

MEMORANDUM

December 7, 2023

To: Jonathan DiGioia
Organization: City of Dunwoody
From: Byron Rushing
Project: Dunwoody Road Safety Action Plan

Re: Plan & Policy Review – AMENDED

The following memo is a review and summary of relevant documents to inform the City of Dunwoody's "Road Safety Action Plan" (RSAP). This memo is intended to assess documents that have contributed to street designs or management within the City of Dunwoody, identify opportunities for implementing the Safe System Approach, and inform final recommendations within the RSAP. This memo will highlight elements to leverage, changes or updates that will be beneficial, and places for the city's current plans and policies to inform the RSAP final recommendations.

DUNWOODY RSAP EMPHASIS AREA RISK FACTORS AND FACILITY TYPES:

Risk factors for traffic safety in Dunwoody were identified as part of the City's "Road Safety Action Plan." Most directly, risks are indicated by more traffic, higher speeds, and lack of dedicated facilities. Secondly, higher urban densities, transit service, and multimodal facilities increase traffic and thus exposure to risk. Proactive solutions, including speed management, multimodal designs, and proven safety measures, can help anticipate and mitigate risk.

Pedestrian Collisions:

- Urban principal and minor arterials
- Traffic volume: Moderate-high volumes (>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

Bicycle Collisions:

- Minor arterials or major collectors

- Traffic volume: Moderate-high volumes (>15,000 vehicles per day)
- 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
- Presence of multiuse paths or marked bike lanes

Left Turn Maneuvers:

- 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

Vehicle Speeds:

- 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
- Behavioral factors: aggressive driving, distracted driving, alcohol impairment
- Community factors: cultural norms and underappreciated risks associated with speeding

GENERAL SAFETY ELEMENTS:

Research about prevalent crash risks within the City of Dunwoody, metropolitan Atlanta, and nationwide identifies several broad elements that can be incorporated within city plans and policies:

- Incorporation of proven safety countermeasures
- Incorporation of complete streets and safer roadway designs
- Reduction or management of speeds
- Separation of travel modes
- Promotion of multimodal options and connections
- Promotion of denser land uses that support walking, transit, and bicycling trips
- Advancement of data collection that increases understanding of: travel patterns, transportation risks, safety problems, vulnerable populations, or community perception

Additional research has established broad thresholds for walkable and bikeable urban densities: 300-600 feet average intersection spacing; 20-35 dwelling units per acre; 100 blocks per square mile; 70+ Walk Score. While these metrics are tangential to safety measures, they provide a rubric for walkable urban developments that support sidewalk, crossing, and speed reduction elements.

This memo reviews the documents below to determine these elements or related planning strategies that can measurably impact transportation safety within the city.

DOCUMENT REVIEW:

This memo is a thorough, but not comprehensive, review of the following documents to determine their connections to transportation decisions within the city, their incorporation of safety measures or multimodal facility designs, and elements that could be adjusted to help them better support increased traffic safety within the city:

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

Additionally, construction standards were not examined directly but were reviewed to determine the scale and scope of available details:

- Pavement Patch Detail
- Pipe lining Detail
- Lighting Recommendations
- Handrail Detail
- MARTA No-Ad Bus Stop Shelter
- Residential Driveway Details
- Modified Residential Driveway Details
- Turnup Sidewalk Detail (Types 1-2)
- Handrail Detail for Retaining Walls
- Speed Table Details

In general, each document is reviewed for four primary elements:

- General impact on transportation policy and transportation safety within the City.
- Acknowledgement or policy targeting transportation risk factors (outlined above).
- Incorporation of proven safety countermeasures or Complete Street roadway designs.
- Prioritization of roadway segments located on the RSAP-identified High Injury Network (HIN) or other roads of primary concern for transportation safety.

*NOTE: Some text included below is directly excerpted OR abridged from source documents. Excerpted text is **highlighted**; other text are conclusions drawn by Toole Design staff assessment. Any highlighted elements can be attributed to the report outlined in each section.*

Dunwoody Comprehensive Plan 2020-2040 (2020)

INTRODUCTION / PURPOSE:

The Dunwoody Comprehensive Plan 2020-2040 is a foundational document for City decisions. The plan establishes a City vision, goals, policies, and implementation programs. A Comprehensive Plan should establish broad themes for city efforts and guide strategic decisions over the course of several decades.

GOALS & POLICIES:

GOAL: PROMOTE CONNECTIVITY AND CHOICE FOR ALL MODES OF TRAVEL, INCLUDING TRANSIT, BIKING, AND WALKING:

Dunwoody is fortunate to be located at the crossroads of several major highways with easy access to all the opportunities and amenities that the Atlanta metropolitan area has to offer. This convenient access comes at a cost, and like most communities in the Atlanta metropolitan area, Dunwoody is often plagued by highly congested roadways, particularly at peak hours. Although residents and workers have access to transit and multi-modal opportunities, much more needs to be done to increase transportation connectivity and access and to maintain the City's locational advantage.

Input in the 2020 Dunwoody Next planning process shows a clear aspiration for continued improvement of streetscapes to promote walking and biking, filling in gaps in the existing bike/ped network, and linking the network seamlessly to transit stations. In addition, market trends supporting transit-orient development (TOD) in major metros in the U.S. have accelerated in the last 20 years, including in Dunwoody. Continued TOD around the city's transit stations remains a high priority that will help curb the growth of single occupant vehicle trips on the city's roadways and promote other transportation modes.

Relevant Community Policies:

- Promote walk- and bike-ability to homes, schools, shopping, employment centers, civic uses, and open space.
- Implement the multi-modal transportation options in the City's Comprehensive Transportation Plan.
- Create a community-wide pedestrian/bike path network.
- Provide safe and secure parking to support multi-modal transit services.
- Increase network connectivity to accommodate demand between adjacent neighborhoods and developments without accessing the major thoroughfare system.

- Promote the use of zero-emission Low Speed Vehicles (LSV) and Neighborhood Electric Vehicles (NEVs) and consider other emerging and innovative transportation technologies.
- Promote travel demand management (TDM) strategies to reduce trips.
- Preserve current transportation investment through effective maintenance of transportation system.
- Work with Georgia Regional Transportation Authority (GRTA), Metropolitan Atlanta Rapid Transit Authority (MARTA), Atlanta Regional Commission (ARC) and Georgia Department of Transportation (GDOT) efforts related to express transit service and regional bus rapid transit (BRT) initiatives to connect Dunwoody to surrounding communities.

GOAL: REDEVELOP TARGET AREAS WITH A VIBRANT MIX OF USES, TRANSPORTATION OPTIONS, HIGH QUALITY DESIGN, AND AMENITIES: Though most of the city is unlikely to significantly change over the 20-year horizon of this plan, several areas have been identified as ripe for redevelopment and offer opportunities for new growth. There are very few tracts of undeveloped land in the City, so any new growth will have to take the form of redevelopment. In particular, many of the older shopping areas and aging multifamily developments are likely to change, and the City has planned for such growth through small area master planning efforts.

Relevant Community Policies:

- Encourage a mix of compatible land uses in future commercial development and redevelopment areas. As part of this consider reducing the minimum acreage thresholds for use of the planned development district.
- Promote the conversion of surface parking to other land uses (outparcels, plazas, open space) and encourage structured and shared parking solutions in priority locations.
- Encourage mixed-use development and design standards that enhance pedestrian movement, lifelong communities and healthy living. (See Universal Design Policies below).
- Coordinate with neighboring jurisdictions, to the extent of where interests are shared, especially for future improvements to Peachtree Industrial Boulevard and/or any improvements along the borders of Winters Chapel Character Area.

GOAL: MAINTAIN AND STRENGTHEN THE CITY’S COMMITMENT TO SUSTAINABLE PRACTICES: Dunwoody takes its responsibility toward sustainable practices very seriously, as is evident by the establishment and continued operation of a Sustainability Committee and its adoption in 2014 of a Sustainability Plan. The new forthcoming Sustainability Plan will have four main focus areas: Trees and Greenspace, Transportation and Air Quality, Resource Efficiency, Water Quality, and Communication and Outreach.

Relevant Community Policies:

- Champion sustainable development in all land use and development practices.
- Provide conveniently located and efficiently managed City Administration services, demonstrating commitment to sustainable practices in managing City-run resources.

PRIORITY NEEDS & OPPORTUNITIES (PNO):

3.2.1 LOCAL DEVELOPMENT REGULATIONS & LAND USE CONTROLS REPRESENT A KEY ASSET TO BE CONTINUOUSLY MONITORED AND ENHANCED

- The desire to have local control over land development regulations and land use policies was one of the primary motivators for Dunwoody's incorporation. Since becoming a City, many modifications and enhancements to the original DeKalb County land use regulations, which created the framework for the City's first zoning ordinance, have been made to better reflect the community's vision for the future. Such modifications include the creation of new residential infill standards and the work on the Perimeter Center form based code. Zoning regulations and land use controls are constantly being reevaluated through regular use and interpretation, and participants in the Dunwoody Next planning effort recognized the importance of aligning the codes to match the vision of the comprehensive plan.
- In particular, interest was expressed in modifying the code to ensure that senior housing desires are adequately supported and aging in the community is possible, that the community sees better connectivity and reduction in traffic, and that requirements for new development provide provision for adequate recreational areas and greenspace.

3.2.2 TRAFFIC CONGESTION IS A CHALLENGE THAT NEEDS TO BE ADDRESSED CREATIVELY

- One of the biggest concerns for residents and businesses is traffic congestion. The issue not only affects those who both live and work in Dunwoody; but also workers from outside Dunwoody who travel into the city, as well as Dunwoody residents who leave the city for work in other metro employment areas.
- Plan participants recognized that simply adding more roadway capacity is not always the solution to the problem. The widening of local roads often induces more traffic and can destroy the charm of the city's neighborhoods.
- Instead, there is continued support for fixing and properly maintaining what the city already has - making operational improvements such as installing traffic calming measures, adding turn lanes, modifying intersection geometry and function, and continuously optimizing signal timing. Participants also recognized that as redevelopment occurs proper planning needs to be in place to mitigate the potential for further transportation problems.

3.2.3 THE CITY'S PUBLIC RIGHTS-OF-WAY ARE ASSETS TO MAINTAIN AND IMPROVE

- Dunwoody's public rights-of-way are the gateways to the community and play an important role in crafting the image and character of the community. General cleanliness and proper road, bike lane, and trail maintenance are important not only for public image, but also the safety of travelers. Potholes, cracked pavement, and debris create safety issues for motorists as well as pedestrians and cyclists.
- Input received in the 2020 plan update process revealed a clear desire to continue enhancing and upgrading the city's bike/pedestrian network. Many of the City's rights-of-way also lack

complete sidewalks or bike facilities, and though the City has made ongoing improvements, more needs to be done to help ensure greater transportation safety.

- The planning process also uncovered demand for continued improvements at its gateways, which will strengthen brand/identity building and beautification.

3.2.4 DUNWOODY POSSESSES A UNIQUE CHARACTER THAT SHOULD BE ENHANCED AND ACCENTUATED

- Participants in the Dunwoody Next planning process affirmed the previous plan's focus on maintaining the existing Suburban Neighborhood Character Areas, which cover the majority of the city's land area. Likewise, they expressed a growing recognition that target nodes across the city, which have been studied and planned for redevelopment, can and should accommodate a mix of commercial, employment, and housing uses. The plan's Character Areas Map and adherence to its policies will be an invaluable tool to achieve the desired character for the community.

3.2.9 ENCOURAGE USE OF A WIDER RANGE OF TRANSPORTATION MODES

- Though operation improvements to the local road network can do much to reduce local traffic congestion, it does little to reduce the overall use of the car as the primary means of transportation in the City. Only through investment in facilities that support other modes of transportation, and appropriate land use planning that supports a non-auto dependent lifestyle can the overall use of the automobile hoped to be reduced.
- The City has increased the mileage of the mixed-use path network in the recent past with many more miles planned in the near future. Linking the bike/ped network to transit stations is a critical part of this overall need. Transit-orient development (TOD) itself, around the city's transit stations, is a key opportunity to increase economic activity and accommodate new housing types while minimizing single occupant vehicle trips on the city's roadways.

3.2.10 TRANSPORTATION CONNECTIVITY IS A CRITICAL NEED THAT THE CITY SHOULD ADDRESS

- Much of the City's traffic issues stem from the fact that most of the City is designed with limited arterial through-streets. Only few areas of the City offer alternative routes to popular destinations. However, the lack of interest in building more road capacity, forces most improvements in the way of connectivity to target redevelopment areas, and other modes of transportation such as trails and sidewalks. Trail and greenway networks, walking and biking received significant discussion in this planning process as critical needs to address. As the City works to improve its redevelopment areas, continuing efforts need to be made to incorporate better connectivity as well.

3.2.11 THE CITY'S COMPREHENSIVE TRANSPORTATION PLAN REMAINS AN ASSET

- Dunwoody conducted a Comprehensive Transportation Plan (CTP) in 2017 that by reference is incorporated into policies of this plan. The CTP directly addresses the transportation related

needs and opportunities identified in this plan and is updated every 10 years. Participants in the Dunwoody Next effort recognized the need for ongoing transportation planning to address these ever changing conditions.

3.2.13 THE CITY HAS A STRONG PARK AND GREENSPACE NETWORK THAT MUST BE PRESERVED, ENHANCED, AND EXPANDED

- The Parks, Recreation and Open Space Master Plan pointed out that the City has a stated goal of having a park within one-half mile of all residents, but currently falls short of meeting that goal. In particular the City's most densely populated area, Perimeter Center lacks a City park, though plans are underway to address that need with the development of Perimeter Park, and additional parkland close to the MARTA station. Due to the lack of vacant undeveloped land, the assemblage of linear parks and greenways is also being explored by the City to connect nearby activity centers. These potential greenways would run along major stream corridors where, due to flooding and development restrictions, good tree coverage still remains. Dunwoody Next participants affirmed the need for continued expansion of parks.

3.2.16 PREPARE FOR THE I-285/400 MANAGED LANE EXPANSION AND INFRASTRUCTURE

- The City has multiple points where Georgia Department of Transportation is considering a managed lane entry and exit point. As these managed lanes have been established in the metro-Atlanta region, we have seen the landscape dramatically altered by construction and traffic patterns. It is the intent of the City to capitalize on these future entry and exit points to the managed lane infrastructure coming online in the next decade by considering connectivity, economic development, and appropriate housing in the area.

IMPLEMENTATION PROGRAM (IP):

4.1.1 LOCAL DEVELOPMENT REGULATIONS & LAND USE CONTROLS REPRESENT A KEY ASSET TO BE CONTINUOUSLY MONITORED AND ENHANCED

- Adhere to a policy that universal design is encouraged in target redevelopment areas. (Policy)
- Regularly review and incorporate revisions into the Dunwoody Zoning Ordinance, in particular incorporate requirements for universal design standards. (Short-Term)
- As part of implementation of the Sustainability Plan, review the City Zoning Regulations to see if it supports sustainability goals (tree protection, access, connectivity, etc.). (Ongoing)

4.1.2 TRAFFIC CONGESTION IS A CHALLENGE THAT NEEDS TO BE ADDRESSED CREATIVELY

- Make transportation improvements as part of implementation of the Dunwoody Comprehensive Transportation Plan. See transportation projects in the short term work program (Short Term).

4.1.3 THE CITY'S PUBLIC RIGHTS-OF-WAY ARE ASSETS TO MAINTAIN AND IMPROVE

- Regularly assess condition of local roads, and public rights of way. Assessment should include general cleanliness, pavement condition, and sidewalk condition. (Ongoing)
- Regularly sweep local roadways, bike lanes and trails. (Ongoing)
- Implement Streetscape projects that improve the overall aesthetics and multi-modal operation of the City’s arterial roadways. See projects in the short term work program. (Short Term).

4.1.9 ENCOURAGE USE OF A WIDER RANGE OF TRANSPORTATION MODES

- Promote the development of a variety of land uses in target redevelopment areas that reduce the demand for auto oriented trips. (Ongoing)
- Promote walk- and bike-ability to homes, schools, shopping, employment centers, civic uses, and open space. (Policy)
- Implement the multi-modal transportation options in the City’s Comprehensive Transportation Plan. (Short Term)
- Undertake a parking study of multi-modal transit hubs. This should evaluate existing facilities, end-of-trip facilities, electric charging stations, and bike parking on public and private properties (Short Term).
- Develop wayfinding signage to human scaled activity (Short Term)
- Support GRTA, MARTA, ARC and GDOT efforts related to express transit service and regional bus rapid transit (BRT) initiatives to connect Dunwoody to surrounding communities. (Policy)
- Focus future growth around the Perimeter Center MARTA Station. (Policy)

4.1.10 TRANSPORTATION CONNECTIVITY IS A CRITICAL NEED THAT THE CITY SHOULD ADDRESS

- Develop a citywide greenway system. Expand the City’s trail network by constructing new trails and greenways in keeping with the work program of the Parks, Recreation, and Open Space Master Plan, and LCI Plans with the goal of creating a community-wide pedestrian/bike path network. (Short Term)
- Increase network connectivity to accommodate demand between adjacent neighborhoods and developments without accessing the major thoroughfare system. (Policy)
- Collaborate with neighborhoods to identify connectivity projects. (Short Term)
- Study the possible connection between Ashford-Dunwoody and Perimeter Center Parkway (Slip ramp from I-285) along with the East-west connector between Perimeter Center Parkway and Peachtree Dunwoody Road. This may be done as part of the update of the Comprehensive Transportation Plan (Short Term)

4.1.11 THE CITY’S COMPREHENSIVE TRANSPORTATION PLAN REMAINS AN ASSET

- Implement the work program of the City of Dunwoody Comprehensive Transportation Plan (Ongoing).
- Update the City of Dunwoody Comprehensive Transportation Plan. (Short Term)

4.1.15 THE DUNWOODY SUSTAINABILITY PLAN IS AN ASSET THAT THE CITY SHOULD CONTINUE TO IMPLEMENT

- Implement the work plan in the Dunwoody Sustainability Plan.
- Undertake a parking study of multi-modal transit hubs. This should evaluate existing facilities, end-of-trip facilities, electric charging stations, and bike parking on public and private properties (Short Term).
- Develop wayfinding signage to human scaled activity (Short Term)
- Develop a citywide greenway system. (Ongoing)
- Develop the framework for Comprehensive Ped/Bike Plan to be incorporated into the CTP (Short Term)
- Collaborate with neighborhoods to identify connectivity projects. (Short Term)
- Focus future growth around the Perimeter Center MARTA station (Policy)

4.1.16 PREPARE FOR THE I-285/400 MANAGED LANE EXPANSION AND INFRASTRUCTURE

COMMUNITY WORK PROGRAM:

Transportation Elements:

T.1	Infrastructure	Annual road resurfacing	3.2.3
T.2	Infrastructure	New sidewalks	3.2.3, 3.2.9
T.3	Infrastructure	Intersection Improvements	3.2.2, 3.2.3
T.4	Infrastructure	Traffic calming	3.2.2
T.5	Streetscape	Streetscape projects	3.2.9
T.6	Plan/Study	Comprehensive Transportation Plan Update	3.2.11
T.7	Infrastructure	Road striping	3.2.3
T.8	Infrastructure	Sign replacement	3.2.3
T.9	Plan/Study	Construction of design standards and gateway and way-finding systems	3.2.4, 3.2.9
T.10	Sustainability	Endorse/ assist with bike share program	3.2.9
T.11	Sustainability	Develop framework for Comprehensive Ped/Bike Plan and integrated into the CTP	3.2.9
T.12	Sustainability	Collaborate with neighborhoods to identify connectivity projects	3.2.10

Other Relevant Elements:

CF.4	Parks: Facilities, Sustainability	Develop citywide greenway system/Multi-use path/Greenway construction	3.2.13
IC.1	Intergovernmental Coordination	Coordinate with adjacent municipalities on improvements carried out along border	3.2.16

LU.2	Regulatory/ Infrastructure	Implement LCI recommendations	3.2.1, 3.2.4
LU.3	Design & Character	Update Master Plans for Dunwoody Village (2021) and Georgetown/N. Shallowford (2022)	3.2.1, 3.2.4
LU.4	Regulation	Update the zoning ordinance	3.2.1

KEY TRANSPORTATION STATISTICS:

84% of Dunwoody residents use a car to get to work each day. The vast majority of those drives alone, while 8% carpool. 6% of residents use public transportation, 8% work from home, and another 2% use alternative modes of transportation such as walking or biking to get to work. Most commuters out of the city drive alone with 16% carpooling and 1% taking transit. About 60% of Dunwoody residents travel less than 30 minutes to work. Roughly 36% experience a commute between 30-60 minutes. The remainder commutes more than an hour each way.

CONCLUSIONS:

The Comprehensive Plan promotes multimodal travel (Goals; PNO: 3.2.2, 3.2.3, 3.2.9, 3.2.10, 3.2.11, 3.2.16; IP: 4.1.9, 4.1.10), land use development (PNO: 3.2.1; IP: 4.1.1), and sustainability (PNO: 3.2.13; IP: 4.1.15). Each of these areas advance the RSAP’s recommendations of building complete multimodal streets, managing speeds, and supporting walking, bicycling, and transit use.

The Plan’s specific goal of “Promote Connectivity and Choice for All Modes of Travel, including Transit, Biking, and Walking” is an explicit statement of intent that can be advanced by the safety conclusions of the RSAP.

- The Plan notes that the city maintains “a clear aspiration for continued improvement of streetscapes to promote walking and biking, filling in gaps in the existing bike/ped network, and linking the network seamlessly to transit stations.”
- The policies noted – promoting walk- and bike-ability to homes, schools, shopping, employment centers, civic uses, and open space; implementation of the multi-modal transportation options in the City’s CTP (2017); creating a community-wide pedestrian/bike path network; increasing network connectivity to accommodate demand between adjacent neighborhoods and developments without accessing the major thoroughfare system; etc – all require explicit safety improvements that are supported by the broader implementation of Proven Safety Countermeasures and reduction in citywide travel speeds.

Some specific RSAP recommendations can be drawn from the Priority Needs & Opportunity (PNO) statements included within the Plan:

- PNO 3.2.2 specifically addresses “Traffic Congestion is a Challenge that Needs to be Addressed Creatively”:
 - The plan recognizes that adding more roadway capacity does not solve congestion; widening local roads induces more traffic; and widenings detract from the charm of the city’s neighborhoods. The plan instead recommends operational improvements such as

- “adding turn lanes, modifying intersection geometry and function, and continuously optimizing signal timing” as well as installing traffic calming measures.
- These recommendations are broadly inline with the RSAP’s recommendations to utilize intersection improvements to reduce left-angle (left turn) crashes and reduce speeding; however additional turn lanes may exacerbate crossing distances for pedestrians and cyclists so additional multimodal designs should be incorporated wherever lane improvements are made.
 - The Comprehensive Plan does recognize that planning around redevelopment can help mitigate future transportation impacts, but the plan should continue to acknowledge that denser developments, shorter trip lengths, and multimodal travel will help address traffic congestion.
- PNO 3.2.3 states that “The City’s Public Rights-Of-Way Are Assets To Maintain And Improve.” Maintenance for VRUs is noted as a specific goal:
 - General cleanliness and proper road, bike lane, and trail maintenance are important not only for public image, but also the safety of travelers. Potholes, cracked pavement, and debris create safety issues for motorists as well as pedestrians and cyclists.
 - PNO 3.2.9 states that “Encourage Use of a Wider Range of Transportation Modes” can be achieved:
 - Investment in facilities that support other modes of transportation (and appropriate land use planning that supports a non-auto dependent lifestyle) can reduce the overall use of the automobile.
 - The increasing mileage of mixed-use path and sidewalk networks in recent years encourages more walking and bicycling. The network should be routinely connected via protected infrastructure, high-visibility crossings, and traffic calming measures.
 - Linking the bike/ped network to transit stations is a critical part of this overall need.
 - PNO 3.2.10 states that “Transportation Connectivity is a Critical Need That the City Should Address”
 - Trail, greenway, walking, and biking networks received significant discussion in the Plan. Regulatory frameworks that govern redevelopment areas should be used to incorporate better connectivity and the deployment of Proven Safety Countermeasures, slower speeds, and improved traffic operations.

The Implementation Program (PI) is directly supportive of PNO items above and have been echoed in the summarized bullets above, and have been referenced against the RSAP document.

Future Comprehensive Plans could be more explicit in proactively addressing safety for all modes, highlighting the needs to address the RSAP Safety Emphasis Areas (VRUs, left-angle / left-turn crashes, and vehicle speeding), prioritizing Killed and Serious Injury (KSI) crashes above minor or property damage crashes, stressing improvements along the High Injury network, encouraging street designs that integrate proven safety countermeasures, and apply traffic calming more broadly throughout the city (especially to larger roadways).

Dunwoody Comprehensive Transportation Plan Update (2017)

INTRODUCTION / PURPOSE:

The City of Dunwoody has published two Comprehensive Transportation Plans (CTPs) in 2011 and 2017. The development of a CTP was first addressed in the City’s Comprehensive Land Use Plan. The Comprehensive Land Use Plan set forth several policy and goal statements that defined guiding principles for the new transportation plan to follow, including: the promotion of multi-modal transportation options; the establishment of roadway design standards; preservation of the City’s existing and planned system through a routine maintenance plan; and the continued support of regional transit service.

VISION & GOALS:

The Dunwoody CTP established three Core Values and supporting elements:

- *Choice*
 - Provide a transportation system that emphasizes choice by increased mobility for all users, increased connectivity, and increased health enrichment options
 - View the street as a public space with the intent to serve multiple functions
 - Provide for equal access by all users in transportation expenditures
- *Connectivity*
 - Create an integrated network of transportation facilities that connects people to where they want to go, within the community and beyond.
 - Establish a maintenance and safety program that will enhance the existing system
 - Prioritize multi-modal transportation options
- *Community*
 - Enhance the Dunwoody community first and the Atlanta region second in transportation investments
 - Provide opportunities for increased interaction within the community, increased recreational opportunities, and increased active living opportunities
 - Provide regular, informative and open communication throughout the life of each transportation project.

TRANSPORTATION ELEMENTS:

- **Crash Records**
 - 5-Year Crash Analysis (2012-2016, all crash types):
 - Notably, crash risk is highest on Ashford-Dunwoody Road near the entrance to the Perimeter Mall, and at intersections with Perimeter Center West and Hammond Drive.
 - Secondary crash hotspots are identified at the intersection of Mount Vernon Road and Chamblee Dunwoody Road, and on Chamblee Dunwoody Road between Cotillion Drive and Old Spring House Lane. The segment of Chamblee Dunwoody Road within the Dunwoody Village shopping district is also identified

as being a segment where crash frequency is higher than in other parts of the City.

- Also of note is the segment of Mount Vernon Road east of Chamblee Dunwoody Road, which is currently a two-lane road with frequent driveways and side streets. Turns into these locations are infrequent and are therefore unexpected, which increases the risks of rear end collisions. This segment is identified as having some crash frequency, but this could likely be reduced by the addition of a center two-way left turn lane between Chamblee Dunwoody Road and Mount Vernon Place to facilitate those turning movements.
- In comparison to results found in the 2011 CTP, it is important to note that Chamblee-Dunwoody Road, Ashford-Dunwoody Road, Hammond Drive, Perimeter Center West, Mount Vernon Road, Peeler Road, and North Peachtree Road still exhibit a higher-than average rate of collisions.

○ Roads Above Statewide Crash Average:

- Chamblee Dunwoody Road
- Ashford Dunwoody Road
- Mount Vernon Road
- Perimeter Center W.
- Hammond Drive
- N. Shallowford Road
- N. Peachtree Road
- Womack Road
- Peeler Road
- Vermack Road

● **Multimodal Design Policy**

- When adding or relocating curb and gutter on arterial and collector roads, the preferred lane width of 11' with 4' bike lanes should be designed.
- When restriping to accommodate bike lanes as part of a resurfacing project on arterial and collector roads, the preferred lane width is 11' with 4' bike lanes. However, a 10' lane width may be incorporated for roadway sections where no more than 3 total travel lanes are present or up to 3 travel lanes present in a given direction.
- Projects identified to include multi-modal elements along existing right of way are encouraged to incorporate pedestrian and bicycle facilities that are separated from vehicles by distance and/or physical barrier. The implementation of these preferred elements will be balanced with the constraints of the surrounding land use and environment.
- As recommended in the 2011 transportation plan, the city has developed minimum design standards for sidewalks and multi-use paths. In Dunwoody Village and Perimeter Center the minimum standards are outlined in the zoning overlay for those areas and the Georgetown Master Plan provides standards that the city is implementing within the

commercial area included in that plan. ~~Elsewhere in the city, the current design standard for sidewalk width is 5 feet with a minimum 2-foot buffer.~~¹

- **Public Involvement**

- 18 entries for “speeding” concerns
- No direct “transportation safety questions”
- Strong interest in Walking and Multi-Use Trail options
- Strong-moderate interest in Bicycling and Bikeways questions
- Strong support for improved Vehicular Operations
- Strong support for Intersection Improvements, reducing contagion, road maintenance, additional sidewalks
- Moderate support for Speed Control
- Strong support for Left Turn controls and Pedestrian Safety Elements

- **Project lists:**

- 53 New or Updated projects citywide (by category):
 - Intersection
 - Multimodal
 - New Location Roadway
 - Bike Facility
 - Widening
 - Trail
 - Pedestrian Intersection Improvement
- Six new vehicular intersection projects identified:
 - Improve the intersection of Chamblee-Dunwoody Road at Womack Road by adding westbound left and right turn lanes
 - Extend the dual eastbound left turn lanes at Meadow Lane at Ashford-Dunwoody Road
 - Construct an eastbound left turn lane within the median at the intersection of Meadow Lane and Ridgeview Road
 - Construct a westbound right turn lane on Peachford Road at North Shallowford Road
 - Construct left turn lanes on Mount Vernon Road at Dunwoody Station/Trailridge Drive
 - Roberts Drive Improvements for Austin E.S. Relocation (Chamblee-Dunwoody Road to Dunwoody Knoll Road): Turn Lanes and new signal at school entrance. Incorporates bicycle and pedestrian improvements
- Five new projects related to multi-modal projects designed to improve pedestrian and cyclist transportation:
 - Implement multi-modal enhancements on Ashford Center Parkway to combine elements from the 2011 CTP (pedestrian enhancements, mid-block crossings, etc.)

¹ Dunwoody City Council has more recently adopted 6-foot standard minimum width for sidewalks.

- Construct a multi-use path that connects North Peachtree Road and Winters Chapel Road via Peeler Road and Tilly Mill Road
- Construct a multi-use trail system between the Withmere neighborhood, from Withan Drive, to Dunwoody Park and Austin Elementary School
- Coordinate with the cities of Peachtree Corners and Doraville to construct multi-modal improvements on the SR 141/Peachtree Industrial Boulevard frontage road
- Construct a multi-modal facility on Tilly Mill Road between Womack Road and Mount Vernon Road

CONCLUSIONS:

The City's 2017 CTP promotes transportation choices, network connectivity, community development, and community engagement. The Plan incorporates transportation safety (5-year Crash Analysis 2012-2016) and priority road segments, but does not focus specifically on Killed or Serious Injury (KSI) crashes. The Plan establishes several roadway design standards, specifically for multimodal networks, but could go farther to incorporate Proven Safety Countermeasures. The RSAP recommendations address several of these gaps and should be referenced in future Comprehensive Transportation Plans.

Dunwoody Trail Master Plan (2023)

INTRODUCTION / PURPOSE:

The Dunwoody Trail Master Plan is a focused, targeted network plan to build connected greenways and multi-use paths throughout the City of Dunwoody. Trail segments provide quiet, low-stress routes for multimodal travel and support goals in the City’s Comprehensive Plan (2020) and Comprehensive Transportation Plan (2017).

VISION & GOALS:

“The vision for the Dunwoody Trail Master Plan is to connect Dunwoody residents to key destinations such as schools, parks, and dining and shopping areas by building a network of safe and inviting trails in a variety of types that respect the natural setting and enhance property values.”

Goals:

1. Connect Dunwoody’s key destinations.
2. Support economic development.
3. Connect to transit, especially to Dunwoody MARTA Station.
4. Connect to the regional trail network, especially PATH 400.
5. Provide safe and enjoyable pedestrian experiences.
6. Provide bicycle rider amenities that empower a majority of citizens to use the trails.

TRANSPORTATION ELEMENTS:

Network: The projects constituting the “Dunwoody Trail Master Plan” are split into three implementation phases:

- **Phase 1: City-Programmed Projects** As the City of Dunwoody has a number of trail projects planned for construction at the time of City Council adoption in May 2023, the first phase of plan implementation encompasses currently programmed Dunwoody projects.
- **Phase 2: 10-Year Plan Criteria and Recommendations:** The network segments recommended are prioritized if they:
 - Establish a desirable community connection, where the segment connects to existing or previously planned trail segments; connects residents to established destinations such as parks, schools, public facilities, and shopping centers; and responds to community desires for trail connections.
 - Are easily built within the phase timeline, where the segment has: straight-forward land acquisition; estimated costs within available local funding; realistic opportunities for additional funding; and manageable build complexity.
- **Phase 3: Long Range Plan:** projects will require an update to the funding strategy beginning in Year 6 to prepare for implementation in Year 10 and beyond. Assuming successful implementation and public support, funding should be flowing and Phase 3 projects can enter

into design beginning in Year 9 with construction beginning in Year 10 and so on until the plan is complete.

Construction Guidelines: The Trail Master Plan has a range of standard greenway and trail designs along with on-street roadway and street calming techniques:

- **Greenway Trails:** Multi-use greenway trails with a 12-foot-wide concrete surface provide for low long-term maintenance. All trails are to have 4" x 12' yellow centerline stripe and include stop-ahead markings when approaching an intersection. Standard greenway trail should include a 2-foot minimum clear zone on either side of the trail and a 10-foot min. vertical clearance from trail surface.
- **Sidepaths:** This typical cross section of a sidepath depicts a minimum of 10-foot trail with a minimum of 5-foot landscape buffer, 2-foot-wide curb and gutter or 6-inch header curb.
- **One-way Buffered Cycle Tracks:** Bicycle facility that is at sidewalk level and buffered from the street; Buffered by curb, bollards, landscape area, and/or vertical elements; Ideal for medium-high traffic volume streets; Utilize identification signage for pedestrians and bicycle riders.
- **Calm Streets:** All calm streets should have MUTCD standard Shared Lane Markings to alert motorists to the presence of pedestrians and bicycle riders within the roadway and to warn trail users that they are sharing the roadway with motorists. Traffic calming elements such as chicanes, central islands, speed cushions, and signage are selected in a street-specific manner to create these shared-use travel corridors.

Intersection Details: Typical trail intersection includes signage, bollards, and pavement striping. The Trail Master Plan has several effective crossing treatments that provide safe locations for crossing while also providing traffic calming and speed management:

- **At-grade Crossing Standards:**
 - The U.S. Federal Highway Administration (FHWA) promotes a series of pedestrian safety countermeasures to improve pedestrian safety at roadway crossing locations. The treatments and programs included in this document are those that have been proven to be effective.
 - It is critical for the Dunwoody Trailway to adopt these standards to ensure safe trail crossings.
- **Marked Crosswalks:**
 - Marked crosswalks are desirable at high pedestrian volume locations such as signalized intersections and other locations with appropriate levels of pedestrian and vehicle traffic. High-visibility crosswalks strengthen pedestrian safety by heightening motorist awareness of trail crossings – a need especially critical in areas where drivers may not be accustomed to seeing bicycle riders and pedestrians.
 - Additional safety enhancing treatments are needed for uncontrolled crossing locations, such as multi-lane roadway crossings where annual average daily traffic (AADT) exceeds 10,000 vehicles.
- **Crossing Islands:**
 - A crossing island is a median with a refuge area to allow trail users to focus on one direction of traffic at a time as they cross a multi-lane road. Crossing islands should be

- considered for midblock pedestrian crossings wherever possible, especially on roads with four or more travel lanes where speed limits are 35 mph or higher, and/or where AADT is 9,000 or higher.
- The design for a trail crossing island should accommodate accessibility with a minimum of 8 feet width and of adequate length to allow queuing. The cutthrough should include detectable warnings. Curb extensions may be built in conjunction with crossing islands where there is on-street parking.
- **Raised Crossings:**
 - Raised crosswalks or raised intersections are ramped speed tables spanning the entire width of the roadway or intersection. Raised crossings make the pedestrian more prominent in the driver’s field of vision, reduce vehicle speeds, and improve motorist yielding. This countermeasure can reduce pedestrian crashes by 45%.² They are typically installed on roads with two or three lanes, speed limits of 30 mph or less, and AADT below 9,000.
 - The design of raised crossings typically includes a minimum 10-footwide tabletop for the crosswalk with 5% maximum running slope for both approaching ramps. Detectable warnings should be installed at the street edge. Raised crossing design should avoid negative impacts on the functioning of drainage and stormwater infrastructure.

CONCLUSIONS:

The “Dunwoody Trail Master Plan” is an important vision for the City. Greenway trails and multi-use paths are appropriate facilities for many suburban communities, especially where they provide connectivity between disconnected residential neighborhoods or alternative routes to high-speed, high-volume arterial roadways. However completely separated, off-road greenways may not be feasible or provide access to destinations within in many higher-density locations; on-street, barrier protected bikeways and walkways may need to be considered.

- The network implementation, especially Phase 1, provides a strong foundation for expanding trails, greenways, and multiuse paths in the city. These off-street facilities will provide significant connectivity and safety benefits
- The design standards are consistent with national best practices and will provide safe travel opportunities for people walking, bicycling, and using wheelchairs.
- The plan recognizes that on-street, barrier protected bikeways are feasible opportunities where greenway trails may not be suitable or practical.
- The plan’s Calm Street design guidelines are useful elements for assessing local and neighborhood connectivity, reducing travel speeds, and supporting active transportation modes. These elements should be routinely integrated into citywide traffic calming and street design standards.
- The plan anticipates the largest safety consideration for off-street facilities at intersections. Well-spaced, well-marked, and high-visibility crossings should be routinely built with trail projects or retrofitted at all mid-block crossing locations.

Dunwoody Village Master Plan Update: Updated Street Improvements (2020)

INTRODUCTION / PURPOSE:

The Dunwoody Village Master Plan Update addresses land use development, street design, and multimodal facilities for street segments around the Dunwoody Village area: Chamblee Dunwoody Road, Mount Vernon Road,

TRANSPORTATION ELEMENTS:

From the “Dunwoody Village Master Plan Update – Updated 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 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 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.

SAFETY IMPACT:

From the “Dunwoody Village Master Plan Update – Updated Street Improvements”:

- 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.
- 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 (shown roadway cross sections).
- Multi-modal improvements should be undertaken for Mount Vernon Road. The aspirational vision for Mount Vernon Road based on typical existing right-of-way (shown roadway cross sections).
- The referenced visions also assume 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

CONCLUSIONS:

The “Dunwoody Village Master Plan Update – Updated Street Improvements” addresses several of the highest-risk and highest-travel roads in the City by managing speeds, introducing improved pedestrian crossings, and making streetscape and turn movement improvements. These recommendations could go farther to incorporate specific proven safety countermeasures. The RSAP recommendations and High Injury Network support and advance the Master Plan’s recommendations.

City of Dunwoody Zoning Ordinance: Dunwoody Village Districts (2020)

INTRODUCTION / PURPOSE:

The Dunwoody Village (DV) district regulations are intended to implement the policies and objectives of the comprehensive plan and the Dunwoody Village Master Plan. They are further intended to help: accommodate and promote walkable development patterns containing a complementary mix of land uses.

TRANSPORTATION ELEMENTS:

- **27-107C General Regulations:**
 - **Streets, Blocks, and Paths:** The intent is to form an interconnected network of streets with multiple intersections and block sizes scaled to support multiple modes of transportation, including walking, biking, transit use, and driving, within Dunwoody Village.
 - **Street connectivity.**
 - **Mid-block pedestrian ways.**
 - **Streetscapes.**
 - **Sidewalk area** – 12-foot sidewalks standard.
 - **Lighting.**
 - **Pedestrian paths.**
- **27-107D Building Types:**
 - **Pedestrian facilities:** At-grade, designated pedestrian routes, including sidewalks and crosswalks, shall be provided to connect each parking area to either the primary sidewalk (and front entrance) or a rear public entrance.

SAFETY IMPACT:

Elements within the “Dunwoody Village Districts” ordinance generally promote walkable, pedestrian-friendly streetscapes:

- Short, connected blocks that reduce walking distance and provide convenient crossings.
- Short block lengths that slow speeds and promote pedestrian-friendly streetscapes.
- Streetscaping elements that support pedestrian-friendly walking and communicate context sensitive street designs.

CONCLUSIONS:

The Dunwoody Village Master Plan should be examined for opportunities or locations to incorporate proven safety countermeasures, especially related to walkways, bikeways, high-visibility crossing treatments, protecting or reducing left-turn movements, and managing speeds, and proactively identifying opportunities for traffic calming, speed management, and safety outcomes. Regulations and standards in the Dunwoody Village Districts Zoning Ordinance should be revised to support additional safety measures identified within the Master Plan. The RSAP supports the elements included within the Zoning Ordinance.

Georgetown / North Shallowford Master Plan (2011)

INTRODUCTION / PURPOSE:

The “Georgetown / North Shallowford Master Plan” was completed by the City of Dunwoody and its team of hired consultants during the period of Summer 2010 through early 2011. This plan is designed to fully comply with the standards and intent of the Atlanta Regional Commission’s (ARC) Livable Centers Initiative (LCI). Moreover, and more importantly, this Master Plan is a reflection of the complex and diverse desires of the citizens and leaders of the City as a whole.

TRANSPORTATION ELEMENTS:

- **Goals (replicating LCI program initiatives):**

- Efficiency/feasibility of land uses and mix appropriate for future growth including new and/or revised land use regulations needed to complete the development program.
- Transportation demand reduction measures.
- Internal mobility requirements, such as traffic calming, pedestrian circulation, transit circulation, and bicycle circulation.
- Mixed-income housing, job/housing match and social issues.
- Continuity of local streets in the study area and development of a network of minor roads.
- Need/identification of future transit circulation systems.
- Connectivity of transportation system to other centers.
- Center development organization and management, promotion, and economic restructuring.
- Stakeholder participation and support.
- Public and private investment policy.

TRANSPORTATION ELEMENTS:

- **Streetscape Improvements:** sidewalk, landscape, and lighting projects are recommended for the Georgetown/North Shallowford area.

- Chamblee Dunwoody Road from I-285 to North Shallowford:
 - Landscape buffers no less than 4 feet in width and preferably 6 feet in width between the roadway and pedestrian sidewalks
 - Street trees, pedestrian lighting, and roadway lighting within the landscape buffer
 - Wider sidewalks along both sides of Chamblee Dunwoody Road no less than 6 feet in width and preferably 8-10 feet in width
 - Intersection enhancements including new mast arm traffic signals, pedestrian signals, high-visibility pedestrian crossings, and ADA Ramp improvements where necessary
 - Access Management strategies to limit the number of curb cuts and potential conflict areas along the corridor

- North Shallowford Road:
 - On-street bicycle lanes discussed later in this section
 - Landscape buffers no less than 4 feet in width and preferably 6 feet in width between the roadway and pedestrian sidewalks
 - Street trees, pedestrian lighting, and roadway lighting within the landscape buffer
 - Wider sidewalks along both sides of Chamblee Dunwoody Road no less than 6 feet in width
 - Intersection enhancements including new mast arm traffic signals, pedestrian signals, high-visibility pedestrian crossings, and ADA Ramp improvements as necessary
 - Maintain access management along the corridor with limited curb cuts and potential conflict areas along the corridor
- Gateways, enhanced landscaping, and signage marking entrances to the City of Dunwoody, should also be considered along Cotillion Drive at Chamblee Dunwoody Road, North Shallowford Road, and the exit ramp from I-285 at North Peachtree Road.
- **Bicycle Routes:** Georgetown/North Shallowford area bicycle routes should be tied into a Citywide network of bicycle facilities in coordination with the City’s Comprehensive Transportation Plan.
- **Multi-Use Paths / Trails:** Priority locations for off-street multi-use trails include:
 - Along Nancy Creek from Peachford Road to Brook Run Park
 - Cotillion Drive from North Peachtree Road to Chamblee Dunwoody Road
 - The west side of Chamblee Dunwoody Road from Old Spring House Lane to the North Shallowford/Peeler Road intersection
 - Old Spring House Lane from Chamblee Dunwoody Road to a proposed pedestrian bridge linking the Georgetown Neighborhood to Perimeter Center East
 - From the former Emory Medical Center Site through the “PVC Site” to the Old Shallowford Elementary School site and adjacent neighborhoods
- **Circulation & Open Space Framework Plan**
 - Enhance the area’s appearance as a gateway into the City
 - Facilitate the creation of additional community green space
 - Encourage greater walkability and enhance the opportunity to travel by alternate means (bicycle, electric cart, etc.)
 - Enhance east-west connectivity and access between neighborhood areas, community facilities, and amenities
 - Circulation & Open Space Initiatives
 - New Roadway Connections
 - Streetscape Improvements
 - On-Street Bike Routes
 - Pedestrian Paths / Trails
 - New Transit Station
 - Intersection Improvements
 - City Gateway Improvements
- **Zoning Connectivity Recommendations:**

- Require inter-parcel connectivity between adjacent parcels.
- Establish “complete streets” standards for all newly created streets (public or private).
- Delineate new Paths and Trails as part of an adopted master plan for the District that establishes the location, width and material specifics of Paths and Trails.
- Require bicycle parking ratios in addition to bicycle parking facility standards.
- Require new streets (public or private) to break up large blocks as part of new development or redevelopment.
- Limit the number of total allowable driveways onto adjacent roadways and limit the driveway widths to 24 ft for 2 way entrances.
- Require on-street parking, sidewalk build-outs, and streetscaping as part of development along existing and new streets.
- Require pedestrian entrances fronting all streets and sidewalks and Gateway Signage at key intersections.

- **Other Zoning Recommendations:**

- *District* – single Gateway District; rezoning other parcels; create sub areas
- *Uses* – establish subareas; require open spaces; manage residential and commercial uses; establish a TOD zone.
- *Scale* – establish maximum heights, minimum setbacks, buffers, and other design elements.
- *Design* – establish standards for materials and other design elements; manage parking lot location and streetscape elements.
- *Connectivity* – (see above)

CONCLUSIONS:

The “Georgetown / North Shallowford Master Plan” addresses land use development, transportation recommendations, and multimodal travel needs for several of the higher-risk roadway segments identified within the Dunwoody RSAP, specifically Chamblee Dunwoody Road and North Shallowford Road. The recommendations in the Master Plan reflect the recommendations of the RSAP to promote multimodal travel, improve streetscapes, and support walkable development. The Master Plan could be amended to introduce proven safety countermeasures and reduce speeds along major roadways; the RSAP recommendations address these gaps.

Perimeter Center CIDs – Last Mile Connectivity Study (2017)

INTRODUCTION / PURPOSE:

Vision: The purpose of this study is to provide a clear vision for future transportation needs in the Perimeter market, identify a consolidated program of transportation investments, and explore existing and future transit opportunities.

Plan Goals:

- Improve mobility by managing vehicular traffic in a way that reduces congestion, improves flow, balances local and regional travel patterns, and makes it easy for people to integrate alternatives to automobile transportation (by foot, bike, or via transit). Mobility will be improved both for “last mile” trips between activity centers and destinations within the Perimeter area as well as short trips within the Perimeter area, by leveraging available multimodal transportation services and encouraging development patterns that emphasizes connectivity and human-scaled development.
- Ensure that residents, employees, and visitors to the Perimeter area have convenient access to area and regional transit services.
- Ensure that pedestrians, bicyclists, and transit users have safe connections between transit services and destinations within the Perimeter area.
- Provide multimodal transportation choices for people to travel within the Perimeter area, so that people can travel around easily without having to use a personal vehicle. These modes include walking, bicycling, and transit.
- Enhance connectivity between neighborhoods, workplaces, commercial areas, health and educational facilities, and open spaces, and create a built environment that fosters connections between buildings and the street or sidewalk.
- Enhance the economic competitiveness of the Perimeter area by providing a range of transportation options, making the area more attractive to business and employees.
- Identify corridors within the Perimeter area that can support high-capacity transit services to help facilitate last mile connectivity in the future.
- Prioritize transportation programs, projects, and improvements that complement or enhance the unique characteristics and assets of the Perimeter business district and surrounding areas.
- Enhance the sense of place and quality of life within the Perimeter area by providing a transportation system that encourages active living, human interaction, and enjoyment of assets in the Perimeter area.

TRANSPORTATION ELEMENTS:

Community Input regarding Safety and Speed:

- Roads need to be designed to limit speed of cars; speed limit signs don't work
- Better enforcement and zero tolerance speed zones

- Safer for pedestrians at major intersections, including Abernathy Rd and Roswell Rd, Hammond Dr and several roads
- Safety should be a priority - did not hear anything on improvements of sidewalk safety
- Traffic calming throughout PCID
- Reduce speed limits to 30 MPH max throughout PCIDs

Dunwoody-related Transportation Recommendations:

- The Dunwoody *Comprehensive Transportation Plan (CTP)*, *Georgetown Master Plan*, and *Dunwoody Village Master Plan* have provided guidance for transportation investment in Dunwoody. The CTP provides a range of transportation improvements across the city, while the Dunwoody Village and Georgetown *Master Plans* focus on creating walkable and bikeable environments in the respective sub-areas. A number of these projects have already been implemented, and others have been assigned funding and are actively moving forward as programmed projects.
- Within the study area, Dunwoody’s planned and programmed projects focus on improving the Chamblee Dunwoody Rd corridor as well as corridors that connect to the Perimeter area, including Mt. Vernon Hwy, Ashford Center Pkwy, and Valley View Rd. Dunwoody is also interested in examining better connectivity to the Perimeter area in the vicinity of Georgetown.

SAFETY IMPACT:

- **Bicycle & Pedestrian Network Strategies**
 - Enhance Pedestrian Facilities at Major Origins and Destinations
 - Implement Programs and facilities to Encourage Bicycle Usage in the Perimeter Area
 - Foster an Interconnected Network of Bicycle Routes
- **Roadway Network Strategies**
 - Coordinate Roadway Improvements with Bicycle, Pedestrian, and Transit Projects
 - Standards Suitable to Transit Vehicles
 - Encourage Carsharing
 - Adhere to Established Standards
 - Encourage Satellite Parking
- **Transit Supportive Strategies**
 - Standardize Transit Stop Amenities
 - Transit-Supportive Technology and Infrastructure
 - Improve Walkability and Bikeability Throughout
 - Wider sidewalk minimums.
 - Trees, pedestrian lighting at night, and shading requirements over sidewalks to make it easier to walk in the heat.
 - Sidewalk standards internal to developing parcels that provide direct pedestrian and bicycle connections to the front door to buildings.
 - Include bicycle standards in new developments
 - Coordinate and Create Policies Regarding Rideshare Services
 - Encourage and Support Private Shuttles

- Land Use and Urban Form Vision and Coordination
- Parking Management Policies
- Foster Active Streets
 - Wider minimum sidewalks
 - Requirements for trees and shade
 - Smaller minimum setback for new developments and direct access to the street instead of having the front door internal to campuses
 - Benches at required intervals
 - Provide dedicated space for bicyclists where the right-of-way is available

CONCLUSIONS:

The Perimeter CID Last Mile Connectivity Study includes several of the highest-risk roadways within the City of Dunwoody, including: Ashford Dunwoody Road, Perimeter Center West, and Hammond Drive. The study's new bikeway project recommendations do not specifically address any Dunwoody streets and should be reexamined to ensure that multimodal gaps are filled within the City. The study's transit recommendations do include several HIN segments but no specific safety improvements. Further, the study does not specifically address safety issues such as speed management, signalized intersections, or pedestrian crossings. The plan should be reexamined with more protected bikeways, pedestrian crossings, and multiuse trails to significantly advance multimodal travel in the area.

Dunwoody Pedestrian Safety Action Plan (2014)

INTRODUCTION / PURPOSE:

The City of Dunwoody recognizes that a good sidewalk network provides many benefits to the community and enhances the quality of life of the citizens; this study was completed as an initiative of the City of Dunwoody Public Works Department to perform a citywide pedestrian safety study.

The study is intended as a step toward enhancing pedestrian safety near five elementary schools and other locations around the City of Dunwoody. Implementation of the proposed enhancements is intended to reduce pedestrian risks on roadways and at intersections, improve motorists' visibility of pedestrians, and provide improved pedestrian and motorist interaction. Through detailed research and a review of existing and collected data, opportunities for pedestrian upgrades were identified and prioritized at the 23 locations.

SAFETY IMPACT:

Priority Crosswalk Locations within City of Dunwoody:

1. N Peachtree Road (between Peachford Road and Brookhurst Drive)
2. Mt. Vernon Road at All Saints Catholic Church Driveway
3. Mt. Vernon Road at Stratham Drive
4. Chamblee Dunwoody Road at Redfield Road
5. N Peachtree Road at Brook Run Avenue
6. Tilly Mill Road at Dunwoody Glen
7. Womack Road at Lakeland Woods Court
8. Chamblee Dunwoody Road at Kings Down Road
9. N Peachtree Road at Peachford Road
10. Happy Hollow Road at Fontainebleau Drive
11. Hensley Drive mid-block
12. Vanderlyn Drive at Hensley Drive
13. N Peachtree Road at Brookhurst Drive
14. Womack Road at Mill Stream Court
15. Womack Road at Dunwoody Elementary School
16. Dunwoody Club Drive at Dunwoody Club Creek
17. Vermack Road at Parliament Drive
18. Chamblee Dunwoody Road at Dunwoody Knoll Drive
19. Chamblee Dunwoody Road at Dunwoody Road

CONCLUSIONS:

The Dunwoody "Pedestrian Safety action Plan" is a foundational document for multimodal safety in the city. While many of the projects in the plan have been completed, the remaining projects and priority locations remain relevant to ongoing safety work. The in-progress update to the Pedestrian Safety Action Plan (anticipated 2023-2024) should be examined in conjunction with RSAP HIN locations and safety measures.

Dunwoody Vulnerable Road Users Ordinance (2020)

INTRODUCTION / PURPOSE:

The City of Dunwoody’s Vulnerable Road Users (VRUs) Ordinance defines “vulnerable road users” within the city, establishes actions required for navigating safely around VRUs, and defines offenses for violating the ordinance.

DEFINITIONS:

Vulnerable Road Users:

- Pedestrians, including those persons actually engaged in work upon a roadway, or in work upon utility facilities along a roadway, or engaged in the provision of emergency services within the right-of-way
- Persons riding or leading an animal
- Persons lawfully operating or riding any of the following on a public right-of-way, crosswalk, or shoulder of the roadway:
 - A bicycle, tricycle, or other pedal-powered vehicles
 - A tractor or similar vehicle designed primarily for agricultural use
 - A skateboard
 - Roller skates
 - In-line skates
 - A scooter
 - A moped
 - A motorcycle
 - An animal-drawn, wheeled vehicle, or agricultural equipment
 - An electric personal assistive mobility device
 - A wheelchair

Notably: this ordinance is closer to the National Safety Council definition that includes motorcycle operators as Vulnerable Road Users. The USDOT does not include motorcyclists in their definition and only includes *non-motorized* users, i.e. pedestrians, bicyclists, wheelchair users, etc.

CONCLUSIONS:

This document is an important foundation for the RSAP Emphasis Areas and underpins the city’s focus on protecting vulnerable road users. While the ordinance provides definitions for city safety policies, it does not (and is not intended to) establish priority locations or proactive measures the city will take to protect VRUs. A limitation is including motorcyclists within the VRU definition, where significantly different countermeasure and policy recommendations are required (and often outside of local control). The city may consider updating the ordinance to be more consistent with USDOT definitions in the future.

City of Dunwoody Traffic Calming Policy (2009)

INTRODUCTION / PURPOSE:

Increased volume and speeding has diminished the quality of life and the safety of residents, pedestrians, bicyclist, and other motorists. The city uses traffic calming, i.e. “the use of physical and psychological devices ‘to reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users’” to control vehicle operations, travel, and speeding in order to “share the road, drive with more care, drive more slowly, and, in some cases, divert to more appropriate routes.”

POLICY REQUIREMENTS:

1. Only local residential subdivision streets with a speed limit of 30 mph or less are eligible for the Traffic Calming Program.
2. Streets classified as Arterial, Collector, and/or Thoroughfare are not eligible for Traffic Calming.
3. The 85th percentile speed as measured by a speed study must be 11 mph greater than the posted speed limit of the street for residential subdivision streets with a measured two-way, 24-hour traffic volume less than 1,000 vehicles per day. On residential subdivision streets with volumes above this threshold, the 85th percentile speed must be 9 mph greater than the posted speed.
4. The traffic study must show that the Traffic Calming techniques will not divert traffic on to other residential subdivision streets in the study area.
5. Impacts to emergency vehicle response times must be considered and minimized.
6. Pedestrian and Bicycle access must be preserved
7. The neighborhood Traffic Calming plan shall be designed using sound planning practices and engineering judgment.

TRAFFIC CALMING PROCEDURES:

1. A Homeowners’ Association, neighborhood group, or individual can request a Traffic Calming Project for their neighborhood or street.
2. Upon establishment of the Neighborhood Coordinator, the Department of Public Works will define the affected area and provide a list of owner names and addresses to the Neighborhood Coordinator.
3. To establish initial interest from the neighborhood, the Neighborhood Coordinator must submit an Initial Petition Form with signatures showing support for a Traffic Calming project from a minimum of 20% of the property owners within the affected area.
4. The Public Works Department will then conduct appropriate studies to determine the existence and extent of the problem.

5. For qualifying streets Public Works staff will schedule a neighborhood meeting and invite the households within the affected area to discuss study findings, suggested passive and active measures, definition of the affected area, anticipated costs, and the petition process.
6. Public Works will prepare a preliminary design of the proposed traffic calming measures and provide it to the neighborhood coordinator for distribution. A petition deadline date will be established 90 calendar days from the date of distribution and communicated to the neighborhood coordinator.
7. To show awareness and support for the proposed traffic calming plan, the neighborhood coordinator must submit a petition to Public Works with signatures of 65% of the property owners within the affected area approving the proposed plan.
8. Public Works shall verify the signatures on the petition and, once verified, will develop a final project design and cost, based on the suggested passive and active measures.
9. Final design and cost for any active measures will be presented to the Mayor and City Council for funding and approval.
10. The City will fund 100% of the cost necessary for construction of any active traffic calming measures. Funding will be allocated to neighborhoods in the order that their petition is approved by the City Council. Any neighborhoods that are approved for the construction of active traffic calming measures after the current budget has been expended will be funded out of future year's budgets.
11. Passive measures and/or any needed modifications or temporary measures may be implemented and studies for effectiveness before active measures are installed.
12. Upon City Council approval and the allocation of funds in the City budget, the traffic calming project will be implemented at the direction of the Public Works Department.
13. Each property in the affected area will be assessed a \$25 fee per year on their property tax bill for maintenance of the Traffic Calming Devices, beginning the year after the devices are installed. Annually the Public Works Department will compare the annual revenue generated by the fee to the replacement cost of the traffic calming measures and recommend adjustment recommendations to the city council if costs increase beyond the revenue generated.
14. Within 6 months of project installation, Public Works staff will conduct follow-up studies to measure project effectiveness.
15. In the case of resurfacing, most existing traffic calming devices will need to be removed in order for resurfacing to take place. However, existing traffic calming devices will be considered as grandfathered and will be replaced following completion of the resurfacing project. No additional neighborhood funding or petitions will be required.

TRAFFIC CALMING MEASURES:

Passive Measures: The primary use of passive measures is to reduce the speed of traffic while raising awareness of the traffic problems on residential subdivision streets. These methods are less costly than active devices, as they do not affect the geometry of the roadway or require extensive construction. Passive traffic calming measures include radar signs, re-striping, and installing signs.

- Radar Signs
- Narrowing lanes
- Signs and Signals
- Turn Movement Prohibition
- One Way Treatment
- On-street Parking
- Gateway and Pavement Treatments
- Increased Patrolling and Target Enforcement
- Neighborhood Safety and Awareness Program (Neighborhood Watch)
- Right-of-Way Clearing

Active Measures: The primary purposes of active traffic calming devices are to reduce the speed of traffic, improve bike and pedestrian safety, and raise awareness of traffic problems along a residential subdivision street. These methods are more expensive than passive devices because they often affect the geometry of the roadway, which requires extensive construction and maintenance. Active traffic calming devices include speed humps, traffic circles, and splitters.

- Standard Speed Humps
- Intersection Humps
- Neighborhood Traffic Circles (Roundabouts)
- Splitters (short median)
- Chicanes (deflectors)
- Chokers (neck-downs)
- Exit-only/one way entry treatment
- Curb extensions
- Modified intersections
- Median Barriers

CONCLUSIONS:

The City of Dunwoody’s “Traffic Calming Ordinance” is foundational to the scope of the RSAP to improve safety within the City, implement the Systemic Safety Approach, and address the RSAP emphasis areas of vehicle speeds and protecting Vulnerable Road Users. The ordinance does not provide additional prioritization of streets consistent with the RSAP HIN or other priority risk factors.

Traffic Calming, as typically applied, addresses vehicle speeds and movements on local, neighborhood streets; the RSAP identifies larger arterial streets as needing reduced vehicle speeds, leading to a need for a broader speed management program within the city. The Traffic Calming Ordinance should be reexamined for alignment with the recommendations of the Trail Master Plan and newer design treatments, including proven safety countermeasures and Complete Street designs. City road designs should proactively incorporate Traffic Calming elements to prevent future speeding and crashes.

CONCLUSIONS FOR RSAP:

The documents reviewed above constitute over 12 years of city plans and policies related to transportation, land use, and zoning. They are notable for consistently supporting a vibrant, connected city that anticipates growth, plans for context-sensitive solutions, and promotes walkable and bikeable options. These plans are supported by the fact that Dunwoody has added miles of walking and bicycling infrastructure over the past decade and addressed several of the key locations mentioned below.

General themes echoed in city plans, policies, and programs:

- 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 improves 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

Several Dunwoody plans specifically address transportation safety and incorporate crash analysis (though none specifically for the most severe Killed or Seriously Injured (KSI) crashes). Specific roadway lists are determined by different methodologies, but the reoccurrence of specific roads illustrate that focus will be needed on a subset of segments within the city:

	PSAP (2014)	CTP (2017)	RSAP (2023)
Ashford Dunwoody Road		•	•
Chamblee Dunwoody Road	•	•	•
Cotillion Drive			•
Dunwoody Club Drive	•		
Hammond Drive		•	•
Happy Hollow Road	•		
Hensley Drive	•		
Mount Vernon Road	•	•	•
N Peachtree Road	•	•	•
N Shallowford Road		•	•
Peeler Road		•	
Perimeter Center W		•	•
Tilly Mill Road	•		•
Vanderlyn Drive	•		
Vermack Road	•	•	
Womack Road	•	•	

Recommendations for Future City Plans:

Several recommendations can be applied to future city plans, policies, and programs:

- Be intentional and direct in addressing safety, especially the most severe crashes that result in deaths or serious injuries.
- Incorporate roadway locations and factors associated with higher risks into all city plans – vehicle speeds, locations adjacent to higher-intensity developments, dark conditions, signalized intersections, and roadways with higher functional classifications (i.e. arterials, collectors, and interstate ramps).
- Develop corridor studies or project recommendations for the 15 miles of roadway that comprise the High Injury Network and 84% of KSI crashes within the City.
- Develop local roadway design standards that proactively incorporate safety elements (i.e. proven safety measures and multimodal facilities), reduce or managing speeds, and promote multimodal transportation options.
- Monitor road safety projects to track success or adjust as needed.

The RSAP document draws specific actions from the above conclusions to help advance safer outcomes.

Complete Streets Policy (2011)

INTRODUCTION / PURPOSE:

The City of Dunwoody's Complete Streets ordinance recognizes that the public right of way is an important part of the community and should accommodate a variety of users including motorists, pedestrians, cyclists and transit riders. The ordinance was adopted based on recommendations in the city's Comprehensive Transportation Plan, the Atlanta Regional Commission's Green Communities certification program, and research from the City's sustainability committee.

POLICY ELEMENTS:

Requirements

1. Roadway projects should provide appropriate accommodations for all users of the transportation system, including pedestrians, bicyclists, mass transit riders, people with disabilities, senior citizens, motorists, freight providers, emergency responders, and adjacent land owners;
2. Roadway projects should make use of the latest and best design standards, policies, and guidelines;
3. Solutions should be developed to fit within the context(s) of the community and those solutions should be flexible so that the needs of the corridor can be met;
4. Where necessary, the City shall work with other agencies that maintain rights-of-way within the City limits to request the Complete Streets Policy is considered and practiced;
5. For resurfacing projects on streets designated in the Comprehensive Transportation Plan as bike facilities or bike routes, the City will consider retrofitting bike lanes provided

Exemptions

1. Street resurfacing except as noted in section II.E above and other ordinary maintenance activities designed to keep assets in serviceable condition (e.g.: mowing, cleaning, sweeping, spot repair, and regular/seasonal maintenance);
2. Roadways that bicyclists and pedestrians are prohibited by law from using;
3. Incidences that have extreme topographic or natural resource constraints;
4. Cases where a reasonable and equivalent alternative already exists for certain users;
5. A documented absence of current or future need exists.

CONCLUSIONS FOR RSAP:

The City's Complete Streets policy is consistent with industry best practices and routinely advances safer, multimodal facilities for Vulnerable Road Users and other roadway users. Additional definitions could be included for "latest and best standards" or reference to adopted city design guidance, context and flexibility, incorporation of proven safety countermeasures. Guidance for navigating to "reasonable and equivalent alternatives" should be implemented. Ongoing evaluation should track: mileage, connectivity, and distribution of multimodal facilities; number of variances or exemptions to the ordinance; and general community perception of city streets and multimodal facilities.

Sidewalk Improvement Policies (2010)

INTRODUCTION / PURPOSE:

The City of Dunwoody recognizes that a good sidewalk network provides many benefits to the community and enhances the quality of life of the citizens. The city has developed a sidewalk program with three components to guide prioritization and budgeting for these improvements:

- I. City Sidewalk Improvement Program – prioritizes new sidewalk construction on streets with higher traffic volume (>3,000 vehicles per day) or on lower volume streets with short gaps in existing sidewalk or that have been identified as major school walking routes.
- II. Accessibility Improvement Program – prioritizes existing sidewalk crossings that require ramp retrofits or construction to meet the requirements of the Americans with Disabilities Act (ADA).
- III. Neighborhood Sidewalk Program – outlines a process by which neighborhoods can fund sidewalk construction on streets not identified in the city’s sidewalk improvement program.

POLICY ELEMENTS:

I. City Sidewalk Improvement Program

- A. Goals – The goals of the city sidewalk improvement program are to improve:
 1. Walking routes to schools
 2. Pedestrian safety
 3. Connectivity to commercial and community centers, parks and transit
- B. Requirements – Request for new sidewalk on public right of way will be evaluated by City’s Public Works Department. One of the following criteria must be met for a sidewalk request to be included in the City Sidewalk Improvement Program:
 1. Traffic volume of the adjacent street is greater than 3,000 vehicles per day OR
 2. The corridor is considered a major school walking route based on the number of potential students served or based on input from the school’s Safe Routes to School Committee OR
 3. The sidewalk will fill a gap in the existing sidewalk network of less than ¼ mile.
- C. Project Prioritization – To develop the priority list, the Public Works Department will divide the corridors identified for sidewalk improvements into logical segments and rate each segment using the following criteria:
 1. Walking Routes to Schools (25% of Total Score)
 2. Pedestrian Safety (~50% of Total Score)*
 3. Connectivity/Pedestrian Demand (20% of Total Score)
 4. Constructability (~5% of Total Score)

* Safety in the Sidewalk Improvement Program is assessed via: Accident History; Presence or absence of sidewalks; Traffic Volume on adjacent street; Traffic speed on adjacent street.

II. Accessibility Improvement Program

The purpose of the accessibility improvement program is to outline the process for bringing older sidewalks into compliance with ADA standards. As required by federal guidelines, the public works department will develop an ADA transition plan that will include an inventory of known ADA deficiencies and a schedule for achieving compliance. The plan will be reviewed and updated annually. Under federal guidelines anytime major improvements, including road resurfacing, are constructed, the adjacent sidewalk must be brought into compliance with ADA. Thus, accessibility improvement projects will be prioritized in the transition plan to coincide with road resurfacing or other adjoining capital projects.

III. Neighborhood Sidewalk Improvement Program

The Neighborhood Sidewalk Improvement Program provides an opportunity for neighborhoods to fund sidewalk improvements on streets not included in the City Sidewalk Improvement Program. The Neighborhood Sidewalk Improvement Program differs from the City Sidewalk Improvement Program in that:

1. A sidewalk district must be created through petition to city council of 51% of the property owners adjacent to the proposed sidewalk.
2. The sidewalk improvements are funded entirely by the property owners within the sidewalk district.

The requirements and procedures for establishing sidewalk districts are outlined in Chapter 23 of the City's Code of Ordinances. Application must be made using forms developed by the Public Works Department.

CONCLUSIONS FOR RSAP:

The Sidewalk Improvement Policies cover a range of potential scenarios and are proactive in assessing and installing sidewalks at needed locations.

Regarding Pedestrian Safety prioritization elements, the policies should be updated to directly assess High Injury Network segments and install or upgrade current sidewalks, crossings, and amenities. Accident histories should consider KSI (fatal or serious injury crashes) more highly and prioritize segments with more severe crashes.

If many high-priority segments have been addressed since 2010, the city should consider lowering thresholds in order to continue expanding sidewalks to every road segment within the city and also revisiting all crossing locations to either install marked / high-visibility crossings or upgrade existing crossings.

Ongoing evaluation should focus on mileage of sidewalks built, presence of sidewalks on HIN or other roads (including both sides), connectivity of sidewalk network and access to high-priority destinations, and pedestrian traffic along and crossing major thoroughfares.

Peachtree Corners - Dunwoody Winters Chapel Road Area Study (2015)

INTRODUCTION / PURPOSE:

The cities of Peachtree Corners and Dunwoody joined efforts to create the Winters Chapel Road Area Study. The goal of this study and resulting recommendations is to create a cohesive plan for the implementation of projects, maintenance of streetscape elements and zoning and code enforcement in this area.

CONTENT:

- Corridor Improvements
 - Overall Corridor
 - Specific Base Projects By Project Area
 - Project Level Options
- Design Recommendations:
 - Site Furnishings
 - Streetscape Enhancements
- Priority Projects
- Cost Estimate Descriptions
- Additional Information

Recommended Projects:

Comprehensive sidewalks/trail construction:

- Sidewalks from Peachtree Industrial intersection to Winterbrook Court on east side of road.
- Sidewalks from Peeler Road intersection north to Fountainbleau on west side of road.

Spot Improvements:

- Pedestrian improvements at Winters Chapel/Peachtree Industrial Blvd intersection including
- pedestrian signalization, stamped asphalt crosswalks and ADA curb ramps.
- Peeler Road intersection: Stamped asphalt crosswalks.
- Mid-Block crossing at Beth Shalom (after sidewalks on west side of road are installed).
- Mid-Block crossing north of Water Treatment Plant.
- Landscaping along east side of road along DeKalb Chandler Water Treatment Plant
- Mid-block crossing at Womack Drive
- Pocket Park at Power Easement north of Walmart.
- Bus Shelters.

CONCLUSIONS FOR RSAP:

The Winters Chapel Road Area study provides valuable insight into a challenging corner of the city defined by multiple jurisdictions and diverse needs. The plan's priority projects should be examined against the RSAP HIN and systemic safety findings within the plan to ensure that projects are addressing KSI locations and high-risk safety needs. Roadway design recommendations are generally adequate but could be examined for more inclusion of proven safety countermeasures, high-visibility crossings, and better pedestrian and transit amenities. The plan also makes useful recommendations for zoning, development, and maintenance issues that should be considered for the area.

Hammond Drive Corridor Improvements (2016)

INTRODUCTION / PURPOSE:

In 2016, the City of Dunwoody partnered with the City of Sandy Springs and Perimeter Community Improvement Districts (PCIDs) to develop a vision for future transportation and streetscape improvements along the Hammond Drive Corridor between Glenridge Drive and Ashford Dunwoody Road.

This project is an update of PCIDs' 2007 concept for Hammond Drive to reflect current and projected future land uses along the corridor. Recommendations were developed to address projected future traffic volume on the corridor and to better accommodate bicycles and pedestrians. Aesthetic treatments such as landscaping and street furniture were also incorporated into the plan.

CONTENT:

- Concept Layout
- Typical Sections
- Fact Sheet

CONCLUSIONS FOR RSAP:

The Hammond Drive Corridor Improvements study is a valuable study that addresses a High Injury Network segment within the city. The project includes protected bike lanes or multiuse paths, considers new development and traffic patterns, and accommodate multimodal travel through the corridor. With the project largely completed, ongoing evaluation should be conducted to determine traffic impacts, multimodal levels of traffic and comfort, and public perception of the improvements over several years.