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**MEMORANDUM**

**To:** Mayor and City Council

**From:** Michael Smith, Public Works Director

**Date:** 4/1/2013

**Subject:** **Discussion of Sidewalk Improvement Plan Update**

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**ITEM DESCRIPTION**

Discussion of Sidewalk Improvement Plan Update

**BACKGROUND**

The City adopted a Sidewalk Improvement Policy in 2010 that identified over 20 miles of sidewalk to be constructed in order to provide a safer and more connected pedestrian environment. The plan prioritized sidewalk segments for funding based on a ranking system that considered a number of factors including proximity to schools and other destinations, demonstrated demand, and safety. A copy of the adopted Sidewalk Improvement Policy is included for reference purposes.

Since the initial plan was adopted the City has completed or is in the process of constructing a little over 6 miles of sidewalk, addressing many of the most pressing pedestrian needs. In the 3 years since the first prioritized list was developed, Public Works has also identified several new segments for future funding consideration in response to citizen requests, new land development or in order to complete the sidewalk network on both sides of all arterial and collector roads in the City. As with the original project list the only neighborhood streets that are listed on the City project list are streets located on a school walking route or streets where there is a gap in already existing sidewalks.

A suggested update to the prioritized sidewalk project list is attached to this memo. Projects funded and in progress are shown in blue and projects that are recommended to be added to the original list are shown in orange. Subsequent to the discussion at the March 11<sup>th</sup> Council Work Session, the list has been updated by removing completed projects, deleting the project on the west side of Dartford Drive and updating the scoring for Mount Vernon Way based on citizen input.

**RECOMMENDED ACTION**

Staff recommends adoption of the updated sidewalk project list.

**ATTACHMENT A: Prioritized Sidewalk Project List**

#1.5.	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	North Shallowford Rd	Dunwoody Park S	6	0	6	4	2	1	2	0	0	0	2	23
	Cotillion Rd WB	Gap at North Peachtree		0	0	6	4	2	2	2	1	0	1	3	21
	Cotillion Rd WB	Gap at Chamblee Dunwoody Rd		0	0	6	4	2	2	2	0	1	1	1	19
	Brendon Dr. WB	North Peachtree Rd	Davantry Dr	10	0	6	0	0	1	1	0	0	0	1	19
	PIB Access Rd SB	Gap at 6890 & 6840 Pl	Cel Apt.	0	0	6	4	2	0	2	2	1	1	0	18
	Dartford Dr. WB	Brendon Dr	Tilly Mill Rd	6	0	6	0	0	1	1	1	0	0	1	16
	Perimeter Center East NB	Gap at Perimeter Center East Ext.		0	0	6	1	1	2	1	2	0	1	1	15
	Cotillion Rd WB	Gap west of First Baptist		0	0	6	4	2	1	0	0	1	0	0	14
	Perimeter Center East SB	Gap at 41 Perimeter Center East		0	0	6	1	1	0	0	2	0	0	1	11
	<b>School Routes</b>														
	Meadowlake Dr NB	Trumbull Dr	Mt. Vernon Road	10	0	6	0	0	0	2	1	0	0	1	20
	Mount Vernon Rd EB	Existing Sidewalk	Vermack Rd	6	0	0	6	1	0	2	2	0	1	2	20
	Barclay Rd SB	N Peachtree Rd	Peachford Rd	6	0	6	0	0	0	1	1	1	1	2	18
	Mount Vernon Rd EB	Vermack Rd	Vernon Oaks Way	6	0	0	6	1	0	1	2	0	0	2	18
	Vermack Rd SB	Vanderlyn Dr	Womack Rd	10	0	0	2	1	0	2	0	0	0	2	17
	Hensley Dr NB	Vanderlyn Dr	Trumbull Dr	8	0	6	0	0	0	2	0	0	0	1	17
	Mt. Vernon Way SB	Trotters Cove	Mt. Vernon Road	6	0	6	1	0	0	1	1	0	0	1	16
	Womack Rd EB	Cambridge Dr	Leeds Court	10	0	0	2	1	0	2	0	0	0	1	16
	Tilly Mill Rd SB	Tillingham Court	N Peachtree Rd	6	0	0	3	1	0	2	2	0	2	0	16
	Vermack Rd SB	Mt Vernon Rd	Vanderlyn Dr	8	0	0	2	1	0	2	1	0	1	1	16
	Womack Rd EB	Chamblee Dunwoody	Vernon Springs Dr	6	0	0	3	1	1	2	0	0	1	2	16
	Peachford Rd EB	Dunbar Dr	N Peachtree Rd	8	0	0	2	1	0	2	1	0	0	2	16
	Vermack Rd SB	Womack Rd	Parliament Drive	10	0	0	2	1	0	2	0	0	0	1	16
	Spalding Dr	Chamblee Dunwoody	Coronation Drive	6	0	0	3	1	0	2	2	0	0	1	15
	Roberts Dr SB	City Limts	Aurora Ct	6	0	0	4	1	0	1	1	0	1	0	14
	Womack Rd. WB	Oakhurst Walk	Lakeland Woods	6	0	0	3	1	2	2	0	0	0	0	14
	Cham. Dun. Rd SB	Spalding Dr	Redfield Dr	6	0	0	2	1	1	0	2	0	0	2	14
	Womack Rd WB	Tilly Mill Rd	Oakhurst Walk	6	0	0	3	1	2	0	1	0	0	1	14
	Tilly Mill Rd SB	Peeler Rd	Lost Mine Trail	6	0	0	3	1	0	0	2	0	0	1	13
	Holly Bark Circle	Roberts Dr.	Existing Sidewalk	8	0	0	0	0	2	2	1	0	0	0	13
	Village Creek Dr	Womack Rd	Village Creek Ct	6	0	6	0	0	0	1	0	0	0	0	13
	Vermack Rd SB	Parliament Drive	Existing Sidewalk	6	0	0	2	1	0	2	0	0	0	1	12
	<b>Non-School</b>														
	Mount Vernon Place EB	Mount Vernon Rd	Falkirk	0	0	6	1	1	2	2	1	0	0	1	14

**ATTACHMENT A: Prioritized Sidewalk Project List**

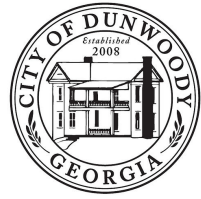
Old Sprng Hse Ln WB	Gap at Chamblee Dunwood Rd		0	0	6	2	0	2	0	0	0	1	2	13
Happy Hollow Rd NB	Windwood Ct	Existing Sidewalk	0	0	6	2	1	1	2	0	0	0	1	13
Mount Vernon Place EB	Falkirk	Tilly Mill Rd	0	0	6	1	1	2	2	0	0	0	1	13
Dunwoody Park EB	Gap at Dunwoody Park N		0	0	0	2	0	2	2	2	1	1	2	12
Valley View Rd	Ashford Club Dr	Existing Sidewalk	0	0	6	1	0	1	2	0	0	1	1	12
N Shallowford Rd SB	Dunwoody Park	Peachford Rd	0	0	0	2	1	2	0	2	2	1	2	12
Cham. Dun. Rd. NB	Dunwoody Park	N. Shallowford Rd.	0	0	0	5	1	1	0	0	1	1	2	11
Dunwoody Park EB	Gap at Dunwoody Park S		0	0	0	2	0	2	2	2	1	0	2	11
N Shallowford Rd SB	Chamblee Dunwoody	Dunwoody Park	0	0	0	2	1	1	0	2	2	1	1	10
Cham. Dun. Rd NB	Vermack Place	Vermack Rd	0	0	0	5	1	2	0	0	0	0	2	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
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
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	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
Roberts Dr SB	Dunwoody Knoll	Chamblee Dunwoody Rd	0	0	0	4	1	1	0	1	0	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
Peeler Rd WB	Glaze Dr	Happy Hollow Rd	0	0	0	3	1	0	0	2	0	1	2	9
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
Dunwoody Club WB	Gap at Dunwoody Club Creek		0	0	0	2	1	2	0	0	0	0	2	7
Dunwoody Club Dr EB	Mill Shire Ln	Bend Creek Rd	0	0	0	3	1	0	1	0	0	0	1	6
Dunwoody Club Dr EB	Woodsong Trail	Ball Mill Dr	0	0	0	3	1	0	1	0	0	0	1	6
Tilly Mill Rd SB	Mount Vernon Rd	Mount Vernon Place	0	0	0	2	1	1	0	1	0	0	1	6
Tilly Mill Rd SB	Mount Vernon Place	Lakesprings Way	0	0	0	2	1	1	0	0	0	1	1	6
Dunwoody Club Dr EB	Bend Creek Rd.	Woodsong Trail	0	0	0	3	1	0	1	0	0	0	0	5
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
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
Happy Hollow Rd SB	Dunwoody Club Dr	Fontainebleau Dr	0	0	0	2	1	0	0	0	0	0	0	3
Happy Hollow Rd SB	Fontainebleau Dr	Coldstream Dr	0	0	0	2	1	0	0	0	0	0	0	3
Happy Hollow Rd SB	Coldstream Dr	Peeler Rd	0	0	0	2	1	0	0	0	0	0	0	3

#	Safe Routes To School Grant Funding	Total Miles Since Program Inception	21.6
#	Completed	Total Miles Comp. or In Progress	7.2
#	In Progress	Mileage of Segments to be added	4.9
#	Added		
#	Removed		



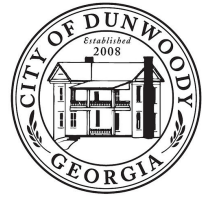
CITY OF DUNWOODY  
PUBLIC WORKS DEPARTMENT  
*SIDEWALK IMPROVEMENT POLICY*

Version 2010.10.25



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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

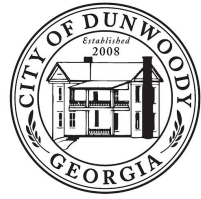
The goals of the city sidewalk improvement program are to improve:

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.



## C. Project Prioritization

The Public Works Department will update the priority list of sidewalk projects annually and sort the project list into three categories:

1. Projects for which outside funding will be sought before spending City funds
2. Projects in school walking zones
3. Projects outside of school walking zones

Each year, the Mayor and Council will determine during the budgeting process how sidewalk capital funds will be allocated between categories 2 and 3. The Public Works Department will present for Mayor and Council approval, the recommended project list for that year based on the funding allocation, estimated cost and constructability. 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.

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. 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 (*Approx.25% of Total Score*)

#### A. School Walk Route (6-10 points)

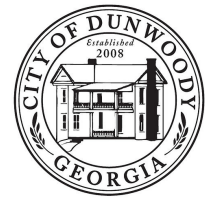
School walk routes address safety as well as pedestrian demand. Schools generate pedestrian demand particularly within the zone where the school system does not provide bus service. As pedestrians, children are particularly vulnerable. Sidewalks in these areas benefit the health and safety of the children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

- i. Six to ten 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.
  3. Points assigned will vary between 6 and 10 based on the potential number of walkers and the distance to the school.

### 2. Pedestrian Safety (*~50% 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 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.

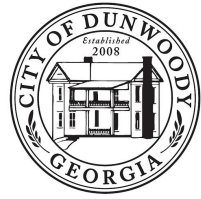
- i. Points are assigned based on the posted speed limit of the adjacent street as follows:

45 mph or greater-2 points
26-44 mph-1 point
25 mph or less-0 point

**3. Connectivity/Pedestrian Demand (20% 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.
- 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.

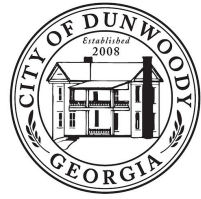
2 or more trip generators -2 points

1 trip generator-1 point

**4. Constructability (~5% 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

**City of Dunwoody Public Works Department**  
**41 Perimeter Center E, Suite 250**  
**Dunwoody, GA 30346**  
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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.

## **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.