

# Updated Street Improvements

## Dunwoody Village Master Plan Update

8/11/2020 – As Revised following First Read



The 2011 Dunwoody Village Master Plan presented a comprehensive vision for the future of the Village, including proposed improvements to Chamblee Dunwoody Road and Mount Vernon Road, as described in that plan. The 2011 plan was developed with significant input from the community and officially adopted by Dunwoody City Council in 2011. The plan was updated in 2016, but this update did not include any changes to the proposed street improvements.

In 2019, the City began to update the zoning regulations for the Village. As a part of this, street improvements were revisited, and updated designs were shared with the community at a public workshop on June 29. The updated improvements are now shown in graphic (rather than narrative) form. They now include conceptual designs for the roadway, bicycle facilities, sidewalks, and landscaping largely within the existing rights-of-way. Sidewalks and landscape area dimensions have been clarified (they were described as ranges in the previous plan), and complementary speed limit reductions and minimized pedestrian crosswalk distances are included.

The goal of these proposed changes is to provide clarity, ensure adequate and safe spaces for pedestrians and bicyclists, and slow traffic to be consistent with the character of an urban village. The updated designs are aspirational and will need to remain flexible as funding is available to implement them, given the varying width of rights-of-way, unique conditions at intersections, and other site conditions. These updated recommendations should replace those in the 2011 Master Plan.

### New Roadway Improvements

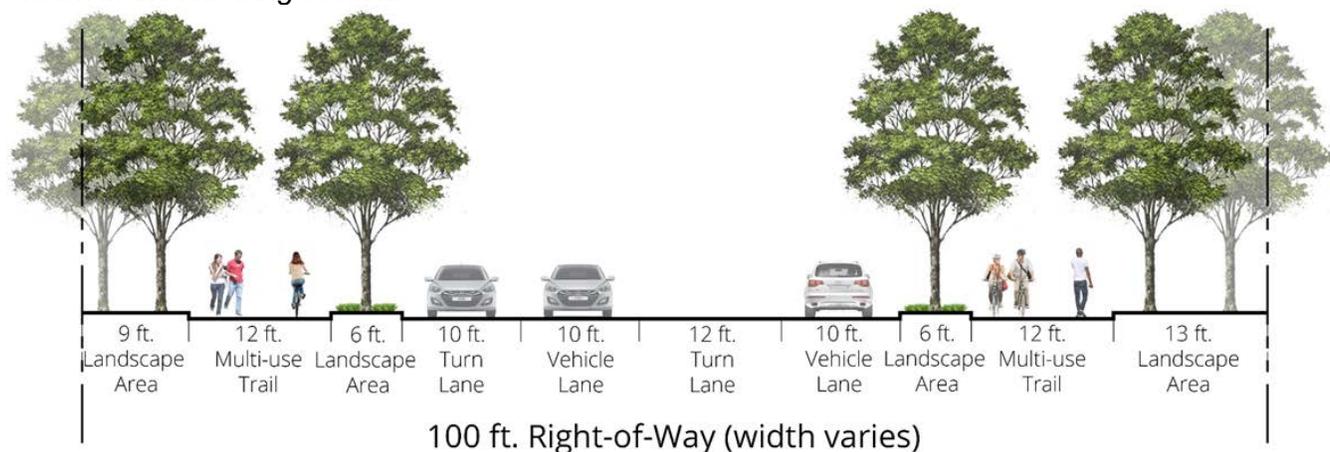
The following is appended to the end of the first paragraph on page 41:

*Additionally, the maximum speed limit should be 25 miles per hour, and mid-block crossings and intersection crosswalks should be provided when appropriate. The design of mid-block crossings and crosswalks should minimize the crossing distance for pedestrians by incorporating bulbouts, median islands, or similar features.*

### Chamblee Dunwoody Road Proposed Improvements

The following replaces the third column on page 43 and the first column on page 44:

*Multi-modal improvements should be undertaken for Chamblee Dunwoody Road in one or more phases. The aspirational vision for Chamblee Dunwoody Road based on typical existing right-of-way is shown in the following section:*



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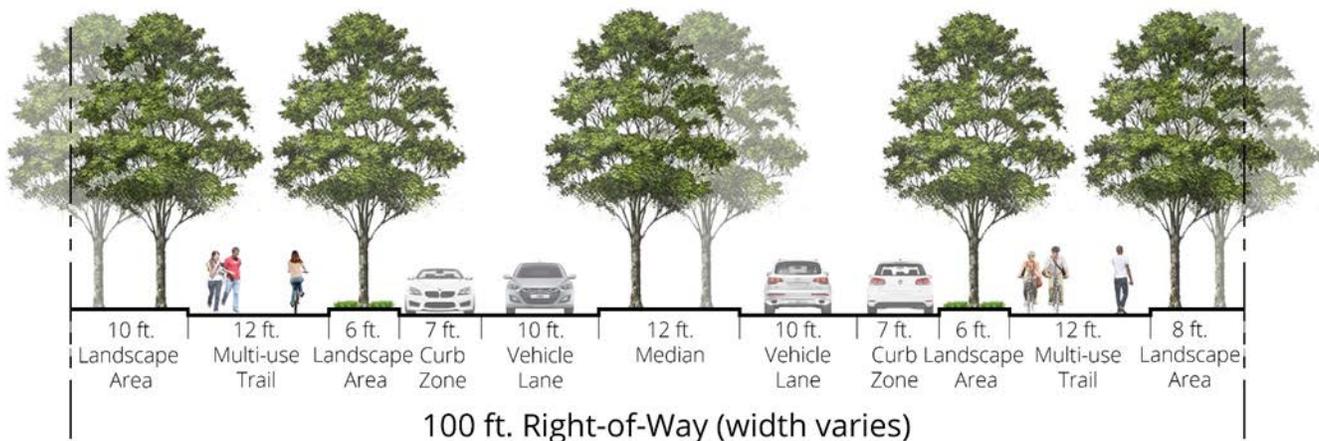
The above vision also assumes the following:

- A speed limit reduction to 25 miles per hour
- Street trees, pedestrian lighting, and roadway lighting
- Intersection enhancements including new mast arm traffic signals, pedestrian signals, high visibility crosswalks, and ADA Ramp improvements where necessary
- A design that minimizes the length of crosswalks to shortest distance necessary
- Removal of overhead utility lines and replace with underground utility lines
- Access management considerations to reduce and limit curb cuts and potential conflict areas along the corridor

### Mount Vernon Road Proposed Improvements

The following replaces the second column on page 44:

Multi-modal improvements should be undertaken for Mount Vernon Road. The aspirational vision for Mount Vernon Road based on typical existing right-of-way is shown in the following section:



The above vision also assumes the following:

- A speed limit reduction to 25 miles per hour
- Street trees, pedestrian lighting, and roadway lighting
- Intersection enhancements including new mast arm traffic signals, pedestrian signals, high visibility crosswalks, and ADA Ramp improvements where necessary
- A design that minimizes the length of crosswalks to shortest distance necessary
- Removal of overhead utility lines and replace with underground utility lines
- Access management considerations to reduce and limit curb cuts and potential conflict areas along the corridor