traffic | |
| 12/17/2016 | boring, no art, there are hardly ANY bike racks at destinations, lack of appropriate design and enforcement, heat and hills (bikeshare MUST include electric pedal assist bikes) | bus route on Mt, Vernon was cut/wait time for buses is too long. | traffic/lack of options | low hanging fruit -- make sure every single traffic signal recognizes bike riders. Add crosswalks at every single corner on main roads (like Highland Rd. in Morningside/Virginia Highland) and anywhere else that a person would naturally want to cross. Do not require pedestrians to push a button for the crossing signal to appear. |
| 12/17/2016 | Not all of the new sidewalks are in yet. It's sometimes hard to get where you are trying to go. There just aren't enough bike lanes and I don't feel comfortable sharing the road with cars without a lane. It would be great to bike around town, but the bike lanes don't make it to my neighborhood. | I'm not a big fan of buses. I like the trains though. A horizontal rail line would be nice, but I don't think we have the density for that. | There are only a few main roads that everyone tries to drive on at the same time. Everyone going west in the morning and east in the afternoon. Also, we have a lot of elderly that don't even drive near the speed limit. | Studies have shown round-a-bouts are much more efficient than stop signs. Why don't we add some of them to our city? The local organizations could add gardens or parks within them and they could become a recognizable feature of our city. |
| 12/17/2016 | need more bike lanes and trails. | too difficult to use | too much traffic | |
| 12/17/2016 | Incomplete sidewalks. Improvements were made but even the new sidewalks on chamblee dunwoody and mt Vernon end at random points where there are no crosswalks to safely cross to the sidewalks on the other side. We live close enough to walk to pernoshal but there is not a complete sidewalk path there and I'm not comfortable having my young kids run across a busy street to get there | Not sure | Not enough streets that travel east west | |
| 12/17/2016 | Vehicle drivers lack of respect for pedestrians and cyclists | Not worth time | People cutting through to Gwinnett and Fulton | |
| 12/17/2016 | | | | |
| 12/17/2016 | Traffic | Not convenient | Traffic | |
| 12/17/2016 | Too much communter traffic coming through our residential neighborhood because they are trying to avoid backlog on Tilly Mill. We need to reinstate no left turn sign on Happy Hallow or at minimum the no thru traffic sign and update Google/Waze accordingly so they don't try to cut thru Kinglsey on Delverton. And we need to SLOW DOWN on North Peachtree | None. These guys are actually a menace. 10-16 bikers taking all lanes powering at 30+ miles an hour through the neighborhood | Commuter instead of local travel trying to avoid backlogs on 400. Fix 400 you fix Dunwoody | Please STOP trying to overpopulate the neighborhood and drive out those of us residents who moved here because it was quiet, nice, polite, and out of the city! |
| 12/17/2016 | Too many vehicles on the road cutting across the city | Not enough transit options | Too much traffic that does not belong to the city - too many vehicles on the road cutting across due t highway congestion. Need to prevent those folks from doing this. | Enforce and even lower speed limits, add speed bumps, prevent through traffic |
| 12/17/2016 | Vehicular traffic so close to sidewalks | No desire | vehicular traffic | |
| 12/17/2016 | As a frequent runner, the side walks are narrow, uneven and very poorly lit. Furthermore, drivers rarely look for pedestrians and I've had to jump out of the way of cars multiple times in the short time I've lived here. | No assessable. Would love a tram/shuttle service to the MARTA to use for going downtown or the airport | Layout of roads. | Having recently moved to Dunwoody from a city with amazing bike and walking/running paths (Minneapolis) I was really disappointed with the lack of greenways or mix used trails. With the amount of traffic, it's honestly scary running in Dunwoody. |
| 12/16/2016 | Size of the city. Miles of bike lines. | Transit doesn't go where I want it to go. | traffic, lack of left turn lanes, poor traffic light signaling. | Much better traffic light signal system, left turn lanes and lights at every major intersection on Mt. Vernon and Chamblee Dunwoody Road. |

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|---|---|---|---|---|
| 12/16/2016 | | | | |
| 12/16/2016 | safety | no faster than driving | congestion | |
| 12/16/2016 | Survey too long | Survey too long | Survey too long | Survey too long |
| 12/16/2016 | For walking there aren't enough sidewalks and because of traffic/fast moving cars it isn't safe to walk in many places. For Biking: there isn't enough space for bike lanes in a community built 40+ years ago without requiring landowners to give up land. I also don't believe there are enough bikers to warrant more money spent on bike lanes. they are a loud, vocal, well organized group and they get more attention as a result. I believe they are a tiny minority of citizens. I think if you asked even simpler questions than in this survey, and did a truly random sample, you'd find that this is true. | It's usually too hot to wait outside for a bus and to use Marta - it's great it if goes where you need to go (like the airport or Phillips arena), but if you need to go somewhere else, you get off the train and need to find other transportation | There's too much traffic. There's insufficient infrastructure for the growth occurring here and in neighboring communities. Much of the traffic is people getting from one place to another and having to go through Dunwoody to get there. The growth of the college, without necessary roads to handle the growth, is another big problem. | On Mt. Vernon, dedicated turn lanes, with sufficient length, would reduce a lot of the backed up traffic at the lights. A traffic light or traffic director (person, policeman) at Vermack and Womack, during peak hours, would do a lot to help with the back ups on Womack in both directions and on Vermack between Womack and Chamblee-dunwoody |
| 12/16/2016 | Lack of complete sidewalk system and condition of some areas of sidewalk. | Lack of options other than Marta bus which is not convenient for local travel. | Traffic | |
| 12/16/2016 | | | | |
| 12/16/2016 | Don't see any for walking. | Marta is not an option..need a local bus service. | All the cut thru traffic in the morning and evening | |
| 12/16/2016 | We have too many distracted drivers who are in a hurry to get where they are going and too many walkers and bikers who choose to occupy a lane of traffic on the roads that have no sidewalks (for walkers) or marked bike lanes. The cars fly around the curve right after the church and we jump out of the street to avoid getting hit even when we are being responsible and walking in the gutter. I'm sure there are more roads like this at other places in Dunwoody - if we want to encourage physical fitness for our seniors and children we have to fix these situations. | To get to a bus stop, once again I have to make my way up Manhasset Drive which is not a safe walk due to the lack of a sidewalk. As I age in place, I'd like to have the opportunity to be able to go places without driving. In addition, I currently drive to the Chamblee marta station when I want to take the train because the Perimeter Mall station has crime issues. I think we need to consider adding security to those stations. | We have tons of people cutting through Dunwoody to avoid the traffic on the highways. We need to make sure that we don't spend money making our cut throughs more attractive to them. Hopefully, as improvements are made on 400, 285, 85, Peachtree Industrial, then they will choose NOT to clog up Mt. Vernon. Please don't add lanes (other than turn lanes) to our local roads. Also, the two places on Mt. Vernon where it goes from 4 lanes to 2 lanes need to be reworked to discourage drivers from rushing up the inside lane to cut off those who are waiting patiently in line to take their turn getting straight through the intersection. There are lots of near miss accidents in both of these spots. | I have spent the past two years attending community meetings and calling Dunwoody city offices trying to find out how to get Manhasset Drive added to the list of projects to be considered for sidewalks. Until I finally got connected with a wonderful young lady who told me about this survey, everyone could tell me that it is NOT on the list but nobody was willing or able to tell me how that list gets created/modified. These kinds of experiences are extremely frustrating ... I thought one of the reasons we became a city was to make sure things like this were public processes. Please add Manhasset Drive to the potential sidewalk project list. Please rework the two places on Mt. Vernon where the road goes from 4 lanes to 2 so that there is NO reward for the people who speed down the right hand lane only to cut off the people trying to gracefully get through the intersection. It seems like some of those poles buried in cement would do the trick - force those in the right lane to make the right turn into a parking lot or the subdivision. |
| 12/16/2016 | Traffic | Traffic | Traffic | |
| 12/16/2016 | Public support. People who wouldnt normally utilize so therefore can't think that other people would | Routes are confusing and the frequency of the buses. I can't sit there for an hour waiting for a bus for a trip that would take me only 20 mins to drive. | Traffic is getting worse and worse as people look for other routes to avoid traffic on main streets. Apps like WAZE now route people through neighborhoods. | Complete streets initiatives would be amazing. If I could ride a bike with my family safely the quality of life in this city would improve substantially. |
| 12/16/2016 | | | | |
| 12/16/2016 | Too much cut through traffic from Neighboring counties | Not enough routes | Traffic, traffic, traffic | On the major roads(like Mt Vernon), center turn lanes, quit building high rise apartment/condos around Perimeter Mall, make it harder for developers to cut down trees in residential areas |
| 12/16/2016 | It is NOT a small town and should quit acting as if it is. | traffic volume | traffic | Pedestrians in neighborhoods create extreme risk to themselves and others with them, especially children. Having encountered numerous young parents walking strollers in the street as well as children, 4 strollers abreast on 2 occasions, driving is very unsafe, with delivery, service and other commercial vehicles, not looking for pedestrians so casually walking and unaware of the danger, driving to appointments on tight schedules. Many neighborhood streets are curved and with as many distracted drivers, young drivers, and senior drivers maneuvering these curves, pedestrians suddenly looming up coming out of or within a curve creates real danger and the potential for tragedy. |
| 12/16/2016 | No sidewalks at all on on some busy residential streets. e.g. Manhasset Drive. Vehicle drivers not watching for pedestrians crossing the streets, speeding, trying to make the traffic light at all cost. While some streets are getting sidewalks on both sides! | Can get there faster walking or biking. Would need some sort of shuttle or tram to come by often enough that people would wait for the next one to make it usable. | Traffic congestion aggravated by those from outside the city during rush hour. People driving their children to school instead of riding the school bus. Can't walk safely on streets without sidewalks. Speeding vehicles. | Please add sidewalks to streets with stretches of vehicular traffic where children walk to school and where community members walk to and from Dunwoody Village. e.g. Manhasset Drive. |
| 12/15/2016 | The need to first add vehicle lanes. | Need more auto lanes please | Two lane traffic | Stop with the bike lanes and add more traffic lanes and turn lanes at intersections |
| 12/15/2016 | Not enough sidewalks and street lights | Doesn't go anywhere | Traffic! | |
| 12/15/2016 | | | | |
| 12/15/2016 | | | | |
| 12/15/2016 | Too many vehicles passing through Dunwoody as a short cut to other destinations. The volume of traffic makes it impossible to walk safely ... since we can't stop the traffic, we must put more priority on sidewalks ... especially roads like Manhasset drive that have become thoroughfares. | Can't walk safely to the bus stop because of the lack of sidewalks. Crime around perimeter mall discourages me from using the train from there ... I go to Chamblee station as a safer alternative. | Too much traffic with distracted drivers coupled with pedestrians walking in the middle of the roads that don't have sidewalks. | Please think seriously about giving some priority to putting sidewalks on at least one side of Manhasset drive before someone gets seriously hurt trying to get to the sidewalks on Mt Vernon. FYI ... I have attended community meetings and called city offices for two years trying to find out how to request sidewalks ... no one could tell me how that works until I was told this survey was coming out. We need to have a more obvious mechanism in place for citizens to find out these things work. |
| 12/15/2016 | | | | |
| 12/15/2016 | Too many cars in the street. | I'm unfamiliar with the bus system but I've taken Marta to Midtown for 2-3 years when I worked there. The major issue for me was traffic on Mt. Vernon from Dunwoody Club Circle. It can be up to 45 minutes during back to school and school hours. It should not take that long to go just 5 miles up Mt. Vernon. | Traffic! Too many cars and not enough lanes on Mt. Vernon. Not a lot of options for side streets to avoid Ashford Dunwoody. | You've got a challenging task with Atlanta growing rapidly and I'm seeing lots of new construction all around the city but no widening of roads, no Dunwoody trolley or non-Marta bus taking you to the Dunwoody hot spots. |
| 12/15/2016 | Sharing the road, even with bicycle lanes, feels unsafe in the heart of Dunwoody. I would advocate that for as long as Mt. Vernon Road continues to be the main commuting thoroughfare from Peachtree Corners, we should eliminate bike lanes. It may be worth the investment to build bike trails that connect living and retail centers in Dunwoody. For example, there is no truly safe way to bike from the eastern end of Dunwoody (Peeler/Happy Hollow/Tilly Mill) to the western end of Dunwoody. Don't forget about us in 30360! | The bus system connects to MARTA, which is nice, but ideally we could have an express route that simply goes East/West through Dunwoody. Bus or rail would be ideal! This may need to be a Dunwoody-operated transit system rather than MARTA. | Commuters from Gwinnett and Fulton counties clog the main roads in Dunwoody every morning and afternoon. I wish we could erect toll booths at the main entry points into / out of Dunwoody that are active only during morning and evening rush hour, to at least capitalize on the thru-traffic. | I am in favor of roundabouts, signage/signals at pedestrian cross walks, and separating bikes from motor vehicle traffic. |

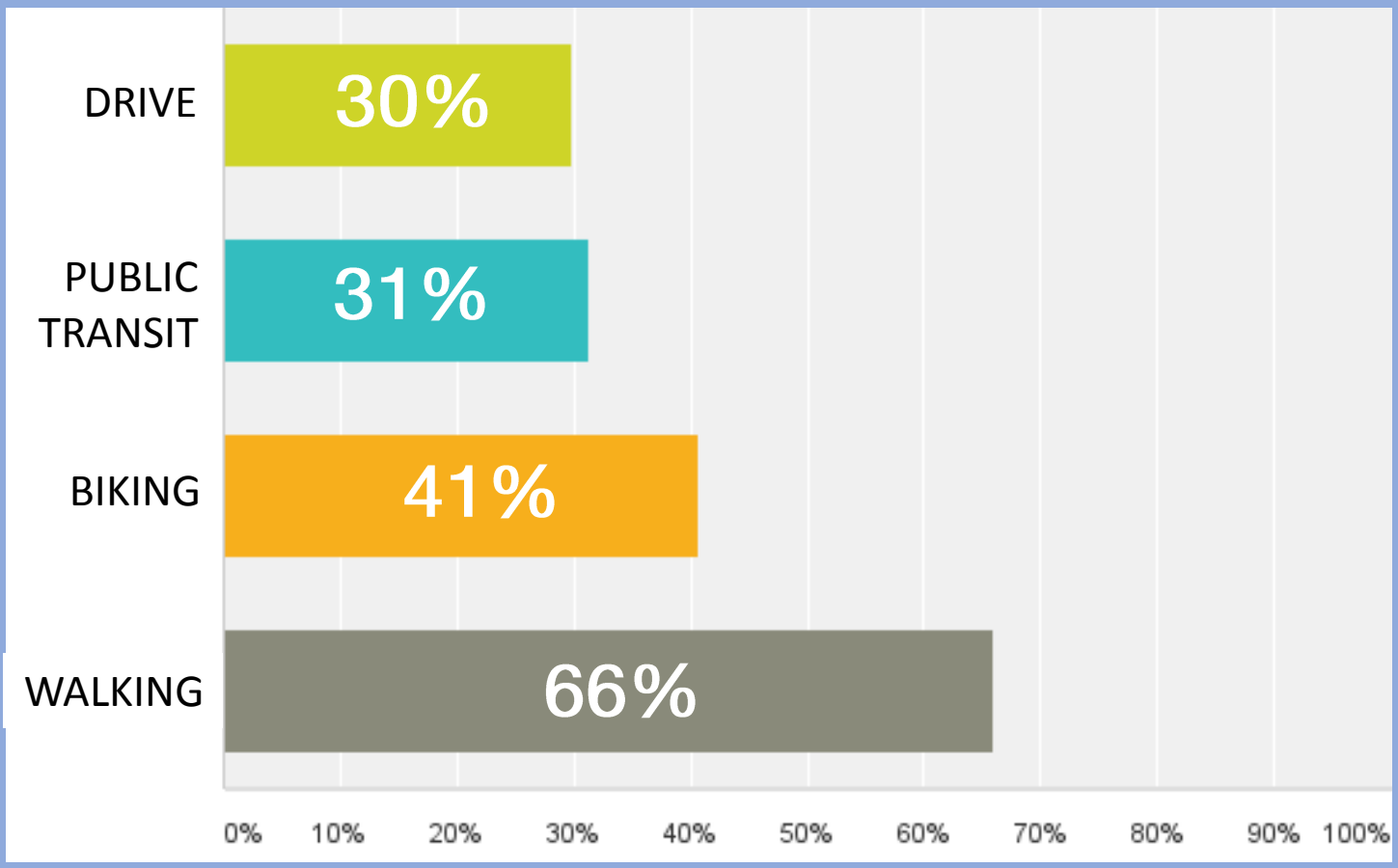
| | | | | |
|---|---|---|---|---|
| 12/15/2016 | Lack of density and distance of travel. | It would be helpful to have a MARTA bus route connecting the Sandy Springs and Doraville Stations with a short headway. This bus could bridge the gap across the top end and provide service through Dunwoody. A station at either end reduces the time required to access the rail system. | Slow and congested intersections | I would like to see lots of roundabouts. Start with the Womack and Vermack project. |
| 12/15/2016 | lack of connected network | frequency | congestion and poorly timed signals | |
| 12/15/2016 | Distance from residences to shopping centers. | 1. Too long between buses during mid-day 2. No intra-Dunwoody bus service - only useful if going to train station | No good east-west routes | |
| 12/15/2016 | nothing | nothing | traffic | |
| 12/14/2016 | Vehicle speeds and not enough separation between cars and walkers and bikers. | Not enough routes. | Traffic and insufficient alternative routes, especially for those commuting to and from work in the dunwoody/perimeter area. | |
| 12/14/2016 | Safe crossings, lack of paths and sidewalks | Level of transit service | Traffic and speed of traffic | |
| 12/14/2016 | Lack of consistent sidewalks on both sides of major/main roads. | Lack of charm and availability; it would need to stop at the entrance to my neighborhood & go "straight" to Dunwoody Village area - it also should look like a trolley or small bus. | Traffic! Too many cars passing through on Mt Vernon too slowly (doesn't mean speeds need to be increased!) at peak times. Need to make it easier to have multiple ways to get east-west and north-south; there are not enough options! | I think a round about at the entrances (intersection) of Dunwoody Station and Trailridge neighborhoods would be very helpful - it would make it much easier and safer for cars to enter Mt Vernon, especially when turning left out of the neighborhoods; frequently, when traffic volume is low, cars traveling on Mt Vernon are exceeding the speed limit by 10+ mph and with the timing of the lights at Ashford-Dunwoody and the intersection down by Happy Sumo it can be very hard to safely catch a break. |
| 12/14/2016 | lack of sidewalk connectivity and broken sidewalks | N/A | too much traffic | more street lighting, more police presence |
| 12/13/2016 | TRAFFIC | ACCESSIBILITY TO STOPS | TRAFFIC | |
| 12/12/2016 | Too may hills | Expand MARTA | None in particular | |
| 12/12/2016 | Carrying purchases. | Many destinations are not within Dunwoody. | -- | |
| 12/12/2016 | Dunwoody isn't laid out in a pedestrian-centric manner. W/in neighborhoods cycling may work, but generally speaking, it doesn't. Bike lanes on major thoroughfares is dangerous to drivers as well as cyclists as they narrow driving lanes as the number of cars is increasing the load on our streets. And bike lanes often end abruptly mid-way along the road! Where are cyclists supposed to go and what should drivers do?? Stupid!! What kind of thought process went into this plan in the first place??? | Scheduling. Routes. | Dunwoody, not being a "planned" city from the outset, is a sprawling mix of neighborhoods and commercial "centers." As a result, it's not conducive to getting around easily. | Dunwoody is now being subjected to "retrofitting" and has become a hodgepodge of whatever the latest trend happens to be. If it's walking, let's build trails. If it's cycling, let's add bike lanes. If we can get a grant or Federal money for them, all the better. It doesn't matter if no one uses them. We can say we have them. Yippee. We had a chance to do something with the theater in Brooklyn Run, but you (Council) were bound to tear it down. Now we're getting more athletic fields. Don't you think there are other people who live in Dunwoody besides those who play sports??? You repeatedly ask for citizen input, but really don't want it unless you agree with it - and this goes back to the first round of meetings, task forces, etc. Look around at Sandy Springs, Roswell, Johns Creek, etc. They all have/will have arts centers where we will be going to attend performances and spend our money. Open your eyes!! |
| 12/12/2016 | Bike lanes on only part of roads. Sidewalks on only one side street or none at all. | There are busses in Dunwoody? | Unsafe conditions. | I run a lot in Dunwoody. Having to cross the street because the sidewalk just stops is unsafe. I also bike a good bit and the lack of bike lanes is unsafe. I like the LED streetlights that were installed but more lighting would be great. There are definitely some very dark sections of roadway that could use improvement. |
| 12/11/2016 | Need wider sidewalks and bike paths. | I'm not interested in mass transit. | Traffic congestion. | Bicycle path along Cotillion Dr and Savoy Dr. |
| 12/10/2016 | | | | |
| 12/10/2016 | Traffic, lack of sidewalks, distance to where I am going | Time it takes to get to destination, wait time for pick up | Traffic congestion | |
| 12/10/2016 | Bikers who ride 2-3 abreast ruin the reputation of all bikers. | Abuse from other riders | Half- hearted temporary repairs to holes in the pavement., establish and enforce standards | Quit excusing your selves from adding west-bound left turn lane at Vermac and Chamblee/Dunwoody |
| 12/10/2016 | Bike lanes on major streets are a huge safety hazard to the bikers and to vehicles. Bike riders must be directed through residential neighborhoods not along major streets, for all humans safety. | None, there are good bus routes readily available that connect with train service. Do not change this convenience. | Narrow streets, inconsiderate, selfish, narcissitic, self-important bike riders, impeding vehicular traffic | do not narrow ANY more streets! Ever! For any reason. |
| 12/10/2016 | traffic from increased commercialization and urbanization | time, cost | traffic | I think it would benefit the community if our government were honest about their desire to turn Dunwoody Georgia into Detroit Michigan |
| 12/10/2016 | | | | |
| 12/10/2016 | | | | |
| 12/10/2016 | Both sidewalks and bike lanes are so close to the roads in many areas of Dunwoody, which is often risky to those who walk and/or bike. | Dunwoody roads are normally quite congested. While I know that transit is important, it often adds to the congestion of those roads. | Too much emphasis on biking and/or walking, when the amount of people who engage in those activities doesn't seem to warrant the emphasis. | See above. |
| 12/10/2016 | Sidewalks not available everywhere. Too narrow, uneven, trees and bushes blocking sidewalk. Too close t cars speeding by. | Doesn't exist in most of the city. MARTA buses too large for residential streets. | Congestion. Poorly timed lights. Ever since change to entrance to village from Mount Vernon east bound traffic gets short changed on light. Used to be able to get through in one cycle but rarely can now. Congestion around Perimeter Mall at certain times is ridiculous but you keep allowing more high rises to be built there. Those people are not going to take MARTA but will drive since limited transit options are available. | Figure out how to reduce congestion around mall in evenings. Won't go there for dinner anymore since you can't get there. Even the restaurants just accept people being late for reservations because they're sitting in traffic. |
| 12/10/2016 | Vehicle speed, not enough sidewalks, Not enough lighting, vehicles ignoring crosswalks | Congested traffic, too Much cut through on side streets | Vehicle Traffic!! | More " neighborhood " Sidewalks please!! |
| 12/09/2016 | Too much traffic and hard to cross streets. | Inconvenient to catch bus. | Traffic | Add a left turn arrow coming out of Publix on Chamblee Dunwoody. The light turns red before any cars can turn left and everyone sits through multiple lights before they can go. |
| 12/09/2016 | Lack of, or broken sidewalk system. | Not enough stops near frequently used places (mall, grocery, etc.). | Traffic congestion. | |
| 12/09/2016 | Traffic on Chamblee Dunwoody Rd | I see none | Traffic congestion | I'd like wider sidewalk/bikepaths. Get the bikes off of the roads. A good path next to some of the busier roads. |
| 12/09/2016 | | | | |
| 12/09/2016 | Too many cars and narrow sidewalks | Would be good to have a train station to walk to | Traffic! | |
| 12/09/2016 | Safety from vehicles. More bike lanes. | I don't have a need for it. | Traffic congestion. | Light timing needs to improve. |
| 12/09/2016 | Too much traffic and speeding. | Not having inter city transit transportation, relying just in Martha. | Traffic people using Dunwoody to cut thru for I-285 and GA 400 | The community of the 100 families of Pernoshal Ct needs sidewalks to the Pernoshal Park |
| 12/09/2016 | too much spent on biking already. Don't need more. use sidewalks. | marta not close enough to neighborhoods | making left turns from Mt. Vernon | Don't spend more for the 1 % who want to bike. |
| 12/09/2016 | Not enough connecting sidewalks Sidewalks too narrow and too close to dangerous traffic Insufficient turn lanes, causing people to go around other cars and too near to bikers and walkers Not enough bike racks throughout the area | Undependable in terms of time | Congestion, but I really don't envision a way to improve that since it is a major cut-through to so many other areas. Lack of connecting sidewalks on both sides of major streets, such as Mt. Vernon. We like to walk our dogs up to the village for shopping and coffee, but it is simply too dangerous walking along Mt. Vernon. I | Trollies / shuttles between frequented shopping / restaurant areas that run regularly throughout the day and evening |
| 12/09/2016 | Not enough sidewalks especially in neighborhoods | Only Marta buses | Congestion and poor driving! | |

| | | | | |
|---|---|---|---|---|
| 12/09/2016 | Very narrow bikes lanes that don't always continue the length of a street. Not enough sidewalks on busy roads. | If you live at the east end of Dunwoody you have to drive through traffic to get to the Marta station. | Traffic on Mt. Vernon & Chamblee Dunwoody roads. There should be a dedicated turn lane at every traffic light on Mt. Vernon especially at Tilly Mill & Vermack. | There should be a traffic light at the 4 way stop at Dunwoody Club & Jett Ferry Rd. That intersection is crazy every evening during rush hour. |
| 12/09/2016 | No need | No need | Traffic | Horrible traffic |
| 11/15/2016 | | | | |

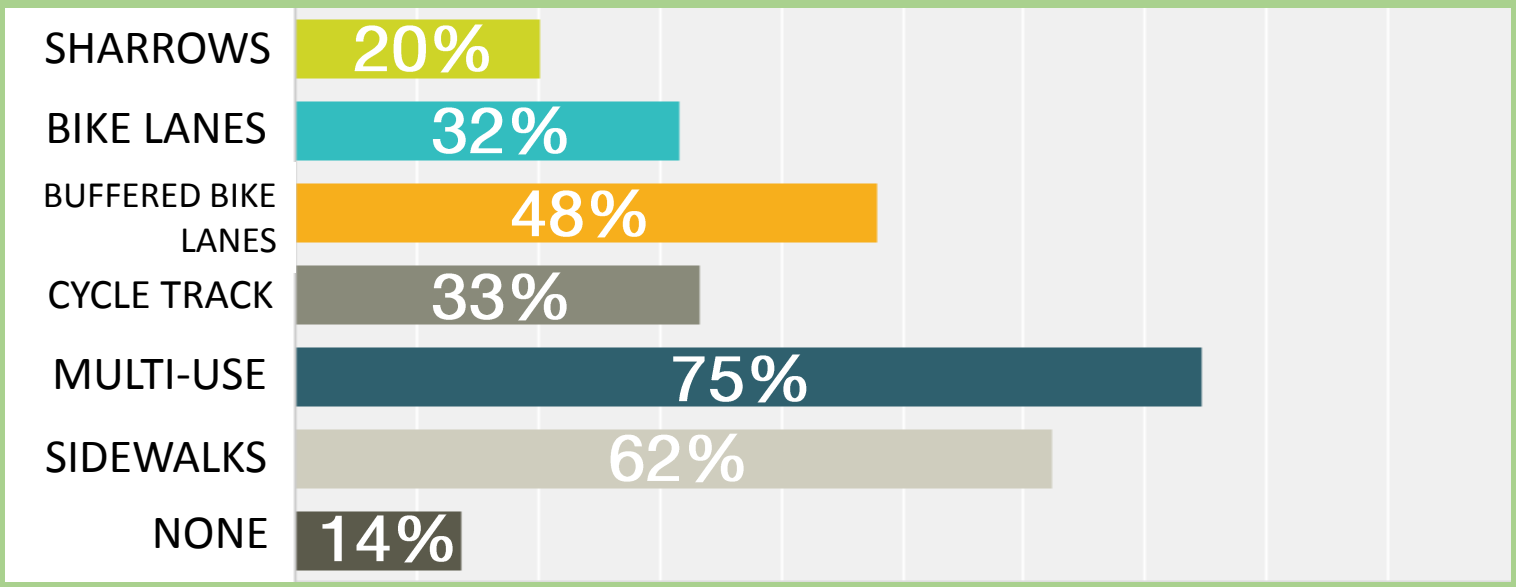
# BIKE AND PEDESTRIAN FOCUS GROUP #2 MATERIALS AND COMMENTS

# Dunwoody CTP Survey Summary

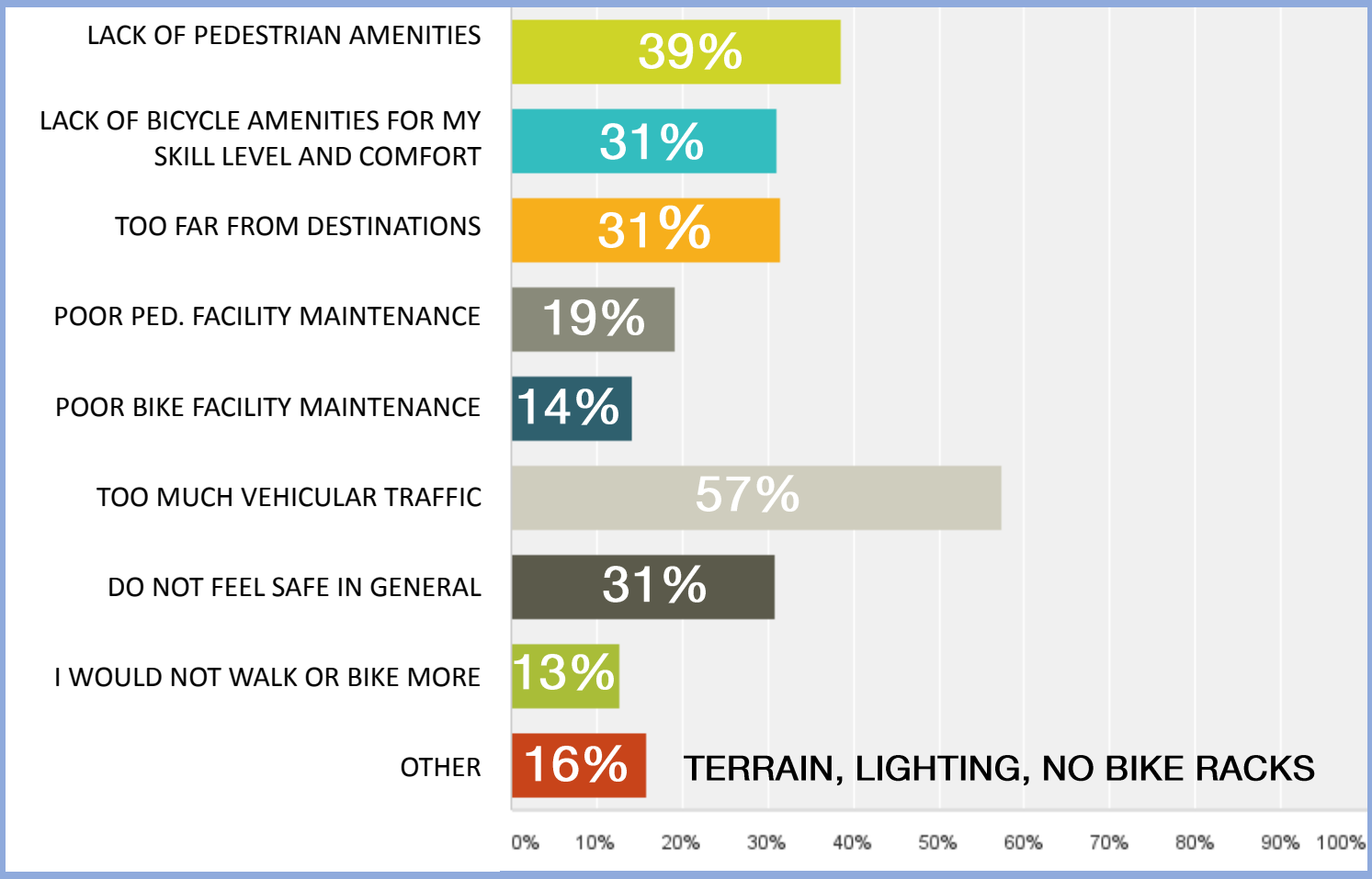
## WHICH TYPE OF TRAVEL WOULD YOU LIKE TO DO MORE OF IN THE CITY OF DUNWOODY?



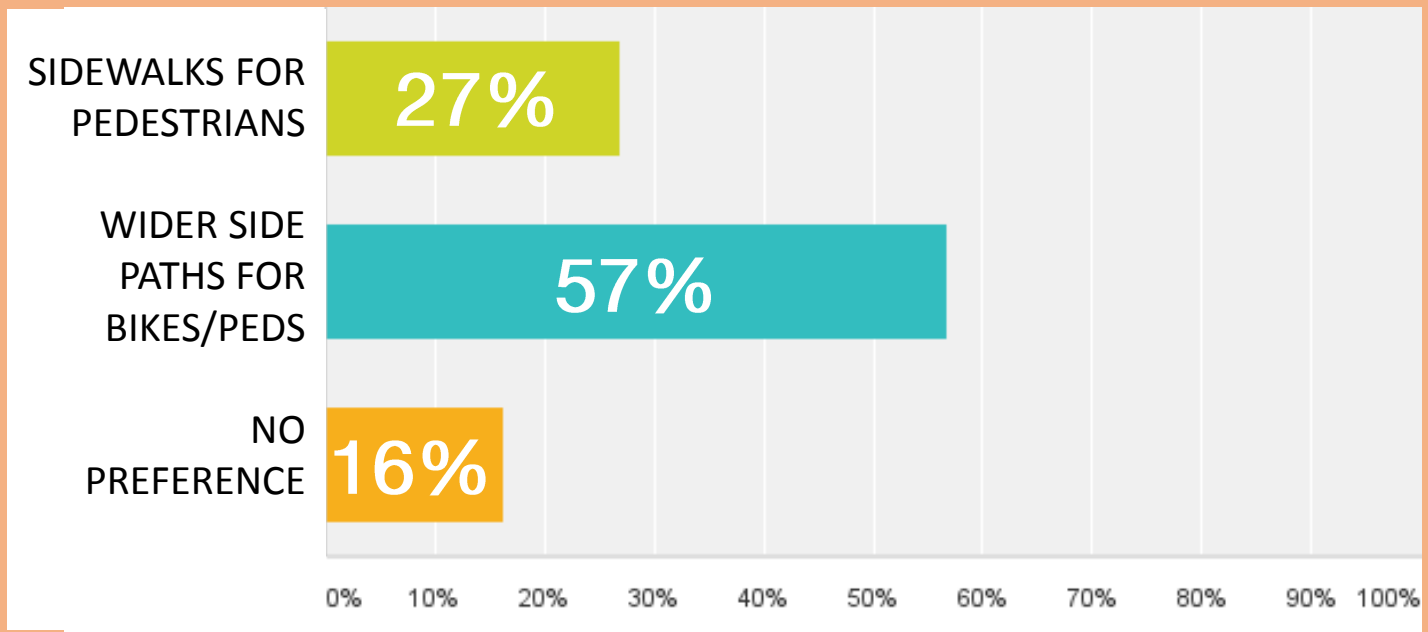

## WHICH OF THE FOLLOWING TYPES OF BIKE AND PEDESTRIAN INVESTMENTS WOULD YOU LIKE TO SEE IN DUNWOODY?



## WHAT CURRENTLY PREVENTS YOU FROM WALKING OR BICYCLING MORE?




## IF FEASIBLE, WHICH PEDESTRIAN FACILITY TYPE WOULD YOU SUPPORT TO BE CONSTRUCTED ON MAIN ROADS



Dunwoody

Comprehensive Transportation Plan Update
Bicycle & Pedestrian Focus Group #2
February 6, 2017

# AGENDA

- Introductions

- Powerpoint Presentation from Pond

  - Summary of the Bicycle/Pedestrian Suitability Assessment to-date
  - Recap of the Previous Focus Group Meeting
  - Citywide Survey Results
  - Biking and Walking Suitability Process

- Priority Projects
  - Group Handouts

- Next Steps
  - Public Information Open House: March 7,2017

## Peeler Road

**Do you agree that this corridor should be one of the priorities for the City? If so, why?**

**What type(s) of bicycle and/or walking facilities would you like to see on this corridor? Keep in mind adjacent properties, community support, safety, etc.**

## Ashford Center Parkway

**Do you agree that this corridor should be one of the priorities for the City? If so, why?**

**What type(s) of bicycle and/or walking facilities would you like to see on this corridor? Keep in mind adjacent properties, community support, safety, etc.**

## Cotillion Drive and I-285 Adjacent Trail

**Do you agree that this corridor should be one of the priorities for the City? If so, why?**

**What type(s) of bicycle and/or walking facilities would you like to see on this corridor? Keep in mind adjacent properties, community support, safety, etc.**

## Ashford-Dunwoody Road

**Do you agree that this corridor should be one of the priorities for the City? If so, why?**

**What type(s) of bicycle and/or walking facilities would you like to see on this corridor? Keep in mind adjacent properties, community support, safety, etc.**

## Dunwoody Park Trail

**Do you agree that this corridor should be one of the priorities for the City? If so, why?**

**What type(s) of bicycle and/or walking facilities would you like to see on this corridor? Keep in mind adjacent properties, community support, safety, etc.**

## Final Thoughts

### Are there any other priority connections that should be pursued that were not discussed today? Why?

# CITY OF DUNWOODY

## Comprehensive Transportation Plan Update 2017

## Bicycle and Pedestrian Focus Group Meeting #2

February 6, 2017

Dunwoody POND Architects • Engineers • Planners

# TODAY'S AGENDA

- Summary of Bicycle/Pedestrian Suitability Assessment To-Date
- Recap of the Previous Focus Group Meeting
- Citywide Survey Results
- Biking and Walking Suitability Process

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- Top Priority Projects Discussion
- Conclude Meeting and Next Steps



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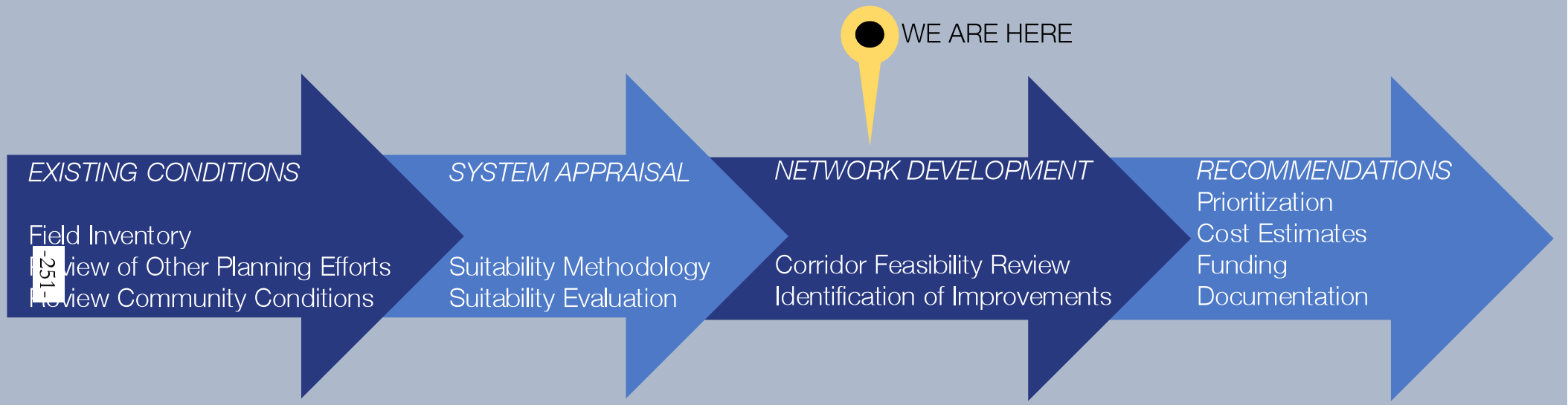
# SUMMARY OF EFFORTS

## Bicycle and Pedestrian Plan Component

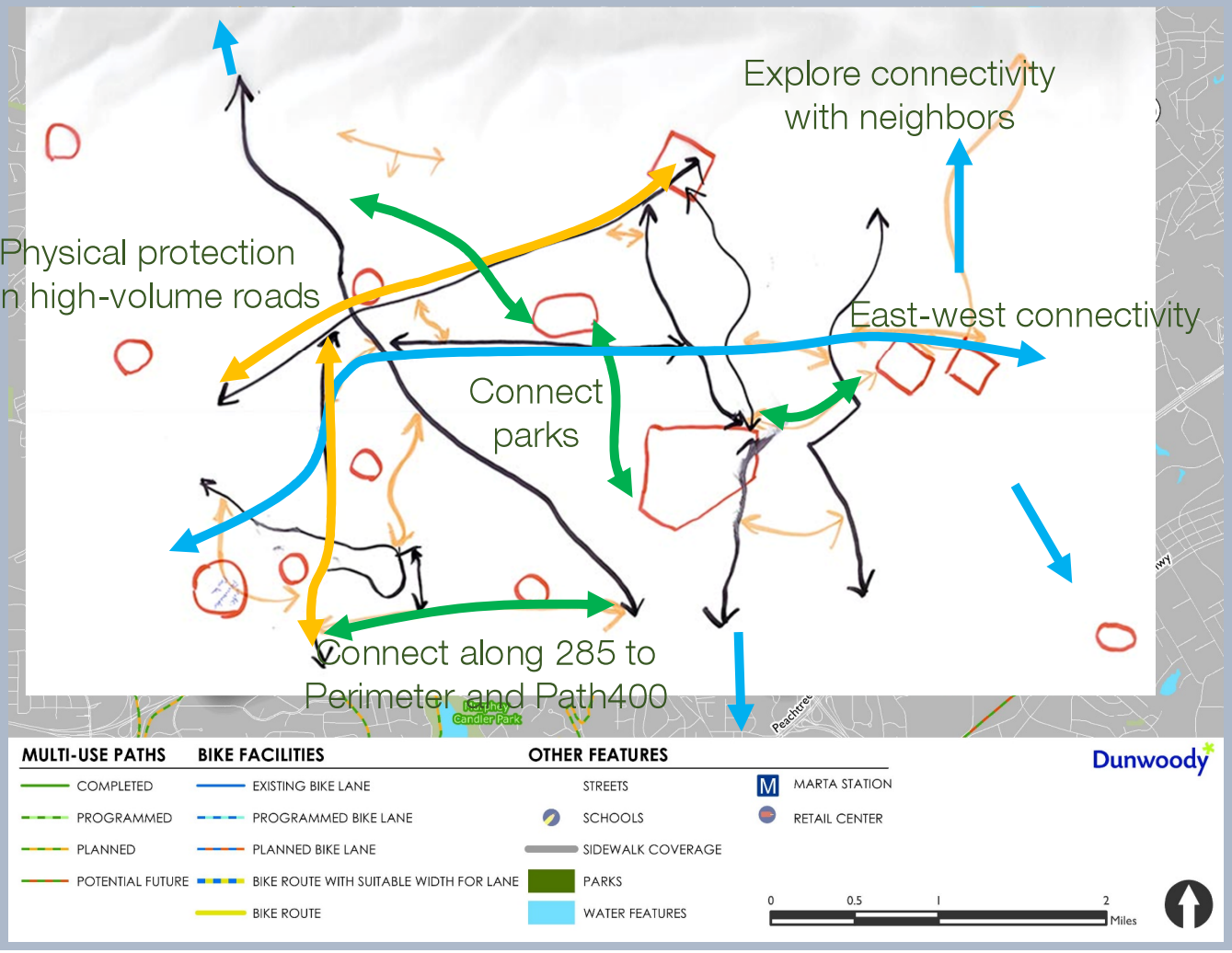


# FOCUS GROUP SESSION #1

- November 10, 2016

- Interactive Exercise
  - Helped visualize important destinations and network gaps
  - Group members helped outline a network vision
  - The members also expressed the importance of safety through design, especially on arterials, collectors, and near schools
    - Lane width
    - Design speed
    - Pedestrian refuges
    - Bike lane buffer types
    - Multi-use path design

# FOCUS GROUP SESSION #1

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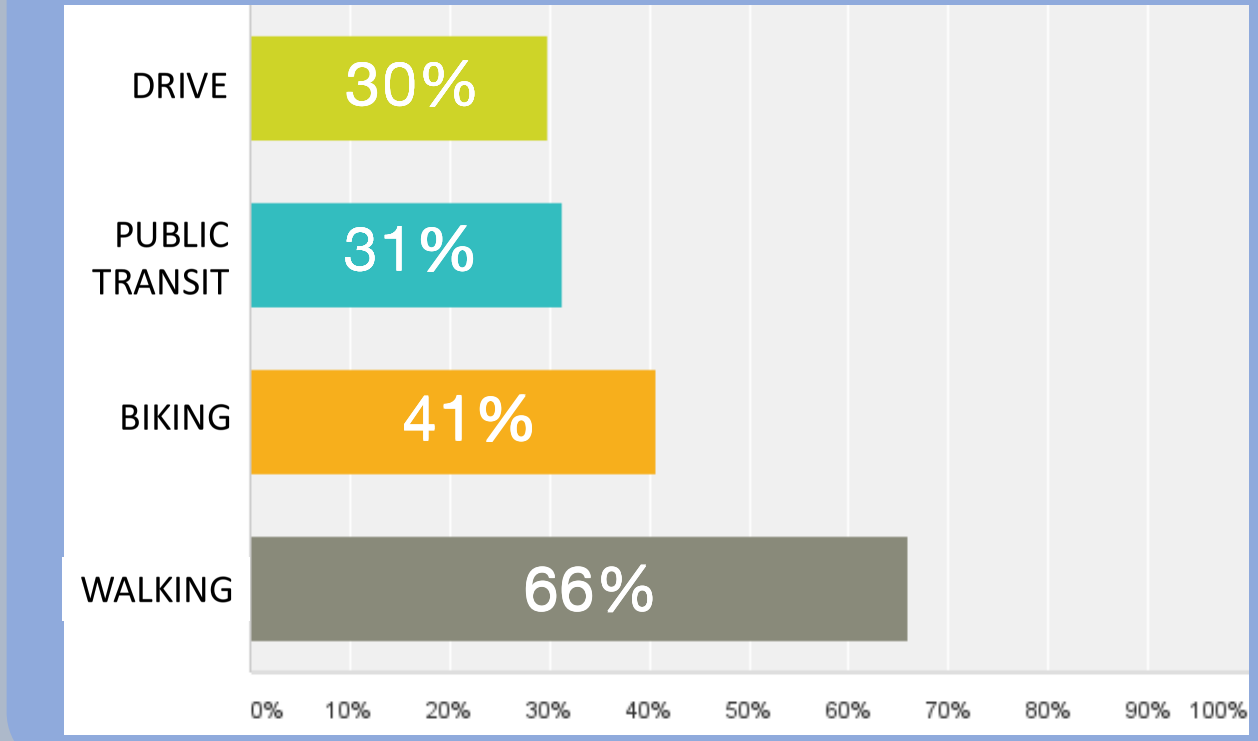
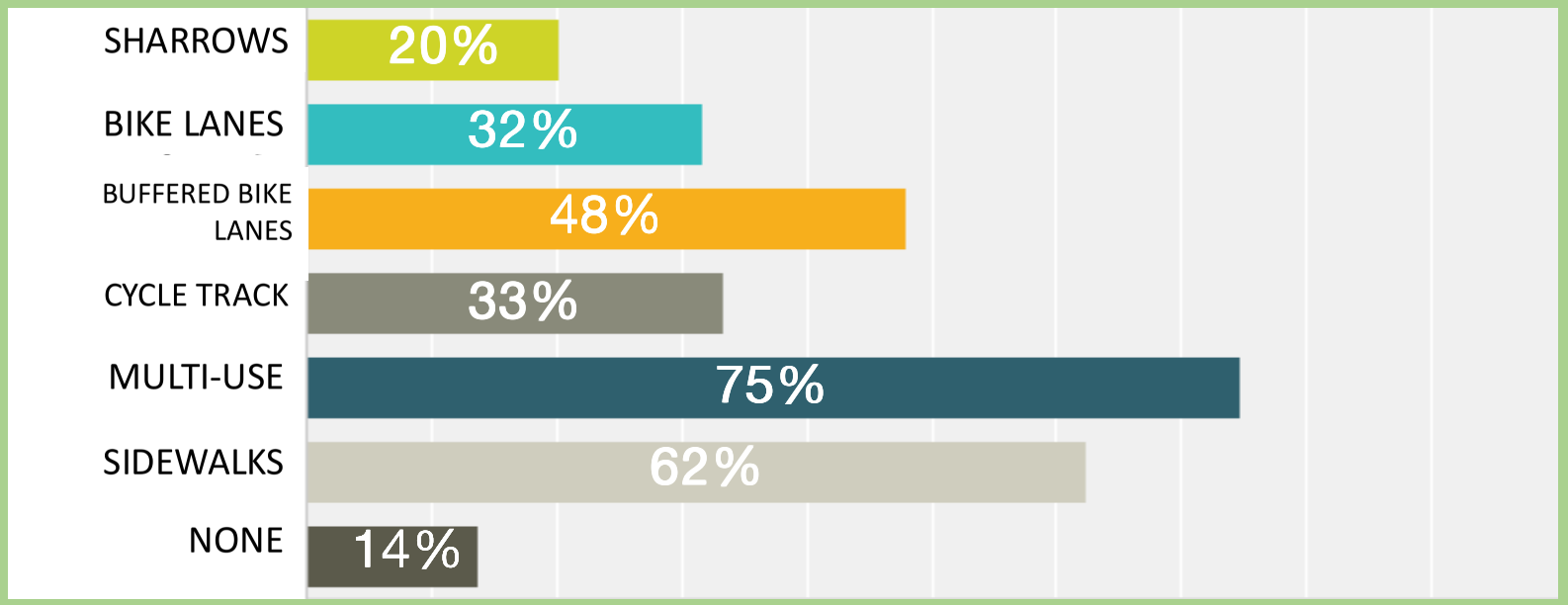
# DUNWOODY CTP SURVEY

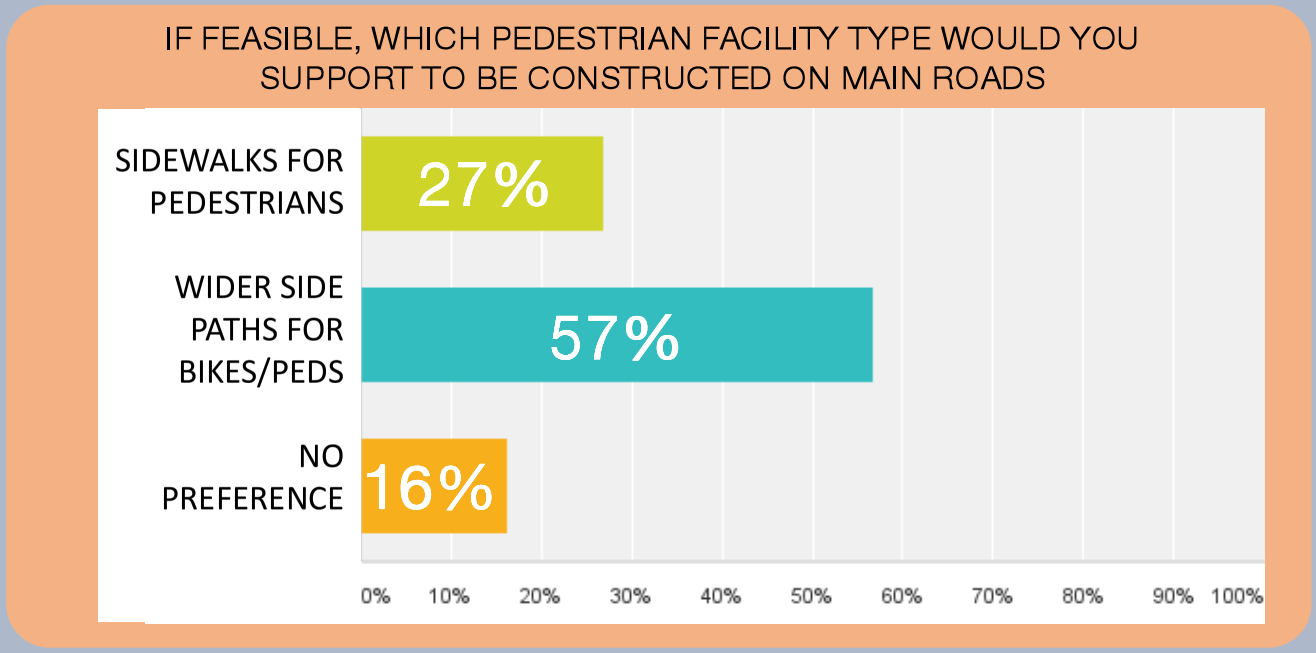


# DUNWOODY CTP SURVEY

WHICH OF THE FOLLOWING TYPES OF BIKE AND PEDESTRIAN INVESTMENTS WOULD YOU LIKE TO SEE IN DUNWOODY?



# DUNWOODY CTP SURVEY



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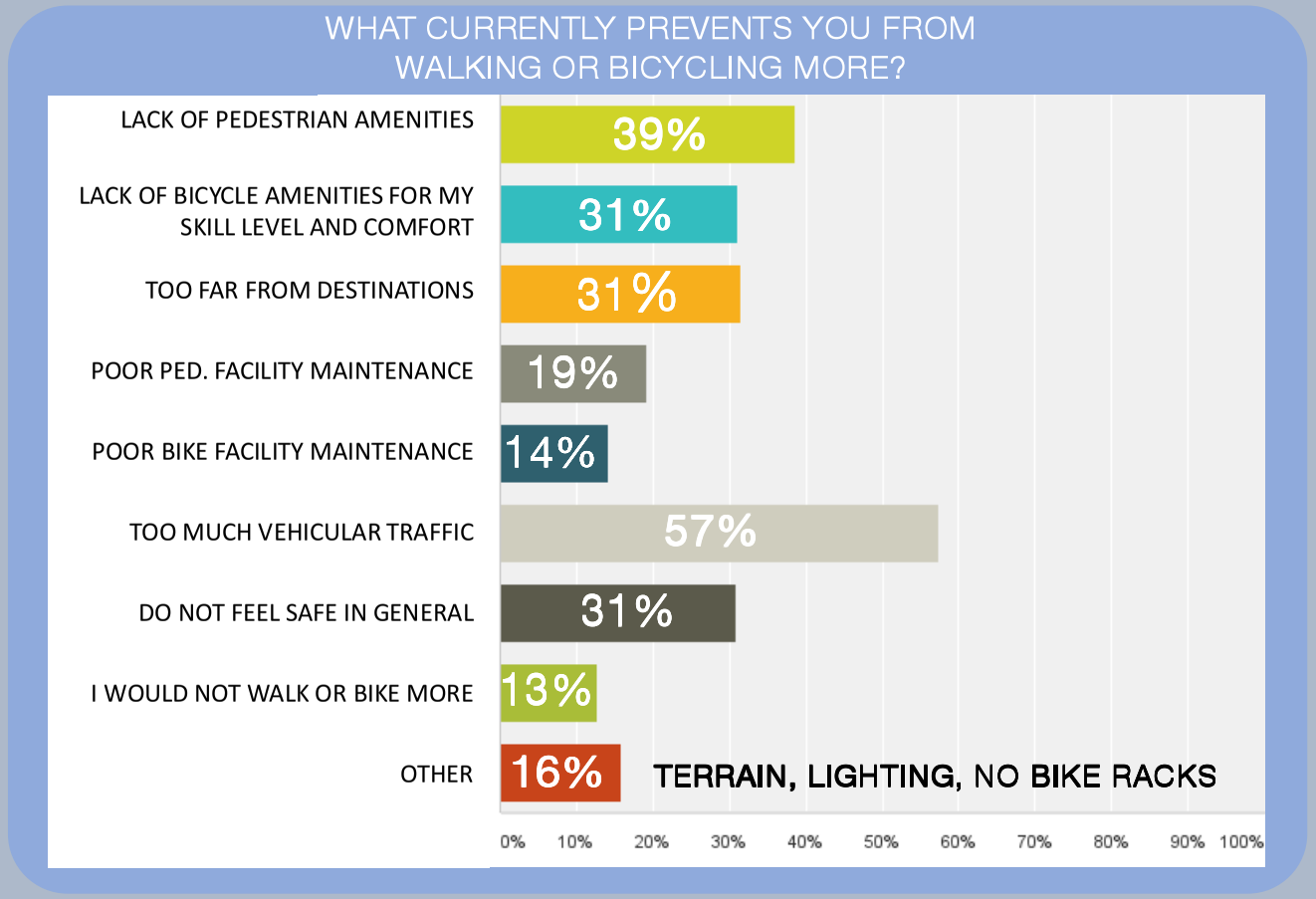

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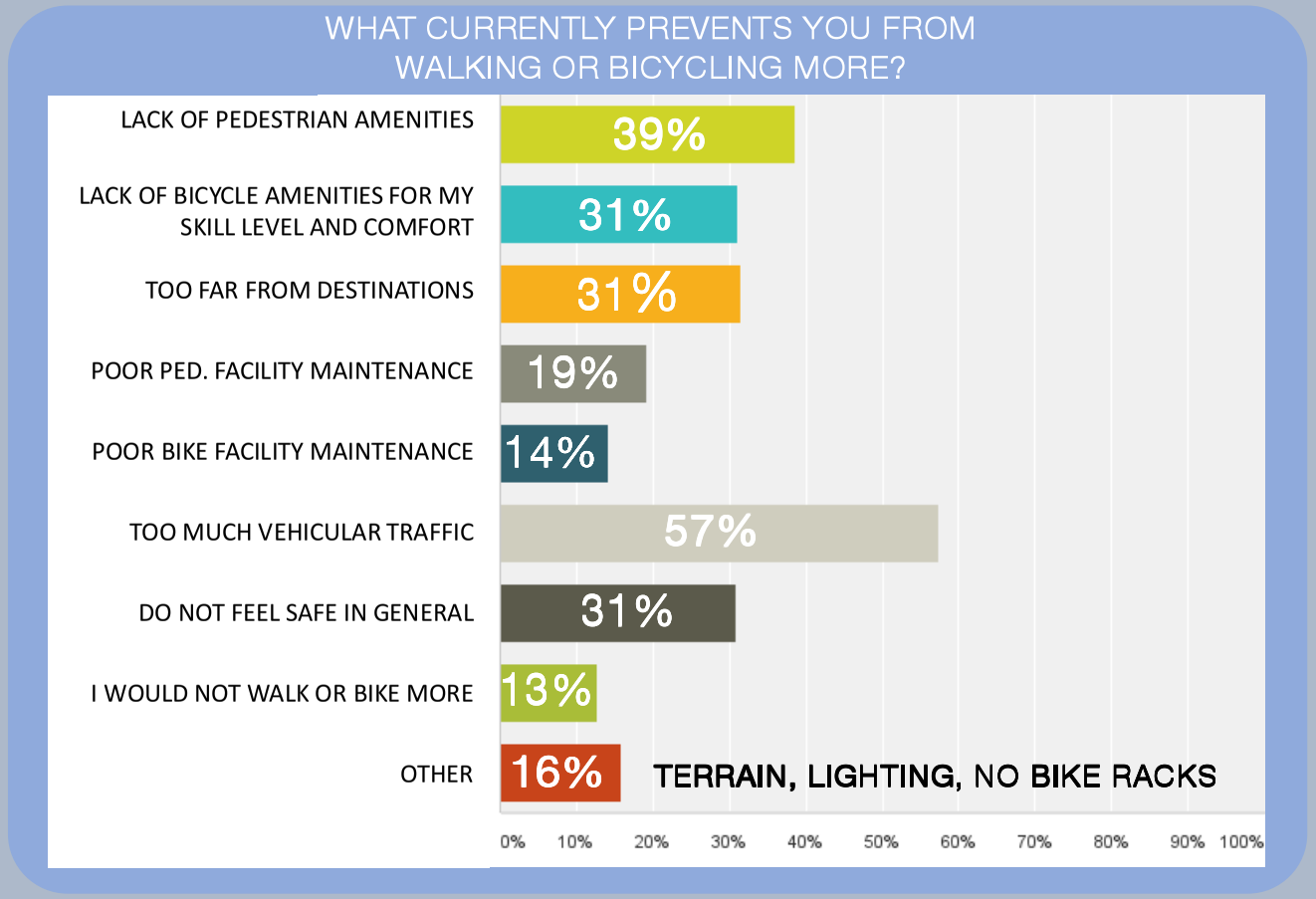

# DUNWOODY CTP SURVEY

HOW WOULD YOU RATE THE AVAILABILITY OF BIKE LANES?

15%
31%
38%
16%

HOW WOULD YOU RATE THE AVAILABILITY OF SIDEWALKS?

9%
40%
39%
12%

WHY DO YOU PRIMARILY BIKE OR WALK?

(% OUT OF TOTAL RESPONSES)

EXERCISE 85%

VISITING FRIENDS 53%

COMMUNITY DESTINATION 31%

# DUNWOODY CTP SURVEY

WHERE WOULD YOU LIKE TO BIKE OR WALK IN THE FUTURE?

(% OUT OF TOTAL RESPONSES)

EXERCISE 72%

RETAIL 62%

VISITING FRIENDS 60%

PEOPLE ARE MOST WILLING TO TRAVEL 2 MILES OR MORE FOR EXCERCISE 58%

PEOPLE ARE LEAST WILLING TO TRAVEL BY BIKE FOR COMMUTING/SCHOOL 48%



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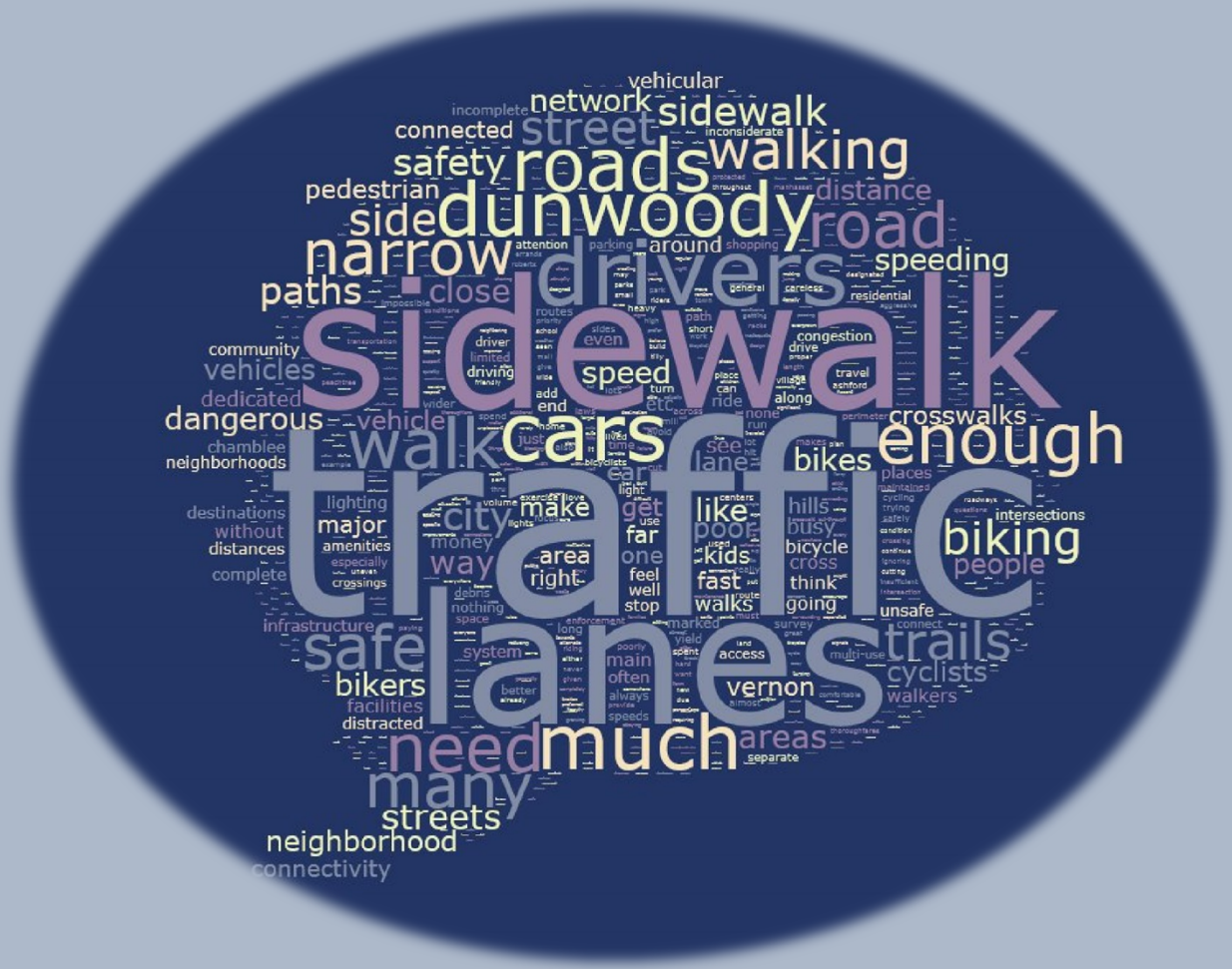
# DUNWOODY CTP SURVEY



# SUITABILITY ANALYSIS

- BICYCLE AND PEDESTRIAN TRAFFIC DEMAND
  - Based on demographic information, typically from Census sources (population density, age, mode of travel used for commuting, etc.)
- LOCATION AND DENSITY OF TYPICAL ATTRACTIONS
  - Identifies roads in a network that connect directly to points of interest such as retail nodes, schools, civic sites/places of worship, parks, and employment concentrations
- AREA CHARACTERISTICS
  - Uses road characteristics such as slope, vehicle speed limits, traffic volumes, and block size to evaluate preferred routes
- FUTURE CONDITIONS
  - Projections from the Atlanta Regional Commission's travel demand model help identify areas where population density and employment density will increase



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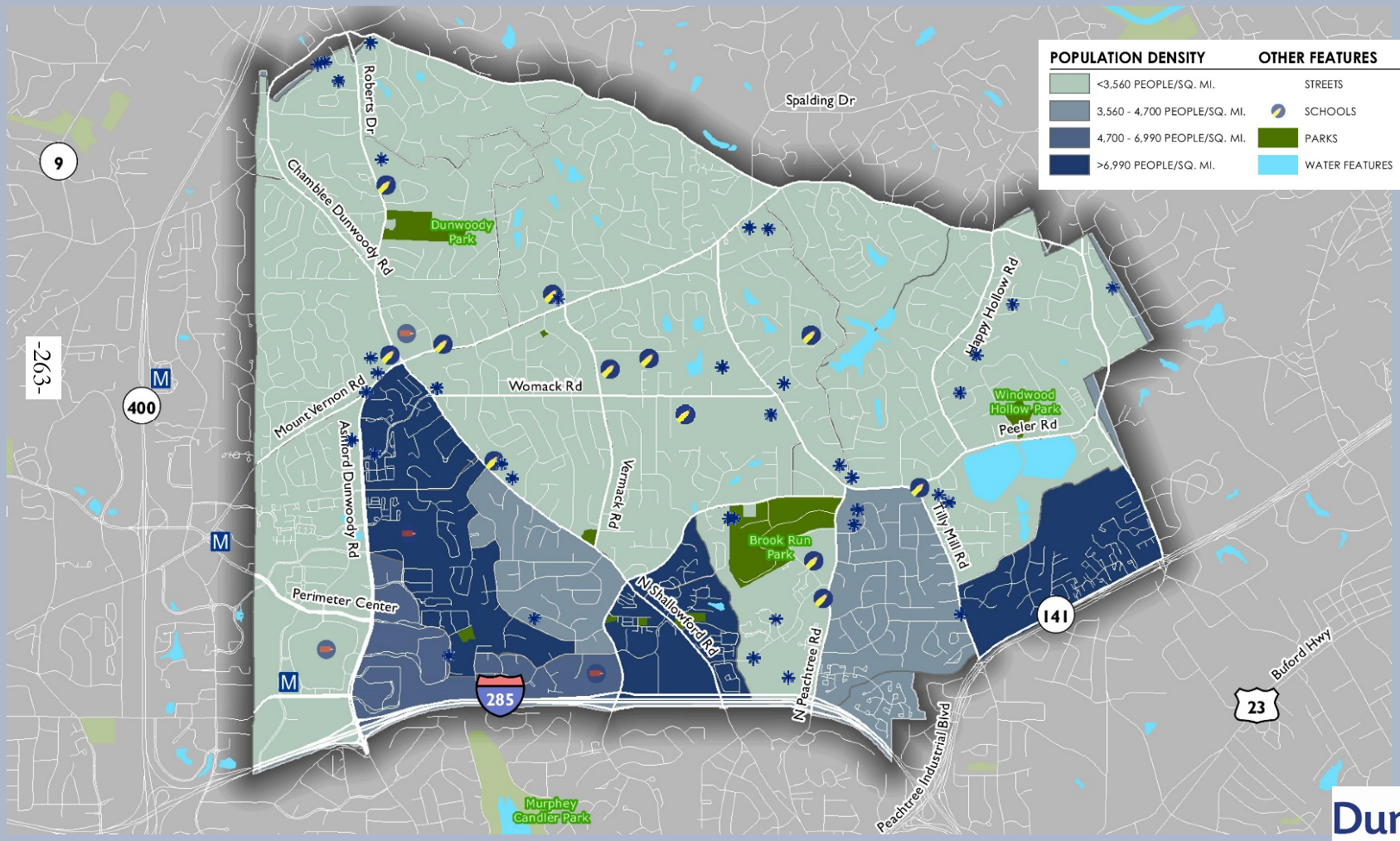
# SUITABILITY ANALYSIS: POPULATION DENSITY

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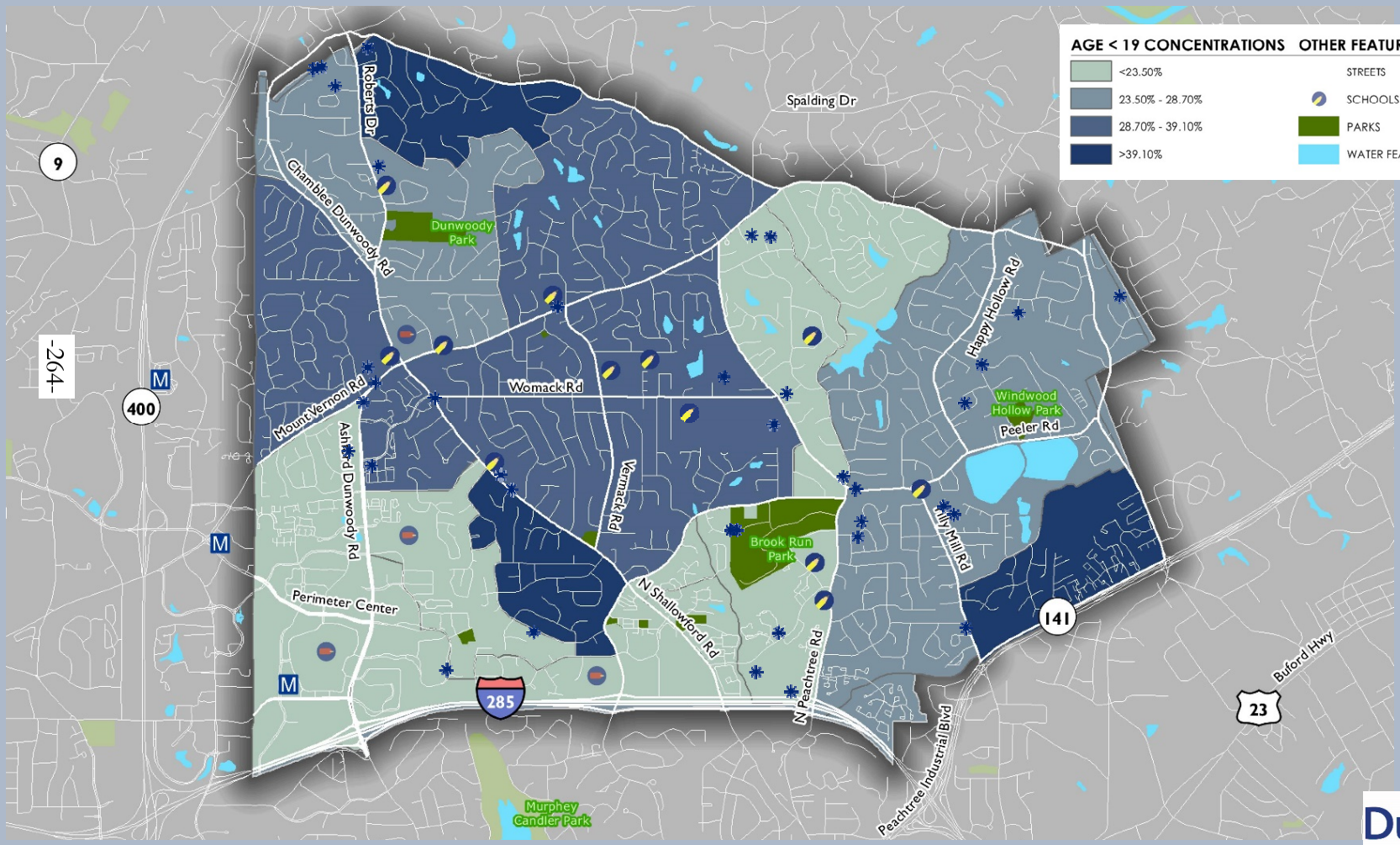
# SUITABILITY ANALYSIS: YOUTH POPULATION

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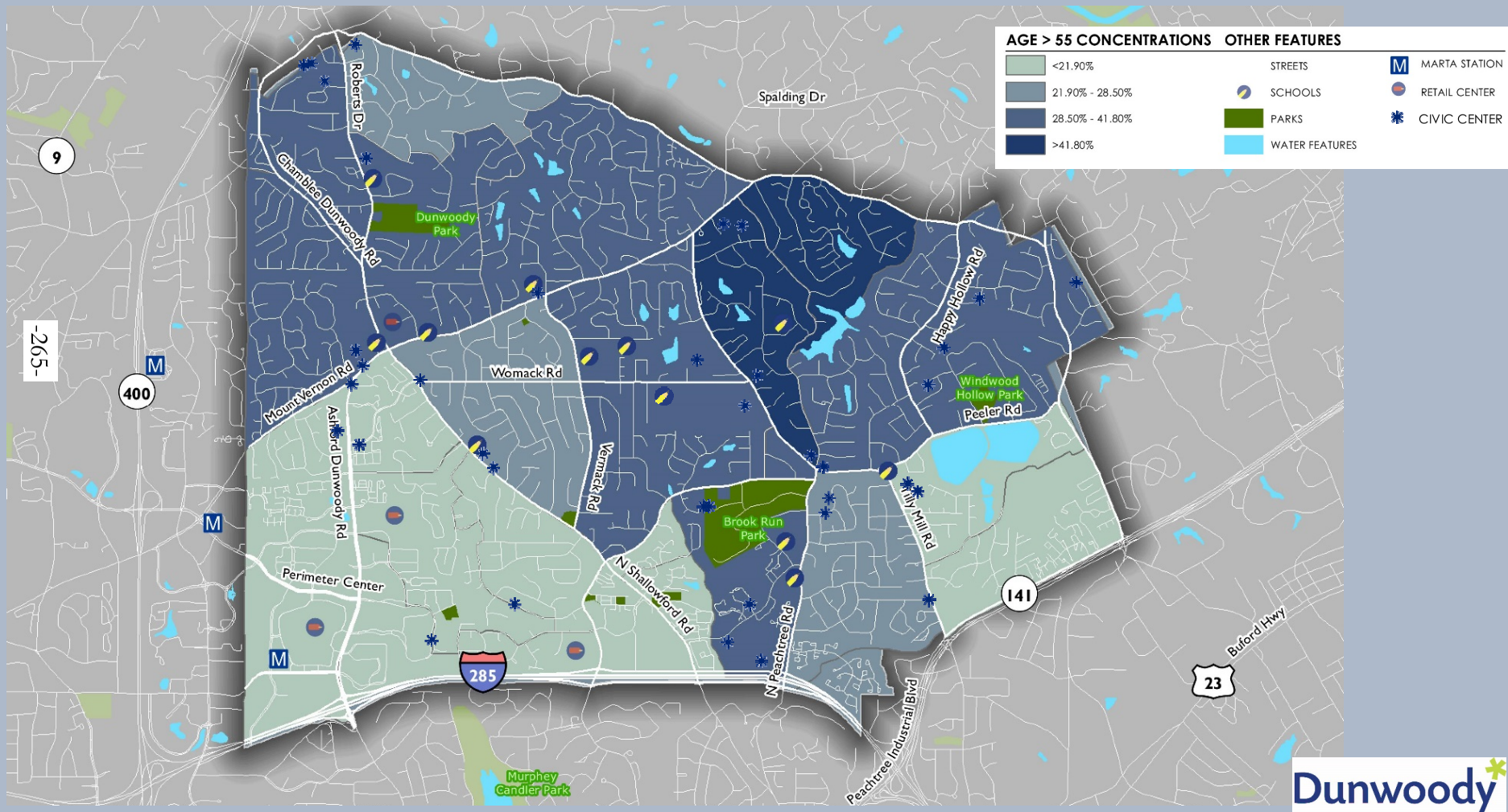
# SUITABILITY ANALYSIS: AGING POPULATION

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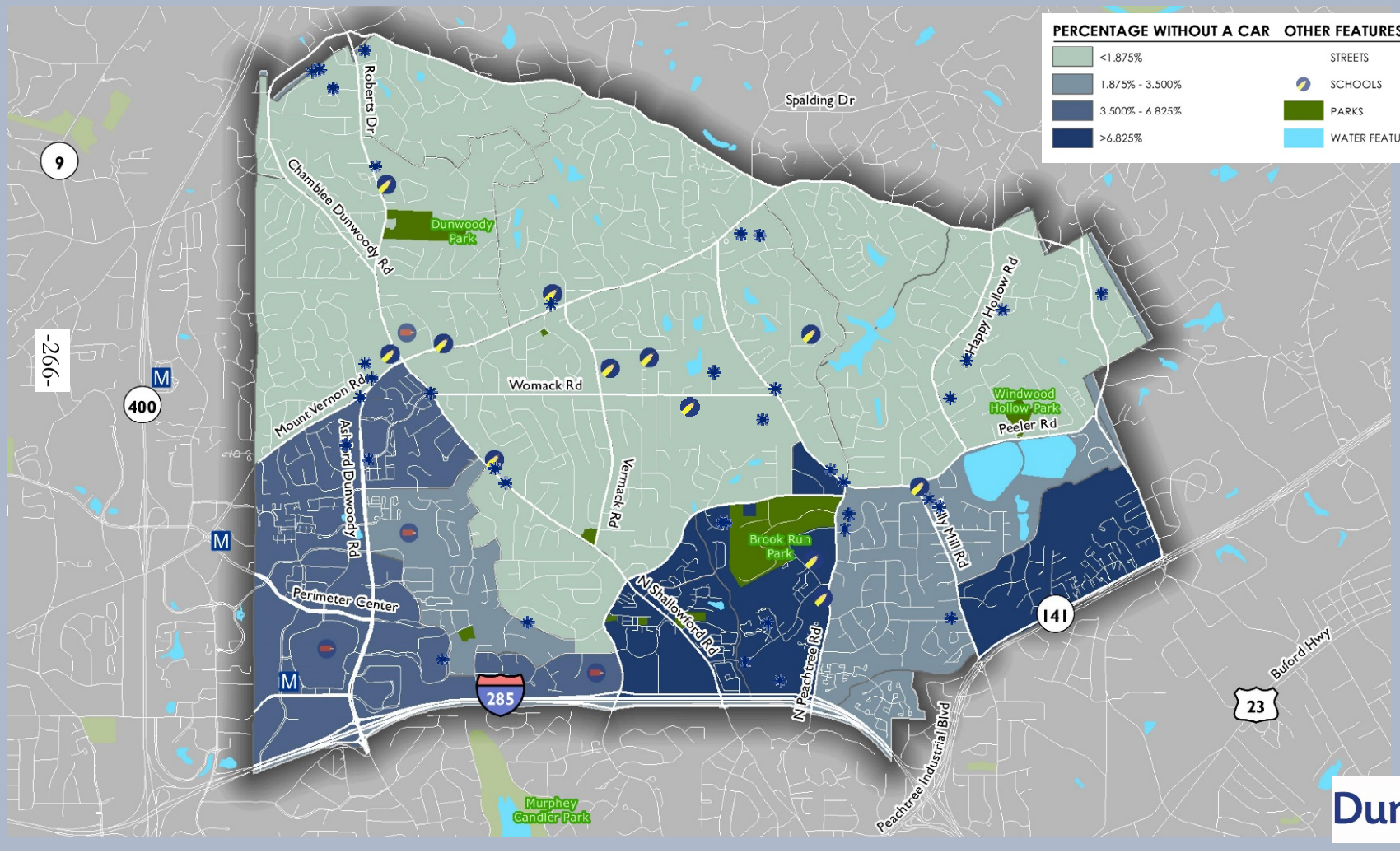
# SUITABILITY ANALYSIS: AUTO OWNERSHIP

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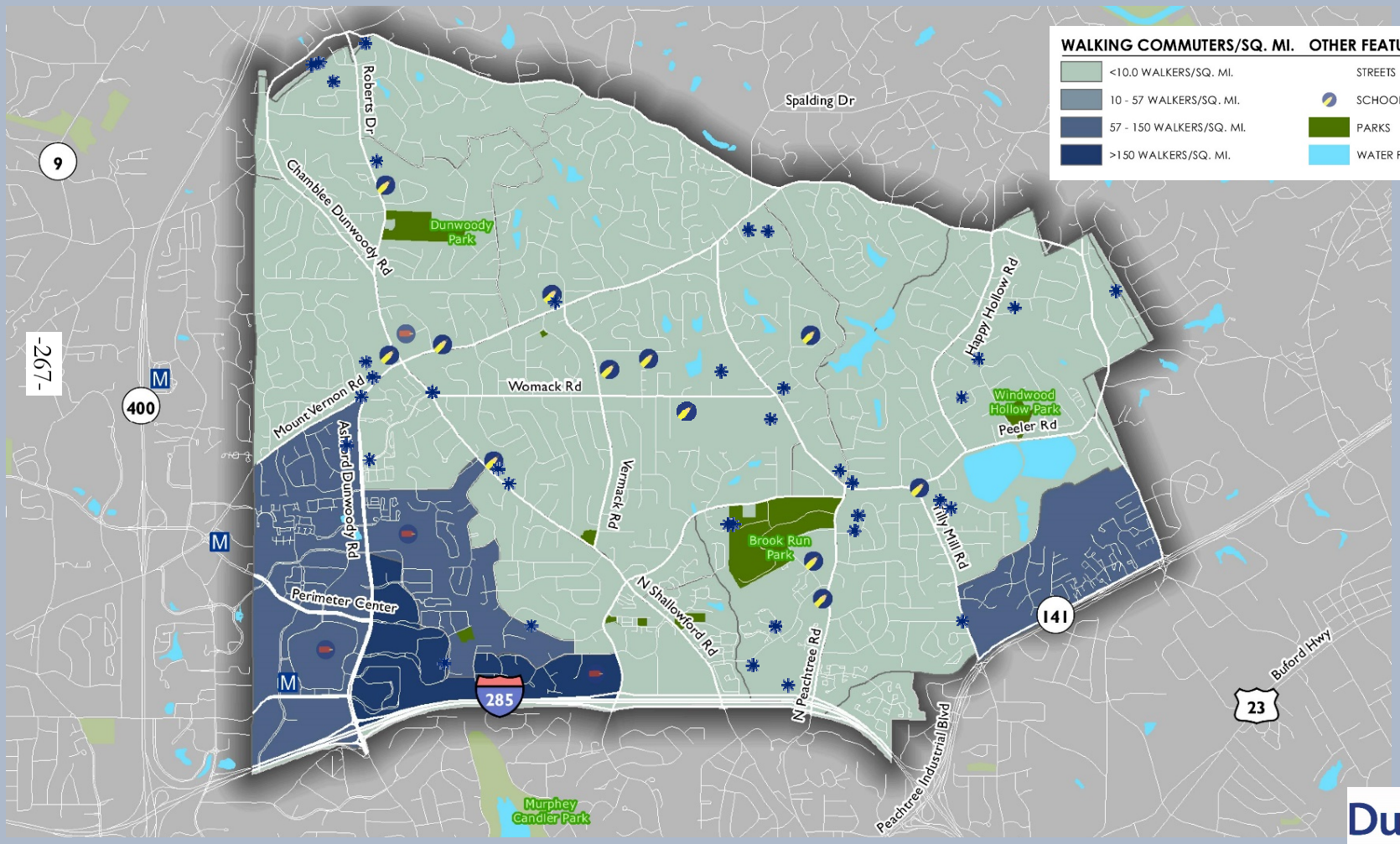
# SUITABILITY ANALYSIS: WALK TO WORK

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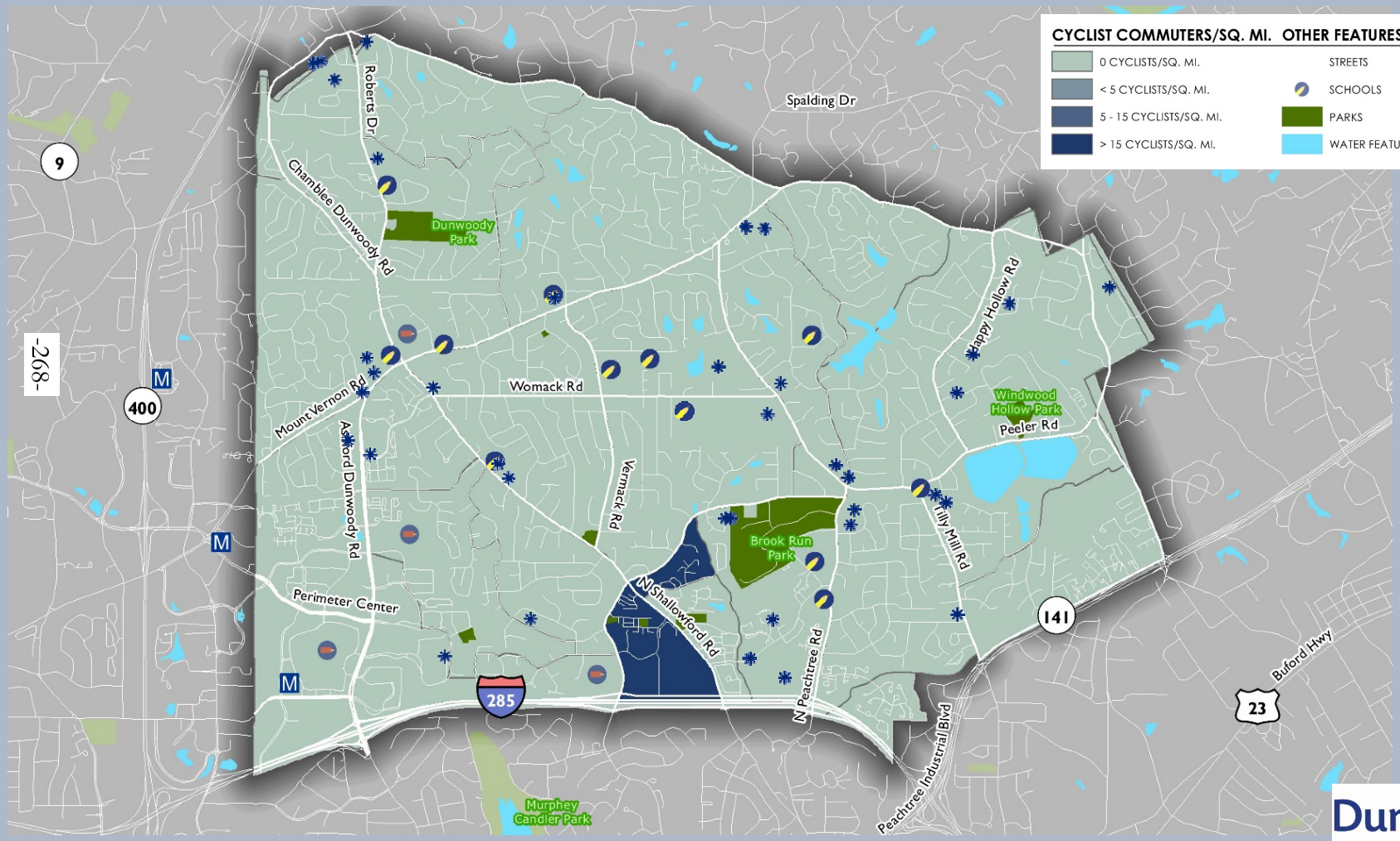
# SUITABILITY ANALYSIS: BIKE TO WORK




DEMAND



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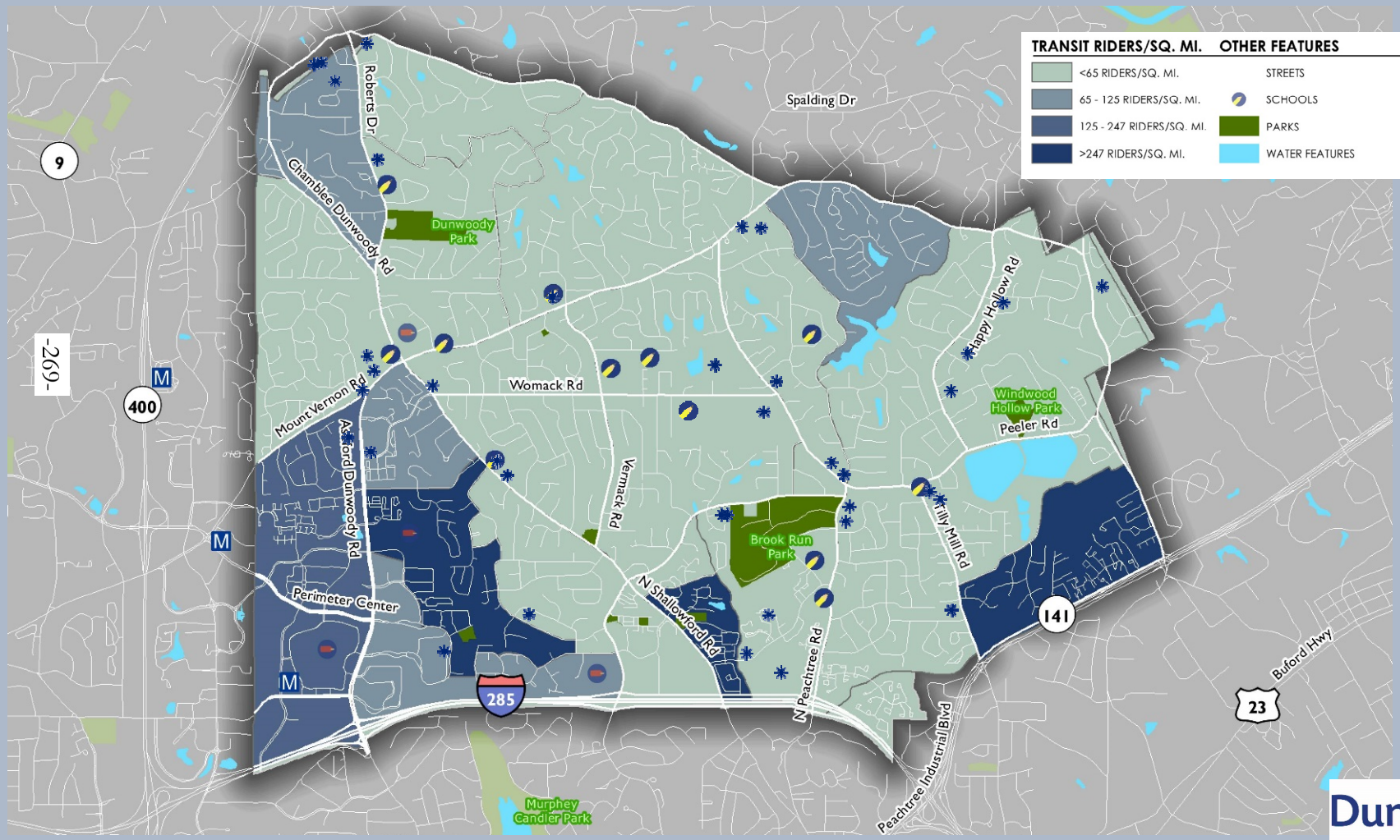
# SUITABILITY ANALYSIS: TRANSIT TO WORK




DEMAND

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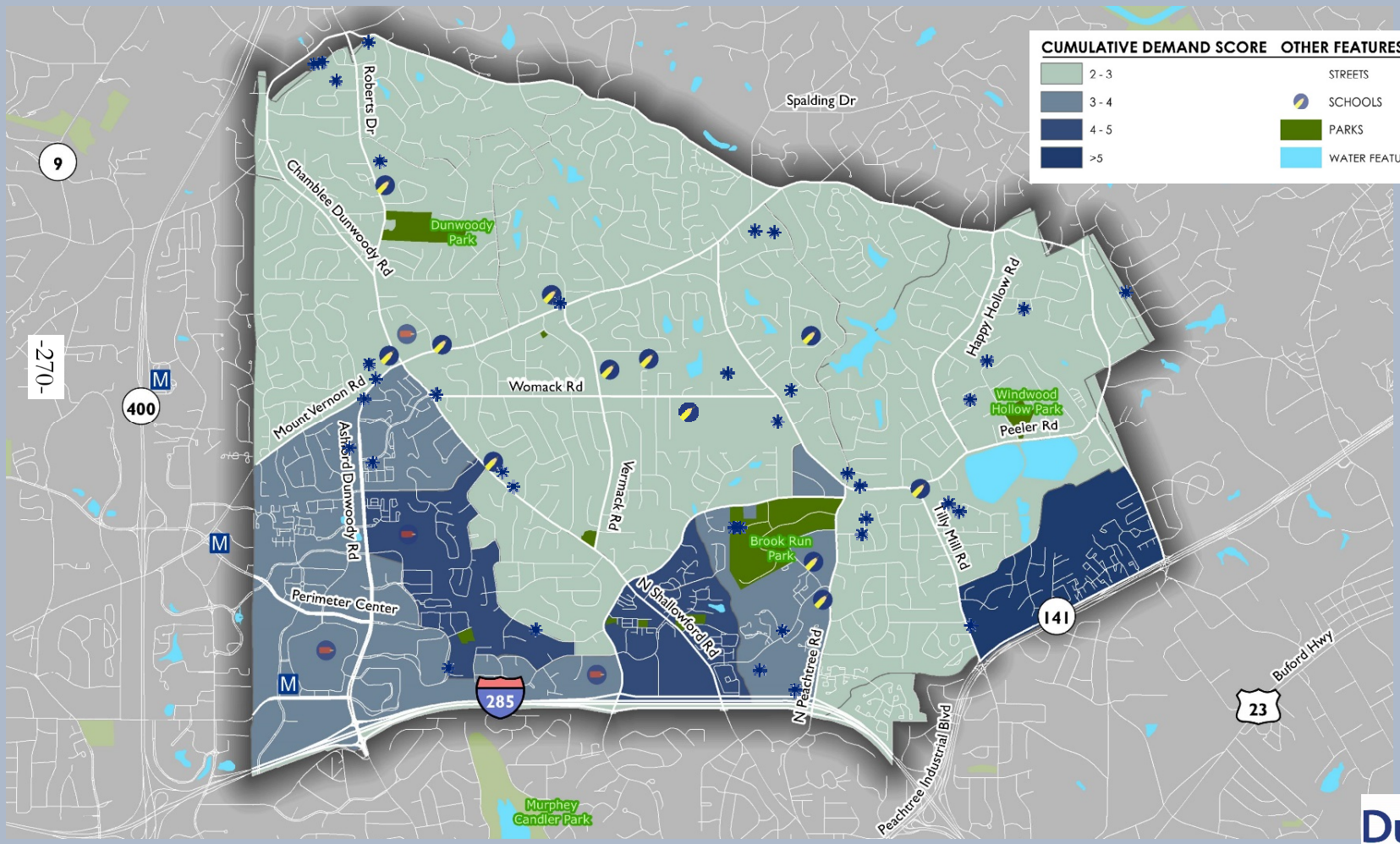
# SUITABILITY ANALYSIS: CUMULATIVE DEMAND




DEMAND



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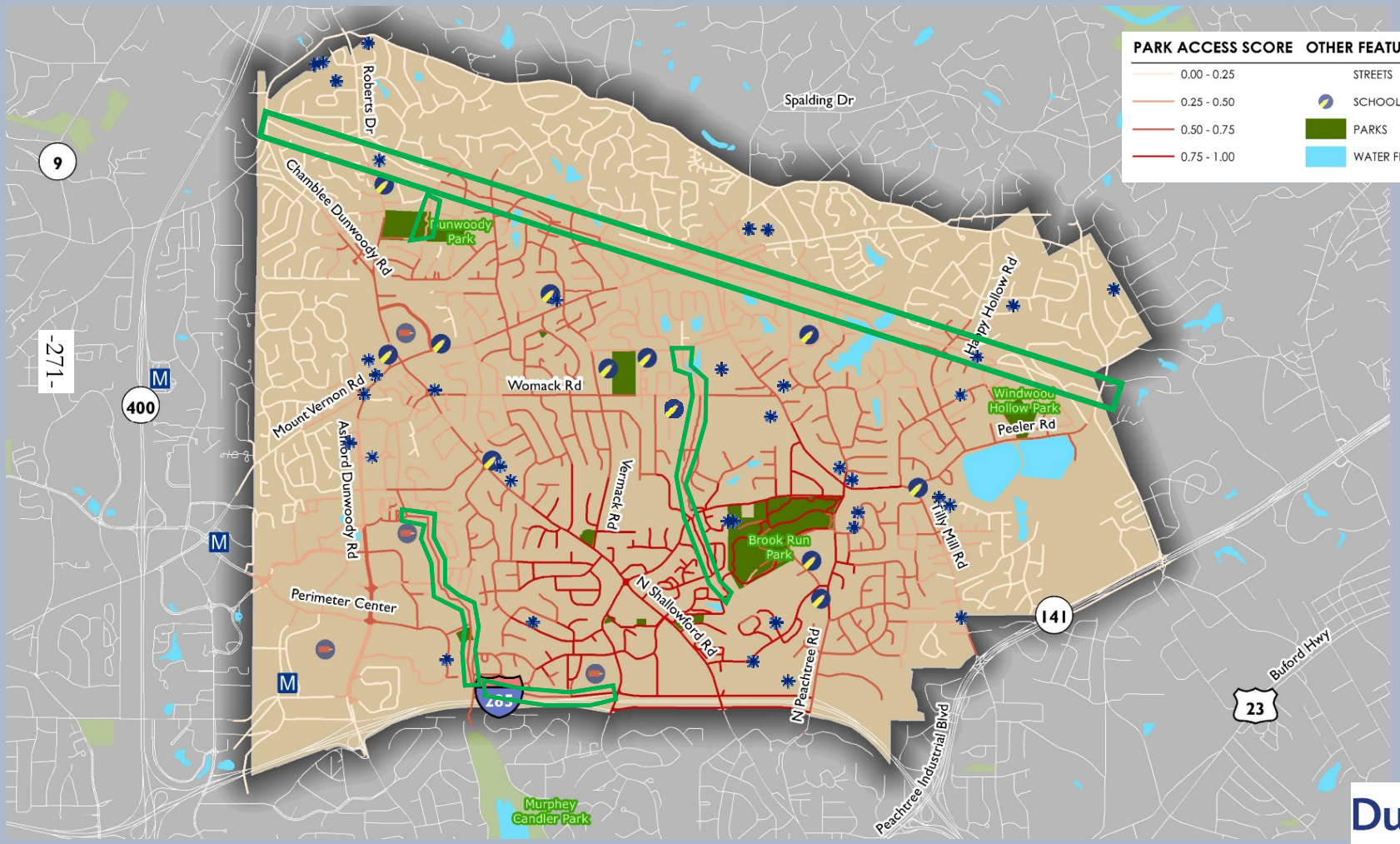
# SUITABILITY ANALYSIS: PARKS




ATTRACTIONS

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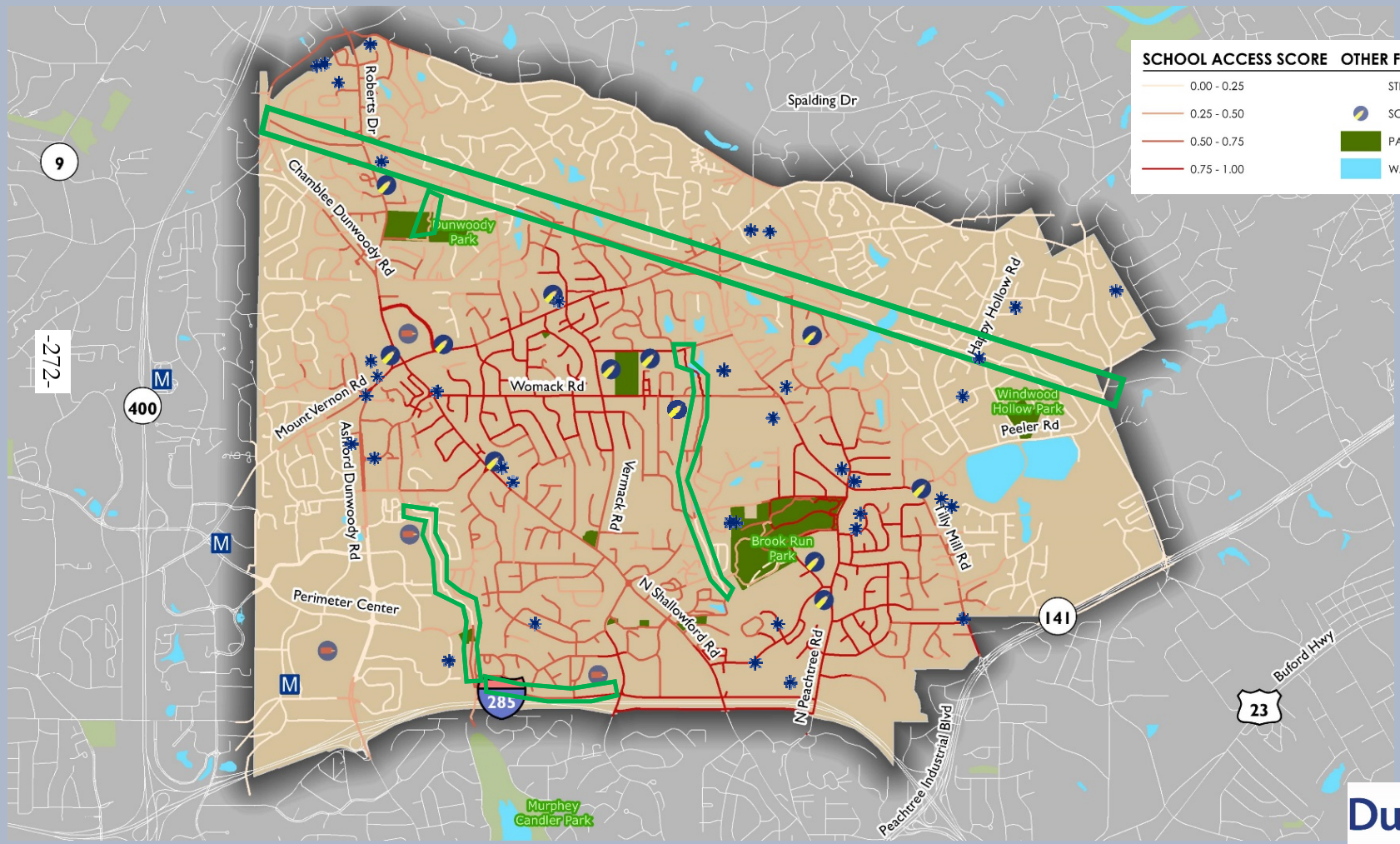
# SUITABILITY ANALYSIS: SCHOOLS




ATTRACTIONS

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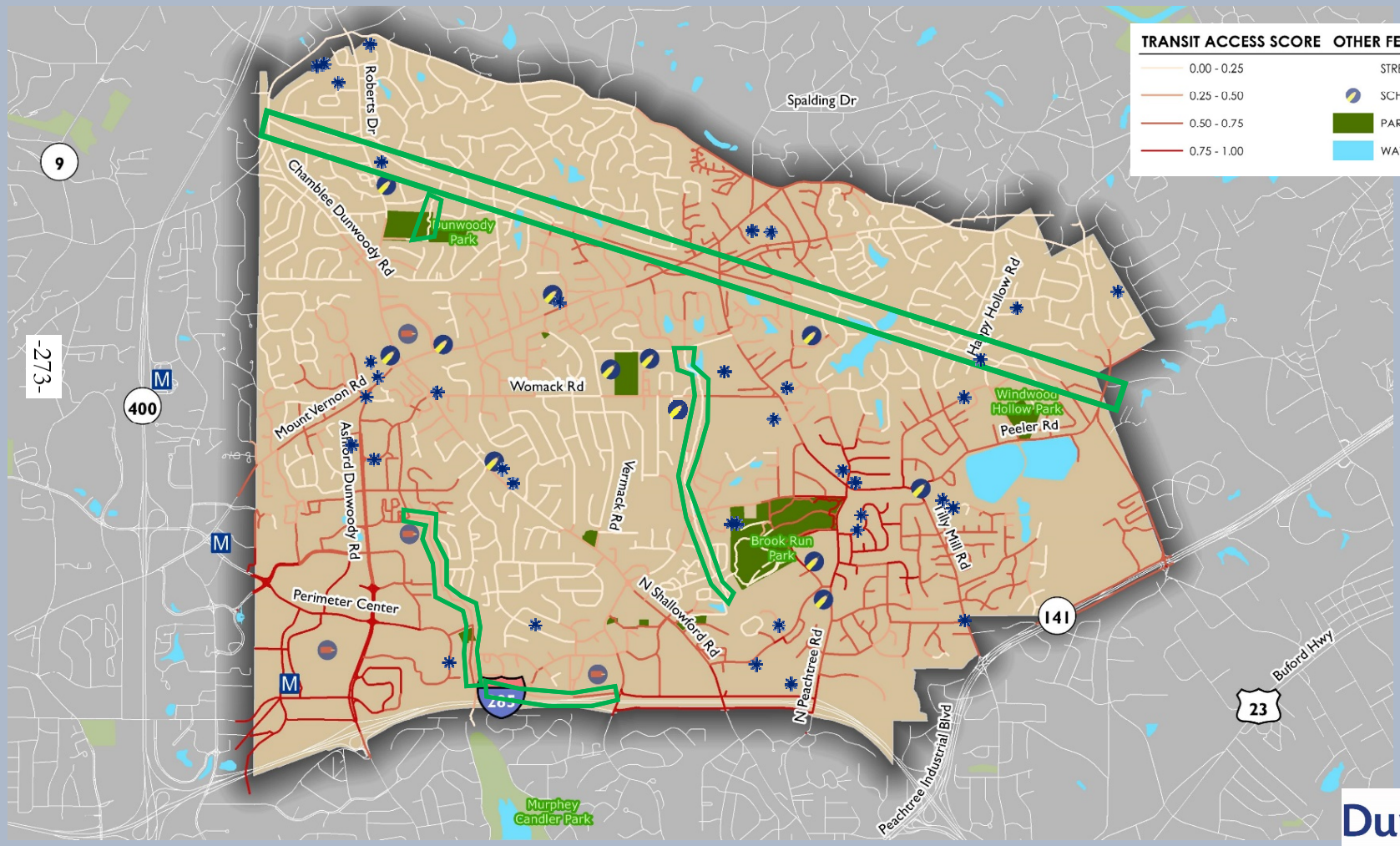
# SUITABILITY ANALYSIS: TRANSIT ROUTES




ATTRACTIONS

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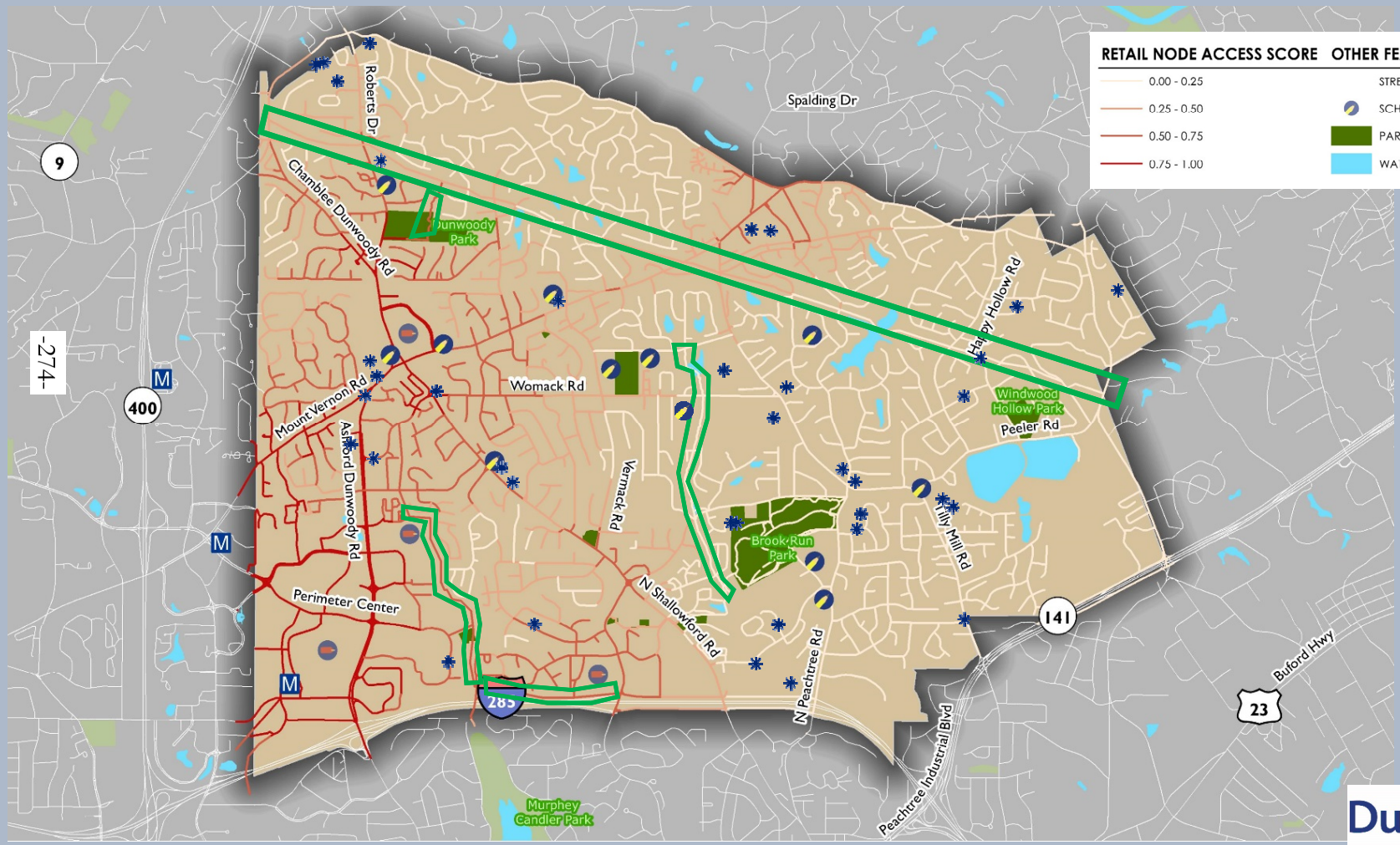
# SUITABILITY ANALYSIS: RETAIL NODES




ATTRACTIONS



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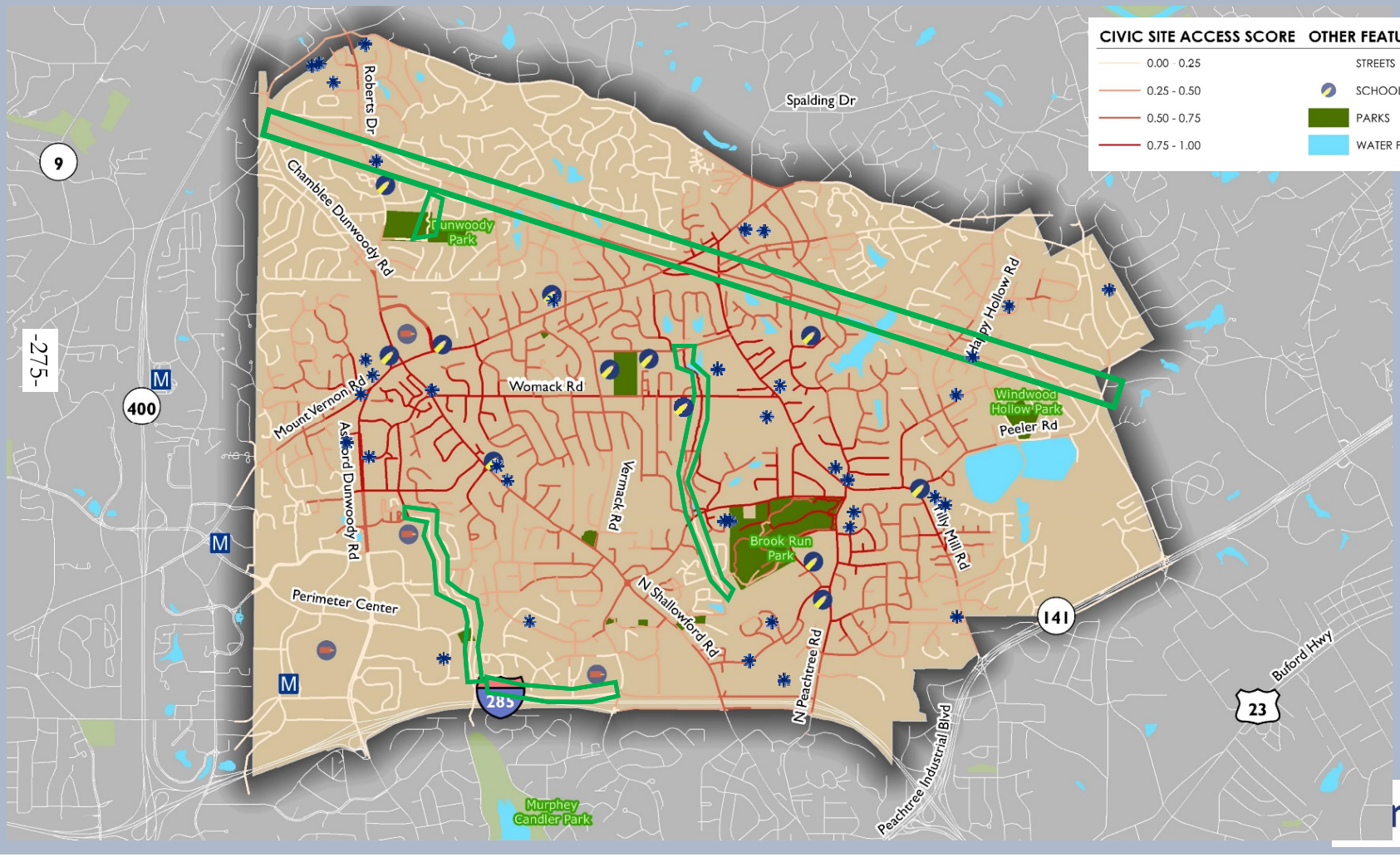
# SUITABILITY ANALYSIS: CIVIC LOCATIONS




ATTRACTIONS

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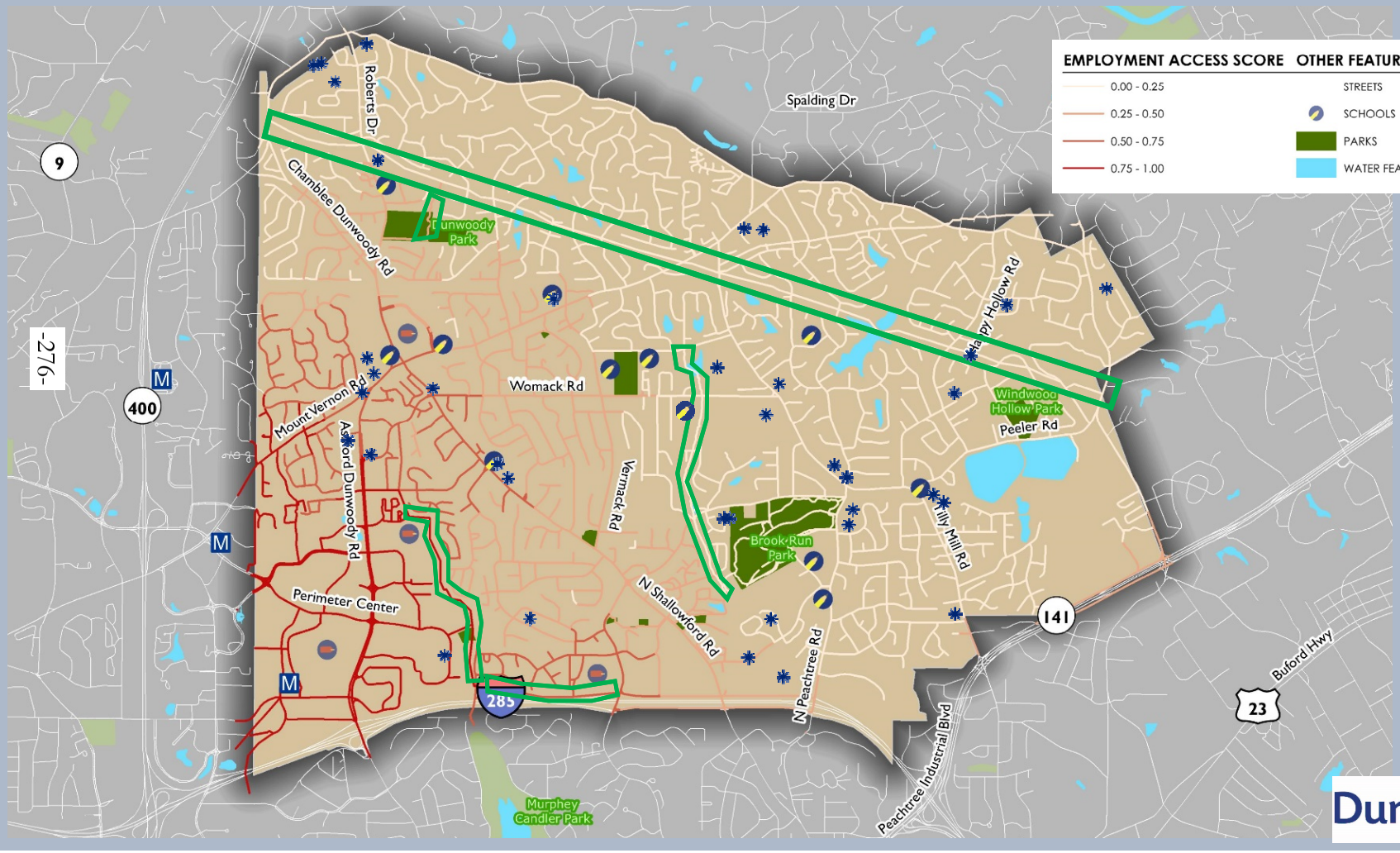
# SUITABILITY ANALYSIS: EMPLOYMENT




ATTRACTIONS

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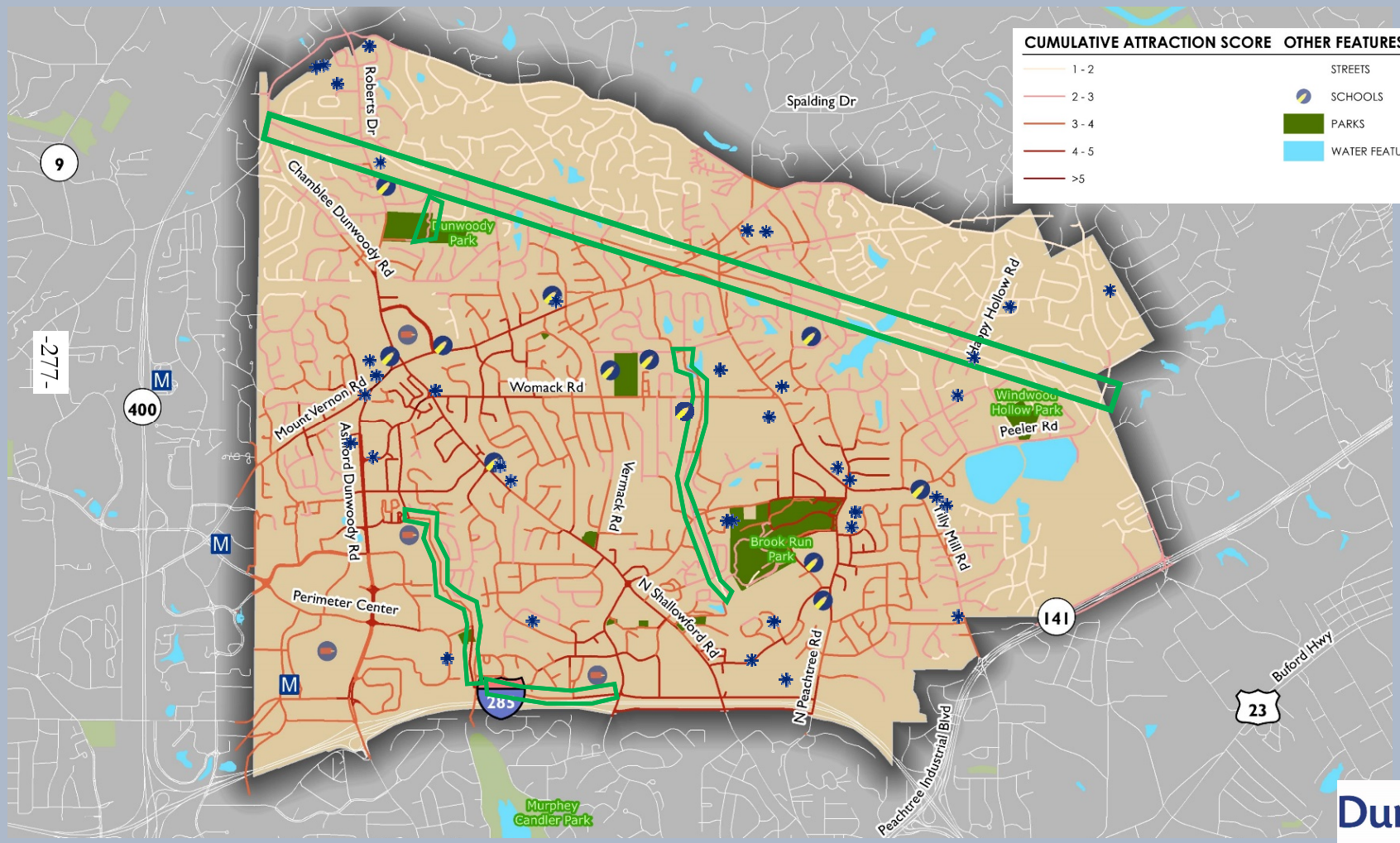
# SUITABILITY ANALYSIS: CUMULATIVE ATTRACTION




ATTRACTIONS

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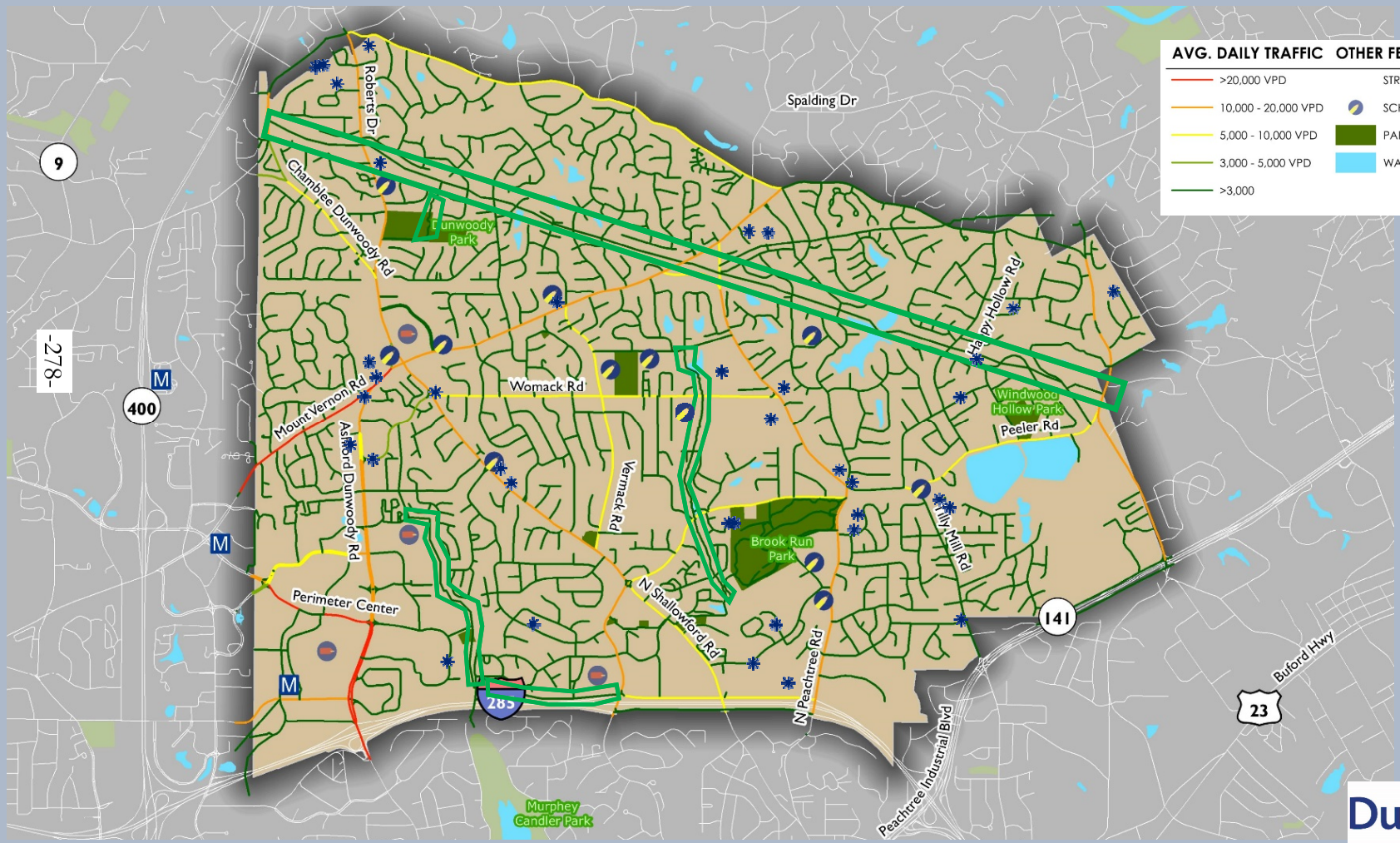
# SUITABILITY ANALYSIS: TRAFFIC VOLUMES




CHARACTER



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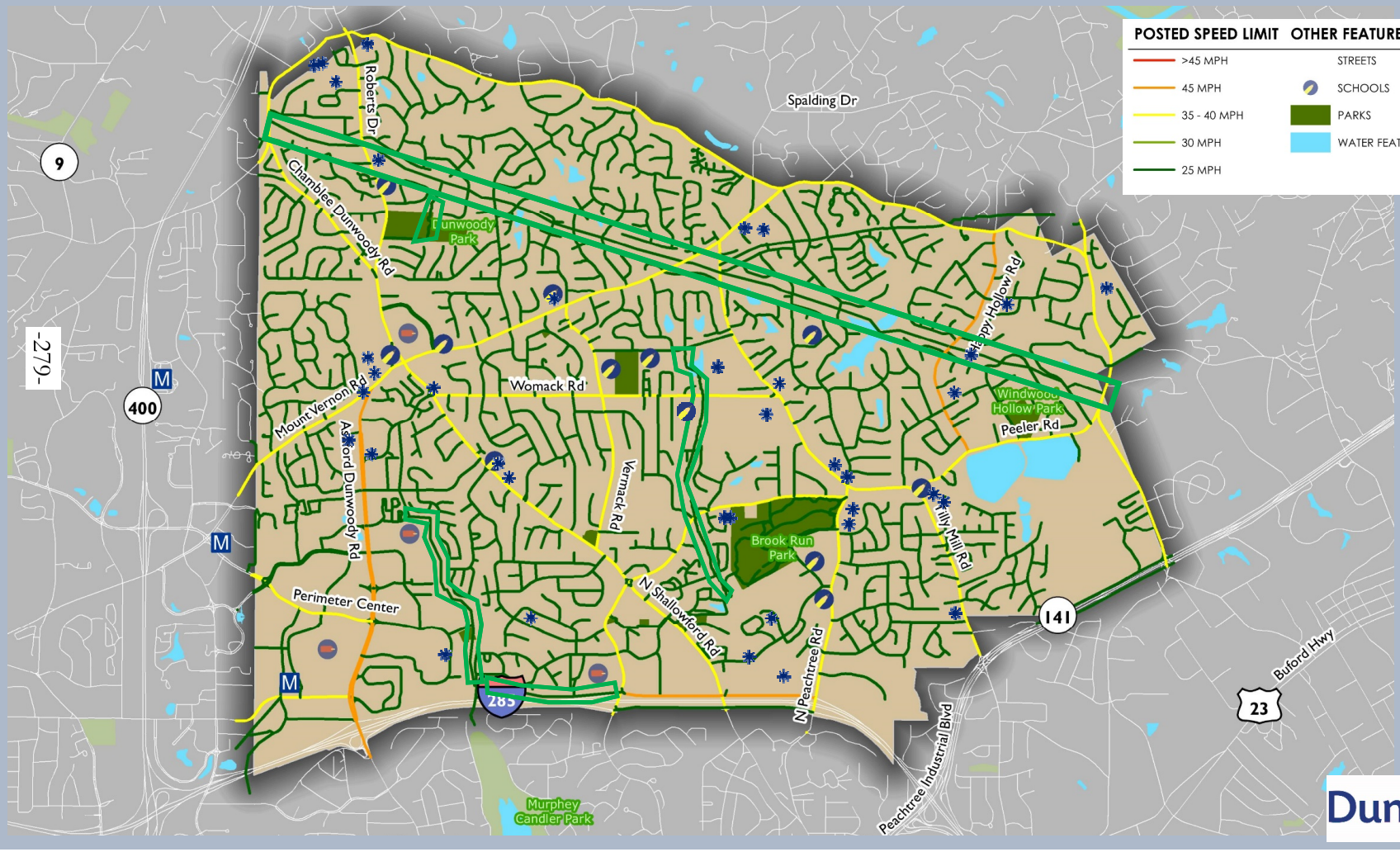
# SUITABILITY ANALYSIS: SPEED LIMITS




CHARACTER

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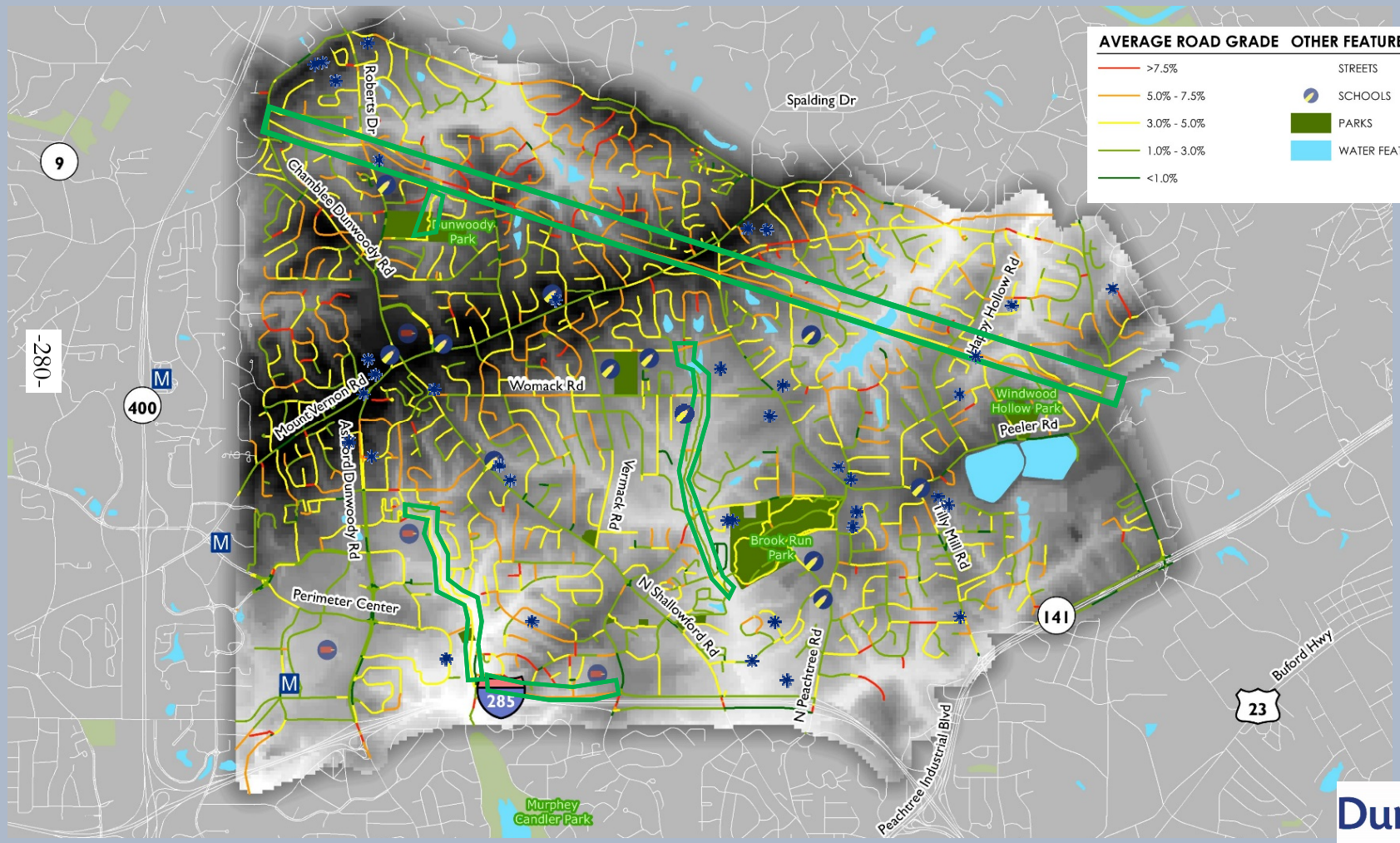
# SUITABILITY ANALYSIS: AVERAGE ROAD GRADE




CHARACTER

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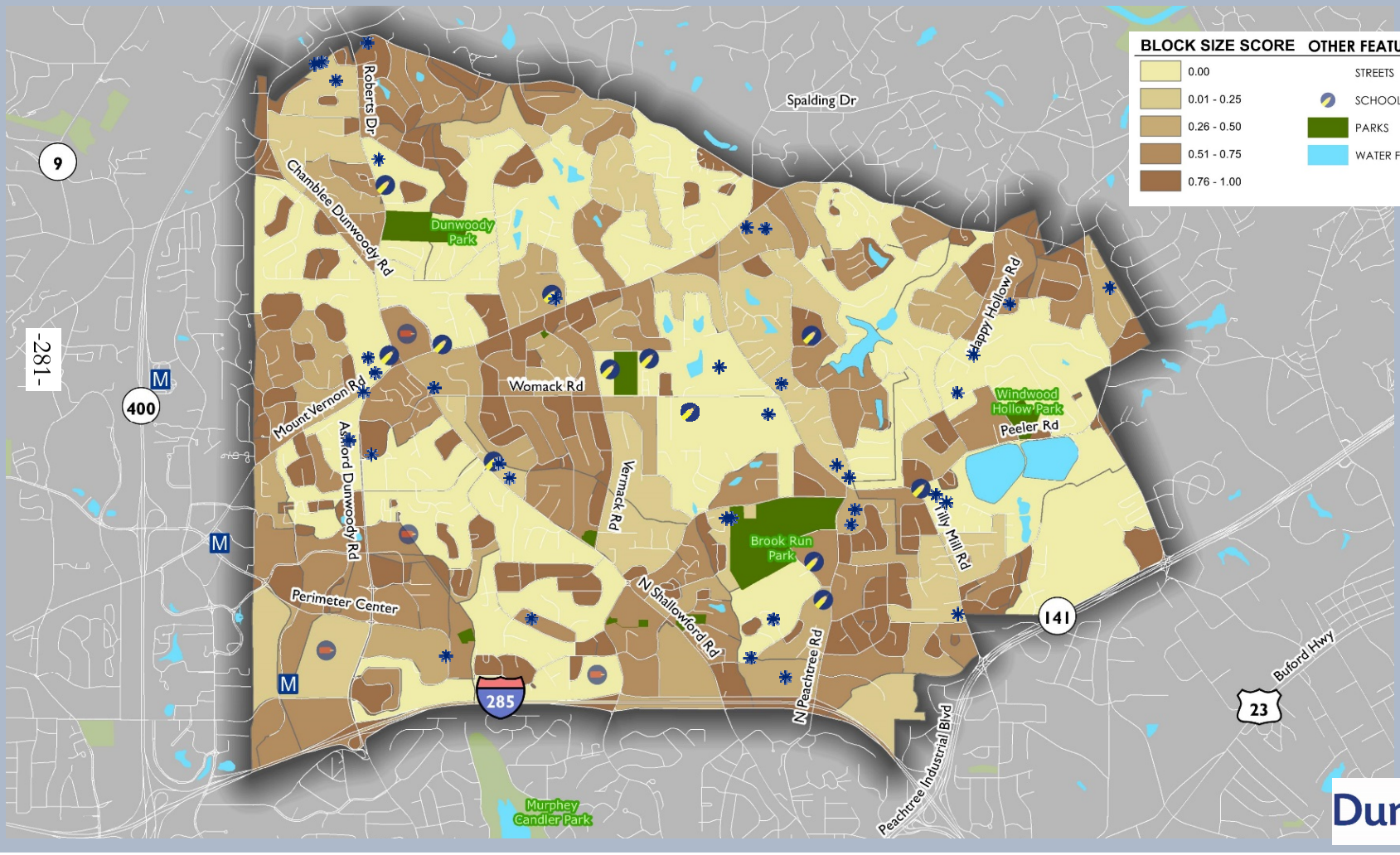
# SUITABILITY ANALYSIS: BLOCK SIZE




CHARACTER

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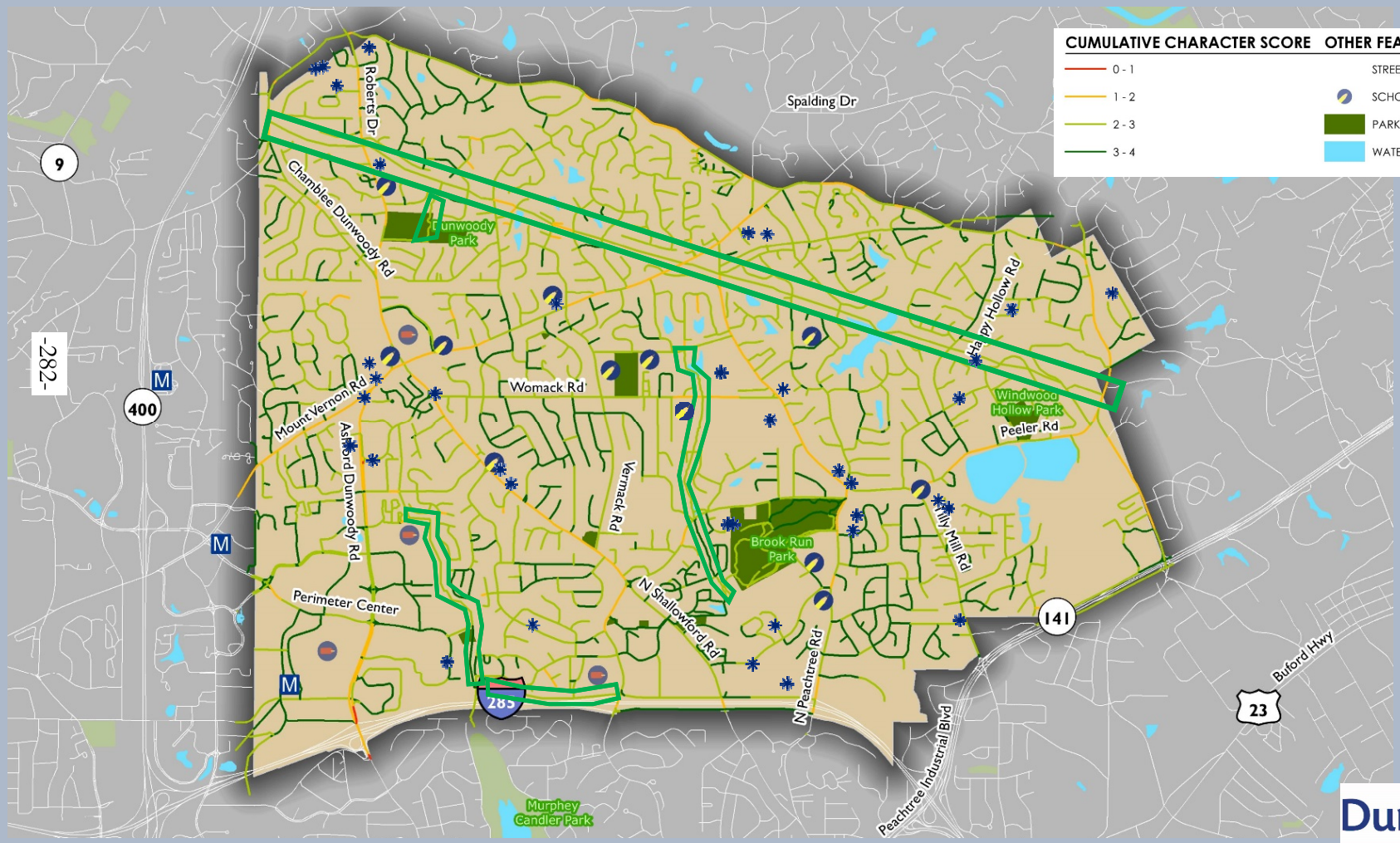
# SUITABILITY ANALYSIS: CUMULATIVE CHARACTER




CHARACTER



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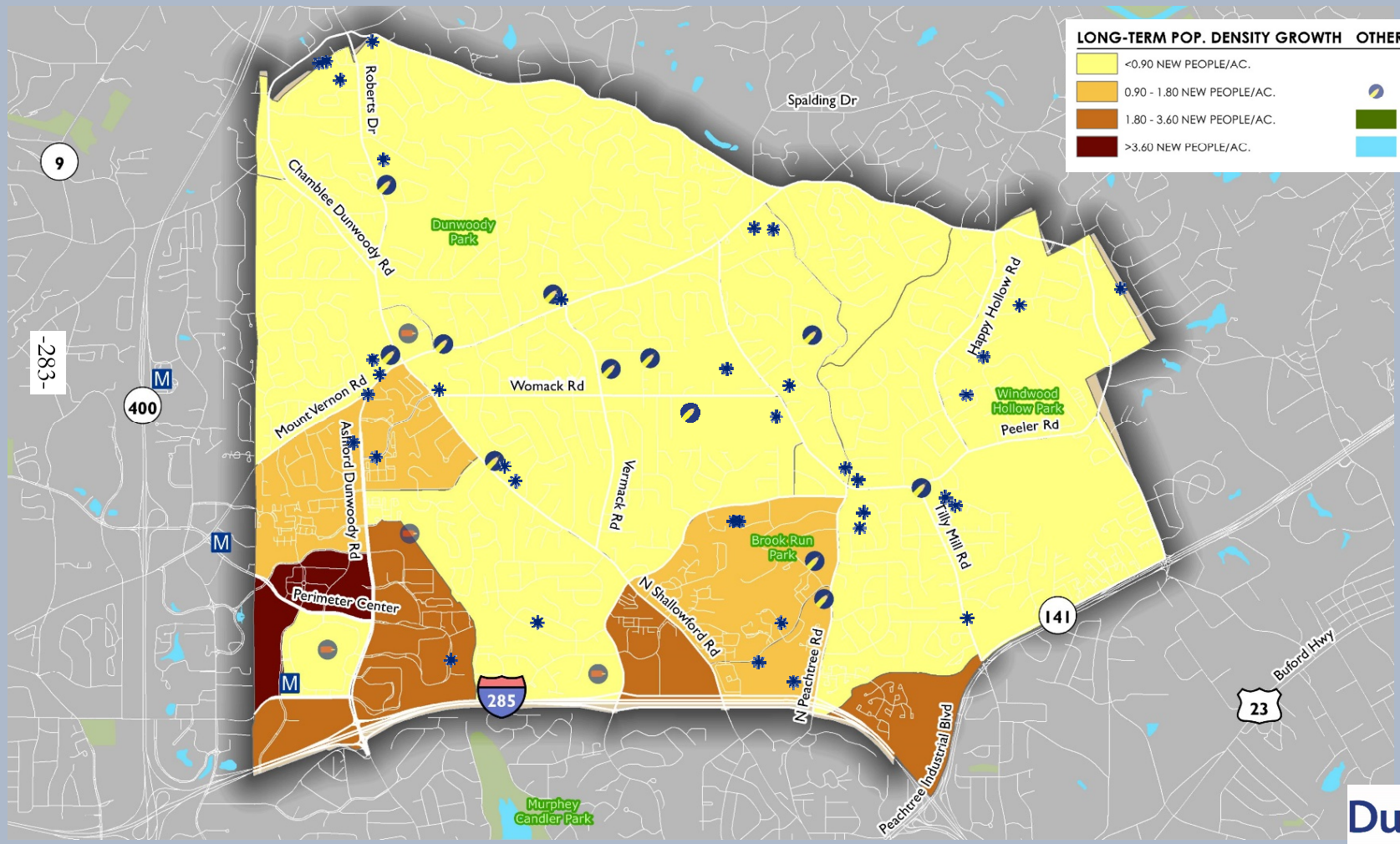
# SUITABILITY ANALYSIS: CHANGE IN POP. DENSITY




FUTURE GROWTH

Dunwoody

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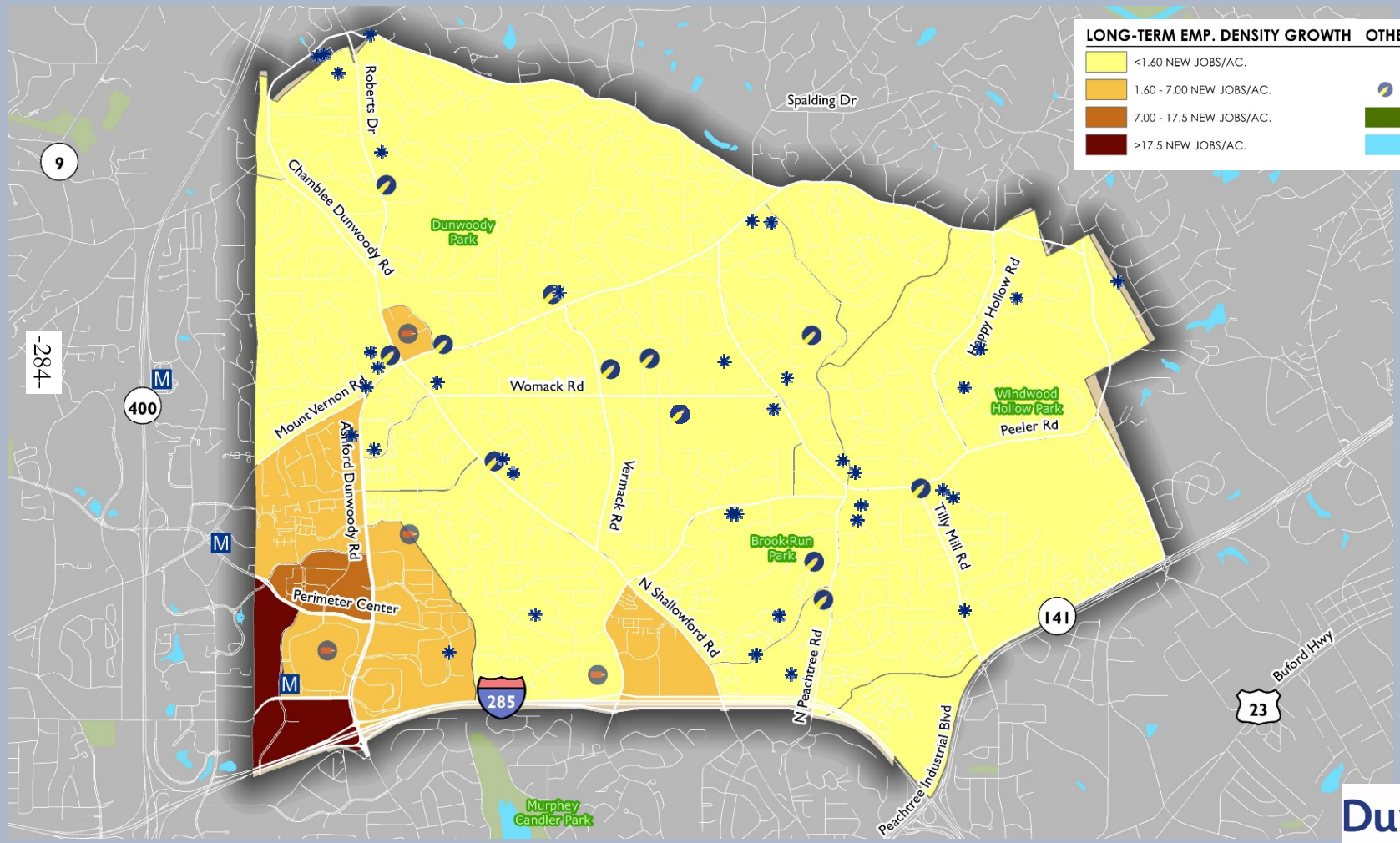
#12.

# SUITABILITY ANALYSIS: CHANGE IN EMP. DENSITY




FUTURE GROWTH



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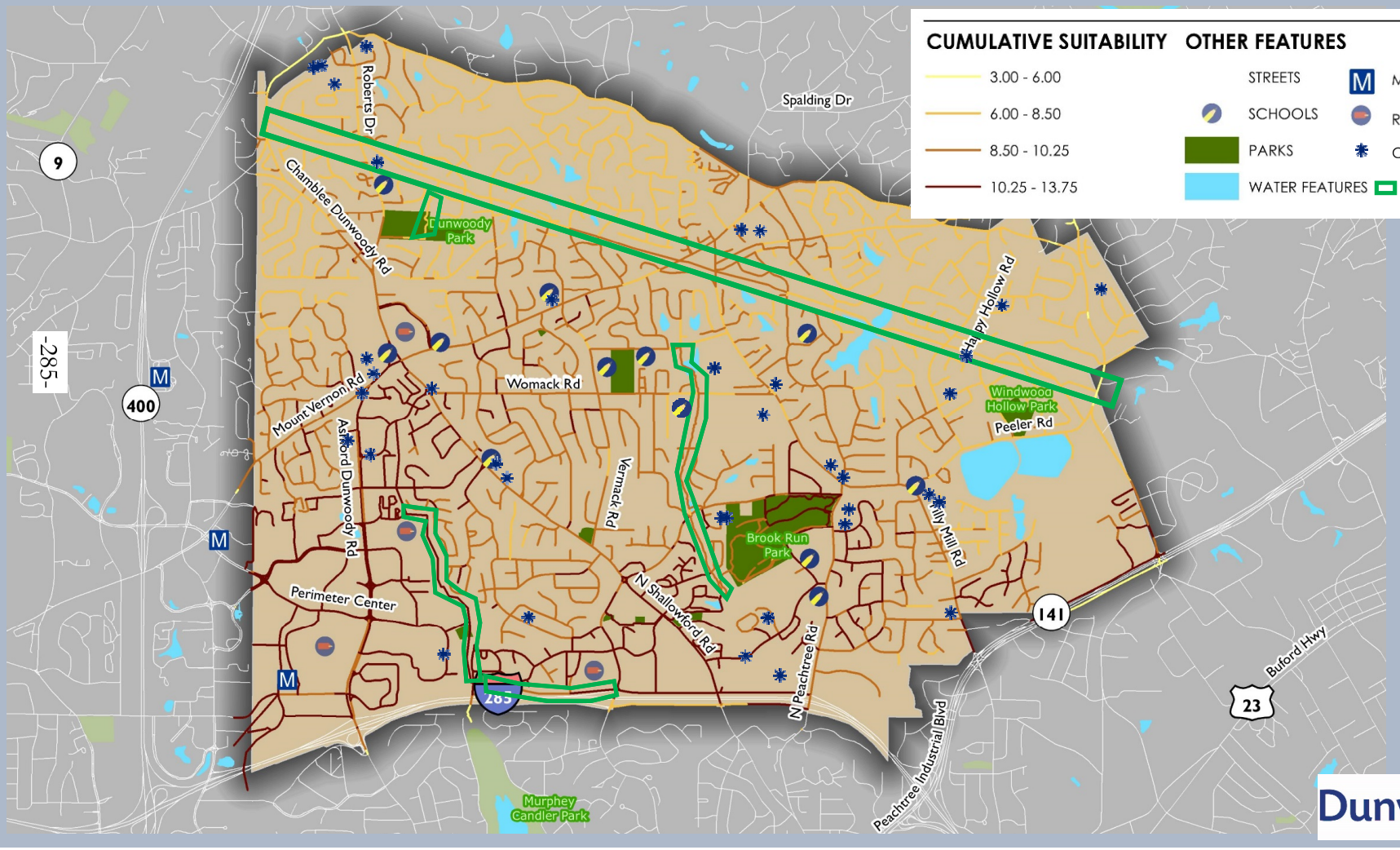
# SUITABILITY ANALYSIS: CUMULATIVE SUITABILITY




RESULTS

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# LET'S TALK PROJECTS

- Peeler Road 12' Multi-Use Path
- Ashford Center Parkway Road Diet with Buffered Bike Lanes
- Cotillion Drive Multi-Use Path
- Ashford Dunwoody Road Separated Facility
- Dunwoody Park Cycle Track and Pedestrian Path



Note: These 5 projects were selected for further discussion because of several reasons including, their potential to connect to other projects currently in concept or design, their suitability score, and their relevance to topics discussed in the previous focus group session.

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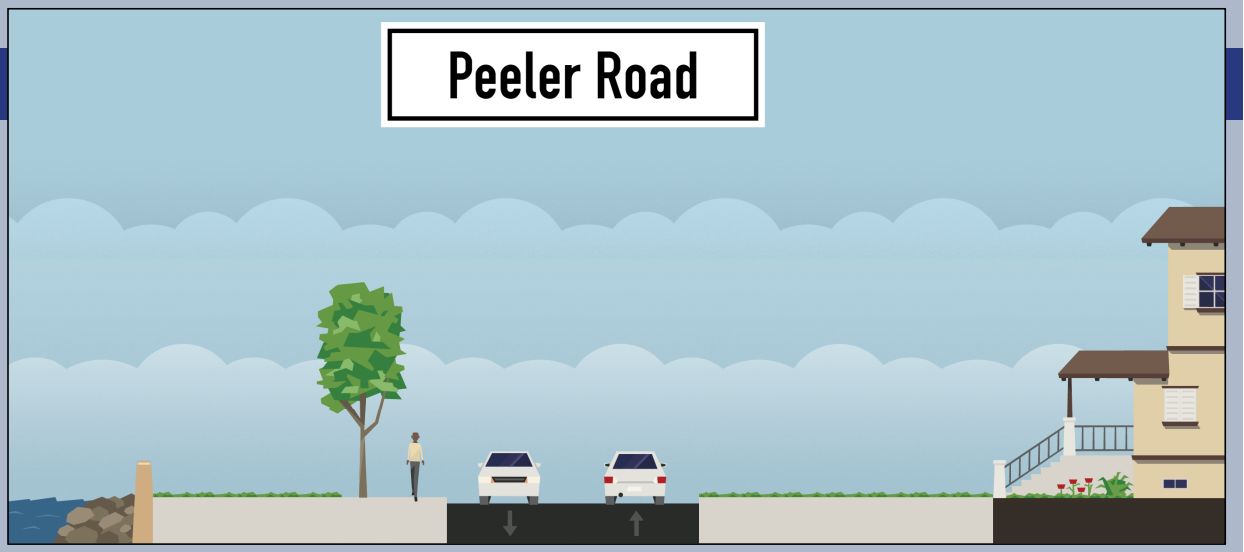
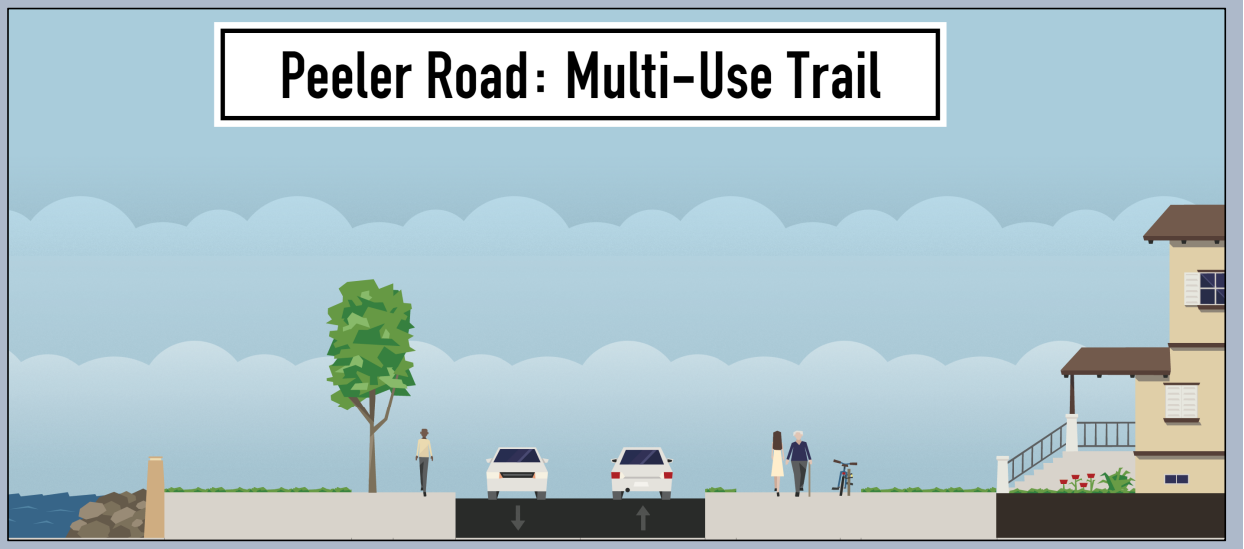
# PEELER ROAD

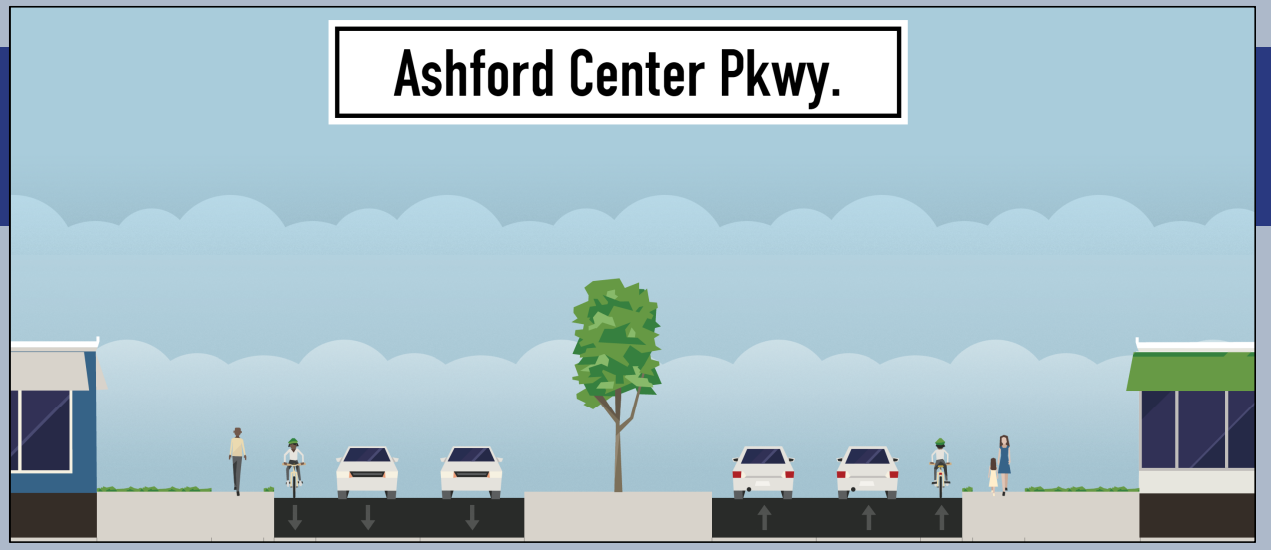
From Winters Chapel Road
to Tilly Mill Road

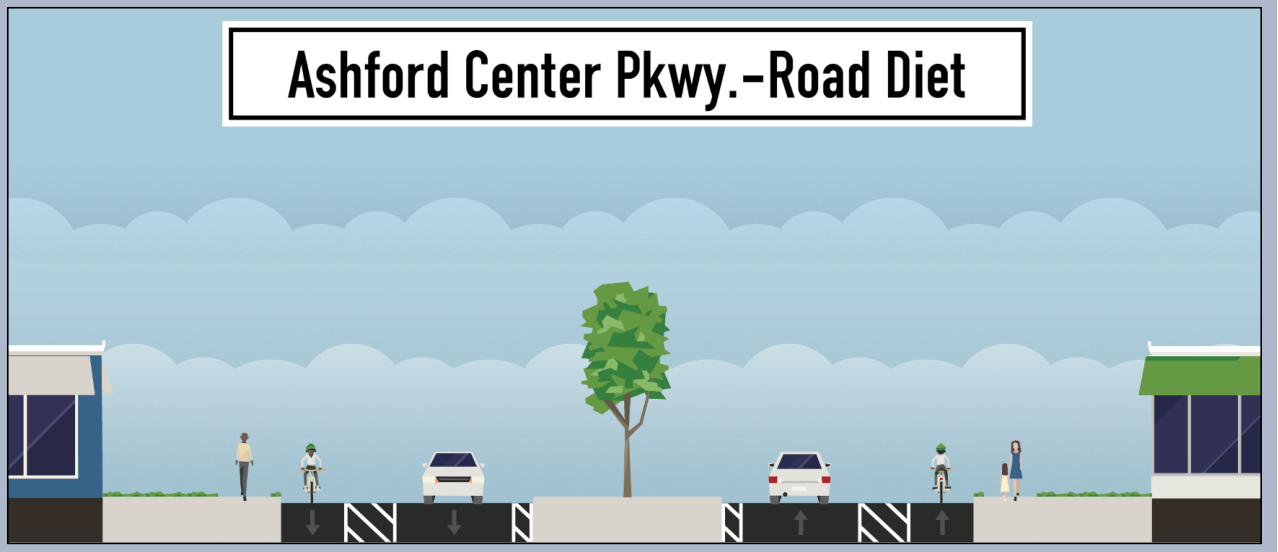


# ASHFORD CENTER PKWY.

From Ashford-Dunwoody Road
to Chamblee-Dunwoody Road

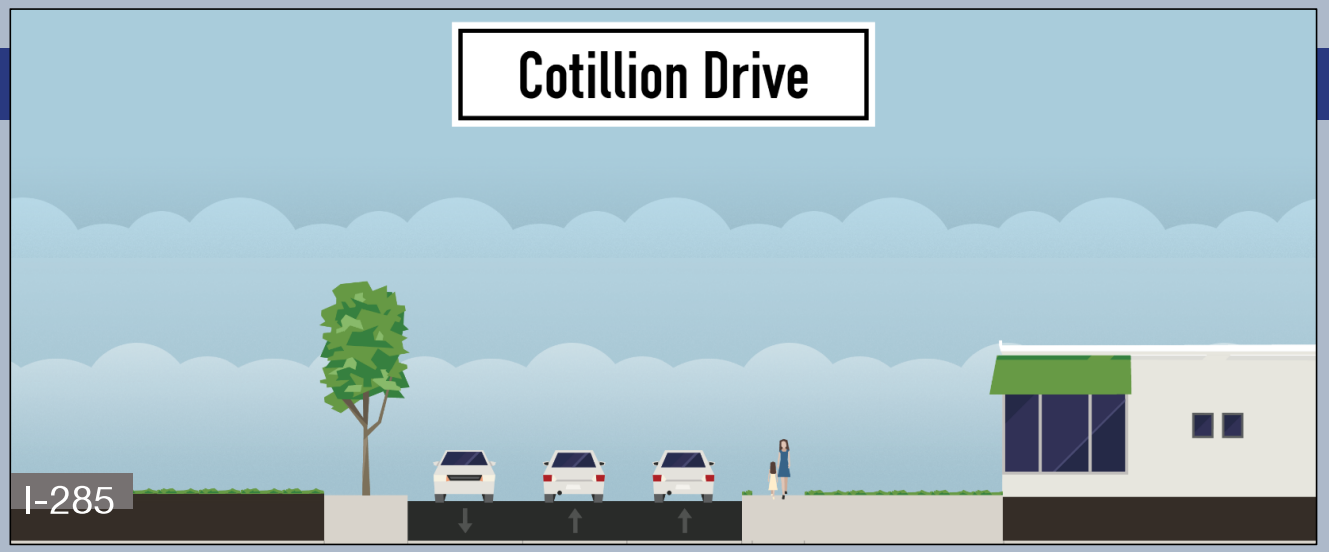


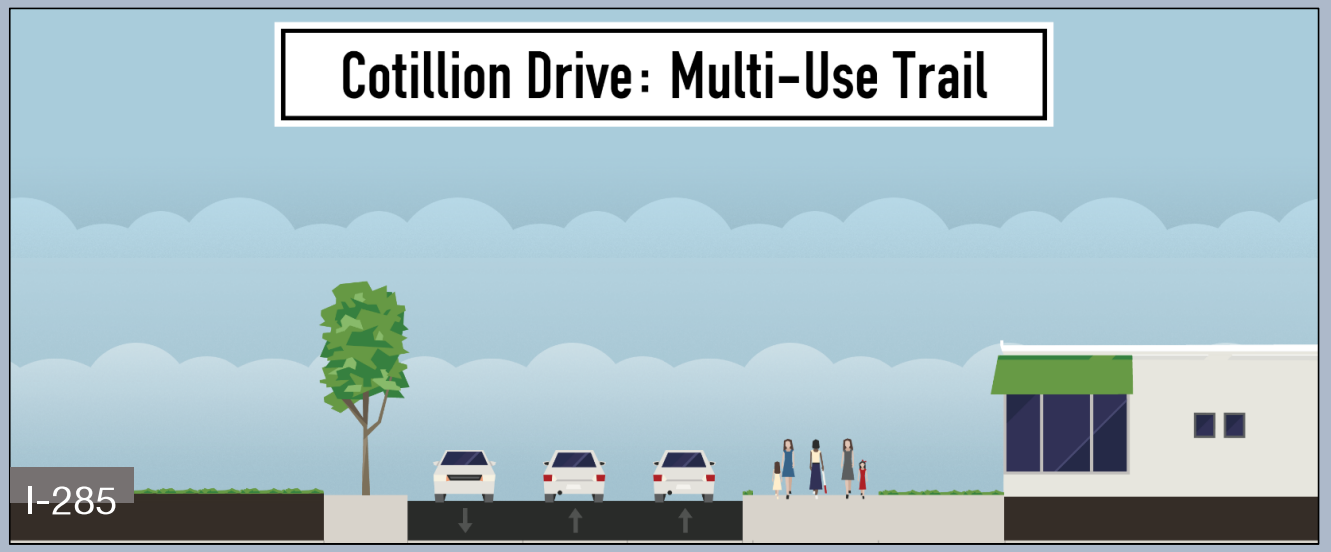




Note: Federal guidance suggests that four-lane roads with ADT less than 20,000 vehicles per day are candidates for road diets. Changes to lane geometry should be accompanied by further analysis, including daily and peak-hour traffic volume counts

# COTILLION DRIVE

From N. Shallowford Road to Perimeter Center E.

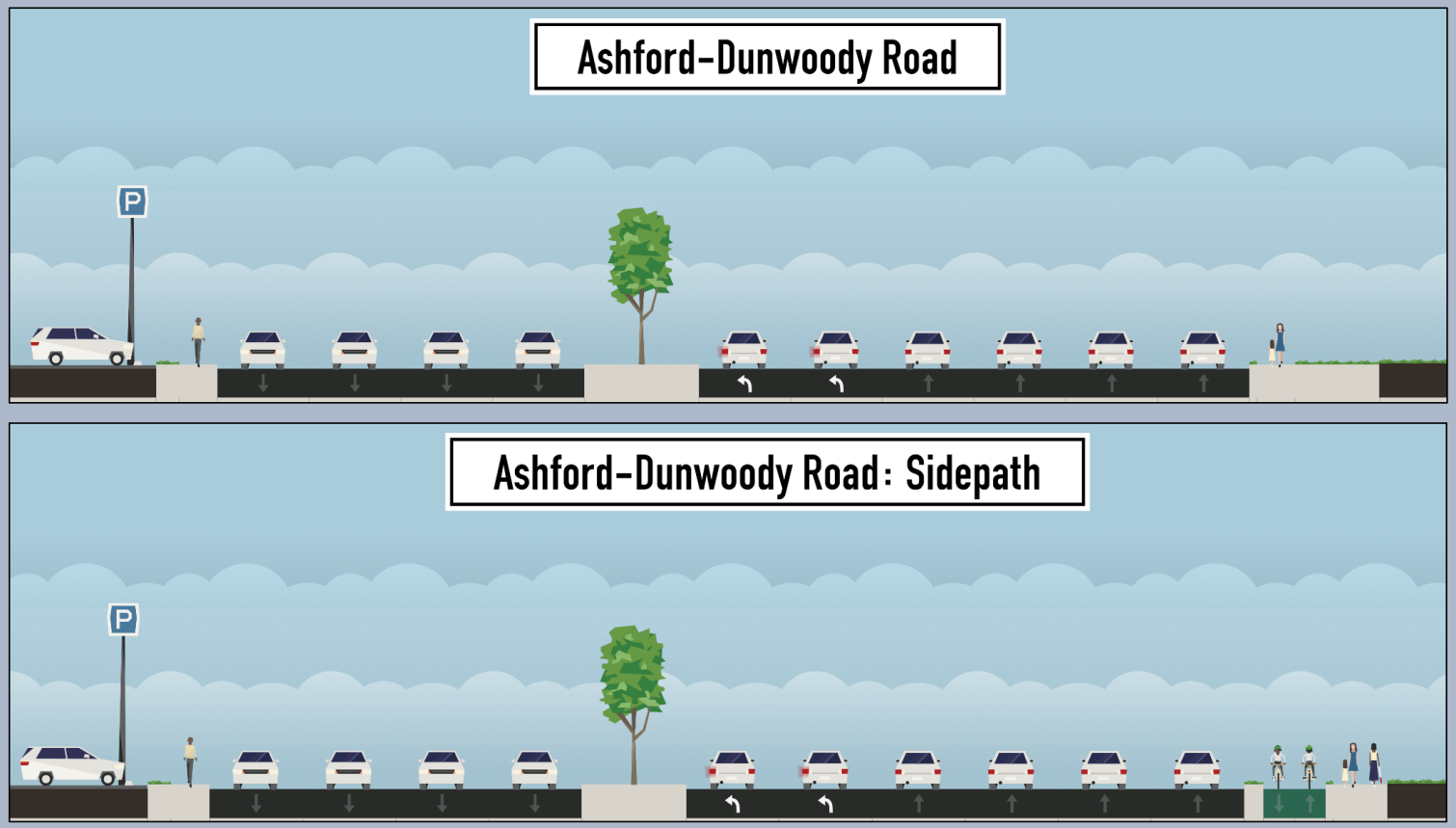


# ASHFORD-DUNWOODY ROAD

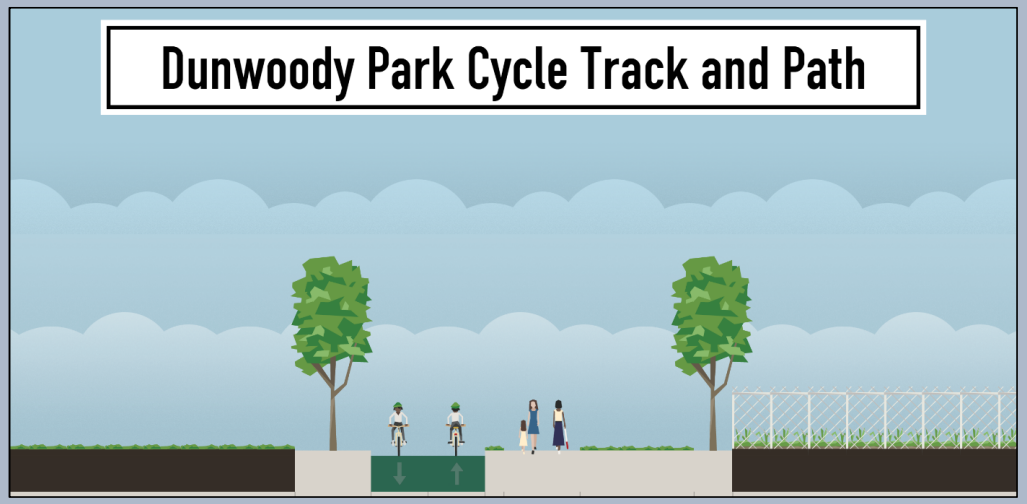
## From I-285 interchange to Mount Vernon Road

Note: Alignment is not yet determined; section from Hammond Drive to Perimeter Center West is currently under design



# DUNWOODY PARK TRAIL

## Alignment Yet to Be Determined




Note: The facilities would begin in Dunwoody Park and extend to the north with a terminus as yet to be determined

Dunwoody

Comprehensive Transportation Plan Update
Bicycle & Pedestrian Focus Group #2
February 6, 2017

## Sign-in Sheet (Please Print Name)

| | |
|---|---|
| Graham Malone, Pond | 404 748-4835 maloneg@pondco.com |
| Pattie Baker | Sustainablepattie@comcast.net |
| Jason Metzger | 770-393-2554 |
| Paige Metzger | " |
| Tom Lambert | 678-296-9915, TLDLSHOP@COMCAST.NET |
| Dona Cardenas | 404 556 1414 donacardenas@gmail.com |
| Joe Secondi | 404-545-3711 JSECONDI@YAHOO.COM |
| Stacey Harris | 404-405-6840 |

Dunwoody

Comprehensive Transportation Plan Update
Bicycle & Pedestrian Focus Group #2
February 6, 2017

## Cotillion Drive and I-285 Adjacent Trail

**Do you agree that this corridor should be one of the priorities for the City? If so, why?**

Yes. Given the amount of residents in this area and the connection to Georgetown retail and to Perimeter Retail, And to Perimeter employment opportunities I think it would be well used and reduce traffic.

**What type(s) of bicycle and/or walking facilities would you like to see on this corridor? Keep in mind adjacent properties, community support, safety, etc.**

This should at some point merge with facility coming from Old Spring House Lane and then cross into Perimeter area at new bridge Perhaps bike lanes on Old Spring House and multiuse path on Cotillion merging into multi-use w/ dedicated bike lanes?

#12.

Dunwoody*

Comprehensive Transportation Plan Update
Bicycle & Pedestrian Focus Group #2
February 6, 2017

## Ashford-Dunwoody Road

**Do you agree that this corridor should be one of the priorities for the City? If so, why?**

Yes, unless can come up w/ path that runs parallel. All of the maps by Pond & Co show this would likely be the most ~~heavily~~ heavily used if peds/bikes felt safe on it.

**What type(s) of bicycle and/or walking facilities would you like to see on this corridor? Keep in mind adjacent properties, community support, safety, etc.**

I like the proposed >1 depth

Dunwoody

Comprehensive Transportation Plan Update
Bicycle & Pedestrian Focus Group #2
February 6, 2017

## Dunwoody Park Trail

**Do you agree that this corridor should be one of the priorities for the City? If so, why?**

Not necessarily. However would be nice to connect Austin, Dunwoody Nature Center + new park to future power line pathway.

**What type(s) of bicycle and/or walking facilities would you like to see on this corridor? Keep in mind adjacent properties, community support, safety, etc.**

Sandy Springs has a multi-use path planned for their power lines. Dunwoody could extend from that on west side of town to get that started.

Dunwoody

Comprehensive Transportation Plan Update
Bicycle & Pedestrian Focus Group #2
February 6, 2017

## Final Thoughts

**Are there any other priority connections that should be pursued that were not discussed today? Why?**

Yes. Chamblee Dunwoody road from Womack to Dunwoody Village Parkway. This is an important piece for those that want to use existing facilities to get into Dunwoody Village for retail, and should be prioritized Tilly Mill Road from Mt Vernon to Womack. I recognize that it is in works but lets not lose sight of it. Widening sidewalks on Mt Vernon near/through Village into multi-use trails to accomodate more users in that busy area.

Focus on economic benefit to retail and fun for users

Dunwoody

Comprehensive Transportation Plan Update
Bicycle & Pedestrian Focus Group #2
February 6, 2017

## Peeler Road

**Do you agree that this corridor should be one of the priorities for the City? If so, why?**

No, I wouldn't travel that far to use the bike/walk facility/trails

**What type(s) of bicycle and/or walking facilities would you like to see on this corridor? Keep in mind adjacent properties, community support, safety, etc.**

Multi use trails

Dunwoody

Comprehensive Transportation Plan Update
Bicycle & Pedestrian Focus Group #2
February 6, 2017

## Ashford Center Parkway

**Do you agree that this corridor should be one of the priorities for the City? If so, why?**

Yes

**What type(s) of bicycle and/or walking facilities would you like to see on this corridor? Keep in mind adjacent properties, community support, safety, etc.**

Protected Bike Lanes. I use this road to go to/from Target area and it's dangerous for a casual rider.

- kids could ride their bikes to School and to the library.

Dunwoody

Comprehensive Transportation Plan Update
Bicycle & Pedestrian Focus Group #2
February 6, 2017

## Cotillion Drive and I-285 Adjacent Trail

**Do you agree that this corridor should be one of the priorities for the City? If so, why?** Yes.

Connects [redacted], High density population in Georgetown retail area and Perimeter retail area

**What type(s) of bicycle and/or walking facilities would you like to see on this corridor? Keep in mind adjacent properties, community support, safety, etc.**

Protected Bike lanes and multi use trails.

Dunwoody

Comprehensive Transportation Plan Update
Bicycle & Pedestrian Focus Group #2
February 6, 2017

## Ashford-Dunwoody Road

**Do you agree that this corridor should be one of the priorities for the City? If so, why?**

Yes. Need to connect Mt Vernon to safe bike lanes (protected). connects to retail shops

**What type(s) of bicycle and/or walking facilities would you like to see on this corridor? Keep in mind adjacent properties, community support, safety, etc.**

the traffic needs to be calmed on Ashford Dun. Rd so protected bike lanes would be safer + slow traffic.

Many residents live on this road w/ families. Kids would like to ride their bikes and feel safe.

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Comprehensive Transportation Plan Update
Bicycle & Pedestrian Focus Group #2
February 6, 2017

## Dunwoody Park Trail

**Do you agree that this corridor should be one of the priorities for the City? If so, why?**

NO, I don't see a high demand for this right now. Residents are looking to get to/from retail and more restaurants

**What type(s) of bicycle and/or walking facilities would you like to see on this corridor? Keep in mind adjacent properties, community support, safety, etc.**

Multi use trail

Dunwoody

Comprehensive Transportation Plan Update
Bicycle & Pedestrian Focus Group #2
February 6, 2017

## Final Thoughts

**Are there any other priority connections that should be pursued that were not discussed today? Why?**

- I would like to see the strip of Mt Vernon Rd from Sprouts all the way to Dun Village changed to add (Protected) bike lanes
- Protected bike lanes from Mt Vernon Rd down Tilly Mill Rd. Tilly Mill is used by several walkers and bikers. Many are going to the college as well as Dunwoody Elementary.

## Malone, Graham

**From:** Pattie Baker <Sustainablepattie@comcast.net>
**Sent:** Friday, February 17, 2017 9:52 AM
**To:** Mindy Sanders
**Cc:** 'tldlshop@comcast.net'; Robert Dallas (rdallas@gilsonathans.com); paigemetzger@bellsouth.net; 'jason_metzger@bellsouth.net'; 'staceyharris70@hotmail.com'; 'Joe Seconder'; sfshows@yahoo.com; bruce@hagen-law.com; donacardenas@gmail.com; klw4006@gmail.com; Bob Mullen; Ashley Butts; Michael Smith; Lusher, Eric; Malone, Graham
**Subject:** Re: CTP Update Pedestrian and Bicycle Discussion

Mindy: Thank you so much for including me in these focus group discussions and asking for additional feedback. I am at a bit of a loss as to how to respond since I am unclear as to what the City of Dunwoody's goal is for bike-friendliness. I think we can agree that we want a complete, connected network, but for whom? Are we aiming to provide additional safe access for seasoned cyclists, or are we aiming to create access-for-all from ages 8-80? I believe a stake-in-the-ground positioning statement would help serve as a guiding post against which to measure our decisions and actions.

Here are examples of confusing realities -- Our city claims to be a family-friendly city, yet I have been continually told by City Hall staff that the death trap bike lane to which I refer as "Pointy" right by churches, neighborhoods, and the retail and restaurants of our downtown village is a best-practice and acceptable. See here. The city also paid for a contractor two years ago to prepare and present a report with recommendations about what it would take for the City of Dunwoody to become a certified Bike Friendly City, yet the consultants seemed to know nothing about this when I asked. Hence, I am confused and thereby hesitant to donate additional time against an unclear goal.

Learning as I go,
Pattie

On Feb 16, 2017, at 3:51 PM, Mindy Sanders <Mindy.Sanders@dunwoodyga.gov> wrote:

> We haven't received any comment sheets back to date regarding the bicycle projects that were discussed last week. If you are able to complete one, we ask that you submit them by next Monday to Graham (maloneg@pondcom.com).
>
> Thanks again for your contribution to this effort,
>
> Mindy Sanders, PE
> Capital Projects Manager
> City of Dunwoody Public Works
>
> -----Original Message-----
> From: Mindy Sanders
> Sent: Monday, February 6, 2017 5:42 PM
> To: 'Pattie Baker' <Sustainablepattie@comcast.net>; 'tldlshop@comcast.net' <tldlshop@comcast.net>; 'Robert Dallas (rdallas@gilsonathans.com)'

<rdallas@gilsonathans.com>; 'paigemetzger@bellsouth.net' <paigemetzger@bellsouth.net>; 'jason_metzger@bellsouth.net' <jason_metzger@bellsouth.net>; 'staceyharris70@hotmail.com' <staceyharris70@hotmail.com>; 'Joe Seconder' <jseconder@yahoo.com>; 'sfshows@yahoo.com' <sfshows@yahoo.com>; 'bruce@hagen-law.com' <bruce@hagen-law.com>; 'donacardenas@gmail.com' <donacardenas@gmail.com>; 'klw4006@gmail.com' <klw4006@gmail.com>
Cc: Bob Mullen <Bob.Mullen@dunwoodyga.gov>; Ashley Horne <Ashley.Horne@dunwoodyga.gov>; Michael Smith <Michael.Smith@dunwoodyga.gov>; 'Lusher, Eric' <LusherE@pondco.com>; 'Malone, Graham' <MaloneG@pondco.com>
Subject: RE: CTP Update Pedestrian and Bicycle Discussion

Thank you to those who were able to attend today's pedestrian and bicycle discussion. If you were unable to attend I've attached a copy of today's agenda and comment sheet. Today's presentation may also be downloaded following this link: https://dunwoodyga.sharefile.com/d-s9c636bc6f594f00a

Send your completed comment sheets back to me or Graham (maloneg@pondcom.com).

Thanks again and be sure and be sure to let everyone know about the CTP Open House on March 7th (6-8pm) at City Hall. See you then,

Mindy Sanders, PE
Capital Projects Manager
City of Dunwoody Public Works

-----Original Message-----
From: Mindy Sanders
Sent: Friday, February 3, 2017 3:12 PM
To: 'Pattie Baker' <Sustainablepattie@comcast.net>; 'tldlshop@comcast.net' <tldlshop@comcast.net>; 'Robert Dallas (rdallas@gilsonathans.com)' <rdallas@gilsonathans.com>; 'paigemetzger@bellsouth.net' <paigemetzger@bellsouth.net>; 'jason_metzger@bellsouth.net' <jason_metzger@bellsouth.net>; 'staceyharris70@hotmail.com' <staceyharris70@hotmail.com>; 'Joe Seconder' <jseconder@yahoo.com>; 'sfshows@yahoo.com' <sfshows@yahoo.com>; 'bruce@hagen-law.com' <bruce@hagen-law.com>; 'donacardenas@gmail.com' <donacardenas@gmail.com>; 'klw4006@gmail.com' <klw4006@gmail.com>; Bob Mullen <Bob.Mullen@dunwoodyga.gov>; Ashley Horne <Ashley.Horne@dunwoodyga.gov>; Michael Smith <Michael.Smith@dunwoodyga.gov>; 'Lusher, Eric' <LusherE@pondco.com>; 'Malone, Graham' <MaloneG@pondco.com>
Subject: RE: CTP Update Pedestrian and Bicycle Discussion

I hope to see you all on Monday at noon at City Hall (41 Perimeter Center East, Suite 103). Boxed lunches will be provided.

I've attached an agenda and a handout for next Monday's bike and pedestrian discussion. A slideshow is also being prepared and will be available after the meeting to anyone who is unable to attend.

Thanks again,

Mindy Sanders, PE

Capital Projects Manager
City of Dunwoody Public Works

-----Original Message-----
From: Mindy Sanders
Sent: Tuesday, January 24, 2017 3:33 PM
To: 'Pattie Baker' <Sustainablepattie@comcast.net>
Cc: 'tldlshop@comcast.net' <tldlshop@comcast.net>; Robert Dallas (rdallas@gilsonathans.com) <rdallas@gilsonathans.com>; 'jason_metzger@bellsouth.net' <jason_metzger@bellsouth.net>; 'staceyharris70@hotmail.com' <staceyharris70@hotmail.com>; 'Joe Seconder' <jseconder@yahoo.com>; sfshows@yahoo.com; bruce@hagen-law.com; donacardenas@gmail.com; klw4006@gmail.com; Bob Mullen <Bob.Mullen@dunwoodyga.gov>; Ashley Horne <Ashley.Horne@dunwoodyga.gov>; Michael Smith <Michael.Smith@dunwoodyga.gov>; Lusher, Eric <LusherE@pondco.com>; Malone, Graham <MaloneG@pondco.com>
Subject: RE: CTP Update Pedestrian and Bicycle Discussion

We don't' have anything prepared at this time, but expect to have a summary of the survey results prepared prior to the meeting. At a minimum those will be provided prior to the meeting.

Thanks,

Mindy Sanders, PE
Capital Projects Manager
City of Dunwoody Public Works

-----Original Message-----
From: Pattie Baker [mailto:Sustainablepattie@comcast.net]
Sent: Tuesday, January 24, 2017 2:22 PM
To: Mindy Sanders <Mindy.Sanders@dunwoodyga.gov>
Cc: 'tldlshop@comcast.net' <tldlshop@comcast.net>; Robert Dallas (rdallas@gilsonathans.com) <rdallas@gilsonathans.com>; 'jason_metzger@bellsouth.net' <jason_metzger@bellsouth.net>; 'staceyharris70@hotmail.com' <staceyharris70@hotmail.com>; 'Joe Seconder' <jseconder@yahoo.com>; sfshows@yahoo.com; bruce@hagen-law.com; donacardenas@gmail.com; klw4006@gmail.com; Bob Mullen <Bob.Mullen@dunwoodyga.gov>; Ashley Horne <Ashley.Horne@dunwoodyga.gov>; Michael Smith <Michael.Smith@dunwoodyga.gov>; Lusher, Eric <LusherE@pondco.com>; Malone, Graham <MaloneG@pondco.com>
Subject: Re: CTP Update Pedestrian and Bicycle Discussion

Thanks, Mindy. Are there any documents we can review prior to the meeting?

On Jan 24, 2017, at 12:59 PM, Mindy Sanders <Mindy.Sanders@dunwoodyga.gov> wrote:

<Mail Attachment.eml>

Dunwoody

Comprehensive Transportation Plan Update
Bicycle & Pedestrian Focus Group #2
February 6, 2017

# AGENDA

- Introductions

- Powerpoint Presentation from Pond

  - Summary of the Bicycle/Pedestrian Suitability Assessment to-date
  - Recap of the Previous Focus Group Meeting
  - Citywide Survey Results
  - Biking and Walking Suitability Process

- Priority Projects
  - Group Handouts

- Next Steps
  - Public Information Open House: March 7,2017

Dunwoody



# Peeler Road

## Do you agree that this corridor should be one of the priorities for the City? If so, why?

If the siedewalk/path can be continued all the way to Brook Run (via Tilly Mill), then I would think this project could be a priority for its potential connectivity. If it only runs along Peeler. I believe the priority level drops due to existing sidewalks already in place along opposite side of road.

## What type(s) of bicycle and/or walking facilities would you like to see on this corridor? Keep in mind adjacent properties, community support, safety, etc.

Wide as possible multi-use path (12 feet). To provide maximum value, should provide connectivity to Winters Chapel Road, Windwood Hollow Park, Brook Run Park and the new ball fields at PCMS. Should also continue along N. Peachtree to connect both PCMS and Chesnut to this path to allow students greater opportunity to safely walk or bike to school. A future continuation along Tilly Mill Rd. could also potentially tie in GA State campus, Kingsley Elementary, DES and Dunwoody HS.

Taken all the way to Mt. Vernon/Mt. Vernon Place, it would tie into a future power line trail.

Dunwoody



# Ashford Center Parkway

## Do you agree that this corridor should be one of the priorities for the City? If so, why?

The greatest value of this project is its relative ease, as well its high visability. This could serve as an example of what is possible. Love the idea that it could provide a safe walk/bike option between library and future site of Dunwoody City Hall. Great potential for future tie in to Perimeter retail.

## What type(s) of bicycle and/or walking facilities would you like to see on this corridor? Keep in mind adjacent properties, community support, safety, etc.

Eliminate unneeded additional lane along Ashford Center and add protected bike line. Also need pedistrian facilities, and should be plenty of space to seperate from bike lane.

Great potential to continue along Womack for connectivity to Peeler Trail, as well as schools.

Potential future tie in to Dunwoody Village.

Dunwoody

Comprehensive Transportation Plan Update
Bicycle & Pedestrian Focus Group #2
February 6, 2017

## Cotillion Drive and I-285 Adjacent Trail

## Do you agree that this corridor should be one of the priorities for the City? If so, why?

Greatest value for this is the east/west connectivity along city's southern border. Would provide good access for many of the apartments in the area. Greatest impact would be if it could somehow continue west past Georgetown to connect to Perimeter area.

## What type(s) of bicycle and/or walking facilities would you like to see on this corridor? Keep in mind adjacent properties, community support, safety, etc.

12 foot wide multi use trail.

Dunwoody



## Ashford-Dunwoody Road

## Do you agree that this corridor should be one of the priorities for the City? If so, why?

Dunwoody's "Downtown" absolutely needs to be a priority for these facilities. Tieing retail, dining, hotels, mass transit, city hall residential...potential impact is great.

## What type(s) of bicycle and/or walking facilities would you like to see on this corridor? Keep in mind adjacent properties, community support, safety, etc.

Ideal world is multi use, but more realistic might be protected bike lanes on street with wide sidewalks for pedestrians. Frequent seating and bike facilities along the way would be great too.

Dunwoody

Comprehensive Transportation Plan Update
Bicycle & Pedestrian Focus Group #2
February 6, 2017

## Dunwoody Park Trail

## Do you agree that this corridor should be one of the priorities for the City? If so, why?

This could be the begining of the city's "crown jewel" trail system, connecting east west along the power lines. Also like connectivity to "new" park, Dunwoody Nature Center and Austin Elementary.

## What type(s) of bicycle and/or walking facilities would you like to see on this corridor? Keep in mind adjacent properties, community support, safety, etc.

12 foot wide multi use trails.

Dunwoody



## Final Thoughts

## Are there any other priority connections that should be pursued that were not discussed today? Why?

I believe facilites along Tilly Mill Rd would be a tremendous asset, not only for their stand alone value, but also the potential to form a bridge between some of the projects already on the board.

Great potential to connect residential to schools, parks and retail. I believe this could be relatively easy to achieve with a "road diet" along Tilly Mill for safer bike lanes, use of existing R.O.W. and an enhancement of existing pedestrian facilities.

# PUBLIC INFORMATION OPEN HOUSE MATERIALS AND COMMENTS

# CITY OF DUNWOODY

## Comprehensive Transportation Plan Update 2017

## Public Information Open House

March 7, 2017

Dunwoody

POND

Architects • Engineers • Planners

# PRESENTATION TOPICS

- The 2017 Comprehensive Transportation Update Process
- Building on Previous Efforts
- Updating the CTP
- Collecting Community Feedback
- Evaluating the City's Walking and Biking Suitability
- Prioritizing Projects
- Next Steps

# THE 2017 COMPREHENSIVE TRANSPORTATION UPDATE PROCESS

## What is a "CTP"?

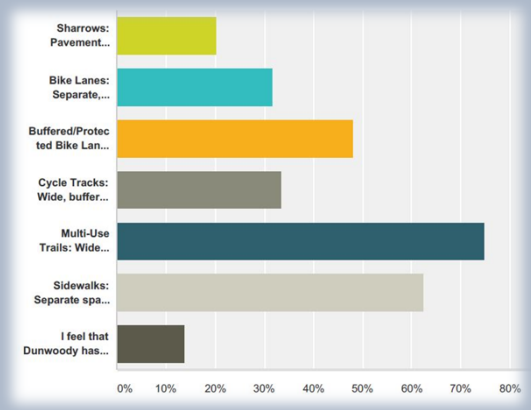
*An analysis of all applicable modes of transportation to determine existing and future needs, identify solutions, and prepare an implementation plan.*

Analysis & Data

City of Dunwoody Comprehensive Transportation Plan

PEDESTRIAN SAFETY ACTION PLAN

Previous Plans




Community Engagement

Dunwoody

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# BUILDING ON PREVIOUS EFFORTS

- 2011 DUNWOODY COMPREHENSIVE TRANSPORTATION PLAN

<u>Core Values</u>
Choice
Connectivity
Community

<u>2017 Update</u>
Review <u>priorities</u>
Update data (crashes, traffic volumes)
Revise bike and pedestrian recommendations
Update project list

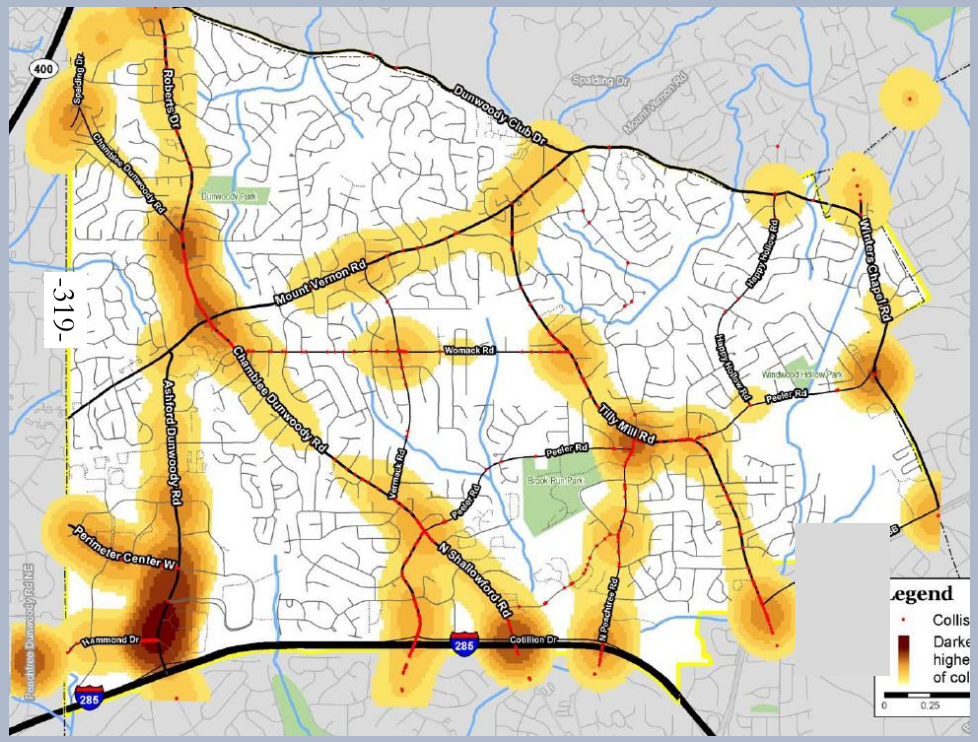
# BUILDING ON PREVIOUS EFFORTS

## OTHER PLANNING DOCUMENTS

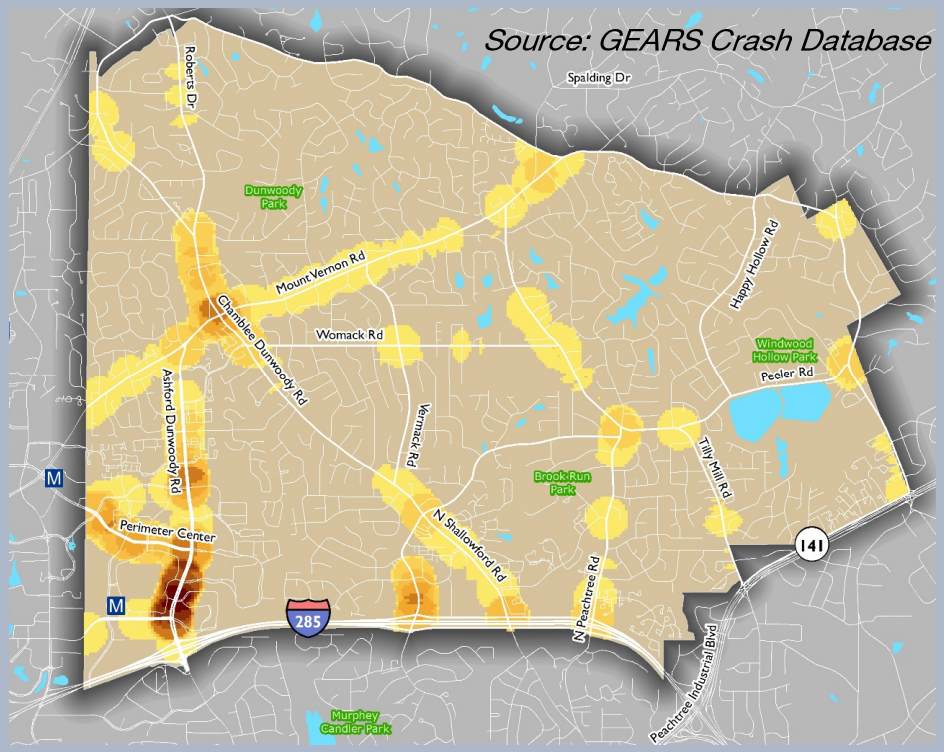
- 2011 Dunwoody Village Master Plan
- 2011 Georgetown Master Plan
- 2014 Perimeter CID Commuter Trails Plan
- 2014 Pedestrian Safety Action Plan
- 2015 Winters Chapel Road Study
- 2016 Perimeter CID Hammond Drive Corridor Study
- 2017 Perimeter CID Bicycle Implementation Strategy
- 2017 Last Mile Connectivity Study

# UPDATING THE CTP

## Evaluate New Crash Data




*2011 Comprehensive Transportation Plan*

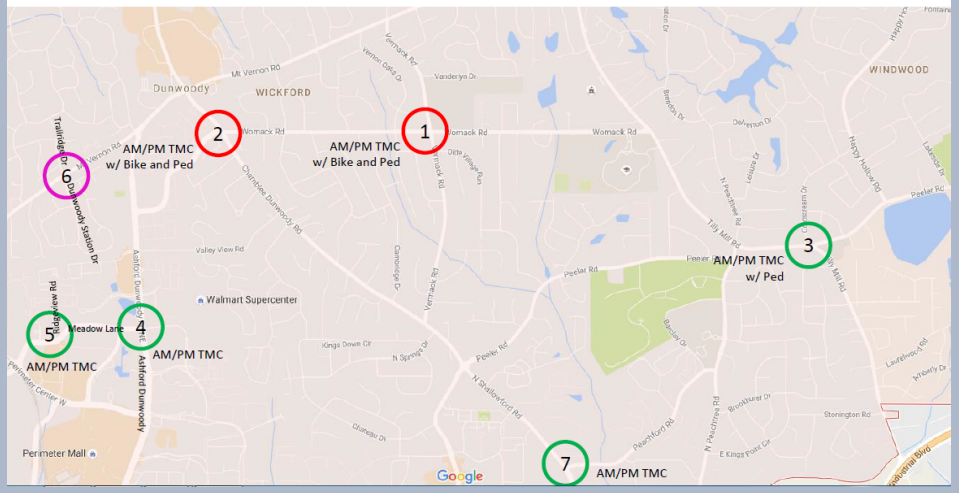



*2012-2016 Updated Crash Data*

# UPDATING THE CTP

## Collect New Traffic Data

1. Womack Rd at Vermack Rd – 2hr AM (7-9 AM)/PM (4-6 PM) Turning Movement Counts with Bikes and Peds
2. Womack Rd at Chamblee Dunwoody Rd - 2hr AM (7-9 AM)/PM (4-6 PM) Turning Movement Counts with Bikes and Peds
3. Tilly Mill Road at Peeler Road - 2hr AM (7-9 AM)/PM (4-6 PM) Turning Movement Counts with Peds
4. Meadow Lane Road at Ashford-Dunwoody Road - 2hr AM (7-9 AM)/PM (4-6 PM) Turning Movement Counts with Peds
5. Meadow Lane Road at Ridgeview Road - 2hr AM (7-9 AM)/PM (4-6 PM) Turning Movement Counts with Peds
6. Mt. Vernon Road at Trailridge Drive/Dunwoody Station Drive - 12-hour Turning Movement Counts (7AM – 7PM)
7. N. Shallowford Road at Peachford Road- 2hr AM (7-9 AM)/PM (4-6 PM) Turning Movement Counts with Peds



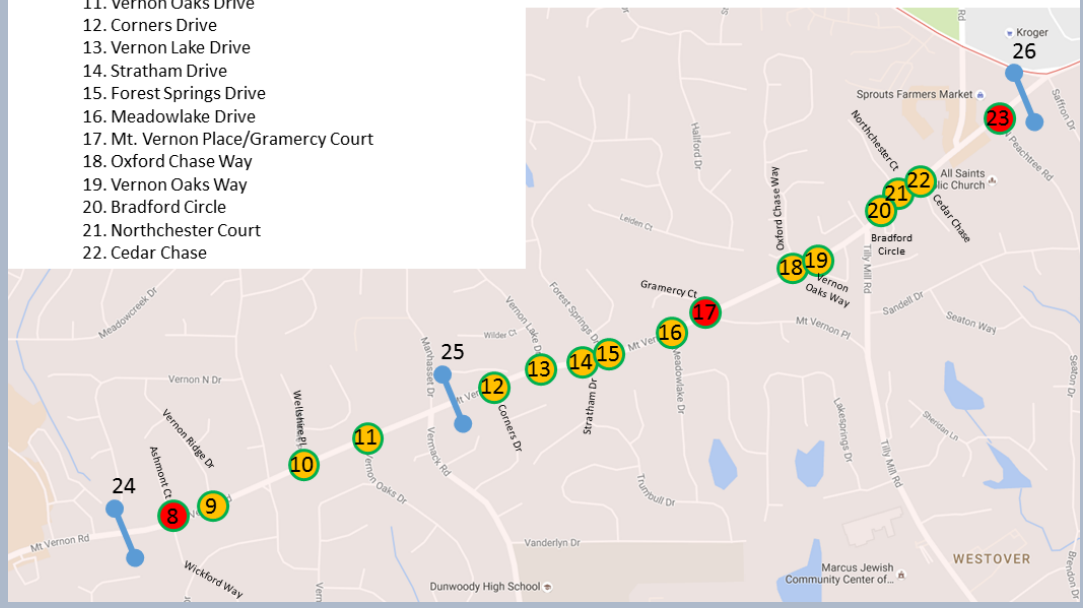

Unsignalized Intersections along Mt. Vernon Road - 1hr AM / PM (Peak of the Corridor) Turning Movement Counts w/ Bikes & Peds

8. Ashmont Court/Wickford Way
23. North Peachtree Road/Sprouts Market Driveway

Unsignalized Intersections along Mt. Vernon Road - 1hr AM / PM (Peak of the Corridor) Turning Movement Counts w/ Peds

9. Vernon Ridge Drive
10. Wellshire Place
11. Vernon Oaks Drive
12. Corners Drive
13. Vernon Lake Drive
14. Stratham Drive
15. Forest Springs Drive
16. Meadowlake Drive
17. Mt. Vernon Place/Gramercy Court
18. Oxford Chase Way
19. Vernon Oaks Way
20. Bradford Circle
21. Northchester Court
22. Cedar Chase

24-26 — 24-hour bidirectional ADT count with classification




Dunwoody

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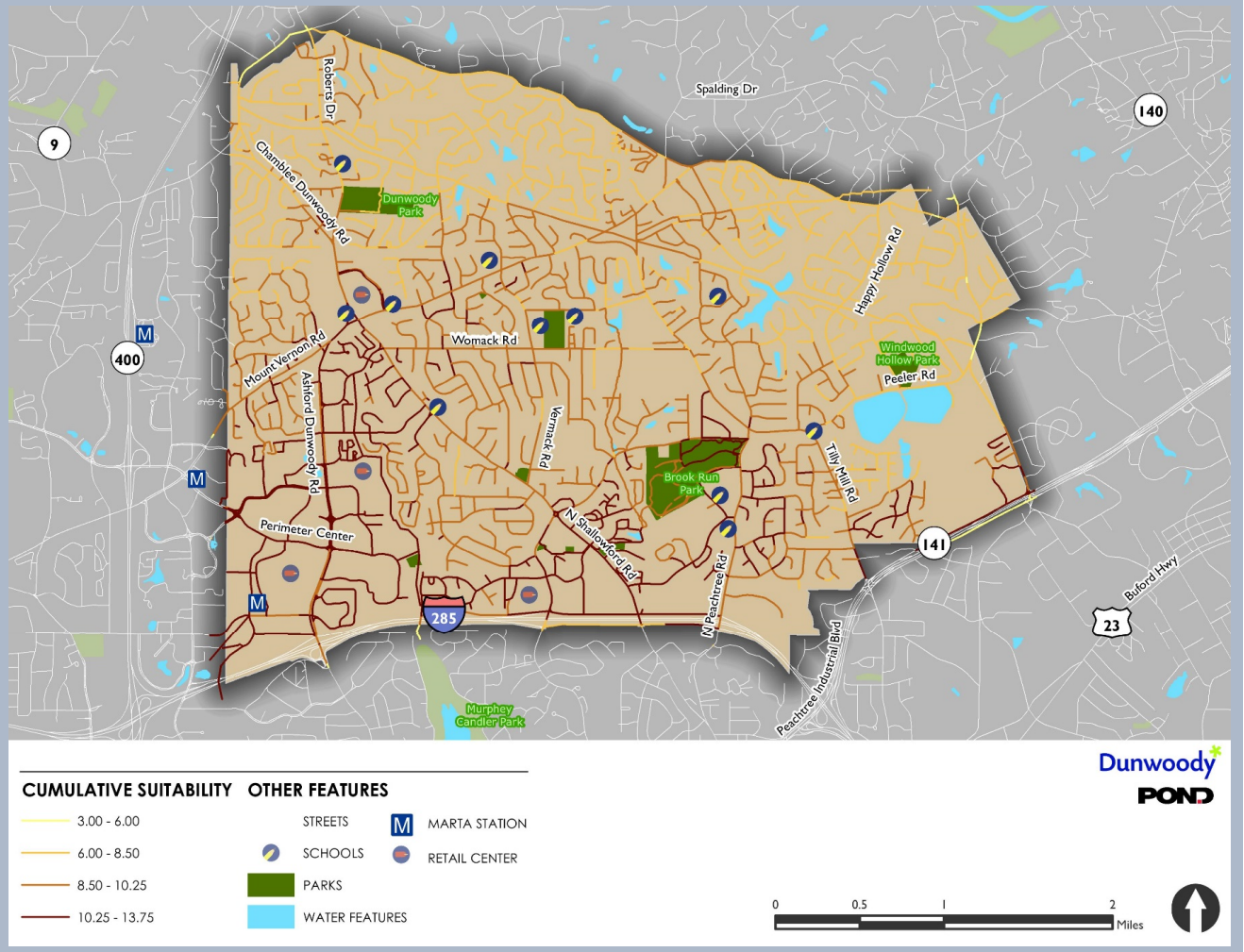
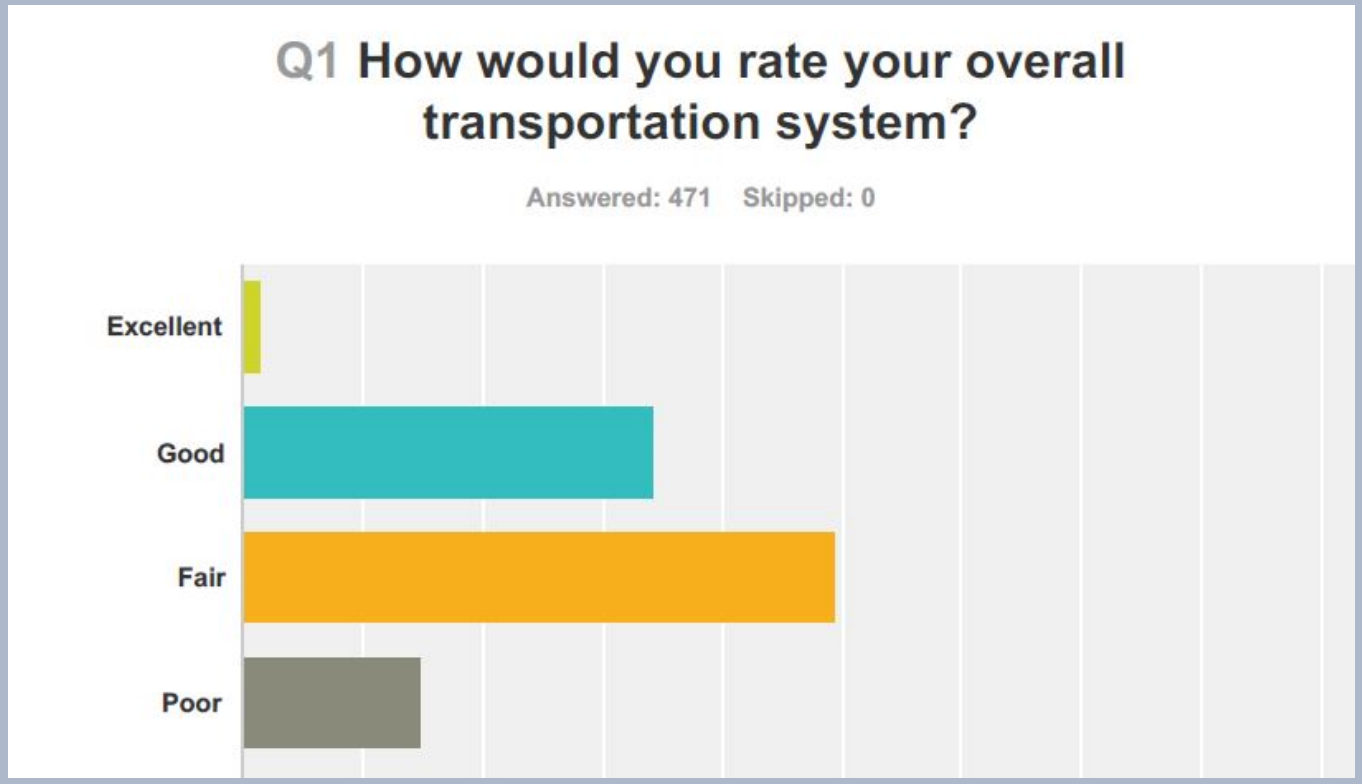
# UPDATING THE CTP

## Evaluate Bicycle and Pedestrian Connectivity



# COLLECTING COMMUNITY FEEDBACK




SURVEY



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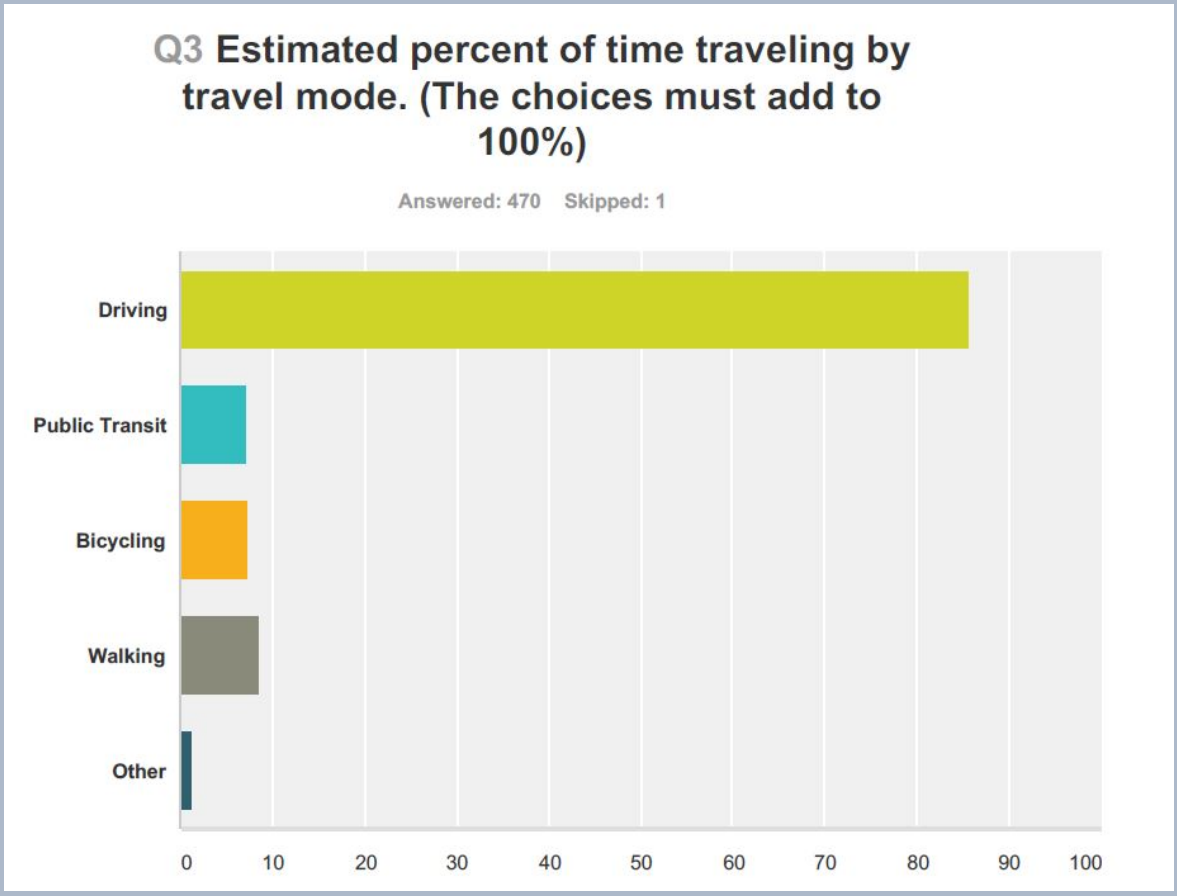
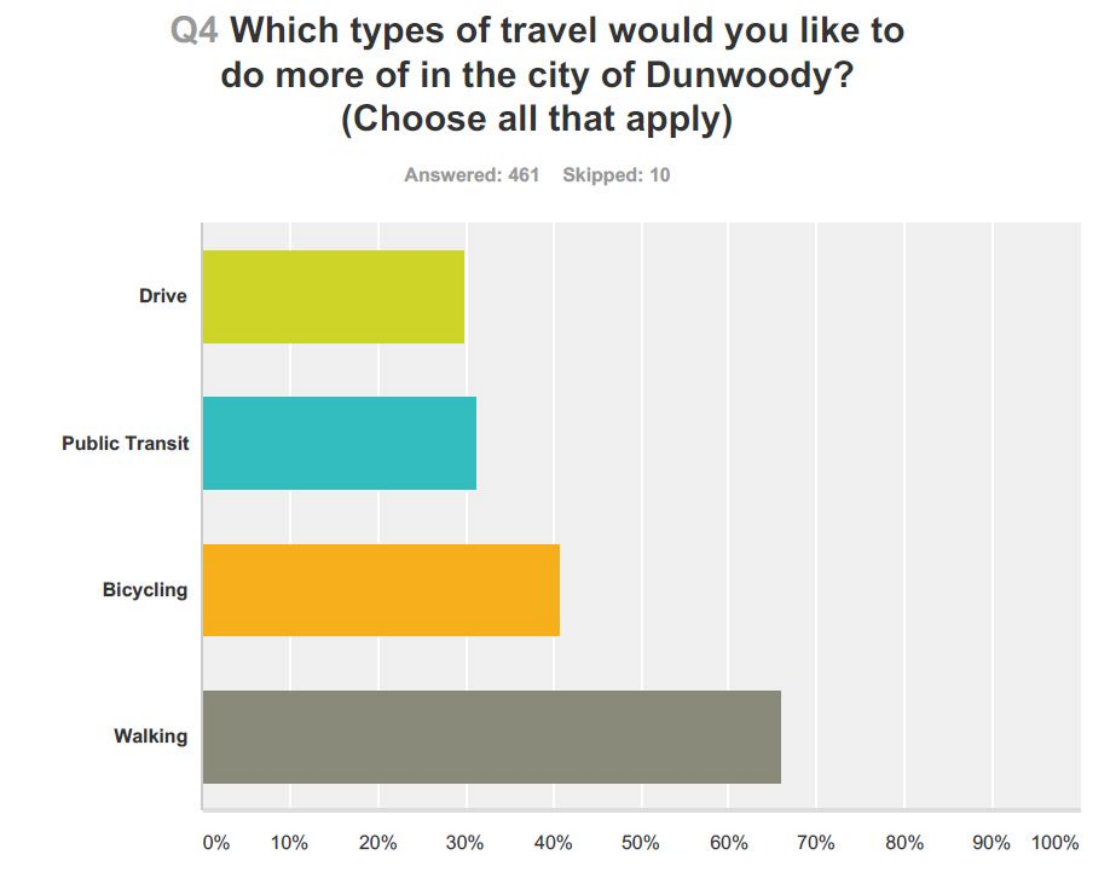
# COLLECTING COMMUNITY FEEDBACK




SURVEY

# COLLECTING COMMUNITY FEEDBACK




SURVEY



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# COLLECTING COMMUNITY FEEDBACK

## What should the City's Top Priority be?

SURVEY

| Answer Choices | Responses | |
|---|---|---|
| Intersection improvements | 64.64% | 298 |
| Reducing congestion | 67.46% | 311 |
| Road repaving/maintenance | 47.07% | 217 |
| Sidewalk improvements | 46.42% | 214 |
| On-street bicycle connections (bike lanes, cycle tracks, etc.) | 27.98% | 129 |
| Off-road connections (bike and pedestrians trails and paths) | 40.56% | 187 |
| Speed Control | 20.82% | 96 |
| Other (please specify) | 16.05% | 74 |
| **Total Respondents: 461** | | |

# COLLECTING COMMUNITY FEEDBACK

## What are the two most important ways to improve the transportation system?

SURVEY

| Answer Choices | Responses |
|---|---|
| Add capacity (additional lanes) | 31.24% |
| Improve vehicular operations (signal timings, intersection improvements, adding turn lanes, etc.) | 78.96% |
| Add non-vehicular facilities (bicycle and pedestrians) | 45.12% |
| Provide more transit (bus) service | 16.92% |
| Fewer driveways along main roads (controlled access) | 10.41% |
| Off-site parking with shuttle service for large business and facilities | 17.35% |
| **Total Respondents: 461** | |



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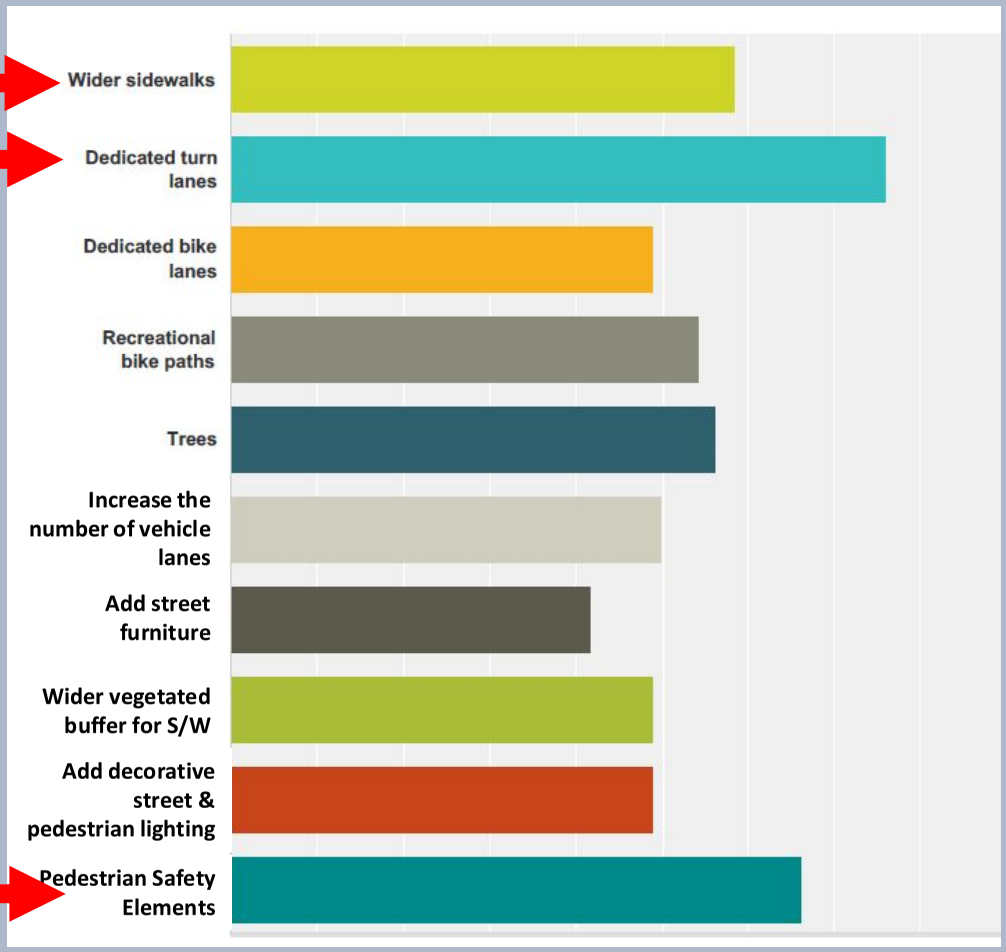
# COLLECTING COMMUNITY FEEDBACK

Rank the following potential added features of a street environment from 1-10




SURVEY

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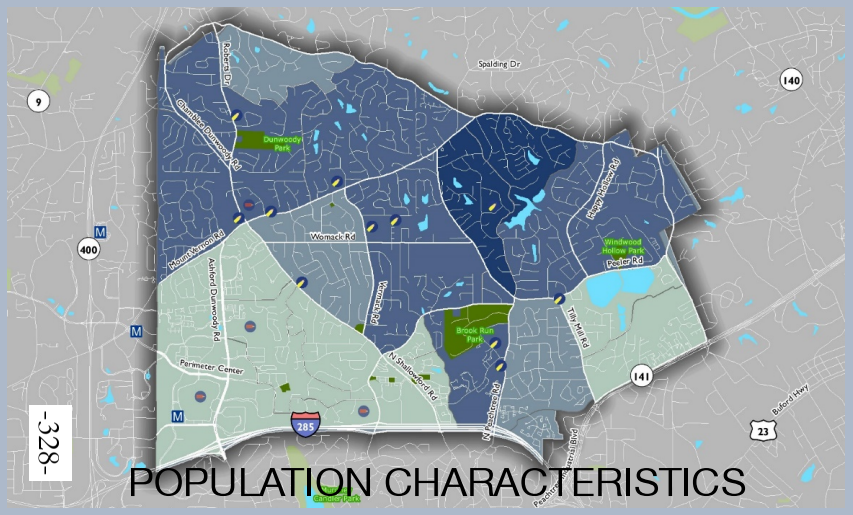
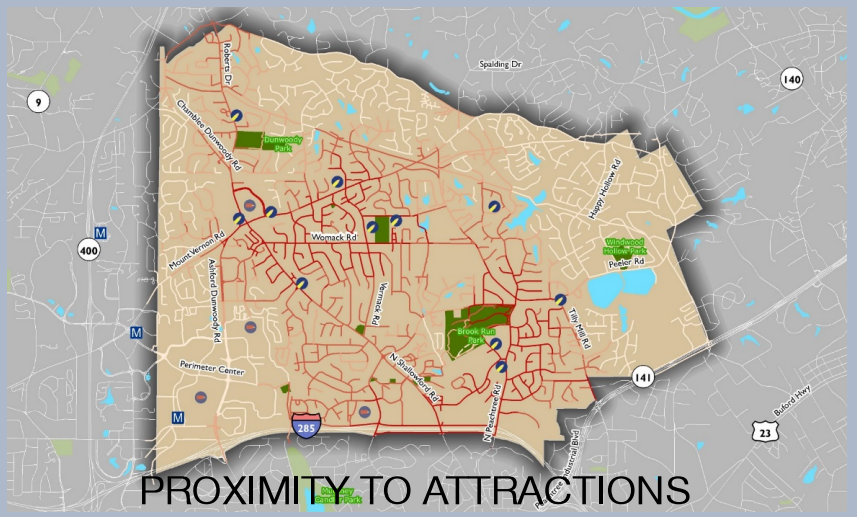
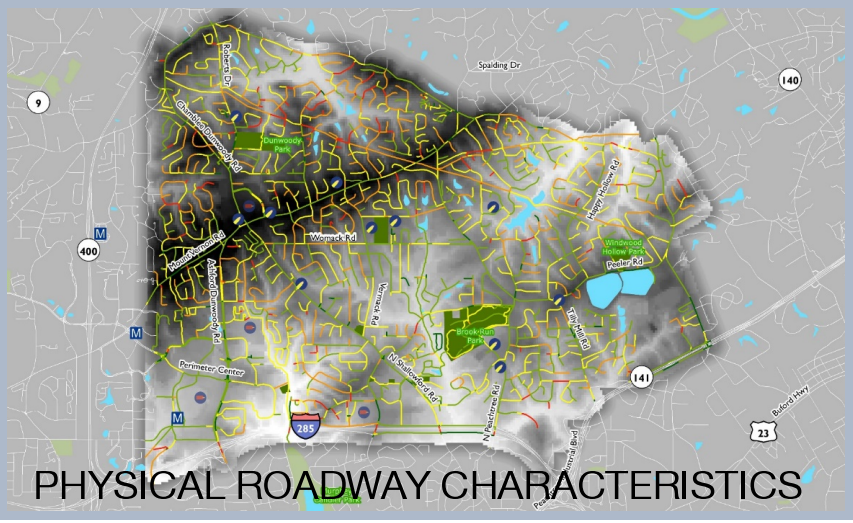
# EVALUATING WALKING AND B IKING SUITABILITY



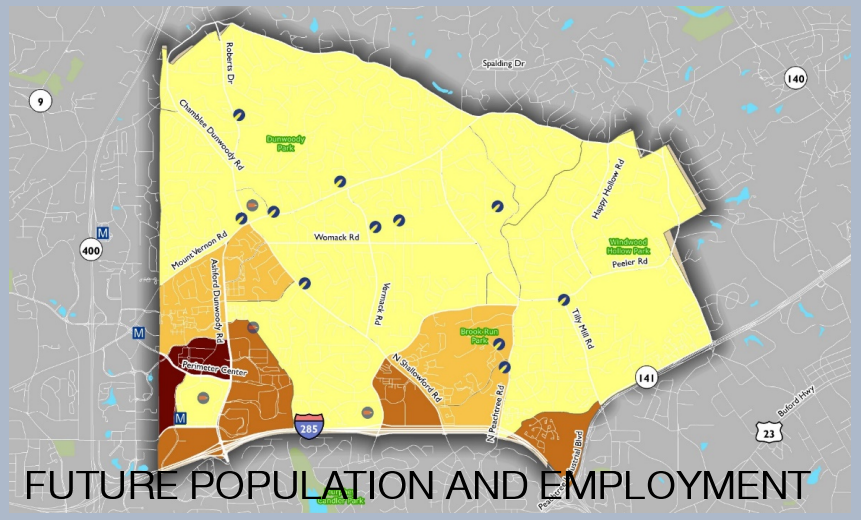

POPULATION CHARACTERISTICS




PROXIMITY TO ATTRACTIONS



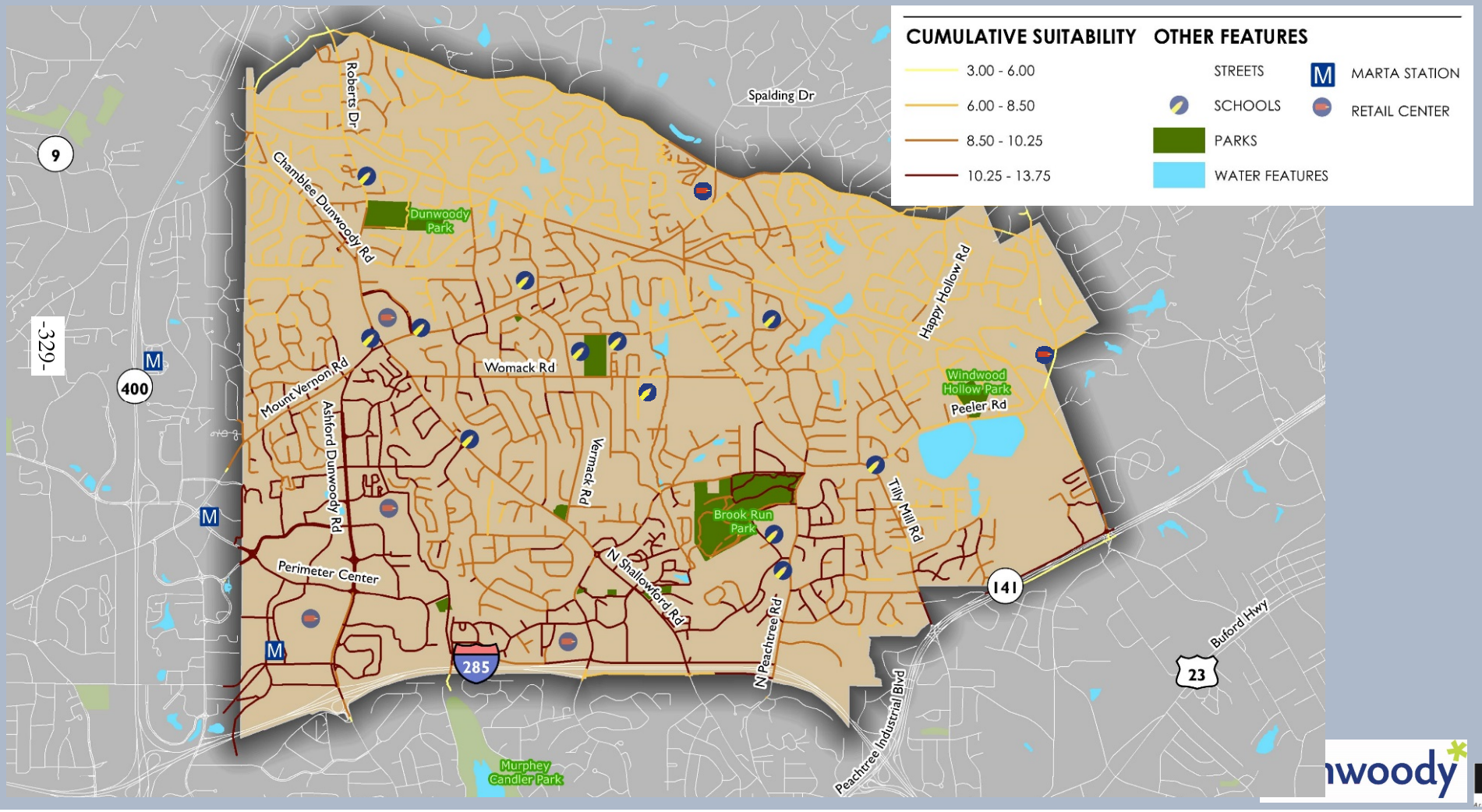

PHYSICAL ROADWAY CHARACTERISTICS




FUTURE POPULATION AND EMPLOYMENT

TECHNICAL

# THE NEED FOR WALKING AND BIKING FACILTIES

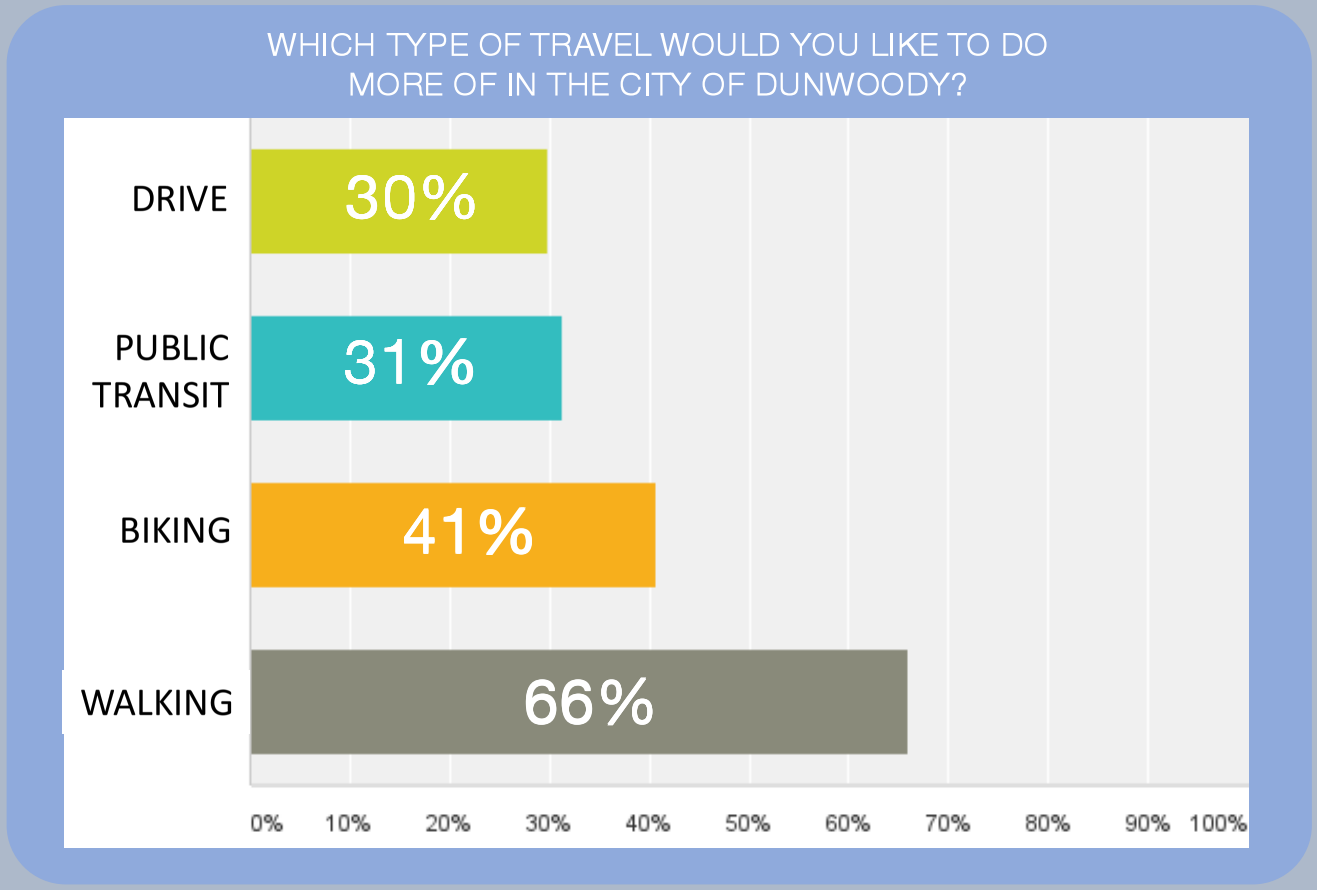



TECHNICAL

-329-

#12.

# DUNWOODY CTP SURVEY






COMMUNITY

Dunwoody

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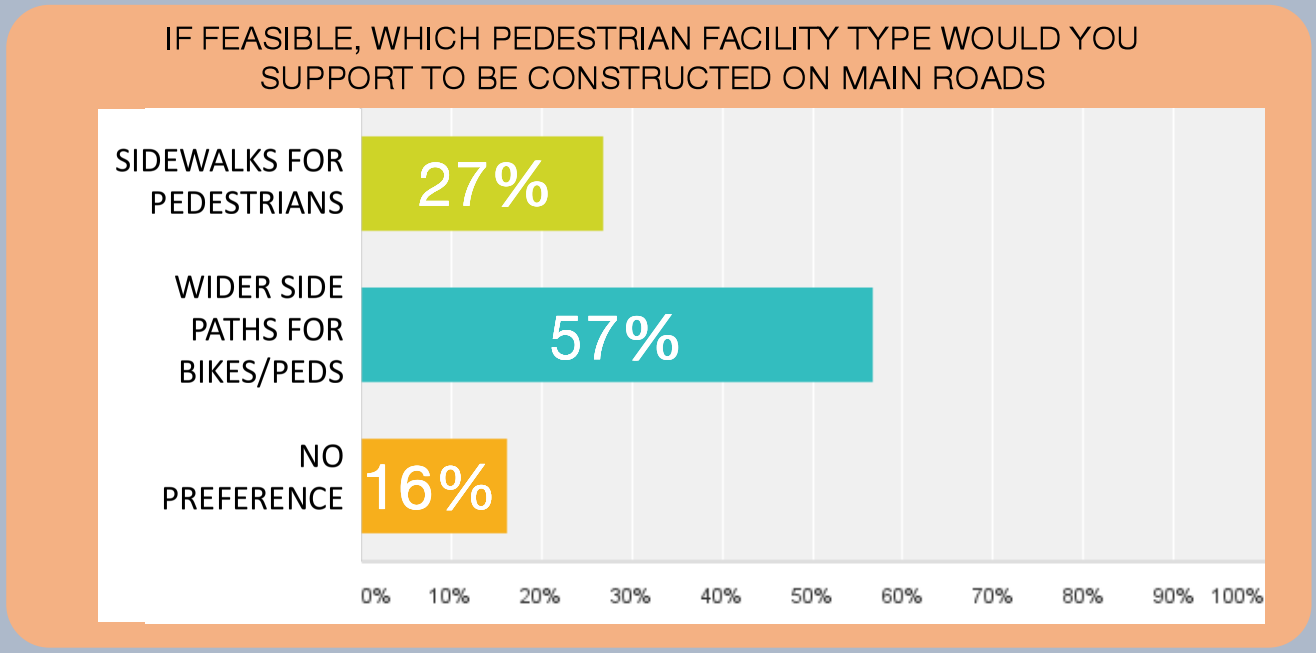
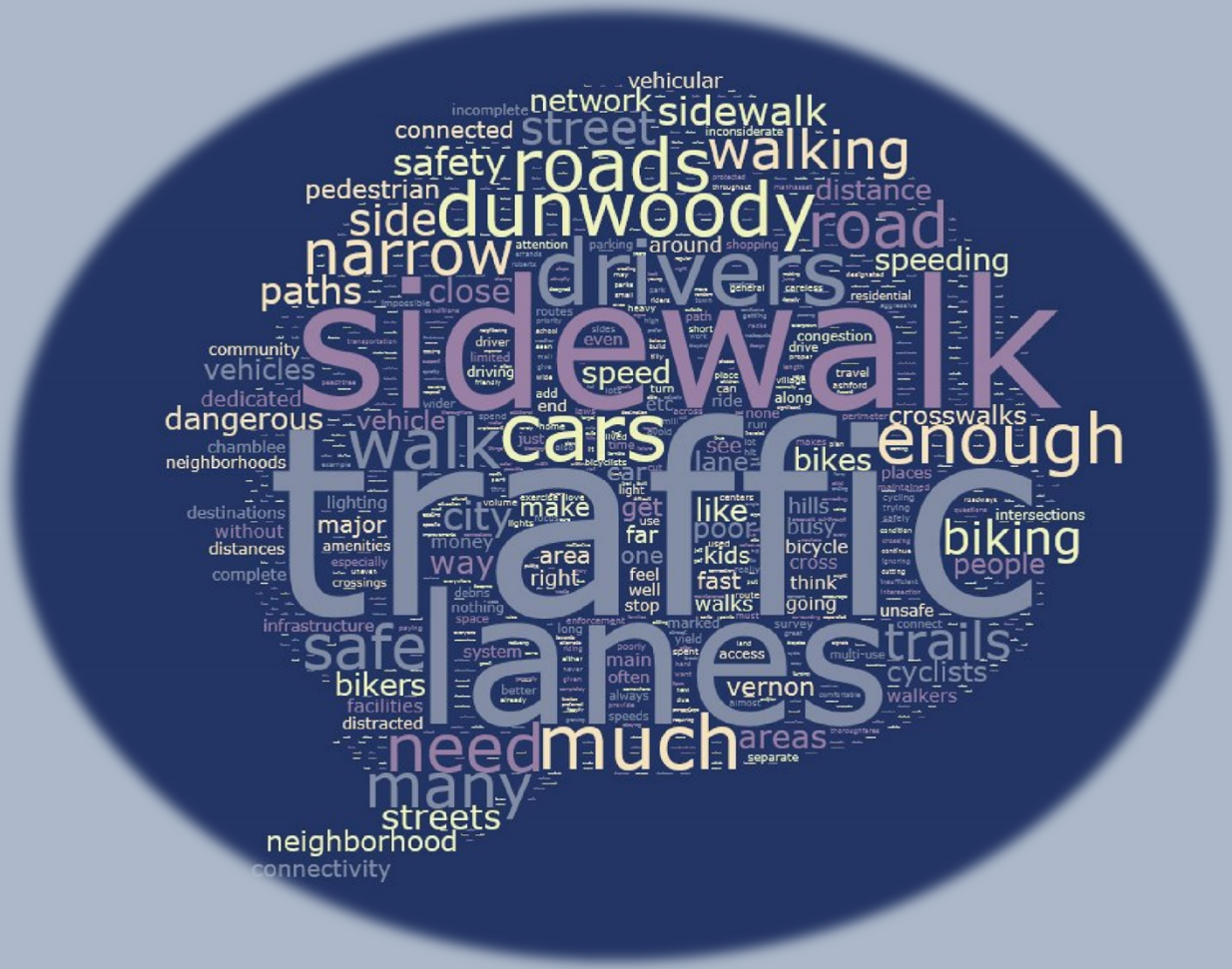
# DUNWOODY CTP SURVEY




COMMUNITY

# DUNWOODY CTP SURVEY

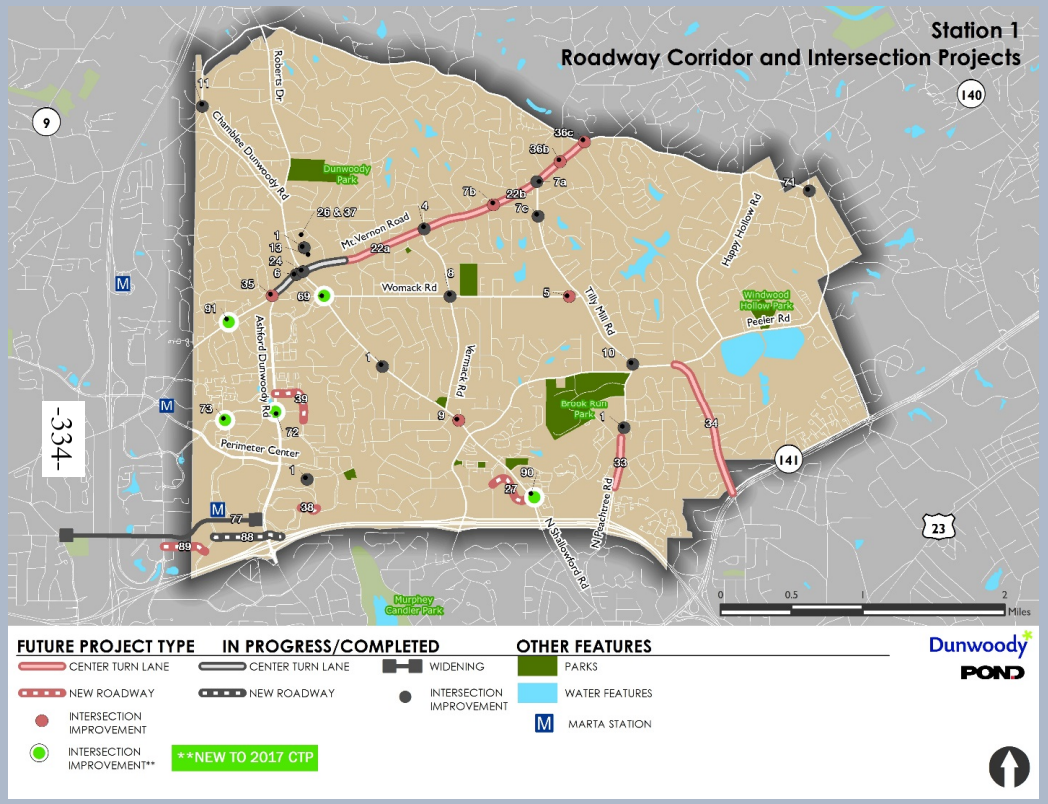


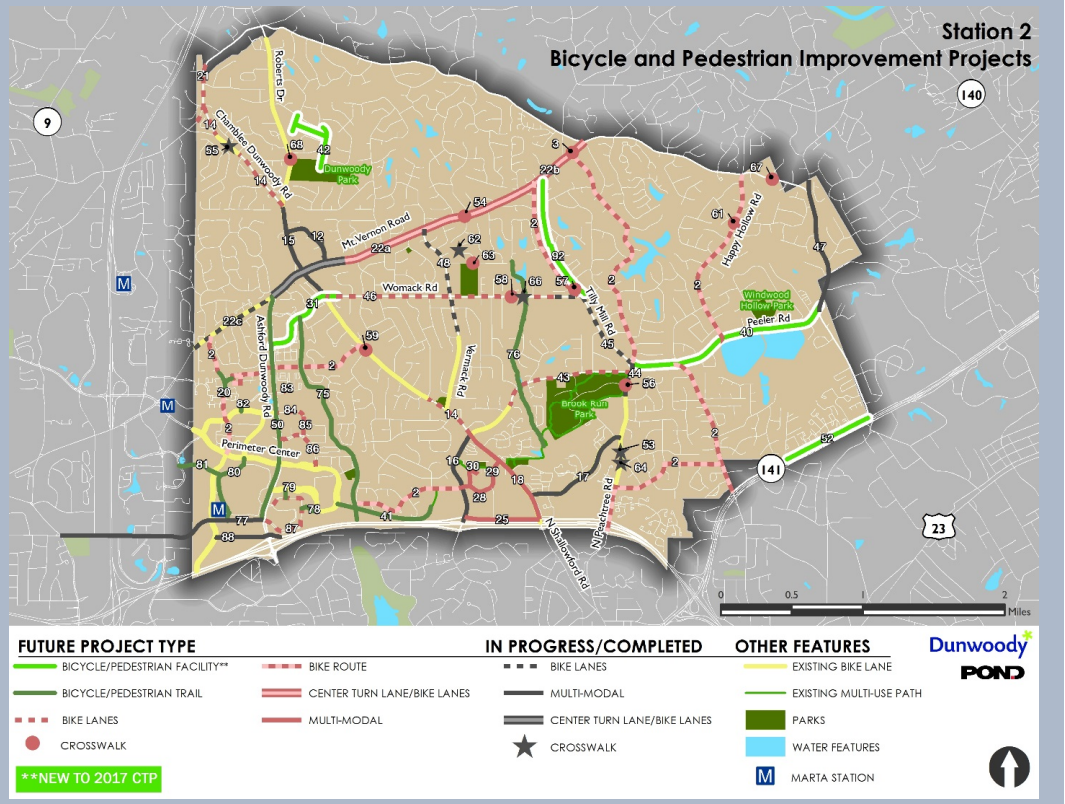

COMMUNITY

# NEXT STEPS

- Gather Community Input
- Apply prioritization process
- Update Plan

# PRIORITIZING PROJECTS



# Comprehensive Transportation Plan Update
# Public Information Open House

March 7, 2017

Thank you for attending the Public Information Open House for the City of Dunwoody's Comprehensive Transportation Plan Update. Your input into this process is highly valuable for prioritizing projects that are important to you.

Please take some time to visit each station around the room and fill out this questionnaire. If you have questions about anything, we're here to help! Please feel free to ask anyone at the stations your question and we'll do our best to answer.

## Station #1: Roadway Corridor and Intersection Improvements

PROJECTS NEW TO THE 2017 CTP UPDATE

Please rank the following 5 projects in order of most important to least important, to you, with 1 being most important and 5 being least important.

| Rank | Project ID and Description |
|---|---|
| | #69: Improve WB approach of Womack Rd. at Chamblee-Dunwoody Rd. |
| | #72: Lengthen EB Left Turn Lanes Ashford Dunwoody Rd. at Meadow Lane Rd. |
| | #73: Add EB Left Turn Lane on Meadow Lane Rd. at Ridgeview Rd. |
| | #90: Add WB Right Turn Lane on Peachford Rd. at N. Shallowford Rd. |
| | #91: Add Left Turn Lanes on Mt. Vernon Rd. at Dunwoody Station Dr./Trailridge Rd. |

### Other Comments on Station #1

## Station #2: Bicycle and Pedestrian Improvements

PROJECTS NEW TO THE 2017 CTP UPDATE

Please rank the following 5 projects in order of most important to least important, to you, with 1 being most important and 5 being least important.

| Rank | Project ID and Description |
|---|---|
| | #31: Ashford Center Pkwy Road Diet (4-lanes to 2-lanes) w/ buffered bike lanes and pedestrian crossings w/ refuge islands |
| | #40: Multi-Use Path on Peeler Rd. from Winters Chapel Rd. to N. Peachtree Rd. |
| | #42: Multi-Use Trail Connection btw. Withmere neighborhood and Austin Elem. |
| | #52: Multi-Modal (bike/ped) improvements along SR 141/P.I.B. frontage road |
| | #92: Multi-Use Trail on Tilly Mill Rd. from Mt. Vernon Rd. to Womack Rd. |

### Other Comments on Station #2

Are there any projects from the 2011 CTP that are not in progress that you feel should be prioritized?

Are there any other projects you would like the city to consider that have not yet been proposed?

Please provide any additional comments you have in the space below.

Dunwoody

Comprehensive Transportation Plan Update
Public Information Open House
March 7, 2017

## Sign-in Sheet (Please Print)

| Name | Email Address |
|---|---|
| Pam Tallmadge | |
| Robert Wittenstein | ROBERTCLW@MINDSPRING.com |
| Cheryl Summers | |
| Rob Weir | |
| Heidi Nagel | Heidimason@aol.com |
| Bob Barnwell | |
| David Nagel | nageldr204@gmail.com |
| Bob Dallas | bobdallas5@gmail.com |
| Scott Shows | sfshows@yahoo.com |
| Josh Sofsky | Sofsky@gmail.com |
| Ken Anderson | kenanderson@hntb.com |
| Bill Grossman | BILL.GROSSMAN@COMCAST.NET |
| Jason Metzger | jason-metzger@bellsouth.net |
| John Heneghan | John.Heneghan@dot.gov |
| Pat Eubank | |
| Jack Eubank | jacke3@bellsouth.net |

# Comprehensive Transportation Plan Update
## Public Information Open House

March 7, 2017

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### Other Comments on Station #1

## Station #2: Bicycle and Pedestrian Improvements

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|---|---|
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| 1 | #92: Multi-Use Trail on Tilly Mill Rd. from Mt. Vernon Rd. to Womack Rd. |

### Other Comments on Station #2

# Comprehensive Transportation Plan Update
## Public Information Open House

March 7, 2017

**Are there any projects from the 2011 CTP that are not in progress that you feel should be prioritized?**

**Are there any other projects you would like the city to consider that have not yet been proposed?**

**Please provide any additional comments you have in the space below.**

# Comprehensive Transportation Plan Update
## Public Information Open House

March 7, 2017

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## Station #1: Roadway Corridor and Intersection Improvements

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| 4 | #90: Add WB Right Turn Lane on Peachford Rd. at N. Shallowford Rd. Improve the light First make it smart, right turn PBM may go away. |
| 2 | #91: Add Left Turn Lanes on Mt. Vernon Rd. at Dunwoody Station Dr./Trailridge Rd. Consider at least shortening the Peachford hold cycle. |

### Other Comments on Station #1

## Station #2: Bicycle and Pedestrian Improvements

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| 3 | #52: Multi-Modal (bike/ped) improvements along SR 141/P.I.B. frontage road Not just along PIB consider back of building routes, for all multi use trails. |
| 2 | #92: Multi-Use Trail on Tilly Mill Rd. from Mt. Vernon Rd. to Womack Rd. |

### Other Comments on Station #2

# Comprehensive Transportation Plan Update
## Public Information Open House

March 7, 2017

**Are there any projects from the 2011 CTP that are not in progress that you feel should be prioritized?**

#2 Bike route on Tilly Mill too ~~dangerous~~ dangerous between PDB + Peeler, Find a back route by water works, power lines, etc.

Don't be in a hurry to allow/build new townhomes, hi rise buildings, sidewalks + trails until all road improvements are complete + proven to make traffic bearable. Consider moratorium on building at Perimeter Mall,

**Are there any other projects you would like the city to consider that have not yet been proposed?**

Begin vetting and devising a low speed electric vehicle plan for all multi-use trails. ~~Utilize~~ these trails for trams to: 1) Reduce student density at GPC by parking at Baptist Church or other empty lots, 2) the residents to Perimeter Center on a 30/60 minute scheduled shuttle, 3) allow for golf carts to grocery stores, etc. see #26

Bias destination businesses along trails. restaurants

**Please provide any additional comments you have in the space below.**

Study and prototype smart lights along ALL major roads to give residents a chance to get out of driveways or neighborhood streets on other then long canned intervals.

Disconnect on spoken words + actual projects. Designers paint too rosy a picture, be realistic. Provide handout renditions that are accurate, not pretty when soliciting public buy in. Communicate well once projects get off the drawing boards, not boiler-plate words but actual progress, status

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### Other Comments on Station #1

1) Smart Lights 3) Allow Rt on Red at Womack
2) Rt in & Rt out at Publix Chamblee Dunwoody

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March 7, 2017

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### Other Comments on Station #2

PLEASE COMPLETE THE PEDESTRIAN ACCESS PATHS TO THE DUNWOODY VILLAGE COMMERCIAL AREA SHOWN IN THE 2011 5 YEAR ACTION PLAN

# Comprehensive Transportation Plan Update
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March 7, 2017

**Are there any projects from the 2011 CTP that are not in progress that you feel should be prioritized?**

PEDESTRIAN ACCESS TO COMMERCIAL AREAS, ACQUIRE EASEMENTS FROM RESITENTIAL PROPERTY OWNERS TO PUT IN PATHS, ESPECIALLY DUNWOODY VILLAGE

**Are there any other projects you would like the city to consider that have not yet been proposed?**

ROUNDABOUT (2 LANE) AT PEGLER, NORTH SHALLOWFORD AND CHAMBLEE DUNWOODY INTERSECTION

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### Other Comments on Station #2

other paths on busy streets present too much risk for accident.

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Why give hope to citizens for projects when there is no funding + no progress projects have a long way from completion

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**Are there any projects from the 2011 CTP that are not in progress that you feel should be prioritized?**

Please improve the intersection at Mount Vernon Rd and Vermack Rd as soon as possible. I know it's already a priority for city leadership.

**Are there any other projects you would like the city to consider that have not yet been proposed?**

N/A

**Please provide any additional comments you have in the space below.**

(1) Let's make sure we do it right the first time. It seems like we've had some shoddy (inferior) work done recently. I know city leadership is aware. Can we write better contracts?

(2) Continue to resist/deny requests to raise speed limits on major thoroughfares like Mount Vernon Rd., N. Peachtree Rd., etc.

# Greater Branches Neighborhood Assoc.

Greater Branches Neighborhood Assoc.

P.O. Box 88351
Atlanta, GA 30356

February 15, 2016

Eric Linton, City Manager
City of Dunwoody
41 Perimeter Center East
Suite 103
Dunwoody, GA 30346

Dear Sirs,

Greater Branches Neighborhood Association, a neighborhood that resides between Spalding Dr. and Mt. Vernon Hwy. in both Sandy Springs and Dunwoody, requests that the pathways recommended in the 2011 Dunwoody Village plan be implemented for our neighborhood. Most of the five year action plan ideas have been implemented and completing the pathway portions will help with traffic in our neighborhood.

We are looking for a solutions to minimize car usage for trips less than a mile. The pedestrian access to area retail is a way to connect the community to business areas. The Dunwoody Village sub area plan pedestrian access routes roughly shown in the plan should be finalized by your staff and easements with affected neighbors acquired to allow the pedestrian paths. The more neighbors with easy access to the Village the easier it will be to get the retail mix we want for the Village.

Thanks for your help with this matter.

Sincerely,

Bobbie A. Blad

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### Other Comments on Station #2

# Comprehensive Transportation Plan Update
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March 7, 2017

**Are there any projects from the 2011 CTP that are not in progress that you feel should be prioritized?**

#2 - Sharrows / signage in certain areas that are still several years out to remind drivers that cyclists are out there

**Are there any other projects you would like the city to consider that have not yet been proposed?**

Add cross walk preferably w/ refuge @ Meadowlake Dr (crossing over Mt. Vernon. This would make walking or cycling to Vanderlyn Elementary and DHS safer + shorter for neighborhoods to NE of that intersection.

Crosswalk w/ refuge across Chamblee Dunwoody Rd @ Kent Rd

**Please provide any additional comments you have in the space below.**

#15 Project ID - shown as In Progress, but I encourage city to prioritize further to complete that missing section of accessibility along Chamblee Dunwoody Rd especially through our village @

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### Other Comments on Station #1

-TRAFFIC CIRCLE AT WOMACK AND VERMACK
-CHANGE INTERSECTION @ CHAMBLEE DUNWOODY & ROBERTS TO FAVOR ROBERTS SOUTH BOUND - RESTRICT CHAMBLEE DUNWOODY SOUTHBOUND TRAFFIC
-CHANGE "CENTER LANE" ON MT VERNON TO A SERIES OF LEFT TURN LANES TO PREVENT CARS FROM DRIVING IN THE CENTER LANE

## Station #2: Bicycle and Pedestrian Improvements

**PROJECTS NEW TO THE 2017 CTP UPDATE**

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### Other Comments on Station #2

MOVE UP PRIORITY OF #54 - BIKE LANES ON MT VERNON FROM VERMACK TO TILLY MILL

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See reverse -

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Spalding & Chamblee dunwoody intersection.
Our neighborhood is really excited about this safety improvement!

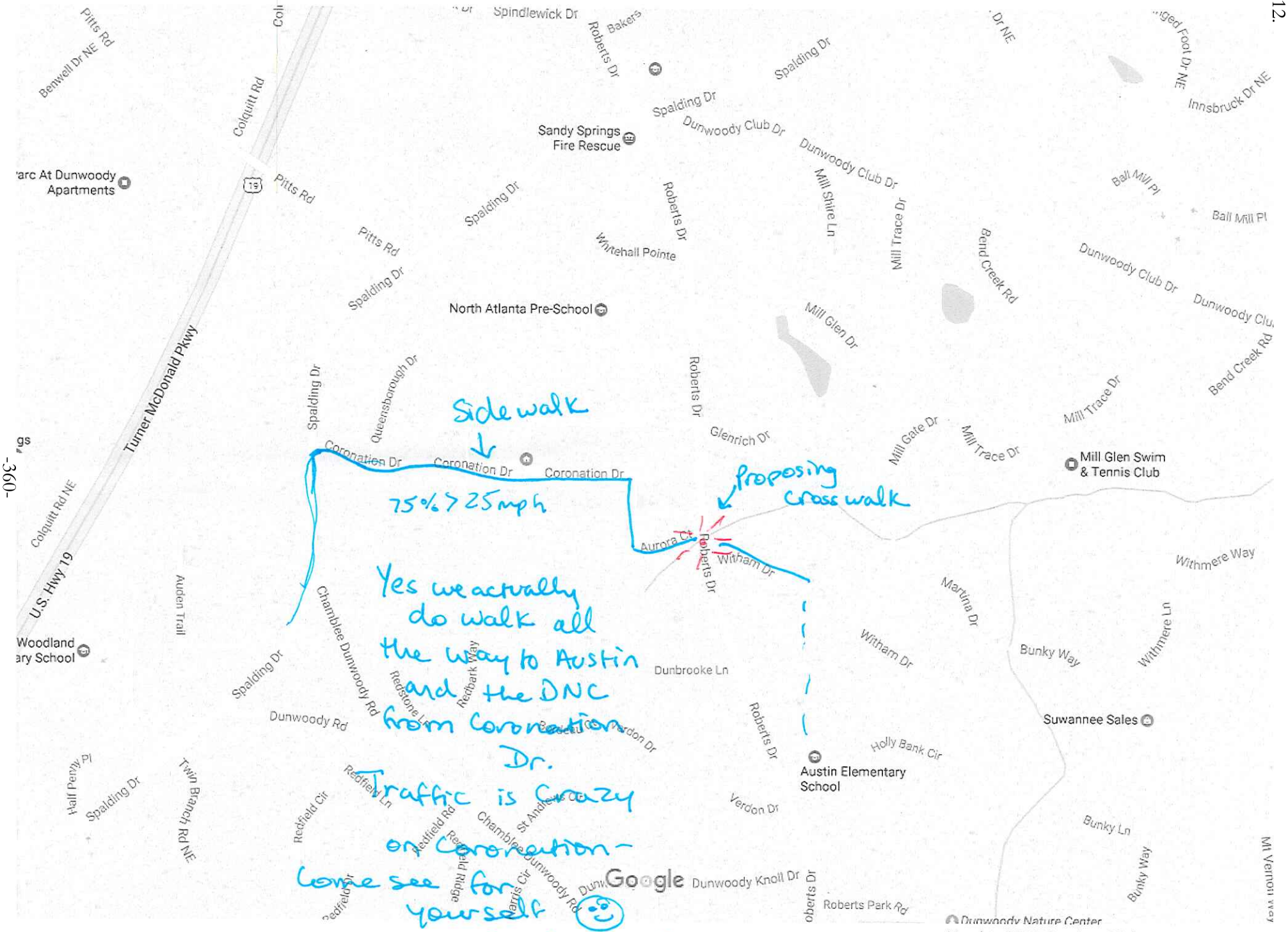
**Are there any other projects you would like the city to consider that have not yet been proposed?**

Please look again at traffic count for Coronation Dr done in 2016.
We need traffic calming and sidewalks.
This would provide safe pedestrian access to Current Austin (no bus service from coronation) and future Park for ALL residents.

**Please provide any additional comments you have in the space below.**

Also would connect to the Proposed Witham dunwoody park proposed trail (#42)
75% of traffic is moving faster than 25mph.

Consider adding sidewalk from Spalding down Coronation - Aurora Ct + Ln to Roberts dr.
Add a crosswalk with flashing light to cross to Witham.
Yes we actually do Walk to Austin and the Nature Center from our street. Come join us on the Next Walk to School day!


Sidewalk
75% > 25mph
Proposing crosswalk
Yes we actually do walk all the way to Austin and the DNC from Coronation Dr.
Traffic is Crazy on Coronation - come see for yourself
Heidi Nagel 1128 Coronation Dr.
Coronation Dr
Spalding Dr
Roberts Dr
Aurora Ct
Witham Dr
Glenrich Dr
Mill Trace Dr
Mill Glen Swim & Tennis Club
North Atlanta Pre-School
Austin Elementary School
Suwannee Sales
Dunbrooke Ln
Dunwoody Rd
Chamblee Dunwoody Rd
Turner McDonald Pkwy
U.S. Hwy 19
Sandy Springs Fire Rescue
Whitehall Pointe
Mill Glen Dr
Bend Creek Rd
Withmere Way
Bunky Way
Verdon Dr
Holly Bank Cir
Roberts Park Rd
Dunwoody Nature Center
Google
Map data ©2017 Google
500 ft

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|---|---|
| | #31: Ashford Center Pkwy Road Diet (4-lanes to 2-lanes) w/ buffered bike lanes and pedestrian crossings w/ refuge islands |
| | #40: Multi-Use Path on Peeler Rd. from Winters Chapel Rd. to N. Peachtree Rd. |
| | #42: Multi-Use Trail Connection btw. Withmere neighborhood and Austin Elem. |
| | #52: Multi-Modal (bike/ped) improvements along SR 141/P.I.B. frontage road |
| | #92: Multi-Use Trail on Tilly Mill Rd. from Mt. Vernon Rd. to Womack Rd. |

### Other Comments on Station #2

# Comprehensive Transportation Plan Update
## Public Information Open House

March 7, 2017

**Are there any projects from the 2011 CTP that are not in progress that you feel should be prioritized?**

**Are there any other projects you would like the city to consider that have not yet been proposed?**

**Please provide any additional comments you have in the space below.**

# Comprehensive Transportation Plan Update
# Public Information Open House

March 7, 2017

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Please take some time to visit each station around the room and fill out this questionnaire. If you have questions about anything, we're here to help! Please feel free to ask anyone at the stations your question and we'll do our best to answer.

## Station #1: Roadway Corridor and Intersection Improvements

**PROJECTS NEW TO THE 2017 CTP UPDATE**

Please rank the following 5 projects in order of most important to least important, to you, with 1 being most important and 5 being least important.

| Rank | Project ID and Description |
|---|---|
| 3 | #69: Improve WB approach of Womack Rd. at Chamblee-Dunwoody Rd. |
| 1 | #72: Lengthen EB Left Turn Lanes Ashford Dunwoody Rd. at Meadow Lane Rd. |
| 2 | #73: Add EB Left Turn Lane on Meadow Lane Rd. at Ridgeview Rd. |
| 4 | #90: Add WB Right Turn Lane on Peachford Rd. at N. Shallowford Rd. |
| 5 | #91: Add Left Turn Lanes on Mt. Vernon Rd. at Dunwoody Station Dr./Trailridge Rd. |

### Other Comments on Station #1

## Station #2: Bicycle and Pedestrian Improvements

**PROJECTS NEW TO THE 2017 CTP UPDATE**

Please rank the following 5 projects in order of most important to least important, to you, with 1 being most important and 5 being least important.

| Rank | Project ID and Description |
|---|---|
| 1 | #31: Ashford Center Pkwy Road Diet (4-lanes to 2-lanes) w/ buffered bike lanes and pedestrian crossings w/ refuge islands |
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### Other Comments on Station #2

# Comprehensive Transportation Plan Update
## Public Information Open House

March 7, 2017

**Are there any projects from the 2011 CTP that are not in progress that you feel should be prioritized?**

**Are there any other projects you would like the city to consider that have not yet been proposed?**

**Please provide any additional comments you have in the space below.**

# Comprehensive Transportation Plan Update
# Public Information Open House

March 7, 2017

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### Other Comments on Station #1

## Station #2: Bicycle and Pedestrian Improvements

**PROJECTS NEW TO THE 2017 CTP UPDATE**

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| Rank | Project ID and Description |
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### Other Comments on Station #2

# Comprehensive Transportation Plan Update
## Public Information Open House

March 7, 2017

**Are there any projects from the 2011 CTP that are not in progress that you feel should be prioritized?**

**Are there any other projects you would like the city to consider that have not yet been proposed?**

More Roundabout projects

**Please provide any additional comments you have in the space below.**

# Comprehensive Transportation Plan Update
## Public Information Open House

March 7, 2017

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## Station #1: Roadway Corridor and Intersection Improvements

**PROJECTS NEW TO THE 2017 CTP UPDATE**

Please rank the following 5 projects in order of most important to least important, to you, with 1 being most important and 5 being least important.

| Rank | Project ID and Description |
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| 5 | #91: Add Left Turn Lanes on Mt. Vernon Rd. at Dunwoody Station Dr./Trailridge Rd. |

### Other Comments on Station #1

## Station #2: Bicycle and Pedestrian Improvements

**PROJECTS NEW TO THE 2017 CTP UPDATE**

Please rank the following 5 projects in order of most important to least important, to you, with 1 being most important and 5 being least important.

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### Other Comments on Station #2

Please add coronation to the work on Witham scheduled for work this year

# Comprehensive Transportation Plan Update
## Public Information Open House

March 7, 2017

**Are there any projects from the 2011 CTP that are not in progress that you feel should be prioritized?**

**Are there any other projects you would like the city to consider that have not yet been proposed?**

**Please provide any additional comments you have in the space below.**

# Comprehensive Transportation Plan Update
# Public Information Open House

March 7, 2017

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| NO | #72: Lengthen EB Left Turn Lanes Ashford Dunwoody Rd. at Meadow Lane Rd. |
| NO | #73: Add EB Left Turn Lane on Meadow Lane Rd. at Ridgeview Rd. |
| 2 | #90: Add WB Right Turn Lane on Peachford Rd. at N. Shallowford Rd. |
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### Other Comments on Station #1

## Station #2: Bicycle and Pedestrian Improvements

**PROJECTS NEW TO THE 2017 CTP UPDATE**

Please rank the following 5 projects in order of most important to least important, to you, with 1 being most important and 5 being least important.

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### Other Comments on Station #2

# Comprehensive Transportation Plan Update
## Public Information Open House

March 7, 2017

**Are there any projects from the 2011 CTP that are not in progress that you feel should be prioritized?**

**Are there any other projects you would like the city to consider that have not yet been proposed?**

**Please provide any additional comments you have in the space below.**

# Comprehensive Transportation Plan Update
# Public Information Open House

March 7, 2017

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## Station #1: Roadway Corridor and Intersection Improvements

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### Other Comments on Station #1

## Station #2: Bicycle and Pedestrian Improvements

**PROJECTS NEW TO THE 2017 CTP UPDATE**

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### Other Comments on Station #2

# Comprehensive Transportation Plan Update
## Public Information Open House

March 7, 2017

**Are there any projects from the 2011 CTP that are not in progress that you feel should be prioritized?**

SIDEWALKS FOR Coronation DRIVE

**Are there any other projects you would like the city to consider that have not yet been proposed?**

**Please provide any additional comments you have in the space below.**

# Comprehensive Transportation Plan Update
## Public Information Open House

March 7, 2017

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## Station #1: Roadway Corridor and Intersection Improvements

**PROJECTS NEW TO THE 2017 CTP UPDATE**

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| | #73: Add EB Left Turn Lane on Meadow Lane Rd. at Ridgeview Rd. |
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### Other Comments on Station #1

## Station #2: Bicycle and Pedestrian Improvements

**PROJECTS NEW TO THE 2017 CTP UPDATE**

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| Rank | Project ID and Description |
|---|---|
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### Other Comments on Station #2

(Cover)

# Comprehensive Transportation Plan Update
## Public Information Open House

March 7, 2017

**Are there any projects from the 2011 CTP that are not in progress that you feel should be prioritized?**

**Are there any other projects you would like the city to consider that have not yet been proposed?**

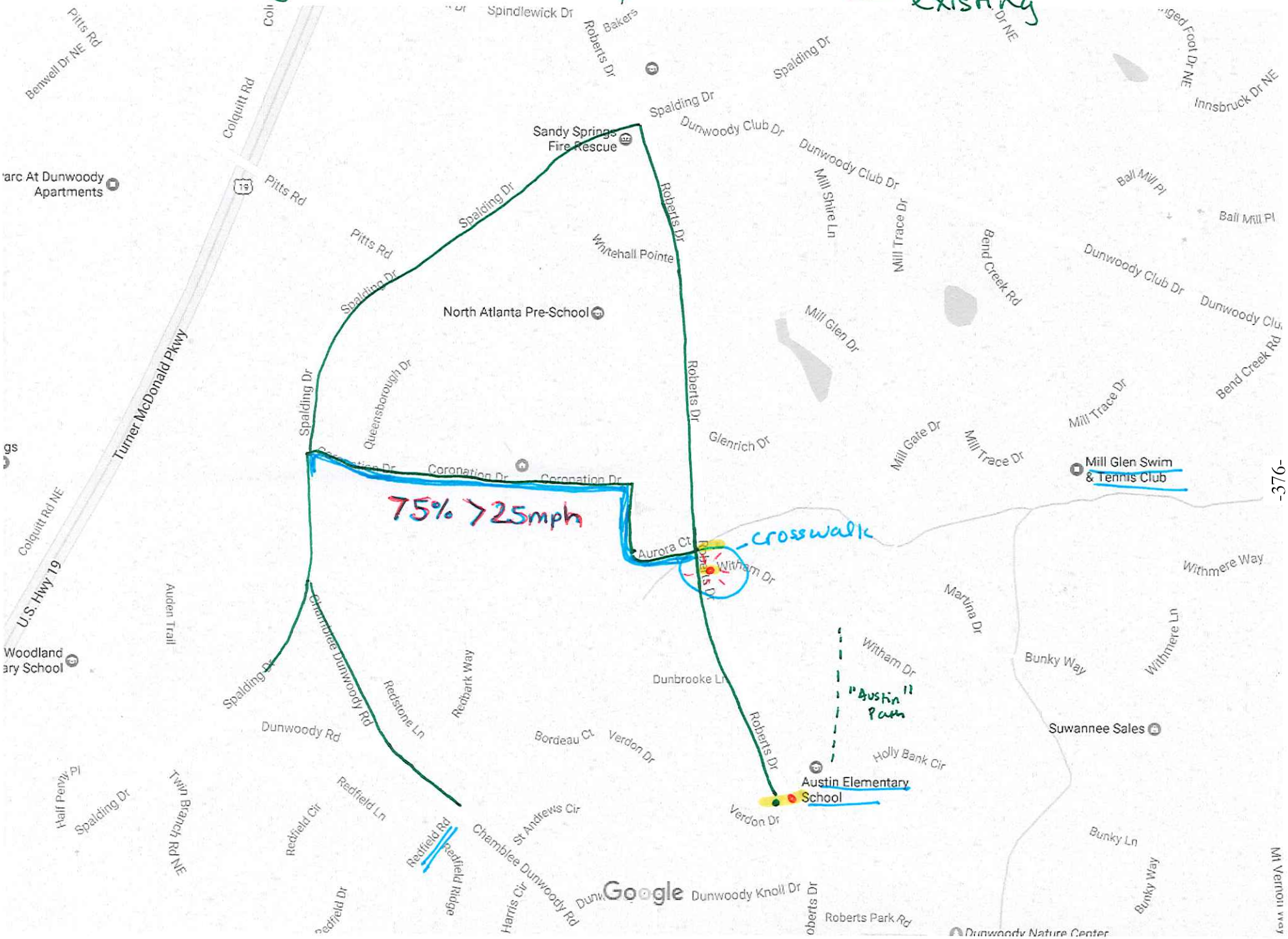
**Please provide any additional comments you have in the space below.**

GENERALLY FEEL THAT CURRENT BIKE LANES ARE NOT JUSTIFIED BY USAGE.

# "Walkability" goals North Dunwoody

Google Maps

desired
existing

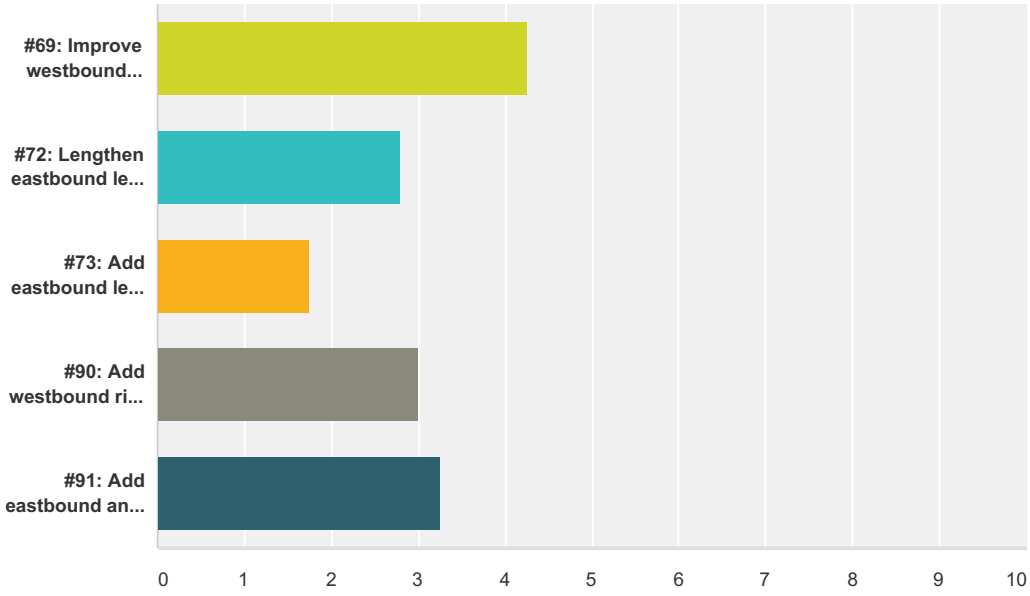



-376-

#12.

## Q1 Roadway Corridor and Intersection ImprovementsPlease refer to the project map below. There are 5 new roadway and intersection projects in the 2017 CTP update (shown as green circles with white borders). Please rank the following 5 projects in order of most important to least important, to you, with 1 being most important and 5 being least important.

Answered: 20 Skipped: 5



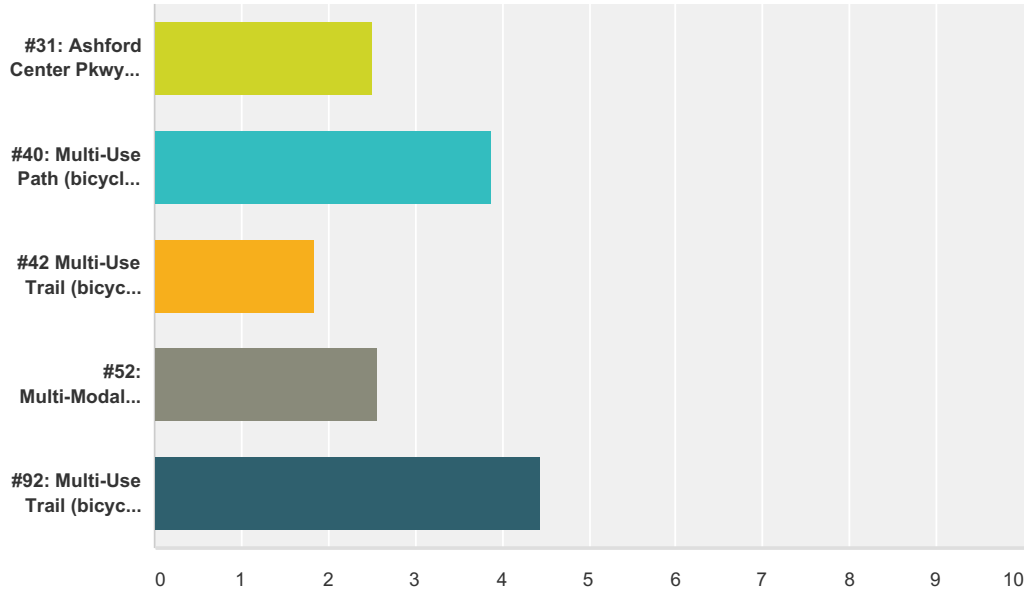

| | 1 | 2 | 3 | 4 | 5 | Total | Score |
|---|---|---|---|---|---|---|---|
| #69: Improve westbound approach of Womack R. at Chamblee-Dunwoody Rd. by adding turn lanes | 50.00% 10 | 30.00% 6 | 15.00% 3 | 5.00% 1 | 0.00% 0 | 20 | 4.25 |
| #72: Lengthen eastbound left turn lanes on Meadow Lane Rd. at Ashford Dunwoody Rd. | 5.00% 1 | 25.00% 5 | 35.00% 7 | 15.00% 3 | 20.00% 4 | 20 | 2.80 |
| #73: Add eastbound left turn lane on Meadow Lane Rd. at Ridgeview Rd. | 0.00% 0 | 0.00% 0 | 20.00% 4 | 35.00% 7 | 45.00% 9 | 20 | 1.75 |
| #90: Add westbound right turn lane on Peachford Rd. at N. Shallowford Rd. | 25.00% 5 | 15.00% 3 | 15.00% 3 | 25.00% 5 | 20.00% 4 | 20 | 3.00 |
| #91: Add eastbound and westbound left turn lanes on Mt. Vernon Rd. at Dunwoody Station Dr./Trailridge Rd. | 21.05% 4 | 31.58% 6 | 15.79% 3 | 15.79% 3 | 15.79% 3 | 19 | 3.26 |

## Q2 Please indicate any comments you have about Roadway Corridor and Intersection Improvements.

Answered: 5 Skipped: 20

## Q3 Bicycle and Pedestrian ImprovementsPlease refer to the bike/pedestrian project map below. There are 5 new bike/pedestrian projects in the 2017 CTP update (shown as bright green lines with white borders). Please rank the following 5 projects in order of most important to least important, to you, with 1 being important and 5 being least important.

Answered: 20 Skipped: 5




| | 1 | 2 | 3 | 4 | 5 | Total | Score |
|---|---|---|---|---|---|---|---|
| #31: Ashford Center Pkwy Road Diet (4-lanes to 2-lanes) w/ buffered bike lanes and pedestrian crossings w/ refuge islands | **0.00%** 0 | **22.22%** 4 | **27.78%** 5 | **27.78%** 5 | **22.22%** 4 | 18 | 2.50 |
| #40: Multi-Use Path (bicycles and pedestrians) on Peeler Rd. from Winters Chapel Rd. to N. Peachtree Rd. | **42.11%** 8 | **15.79%** 3 | **31.58%** 6 | **10.53%** 2 | **0.00%** 0 | 19 | 3.89 |
| #42 Multi-Use Trail (bicycles and pedestrians) connection between Withmere neighborhood and Austin Elem. | **5.26%** 1 | **10.53%** 2 | **5.26%** 1 | **21.05%** 4 | **57.89%** 11 | 19 | 1.84 |
| #52: Multi-Modal (bicycles and pedestrians) improvements along SR 141/P.I.B. frontage road | **5.56%** 1 | **16.67%** 3 | **22.22%** 4 | **38.89%** 7 | **16.67%** 3 | 18 | 2.56 |
| #92: Multi-Use Trail (bicycles and pedestrians) on Tilly Mill Rd. from Mt. Vernon Rd. to Womack Rd. | **55.56%** 10 | **33.33%** 6 | **11.11%** 2 | **0.00%** 0 | **0.00%** 0 | 18 | 4.44 |

## Q4 Please indicate any comments you have about Bicycle and Pedestrian Improvements.

Answered: 6 Skipped: 19

## Q5 Are there any projects from the 2011 CTP that are not in progress that you feel should be prioritized?

Answered: 6 Skipped: 19

## Q6 Are there any other projects you would like the city to consider that have not yet been proposed?

Answered: 6 Skipped: 19

## Q7 Please provide any additional comments you have in the space below.

Answered: 6 Skipped: 19

| RespondentID | StartDate | Please indicate any comments you have about Roadway Corridor and Intersection Improvements. | Please indicate any comments you have about Bicycle and Pedestrian Improvements. | Are there any projects from the 2011 CTP that are not in progress that you feel should be prioritized? | Are there any other projects you would like the city to consider that have not yet been proposed? | Please provide any additional comments you have in the space below. |
|---|---|---|---|---|---|---|
| 6126165251 | 03/22/2017 | | | | I do not see enough happening in Dunwoody North. I have repeatedly raised concern about the crosswalk at Andover And Dunkerrin crossing Tilly Mill. Cars are going so fast that they cannot possibly slow down when a pedestrian is attempting to cross. Doraville has put traffic calming in their section of Tilly Mill. Will it take someone getting hit (besides my neighbors dog who was struck and killed) to give some attention to this part of Dunwoody? Sharon Valley is filled with kids and used as a cut through from Tilly Mill to N Peachtree. I was told there is not enough traffic to do anything. I invite any one of you to come to my front lawn and observe what I see daily. | |
| 6123499923 | 03/20/2017 | Need to straighten Cham Dun Rd adjacent to Georgetown Park in order to satisfy your #1 and #2 survey mandates, improving vehicular traffic and safe pedestrian walkways. Sight distance is limited around curve and reducing the curve will make the road and walkways safer and more pedestrian friendly. | Need to straighten Cham Dun Rd adjacent to Georgetown Park in order to satisfy your #1 and #2 survey mandates, improving vehicular traffic and safe pedestrian walkways. Sight distance is limited around curve and reducing the curve will make the road and walkways safer and more pedestrian friendly. | Need to straighten Cham Dun Rd adjacent to Georgetown Park in order to satisfy your #1 and #2 survey mandates, improving vehicular traffic and safe pedestrian walkways. Sight distance is limited around curve and reducing the curve will make the road and walkways safer and more pedestrian friendly. | Need to straighten Cham Dun Rd adjacent to Georgetown Park in order to satisfy your #1 and #2 survey mandates, improving vehicular traffic and safe pedestrian walkways. Sight distance is limited around curve and reducing the curve will make the road and walkways safer and more pedestrian friendly. | Need to straighten Cham Dun Rd adjacent to Georgetown Park in order to satisfy your #1 and #2 survey mandates, improving vehicular traffic and safe pedestrian walkways. Sight distance is limited around curve and reducing the curve will make the road and walkways safer and more pedestrian friendly. |
| 6123155121 | 03/20/2017 | | More ped crossing signs replaced with the push button flashing light signs--especially at the intersection of Happy Hollow and Peeler | More linking neighborhoods via trail | | |
| 6122702947 | 03/19/2017 | | | | | |
| 6122678365 | 03/18/2017 | Please start adding smart traffic lights at major intersections | | Mt.Vernon and Tilly Mill intersection | Mt.Vernon and Jet Ferry Road. coming from Jet Ferry to Mt.Vernon needs a right only turn lane | Thanks for your hard work and continuous improvements! |
| 6122499318 | 03/18/2017 | | | | | Georgetown Gateway Project My name is Al McEver. I own 4640 Chamblee Dunwoody Rd., which is directly across the street from Georgetown Park. I strongly oppose any plans to use any of my private property, where the city has no "right of way", for the Georgetown Gateway Project. There is plenty of room on the east side of Chamblee Dunwoody Road to do whatever you want without imposing on the residential property owners. Any reasonable person, including the man who came out to survey my property, can see this. If you make a left out of Georgetown Shopping Center, after you pass the intersection of Old Springhouse, Chamblee Dunwoody Road makes a bend to the left before starting the right hand curve near the entrance of Chateau Woods subdivision. If you would eliminate the first slight bend to the left the proceeds the right hand curve, you could do all of your project on the East side (Georgetown Park side) of the road. |
| 6122483769 | 03/18/2017 | | I missed the meeting, however, I prefer wide sidewalks that allow bicycles over our dangerous narrow bike stripes along the roads. I tell children to ride on the sidewalks following pedestrian rules... | | Sidewalks on busier side streets (e.g. Manhasset Drive) that children use to walk to school (e.g. Vanderlyn/DHS) and us walkers use for exercise and walking to/from Dunwoody Village or Williamsburg/Kroger for errands. We currently take our lives in our hands! | Keep on improving Dunwoody, thanks! |
| 6122418748 | 03/18/2017 | When the time comes, invest in increasing capacity near Austin Elementary for traffic. | | | More capacity on Roberts if possible backup points with multiple schools on road. | |
| 6122262135 | 03/18/2017 | Fix all lights with sensors so you do not have to sit there waiting for turn light to cycle when NO ONE is there. Waste of time. | Don't like bikes on roads. There is not enough room in the bike lanes. Bikes are right on the edge of the lane and you feel like you will hit them with your car. Bike lanes were supposed to improve this. Don't think it did. | | Longer turn lane on Tilly Mill turning onto access road to go north on Peachtree Industrial. It gets very backed up and people will use straight lane and then turn left in intersection. | Traffic around Dunwoody GA State. Traffic is a night mare when 10,000 students are leaving at the same time. Maybe the college could stagger release times at rush hour. Maybe make left turn people use the back exit further down on Womack and only right turn out of the mail lot. Some how use both entrances to ease traffic. Maps were useless - could not make them bigger to see the projects. |
| 6122095729 | 03/17/2017 | | would rather have 75, 76, and 41 | 75, 76, 41 | | |
| 6122089773 | 03/17/2017 | | | | | |
| 6122067496 | 03/17/2017 | | | Tilly Mill & Mount Vernon Way needs correcting ASAP (7c?) | | |
| 6121771330 | 03/17/2017 | | | 75 & 41 | | |
| 6121760112 | 03/17/2017 | | | | | |
| 6120929824 | 03/17/2017 | | | | | |
| 6120828604 | 03/17/2017 | | | | | I am NOT in favor of making travel easier THROUGH the city of Dunwoody. The easier it is, then the more people who will drive through, creating more traffic. |
| 6120622087 | 03/16/2017 | | | | | |
| 6120615070 | 03/16/2017 | | | | | |
| 6120572466 | 03/16/2017 | | | | | |
| 6120553725 | 03/16/2017 | | | | | |
| 6119487142 | 03/16/2017 | | | | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| 6119159456 | 03/15/2017 | Peachtree Industrial Blvd is a disaster. Anything close to that area to relieve traffic on those main roads would be very helpful. Also, the 400 exit 5A toward mount vernon - the cross over to turn left is very dangerous. | | | | |
| 6116202404 | 03/13/2017 | | | | | |
| 6114387719 | 03/10/2017 | | The bike lane connecting Brook Run and Windwood Hollow is by far the most important of those lanes/trails. | | | |
| 6114008500 | 03/10/2017 | | | | | |

## Malone, Graham

**From:** Mindy Sanders <Mindy.Sanders@dunwoodyga.gov>
**Sent:** Friday, March 10, 2017 11:06 AM
**To:** Malone, Graham
**Subject:** FW: Priorites

Hi Graham,

I received the comments below. Please incorporate them into the data as appropriate.

Thanks,

Mindy Sanders, PE
Capital Projects Manager
City of Dunwoody Public Works

-----Original Message-----
From: Pam Tallmadge
Sent: Thursday, March 9, 2017 4:45 PM
To: Amanda Richmond <southernbleubird@gmail.com>
Cc: terry.nail@dunwoodyga.gov; Jim Richmond <jim_richmond@mac.com>; Michael Smith <Michael.Smith@dunwoodyga.gov>; Mindy Sanders <Mindy.Sanders@dunwoodyga.gov>
Subject: Re: Priorites

Good Afternoon Amanda and Jim,

Thank you for taking the time to email us. I appreciate your input; this is valuable information to have from our homeowners.

I have copied Michael Smith and Mindy Sanders on this email as well so they can store this information along with those we received Tuesday night.

Have a great evening.
Pam

Pam Tallmadge
District 1 - City Council
770.354.7653

> On Mar 9, 2017, at 1:26 PM, Amanda Richmond <southernbleubird@gmail.com> wrote:
>
> Hi,
>
> I am very sorry to have missed the information meeting this week but did want to share the needs and priorities of our family. Most of the children in our neighborhood do walk to Austin, the Nature Center and Dunwoody Village. Those in our neighborhood are not just families, but also runners, older folds, dog walkers and bicyclist as well. Our top priorities are:

>
> 1. New crosswalk at Aurora and Witham to connect the proposed project (#42) of a mulituse trail to Dunwoody Park.
> 2. Sidewalks for Coronation Drive to connect Spalding and Roberts. Sadly this street is such a cut through and it is not safe to walk down Coronation with the speeds these cars hit.
> 3. Also a sidewalk from Coronation down Spalding to connect with the existing sidewalk that runs in front of Redfield, etc. Again that triangle there is extremely dangerous and is missing sidewalk between our neighborhood and that intersection.
>
> Thank you for all that you do. I know your jobs are very difficult and we appreciate you.
>
> Amanda Richmond
> 5630 Queensborough Drive

## Malone, Graham

**From:** Mindy Sanders <Mindy.Sanders@dunwoodyga.gov>
**Sent:** Monday, April 10, 2017 11:47 AM
**To:** Malone, Graham
**Subject:** FW: Transportation Plan Update - Comment

These comments were received over the weekend in case you are compiling them.

Thanks,

**Mindy Sanders, PE**
Capital Projects Manager
City of Dunwoody Public Works

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**From:** Michael Smith
**Sent:** Monday, April 10, 2017 7:59 AM
**To:** Mindy Sanders <Mindy.Sanders@dunwoodyga.gov>
**Subject:** FW: Transportation Plan Update - Comment

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**From:** Public Works
**Sent:** Sunday, April 9, 2017 5:37 PM
**To:** Michael Smith <Michael.Smith@dunwoodyga.gov>; Dana Gravedoni <Dana.Gravedoni@dunwoodyga.gov>
**Subject:** FW: Transportation Plan Update - Comment

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**From:** Joseph Martinez
**Sent:** Sunday, April 9, 2017 5:36:33 PM (UTC-05:00) Eastern Time (US & Canada)
**To:** Public Works
**Subject:** Transportation Plan Update - Comment

I wasn't able to attend the public meeting for the 5-year transportation plan update, but I'd like to make one comment if it's not too late:

I would recommend a multi-use trail, constructed in partnership with the PATH foundation and the parks and rec department, running along Mount Vernon from the Sandy Springs City Center all the way to Mt. Vernon and Dunwoody Club. This would connect the Sandy Springs MARTA, Dunwoody Village, and Williamsburg Shopping Centers all together and provide a central bike/ped spine through Dunwoody.

I think this would get a ton of use for both recreation and commuters - eventually it could connect to PATH 400 via Peachtree Dunwoody Road.

I reside in Kingsley in Dunwoody and use the bike lanes on Mt. Vernon regularly. I'd enjoy discussing this with you further to see if there's a way to help program this.

Thanks,

Joe

--
**JOSEPH D. MARTINEZ**
joedmartinez@gmail.com
http://www.linkedin.com/in/joedmartinez
(c) 415 676 0015

# CONNECT DUNWOODY SURVEY RESULTS

# Comprehensive Transportation Plan Updates Survey

*Share your feedback on the Comprehensive Transportation Plan updates.*

All Responses sorted chronologically

As of July 11, 2017,  2:46 PM

*Connect Dunwoody is not a certified voting system or ballot box.  As with any public comment process, participation in Connect Dunwoody is voluntary.  The responses in this record are not necessarily representative of the whole population, nor do they reflect the opinions of any government agency or elected officials.*

# Comprehensive Transportation Plan Updates Survey

*Share your feedback on the Comprehensive Transportation Plan updates.*

As of July 11, 2017,  2:46 PM, this forum had:

| | |
|---|---|
| Attendees: | 126 |
| All Responses: | 17 |
| Minutes of Public Comment: | 51 |

This topic started on June 23, 2017, 12:10 PM.

# Comprehensive Transportation Plan Updates Survey

Share your feedback on the Comprehensive Transportation Plan updates.

## Responses

**What do you think of the updates to the Comprehensive Transportation Plan?**

| | |
|---|---|
| Answered | 13 |
| Skipped | 4 |

19 2011 **5** **access** been between bike **brook** dunwoody enough **feet** five **from** **front** her **into** lane **lanes** left more **park** **pedestrian** **plan** project projects property run **s** **she** **sidewalk** **street** **than** **traffic** turn **up** vernon **village** was way **wide**

---

**What do you think of the newly proposed projects (see page 35) included in the Comprehensive Transportation Plan?**

| | |
|---|---|
| Answered | 12 |
| Skipped | 5 |

- **69** area **bike** **construct** cross **document** dunwoody **good** **great** **intersection** lanes long mill more most **mount** multi-use **needs** **over** **projects** rd **road** **see** **side** so they **think** **tilly** too traffic turn vernon very **well** **womack**

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**What do you think of the short-term recommendations (see pages 51-52), the mid-term recommendations (see pages 54-55), and the long-term recommendations (see pages 58-60)?**

| | |
|---|---|
| Answered | 12 |
| Skipped | 5 |

**-** 19 **2** **2011** **access** action along bike dunwoody **easements** five

# Comprehensive Transportation Plan Updates Survey

Share your feedback on the Comprehensive Transportation Plan updates.

from groups **lanes** like **list** **long** **mill** mt **needs** **neighborhood** new pedestrian **plan** priority project **projects** right **see** **shown** than tilly **traffic** **transportation** update vernon **village** **was** way **year**

---

**What other comments or overall feedback do you have on the Comprehensive Transportation Plan?**

| | |
|---|---|
| Answered | 13 |
| Skipped | 4 |

**19** **2011** access all any being **bike** **do** does **don** **dunwoody** **from** **lane** **like** **marta** more neighborhood **other** **pedestrian** perimeter plan project projects **protected** **road** see station **such** t take than **they** **traffic** transportation using village **was** **what** **who** work

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# Comprehensive Transportation Plan Updates Survey

Share your feedback on the Comprehensive Transportation Plan updates.

David Humer inside District 1 (registered) July 7, 2017, 4:55 PM

**What do you think of the updates to the Comprehensive Transportation Plan?**
We need a left turn arrow coming out of Publix onto Chamblee-Dunwoody Road. Put BACK the left turn arrow that we battled with Dekalb County to finally put in!!

See the Comprehensive Transportation Plan:

**What do you think of the newly proposed projects (see page 35) included in the Comprehensive Transportation Plan?**
No response

See the newly proposed projects:

**What do you think of the short-term recommendations (see pages 51-52), the mid-term recommendations (see pages 54-55), and the long-term recommendations (see pages 58-60)?**
No response

See the short-term recommendations, mid-term recommendations, and long-term recommendations:

# Comprehensive Transportation Plan Updates Survey

Share your feedback on the Comprehensive Transportation Plan updates.

**What other comments or overall feedback do you have on the Comprehensive Transportation Plan?**

No response

# Comprehensive Transportation Plan Updates Survey

Share your feedback on the Comprehensive Transportation Plan updates.

Name not available (unclaimed) July 7, 2017, 4:36 PM

**What do you think of the updates to the Comprehensive Transportation Plan?**

I think project 22a should be moved back up to be project 4 as originally designed. The lack of turn lanes at the Mt. Vernon/Vermack/Manhasset interchange is, in my opinion, the highest contributor to the daily weekday traffic back up (from west to east) on Mt. Vernon. Traffic backs up there all the way to Chamblee-Dunwoody from 3:00 -6:30 p.m.. As soon as you pass Vermack/Manhasset, Mt. Vernon opens up and it's a speed limit ride. Every day.

Although not a big crash site, it is certainly a cause of aggravation for thousands every day and could reduce stress and road rage and driving time for so many. (It's also very hard for the cars wanting to make safe left turns at that intersection).

It appears that more attention is being paid to bike lanes (that affect a few dozen people at best on a regular basis) versus a project that could benefit thousand of people daily. Other than this, I can accept the overall plan (although I still think there is way too much emphasis on bike lanes that are hardly used).

See the Comprehensive Transportation Plan:

**What do you think of the newly proposed projects (see page 35) included in the Comprehensive Transportation Plan?**

No response

See the newly proposed projects:

**What do you think of the short-term recommendations (see pages 51-52), the mid-term recommendations (see pages 54-55), and the long-term recommendations (see pages 58-60)?**

I think project 22a needs to be moved back up to position 4 (or 3,2 or 1)

See the short-term recommendations, mid-term recommendations, and long-term recommendations:

# Comprehensive Transportation Plan Updates Survey

Share your feedback on the Comprehensive Transportation Plan updates.

**What other comments or overall feedback do you have on the Comprehensive Transportation Plan?**

No response

# Comprehensive Transportation Plan Updates Survey

Share your feedback on the Comprehensive Transportation Plan updates.

Name not shown inside District 3 (registered) July 7, 2017, 3:36 PM

**What do you think of the updates to the Comprehensive Transportation Plan?**

No response

See the Comprehensive Transportation Plan:

**What do you think of the newly proposed projects (see page 35) included in the Comprehensive Transportation Plan?**

No response

See the newly proposed projects:

**What do you think of the short-term recommendations (see pages 51-52), the mid-term recommendations (see pages 54-55), and the long-term recommendations (see pages 58-60)?**

No response

See the short-term recommendations, mid-term recommendations, and long-term recommendations:

# Comprehensive Transportation Plan Updates Survey

Share your feedback on the Comprehensive Transportation Plan updates.

**What other comments or overall feedback do you have on the Comprehensive Transportation Plan?**
More accessibility to the perimeter center from the outlying neighborhoods will be appreciated. Specifically access from n. Peachtree rd to quick access to perimeter mall and other shopping areas. Also, fast access from n. Peachtree to the northbound Marta rail line. If I were to go to work using Marta, it would take me over an hour, because I would have to take the bus to doraville station, down to lindberg, transfer and take train north. I would really cionsider using Marta, only if the time would take less than 40 min.

# Comprehensive Transportation Plan Updates Survey

Share your feedback on the Comprehensive Transportation Plan updates.

Name not available (unclaimed) July 7, 2017, 8:22 AM

**What do you think of the updates to the Comprehensive Transportation Plan?**
It's a good start towards multi modal access, though I would like more movement on that front.

See the Comprehensive Transportation Plan:

**What do you think of the newly proposed projects (see page 35) included in the Comprehensive Transportation Plan?**
The raised bike lanes recommendation for Hammond drive ought to be implemented. It appears in the full document but not the newly proposed projects sheet below.

See the newly proposed projects:

**What do you think of the short-term recommendations (see pages 51-52), the mid-term recommendations (see pages 54-55), and the long-term recommendations (see pages 58-60)?**
There's an impressive amount of pedestrian and bicycle improvement planned. As much as I want these things right now, I understand they take time.

See the short-term recommendations, mid-term recommendations, and long-term recommendations:

# Comprehensive Transportation Plan Updates Survey

Share your feedback on the Comprehensive Transportation Plan updates.

**What other comments or overall feedback do you have on the Comprehensive Transportation Plan?**
I appreciate the progress being made to make Dunwoody more human friendly. I live and work in Dunwoody, and fortunately can walk to work. Many amenities are within a walkable or  short cycling distance, however I often don't feel safe doing so with my family, as drivers ignore cross walks and stop signs, and the current bike lanes often don't connect. Buffering the bike lanes or separating them will be a huge improvement, and hopefully traffic calming measures could be employed to discourage drivers from speeding through cross walks.

A partnership with local businesses to promote cycling or walking last mile from MARTA as a means of commuting I think would help reduce traffic in the perimeter area.

# Comprehensive Transportation Plan Updates Survey

Share your feedback on the Comprehensive Transportation Plan updates.

AL McEver inside District 2 (registered) July 6, 2017, 4:10 PM

**What do you think of the updates to the Comprehensive Transportation Plan?**

I own the property directly across the street from Georgetown Park. The reason I am speaking up here is because to the best of my knowledge the City of Dunwoody is planning to install a six foot wide sidewalk on my private property where they have no right of way. I have given my word that a 5' sidewalk is acceptable because this is what the city just installed on its own property at Brook Run park. Brook Run hosts several large annual events and is in a school zone. If a 5' wide sidewalk is wide enough there, then it is wide enough for in front of my home. There is already a 6 foot wide sidewalk around the park. The plans call for an additional 12' wide sidewalk on the park side of the street. On my side of the street this plan calls for an another 6' wide sidewalk for a total width of 24 feet of sidewalk between my property and the park. I am reasonably asking to reduce this to 23' feet by making the sidewalk on my property the same width as the sidewalk recently installed at Brook Run, which is five feet wide. A standard sidewalk width is 5 feet. A larger than standard sidewalk is not a minimal impact. That was the publics request. I gave my word that I would accept a standard five foot wide sidewalk on my property and I will stand by it. Anything larger is not acceptable. If 5' is wide enough for city property (Brook Run) , then it is wide enough for mine.

See the Comprehensive Transportation Plan:

**What do you think of the newly proposed projects (see page 35) included in the Comprehensive Transportation Plan?**

No response

See the newly proposed projects:

**What do you think of the short-term recommendations (see pages 51-52), the mid-term recommendations (see pages 54-55), and the long-term recommendations (see pages 58-60)?**

No response

# Comprehensive Transportation Plan Updates Survey

Share your feedback on the Comprehensive Transportation Plan updates.

See the short-term recommendations, mid-term recommendations, and long-term recommendations:

**What other comments or overall feedback do you have on the Comprehensive Transportation Plan?**

No response

# Comprehensive Transportation Plan Updates Survey

Share your feedback on the Comprehensive Transportation Plan updates.

Rachelle Carmel inside District 3 (registered) July 6, 2017, 7:03 AM

**What do you think of the updates to the Comprehensive Transportation Plan?**
They are good, but something more needs to be done with mount Vernon.

See the Comprehensive Transportation Plan:

**What do you think of the newly proposed projects (see page 35) included in the Comprehensive Transportation Plan?**
They are good, but something more needs to be done with mount Vernon.

See the newly proposed projects:

**What do you think of the short-term recommendations (see pages 51-52), the mid-term recommendations (see pages 54-55), and the long-term recommendations (see pages 58-60)?**
No response

See the short-term recommendations, mid-term recommendations, and long-term recommendations:

# Comprehensive Transportation Plan Updates Survey

Share your feedback on the Comprehensive Transportation Plan updates.

**What other comments or overall feedback do you have on the Comprehensive Transportation Plan?**
What about making mount Vernon a three lane road with a reversible lane that could go one way in the morning and the other way in the afternoon. The traffic congestion is horrible in the morning going in town in the mornings and away from town in the afternoons. This solution would help alleviate some of that burden without taking much property from either side of the road.

# Comprehensive Transportation Plan Updates Survey

Share your feedback on the Comprehensive Transportation Plan updates.

Bill Grossman inside District 1 (registered) July 5, 2017, 11:01 PM

**What do you think of the updates to the Comprehensive Transportation Plan?**

I am commenting on the negative treatment of pedestrians in the new comprehensive Transportation plan. The City's web survey asked : Which types of travel would you like to do more of in the city of Dunwoody? Walking was by far the top response (65%). How does that justify moving long standing requested pedestrian accesses (project #19) from a tier 2 project to the list of tier 3 long-term projects, which are scheduled to complete between 2028 and 2038 -- 11 to 22 years away from now? Especially when these pedestrian accesses to Dunwoody Village Commercial area were listed as priority # 6 in the 2011 Dunwoody Village five year action plan. Project #19 is shown in the 2011 five-year action plan tables with a status of "$2,850,000 and currently In Progress". Since the first five projects prioritized higher than project #19 in the 2011 five year action plan for Dunwoody Village have been completed, this project should be the top priority.

Other than requiring the developer of the new townhomes on Dunwoody Village Parkway to allow a dirt trail access from the Vernon North neighborhood behind the townhomes (at no cost to the City) ; I am not aware of any activity or $ spent on the 4 other pedestrian access points identified as project 19 shown in the 2011 plan. Earlier this year, the Greater Branches Neighborhood Association submitted a written request to the City Manager and the Consultants for this transportation plan update currently being reviewed to pursue negotiations with neighbors for easements at the 5 locations shown in the 2011 plan for pedestrian access to the Dunwoody Village Commercial district. After the request was submitted, the following paragraph was added to this newest draft:

"The City supports new opportunities to add bike and/or pedestrian connections between neighborhoods and/or civic sites that do not rely on access to main roads. These features have been requested by various residents and HOA groups. However, these projects typically rely on the use of easements across private property rather than being located within or along the existing right of way. Therefore, these projects will typically be initiated by neighborhood groups after they have identified property owners along the potential connection who are willing to grant this public access."

This paragraph clearly attempts to put the burden on neighborhood groups rather than have the city follow through on the 2011 plan commitments to negotiate the necessary access / easements.

The transportation plan update was reviewed by an appointed Bike/Pedestrian focus group. Project # 19 was apparently not discussed by this group for the Plan update, maybe because it was already on the priority list or possibly because bike advocates appear to be the squeaky wheel that gets the grease, and the pedestrians don't make enough noise.

See the Comprehensive Transportation Plan:

# Comprehensive Transportation Plan Updates Survey

Share your feedback on the Comprehensive Transportation Plan updates.

**What do you think of the newly proposed projects (see page 35) included in the Comprehensive Transportation Plan?**

They will benefit the PCID area more than the single family detached neighborhoods that constitute over 70 % of the land area of the city.

See the newly proposed projects:

**What do you think of the short-term recommendations (see pages 51-52), the mid-term recommendations (see pages 54-55), and the long-term recommendations (see pages 58-60)?**

I am commenting on the negative treatment of pedestrians in the new comprehensive Transportation plan. The City's web survey asked : Which types of travel would you like to do more of in the city of Dunwoody? Walking was by far the top response (65%). How does that justify moving long standing requested pedestrian accesses (project #19) from a tier 2 project to the list of tier 3 long-term projects, which are scheduled to complete between 2028 and 2038 -- 11 to 22 years away from now? Especially when these pedestrian accesses to Dunwoody Village Commercial area were listed as priority # 6 in the 2011 Dunwoody Village five year action plan. Project #19 is shown in the 2011 five-year action plan tables with a status of "$2,850,000 and currently In Progress". Since the first five projects prioritized higher than project #19 in the 2011 five year action plan for Dunwoody Village have been completed, this project should be the top priority.
Other than requiring the developer of the new townhomes on Dunwoody Village Parkway to allow a dirt trail access from the Vernon North neighborhood behind the townhomes (at no cost to the City) ; I am not aware of any activity or $ spent on the 4 other pedestrian access points identified as project 19 shown in the 2011 plan. Earlier this year, the Greater Branches Neighborhood Association submitted a written request to the City Manager and the Consultants for this transportation plan update currently being reviewed to pursue negotiations with neighbors for easements at the 5 locations shown in the 2011 plan for pedestrian access to the Dunwoody Village Commercial district. After the request was submitted, the following paragraph was added to this newest draft:

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This paragraph above clearly attempts to put the burden on neighborhood groups rather than have the city follow through on the 2011 plan commitments to negotiate the necessary access / easements.
The transportation plan update was reviewed by an appointed Bike/Pedestrian focus group. Project # 19 was apparently not discussed by this group for the Plan update, maybe because it was already on the priority list or possibly because bike advocates appear to be the squeaky wheel that gets the grease, and the pedestrians

don’t make enough noise.

See the short-term recommendations, mid-term recommendations, and long-term recommendations:

**What other comments or overall feedback do you have on the Comprehensive Transportation Plan?**
I am commenting on the negative treatment of pedestrians in the new comprehensive Transportation plan. The City’s web survey asked : Which types of travel would you like to do more of in the city of Dunwoody? Walking was by far the top response (65%). How does that justify moving long standing requested pedestrian accesses (project #19) from a tier 2 project to the list of tier 3 long-term projects, which are scheduled to complete between 2028 and 2038 -- 11 to 22 years away from now? Especially when these pedestrian accesses to Dunwoody Village Commercial area were listed as priority # 6 in the 2011 Dunwoody Village five year action plan. Project #19 is shown in the 2011 five-year action plan tables with a status of “$2,850,000 and currently In Progress”. Since the first five projects prioritized higher than transportation project #19 in the 2011 five year action plan for Dunwoody Village have been completed, this project should be the top priority. Other than requiring the developer of the new townhomes on Dunwoody Village Parkway to allow a dirt trail access from the Vernon North neighborhood behind the townhomes (at no cost to the City) ; I am not aware of any activity or $ spent on the 4 other pedestrian access points identified as project 19 shown in the 2011 plan. Earlier this year, the Greater Branches Neighborhood Association submitted a written request to the City Manager and the Consultants, for this transportation plan update currently being reviewed, to pursue negotiations with neighbors for easements at the 5 locations shown in the 2011 plan for pedestrian access to the Dunwoody Village Commercial district. After the request was submitted, the following paragraph was added to this newest draft:

“The City supports new opportunities to add bike and/or pedestrian connections between neighborhoods and/or civic sites that do not rely on access to main roads. These features have been requested by various residents

and HOA groups. However, these projects typically rely on the use of easements across private property rather than being located within or along the existing right of way. Therefore, these projects will typically be initiated by neighborhood groups after they have identified property owners along the potential connection who are willing to grant this public access."

This paragraph clearly attempts to put the burden on neighborhood groups rather than have the city follow through on the 2011 plan commitments to negotiate the necessary access / easements.
The transportation plan update was reviewed by an appointed Bike/Pedestrian focus group. Project # 19 was apparently not discussed by this group for the Plan update, maybe because it was already on the priority list or possibly because bike advocates appear to be the squeaky wheel that gets the grease, and the pedestrians don't make enough noise.

# Comprehensive Transportation Plan Updates Survey

Share your feedback on the Comprehensive Transportation Plan updates.

Name not shown outside Dunwoody Districts (registered) July 5, 2017, 9:00 PM

**What do you think of the updates to the Comprehensive Transportation Plan?**
The turn lane onMt. Vernon Hwy at Trailridge is too inadequate. A traffic engineer should be consulted on improving that stretch of roadway.

See the Comprehensive Transportation Plan:

**What do you think of the newly proposed projects (see page 35) included in the Comprehensive Transportation Plan?**
Most projects are a long wish list. The projects should be reviewed for cost and improved traffic effficency.

See the newly proposed projects:

**What do you think of the short-term recommendations (see pages 51-52), the mid-term recommendations (see pages 54-55), and the long-term recommendations (see pages 58-60)?**
Coordination with the city of sandy springs which borders these major roads needs to occur. BIke, lanes, streetscape and sidewalks need to " marry up" along city lines. The short term projects seem minor and easy. I would prefer to see some of the long term projects move up on the list when major roads are involved.

See the short-term recommendations, mid-term recommendations, and long-term recommendations:

# Comprehensive Transportation Plan Updates Survey

Share your feedback on the Comprehensive Transportation Plan updates.

**What other comments or overall feedback do you have on the Comprehensive Transportation Plan?**
We need to move forward with road improvements and funding. Will tsplost pay for most of these projects?

# Comprehensive Transportation Plan Updates Survey

Share your feedback on the Comprehensive Transportation Plan updates.

Name not shown inside District 1 (registered) July 5, 2017, 3:47 PM

**What do you think of the updates to the Comprehensive Transportation Plan?**
I approve of adding additional left turn lanes on Dunwoody's main streets, especially on Chamblee-Dunwoody and Vermack. It would be nice to see more mulitmodal connectivity in the northern part of the city, which always seems to get less than the southern part of the city (e.g. parks, trails, etc.)

See the Comprehensive Transportation Plan:

**What do you think of the newly proposed projects (see page 35) included in the Comprehensive Transportation Plan?**
See comment above.

See the newly proposed projects:

**What do you think of the short-term recommendations (see pages 51-52), the mid-term recommendations (see pages 54-55), and the long-term recommendations (see pages 58-60)?**
On-street bike lanes are a waste of money and space. Bike lanes should be separated from the road, especially on major streets (See Mt. Vernon).

See the short-term recommendations, mid-term recommendations, and long-term recommendations:

# Comprehensive Transportation Plan Updates Survey

Share your feedback on the Comprehensive Transportation Plan updates.

**What other comments or overall feedback do you have on the Comprehensive Transportation Plan?**
I would like to see more bike/pedestrian lanes off the street. What about using the power line and Colonial Pipeline corridors for paths? Overall, it seems that the Southern part and Eastern parts of the city get more improvements and attention than the northern part of the city. This seems unfair.

# Comprehensive Transportation Plan Updates Survey

Share your feedback on the Comprehensive Transportation Plan updates.

Name not shown inside District 2 (registered) July 4, 2017, 6:07 AM

**What do you think of the updates to the Comprehensive Transportation Plan?**

No response

See the Comprehensive Transportation Plan:

**What do you think of the newly proposed projects (see page 35) included in the Comprehensive Transportation Plan?**

No response

See the newly proposed projects:

**What do you think of the short-term recommendations (see pages 51-52), the mid-term recommendations (see pages 54-55), and the long-term recommendations (see pages 58-60)?**

No response

See the short-term recommendations, mid-term recommendations, and long-term recommendations:

# Comprehensive Transportation Plan Updates Survey

Share your feedback on the Comprehensive Transportation Plan updates.

**What other comments or overall feedback do you have on the Comprehensive Transportation Plan?**
Thank you for all you do. However, this was a particularly difficult document to review. I agree with the previous commenter that a more user-friendly summary or other technique would have been helpful. I did my best to get through it. Here are my comments/concerns, specifically in relation to bikes:

• I don't see any measurable goals, such as application to become a Bicycle Friendly Community or specific metrics such as # of students walking/biking to school or people commuting to work;

• I don't see any "big idea" such as the creation of a Dunwoody "Woodline" or other master loop that instills pride while providing continuous protected access to all parts of our city for all users (example: Atlanta has the Beltline/Alpharetta has the Alpha Loop). The proposed patchwork of solutions, although ambitious in some of its micro details, does not add up to a secure network for all;

• Roundabouts must include safe bike access;

• Crosswalks should be everywhere that a car would turn or cross (such as on 30mph Highland Rd in the Virginia Highland section of Atlanta) (note: convenient crosswalks are critical for children on bikes who ride on sidewalks);

• Bike riders choose to assume various levels of risk — this does not mean they do not have street skills. It would be more accurate to reword your classification of bike rider levels to reflect this;

• Is there a protected (not just buffered) bike lane and or/two-way protected bike lane (cycle track) anywhere in this plan?

• It would be appropriate to see reduced speed limits (and design elements that support that) on any main road that does not have protected or separated bike facilities;

• Bike parking is a major problem in our city for those of us who ride bike for utilitarian reasons (such as as #One Less Car to run errands). Please consider adding it as part of the city's street furniture in commercial areas as well as requiring it in each shopping center;

• Sharrows on main roads are not bike infrastructure; bike route signs are not, either. Neither provide any addition safety or access and are merely wayfinding.

# Comprehensive Transportation Plan Updates Survey

Share your feedback on the Comprehensive Transportation Plan updates.

Heidi Nagel inside District 1 (registered) July 2, 2017, 3:56 PM

**What do you think of the updates to the Comprehensive Transportation Plan?**

No response

See the Comprehensive Transportation Plan:

**What do you think of the newly proposed projects (see page 35) included in the Comprehensive Transportation Plan?**

They are good- overall the document is very long - good to see all the data that goes in but still is hard to process as a citizen. Projects 42, 69, and 91 are most relevant to me as I live in District 1.

See the newly proposed projects:

**What do you think of the short-term recommendations (see pages 51-52), the mid-term recommendations (see pages 54-55), and the long-term recommendations (see pages 58-60)?**

I was shocked to see how
Long the timeline was for these mid-term projects 2023 -2027 is a long way out. Long term even beyond that. It was disappointing.

See the short-term recommendations, mid-term recommendations, and long-term recommendations:

# Comprehensive Transportation Plan Updates Survey

Share your feedback on the Comprehensive Transportation Plan updates.

**What other comments or overall feedback do you have on the Comprehensive Transportation Plan?**
Please add a flashing crosswalk at witham and Roberts for those of us who walk from Coronation and surrounding streets. It will allow us access to the Austin Path CURRENTLY being used and then the future project 42. Also I don't understand what the "cumulative character score" is on page 72. I found it interested that Aurora Lane was in dark green with high score but I don't know what it means.

# Comprehensive Transportation Plan Updates Survey

Share your feedback on the Comprehensive Transportation Plan updates.

Name not shown inside District 3 (registered) July 1, 2017, 6:17 AM

**What do you think of the updates to the Comprehensive Transportation Plan?**
Dunwoody benefits from good detailed planning. Safety is the main priority, not raising speed limits on Mt. Vernon, not adding roundabouts at Ver/Womack or creating turn lanes all along Tilly Mill. These ideas put more strain on quality of life, while adding more flow of through traffic into our Dunwoody neighborhoods. I'm saying NO to #34 expanding the Tilly Mill 2 lane road into 3 lanes, that is a very bad idea and a huge waste of money.

See the Comprehensive Transportation Plan:

**What do you think of the newly proposed projects (see page 35) included in the Comprehensive Transportation Plan?**
Great project:
#92: Construct a multi-use trail on Tilly Mill Road between Womack Road and Mount Vernon Road

See the newly proposed projects:

**What do you think of the short-term recommendations (see pages 51-52), the mid-term recommendations (see pages 54-55), and the long-term recommendations (see pages 58-60)?**
Great projects:
#7c and 45

See the short-term recommendations, mid-term recommendations, and long-term recommendations:

# Comprehensive Transportation Plan Updates Survey

Share your feedback on the Comprehensive Transportation Plan updates.

**What other comments or overall feedback do you have on the Comprehensive Transportation Plan?**
Overall, a good listing of major problems that need to be solved. A concern is trying too hard to solve problems where one doesn't exist.

# Comprehensive Transportation Plan Updates Survey

Share your feedback on the Comprehensive Transportation Plan updates.

Justin Cullifer inside District 3 (registered) June 29, 2017, 6:51 PM

**What do you think of the updates to the Comprehensive Transportation Plan?**
I am encouraged by the thoughtfulness of the plan, particularly for the east side of Dunwoody.

See the Comprehensive Transportation Plan:

**What do you think of the newly proposed projects (see page 35) included in the Comprehensive Transportation Plan?**
I am very excited about #40: Construct a multi-use path that connects North Peachtree
Road and Winters Chapel Road via Peeler Road and Tilly Mill Road. This is an area of the city that needs an investment in order to maintain and raise property values. The area is not kept up very well and needs attention quickly.

See the newly proposed projects:

**What do you think of the short-term recommendations (see pages 51-52), the mid-term recommendations (see pages 54-55), and the long-term recommendations (see pages 58-60)?**
Please consider moving #70 - Tilly Mill at Peeler - potential roundabout site to a Short-Term recommendation! This intersection is truly terrible during the morning commute from approximately 7am to 9:30am each week day. It is at a peak of frustration when school is in. Further, vehicles frequently cross a double yellow line coming from Peeler to turn left onto Tilly Mill Road. This is dangerous and illegal. A roundabout seems like a sensible solution for this intersection.

See the short-term recommendations, mid-term recommendations, and long-term recommendations:

# Comprehensive Transportation Plan Updates Survey

Share your feedback on the Comprehensive Transportation Plan updates.

**What other comments or overall feedback do you have on the Comprehensive Transportation Plan?**

I would like to see a long-term plan for partnership with Sandy Springs and Doraville to connect light rail across the top-end perimeter between Doraville Station and Dunwoody Station. I would also like to see some sort of coordination with Peachtree Corners regarding the high volume of traffic from Gwinnett County using Dunwoody roads to reach the Perimeter business district.

# Comprehensive Transportation Plan Updates Survey

Share your feedback on the Comprehensive Transportation Plan updates.

Adrienne Bashuk inside District 1 (registered) June 27, 2017, 4:59 PM

**What do you think of the updates to the Comprehensive Transportation Plan?**
I think that Dunwoody is putting a lot of thought into it - it is a bit overwhelming for an average citizen to decipher the lengthy details and a summary page/bullet points of the key changes would help to communicate the basics of the project.

See the Comprehensive Transportation Plan:

**What do you think of the newly proposed projects (see page 35) included in the Comprehensive Transportation Plan?**
I think it's good that there will be more options to get around in Dunwoody. The bike lanes are great, but the concern is that the roads are often too narrow and drivers have to slow down and/or cross over the yellow lines to ensure there is enough distance when passing. There needs to be more awareness given to cross walks - that pedestrians have the right of way, when communters are not used to them. I also think that the sidewalks are inconsistent throughout Dunwoody and that they need to be made wider so people can pass each other/walk side by side and have a safe buffer so they don't fall off the sidewalk so close to traffic.

See the newly proposed projects:

**What do you think of the short-term recommendations (see pages 51-52), the mid-term recommendations (see pages 54-55), and the long-term recommendations (see pages 58-60)?**
I like that the the focus is on pedestrians and decreasing traffic in Dunwoody. I have voiced my concern in the past that more crosswalks need to be placed throughout Dunwoody. Key example, we are walkers for Austin (less than a mile) but no crosswalk exists and/or traffic light with the exception of Austin and Spalding - there needs to be a safe access, especially in school zones, for students/parents to get safely across the street. I've notice some have gone in (Mt. Vernon and Ashford/Dunwoody by Redfield - but Roberts needs to be taken care of before someone gets hurt.

See the short-term recommendations, mid-term recommendations, and long-term recommendations:

# Comprehensive Transportation Plan Updates Survey

Share your feedback on the Comprehensive Transportation Plan updates.

**What other comments or overall feedback do you have on the Comprehensive Transportation Plan?**

I would like to see public transportation accessable to middle and high school students so they can safely get home if they stay for afterschool activities - right now, there is no alternative option for a student to get home safely if they stay after school and don't have a parent/adult able to pick them up.

# Comprehensive Transportation Plan Updates Survey

Share your feedback on the Comprehensive Transportation Plan updates.

Name not available (unclaimed) June 27, 2017, 1:07 PM

**What do you think of the updates to the Comprehensive Transportation Plan?**

No response

See the Comprehensive Transportation Plan:

**What do you think of the newly proposed projects (see page 35) included in the Comprehensive Transportation Plan?**

Regarding #69, the intersection at Chamblee-Dunwoody Rd & Womack Rd, the city should consider amending the southbound left turn lane at that intersection as well. My wife was rear-ended and had her car totaled while waiting to turn into the library due to some confusion at that intersection.

#72 Agree with this decision as that is a very congested intersection, especially during rush-hour.

See the newly proposed projects:

**What do you think of the short-term recommendations (see pages 51-52), the mid-term recommendations (see pages 54-55), and the long-term recommendations (see pages 58-60)?**

I would like to see the neighborhood trails moved forward in terms of priority.

See the short-term recommendations, mid-term recommendations, and long-term recommendations:

# Comprehensive Transportation Plan Updates Survey

Share your feedback on the Comprehensive Transportation Plan updates.

**What other comments or overall feedback do you have on the Comprehensive Transportation Plan?**

No response

# Comprehensive Transportation Plan Updates Survey

Share your feedback on the Comprehensive Transportation Plan updates.

Name not shown inside District 2 (registered) June 27, 2017, 9:28 AM

**What do you think of the updates to the Comprehensive Transportation Plan?**
document is good, addresses many important issues, have not been able to set aside 2 hours to read it word-for-word, but have skimmed it pretty thoroughly.

See the Comprehensive Transportation Plan:

**What do you think of the newly proposed projects (see page 35) included in the Comprehensive Transportation Plan?**
Good. Based on my driving habits, I'd very much like improvement to the Womack-ChambleeDunwoody intersection, as well as Womack-Vermack intersections. I'm a big fan of bikelanes and multimode paths, too.

See the newly proposed projects:

**What do you think of the short-term recommendations (see pages 51-52), the mid-term recommendations (see pages 54-55), and the long-term recommendations (see pages 58-60)?**
Good.
project 2: would really like to see the bikepath extended from Old Springhouse, through the woods to Perimeter Mall area.

Not sure what this 'Peachford Rd extension' project is. I'm not sure I see much of a need to extend Peachford further west.

Would like to see bikepath on cotillion (proj 25).
proj 8: this is important, IMO.

See the short-term recommendations, mid-term recommendations, and long-term recommendations:

# Comprehensive Transportation Plan Updates Survey

Share your feedback on the Comprehensive Transportation Plan updates.

**What other comments or overall feedback do you have on the Comprehensive Transportation Plan?**

I live in G'town area.  Wish there was a way to improve flow on Chamb-Dun southbound to I285 West.  The presence of mediocre gas station+mediocre gas station+ ugly King George Tavern building means that this will always be an ugly, low-rent looking area.

# Comprehensive Transportation Plan Updates Survey

Share your feedback on the Comprehensive Transportation Plan updates.

Name not available (unclaimed) June 24, 2017, 11:45 AM

**What do you think of the updates to the Comprehensive Transportation Plan?**
Some projects have been more helpful than others. Specifically, the N Peachtree and Tilly Mill intersection took months, was expensive, and has not improved traffic flow (it did create flooding on the street on Tilly Mill between N Peachtree and Peeler that we have not had before. Also, traffic in Dunwoody is heavy. Adding bicycle lanes in the street to encourage children to mingle with cars is a VERY BAD IDEA and parents who encourage this idea need there head examined. Bicycle paths should be completely off the streets.
I recently encountered a family of 4 riding their bicycles in a bike path in this order: mother, daughter (8), son (6), father. When I slowly started to pass them, I moved my car across the center line (there was no oncoming traffic) to give the family plenty of room. As the front of my car got almost up to the daughter, she turned her head over her left shoulder to look at me. When she did her bicycle followed her gaze and turned abruptly to the left right into my lane of traffic (where I could have been). When she realized what was happening she almost tipped the bike over trying to get out of my lane. Her mother never saw what happened. Her father, with his son in front of him, was too far away to do anything but watch. The girl came extremely close to running into the front of my car and would have probably been swept under the tire before I could stop. Thank goodness there was no oncoming traffic and I had moved further to the left than normal. Having a curb between the bike path and traffic lanes would not have helped. When she almost wrecked, if she had hit a curb she would have definitely wrecked and fallen out into my traffic lane.
Traffic planners need to remember that creating bike lanes encourages children to use them and children (especially under 12 years old) often have poor judgement and are often ackward at controlling a large bike. When an accident occurs (and it will), the parents will take no responsibility but they will blame the city for constructing unsafe bike lanes. Please move the bike lanes completely off the streets!

See the Comprehensive Transportation Plan:

**What do you think of the newly proposed projects (see page 35) included in the Comprehensive Transportation Plan?**
OK

See the newly proposed projects:

# Comprehensive Transportation Plan Updates Survey

Share your feedback on the Comprehensive Transportation Plan updates.

**What do you think of the short-term recommendations (see pages 51-52), the mid-term recommendations (see pages 54-55), and the long-term recommendations (see pages 58-60)?**

Bike lanes should be put on hold until a better plan is developed.
Tilly Mill at Mt.Vernon needs to be completely changed. Going North on Tilly Mill approaching Mt.Vernon at the split where traffic going to the left now has the right of way should be changed to giving traffic going right (in both directions) the right of way.

See the short-term recommendations, mid-term recommendations, and long-term recommendations:

**What other comments or overall feedback do you have on the Comprehensive Transportation Plan?**

Remember, just because people want something and it would look good on brochures for the city, doesn't mean it can be safely implemented. Consider more parks added to our city where children can bike safely and stop putting them out in traffic to dodge cars.

# Appendix C: Mount Vernon Road and Womack road at Vermack Road Proofs of Concept

#12.

## INTRODUCTION

As part of the 2017 CTP Update for the City of Dunwoody, the Public Works department tasked Pond with investigating two projects identified in the 2011 CTP. The intent was to provide a proof of concept/peer review of these two projects. Those projects are:

- Turn Lanes/Center Turn Lane Concept on Mount Vernon Road between Ashmont Circle/Wickford Way and Saffron Drive (Project 22a & 22b)
- Intersection Improvement at Womack Road and Vermack Road (Project 8)

This technical memorandum presents the data collected for each project's evaluation, a discussion of the analysis or techniques used, and results, recommendations and comments on project concepts for each of these two projects.

## MOUNT VERNON ROAD PROOF OF CONCEPT

The specific scope of this proof of concept was to investigate the unsignalized intersections along the corridor with respect to turning movement counts and crash history and to identify any correctable trends that could be mitigated by adding left turn lanes. Georgia Department of Transportation (GDOT) left turn volume thresholds for turn bays were also referenced, as found in the most recent publication of the Regulations for Driveway and Encroachment Control.

Turning movement counts and bi-directional daily traffic information was collected at the following locations:

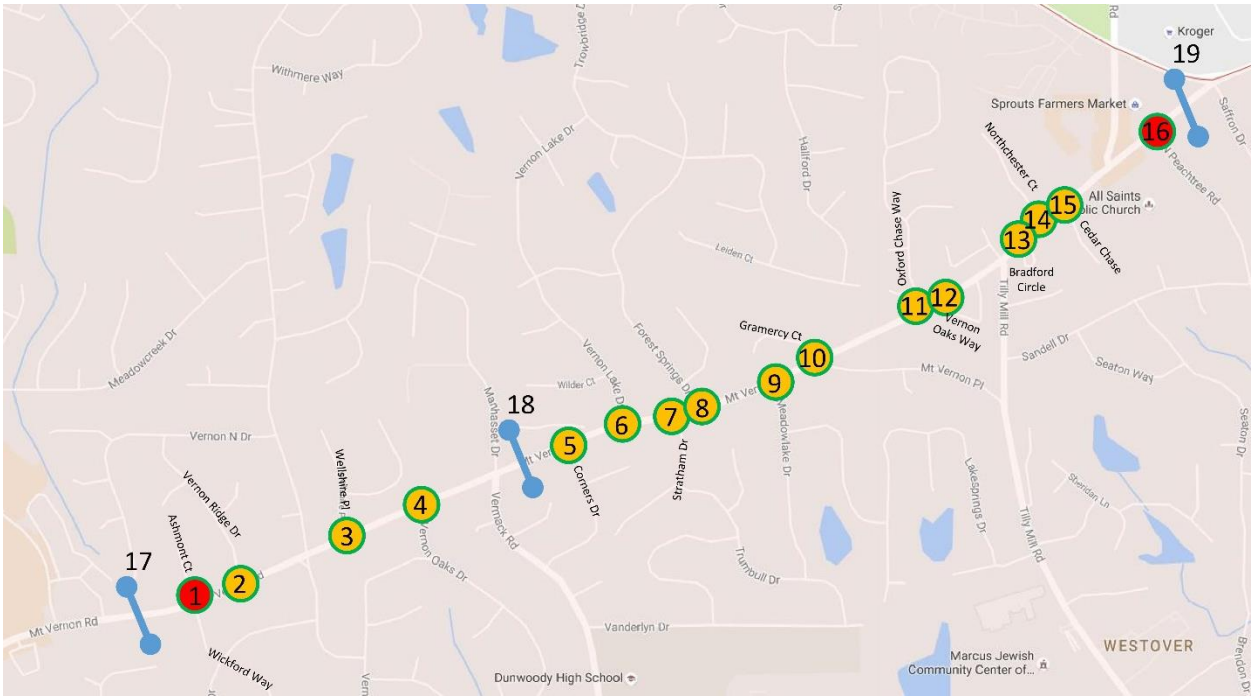
<u>Peak Hour Turning Movement Count Locations</u>

1. Ashmont Court/Wickford Way
2. Vernon Ridge Drive
3. Wellshire Place
4. Vernon Oaks Drive
5. Corners Drive
6. Vernon Lake Drive
7. Stratham Drive
8. Forest Springs Drive
9. Meadowlake Drive
10. Mt. Vernon Place/Gramercy Court
11. Oxford Chase Way
12. Vernon Oaks Way
13. Bradford Circle
14. Northchester Court
15. Cedar Chase
16. North Peachtree Road/Sprouts Market Driveway

<u>Bi-Directional Daily Traffic Count Locations</u>

17. Mt. Vernon Road west of Ashmont Court
18. Mt. Vernon Road east of Vermack Road
19. Mt. Vernon Road east of N. Peachtree Road

The figure below illustrates the location of the turning movement counts along the corridor.




Daily Traffic Counts

The daily traffic counts are summarized in **Table 1** below. Traffic on Mt. Vernon Road does reach the average two-lane road capacity of around 20,000 vehicles per day (VPD) towards the western end of the studied segment. This can also help define, in general terms, what volume of traffic on Mt. Vernon Road is through traffic versus what volume of traffic has a trip end in a neighborhood or shopping center along Mt. Vernon Road.

**Table 1: 2016 Bi-Directional Volume Information on Mt. Vernon Road**

| Count Location | AM Peak (7:00) | | | PM Peak (5:00) | | | Daily | | |
|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | Total | EB | WB | Total | EB | WB | Total |
| #17 | 434 | 1,172 | 1,606 | 1,017 | 643 | 1,660 | 10,687 | 11,040 | 21,727 |
| #18 | 366 | 914 | 1,280 | 1,108 | 539 | 1,647 | 10,260 | 9,247 | 19,507 |
| #19 | 156 | 697 | 853 | 831 | 314 | 1,145 | 6,807 | 6,166 | 12,973 |

The information found in **Table 1** suggests that there's likely around 13,000 vehicles per day that are traveling through the corridor and another 8,000-9,000 vehicles that use Mt. Vernon to reach either a neighborhood, shopping centers on the east end of the segment, or one of the side street collector roads (Vermack Road, Tilly Mill Road, and Jett Ferry Road).

Peak Hour Turning Movement Counts

The AM and PM peak hour turning movement counts, respectively, are displayed graphically in **Table 2** and **Table 3** below. The eastbound and westbound movements are for Mount Vernon Road.

**Table 2: 2016 AM Peak Hour Turning Movement Counts**

| 1 | | | SB RT | SB TH | SB LT | | |
|---|---|---|---|---|---|---|---|
| | | | 5 | 1 | 2 | | |
| EB LT | 0 | | | | | 3 | WB RT |
| EB TH | 417 | Ashmont Ct./ Wickford Way | | | | 1112 | WB TH |
| EB RT | 6 | | | | | 5 | WB LT |
| | | | 20 | 2 | 13 | | |
| | | | NB LT | NB TH | NB RT | | |

| 6 | | | SB RT | SB TH | SB LT | | |
|---|---|---|---|---|---|---|---|
| | | | 69 | 0 | 37 | | |
| EB LT | 15 | | | | | 4 | WB RT |
| EB TH | 345 | Vernon Lake Drive | | | | 837 | WB TH |
| EB RT | 0 | | | | | 0 | WB LT |
| | | | 0 | 0 | 0 | | |
| | | | NB LT | NB TH | NB RT | | |

| 11 | | | SB RT | SB TH | SB LT | | |
|---|---|---|---|---|---|---|---|
| | | | 61 | 0 | 35 | | |
| EB LT | 18 | | | | | 11 | WB RT |
| EB TH | 198 | Oxford Chase | | | | 768 | WB TH |
| EB RT | 0 | | | | | 0 | WB LT |
| | | | 0 | 0 | 0 | | |
| | | | NB LT | NB TH | NB RT | | |

| 2 | | | SB RT | SB TH | SB LT | | |
|---|---|---|---|---|---|---|---|
| | | | 108 | 0 | 1 | | |
| EB LT | 7 | | | | | 1 | WB RT |
| EB TH | 4290 | Vernon Ridge Drive | | | | 1013 | WB TH |
| EB RT | 0 | | | | | 0 | WB LT |
| | | | 1 | 0 | 0 | | |
| | | | NB LT | NB TH | NB RT | | |

| 7 | | | SB RT | SB TH | SB LT | | |
|---|---|---|---|---|---|---|---|
| | | | 0 | 0 | 0 | | |
| EB LT | 0 | | | | | 0 | WB RT |
| EB TH | 295 | Stratham Drive | | | | 814 | WB TH |
| EB RT | 93 | | | | | 78 | WB LT |
| | | | 34 | 0 | 46 | | |
| | | | NB LT | NB TH | NB RT | | |

| 12 | | | SB RT | SB TH | SB LT | | |
|---|---|---|---|---|---|---|---|
| | | | 0 | 0 | 0 | | |
| EB LT | 0 | | | | | 0 | WB RT |
| EB TH | 230 | Vernon Oaks Way | | | | 772 | WB TH |
| EB RT | 4 | | | | | 2 | WB LT |
| | | | 10 | 0 | 0 | | |
| | | | NB LT | NB TH | NB RT | | |

| 3 | | | SB RT | SB TH | SB LT | | |
|---|---|---|---|---|---|---|---|
| | | | 14 | 0 | 13 | | |
| EB LT | 2 | | | | | 5 | WB RT |
| EB TH | 457 | Wellshire Place | | | | 943 | WB TH |
| EB RT | 1 | | | | | 0 | WB LT |
| | | | 0 | 0 | 0 | | |
| | | | NB LT | NB TH | NB RT | | |

| 8 | | | SB RT | SB TH | SB LT | | |
|---|---|---|---|---|---|---|---|
| | | | 105 | 0 | 22 | | |
| EB LT | 36 | | | | | 13 | WB RT |
| EB TH | 303 | Forest Springs Drive | | | | 789 | WB TH |
| EB RT | 0 | | | | | 0 | WB LT |
| | | | 1 | 0 | 0 | | |
| | | | NB LT | NB TH | NB RT | | |

| 13 | | | SB RT | SB TH | SB LT | | |
|---|---|---|---|---|---|---|---|
| | | | 0 | 0 | 0 | | |
| EB LT | 0 | | | | | 0 | WB RT |
| EB TH | 353 | Bradford Circle | | | | 963 | WB TH |
| EB RT | 0 | | | | | 0 | WB LT |
| | | | 3 | 0 | 0 | | |
| | | | NB LT | NB TH | NB RT | | |

| 4 | | | SB RT | SB TH | SB LT | | |
|---|---|---|---|---|---|---|---|
| | | | 0 | 0 | 0 | | |
| EB LT | 0 | | | | | 0 | WB RT |
| EB TH | 465 | Vernon Oaks Drive | | | | 932 | WB TH |
| EB RT | 5 | | | | | 21 | WB LT |
| | | | 9 | 0 | 49 | | |
| | | | NB LT | NB TH | NB RT | | |

| 9 | | | SB RT | SB TH | SB LT | | |
|---|---|---|---|---|---|---|---|
| | | | 0 | 0 | 0 | | |
| EB LT | 0 | | | | | 0 | WB RT |
| EB TH | 312 | Meadowlake Drive | | | | 796 | WB TH |
| EB RT | 11 | | | | | 97 | WB LT |
| | | | 15 | 0 | 77 | | |
| | | | NB LT | NB TH | NB RT | | |

| 14 | | | SB RT | SB TH | SB LT | | |
|---|---|---|---|---|---|---|---|
| | | | 10 | 0 | 2 | | |
| EB LT | 2 | | | | | 1 | WB RT |
| EB TH | 351 | Northchester Court | | | | 953 | WB TH |
| EB RT | 0 | | | | | 0 | WB LT |
| | | | 0 | 0 | 0 | | |
| | | | NB LT | NB TH | NB RT | | |

| 5 | | | SB RT | SB TH | SB LT | | |
|---|---|---|---|---|---|---|---|
| | | | 0 | 0 | 0 | | |
| EB LT | 0 | | | | | 0 | WB RT |
| EB TH | 358 | Corners Drive | | | | 899 | WB TH |
| EB RT | 4 | | | | | 0 | WB LT |
| | | | 0 | 0 | 0 | | |
| | | | NB LT | NB TH | NB RT | | |

| 10 | | | SB RT | SB TH | SB LT | | |
|---|---|---|---|---|---|---|---|
| | | | 1 | 1 | 0 | | |
| EB LT | 0 | | | | | 1 | WB RT |
| EB TH | 206 | Mt. Vernon Place/ Gramercy Drive | | | | 813 | WB TH |
| EB RT | 180 | | | | | 3 | WB LT |
| | | | 88 | 1 | 11 | | |
| | | | NB LT | NB TH | NB RT | | |

| 15 | | | SB RT | SB TH | SB LT | | |
|---|---|---|---|---|---|---|---|
| | | | 0 | 0 | 0 | | |
| EB LT | 0 | | | | | 0 | WB RT |
| EB TH | 351 | Cedar Chase | | | | 947 | WB TH |
| EB RT | 2 | | | | | 0 | WB LT |
| | | | 5 | 0 | 5 | | |
| | | | NB LT | NB TH | NB RT | | |

| 16 | | | SB RT | SB TH | SB LT | | |
|---|---|---|---|---|---|---|---|
| | | | 7 | 6 | 0 | | |
| EB LT | 8 | | | | | 3 | WB RT |
| EB TH | 110 | N. Peachtree Road/ Sprouts Driveway | | | | 662 | WB TH |
| EB RT | 35 | | | | | 86 | WB LT |
| | | | 24 | 2 | 39 | | |
| | | | NB LT | NB TH | NB RT | | |

**Table 3: 2016 PM Peak Hour Turning Movement Counts**

| 1 | | | | | | | 6 | | | | | | | 11 | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | SB RT | SB TH | SB LT | | | | | SB RT | SB TH | SB LT | | | | | SB RT | SB TH | SB LT | | |
| | | 2 | 0 | 0 | | | | | 61 | 0 | 9 | | | | | 27 | 0 | 10 | | |
| EB LT | 3 | Ashmont Ct./ Wickford Way | | | 1 | WB RT | EB LT | 67 | Vernon Lake Drive | | | 10 | WB RT | EB LT | 32 | Oxford Chase | | | 31 | WB RT |
| EB TH | 942 | | | | 579 | WB TH | EB TH | 1048 | | | | 466 | WB TH | EB TH | 831 | | | | 411 | WB TH |
| EB RT | 34 | | | | 7 | WB LT | EB RT | 0 | | | | 0 | WB LT | EB RT | 0 | | | | 0 | WB LT |
| | | 57 | 0 | 12 | | | | | 0 | 0 | 0 | | | | | 0 | 0 | 0 | | |
| | | NB LT | NB TH | NB RT | | | | | NB LT | NB TH | NB RT | | | | | NB LT | NB TH | NB RT | | |
| 2 | | SB RT | SB TH | SB LT | | | 7 | | SB RT | SB TH | SB LT | | | 12 | | SB RT | SB TH | SB LT | | |
| | | 18 | 0 | 2 | | | | | 0 | 0 | 0 | | | | | 0 | 0 | 0 | | |
| EB LT | 27 | Vernon Ridge Drive | | | 3 | WB RT | EB LT | 0 | Stratham Drive | | | 0 | WB RT | EB LT | 0 | Vernon Oaks Way | | | 0 | WB RT |
| EB TH | 918 | | | | 574 | WB TH | EB TH | 1038 | | | | 476 | WB TH | EB TH | 835 | | | | 436 | WB TH |
| EB RT | 0 | | | | 1 | WB LT | EB RT | 15 | | | | 20 | WB LT | EB RT | 8 | | | | 3 | WB LT |
| | | 0 | 0 | 1 | | | | | 5 | 0 | 21 | | | | | 5 | 0 | 3 | | |
| | | NB LT | NB TH | NB RT | | | | | NB LT | NB TH | NB RT | | | | | NB LT | NB TH | NB RT | | |
| 3 | | SB RT | SB TH | SB LT | | | 8 | | SB RT | SB TH | SB LT | | | 13 | | SB RT | SB TH | SB LT | | |
| | | 8 | 0 | 5 | | | | | 28 | 0 | 21 | | | | | 0 | 0 | 0 | | |
| EB LT | 4 | Wellshire Place | | | 8 | WB RT | EB LT | 41 | Forest Springs Drive | | | 38 | WB RT | EB LT | 0 | Bradford Circle | | | 0 | WB RT |
| EB TH | 947 | | | | 532 | WB TH | EB TH | 1019 | | | | 466 | WB TH | EB TH | 1210 | | | | 541 | WB TH |
| EB RT | 2 | | | | 1 | WB LT | EB RT | 0 | | | | 0 | WB LT | EB RT | 1 | | | | 2 | WB LT |
| | | 0 | 0 | 0 | | | | | 0 | 0 | 0 | | | | | 1 | 0 | 1 | | |
| | | NB LT | NB TH | NB RT | | | | | NB LT | NB TH | NB RT | | | | | NB LT | NB TH | NB RT | | |
| 4 | | SB RT | SB TH | SB LT | | | 9 | | SB RT | SB TH | SB LT | | | 14 | | SB RT | SB TH | SB LT | | |
| | | 0 | 0 | 0 | | | | | 0 | 0 | 0 | | | | | 2 | 0 | 3 | | |
| EB LT | 0 | Vernon Oaks Drive | | | 0 | WB RT | EB LT | 0 | Meadowlake Drive | | | 0 | WB RT | EB LT | 9 | Northchester Court | | | 1 | WB RT |
| EB TH | 942 | | | | 531 | WB TH | EB TH | 1028 | | | | 492 | WB TH | EB TH | 1201 | | | | 541 | WB TH |
| EB RT | 6 | | | | 0 | WB LT | EB RT | 13 | | | | 25 | WB LT | EB RT | 0 | | | | 0 | WB LT |
| | | 1 | 0 | 125 | | | | | 10 | 0 | 44 | | | | | 0 | 0 | 0 | | |
| | | NB LT | NB TH | NB RT | | | | | NB LT | NB TH | NB RT | | | | | NB LT | NB TH | NB RT | | |
| 5 | | SB RT | SB TH | SB LT | | | 10 | | SB RT | SB TH | SB LT | | | 15 | | SB RT | SB TH | SB LT | | |
| | | 0 | 0 | 0 | | | | | 2 | 1 | 0 | | | | | 0 | 0 | 0 | | |
| EB LT | 0 | Corners Drive | | | 0 | WB RT | EB LT | 0 | Mt. Vernon Place/ Gramercy Drive | | | 5 | WB RT | EB LT | 0 | Cedar Chase | | | 0 | WB RT |
| EB TH | 1108 | | | | 533 | WB TH | EB TH | 849 | | | | 420 | WB TH | EB TH | 1202 | | | | 544 | WB TH |
| EB RT | 6 | | | | 0 | WB LT | EB RT | 215 | | | | 6 | WB LT | EB RT | 3 | | | | 1 | WB LT |
| | | 0 | 0 | 0 | | | | | 95 | 0 | 10 | | | | | 1 | 0 | 4 | | |
| | | NB LT | NB TH | NB RT | | | | | NB LT | NB TH | NB RT | | | | | NB LT | NB TH | NB RT | | |
| | | | | | | | | | | | | | | 16 | | SB RT | SB TH | SB LT | | |
| | | | | | | | | | | | | | | | | 35 | 20 | 8 | | |
| | | | | | | | | | | | | | | EB LT | 46 | N. Peachtree Road/ Sprouts Driveway | | | 1 | WB RT |
| | | | | | | | | | | | | | | EB TH | 733 | | | | 252 | WB TH |
| | | | | | | | | | | | | | | EB RT | 69 | | | | 68 | WB LT |
| | | | | | | | | | | | | | | | | 23 | 10 | 114 | | |
| | | | | | | | | | | | | | | | | NB LT | NB TH | NB RT | | |

Turn Lane Evaluation Criteria

Two primary criteria were used to evaluate the potential need for left turn lanes along the corridor. One of those criteria was daily left turn volumes, per the GDOT Regulations for Driveway and Encroachment Control and the other criteria was crash frequency/crash trends.

GDOT recommends use of a left turn bay at intersections and driveways where the daily left turn volume meets or exceeds 200 vehicles. Daily turning movement volumes were not taken as part of this proof of concept, however, projected daily volumes can be estimated based on an assumption that the peak hour traffic contributes to approximately 9% of the total daily traffic. Estimates based on the peak hour turning movements from the major street onto each side street can be made to determine the anticipated daily volume of traffic turning left at any given intersection. The collected data and projected turning movements, based on this assumptions, are shown in **Table 4**

**Table 4: GDOT LTV Thresholds for Left Turn Bays, and Estimated Daily Left Turn Volumes at Side Streets**

| Side Street | Max AM Peak Hr. LTV | Max PM Peak Hr. LTV | Calc. Daily LTV | Meets GDOT 200 LTV? |
|---|---|---|---|---|
| Wickford Way/Ashmont Court | 5 | 7 | 67 | N |
| Vernon Ridge Drive | 7 | 27 | 189 | N |
| Wellshire Place | 2 | 4 | 33 | N |
| Vernon Oaks Drive | 21 | 0 | 117 | N |
| Corners Drive | 0 | 0 | 0 | N |
| Vernon Lake Drive | 15 | 67 | 456 | Y |
| Stratham Drive | 78 | 20 | 544 | Y |
| Forest Springs Drive | 36 | 41 | 428 | Y |
| Meadowlake Drive | 97 | 25 | 678 | Y |
| Gramercy Court/Mt. Vernon Place | 3 | 6 | 50 | N |
| Oxford Chase Way | 18 | 32 | 278 | Y |
| Vernon Oaks Way | 2 | 3 | 28 | N |
| Bradford Circle | 0 | 2 | 11 | N |
| Northchester Court | 2 | 9 | 61 | N |
| Cedar Chase | 0 | 1 | 6 | N |
| N. Peachtree Road/Sprouts Driveway | 86 | 68 | 856 | Y |

The second criterion that is used is crash frequency/crash trends from the Georgia Electronic Accident Reporting System (GEARS) database. This information was pulled from crash records over a 3-year period of time that was available between the years of 2012-2014, plus the month of January, 2015. An estimated crash rate on the 1.8 mile segment, assuming an ADT of 20,000 vpd over a 3.08 year span of time, results in a crash rate of 390 crashes per 100 million vehicle miles traveled (100 MVMT). This rate is less than the statewide average, for 2014, of 608 crashes per 100 MVMT. Note that in the main body of the 2017 Dunwoody Comprehensive Transportation Plan Update, (see **Table 1**), that the crash rate reported for Mt. Vernon Road exceeds the statewide average. This is due to the inclusion of several high-volume intersections to the west that contribute to an overall elevated crash risk for the Mt. Vernon Road segment within the City of Dunwoody.

Each intersection was also individually examined for crash frequency and crash trends. The number of crashes occurring at each intersection, the number of injuries that occurred in the reported 3-year time period, and the injury rate are displayed in **Table 5**. Also noted in this table are observations pertaining to the type of crashes that have occurred, and whether these crashes could be correctable by adding dedicated turn bays. The Mt. Vernon Road corridor is partitioned into segments by the existing traffic signals on the corridor and the road's characteristics. Private driveway frequency is higher on the western end, and east of the intersection with Mt. Vernon Place the private drive frequency is zero.

**Table 5: 2012-Jan 2015 Crash Frequency, Injury Rate, and Observations at Side Streets**

| Side Street | No. of Crashes | No. of Injuries | Crashes/ Injury | Crash Notes and Observations |
|---|---|---|---|---|
| Wickford Way/Ashmont Court | 11 | 2 | 5.50 | Mt. Vernon rear end risk (5 total) and side street angle crash risk (3 total) could likely be reduced w/ a center turn lane/turn bay |
| Vernon Ridge Drive | 6 | 1 | 6.00 | A center left turn lane/turn bay would likely reduce eastbound rear end crashes (5 total) |
| Mt. Vernon Way | 8 | 3 | 2.67 | signalized - crash information is only used to determine the average crash rate per intersection on the corridor |
| Wellshire Place | 7 | 3 | 2.33 | A center left turn lane/turn bay would likely reduce eastbound rear end crashes (5 total) |
| Vernon Oaks Drive | 8 | 4 | 2.00 | A center left turn lane/turn bay would likely reduce westbound rear end crashes (3 total) |
| Vermack Road/Manhassett Drive | 27 | 5 | 5.40 | signalized - crash information is only used to determine the average crash rate per intersection on the corridor |
| Corners Drive | 1 | 0 | - | Corners Dr. is one way (southbound) and only right turns in are allowed |
| Vernon Lake Drive | 9 | 6 | 1.50 | Mt. Vernon rear end risk (3 total) and angle crash risk (2 total) could likely be reduced w/ an EB left turn/center lane |
| Stratham Drive | 2 | 0 | - | High traffic due to school - consider eastbound RT decel lane and westbound left turn lane – this would require moving the mid-block crosswalk to west side of Stratham Drive and adding a refuge island |
| Forest Springs Drive | 6 | 1 | 6.00 | resurface 3-lane section to include center left turn lane - remove right turn only lane |
| Meadowlake Drive | 2 | 2 | 1.00 | High traffic due to school - dedicated WB left turn lane here instead of generic center turn lane |
| Gramercy Court/Mt. Vernon Place | 7 | 1 | 7.00 | A right turn decel lane may provide the most benefit to crash reduction, given the volume of eastbound right turns that take place here |
| Oxford Chase Way | 4 | 1 | 4.00 | A center left turn lane/turn bay would likely reduce eastbound rear end crashes (3 total) |
| Vernon Oaks Way (both drives) | 1 | 0 | - | No immediate crash risk |
| Tilly Mill/Wellesley Lane | 19 | 9 | 2.11 | signalized - crash information is only used to determine the average crash rate per intersection on the corridor |
| Bradford Circle | 1 | 0 | - | No immediate crash risk |
| Northchester Court | 2 | 0 | - | No immediate crash risk |
| Cedar Chase | 1 | 0 | - | No immediate crash risk. The pavement width is marginally sufficient to serve as a turn lane here. |
| Jett Ferry Road | 17 | 4 | 4.25 | signalized - crash information is only used to determine the average crash rate per intersection on the corridor |
| N. Peachtree Road/Sprouts Driveway | 15 | 7 | 2.14 | Left turn lanes can help reduce eastbound rear-end crashes here (3 total) and the second driveway into the Sprouts shopping center should be converted to right-in/right-out |
| Total | 154 | 49 | | |
| Average | 7.3 | | 3.7 | |

Highlighted intersections indicate isolated locations where crash frequency is higher than the average for the 1.8 mile segment, or where the number of crashes relative to the number of injuries reported is less than the segment average. This value essentially represents how frequently an injury is recorded. For instance, at Vernon Lake Drive, over the 3-year period of reported crashes, there has been one injury for every 1.50 crashes. The corridor saw one injury reported for every 3-4 crashes during the same time period.

As seen in these two previous tables, most of the need for left turn lanes occurs on the western part of the study segment. Between the intersection with Wickford Way/Ashmont Court and Corners Drive, the turning volumes are not typically high enough to justify a turn bay by GDOT criteria, although the crash frequency at these intersections is elevated above the corridor average at 2 of the 5 unsignalized intersections.

- Ashmont Court/Wickford Way
- Vernon Oaks Drive

In this same segment, crash severity is higher than average at 2 of the 5 unsignalized intersections.

- Wellshire Place
- Vernon Oaks Drive

At Vernon Lake Drive, the turning volumes increase to levels that would be justified as having turn bays per the GDOT criteria. The neighborhoods are large, and there are several schools that attract trips throughout the day. Between Vernon Lake Drive and Mount Vernon Place/Gramercy Drive, 4 out of 5 side streets would benefit by having a dedicated left turn lane.

- Vernon Lake Drive
- Stratham Drive
- Forest Springs Drive
- Meadowlake Drive

In the segment of road from Vernon Lake Drive to Mount Vernon Place/Gramercy Drive, it should be noted that 1 of the 5 unsignalized intersections exhibited an elevated crash frequency, higher than the corridor average.

- Vernon Lake Drive

Additionally, crash severity was observed to show above-average trends at 2 of the 5 unsignalized intersections.

- Vernon Lake Drive
- Meadowlake Drive

A project to improve the signalized intersection at Tilly Mill Road is currently underway, and will incorporate turn lanes as appropriate between Mt Vernon Place and Cedar Chase. Beyond the traffic signal at Tilly Mill Road, crash frequency drops to below-average levels, and turns from Mount Vernon Road also drop, until reaching the intersection at N. Peachtree Road. This intersection would benefit with left turn lanes in both directions. Additionally, the secondary driveway into the Sprouts parking lot, between N. Peachtree Road and Dunwoody Club Drive, should be converted into a right-in/right-out

driveway. These improvements may be able to be accommodated through restriping and maybe incorporated into the overall Tilly Mill intersection improvement project.

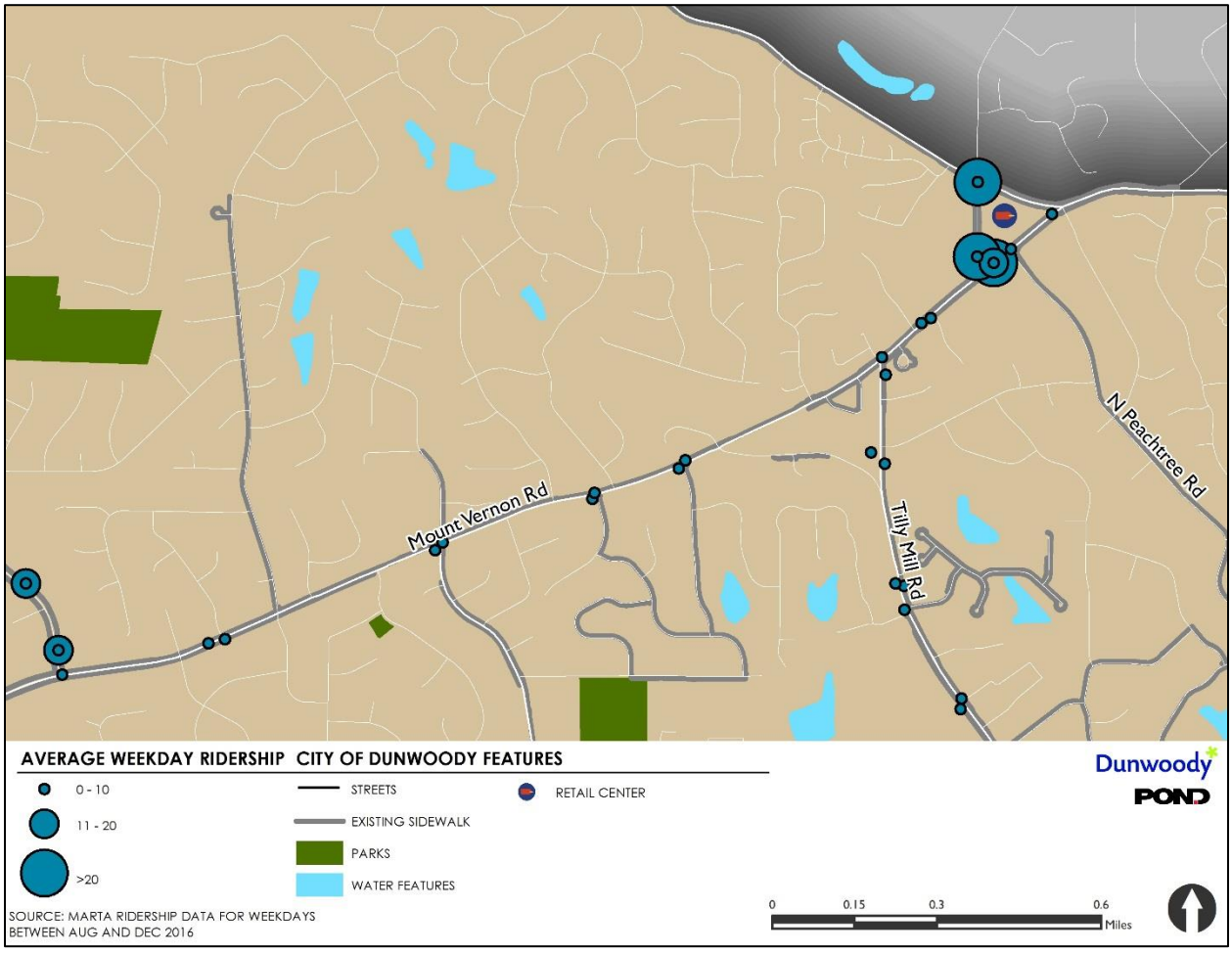
It should be noted that while the unsignalized side-street intersections were evaluated in this proof of concept, there are numerous single-family driveways along Mount Vernon Road for much of this 1.8 mile segment. Each driveway represents a possible conflict point for through vehicles if someone is turning left into their property. A continuous center two-way left turn lane can provide a refuge space for all residents living on Mt. Vernon Road that access their driveway directly from the minor arterial.

Pedestrian Treatments

Sidewalk coverage is relatively thorough along this segment of Mount Vernon Road, with over 3.3 miles of existing sidewalk in place covering both sides of Mount Vernon Road. Except for one gap on the south side between Vermack Drive and Vernon Oaks Way, sidewalks are present on both sides of Mount Vernon Road. There are also mid-block crosswalks in place a several locations along the corridor:

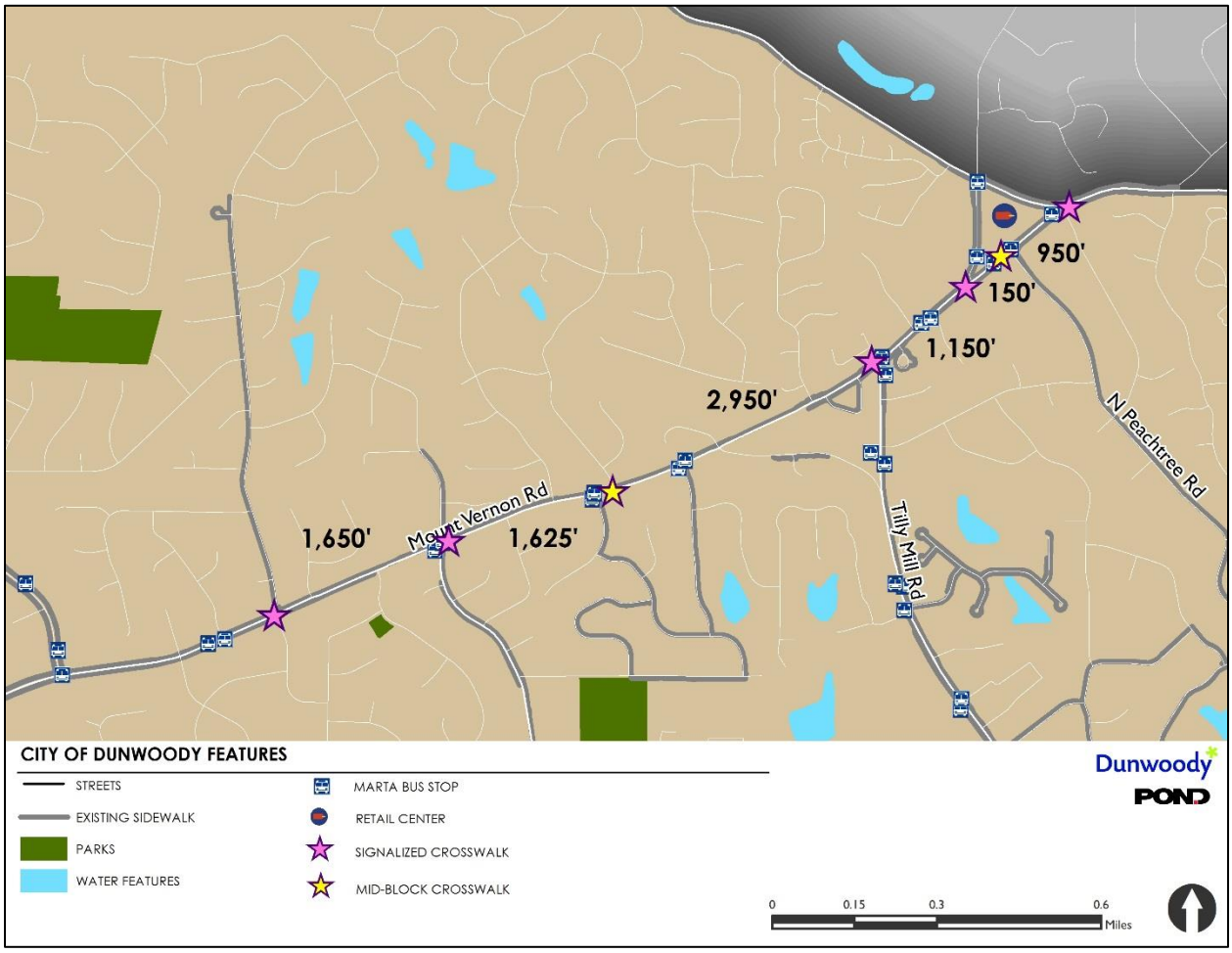
- Mid-block crossing east of Stratham Drive
- Mid-block crossing east of Jett Ferry Road

Also running along Mt. Vernon Road are several MARTA bus routes, 132 and 150. These stops are located on both sides of the road and ridership numbers vary from stop to stop. Weekday ridership averages are represented in the image below. Ridership is relatively low, with higher concentrations of boardings and disembarks occurring around the retail node at Jett Ferry Road.




Most of the observed pedestrian sidewalk usage and crossing demand comes from recreational users. This demand is fairly steady throughout the day. To support pedestrian activity, the distance between crossings should be optimized to limit the amount a pedestrian has to walk to reach an enhanced crossing (either through mid-block crossing improvements or at existing traffic signals). As a general rule

of thumb, a crosswalk every 1,000'-1,600' would provide desirable coverage, because this distance equates to an average walking time of 5-8 minutes. In other words, a person is more likely to walk to an enhanced crosswalk instead of crossing at an unmarked location if the distance to the crosswalk is minimal. The graphic below illustrates the existing signalized crosswalks and the mid-block crosswalks that currently exist on Mount Vernon Road, along with the distances between each crossing.




Crosswalk spacing is more desirable on the eastern segment of the corridor, which supports the higher MARTA ridership figures too. A crosswalk could be beneficial near Meadowlake Drive where two MARTA stops are located, and between Mount Vernon Place and Tilly Mill Road. Other locations for a mid-block crosswalk may be justified based on these standards between Vermack Road and Stratham Drive and between Vermack Road and Mount Vernon Way.

A continuous three-lane typical section can provide enhanced pedestrian safety by accommodating splitter islands that can double as pedestrian refuges. These islands can vary in size and can be landscaped to enhance visual appeal. They can also serve a traffic calming purpose by breaking up lengthy center turn lanes and by creating vertical obstacles at intervals that drivers must pay attention to, which has a tendency to improve driver awareness and could help with distracted driving habits.

These pedestrian refuge islands allow for an improved pedestrian environment. The use of Rectangular Rapid Flashing Beacons (RRFBs) should also be considered to further increase pedestrian safety and driver awareness.

Other Considerations

During the design process, consideration should be provided for the existing features such as available right of way, grading, trees, available pavement width, utilities, drainage, sight distance and context sensitivity (impacts on front yards vs along a back fence).

At a conceptual level, available right of way can provide a general idea of the extent of road widening that can be undertaken using city-owned property without encroaching onto privately owned property. An account of estimated right of way, along with other roadway characteristics and notes about the individual segments of Mt. Vernon Road are summarized in **Table 6**.

**Table 6: Mt. Vernon Road Corridor Segments, Characteristics, and Other Notes**

| Segment | Characteristics | | | Other Notes |
|---|---|---|---|---|
| | ADT | Driveways | R/W | |
| Ashmont Ct./ Wickford Way to Corners Drive | 21,700 | 25 | 80'-90' | Right of way width drops east of the signal with Vermack Road; crash frequency and severity is higher in this segment, and driveway count is highest, which suggests that extending the existing center two-way left turn lane is appropriate |
| Corners Drive to Mt. Vernon Place | 19,500 | 12 | 40'-80' | Right of way width may constrain widening in some locations; driveway frequency is less than the western segment; turning volumes are high enough to justify some form of dedicated turning space; given the lower driveway frequency, consider dedicated turn bays instead of a center two-way left turn lane to minimize right-of-way impacts and property encroachment |
| Mt. Vernon Place to Dunwoody Club Drive | 19,000 – 13,000 | 0 | 80'-90' | Private driveway frequency is not a factor; crash risk is lower and turning volumes are lower; turn lanes are recommended at signalized intersections, Oxford Chase, and N. Peachtree Road but a continuous left turn lane may have minimal benefits |

Conclusions

This analysis shows that turn lanes are justified at specific intersections along the Mount Vernon Road corridor based on turning movements and crash history. When consideration is given to recommended turn lane and taper lengths, opportunities for enhanced pedestrian treatments, driveway frequency and available pavement widths, it is recommended that a continuous center two-way left turn lane and bike lanes be provided between the existing center two-way left turn lane on Mount Vernon Road (west of the intersection with Ashmont Court/Wickford Way) and the current improvement planned for the signalized intersection at Vermack Road/Manhasset Drive.

To compare the use of a continuous center two-way left turn lane and dedicated left turn lanes at critical locations, the following graphical layouts were developed. These graphics illustrate the approximate construction limits necessary to construct dedicated turn lanes at the unsignalized intersections that have been identified as locations for improvements. These limits are based only on GDOT minimum values of 125’ for approach and departure tapers on a 35 mph road. These limits also assume a 200’ full width storage lane, or the maximum allowable length as roadway conditions allow. Detailed design would be necessary to determine a more refined limit of construction. It should be noted that if dedicated turn lanes were used between Ashmont Court/Wickford Way and the planned improvement at Vermack Road, the percentage of roadway that would be disturbed with widening and/or restriping would be approximately 70-75%. This information, along with the volume of traffic, the crash frequency, the driveway spacing, and the limits of disturbance that would be incurred if dedicated left turn lanes were installed at critical locations, the recommended treatment for this segment of Mt. Vernon Road is a three-lane typical section with a center two-way left turn lane. It should be noted that to provide a continuous walkable and bikeable system between existing facilities, the typical section should also include 4’ bike lanes and sidewalk.

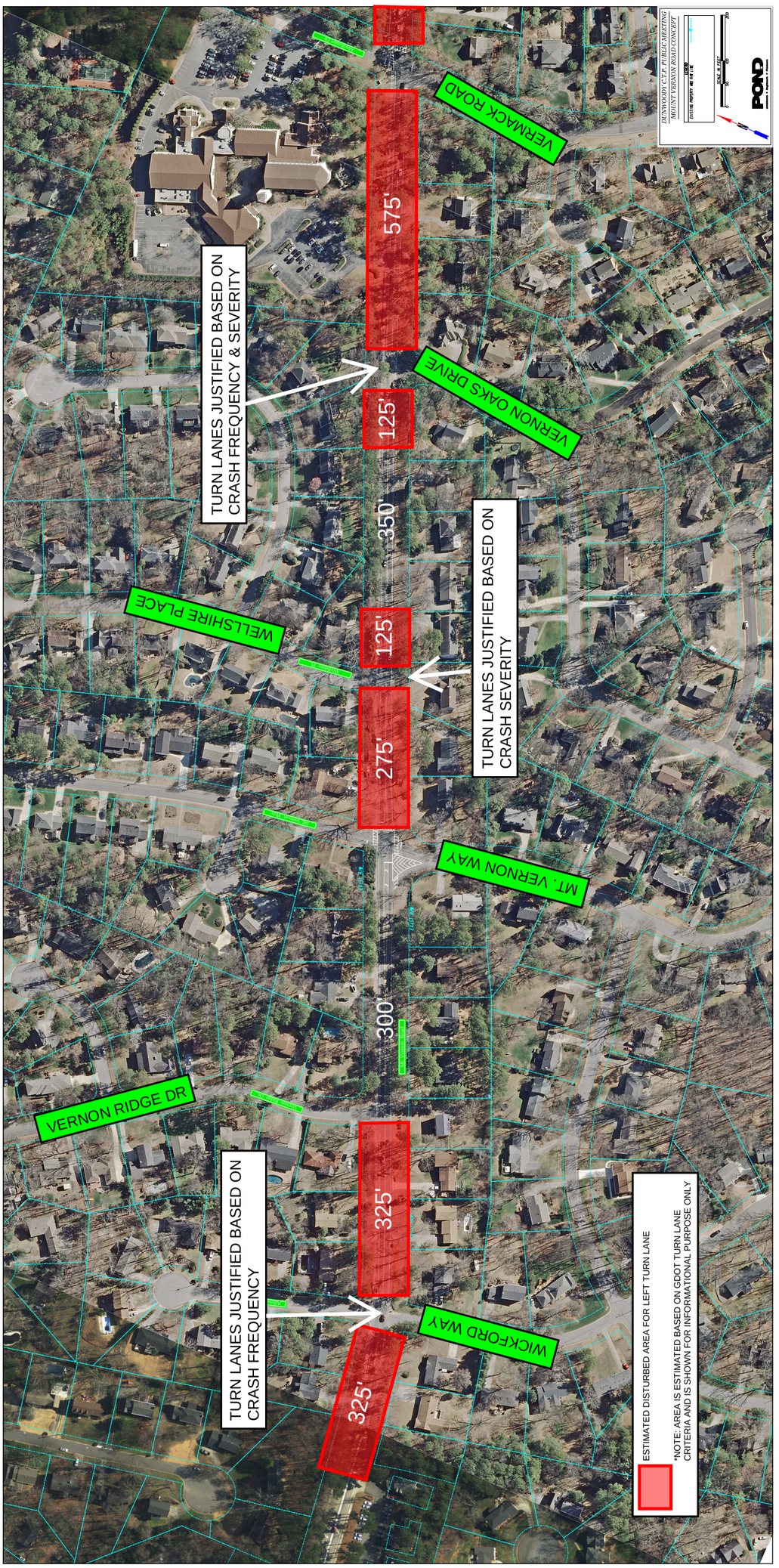
East of the planned improvement at the signal at Vermack Road/Manhasset Drive, the road conditions support the installation of a series of left turn lanes to accommodate left turns between Vernon Lake Drive and Meadowlake Drive. The close spacing between Stratham Drive and Forest Springs Drive make a short two-way left turn lane the ideal design feature, due to the limited space between intersections. A decel lane in the eastbound direction on Mt. Vernon Road between Corners Drive and Vernon Lake Drive could present an opportunity to resurface the road to include an eastbound left turn lane onto Vernon Lake Drive with minimal impacts to edge of pavement, curbing, sidewalk, and residences. A westbound dedicated left turn lane onto Meadowlake Drive is also recommended based on turning volumes and could be achieved with minimal impacts to the existing pavement due to a second westbound through lane. As previously noted, the typical section for this corridor should include bike lanes which would require some modifications to the existing edge of pavement.

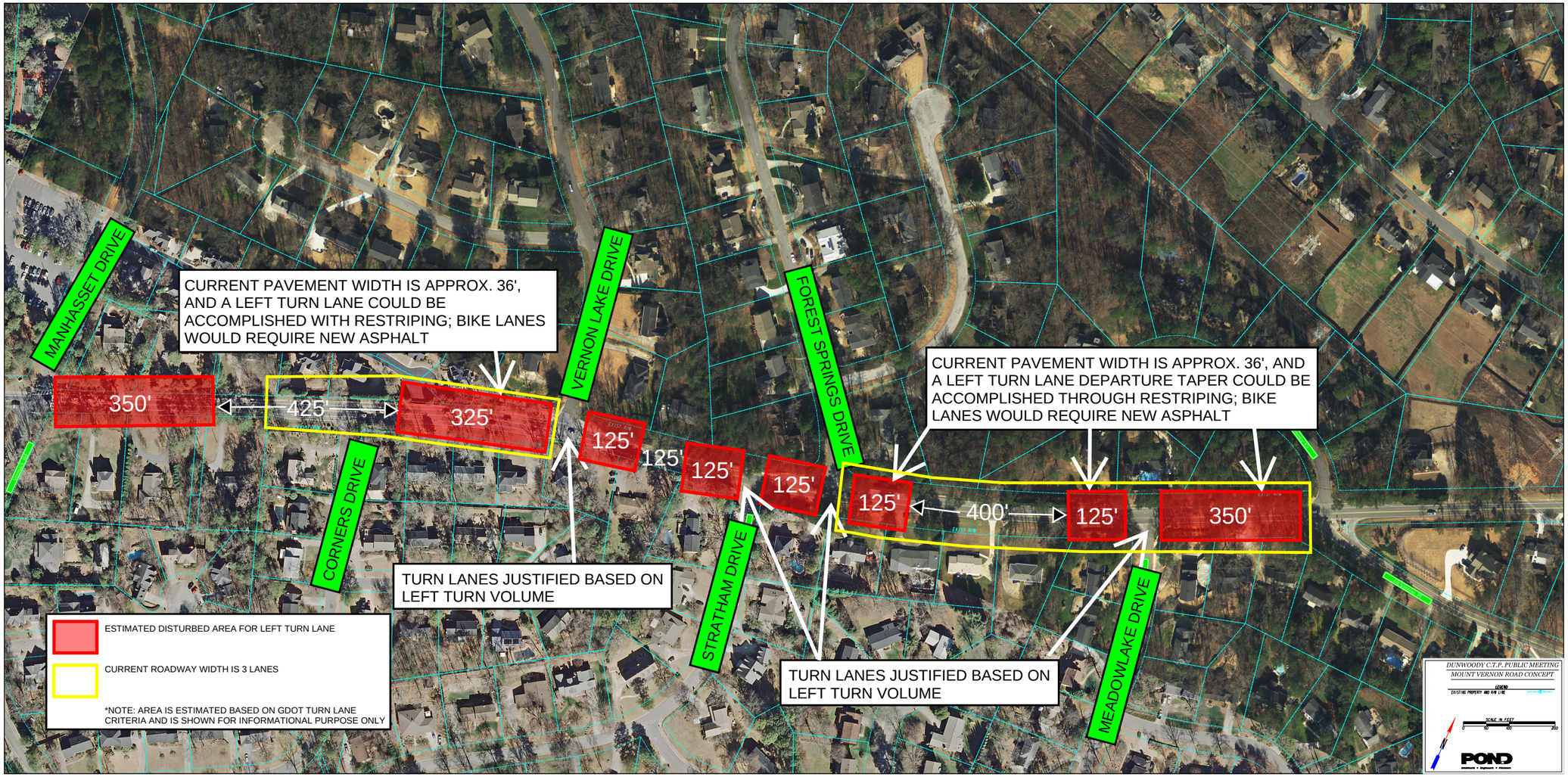
The graphical layouts on the following pages illustrate that within the segment that begins east of the planned improvement at Vermack Road, the use of dedicated turn lanes would require disturbing approximately 55-60% of the total segment. The segments between Corners Drive and Vernon Lake Drive, and between Forest Springs drive and Mount Vernon Place, that are currently three lanes wide are also illustrated. This existing pavement could be used to develop dedicated left turn lanes at Vernon Lake Drive, and Meadowlake Drive. A short, full-width center two-way left turn lane between Stratham

Drive and Forest Springs Drive is recommended due to the limited space between the intersections to establish dedicated turn lanes in both directions.

The use of dedicated turn lanes opens up approximately 700' of roadway that is currently three lanes wide that can be restriped for bike lanes, without the need to modify the existing edge of pavement. This refers to a 300-foot segment of Mount Vernon Road between Corners Drive and Vernon Lake Drive and a 400-foot segment between Forest Springs Drive and Meadowlake Drive. It should be noted that additional pavement and modifications to the existing edge of pavement would be needed to accommodate a typical section that includes bike lanes, turn lane(s), and two through lanes.

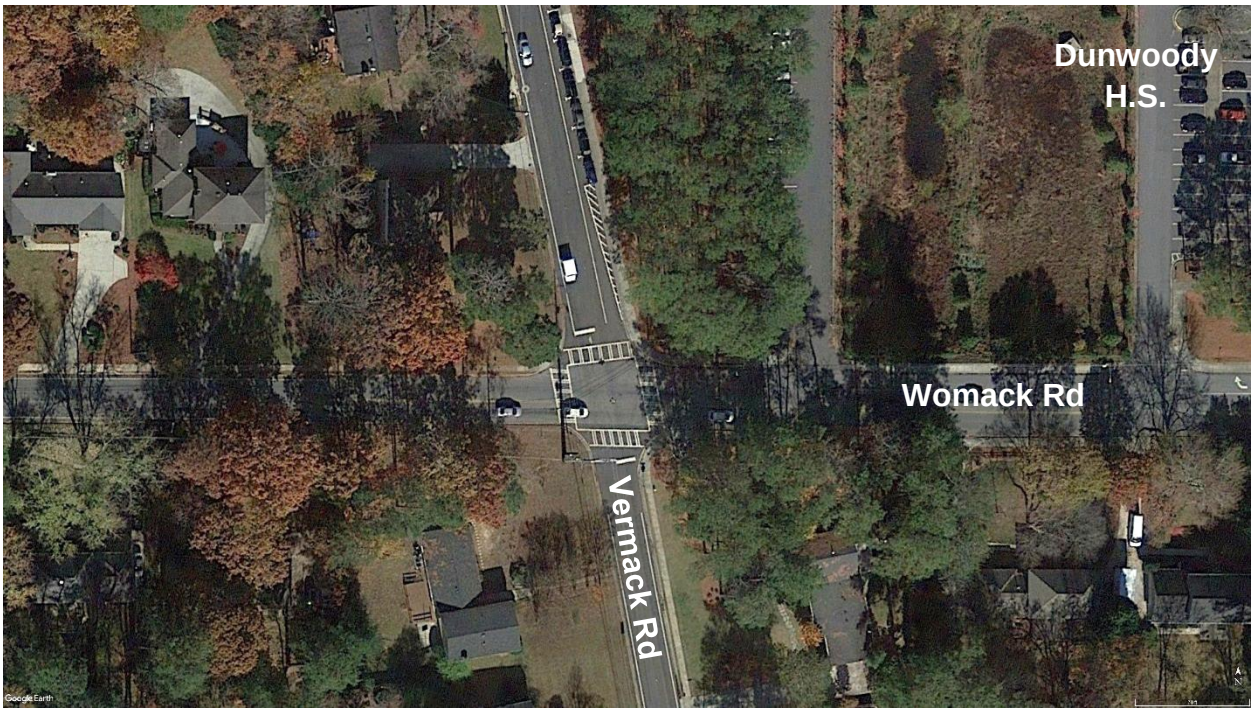
The proposed improvements at the signal at Tilly Mill Road/Wellesley Lane would provide dedicated turn lanes to the intersections within the project limits, which end at Cedar Chase. East of Cedar Chase, the pavement on Mt. Vernon Road is wide enough to accommodate a center turn lane for traffic turning onto Jett Ferry Road, N. Peachtree Road, and into the driveways of the commercial developments. The easternmost driveway into the Sprouts shopping center should be converted into a right-in/right-out configuration to reduce the number of conflict points in proximity to the existing signal at Dunwoody Club Drive.


DUNWOODY CTP: PUBLIC MEETING
MOUNT VERNON ROAD CONCEPT
POND
VERMACK ROAD
VERNON OAKS DRIVE
WELLSHIRE PLACE
MT. VERNON WAY
WICKFORD WAY
VERNON RIDGE DR
TURN LANES JUSTIFIED BASED ON CRASH FREQUENCY & SEVERITY
TURN LANES JUSTIFIED BASED ON CRASH SEVERITY
TURN LANES JUSTIFIED BASED ON CRASH FREQUENCY
575'
125'
350'
125'
275'
300'
325'
325'
ESTIMATED DISTURBED AREA FOR LEFT TURN LANE
*NOTE: AREA IS ESTIMATED BASED ON GDOT TURN LANE CRITERIA AND IS SHOWN FOR INFORMATIONAL PURPOSE ONLY


MANHASSET DRIVE
CURRENT PAVEMENT WIDTH IS APPROX. 36', AND A LEFT TURN LANE COULD BE ACCOMPLISHED WITH RESTRIPING; BIKE LANES WOULD REQUIRE NEW ASPHALT
VERNON LAKE DRIVE
FOREST SPRINGS DRIVE
CURRENT PAVEMENT WIDTH IS APPROX. 36', AND A LEFT TURN LANE DEPARTURE TAPER COULD BE ACCOMPLISHED THROUGH RESTRIPING; BIKE LANES WOULD REQUIRE NEW ASPHALT
350'
425'
325'
125'
125'
125'
125'
125'
400'
125'
350'
CORNERS DRIVE
TURN LANES JUSTIFIED BASED ON LEFT TURN VOLUME
STRATHAM DRIVE
TURN LANES JUSTIFIED BASED ON LEFT TURN VOLUME
MEADOWLAKE DRIVE
ESTIMATED DISTURBED AREA FOR LEFT TURN LANE
CURRENT ROADWAY WIDTH IS 3 LANES
*NOTE: AREA IS ESTIMATED BASED ON GDOT TURN LANE CRITERIA AND IS SHOWN FOR INFORMATIONAL PURPOSE ONLY
DUNWOODY C.T.P. PUBLIC MEETING
MOUNT VERNON ROAD CONCEPT
LEGEND
EXISTING PROPERTY AND R/W LINE
SCALE IN FEET
0
100
200
POND

## WOMACK ROAD AT VERMACK ROAD PROOF OF CONCEPT

The Womack Road/Vermack Road intersection is located in a predominantly residential area of Dunwoody, consisting of single-family homes that are in large part owner-occupied. The intersection itself is a four-way stop controlled intersection, with single-lane approaches on three of the four legs. The eastern leg consists of a through-left lane and a right turn lane.




Dunwoody High School is located on the north-east quadrant of the intersection. The school has access into parking lots from Womack Road and Vermack Road. On-street parking is also present along the east side of Vermack Road. The traffic patterns are impacted by the school with surges prior to the opening bell, and again at the end of the school day in addition to typical commuting peak times. The two Womack Road entrances are in close proximity to the intersection, at 100' and 300' respectively. Queues can block the driveways very quickly, reducing their efficiency and leading to longer congestion times. The presence of the WB right turn lane also increases the risks for collisions as neither restrict turning movements into or out of these driveways. There are also an elevated number of pedestrians that cross at this intersection. Crosswalks are present; however due to high volume it has been reported to Public Works that the condition feels unsafe. There are bikeable shoulders present on the north and south legs of Vermack Road and leading up to the intersection on the east leg of Womack Road.

This intersection has been examined in previous efforts to determine the preferred concept to achieve the following results:

- Address the vehicular congestion that is experienced here on a daily basis.
- Provide for safe pedestrian crossing for students.

This proof of concept is intended to provide a secondary evaluation of the traffic signal and single-lane roundabout alternatives that have been proposed at this location.

Peak Hour Turning Movement Counts

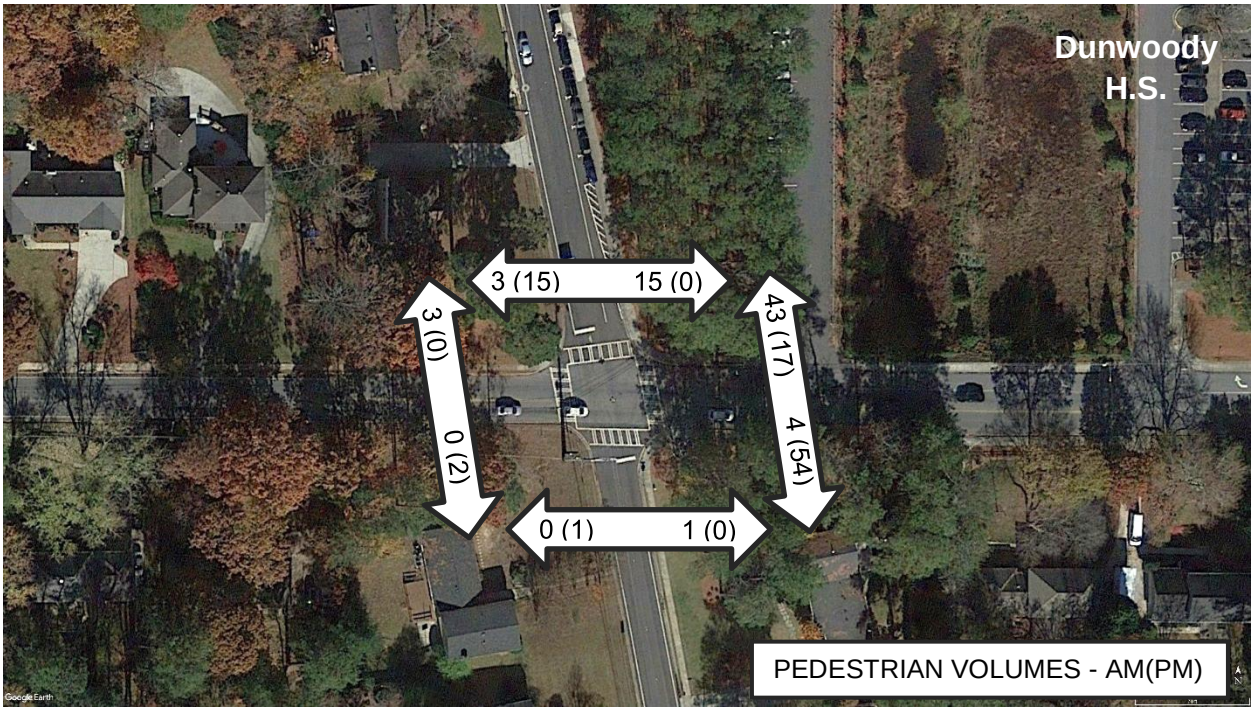
Turning movement counts at the intersection were taken on November 3, 2016 during peak-hour time periods and included vehicles as well as cyclists and pedestrians in crosswalks. The AM peak period consisted of a 2-hour block of time between 7:00 AM and 9:00 AM. The PM peak period consisted of a 3-hour block of time between 3:00 PM and 6:00 PM, to account for the release of school traffic. The current Dunwoody High School day begins at 8:10 AM and ends at 3:10 PM. **Table 7** below provides the peak hour vehicle turning movement counts that were collected on November 3, 2016. The AM peak hour occurred at 7:15 AM and the PM peak hour occurred at 5:00 PM.

**Table 7: 2016 AM/PM Motorized Peak Hour Turning Movement Counts**

| AM | | SB RT | SB TH | SB LT | | |
|---|---|---|---|---|---|---|
| | | 163 | 157 | 33 | | |
| EB LT | 102 | Womack Rd. at Vermack Rd. | | | 89 | WB RT |
| EB TH | 177 | | | | 264 | WB TH |
| EB RT | 19 | | | | 68 | WB LT |
| | | 16 | 195 | 137 | | |
| | | NB LT | NB TH | NB RT | | |

| PM | | SB RT | SB TH | SB LT | | |
|---|---|---|---|---|---|---|
| | | 38 | 143 | 32 | | |
| EB LT | 62 | Womack Rd. at Vermack Rd. | | | 87 | WB RT |
| EB TH | 334 | | | | 218 | WB TH |
| EB RT | 21 | | | | 100 | WB LT |
| | | 58 | 230 | 114 | | |
| | | NB LT | NB TH | NB RT | | |

The figure below also illustrates the volume of pedestrians present at the intersection during the corresponding peak hour periods for each user type. Note that the AM peak for pedestrians (7:30 AM) partially coincides with the 7:15 AM peak for motorized vehicles and the PM peak for pedestrians (3:00 PM) coincides with the end of the school day at the high school.



The final component of the turning movement counts conducted during this time period was the volume of cyclists at this intersection. **Table 8** summarizes the volume of cyclists during the entire 5-hour block of data collection.

**Table 8: 2016 AM/PM Peak Hour Bike Turning Movement Counts**

| AM | | SB RT | SB TH | SB LT | | |
|---|---|---|---|---|---|---|
| | | 0 | 0 | 0 | | |
| EB LT | 0 | Womack Rd. at Vermack Rd. | | | 0 | WB RT |
| EB TH | 0 | | | | 0 | WB TH |
| EB RT | 0 | | | | 0 | WB LT |
| | | 0 | 1 | 0 | | |
| | | NB LT | NB TH | NB RT | | |

| PM | | SB RT | SB TH | SB LT | | |
|---|---|---|---|---|---|---|
| | | 0 | 2 | 0 | | |
| EB LT | 0 | Womack Rd. at Vermack Rd. | | | 3 | WB RT |
| EB TH | 0 | | | | 0 | WB TH |
| EB RT | 0 | | | | 2 | WB LT |
| | | 1 | 0 | 0 | | |
| | | NB LT | NB TH | NB RT | | |

The data suggests that there are a significant number of students who walk to and from school, and most of that activity is located on the east side of the intersection, where sidewalk connectivity is continuous. It should be noted that while all legs of the existing intersection have marked crossings, the SW corner does not have pedestrian facilities in the form of ramps or sidewalks. Also of note is the low volume of bike traffic, indicating that the primary alternative mode of transportation for students is by foot. Most of the bike movements were to and from existing bikeable shoulders.

The standard for evaluating vehicle delay at signalized and unsignalized intersections is the Highway Capacity Manual (HCM 2010). The peak hour level of service (LOS) and vehicle delay, measured in seconds per vehicle, is summarized in **Table 9**. The HCM 2010 defines average control delay at signalized intersections as being comprised of initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The HCM 2010 also defines delay at unsignalized intersections in a similar manner, but acknowledges that with unsignalized intersections can be less predictable than traffic signals, and this can reduce a driver's tolerance to delay. Understanding that drivers may be less willing to wait for an extended period of time at an intersection where they know that signalized control is not present, the HCM 2010 uses lower delay thresholds to determine the LOS at unsignalized intersections.

**Table 9: 2016 AM and PM Peak Hour LOS and Delay by Approach, Existing Four-Way Stop**

| | AM Peak LOS | AM Delay (veh/sec) | PM Peak LOS | PM Delay (veh/sec) |
|---|---|---|---|---|
| Intersection | F | 56 | F | 55 |
| Eastbound | E | 48 | F | 74 |
| Westbound | F | 52 | E | 40 |
| Northbound | F | 60 | F | 67 |
| Southbound | F | 61 | C | 25 |

The following deficiencies are identified for this intersection, and are contributing to poor operations and safety risks:

- The vehicle delay during peak times at the intersection is within the range considered to be Failing by HCM 2010 standards
- The pedestrian crosswalks do not give pedestrians any way to signal to drivers of the intent to cross
- The proximity of the intersection with the school's parking lot driveways can further increase congestion times when the student body arrives or leaves for the day

Signalization Alternative

As part of the initial concept development phase held by the City in 2012-2013, a traditional traffic signal was studied to determine the feasibility of converting the four-way stop to one that is controlled by a signal. Pond has evaluated the traffic data from 12-hour counts that were taken in 2012 to determine whether or not the intersection meets the minimum volume criteria set forth by the Federal Highway Administration (FHWA) to install a traffic signal. These criteria form the basis of three warrants that indicate the need for signalization at unsignalized intersections. Best practices within the state of Georgia do not promote installation of traffic signals at locations that do not meet Warrant 1 (8-Hour Warrant). In some instances, Warrant 2 (4-Hour Warrant) will justify installing a traffic signal. Also within the state of Georgia, evaluation of signal warrants recommends subtracting right turn volumes from the total intersecting traffic volumes. This is due to the fact that if the right turn volumes are high enough to influence the outcome of a warrant analysis, then a dedicated right turn bay should be constructed to provide a greater degree of intersection efficiency. In general, right turns made from a right turn bay have a right turn on red after stopping condition, and therefore the Georgia Department of Transportation (GDOT) advises that right turns not be included since the experienced delay for right turns is less than for vehicles that have to cross opposing traffic flow (i.e., throughs and left turns).

The 8-Hour Warrant 1 evaluates two conditions. Condition A or Condition B must be met for at least 8 hours of a given day for Warrant 1 to be met. Condition A, in summary, states that for single lane approaches on both intersecting streets, the total volume on both approaches of the major street must exceed 500 vph and the higher-volume minor-street approach should exceed 150 vph. Condition B states, in summary, that for single lane approaches on both intersecting streets, the total volume on both approaches of the major street must exceed 750 vph and the higher-volume minor-street approach should exceed 75 vph. **Table 10** provides the summary results of the Warrant 1 analysis.

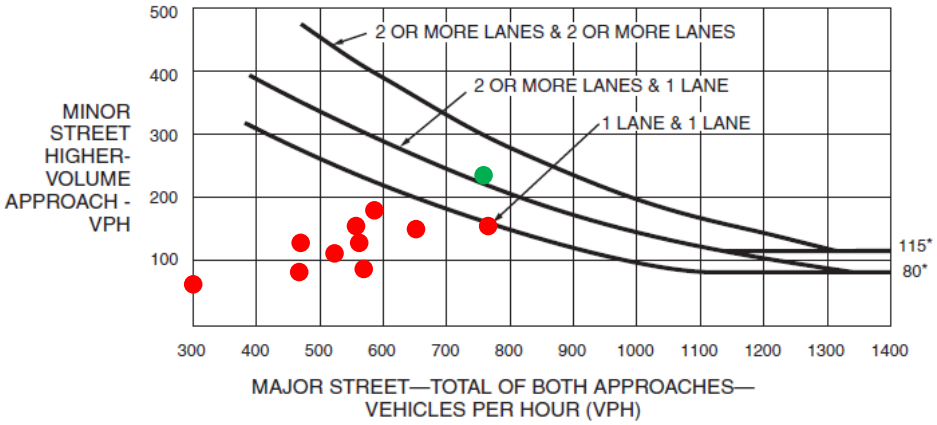
**Table 10: Warrant 1 Summary, 2012 Volumes**

| | Major St. Vol (vph) | Max. Minor St. Vol (vph) | Meets Cond. A? | Meets Cond. B? |
|---|---|---|---|---|
| 7:00 | 597 | 193 | Y | N |
| 8:00 | 555 | 159 | Y | N |
| 9:00 | 560 | 133 | N | N |
| 10:00 | 299 | 77 | N | N |
| 11:00 | 489 | 81 | N | N |
| 12:00 | 572 | 96 | N | N |
| 13:00 | 473 | 135 | N | N |
| 14:00 | 522 | 119 | N | N |
| 15:00 | 651 | 146 | Y | N |
| 16:00 | 786 | 179 | Y | Y |
| 17:00 | 764 | 235 | Y | Y |
| | | **Number of Hours Met** | 5 | 2 |

The results of the Warrant 1 analysis show that the intersection is meeting the criteria at some points during the day, but does not satisfy the minimum 8 hours of intersecting or continuous volume ranges.

The signal was also evaluated under criteria for Warrant 2. The image below, taken from the 2009 Manual on Uniform Traffic Control Devices, illustrates the curve of data points which is used as a guide when making a decision to install a traffic signal. Using the data points found in **Table 10** above, when plotted on the curve below, it can be seen that only one hour of the typical weekday traffic satisfies Warrant 2's criteria. Warrant 2 requires that the corresponding plots of major street volume per hour and the minor street approach with the higher volume per hour be on or above the representative curve in Figure 4C-1. In this instance, the intersection would be defined as having only a single lane on each approach, and the curve that is most appropriate is the bottom curve.

**Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume**




*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

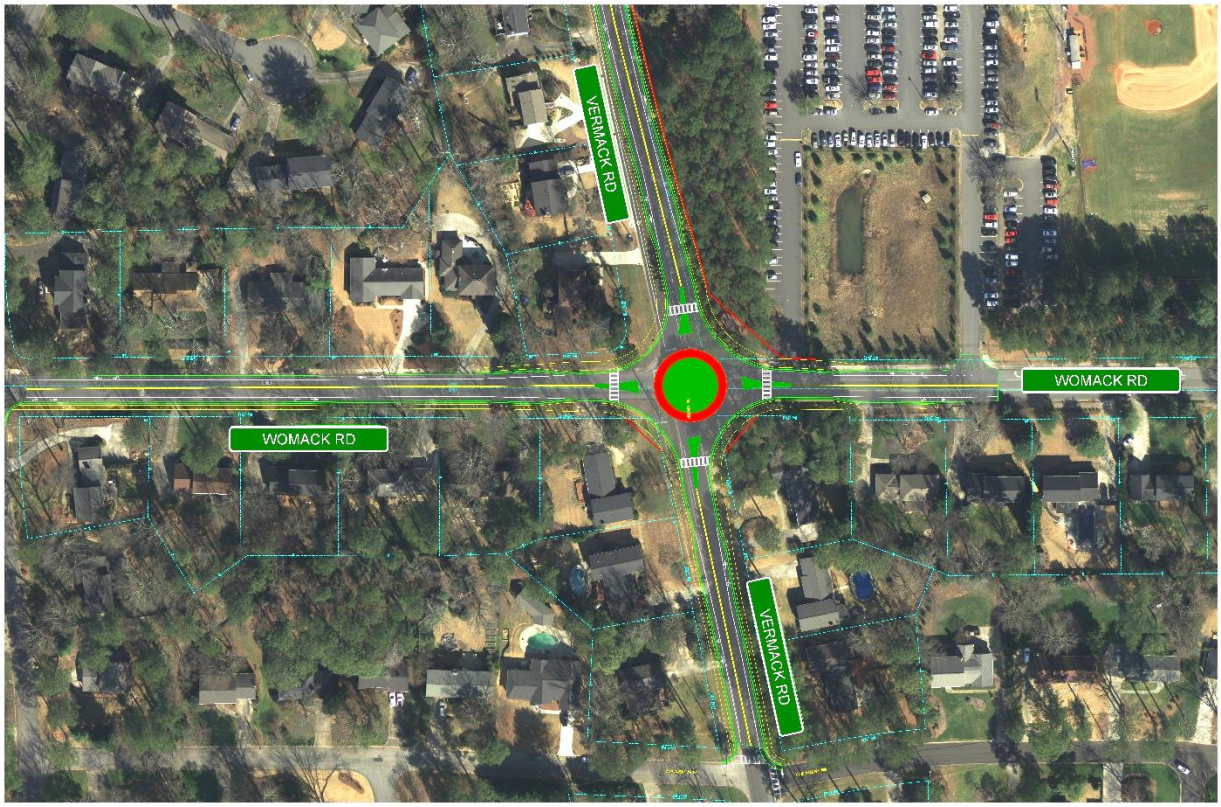
In conclusion, a traffic signal at this location is not fully warranted at this location. Installing a signal at this location would likely increase delays for the traveling public during off-peak times and is not suited to this intersection based on federal guidelines.

Roundabout Alternative

The Federal Highway Administration (FHWA) has been promoting the consideration of roundabouts at locations that have operational or safety deficiencies for several years. Specifically, FHWA states that single-lane roundabouts operate with better vehicle capacity than all-way stop control. They also generally will produce lower delays than a signalized intersection with similar traffic patterns.

Compared to the evaluation criterion summarized in **Table 10** and **Figure 4C-1**, the intersection is an ideal candidate for a roundabout, given its poor operations during the day, and its limited surges in total entering vehicle volume over prolonged periods of time during the day.

A concept for what the roundabout could look like has been developed prior to this proof of concept review. That concept is shown below.



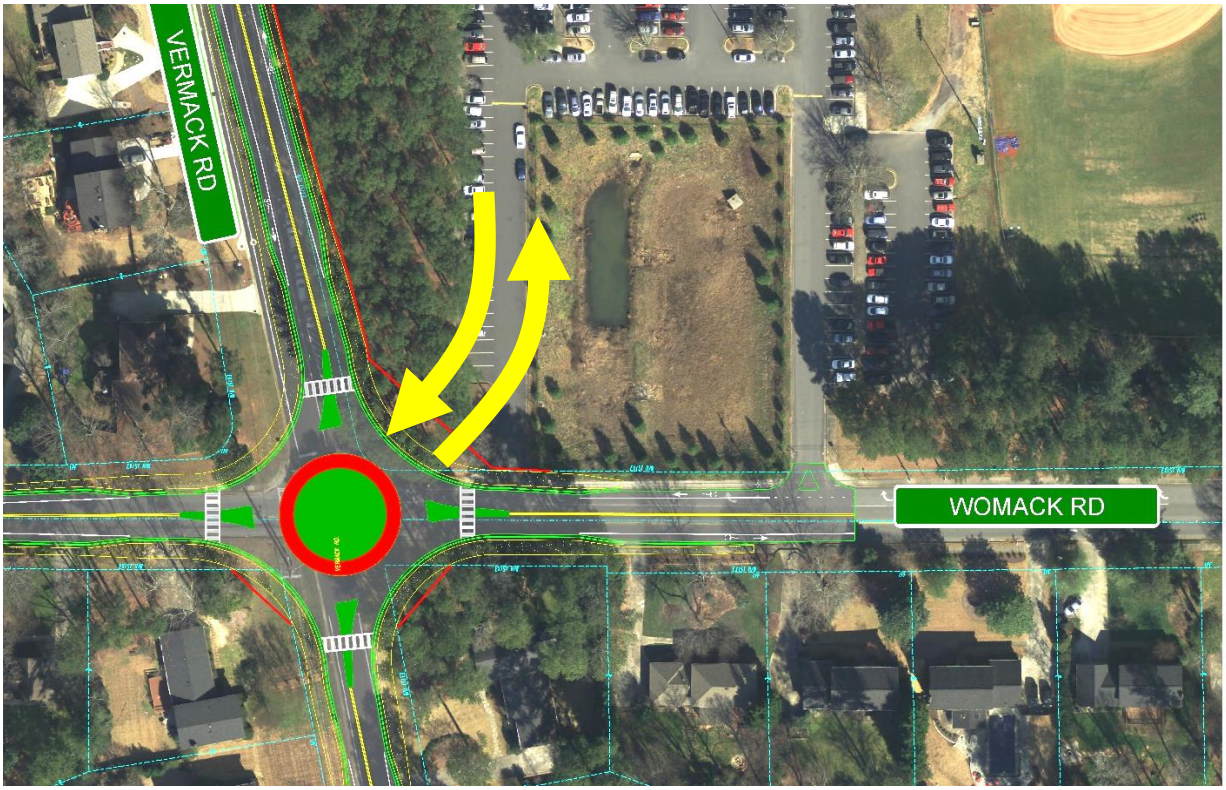

The new volumes that were collected at this site were also used to evaluate a roundabout concept's LOS and vehicle delays. **Table 11** below summarizes the approach delay during the AM and PM peak periods. Note that the overall intersection level of service improves from a failing level to an A with a single-lane roundabout. This is a significant improvement and essentially provides an 85% delay reduction during the most critical times of the day.

**Table 11: 2016 AM and PM Peak Hour LOS and Delay by Approach, Proposed Roundabout**

| | AM Peak LOS | AM Delay (veh/sec) | PM Peak LOS | PM Delay (veh/sec) |
|---|---|---|---|---|
| Intersection | A | 8 | A | 8 |
| Eastbound | A | 7 | A | 8 |
| Westbound | A | 9 | A | 9 |
| Northbound | A | 8 | A | 10 |
| Southbound | A | 8 | A | 6 |

Notably, the proposed concept closes the western driveway into the high school's parking lot. After consideration of how traffic must yield before entering the roundabout, the closure of this driveway is recommended. Another option for this driveway could include the realignment of it to the southwest to tie it into the proposed roundabout as a fifth leg. This modification to the concept would provide direct access into and out of the school's parking lot and would essentially allow a student to enter or leave from

any approach direction. At the time this document was created. It is suggested that redevelopment of the high school property will occur. The city of Dunwoody will work with the high school to determine improvements for these access points and traffic flow through the parking lots.



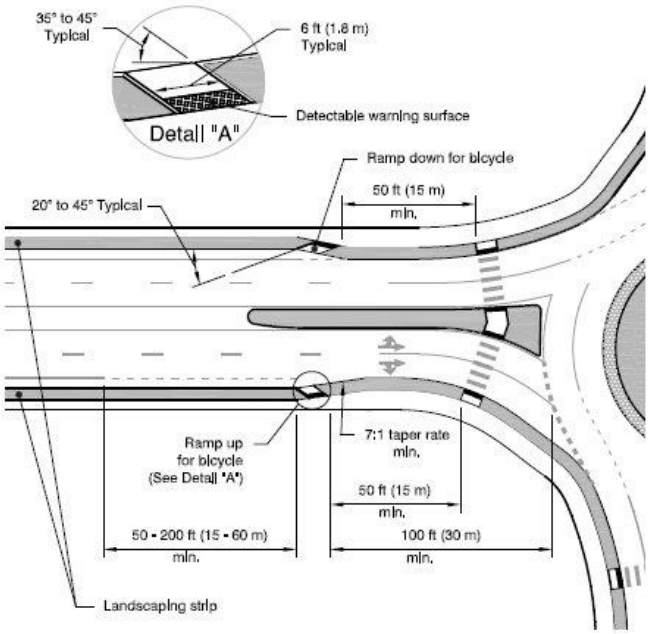

Residents have also expressed concern for pedestrian safety. Through thoughtful design, pedestrian and cyclist traffic can also be serviced in ways that improve safety by reducing the crash risk that those user types face when crossing motorized vehicle paths. With the existing four-way stop, pedestrians are exposed in the crosswalk to traffic from any direction. This is somewhat exacerbated by the additional WB right turn lane. During times when traffic is queued up on multiple approaches, as it does at this intersection during peak times, drivers must not only be aware of the actions of other drivers, but must also be attentive to the presence of pedestrians in the crosswalks and cyclists in the shoulder. From a pedestrian perspective, people must gauge the actions of drivers at four stop bars and then make a calculated decision as to whether to step out into the crosswalk to cross bi-directional traffic, or wait for a better opportunity. A roundabout can simplify much of the interactions between drivers and pedestrians:

- Pedestrian crosswalks only cross one direction of traffic at a time with the inclusion of refuge islands.
- Crosswalks are positioned behind yielding vehicles, so that vehicles yielding into the roundabout are not also tasked with looking for pedestrians.
- The design of the refugee island and supplemental signing and marking force a low speed approach, similar to other traffic calming methods.
- Crosswalks can also be supplemented with Rectangular Rapid Flashing Beacons (RRFBs) which give pedestrians a way to actively signal to drivers that they intend to cross

The rectangular rapid flashing beacon (RRFB) is a pedestrian-actuated device that is designed to call attention to a particular warning sign with which it is associated. In most instances, the RRFB is mounted on a pole at or near eye level below a W11-2 pedestrian crossing warning sign (with a directional arrow pointing to the crosswalk). In 2008, the MUTCD granted interim approval for RRFB use and since that time they have grown in popularity as an effective method of highlighting the presence of a frequently used crosswalk to pedestrians, such as at this intersection.

RRFBs are not considered "traffic control devices" and therefore do not technically have the ability to require vehicles to stop for the flashing beacons, but it should be noted that drivers are still required to stop for pedestrians in the crosswalk, per State of Georgia law. The benefit and purpose of the RRFB is to introduce a rapidly flashing beacon that calls attention to the pedestrian warning sign and signals to drivers that there is pedestrian waiting to cross. This state of heightened awareness generally affects drivers' behavior towards crosswalks and improves yielding and compliance rates. An FHWA report, Effects of Yellow Rectangular Rapid Flashing Beacons on Yielding at Multilane Uncontrolled Crosswalks, found a compliance rate between 72-96 percent at several test sites included in the study.

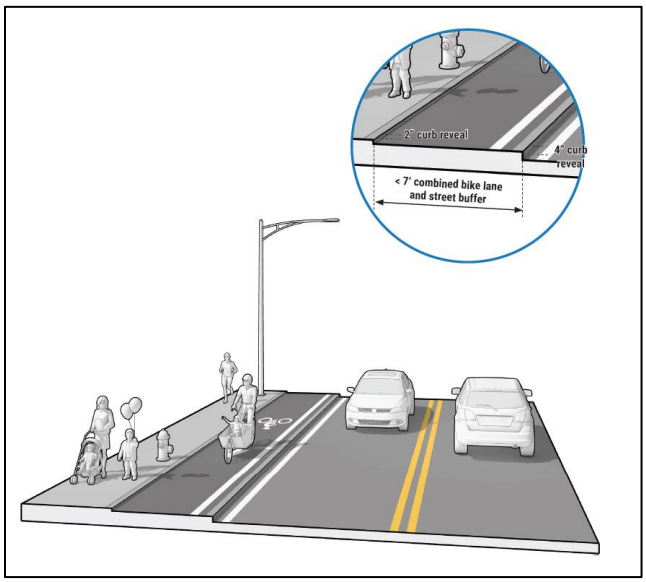
The bicycle lanes that are shown in the current concept are designed to take cyclists up to the roundabout on the approach, and then divert them up onto an 8'-12' wide multi-use space around the roundabout. This is done with a transition ramp, as shown in the detail below. This detail is taken from the National Cooperative Highway Research Program (NCHRP) Report 672-Roundabouts: An Informational Guide.



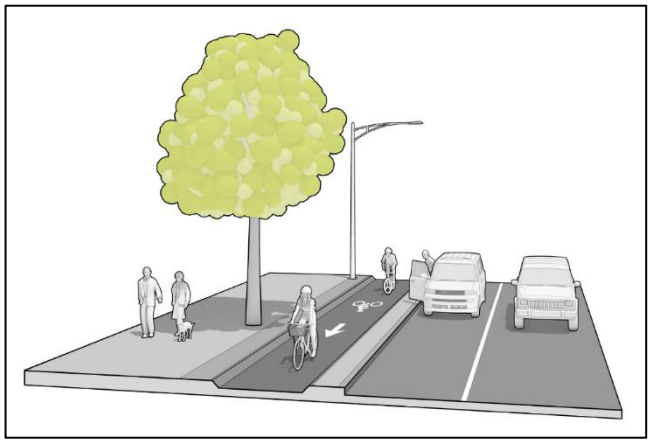

This treatment is generally preferred to having bike lanes circulate through the roundabout because this design adds lateral and vertical separation between bikes and cars. Cyclists would be expected to dismount at crosswalks, push the RRFB pushbutton, and then cross in a safe manner when gaps in traffic provide an opportunity. As a concept alternative, the bike lanes on the approaches of Vermack Road and

Womack Road could be enhanced with physical separation through raised concrete curbing, or through vertical separation by providing a slight grade difference between the bicycle lane and the asphalt roadway surface.

The following graphics, taken from the Massachusetts Department of Transportation Separated Bike Lane Planning and Design Guide, illustrate these options in a very clear manner. Georgia Department of Transportation supports use of separated bike lanes as well.




The raised cycle track shown to the right provides a clearly defined space for cyclists to ride, and also provides a full 6" curb to protect cyclists horizontally. FHWA recommends a minimum of 2' between the edge of pavement and the edge of the bike lane. In general, the bike lane width itself should be a minimum of 4', however 5' is preferred in most cases when the right-of-way allows for this. Curb and gutter pans typically should not be included in this width because in most instances, riding a bike in the gutter pan is difficult to do because of debris collection and elevation differences that arise during application between asphalt and concrete.



Lateral buffers are another way of offsetting cyclists from roadway traffic. When a raised median like this is used, FHWA recommends a 16" minimum width and a 6" typical curb height. The bike lane can be at the grade of the roadway, the sidewalk, or even at an intermediary elevation. As with other designs, the bike lane's preferred width is 5'.

Conclusion

This intersection does have several deficiencies that should be addressed with an intersection modification such as including pedestrian facilities at all legs of the intersection, operational improvements to reduce congestion and large delays, and eliminating the weaving and congestion brought about by the additional westbound right turn lane and nearby driveways to the high school. A

signalized intersection project would also address many of these deficiencies; however, may result in increased delays for users during off-peak times.

The roundabout concept that has been developed for this intersection is preferred over signalization as a way of improving the existing four-way stop. The benefits to vehicle delay are substantial, and to address concerns expressed by the public, pedestrian and biking features can be incorporated that enhance safety for those users. Additionally, the addition of a roundabout would be a more context sensitive alternative at this intersection.

Modifications to the original concept that should be considered are as follows:

- Realignment of the western driveway of the Dunwoody High School to become a fifth leg of the roundabout.
- Pedestrian crosswalks should be enhanced with Rectangular Rapid Flashing Beacons (RRFBs) to promote visibility and to increase driver awareness.
- Bicycle lanes should be taken up to within 100’ of the motorized vehicle yield bars, at which point the bike lane should transition to a 10’-12’ multi-use space around the perimeter of the roundabout.
- To improve the conditions for cyclists and to reduce vehicle sideswipes, the bicycle lanes along Womack Road and Vermack Road on approach to the roundabout should make use of additional offsetting techniques. Given the limited right of way in the immediate area, the preferred treatment is to install a minimum 16” wide raised concrete buffer that separates the bike lanes from the motorized vehicles roadway.

#12.

# Appendix D: Raw Traffic Volumes

#12.

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

# VOLUME

## Mt Vernon Rd W/O Ashmont Ct/Wickford Way

**Day:** Thursday
**Date:** 11/3/2016

**City:** Dunwoody
**Project #:** GA16_9474_001

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 10,687 | 11,040 | 21,727 |

| AM Period | NB | SB | EB | | WB | | TOTAL | | PM Period | NB | SB | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 12 | | 7 | | 19 | | 12:00 | 0 | 0 | 194 | | 162 | | 356 | |
| 0:15 | 0 | 0 | 6 | | 6 | | 12 | | 12:15 | 0 | 0 | 179 | | 170 | | 349 | |
| 0:30 | 0 | 0 | 5 | | 1 | | 6 | | 12:30 | 0 | 0 | 182 | | 210 | | 392 | |
| 0:45 | 0 | 0 | 4 | 27 | 4 | 18 | 8 | 45 | 12:45 | 0 | 0 | 201 | 756 | 226 | 768 | 427 | 1524 |
| 1:00 | 0 | 0 | 7 | | 8 | | 15 | | 13:00 | 0 | 0 | 185 | | 182 | | 367 | |
| 1:15 | 0 | 0 | 3 | | 4 | | 7 | | 13:15 | 0 | 0 | 184 | | 177 | | 361 | |
| 1:30 | 0 | 0 | 4 | | 1 | | 5 | | 13:30 | 0 | 0 | 173 | | 175 | | 348 | |
| 1:45 | 0 | 0 | 0 | 14 | 2 | 15 | 2 | 29 | 13:45 | 0 | 0 | 237 | 779 | 152 | 686 | 389 | 1465 |
| 2:00 | 0 | 0 | 3 | | 1 | | 4 | | 14:00 | 0 | 0 | 197 | | 174 | | 371 | |
| 2:15 | 0 | 0 | 0 | | 2 | | 2 | | 14:15 | 0 | 0 | 191 | | 183 | | 374 | |
| 2:30 | 0 | 0 | 2 | | 1 | | 3 | | 14:30 | 0 | 0 | 186 | | 143 | | 329 | |
| 2:45 | 0 | 0 | 3 | 8 | 1 | 5 | 4 | 13 | 14:45 | 0 | 0 | 180 | 754 | 158 | 658 | 338 | 1412 |
| 3:00 | 0 | 0 | 2 | | 2 | | 4 | | 15:00 | 0 | 0 | 229 | | 139 | | 368 | |
| 3:15 | 0 | 0 | 2 | | 1 | | 3 | | 15:15 | 0 | 0 | 248 | | 190 | | 438 | |
| 3:30 | 0 | 0 | 1 | | 0 | | 1 | | 15:30 | 0 | 0 | 274 | | 166 | | 440 | |
| 3:45 | 0 | 0 | 2 | 7 | 3 | 6 | 5 | 13 | 15:45 | 0 | 0 | 264 | 1015 | 161 | 656 | 425 | 1671 |
| 4:00 | 0 | 0 | 6 | | 0 | | 6 | | 16:00 | 0 | 0 | 317 | | 159 | | 476 | |
| 4:15 | 0 | 0 | 0 | | 3 | | 3 | | 16:15 | 0 | 0 | 252 | | 140 | | 392 | |
| 4:30 | 0 | 0 | 5 | | 7 | | 12 | | 16:30 | 0 | 0 | 290 | | 148 | | 438 | |
| 4:45 | 0 | 0 | 1 | 12 | 6 | 16 | 7 | 28 | 16:45 | 0 | 0 | 266 | 1125 | 136 | 583 | 402 | 1708 |
| 5:00 | 0 | 0 | 7 | | 6 | | 13 | | 17:00 | 0 | 0 | 259 | | 161 | | 420 | |
| 5:15 | 0 | 0 | 6 | | 16 | | 22 | | 17:15 | 0 | 0 | 259 | | 131 | | 390 | |
| 5:30 | 0 | 0 | 10 | | 31 | | 41 | | 17:30 | 0 | 0 | 255 | | 172 | | 427 | |
| 5:45 | 0 | 0 | 7 | 30 | 43 | 96 | 50 | 126 | 17:45 | 0 | 0 | 244 | 1017 | 179 | 643 | 423 | 1660 |
| 6:00 | 0 | 0 | 11 | | 44 | | 55 | | 18:00 | 0 | 0 | 274 | | 166 | | 440 | |
| 6:15 | 0 | 0 | 15 | | 89 | | 104 | | 18:15 | 0 | 0 | 268 | | 159 | | 427 | |
| 6:30 | 0 | 0 | 24 | | 116 | | 140 | | 18:30 | 0 | 0 | 237 | | 159 | | 396 | |
| 6:45 | 0 | 0 | 53 | 103 | 175 | 424 | 228 | 527 | 18:45 | 0 | 0 | 245 | 1024 | 142 | 626 | 387 | 1650 |
| 7:00 | 0 | 0 | 76 | | 274 | | 350 | | 19:00 | 0 | 0 | 194 | | 170 | | 364 | |
| 7:15 | 0 | 0 | 141 | | 302 | | 443 | | 19:15 | 0 | 0 | 177 | | 111 | | 288 | |
| 7:30 | 0 | 0 | 120 | | 297 | | 417 | | 19:30 | 0 | 0 | 155 | | 85 | | 240 | |
| 7:45 | 0 | 0 | 97 | 434 | 299 | 1172 | 396 | 1606 | 19:45 | 0 | 0 | 132 | 658 | 82 | 448 | 214 | 1106 |
| 8:00 | 0 | 0 | 106 | | 301 | | 407 | | 20:00 | 0 | 0 | 141 | | 84 | | 225 | |
| 8:15 | 0 | 0 | 87 | | 281 | | 368 | | 20:15 | 0 | 0 | 130 | | 57 | | 187 | |
| 8:30 | 0 | 0 | 93 | | 288 | | 381 | | 20:30 | 0 | 0 | 127 | | 52 | | 179 | |
| 8:45 | 0 | 0 | 112 | 398 | 263 | 1133 | 375 | 1531 | 20:45 | 0 | 0 | 97 | 495 | 57 | 250 | 154 | 745 |
| 9:00 | 0 | 0 | 88 | | 235 | | 323 | | 21:00 | 0 | 0 | 81 | | 52 | | 133 | |
| 9:15 | 0 | 0 | 111 | | 285 | | 396 | | 21:15 | 0 | 0 | 96 | | 43 | | 139 | |
| 9:30 | 0 | 0 | 116 | | 269 | | 385 | | 21:30 | 0 | 0 | 55 | | 48 | | 103 | |
| 9:45 | 0 | 0 | 100 | 415 | 280 | 1069 | 380 | 1484 | 21:45 | 0 | 0 | 60 | 292 | 36 | 179 | 96 | 471 |
| 10:00 | 0 | 0 | 119 | | 212 | | 331 | | 22:00 | 0 | 0 | 41 | | 37 | | 78 | |
| 10:15 | 0 | 0 | 139 | | 209 | | 348 | | 22:15 | 0 | 0 | 49 | | 12 | | 61 | |
| 10:30 | 0 | 0 | 136 | | 175 | | 311 | | 22:30 | 0 | 0 | 35 | | 15 | | 50 | |
| 10:45 | 0 | 0 | 123 | 517 | 167 | 763 | 290 | 1280 | 22:45 | 0 | 0 | 16 | 141 | 9 | 73 | 25 | 214 |
| 11:00 | 0 | 0 | 133 | | 160 | | 293 | | 23:00 | 0 | 0 | 16 | | 7 | | 23 | |
| 11:15 | 0 | 0 | 159 | | 185 | | 344 | | 23:15 | 0 | 0 | 12 | | 7 | | 19 | |
| 11:30 | 0 | 0 | 166 | | 178 | | 344 | | 23:30 | 0 | 0 | 12 | | 4 | | 16 | |
| 11:45 | 0 | 0 | 162 | 620 | 205 | 728 | 367 | 1348 | 23:45 | 0 | 0 | 6 | 46 | 7 | 25 | 13 | 71 |
| TOTALS | | | | 2585 | | 5445 | | 8030 | TOTALS | | | | 8102 | | 5595 | | 13697 |
| SPLIT % | | | | 32.2% | | 67.8% | | 37.0% | SPLIT % | | | | 59.2% | | 40.8% | | 63.0% |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 10,687 | 11,040 | 21,727 |

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | | | 11:45 | 7:15 | 7:15 | PM Peak Hour | | | 16:00 | 12:30 | 15:15 |
| AM Pk Volume | | | 717 | 1199 | 1663 | PM Pk Volume | | | 1074 | 795 | 1779 |
| Pk Hr Factor | | | 0.459 | 0.993 | 0.938 | Pk Hr Factor | | | 0.926 | 0.942 | 0.934 |
| 7 - 9 Volume | 0 | 0 | 832 | 2305 | 3137 | 4 - 6 Volume | 0 | 0 | 2142 | 1226 | 3368 |
| 7 - 9 Peak Hour | | | 7:15 | 7:15 | 7:15 | 4 - 6 Peak Hour | | | 16:00 | 17:00 | 16:00 |
| 7 - 9 Pk Volume | 0 | 0 | 464 | 1199 | 1663 | 4 - 6 Pk Volume | 0 | 0 | 1125 | 643 | 1708 |
| Pk Hr Factor | 0.000 | 0.000 | 0.823 | 0.993 | 0.938 | Pk Hr Factor | 0.000 | 0.000 | 0.887 | 0.898 | 0.897 |

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

# VOLUME

## Mt Vernon Rd W/O Corners Dr

**Day:** Thursday
**Date:** 11/3/2016

**City:** Dunwoody
**Project #:** GA16_9474_002

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 10,260 | 9,247 | 19,507 |

| AM Period | NB | SB | EB | | WB | | TOTAL | | PM Period | NB | SB | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 12 | | 8 | | 20 | | 12:00 | 0 | 0 | 183 | | 153 | | 336 | |
| 0:15 | 0 | 0 | 7 | | 7 | | 14 | | 12:15 | 0 | 0 | 181 | | 164 | | 345 | |
| 0:30 | 0 | 0 | 7 | | 2 | | 9 | | 12:30 | 0 | 0 | 165 | | 184 | | 349 | |
| 0:45 | 0 | 0 | 3 | 29 | 3 | 20 | 6 | 49 | 12:45 | 0 | 0 | 184 | 713 | 179 | 680 | 363 | 1393 |
| 1:00 | 0 | 0 | 5 | | 2 | | 7 | | 13:00 | 0 | 0 | 182 | | 164 | | 346 | |
| 1:15 | 0 | 0 | 5 | | 4 | | 9 | | 13:15 | 0 | 0 | 166 | | 150 | | 316 | |
| 1:30 | 0 | 0 | 3 | | 1 | | 4 | | 13:30 | 0 | 0 | 165 | | 165 | | 330 | |
| 1:45 | 0 | 0 | 1 | 14 | 3 | 10 | 4 | 24 | 13:45 | 0 | 0 | 199 | 712 | 153 | 632 | 352 | 1344 |
| 2:00 | 0 | 0 | 2 | | 2 | | 4 | | 14:00 | 0 | 0 | 193 | | 136 | | 329 | |
| 2:15 | 0 | 0 | 2 | | 2 | | 4 | | 14:15 | 0 | 0 | 169 | | 157 | | 326 | |
| 2:30 | 0 | 0 | 4 | | 1 | | 5 | | 14:30 | 0 | 0 | 171 | | 137 | | 308 | |
| 2:45 | 0 | 0 | 2 | 10 | 1 | 6 | 3 | 16 | 14:45 | 0 | 0 | 171 | 704 | 101 | 531 | 272 | 1235 |
| 3:00 | 0 | 0 | 2 | | 1 | | 3 | | 15:00 | 0 | 0 | 173 | | 139 | | 312 | |
| 3:15 | 0 | 0 | 0 | | 1 | | 1 | | 15:15 | 0 | 0 | 222 | | 141 | | 363 | |
| 3:30 | 0 | 0 | 2 | | 0 | | 2 | | 15:30 | 0 | 0 | 250 | | 122 | | 372 | |
| 3:45 | 0 | 0 | 2 | 6 | 2 | 4 | 4 | 10 | 15:45 | 0 | 0 | 275 | 920 | 119 | 521 | 394 | 1441 |
| 4:00 | 0 | 0 | 4 | | 0 | | 4 | | 16:00 | 0 | 0 | 271 | | 124 | | 395 | |
| 4:15 | 0 | 0 | 0 | | 2 | | 2 | | 16:15 | 0 | 0 | 272 | | 116 | | 388 | |
| 4:30 | 0 | 0 | 1 | | 6 | | 7 | | 16:30 | 0 | 0 | 272 | | 104 | | 376 | |
| 4:45 | 0 | 0 | 2 | 7 | 5 | 13 | 7 | 20 | 16:45 | 0 | 0 | 274 | 1089 | 122 | 466 | 396 | 1555 |
| 5:00 | 0 | 0 | 7 | | 5 | | 12 | | 17:00 | 0 | 0 | 283 | | 121 | | 404 | |
| 5:15 | 0 | 0 | 4 | | 16 | | 20 | | 17:15 | 0 | 0 | 288 | | 131 | | 419 | |
| 5:30 | 0 | 0 | 15 | | 28 | | 43 | | 17:30 | 0 | 0 | 273 | | 125 | | 398 | |
| 5:45 | 0 | 0 | 11 | 37 | 32 | 81 | 43 | 118 | 17:45 | 0 | 0 | 264 | 1108 | 162 | 539 | 426 | 1647 |
| 6:00 | 0 | 0 | 6 | | 39 | | 45 | | 18:00 | 0 | 0 | 262 | | 141 | | 403 | |
| 6:15 | 0 | 0 | 22 | | 76 | | 98 | | 18:15 | 0 | 0 | 257 | | 148 | | 405 | |
| 6:30 | 0 | 0 | 24 | | 115 | | 139 | | 18:30 | 0 | 0 | 244 | | 142 | | 386 | |
| 6:45 | 0 | 0 | 44 | 96 | 167 | 397 | 211 | 493 | 18:45 | 0 | 0 | 245 | 1008 | 143 | 574 | 388 | 1582 |
| 7:00 | 0 | 0 | 57 | | 276 | | 333 | | 19:00 | 0 | 0 | 199 | | 150 | | 349 | |
| 7:15 | 0 | 0 | 99 | | 236 | | 335 | | 19:15 | 0 | 0 | 174 | | 93 | | 267 | |
| 7:30 | 0 | 0 | 138 | | 213 | | 351 | | 19:30 | 0 | 0 | 154 | | 93 | | 247 | |
| 7:45 | 0 | 0 | 72 | 366 | 189 | 914 | 261 | 1280 | 19:45 | 0 | 0 | 130 | 657 | 84 | 420 | 214 | 1077 |
| 8:00 | 0 | 0 | 100 | | 151 | | 251 | | 20:00 | 0 | 0 | 136 | | 69 | | 205 | |
| 8:15 | 0 | 0 | 90 | | 167 | | 257 | | 20:15 | 0 | 0 | 130 | | 64 | | 194 | |
| 8:30 | 0 | 0 | 93 | | 220 | | 313 | | 20:30 | 0 | 0 | 95 | | 48 | | 143 | |
| 8:45 | 0 | 0 | 111 | 394 | 227 | 765 | 338 | 1159 | 20:45 | 0 | 0 | 112 | 473 | 60 | 241 | 172 | 714 |
| 9:00 | 0 | 0 | 70 | | 237 | | 307 | | 21:00 | 0 | 0 | 90 | | 51 | | 141 | |
| 9:15 | 0 | 0 | 96 | | 227 | | 323 | | 21:15 | 0 | 0 | 98 | | 51 | | 149 | |
| 9:30 | 0 | 0 | 102 | | 234 | | 336 | | 21:30 | 0 | 0 | 63 | | 27 | | 90 | |
| 9:45 | 0 | 0 | 88 | 356 | 229 | 927 | 317 | 1283 | 21:45 | 0 | 0 | 57 | 308 | 29 | 158 | 86 | 466 |
| 10:00 | 0 | 0 | 115 | | 155 | | 270 | | 22:00 | 0 | 0 | 53 | | 23 | | 76 | |
| 10:15 | 0 | 0 | 118 | | 159 | | 277 | | 22:15 | 0 | 0 | 39 | | 24 | | 63 | |
| 10:30 | 0 | 0 | 128 | | 157 | | 285 | | 22:30 | 0 | 0 | 39 | | 9 | | 48 | |
| 10:45 | 0 | 0 | 107 | 468 | 150 | 621 | 257 | 1089 | 22:45 | 0 | 0 | 29 | 160 | 10 | 66 | 39 | 226 |
| 11:00 | 0 | 0 | 114 | | 145 | | 259 | | 23:00 | 0 | 0 | 17 | | 7 | | 24 | |
| 11:15 | 0 | 0 | 149 | | 157 | | 306 | | 23:15 | 0 | 0 | 12 | | 9 | | 21 | |
| 11:30 | 0 | 0 | 158 | | 159 | | 317 | | 23:30 | 0 | 0 | 21 | | 12 | | 33 | |
| 11:45 | 0 | 0 | 143 | 564 | 168 | 629 | 311 | 1193 | 23:45 | 0 | 0 | 11 | 61 | 4 | 32 | 15 | 93 |
| TOTALS | | | | 2347 | | 4387 | | 6734 | TOTALS | | | | 7913 | | 4860 | | 12773 |
| SPLIT % | | | | 34.9% | | 65.1% | | 34.5% | SPLIT % | | | | 62.0% | | 38.0% | | 65.5% |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 10,260 | 9,247 | 19,507 |

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | | | 11:45 | 9:00 | 11:45 | PM Peak Hour | | | 16:45 | 12:15 | 17:00 |
| AM Pk Volume | | | 672 | 927 | 1341 | PM Pk Volume | | | 1087 | 691 | 1647 |
| Pk Hr Factor | | | 0.445 | 0.978 | 0.481 | Pk Hr Factor | | | 0.944 | 0.919 | 0.967 |
| 7 - 9 Volume | 0 | 0 | 760 | 1679 | 2439 | 4 - 6 Volume | 0 | 0 | 2197 | 1005 | 3202 |
| 7 - 9 Peak Hour | | | 7:15 | 7:00 | 7:00 | 4 - 6 Peak Hour | | | 16:45 | 17:00 | 17:00 |
| 7 - 9 Pk Volume | 0 | 0 | 409 | 914 | 1280 | 4 - 6 Pk Volume | 0 | 0 | 1118 | 539 | 1647 |
| Pk Hr Factor | 0.000 | 0.000 | 0.741 | 0.828 | 0.912 | Pk Hr Factor | 0.000 | 0.000 | 0.970 | 0.832 | 0.967 |

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

# VOLUME

## Mt Vernon Rd W/O Saffron Dr/Dunwoody Club Dr

**Day:** Thursday
**Date:** 11/3/2016

**City:** Dunwoody
**Project #:** GA16_9474_003

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 6,807 | 6,166 | 12,973 |

| AM Period | NB | SB | EB | | WB | | TOTAL | | PM Period | NB | SB | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | 4 | | 2 | | 6 | | 12:00 | 0 | 0 | 92 | | 82 | | 174 | |
| 0:15 | 0 | 0 | 3 | | 4 | | 7 | | 12:15 | 0 | 0 | 99 | | 106 | | 205 | |
| 0:30 | 0 | 0 | 3 | | 2 | | 5 | | 12:30 | 0 | 0 | 116 | | 107 | | 223 | |
| 0:45 | 0 | 0 | 2 | 12 | 0 | 8 | 2 | 20 | 12:45 | 0 | 0 | 115 | 422 | 115 | 410 | 230 | 832 |
| 1:00 | 0 | 0 | 6 | | 2 | | 8 | | 13:00 | 0 | 0 | 133 | | 84 | | 217 | |
| 1:15 | 0 | 0 | 2 | | 4 | | 6 | | 13:15 | 0 | 0 | 138 | | 94 | | 232 | |
| 1:30 | 0 | 0 | 2 | | 1 | | 3 | | 13:30 | 0 | 0 | 108 | | 93 | | 201 | |
| 1:45 | 0 | 0 | 1 | 11 | 2 | 9 | 3 | 20 | 13:45 | 0 | 0 | 114 | 493 | 82 | 353 | 196 | 846 |
| 2:00 | 0 | 0 | 0 | | 2 | | 2 | | 14:00 | 0 | 0 | 119 | | 83 | | 202 | |
| 2:15 | 0 | 0 | 0 | | 1 | | 1 | | 14:15 | 0 | 0 | 130 | | 104 | | 234 | |
| 2:30 | 0 | 0 | 3 | | 1 | | 4 | | 14:30 | 0 | 0 | 116 | | 69 | | 185 | |
| 2:45 | 0 | 0 | 2 | 5 | 0 | 4 | 2 | 9 | 14:45 | 0 | 0 | 114 | 479 | 78 | 334 | 192 | 813 |
| 3:00 | 0 | 0 | 0 | | 1 | | 1 | | 15:00 | 0 | 0 | 118 | | 74 | | 192 | |
| 3:15 | 0 | 0 | 0 | | 0 | | | | 15:15 | 0 | 0 | 141 | | 72 | | 213 | |
| 3:30 | 0 | 0 | 2 | | 0 | | 2 | | 15:30 | 0 | 0 | 179 | | 90 | | 269 | |
| 3:45 | 0 | 0 | 2 | 4 | 0 | 1 | 2 | 5 | 15:45 | 0 | 0 | 176 | 614 | 88 | 324 | 264 | 938 |
| 4:00 | 0 | 0 | 2 | | 0 | | 2 | | 16:00 | 0 | 0 | 212 | | 67 | | 279 | |
| 4:15 | 0 | 0 | 0 | | 1 | | 1 | | 16:15 | 0 | 0 | 218 | | 74 | | 292 | |
| 4:30 | 0 | 0 | 2 | | 3 | | 5 | | 16:30 | 0 | 0 | 207 | | 76 | | 283 | |
| 4:45 | 0 | 0 | 1 | 5 | 4 | 8 | 5 | 13 | 16:45 | 0 | 0 | 197 | 834 | 69 | 286 | 266 | 1120 |
| 5:00 | 0 | 0 | 3 | | 4 | | 7 | | 17:00 | 0 | 0 | 231 | | 70 | | 301 | |
| 5:15 | 0 | 0 | 2 | | 13 | | 15 | | 17:15 | 0 | 0 | 226 | | 62 | | 288 | |
| 5:30 | 0 | 0 | 2 | | 15 | | 17 | | 17:30 | 0 | 0 | 190 | | 85 | | 275 | |
| 5:45 | 0 | 0 | 4 | 11 | 24 | 56 | 28 | 67 | 17:45 | 0 | 0 | 184 | 831 | 97 | 314 | 281 | 1145 |
| 6:00 | 0 | 0 | 3 | | 29 | | 32 | | 18:00 | 0 | 0 | 171 | | 88 | | 259 | |
| 6:15 | 0 | 0 | 11 | | 53 | | 64 | | 18:15 | 0 | 0 | 180 | | 93 | | 273 | |
| 6:30 | 0 | 0 | 9 | | 89 | | 98 | | 18:30 | 0 | 0 | 153 | | 96 | | 249 | |
| 6:45 | 0 | 0 | 17 | 40 | 142 | 313 | 159 | 353 | 18:45 | 0 | 0 | 160 | 664 | 96 | 373 | 256 | 1037 |
| 7:00 | 0 | 0 | 21 | | 218 | | 239 | | 19:00 | 0 | 0 | 138 | | 82 | | 220 | |
| 7:15 | 0 | 0 | 40 | | 181 | | 221 | | 19:15 | 0 | 0 | 108 | | 61 | | 169 | |
| 7:30 | 0 | 0 | 57 | | 160 | | 217 | | 19:30 | 0 | 0 | 87 | | 48 | | 135 | |
| 7:45 | 0 | 0 | 38 | 156 | 138 | 697 | 176 | 853 | 19:45 | 0 | 0 | 98 | 431 | 57 | 248 | 155 | 679 |
| 8:00 | 0 | 0 | 66 | | 106 | | 172 | | 20:00 | 0 | 0 | 96 | | 29 | | 125 | |
| 8:15 | 0 | 0 | 54 | | 165 | | 219 | | 20:15 | 0 | 0 | 75 | | 26 | | 101 | |
| 8:30 | 0 | 0 | 60 | | 178 | | 238 | | 20:30 | 0 | 0 | 67 | | 32 | | 99 | |
| 8:45 | 0 | 0 | 49 | 229 | 215 | 664 | 264 | 893 | 20:45 | 0 | 0 | 68 | 306 | 29 | 116 | 97 | 422 |
| 9:00 | 0 | 0 | 45 | | 205 | | 250 | | 21:00 | 0 | 0 | 68 | | 23 | | 91 | |
| 9:15 | 0 | 0 | 75 | | 191 | | 266 | | 21:15 | 0 | 0 | 67 | | 26 | | 93 | |
| 9:30 | 0 | 0 | 97 | | 166 | | 263 | | 21:30 | 0 | 0 | 46 | | 20 | | 66 | |
| 9:45 | 0 | 0 | 54 | 271 | 155 | 717 | 209 | 988 | 21:45 | 0 | 0 | 27 | 208 | 15 | 84 | 42 | 292 |
| 10:00 | 0 | 0 | 73 | | 109 | | 182 | | 22:00 | 0 | 0 | 40 | | 10 | | 50 | |
| 10:15 | 0 | 0 | 64 | | 99 | | 163 | | 22:15 | 0 | 0 | 27 | | 15 | | 42 | |
| 10:30 | 0 | 0 | 70 | | 90 | | 160 | | 22:30 | 0 | 0 | 35 | | 11 | | 46 | |
| 10:45 | 0 | 0 | 59 | 266 | 99 | 397 | 158 | 663 | 22:45 | 0 | 0 | 19 | 121 | 7 | 43 | 26 | 164 |
| 11:00 | 0 | 0 | 80 | | 99 | | 179 | | 23:00 | 0 | 0 | 9 | | 7 | | 16 | |
| 11:15 | 0 | 0 | 86 | | 102 | | 188 | | 23:15 | 0 | 0 | 12 | | 4 | | 16 | |
| 11:30 | 0 | 0 | 94 | | 98 | | 192 | | 23:30 | 0 | 0 | 10 | | 5 | | 15 | |
| 11:45 | 0 | 0 | 94 | 354 | 89 | 388 | 183 | 742 | 23:45 | 0 | 0 | 9 | 40 | 3 | 19 | 12 | 59 |
| TOTALS | | | | 1364 | | 3262 | | 4626 | TOTALS | | | | 5443 | | 2904 | | 8347 |
| SPLIT % | | | | 29.5% | | 70.5% | | 35.7% | SPLIT % | | | | 65.2% | | 34.8% | | 64.3% |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 6,807 | 6,166 | 12,973 |

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | | | 11:45 | 8:30 | 8:45 | PM Peak Hour | | | 16:30 | 12:15 | 17:00 |
| AM Pk Volume | | | 401 | 789 | 1043 | PM Pk Volume | | | 831 | 412 | 1145 |
| Pk Hr Factor | | | 0.495 | 0.917 | 0.980 | Pk Hr Factor | | | 0.899 | 0.839 | 0.951 |
| 7 - 9 Volume | 0 | 0 | 385 | 1361 | 1746 | 4 - 6 Volume | 0 | 0 | 1665 | 600 | 2265 |
| 7 - 9 Peak Hour | | | 8:00 | 7:00 | 8:00 | 4 - 6 Peak Hour | | | 16:30 | 17:00 | 17:00 |
| 7 - 9 Pk Volume | 0 | 0 | 229 | 697 | 893 | 4 - 6 Pk Volume | 0 | 0 | 861 | 314 | 1145 |
| Pk Hr Factor | 0.000 | 0.000 | 0.867 | 0.799 | 0.846 | Pk Hr Factor | 0.000 | 0.000 | 0.932 | 0.809 | 0.951 |

**PREPARED BY NATIONAL DATA & SURVEYING SERVICES**

PROJECT#: 16-9473-001
N/S Street: Vermack Rd
E/W Street: Womack Rd
DATE: 11/3/2016 DAY: Thursday
CITY: Dunwoody

**A M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| 7:30 AM | 3 | 1 | 0 | 0 | 8 | 0 | 0 | 0 |
| 7:45 AM | 3 | 1 | 1 | 0 | 11 | 3 | 0 | 0 |
| 8:00 AM | 7 | 1 | 0 | 0 | 21 | 0 | 3 | 0 |
| 8:15 AM | 2 | 0 | 0 | 0 | 3 | 1 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| **TOTALS** | **17** | **3** | **1** | **0** | **46** | **6** | **3** | **0** |

*BIKES*

| TIME | NB | | | SB | | | EB | | | WB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

**P M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 3:00 PM | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 0 |
| 3:15 PM | 0 | 15 | 0 | 1 | 0 | 41 | 0 | 2 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 |
| 3:45 PM | 0 | 0 | 0 | 0 | 16 | 2 | 0 | 0 |
| 4:00 PM | 0 | 1 | 0 | 0 | 2 | 1 | 0 | 1 |
| 4:15 PM | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 |
| 4:30 PM | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 |
| 4:45 PM | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 |
| 5:00 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| 5:45 PM | 2 | 2 | 0 | 0 | 3 | 2 | 0 | 0 |
| **TOTALS** | **3** | **26** | **0** | **1** | **24** | **63** | **0** | **4** |

*BIKES*

| TIME | NB | | | SB | | | EB | | | WB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR |
| 3:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **1** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **2** | **0** | **3** |

**Project ID:** 16-9473-001
**Location:** Vermack Rd & Womack Rd
**City:** Dunwoody

**Day:** Thursday
**Date:** 11/3/2016

| Peak Start Times | |
|---|---|
| AM | 7:00 AM |
| MD | 12:00 AM |
| PM | 3:00 PM |

**Groups Printed - Cars, PU, Vans - Heavy Trucks**

| | Vermack Rd Northbound | | | | | Vermack Rd Southbound | | | | | Womack Rd Eastbound | | | | | Womack Rd Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Int. Total |
| 7:00 AM | 6 | 34 | 40 | 0 | 80 | 9 | 38 | 11 | 1 | 58 | 11 | 54 | 2 | 0 | 67 | 10 | 63 | 19 | 0 | 92 | 297 |
| 7:15 AM | 4 | 43 | 48 | 0 | 95 | 12 | 39 | 36 | 1 | 87 | 25 | 61 | 0 | 0 | 86 | 16 | 71 | 20 | 3 | 107 | 375 |
| 7:30 AM | 3 | 44 | 38 | 0 | 85 | 5 | 35 | 46 | 4 | 86 | 31 | 49 | 4 | 0 | 84 | 21 | 59 | 33 | 8 | 113 | 368 |
| 7:45 AM | 4 | 56 | 21 | 1 | 81 | 9 | 32 | 50 | 4 | 91 | 21 | 29 | 4 | 0 | 54 | 17 | 67 | 15 | 14 | 99 | 325 |
| Total | 17 | 177 | 147 | 1 | 341 | 35 | 144 | 143 | 10 | 322 | 88 | 193 | 10 | 0 | 291 | 64 | 260 | 87 | 25 | 411 | 1365 |
| 8:00 AM | 5 | 52 | 30 | 0 | 87 | 7 | 51 | 31 | 8 | 89 | 25 | 38 | 11 | 3 | 74 | 14 | 67 | 21 | 21 | 102 | 352 |
| 8:15 AM | 23 | 20 | 36 | 0 | 79 | 11 | 48 | 36 | 2 | 95 | 6 | 36 | 9 | 0 | 51 | 16 | 82 | 7 | 4 | 105 | 330 |
| 8:30 AM | 20 | 24 | 26 | 0 | 70 | 3 | 36 | 9 | 0 | 48 | 4 | 40 | 11 | 0 | 55 | 11 | 89 | 10 | 0 | 110 | 283 |
| 8:45 AM | 16 | 23 | 27 | 0 | 66 | 6 | 34 | 9 | 0 | 49 | 4 | 46 | 12 | 0 | 62 | 9 | 100 | 10 | 2 | 119 | 296 |
| Total | 64 | 119 | 119 | 0 | 302 | 27 | 169 | 85 | 10 | 281 | 39 | 160 | 43 | 3 | 242 | 50 | 338 | 48 | 27 | 436 | 1261 |
| ***BREAK*** | | | | | | | | | | | | | | | | | | | | | |
| 3:00 PM | 12 | 25 | 26 | 0 | 63 | 8 | 21 | 7 | 0 | 36 | 12 | 56 | 15 | 0 | 83 | 30 | 38 | 24 | 7 | 92 | 274 |
| 3:15 PM | 19 | 26 | 17 | 1 | 62 | 21 | 41 | 11 | 15 | 73 | 17 | 42 | 18 | 2 | 77 | 25 | 42 | 26 | 41 | 93 | 305 |
| 3:30 PM | 21 | 41 | 20 | 0 | 82 | 9 | 31 | 14 | 0 | 54 | 19 | 60 | 15 | 0 | 94 | 41 | 51 | 26 | 5 | 118 | 348 |
| 3:45 PM | 18 | 43 | 18 | 0 | 79 | 8 | 35 | 18 | 0 | 61 | 11 | 77 | 8 | 0 | 96 | 35 | 60 | 21 | 18 | 116 | 352 |
| Total | 70 | 135 | 81 | 1 | 286 | 46 | 128 | 50 | 15 | 224 | 59 | 235 | 56 | 2 | 350 | 131 | 191 | 97 | 71 | 419 | 1279 |
| 4:00 PM | 17 | 66 | 17 | 0 | 100 | 13 | 28 | 7 | 1 | 48 | 16 | 70 | 9 | 1 | 95 | 33 | 61 | 30 | 3 | 124 | 367 |
| 4:15 PM | 19 | 62 | 24 | 0 | 105 | 4 | 25 | 9 | 2 | 38 | 14 | 83 | 4 | 0 | 101 | 18 | 55 | 24 | 3 | 97 | 341 |
| 4:30 PM | 9 | 56 | 25 | 0 | 90 | 6 | 37 | 16 | 2 | 59 | 12 | 87 | 9 | 0 | 108 | 25 | 47 | 17 | 1 | 89 | 346 |
| 4:45 PM | 14 | 62 | 22 | 0 | 98 | 8 | 35 | 7 | 3 | 50 | 11 | 89 | 10 | 0 | 110 | 17 | 40 | 20 | 1 | 77 | 335 |
| Total | 59 | 246 | 88 | 0 | 393 | 31 | 125 | 39 | 8 | 195 | 53 | 329 | 32 | 1 | 414 | 93 | 203 | 91 | 8 | 387 | 1389 |
| 5:00 PM | 10 | 54 | 31 | 0 | 95 | 14 | 33 | 10 | 2 | 57 | 16 | 80 | 7 | 1 | 103 | 25 | 47 | 24 | 0 | 96 | 351 |
| 5:15 PM | 11 | 60 | 32 | 0 | 103 | 5 | 39 | 8 | 0 | 52 | 11 | 94 | 3 | 0 | 108 | 27 | 59 | 16 | 1 | 102 | 365 |
| 5:30 PM | 18 | 63 | 24 | 0 | 105 | 7 | 33 | 9 | 0 | 49 | 16 | 84 | 4 | 0 | 104 | 22 | 62 | 26 | 2 | 110 | 368 |
| 5:45 PM | 19 | 53 | 27 | 0 | 99 | 6 | 38 | 11 | 4 | 55 | 19 | 76 | 7 | 0 | 102 | 26 | 50 | 21 | 5 | 97 | 353 |
| Total | 58 | 230 | 114 | 0 | 402 | 32 | 143 | 38 | 6 | 213 | 62 | 334 | 21 | 1 | 417 | 100 | 218 | 87 | 8 | 405 | 1437 |
| Grand Total | 268 | 907 | 549 | 2 | 1724 | 171 | 709 | 355 | 49 | 1235 | 301 | 1251 | 162 | 7 | 1714 | 438 | 1210 | 410 | 139 | 2058 | 6731 |
| Apprch % | 15.5 | 52.6 | 31.8 | 0.1 | | 13.8 | 57.4 | 28.7 | 4.0 | | 17.6 | 73.0 | 9.5 | 0.4 | | 21.3 | 58.8 | 19.9 | 6.8 | | |
| Total % | 4.0 | 13.5 | 8.2 | 0.0 | 25.6 | 2.5 | 10.5 | 5.3 | 0.7 | 18.3 | 4.5 | 18.6 | 2.4 | 0.1 | 25.5 | 6.5 | 18.0 | 6.1 | 2.1 | 30.6 | |
| Cars, PU, Vans | 268 | 907 | 549 | 2 | 1724 | 171 | 709 | 355 | 49 | 1235 | 301 | 1251 | 162 | 7 | 1714 | 438 | 1210 | 410 | 139 | 2058 | 6731 |
| % Cars, PU, Vans | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| Heavy Trucks | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 |
| %Heavy Trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

**PREPARED BY NATIONAL DATA & SURVEYING SERVICES**

PROJECT#: 16-9473-002
N/S Street: Chamblee Dunwoody Rd
E/W Street: Womack Rd_Ashford Center Pkwy
DATE: 11/3/2016 DAY: Thursday
CITY: Dunwoody

**A M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| **TOTALS** | **1** | **0** | **0** | **0** | **0** | **0** | **4** | **0** |

*BIKES*

| TIME | NB | | | SB | | | EB | | | WB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR |
| 7:00 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **1** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **1** |

**P M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 4:15 PM | 1 | 1 | 4 | 1 | 0 | 0 | 0 | 0 |
| 4:30 PM | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 5:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| **TOTALS** | **4** | **1** | **5** | **2** | **0** | **1** | **5** | **2** |

*BIKES*

| TIME | NB | | | SB | | | EB | | | WB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **1** | **1** | **2** | **1** | **0** | **0** | **0** |

**Project ID: 16-9473-002**
**Location: Chamblee Dunwoody Rd & Womack Rd_Ashford Center Pkwy** **Day: Thursday**
**City: Dunwoody** **Date: 11/3/2016**

**Groups Printed - Cars, PU, Vans - Heavy Trucks**

| | Chamblee Dunwoody Rd Northbound | | | | | Chamblee Dunwoody Rd Southbound | | | | | Womack Rd_Ashford Center Pkwy Eastbound | | | | | Womack Rd_Ashford Center Pkwy Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Int. Total |
| 7:00 AM | 11 | 103 | 9 | 0 | 123 | 14 | 82 | 14 | 0 | 110 | 7 | 62 | 4 | 1 | 73 | 2 | 47 | 29 | 0 | 78 | 384 |
| 7:15 AM | 25 | 108 | 5 | 0 | 138 | 18 | 98 | 22 | 0 | 138 | 38 | 87 | 8 | 0 | 133 | 8 | 78 | 29 | 0 | 115 | 524 |
| 7:30 AM | 50 | 115 | 4 | 0 | 169 | 8 | 96 | 35 | 0 | 139 | 25 | 29 | 8 | 0 | 62 | 8 | 87 | 25 | 0 | 120 | 490 |
| 7:45 AM | 47 | 120 | 5 | 0 | 172 | 24 | 89 | 33 | 1 | 146 | 11 | 25 | 13 | 0 | 49 | 5 | 94 | 25 | 0 | 124 | 491 |
| Total | 133 | 446 | 23 | 0 | 602 | 64 | 365 | 104 | 1 | 533 | 81 | 203 | 33 | 1 | 317 | 23 | 306 | 108 | 0 | 437 | 1889 |
| 8:00 AM | 51 | 117 | 3 | 0 | 171 | 32 | 102 | 33 | 0 | 167 | 12 | 13 | 12 | 1 | 37 | 6 | 94 | 25 | 0 | 125 | 500 |
| 8:15 AM | 67 | 133 | 6 | 0 | 206 | 15 | 104 | 36 | 0 | 155 | 7 | 17 | 11 | 0 | 35 | 3 | 86 | 45 | 0 | 134 | 530 |
| 8:30 AM | 49 | 129 | 2 | 0 | 180 | 20 | 91 | 39 | 0 | 150 | 11 | 22 | 4 | 1 | 37 | 2 | 90 | 46 | 0 | 138 | 505 |
| 8:45 AM | 58 | 109 | 1 | 0 | 168 | 25 | 75 | 40 | 0 | 140 | 16 | 28 | 8 | 1 | 52 | 2 | 78 | 52 | 0 | 132 | 492 |
| Total | 225 | 488 | 12 | 0 | 725 | 92 | 372 | 148 | 0 | 612 | 46 | 80 | 35 | 3 | 161 | 13 | 348 | 168 | 0 | 529 | 2027 |
| ***BREAK*** | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 8 | 79 | 7 | 0 | 94 | 33 | 108 | 17 | 1 | 158 | 33 | 77 | 37 | 2 | 147 | 5 | 29 | 57 | 0 | 91 | 490 |
| 4:15 PM | 16 | 102 | 4 | 5 | 122 | 29 | 111 | 14 | 2 | 154 | 31 | 115 | 16 | 0 | 162 | 5 | 33 | 24 | 0 | 62 | 500 |
| 4:30 PM | 10 | 111 | 2 | 1 | 123 | 38 | 122 | 13 | 1 | 173 | 45 | 122 | 20 | 0 | 187 | 9 | 34 | 24 | 1 | 67 | 550 |
| 4:45 PM | 17 | 109 | 5 | 0 | 131 | 53 | 126 | 19 | 0 | 198 | 40 | 121 | 45 | 0 | 206 | 5 | 29 | 20 | 0 | 54 | 589 |
| Total | 51 | 401 | 18 | 6 | 470 | 153 | 467 | 63 | 4 | 683 | 149 | 435 | 118 | 2 | 702 | 24 | 125 | 125 | 1 | 274 | 2129 |
| 5:00 PM | 20 | 121 | 10 | 1 | 151 | 52 | 147 | 19 | 0 | 218 | 48 | 121 | 35 | 0 | 204 | 2 | 35 | 22 | 0 | 59 | 632 |
| 5:15 PM | 12 | 130 | 11 | 0 | 153 | 54 | 129 | 15 | 0 | 198 | 38 | 147 | 35 | 1 | 220 | 6 | 23 | 27 | 0 | 56 | 627 |
| 5:30 PM | 21 | 114 | 6 | 0 | 141 | 35 | 134 | 18 | 1 | 187 | 38 | 121 | 44 | 2 | 203 | 5 | 24 | 36 | 0 | 65 | 596 |
| 5:45 PM | 25 | 117 | 4 | 0 | 146 | 37 | 122 | 18 | 0 | 177 | 37 | 119 | 31 | 2 | 187 | 3 | 39 | 43 | 0 | 85 | 595 |
| Total | 78 | 482 | 31 | 1 | 591 | 178 | 532 | 70 | 1 | 780 | 161 | 508 | 145 | 5 | 814 | 16 | 121 | 128 | 0 | 265 | 2450 |
| Grand Total | 487 | 1817 | 84 | 7 | 2388 | 487 | 1736 | 385 | 6 | 2608 | 437 | 1226 | 331 | 11 | 1994 | 76 | 900 | 529 | 1 | 1505 | 8495 |
| Apprch % | 20.4 | 76.1 | 3.5 | 0.3 | | 18.7 | 66.6 | 14.8 | 0.2 | | 21.9 | 61.5 | 16.6 | 0.6 | | 5.0 | 59.8 | 35.1 | 0.1 | | |
| Total % | 5.7 | 21.4 | 1.0 | 0.1 | 28.1 | 5.7 | 20.4 | 4.5 | 0.1 | 30.7 | 5.1 | 14.4 | 3.9 | 0.1 | 23.5 | 0.9 | 10.6 | 6.2 | 0.0 | 17.7 | |
| Cars, PU, Vans | 487 | 1817 | 84 | 7 | 2388 | 487 | 1736 | 385 | 6 | 2608 | 437 | 1226 | 331 | 11 | 1994 | 76 | 900 | 529 | 1 | 1505 | 8495 |
| % Cars, PU, Vans | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| Heavy Trucks | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 |
| %Heavy Trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

**Project ID: 16-9473-002**
**Location: Chamblee Dunwoody Rd & V**
**City: Dunwoody**

# PEAK HOURS

**Day: Thursday**
**Date: 11/3/2016**

**AM**

| | Chamblee Dunwoody Rd Northbound | | | | Chamblee Dunwoody Rd Southbound | | | | bmack Rd_Ashford Center Pk Eastbound | | | | bmack Rd_Ashford Center Pk Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | App. Total | Left | Thru | Rgt | App. Total | Left | Thru | Rgt | App. Total | Left | Thru | Rgt | App. Total | Int. Total |
| Peak Hour Analysis from 07:00 AM to 09:00 AM | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | |
| 8:00 AM | 51 | 117 | 3 | 171 | 32 | 102 | 33 | 167 | 12 | 13 | 12 | 37 | 6 | 94 | 25 | 125 | 500 |
| 8:15 AM | 67 | 133 | 6 | 206 | 15 | 104 | 36 | 155 | 7 | 17 | 11 | 35 | 3 | 86 | 45 | 134 | 530 |
| 8:30 AM | 49 | 129 | 2 | 180 | 20 | 91 | 39 | 150 | 11 | 22 | 4 | 37 | 2 | 90 | 46 | 138 | 505 |
| 8:45 AM | 58 | 109 | 1 | 168 | 25 | 75 | 40 | 140 | 16 | 28 | 8 | 52 | 2 | 78 | 52 | 132 | 492 |
| Total Volume | 225 | 488 | 12 | 725 | 92 | 372 | 148 | 612 | 46 | 80 | 35 | 161 | 13 | 348 | 168 | 529 | 2027 |
| % App. Total | 31.0 | 67.3 | 1.7 | 100 | 15.0 | 60.8 | 24.2 | 100 | 28.6 | 49.7 | 21.7 | 100 | 2.5 | 65.8 | 31.8 | 100 | |
| PHF | | | | 0.880 | | | | 0.916 | | | | 0.774 | | | | 0.958 | |
| Cars, PU, Vans | 225 | 488 | 12 | 725 | 92 | 372 | 148 | 612 | 46 | 80 | 35 | 161 | 13 | 348 | 168 | 529 | 2027 |
| % Cars, PU, Vans | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| Heavy Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| %Heavy Trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

**PM**

| | Chamblee Dunwoody Rd Northbound | | | | Chamblee Dunwoody Rd Southbound | | | | bmack Rd_Ashford Center Pk Eastbound | | | | bmack Rd_Ashford Center Pk Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | App. Total | Left | Thru | Rgt | App. Total | Left | Thru | Rgt | App. Total | Left | Thru | Rgt | App. Total | Int. Total |
| Peak Hour Analysis from 04:00 PM to 06:00 PM | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | |
| 5:00 PM | 20 | 121 | 10 | 151 | 52 | 147 | 19 | 218 | 48 | 121 | 35 | 204 | 2 | 35 | 22 | 59 | 632 |
| 5:15 PM | 12 | 130 | 11 | 153 | 54 | 129 | 15 | 198 | 38 | 147 | 35 | 220 | 6 | 23 | 27 | 56 | 627 |
| 5:30 PM | 21 | 114 | 6 | 141 | 35 | 134 | 18 | 187 | 38 | 121 | 44 | 203 | 5 | 24 | 36 | 65 | 596 |
| 5:45 PM | 25 | 117 | 4 | 146 | 37 | 122 | 18 | 177 | 37 | 119 | 31 | 187 | 3 | 39 | 43 | 85 | 595 |
| Total Volume | 78 | 482 | 31 | 591 | 178 | 532 | 70 | 780 | 161 | 508 | 145 | 814 | 16 | 121 | 128 | 265 | 2450 |
| % App. Total | 13.2 | 81.6 | 5.2 | 100 | 22.8 | 68.2 | 9.0 | 100 | 19.8 | 62.4 | 17.8 | 100 | 6.0 | 45.7 | 48.3 | 100 | |
| PHF | | | | 0.966 | | | | 0.894 | | | | 0.925 | | | | 0.779 | |
| Cars, PU, Vans | 78 | 482 | 31 | 591 | 178 | 532 | 70 | 780 | 161 | 508 | 145 | 814 | 16 | 121 | 128 | 265 | 2450 |
| % Cars, PU, Vans | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| Heavy Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| %Heavy Trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

**PREPARED BY NATIONAL DATA & SURVEYING SERVICES**

PROJECT#: 16-9473-003
N/S Street: Peller Rd
E/W Street: Tilly Mill Rd
DATE: 11/3/2016 DAY: Thursday
CITY: Dunwoody

**A M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **2** | **1** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NB | | | SB | | | EB | | | WB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **2** | **0** |

**P M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **1** | **6** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NB | | | SB | | | EB | | | WB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **1** | **0** | **0** | **0** | **0** |

**Project ID: 16-9473-003**
**Location: Peller Rd & Tilly Mill Rd**
**City: Dunwoody**

**Day: Thursday**
**Date: 11/3/2016**

**Groups Printed - Cars, PU, Vans - Heavy Trucks**

| | Peller Rd Northbound | | | | | Peller Rd Southbound | | | | | Tilly Mill Rd Eastbound | | | | | Tilly Mill Rd Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Int. Total |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 63 | 0 | 98 | 0 | 161 | 18 | 30 | 0 | 0 | 48 | 0 | 99 | 13 | 0 | 112 | 321 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 72 | 0 | 74 | 1 | 146 | 9 | 47 | 0 | 0 | 56 | 0 | 85 | 14 | 0 | 99 | 301 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 95 | 0 | 83 | 0 | 178 | 15 | 47 | 0 | 0 | 62 | 0 | 92 | 21 | 0 | 113 | 353 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 69 | 0 | 56 | 0 | 125 | 28 | 49 | 0 | 0 | 77 | 0 | 79 | 11 | 0 | 90 | 292 |
| Total | 0 | 0 | 0 | 0 | 0 | 299 | 0 | 311 | 1 | 610 | 70 | 173 | 0 | 0 | 243 | 0 | 355 | 59 | 0 | 414 | 1267 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 68 | 0 | 108 | 25 | 46 | 0 | 0 | 71 | 0 | 102 | 16 | 0 | 118 | 297 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 39 | 0 | 83 | 0 | 122 | 34 | 62 | 0 | 0 | 96 | 0 | 97 | 16 | 0 | 113 | 331 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 84 | 2 | 124 | 22 | 53 | 0 | 0 | 75 | 0 | 103 | 22 | 0 | 125 | 324 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 96 | 0 | 128 | 22 | 49 | 0 | 0 | 71 | 0 | 114 | 12 | 0 | 126 | 325 |
| Total | 0 | 0 | 0 | 0 | 0 | 151 | 0 | 331 | 2 | 482 | 103 | 210 | 0 | 0 | 313 | 0 | 416 | 66 | 0 | 482 | 1277 |
| ***BREAK*** | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 30 | 0 | 45 | 77 | 159 | 0 | 0 | 236 | 0 | 47 | 54 | 0 | 101 | 382 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 32 | 0 | 56 | 117 | 137 | 0 | 0 | 254 | 0 | 83 | 40 | 0 | 123 | 433 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 24 | 0 | 59 | 119 | 152 | 0 | 0 | 271 | 0 | 62 | 41 | 0 | 103 | 433 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 31 | 0 | 65 | 112 | 152 | 0 | 0 | 264 | 0 | 63 | 35 | 0 | 98 | 427 |
| Total | 0 | 0 | 0 | 0 | 0 | 108 | 0 | 117 | 0 | 225 | 425 | 600 | 0 | 0 | 1025 | 0 | 255 | 170 | 0 | 425 | 1675 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 36 | 1 | 69 | 110 | 133 | 0 | 0 | 243 | 0 | 80 | 52 | 0 | 132 | 444 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 40 | 1 | 68 | 91 | 125 | 0 | 0 | 216 | 0 | 106 | 74 | 0 | 180 | 464 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 31 | 3 | 58 | 98 | 158 | 0 | 0 | 256 | 0 | 77 | 75 | 0 | 152 | 466 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 36 | 2 | 70 | 92 | 150 | 0 | 0 | 242 | 0 | 75 | 58 | 0 | 133 | 445 |
| Total | 0 | 0 | 0 | 0 | 0 | 122 | 0 | 143 | 7 | 265 | 391 | 566 | 0 | 0 | 957 | 0 | 338 | 259 | 0 | 597 | 1819 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 680 | 0 | 902 | 10 | 1582 | 989 | 1549 | 0 | 0 | 2538 | 0 | 1364 | 554 | 0 | 1918 | 6038 |
| Apprch % | 0.0 | 0.0 | 0.0 | 0.0 | | 43.0 | 0.0 | 57.0 | 0.6 | | 39.0 | 61.0 | 0.0 | 0.0 | | 0.0 | 71.1 | 28.9 | 0.0 | | |
| Total % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.3 | 0.0 | 14.9 | 0.2 | 26.2 | 16.4 | 25.7 | 0.0 | 0.0 | 42.0 | 0.0 | 22.6 | 9.2 | 0.0 | 31.8 | |
| Cars, PU, Vans | 0 | 0 | 0 | 0 | 0 | 680 | 0 | 902 | 10 | 1582 | 989 | 1549 | 0 | 0 | 2538 | 0 | 1364 | 554 | 0 | 1918 | 6038 |
| % Cars, PU, Vans | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 0.0 | 0.0 | 100.0 | 0.0 | 100.0 | 100.0 | 0.0 | 100.0 | 100.0 |
| Heavy Trucks | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 |
| %Heavy Trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

**Project ID: 16-9473-003**
**Location: Peller Rd & Tilly Mill Rd**
**City: Dunwoody**

# PEAK HOURS

**Day: Thursday**
**Date: 11/3/2016**

**AM**

| | Peller Rd Northbound | | | | Peller Rd Southbound | | | | Tilly Mill Rd Eastbound | | | | Tilly Mill Rd Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | App. Total | Left | Thru | Rgt | App. Total | Left | Thru | Rgt | App. Total | Left | Thru | Rgt | App. Total | Int. Total |
| Peak Hour Analysis from 07:00 AM to 09:00 AM | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | |
| 8:00 AM | 0 | 0 | 0 | 0 | 40 | 0 | 68 | 108 | 25 | 46 | 0 | 71 | 0 | 102 | 16 | 118 | 297 |
| 8:15 AM | 0 | 0 | 0 | 0 | 39 | 0 | 83 | 122 | 34 | 62 | 0 | 96 | 0 | 97 | 16 | 113 | 331 |
| 8:30 AM | 0 | 0 | 0 | 0 | 40 | 0 | 84 | 124 | 22 | 53 | 0 | 75 | 0 | 103 | 22 | 125 | 324 |
| 8:45 AM | 0 | 0 | 0 | 0 | 32 | 0 | 96 | 128 | 22 | 49 | 0 | 71 | 0 | 114 | 12 | 126 | 325 |
| Total Volume | 0 | 0 | 0 | 0 | 151 | 0 | 331 | 482 | 103 | 210 | 0 | 313 | 0 | 416 | 66 | 482 | 1277 |
| % App. Total | 0.0 | 0.0 | 0.0 | 0 | 31.3 | 0.0 | 68.7 | 100 | 32.9 | 67.1 | 0.0 | 100 | 0.0 | 86.3 | 13.7 | 100 | |
| PHF | | | | 0.000 | | | | 0.941 | | | | 0.815 | | | | 0.956 | |
| Cars, PU, Vans | 0 | 0 | 0 | 0 | 151 | 0 | 331 | 482 | 103 | 210 | 0 | 313 | 0 | 416 | 66 | 482 | 1277 |
| % Cars, PU, Vans | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 100.0 | 100.0 | 100.0 | 100.0 | 0.0 | 100.0 | 0.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| Heavy Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| %Heavy Trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

**PM**

| | Peller Rd Northbound | | | | Peller Rd Southbound | | | | Tilly Mill Rd Eastbound | | | | Tilly Mill Rd Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | App. Total | Left | Thru | Rgt | App. Total | Left | Thru | Rgt | App. Total | Left | Thru | Rgt | App. Total | Int. Total |
| Peak Hour Analysis from 04:00 PM to 06:00 PM | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | |
| 5:00 PM | 0 | 0 | 0 | 0 | 33 | 0 | 36 | 69 | 110 | 133 | 0 | 243 | 0 | 80 | 52 | 132 | 444 |
| 5:15 PM | 0 | 0 | 0 | 0 | 28 | 0 | 40 | 68 | 91 | 125 | 0 | 216 | 0 | 106 | 74 | 180 | 464 |
| 5:30 PM | 0 | 0 | 0 | 0 | 27 | 0 | 31 | 58 | 98 | 158 | 0 | 256 | 0 | 77 | 75 | 152 | 466 |
| 5:45 PM | 0 | 0 | 0 | 0 | 34 | 0 | 36 | 70 | 92 | 150 | 0 | 242 | 0 | 75 | 58 | 133 | 445 |
| Total Volume | 0 | 0 | 0 | 0 | 122 | 0 | 143 | 265 | 391 | 566 | 0 | 957 | 0 | 338 | 259 | 597 | 1819 |
| % App. Total | 0.0 | 0.0 | 0.0 | 0 | 46.0 | 0.0 | 54.0 | 100 | 40.9 | 59.1 | 0.0 | 100 | 0.0 | 56.6 | 43.4 | 100 | |
| PHF | | | | 0.000 | | | | 0.946 | | | | 0.935 | | | | 0.829 | |
| Cars, PU, Vans | 0 | 0 | 0 | 0 | 122 | 0 | 143 | 265 | 391 | 566 | 0 | 957 | 0 | 338 | 259 | 597 | 1819 |
| % Cars, PU, Vans | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 100.0 | 100.0 | 100.0 | 100.0 | 0.0 | 100.0 | 0.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| Heavy Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| %Heavy Trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

**PREPARED BY NATIONAL DATA & SURVEYING SERVICES**

PROJECT#: 16-9473-004
N/S Street: Ashford Dunwoody Rd
E/W Street: Meadow Lane Rd
DATE: 11/3/2016 DAY: Thursday
CITY: Dunwoody

**A M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | 0 | 2 | 0 | 1 | 1 | 1 | 0 | 2 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 7:30 AM | 0 | 2 | 1 | 0 | 1 | 0 | 6 | 0 |
| 7:45 AM | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:00 AM | 0 | 2 | 0 | 2 | 3 | 2 | 0 | 1 |
| 8:15 AM | 0 | 1 | 0 | 0 | 1 | 0 | 4 | 2 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 |
| 8:45 AM | 2 | 3 | 1 | 0 | 1 | 1 | 1 | 1 |
| **TOTALS** | **4** | **12** | **2** | **3** | **7** | **5** | **14** | **9** |

*BIKES*

| TIME | NB | | | SB | | | EB | | | WB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** |

**P M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 |
| 4:15 PM | 4 | 2 | 1 | 1 | 2 | 1 | 4 | 0 |
| 4:30 PM | 0 | 7 | 0 | 0 | 4 | 1 | 1 | 5 |
| 4:45 PM | 0 | 0 | 0 | 1 | 1 | 1 | 3 | 1 |
| 5:00 PM | 2 | 0 | 0 | 1 | 0 | 3 | 4 | 0 |
| 5:15 PM | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 1 |
| 5:30 PM | 0 | 1 | 1 | 1 | 1 | 1 | 3 | 1 |
| 5:45 PM | 1 | 1 | 2 | 0 | 3 | 0 | 5 | 0 |
| **TOTALS** | **9** | **13** | **4** | **4** | **11** | **8** | **21** | **8** |

*BIKES*

| TIME | NB | | | SB | | | EB | | | WB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

**Project ID: 16-9473-004**
**Location: Ashford Dunwoody Rd & Meadow Lane Rd**
**City: Dunwoody**

**Day: Thursday**
**Date: 11/3/2016**

**Groups Printed - Cars, PU, Vans - Heavy Trucks**

| | Ashford Dunwoody Rd Northbound | | | | | Ashford Dunwoody Rd Southbound | | | | | Meadow Lane Rd Eastbound | | | | | Meadow Lane Rd Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Int. Total |
| 7:00 AM | 27 | 67 | 29 | 1 | 123 | 11 | 165 | 32 | 2 | 208 | 24 | 7 | 12 | 2 | 43 | 11 | 13 | 6 | 2 | 30 | 404 |
| 7:15 AM | 20 | 83 | 24 | 0 | 127 | 15 | 227 | 51 | 0 | 293 | 28 | 8 | 9 | 0 | 45 | 18 | 14 | 24 | 1 | 56 | 521 |
| 7:30 AM | 25 | 69 | 17 | 1 | 111 | 19 | 238 | 65 | 2 | 322 | 10 | 11 | 16 | 6 | 37 | 8 | 19 | 16 | 1 | 43 | 513 |
| 7:45 AM | 27 | 80 | 22 | 0 | 129 | 12 | 277 | 89 | 4 | 378 | 14 | 6 | 12 | 2 | 32 | 11 | 27 | 11 | 0 | 49 | 588 |
| Total | 99 | 299 | 92 | 2 | 490 | 57 | 907 | 237 | 8 | 1201 | 76 | 32 | 49 | 10 | 157 | 48 | 73 | 57 | 4 | 178 | 2026 |
| 8:00 AM | 26 | 113 | 36 | 2 | 175 | 16 | 229 | 79 | 2 | 324 | 13 | 15 | 8 | 1 | 36 | 9 | 21 | 6 | 5 | 36 | 571 |
| 8:15 AM | 30 | 103 | 28 | 0 | 161 | 22 | 288 | 116 | 1 | 426 | 11 | 12 | 7 | 6 | 30 | 14 | 23 | 17 | 1 | 54 | 671 |
| 8:30 AM | 28 | 111 | 14 | 0 | 153 | 13 | 256 | 95 | 0 | 364 | 12 | 8 | 18 | 4 | 38 | 14 | 30 | 7 | 0 | 51 | 606 |
| 8:45 AM | 29 | 111 | 21 | 1 | 161 | 26 | 225 | 105 | 5 | 356 | 21 | 16 | 13 | 2 | 50 | 16 | 26 | 14 | 2 | 56 | 623 |
| Total | 113 | 438 | 99 | 3 | 650 | 77 | 998 | 395 | 8 | 1470 | 57 | 51 | 46 | 13 | 154 | 53 | 100 | 44 | 8 | 197 | 2471 |
| ***BREAK*** | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 47 | 296 | 33 | 0 | 376 | 13 | 105 | 47 | 1 | 165 | 95 | 43 | 22 | 1 | 160 | 36 | 62 | 33 | 0 | 131 | 832 |
| 4:15 PM | 45 | 308 | 32 | 2 | 385 | 17 | 75 | 35 | 6 | 127 | 103 | 43 | 16 | 4 | 162 | 26 | 43 | 50 | 3 | 119 | 793 |
| 4:30 PM | 32 | 309 | 52 | 0 | 393 | 12 | 84 | 37 | 7 | 133 | 128 | 42 | 24 | 6 | 194 | 37 | 54 | 57 | 5 | 148 | 868 |
| 4:45 PM | 35 | 351 | 24 | 1 | 410 | 9 | 65 | 44 | 0 | 118 | 120 | 43 | 19 | 4 | 182 | 29 | 67 | 42 | 2 | 138 | 848 |
| Total | 159 | 1264 | 141 | 3 | 1564 | 51 | 329 | 163 | 14 | 543 | 446 | 171 | 81 | 15 | 698 | 128 | 226 | 182 | 10 | 536 | 3341 |
| 5:00 PM | 52 | 297 | 28 | 1 | 377 | 18 | 78 | 48 | 2 | 144 | 114 | 51 | 29 | 4 | 194 | 22 | 43 | 55 | 3 | 120 | 835 |
| 5:15 PM | 46 | 324 | 37 | 0 | 407 | 19 | 73 | 39 | 3 | 131 | 141 | 56 | 20 | 1 | 217 | 18 | 46 | 58 | 1 | 122 | 877 |
| 5:30 PM | 43 | 324 | 42 | 2 | 409 | 16 | 76 | 33 | 1 | 125 | 120 | 54 | 20 | 4 | 194 | 33 | 58 | 65 | 2 | 156 | 884 |
| 5:45 PM | 48 | 321 | 59 | 2 | 428 | 20 | 98 | 62 | 2 | 180 | 108 | 70 | 8 | 5 | 186 | 31 | 52 | 42 | 3 | 125 | 919 |
| Total | 189 | 1266 | 166 | 5 | 1621 | 73 | 325 | 182 | 8 | 580 | 483 | 231 | 77 | 14 | 791 | 104 | 199 | 220 | 9 | 523 | 3515 |
| Grand Total | 560 | 3267 | 498 | 13 | 4325 | 258 | 2559 | 977 | 38 | 3794 | 1062 | 485 | 253 | 52 | 1800 | 333 | 598 | 503 | 31 | 1434 | 11353 |
| Apprch % | 12.9 | 75.5 | 11.5 | 0.3 | | 6.8 | 67.4 | 25.8 | 1.0 | | 59.0 | 26.9 | 14.1 | 2.9 | | 23.2 | 41.7 | 35.1 | 2.2 | | |
| Total % | 4.9 | 28.8 | 4.4 | 0.1 | 38.1 | 2.3 | 22.5 | 8.6 | 0.3 | 33.4 | 9.4 | 4.3 | 2.2 | 0.5 | 15.9 | 2.9 | 5.3 | 4.4 | 0.3 | 12.6 | |
| Cars, PU, Vans | 560 | 3267 | 498 | 13 | 4325 | 258 | 2559 | 977 | 38 | 3794 | 1062 | 485 | 253 | 52 | 1800 | 333 | 598 | 503 | 31 | 1434 | 11353 |
| % Cars, PU, Vans | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| Heavy Trucks | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 |
| %Heavy Trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

**Project ID: 16-9473-004**
**Location: Ashford Dunwoody Rd & Me**
**City: Dunwoody**

# PEAK HOURS

**Day: Thursday**
**Date: 11/3/2016**

**AM**

| | Ashford Dunwoody Rd Northbound | | | | Ashford Dunwoody Rd Southbound | | | | Meadow Lane Rd Eastbound | | | | Meadow Lane Rd Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | App. Total | Left | Thru | Rgt | App. Total | Left | Thru | Rgt | App. Total | Left | Thru | Rgt | App. Total | Int. Total |
| Peak Hour Analysis from 07:00 AM to 09:00 AM | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | |
| 8:00 AM | 26 | 113 | 36 | 175 | 16 | 229 | 79 | 324 | 13 | 15 | 8 | 36 | 9 | 21 | 6 | 36 | 571 |
| 8:15 AM | 30 | 103 | 28 | 161 | 22 | 288 | 116 | 426 | 11 | 12 | 7 | 30 | 14 | 23 | 17 | 54 | 671 |
| 8:30 AM | 28 | 111 | 14 | 153 | 13 | 256 | 95 | 364 | 12 | 8 | 18 | 38 | 14 | 30 | 7 | 51 | 606 |
| 8:45 AM | 29 | 111 | 21 | 161 | 26 | 225 | 105 | 356 | 21 | 16 | 13 | 50 | 16 | 26 | 14 | 56 | 623 |
| Total Volume | 113 | 438 | 99 | 650 | 77 | 998 | 395 | 1470 | 57 | 51 | 46 | 154 | 53 | 100 | 44 | 197 | 2471 |
| % App. Total | 17.4 | 67.4 | 15.2 | 100 | 5.2 | 67.9 | 26.9 | 100 | 37.0 | 33.1 | 29.9 | 100 | 26.9 | 50.8 | 22.3 | 100 | |
| PHF | | | | 0.929 | | | | 0.863 | | | | 0.770 | | | | 0.879 | |
| Cars, PU, Vans | 113 | 438 | 99 | 650 | 77 | 998 | 395 | 1470 | 57 | 51 | 46 | 154 | 53 | 100 | 44 | 197 | 2471 |
| % Cars, PU, Vans | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| Heavy Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| %Heavy Trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

**PM**

| | Ashford Dunwoody Rd Northbound | | | | Ashford Dunwoody Rd Southbound | | | | Meadow Lane Rd Eastbound | | | | Meadow Lane Rd Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | App. Total | Left | Thru | Rgt | App. Total | Left | Thru | Rgt | App. Total | Left | Thru | Rgt | App. Total | Int. Total |
| Peak Hour Analysis from 04:00 PM to 06:00 PM | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | |
| 5:00 PM | 52 | 297 | 28 | 377 | 18 | 78 | 48 | 144 | 114 | 51 | 29 | 194 | 22 | 43 | 55 | 120 | 835 |
| 5:15 PM | 46 | 324 | 37 | 407 | 19 | 73 | 39 | 131 | 141 | 56 | 20 | 217 | 18 | 46 | 58 | 122 | 877 |
| 5:30 PM | 43 | 324 | 42 | 409 | 16 | 76 | 33 | 125 | 120 | 54 | 20 | 194 | 33 | 58 | 65 | 156 | 884 |
| 5:45 PM | 48 | 321 | 59 | 428 | 20 | 98 | 62 | 180 | 108 | 70 | 8 | 186 | 31 | 52 | 42 | 125 | 919 |
| Total Volume | 189 | 1266 | 166 | 1621 | 73 | 325 | 182 | 580 | 483 | 231 | 77 | 791 | 104 | 199 | 220 | 523 | 3515 |
| % App. Total | 11.7 | 78.1 | 10.2 | 100 | 12.6 | 56.0 | 31.4 | 100 | 61.1 | 29.2 | 9.7 | 100 | 19.9 | 38.0 | 42.1 | 100 | |
| PHF | | | | 0.947 | | | | 0.806 | | | | 0.911 | | | | 0.838 | |
| Cars, PU, Vans | 189 | 1266 | 166 | 1621 | 73 | 325 | 182 | 580 | 483 | 231 | 77 | 791 | 104 | 199 | 220 | 523 | 3515 |
| % Cars, PU, Vans | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| Heavy Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| %Heavy Trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

**PREPARED BY NATIONAL DATA & SURVEYING SERVICES**

PROJECT#: 16-9473-005
N/S Street: Ridgeview Rd
E/W Street: Meadow Lane Rd
DATE: 11/3/2016 DAY: Thursday
CITY: Dunwoody

**A M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 |
| 7:15 AM | 1 | 1 | 2 | 0 | 1 | 2 | 0 | 0 |
| 7:30 AM | 2 | 2 | 1 | 0 | 0 | 2 | 0 | 0 |
| 7:45 AM | 1 | 4 | 0 | 0 | 2 | 5 | 0 | 0 |
| 8:00 AM | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 |
| 8:15 AM | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 |
| 8:30 AM | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 |
| 8:45 AM | 0 | 3 | 4 | 1 | 2 | 5 | 0 | 0 |
| **TOTALS** | **6** | **11** | **11** | **2** | **6** | **19** | **1** | **0** |

*BIKES*

| TIME | NB | | | SB | | | EB | | | WB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** |

**P M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | 0 | 2 | 2 | 0 | 2 | 0 | 0 | 0 |
| 4:15 PM | 0 | 1 | 1 | 0 | 3 | 0 | 0 | 0 |
| 4:30 PM | 1 | 3 | 0 | 0 | 1 | 2 | 0 | 0 |
| 4:45 PM | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 0 |
| 5:00 PM | 4 | 2 | 1 | 2 | 4 | 8 | 0 | 2 |
| 5:15 PM | 2 | 3 | 6 | 2 | 7 | 9 | 0 | 0 |
| 5:30 PM | 3 | 0 | 0 | 2 | 5 | 7 | 0 | 0 |
| 5:45 PM | 3 | 1 | 0 | 0 | 9 | 5 | 0 | 0 |
| **TOTALS** | **13** | **12** | **12** | **7** | **33** | **31** | **0** | **2** |

*BIKES*

| TIME | NB | | | SB | | | EB | | | WB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 4:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **3** | **1** |

**Project ID: 16-9473-005**
**Location: Ridgeview Rd & Meadow Lane Rd**
**City: Dunwoody**

**Day: Thursday**
**Date: 11/3/2016**

**Groups Printed - Cars, PU, Vans - Heavy Trucks**

| | Ridgeview Rd Northbound | | | | | Ridgeview Rd Southbound | | | | | Meadow Lane Rd Eastbound | | | | | Meadow Lane Rd Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Int. Total |
| 7:00 AM | 7 | 1 | 7 | 3 | 15 | 17 | 7 | 17 | 0 | 41 | 5 | 32 | 1 | 0 | 38 | 0 | 38 | 3 | 1 | 41 | 135 |
| 7:15 AM | 4 | 2 | 3 | 2 | 9 | 24 | 1 | 28 | 2 | 53 | 2 | 20 | 3 | 0 | 25 | 2 | 38 | 6 | 3 | 46 | 133 |
| 7:30 AM | 7 | 1 | 3 | 1 | 11 | 11 | 3 | 18 | 4 | 32 | 5 | 32 | 2 | 0 | 39 | 3 | 54 | 8 | 2 | 65 | 147 |
| 7:45 AM | 15 | 4 | 4 | 0 | 23 | 12 | 7 | 28 | 5 | 47 | 3 | 35 | 4 | 0 | 42 | 2 | 65 | 10 | 7 | 77 | 189 |
| Total | 33 | 8 | 17 | 6 | 58 | 64 | 18 | 91 | 11 | 173 | 15 | 119 | 10 | 0 | 144 | 7 | 195 | 27 | 13 | 229 | 604 |
| 8:00 AM | 9 | 2 | 2 | 1 | 13 | 10 | 6 | 33 | 1 | 49 | 8 | 43 | 6 | 0 | 57 | 5 | 73 | 9 | 1 | 87 | 206 |
| 8:15 AM | 11 | 4 | 4 | 1 | 19 | 1 | 6 | 23 | 1 | 30 | 3 | 40 | 6 | 1 | 49 | 1 | 116 | 7 | 1 | 124 | 222 |
| 8:30 AM | 12 | 2 | 1 | 0 | 15 | 10 | 5 | 35 | 1 | 50 | 4 | 35 | 11 | 0 | 50 | 5 | 86 | 3 | 3 | 94 | 209 |
| 8:45 AM | 8 | 1 | 11 | 5 | 20 | 11 | 8 | 31 | 3 | 50 | 8 | 38 | 7 | 0 | 53 | 5 | 91 | 5 | 7 | 101 | 224 |
| Total | 40 | 9 | 18 | 7 | 67 | 32 | 25 | 122 | 6 | 179 | 23 | 156 | 30 | 1 | 209 | 16 | 366 | 24 | 12 | 406 | 861 |
| ***BREAK*** | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 18 | 5 | 6 | 2 | 29 | 8 | 4 | 9 | 2 | 21 | 6 | 71 | 18 | 0 | 95 | 5 | 134 | 10 | 2 | 149 | 294 |
| 4:15 PM | 22 | 10 | 5 | 1 | 37 | 5 | 1 | 6 | 1 | 12 | 10 | 85 | 12 | 0 | 107 | 6 | 124 | 14 | 3 | 144 | 300 |
| 4:30 PM | 15 | 3 | 11 | 0 | 29 | 7 | 1 | 7 | 4 | 15 | 13 | 82 | 15 | 0 | 110 | 8 | 128 | 8 | 3 | 144 | 298 |
| 4:45 PM | 29 | 6 | 11 | 3 | 46 | 9 | 5 | 8 | 0 | 22 | 11 | 97 | 23 | 0 | 131 | 7 | 166 | 6 | 2 | 179 | 378 |
| Total | 84 | 24 | 33 | 6 | 141 | 29 | 11 | 30 | 7 | 70 | 40 | 335 | 68 | 0 | 443 | 26 | 552 | 38 | 10 | 616 | 1270 |
| 5:00 PM | 31 | 7 | 10 | 3 | 48 | 7 | 1 | 9 | 6 | 17 | 14 | 89 | 18 | 2 | 121 | 6 | 152 | 14 | 12 | 172 | 358 |
| 5:15 PM | 35 | 10 | 13 | 8 | 58 | 5 | 3 | 5 | 5 | 13 | 17 | 100 | 17 | 0 | 134 | 8 | 139 | 7 | 16 | 154 | 359 |
| 5:30 PM | 27 | 11 | 10 | 2 | 48 | 11 | 4 | 6 | 3 | 21 | 26 | 113 | 19 | 0 | 158 | 14 | 126 | 13 | 12 | 153 | 380 |
| 5:45 PM | 29 | 8 | 19 | 0 | 56 | 9 | 5 | 8 | 4 | 22 | 23 | 99 | 31 | 0 | 153 | 13 | 129 | 15 | 14 | 157 | 388 |
| Total | 122 | 36 | 52 | 13 | 210 | 32 | 13 | 28 | 18 | 73 | 80 | 401 | 85 | 2 | 566 | 41 | 546 | 49 | 54 | 636 | 1485 |
| Grand Total | 279 | 77 | 120 | 32 | 476 | 157 | 67 | 271 | 42 | 495 | 158 | 1011 | 193 | 3 | 1362 | 90 | 1659 | 138 | 89 | 1887 | 4220 |
| Apprch % | 58.6 | 16.2 | 25.2 | 6.7 | | 31.7 | 13.5 | 54.7 | 8.5 | | 11.6 | 74.2 | 14.2 | 0.2 | | 4.8 | 87.9 | 7.3 | 4.7 | | |
| Total % | 6.6 | 1.8 | 2.8 | 0.8 | 11.3 | 3.7 | 1.6 | 6.4 | 1.0 | 11.7 | 3.7 | 24.0 | 4.6 | 0.1 | 32.3 | 2.1 | 39.3 | 3.3 | 2.1 | 44.7 | |
| Cars, PU, Vans | 279 | 77 | 120 | 32 | 476 | 157 | 67 | 271 | 42 | 495 | 158 | 1011 | 193 | 3 | 1362 | 90 | 1659 | 138 | 89 | 1887 | 4220 |
| % Cars, PU, Vans | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| Heavy Trucks | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 |
| %Heavy Trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

**Project ID: 16-9473-005**
**Location: Ridgeview Rd & Meadow La**
**City: Dunwoody**

# PEAK HOURS

**Day: Thursday**
**Date: 11/3/2016**

**AM**

| | Ridgeview Rd Northbound | | | | Ridgeview Rd Southbound | | | | Meadow Lane Rd Eastbound | | | | Meadow Lane Rd Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | App. Total | Left | Thru | Rgt | App. Total | Left | Thru | Rgt | App. Total | Left | Thru | Rgt | App. Total | Int. Total |
| Peak Hour Analysis from 07:00 AM to 09:00 AM | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | |
| 8:00 AM | 9 | 2 | 2 | 13 | 10 | 6 | 33 | 49 | 8 | 43 | 6 | 57 | 5 | 73 | 9 | 87 | 206 |
| 8:15 AM | 11 | 4 | 4 | 19 | 1 | 6 | 23 | 30 | 3 | 40 | 6 | 49 | 1 | 116 | 7 | 124 | 222 |
| 8:30 AM | 12 | 2 | 1 | 15 | 10 | 5 | 35 | 50 | 4 | 35 | 11 | 50 | 5 | 86 | 3 | 94 | 209 |
| 8:45 AM | 8 | 1 | 11 | 20 | 11 | 8 | 31 | 50 | 8 | 38 | 7 | 53 | 5 | 91 | 5 | 101 | 224 |
| Total Volume | 40 | 9 | 18 | 67 | 32 | 25 | 122 | 179 | 23 | 156 | 30 | 209 | 16 | 366 | 24 | 406 | 861 |
| % App. Total | 59.7 | 13.4 | 26.9 | 100 | 17.9 | 14.0 | 68.2 | 100 | 11.0 | 74.6 | 14.4 | 100 | 3.9 | 90.1 | 5.9 | 100 | |
| PHF | | | | 0.838 | | | | 0.895 | | | | 0.917 | | | | 0.819 | |
| Cars, PU, Vans | 40 | 9 | 18 | 67 | 32 | 25 | 122 | 179 | 23 | 156 | 30 | 209 | 16 | 366 | 24 | 406 | 861 |
| % Cars, PU, Vans | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| Heavy Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| %Heavy Trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

**PM**

| | Ridgeview Rd Northbound | | | | Ridgeview Rd Southbound | | | | Meadow Lane Rd Eastbound | | | | Meadow Lane Rd Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | App. Total | Left | Thru | Rgt | App. Total | Left | Thru | Rgt | App. Total | Left | Thru | Rgt | App. Total | Int. Total |
| Peak Hour Analysis from 04:00 PM to 06:00 PM | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | |
| 5:00 PM | 31 | 7 | 10 | 48 | 7 | 1 | 9 | 17 | 14 | 89 | 18 | 121 | 6 | 152 | 14 | 172 | 358 |
| 5:15 PM | 35 | 10 | 13 | 58 | 5 | 3 | 5 | 13 | 17 | 100 | 17 | 134 | 8 | 139 | 7 | 154 | 359 |
| 5:30 PM | 27 | 11 | 10 | 48 | 11 | 4 | 6 | 21 | 26 | 113 | 19 | 158 | 14 | 126 | 13 | 153 | 380 |
| 5:45 PM | 29 | 8 | 19 | 56 | 9 | 5 | 8 | 22 | 23 | 99 | 31 | 153 | 13 | 129 | 15 | 157 | 388 |
| Total Volume | 122 | 36 | 52 | 210 | 32 | 13 | 28 | 73 | 80 | 401 | 85 | 566 | 41 | 546 | 49 | 636 | 1485 |
| % App. Total | 58.1 | 17.1 | 24.8 | 100 | 43.8 | 17.8 | 38.4 | 100 | 14.1 | 70.8 | 15.0 | 100 | 6.4 | 85.8 | 7.7 | 100 | |
| PHF | | | | 0.905 | | | | 0.830 | | | | 0.896 | | | | 0.924 | |
| Cars, PU, Vans | 122 | 36 | 52 | 210 | 32 | 13 | 28 | 73 | 80 | 401 | 85 | 566 | 41 | 546 | 49 | 636 | 1485 |
| % Cars, PU, Vans | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| Heavy Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| %Heavy Trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

**Project ID: 16-9473-006**
**Location: Trailridge Dr_Dunwoody Station Dr & Mt Vernon Rd**
**City: Dunwoody**

**Day: Thursday**
**Date: 11/3/2016**

**Groups Printed - Cars, PU, Vans - Heavy Trucks**

| | Trailridge Dr_Dunwoody Station Dr Northbound | | | | | Trailridge Dr_Dunwoody Station Dr Southbound | | | | | Mt Vernon Rd Eastbound | | | | | Mt Vernon Rd Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Int. Total |
| 7:00 AM | 6 | 0 | 7 | 0 | 13 | 2 | 0 | 2 | 0 | 4 | 0 | 81 | 1 | 0 | 82 | 4 | 149 | 0 | 0 | 153 | 252 |
| 7:15 AM | 6 | 3 | 18 | 0 | 27 | 5 | 0 | 4 | 0 | 9 | 1 | 76 | 1 | 0 | 78 | 1 | 266 | 1 | 0 | 268 | 382 |
| 7:30 AM | 12 | 1 | 14 | 0 | 27 | 4 | 0 | 6 | 0 | 10 | 0 | 77 | 1 | 0 | 78 | 5 | 287 | 1 | 0 | 293 | 408 |
| 7:45 AM | 8 | 1 | 9 | 0 | 18 | 1 | 0 | 1 | 0 | 2 | 0 | 85 | 2 | 0 | 87 | 8 | 278 | 1 | 0 | 287 | 394 |
| Total | 32 | 5 | 48 | 0 | 85 | 12 | 0 | 13 | 0 | 25 | 1 | 319 | 5 | 0 | 325 | 18 | 980 | 3 | 0 | 1001 | 1436 |
| 8:00 AM | 3 | 0 | 9 | 0 | 12 | 6 | 1 | 1 | 0 | 8 | 1 | 106 | 7 | 0 | 114 | 8 | 268 | 1 | 0 | 277 | 411 |
| 8:15 AM | 6 | 0 | 7 | 0 | 13 | 3 | 0 | 4 | 0 | 7 | 1 | 101 | 3 | 0 | 105 | 7 | 265 | 0 | 0 | 272 | 397 |
| 8:30 AM | 10 | 0 | 8 | 0 | 18 | 5 | 0 | 3 | 0 | 8 | 1 | 97 | 2 | 0 | 100 | 4 | 287 | 2 | 0 | 293 | 419 |
| 8:45 AM | 6 | 0 | 5 | 0 | 11 | 7 | 0 | 2 | 0 | 9 | 3 | 137 | 6 | 0 | 146 | 5 | 230 | 2 | 0 | 237 | 403 |
| Total | 25 | 0 | 29 | 0 | 54 | 21 | 1 | 10 | 0 | 32 | 6 | 441 | 18 | 0 | 465 | 24 | 1050 | 5 | 0 | 1079 | 1630 |
| 9:00 AM | 4 | 1 | 3 | 0 | 8 | 2 | 0 | 3 | 0 | 5 | 1 | 93 | 0 | 0 | 94 | 8 | 213 | 2 | 0 | 223 | 330 |
| 9:15 AM | 4 | 0 | 5 | 0 | 9 | 6 | 0 | 1 | 0 | 7 | 1 | 121 | 2 | 0 | 124 | 8 | 258 | 1 | 0 | 267 | 407 |
| 9:30 AM | 4 | 0 | 5 | 0 | 9 | 3 | 1 | 0 | 0 | 4 | 0 | 113 | 3 | 0 | 116 | 4 | 213 | 2 | 0 | 219 | 348 |
| 9:45 AM | 5 | 0 | 12 | 0 | 17 | 0 | 0 | 3 | 0 | 3 | 2 | 116 | 5 | 0 | 123 | 4 | 197 | 1 | 0 | 202 | 345 |
| Total | 17 | 1 | 25 | 0 | 43 | 11 | 1 | 7 | 0 | 19 | 4 | 443 | 10 | 0 | 457 | 24 | 881 | 6 | 0 | 911 | 1430 |
| 10:00 AM | 2 | 0 | 8 | 0 | 10 | 4 | 0 | 1 | 0 | 5 | 1 | 123 | 1 | 0 | 125 | 6 | 180 | 2 | 0 | 188 | 328 |
| 10:15 AM | 8 | 0 | 4 | 0 | 12 | 1 | 1 | 2 | 0 | 4 | 2 | 121 | 3 | 0 | 126 | 7 | 170 | 3 | 0 | 180 | 322 |
| 10:30 AM | 5 | 1 | 5 | 0 | 11 | 1 | 0 | 2 | 0 | 3 | 0 | 127 | 2 | 0 | 129 | 7 | 157 | 7 | 0 | 171 | 314 |
| 10:45 AM | 3 | 1 | 9 | 0 | 13 | 3 | 0 | 2 | 0 | 5 | 0 | 120 | 3 | 0 | 123 | 2 | 151 | 3 | 0 | 156 | 297 |
| Total | 18 | 2 | 26 | 0 | 46 | 9 | 1 | 7 | 0 | 17 | 3 | 491 | 9 | 0 | 503 | 22 | 658 | 15 | 0 | 695 | 1261 |
| ***BREAK*** | | | | | | | | | | | | | | | | | | | | | |
| 11:00 AM | 4 | 1 | 7 | 0 | 12 | 0 | 1 | 1 | 0 | 2 | 0 | 147 | 5 | 0 | 152 | 7 | 134 | 2 | 0 | 143 | 309 |
| 11:15 AM | 4 | 0 | 8 | 0 | 12 | 2 | 0 | 1 | 0 | 3 | 1 | 136 | 9 | 0 | 146 | 3 | 151 | 1 | 0 | 155 | 316 |
| 11:30 AM | 5 | 0 | 7 | 0 | 12 | 3 | 0 | 1 | 0 | 4 | 1 | 127 | 3 | 0 | 131 | 7 | 147 | 4 | 0 | 158 | 305 |
| 11:45 AM | 8 | 0 | 16 | 0 | 24 | 3 | 2 | 0 | 0 | 5 | 0 | 168 | 6 | 0 | 174 | 3 | 152 | 1 | 0 | 156 | 359 |
| Total | 21 | 1 | 38 | 0 | 60 | 8 | 3 | 3 | 0 | 14 | 2 | 578 | 23 | 0 | 603 | 20 | 584 | 8 | 0 | 612 | 1289 |
| 12:00 PM | 3 | 0 | 7 | 0 | 10 | 0 | 1 | 0 | 0 | 1 | 2 | 162 | 5 | 0 | 169 | 12 | 175 | 4 | 0 | 191 | 371 |
| 12:15 PM | 5 | 0 | 3 | 0 | 8 | 1 | 0 | 1 | 0 | 2 | 1 | 163 | 5 | 0 | 169 | 7 | 165 | 3 | 0 | 175 | 354 |
| 12:30 PM | 3 | 0 | 4 | 0 | 7 | 1 | 0 | 2 | 0 | 3 | 0 | 193 | 2 | 0 | 195 | 5 | 208 | 1 | 0 | 214 | 419 |
| 12:45 PM | 4 | 0 | 6 | 0 | 10 | 3 | 0 | 2 | 0 | 5 | 1 | 158 | 7 | 0 | 166 | 6 | 197 | 3 | 0 | 206 | 387 |
| Total | 15 | 0 | 20 | 0 | 35 | 5 | 1 | 5 | 0 | 11 | 4 | 676 | 19 | 0 | 699 | 30 | 745 | 11 | 0 | 786 | 1531 |
| 1:00 PM | 3 | 0 | 6 | 0 | 9 | 0 | 0 | 3 | 0 | 3 | 0 | 171 | 5 | 0 | 176 | 8 | 215 | 0 | 0 | 223 | 411 |
| 1:15 PM | 6 | 0 | 6 | 0 | 12 | 2 | 0 | 1 | 0 | 3 | 0 | 176 | 3 | 0 | 179 | 7 | 177 | 1 | 0 | 185 | 379 |
| 1:30 PM | 4 | 0 | 5 | 0 | 9 | 1 | 0 | 0 | 0 | 1 | 2 | 177 | 5 | 0 | 184 | 10 | 186 | 2 | 0 | 198 | 392 |
| 1:45 PM | 8 | 0 | 7 | 0 | 15 | 3 | 0 | 1 | 0 | 4 | 0 | 176 | 7 | 0 | 183 | 3 | 173 | 2 | 0 | 178 | 380 |
| Total | 21 | 0 | 24 | 0 | 45 | 6 | 0 | 5 | 0 | 11 | 2 | 700 | 20 | 0 | 722 | 28 | 751 | 5 | 0 | 784 | 1562 |
| 2:00 PM | 7 | 0 | 8 | 0 | 15 | 2 | 0 | 2 | 0 | 4 | 4 | 146 | 5 | 0 | 155 | 7 | 159 | 3 | 0 | 169 | 343 |
| 2:15 PM | 3 | 0 | 3 | 0 | 6 | 3 | 0 | 0 | 0 | 3 | 1 | 188 | 9 | 0 | 198 | 7 | 153 | 2 | 0 | 162 | 369 |
| 2:30 PM | 5 | 0 | 7 | 0 | 12 | 0 | 0 | 1 | 0 | 1 | 0 | 134 | 3 | 0 | 137 | 9 | 176 | 8 | 0 | 193 | 343 |
| 2:45 PM | 4 | 0 | 7 | 0 | 11 | 1 | 0 | 2 | 0 | 3 | 2 | 150 | 2 | 0 | 154 | 4 | 154 | 2 | 0 | 160 | 328 |
| Total | 19 | 0 | 25 | 0 | 44 | 6 | 0 | 5 | 0 | 11 | 7 | 618 | 19 | 0 | 644 | 27 | 642 | 15 | 0 | 684 | 1383 |
| ***BREAK*** | | | | | | | | | | | | | | | | | | | | | |
| 3:00 PM | 11 | 0 | 4 | 0 | 15 | 1 | 1 | 0 | 0 | 2 | 1 | 142 | 3 | 0 | 146 | 5 | 167 | 0 | 0 | 172 | 335 |
| 3:15 PM | 2 | 1 | 8 | 0 | 11 | 1 | 1 | 2 | 0 | 4 | 2 | 199 | 6 | 0 | 207 | 3 | 153 | 1 | 0 | 157 | 379 |
| 3:30 PM | 4 | 0 | 9 | 0 | 13 | 2 | 0 | 1 | 0 | 3 | 1 | 170 | 8 | 0 | 179 | 9 | 141 | 3 | 0 | 153 | 348 |
| 3:45 PM | 1 | 0 | 8 | 0 | 9 | 1 | 0 | 1 | 0 | 2 | 0 | 180 | 5 | 0 | 185 | 16 | 129 | 3 | 0 | 148 | 344 |
| Total | 18 | 1 | 29 | 0 | 48 | 5 | 2 | 4 | 0 | 11 | 4 | 691 | 22 | 0 | 717 | 33 | 590 | 7 | 0 | 630 | 1406 |
| 4:00 PM | 2 | 1 | 9 | 0 | 12 | 1 | 2 | 0 | 0 | 3 | 0 | 209 | 5 | 0 | 214 | 5 | 151 | 2 | 0 | 158 | 387 |
| 4:15 PM | 3 | 1 | 7 | 0 | 11 | 4 | 0 | 0 | 0 | 4 | 2 | 189 | 3 | 0 | 194 | 16 | 167 | 1 | 0 | 184 | 393 |
| 4:30 PM | 0 | 0 | 4 | 0 | 4 | 2 | 1 | 3 | 0 | 6 | 2 | 205 | 2 | 0 | 209 | 5 | 157 | 2 | 0 | 164 | 383 |
| 4:45 PM | 2 | 0 | 7 | 0 | 9 | 0 | 0 | 1 | 0 | 1 | 1 | 204 | 4 | 0 | 209 | 16 | 155 | 5 | 0 | 176 | 395 |
| Total | 7 | 2 | 27 | 0 | 36 | 7 | 3 | 4 | 0 | 14 | 5 | 807 | 14 | 0 | 826 | 42 | 630 | 10 | 0 | 682 | 1558 |
| 5:00 PM | 4 | 0 | 9 | 0 | 13 | 2 | 0 | 0 | 0 | 2 | 1 | 203 | 2 | 0 | 206 | 5 | 158 | 1 | 0 | 164 | 385 |
| 5:15 PM | 4 | 0 | 10 | 0 | 14 | 1 | 0 | 1 | 0 | 2 | 1 | 209 | 7 | 0 | 217 | 10 | 168 | 4 | 0 | 182 | 415 |
| 5:30 PM | 6 | 0 | 9 | 0 | 15 | 2 | 0 | 1 | 0 | 3 | 0 | 196 | 7 | 0 | 203 | 8 | 154 | 2 | 0 | 164 | 385 |
| 5:45 PM | 1 | 0 | 5 | 0 | 6 | 1 | 0 | 2 | 0 | 3 | 1 | 210 | 6 | 0 | 217 | 9 | 169 | 5 | 0 | 183 | 409 |
| Total | 15 | 0 | 33 | 0 | 48 | 6 | 0 | 4 | 0 | 10 | 3 | 818 | 22 | 0 | 843 | 32 | 649 | 12 | 0 | 693 | 1594 |
| 6:00 PM | 1 | 0 | 8 | 0 | 9 | 2 | 0 | 0 | 0 | 2 | 5 | 191 | 4 | 0 | 200 | 9 | 178 | 2 | 0 | 189 | 400 |
| 6:15 PM | 2 | 2 | 4 | 0 | 8 | 0 | 0 | 1 | 0 | 1 | 2 | 200 | 10 | 0 | 212 | 8 | 158 | 2 | 0 | 168 | 389 |
| 6:30 PM | 5 | 0 | 9 | 0 | 14 | 0 | 0 | 2 | 0 | 2 | 0 | 187 | 7 | 0 | 194 | 5 | 171 | 0 | 0 | 176 | 386 |
| 6:45 PM | 2 | 0 | 4 | 0 | 6 | 3 | 0 | 2 | 0 | 5 | 1 | 131 | 3 | 0 | 135 | 11 | 159 | 4 | 0 | 174 | 320 |
| Total | 10 | 2 | 25 | 0 | 37 | 5 | 0 | 5 | 0 | 10 | 8 | 709 | 24 | 0 | 741 | 33 | 666 | 8 | 0 | 707 | 1495 |
| Grand Total | 218 | 14 | 349 | 0 | 581 | 101 | 12 | 72 | 0 | 185 | 49 | 7291 | 205 | 0 | 7545 | 333 | 8826 | 105 | 0 | 9264 | 17575 |
| Apprch % | 37.5 | 2.4 | 60.1 | 0.0 | | 54.6 | 6.5 | 38.9 | 0.0 | | 0.6 | 96.6 | 2.7 | 0.0 | | 3.6 | 95.3 | 1.1 | 0.0 | | |
| Total % | 1.2 | 0.1 | 2.0 | 0.0 | 3.3 | 0.6 | 0.1 | 0.4 | 0.0 | 1.1 | 0.3 | 41.5 | 1.2 | 0.0 | 42.9 | 1.9 | 50.2 | 0.6 | 0.0 | 52.7 | |
| Cars, PU, Vans | 218 | 14 | 349 | 0 | 581 | 101 | 12 | 72 | 0 | 185 | 49 | 7291 | 205 | 0 | 7545 | 333 | 8826 | 105 | 0 | 9264 | 17575 |
| % Cars, PU, Vans | 100.0 | 100.0 | 100.0 | 0.0 | 100.0 | 100.0 | 100.0 | 100.0 | 0.0 | 100.0 | 100.0 | 100.0 | 100.0 | 0.0 | 100.0 | 100.0 | 100.0 | 100.0 | 0.0 | 100.0 | 100.0 |
| Heavy Trucks | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 |
| %Heavy Trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

#12.

**Project ID: 16-9473-006**
**Location: Trailridge Dr_Dunwoody Sta**
**City: Dunwoody**

# PEAK HOURS

**Day: Thursday**
**Date: 11/3/2016**

**AM**

| | ilridge Dr_Dunwoody Station Northbound | | | | ilridge Dr_Dunwoody Station Southbound | | | | Mt Vernon Rd Eastbound | | | | Mt Vernon Rd Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | App. Total | Left | Thru | Rgt | App. Total | Left | Thru | Rgt | App. Total | Left | Thru | Rgt | App. Total | Int. Total |
| Peak Hour Analysis from 07:00 AM to 11:00 AM | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | |
| 8:00 AM | 3 | 0 | 9 | 12 | 6 | 1 | 1 | 8 | 1 | 106 | 7 | 114 | 8 | 268 | 1 | 277 | 411 |
| 8:15 AM | 6 | 0 | 7 | 13 | 3 | 0 | 4 | 7 | 1 | 101 | 3 | 105 | 7 | 265 | 0 | 272 | 397 |
| 8:30 AM | 10 | 0 | 8 | 18 | 5 | 0 | 3 | 8 | 1 | 97 | 2 | 100 | 4 | 287 | 2 | 293 | 419 |
| 8:45 AM | 6 | 0 | 5 | 11 | 7 | 0 | 2 | 9 | 3 | 137 | 6 | 146 | 5 | 230 | 2 | 237 | 403 |
| Total Volume | 25 | 0 | 29 | 54 | 21 | 1 | 10 | 32 | 6 | 441 | 18 | 465 | 24 | 1050 | 5 | 1079 | 1630 |
| % App. Total | 46.3 | 0.0 | 53.7 | 100 | 65.6 | 3.1 | 31.3 | 100 | 1.3 | 94.8 | 3.9 | 100 | 2.2 | 97.3 | 0.5 | 100 | |
| PHF | | | | 0.750 | | | | 0.889 | | | | 0.796 | | | | 0.921 | |
| Cars, PU, Vans | 25 | 0 | 29 | 54 | 21 | 1 | 10 | 32 | 6 | 441 | 18 | 465 | 24 | 1050 | 5 | 1079 | 1630 |
| % Cars, PU, Vans | 100.0 | 0.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| Heavy Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| %Heavy Trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

**NOON**

| | ilridge Dr_Dunwoody Station Northbound | | | | ilridge Dr_Dunwoody Station Southbound | | | | Mt Vernon Rd Eastbound | | | | Mt Vernon Rd Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | App. Total | Left | Thru | Rgt | App. Total | Left | Thru | Rgt | App. Total | Left | Thru | Rgt | App. Total | Int. Total |
| Peak Hour Analysis from 11:00 AM to 03:00 PM | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 12:30 PM | | | | | | | | | | | | | | | | | |
| 12:30 PM | 3 | 0 | 4 | 7 | 1 | 0 | 2 | 3 | 0 | 193 | 2 | 195 | 5 | 208 | 1 | 214 | 419 |
| 12:45 PM | 4 | 0 | 6 | 10 | 3 | 0 | 2 | 5 | 1 | 158 | 7 | 166 | 6 | 197 | 3 | 206 | 387 |
| 1:00 PM | 3 | 0 | 6 | 9 | 0 | 0 | 3 | 3 | 0 | 171 | 5 | 176 | 8 | 215 | 0 | 223 | 411 |
| 1:15 PM | 6 | 0 | 6 | 12 | 2 | 0 | 1 | 3 | 0 | 176 | 3 | 179 | 7 | 177 | 1 | 185 | 379 |
| Total Volume | 16 | 0 | 22 | 38 | 6 | 0 | 8 | 14 | 1 | 698 | 17 | 716 | 26 | 797 | 5 | 828 | 1596 |
| % App. Total | 42.1 | 0.0 | 57.9 | 100 | 42.9 | 0.0 | 57.1 | 100 | 0.1 | 97.5 | 2.4 | 100 | 3.1 | 96.3 | 0.6 | 100 | |
| PHF | | | | 0.792 | | | | 0.700 | | | | 0.918 | | | | 0.928 | |
| Cars, PU, Vans | 16 | 0 | 22 | 38 | 6 | 0 | 8 | 14 | 1 | 698 | 17 | 716 | 26 | 797 | 5 | 828 | 1596 |
| % Cars, PU, Vans | 100.0 | 0.0 | 100.0 | 100.0 | 100.0 | 0.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| Heavy Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| %Heavy Trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

**PM**

| | ilridge Dr_Dunwoody Station Northbound | | | | ilridge Dr_Dunwoody Station Southbound | | | | Mt Vernon Rd Eastbound | | | | Mt Vernon Rd Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | App. Total | Left | Thru | Rgt | App. Total | Left | Thru | Rgt | App. Total | Left | Thru | Rgt | App. Total | Int. Total |
| Peak Hour Analysis from 03:00 PM to 07:00 PM | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:15 PM | | | | | | | | | | | | | | | | | |
| 5:15 PM | 4 | 0 | 10 | 14 | 1 | 0 | 1 | 2 | 1 | 209 | 7 | 217 | 10 | 168 | 4 | 182 | 415 |
| 5:30 PM | 6 | 0 | 9 | 15 | 2 | 0 | 1 | 3 | 0 | 196 | 7 | 203 | 8 | 154 | 2 | 164 | 385 |
| 5:45 PM | 1 | 0 | 5 | 6 | 1 | 0 | 2 | 3 | 1 | 210 | 6 | 217 | 9 | 169 | 5 | 183 | 409 |
| 6:00 PM | 1 | 0 | 8 | 9 | 2 | 0 | 0 | 2 | 5 | 191 | 4 | 200 | 9 | 178 | 2 | 189 | 400 |
| Total Volume | 12 | 0 | 32 | 44 | 6 | 0 | 4 | 10 | 7 | 806 | 24 | 837 | 36 | 669 | 13 | 718 | 1609 |
| % App. Total | 27.3 | 0.0 | 72.7 | 100 | 60.0 | 0.0 | 40.0 | 100 | 0.8 | 96.3 | 2.9 | 100 | 5.0 | 93.2 | 1.8 | 100 | |
| PHF | | | | 0.733 | | | | 0.833 | | | | 0.964 | | | | 0.950 | |
| Cars, PU, Vans | 12 | 0 | 32 | 44 | 6 | 0 | 4 | 10 | 7 | 806 | 24 | 837 | 36 | 669 | 13 | 718 | 1609 |
| % Cars, PU, Vans | 100.0 | 0.0 | 100.0 | 100.0 | 100.0 | 0.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| Heavy Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| %Heavy Trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

**PREPARED BY NATIONAL DATA & SURVEYING SERVICES**

PROJECT#: 16-9473-007
N/S Street: N Shallowford Rd
E/W Street: Peachford Rd
DATE: 11/3/2016 DAY: Thursday
CITY: Dunwoody

**A M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **1** | **7** | **6** | **0** | **0** |

*BIKES*

| TIME | NB | | | SB | | | EB | | | WB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** |

**P M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 |
| 5:15 PM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 5:30 PM | 0 | 0 | 1 | 0 | 3 | 2 | 0 | 1 |
| 5:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **1** | **1** | **0** | **8** | **3** | **1** | **2** |

*BIKES*

| TIME | NB | | | SB | | | EB | | | WB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR |
| 4:00 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **5** | **0** | **1** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **1** |

**Project ID: 16-9473-007**
**Location: N Shallowford Rd & Peachford Rd**
**City: Dunwoody**

**Day: Thursday**
**Date: 11/3/2016**

**Groups Printed - Cars, PU, Vans - Heavy Trucks**

| | N Shallowford Rd Northbound | | | | | N Shallowford Rd Southbound | | | | | Peachford Rd Eastbound | | | | | Peachford Rd Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Int. Total |
| 7:00 AM | 0 | 94 | 15 | 0 | 109 | 8 | 105 | 0 | 0 | 113 | 0 | 0 | 0 | 0 | 0 | 49 | 0 | 21 | 1 | 70 | 292 |
| 7:15 AM | 0 | 96 | 25 | 0 | 121 | 18 | 116 | 0 | 0 | 134 | 0 | 0 | 0 | 0 | 0 | 60 | 1 | 28 | 2 | 89 | 344 |
| 7:30 AM | 1 | 108 | 30 | 0 | 139 | 28 | 129 | 0 | 0 | 157 | 0 | 0 | 1 | 0 | 1 | 64 | 3 | 47 | 1 | 114 | 411 |
| 7:45 AM | 0 | 162 | 17 | 0 | 179 | 22 | 140 | 0 | 0 | 162 | 0 | 0 | 0 | 0 | 0 | 45 | 0 | 53 | 2 | 98 | 439 |
| Total | 1 | 460 | 87 | 0 | 548 | 76 | 490 | 0 | 0 | 566 | 0 | 0 | 1 | 0 | 1 | 218 | 4 | 149 | 6 | 371 | 1486 |
| 8:00 AM | 2 | 134 | 20 | 0 | 156 | 18 | 108 | 0 | 0 | 126 | 0 | 2 | 0 | 0 | 2 | 55 | 0 | 67 | 2 | 122 | 406 |
| 8:15 AM | 0 | 131 | 24 | 1 | 155 | 25 | 153 | 0 | 0 | 178 | 0 | 0 | 0 | 0 | 0 | 41 | 0 | 63 | 2 | 104 | 437 |
| 8:30 AM | 0 | 116 | 21 | 0 | 137 | 26 | 105 | 1 | 0 | 132 | 1 | 0 | 0 | 0 | 1 | 45 | 0 | 62 | 1 | 107 | 377 |
| 8:45 AM | 0 | 128 | 27 | 0 | 155 | 17 | 117 | 0 | 0 | 134 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 46 | 2 | 79 | 368 |
| Total | 2 | 509 | 92 | 1 | 603 | 86 | 483 | 1 | 0 | 570 | 1 | 2 | 0 | 0 | 3 | 174 | 0 | 238 | 7 | 412 | 1588 |
| ***BREAK*** | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 104 | 49 | 0 | 153 | 32 | 121 | 0 | 0 | 153 | 0 | 0 | 0 | 0 | 0 | 49 | 0 | 46 | 1 | 95 | 401 |
| 4:15 PM | 0 | 95 | 50 | 0 | 145 | 30 | 146 | 0 | 0 | 176 | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 23 | 0 | 58 | 379 |
| 4:30 PM | 0 | 119 | 56 | 0 | 175 | 26 | 153 | 0 | 0 | 179 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 25 | 0 | 42 | 396 |
| 4:45 PM | 0 | 135 | 57 | 0 | 192 | 38 | 137 | 0 | 0 | 175 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 27 | 2 | 54 | 421 |
| Total | 0 | 453 | 212 | 0 | 665 | 126 | 557 | 0 | 0 | 683 | 0 | 0 | 0 | 0 | 0 | 128 | 0 | 121 | 3 | 249 | 1597 |
| 5:00 PM | 0 | 109 | 76 | 0 | 185 | 48 | 134 | 0 | 0 | 182 | 0 | 0 | 0 | 1 | 0 | 23 | 0 | 16 | 2 | 39 | 406 |
| 5:15 PM | 0 | 142 | 64 | 0 | 206 | 36 | 136 | 1 | 0 | 173 | 0 | 0 | 1 | 1 | 1 | 30 | 1 | 34 | 1 | 65 | 445 |
| 5:30 PM | 0 | 166 | 80 | 1 | 246 | 41 | 155 | 0 | 0 | 196 | 0 | 0 | 0 | 1 | 0 | 27 | 0 | 23 | 5 | 50 | 492 |
| 5:45 PM | 1 | 138 | 72 | 0 | 211 | 46 | 131 | 0 | 1 | 177 | 0 | 0 | 1 | 0 | 1 | 30 | 0 | 20 | 0 | 50 | 439 |
| Total | 1 | 555 | 292 | 1 | 848 | 171 | 556 | 1 | 1 | 728 | 0 | 0 | 2 | 3 | 2 | 110 | 1 | 93 | 8 | 204 | 1782 |
| Grand Total | 4 | 1977 | 683 | 2 | 2664 | 459 | 2086 | 2 | 1 | 2547 | 1 | 2 | 3 | 3 | 6 | 630 | 5 | 601 | 24 | 1236 | 6453 |
| Apprch % | 0.2 | 74.2 | 25.6 | 0.1 | | 18.0 | 81.9 | 0.1 | 0.0 | | 16.7 | 33.3 | 50.0 | 50.0 | | 51.0 | 0.4 | 48.6 | 1.9 | | |
| Total % | 0.1 | 30.6 | 10.6 | 0.0 | 41.3 | 7.1 | 32.3 | 0.0 | 0.0 | 39.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 9.8 | 0.1 | 9.3 | 0.4 | 19.2 | |
| Cars, PU, Vans | 4 | 1977 | 683 | 2 | 2664 | 459 | 2086 | 2 | 1 | 2547 | 1 | 2 | 3 | 3 | 6 | 630 | 5 | 601 | 24 | 1236 | 6453 |
| % Cars, PU, Vans | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| Heavy Trucks | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 |
| %Heavy Trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

**Project ID: 16-9473-007**
**Location: N Shallowford Rd & Peachfo**
**City: Dunwoody**

# PEAK HOURS

**Day: Thursday**
**Date: 11/3/2016**

**AM**

| | N Shallowford Rd Northbound | | | | N Shallowford Rd Southbound | | | | Peachford Rd Eastbound | | | | Peachford Rd Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | App. Total | Left | Thru | Rgt | App. Total | Left | Thru | Rgt | App. Total | Left | Thru | Rgt | App. Total | Int. Total |
| Peak Hour Analysis from 07:00 AM to 09:00 AM | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 7:30 AM | 1 | 108 | 30 | 139 | 28 | 129 | 0 | 157 | 0 | 0 | 1 | 1 | 64 | 3 | 47 | 114 | 411 |
| 7:45 AM | 0 | 162 | 17 | 179 | 22 | 140 | 0 | 162 | 0 | 0 | 0 | 0 | 45 | 0 | 53 | 98 | 439 |
| 8:00 AM | 2 | 134 | 20 | 156 | 18 | 108 | 0 | 126 | 0 | 2 | 0 | 2 | 55 | 0 | 67 | 122 | 406 |
| 8:15 AM | 0 | 131 | 24 | 155 | 25 | 153 | 0 | 178 | 0 | 0 | 0 | 0 | 41 | 0 | 63 | 104 | 437 |
| Total Volume | 3 | 535 | 91 | 629 | 93 | 530 | 0 | 623 | 0 | 2 | 1 | 3 | 205 | 3 | 230 | 438 | 1693 |
| % App. Total | 0.5 | 85.1 | 14.5 | 100 | 14.9 | 85.1 | 0.0 | 100 | 0.0 | 66.7 | 33.3 | 100 | 46.8 | 0.7 | 52.5 | 100 | |
| PHF | | | | 0.878 | | | | 0.875 | | | | 0.375 | | | | 0.898 | |
| Cars, PU, Vans | 3 | 535 | 91 | 629 | 93 | 530 | 0 | 623 | 0 | 2 | 1 | 3 | 205 | 3 | 230 | 438 | 1693 |
| % Cars, PU, Vans | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 0.0 | 100.0 | 0.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| Heavy Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| %Heavy Trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

**PM**

| | N Shallowford Rd Northbound | | | | N Shallowford Rd Southbound | | | | Peachford Rd Eastbound | | | | Peachford Rd Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | App. Total | Left | Thru | Rgt | App. Total | Left | Thru | Rgt | App. Total | Left | Thru | Rgt | App. Total | Int. Total |
| Peak Hour Analysis from 04:00 PM to 06:00 PM | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | |
| 5:00 PM | 0 | 109 | 76 | 185 | 48 | 134 | 0 | 182 | 0 | 0 | 0 | 0 | 23 | 0 | 16 | 39 | 406 |
| 5:15 PM | 0 | 142 | 64 | 206 | 36 | 136 | 1 | 173 | 0 | 0 | 1 | 1 | 30 | 1 | 34 | 65 | 445 |
| 5:30 PM | 0 | 166 | 80 | 246 | 41 | 155 | 0 | 196 | 0 | 0 | 0 | 0 | 27 | 0 | 23 | 50 | 492 |
| 5:45 PM | 1 | 138 | 72 | 211 | 46 | 131 | 0 | 177 | 0 | 0 | 1 | 1 | 30 | 0 | 20 | 50 | 439 |
| Total Volume | 1 | 555 | 292 | 848 | 171 | 556 | 1 | 728 | 0 | 0 | 2 | 2 | 110 | 1 | 93 | 204 | 1782 |
| % App. Total | 0.1 | 65.4 | 34.4 | 100 | 23.5 | 76.4 | 0.1 | 100 | 0.0 | 0.0 | 100.0 | 100 | 53.9 | 0.5 | 45.6 | 100 | |
| PHF | | | | 0.862 | | | | 0.929 | | | | 0.500 | | | | 0.785 | |
| Cars, PU, Vans | 1 | 555 | 292 | 848 | 171 | 556 | 1 | 728 | 0 | 0 | 2 | 2 | 110 | 1 | 93 | 204 | 1782 |
| % Cars, PU, Vans | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 0.0 | 0.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| Heavy Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| %Heavy Trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

**PREPARED BY NATIONAL DATA & SURVEYING SERVICES**

PROJECT#: 16-9473-008
N/S Street: Ashmont Ct_Wickford Way
E/W Street: Mt Vernon Rd
DATE: 11/3/2016 DAY: Thursday
CITY: Dunwoody

**A M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | 1 | 0 | 5 | 3 | 1 | 0 | 0 | 0 |
| 7:15 AM | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **2** | **1** | **9** | **4** | **1** | **0** | **0** | **0** |

*BIKES*

| TIME | NB | | | SB | | | EB | | | WB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **1** | **0** |

**P M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 5:00 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 1 | 2 | 2 | 0 | 0 | 2 | 0 |
| 5:30 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **2** | **3** | **4** | **0** | **0** | **2** | **0** |

*BIKES*

| TIME | NB | | | SB | | | EB | | | WB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 0 |
| **TOTALS** | **0** | **0** | **1** | **0** | **0** | **1** | **0** | **1** | **1** | **0** | **2** | **0** |

**Project ID:** 16-9473-008
**Location:** Ashmont Ct_Wickford Way & Mt Vernon Rd
**City:** Dunwoody

**Day:** Thursday
**Date:** 11/3/2016

| Peak Start Times | |
|---|---|
| AM | 7:00 AM |
| MD | 12:00 AM |
| PM | 5:00 PM |

**Groups Printed - Cars, PU, Vans - Heavy Trucks**

| | Ashmont Ct_Wickford Way Northbound | | | | | Ashmont Ct_Wickford Way Southbound | | | | | Mt Vernon Rd Eastbound | | | | | Mt Vernon Rd Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Int. Total |
| 7:00 AM | 6 | 0 | 2 | 8 | 8 | 0 | 0 | 1 | 1 | 1 | 0 | 68 | 3 | 0 | 71 | 2 | 239 | 0 | 1 | 241 | 321 |
| 7:15 AM | 5 | 2 | 2 | 2 | 9 | 0 | 1 | 3 | 2 | 4 | 0 | 128 | 0 | 0 | 128 | 0 | 285 | 0 | 0 | 285 | 426 |
| 7:30 AM | 3 | 0 | 7 | 2 | 10 | 1 | 0 | 1 | 0 | 2 | 0 | 135 | 2 | 0 | 137 | 0 | 296 | 2 | 0 | 298 | 447 |
| 7:45 AM | 6 | 0 | 2 | 1 | 8 | 1 | 0 | 0 | 0 | 1 | 0 | 86 | 1 | 0 | 87 | 3 | 292 | 1 | 0 | 296 | 392 |
| Total | 20 | 2 | 13 | 13 | 35 | 2 | 1 | 5 | 3 | 8 | 0 | 417 | 6 | 0 | 423 | 5 | 1112 | 3 | 1 | 1120 | 1586 |
| ***BREAK*** | | | | | | | | | | | | | | | | | | | | | |
| 5:00 PM | 15 | 0 | 1 | 1 | 16 | 0 | 0 | 0 | 0 | 0 | 1 | 247 | 7 | 0 | 255 | 1 | 133 | 0 | 0 | 134 | 405 |
| 5:15 PM | 13 | 0 | 1 | 4 | 14 | 0 | 0 | 2 | 1 | 2 | 1 | 235 | 9 | 2 | 245 | 2 | 138 | 1 | 0 | 141 | 402 |
| 5:30 PM | 22 | 0 | 4 | 1 | 26 | 0 | 0 | 0 | 0 | 0 | 1 | 229 | 14 | 0 | 244 | 1 | 147 | 0 | 0 | 148 | 418 |
| 5:45 PM | 7 | 0 | 6 | 1 | 13 | 0 | 0 | 0 | 1 | 0 | 0 | 231 | 4 | 0 | 235 | 3 | 161 | 0 | 0 | 164 | 412 |
| Total | 57 | 0 | 12 | 7 | 69 | 0 | 0 | 2 | 2 | 2 | 3 | 942 | 34 | 2 | 979 | 7 | 579 | 1 | 0 | 587 | 1637 |
| Grand Total | 77 | 2 | 25 | 20 | 104 | 2 | 1 | 7 | 5 | 10 | 3 | 1359 | 40 | 2 | 1402 | 12 | 1691 | 4 | 1 | 1707 | 3223 |
| Apprch % | 74.0 | 1.9 | 24.0 | 19.2 | | 20.0 | 10.0 | 70.0 | 50.0 | | 0.2 | 96.9 | 2.9 | 0.1 | | 0.7 | 99.1 | 0.2 | 0.1 | | |
| Total % | 2.4 | 0.1 | 0.8 | 0.6 | 3.2 | 0.1 | 0.0 | 0.2 | 0.2 | 0.3 | 0.1 | 42.2 | 1.2 | 0.1 | 43.5 | 0.4 | 52.5 | 0.1 | 0.0 | 53.0 | |
| Cars, PU, Vans | 77 | 2 | 25 | 20 | 104 | 2 | 1 | 7 | 5 | 10 | 3 | 1359 | 40 | 2 | 1402 | 12 | 1691 | 4 | 1 | 1707 | 3223 |
| % Cars, PU, Vans | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| Heavy Trucks | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 |
| %Heavy Trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

**PREPARED BY NATIONAL DATA & SURVEYING SERVICES**

PROJECT#: 16-9473-009
N/S Street: Vernon Ridge Dr
E/W Street: Mt Vernon Rd
DATE: 11/3/2016 DAY: Thursday
CITY: Dunwoody

**A M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| **TOTALS** | **2** | **3** | **0** | **1** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NB | | | SB | | | EB | | | WB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **1** | **0** |

**P M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 5:00 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 |
| 5:45 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **1** | **3** | **2** | **2** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NB | | | SB | | | EB | | | WB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **3** | **0** | **0** | **2** | **0** |

**Project ID:** 16-9473-009
**Location:** Vernon Ridge Dr & Mt Vernon Rd
**City:** Dunwoody

**Day:** Thursday
**Date:** 11/3/2016

| Peak Start Times | |
|---|---|
| AM | 7:00 AM |
| MD | 12:00 AM |
| PM | 5:00 PM |

**Groups Printed - Cars, PU, Vans - Heavy Trucks**

| | Vernon Ridge Dr Northbound | | | | | Vernon Ridge Dr Southbound | | | | | Mt Vernon Rd Eastbound | | | | | Mt Vernon Rd Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Int. Total |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 4 | 15 | 0 | 76 | 0 | 0 | 76 | 0 | 239 | 0 | 0 | 239 | 330 |
| 7:15 AM | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 19 | 0 | 20 | 2 | 138 | 0 | 0 | 140 | 0 | 267 | 1 | 0 | 268 | 429 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 26 | 3 | 121 | 0 | 0 | 124 | 0 | 264 | 0 | 0 | 264 | 414 |
| 7:45 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 48 | 1 | 48 | 2 | 94 | 0 | 0 | 96 | 0 | 243 | 0 | 0 | 243 | 387 |
| Total | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 108 | 5 | 109 | 7 | 429 | 0 | 0 | 436 | 0 | 1013 | 1 | 0 | 1014 | 1560 |
| ***BREAK*** | | | | | | | | | | | | | | | | | | | | | |
| 5:00 PM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 5 | 0 | 6 | 6 | 240 | 0 | 0 | 246 | 0 | 140 | 0 | 0 | 140 | 392 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 3 | 5 | 6 | 228 | 0 | 0 | 234 | 0 | 119 | 0 | 0 | 119 | 358 |
| 5:30 PM | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 5 | 0 | 5 | 8 | 221 | 0 | 0 | 229 | 1 | 147 | 2 | 0 | 150 | 384 |
| 5:45 PM | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 4 | 1 | 4 | 7 | 229 | 0 | 0 | 236 | 0 | 168 | 1 | 0 | 169 | 410 |
| Total | 0 | 0 | 1 | 4 | 1 | 2 | 0 | 18 | 4 | 20 | 27 | 918 | 0 | 0 | 945 | 1 | 574 | 3 | 0 | 578 | 1544 |
| Grand Total | 1 | 0 | 1 | 5 | 2 | 3 | 0 | 126 | 9 | 129 | 34 | 1347 | 0 | 0 | 1381 | 1 | 1587 | 4 | 0 | 1592 | 3104 |
| Apprch % | 50.0 | 0.0 | 50.0 | 250.0 | | 2.3 | 0.0 | 97.7 | 7.0 | | 2.5 | 97.5 | 0.0 | 0.0 | | 0.1 | 99.7 | 0.3 | 0.0 | | |
| Total % | 0.0 | 0.0 | 0.0 | 0.2 | 0.1 | 0.1 | 0.0 | 4.1 | 0.3 | 4.2 | 1.1 | 43.4 | 0.0 | 0.0 | 44.5 | 0.0 | 51.1 | 0.1 | 0.0 | 51.3 | |
| Cars, PU, Vans | 1 | 0 | 1 | 5 | 2 | 3 | 0 | 126 | 9 | 129 | 34 | 1347 | 0 | 0 | 1381 | 1 | 1587 | 4 | 0 | 1592 | 3104 |
| % Cars, PU, Vans | 100.0 | 0.0 | 100.0 | 100.0 | 100.0 | 100.0 | 0.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 0.0 | 0.0 | 100.0 | 100.0 | 100.0 | 100.0 | 0.0 | 100.0 | 100.0 |
| Heavy Trucks | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 |
| %Heavy Trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

**PREPARED BY NATIONAL DATA & SURVEYING SERVICES**

PROJECT#: 16-9473-010
N/S Street: Wellshire Pl
E/W Street: Mt Vernon Rd
DATE: 11/3/2016 DAY: Thursday
CITY: Dunwoody

**A M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **3** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NB | | | SB | | | EB | | | WB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **1** | **0** |

**P M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **1** | **3** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NB | | | SB | | | EB | | | WB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **3** | **0** | **0** | **1** | **0** |

**Project ID:** 16-9473-010
**Location:** Wellshire Pl & Mt Vernon Rd
**City:** Dunwoody

**Day:** Thursday
**Date:** 11/3/2016

| Peak Start Times | |
|---|---|
| AM | 7:00 AM |
| MD | 12:00 AM |
| PM | 5:00 PM |

**Groups Printed - Cars, PU, Vans - Heavy Trucks**

| | Wellshire Pl Northbound | | | | | Wellshire Pl Southbound | | | | | Mt Vernon Rd Eastbound | | | | | Mt Vernon Rd Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Int. Total |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 2 | 3 | 7 | 0 | 78 | 1 | 0 | 79 | 0 | 255 | 1 | 0 | 256 | 342 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 6 | 0 | 9 | 0 | 157 | 0 | 0 | 157 | 0 | 251 | 1 | 0 | 252 | 418 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 3 | 0 | 8 | 2 | 129 | 0 | 0 | 131 | 0 | 223 | 2 | 0 | 225 | 364 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 93 | 0 | 0 | 93 | 0 | 214 | 1 | 0 | 215 | 311 |
| Total | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 14 | 3 | 27 | 2 | 457 | 1 | 0 | 460 | 0 | 943 | 5 | 0 | 948 | 1435 |
| ***BREAK*** | | | | | | | | | | | | | | | | | | | | | |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 6 | 0 | 252 | 0 | 0 | 252 | 0 | 115 | 2 | 0 | 117 | 375 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 1 | 5 | 1 | 238 | 1 | 0 | 240 | 0 | 134 | 3 | 0 | 137 | 382 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 217 | 1 | 0 | 220 | 1 | 135 | 2 | 0 | 138 | 359 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 1 | 240 | 0 | 0 | 241 | 0 | 148 | 1 | 0 | 149 | 391 |
| Total | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 8 | 4 | 13 | 4 | 947 | 2 | 0 | 953 | 1 | 532 | 8 | 0 | 541 | 1507 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 22 | 7 | 40 | 6 | 1404 | 3 | 0 | 1413 | 1 | 1475 | 13 | 0 | 1489 | 2942 |
| Apprch % | 0.0 | 0.0 | 0.0 | 0.0 | | 45.0 | 0.0 | 55.0 | 17.5 | | 0.4 | 99.4 | 0.2 | 0.0 | | 0.1 | 99.1 | 0.9 | 0.0 | | |
| Total % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.6 | 0.0 | 0.7 | 0.2 | 1.4 | 0.2 | 47.7 | 0.1 | 0.0 | 48.0 | 0.0 | 50.1 | 0.4 | 0.0 | 50.6 | |
| Cars, PU, Vans | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 22 | 7 | 40 | 6 | 1404 | 3 | 0 | 1413 | 1 | 1475 | 13 | 0 | 1489 | 2942 |
| % Cars, PU, Vans | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 0.0 | 100.0 | 100.0 | 100.0 | 100.0 | 0.0 | 100.0 | 100.0 |
| Heavy Trucks | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 |
| %Heavy Trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

**PREPARED BY NATIONAL DATA & SURVEYING SERVICES**

PROJECT#: 16-9473-011
N/S Street: Vernon Oaks Dr
E/W Street: Mt Vernon Rd
DATE: 11/3/2016 DAY: Thursday
CITY: Dunwoody

**A M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NB | | | SB | | | EB | | | WB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** |

**P M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NB | | | SB | | | EB | | | WB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **3** | **0** | **0** | **1** | **0** |

**Project ID:** 16-9473-011
**Location:** Vernon Oaks Dr & Mt Vernon Rd
**City:** Dunwoody

**Day:** Thursday
**Date:** 11/3/2016

| Peak Start Times | |
|---|---|
| AM | 7:00 AM |
| MD | 12:00 AM |
| PM | 5:00 PM |

**Groups Printed - Cars, PU, Vans - Heavy Trucks**

| | Vernon Oaks Dr Northbound | | | | | Vernon Oaks Dr Southbound | | | | | Mt Vernon Rd Eastbound | | | | | Mt Vernon Rd Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Int. Total |
| 7:00 AM | 2 | 0 | 7 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 1 | 0 | 71 | 3 | 246 | 0 | 0 | 249 | 329 |
| 7:15 AM | 4 | 0 | 10 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 159 | 2 | 0 | 161 | 1 | 242 | 0 | 0 | 243 | 418 |
| 7:30 AM | 1 | 0 | 24 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 144 | 1 | 0 | 145 | 5 | 232 | 0 | 0 | 237 | 407 |
| 7:45 AM | 2 | 0 | 8 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 1 | 0 | 93 | 12 | 212 | 0 | 0 | 224 | 327 |
| Total | 9 | 0 | 49 | 0 | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 465 | 5 | 0 | 470 | 21 | 932 | 0 | 0 | 953 | 1481 |
| ***BREAK*** | | | | | | | | | | | | | | | | | | | | | |
| 5:00 PM | 0 | 0 | 17 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 252 | 1 | 0 | 253 | 0 | 111 | 0 | 0 | 111 | 381 |
| 5:15 PM | 1 | 0 | 37 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 232 | 1 | 0 | 233 | 0 | 127 | 0 | 0 | 127 | 398 |
| 5:30 PM | 0 | 0 | 41 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 223 | 1 | 0 | 224 | 0 | 139 | 0 | 0 | 139 | 404 |
| 5:45 PM | 0 | 0 | 30 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 235 | 3 | 0 | 238 | 0 | 154 | 0 | 0 | 154 | 422 |
| Total | 1 | 0 | 125 | 0 | 126 | 0 | 0 | 0 | 0 | 0 | 0 | 942 | 6 | 0 | 948 | 0 | 531 | 0 | 0 | 531 | 1605 |
| Grand Total | 10 | 0 | 174 | 0 | 184 | 0 | 0 | 0 | 0 | 0 | 0 | 1407 | 11 | 0 | 1418 | 21 | 1463 | 0 | 0 | 1484 | 3086 |
| Apprch % | 5.4 | 0.0 | 94.6 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 99.2 | 0.8 | 0.0 | | 1.4 | 98.6 | 0.0 | 0.0 | | |
| Total % | 0.3 | 0.0 | 5.6 | 0.0 | 6.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 45.6 | 0.4 | 0.0 | 45.9 | 0.7 | 47.4 | 0.0 | 0.0 | 48.1 | |
| Cars, PU, Vans | 10 | 0 | 174 | 0 | 184 | 0 | 0 | 0 | 0 | 0 | 0 | 1407 | 11 | 0 | 1418 | 21 | 1463 | 0 | 0 | 1484 | 3086 |
| % Cars, PU, Vans | 100.0 | 0.0 | 100.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 100.0 | 0.0 | 100.0 | 100.0 | 100.0 | 0.0 | 0.0 | 100.0 | 100.0 |
| Heavy Trucks | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 |
| %Heavy Trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

**PREPARED BY NATIONAL DATA & SURVEYING SERVICES**

PROJECT#: 16-9473-012
N/S Street: Corners Dr
E/W Street: Mt Vernon Rd
DATE: 11/3/2016 DAY: Thursday
CITY: Dunwoody

**A M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NB | | | SB | | | EB | | | WB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **1** | **0** |

**P M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NB | | | SB | | | EB | | | WB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** |

**Project ID:** 16-9473-012
**Location:** Corners Dr & Mt Vernon Rd
**City:** Dunwoody

**Day:** Thursday
**Date:** 11/3/2016

| Peak Start Times | |
|---|---|
| **AM** | 7:00 AM |
| **MD** | 12:00 AM |
| **PM** | 5:00 PM |

**Groups Printed - Cars, PU, Vans - Heavy Trucks**

| | Corners Dr Northbound | | | | | Corners Dr Southbound | | | | | Mt Vernon Rd Eastbound | | | | | Mt Vernon Rd Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Int. Total |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 1 | 0 | 61 | 0 | 266 | 0 | 0 | 266 | 327 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 | 2 | 0 | 83 | 0 | 239 | 0 | 0 | 239 | 322 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 151 | 1 | 0 | 152 | 0 | 201 | 0 | 0 | 201 | 353 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 0 | 0 | 66 | 0 | 193 | 0 | 0 | 193 | 259 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 358 | 4 | 0 | 362 | 0 | 899 | 0 | 0 | 899 | 1261 |
| ***BREAK*** | | | | | | | | | | | | | | | | | | | | | |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 285 | 3 | 0 | 288 | 0 | 126 | 0 | 0 | 126 | 414 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 270 | 1 | 0 | 271 | 0 | 131 | 0 | 0 | 131 | 402 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 282 | 1 | 0 | 283 | 0 | 128 | 0 | 0 | 128 | 411 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 271 | 1 | 0 | 272 | 0 | 148 | 0 | 0 | 148 | 420 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1108 | 6 | 0 | 1114 | 0 | 533 | 0 | 0 | 533 | 1647 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1466 | 10 | 0 | 1476 | 0 | 1432 | 0 | 0 | 1432 | 2908 |
| Apprch % | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 99.3 | 0.7 | 0.0 | | 0.0 | 100.0 | 0.0 | 0.0 | | |
| Total % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.4 | 0.3 | 0.0 | 50.8 | 0.0 | 49.2 | 0.0 | 0.0 | 49.2 | |
| Cars, PU, Vans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1466 | 10 | 0 | 1476 | 0 | 1432 | 0 | 0 | 1432 | 2908 |
| % Cars, PU, Vans | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 100.0 | 0.0 | 100.0 | 0.0 | 100.0 | 0.0 | 0.0 | 100.0 | 100.0 |
| Heavy Trucks | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 |
| %Heavy Trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

**PREPARED BY NATIONAL DATA & SURVEYING SERVICES**

PROJECT#: 16-9473-013
N/S Street: Vernon Lake Dr
E/W Street: Mt Vernon Rd
DATE: 11/3/2016 DAY: Thursday
CITY: Dunwoody

**A M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **3** | **1** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NB | | | SB | | | EB | | | WB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **1** | **0** |

**P M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NB | | | SB | | | EB | | | WB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **3** | **0** | **0** | **2** | **0** |

**Project ID:** 16-9473-013
**Location:** Vernon Lake Dr & Mt Vernon Rd
**City:** Dunwoody

**Day:** Thursday
**Date:** 11/3/2016

| Peak Start Times | |
|---|---|
| AM | 7:00 AM |
| MD | 12:00 AM |
| PM | 5:00 PM |

**Groups Printed - Cars, PU, Vans - Heavy Trucks**

| | Vernon Lake Dr Northbound | | | | | Vernon Lake Dr Southbound | | | | | Mt Vernon Rd Eastbound | | | | | Mt Vernon Rd Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Int. Total |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 15 | 1 | 18 | 4 | 51 | 0 | 0 | 55 | 0 | 264 | 0 | 0 | 264 | 337 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 24 | 2 | 35 | 5 | 89 | 0 | 0 | 94 | 0 | 211 | 1 | 0 | 212 | 341 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 22 | 1 | 36 | 3 | 138 | 0 | 0 | 141 | 0 | 183 | 3 | 0 | 186 | 363 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 8 | 0 | 17 | 3 | 67 | 0 | 0 | 70 | 0 | 179 | 0 | 0 | 179 | 266 |
| Total | 0 | 0 | 0 | 0 | 0 | 37 | 0 | 69 | 4 | 106 | 15 | 345 | 0 | 0 | 360 | 0 | 837 | 4 | 0 | 841 | 1307 |
| ***BREAK*** | | | | | | | | | | | | | | | | | | | | | |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 19 | 0 | 23 | 13 | 269 | 0 | 0 | 282 | 0 | 105 | 0 | 0 | 105 | 410 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 16 | 1 | 18 | 22 | 264 | 0 | 0 | 286 | 0 | 109 | 4 | 0 | 113 | 417 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 12 | 16 | 254 | 0 | 0 | 270 | 0 | 114 | 4 | 0 | 118 | 400 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 14 | 1 | 17 | 16 | 261 | 0 | 0 | 277 | 0 | 138 | 2 | 0 | 140 | 434 |
| Total | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 61 | 2 | 70 | 67 | 1048 | 0 | 0 | 1115 | 0 | 466 | 10 | 0 | 476 | 1661 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 46 | 0 | 130 | 6 | 176 | 82 | 1393 | 0 | 0 | 1475 | 0 | 1303 | 14 | 0 | 1317 | 2968 |
| Apprch % | 0.0 | 0.0 | 0.0 | 0.0 | | 26.1 | 0.0 | 73.9 | 3.4 | | 5.6 | 94.4 | 0.0 | 0.0 | | 0.0 | 98.9 | 1.1 | 0.0 | | |
| Total % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.5 | 0.0 | 4.4 | 0.2 | 5.9 | 2.8 | 46.9 | 0.0 | 0.0 | 49.7 | 0.0 | 43.9 | 0.5 | 0.0 | 44.4 | |
| Cars, PU, Vans | 0 | 0 | 0 | 0 | 0 | 46 | 0 | 130 | 6 | 176 | 82 | 1393 | 0 | 0 | 1475 | 0 | 1303 | 14 | 0 | 1317 | 2968 |
| % Cars, PU, Vans | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 0.0 | 0.0 | 100.0 | 0.0 | 100.0 | 100.0 | 0.0 | 100.0 | 100.0 |
| Heavy Trucks | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 |
| %Heavy Trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

**PREPARED BY NATIONAL DATA & SURVEYING SERVICES**

PROJECT#: 16-9473-014
N/S Street: Stratham Dr
E/W Street: Mt Vernon Rd
DATE: 11/3/2016 DAY: Thursday
CITY: Dunwoody

**A M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** |

*BIKES*

| TIME | NB | | | SB | | | EB | | | WB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **1** | **0** |

**P M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NB | | | SB | | | EB | | | WB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **3** | **0** | **0** | **2** | **0** |

**Project ID:** 16-9473-014
**Location:** Stratham Dr & Mt Vernon Rd
**City:** Dunwoody

**Day:** Thursday
**Date:** 11/3/2016

| Peak Start Times | |
|---|---|
| AM | 7:00 AM |
| MD | 12:00 AM |
| PM | 5:00 PM |

**Groups Printed - Cars, PU, Vans - Heavy Trucks**

| | Stratham Dr Northbound | | | | | Stratham Dr Southbound | | | | | Mt Vernon Rd Eastbound | | | | | Mt Vernon Rd Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Int. Total |
| 7:00 AM | 5 | 0 | 2 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 1 | 0 | 57 | 10 | 272 | 0 | 0 | 282 | 346 |
| 7:15 AM | 3 | 0 | 7 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 81 | 25 | 0 | 106 | 16 | 208 | 0 | 0 | 224 | 340 |
| 7:30 AM | 19 | 0 | 24 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 60 | 0 | 147 | 31 | 162 | 0 | 1 | 193 | 383 |
| 7:45 AM | 7 | 0 | 13 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 71 | 7 | 0 | 78 | 21 | 172 | 0 | 0 | 193 | 291 |
| Total | 34 | 0 | 46 | 0 | 80 | 0 | 0 | 0 | 0 | 0 | 0 | 295 | 93 | 0 | 388 | 78 | 814 | 0 | 1 | 892 | 1360 |
| ***BREAK*** | | | | | | | | | | | | | | | | | | | | | |
| 5:00 PM | 1 | 0 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 269 | 4 | 0 | 273 | 4 | 109 | 0 | 0 | 113 | 390 |
| 5:15 PM | 1 | 0 | 6 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 261 | 4 | 0 | 265 | 6 | 113 | 0 | 0 | 119 | 391 |
| 5:30 PM | 0 | 0 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 252 | 2 | 0 | 254 | 7 | 127 | 0 | 0 | 134 | 396 |
| 5:45 PM | 3 | 0 | 4 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 256 | 5 | 0 | 261 | 3 | 127 | 0 | 0 | 130 | 398 |
| Total | 5 | 0 | 21 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 1038 | 15 | 0 | 1053 | 20 | 476 | 0 | 0 | 496 | 1575 |
| Grand Total | 39 | 0 | 67 | 0 | 106 | 0 | 0 | 0 | 0 | 0 | 0 | 1333 | 108 | 0 | 1441 | 98 | 1290 | 0 | 1 | 1388 | 2935 |
| Apprch % | 36.8 | 0.0 | 63.2 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 92.5 | 7.5 | 0.0 | | 7.1 | 92.9 | 0.0 | 0.1 | | |
| Total % | 1.3 | 0.0 | 2.3 | 0.0 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 45.4 | 3.7 | 0.0 | 49.1 | 3.3 | 44.0 | 0.0 | 0.0 | 47.3 | |
| Cars, PU, Vans | 39 | 0 | 67 | 0 | 106 | 0 | 0 | 0 | 0 | 0 | 0 | 1333 | 108 | 0 | 1441 | 98 | 1290 | 0 | 1 | 1388 | 2935 |
| % Cars, PU, Vans | 100.0 | 0.0 | 100.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 100.0 | 0.0 | 100.0 | 100.0 | 100.0 | 0.0 | 100.0 | 100.0 | 100.0 |
| Heavy Trucks | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 |
| %Heavy Trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

**PREPARED BY NATIONAL DATA & SURVEYING SERVICES**

PROJECT#: 16-9473-015
N/S Street: Forest Springs Dr
E/W Street: Mt Vernon Rd
DATE: 11/3/2016 DAY: Thursday
CITY: Dunwoody

**A M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **4** | **1** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NB | | | SB | | | EB | | | WB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **1** | **0** |

**P M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NB | | | SB | | | EB | | | WB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **3** | **0** | **0** | **2** | **0** |

**Project ID:** 16-9473-015
**Location:** Forest Springs Dr & Mt Vernon Rd
**City:** Dunwoody

**Day:** Thursday
**Date:** 11/3/2016

| Peak Start Times | |
|---|---|
| AM | 7:00 AM |
| MD | 12:00 AM |
| PM | 5:00 PM |

**Groups Printed - Cars, PU, Vans - Heavy Trucks**

| | Forest Springs Dr Northbound | | | | | Forest Springs Dr Southbound | | | | | Mt Vernon Rd Eastbound | | | | | Mt Vernon Rd Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Int. Total |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 17 | 1 | 21 | 3 | 59 | 0 | 0 | 62 | 0 | 261 | 2 | 0 | 263 | 346 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 22 | 2 | 28 | 5 | 75 | 0 | 0 | 80 | 0 | 201 | 3 | 0 | 204 | 312 |
| 7:30 AM | 1 | 0 | 0 | 0 | 1 | 5 | 0 | 37 | 2 | 42 | 18 | 97 | 0 | 0 | 115 | 0 | 164 | 4 | 0 | 168 | 326 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 29 | 0 | 36 | 10 | 72 | 0 | 0 | 82 | 0 | 163 | 4 | 0 | 167 | 285 |
| Total | 1 | 0 | 0 | 0 | 1 | 22 | 0 | 105 | 5 | 127 | 36 | 303 | 0 | 0 | 339 | 0 | 789 | 13 | 0 | 802 | 1269 |
| ***BREAK*** | | | | | | | | | | | | | | | | | | | | | |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 4 | 0 | 7 | 12 | 257 | 0 | 0 | 269 | 0 | 104 | 7 | 0 | 111 | 387 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 10 | 1 | 18 | 8 | 256 | 0 | 0 | 264 | 0 | 112 | 10 | 0 | 122 | 404 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 7 | 0 | 12 | 9 | 257 | 0 | 0 | 266 | 0 | 128 | 11 | 0 | 139 | 417 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 7 | 1 | 12 | 12 | 249 | 0 | 0 | 261 | 0 | 122 | 10 | 0 | 132 | 405 |
| Total | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 28 | 2 | 49 | 41 | 1019 | 0 | 0 | 1060 | 0 | 466 | 38 | 0 | 504 | 1613 |
| Grand Total | 1 | 0 | 0 | 0 | 1 | 43 | 0 | 133 | 7 | 176 | 77 | 1322 | 0 | 0 | 1399 | 0 | 1255 | 51 | 0 | 1306 | 2882 |
| Apprch % | 100.0 | 0.0 | 0.0 | 0.0 | | 24.4 | 0.0 | 75.6 | 4.0 | | 5.5 | 94.5 | 0.0 | 0.0 | | 0.0 | 96.1 | 3.9 | 0.0 | | |
| Total % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.5 | 0.0 | 4.6 | 0.2 | 6.1 | 2.7 | 45.9 | 0.0 | 0.0 | 48.5 | 0.0 | 43.5 | 1.8 | 0.0 | 45.3 | |
| Cars, PU, Vans | 1 | 0 | 0 | 0 | 1 | 43 | 0 | 133 | 7 | 176 | 77 | 1322 | 0 | 0 | 1399 | 0 | 1255 | 51 | 0 | 1306 | 2882 |
| % Cars, PU, Vans | 100.0 | 0.0 | 0.0 | 0.0 | 100.0 | 100.0 | 0.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 0.0 | 0.0 | 100.0 | 0.0 | 100.0 | 100.0 | 0.0 | 100.0 | 100.0 |
| Heavy Trucks | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 |
| %Heavy Trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

**PREPARED BY NATIONAL DATA & SURVEYING SERVICES**

PROJECT#: 16-9473-016
N/S Street: Meadowlake Dr
E/W Street: Mt Vernon Rd
DATE: 11/3/2016 DAY: Thursday
CITY: Dunwoody

**A M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NB | | | SB | | | EB | | | WB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **1** | **0** |

**P M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** |

*BIKES*

| TIME | NB | | | SB | | | EB | | | WB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **3** | **0** | **0** | **2** | **0** |

**Project ID:** 16-9473-016
**Location:** Meadowlake Dr & Mt Vernon Rd
**City:** Dunwoody

**Day:** Thursday
**Date:** 11/3/2016

| Peak Start Times | |
|---|---|
| AM | 7:00 AM |
| MD | 12:00 AM |
| PM | 5:00 PM |

**Groups Printed - Cars, PU, Vans - Heavy Trucks**

| | Meadowlake Dr Northbound | | | | | Meadowlake Dr Southbound | | | | | Mt Vernon Rd Eastbound | | | | | Mt Vernon Rd Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Int. Total |
| 7:00 AM | 2 | 0 | 9 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 1 | 0 | 63 | 7 | 262 | 0 | 0 | 269 | 343 |
| 7:15 AM | 5 | 0 | 16 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 4 | 0 | 80 | 31 | 203 | 0 | 0 | 234 | 335 |
| 7:30 AM | 6 | 0 | 31 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 97 | 5 | 0 | 102 | 31 | 174 | 0 | 0 | 205 | 344 |
| 7:45 AM | 2 | 0 | 21 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 77 | 1 | 0 | 78 | 28 | 157 | 0 | 0 | 185 | 286 |
| Total | 15 | 0 | 77 | 0 | 92 | 0 | 0 | 0 | 0 | 0 | 0 | 312 | 11 | 0 | 323 | 97 | 796 | 0 | 0 | 893 | 1308 |
| ***BREAK*** | | | | | | | | | | | | | | | | | | | | | |
| 5:00 PM | 2 | 0 | 9 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 255 | 2 | 0 | 257 | 6 | 112 | 0 | 0 | 118 | 386 |
| 5:15 PM | 3 | 0 | 13 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 265 | 2 | 1 | 267 | 8 | 115 | 0 | 0 | 123 | 406 |
| 5:30 PM | 2 | 0 | 5 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 261 | 2 | 0 | 263 | 4 | 137 | 0 | 0 | 141 | 411 |
| 5:45 PM | 3 | 0 | 17 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 247 | 7 | 0 | 254 | 7 | 128 | 0 | 0 | 135 | 409 |
| Total | 10 | 0 | 44 | 0 | 54 | 0 | 0 | 0 | 0 | 0 | 0 | 1028 | 13 | 1 | 1041 | 25 | 492 | 0 | 0 | 517 | 1612 |
| Grand Total | 25 | 0 | 121 | 0 | 146 | 0 | 0 | 0 | 0 | 0 | 0 | 1340 | 24 | 1 | 1364 | 122 | 1288 | 0 | 0 | 1410 | 2920 |
| Apprch % | 17.1 | 0.0 | 82.9 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 98.2 | 1.8 | 0.1 | | 8.7 | 91.3 | 0.0 | 0.0 | | |
| Total % | 0.9 | 0.0 | 4.1 | 0.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 45.9 | 0.8 | 0.0 | 46.7 | 4.2 | 44.1 | 0.0 | 0.0 | 48.3 | |
| Cars, PU, Vans | 25 | 0 | 121 | 0 | 146 | 0 | 0 | 0 | 0 | 0 | 0 | 1340 | 24 | 1 | 1364 | 122 | 1288 | 0 | 0 | 1410 | 2920 |
| % Cars, PU, Vans | 100.0 | 0.0 | 100.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 0.0 | 0.0 | 100.0 | 100.0 |
| Heavy Trucks | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 |
| %Heavy Trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

**PREPARED BY NATIONAL DATA & SURVEYING SERVICES**

PROJECT#: 16-9473-017
N/S Street: Mt. Vernon Pl_Grammercy Ct
E/W Street: Mt Vernon Rd
DATE: 11/3/2016 DAY: Thursday
CITY: Dunwoody

**A M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **4** | **1** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NB | | | SB | | | EB | | | WB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **1** | **0** |

**P M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NB | | | SB | | | EB | | | WB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **2** | **0** |

**Project ID:** 16-9473-017
**Location:** Mt. Vernon Pl_Grammercy Ct & Mt Vernon Rd
**City:** Dunwoody

**Day:** Thursday
**Date:** 11/3/2016

| Peak Start Times | |
|---|---|
| **AM** | 7:00 AM |
| **MD** | 12:00 AM |
| **PM** | 5:00 PM |

**Groups Printed - Cars, PU, Vans - Heavy Trucks**

| | Mt. Vernon Pl_Grammercy Ct Northbound | | | | | Mt. Vernon Pl_Grammercy Ct Southbound | | | | | Mt Vernon Rd Eastbound | | | | | Mt Vernon Rd Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Int. Total |
| 7:00 AM | 23 | 0 | 4 | 0 | 27 | 0 | 0 | 0 | 1 | 0 | 0 | 37 | 33 | 0 | 70 | 1 | 244 | 1 | 0 | 246 | 343 |
| 7:15 AM | 17 | 0 | 5 | 0 | 22 | 0 | 0 | 0 | 2 | 0 | 0 | 39 | 52 | 0 | 91 | 1 | 217 | 0 | 0 | 218 | 331 |
| 7:30 AM | 28 | 0 | 2 | 0 | 30 | 0 | 1 | 0 | 2 | 1 | 0 | 77 | 53 | 0 | 130 | 0 | 188 | 0 | 0 | 188 | 349 |
| 7:45 AM | 20 | 1 | 0 | 0 | 21 | 0 | 0 | 1 | 0 | 1 | 0 | 53 | 42 | 0 | 95 | 1 | 164 | 0 | 0 | 165 | 282 |
| Total | 88 | 1 | 11 | 0 | 100 | 0 | 1 | 1 | 5 | 2 | 0 | 206 | 180 | 0 | 386 | 3 | 813 | 1 | 0 | 817 | 1305 |
| ***BREAK*** | | | | | | | | | | | | | | | | | | | | | |
| 5:00 PM | 19 | 0 | 2 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 204 | 54 | 0 | 258 | 2 | 95 | 0 | 0 | 97 | 376 |
| 5:15 PM | 24 | 0 | 4 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 223 | 57 | 0 | 280 | 1 | 100 | 2 | 0 | 103 | 411 |
| 5:30 PM | 28 | 0 | 0 | 0 | 28 | 0 | 0 | 1 | 0 | 1 | 0 | 208 | 56 | 0 | 264 | 0 | 114 | 2 | 0 | 116 | 409 |
| 5:45 PM | 24 | 0 | 4 | 0 | 28 | 0 | 1 | 1 | 1 | 2 | 0 | 214 | 48 | 0 | 262 | 3 | 111 | 1 | 0 | 115 | 407 |
| Total | 95 | 0 | 10 | 0 | 105 | 0 | 1 | 2 | 1 | 3 | 0 | 849 | 215 | 0 | 1064 | 6 | 420 | 5 | 0 | 431 | 1603 |
| Grand Total | 183 | 1 | 21 | 0 | 205 | 0 | 2 | 3 | 6 | 5 | 0 | 1055 | 395 | 0 | 1450 | 9 | 1233 | 6 | 0 | 1248 | 2908 |
| Apprch % | 89.3 | 0.5 | 10.2 | 0.0 | | 0.0 | 40.0 | 60.0 | 120.0 | | 0.0 | 72.8 | 27.2 | 0.0 | | 0.7 | 98.8 | 0.5 | 0.0 | | |
| Total % | 6.3 | 0.0 | 0.7 | 0.0 | 7.0 | 0.0 | 0.1 | 0.1 | 0.2 | 0.2 | 0.0 | 36.3 | 13.6 | 0.0 | 49.9 | 0.3 | 42.4 | 0.2 | 0.0 | 42.9 | |
| Cars, PU, Vans | 183 | 1 | 21 | 0 | 205 | 0 | 2 | 3 | 6 | 5 | 0 | 1055 | 395 | 0 | 1450 | 9 | 1233 | 6 | 0 | 1248 | 2908 |
| % Cars, PU, Vans | 100.0 | 100.0 | 100.0 | 0.0 | 100.0 | 0.0 | 100.0 | 100.0 | 100.0 | 100.0 | 0.0 | 100.0 | 100.0 | 0.0 | 100.0 | 100.0 | 100.0 | 100.0 | 0.0 | 100.0 | 100.0 |
| Heavy Trucks | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 |
| %Heavy Trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

**PREPARED BY NATIONAL DATA & SURVEYING SERVICES**

PROJECT#: 16-9473-018
N/S Street: Oxford Chase Way
E/W Street: Mt Vernon Rd
DATE: 11/3/2016 DAY: Thursday
CITY: Dunwoody

**A M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NB | | | SB | | | EB | | | WB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **1** | **0** | **0** | **0** | **0** |

**P M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NB | | | SB | | | EB | | | WB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **2** | **0** |

**Project ID:** 16-9473-018
**Location:** Oxford Chase Way & Mt Vernon Rd
**City:** Dunwoody

**Day:** Thursday
**Date:** 11/3/2016

| Peak Start Times | |
|---|---|
| AM | 7:00 AM |
| MD | 12:00 AM |
| PM | 5:00 PM |

**Groups Printed - Cars, PU, Vans - Heavy Trucks**

| | Oxford Chase Way Northbound | | | | | Oxford Chase Way Southbound | | | | | Mt Vernon Rd Eastbound | | | | | Mt Vernon Rd Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Int. Total |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 14 | 0 | 23 | 3 | 37 | 0 | 0 | 40 | 0 | 236 | 3 | 0 | 239 | 302 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 15 | 0 | 22 | 4 | 38 | 0 | 0 | 42 | 0 | 206 | 3 | 0 | 209 | 273 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 19 | 0 | 33 | 8 | 73 | 0 | 0 | 81 | 0 | 188 | 1 | 0 | 189 | 303 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 13 | 0 | 18 | 3 | 50 | 0 | 0 | 53 | 0 | 138 | 4 | 0 | 142 | 213 |
| Total | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 61 | 0 | 96 | 18 | 198 | 0 | 0 | 216 | 0 | 768 | 11 | 0 | 779 | 1091 |
| ***BREAK*** | | | | | | | | | | | | | | | | | | | | | |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 6 | 0 | 10 | 9 | 202 | 0 | 0 | 211 | 0 | 96 | 8 | 0 | 104 | 325 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 10 | 218 | 0 | 0 | 228 | 0 | 92 | 4 | 0 | 96 | 332 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 4 | 7 | 204 | 0 | 0 | 211 | 0 | 115 | 8 | 0 | 123 | 338 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 11 | 0 | 15 | 6 | 207 | 0 | 0 | 213 | 0 | 108 | 11 | 0 | 119 | 347 |
| Total | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 27 | 0 | 37 | 32 | 831 | 0 | 0 | 863 | 0 | 411 | 31 | 0 | 442 | 1342 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 45 | 0 | 88 | 0 | 133 | 50 | 1029 | 0 | 0 | 1079 | 0 | 1179 | 42 | 0 | 1221 | 2433 |
| Apprch % | 0.0 | 0.0 | 0.0 | 0.0 | | 33.8 | 0.0 | 66.2 | 0.0 | | 4.6 | 95.4 | 0.0 | 0.0 | | 0.0 | 96.6 | 3.4 | 0.0 | | |
| Total % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.8 | 0.0 | 3.6 | 0.0 | 5.5 | 2.1 | 42.3 | 0.0 | 0.0 | 44.3 | 0.0 | 48.5 | 1.7 | 0.0 | 50.2 | |
| Cars, PU, Vans | 0 | 0 | 0 | 0 | 0 | 45 | 0 | 88 | 0 | 133 | 50 | 1029 | 0 | 0 | 1079 | 0 | 1179 | 42 | 0 | 1221 | 2433 |
| % Cars, PU, Vans | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 100.0 | 0.0 | 100.0 | 100.0 | 100.0 | 0.0 | 0.0 | 100.0 | 0.0 | 100.0 | 100.0 | 0.0 | 100.0 | 100.0 |
| Heavy Trucks | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 |
| %Heavy Trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

**PREPARED BY NATIONAL DATA & SURVEYING SERVICES**

PROJECT#: 16-9473-019
N/S Street: Vernon Oaks Way
E/W Street: Mt Vernon Rd
DATE: 11/3/2016 DAY: Thursday
CITY: Dunwoody

**A M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NB | | | SB | | | EB | | | WB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** |

**P M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NB | | | SB | | | EB | | | WB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **2** | **0** |

**Project ID:** 16-9473-019
**Location:** Vernon Oaks Way & Mt Vernon Rd
**City:** Dunwoody

**Day:** Thursday
**Date:** 11/3/2016

| Peak Start Times | |
|---|---|
| AM | 7:00 AM |
| MD | 12:00 AM |
| PM | 5:00 PM |

**Groups Printed - Cars, PU, Vans - Heavy Trucks**

| | Vernon Oaks Way Northbound | | | | | Vernon Oaks Way Southbound | | | | | Mt Vernon Rd Eastbound | | | | | Mt Vernon Rd Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Int. Total |
| 7:00 AM | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 1 | 0 | 46 | 0 | 233 | 0 | 0 | 233 | 283 |
| 7:15 AM | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 0 | 0 | 45 | 0 | 206 | 0 | 0 | 206 | 254 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 | 3 | 0 | 87 | 0 | 194 | 0 | 0 | 194 | 281 |
| 7:45 AM | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 0 | 0 | 56 | 2 | 139 | 0 | 0 | 141 | 200 |
| Total | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 230 | 4 | 0 | 234 | 2 | 772 | 0 | 0 | 774 | 1018 |
| ***BREAK*** | | | | | | | | | | | | | | | | | | | | | |
| 5:00 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 207 | 1 | 0 | 208 | 0 | 105 | 0 | 0 | 105 | 314 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 217 | 2 | 0 | 219 | 2 | 97 | 0 | 0 | 99 | 318 |
| 5:30 PM | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 206 | 0 | 0 | 206 | 0 | 119 | 0 | 0 | 119 | 328 |
| 5:45 PM | 2 | 0 | 2 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 205 | 5 | 0 | 210 | 1 | 115 | 0 | 0 | 116 | 330 |
| Total | 5 | 0 | 3 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 835 | 8 | 0 | 843 | 3 | 436 | 0 | 0 | 439 | 1290 |
| Grand Total | 15 | 0 | 3 | 1 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 1065 | 12 | 0 | 1077 | 5 | 1208 | 0 | 0 | 1213 | 2308 |
| Apprch % | 83.3 | 0.0 | 16.7 | 5.6 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 98.9 | 1.1 | 0.0 | | 0.4 | 99.6 | 0.0 | 0.0 | | |
| Total % | 0.6 | 0.0 | 0.1 | 0.0 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 46.1 | 0.5 | 0.0 | 46.7 | 0.2 | 52.3 | 0.0 | 0.0 | 52.6 | |
| Cars, PU, Vans | 15 | 0 | 3 | 1 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 1065 | 12 | 0 | 1077 | 5 | 1208 | 0 | 0 | 1213 | 2308 |
| % Cars, PU, Vans | 100.0 | 0.0 | 100.0 | 100.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 100.0 | 0.0 | 100.0 | 100.0 | 100.0 | 0.0 | 0.0 | 100.0 | 100.0 |
| Heavy Trucks | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 |
| %Heavy Trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

**PREPARED BY NATIONAL DATA & SURVEYING SERVICES**

PROJECT#: 16-9473-020
N/S Street: Bradford Circle
E/W Street: Mt Vernon Rd
DATE: 11/3/2016 DAY: Thursday
CITY: Dunwoody

**A M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **5** | **1** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NB | | | SB | | | EB | | | WB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** |

**P M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 5:00 PM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **1** | **4** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NB | | | SB | | | EB | | | WB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** |

**Project ID:** 16-9473-020
**Location:** Bradford Circle & Mt Vernon Rd
**City:** Dunwoody

**Day:** Thursday
**Date:** 11/3/2016

| Peak Start Times | |
|---|---|
| AM | 7:00 AM |
| MD | 12:00 AM |
| PM | 5:00 PM |

**Groups Printed - Cars, PU, Vans - Heavy Trucks**

| | Bradford Circle Northbound | | | | | Bradford Circle Southbound | | | | | Mt Vernon Rd Eastbound | | | | | Mt Vernon Rd Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Int. Total |
| 7:00 AM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 69 | 0 | 0 | 69 | 0 | 274 | 0 | 0 | 274 | 344 |
| 7:15 AM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 79 | 0 | 0 | 79 | 0 | 252 | 0 | 0 | 252 | 332 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 108 | 0 | 0 | 108 | 0 | 248 | 0 | 0 | 248 | 356 |
| 7:45 AM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 97 | 0 | 0 | 97 | 0 | 189 | 0 | 0 | 189 | 287 |
| Total | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 6 | 0 | 0 | 353 | 0 | 0 | 353 | 0 | 963 | 0 | 0 | 963 | 1319 |
| ***BREAK*** | | | | | | | | | | | | | | | | | | | | | |
| 5:00 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 316 | 1 | 0 | 317 | 0 | 124 | 0 | 0 | 124 | 442 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 313 | 0 | 0 | 313 | 0 | 131 | 0 | 0 | 131 | 444 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 289 | 0 | 0 | 289 | 0 | 139 | 0 | 0 | 139 | 428 |
| 5:45 PM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 292 | 0 | 0 | 292 | 2 | 147 | 0 | 0 | 149 | 442 |
| Total | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 5 | 0 | 0 | 1210 | 1 | 0 | 1211 | 2 | 541 | 0 | 0 | 543 | 1756 |
| Grand Total | 4 | 0 | 1 | 0 | 5 | 0 | 0 | 0 | 11 | 0 | 0 | 1563 | 1 | 0 | 1564 | 2 | 1504 | 0 | 0 | 1506 | 3075 |
| Apprch % | 80.0 | 0.0 | 20.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 99.9 | 0.1 | 0.0 | | 0.1 | 99.9 | 0.0 | 0.0 | | |
| Total % | 0.1 | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 50.8 | 0.0 | 0.0 | 50.9 | 0.1 | 48.9 | 0.0 | 0.0 | 49.0 | |
| Cars, PU, Vans | 4 | 0 | 1 | 0 | 5 | 0 | 0 | 0 | 11 | 0 | 0 | 1563 | 1 | 0 | 1564 | 2 | 1504 | 0 | 0 | 1506 | 3075 |
| % Cars, PU, Vans | 100.0 | 0.0 | 100.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 100.0 | 100.0 | 0.0 | 100.0 | 100.0 | 100.0 | 0.0 | 0.0 | 100.0 | 100.0 |
| Heavy Trucks | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 |
| %Heavy Trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

**PREPARED BY NATIONAL DATA & SURVEYING SERVICES**

PROJECT#: 16-9473-021
N/S Street: Northchester Ct
E/W Street: Mt Vernon Rd
DATE: 11/3/2016 DAY: Thursday
CITY: Dunwoody

**A M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **1** | **2** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NB | | | SB | | | EB | | | WB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** |

**P M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NB | | | SB | | | EB | | | WB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** |

**Project ID:** 16-9473-021
**Location:** Northchester Ct & Mt Vernon Rd
**City:** Dunwoody

**Day:** Thursday
**Date:** 11/3/2016

| Peak Start Times | |
|---|---|
| AM | 7:00 AM |
| MD | 12:00 AM |
| PM | 5:00 PM |

**Groups Printed - Cars, PU, Vans - Heavy Trucks**

| | Northchester Ct Northbound | | | | | Northchester Ct Southbound | | | | | Mt Vernon Rd Eastbound | | | | | Mt Vernon Rd Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Int. Total |
| 7:00 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 72 | 0 | 0 | 72 | 0 | 273 | 1 | 0 | 274 | 347 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 4 | 1 | 76 | 0 | 0 | 77 | 0 | 248 | 0 | 0 | 248 | 329 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 0 | 6 | 1 | 110 | 0 | 0 | 111 | 0 | 242 | 0 | 0 | 242 | 359 |
| 7:45 AM | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 93 | 0 | 0 | 93 | 0 | 190 | 0 | 0 | 190 | 284 |
| Total | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 10 | 0 | 12 | 2 | 351 | 0 | 0 | 353 | 0 | 953 | 1 | 0 | 954 | 1319 |
| ***BREAK*** | | | | | | | | | | | | | | | | | | | | | |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 317 | 0 | 0 | 318 | 0 | 125 | 0 | 0 | 125 | 443 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 2 | 309 | 0 | 0 | 311 | 0 | 128 | 1 | 0 | 129 | 442 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 4 | 286 | 0 | 0 | 290 | 0 | 142 | 0 | 0 | 142 | 434 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 289 | 0 | 0 | 291 | 0 | 146 | 0 | 0 | 146 | 438 |
| Total | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 5 | 9 | 1201 | 0 | 0 | 1210 | 0 | 541 | 1 | 0 | 542 | 1757 |
| Grand Total | 0 | 0 | 0 | 3 | 0 | 5 | 0 | 12 | 0 | 17 | 11 | 1552 | 0 | 0 | 1563 | 0 | 1494 | 2 | 0 | 1496 | 3076 |
| Apprch % | 0.0 | 0.0 | 0.0 | 0.0 | | 29.4 | 0.0 | 70.6 | 0.0 | | 0.7 | 99.3 | 0.0 | 0.0 | | 0.0 | 99.9 | 0.1 | 0.0 | | |
| Total % | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.2 | 0.0 | 0.4 | 0.0 | 0.6 | 0.4 | 50.5 | 0.0 | 0.0 | 50.8 | 0.0 | 48.6 | 0.1 | 0.0 | 48.6 | |
| Cars, PU, Vans | 0 | 0 | 0 | 3 | 0 | 5 | 0 | 12 | 0 | 17 | 11 | 1552 | 0 | 0 | 1563 | 0 | 1494 | 2 | 0 | 1496 | 3076 |
| % Cars, PU, Vans | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 100.0 | 0.0 | 100.0 | 0.0 | 100.0 | 100.0 | 100.0 | 0.0 | 0.0 | 100.0 | 0.0 | 100.0 | 100.0 | 0.0 | 100.0 | 100.0 |
| Heavy Trucks | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 |
| %Heavy Trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

**PREPARED BY NATIONAL DATA & SURVEYING SERVICES**

PROJECT#: 16-9473-022
N/S Street: Cedar Chase
E/W Street: Mt Vernon Rd
DATE: 11/3/2016 DAY: Thursday
CITY: Dunwoody

**A M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 0 |
| 7:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **2** | **3** | **0** | **0** | **2** | **0** | **0** | **0** |

*BIKES*

| TIME | NB | | | SB | | | EB | | | WB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** |

**P M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 5:00 PM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **4** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NB | | | SB | | | EB | | | WB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** |

**Project ID:** 16-9473-022
**Location:** Cedar Chase & Mt Vernon Rd
**City:** Dunwoody

**Day:** Thursday
**Date:** 11/3/2016

| Peak Start Times | |
|---|---|
| AM | 7:00 AM |
| MD | 12:00 AM |
| PM | 5:00 PM |

**Groups Printed - Cars, PU, Vans - Heavy Trucks**

| | Cedar Chase Northbound | | | | | Cedar Chase Southbound | | | | | Mt Vernon Rd Eastbound | | | | | Mt Vernon Rd Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Int. Total |
| 7:00 AM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 71 | 0 | 0 | 71 | 0 | 271 | 0 | 0 | 271 | 343 |
| 7:15 AM | 3 | 0 | 4 | 0 | 7 | 0 | 0 | 0 | 1 | 0 | 0 | 78 | 1 | 0 | 79 | 0 | 247 | 0 | 0 | 247 | 333 |
| 7:30 AM | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 110 | 1 | 0 | 111 | 0 | 237 | 0 | 2 | 237 | 350 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 92 | 0 | 0 | 92 | 0 | 192 | 0 | 0 | 192 | 284 |
| Total | 5 | 0 | 5 | 0 | 10 | 0 | 0 | 0 | 5 | 0 | 0 | 351 | 2 | 0 | 353 | 0 | 947 | 0 | 2 | 947 | 1310 |
| ***BREAK*** | | | | | | | | | | | | | | | | | | | | | |
| 5:00 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 316 | 1 | 0 | 317 | 1 | 126 | 0 | 0 | 127 | 445 |
| 5:15 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 311 | 0 | 0 | 311 | 0 | 128 | 0 | 0 | 128 | 440 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 288 | 1 | 0 | 289 | 0 | 144 | 0 | 0 | 144 | 433 |
| 5:45 PM | 1 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 287 | 1 | 0 | 288 | 0 | 146 | 0 | 0 | 146 | 437 |
| Total | 1 | 0 | 4 | 0 | 5 | 0 | 0 | 0 | 4 | 0 | 0 | 1202 | 3 | 0 | 1205 | 1 | 544 | 0 | 0 | 545 | 1755 |
| Grand Total | 6 | 0 | 9 | 0 | 15 | 0 | 0 | 0 | 9 | 0 | 0 | 1553 | 5 | 0 | 1558 | 1 | 1491 | 0 | 2 | 1492 | 3065 |
| Apprch % | 40.0 | 0.0 | 60.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 99.7 | 0.3 | 0.0 | | 0.1 | 99.9 | 0.0 | 0.1 | | |
| Total % | 0.2 | 0.0 | 0.3 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 50.7 | 0.2 | 0.0 | 50.8 | 0.0 | 48.6 | 0.0 | 0.1 | 48.7 | |
| Cars, PU, Vans | 6 | 0 | 9 | 0 | 15 | 0 | 0 | 0 | 9 | 0 | 0 | 1553 | 5 | 0 | 1558 | 1 | 1491 | 0 | 2 | 1492 | 3065 |
| % Cars, PU, Vans | 100.0 | 0.0 | 100.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 100.0 | 100.0 | 0.0 | 100.0 | 100.0 | 100.0 | 0.0 | 100.0 | 100.0 | 100.0 |
| Heavy Trucks | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 |
| %Heavy Trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

**PREPARED BY NATIONAL DATA & SURVEYING SERVICES**

PROJECT#: 16-9473-023
N/S Street: North peachTree Rd_Sprouts Market Dwy
E/W Street: Mt Vernon Rd
DATE: 11/3/2016 DAY: Thursday
CITY: Dunwoody

**A M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| **TOTALS** | **2** | **1** | **0** | **2** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NB | | | SB | | | EB | | | WB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **2** | **0** |

**P M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 5:00 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **1** | **2** | **0** | **4** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NB | | | SB | | | EB | | | WB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 |
| **TOTALS** | **0** | **0** | **1** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **1** | **1** |

**Project ID:** 16-9473-023
**Location:** North peachTree Rd_Sprouts Market Dwy & Mt Vernon Rd
**City:** Dunwoody

**Day:** Thursday
**Date:** 11/3/2016

| Peak Start Times | |
|---|---|
| AM | 7:00 AM |
| MD | 12:00 AM |
| PM | 5:00 PM |

**Groups Printed - Cars, PU, Vans - Heavy Trucks**

| | rth peachTree Rd_Sprouts Market D Northbound | | | | | rth peachTree Rd_Sprouts Market D Southbound | | | | | Mt Vernon Rd Eastbound | | | | | Mt Vernon Rd Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Int. Total |
| 7:00 AM | 6 | 0 | 8 | 0 | 14 | 0 | 2 | 1 | 0 | 3 | 2 | 16 | 2 | 0 | 20 | 13 | 210 | 1 | 0 | 224 | 261 |
| 7:15 AM | 4 | 0 | 6 | 0 | 10 | 0 | 2 | 3 | 1 | 5 | 1 | 24 | 11 | 0 | 36 | 23 | 171 | 1 | 0 | 195 | 246 |
| 7:30 AM | 5 | 1 | 17 | 0 | 23 | 0 | 2 | 2 | 2 | 4 | 4 | 36 | 15 | 0 | 55 | 28 | 149 | 1 | 0 | 178 | 260 |
| 7:45 AM | 9 | 1 | 8 | 2 | 18 | 0 | 0 | 1 | 0 | 1 | 1 | 34 | 7 | 0 | 42 | 22 | 132 | 0 | 0 | 154 | 215 |
| Total | 24 | 2 | 39 | 2 | 65 | 0 | 6 | 7 | 3 | 13 | 8 | 110 | 35 | 0 | 153 | 86 | 662 | 3 | 0 | 751 | 982 |
| ***BREAK*** | | | | | | | | | | | | | | | | | | | | | |
| 5:00 PM | 5 | 3 | 32 | 0 | 40 | 2 | 4 | 11 | 2 | 17 | 9 | 209 | 18 | 0 | 236 | 14 | 56 | 0 | 0 | 70 | 363 |
| 5:15 PM | 3 | 2 | 27 | 4 | 32 | 3 | 4 | 8 | 0 | 15 | 11 | 210 | 15 | 0 | 236 | 24 | 51 | 0 | 0 | 75 | 358 |
| 5:30 PM | 8 | 1 | 28 | 0 | 37 | 2 | 6 | 10 | 1 | 18 | 18 | 161 | 16 | 0 | 195 | 20 | 62 | 0 | 0 | 82 | 332 |
| 5:45 PM | 7 | 4 | 27 | 0 | 38 | 1 | 6 | 6 | 0 | 13 | 8 | 153 | 20 | 0 | 181 | 10 | 83 | 1 | 0 | 94 | 326 |
| Total | 23 | 10 | 114 | 4 | 147 | 8 | 20 | 35 | 3 | 63 | 46 | 733 | 69 | 0 | 848 | 68 | 252 | 1 | 0 | 321 | 1379 |
| Grand Total | 47 | 12 | 153 | 6 | 212 | 8 | 26 | 42 | 6 | 76 | 54 | 843 | 104 | 0 | 1001 | 154 | 914 | 4 | 0 | 1072 | 2361 |
| Apprch % | 22.2 | 5.7 | 72.2 | 2.8 | | 10.5 | 34.2 | 55.3 | 7.9 | | 5.4 | 84.2 | 10.4 | 0.0 | | 14.4 | 85.3 | 0.4 | 0.0 | | |
| Total % | 2.0 | 0.5 | 6.5 | 0.3 | 9.0 | 0.3 | 1.1 | 1.8 | 0.3 | 3.2 | 2.3 | 35.7 | 4.4 | 0.0 | 42.4 | 6.5 | 38.7 | 0.2 | 0.0 | 45.4 | |
| Cars, PU, Vans | 47 | 12 | 153 | 6 | 212 | 8 | 26 | 42 | 6 | 76 | 54 | 843 | 104 | 0 | 1001 | 154 | 914 | 4 | 0 | 1072 | 2361 |
| % Cars, PU, Vans | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 0.0 | 100.0 | 100.0 | 100.0 | 100.0 | 0.0 | 100.0 | 100.0 |
| Heavy Trucks | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 |
| %Heavy Trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

**PREPARED BY NATIONAL DATA & SURVEYING SERVICES**

PROJECT#: 16-9473-024
N/S Street: Winters Chapel
E/W Street: Dunwoody Club
DATE: 11/3/2016 DAY: Thursday
CITY: Dunwoody

**A M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*BIKES*

| TIME | NB | | | SB | | | EB | | | WB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

**P M**

*PEDESTRIANS*

| TIME | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---|---|---|---|---|---|---|---|---|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** |

*BIKES*

| TIME | NB | | | SB | | | EB | | | WB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTALS** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

**Project ID:** 16-9473-024
**Location:** Winters Chapel & Dunwoody Club
**City:** Dunwoody

**Day:** Thursday
**Date:** 11/3/2016

| Peak Start Times | |
|---|---|
| AM | 7:00 AM |
| MD | 12:00 AM |
| PM | 5:00 PM |

**Groups Printed - Cars, PU, Vans - Heavy Trucks**

| | Winters Chapel Northbound | | | | | Winters Chapel Southbound | | | | | Dunwoody Club Eastbound | | | | | Dunwoody Club Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Int. Total |
| 7:00 AM | 32 | 39 | 0 | 0 | 71 | 0 | 200 | 10 | 0 | 210 | 4 | 0 | 14 | 0 | 18 | 3 | 1 | 0 | 0 | 4 | 303 |
| 7:15 AM | 41 | 38 | 0 | 0 | 79 | 0 | 207 | 11 | 0 | 218 | 3 | 1 | 22 | 0 | 26 | 3 | 1 | 0 | 0 | 4 | 327 |
| 7:30 AM | 53 | 70 | 1 | 0 | 124 | 0 | 183 | 8 | 0 | 191 | 4 | 1 | 19 | 0 | 24 | 2 | 1 | 1 | 0 | 4 | 343 |
| 7:45 AM | 44 | 79 | 2 | 0 | 125 | 0 | 199 | 9 | 0 | 208 | 4 | 0 | 30 | 0 | 34 | 3 | 0 | 1 | 0 | 4 | 371 |
| Total | 170 | 226 | 3 | 0 | 399 | 0 | 789 | 38 | 0 | 827 | 15 | 2 | 85 | 0 | 102 | 11 | 3 | 2 | 0 | 16 | 1344 |
| ***BREAK*** | | | | | | | | | | | | | | | | | | | | | |
| 5:00 PM | 24 | 215 | 4 | 0 | 243 | 0 | 103 | 1 | 0 | 104 | 14 | 0 | 73 | 0 | 87 | 1 | 0 | 0 | 0 | 1 | 435 |
| 5:15 PM | 44 | 184 | 4 | 0 | 232 | 0 | 110 | 7 | 0 | 117 | 16 | 1 | 66 | 0 | 83 | 0 | 1 | 1 | 0 | 2 | 434 |
| 5:30 PM | 32 | 165 | 3 | 0 | 200 | 0 | 107 | 7 | 0 | 114 | 20 | 1 | 75 | 0 | 96 | 0 | 1 | 0 | 1 | 1 | 411 |
| 5:45 PM | 33 | 152 | 6 | 0 | 191 | 1 | 86 | 3 | 0 | 90 | 24 | 2 | 68 | 0 | 94 | 2 | 0 | 0 | 0 | 2 | 377 |
| Total | 133 | 716 | 17 | 0 | 866 | 1 | 406 | 18 | 0 | 425 | 74 | 4 | 282 | 0 | 360 | 3 | 2 | 1 | 1 | 6 | 1657 |
| Grand Total | 527 | 1300 | 25 | 0 | 1852 | 1 | 1808 | 102 | 0 | 1911 | 107 | 7 | 502 | 0 | 616 | 23 | 15 | 6 | 3 | 44 | 4423 |
| Apprch % | 28.5 | 70.2 | 1.3 | 0.0 | | 0.1 | 94.6 | 5.3 | 0.0 | | 17.4 | 1.1 | 81.5 | 0.0 | | 52.3 | 34.1 | 13.6 | 6.8 | | |
| Total % | 11.9 | 29.4 | 0.6 | 0.0 | 41.9 | 0.0 | 40.9 | 2.3 | 0.0 | 43.2 | 2.4 | 0.2 | 11.3 | 0.0 | 13.9 | 0.5 | 0.3 | 0.1 | 0.1 | 1.0 | |
| Cars, PU, Vans | 527 | 1300 | 25 | 0 | 1852 | 1 | 1808 | 102 | 0 | 1911 | 107 | 7 | 502 | 0 | 616 | 23 | 15 | 6 | 3 | 44 | 4423 |
| % Cars, PU, Vans | 100.0 | 100.0 | 100.0 | 0.0 | 100.0 | 100.0 | 100.0 | 100.0 | 0.0 | 100.0 | 100.0 | 100.0 | 100.0 | 0.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| Heavy Trucks | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 |
| %Heavy Trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

#12.

# Appendix E: 2016 Synchro Output

#12.

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 55.5 |
| Intersection LOS | F |

| Movement | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Traffic Vol, veh/h | 0 | 102 | 177 | 19 | 0 | 68 | 264 | 89 | 0 | 16 | 195 | 137 |
| Future Vol, veh/h | 0 | 102 | 177 | 19 | 0 | 68 | 264 | 89 | 0 | 16 | 195 | 137 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 111 | 192 | 21 | 0 | 74 | 287 | 97 | 0 | 17 | 212 | 149 |
| Number of Lanes | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB |
|---|---|---|---|
| Opposing Approach | WB | EB | SB |
| Opposing Lanes | 2 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB |
| Conflicting Lanes Left | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB |
| Conflicting Lanes Right | 1 | 1 | 2 |
| HCM Control Delay | 48.4 | 52 | 59.9 |
| HCM LOS | E | F | F |

| Lane | NBLn1 | EBLn1 | WBLn1 | WBLn2 | SBLn1 |
|---|---|---|---|---|---|
| Vol Left, % | 5% | 34% | 20% | 0% | 9% |
| Vol Thru, % | 56% | 59% | 80% | 0% | 44% |
| Vol Right, % | 39% | 6% | 0% | 100% | 46% |
| Sign Control | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 348 | 298 | 332 | 89 | 353 |
| LT Vol | 16 | 102 | 68 | 0 | 33 |
| Through Vol | 195 | 177 | 264 | 0 | 157 |
| RT Vol | 137 | 19 | 0 | 89 | 163 |
| Lane Flow Rate | 378 | 324 | 361 | 97 | 384 |
| Geometry Grp | 2 | 5 | 7 | 7 | 2 |
| Degree of Util (X) | 0.933 | 0.853 | 0.934 | 0.228 | 0.941 |
| Departure Headway (Hd) | 8.88 | 9.479 | 9.483 | 8.646 | 8.828 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes |
| Cap | 409 | 382 | 386 | 418 | 411 |
| Service Time | 6.932 | 7.536 | 7.183 | 6.346 | 6.88 |
| HCM Lane V/C Ratio | 0.924 | 0.848 | 0.935 | 0.232 | 0.934 |
| HCM Control Delay | 59.9 | 48.4 | 62.2 | 13.9 | 61.3 |
| HCM Lane LOS | F | E | F | B | F |
| HCM 95th-tile Q | 10.3 | 8.1 | 10.1 | 0.9 | 10.6 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | |
| Intersection LOS | |

| Movement | SBU | SBL | SBT | SBR |
|---|---|---|---|---|
| Traffic Vol, veh/h | 0 | 33 | 157 | 163 |
| Future Vol, veh/h | 0 | 33 | 157 | 163 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 36 | 171 | 177 |
| Number of Lanes | 0 | 0 | 1 | 0 |

| Approach | SB |
|---|---|
| Opposing Approach | NB |
| Opposing Lanes | 1 |
| Conflicting Approach Left | WB |
| Conflicting Lanes Left | 2 |
| Conflicting Approach Right | EB |
| Conflicting Lanes Right | 1 |
| HCM Control Delay | 61.3 |
| HCM LOS | F |

| Lane |
|---|

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 55.2 |
| Intersection LOS | F |

| Movement | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Traffic Vol, veh/h | 0 | 62 | 334 | 21 | 0 | 100 | 218 | 87 | 0 | 58 | 230 | 114 |
| Future Vol, veh/h | 0 | 62 | 334 | 21 | 0 | 100 | 218 | 87 | 0 | 58 | 230 | 114 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 67 | 363 | 23 | 0 | 109 | 237 | 95 | 0 | 63 | 250 | 124 |
| Number of Lanes | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB |
|---|---|---|---|
| Opposing Approach | WB | EB | SB |
| Opposing Lanes | 2 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB |
| Conflicting Lanes Left | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB |
| Conflicting Lanes Right | 1 | 1 | 2 |
| HCM Control Delay | 73.8 | 40.2 | 67.3 |
| HCM LOS | F | E | F |

| Lane | NBLn1 | EBLn1 | WBLn1 | WBLn2 | SBLn1 |
|---|---|---|---|---|---|
| Vol Left, % | 14% | 15% | 31% | 0% | 15% |
| Vol Thru, % | 57% | 80% | 69% | 0% | 67% |
| Vol Right, % | 28% | 5% | 0% | 100% | 18% |
| Sign Control | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 402 | 417 | 318 | 87 | 213 |
| LT Vol | 58 | 62 | 100 | 0 | 32 |
| Through Vol | 230 | 334 | 218 | 0 | 143 |
| RT Vol | 114 | 21 | 0 | 87 | 38 |
| Lane Flow Rate | 437 | 453 | 346 | 95 | 232 |
| Geometry Grp | 2 | 5 | 7 | 7 | 2 |
| Degree of Util (X) | 0.981 | 1 | 0.863 | 0.213 | 0.592 |
| Departure Headway (Hd) | 8.21 | 8.559 | 8.987 | 8.127 | 9.209 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes |
| Cap | 446 | 426 | 404 | 444 | 394 |
| Service Time | 6.21 | 6.599 | 6.706 | 5.846 | 7.231 |
| HCM Lane V/C Ratio | 0.98 | 1.063 | 0.856 | 0.214 | 0.589 |
| HCM Control Delay | 67.3 | 73.8 | 47.6 | 13 | 24.8 |
| HCM Lane LOS | F | F | E | B | C |
| HCM 95th-tile Q | 12.2 | 12.5 | 8.5 | 0.8 | 3.7 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | |
| Intersection LOS | |

| Movement | SBU | SBL | SBT | SBR |
|---|---|---|---|---|
| Traffic Vol, veh/h | 0 | 32 | 143 | 38 |
| Future Vol, veh/h | 0 | 32 | 143 | 38 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 35 | 155 | 41 |
| Number of Lanes | 0 | 0 | 1 | 0 |

| Approach | SB |
|---|---|
| Opposing Approach | NB |
| Opposing Lanes | 1 |
| Conflicting Approach Left | WB |
| Conflicting Lanes Left | 2 |
| Conflicting Approach Right | EB |
| Conflicting Lanes Right | 1 |
| HCM Control Delay | 24.8 |
| HCM LOS | C |

| Lane |
|---|

Womack at Chamblee Dunwoody
1:

Existing Conditions, AM Peak
4/26/2017

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 46 | 80 | 35 | 13 | 348 | 168 | 225 | 488 | 12 | 92 | 372 | 148 |
| Future Volume (veh/h) | 46 | 80 | 35 | 13 | 348 | 168 | 225 | 488 | 12 | 92 | 372 | 148 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1863 | 1900 | 1900 | 1863 | 1900 | 1863 | 1863 | 1900 | 1863 | 1863 | 1863 |
| Adj Flow Rate, veh/h | 50 | 87 | 38 | 14 | 378 | 183 | 245 | 530 | 13 | 100 | 404 | 0 |
| Adj No. of Lanes | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 170 | 501 | 219 | 32 | 402 | 191 | 418 | 783 | 19 | 302 | 739 | 629 |
| Arrive On Green | 0.03 | 0.41 | 0.41 | 0.34 | 0.34 | 0.34 | 0.08 | 0.43 | 0.43 | 0.05 | 0.40 | 0.00 |
| Sat Flow, veh/h | 1774 | 1230 | 537 | 21 | 1175 | 558 | 1774 | 1810 | 44 | 1774 | 1863 | 1583 |
| Grp Volume(v), veh/h | 50 | 0 | 125 | 575 | 0 | 0 | 245 | 0 | 543 | 100 | 404 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1774 | 0 | 1768 | 1754 | 0 | 0 | 1774 | 0 | 1855 | 1774 | 1863 | 1583 |
| Q Serve(g_s), s | 2.6 | 0.0 | 6.6 | 21.5 | 0.0 | 0.0 | 11.9 | 0.0 | 34.3 | 4.9 | 24.4 | 0.0 |
| Cycle Q Clear(g_c), s | 2.6 | 0.0 | 6.6 | 46.8 | 0.0 | 0.0 | 11.9 | 0.0 | 34.3 | 4.9 | 24.4 | 0.0 |
| Prop In Lane | 1.00 | | 0.30 | 0.02 | | 0.32 | 1.00 | | 0.02 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 170 | 0 | 720 | 625 | 0 | 0 | 418 | 0 | 802 | 302 | 739 | 629 |
| V/C Ratio(X) | 0.29 | 0.00 | 0.17 | 0.92 | 0.00 | 0.00 | 0.59 | 0.00 | 0.68 | 0.33 | 0.55 | 0.00 |
| Avail Cap(c_a), veh/h | 200 | 0 | 767 | 642 | 0 | 0 | 418 | 0 | 802 | 365 | 739 | 629 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 28.6 | 0.0 | 27.6 | 47.0 | 0.0 | 0.0 | 25.1 | 0.0 | 33.3 | 27.3 | 33.9 | 0.0 |
| Incr Delay (d2), s/veh | 1.0 | 0.0 | 0.1 | 18.2 | 0.0 | 0.0 | 2.1 | 0.0 | 4.6 | 0.6 | 2.9 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.3 | 0.0 | 3.3 | 25.8 | 0.0 | 0.0 | 6.0 | 0.0 | 18.5 | 2.4 | 13.2 | 0.0 |
| LnGrp Delay(d),s/veh | 29.5 | 0.0 | 27.7 | 65.2 | 0.0 | 0.0 | 27.2 | 0.0 | 37.8 | 27.9 | 36.8 | 0.0 |
| LnGrp LOS | C | | C | E | | | C | | D | C | D | |
| Approach Vol, veh/h | | 175 | | | 575 | | | 788 | | | 504 | |
| Approach Delay, s/veh | | 28.2 | | | 65.2 | | | 34.5 | | | 35.0 | |
| Approach LOS | | C | | | E | | | C | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 11.8 | 69.2 | | 65.1 | 17.0 | 64.0 | 9.5 | 55.6 |
| Change Period (Y+Rc), s | 5.0 | 6.0 | | 5.6 | 5.1 | 6.0 | 5.5 | 5.6 |
| Max Green Setting (Gmax), s | 12.0 | 58.0 | | 63.4 | 11.9 | 58.0 | 6.5 | 51.4 |
| Max Q Clear Time (g_c+I1), s | 6.9 | 36.3 | | 8.6 | 13.9 | 26.4 | 4.6 | 48.8 |
| Green Ext Time (p_c), s | 0.1 | 6.4 | | 5.7 | 0.0 | 7.2 | 0.0 | 1.2 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 42.7 |
| HCM 2010 LOS | D |

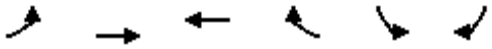
Womack at Chamblee Dunwoody
1:

Existing Conditions, PM Peak
4/26/2017

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 161 | 508 | 145 | 16 | 121 | 128 | 78 | 482 | 31 | 178 | 532 | 70 |
| Future Volume (veh/h) | 161 | 508 | 145 | 16 | 121 | 128 | 78 | 482 | 31 | 178 | 532 | 70 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1863 | 1900 | 1900 | 1863 | 1900 | 1863 | 1863 | 1900 | 1863 | 1863 | 1863 |
| Adj Flow Rate, veh/h | 175 | 552 | 158 | 17 | 132 | 139 | 85 | 524 | 34 | 193 | 578 | 0 |
| Adj No. of Lanes | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 236 | 561 | 161 | 22 | 118 | 111 | 296 | 752 | 49 | 325 | 868 | 738 |
| Arrive On Green | 0.08 | 0.40 | 0.40 | 0.29 | 0.29 | 0.29 | 0.04 | 0.43 | 0.43 | 0.07 | 0.47 | 0.00 |
| Sat Flow, veh/h | 1774 | 1393 | 399 | 4 | 403 | 380 | 1774 | 1731 | 112 | 1774 | 1863 | 1583 |
| Grp Volume(v), veh/h | 175 | 0 | 710 | 288 | 0 | 0 | 85 | 0 | 558 | 193 | 578 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1774 | 0 | 1792 | 786 | 0 | 0 | 1774 | 0 | 1843 | 1774 | 1863 | 1583 |
| Q Serve(g_s), s | 12.1 | 0.0 | 70.3 | 2.0 | 0.0 | 0.0 | 4.8 | 0.0 | 44.1 | 10.6 | 43.1 | 0.0 |
| Cycle Q Clear(g_c), s | 12.1 | 0.0 | 70.3 | 52.6 | 0.0 | 0.0 | 4.8 | 0.0 | 44.1 | 10.6 | 43.1 | 0.0 |
| Prop In Lane | 1.00 | | 0.22 | 0.06 | | 0.48 | 1.00 | | 0.06 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 236 | 0 | 722 | 252 | 0 | 0 | 296 | 0 | 800 | 325 | 868 | 738 |
| V/C Ratio(X) | 0.74 | 0.00 | 0.98 | 1.14 | 0.00 | 0.00 | 0.29 | 0.00 | 0.70 | 0.59 | 0.67 | 0.00 |
| Avail Cap(c_a), veh/h | 268 | 0 | 722 | 252 | 0 | 0 | 474 | 0 | 800 | 328 | 868 | 738 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 37.9 | 0.0 | 53.0 | 57.1 | 0.0 | 0.0 | 30.6 | 0.0 | 41.2 | 31.3 | 37.1 | 0.0 |
| Incr Delay (d2), s/veh | 9.1 | 0.0 | 29.2 | 101.5 | 0.0 | 0.0 | 0.5 | 0.0 | 5.0 | 2.8 | 4.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 6.5 | 0.0 | 40.8 | 17.7 | 0.0 | 0.0 | 2.4 | 0.0 | 23.6 | 5.4 | 23.1 | 0.0 |
| LnGrp Delay(d),s/veh | 47.0 | 0.0 | 82.2 | 158.6 | 0.0 | 0.0 | 31.1 | 0.0 | 46.2 | 34.1 | 41.2 | 0.0 |
| LnGrp LOS | D | | F | F | | | C | | D | C | D | |
| Approach Vol, veh/h | | 885 | | | 288 | | | 643 | | | 771 | |
| Approach Delay, s/veh | | 75.2 | | | 158.6 | | | 44.2 | | | 39.4 | |
| Approach LOS | | E | | | F | | | D | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 17.6 | 84.0 | | 78.0 | 11.9 | 89.7 | 19.8 | 58.2 |
| Change Period (Y+Rc), s | 5.0 | 6.0 | | 5.6 | 5.1 | 6.0 | 5.5 | 5.6 |
| Max Green Setting (Gmax), s | 13.0 | 78.0 | | 72.4 | 24.9 | 66.0 | 17.5 | 49.4 |
| Max Q Clear Time (g_c+I1), s | 12.6 | 46.1 | | 72.3 | 6.8 | 45.1 | 14.1 | 54.6 |
| Green Ext Time (p_c), s | 0.0 | 9.3 | | 0.0 | 0.2 | 8.0 | 0.1 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 66.1 |
| HCM 2010 LOS | E |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 103 | 210 | 416 | 66 | 151 | 331 |
| Future Volume (veh/h) | 103 | 210 | 416 | 66 | 151 | 331 |
| Number | 5 | 2 | 6 | 16 | 7 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1863 | 1863 | 1863 | 1863 | 1863 |
| Adj Flow Rate, veh/h | 112 | 228 | 452 | 0 | 164 | 360 |
| Adj No. of Lanes | 1 | 1 | 1 | 1 | 1 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 316 | 834 | 594 | 505 | 697 | 622 |
| Arrive On Green | 0.06 | 0.45 | 0.32 | 0.00 | 0.39 | 0.39 |
| Sat Flow, veh/h | 1774 | 1863 | 1863 | 1583 | 1774 | 1583 |
| Grp Volume(v), veh/h | 112 | 228 | 452 | 0 | 164 | 360 |
| Grp Sat Flow(s),veh/h/ln | 1774 | 1863 | 1863 | 1583 | 1774 | 1583 |
| Q Serve(g_s), s | 2.7 | 5.2 | 14.8 | 0.0 | 4.2 | 12.1 |
| Cycle Q Clear(g_c), s | 2.7 | 5.2 | 14.8 | 0.0 | 4.2 | 12.1 |
| Prop In Lane | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 316 | 834 | 594 | 505 | 697 | 622 |
| V/C Ratio(X) | 0.35 | 0.27 | 0.76 | 0.00 | 0.24 | 0.58 |
| Avail Cap(c_a), veh/h | 376 | 897 | 594 | 505 | 697 | 622 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 14.8 | 11.8 | 20.7 | 0.0 | 13.7 | 16.1 |
| Incr Delay (d2), s/veh | 0.7 | 0.2 | 8.9 | 0.0 | 0.8 | 3.9 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.4 | 2.7 | 9.0 | 0.0 | 2.2 | 11.5 |
| LnGrp Delay(d),s/veh | 15.5 | 11.9 | 29.6 | 0.0 | 14.5 | 20.0 |
| LnGrp LOS | B | B | C | | B | C |
| Approach Vol, veh/h | | 340 | 452 | | 524 | |
| Approach Delay, s/veh | | 13.1 | 29.6 | | 18.3 | |
| Approach LOS | | B | C | | B | |

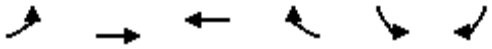
| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | 5 | 6 | | |
| Phs Duration (G+Y+Rc), s | | 35.7 | | 32.0 | 8.7 | 27.0 | | |
| Change Period (Y+Rc), s | | * 5.4 | | 5.4 | * 4.3 | * 5.4 | | |
| Max Green Setting (Gmax), s | | * 33 | | 26.6 | * 6.7 | * 22 | | |
| Max Q Clear Time (g_c+I1), s | | 7.2 | | 14.1 | 4.7 | 16.8 | | |
| Green Ext Time (p_c), s | | 4.5 | | 1.5 | 0.0 | 1.8 | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 20.8 |
| HCM 2010 LOS | C |

Notes

Tilly Mill Road at Peeler Road
2:

Existing Conditions, PM Peak
4/26/2017



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 391 | 566 | 338 | 259 | 122 | 143 |
| Future Volume (veh/h) | 391 | 566 | 338 | 259 | 122 | 143 |
| Number | 5 | 2 | 6 | 16 | 7 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1863 | 1863 | 1863 | 1863 | 1863 |
| Adj Flow Rate, veh/h | 425 | 615 | 367 | 0 | 133 | 155 |
| Adj No. of Lanes | 1 | 1 | 1 | 1 | 1 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 701 | 1287 | 991 | 843 | 402 | 358 |
| Arrive On Green | 0.13 | 0.69 | 0.53 | 0.00 | 0.23 | 0.23 |
| Sat Flow, veh/h | 1774 | 1863 | 1863 | 1583 | 1774 | 1583 |
| Grp Volume(v), veh/h | 425 | 615 | 367 | 0 | 133 | 155 |
| Grp Sat Flow(s),veh/h/ln | 1774 | 1863 | 1863 | 1583 | 1774 | 1583 |
| Q Serve(g_s), s | 13.5 | 19.9 | 15.0 | 0.0 | 8.2 | 11.0 |
| Cycle Q Clear(g_c), s | 13.5 | 19.9 | 15.0 | 0.0 | 8.2 | 11.0 |
| Prop In Lane | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 701 | 1287 | 991 | 843 | 402 | 358 |
| V/C Ratio(X) | 0.61 | 0.48 | 0.37 | 0.00 | 0.33 | 0.43 |
| Avail Cap(c_a), veh/h | 826 | 1419 | 991 | 843 | 402 | 358 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 11.1 | 9.3 | 17.8 | 0.0 | 42.3 | 43.4 |
| Incr Delay (d2), s/veh | 0.9 | 0.3 | 1.1 | 0.0 | 2.2 | 3.8 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 6.7 | 10.2 | 7.9 | 0.0 | 4.3 | 10.3 |
| LnGrp Delay(d),s/veh | 12.0 | 9.6 | 18.9 | 0.0 | 44.5 | 47.2 |
| LnGrp LOS | B | A | B | | D | D |
| Approach Vol, veh/h | | 1040 | 367 | | 288 | |
| Approach Delay, s/veh | | 10.6 | 18.9 | | 45.9 | |
| Approach LOS | | B | B | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | 5 | 6 | | |
| Phs Duration (G+Y+Rc), s | | 95.8 | | 35.0 | 20.8 | 75.0 | | |
| Change Period (Y+Rc), s | | * 5.4 | | 5.4 | * 4.3 | * 5.4 | | |
| Max Green Setting (Gmax), s | | * 1E2 | | 29.6 | * 26 | * 70 | | |
| Max Q Clear Time (g_c+I1), s | | 21.9 | | 13.0 | 15.5 | 17.0 | | |
| Green Ext Time (p_c), s | | 8.3 | | 0.8 | 1.0 | 8.2 | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 18.4 |
| HCM 2010 LOS | B |

Notes

Ashford Dunwoody Road at Meadow Lane
3: Ashford Dunwoody Road & Meadow Lane Road

AM Period
4/26/2017

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 57 | 51 | 46 | 53 | 100 | 44 | 113 | 438 | 99 | 77 | 998 | 395 |
| Future Volume (veh/h) | 57 | 51 | 46 | 53 | 100 | 44 | 113 | 438 | 99 | 77 | 998 | 395 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.95 | 1.00 | | 0.97 | 1.00 | | 0.99 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1863 | 1900 | 1863 | 1863 | 1900 | 1863 | 1863 | 1863 | 1863 | 1863 | 1900 |
| Adj Flow Rate, veh/h | 62 | 55 | 50 | 58 | 109 | 48 | 123 | 476 | 108 | 84 | 1085 | 429 |
| Adj No. of Lanes | 2 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 1 | 1 | 2 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 106 | 133 | 104 | 75 | 202 | 84 | 257 | 2421 | 1068 | 631 | 1699 | 658 |
| Arrive On Green | 0.03 | 0.07 | 0.07 | 0.04 | 0.08 | 0.08 | 0.03 | 0.68 | 0.68 | 0.03 | 0.68 | 0.68 |
| Sat Flow, veh/h | 3442 | 1845 | 1437 | 1774 | 2418 | 1003 | 1774 | 3539 | 1562 | 1774 | 2493 | 965 |
| Grp Volume(v), veh/h | 62 | 52 | 53 | 58 | 78 | 79 | 123 | 476 | 108 | 84 | 764 | 750 |
| Grp Sat Flow(s),veh/h/ln | 1721 | 1770 | 1512 | 1774 | 1770 | 1651 | 1774 | 1770 | 1562 | 1774 | 1770 | 1688 |
| Q Serve(g_s), s | 2.7 | 4.2 | 5.0 | 4.9 | 6.3 | 6.9 | 3.2 | 7.4 | 3.5 | 2.1 | 36.3 | 38.2 |
| Cycle Q Clear(g_c), s | 2.7 | 4.2 | 5.0 | 4.9 | 6.3 | 6.9 | 3.2 | 7.4 | 3.5 | 2.1 | 36.3 | 38.2 |
| Prop In Lane | 1.00 | | 0.95 | 1.00 | | 0.61 | 1.00 | | 1.00 | 1.00 | | 0.57 |
| Lane Grp Cap(c), veh/h | 106 | 127 | 109 | 75 | 148 | 138 | 257 | 2421 | 1068 | 631 | 1206 | 1151 |
| V/C Ratio(X) | 0.58 | 0.41 | 0.48 | 0.77 | 0.53 | 0.57 | 0.48 | 0.20 | 0.10 | 0.13 | 0.63 | 0.65 |
| Avail Cap(c_a), veh/h | 197 | 127 | 109 | 362 | 349 | 326 | 299 | 2421 | 1068 | 760 | 1206 | 1151 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 71.7 | 66.6 | 66.9 | 71.1 | 65.9 | 66.2 | 14.1 | 8.7 | 8.0 | 6.6 | 13.4 | 13.7 |
| Incr Delay (d2), s/veh | 5.0 | 2.1 | 3.3 | 15.3 | 2.9 | 3.7 | 1.4 | 0.2 | 0.2 | 0.1 | 2.5 | 2.9 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.3 | 2.2 | 2.2 | 2.7 | 3.2 | 3.3 | 2.1 | 3.6 | 1.6 | 1.0 | 18.5 | 18.6 |
| LnGrp Delay(d),s/veh | 76.8 | 68.7 | 70.2 | 86.4 | 68.8 | 69.9 | 15.5 | 8.8 | 8.2 | 6.7 | 15.9 | 16.6 |
| LnGrp LOS | E | E | E | F | E | E | B | A | A | A | B | B |
| Approach Vol, veh/h | | 167 | | | 215 | | | 707 | | | 1598 | |
| Approach Delay, s/veh | | 72.2 | | | 73.9 | | | 9.9 | | | 15.7 | |
| Approach LOS | | E | | | E | | | A | | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 11.0 | 109.0 | 12.7 | 17.2 | 11.4 | 108.6 | 11.0 | 18.9 |
| Change Period (Y+Rc), s | * 6.2 | * 6.4 | 6.4 | * 6.4 | * 6.2 | * 6.4 | 6.4 | 6.4 |
| Max Green Setting (Gmax), s | * 16 | * 71 | 30.6 | * 7.7 | * 8.8 | * 78 | 8.6 | 29.6 |
| Max Q Clear Time (g_c+I1), s | 4.1 | 9.4 | 6.9 | 7.0 | 5.2 | 40.2 | 4.7 | 8.9 |
| Green Ext Time (p_c), s | 0.1 | 28.4 | 0.1 | 0.1 | 0.1 | 22.2 | 0.0 | 0.9 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 22.4 |
| HCM 2010 LOS | C |

Notes

Ashford Dunwoody Road at Meadow Lane
3: Ashford Dunwoody Road & Meadow Lane Road

PM Period
4/26/2017

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 483 | 231 | 77 | 104 | 199 | 220 | 189 | 1266 | 166 | 73 | 325 | 182 |
| Future Volume (veh/h) | 483 | 231 | 77 | 104 | 199 | 220 | 189 | 1266 | 166 | 73 | 325 | 182 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.98 | 1.00 | | 0.98 | 1.00 | | 1.00 | 1.00 | | 0.98 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1863 | 1900 | 1863 | 1863 | 1900 | 1863 | 1863 | 1863 | 1863 | 1863 | 1900 |
| Adj Flow Rate, veh/h | 503 | 241 | 80 | 108 | 207 | 229 | 197 | 1319 | 173 | 76 | 339 | 190 |
| Adj No. of Lanes | 2 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 1 | 1 | 2 | 0 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 554 | 652 | 211 | 128 | 283 | 249 | 469 | 1791 | 799 | 172 | 1073 | 588 |
| Arrive On Green | 0.16 | 0.25 | 0.25 | 0.07 | 0.16 | 0.16 | 0.05 | 0.51 | 0.51 | 0.03 | 0.49 | 0.49 |
| Sat Flow, veh/h | 3442 | 2620 | 846 | 1774 | 1770 | 1557 | 1774 | 3539 | 1579 | 1774 | 2193 | 1203 |
| Grp Volume(v), veh/h | 503 | 161 | 160 | 108 | 207 | 229 | 197 | 1319 | 173 | 76 | 272 | 257 |
| Grp Sat Flow(s),veh/h/ln | 1721 | 1770 | 1696 | 1774 | 1770 | 1557 | 1774 | 1770 | 1579 | 1774 | 1770 | 1626 |
| Q Serve(g_s), s | 25.9 | 13.5 | 14.1 | 10.8 | 20.0 | 26.1 | 8.8 | 52.8 | 10.9 | 3.9 | 16.7 | 17.2 |
| Cycle Q Clear(g_c), s | 25.9 | 13.5 | 14.1 | 10.8 | 20.0 | 26.1 | 8.8 | 52.8 | 10.9 | 3.9 | 16.7 | 17.2 |
| Prop In Lane | 1.00 | | 0.50 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.74 |
| Lane Grp Cap(c), veh/h | 554 | 441 | 422 | 128 | 283 | 249 | 469 | 1791 | 799 | 172 | 866 | 795 |
| V/C Ratio(X) | 0.91 | 0.36 | 0.38 | 0.84 | 0.73 | 0.92 | 0.42 | 0.74 | 0.22 | 0.44 | 0.31 | 0.32 |
| Avail Cap(c_a), veh/h | 662 | 441 | 422 | 303 | 301 | 265 | 469 | 1791 | 799 | 251 | 866 | 795 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 74.2 | 55.8 | 56.1 | 82.5 | 72.0 | 74.5 | 24.3 | 35.0 | 24.7 | 30.3 | 27.7 | 27.9 |
| Incr Delay (d2), s/veh | 14.8 | 0.5 | 0.6 | 13.7 | 8.3 | 34.0 | 0.6 | 2.7 | 0.6 | 1.8 | 1.0 | 1.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 13.4 | 6.7 | 6.7 | 5.8 | 10.5 | 13.6 | 2.1 | 26.5 | 4.9 | 2.0 | 8.4 | 8.0 |
| LnGrp Delay(d),s/veh | 89.0 | 56.3 | 56.6 | 96.2 | 80.3 | 108.5 | 24.9 | 37.8 | 25.3 | 32.1 | 28.7 | 29.0 |
| LnGrp LOS | F | E | E | F | F | F | C | D | C | C | C | C |
| Approach Vol, veh/h | | 824 | | | 544 | | | 1689 | | | 605 | |
| Approach Delay, s/veh | | 76.3 | | | 95.3 | | | 35.0 | | | 29.2 | |
| Approach LOS | | E | | | F | | | C | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 12.0 | 97.5 | 19.3 | 51.2 | 15.0 | 94.5 | 35.4 | 35.2 |
| Change Period (Y+Rc), s | * 6.2 | * 6.4 | * 6.3 | * 6.4 | * 6.2 | * 6.4 | 6.4 | 6.4 |
| Max Green Setting (Gmax), s | * 14 | * 76 | * 31 | * 35 | * 8.8 | * 81 | 34.6 | 30.6 |
| Max Q Clear Time (g_c+I1), s | 5.9 | 54.8 | 12.8 | 16.1 | 10.8 | 19.2 | 27.9 | 28.1 |
| Green Ext Time (p_c), s | 0.1 | 14.1 | 0.2 | 4.6 | 0.0 | 25.4 | 1.1 | 0.7 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 52.3 |
| HCM 2010 LOS | D |

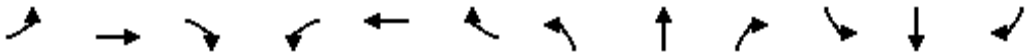
Notes

# Meadow Lane Road/Crown Pointe Parkway at Ridgeview Road/Olde Perimeter WayAM Period 3: Olde Perimeter Way/Ridgeview Road & Crown Pointe Parkway/Meadow Lane Road 4/26/2017

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 23 | 156 | 30 | 16 | 366 | 24 | 40 | 9 | 18 | 32 | 25 | 122 |
| Future Volume (vph) | 23 | 156 | 30 | 16 | 366 | 24 | 40 | 9 | 18 | 32 | 25 | 122 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 5.9 | 5.9 | 5.9 | 5.9 | | | 6.3 | 6.3 | | 6.6 | |
| Lane Util. Factor | | 0.95 | 1.00 | 1.00 | 0.95 | | | 1.00 | 1.00 | | 1.00 | |
| Frpb, ped/bikes | | 1.00 | 0.98 | 1.00 | 1.00 | | | 1.00 | 0.98 | | 0.99 | |
| Flpb, ped/bikes | | 1.00 | 1.00 | 0.98 | 1.00 | | | 1.00 | 1.00 | | 1.00 | |
| Frt | | 1.00 | 0.85 | 1.00 | 0.99 | | | 1.00 | 0.85 | | 0.91 | |
| Flt Protected | | 0.99 | 1.00 | 0.95 | 1.00 | | | 0.96 | 1.00 | | 0.99 | |
| Satd. Flow (prot) | | 3516 | 1548 | 1735 | 3497 | | | 1789 | 1551 | | 1654 | |
| Flt Permitted | | 0.87 | 1.00 | 0.63 | 1.00 | | | 0.96 | 1.00 | | 0.99 | |
| Satd. Flow (perm) | | 3072 | 1548 | 1158 | 3497 | | | 1789 | 1551 | | 1654 | |
| Peak-hour factor, PHF | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Adj. Flow (vph) | 24 | 162 | 31 | 17 | 381 | 25 | 42 | 9 | 19 | 33 | 26 | 127 |
| RTOR Reduction (vph) | 0 | 0 | 23 | 0 | 7 | 0 | 0 | 0 | 14 | 0 | 96 | 0 |
| Lane Group Flow (vph) | 0 | 187 | 8 | 17 | 399 | 0 | 0 | 51 | 5 | 0 | 90 | 0 |
| Confl. Peds. (#/hr) | 1 | | 1 | 12 | | 12 | 7 | | 7 | 6 | | 6 |
| Confl. Bikes (#/hr) | | | | | | 1 | | | | | | |
| Parking (#/hr) | | | | | | | | | | 0 | | |
| Turn Type | Perm | NA | Perm | Perm | NA | | Split | NA | Perm | Split | NA | |
| Protected Phases | | 2 | | | 6 | | 3 | 3 | | 4 | 4 | |
| Permitted Phases | 2 | | 2 | 6 | | | | | 3 | | | |
| Actuated Green, G (s) | | 19.8 | 19.8 | 19.8 | 19.8 | | | 18.0 | 18.0 | | 18.4 | |
| Effective Green, g (s) | | 19.8 | 19.8 | 19.8 | 19.8 | | | 18.0 | 18.0 | | 18.4 | |
| Actuated g/C Ratio | | 0.26 | 0.26 | 0.26 | 0.26 | | | 0.24 | 0.24 | | 0.25 | |
| Clearance Time (s) | | 5.9 | 5.9 | 5.9 | 5.9 | | | 6.3 | 6.3 | | 6.6 | |
| Vehicle Extension (s) | | 3.0 | 3.0 | 3.0 | 3.0 | | | 3.0 | 3.0 | | 3.0 | |
| Lane Grp Cap (vph) | | 811 | 408 | 305 | 923 | | | 429 | 372 | | 405 | |
| v/s Ratio Prot | | | | | c0.11 | | | c0.03 | | | c0.05 | |
| v/s Ratio Perm | | 0.06 | 0.01 | 0.01 | | | | | 0.00 | | | |
| v/c Ratio | | 0.23 | 0.02 | 0.06 | 0.43 | | | 0.12 | 0.01 | | 0.22 | |
| Uniform Delay, d1 | | 21.6 | 20.4 | 20.6 | 22.9 | | | 22.3 | 21.7 | | 22.6 | |
| Progression Factor | | 1.00 | 1.00 | 1.00 | 1.00 | | | 1.00 | 1.00 | | 1.00 | |
| Incremental Delay, d2 | | 0.7 | 0.1 | 0.3 | 1.5 | | | 0.6 | 0.1 | | 1.3 | |
| Delay (s) | | 22.3 | 20.5 | 21.0 | 24.4 | | | 22.9 | 21.8 | | 23.9 | |
| Level of Service | | C | C | C | C | | | C | C | | C | |
| Approach Delay (s) | | 22.0 | | | 24.3 | | | 22.6 | | | 23.9 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 23.5 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.26 | | |
| Actuated Cycle Length (s) | 75.0 | Sum of lost time (s) | 18.8 |
| Intersection Capacity Utilization | 60.7% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

# Meadow Lane Road/Crown Pointe Parkway at Ridgeview Road/Olde Perimeter WayPM Period 3: Olde Perimeter Way/Ridgeview Road & Crown Pointe Parkway/Meadow Lane Road 4/26/2017



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 80 | 401 | 85 | 41 | 546 | 49 | 122 | 36 | 52 | 32 | 13 | 28 |
| Future Volume (vph) | 80 | 401 | 85 | 41 | 546 | 49 | 122 | 36 | 52 | 32 | 13 | 28 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 5.9 | 5.9 | 5.9 | 5.9 | | | 6.3 | 6.3 | | 6.6 | |
| Lane Util. Factor | | 0.95 | 1.00 | 1.00 | 0.95 | | | 1.00 | 1.00 | | 1.00 | |
| Frpb, ped/bikes | | 1.00 | 0.97 | 1.00 | 0.99 | | | 1.00 | 0.97 | | 0.98 | |
| Flpb, ped/bikes | | 1.00 | 1.00 | 0.93 | 1.00 | | | 1.00 | 1.00 | | 1.00 | |
| Frt | | 1.00 | 0.85 | 1.00 | 0.99 | | | 1.00 | 0.85 | | 0.95 | |
| Flt Protected | | 0.99 | 1.00 | 0.95 | 1.00 | | | 0.96 | 1.00 | | 0.98 | |
| Satd. Flow (prot) | | 3509 | 1541 | 1645 | 3445 | | | 1794 | 1529 | | 1701 | |
| Flt Permitted | | 0.73 | 1.00 | 0.43 | 1.00 | | | 0.96 | 1.00 | | 0.98 | |
| Satd. Flow (perm) | | 2573 | 1541 | 753 | 3445 | | | 1794 | 1529 | | 1701 | |
| Peak-hour factor, PHF | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Adj. Flow (vph) | 83 | 418 | 89 | 43 | 569 | 51 | 127 | 38 | 54 | 33 | 14 | 29 |
| RTOR Reduction (vph) | 0 | 0 | 47 | 0 | 8 | 0 | 0 | 0 | 45 | 0 | 23 | 0 |
| Lane Group Flow (vph) | 0 | 501 | 42 | 43 | 612 | 0 | 0 | 165 | 9 | 0 | 53 | 0 |
| Confl. Peds. (#/hr) | 2 | | 2 | 54 | | 54 | 13 | | 13 | 18 | | 18 |
| Confl. Bikes (#/hr) | | | 1 | | | 2 | | | | | | |
| Parking (#/hr) | | | | | | | | | | 0 | | |
| Turn Type | Perm | NA | Perm | Perm | NA | | Split | NA | Perm | Split | NA | |
| Protected Phases | | 2 | | | 6 | | 3 | 3 | | 4 | 4 | |
| Permitted Phases | 2 | | 2 | 6 | | | | | 3 | | | |
| Actuated Green, G (s) | | 49.1 | 49.1 | 49.1 | 49.1 | | | 18.0 | 18.0 | | 18.0 | |
| Effective Green, g (s) | | 49.1 | 49.1 | 49.1 | 49.1 | | | 18.0 | 18.0 | | 18.0 | |
| Actuated g/C Ratio | | 0.47 | 0.47 | 0.47 | 0.47 | | | 0.17 | 0.17 | | 0.17 | |
| Clearance Time (s) | | 5.9 | 5.9 | 5.9 | 5.9 | | | 6.3 | 6.3 | | 6.6 | |
| Vehicle Extension (s) | | 3.0 | 3.0 | 3.0 | 3.0 | | | 3.0 | 3.0 | | 3.0 | |
| Lane Grp Cap (vph) | | 1215 | 728 | 355 | 1628 | | | 310 | 264 | | 294 | |
| v/s Ratio Prot | | | | | 0.18 | | | c0.09 | | | c0.03 | |
| v/s Ratio Perm | | c0.19 | 0.03 | 0.06 | | | | | 0.01 | | | |
| v/c Ratio | | 0.41 | 0.06 | 0.12 | 0.38 | | | 0.53 | 0.04 | | 0.18 | |
| Uniform Delay, d1 | | 17.9 | 14.9 | 15.3 | 17.6 | | | 39.1 | 35.7 | | 36.7 | |
| Progression Factor | | 1.00 | 1.00 | 1.00 | 1.00 | | | 1.00 | 1.00 | | 1.00 | |
| Incremental Delay, d2 | | 1.0 | 0.2 | 0.7 | 0.7 | | | 6.4 | 0.3 | | 1.3 | |
| Delay (s) | | 19.0 | 15.0 | 16.0 | 18.2 | | | 45.5 | 36.0 | | 38.0 | |
| Level of Service | | B | B | B | B | | | D | D | | D | |
| Approach Delay (s) | | 18.4 | | | 18.1 | | | 43.2 | | | 38.0 | |
| Approach LOS | | B | | | B | | | D | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 22.7 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.39 | | |
| Actuated Cycle Length (s) | 103.9 | Sum of lost time (s) | 18.8 |
| Intersection Capacity Utilization | 62.3% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

Ashford Dunwoody Road at Meadow Lane
12:

AM Period
4/26/2017

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Traffic Vol, veh/h | 6 | 441 | 18 | 24 | 1050 | 5 | 25 | 0 | 29 | 21 | 1 | 10 |
| Future Vol, veh/h | 6 | 441 | 18 | 24 | 1050 | 5 | 25 | 0 | 29 | 21 | 1 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 7 | 479 | 20 | 26 | 1141 | 5 | 27 | 0 | 32 | 23 | 1 | 11 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1147 | 0 | 0 | 499 | 0 | 0 | 1704 | 1701 | 489 | 1714 | 1708 | 1144 |
| Stage 1 | - | - | - | - | - | - | 502 | 502 | - | 1196 | 1196 | - |
| Stage 2 | - | - | - | - | - | - | 1202 | 1199 | - | 518 | 512 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 609 | - | - | 1065 | - | - | 72 | 92 | 579 | 71 | 91 | 243 |
| Stage 1 | - | - | - | - | - | - | 552 | 542 | - | 227 | 259 | - |
| Stage 2 | - | - | - | - | - | - | 225 | 259 | - | 541 | 536 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 609 | - | - | 1065 | - | - | 64 | 84 | 579 | 63 | 84 | 243 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 64 | 84 | - | 63 | 84 | - |
| Stage 1 | - | - | - | - | - | - | 543 | 533 | - | 223 | 242 | - |
| Stage 2 | - | - | - | - | - | - | 200 | 242 | - | 503 | 527 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.1 | 0.2 | 58.5 | 76.6 |
| HCM LOS | | | F | F |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 123 | 609 | - | - | 1065 | - | - | 83 |
| HCM Lane V/C Ratio | 0.477 | 0.011 | - | - | 0.024 | - | - | 0.419 |
| HCM Control Delay (s) | 58.5 | 11 | 0 | - | 8.5 | 0 | - | 76.6 |
| HCM Lane LOS | F | B | A | - | A | A | - | F |
| HCM 95th %tile Q(veh) | 2.2 | 0 | - | - | 0.1 | - | - | 1.7 |

Ashford Dunwoody Road at Meadow Lane AM Period
12: 4/26/2017

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Traffic Vol, veh/h | 7 | 806 | 24 | 36 | 669 | 13 | 12 | 0 | 32 | 6 | 0 | 4 |
| Future Vol, veh/h | 7 | 806 | 24 | 36 | 669 | 13 | 12 | 0 | 32 | 6 | 0 | 4 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 8 | 876 | 26 | 39 | 727 | 14 | 13 | 0 | 35 | 7 | 0 | 4 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 741 | 0 | 0 | 902 | 0 | 0 | 1719 | 1724 | 889 | 1735 | 1730 | 734 |
| Stage 1 | - | - | - | - | - | - | 904 | 904 | - | 813 | 813 | - |
| Stage 2 | - | - | - | - | - | - | 815 | 820 | - | 922 | 917 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 866 | - | - | 754 | - | - | 71 | 89 | 342 | 69 | 88 | 420 |
| Stage 1 | - | - | - | - | - | - | 331 | 356 | - | 372 | 392 | - |
| Stage 2 | - | - | - | - | - | - | 371 | 389 | - | 324 | 351 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 866 | - | - | 754 | - | - | 65 | 80 | 342 | 57 | 79 | 420 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 65 | 80 | - | 57 | 79 | - |
| Stage 1 | - | - | - | - | - | - | 325 | 349 | - | 365 | 358 | - |
| Stage 2 | - | - | - | - | - | - | 335 | 355 | - | 286 | 344 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.1 | 0.5 | 37.4 | 52.2 |
| HCM LOS | | | E | F |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 158 | 866 | - | - | 754 | - | - | 87 |
| HCM Lane V/C Ratio | 0.303 | 0.009 | - | - | 0.052 | - | - | 0.125 |
| HCM Control Delay (s) | 37.4 | 9.2 | 0 | - | 10 | 0 | - | 52.2 |
| HCM Lane LOS | E | A | A | - | B | A | - | F |
| HCM 95th %tile Q(veh) | 1.2 | 0 | - | - | 0.2 | - | - | 0.4 |

Peachford at N Shallowford
6:

AM Period
4/26/2017

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 2 | 1 | 205 | 3 | 230 | 3 | 535 | 91 | 93 | 530 | 0 |
| Future Volume (veh/h) | 0 | 2 | 1 | 205 | 3 | 230 | 3 | 535 | 91 | 93 | 530 | 0 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1863 | 1900 | 1900 | 1863 | 1900 | 1863 | 1863 | 1863 | 1863 | 1863 | 1900 |
| Adj Flow Rate, veh/h | 0 | 2 | 1 | 223 | 3 | 250 | 3 | 582 | 0 | 101 | 576 | 0 |
| Adj No. of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 0 | 407 | 204 | 291 | 5 | 273 | 333 | 902 | 767 | 352 | 976 | 0 |
| Arrive On Green | 0.00 | 0.35 | 0.35 | 0.35 | 0.35 | 0.35 | 0.00 | 0.48 | 0.00 | 0.04 | 0.52 | 0.00 |
| Sat Flow, veh/h | 0 | 1173 | 586 | 698 | 13 | 787 | 1774 | 1863 | 1583 | 1774 | 1863 | 0 |
| Grp Volume(v), veh/h | 0 | 0 | 3 | 476 | 0 | 0 | 3 | 582 | 0 | 101 | 576 | 0 |
| Grp Sat Flow(s),veh/h/ln | 0 | 0 | 1759 | 1498 | 0 | 0 | 1774 | 1863 | 1583 | 1774 | 1863 | 0 |
| Q Serve(g_s), s | 0.0 | 0.0 | 0.1 | 32.8 | 0.0 | 0.0 | 0.1 | 25.4 | 0.0 | 3.0 | 23.1 | 0.0 |
| Cycle Q Clear(g_c), s | 0.0 | 0.0 | 0.1 | 32.9 | 0.0 | 0.0 | 0.1 | 25.4 | 0.0 | 3.0 | 23.1 | 0.0 |
| Prop In Lane | 0.00 | | 0.33 | 0.47 | | 0.53 | 1.00 | | 1.00 | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 0 | 0 | 611 | 569 | 0 | 0 | 333 | 902 | 767 | 352 | 976 | 0 |
| V/C Ratio(X) | 0.00 | 0.00 | 0.00 | 0.84 | 0.00 | 0.00 | 0.01 | 0.65 | 0.00 | 0.29 | 0.59 | 0.00 |
| Avail Cap(c_a), veh/h | 0 | 0 | 787 | 719 | 0 | 0 | 409 | 902 | 767 | 364 | 976 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 0.0 | 0.0 | 23.1 | 33.8 | 0.0 | 0.0 | 15.8 | 21.0 | 0.0 | 15.8 | 17.8 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 0.0 | 0.0 | 6.9 | 0.0 | 0.0 | 0.0 | 3.5 | 0.0 | 0.4 | 2.6 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 0.0 | 0.1 | 14.7 | 0.0 | 0.0 | 0.0 | 13.8 | 0.0 | 1.5 | 12.5 | 0.0 |
| LnGrp Delay(d),s/veh | 0.0 | 0.0 | 23.1 | 40.8 | 0.0 | 0.0 | 15.9 | 24.5 | 0.0 | 16.2 | 20.4 | 0.0 |
| LnGrp LOS | | | C | D | | | B | C | | B | C | |
| Approach Vol, veh/h | | 3 | | | 476 | | | 585 | | | 677 | |
| Approach Delay, s/veh | | 23.1 | | | 40.8 | | | 24.5 | | | 19.8 | |
| Approach LOS | | C | | | D | | | C | | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 9.3 | 57.0 | | 42.1 | 4.9 | 61.3 | | 42.1 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | | 4.5 | 4.5 | 4.5 | | 4.5 |
| Max Green Setting (Gmax), s | 5.5 | 52.5 | | 48.5 | 5.1 | 52.9 | | 48.5 |
| Max Q Clear Time (g_c+I1), s | 5.0 | 27.4 | | 2.1 | 2.1 | 25.1 | | 34.9 |
| Green Ext Time (p_c), s | 0.0 | 8.8 | | 3.7 | 0.0 | 9.1 | | 2.7 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 27.1 |
| HCM 2010 LOS | C |

Peachford at N Shallowford
6:

PM Period
4/26/2017

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 2 | 110 | 1 | 93 | 1 | 555 | 292 | 171 | 556 | 1 |
| Future Volume (veh/h) | 0 | 0 | 2 | 110 | 1 | 93 | 1 | 555 | 292 | 171 | 556 | 1 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1863 | 1900 | 1900 | 1863 | 1900 | 1863 | 1863 | 1863 | 1863 | 1863 | 1900 |
| Adj Flow Rate, veh/h | 0 | 0 | 2 | 120 | 1 | 101 | 1 | 603 | 0 | 186 | 604 | 1 |
| Adj No. of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 0 | 0 | 286 | 200 | 11 | 123 | 491 | 1126 | 957 | 526 | 1231 | 2 |
| Arrive On Green | 0.00 | 0.00 | 0.18 | 0.18 | 0.18 | 0.18 | 0.00 | 0.60 | 0.00 | 0.06 | 0.66 | 0.66 |
| Sat Flow, veh/h | 0 | 0 | 1583 | 755 | 62 | 682 | 1774 | 1863 | 1583 | 1774 | 1859 | 3 |
| Grp Volume(v), veh/h | 0 | 0 | 2 | 222 | 0 | 0 | 1 | 603 | 0 | 186 | 0 | 605 |
| Grp Sat Flow(s),veh/h/ln | 0 | 0 | 1583 | 1499 | 0 | 0 | 1774 | 1863 | 1583 | 1774 | 0 | 1862 |
| Q Serve(g_s), s | 0.0 | 0.0 | 0.1 | 11.4 | 0.0 | 0.0 | 0.0 | 16.4 | 0.0 | 3.2 | 0.0 | 14.1 |
| Cycle Q Clear(g_c), s | 0.0 | 0.0 | 0.1 | 12.3 | 0.0 | 0.0 | 0.0 | 16.4 | 0.0 | 3.2 | 0.0 | 14.1 |
| Prop In Lane | 0.00 | | 1.00 | 0.54 | | 0.45 | 1.00 | | 1.00 | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 0 | 0 | 286 | 335 | 0 | 0 | 491 | 1126 | 957 | 526 | 0 | 1233 |
| V/C Ratio(X) | 0.00 | 0.00 | 0.01 | 0.66 | 0.00 | 0.00 | 0.00 | 0.54 | 0.00 | 0.35 | 0.00 | 0.49 |
| Avail Cap(c_a), veh/h | 0 | 0 | 884 | 896 | 0 | 0 | 593 | 1126 | 957 | 533 | 0 | 1233 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 0.0 | 0.0 | 29.2 | 34.1 | 0.0 | 0.0 | 7.2 | 10.0 | 0.0 | 7.3 | 0.0 | 7.3 |
| Incr Delay (d2), s/veh | 0.0 | 0.0 | 0.0 | 2.2 | 0.0 | 0.0 | 0.0 | 1.8 | 0.0 | 0.4 | 0.0 | 1.4 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 0.0 | 0.0 | 5.3 | 0.0 | 0.0 | 0.0 | 8.9 | 0.0 | 1.6 | 0.0 | 7.7 |
| LnGrp Delay(d),s/veh | 0.0 | 0.0 | 29.2 | 36.4 | 0.0 | 0.0 | 7.2 | 11.9 | 0.0 | 7.7 | 0.0 | 8.7 |
| LnGrp LOS | | | C | D | | | A | B | | A | | A |
| Approach Vol, veh/h | | 2 | | | 222 | | | 604 | | | 791 | |
| Approach Delay, s/veh | | 29.2 | | | 36.4 | | | 11.9 | | | 8.5 | |
| Approach LOS | | C | | | D | | | B | | | A | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 9.6 | 57.0 | | 20.2 | 4.6 | 62.0 | | 20.2 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | | 4.5 | 4.5 | 4.5 | | 4.5 |
| Max Green Setting (Gmax), s | 5.5 | 52.5 | | 48.5 | 5.1 | 52.9 | | 48.5 |
| Max Q Clear Time (g_c+I1), s | 5.2 | 18.4 | | 2.1 | 2.0 | 16.1 | | 14.3 |
| Green Ext Time (p_c), s | 0.0 | 10.3 | | 1.5 | 0.0 | 10.5 | | 1.5 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 13.6 |
| HCM 2010 LOS | B |

**STATE OF GEORGIA**
**CITY OF DUNWOODY** **RESOLUTION 2017-XX-XX**

## A RESOLUTION TO ADOPT AN UPDATE TO THE COMPREHENSIVE TRANSPORTATION PLAN

**WHEREAS,** the City of Dunwoody adopted a Comprehensive Transportation Plan on March 28, 2011; and

**WHEREAS,** the Comprehensive Transportation Plan was developed to reflect the complex and diverse desires of the citizens and leaders of the City as a whole; and

**WHEREAS,** the City of Dunwoody recognizes that the transportation needs of the community are evolving and that it is prudent to update the Comprehensive Transportation Plan document; and

**WHEREAS,** this update to the Comprehensive Transportation Plan was developed to serve as an addendum to the original plan and to adjust the transportation project list to reflect completed, new, and modified projects since 2011 while maintaining the overall vision and goals of the original plan; and

**WHEREAS,** this update to the Comprehensive Transportation Plan documents the achievements the city has made, provides a current view of the existing transportation operations, and examines the pedestrian and bicycle network within Dunwoody as well as its connectivity to other communities; and

**WHEREAS,** this update to the Comprehensive Transportation Plan was developed based upon the direct input of the residents and stakeholders; and

**WHEREAS,** this City of Dunwoody desires to adopt this update to the Comprehensive Transportation Plan as a guide for future transportation improvements;

**NOW THEREFORE, BE IT RESOLVED,** by the Mayor and City Council of the City of Dunwoody and it is resolved by the authority of said City Council, that by passage of this Resolution the City of Dunwoody Mayor and City Council adopt the update to the Comprehensive Transportation Plan and incorporate it as part of the Comprehensive Land Use Plan as a minor amendment pursuant to the Department of Community Affairs Regulations.

**SO RESOVLED AND EFFECTIVE** this 14th day of August, 2017.

Approved:

_____
Denis L. Shortal, Mayor

Attest:

_____
Sharon Lowery, City Clerk

Seal