# Short-Term Transportation Planning Initiatives

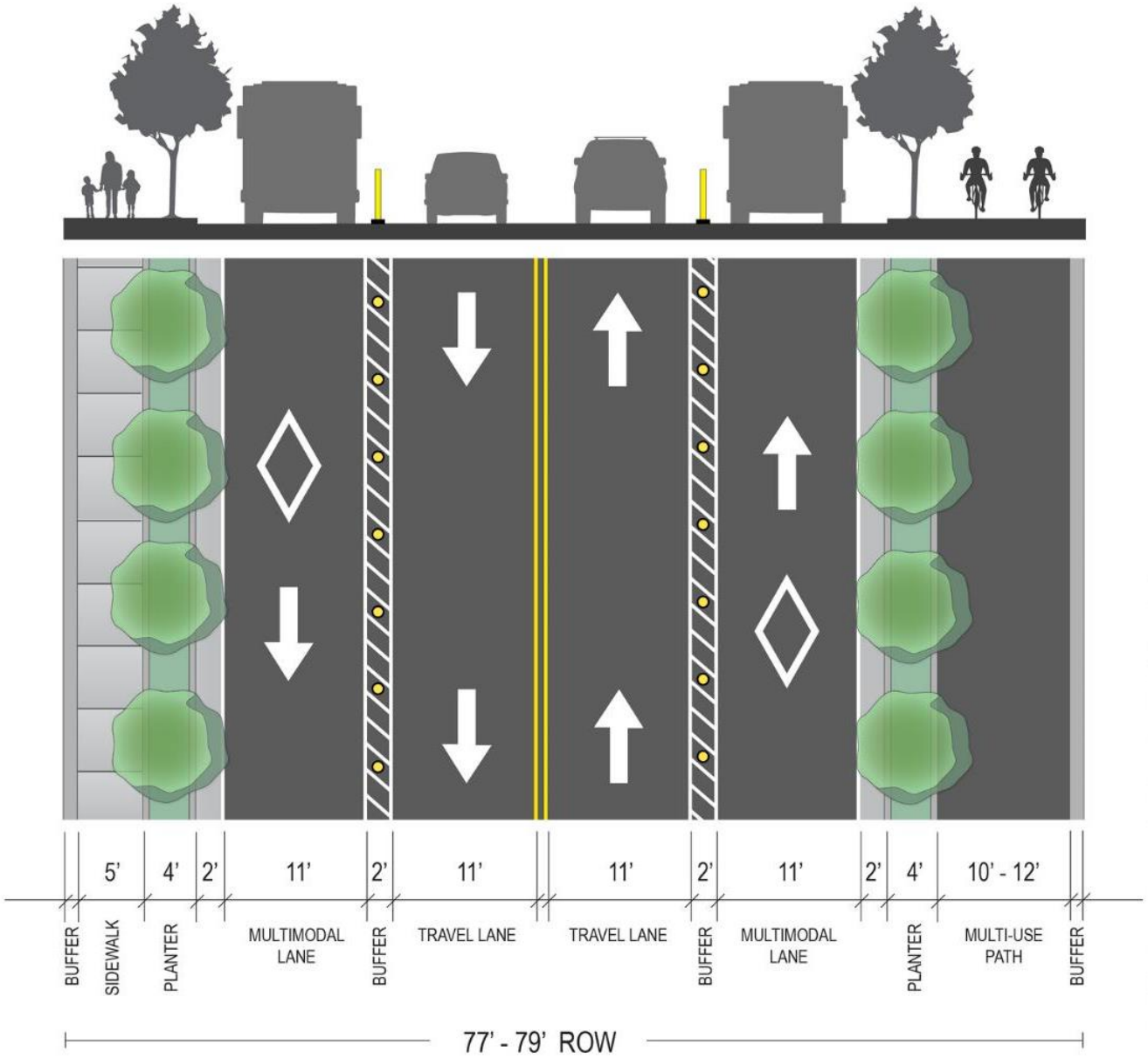
City Council Retreat, January 24, 2017

SANDY SPRINGS
GEORGIA

# Mt. Vernon Multi-use Path: Background

- TSPLOST Tier One Project
- $11 million
- As part of the adopted Bike/Pedestrian Plan, Comprehensive Plan, & Last Mile Connectivity, create pathway from City Springs to Sandy Springs MARTA Station

# Mt. Vernon Multi-use Path: Conceptual Option One




| | |
|---|---|
| ROW without median (depends on multi-use path width) | 77' - 79' |
| ROW with 4' median | 81' - 83' |
| ROW with 8' median | 85' - 87' |
| ROW with 12' median + 2' curb-gutter on each side of median | 93' - 95' |

## Notes

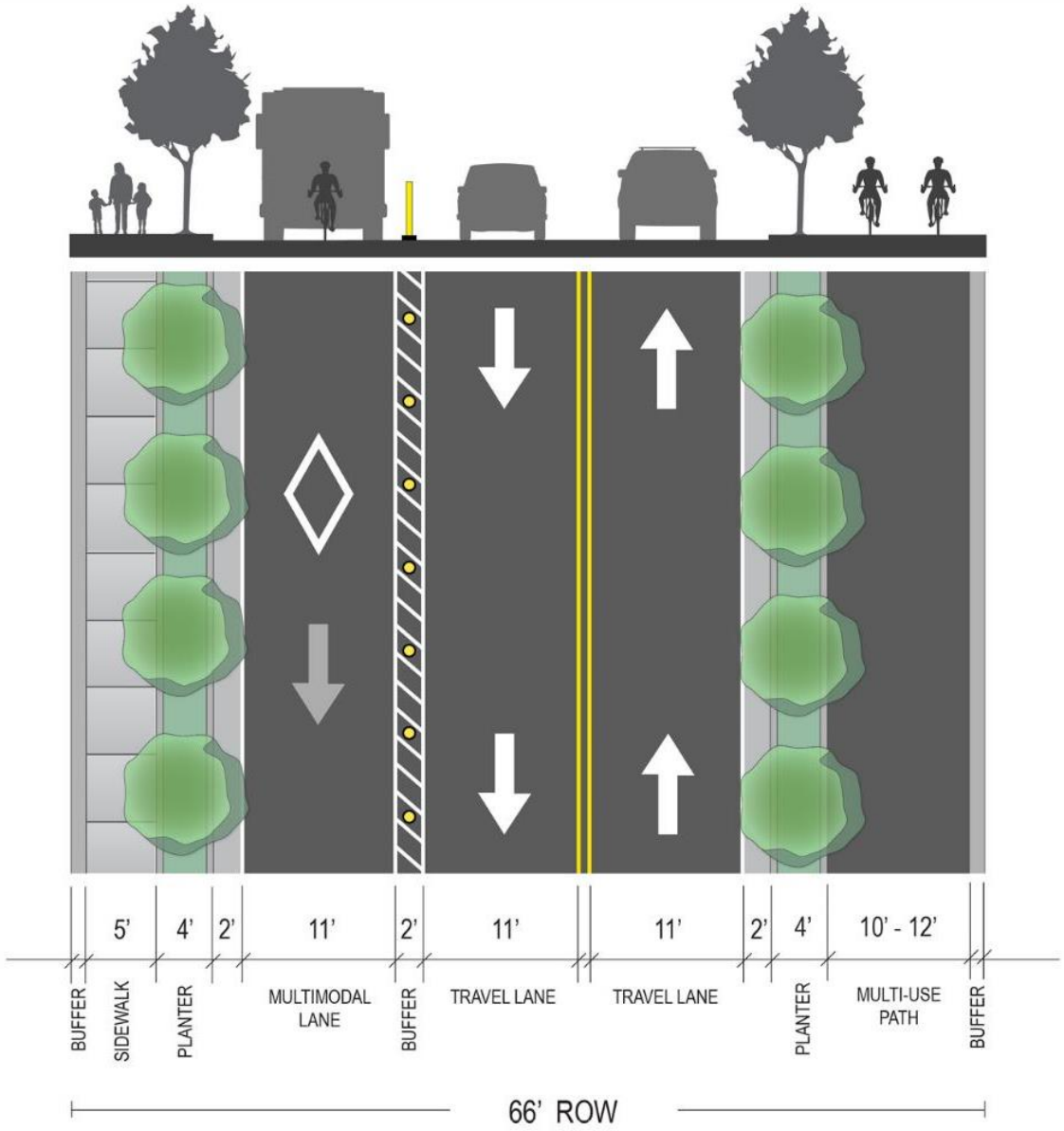
*Multimodal lane* is defined as a lane that will be restricted for use by only modes of transportation such as; bus, van pool, shuttle service, autonomous vehicle, other future transportation technology vehicle, and cyclist.

Multi-use path width as shown is 12'.

(10' may also be used as a minimum.)

Turn lane dimensions may vary throughout the corridor with wider dimensions used in advance of left turn lanes.

# Mt. Vernon Multi-use Path: Conceptual Option Two




| | |
|---|---|
| ROW without median (depends on multi-use path width) | 64' - 66' |
| ROW with 4' median | 68' - 70' |
| ROW with 8' median | 72' - 74' |
| ROW with 12' median + 2' curb-gutter on each side of median | 80' - 82' |

## Notes

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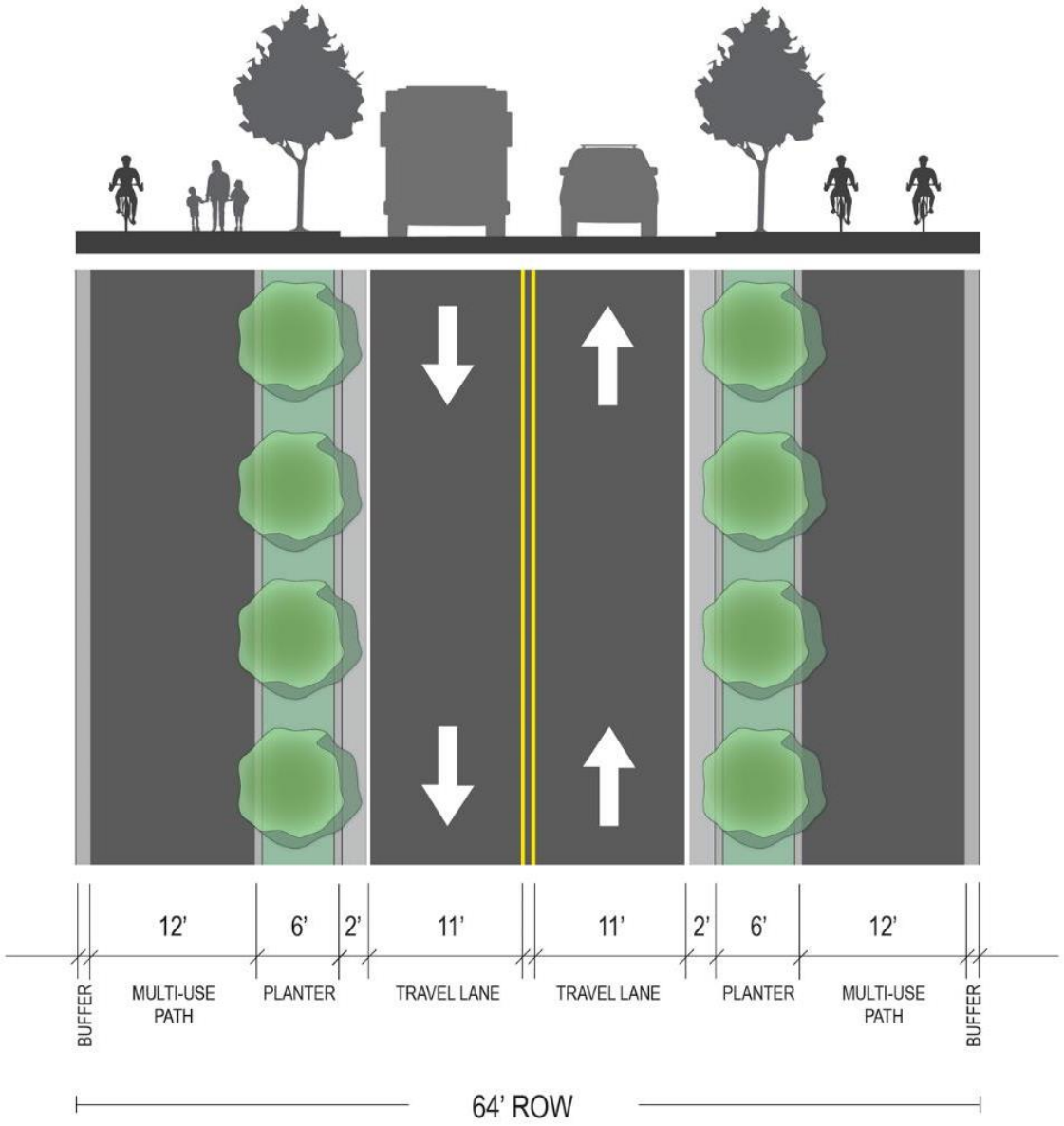
Multimodal lane as shown is reversible.

Multi-use path width as shown is 12'.

(10' may also be used as a minimum.)

Turn lane dimensions may vary throughout the corridor with wider dimensions used in advance of left turn lanes.

# Mt. Vernon Multi-use Path: Conceptual Option Three




| | |
|---|---|
| ROW without median | 60' - 64' |
| ROW with 4' median | 64' - 68' |
| ROW with 8' median | 68' - 72' |
| ROW with 12' median + 2' curb-gutter on each side of median | 76' - 80' |

**Notes**

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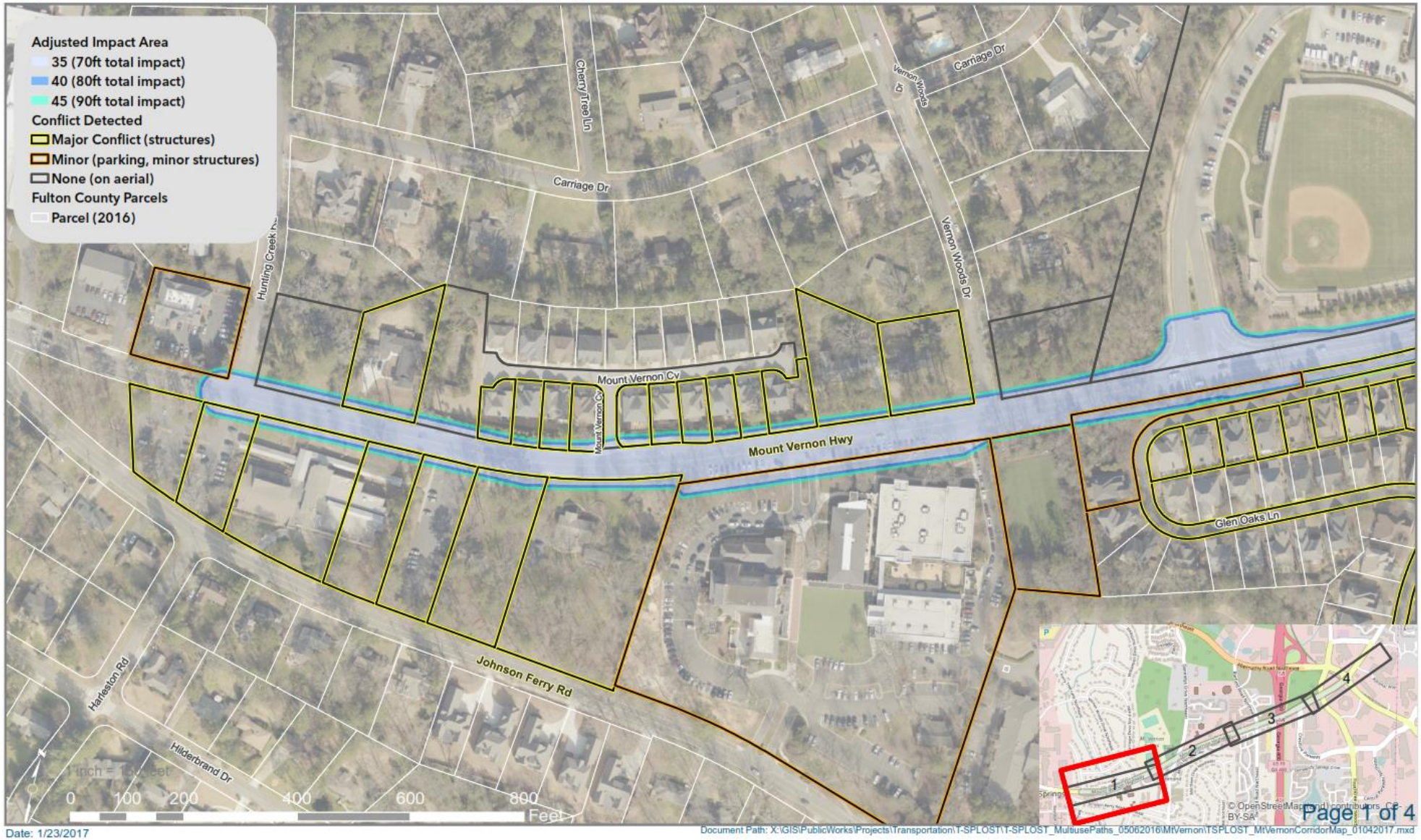
Multi-use path width as shown is 12'.

(10' may also be used as a minimum.)

Turn lane dimensions may vary throughout the corridor with wider dimensions used in advance of left turn lanes.

# Mt Vernon Hwy Potential Right of Way Impacts and Conflicts Identified by Aerial Review

Impact area created by distance from street centerline then manually adjusted by turn lanes, deceleration lanes, and other traffic control measures.




Date: 1/23/2017

Document Path: X:\GIS\PublicWorks\Projects\Transportation\T-SPLOST\T-SPLOST_MultiusePaths_05062016\MtVernon\TSPLOST_MtVernonCorridorMap_01042017.mxd

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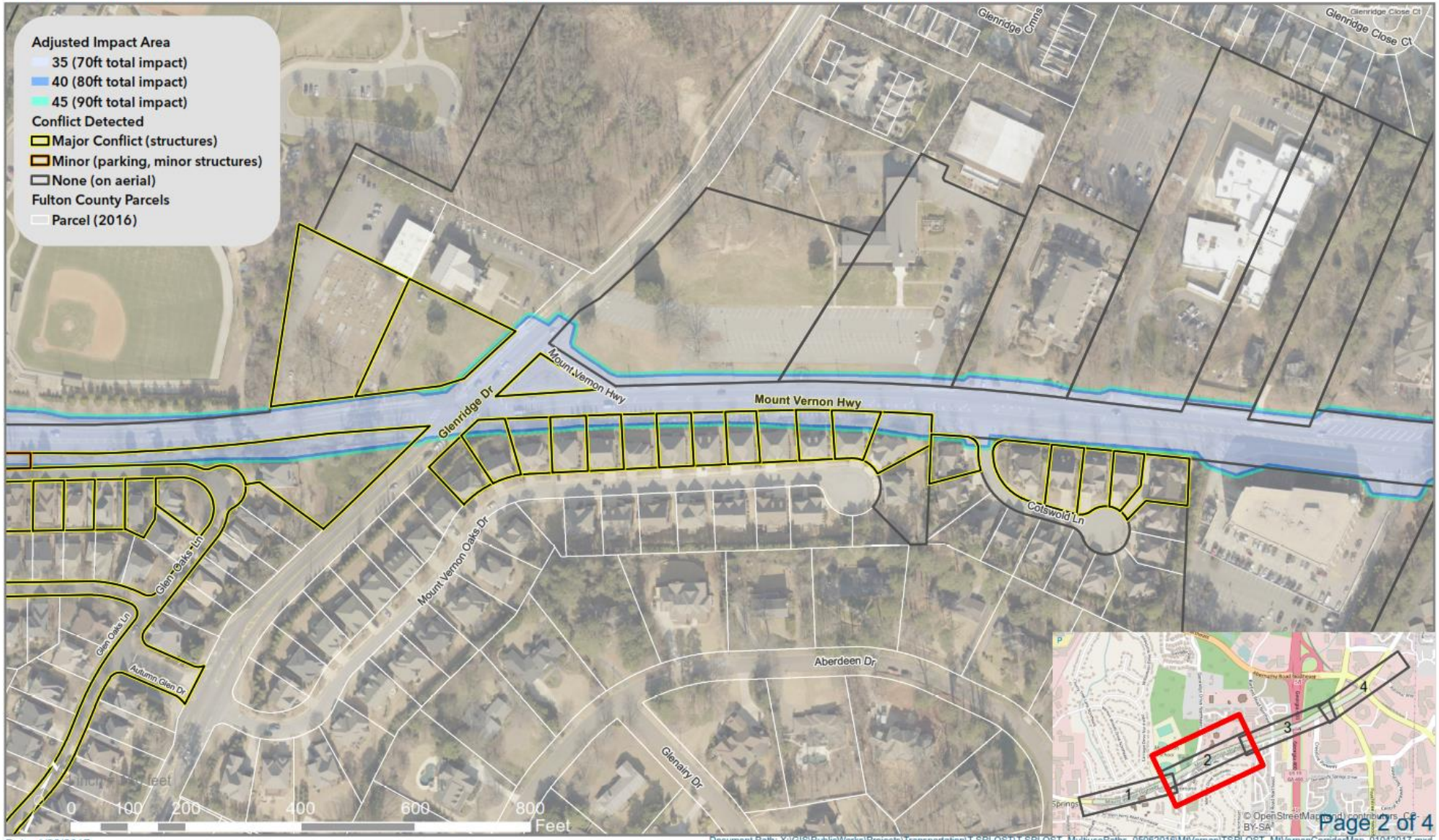


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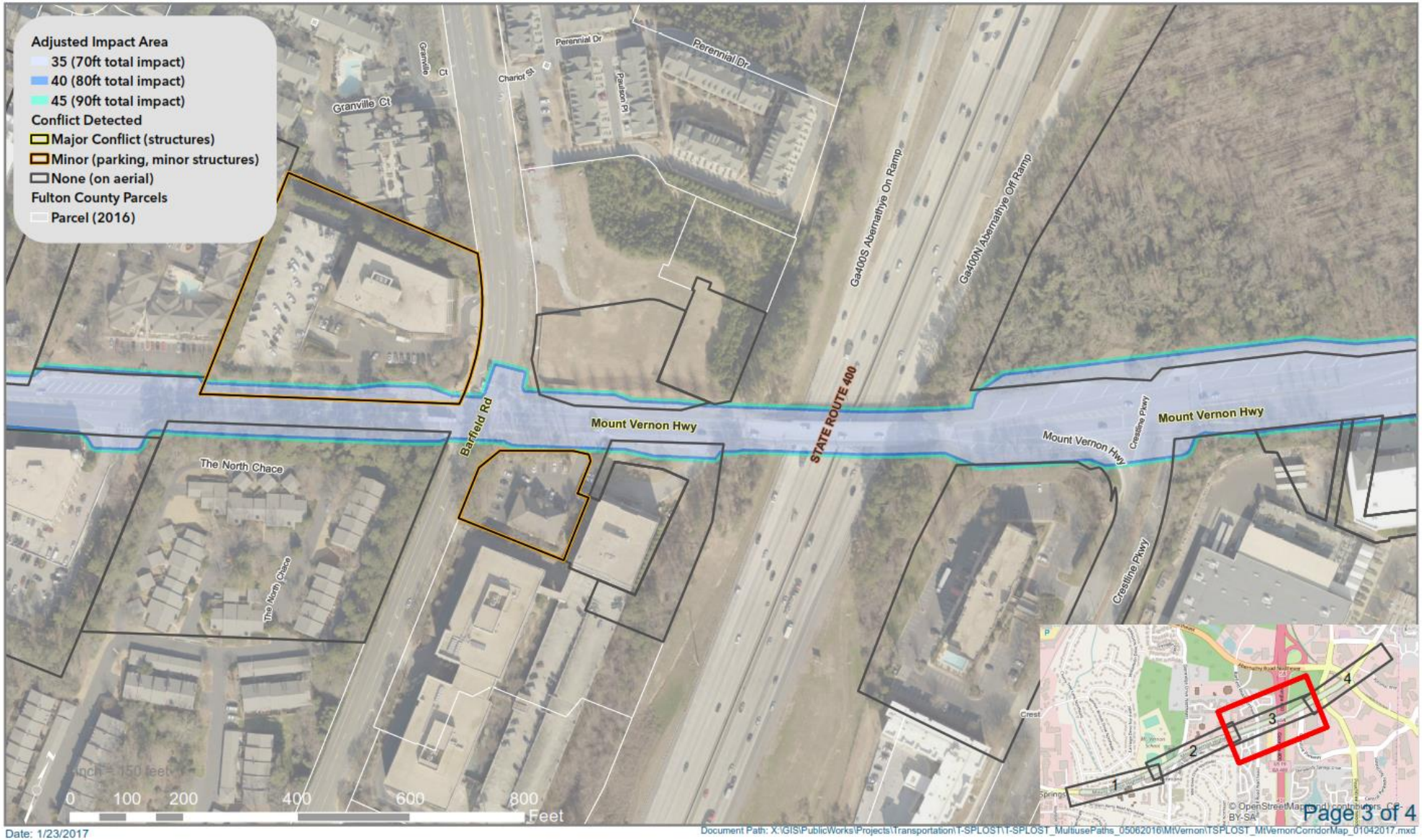


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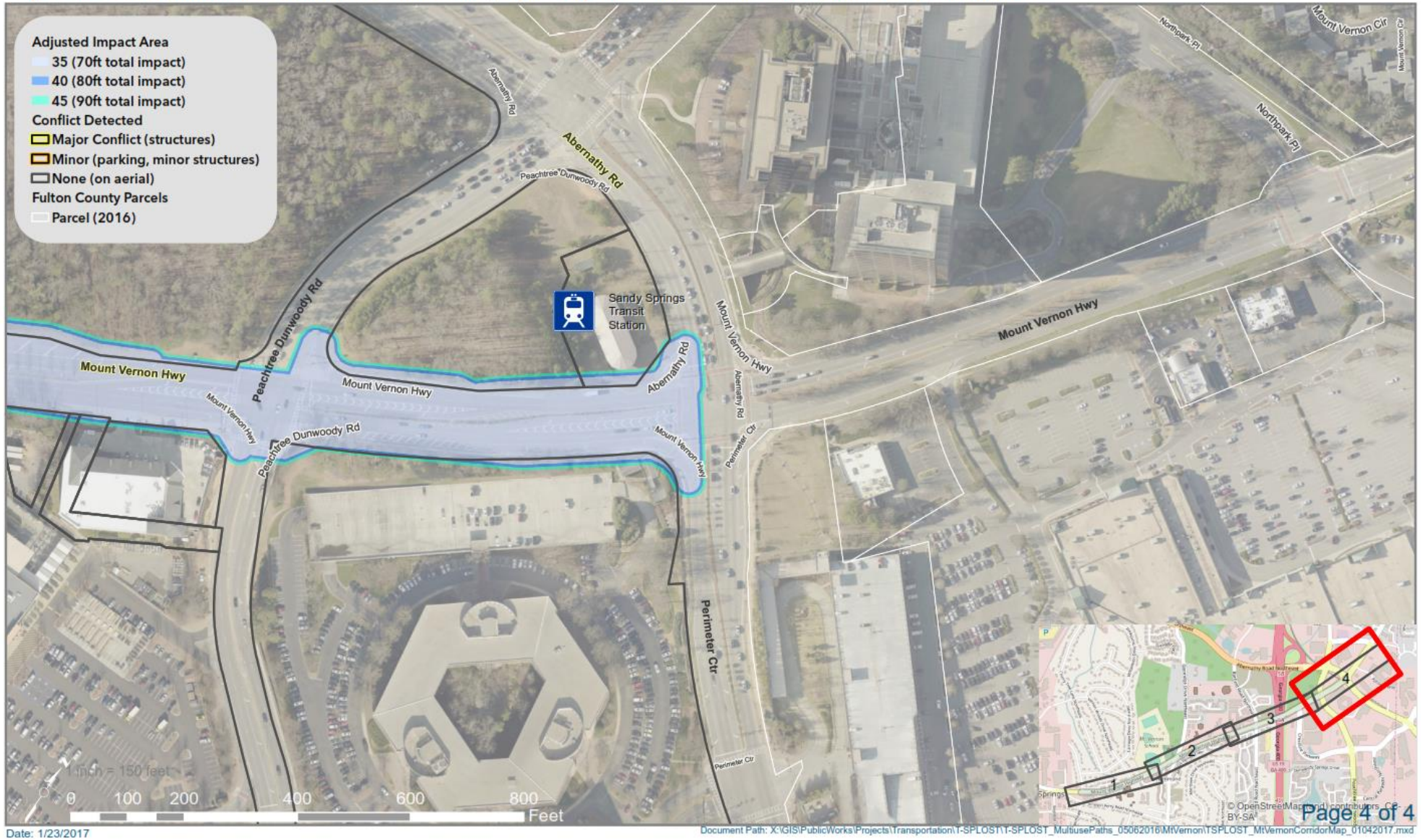


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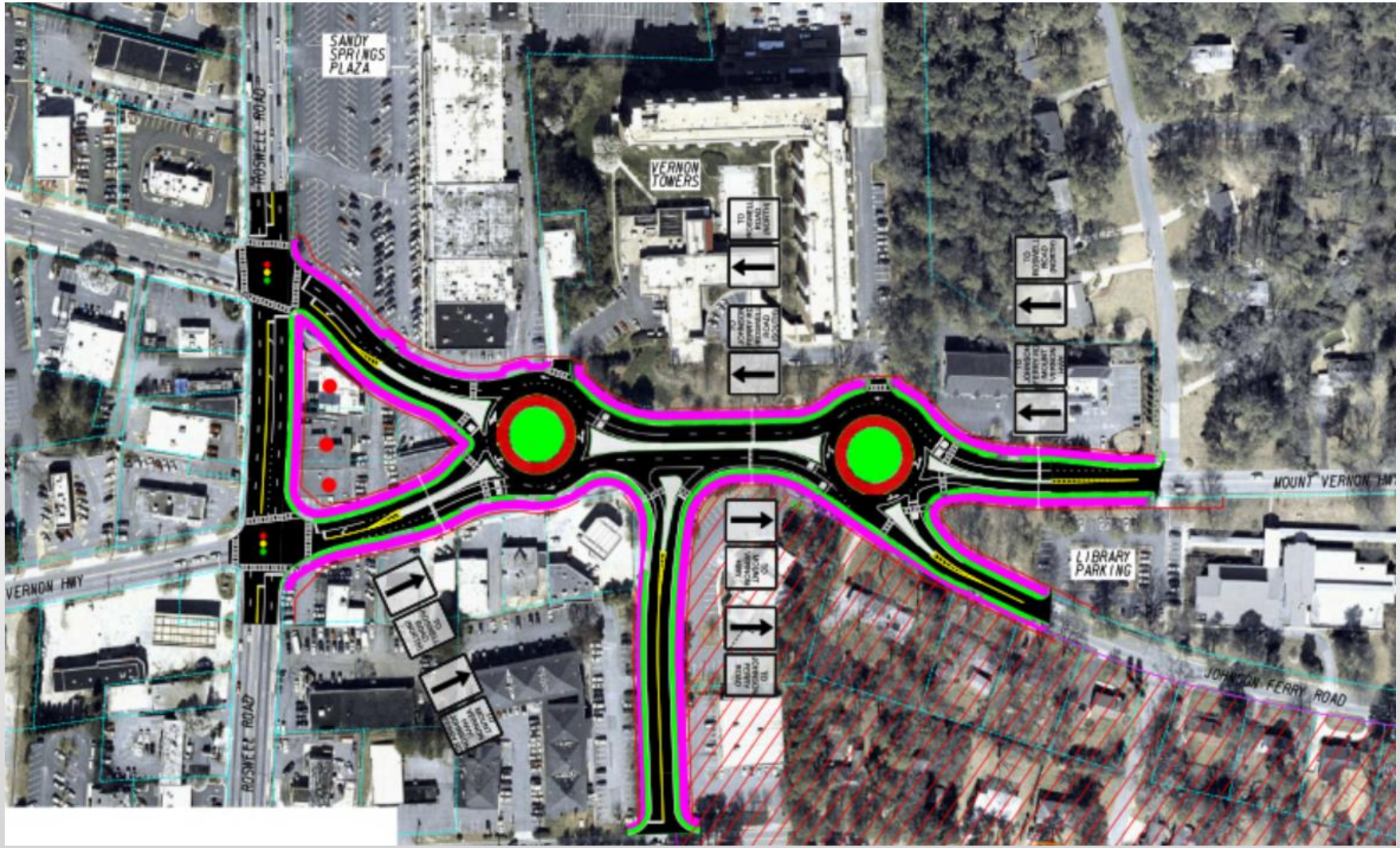
# Questions

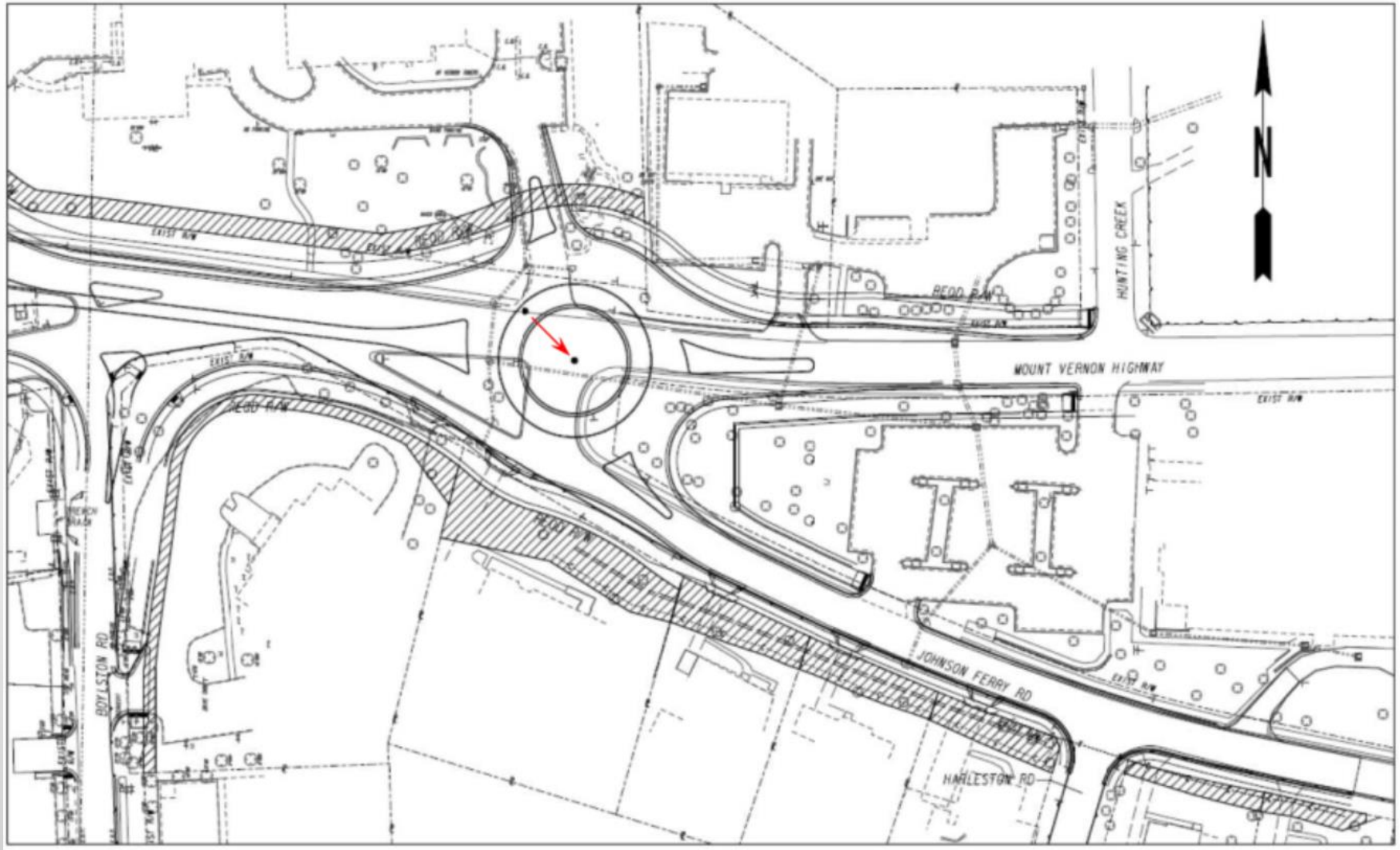
# Johnson Ferry/Mt. Vernon Efficiency Improvements

- TSPLOST Tier One Project
- $26 million
- Construct dual roundabouts at Johnson Ferry Road and Mt. Vernon Hwy intersections, adding sidewalks and returning streets to two-way traffic operations (T-11).

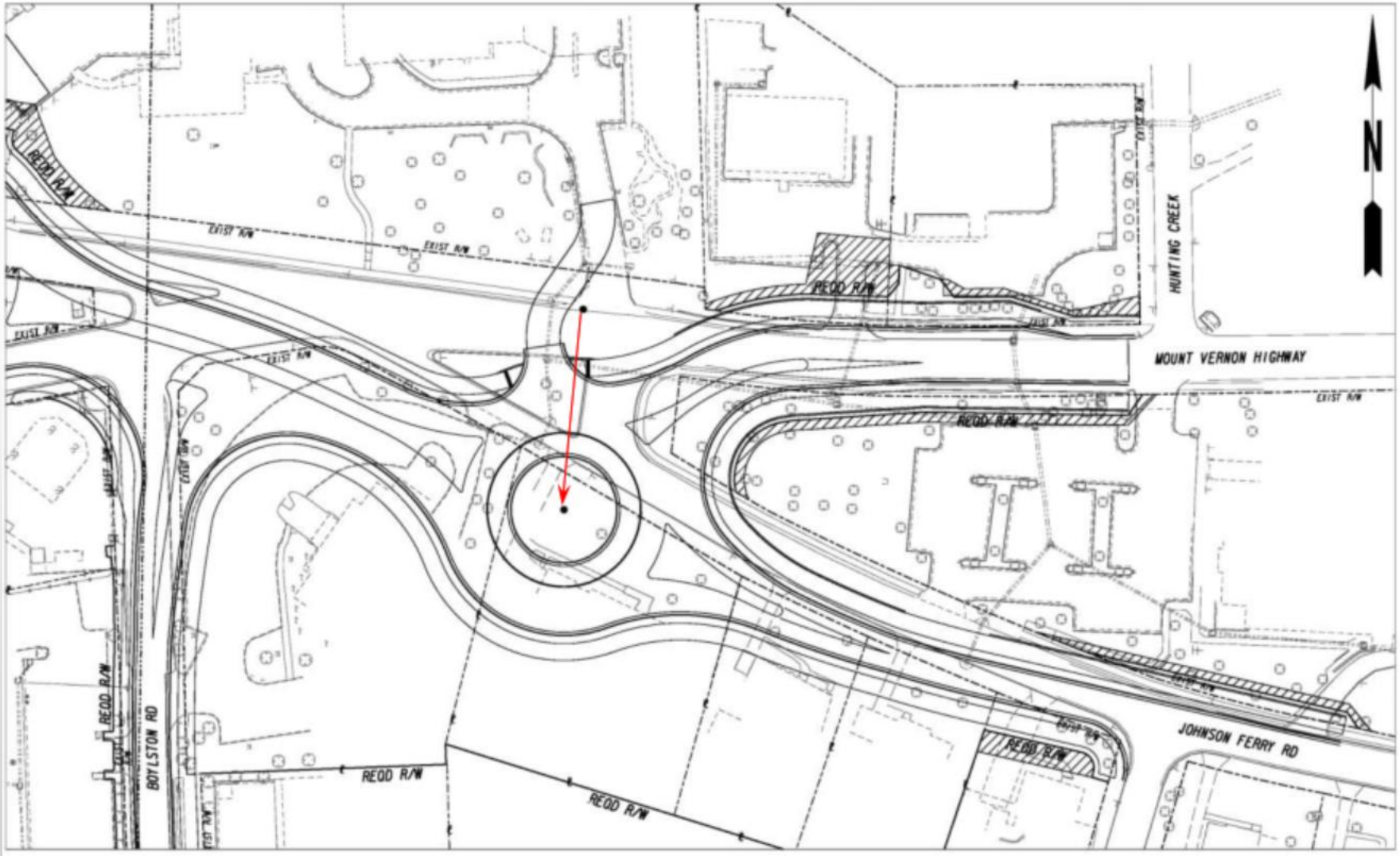
# Current Design



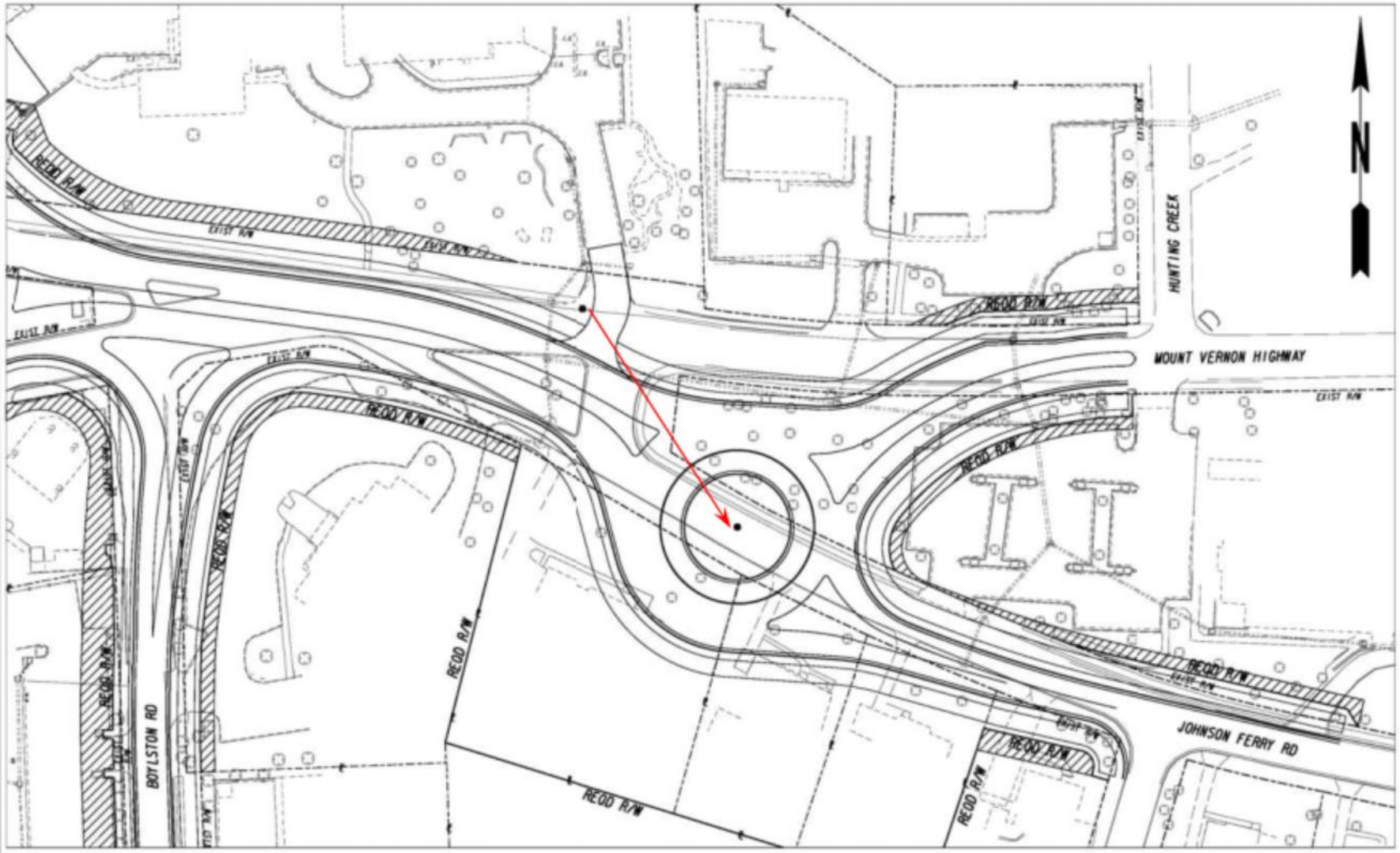
# Conceptual Option One: Roundabout shift 50’ southeast



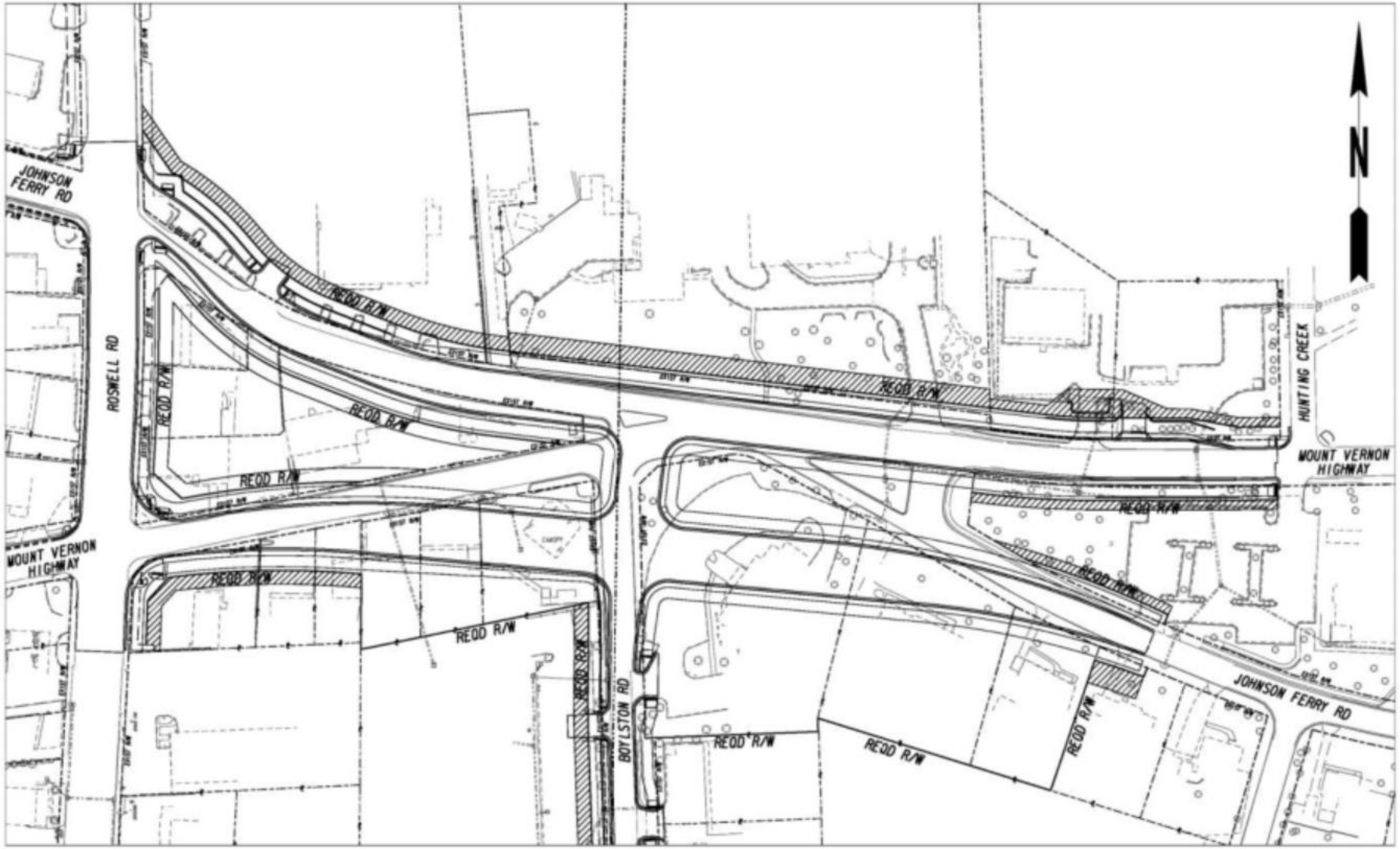
# Conceptual Option Two: Roundabout Shift 140’ South



# Conceptual Option Three: Roundabout Shift 190’ SE



# Conceptual Option Four: Grid Design



# Questions

# Next Steps

- T-11 Public Outreach Meeting
- Mt. Vernon Multi-use Path Public Outreach Meeting