

Ashford Dunwoody Road Corridor Study

Recommended Improvements at Key Intersections



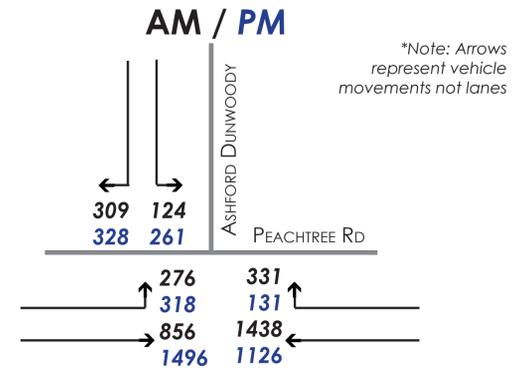
Community Workshop - September 12, 2016



At Peachtree Road



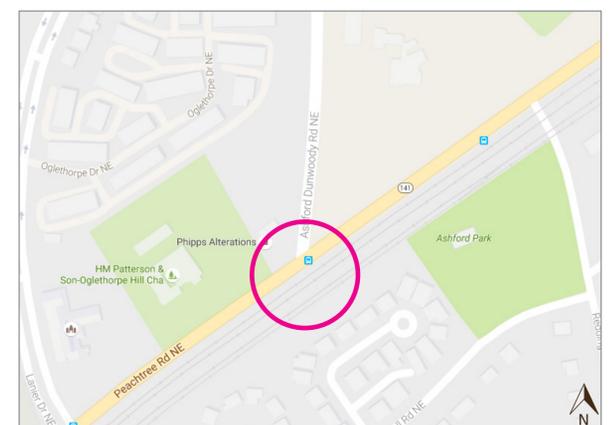
Traffic Volumes (2016)



Capacity Analysis

	Existing (2016)		Future No-Build (2040)	
	AM	PM	AM	PM
Level of Service (LOS)	C	C	F	F
Delay(s)	28.3	23.4	>150	132

Level of service (LOS) is an indicator of the degree of service on a roadway based on operational characteristics. It is measured on a scale of A (free flowing) to F (congested).



Recommended Improvements

- Lengthen SB right turn lane (Ashford Dunwoody Rd) to Sanctuary at Oglethorpe apartments
- Convert SB right turn lane (Ashford Dunwoody Rd) to free-flow
- Add SB right turn lane (Peachtree Rd)
- Improve turning radius (NE corner)

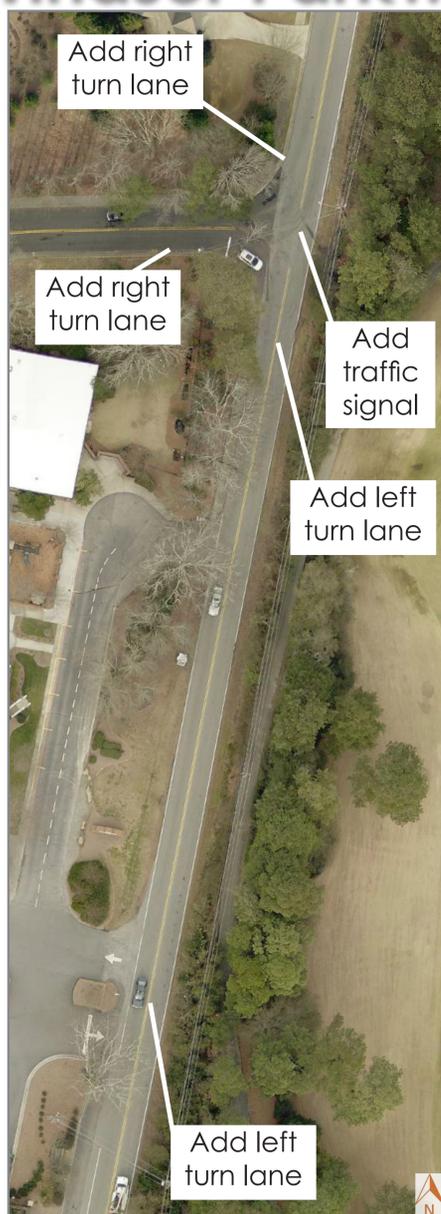
Potential Benefits

- Reduce congestion and minimize backups on Ashford Dunwoody Rd
- Reduce right turn backups on Peachtree Rd

Potential Impacts

- May require additional right-of-way
- Trees may need to be removed

At Windsor Parkway



Recommended Improvements

- Add NB left turn lane
- Add SB right turn lane
- Add EB right turn lane
- Add left turn lane at St. Martin's
- Add actuated traffic signal at Windsor Parkway and Ashford Dunwoody
- Potential roundabout

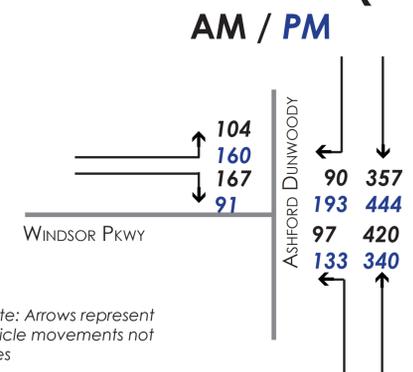
Potential Benefits

- Improve safety for turning vehicles
- Improve traffic flow by allowing through-traffic to get around turning vehicles

Potential Impacts

- May require additional right-of-way
- Trees may need to be removed
- Coordinate signal with one at Peachtree Rd

Traffic Volumes (2016)

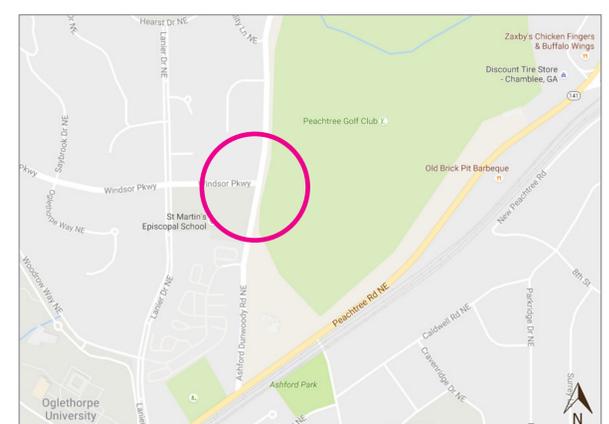


Capacity Analysis

*Note: Unsignalized intersection - shows result for worst movement

	Existing (2016)		Future No-Build (2040)	
	AM	PM	AM	PM
Level of Service (LOS)	F	F	F	F
Delay(s)	95.5	>150	>150	>150

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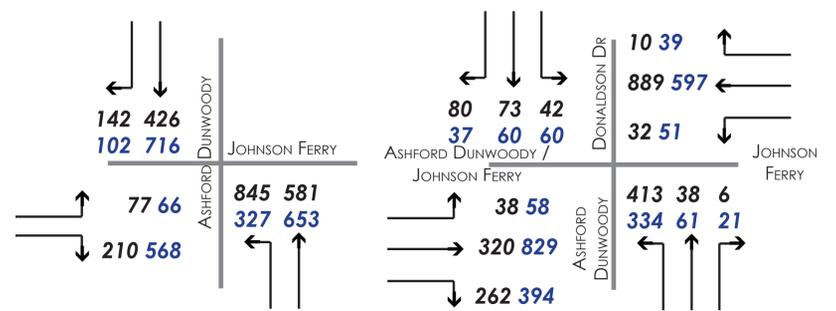
Community Workshop - September 12, 2016



At Johnson Ferry Road



Traffic Volumes (2016)



Capacity Analysis

AD at JF	Existing (2016)		Future No-Build (2040)	
	AM	PM	AM	PM
Level of Service (LOS)	B	B	E	C
Delay(s)	11.5	17.2	62.3	23.9

AD at JF & Donaldson	Existing (2016)		Future No-Build (2040)	
	AM	PM	AM	PM
Level of Service (LOS)	C	C	F	F
Delay(s)	21.4	20.6	>150	85.8

Level of service (LOS) is an indicator of the degree of service on a roadway based on operational characteristics. It is measured on a scale of A (free flowing) to F (congested).



Recommended Improvements

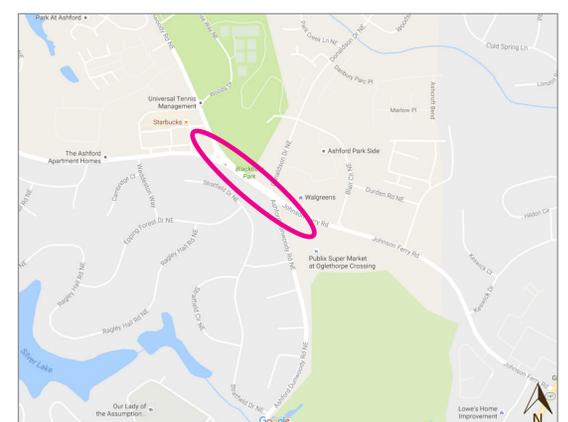
- Realign the roadways at both intersections to "tee" (T) them off and increase the distance between the intersections
- Add EB right turn lane on Johnson Ferry Rd (to SB Ashford Dunwoody Rd)
- Add NB left turn lane on Ashford Dunwoody Rd at Johnson Ferry Rd/Blair Cir (from south)
- Add traffic signal where Ashford Dunwoody Rd meets Johnson Ferry Rd and the entrance to Blackburn Park (Woods Dr)
- Add NB left turn lane on Ashford Dunwoody Rd at Johnson Ferry Rd at the entrance to Blackburn Park (Woods Dr)
- Maintain existing roadway for right turns from EB Johnson Ferry Rd onto SB Ashford Dunwoody Rd

Potential Benefits

- Reduce last-minute lane changes and improve traffic flow by increasing distance between intersections
- Reduce congestion by improving flow through both intersections
- Improve safety of pedestrian crossing by squaring off the intersections
- Improve turning radii
- Reduce cut-through traffic in Hampton Hall, Cambridge Park, and on Donaldson Dr

Potential Impacts

- May require additional right-of-way
- May require re-timing of signals
- May require utility relocation



Ashford Dunwoody Road Corridor Study

Recommended Improvements at Key Intersections



Community Workshop - September 12, 2016

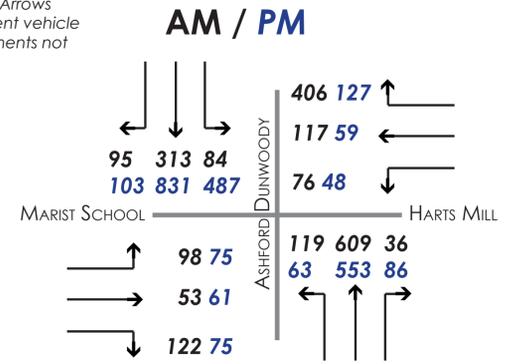


At Marist School / Harts Mill Road



Traffic Volumes (2016)

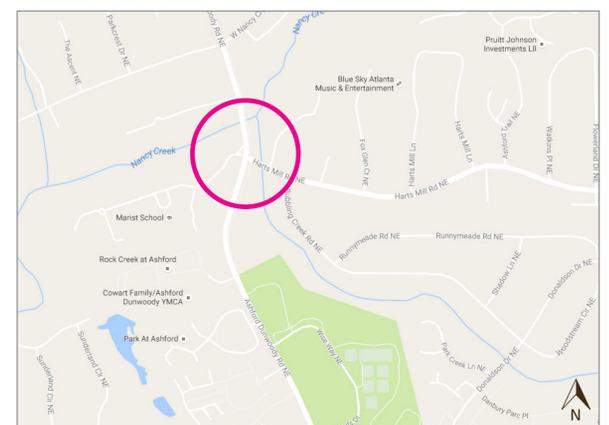
*Note: Arrows represent vehicle movements not lanes



Capacity Analysis

	Existing (2016)		Future No-Build (2040)	
	AM	PM	AM	PM
Level of Service (LOS)	C	C	F	F
Delay(s)	34.9	26.3	>150	>150

Level of service (LOS) is an indicator of the degree of service on a roadway based on operational characteristics. It is measured on a scale of A (free flowing) to F (congested).



Recommended Improvements

- Lengthen WB right turn lane (Harts Mill Rd)
- Adjust signal timing and phasing

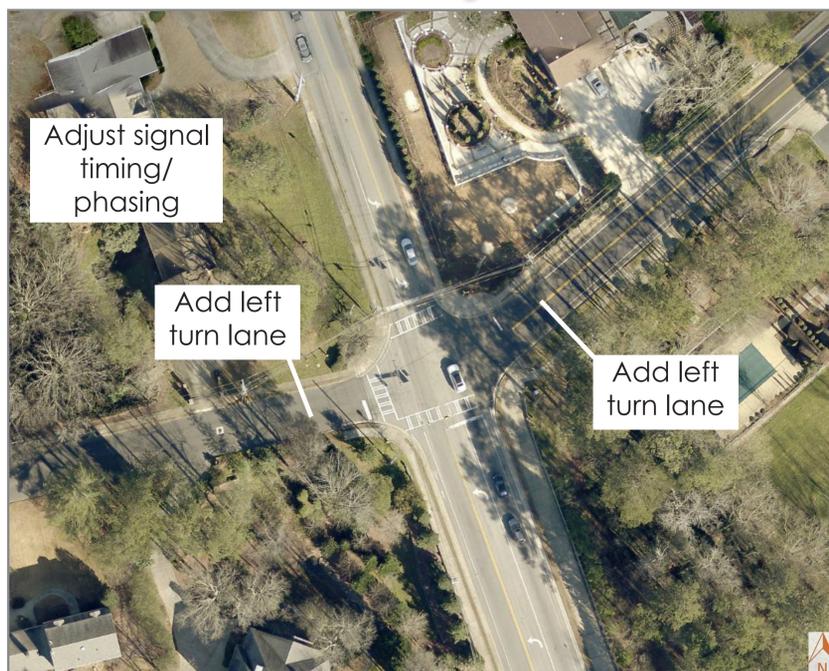
Potential Benefits

- Improve traffic flow by allowing through-traffic to get around turning vehicles
- Reduce congestion due to vehicle queuing while waiting to turn

Potential Impacts

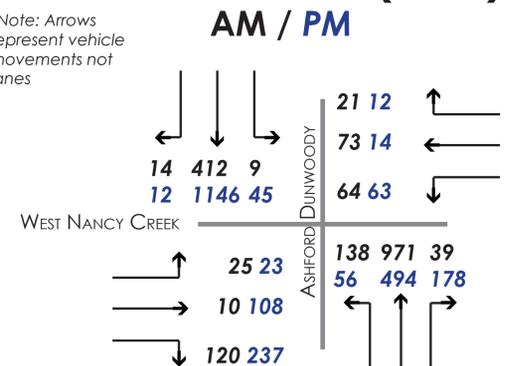
- May require additional right-of-way
- Trees may need to be removed
- May require utility relocation

At West Nancy Creek Drive



Traffic Volumes (2016)

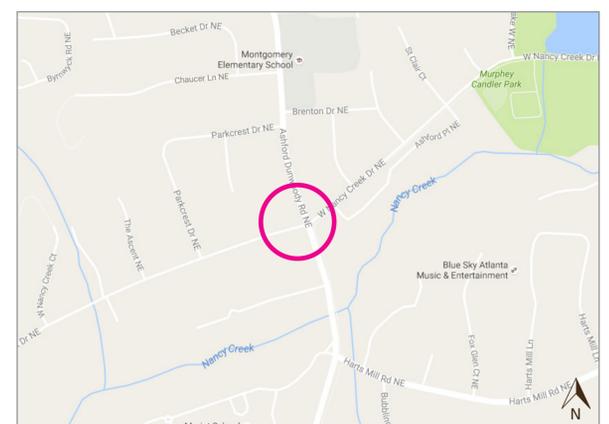
*Note: Arrows represent vehicle movements not lanes



Capacity Analysis

	Existing (2016)		Future No-Build (2040)	
	AM	PM	AM	PM
Level of Service (LOS)	A	C	F	F
Delay(s)	9.6	33.4	>150	>150

Level of service (LOS) is an indicator of the degree of service on a roadway based on operational characteristics. It is measured on a scale of A (free flowing) to F (congested).



Recommended Improvements

- Add EB left turn lane
- Add WB left turn lane
- Adjust signal timing and phasing

Potential Benefits

- Reduce congestion/improve traffic flow by allowing through-traffic to get around turning vehicles
- Potential to reduce cut-through traffic by improving flow on Ashford Dunwoody

Potential Impacts

- May require additional right-of-way
- Trees may need to be removed
- May require utility relocation

Ashford Dunwoody Road Corridor Study

Recommended Improvements at Key Intersections



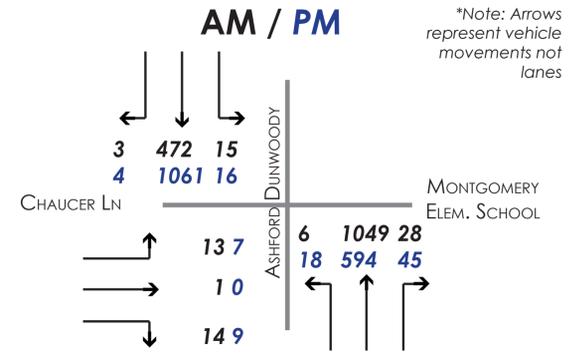
Community Workshop - September 12, 2016



At Montgomery Elementary School



Traffic Volumes (2016)

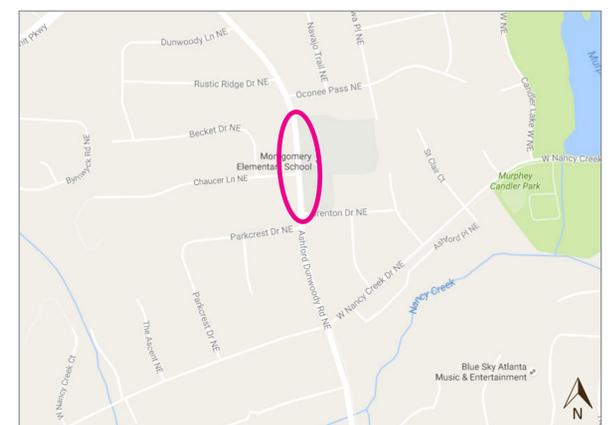


Capacity Analysis

*Note: Unsignalized intersection - shows result for worst movement

	Existing (2016)		Future No-Build (2040)	
	AM	PM	AM	PM
Level of Service (LOS)	D	E	F	F
Delay(s)	33.5	35.8	>150	>150

Level of service (LOS) is an indicator of the degree of service on a roadway based on operational characteristics. It is measured on a scale of A (free flowing) to F (congested).



Recommended Improvements

- Upgrade signal at school exit and adjust timing/phasing
- Add NB right turn lane (Ashford Dunwoody Rd)
- Coordinate with school to modify pick-up/drop-off traffic
- Improve pedestrian crossings

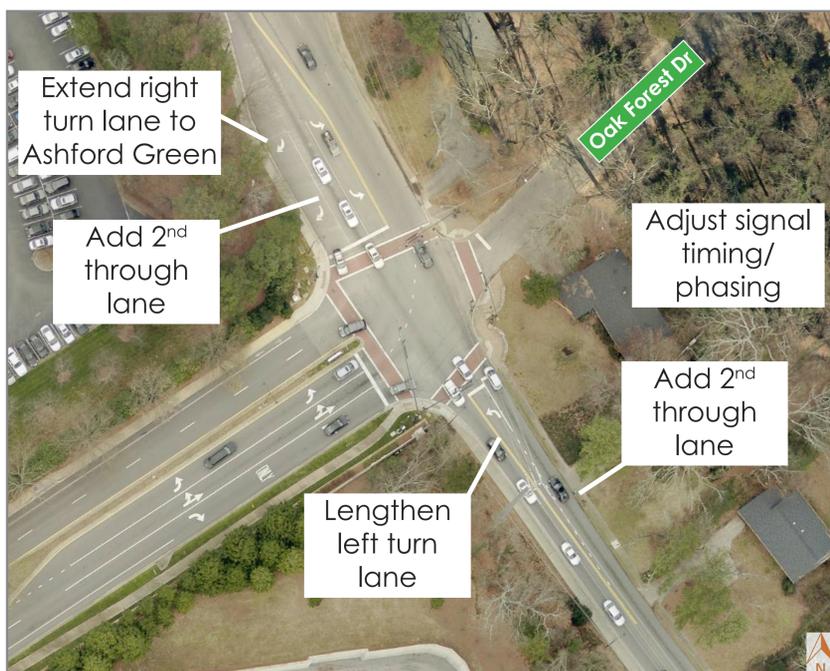
Potential Benefits

- Improve safety for students and others walking in the area
- Reduce congestion on northbound Ashford Dunwoody

Potential Impacts

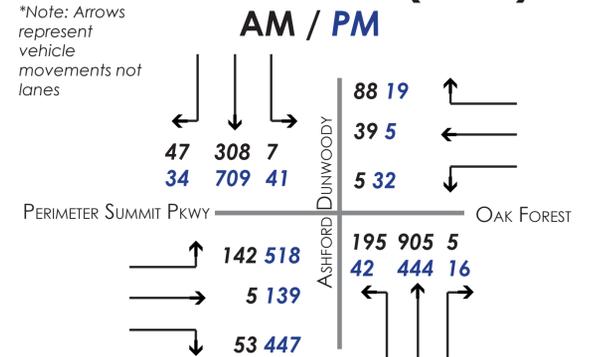
- May require additional right-of-way
- May require utility relocation
- Would require working closely with school

At Perimeter Summit Parkway/Oak Forest Drive



Traffic Volumes (2016)

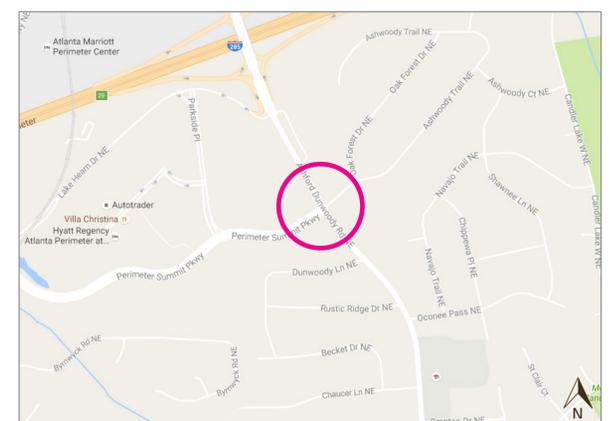
*Note: Arrows represent vehicle movements not lanes



Capacity Analysis

	Existing (2016)		Future No-Build (2040)	
	AM	PM	AM	PM
Level of Service (LOS)	C	D	F	F
Delay(s)	21.7	39.1	>150	>150

Level of service (LOS) is an indicator of the degree of service on a roadway based on operational characteristics. It is measured on a scale of A (free flowing) to F (congested).



Recommended Improvements

- Lengthen NB left turn lane
- Add 2nd NB through lane south of intersection
- Extend SB right turn lane to Ashford Green
- Add 2nd SB through lane north of intersection and transition to one lane
- Adjust signal timing and phasing

Potential Benefits

- Reduce congestion on Ashford Dunwoody
- Reduce confusion and last-minute lane changes SB (north of Perimeter Summit Pkwy)

Potential Impacts

- May require additional right-of-way
- May require utility relocation