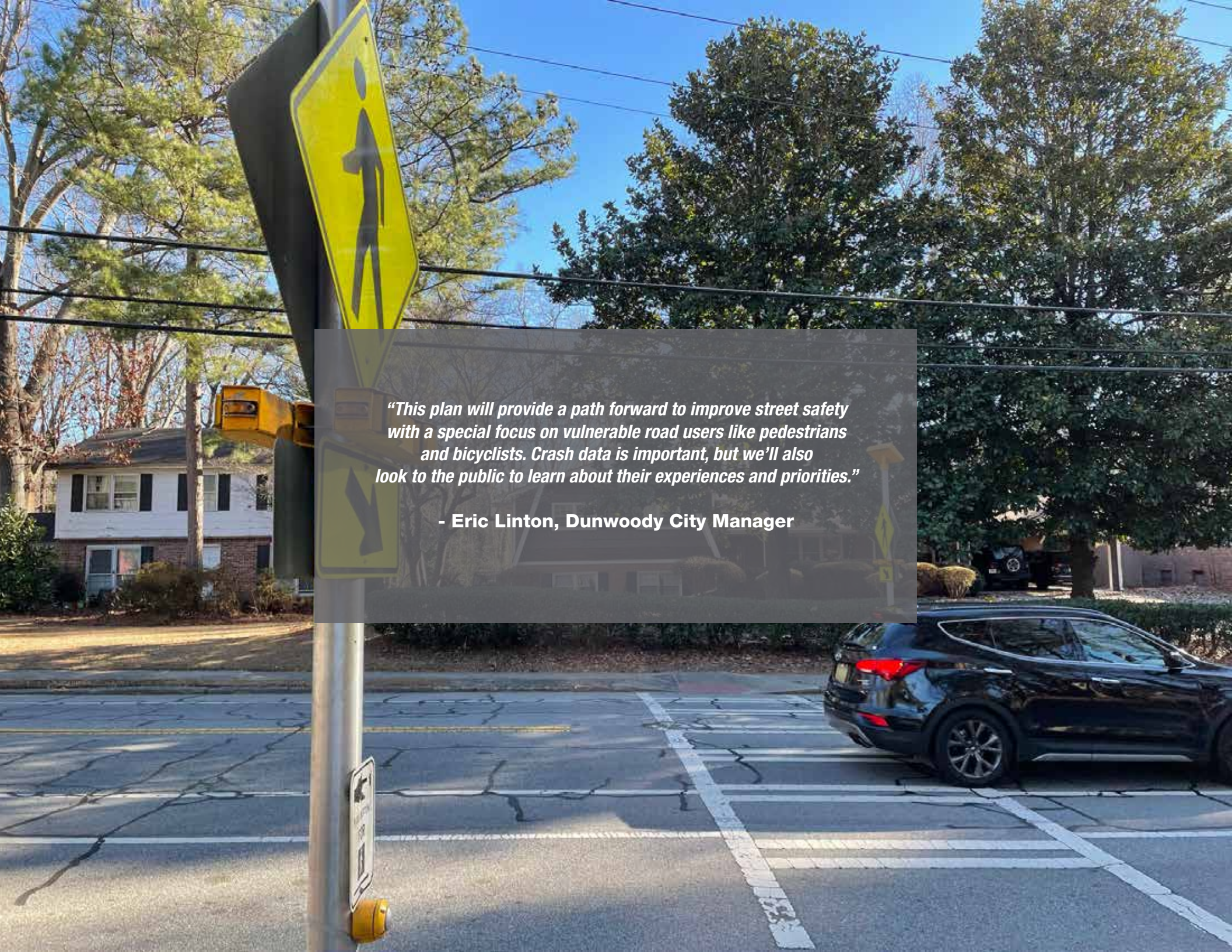
DUNWOODY ROAD SAFETY ACTION PLAN

City of Dunwoody Georgia

dunwoodyga.gov

November 2023



"This plan will provide a path forward to improve street safety with a special focus on vulnerable road users like pedestrians and bicyclists. Crash data is important, but we'll also look to the public to learn about their experiences and priorities."

- Eric Linton, Dunwoody City Manager

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Prepared By

TOOLE DESIGN

Call to Action

The Dunwoody City Council is laser-focused on making our community safer for everyone. Connectivity is our number one priority and safe streets are key to providing more options for our residents. This requires an examination of existing conditions and driver behavior. As a result, I am pleased to share with you the City of Dunwoody's first Road Safety Action Plan.

This plan is consistent with the core values established in the city's Transportation Master Plan. The Road Safety Action Plan improves:

- Choice by providing a transportation system that supports increased mobility for all users, increased connectivity, and increased health enrichment options.
- Connectivity by supporting an integrated network of transportation, a safety program that will enhance the existing system, and prioritizing multi-modal transportation options.
- Community by incorporating the views and needs of the Dunwoody community and supporting opportunities for increased recreational opportunities and increased active living opportunities.

This plan relies on data analysis for an unbiased perspective on safety risks throughout Dunwoody, focusing on the city's highest-risk roads. The plan incorporates the views and perspectives of city residents, understanding common risks that effect our daily lives. The plan incorporates the Safe System Approach, utilizing techniques for increasing safety that have been proven successful. And this plan is consistent with the U.S. DOT's National Roadway Safety Strategy, helping Dunwoody compete for regional and Federal funding programs.

We are committed to the goal of zero fatal and serious injury crashes by 2034. Changing city streets takes vision, prioritization, and consistency. We thank everyone who contributed to this plan and is dedicated to improving safety on our streets. We know how to prevent crashes from happening – the time to act is now.

Yours safely,

Lynn Deutsch

Mayor Lynn Deutsch

Mayor Lynn Deutsch

City Manager Eric Linton

Catherine Lautenbacher
City Council Post 1

Rob Price
City Council Post 2

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Safe Streets and Roads for All
Self-Certification Eligibility Worksheet

This plan is written to be consistent with the criteria for the United State Department of Transportation's (USDOT) Safe Streets and Roads for All (SS4A) program. The SS4A program supports the National Roadway Safety Strategy and national goal of zero roadway deaths. Consistency with SS4A will help the City of Dunwoody compete for grant funding and develop strategies consistent with city peers and national safety leaders.

1 Are both of the following true?

- Did a high-ranking and/or governing body in the jurisdiction publicly commit to an eventual goal of zero roadway fatalities and serious injuries?
- Did the commitment include either setting a target date to reach zero, OR setting one or more targets to achieve significant declines in roadway fatalities and serious injuries by a specific date?

→ Yes, see Mayor's Letter on Page 5.

2 To develop the Action Plan, was a committee, task force, implementation group, or similar body established and charged with the plan's development, implementation, and monitoring?

→ Yes, a Safety Working Group met three times and meetings are summarized on Page 26. A Road Safety Committee will oversee plan implementation and monitoring; see Action Plan chapter, Page 45.

3 Does the Action Plan include all of the following?

- Analysis of existing conditions and historical trends to baseline the level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region;
- Analysis of the location where there are crashes, the severity, as well as contributing factors and crash types;
- Analysis of systemic and specific safety needs is also performed, as needed (e.g., high risk road features, specific safety needs of relevant road users; and,
- A geospatial identification (geographic or locational data using maps) of higher risk locations.

→ Yes, crash analysis was completed to identify higher risk conditions and locations (detailed in a separate Crash Analysis Memo); summaries are found in the Focus on Safety chapter, Page 16

4 Did the Action Plan development include all the following activities?

- Engagement with the public and relevant stakeholders, including the private sector and community groups;
- Incorporation of information received from the engagement and collaboration into the plan; and
- Coordination that included inter- and intra-governmental cooperation and collaboration, as appropriate.

→ Yes, see Community Outreach chapter, Page 26. Inter- and intra- agencies were invited to Stakeholder Interviews and were Safety Working Group members.

5 Did the Action Plan development include all of the following?

- Considerations of equity using inclusive and representative processes;
- The identification of under served communities through data; and
- Equity analysis, in collaboration with appropriate partners, focused on initial equity impact assessments of the proposed projects and strategies and population characteristics.

✓ → Yes, disadvantaged or underserved populations were identified through GIS, Page 24. In one key focus area with a high percentage of Spanish speakers, a community engagement event in Spanish was hosted in partnership with a local nonprofit organization, Page 27.

6 Are both of the following true?

- The plan development included an assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety; and
- The plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards.

✓ → Yes, past and current plans were analyzed for prior safety conclusions, recurring locations of concern, and opportunities to improve safety practices (detailed in a separate Plan & Policy Review Memo); summaries are found in the Focus on Safety chapter, Page 14, and specific recommendations in the Action Plan chapter, Page 44.

7 Does the plan identify a comprehensive set of projects and strategies to address the safety problems in the Action Plan, time ranges when Projects and strategies will be deployed, and explain project prioritization criteria?

✓ → Yes, see Action Plan chapter, Page 44.

8 Does the plan include all of the following?

- A description of how progress will be measured over time that includes, at a minimum, outcome data.
- The plan is posted publicly online.

✓ → Yes, see Action Plan chapter, Page 44. The Road Safety Action Plan will be posted on the City of Dunwoody's website upon adoption and tracked via an online dashboard on the City's website.

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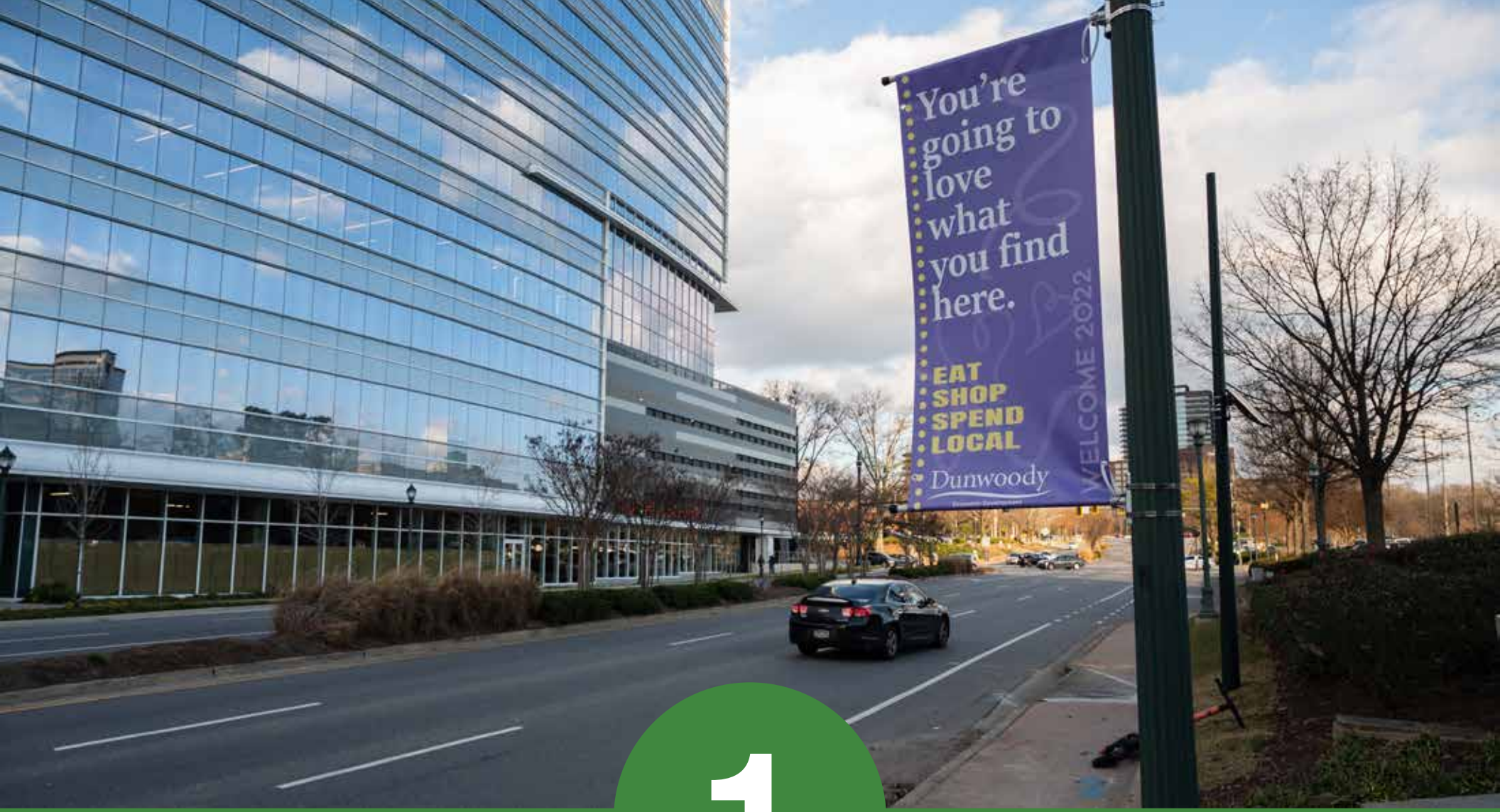


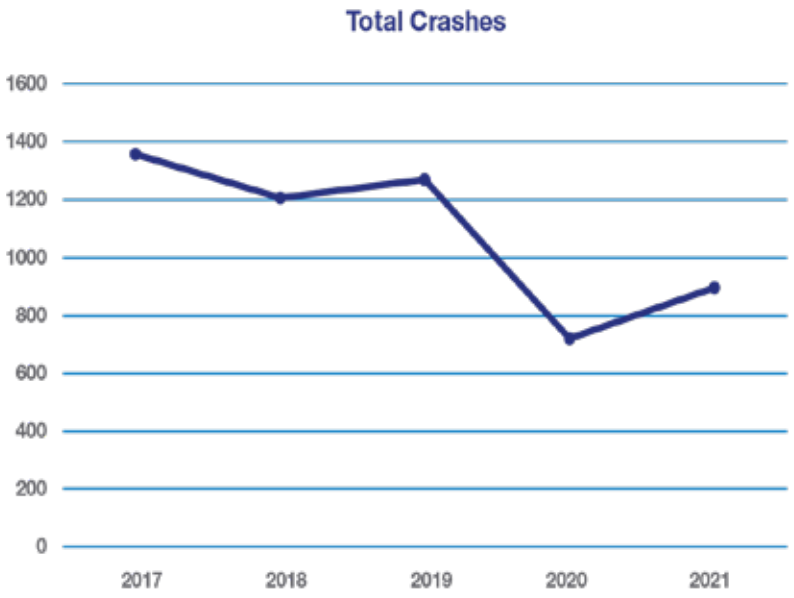
1

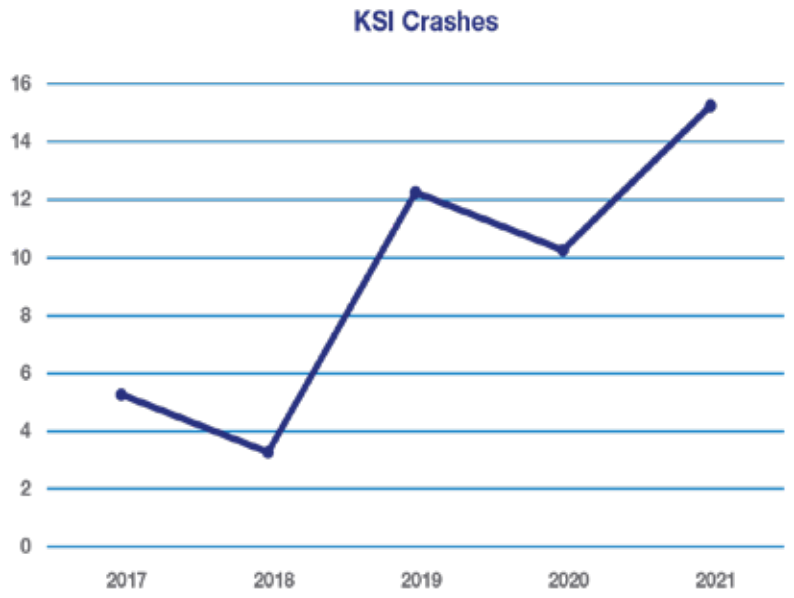
INTRODUCTION

Introduction

One life lost within the transportation network is too many. The City of Dunwoody has developed this Road Safety Action Plan (RSAP) with the goal of eliminating all killed or serious injury (KSI) crashes that occur the City road network by **2034**. The Plan supports the City's prioritization of safe, accessible, and equitable mobility for all roadway users and will inform city transportation decisions and funding.

This Plan's goals are zero fatalities and serious injuries and safer mobility for all community members. KSI crashes are those that result in a fatality or serious injury involving unconsciousness, broken bones, severe lacerations, skull or spinal injuries, severe burns, or paralysis. Crashes in Dunwoody decreased overall between 2017-2021, but KSI crashes have increased since 2017. This increase in KSI crashes is unacceptable, and this Plan outlines strategies that support eliminating all KSI crashes through the Safe System Approach. The Plan takes a data-driven approach to focusing infrastructure designs, community education, and enforcement efforts on the City's highest risk roads. The Plan will guide future planning and funding decisions, support grant applications, and provide data frameworks to evaluate ongoing trends and successes. The following sections detail citywide crash data, public input, and strategic recommendations to move Dunwoody towards its vision for a safer transportation system for all road users.





What is the Safe System Approach?

This Plan is grounded in the Safe System Approach – a paradigm which aims to prevent crashes from happening and minimize the harm caused to people when crashes do occur. The Safe System Approach has been adopted by the Federal Highway Administration (FHWA) and many cities that have made significant progress towards eliminating fatal and serious crashes.

The Safe System Approach is a shift from traditional safety planning based on six proactive principles, implemented through elements that support safer roads, safer speeds, and safer people. This Safety Action Plan specifically focuses on road infrastructure, behaviors, and city decision making.

By adopting the Safe System Approach, the City of Dunwoody will make holistic, actionable decisions that are consistent with the leading city, state, and federal strategies for transportation safety. This approach will support safer roads for residents and visitors to the city.

Source: FHWA.

Traditional Approach

- Traffic deaths are inevitible
- Expect perfect human behavior
- Prevent all collisions
- Individual responsibility
- Saving lives is expensive

vs.

Safe System Approach

- Traffic deaths are preventable
- Integrate human failing in the approach
- Prevent fatal and severe crashes
- Systems approach
- Saving lives is not expensive

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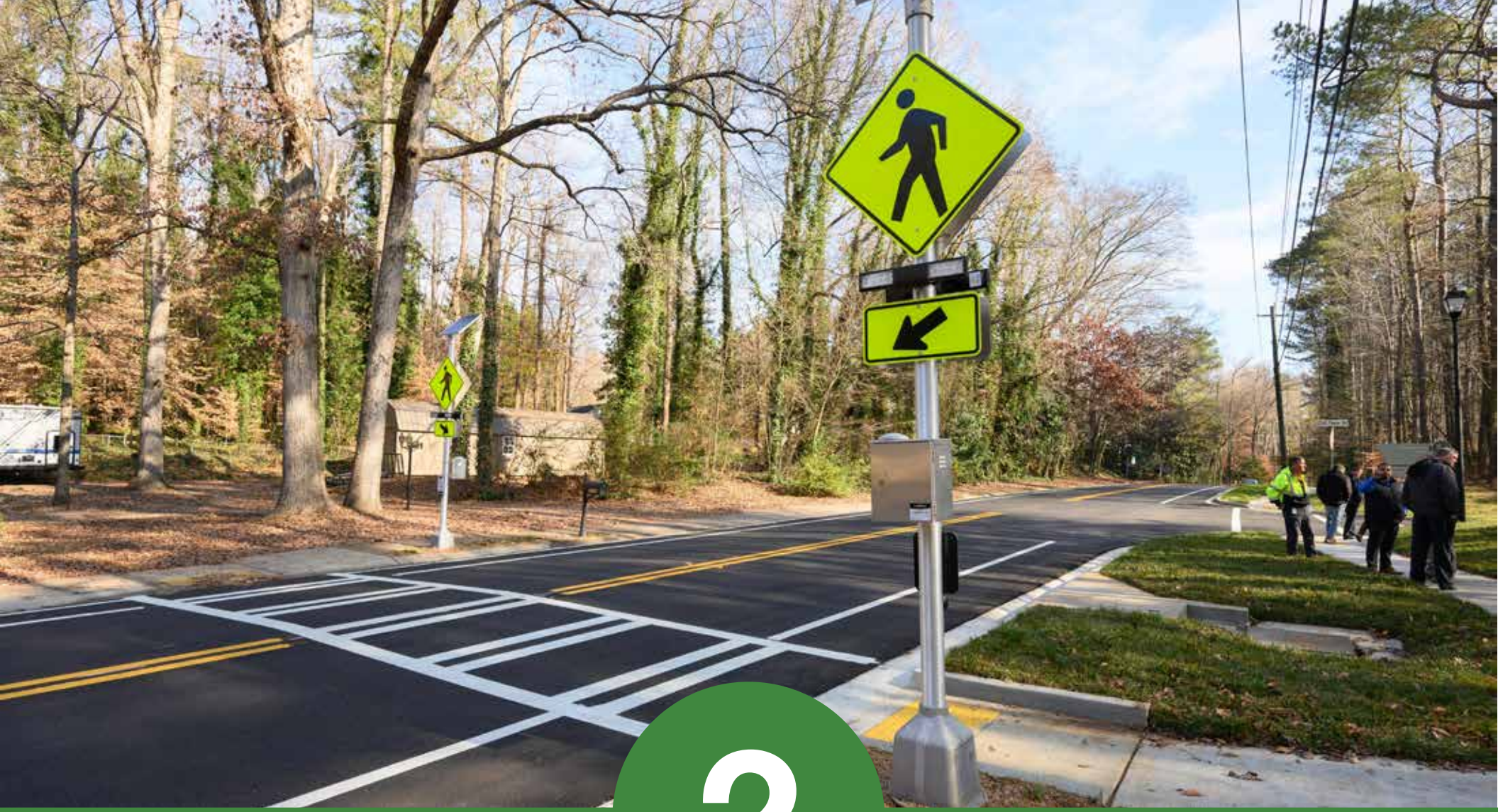


2

FOCUS ON SAFETY

Focus on Safety

The City of Dunwoody has long placed a priority on creating safe streets through efforts such as managing intersections, constructing new bicycle facilities, controlling dangerous speeds, improving pedestrian crossings near parks and schools, expanding the sidewalk network, installing new shared-use paths, and creating a safer, more inclusive transportation network.

Previous Planning Efforts

The City of Dunwoody has consistently developed plans and policies over the years that contribute to local mobility and roadway safety. The recommendations and findings from these plans were reviewed and incorporated into this Road Safety Action Plan. They include:

- Dunwoody Traffic Calming Policy (2009)
- Sidewalk Improvement Policies (2010)
- Complete Streets Policy (2011)
- Georgetown / North Shallowford Master Plan (2011)
- Pedestrian Safety Action Plan (SAP) (2014)
- Peachtree Corners - Dunwoody Winter Chapel Road Area (2015)
- Hammond Drive Corridor Improvements (2016)
- Last Mile Connectivity Study (2017)
- Comprehensive Transportation Plan (CTP) (2017)
- Comprehensive Plan 2020 - 2040 (2020)
- Dunwoody Village Master Plan Update: Updated Street Improvements (2020)
- City of Dunwoody Zoning Ordinance: Dunwoody Village Districts (2020)
- Vulnerable Road User Ordinance (2020)
- Dunwoody Trail Master Plan (2023)

Dunwoody's reduction in overall crashes reflects the success of these programs and plans. Safety improvements contribute to many other city goals, and city plans should continue to proactively incorporate safety treatments with a focus on reducing the most severe crashes and improving roadway safety for all modes of transportation.

Pershonal Park Trail. Source: City of Dunwoody

General themes echoed in previous planning efforts include:

- The City encourages use of a wide range of transportation modes.
- Transportation connectivity is a critical need throughout the city, especially for trails, walking, bicycling, access to regional transit, and routes to popular destinations.
- Transportation, land use, and development issues are closely linked – new developments can support walkable neighborhoods and leverage opportunities for improved streetscapes.
- Transportation investments, especially in multimodal facilities, can help reduce congestion, preserve local character, enhance quality of life, and support sustainability goals.
- Speeding and speed management are consistent issues for local residents, especially in neighborhoods and areas with more intense development or walking trips.

Key Roadways for Safety Planning			
	Pedestrian SAP (2014)	CTP (2017)	Roadway SAP (2023)
Ashford Dunwoody Road		X	X
Chamblee Dunwoody Road	X	X	X
Cotillion Drive			X
Dunwoody Club Drive	X		
Hammond Drive		X	X
Happy Hollow Road	X		
Hensley Drive	X		
Mount Vernon Road	X	X	X
N Peachtree Road	X	X	X
N Shallowford Road		X	X
Peeler Road		X	
Perimeter Center W		X	X
Tilly Mill Road	X		
Vanderlyn Drive	X		
Vermack Road	X	X	
Womack Road	X	X	

Crash Data

Transportation safety can be a daunting problem. This Plan assesses five years (2017-2021) of crash data on city streets (excluding the mainlines of I-285 and SR 141 / Peachtree Industrial Boulevard) to determine trends, prevalent crash types, systemic risk factors, and safety emphasis areas. The data also include regional averages to help determine how Dunwoody compares against the metropolitan area.

Four crash types are most prevalent in Dunwoody: **collisions with Vulnerable Road Users**[1] (people walking, bicycling, using scooters, wheelchairs, or motorcycles); **Head On collisions**; **Left Angle collisions**; and **Rear End collisions**. Collisions with Vulnerable Road Users and Left Turns together account for 53% of KSI crashes with Head On collisions also having a high rate of severity. Rear End collisions are more common but often less severe.

Crashes Between 2017 - 2021:

5,541

KSI Crashes Between 2017 - 2021:

45

1 Note this Plan is using the National Safety Council definition that includes Motorcycles. USDOT does not include motorcycles in their definition and only includes non-motorized users. https://cloud.safe.nsc.org/road-to-zero-safety-priority-statements-vulnerable-road-users.

Predominant Crash Types from Crash Data:

Collision with Vulnerable Users

Includes: Bikes, Peds, & Motorcycles

9 KSI Crashes
103 Total

KSI Rate: 8.7%

Head On

4 KSI Crashes
113 Total

KSI Rate: 3.5%

Left Angle Crash

10 KSI Crashes
662 Total

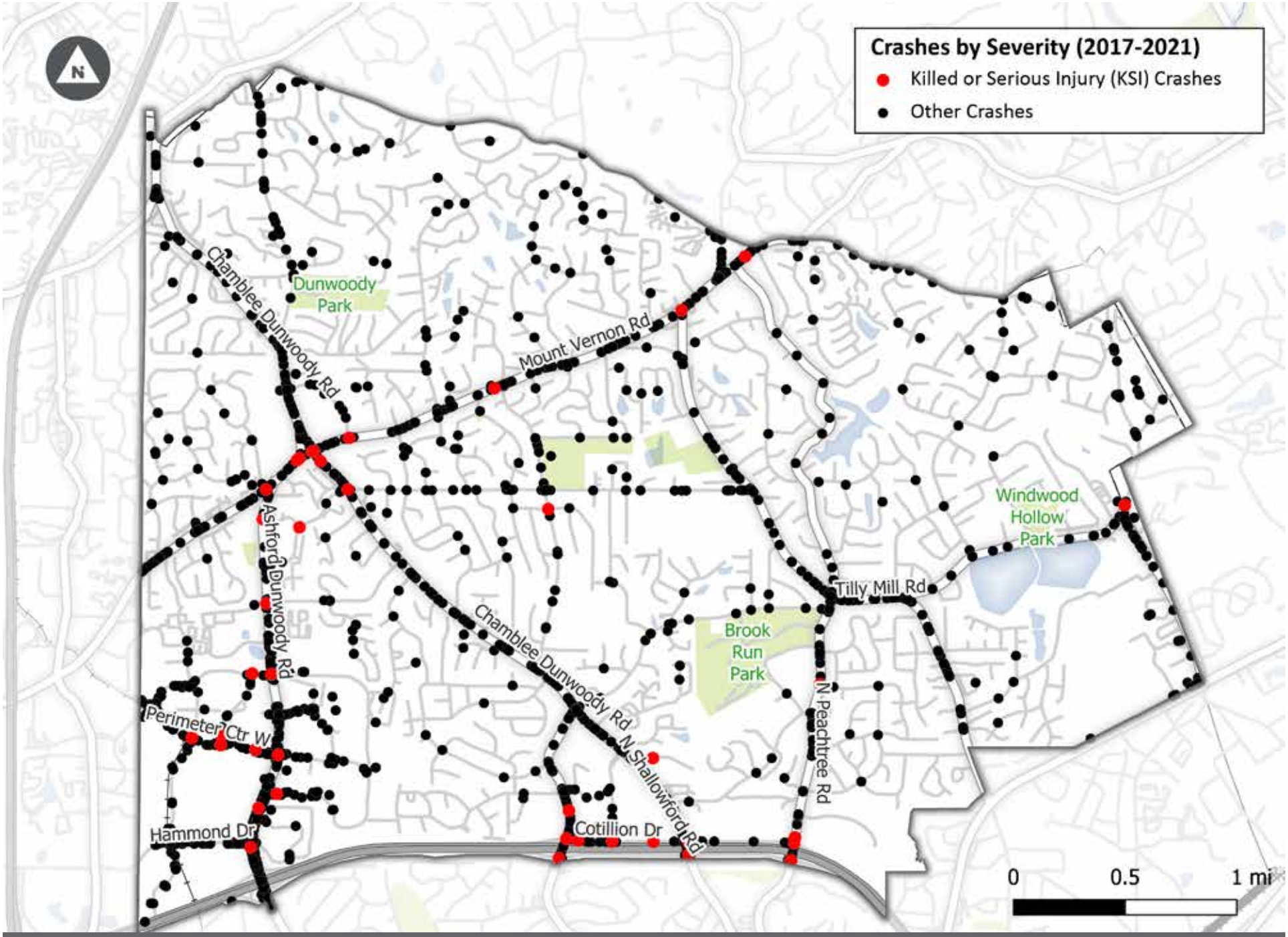
KSI Rate: 1.5%

Rear End

5 KSI Crashes
2,464 Total

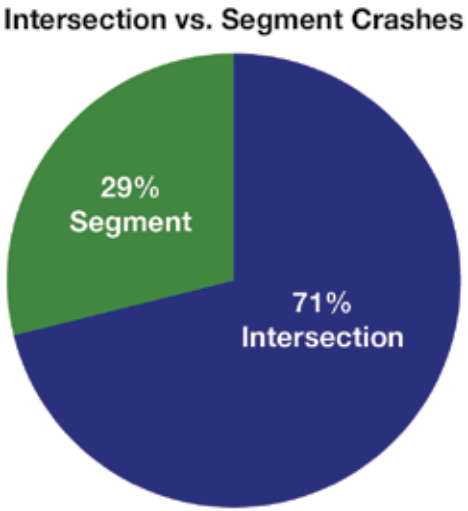
KSI Rate: 0.2%

Source: crash data in City of Dunwoody (2017-2021)



Map 1: Crashes by Severity (2017-2021)

Intersections account for most serious crashes, but large roadway segments also need attention.



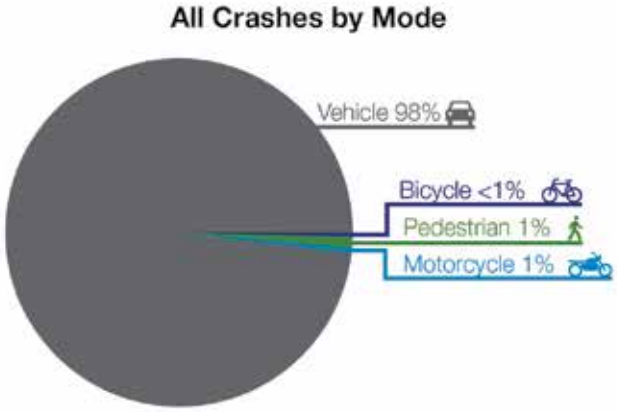
Crashes occur most often at intersections. In Dunwoody, 71% of KSI crashes and 86% of all crashes occur at intersections. Across the metropolitan region, intersection crashes account for 60% of KSI crashes. While there were a lower number of roadway segment crashes compared to intersection crashes, segment crashes have a slightly higher rate of KSI (1.7%).

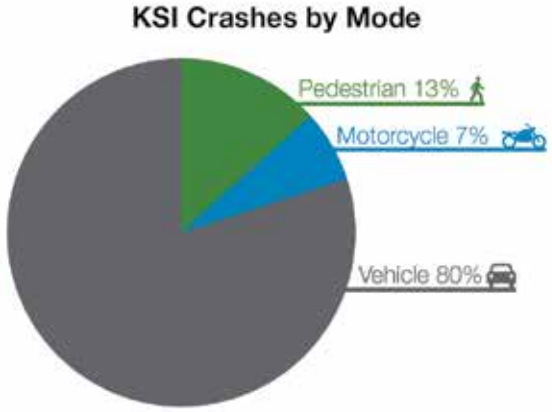
Dunwoody Bike to Work Day.
Source: City of Dunwoody

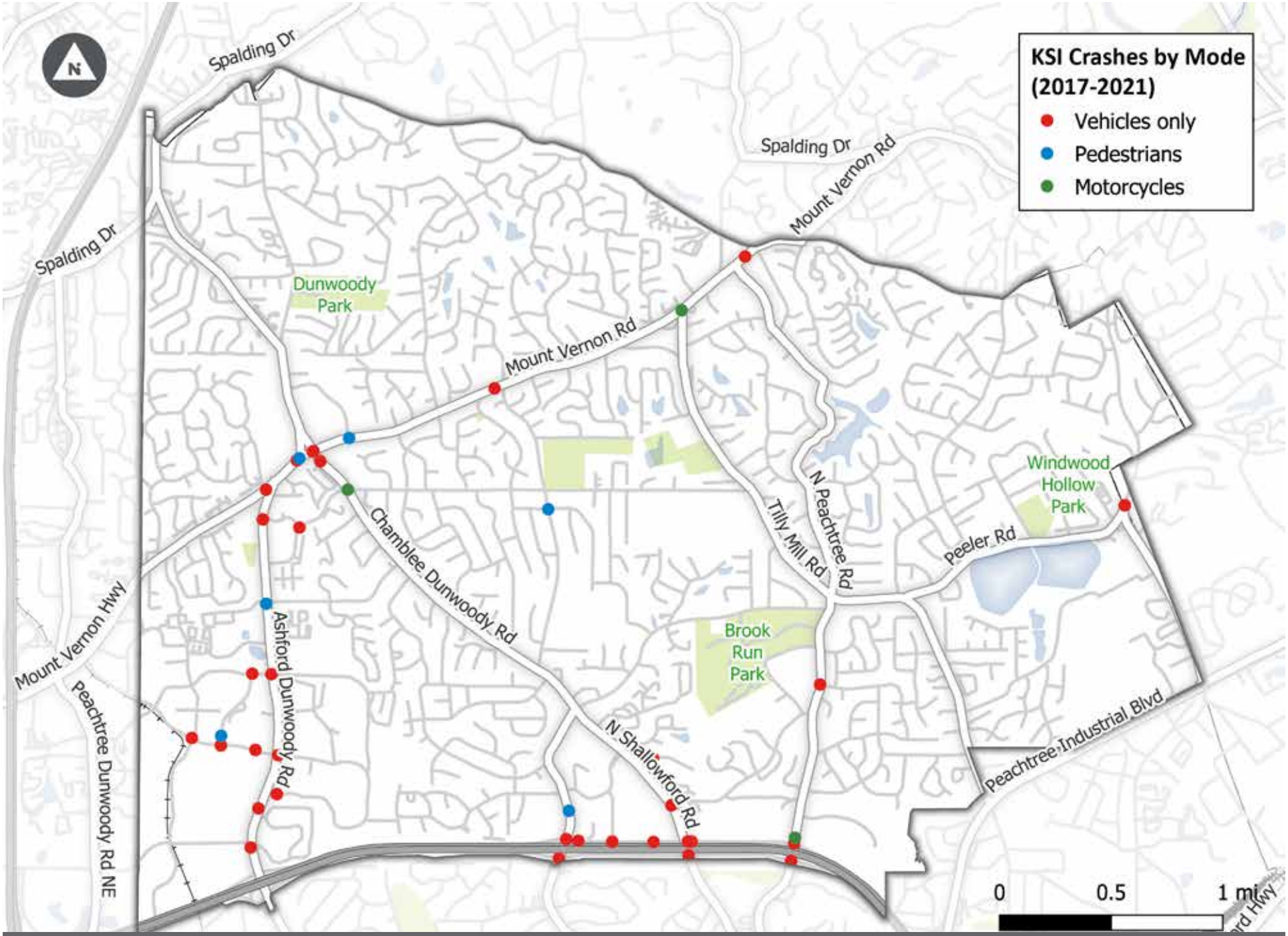
Vulnerable Road Users need special attention within the City, especially pedestrians crossing intersections.

The below charts illustrate total crashes and KSI crashes by mode. While bicycle crashes did not result in any KSI crashes during the study period, pedestrian- and motorcycle-involved crashes resulted in 6 and 3 KSI crashes, respectively. This shows that pedestrians and motorcyclists are more vulnerable to severe injuries than motorists. 13% of KSI crashes involve pedestrians in Dunwoody, consistent with the regional pattern.

Map 2 shows KSI crashes by mode of travel. The map highlights that pedestrian crashes are often proximate to intersections. This reflects public input that safe pedestrian crossings should be a priority for the City.





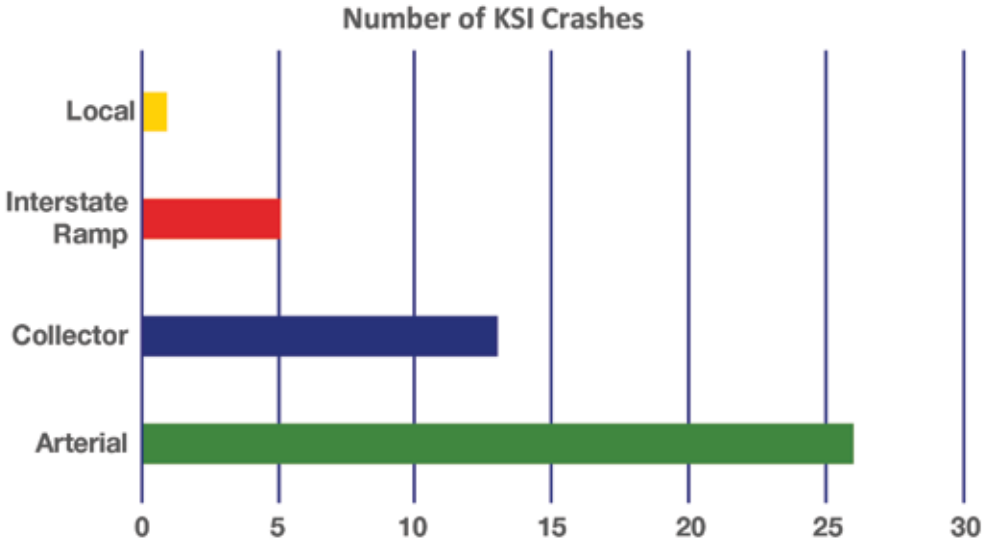


Map 2: KSI Crashes by Mode (2017 - 2021)

Arterial roads have more overall crashes and KSI crashes. Crashes on collector roads are more likely to result in a KSI outcome.

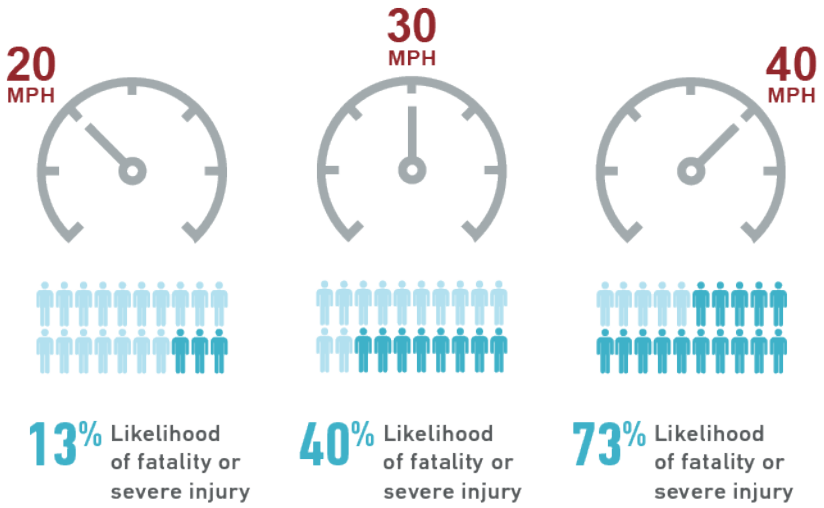
Functional classification is a description of roadway purpose and size. Arterials are higher-capacity roads intended to carry longer-distance traffic between centers of activity. Local roads are lower-capacity and intended to provide access to properties. Collectors connect local roads to arterials.

Arterial roads have more total crashes and more KSI crashes, likely due to higher traffic volumes, faster speeds, and more turning movements. Crashes on collector streets are more likely to result in fatality or severe injury. When normalizing crashes by total roadway miles, interstate ramps have more total crashes and KSI crashes for their short lengths.



Speed is an important factor that contributes to both the occurrence and severity of crashes.

National Highway Transportation Safety Association (NHTSA) research shows that speeding accounts for nearly one third of fatalities on roads. In Dunwoody, speed is related to crash severity. Over 95% of KSI crashes occurred on roadways where the speed limit is 35 mph or greater.



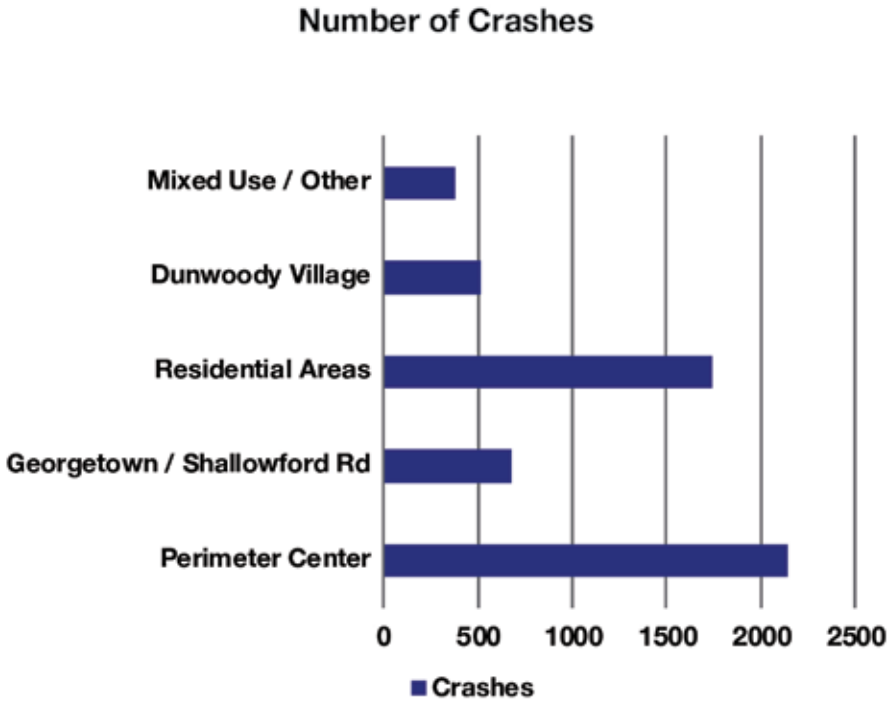
Data Citation: Tefft, B.C. (2011). Impact Speed and a Pedestrian's Risk of Severe Injury or Death (Technical Report). Washington, D.C.: AAA Foundation for Traffic Safety.

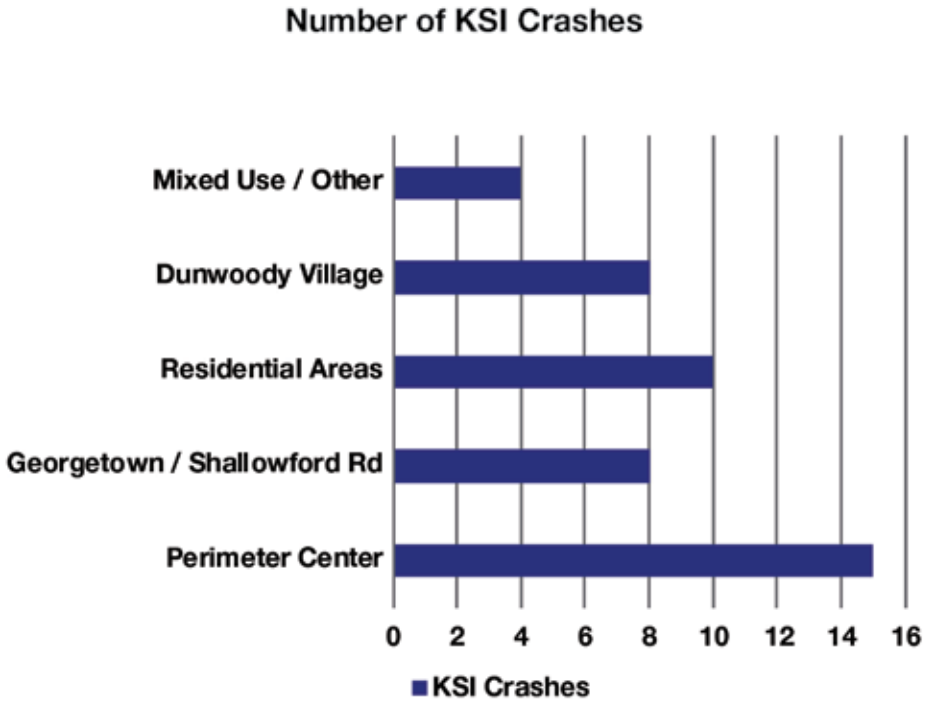
There are crash disparities within the City, especially around retail and commercial areas.

Roads in commercial or mixed-use areas have higher numbers of crashes. Over 77% of KSI crashes occurred on roads adjacent to commercial or mixed-use areas of the city. Dunwoody Village, Perimeter Center, and the Georgetown-Shallowford Road areas have the highest crashes per mile and KSI crashes per mile. When looking at KSI crash rates, Dunwoody Village and the Georgetown-Shallowford Road areas are more likely to result in a KSI crash.

Total crashes and KSI crashes increase as the number of lanes increase.

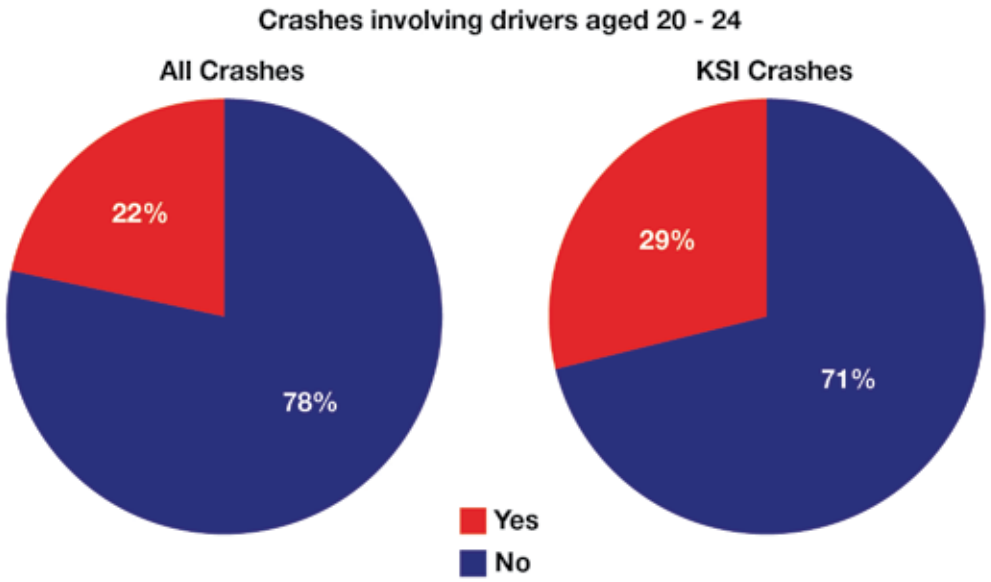
Larger roads account for a majority of crashes in the City. Roads with four or more lanes together have 75% of all crashes and 76% of KSI crashes. Roads with 4 or 6+ lanes account for less than 12% of city road miles and total crashes and KSI crashes per mile increase with the number of lanes. 4- and 6-lane roads are concentrated in a small area adjacent to high-intensity developments.





Young Adult Drivers are involved in many crashes, a challenging behavioral area to address within the City.

Crashes involving Young Adult Drivers (aged 20 to 24 years old) make up around 30% of KSI crashes in Dunwoody; this percentage is 11% at the regional level. In comparison, there are fewer crashes involving teenage drivers (aged 15 to 19 years old) in Dunwoody. Young adults account for 5% of city residential population and teenagers 6% of population; some crashes likely involve non-city resident drivers.



Partnerships are key, especially with the Georgia Department of Transportation (GDOT), Community Improvement Districts (CIDs), and neighboring cities.

Roads do not end at city limits. While the City of Dunwoody owns most roads within the city, small segments of state-owned roads account for 14% of all crashes in Dunwoody. Additionally, 10 of 765 crashes on state roads resulted in a KSI outcome compared to 35 of 4651 crashes on local roads. The mainlines of I-285 and SR 141 / Peachtree Industrial Blvd were not analyzed, so higher rates of KSI crashes on state roads are likely related to access roads and freeway ramps with higher speeds. Safer roads in the city require partnerships between the City of Dunwoody, GDOT, and neighboring jurisdictions.

Ashford Dunwoody Road near the Perimeter Community Improvement District. Source: City of Dunwoody

Regional Perspective

The Atlanta Regional Commission (ARC) developed a Regional Safety Strategy (RSS) in 2022 to provide a "comprehensive framework and action plan to support the long-term safety vision and goal" of zero deaths and serious injuries within the region. As a prominent city within the region and home to a major regional activity center around Perimeter Mall, Dunwoody can use conclusions from the RSS to position the city for competitive regional funding.

Dunwoody has more crashes per population than the regional average but fewer severe crashes. Dunwoody has a similar number of KSI crashes with people walking or bicycling but higher numbers of KSI crashes at intersections. Dunwoody also has significantly more KSI crashes involving a Young Adult Driver (ages 20-24) than the regional average. The RSS recommends a range of proactive solutions in line with this plan and provides clear guidance for the City of Dunwoody to make improvements consistent with regional and state efforts:

- Adopt the Safe System Approach.
- Focus on fatal and serious injury crashes.
- Employ a proactive, data-informed approach to safety.
- Identify locations with the highest risk for severe crashes.
- Implement proven safety countermeasures that benefit all users.
- Foster a culture of collaboration and inclusion.

For more details on the RSS:
https://atlantaregional.org/transportation-mobility/regional-safety-strategy/

Regional Crash Perspective		
All crashes / 100k population	Metropolitan Atlanta	1,974.6
	Dunwoody	2,230.9
KSI crashes / 100k population	Metropolitan Atlanta	29.0
	Dunwoody	18.2
KSI crashes w/ peds or bikes	Metropolitan Atlanta	13.6%
	Dunwoody	13.3%
KSI crashes w/ a young driver	Metropolitan Atlanta	11.6%
	Dunwoody	30.0%
KSI crashes w/ impaired driving	Metropolitan Atlanta	8.6%
	Dunwoody	4.4%
KSI crashes at intersections	Metropolitan Atlanta	60.2%
	Dunwoody	71.1%
Crash trends post-2020	Metropolitan Atlanta	Total crashes decreased / KSI crashes increased
	Dunwoody	

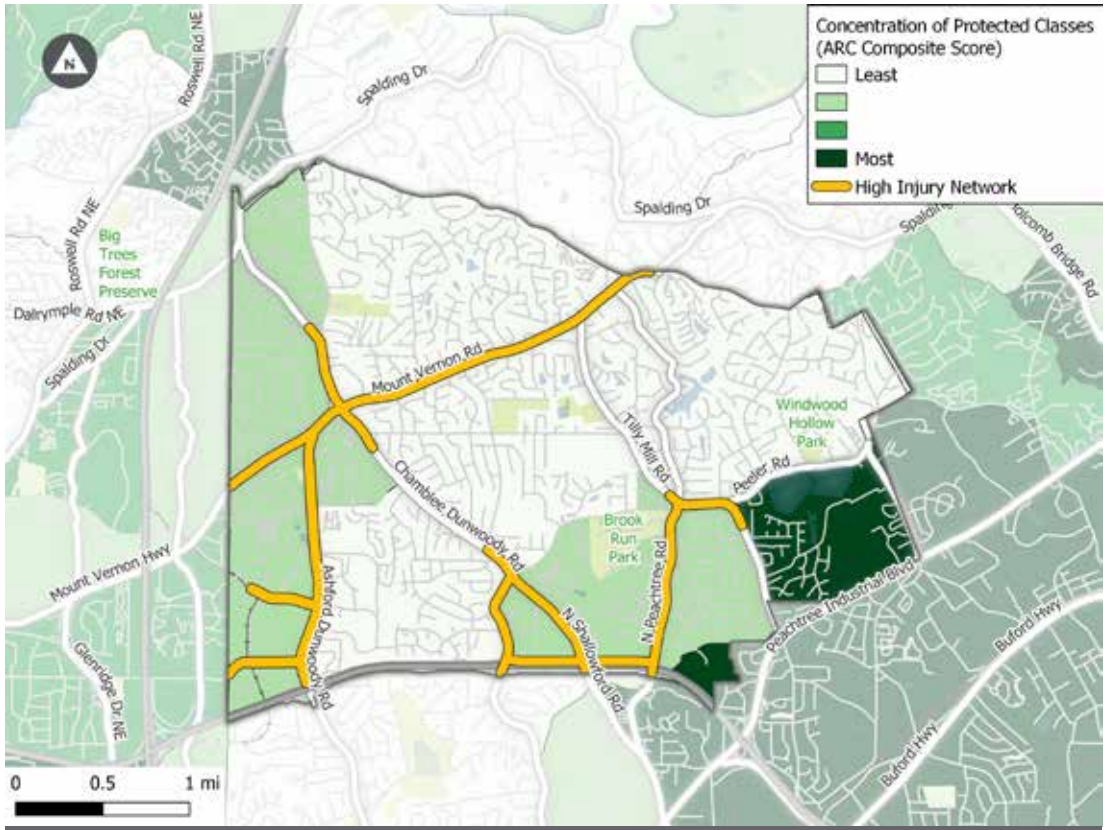
MARTA is the regional transit system. Source: Toole Design Group

Equity

Equity is a core principal of transportation decision making. The Safe Streets and Roads for All (SS4A) program requires that Safety Action Plans consider equity using inclusive and representative processes, identify underserved communities through data, and provide an equity analysis of proposed projects and strategies.

This Plan incorporates the Atlanta Regional Commission's Equity Analyses Methodology as a standard, a comparable resource for the metropolitan region based on Title VI of the Civil Rights Act and other national mandates. ARC's Protected Classes Model categorizes census tracts based on the standard deviation from regional averages in nine protected classes as well as a composite score of all classes:

- Ethnic minority
- Female
- Foreign born
- Limited English proficiency
- Low-income
- Older adults
- People with disabilities
- Racial minority
- Youth



Map 3: Concentration of Protected Classes in Dunwoody

Within these categories, the City of Dunwoody is generally at or below regional averages. Two census tracts have higher than average composite scores predominantly driven by larger populations of ethnic minorities, foreign-born residents, or those with limited English Proficiency. Five census tracts have above average populations of older residents, three have higher populations for young residents, and two have high scores for low-income households. The population in Dunwoody is primarily white followed by Asian or Pacific Islander and Black or African American and greater than ten percent Hispanic ethnicity. Languages spoken are predominantly English, Spanish, and Asian-origin (including those from India, Vietnam, China, and Korea).

This information is intended as a reference for assessing project recommendations, safety strategies, and population characteristics.

3

COMMUNITY OUTREACH

Community Outreach

Over the course of this planning effort, several opportunities were presented for the public to engage with City staff and the consultant team to provide feedback on safety concerns throughout the City. A Safety Working Group and Stakeholder Interviews provided the public opportunities to engage with City staff and consultants on local safety issues in their community.

Safety Working Group

A Safety Working Group made up of residents, business owners, property owners, along with agency and city leadership met three times throughout the project to offer their unique perspective on top safety issues, to review data and initial findings, and provide direction on recommendations and implementation. Some general conclusions are found below:

- Cut-through traffic is a constant complaint in the city.
- Apartment communities and Homeowners Associations should be engaged.
- Various funding programs exist for implementation.
- Transit opportunities and safety of riders should be reviewed.
- City should make data-driven investment decisions.

Safety Working Group	
June Group #1	Kick-off
July Group #2	Initial Data Analysis, Community Engagement, and High Injury Network
August Group #3	Recommendations
Stakeholder Interviews	
Group 1	Perimeter Center Employees and Dunwoody Residents
Group 2	Jack and Jill of America Dunwoody Residents
Group 3	Dunwoody Residents Perimeter Mall representative
Group 4	Dunwoody Residents

Stakeholder Interviews

Four virtual listening sessions were held in May using an Online digital whiteboard. These conversational sessions were focused on safety concerns, opportunities, challenges, and identification of key community destinations. A general summary is below:

- Pedestrian safety, particularly at crossings and intersections, is critical especially within school zones.
- Review arterial corridor designs and find opportunities for increased sidewalk widths and safer pedestrian connections.
- Speeding is a frequent concern throughout Dunwoody.
- The High Intensity Activated Crosswalk (HAWK) signal near State Farm works well.
- Distracted driving is a major concern.

In-Person Engagement

In-person engagement activities included two pop-up booths during popular community events and a Transportation Night hosted in Spanish in partnership with Corners Outreach. These engagement efforts allowed this Plan to obtain input on safety needs within Dunwoody.

The first outreach effort involved City staff and the consultant team attending Lemonade Days at Brook Run Park. The community was asked to drop a ping-pong ball in a container that identified their top safety priority and discuss opportunities or challenges within the city.

The second outreach effort involved staff and the consultant team attending Food Truck Thursday, a popular family-friendly event hosted at Brook Run Park. Community members were able to review plan input gathered from the online survey and community map. The RSAP team also documented additional roadway safety concerns from community members.

The third event was a Transportation Night hosted by Corners Outreach in the eastern corner of the city (an area with more Hispanic residents and services, see Map 3 on page 23). The Safety Action Plan consultant team conducted a presentation and conversation about transportation safety in Spanish. Some feedback included vehicular behavior in school zones and bicycling not feeling safe.

Pop-Up #1

Lemonade Days
April 22, 2023

Pop-Up #2

Food Truck Thursday
July 29, 2023

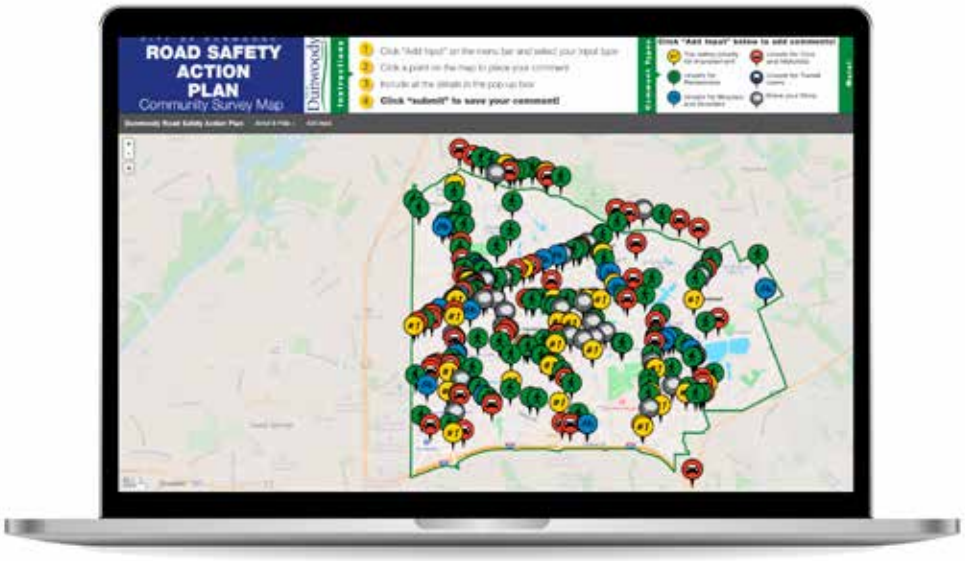
Pop-Up #3

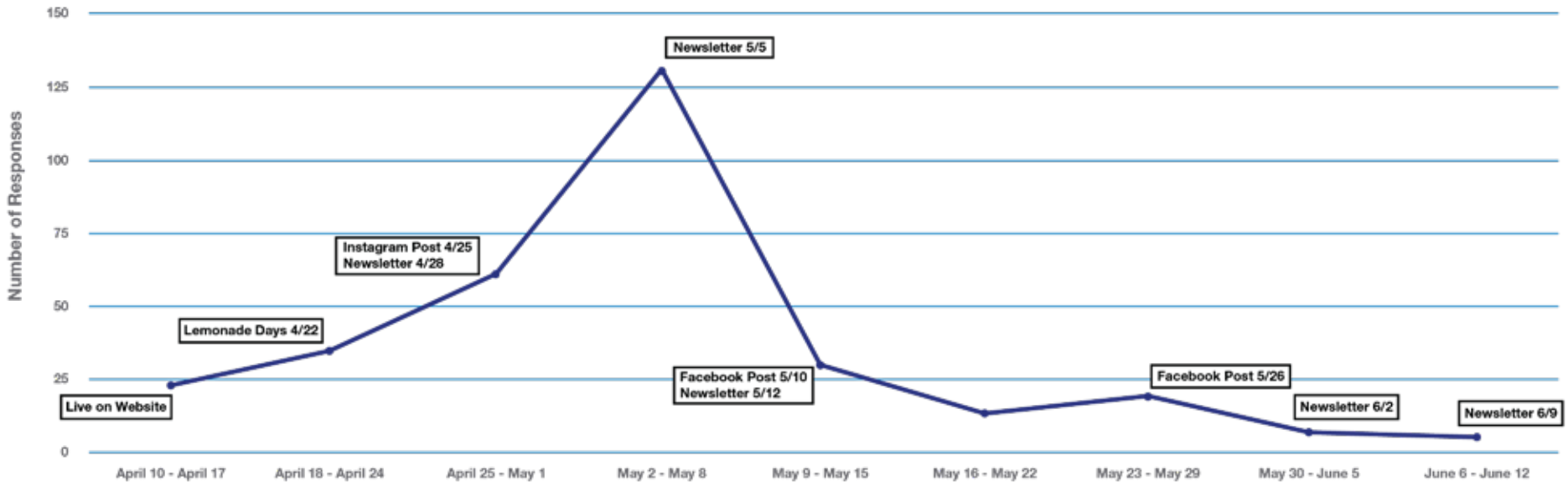
Spanish Language
Focused Pop-Up
August 17, 2023

Dunwoody Transportation Night with Corners Outreach. Source: City of Dunwoody

Online Map and Survey

Two online engagement tools were utilized to obtain feedback from the public: a survey with questions that included open ended and multiple choice questions (conducted via Alchemer); and a map where users could pin site-specific comments to express concerns often missed through traditional police crash reports. These were shared through the Dunwoody website and social media, including the city's Facebook, X, and Instagram accounts. The figure below shows survey responses over time with the City's social media and weekly newsletter releases. The City saw the largest spike in responses on May 5th with the newsletter released.



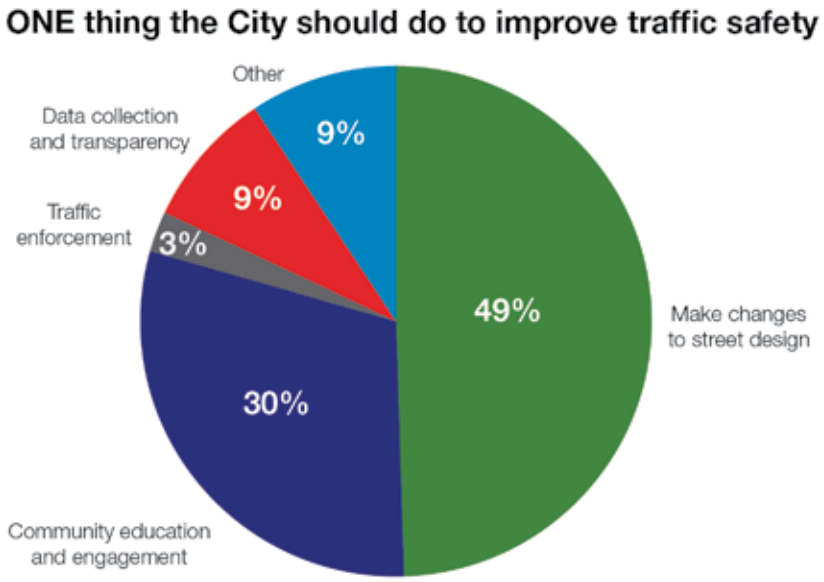


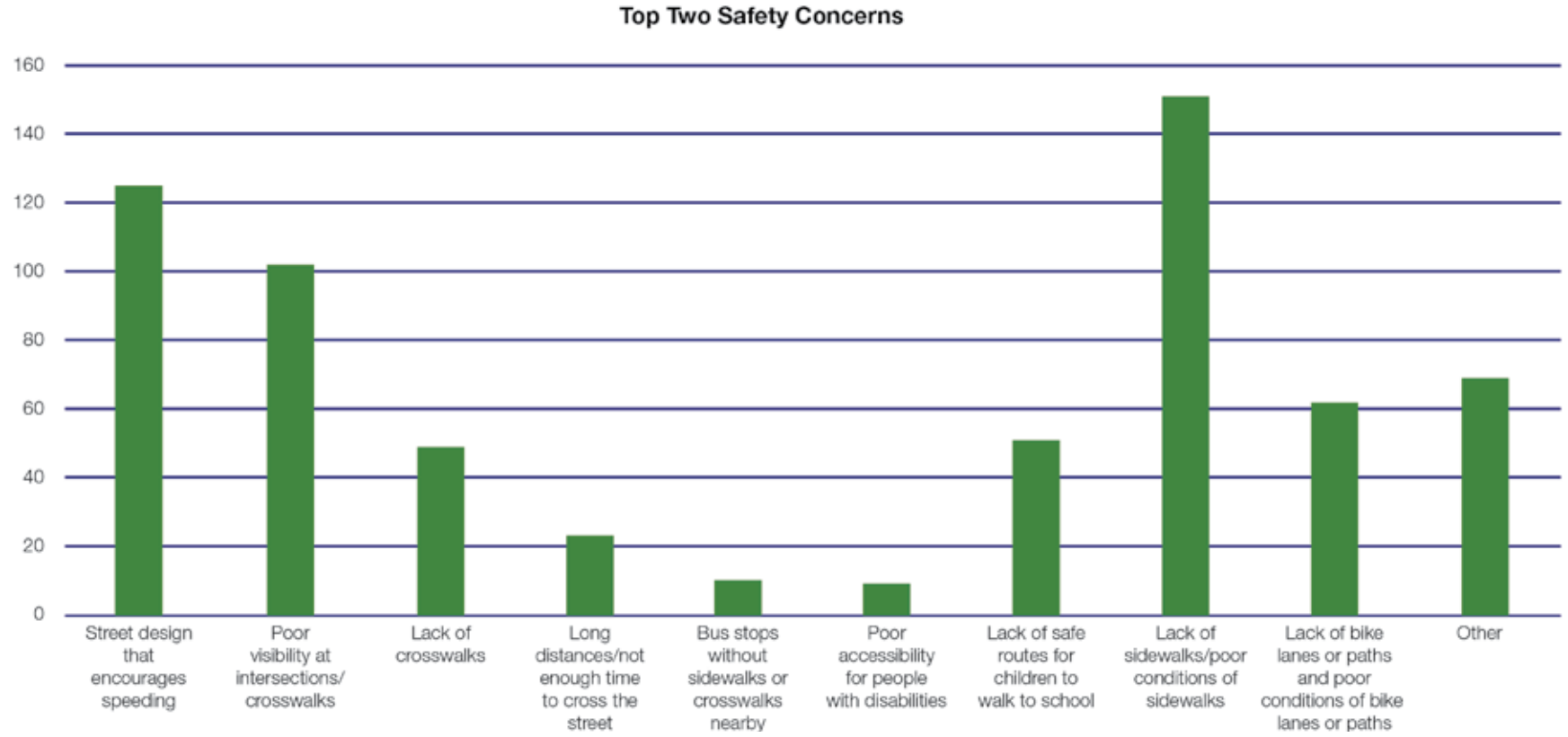
What we heard

An online survey was available from April 17, 2023 to June 15, 2023. A total of 322 survey responses were recorded. Some demographics can be found below and inforgraphics with key takeaways are found on this page.

- 94% of respondents live in Dunwoody.
- 25% of respondents were between the age of 35-44.
- 56% of respondents have children under 18 years old.
- 57% are women.
- 81% of respondents are white.

One of the main conclusions is relative to changing street design to encourage safer streets for all modes, and especially for pedestrians walking or crossing the street.





273
pins

65
pins with a comment

60
pins with a story

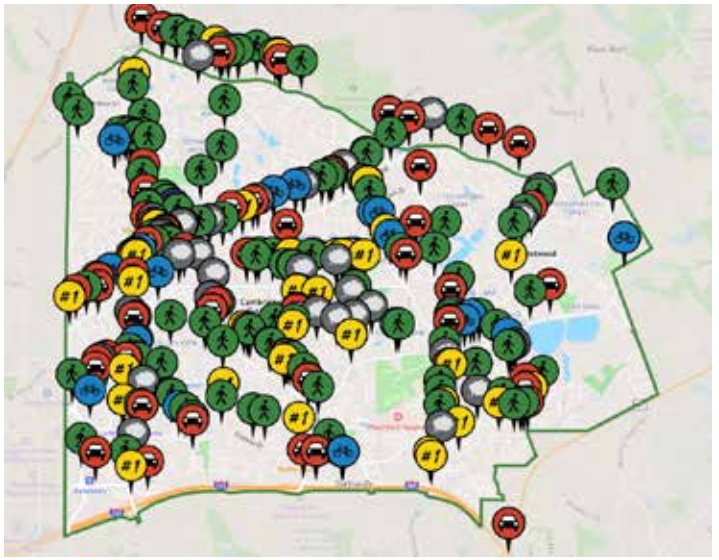
Community Input Map

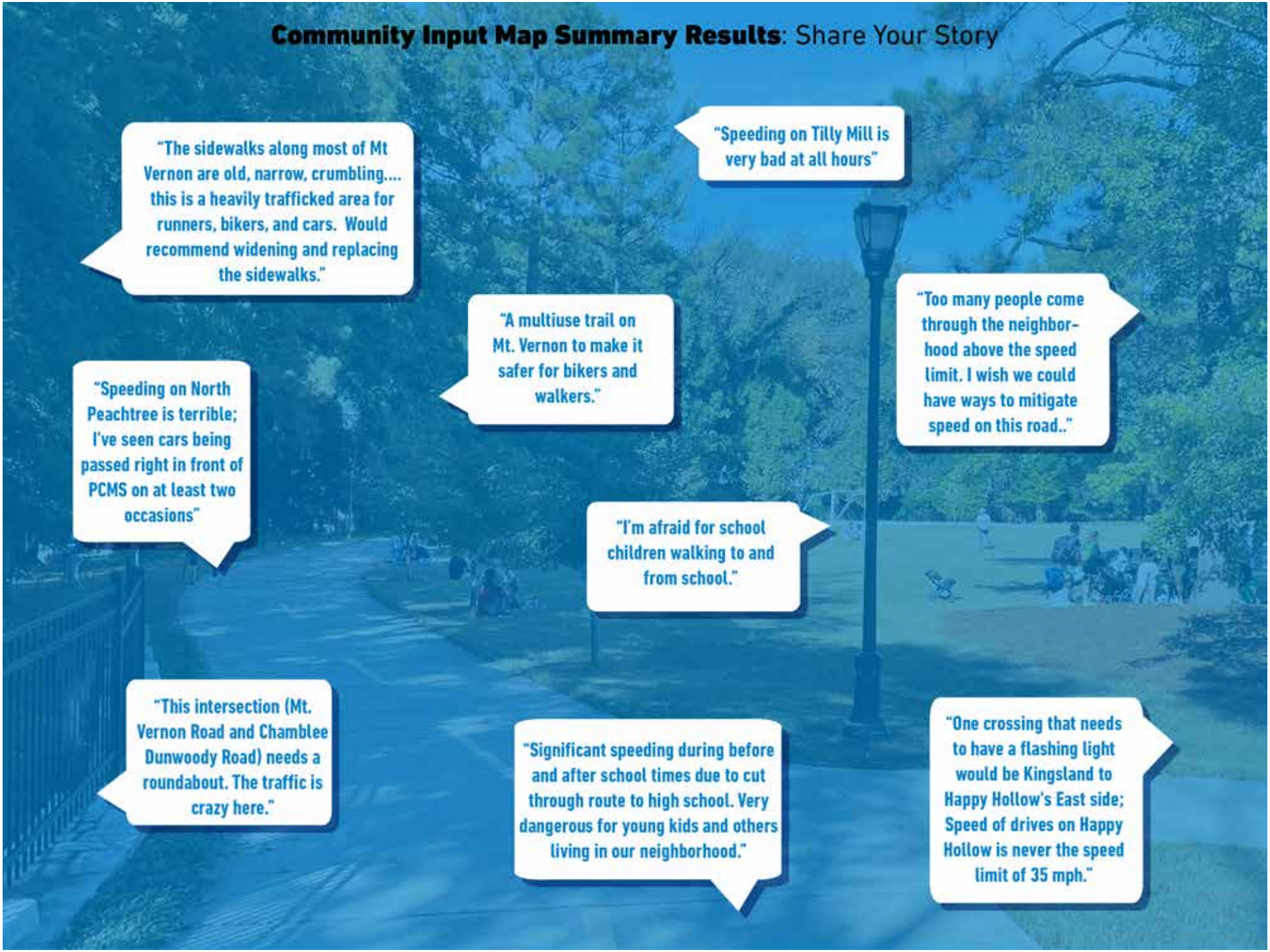
The City hosted a community input map to gather location-specific feedback on roadway safety concerns. The Online map was available from April 17 to June 15. Respondents were asked to drop pins on the categories shown below.

After placing a pin, participants had the option to write specific descriptions of their thoughts. Respondents were also able to view and respond to other people's comments on the map. An overview of feedback by location is illustrated on the following pages. The base map for the comments is the High Injury Network (HIN). Linking the HIN to public comments will give city staff additional insight into safety concerns and potential distribution of resources.

Key map themes include:

- High speeds through school zones and neighborhoods are a top safety priority.
- Neighborhood cut through traffic is a concern.
- Protected bike facilities or multiuse paths are needed throughout the community.
- Improve pedestrian crossing visibility and legibility at intersections.
- Remove slip-lanes.
- Traffic calming initiatives are needed, specifically in neighborhoods with cut through traffic.
- Intersections that interface with exit/ entrance ramps to Interstate 285 are a concern for all modes.

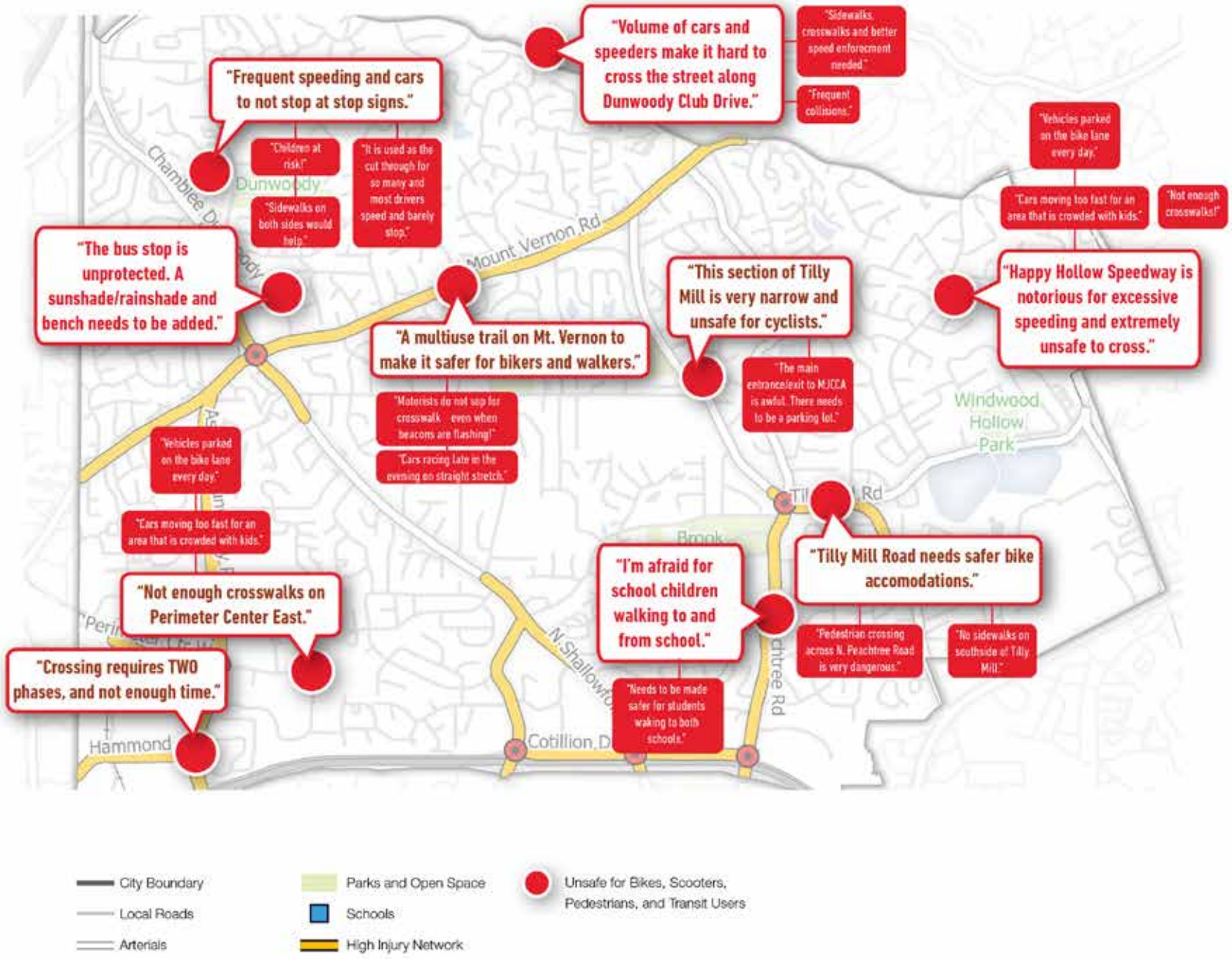



Community Input Map Summary Results: Share Your Story
"The sidewalks along most of Mt Vernon are old, narrow, crumbling.... this is a heavily trafficked area for runners, bikers, and cars. Would recommend widening and replacing the sidewalks."
"Speeding on Tilly Mill is very bad at all hours"
"A multiuse trail on Mt. Vernon to make it safer for bikers and walkers."
"Too many people come through the neighbor-hood above the speed limit. I wish we could have ways to mitigate speed on this road.."
"Speeding on North Peachtree is terrible; I've seen cars being passed right in front of PCMS on at least two occasions"
"I'm afraid for school children walking to and from school."
"This intersection (Mt. Vernon Road and Chamblee Dunwoody Road) needs a roundabout. The traffic is crazy here."
"Significant speeding during before and after school times due to cut through route to high school. Very dangerous for young kids and others living in our neighborhood."
"One crossing that needs to have a flashing light would be Kingsland to Happy Hollow's East side; Speed of drives on Happy Hollow is never the speed limit of 35 mph."

Community Input Map Summary Results: Top Safety Priority for Improvement

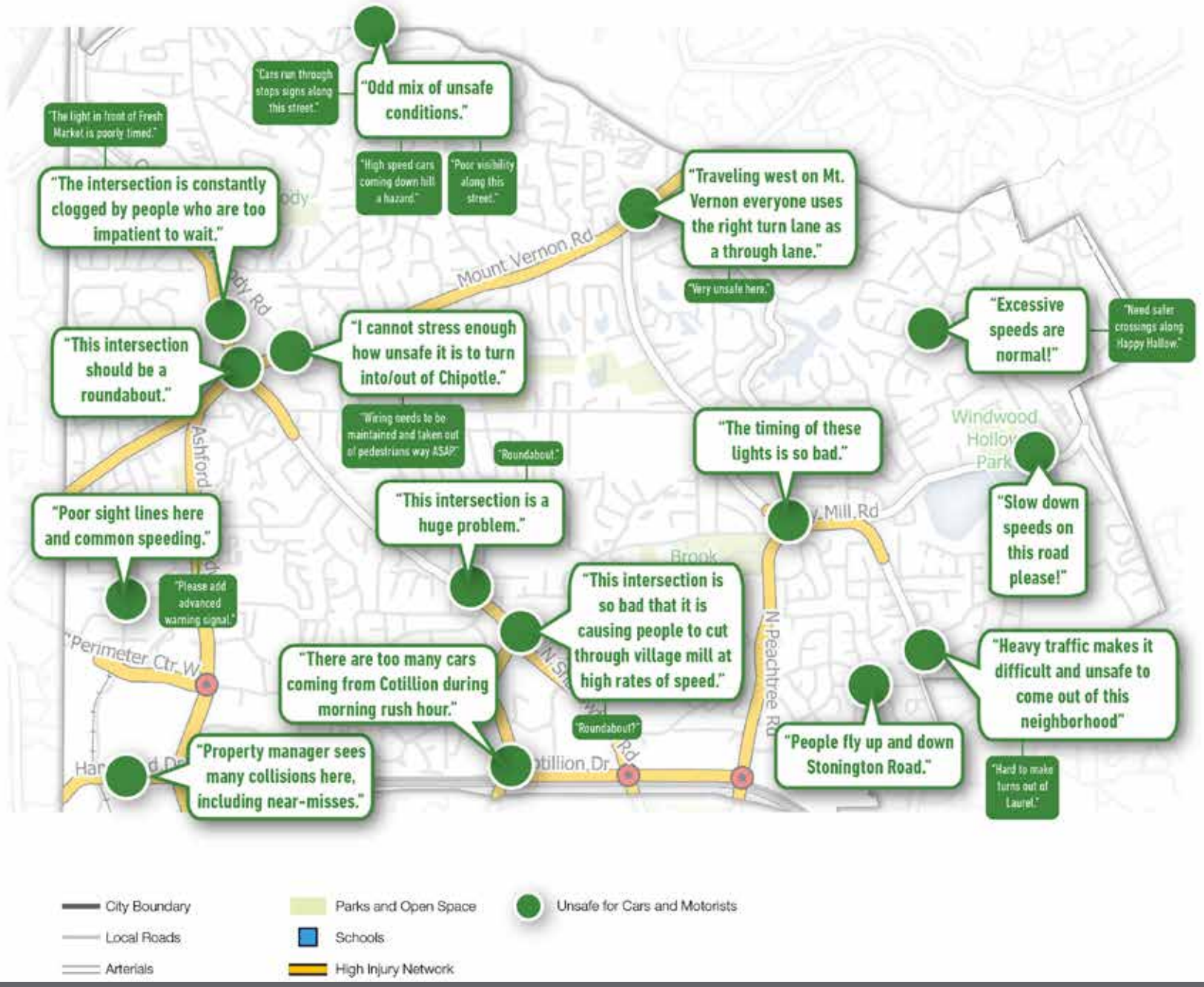
Map 4: Top Priorities for Improvement from Community Input

Community Input Map Summary Results: Unsafe for Bikes, Scooters, Pedestrians, and Transit Users



Map 5: Locations Unsafe for Vulnerable Road Users from Community Input

Community Input Map Summary Results: Unsafe for Cars and Motorists



Map 6: Locations Unsafe for Motorists from Community Input

4

HIGH INJURY NETWORK & SAFETY EMPHASIS AREAS

High Injury Network & Safety Emphasis Areas

The crash data and public input detailed in the previous chapters form the basis of the recommendations in this Plan.

High Injury Network (HIN)

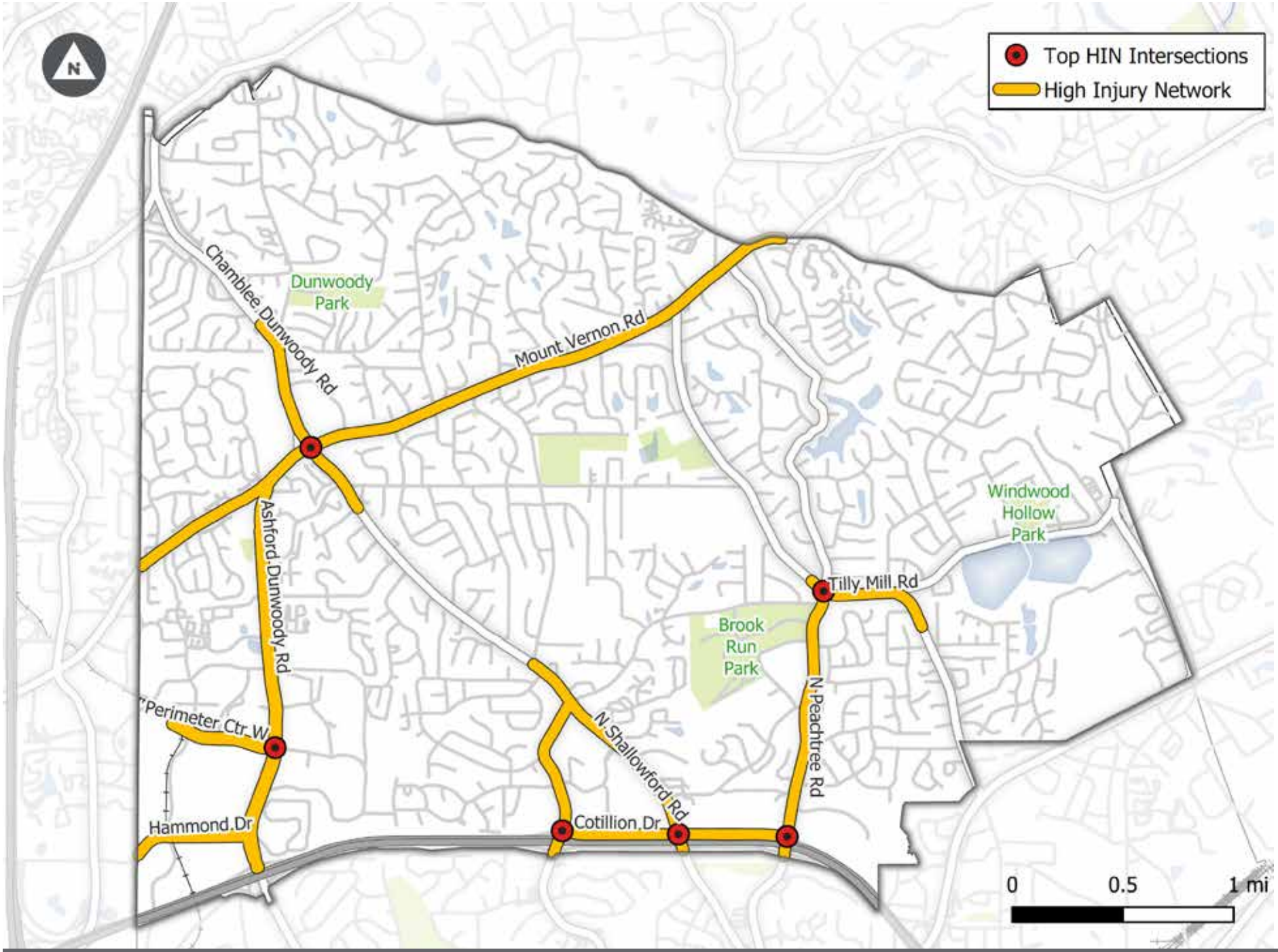
A High Injury Network (HIN) is a method to screen roads and identify continuous corridors with a historic concentration of severe crashes. The HIN helps focus city resources on locations with reoccurring crashes or prominent crash risks.

The following map and table shows the HIN corridors for Dunwoody. The HIN accounts for 9% of the city's road miles but 75% of all crashes and 84% of KSI crashes within the city. The HIN (Map 7) helps determine priority locations for safety projects, corridor studies, and community outreach. Other locations in the city may warrant safety studies or treatments in response to specific crash incidents, higher levels of multimodal traffic, or community requests.

High Injury Network Corridors

Corridor Name	From	To
Mt Vernon Rd	Lisa Lane NE	Saffon Dr
N Peachtree Rd	Cotillion Dr	Tilly Mill Rd
Tilly Mill Rd	Dunkerrin Ln	370' west of N Peachtree Rd
N Shallowford Rd	Cotillion Dr	Chamblee Dunwoody Rd
Chamblee Dunwoody Rd	Manget Way	Magnolia Walk Cir
	Cotillion Dr	Vermack Rd
Hammond Dr	Western city limit	Ashford Dunwoody Rd
Perimeter Center W	Perimeter Center Wy	Ashford Dunwoody Rd
Ashford Dunwoody Rd	I-285 WB on/off ramp	Mount Vernon Rd
Cotillion Dr	Chamblee Dunwoody Rd	N Peachtree Rd

Chamblee Dunwoody Road. Source: City of Dunwoody



Map 7: Dunwoody High Injury Network and Top HIN Intersections

HIN Intersections

Six intersections located on HIN corridors have been identified as locations with reoccurring crashes or high risk characteristics:

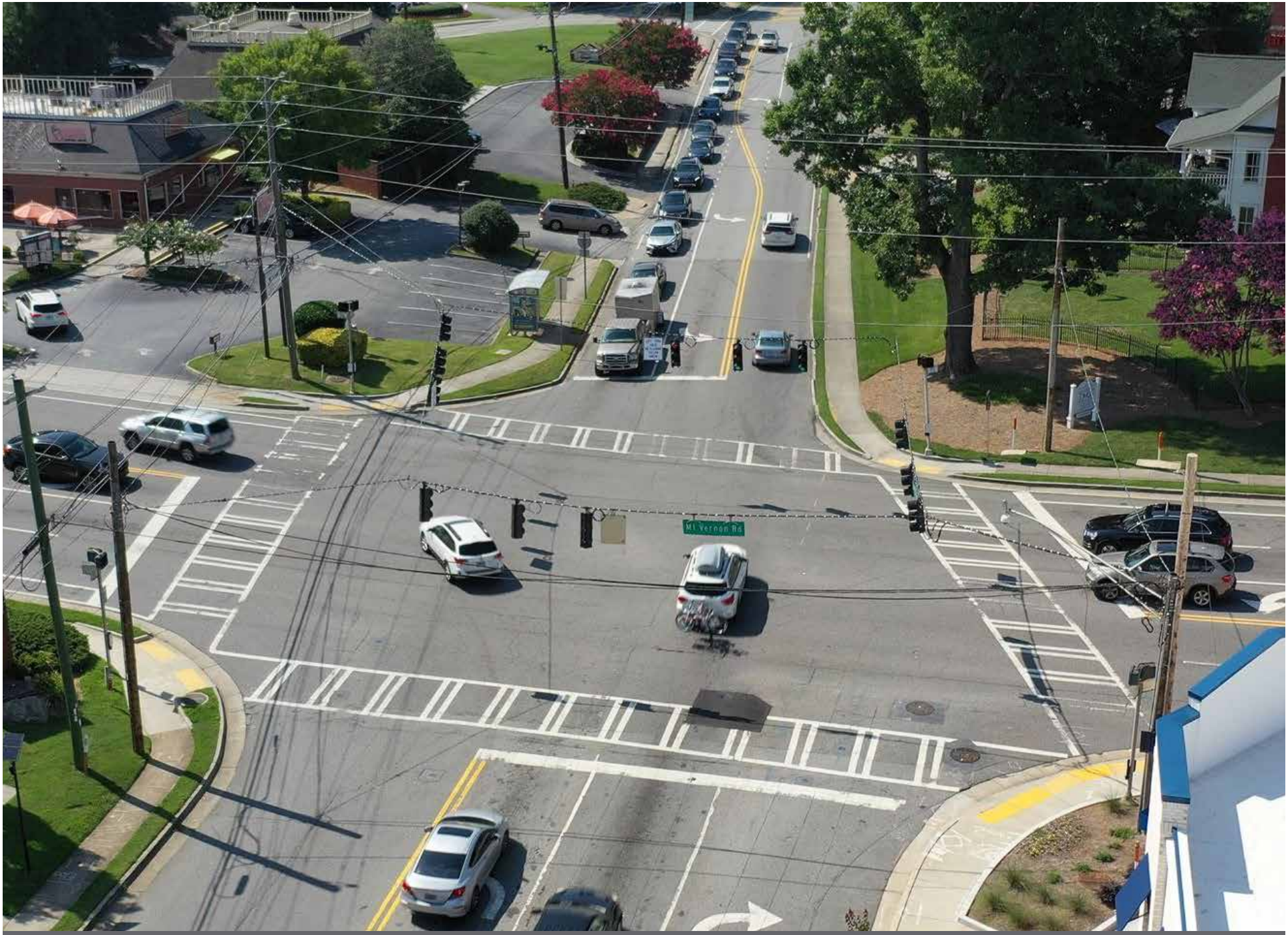
- Chamblee Dunwoody Rd & Mount Vernon Rd
- N Peachtree Rd & Tilly Mil Rd
- Ashford Dunwoody Rd & Perimeter Center W
- Cotillion Dr & N Peachtree Rd
- Cotillion Dr & Chamblee Dunwoody Rd
- Cotillion Dr & N Shallowford Rd

Intersections account for 71% of fatal and serious injury crashes in the City, so these locations warrant additional study, project identification, enforcement, or community outreach. Other locations in the city may be evaluated in response to crash incidents or community request.

Mount Vernon Road at Chamblee Dunwoody Road. Source: City of Dunwoody

Ashford Dunwoody Road at Perimeter Center West. Source: City of Dunwoody

Cotillion Drive at N Peachtree Road Road. Source: City of Dunwoody



Mount Vernon Road at Chamblee Dunwoody. Road. Source: City of Dunwoody

Safety Emphasis Areas

Dunwoody's Road Safety Action Plan focuses on three major crash types that contribute to the majority of killed or seriously injured (KSI) crashes within the City:

- **Collisions with Vulnerable Road Users (Pedestrians, Bicyclists, and Motorcyclists)**
- **Left Angle Crashes**
- **Vehicle Speeds**

Suburban roadways have the following common safety factors:

- Vehicle speeds of 35 mph and over.
- Frequent turning vehicles at intersections and driveways.
- Long distances between signalized or stop controlled intersections.
- Limited bikeways or walkways.
- Infrequent crosswalks, especially at transit stops.
- Limited lighting, especially pedestrian-scale.

Primary Roadway Factors Associated with Risks	
Functional Classification	Arterial roadways or Interstate ramps
Location	Signalized intersections
Number of Lanes	4+ Lanes
Posted Speed	35+ mph
Community Context	Higher intensity development and moderate to high frequency bus service
Lighting	Dark, not lighted conditions

Secondary Roadway Factors Associated with Risks	
Functional Classification	Collector roadways
Location	Unsignalized, stop-controlled intersections
Number of Lanes	2-4 Lanes
Posted Speed	35+ mph
Community Context	Residential, adjacent to schools, parks, community destinations

Collision with Vulnerable Users

Includes: Bikes, Peds, & Motorcycles

9 KSI Crashes
103 Total

KSI Rate: 8.7%

Left Angle Crash

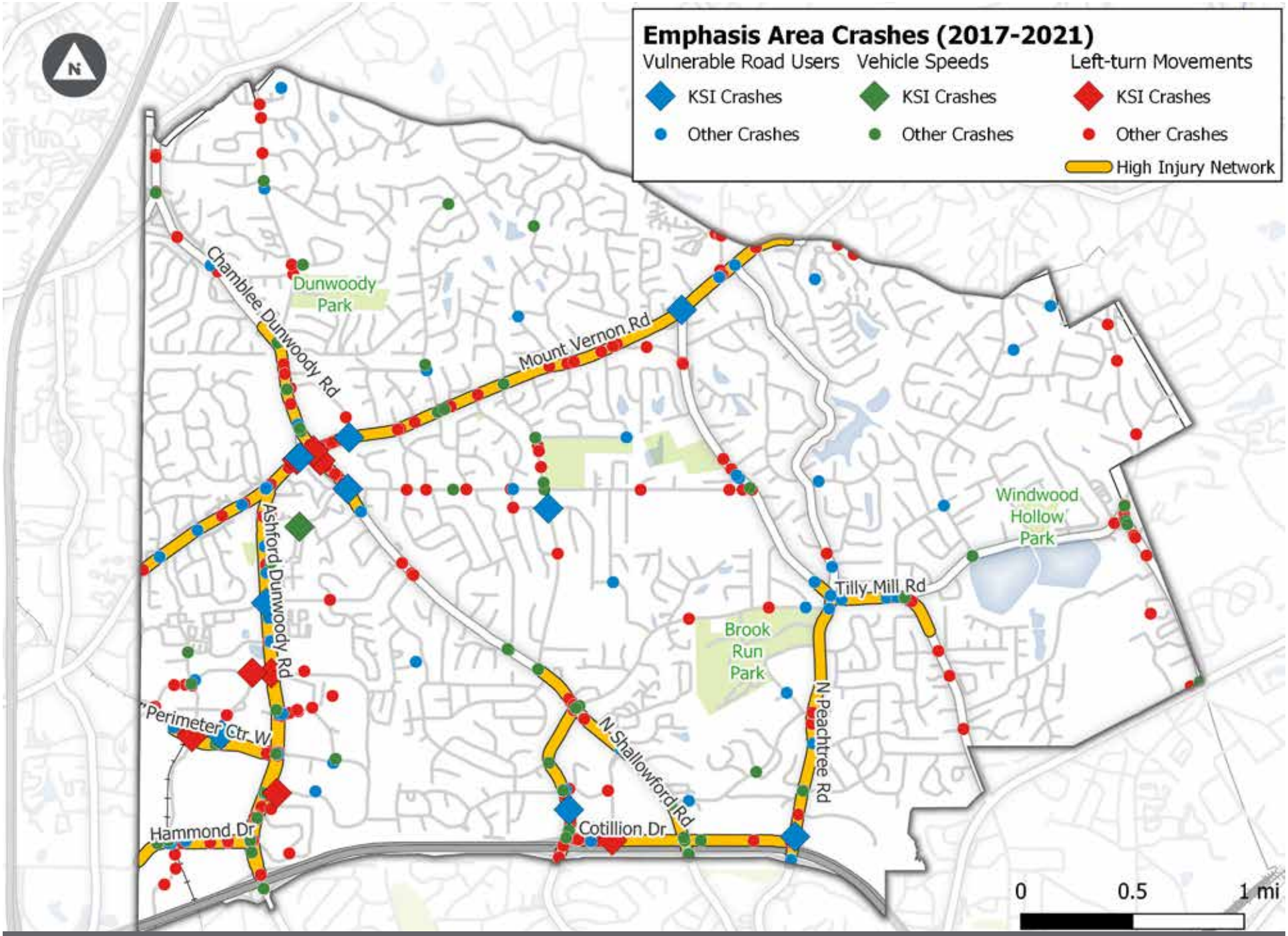
10 KSI Crashes
662 Total

KSI Rate: 1.5%

Speeding

1 KSI Crashes
81 Total

KSI Rate: 1.2%



Map 8: Emphasis Area Crashes (2017-2021)

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5

ACTION PLAN

Action Plan

The Dunwoody Road Safety Action Plan recommendations show a comprehensive approach to the City's goal of reaching zero fatalities and serious injuries on Dunwoody's streets. They are organized around six goal areas:

Institutional Actions

Institutional efforts to build a sustainable Road Safety Program.

High Injury Network

Focused improvements along the highest-risk segments within the city.

Citywide Safety

Improvements for safer, complete streets and slow speeds.

Equity

Ensure safe and accessible streets are available to all people in Dunwoody.

Culture Change

Encourage those designing and using Dunwoody streets to contribute to safer outcomes.

Data

Improve quality, analysis, and use of crash data.

	A Action	B Timeframe	C Major Needs				D Funding	E Emphasis Area
			Staffing	Study	Partnership	Legislation		
A#		Immediate, Short, or Long					$ - $$$	+

Table Descriptions:

A Action Items: Each is a discrete, specific effort.

B Timeframe: Actions are assigned generalized time frames that align with a level of effort for completing the action.
Timeframe include:

- Short: 0 - 1 years
- Medium: 1 - 2 years
- Medium-Long: 3 - 10 years

C Major Needs:

- Staffing
- Study
- Partnership
- Legislation

D Cost: There is an anticipated cost level associated with each step based on the following ranges:

- $ - Low
- $$ - Medium
- $$$ - High

E Emphasis Area: Actions that aim to reduce the three major crash types that contribute to the majority of killed or serious injury (KSI) crashes.

Institutional Actions

Eliminating fatal and serious crashes in the city will take committed leadership and consistent resources over years. Transformative actions support institutional efforts to build a sustainable Road Safety Program in Dunwoody.

	Action	Timeframe	Major Needs				Funding	Emphasis Area
			Staffing	Study	Partnership	Legislation		
T1	Adopt a goal of zero fatalities and serious injuries in the city and use Road Safety Plan to guide implementation of this goal.	Short				X		
T2	Allocate funding for Road Safety Program to plan, design, implement, and maintain safety measures along the HIN and throughout the city.	Short	X			X	$$$	
T3	Designate a staff person responsible for implementing the Road Safety Program.	Short	X				$$	
T4	Establish an interdepartmental Road Safety Committee consisting of representatives from Community Development, Communications, Police and Public Works; to review safety trends, program effectiveness, and locations of concern.	Short	X					
T5	Use the RSAP to inform city plans moving forward, including the goal of zero fatalities and serious injuries, referencing the HIN, reducing systemic risk factors, addressing safety emphasis areas, and referencing recommendations.	Long	X					
T6	Document and track projects implemented through the Road Safety Program; identify successful practices that can be included in future projects; publish successes or challenges learned.	Long	X				$	

Equity

Equity is a core focus of transportation decision making. Equitable actions take into account the needs of various communities within the city, prioritize projects for vulnerable road users, help communicate city priorities to all residents, and involve diverse participants in decision making.

	Action	Timeframe	Major Needs				Funding	Emphasis Area
			Staffing	Study	Partnership	Legislation		
E1	Engage local community and user groups for all road safety projects.	Short	X		X		$	
E2	Prioritize road safety investments in low-income communities of color, immigrant communities, and transit-dependent communities.	Short	X		X		$$$	

High Injury Network

The HIN is a tool for focusing city resources on locations with reoccurring crashes or prominent crash risks. The HIN helps determine priority locations for detailed corridor studies, project identification, and community outreach. HIN actions provide next steps for the Road Safety Program to begin addressing the highest risk locations.

	Action	Timeframe	Major Needs				Funding	Emphasis Area
			Staffing	Study	Partnership	Legislation		
H1	Conduct walking audits with the Road Safety Committee (Community Development, Communications, Police, and Public Works) and key stakeholders along the entire High Injury Network.	Short	X				$	
H2	Develop corridor studies focusing on safety for the High Injury Network, including frequent crash types, travel speeds, multimodal facilities, crossing frequencies and distances, and lighting.	Medium		X			$$	
H3	Mark crossings consistently along the High Injury Network.	Medium	X	X			$$	+
H4	Install lighting consistently along the High Injury Network.	Medium	X	X			$$$	
H5	Utilize best practices for reducing speeds along arterials on the High Injury Network with a goal of 35 MPH or less.	Medium	X	X		X	$$	+
H6	Build a complete and connected pedestrian network on the High Injury Network, including pedestrian refuge islands at locations with long crossing distances.	Long	X	X			$$$	+
H7	Integrate the HIN into project and development reviews.	Long	X		X			

Citywide Systemic Safety

Locations off the HIN may warrant additional study or safety treatments in response to systemic risks, crash incidents, or community requests. Responsiveness is important for the city's Road Safety Program as well as developing routine initiatives to reduce speeds and proactively act at priority locations within the City.

	Action	Timeframe	Major Needs				Funding	Emphasis Area
			Staffing	Study	Partnership	Legislation		
S1	Conduct walking audits with the Road Safety Committee (Community Development, Communications, Police, and Public Works) at locations where fatal or serious injury crashes occur.	Short	X				$	
S2	Incorporate current best practices into city's traffic calming policy, including recommendations of the city's trail master plan.	Short	X			X	$$	
S3	Identify criteria for systemic application of low-cost intersection modifications that prioritize vulnerable road users' safety or address left-angle crashes.	Short	X	X			$	+
S4	Conduct investigations and coordinate with GDOT and Georgia Department of Public Safety to lower speed limits per state requirements where context justifies lower speeds.	Medium	X	X			$	+
S5	Advocate for design changes to roads entering Dunwoody that extend or support changes made within the city.	Medium	X		X		$	
S6	Install safety projects near schools, including installing safe crosswalks and midblock crossings, installing walkways and bikeways, and enforcing school zones with speed cameras.	Medium	X		X		$$	+
S7	Deploy automated near-miss or conflict analysis at locations with perceptions of unsafe conditions.	Medium	X	X			$	
S8	Incorporate low-cost systemic safety measures and Complete Street designs into road maintenance projects.	Medium	X	X			$	+
S9	Ensure that current and future best practice guidelines are evaluated and incorporated into city standards, with specific focus on speed management (i.e. narrow lanes, tighter corner radii, street trees, etc), left-angle crashes, and VRU or multimodal facilities (i.e. shorter crossing distances, separated facilities, refuge islands, bulb outs, etc).	Long	X	X		X	$	+
S10	Partner with Georgia DOT to evaluate safety on I-285, Peachtree Industrial Blvd (GA-141), and freeway access roads and ramps within or adjacent to the City of Dunwoody.	Long			X		$	

Culture Change

Achieving zero traffic deaths and serious injuries is only possible if Dunwoody's street planners and designers, leaders, and street users share responsibility for decisions that improve transportation safety and reduce severe crashes. Actions related to culture change help communicate city priorities and focus on improving knowledge and behaviors on the city's streets.

	Action	Timeframe	Major Needs				Funding	Emphasis Area
			Staffing	Study	Partnership	Legislation		
C1	Develop a comprehensive public communications safety campaign, including short-form video and social media content, neighborhood and project success stories, and targeted print media.	Short	X	X			$	
C2	Promote Safe Routes to School (SRTS) planning and programming.	Short	X		X	X	$	+
C3	Develop a Young Driver Safety outreach campaign and deploy within high schools, social venues, and the Perimeter Mall area.	Short	X		X		$	
C4	Support community-identified short-term, pilot, or tactical urbanism projects to help communities make changes that address safety concerns.	Medium	X				$	

Safe Routes to School. Source: Toole Design Group

Data

Improving the accuracy, timeliness, and quality of crash data helps planners, engineers, and City leaders make better decisions about resource allocation and facility design. Increasing access to city data will help residents and leaders understand Road Safety Program priorities and progress.

	Action	Timeframe	Major Needs				Funding	Emphasis Area
			Staffing	Study	Partnership	Legislation		
D1	Provide regular updates on traffic safety data to city's Road Safety Committee and provide training for all relevant City departments on accessing and understanding traffic safety data.	Short	X					
D2	Assess locations for crashes identified as "Not a Collision with Motor Vehicle" for roadway departure risks, fixed object risks, or potential risks to Vulnerable Road Users.	Medium	X	X				
D3	Analyze origins, destinations, and volumes by mode within the city to understand travel patterns along arterials, local roads, and neighborhoods for the purpose of prioritizing safety improvements.	Medium		X			$	
D4	Cross reference crash and near-miss data with large city events to assess routine versus event-driven trends.	Long	X					
D5	Coordinate with Dunwoody Police Department to have all fatal and serious injury crashes identified and reported to the Road Safety Committee.	Long	X				$	
D6	Provide annual updates to document the prioritized efforts and funding toward road safety.	Long	X				$	
D7	Update HIN map every 3 years.	Long	X	X			$	
D8	Conduct before and after studies of safety improvements to assess effectiveness and refine future applications.	Long	X				$	

Emphasis Area Design Strategies

Pedestrian Collisions

Risk Factors and Facility Types:

- Urban Princpal and minor arterials
- Traffic volume: 9,000+ vehicles per day
- Number of lanes: 4+
- Posted speed: 35+ mph
- Moderate to high frequency bus service
- Urbanized areas with high population densities or higher intensity development
- Higher socioeconomic vulnerability: lower average incomes, higher proportion of population that represents minority and non-white race and ethnicity

Priority Safety Countermeasures

- Sidewalks and shared use paths
- Medians and pedestrian crossing islands
- Pedestrian hybrid beacons
- Road diets
- Appropriate speed limits
- Leading pedestrian interval
- Rectangular flashing beacons
- Crosswalk visibility enhancements
- Street lighting

Focus Corridors & Locations:

- Ashford Dunwoody Rd
- Chamblee Dunwoody Rd
- Hammond Dr
- Mount Vernon Rd
- North Peachtree Rd
- Peeler Rd
- Perimeter Center West
- Roberts Dr
- Tilly Mill Rd
- Vermack Rd
- Intersection of Chamblee Dunwoody Rd & Mt Vernon Rd
- Dunwoody Village area

RRFB and median island in West Hollywood, CA. Source: Toole Design Group

Bicycle Collisions

Risk Factors and Facility Types:

- Minor arterials or major collectors
- Traffic volume: 20,000+ Vehicles per day (regional data for state-owned arterials)
- Number of lanes: 2 to 4
- Moderate to high frequency bus service
- Urbanized areas with high population and employment densities, higher intensity development
- Bottom 20% of median household incomes as well as top median incomes, particularly in tracts with a high population density
- Higher volumes of bicycle ridership (indicated by presence of dedicated facilities)

Priority Safety Countermeasures

- Separated, protected bicycle lanes on higher-speed or higher-volume roads
- Dedicated bicycle lanes on lower-speed roads
- Neighborhood greenways / bicycle boulevards on local streets
- Shared use paths or off-road greenways
- High-visibility crossings
- Dedicated bicycle signals
- Street lighting
- Speed management
- Traffic calming

Focus Corridors & Locations:

- Ashford Dunwoody Rd
- Chamblee Dunwoody Rd
- Roberts Dr
- Mount Vernon Rd
- North Peachtree Rd
- Tilly Mill Rd
- Dunwoody Village area

Two-way, quick build cycle track in San Pablo, CA. Source: Toole Design Group

Motorcyle Collisions

Risk Factors and Facility Types:

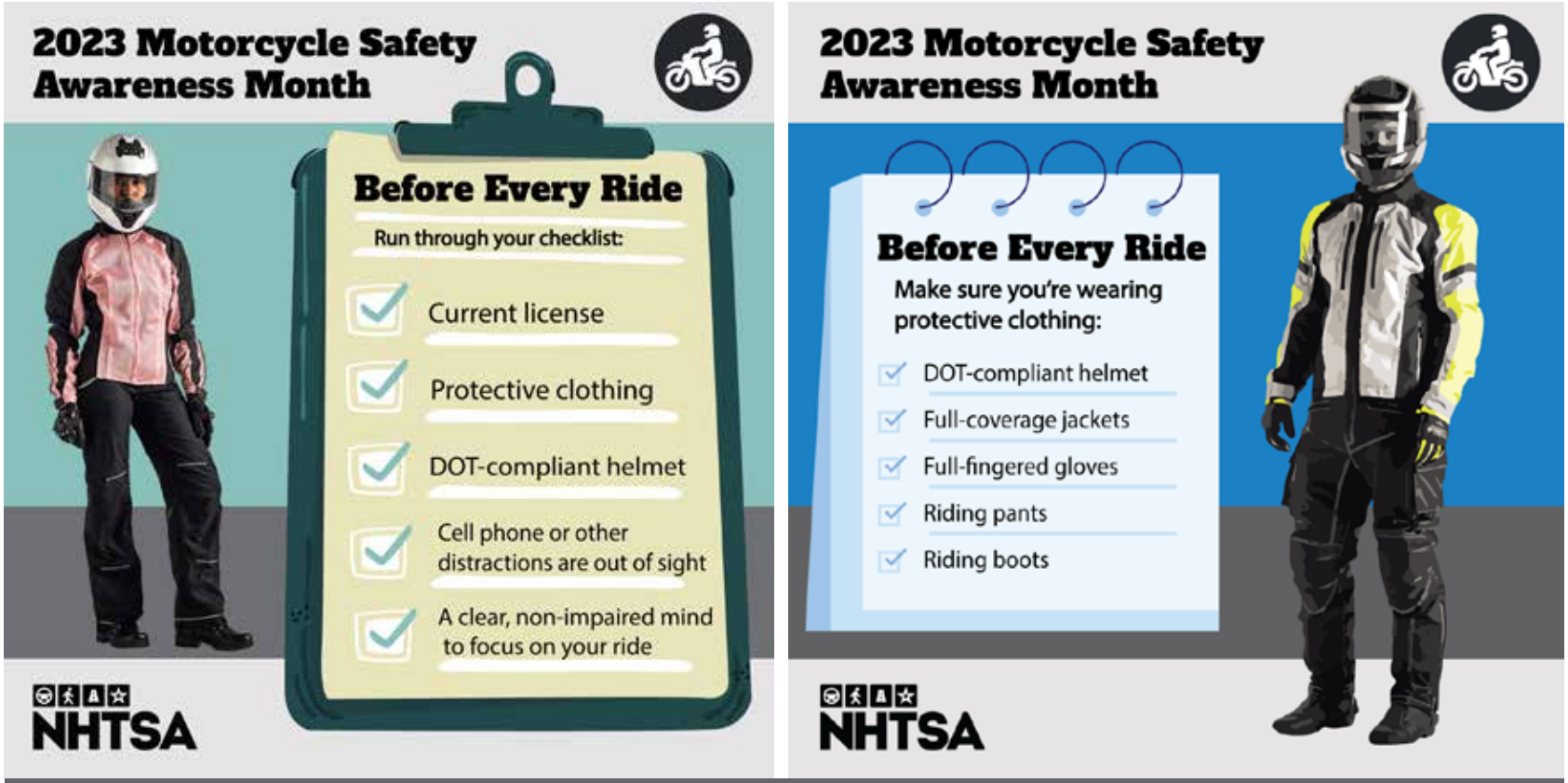
- Speeding
- Traffic volume: 9,000+ vehicles per day
- Number of lanes: 4+
- Posted speed: 35+ mph

Priority Safety Countermeasures:

- Helmet use laws and promotion
- Alcohol-impairment detection and enforcement
- Rider licensing and training
- Communications, outreach, and awareness campaigns
- Roadways speed management

Focus Corridors & Locations:

- Ashford Dunwoody Rd
- Chamblee Dunwoody Rd
- Cotillion Dr
- Roberts Dr
- Mount Vernon Rd
- Peeler Rd
- North Peachtree Rd
- North Shallowford Rd
- Tilly Mill Rd



Motorcycle Awareness Month Campaigns. Source: NHTSA

Left Turn Maneuvers

Risk Factors and Facility Types:

- Principal arterials, minor arterials, and major collectors
- Posted speed: 35+ mph on arterial streets and 30+ mph on collector and locals
- Large differences between posted speed limit and average travel speed
- Lower intensity development
- Signalized intersections on principal arterials
- Uncontrolled or unsignalized intersections on minor arterials and major collectors

Priority Safety Countermeasures:

- Advance signs
- Protected left turns at signals
- Roundabouts
- Backplates with retroflective borders
- Corridor access management
- Flashing yellow arrows
- Improved intersection angles
- Improved intersection sight distances
- Left-turn lanes
- Application of multiple low-cost countermeasures

Focus Corridors & Locations:

- Ashford Dunwoody Rd
- Chamblee Dunwoody Rd
- Cotillion Dr
- Meadow Ln Rd
- Mount Vernon Rd
- Perimeter Center West
- Intersection of Chamblee Dunwoody Rd & Mt Vernon Rd

Roundabout in Redmond, WA. Source: Toole Design Group

Excessive Vehicle Speeds

Risk Factors and Facility Types:

- Roads where travel speeds exceed posted speed
- Arterials and interstates (including ramps)
- Posted speed limits: 35+ mph
- Road characteristics: wider street widths, longer block lengths
- Demographic factors: 16-29 years old, males
- Behavioral factors: aggressive driving, distracted driving, alcohol impairment
- Community factors: cultural norms and underappreciated risks associated with speeding

Priority Safety Countermeasures:

- Medians
- Pinchpoints
- Lane shifts
- Roundabouts
- Road diets
- Signal coordination
- Appropriate speed limits
- High-visibility enforcement
- Speed cameras in school zones
- Driver education courses
- Public awareness campaigns
- Judicial education

Focus Corridors & Locations:

- Ashford Dunwoody Rd
- Chamblee Dunwoody Rd
- Cotillion Dr
- Hammond Dr
- Mount Vernon Rd
- North Peachtree Rd
- North Shallowford Rd
- Perimeter Center West
- Tilly Mill Rd
- Womack Rd
- Vermack Rd

Pinchpoint in Portland, OR. Source: Toole Design Group

Median in Sacramento County, CA. Source: Toole Design Group

Complete Street Designs

Complete Streets can be used to routinely address systemic risks, lower speeds, provide city amenities, and promote shifts to other modes of transportation. Designs should be context-sensitive and responsive to particular corridors. However, all have common elements for accommodating multimodal travel and reducing safety risks:

- Safe places to walk or travel by bicycle.
- Safe places to cross the street, especially near parks, schools, and transit.
- Better access to high-priority destinations.
- Context-sensitive designs that support adjacent land patterns.
- Strategies to manage curb-side locations and transit operations.
- Facilities that either slow speeds or separate users.
- Speed management through active measures.
- Street trees and streetscaping.

Tactical Complete Street Athens, GA. Source: Toole Design Group

Complete Street in Cambridge, MA. Source: Toole Design Group

Peeler Road before and after in Dunwoody, GA

Proven Safety Countermeasures

Proven safety countermeasures are research-validated tools that address common high-risk conditions and should be built along the High Injury Network and routinely in roadway projects. Safety projects will need additional study for specific locations, but consistent implementation of targeted countermeasures will make a measurable outcome in fatal and serious injury crashes.

Proven Safety Countermeasure	Safety Emphasis Areas				Common Crash Types & Location				
	Bicyclists	Pedestrians	Left Angle Collisions	Speed Management	Right Angle Collisions	Roadway Departure	Head On	Rear End	Arterial Roads
Backplates with Retroflective Borders			X		X			X	X
Bicycle Lanes	X							X	
Bikeways at Intersections	X		X		X			X	
Chicanes and Pinch Points	X	X		X	X	X			X
Corner Islands and Turn Wedges	X	X	X	X	X				
Corridor Access Management	X	X	X		X		X	X	X
Crosswalk Lighting and Daylighting	X	X	X		X	X		X	
Curb Extensions		X	X	X	X				
Hardened Centerlines	X	X	X	X			X	X	
Lane Narrowing	X	X		X	X	X		X	X
Leading Pedestrian Intervals	X	X						X	
Lighting	X	X	X	X	X	X	X	X	
Medians		X	X	X		X	X	X	
No Turn on Red Restrictions	X	X	X		X			X	
Pedestrian Hybrid Beacon	X	X						X	
Pedestrian Recall Signal Timing	X	X							
Pedestrian Refuge Island	X	X		X				X	
Protected Turn Phase	X	X	X					X	
Raised Crossings and Intersections	X	X							
Road Diet and Roadway Reconfiguration	X	X	X	X	X	X	X	X	X
Roadside Design Improvements at Curves						X	X	X	
Roundabouts			X	X	X	X	X	X	
Speed Safety Cameras	X	X		X	X	X	X	X	X
Appropriate Speed Limits				X		X	X	X	
Traffic Signal Timing	X	X	X	X	X			X	X

Bike to Work Day. Source: City of Dunwoody

Next Steps

Achieving the actions established in this Road Safety Action Plan will take concerted and consistent effort. A summary of next steps that can be initiated within two years is listed below:

Improve City Processes

Road safety will remain a core focus of Dunwoody's existing processes through internal collaboration, monitoring and evaluation, and partnership with key stakeholders and residents:

- This Plan will have an associated staffing plan, funding, and list of accomplishments to support grant applications.
- City staff from various departments will meet regularly to evaluate projects and assess road safety progress.
- The HIN will be used for project prioritization and development review.

Improve the High Injury Network (HIN)

The High Injury Network and HIN intersections will be a focus of rapid and long-term implementation projects:

- An evaluation of all HIN segments to identify and develop detailed design recommendations.
- The Road Safety Committee will evaluate all HIN intersections and identify rapid implementation opportunities.
- The City will begin upgrading all crosswalks on the HIN to high-visibility crosswalks.
- Speed limits and operating speeds along the entire HIN will be measured and evaluated.
- The City will reexamine traffic calming policies to address areas with high operating speeds through changes in design.

Improve Awareness

People in Dunwoody will know more about road safety and projects to improve safety around the city through a comprehensive public communications campaign:

- The City will complete walk audits on the entire HIN, informing future improvements.
- The City will initiate public information campaigns about road safety needs and the efficacy of new projects and countermeasures.
- City staff and partners will work with schools to raise awareness for road safety and implement safety improvements surrounding schools.

Monitoring Implementation

Evaluation and reporting are essential for a data-driven approach to road safety. Data access and transparency supports accountability and provides insight into priorities and progress. Monitoring should support the City's goal of eliminating fatal and serious injuries on city roads: actions and projects that are successful can be continued; those that are not working can be modified or abandoned.

Road safety initiatives take consistency over time. Tracking the following metrics annually with assessments in 3- and 5-year increments is important for gauging progress:

Safety Trends:

- Number of serious and fatal crashes.
- All crashes and KSI crashes by year.
- Crashes by crash type.
- Safety Emphasis Area crashes:
  - » Crashes involving Vulnerable Road Users (i.e. pedestrians, bicyclists, motorcyclists)
  - » Crashes resulting from unsafe speeds.
  - » Left-angle crashes.
- Crashes on and off the High Injury Network (HIN).
- Crashes occurring on roadways adjacent to communities with high levels of equity concerns (i.e. minority, senior, youth, low-income, etc).

RSAP Implementation:

- Number of HIN segment recommendations completed, including:
  - » Audits
  - » Projects
- Number of HIN intersection recommendations completed, including:
  - » Audits
  - » Projects
- Number of new crosswalks:
  - » On the HIN
  - » Within 200' of Schools
  - » Within 200' of Parks
- Average travel speeds in the city.
- Mode shift to non-automobile trips in the City.
- Number of people reached through road safety outreach and education campaigns.
- Number of community-led road safety projects initiated.

RRFB Near Brookrun Park. Source: City of Dunwoody

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