

# Smart infrastructure\*



**The Perimeter Center Office District is undergoing rapid urbanization as it steadily transforms from a suburban office center into a mixed-use district. Market forces, large-scale infrastructure projects, and regional transportation investments are all contributing toward the continued growth of this market.**

For the past decade, the Perimeter Community Improvement Districts (PCIDs) and the Perimeter Transportation Coalition have amassed a significant track record of expediting improvements in traffic flow, pedestrian safety, and the availability of alternate modes of transportation. The PCIDs is a model public-private partnership comprised of self-taxing commercial property owners. Their investment has leveraged over **\$100 million** over the past ten years to accelerate critical infrastructure projects.

#### **CREATIVE SOLUTIONS MAKE A DIFFERENCE**

Dunwoody thrives by partnering with organizations that share our mission to provide the highest quality of life for those who live, work, or play in our community and to foster an environment where businesses can prosper. This includes our unique partnership with the PCIDs to expedite improvements in transportation, pedestrian access, green space, and urban amenities that will improve the office markets long-term viability.



Ashford Dunwoody Diverging Diamond Interchange

### Ashford Dunwoody Diverging Diamond Interchange (DDI)

The Ashford Dunwoody Diverging Diamond Interchange is a capacity and safety improvement project intended to assist in relieving the congestion along Ashford Dunwoody Road at I-285 without replacing the existing bridge. With an estimated 54,000 trips daily, this interchange is currently operating above capacity. The diverging diamond concept will use restriping, altered signal timing, improved turning conditions, and one reconstructed ramp to move traffic faster. This project will reduce congestion and accidents due to fewer traffic points of conflict, specifically left turns. The project will retain the existing Ashford Dunwoody bridge, saving significant costs while allowing for future interchange improvements.

### Advanced Transportation Management System (ATMS)

ATMS incorporates state-of-the-art technology upgrades to traffic signal control equipment and communications hardware that will allow for real-time coordination of signals, reducing congestion, and improving safety. The ATMS project includes correcting missing gaps in the fiber optic network, upgrading traffic signal hardware, and retiming traffic signals throughout the Perimeter Office District. However, this project goes above and beyond to provide an opportunity to link communication across jurisdictions. Once in place, traffic patterns can be seamlessly monitored via a new state-of-the-art Traffic Management Center.



### Dunwoody MARTA Station Pedestrian Improvements

The Dunwoody MARTA Station is strategically situated at the intersection of Hammond Drive and Perimeter Center Parkway, directly adjacent to Perimeter Mall. Studies have shown a need to improve access and mobility in and out of the transit station. The PCIDs LCI Master Plan, updated in 2011, proposes a transit village around the station that will serve as a model for other MARTA Stations. These improvements will better integrate the transit station into nearby properties and create a “town center” for Perimeter Center, which would give a greater sense of place to the office market.

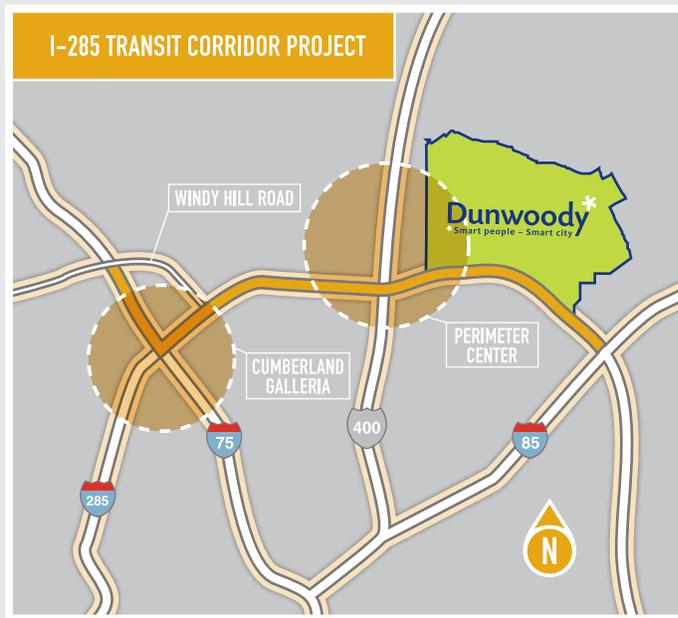
### Perimeter Inter-Circulator System

Today, eleven private shuttles operate within the Perimeter Office District at a cost of over \$1 million per year. These private shuttles are an important piece of the office districts’ transportation solution. However, the market needs a comprehensive circulator system that serves the entire Perimeter Office Market and can respond to destinations of choice for employees and visitors. The PCIDs is leading an effort to develop this circulator system to leverage the existing shuttle service.

## I-285 Transit Corridor Project

One of the most congested traffic corridors in Metro Atlanta is the area between I-85 and I-75 along the top end of I-285. To address this challenge, in 2006, the Georgia Department of Transportation and the Georgia Regional Transportation Authority launched "Revive 285 Top End" to develop a solution to the traffic challenges along this vital corridor that links two of Atlanta's largest office markets, Perimeter Center and Cumberland Galleria. The project also connects two existing MARTA Stations, Dunwoody and Doraville, and three major highways, I-85, GA-400, and I-75.

"Revive 285 Top End" is proposing a number of solutions that could include light rail transit or bus rapid transit, managed lanes, braided ramps, auxiliary lanes, and improved express bus services. This is a unique solution to mobility challenges in the context of edge-city land use patterns. As suburban employment centers morph into edge cities, they pose unanticipated transportation challenges due to their need for circumferential transportation connections (suburb to suburb), rather than traditional radial systems that connect downtowns to suburbs.



## Hammond Half Diamond

When it opens in 2011, the Hammond Half Diamond interchange and bridge will add another gateway in and out of the Perimeter Center Office Market. The original four-lane overpass is being replaced with a nine-lane bridge with on/off ramps for GA-400 that will greatly improve traffic flow and safety at the Abernathy Road interchange.

## Perimeter Center Parkway Flyover Bridge

The expansion of Perimeter Center Parkway south across I-285 has created a new access point to the Perimeter Office Market and provides an alternate route around the Ashford Dunwoody interchange. This 1,100 foot multimodal bridge features 4-foot wide bicycle lanes and 6-foot wide pedestrian lanes providing pedestrians and cyclists a safe commute alternative.



Photos courtesy of the PCIDs