



4800 Ashford Dunwoody Road
Dunwoody, Georgia 30338
dunwoodyga.gov | 678.382.6700

MEMORANDUM

To: Mayor and City Council

From: Michael Smith, Public Works Director

Date: April 12, 2021

Subject: **Discussion of a Revised Conceptual Design for Improvements on Mount Vernon Road between Corners Drive and Mount Vernon Place**

BACKGROUND

Project Context

The City's transportation plan recommends sidewalk, bike facilities and turn lanes on Mount Vernon Road. The City has completed improvements in the vicinity of the Vermack intersection and is completing the final design for improvements at Tilly Mill Road. Preliminary concepts have recently been developed for the segment from Corners Drive to Mount Vernon Place which is situated between the two adjacent intersection projects.

Most of this segment currently has one through lane in each direction with a westbound auxiliary lane that becomes a right turn lane onto Forest Springs Drive. There is an older 4-foot wide sidewalk with a 2-foot landscape buffer on the north side of the road. The south side of the road does not have sidewalk and there are no bicycle facilities on either side of the roadway. The transportation plan update in 2017 included a proof of concept report that confirmed that left turn lanes were justified for the side streets on this section of Mount Vernon Road based on the overall volume of traffic and the number of turning vehicles at each intersection.

Public Involvement

In October, the City publicized a virtual public meeting hosted on the City's website at: <https://dunwoodyga.gov/index.php?section=projects&projectsection=8&project=67>. The project received over 300 comments with 230 of those expressing support for improving safety and accommodating all roadway users. When asked to rank the priority of improvements for this corridor, turn lanes received the highest number of responses as the top priority followed by sidewalk on the south side of the road. Over 75% of respondents indicated that the safety and accommodation of all road users should be the primary consideration for the project. Among the proposed concepts, Alternative 2 received the most favorable responses with Alternative 1 also receiving strong support. Finally, over half of respondents indicated that someone in their household would be more likely to bike on Mount Vernon Road if there was a path separated from the roadway.

CONCEPTUAL DESIGN DISCUSSION

Three conceptual design plans for the corridor were presented to the City Council in November. Council members expressed little support for a continuous center turn lane as shown in Alternative 2 but there was support for left turn lanes similar to those shown in Alternative 1,



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where they would provide safety benefits. Based on the Council discussion, the following revisions have been made to Alternative 1:

1. Reduced length of left turn lane at Vernon Lake Drive. Turn lane may not provide enough storage for left turning cars during peak travel periods but should be adequate for most hours of day.
2. Removed right turn lane at Forest Springs Drive and eliminated temporary construction easements on two properties.
3. Moved pedestrian crossing from the west side of Stratham Drive to the east side of Forest Springs Drive and flipped the left turn lane from Stratham Drive to Forest Springs Drive. The revised crossing location would provide a more direct walking route for a pedestrian traveling between Forest Springs Drive and Vanderlyn Elementary School via Stratham Drive.

NEXT STEPS

Based on direction from the City Council, the next phase of the project would be to advertise a request for proposals to complete the final design which is funded in the 2021 budget. The current five-year capital work plan targets 2024 to 2025 for construction. The current schedule is as follows:

- 2021-2022 Complete design plans
- 2022-2023 Acquire easements/right of way
- 2023-2024 Relocate utilities
- 2024-2025 Construction

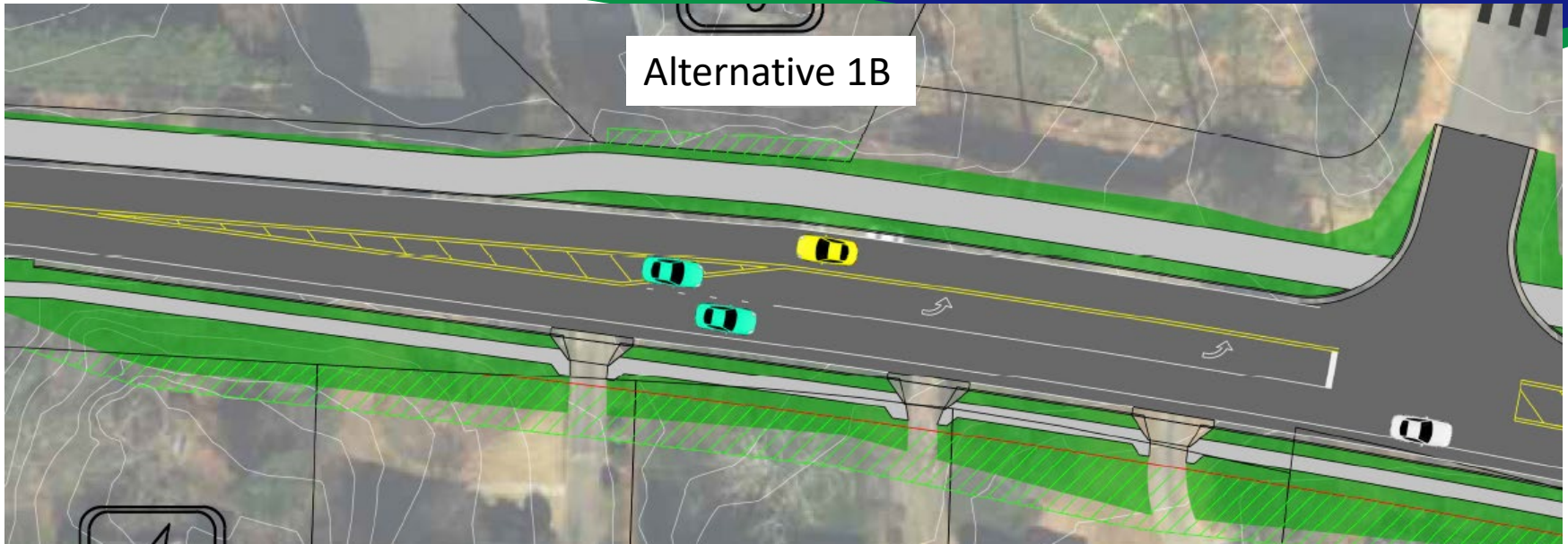


City of
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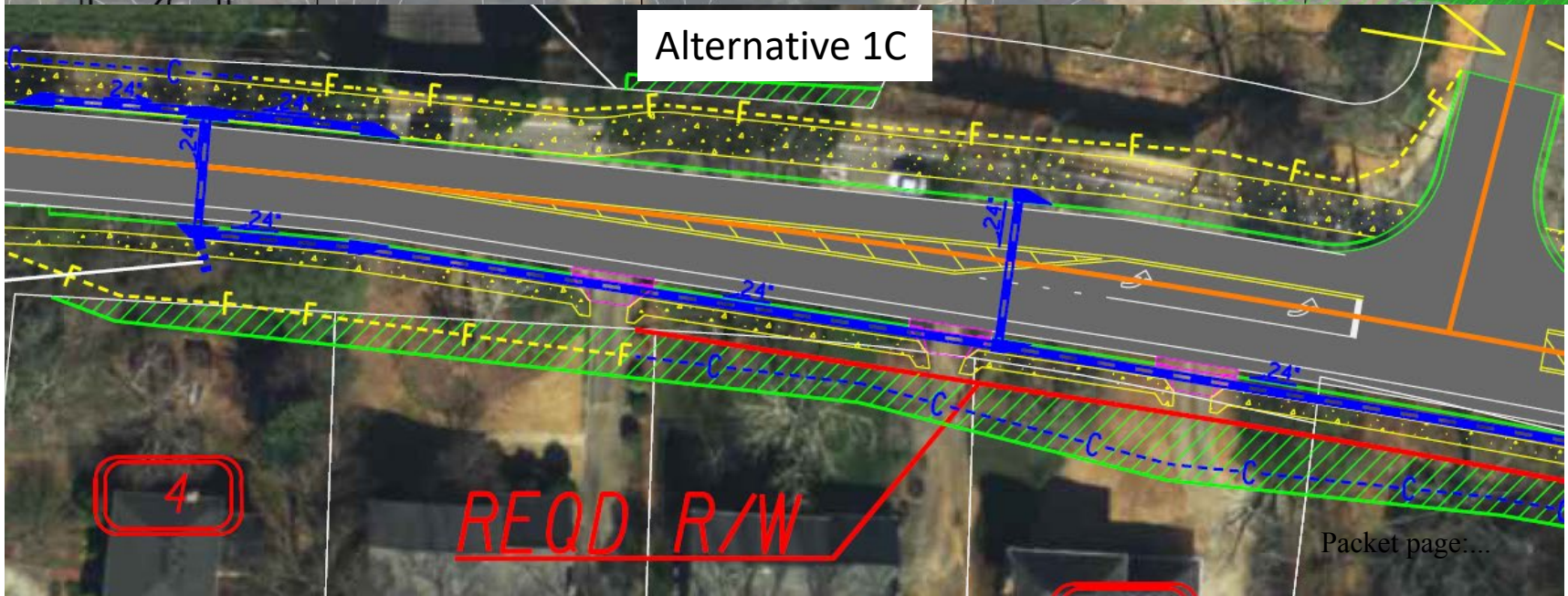
**MT. VERNON ROAD
IMPROVEMENTS FROM CORNERS
DRIVE TO MOUNT VERNON PLACE**

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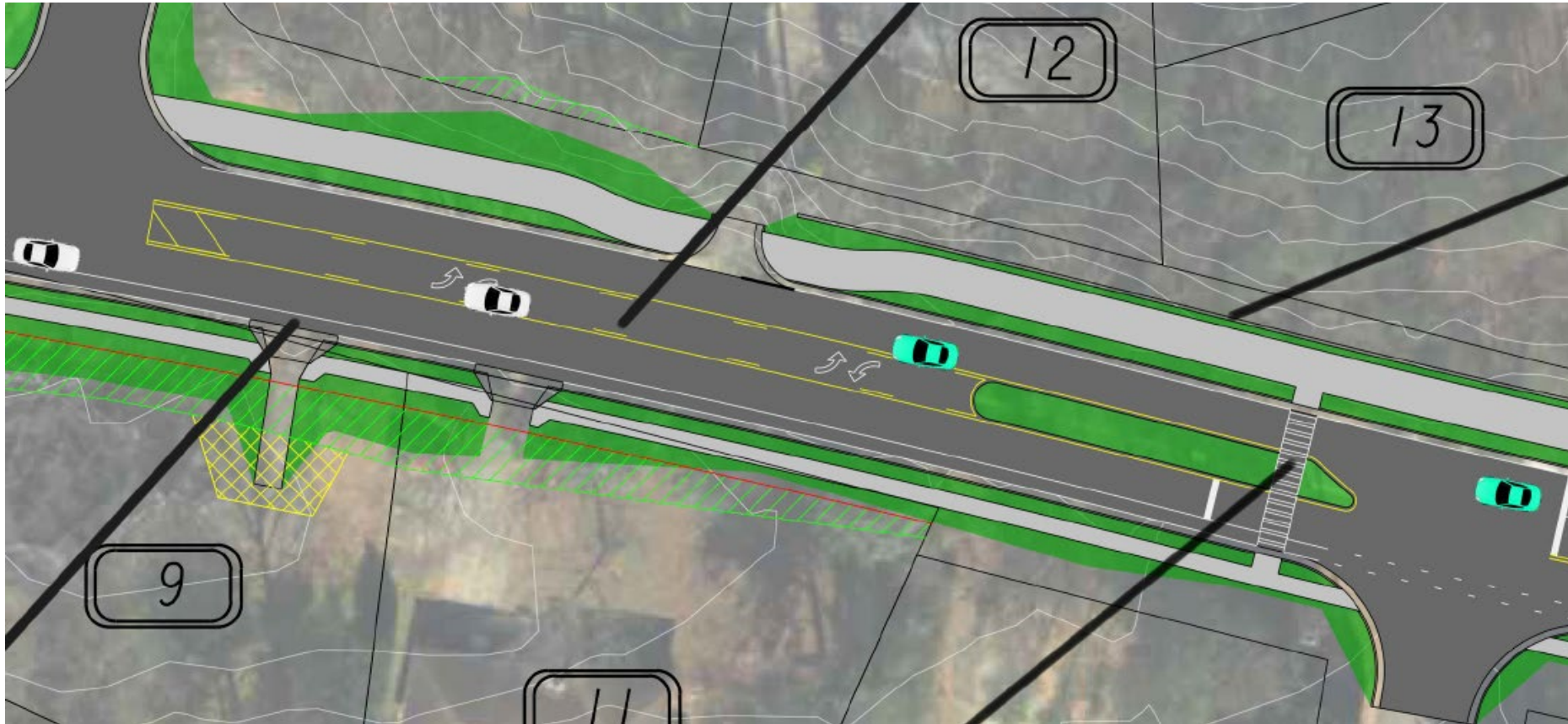
Alternative 1B



Alternative 1C

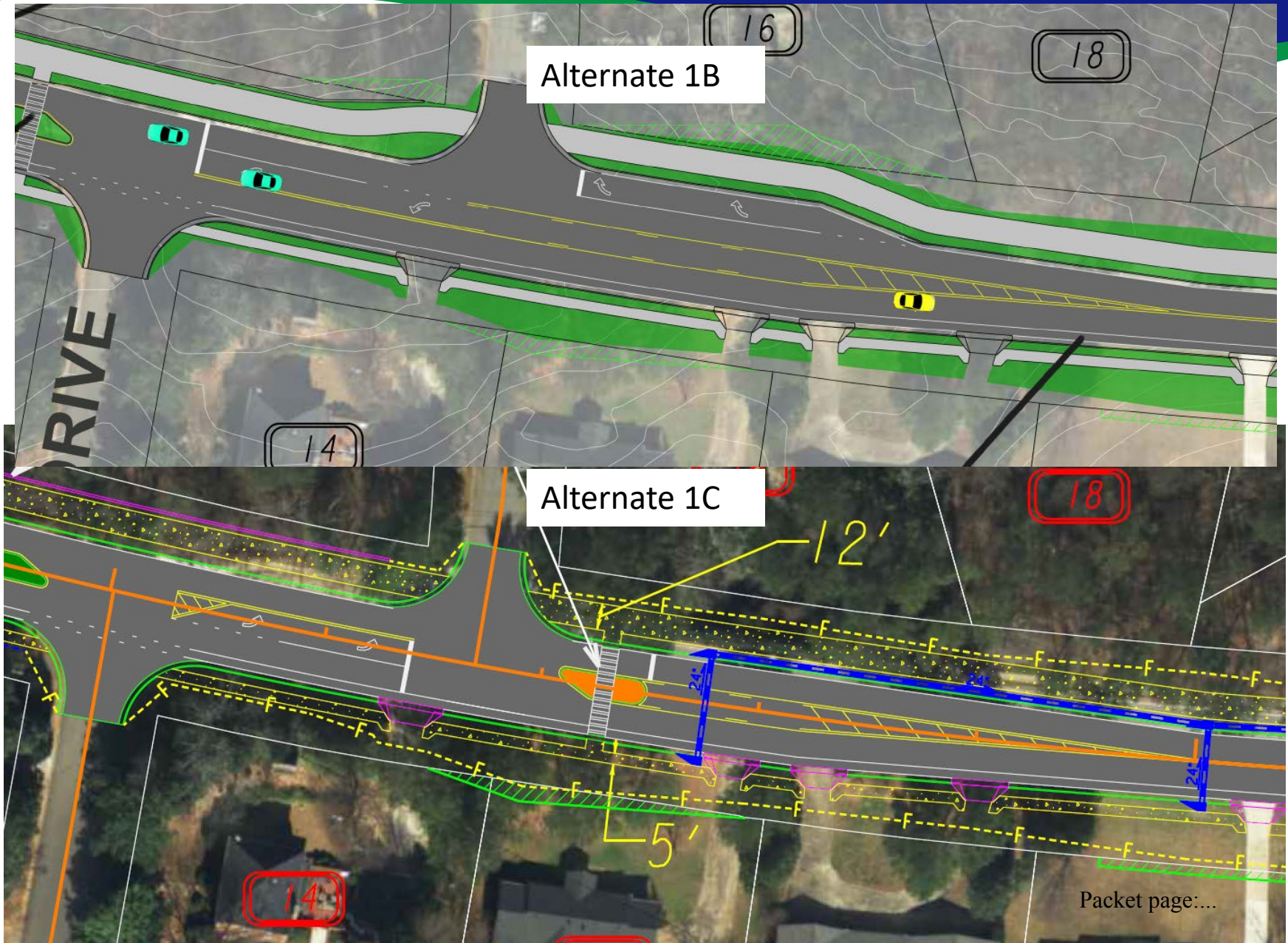


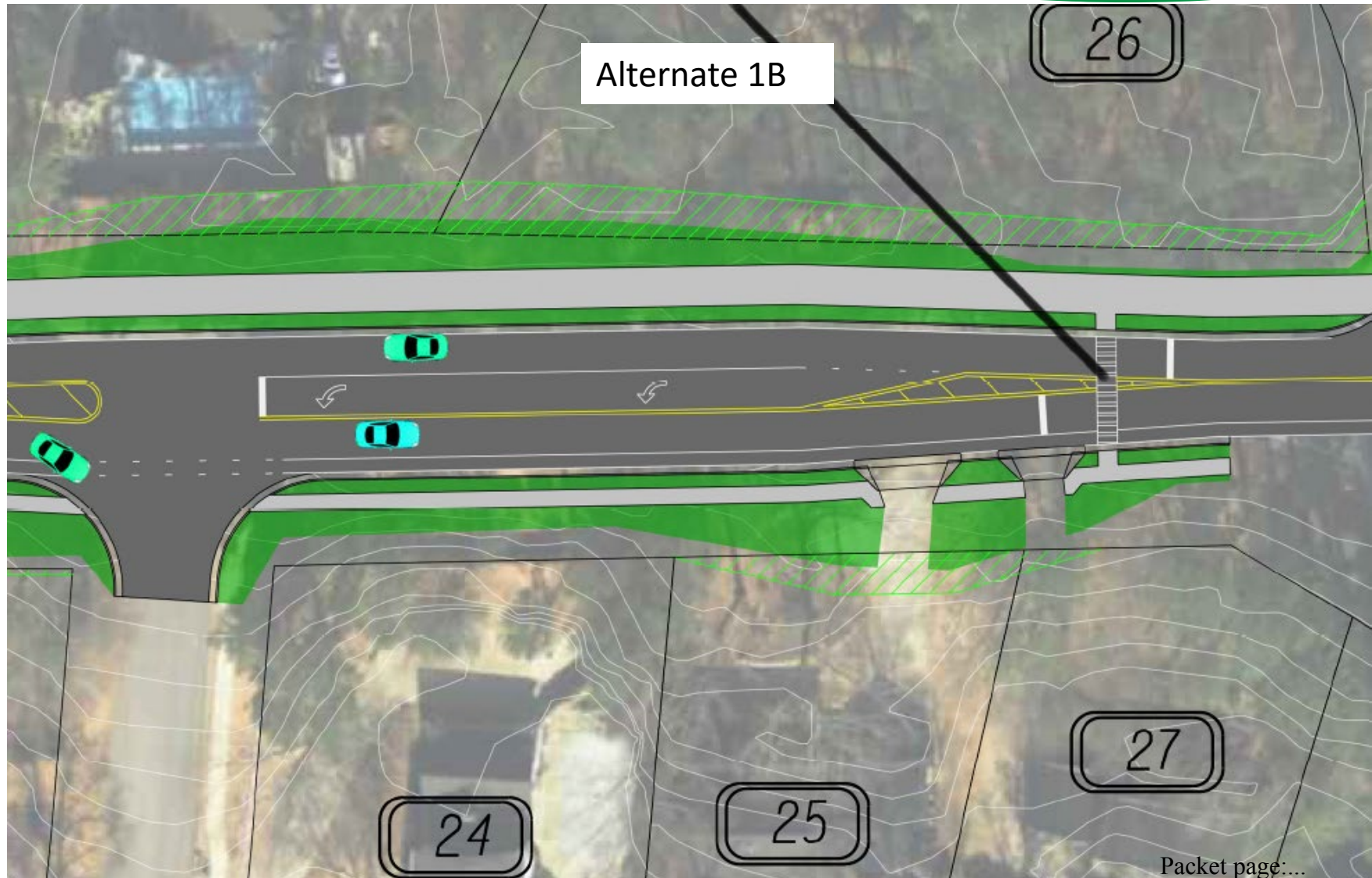
Alternative 1B



Alternate 1B

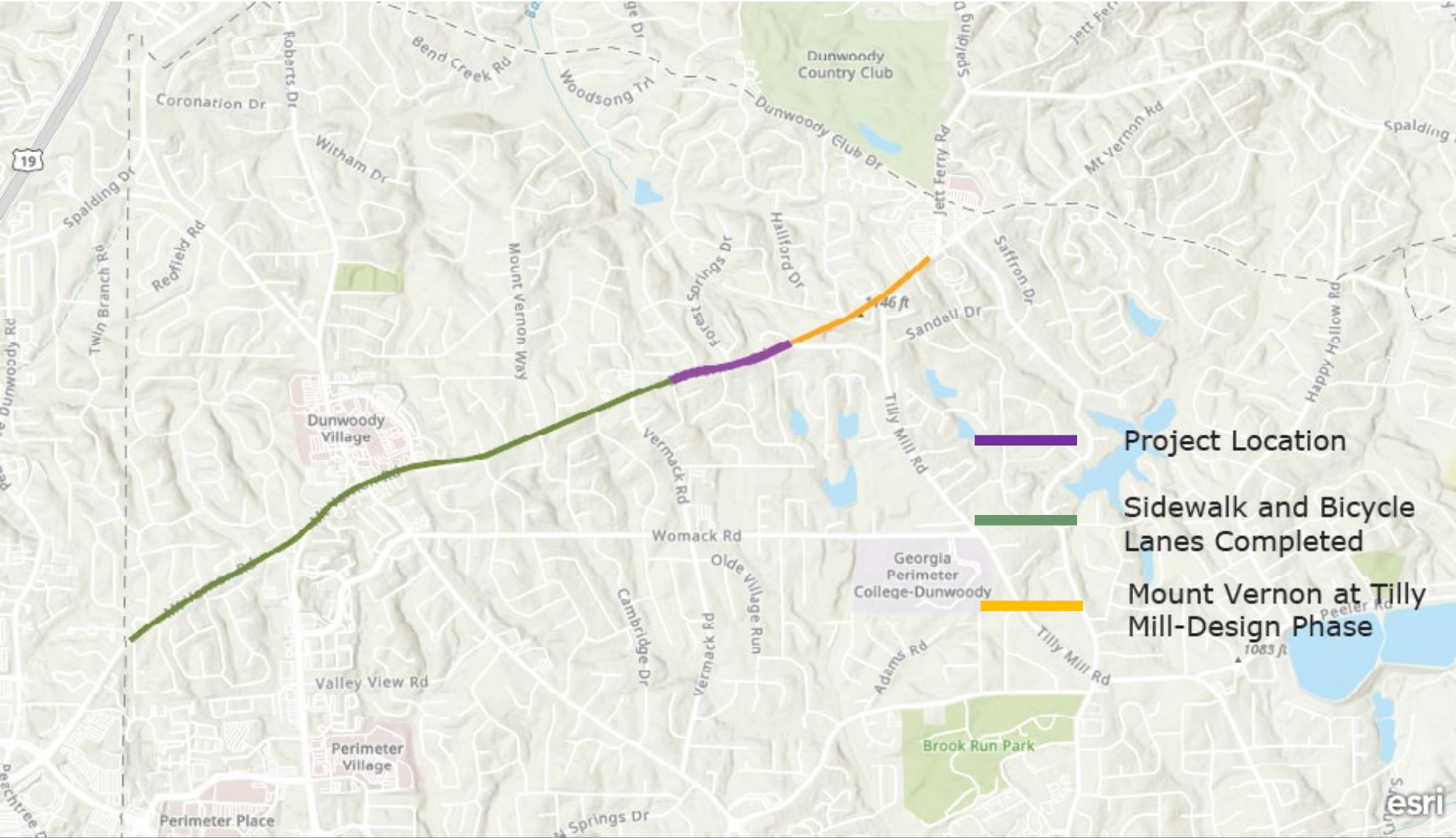
Alternate 1C





NOVEMBER PRESENTATION

Project Location Map





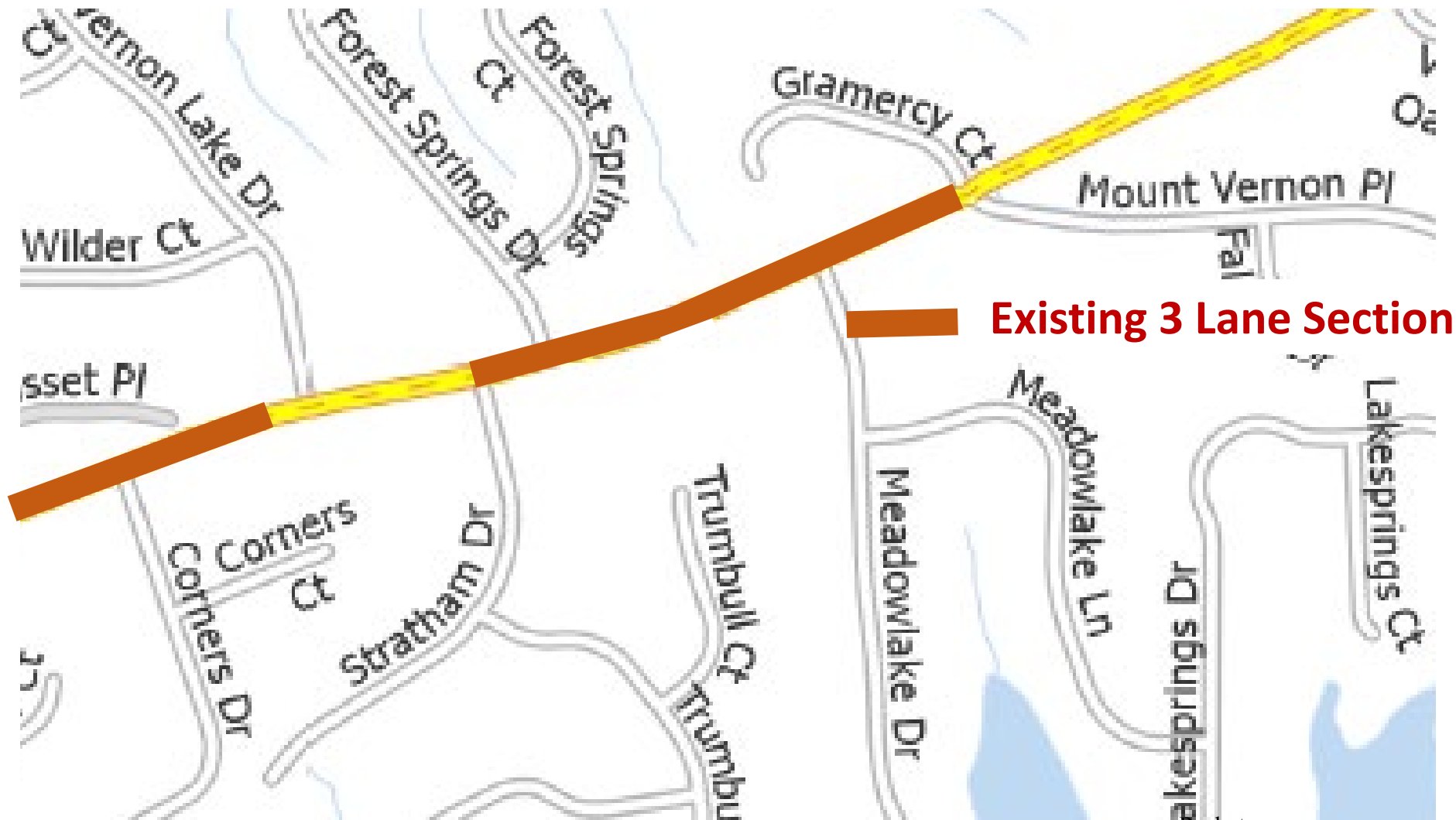


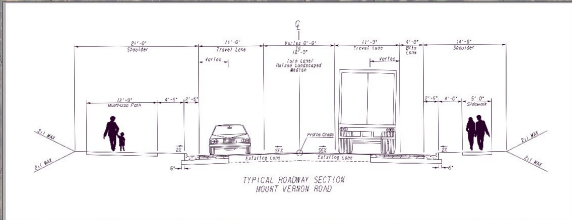
Table 4: GDOT LTV Thresholds for Left Turn Bays, and Estimated Daily Left Turn Volumes at Side Streets

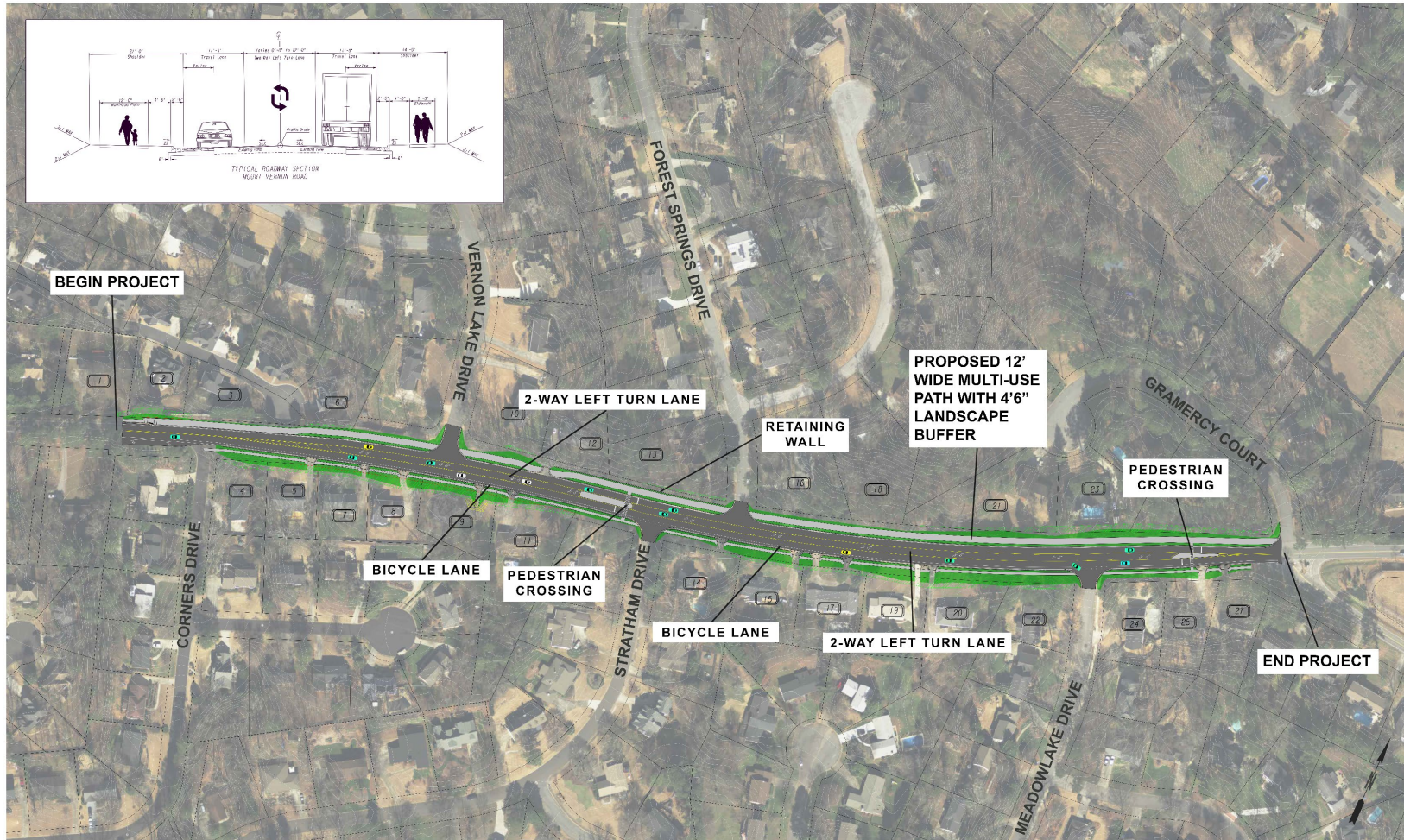
Side Street	Max AM Peak Hr. LTV	Max PM Peak Hr. LTV	Calc. Daily LTV	Meets GDOT 200 LTV?
Wickford Way/Ashmont Court	5	7	67	N
Vernon Ridge Drive	7	27	189	N
Wellshire Place	2	4	33	N
Vernon Oaks Drive	21	0	117	N
Corners Drive to Mount Vernon Place				
Vernon Lake Drive	15	67	456	Y
Stratham Drive	78	20	544	Y
Forest Springs Drive	36	41	428	Y
Meadowlake Drive	97	25	678	Y
Gramercy Court/Mt. Vernon Place	3	6	50	N

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)
Corners Drive to Mount Vernon Place				
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









ATLAS

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Rendering

ALTERNATIVE 1B



Rendering

ALTERNATIVE 3



MT VERNON ROAD - LOOKING WEST AT MEADOWLAKE DRIVE
Dunwoody, Georgia



Rendering

ALTERNATIVE 2B



MT VERNON ROAD - LOOKING WEST AT MEADOWLAKE DRIVE
Dunwoody, Georgia

Criteria	Alternative 1	Alternative 2	Alternative 3
Enhances Safety by Providing Left Turn Lanes for Side Streets	+	+	-
Enhances Safety for Left Turns into Residential Driveways	-	+	-
Provides Pedestrian Facilities on Both Sides of Road	+	+	+
Provides Shared Use Path on North Side of Road	+	+	+
Provides Refuge Islands for Pedestrian Crosswalks	+	+	-
Bike Lane on South Side	+	+	-
# of Properties Requiring Sliver of Right of Way (ROW)	5-ROW 21 Temp. Easements	5-ROW 21 Temp. Easements	2-ROW 13 Temp. Easements
Cost	\$\$\$+	\$\$\$-	\$\$+
Consistency with City Transportation Plans	Mostly Consistent	Fully Consistent	Partially Consistent Packet page:...

Virtual Public Meeting

PUBLIC WORKS

Mount Vernon Road Corridor Improvements

The City of Dunwoody is planning for improvements to the Mount Vernon Road corridor from Corners Drive to Mount Vernon Place.

[CLICK THE IMAGE BELOW TO WATCH A VIDEO ABOUT THE PLAN:](#)



Questions

Responses

317

Mt. Vernon Road Improvements

Pedestrian and Bicycle Improvements from Corners Drive to Mt. Vernon Place

Name

Short answer text

Address

Long answer text

Phone number

Short answer text

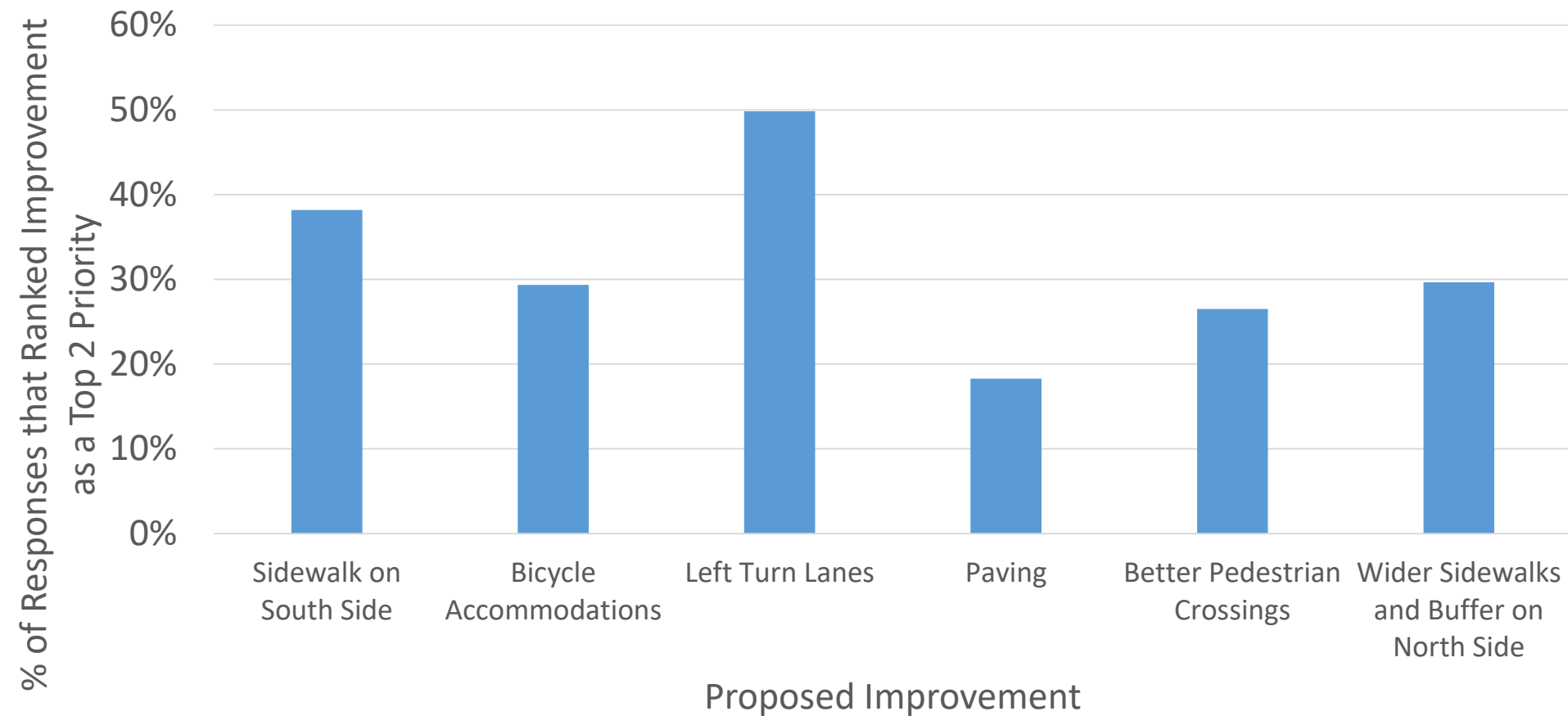
E-Mail

Short answer text

Rank what improvements are needed on this corridor

Virtual Public Meeting Questionnaire Summary

Priority of Improvements on Corridor



Overall Impression of Alternatives

