



4800 Ashford Dunwoody Road
 Dunwoody, Georgia 30338
 dunwoodyga.gov | 678.382.6700

MEMORANDUM

To: Mayor and City Council

From: Michael Smith, Public Works Director

Date: December 14, 2020

Subject: **Discussion of Bicycle and Pedestrian Policies**

BACKGROUND

The City Council has expressed interest in developing a long-range plan specific to bicycle and pedestrian transportation. The two primary components of these types of plans are project recommendations and policy goals. There are many project and policy recommendations in the city's transportation plan and other various adopted city plans that would form the baseline for a bicycle and pedestrian plan. Specific to pedestrian projects, the city has an established sidewalk improvement program and has previously adopted a pedestrian safety action plan. For bicycle projects, staff presented a bicycle facility plan to the City Council in September.

Following is an outline of policy considerations. Some of which the city is already implementing and some which the City Council may want to consider incorporating into a bicycle and pedestrian plan.

DISCUSSION

Regional Policy Framework

Walk. Bike. Thrive!, the Atlanta Regional Commission's bicycle and pedestrian plan for the region outlines the following strategies:

1. Focus investments in communities and activity centers.
2. Address safety and equity issues.
3. Work closely with transit providers.
4. Pursue a strategy of relentless incrementalism.
5. Lead the development of the regional trail system.

Dunwoody's current policies and practices are consistent with the regional strategies. For example, the city's sidewalk improvement program gives higher priority to projects near activity centers and factors in safety and proximity to transit. The city is also active in making connections to surrounding jurisdictions and the regional trail system.

Current City Policy



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The following policies and action items are commonly found in other cities' bicycle and pedestrian plans and are currently in practice in Dunwoody:

Common Policy Recommendations in Other Cities' Plans	Applicable Dunwoody Policy
Integrate bicycle considerations into all roadway projects/Enable room for bicycle facility or wide shoulder on transportation projects/Implement complete streets standards	Complete Streets Policy
Formalize re-striping policy to consider striping for bike lanes and other improvements	Complete Streets Policy
Increase bicycle parking requirements in all zoning districts	City Zoning Code
Evaluate regulations for bicycles on sidewalks	City Code
Require development to construct sidewalk on frontage	City Code except single-family rebuilds
Adopt National Association of City Transportation Officials (NACTO) Urban Street Design Guide	Referenced in city design standards and city design RFPs Also referenced in GDOT standards
Emphasize education but also conduct crosswalk enforcement	See & Be Seen Campaign, Safety Month Publicity, VRU Enforcement
Consider more radar speed detection	Traffic Calming Policy
Public Art	Art Master Plan

Action Items in Other Cities' Plans	Dunwoody Initiative
Wayfinding Signage	Gateway and wayfinding plan
Achieve Bicycle Friendly City Status	Application submitted
Public Awareness Campaign	See & Be Seen Campaign, Safety Month Publicity VRU Ordinance Awareness
Achieve Walk Friendly City Status	Proposed in Sustainability Plan Update
Adopt Stand Alone Pedestrian Plan	Sidewalk Improvement Policy Pedestrian Safety Action Plan

Other Ideas for Consideration



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- Clarify zoning code regarding allowing paved paths in transitional buffers
Staff comment: Dunwoody's code currently states the following regarding transitional buffers:
 "No buildings or parking areas may be located in required transition yards.
 Breaks for motorized and non-motorized transportation access are allowed."
 The word "breaks" could be interpreted to mean a perpendicular break across the transitional buffer rather than allowing a path to be located longitudinally within the buffer. The code language should be clarified if the city's intent is to allow transitional buffers to be used for paved paths.
- Update residential sidewalk petition program/adopt ordinance requiring sidewalks to be constructed in residential zoning districts
Staff comment: The City Council has indicated a desire to expand the city's sidewalk improvement program to more neighborhood streets when the collector and arterial street sidewalk network is closer to completion. Staff proposes to incorporate a neighborhood sidewalk program into the sidewalk improvement policy as part of the process of adopting a bicycle and pedestrian plan.
 The city's code currently requires sidewalks to be constructed for new developments except in the case of residential teardowns and rebuilds when the net number of houses or lots does not change. Once the neighborhood sidewalk program is adopted, the City Council may want to remove the exemption for residential rebuilds on streets that are identified for sidewalks in the neighborhood sidewalk program.
- Consider a bike share program
Staff comment: The city could consider promoting a bike share program in partnership with the Perimeter Community Improvement District as more dedicated facilities are completed particularly around the Dunwoody MARTA station. Completing the connection between Georgetown and Perimeter would also help make a bike share program viable.
- Integrate education programs into schools
Staff comment: This would require additional staff resources and coordination with the school system.

PROPOSED NEXT STEPS

Staff proposes the following action items to move towards completion of a long-range plan specific to bicycle and pedestrian transportation:

1. Develop policies for the location and design of crosswalks at non-signalized locations.
2. Update policies on inclusion of local neighborhood streets in the city's sidewalk improvement program.
3. Develop an implementation plan for bicycle facilities.

As each of these items is developed, they would be presented to the City Council individually for discussion and adoption. As a final step, adoption of a bicycle and pedestrian plan would incorporate these and any other policy preferences that the City Council decides to adopt along with a project implementation plan.

Atlanta Regional Commission Bicycle and Pedestrian Plan



Strategies

1. Focus investments in communities and activity centers
2. Address safety and equity issues
3. Work closely with transit providers
4. Pursue a strategy of relentless incrementalism
5. Lead the development of the regional trail system

