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

**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.

<table>
<thead>
<tr>
<th>ROW Configuration</th>
<th>Width Range</th>
</tr>
</thead>
<tbody>
<tr>
<td>ROW without median (depends on multi-use path width)</td>
<td>77’ - 79’</td>
</tr>
<tr>
<td>ROW with 4’ median</td>
<td>81’ - 83’</td>
</tr>
<tr>
<td>ROW with 8’ median</td>
<td>85’ - 87’</td>
</tr>
<tr>
<td>ROW with 12’ median + 2’ curb-gutter on each side of median</td>
<td>93’ - 95’</td>
</tr>
</tbody>
</table>
Mt. Vernon Multi-use Path: Conceptual Option Two

**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.

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

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

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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