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Chamblee Dunwoody Rd from Peeler Rd to Vermack Rd Operations Project

Comments Received from the Public Information Open House – December 11, 2014

Six respondents expressed definite support for the idea of a roundabout at the intersection of Chamblee Dunwoody Rd with Peeler Rd and N Shallowford Rd. Six other respondents stated that they were at least open to the idea of a roundabout. One respondent commented specifically in favor of the streamlined right turn movement from Chamblee Dunwoody Rd SB continuing onto Chamblee Dunwoody Rd SB provided by the proposed roundabout.
Based on input from the public information meeting, the City will further develop this option by performing additional roundabout feasibility analysis per guidance of the Georgia DOT. Based on modeling done on this intersection to date and on experience with similar intersections, the roundabout alternative performs well for traffic operations.
Several respondents also expressed concern about the idea of a roundabout at the intersection of Chamblee Dunwoody Rd with Peeler Rd and N Shallowford Rd for safety and operational reasons. Three respondents expressed concern that other drivers would not understand one or handle a roundabout well. Two respondents were also concerned that a roundabout might make congestion in the area worse. One respondent stated concern about the safety and convenience of large roundabouts for pedestrians and cyclists, stating a preference for a signalized intersection instead. Another respondent was concerned that the steep downgrade from Chamblee Dunwoody Rd NB into the intersection with Peeler Rd might encourage high driving speeds in a roundabout situation.
The following statements are referenced from the Georgia DOT website: There are over 300 roundabouts that Georgia DOT has identified in Georgia. Roundabouts have geometric features providing a reduced speed environment that offers substantial safety advantages and excellent operational performance. Roundabouts have demonstrated substantial safety and operational benefits compared to other forms of intersection control, with reductions in fatal and injury crashes of from 60-87 percent. In many cases a roundabout can offer a safer environment for pedestrians than a traffic signal because the pedestrian crossing at a roundabout is reduced to two simple crossings of one–way traffic moving at slow speeds. A pedestrian crossing at a traffic signal still needs to contend with vehicles turning right or left on green, vehicles turning right on red, and vehicles running the red light. The latter of these potential conflicts occur at high speeds and often result in injuries or fatalities to pedestrians.

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A few respondents expressed their thoughts about keeping the intersection of Chamblee Dunwoody Rd with Peeler Rd and N Shallowford Rd signalized instead of installing a roundabout. One respondent stated that the intersection already functions fine the way it is. Another respondent expressed dislike for the idea of a very large signalized intersection as a replacement for the current intersection.
Based on traffic modeling, site observation, review of previous studies, and public input, the intersection of Chamblee Dunwoody Road at Peeler Road is operating with a significant amount of delay during the peak traffic periods in the morning, midday, and afternoon. The very large signalized intersection has the character of a major thoroughfare like Ashford Dunwoody Rd more so than the other alternatives presented.
Some respondents were especially concerned about the ability to turn left onto Chamblee Dunwoody Rd from businesses and neighborhood streets. Four respondents expressed concern that installing a roundabout might make it more difficult to find a gap in traffic to make a left turn. One respondent expressed an interest in coordinating the traffic signals at the Peeler Rd intersection and the Vermack Rd intersection in order to create a gap in traffic between them for making left turns.
Since this is a conceptual level study, the traffic will continue to be evaluated as the project develops. The proposed roundabout and the addition of turn lanes may make left turns more difficult during some times. For a left turn from a side street, a right turn followed by a u-turn at a downstream location may be needed. The benefits of a roundabout and additional turn lanes will have to be weighed against the costs associated with these modifications. The City has attempted to synchronize the traffic signals at these two intersections as best as possible and will continue to evaluate and implement modifications to the signal timing at these locations to best serve the citizens of Dunwoody.
Several respondents showed support for various aspects of the 5-lane section (two travel lanes in each direction with a shared turn lane in the center) shown on the layout between Peeler Rd and Vermack Rd. Four respondents stated that they liked the idea of having a center turn lane along the entire segment. Two respondents expressed a desire to see a 5-lane section extend all the way from Peeler Rd to Mt. Vernon Rd. One respondent expressed support for having a right turn lane from Chamblee Dunwoody NB onto Vermack Rd NB.
The five lane section was a recommended option in specific areas of the corridor so that the existing travel delays are not significantly increased in the future. Based on traffic counts obtained and traffic modeling performed, a right turn lane on Chamblee Dunwoody Road onto Vermack Road was recommended as an alternative.

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Some respondents also expressed preference for a smaller cross-section between Peeler Rd and Vermack Rd. Two respondents stated a preference for a 3-lane section (one travel lane in each direction with a shared turn lane in the center) instead of a 5-lane section. One respondent expressed a lack of support for widening the road at all.
Based on traffic modeling and surveys of traffic operations conditions, Chamblee Dunwoody Road between Peeler Road and Vermack Road is operating with a significant amount of delay during the peak traffic periods in the morning, midday, and afternoon. Therefore, additional turn lanes were recommended to reduce delays experienced by Dunwoody citizens. Based on input from the public, the City will further study the traffic volumes and capacity of this road segment and engage further with the public prior to advancing this segment of the project.
Two respondents expressed specific concerns related to the project's influence on neighborhood cut-through traffic. One respondent expressed a desire for the project to improve traffic flow in order to reduce cut-through traffic on North Springs Dr. Another respondent expressed a different concern, fearing that improved traffic flow along Chamblee Dunwoody Rd might encourage more cut-through traffic along Olde Village Ln.
These improvements are intended to benefit local traffic and are not addressing corridor travel times. Therefore, the proposed improvements are not expected to increase cut-through traffic.
Two respondents expressed specific desires for this project in relation to other project in the City of Dunwoody. One respondent expressed a desire to see bike lanes along Chamblee Dunwoody Rd connecting the Georgetown area to Dunwoody Village. Another respondent expressed a desire to see this project prioritized over the Georgetown LCI project.
Based on input from the public, the City will further study the traffic volumes and capacity of this road segment and engage further with the public prior to advancing this segment of the project.

Updated March 19, 2015