



## **CITY OF DUNWOODY**

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### **MEMORANDUM**

**To:** Honorable Mayor and City Council  
**From:** Michael Smith, Director of Public Works  
**Date:** April 12, 2010  
**Subject:** **Proposed Sidewalk Improvement Policy**

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#### **ITEM DESCRIPTION**

Approve a policy for allocating capital funds for sidewalk improvements.

#### **PURPOSE**

The goal of the sidewalk improvement program is to establish an objective process for prioritizing sidewalk projects. The city has allocated \$100,000 in capital funds for sidewalk improvements in fiscal year 2010 and capital funding for sidewalks is anticipated in future years. Prior to incorporation, the Citizens for Dunwoody Task Force identified 21 miles of future sidewalk improvements and 87 future ADA compliant sidewalk ramps. Since incorporation, the public works department has received many inquiries and requests for new sidewalk from citizens and community organizations. These proposed sidewalk improvements represent a 20 to 25 year backlog of projects at current funding levels.

#### **PLAN DEVELOPMENT**

In developing this policy, public works staff reviewed sidewalk programs for the cities of Sandy Springs, Georgia; Seattle, Washington; Charlotte, North Carolina; Carrboro, North Carolina; Victoria, British Columbia and Rockville, Maryland. A common element of these programs and others is that they use a scoring system to prioritize new sidewalk construction. The scoring typically considers many of the same factors such as safety, pedestrian traffic and adjacent land use.

The attached Sidewalk Improvement Program employs a similar approach of scoring potential sidewalk projects based on specific criteria. In order to aid in evaluating the efficacy of the proposed scoring system, a draft ranking of future sidewalk improvements has been developed and is included herein. Also attached is a map of existing and proposed sidewalks and a sample sidewalk petition form.

#### **ALTERNATIVES**

Council could adopt the program as presented, decline to adopt a sidewalk program as policy or could recommend modifications to the proposed policy.

#### **RECOMMENDED ACTION**

A policy should be adopted to establish an objective method for evaluating the numerous proposed sidewalk improvements competing for limited funds. Staff recommends adoption as policy of the program as presented.



CITY OF DUNWOODY  
PUBLIC WORKS DEPARTMENT  
*SIDEWALK IMPROVEMENT POLICY*

Version2010.03.29



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## **I. 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. In order to achieve the goal of a connected and accessible pedestrian network, a number of capital improvements have been identified. The city has developed a sidewalk program with three components to guide prioritization and budgeting for these improvements:

1. 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
2. Accessibility Improvement Program-prioritizes existing sidewalk crossings that require ramp retrofits or construction to meet the requirements of the Americans with Disabilities Act (ADA)
3. Neighborhood Sidewalk Program- outlines a process by which neighborhoods can fund sidewalk construction on streets not identified in the city's sidewalk improvement program.

## **II. 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.

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### **C. Project Prioritization**

The Public Works Department will update the priority list of sidewalk projects annually and present the list along with the projects recommended for construction to the Mayor and Council for their approval.

The project prioritization method outlined below is based on the goals stated above as well as factors such as available right of way, existing drainage and utilities and ease of construction. In a given year, further adjustment of the prioritization will occur when the costs and constructability is considered against the capital budget for that year. Other factors such as concurrence with other capital projects, adjacent land development activity and connection to adjacent jurisdictions will also be considered when finalizing the project list for construction each year.

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 (~15% of Total Score)**

##### **A. School Walk Route (6 points)**

School walk routes address safety as well as pedestrian demand. Schools generate pedestrian demand particularly within the zone where the school system does not provide bus service. As pedestrians, children are particularly vulnerable. Sidewalks in these areas benefit the health and safety of the children and can help to reduce traffic around schools during arrival and dismissal times.

##### **i. Six points are assigned to streets that meet the following requirements:**

- 1. The street is within the zone for which the school system does not provide bus service AND**
- 2. The street is identified as a major walking routes based on the number of potential students served or based on input from the school's Safe Routes to School Committee.**

#### **2. Pedestrian Safety (~55% of Total Score)**

##### **A. Accident History (0-6 points)**

- i. Up to six points are assigned to street segments based on documented cases of pedestrian accidents.**

##### **B. No Sidewalk Present (6 points)**

If all other factors are equal, priority should be given to streets without any sidewalk over streets with sidewalks on one side.

- i. Six points are assigned for street segments that do not have sidewalk on either side of the street**

##### **C. Traffic Volume (0-6 points)**

Higher traffic volume can increase the potential for conflicts between

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pedestrians and vehicles. On streets where no sidewalk exists, higher traffic volume makes it unfeasible to walk on the street. On streets with sidewalk on one side, high volumes make it more difficult to cross the street to access the side with sidewalk.

- i. The traffic volume of the adjacent street measured in vehicles per day (vpd) may be determined from available, recent traffic counts or may be estimated by the Public Works Department.
- ii. Points are assigned as follows:

>16,000 vpd-6 points	13,000 to 16,000 vpd-5 points
10,000 to 13,000 vpd-4 points	7,000 to 10,000 vpd-3 points
4,000 to 7,000 vpd-2 points	2,000 to 4,000 vpd-1 point
<2,000 vpd-0 points	

**D. Speed Limit of Adjacent Street (0-2 points)**

Vehicle speed is directly related to the severity of pedestrian accidents.

Pedestrian fatality rates are much lower at vehicle speeds less than 25 mph.

- i. Points are assigned based on the posted speed limit of the adjacent street as follows:

45 mph or greater-2 points

26-44 mph-1 point

25 mph or less-0 point

**3. Connectivity/Pedestrian Demand (25% of Total Score)**

To serve effectively as an alternate form of transportation, the sidewalk network should connect residents with destinations that could generate pedestrian traffic such as schools, shopping centers, transit, parks, community centers and places of worship. Pedestrian demand is also evident by worn foot paths along roadways or multiple citizen inquiries and request for sidewalks in a particular area.

**A. Gaps in Existing Sidewalk Network (0-2 points)**

Giving higher priority to projects that close short gaps in the sidewalk network allows the city to improve connectivity for relatively little cost.

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- i. Points are assigned based on the length of the existing gap as follows:

< ¼ mile-2 points

<1/2 mile-1 point

>1/2 mile-0 point

**B. Demonstrated Demand (0-2 points)**

- i. Two points are given for segments where demand has been demonstrated either through multiple citizen inquiries and requests or evidence of a worn path along the side of the road.

**C. Proximity to Transit (0-2 points)**

Transit generates pedestrian demand and bus riders require pedestrian access to bus stops.

- i. Two points are given to sidewalk segments that are located along bus routes. One point is given to sidewalk segments that connect a side street to a street that has bus service.

**D. Adjacent to Multi-Family Housing (0-1 point)**

Multi-family housing units tend to generate a higher percentage of trips by walking or transit than single family residences.

- i. One point is given for sidewalks located adjacent to multi-family housing.

**E. Pedestrian Trip Generators (0-2 points)**

- i. Points are assigned based on the number of destinations adjacent to the sidewalk segment and on the same side of the street that could generate pedestrian trips. The types of destinations considered are shopping centers, community centers, parks and places of worship. Schools and transit also are considered pedestrian trip generators but are accounted for elsewhere in the scoring.

2 or more trip generators -2 points

1 trip generator-1 point

**4. Constructability (~10% of Total Score)**

**A. Ease of Construction (0-3 points)**

- i. A visual observation of the field conditions will be made by public works to assess how easily the project could be constructed. Factors that will be considered are available right of way, topography, vegetation, existing drainage, utilities and impact to adjacent property. Up to three points will be assigned for projects where: there is ample existing right of way, the right of way is relatively flat and clear and where the project would cause minimal impact to the adjacent properties.

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## **II. Accessibility Improvement Program**

The American's with Disabilities Act (ADA) requires all public entities to make public facilities, including sidewalks, accessible to people with disabilities. All new sidewalks will be constructed to comply with ADA requirements. However, there are many sidewalk facilities throughout the city that were built prior to the development of current ADA standards. 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.



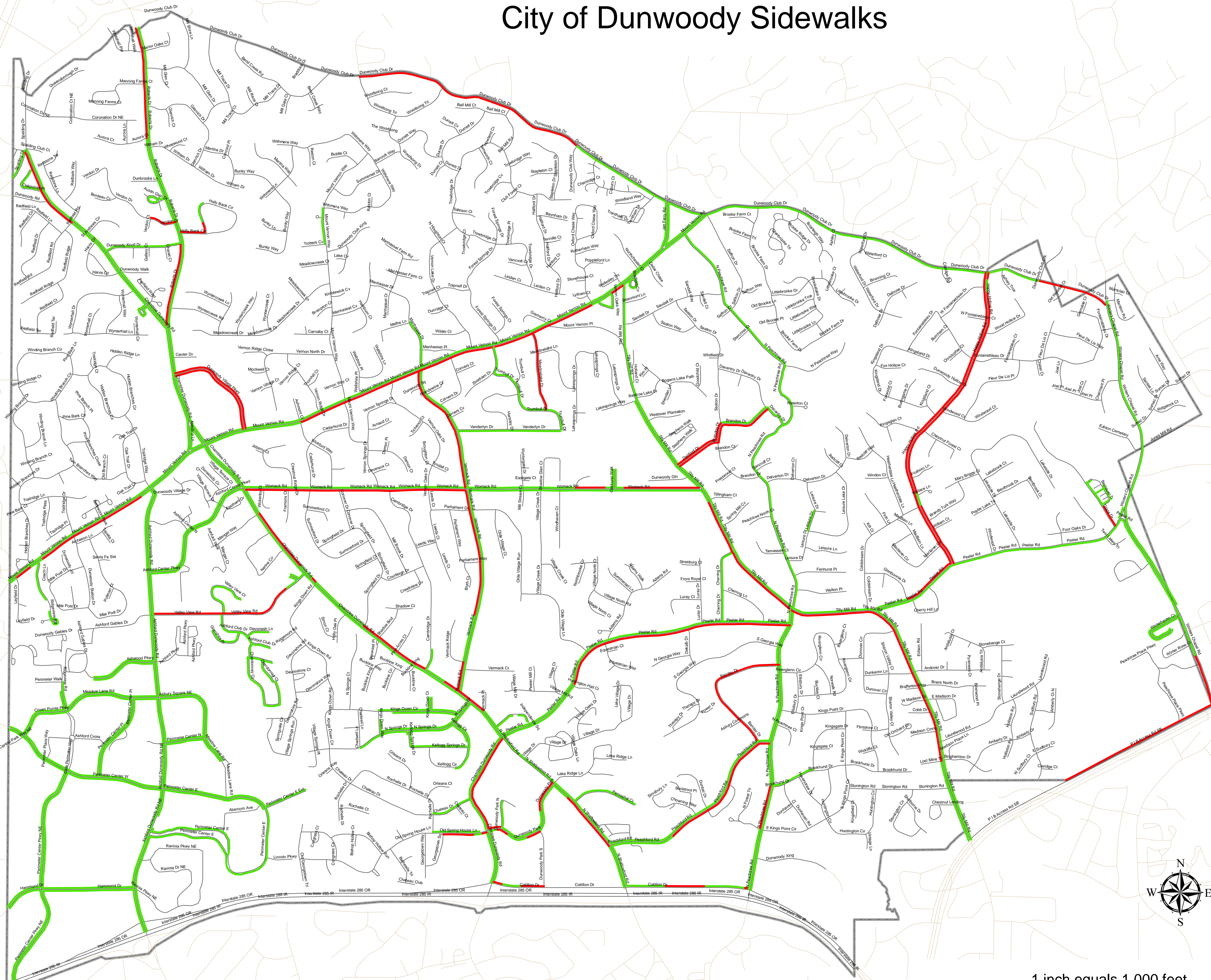
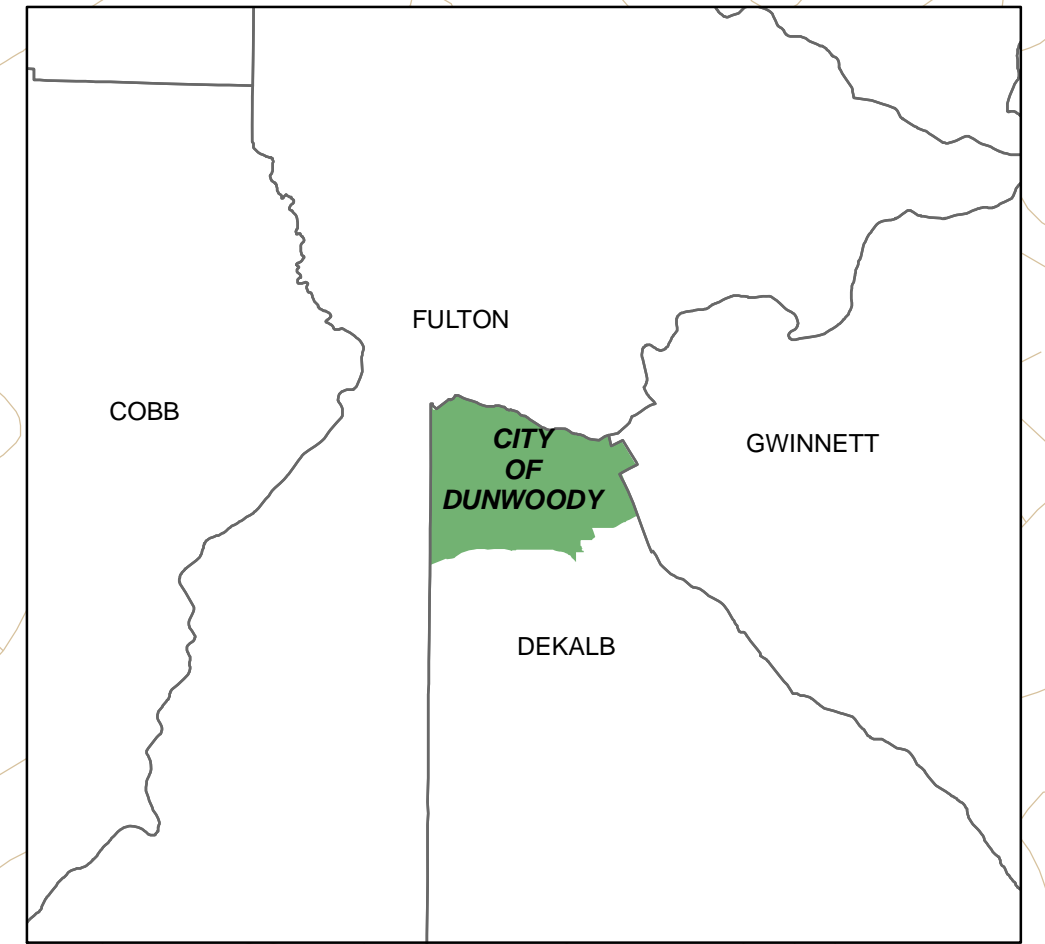
Column1	Column3	Column4	Column5	Column52	Column9	Column92	Column93	Column7	Column8	Column1	Column10	Column11	Column12	Column17	Column18
Location	From	To	School Walk Route	History of Accidents	Sidewalk on one side	Traffic Volume	Street Speed Limit	Existing Gap	Demonstrated Demand	Transit	Adjacent Land Use	No of other types of trip generators	Minimal Land Disturbance	Total	
Cotillion Rd WB	Gap at North Peachtree		0	0	6	4	2	2	2	1	0	1	3	21	Pusure w/GDOT
Cotillion Rd WB	Gap at Chamblee Dunwoody Rd		0	0	6	4	2	2	2	0	1	1	1	19	Pusure w/GDOT
Dunwoody Park WB	Dunwoody Park N	Chamblee Dunwoody Rd	0	0	6	2	0	2	2	2	1	1	3	19	
PIB Access Rd SB	Winters Chapel	Cel Apt.	0	0	6	4	2	0	2	2	1	1	0	18	Pusure w/GDOT
N Peachtree Rd SB	Brookhurst	N Forrest Trail	6	0	0	4	1	1	2	2	0	0	2	18	
Cotillion Rd WB	North Shallowford Rd	Dunwoody Park S	0	0	6	4	2	1	2	0	0	0	2	17	Pusure w/GDOT
Spalding Dr	Weldstone Court	Spender Trace	0	0	6	3	1	0	2	2	0	0	2	16	Coord. w/COSS
Dartford Dr. WB	Brendon Dr	Tilly Mill Rd	6	0	6	0	0	1	1	1	0	0	1	16	
Mount Vernon Rd EB	Vermack Rd	Vernon Oaks Way	6	0	0	6	1	0	0	2	0	0	1	16	
Womack Rd WB	Tilly Mill Rd	Oakhurst Walk	6	0	0	3	1	2	2	1	0	0	1	16	
Brendon Dr. WB	Saffron Dr	Dartford Dr	6	0	6	0	0	1	1	0	0	0	1	15	
Roberts Dr SB	Dunwoody Knoll	Chamblee Dunwoody Rd	6	0	0	4	1	1	0	1	0	0	2	15	
Mt. Vernon Rd EB	Layfield Dr.	Hidden Branches Dr.	0	0	0	6	1	2	2	0	0	1	3	15	
Mt. Vernon Rd EB	Vernon Oaks Way	Tilly Mill Rd	0	0	0	6	1	2	2	2	0	0	2	15	
Cotillion Rd WB	Gap west of First Baptist		0	0	6	4	2	1	0	0	1	0	0	14	Pusure w/GDOT
Meadowlake Dr NB	Trumbull Dr	Mt. Vernon Road	6	0	6	0	0	0	0	1	0	0	1	14	
Roberts Dr SB	City Limts	Aurora Ct	6	0	0	4	1	0	0	1	0	1	1	14	
Happy Hollow Rd NB	Exist. SW	Mt Vernon Rd	0	0	6	2	1	2	0	0	0	0	3	14	
Mount Vernon Rd EB	Hidden Branches Dr	Dunwoody Station	0	0	0	6	1	2	2	1	0	0	2	14	
Happy Hollow Rd NB	Peeler Rd	Foxboro Ln	0	0	6	2	1	0	2	1	0	0	2	14	
Mount Vernon Rd EB	Dunwoody Village	Vermack Rd	0	0	0	6	1	0	2	2	0	1	2	14	
Womack Rd. WB	Oakhurst Walk	Lakeland Woods	6	0	0	3	1	2	2	0	0	0	0	14	
Hensley Dr NB	Vanderlyn Dr	Trumbull Dr	6	0	6	0	0	0	0	0	0	0	1	13	
Dunwoody Club Dr EB	Ball Mill Rd	Dunwoody Club Way	0	0	6	2	1	1	0	0	0	1	2	13	Coord. w/COSS
Mount Vernon Rd EB	Dunwoody Station	Ashford Dunwoody Dr	0	0	0	6	1	0	2	1	0	1	2	13	
Dunwoody Park WB	Gap at Chamblee Dunwood Rd		0	0	0	2	0	2	2	2	1	1	3	13	
Old Sprng Hse Ln WB	Gap at Chamblee Dunwood Rd		0	0	6	2	0	2	0	0	0	1	2	13	
Vermack Rd SB	Mt Vernon Rd	Vanderlyn Dr	6	0	0	2	1	0	1	1	0	1	1	13	
Valley View Rd	Ashford Dunwoody Rd	Ashford Club Dr	0	0	6	1	0	1	2	1	0	1	1	13	
Happy Hollow Rd NB	Foxboro Ln	Wood Hollow Dr	0	0	6	2	1	0	2	0	0	0	1	12	
Peachford Rd EB	Creek	N Peachtree Rd	6	0	0	2	1	0	0	1	0	0	2	12	
Mount Vernon Rd	Vermack Rd	Dunwoody Village	0	0	0	6	1	0	2	0	0	2	1	12	
Dunwoody Park EB	Gap at Dunwoody Park N		0	0	0	2	0	2	2	2	1	1	2	12	
Barclay Rd SB	N Peachtree Rd	Peachford Rd	0	0	6	0	0	0	0	1	1	1	2	11	
Vermack Rd SB	Vanderlyn Dr	Womack Rd	6	0	0	2	1	0	1	0	0	0	1	11	
Womack Rd EB	Vernon Springs Dr	Vermack Rd	6	0	0	2	1	0	0	0	0	0	2	11	
Valley View Rd	Ashford Club Dr	Existing Sidewalk	0	0	6	1	0	0	2	0	0	1	1	11	
Holly Bark Circle	Roberts Dr.	Existing Sidewalk	6	0	0	0	0	2	2	1	0	0	0	11	
Dunwoody Park EB	Gap at Dunwoody Park S		0	0	0	2	0	2	2	2	1	0	2	11	
Ind. Square EB	Gap		0	0	6	0	0	2	0	0	0	0	2	10	
Glaze Dr	Peeler Rd	Bernauer Trace	0	0	6	0	0	2	0	1	0	0	1	10	
Cham. Dun. Rd NB	Dunwoody Park	N Shallowford Rd	0	0	0	5	1	1	0	0	1	1	1	10	

Vermack Rd SB	Womack Rd	Parliament Way	6	0	0	2	1	0	0	0	0	0	1	10
Cham. Dun. Rd NB	Vermack Place	Vermack Rd	0	0	0	5	1	2	0	0	0	0	2	10
Tilly Mill Rd SB	Tillingham Court	N Peachtree Rd	0	0	0	3	1	0	2	2	0	2	0	10
Tilly Mill Rd SB	N Peachtree Rd	Peeler Rd	0	0	0	3	1	1	0	2	1	1	1	10
Cham. Dun. Rd NB	Cambridge Dr	Springfield Dr	0	0	0	5	1	2	0	0	0	1	1	10
Cham. Dun. Rd. NB	Gap between Kings Down and Valley Veiw		0	0	0	5	1	2	0	0	0	1	1	10
N Shallowford Rd SB	Dunwoody Park	Peachford Rd	0	0	0	2	1	1	0	2	1	0	2	9
Kellogg Circle EB	Gap between existing and Kellogg Springs Dr		0	0	6	0	0	2	0	0	0	0	1	9
Kings Down Way NB	Gap at Kings Down Circle		0	0	6	0	0	2	0	0	0	0	1	9
Cham. Dun. Rd NB	Valley View Rd	Manget Way	0	0	0	5	1	1	0	0	0	1	1	9
Peeler Rd EB	Equestrian Way	N Peachtree Rd	0	0	0	3	1	0	0	2	0	1	2	9
N Shallowford Rd SB	Chamblee Dunwoody	Dunwoody Park	0	0	0	2	1	0	0	2	1	1	1	8
Dartford Dr. EB	Tilly Mill Rd	Brendon Dr	6	0	0	0	0	0	0	1	0	0	1	8
Cham. Dun. Rd SB	Spalding Dr	Redfield Dr	0	0	0	2	1	1	0	2	0	0	2	8
Mt. Vernon Way SB	Trotters Cove	Mt. Vernon Road	0	0	6	1	0	0		1	0	0	0	8
Vermack Rd SB	Existing Sidewalk	Chamblee Dunwoody Rd	0	0	0	2	1	2	0	1	0	0	2	8
Peeler Rd WB	Happy Hollow Rd	Glenbonnie Dr	0	0	0	3	1	0	0	2	0	1	1	8
Womack Rd EB	Chamblee Dunwoody	Vernon Springs Dr	0	0	0	3	1	1	0	0	0	1	2	8
Brendon Dr. EB	Dartford Dr	Saffron Dr	6	0	0	0	0	0	0	0	0	0	1	7
Tilly Mill Rd SB	Peeler Rd	Lost Mine Trail	0	0	0	3	1	0	0	2	0	0	1	7
Peeler Rd EB	Hungtinton Hall Ct	Equestrian Way	0	0	0	2	1	0	0	2	0	0	0	5
Old Sprng Hse Ln WB	Gap at Georgetown Square		0	0	0	1	0	2	0	0	0	1	0	4
Vermack Rd SB	Parliament Way	Existing Sidewalk	0	0	0	2	1	0	0	0	0	0	1	4
Kellogg Circle WB	Gap at Kellogg Springs Dr		0	0	0	0	0	2	0	0	0	0	1	3
Kings Down Circle EB	Gap at Kings Down Way		0	0	0	0	0	2	0	0	0	0	1	3

- Projects to be deferred until funding can be coordinated with outside agency
- School Walk Zones
- No sidewalk present on either side of street

# City of Dunwoody Sidewalks

Location Map



**Legend**

- Dunwoody Roads
- City of Dunwoody
- Sidewalks**
- EXISTING
- FUTURE



1 inch equals 1,000 feet



**City of Dunwoody Public Works Department**  
**41 Perimeter Center E, Suite 250**  
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**Application for Residential Sidewalk District**

This is an application for establishing a residential sidewalk district along public streets in the City of Dunwoody. Under this petition program, sidewalks can be constructed on residential streets with the approval of the owners of 51 percent of the property abutting those sidewalks. A sidewalk tax assessment is used to pay for the cost of sidewalk installation. If your request is found to meet the requirements of this program, a cost estimate and petition will be returned to you for use in obtaining the necessary consent from the affected property owners.

**Name:** Last \_\_\_\_\_ First \_\_\_\_\_ Middle Initial \_\_\_\_\_

**Street Address:**

\_\_\_\_\_

**Phone:** Home \_\_\_\_\_ Work \_\_\_\_\_

**Describe the limits of the proposed sidewalk, making sure to specify ending points as well as what side of the street you are interested in:** \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Is the proposed sidewalk supported by any neighborhood or community associations?**

**Yes (Provide contact information):** \_\_\_\_\_  **No**

\_\_\_\_\_

\_\_\_\_\_

**Will the proposed sidewalk connect to any existing sidewalks?**

**Yes**       **No**

**Will the proposed sidewalk be used for walking to schools or shopping?**

**Yes**       **No**

**Signature:** \_\_\_\_\_

**Date:**

\_\_\_\_\_

*If you have any questions about this application, please contact the City of Dunwoody at (678) 382-6850. Return the completed application to City of Dunwoody Public Works Department, 41 Perimeter Center E, Suite 250, Dunwoody, GA 30346.*

**City of Dunwoody Public Works D**  
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**PETITION FOR SIDEWALK**

Name of Street where sidewalk is requested: \_\_\_\_\_

Side of Street where sidewalk is requested: \_\_\_\_\_

Beginning and end points:

\_\_\_\_\_

We, the undersigned, do hereby record our preference on the installation of sidewalk adjacent to our property, which would be constructed within the public right-of-way and conform to the design and safety standards as determined by The City of Dunwoody, Department of Public Works. We do hereby acknowledge that all of the adjacent property owners will be assessed for the cost of this sidewalk. The cost paid by each property owner will be determined by multiplying the per foot cost of the entire project by the lineal feet of road frontage of each property.

<b>Printed Name</b>	<b>Signature</b>	<b>Property Street Address</b>	<b>Write Yes/No</b>	<b>Date</b>

Neighborhood: \_\_\_\_\_

Page \_\_\_\_\_ of \_\_\_\_\_