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To: Mayor and City Council
From: Richard McLeod, Director of Community Development
Date: May 22, 2023
Subject: PATH Trail Master Plan

ITEM DESCRIPTION

Presentation of the PATH Trail Master Plan for trails for the Dunwoody area.

BACKGROUND

The City of Dunwoody enlisted the help of the PATH Foundation in the fall of 2022 to develop a master plan of trails throughout the city. PATH Foundation worked with the “working group” made up of several staff members, the PCID, and the citizens for feedback.

The working group and the team from PATH held 4 meetings and PATH held one public outreach event at Light Up Dunwoody. In addition, PATH held two public input sessions and had two public surveys in developing the master plan. There were several comments from the public at multiple city council meetings.

The staff had received comments from the mayor and the council from the presentation of the draft master plan on April 24, 2023, and several of those comments were included in the final version presented tonight. One of the biggest changes was to take away the “model mile” project from the plan. Also, the changes include the removal of the trail spur into Brooke Farm, changes to the language on N1 and N2 to say that removal of hard surfaced trail east of the boardwalk to Meadowcreek Lane, a new section that explains the process of the public steps of how a trail comes to the fruition, and removed a section of E7 has been removed from the section of Doraville.

The City-planned projects were moved to Phase I of the priority list of projects covering the 5 year implementation timeline and most of the Phase II were brought in to the priority list to round out the 10 years implementation plan. The funding of most of these in Phase II are not complete.

PATH Foundation will present the revised Master Plan of Dunwoody Trails to the city council.

Lynn Deutsch Mayor
Eric Linton ICMA-CM City Manager
Sharon Lowery CMC City Clerk

Catherine Lautenbacher City Council Post 1
Rob Price City Council Post 2
Tom Lambert City Council Post 3

Stacey Harris City Council Post 4
Joe Seconder City Council Post 5
John Heneghan City Council Post 6



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RECOMMENDATION

The working group recommends approval of the PATH Trail Master Plan.

ATTACHMENTS

PATH Trial Master Plan

Lynn Deutsch Mayor
Eric Linton ICMA-CM City Manager
Sharon Lowery CMC City Clerk

Catherine Lautenbacher City Council Post 1
Rob Price City Council Post 2
Tom Lambert City Council Post 3

Stacey Harris City Council Post 4
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John Heneghan City Council Post 6

DUNWOODY TRAIL MASTER PLAN



DRAFT:
May 22, 2023

Packet page....

Dunwoody Trail Master Plan

DRAFT:
May 22, 2023

Prepared for:



Prepared by:



Acknowledgment

The Dunwoody Trail Master Plan Working Group

City Staff

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| Paul Leonhardt | Deputy Community Development Director/ Planning & Zoning Manager |
| Michael Smith | Public Works Director |
| Brent Walker | Parks and Recreation Director |
| Jennifer Boettcher | Communications Director |
| Michael Carlson | Deputy Chief of Police |
| Jonathan DiGioia | Safe Streets Program Manager |

Perimeter Community Improvement Districts (Perimeter CID)

| | |
|--------------|------------------------------------|
| Ann Hanlon | Executive Director |
| Johann Weber | Perimeter Connects Program Manager |

Other Stakeholders

| | |
|---------------|--|
| Bob Fiscella | Citizen, Dunwoody Homeowners Association President |
| Erika Harris | Citizen, Planning Commission |
| Jason Metzger | Citizen, Sustainability Committee Member |

PATH Foundation

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| Greta deMayo | Executive Director |
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| Susie Wold | Landscape Architectural Designer |
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Executive Summary

Trails provide many benefits for improved physical health, improved mental health, greener commutes, and linear parks. When planned and designed carefully, trails can bridge divides between communities and strengthen bonds within them. Trails require the support of local governments and their public and private funding partners—an important step in this direction is the creation of this trail master plan. Dunwoody sits at a regional crossroads and its trail master plan will play an important role in helping make the Atlanta region the most trail connected metropolis in America.

Dunwoody has many highly desirable neighborhoods—some made up of single-family homes, others focused on townhome and apartment communities, both also containing charming shopping and dining districts. Dunwoody is also home to the dynamic Perimeter Center and its retail, office and residential complexes drawing employees and visitors from around the region. Built largely in the mid to late 20th century, however, the automobile dominated urban form tends to make the simple enjoyments of biking and walking challenging and often only comfortably possible in the immediate neighborhood.

The Dunwoody Trail Master Plan proposes an alternative vision where Dunwoody residents gain access to their desired destinations via a network of people-oriented trails anchored by greenways. This network, to be called the Dunwoody Trailway, was laid out by the PATH Foundation under the direction of city staff and elected officials and vetted with key stakeholders and the public through a series of public meetings. The resulting Plan is action-oriented—as soon as this Plan is adopted by City Council, it recommends convening an implementation committee and starting Phase One of implementation.

Greenways form the backbone of the Plan because they provide the safety and enjoyment necessary to entice Dunwoody residents outside and away from the noise and pollution of vehicle traffic. Where greenways are not possible, the Plan recommends sidepaths or cycletracks. Sidepaths are 10-12 feet wide, two-way multiuse pathways separated from vehicular traffic by wide landscape buffers. Cycletracks typically adjoin sidewalks at curb height but separate two-way pedestrian travel from one-way bicycle travel.

To reach into neighborhoods along suburban streets and cul-de-sacs with low traffic volumes and speeds, The Dunwoody Trailway will employ a strategy known as “calm streets.” Calm streets are designed in collaboration with neighborhood residents to slow drivers down and reduce the likelihood of injury-crashes while making walking and biking more enjoyable. Strategies such as “chicanes,” speed cushions, signage/street markings, and dynamic vehicle speed indicators are all possible candidates.

Implementation of the Plan is envisioned in a three-phase program of projects taking more than 10 years to complete. The first phase encompasses City-programmed trails with implementation timelines up to 2028, followed by a second phase of prioritized projects. Projects in these two phases are estimated to cost \$50.2M (excluding acquisition costs). At Year 8, PATH recommends that Dunwoody begin a Trail Master Plan Update to measure progress, make necessary alignment adjustments and update the estimated costs.

8.5 miles

to be completed by 2032 for an estimated cost of

\$51.6M

3.5 miles Existing Trails

29.5 miles Planned Trails

35.0 miles Proposed Trails

Total Dunwoody Trailway system:

68.0 miles

Connecting:

9 Parks

11 Schools

7 Shopping Centers

2 MARTA Stations

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01 INTRODUCTION



1 Introduction

Cities across America are awakening to the value of trails. Trails have many benefits including promoting health, improving environmental metrics, encouraging high-quality economic development, and providing alternatives to driving on increasingly congested roads. To focus their efforts to build a trail system, the City of Dunwoody hired the PATH Foundation to create the Dunwoody Trail Master Plan and embark on a ten-year initiative to begin to connect residents, businesses, and visitors to a safe and inviting trail network.

The Dunwoody Trail Master Plan is action-oriented. The enthusiasm for trails built up during this seven-month planning effort should be followed immediately by the implementation of programmed trail projects. These projects will help Dunwoody residents, experience firsthand the promise of trails in their community and build the momentum necessary for completing the Dunwoody Trailway network.

Plan Rationale and Goal

The City of Dunwoody came of age in the automobile-centric planning era of the mid-1900s. The automobile provided people the opportunity to live suburban lifestyles with large comfortable homes on spacious lots with grass and trees – perfect for raising families. Suburban homes were typically built on cul-de-sacs and non-linear streets that meandered through neighborhoods without sidewalks. This meant that travel away from the home nearly always happened in automobiles. The neighborhoods were accessed by roads that had once been country lanes that were (and remain) relatively narrow and quickly become congested at commuting times of the day. When walking or biking did occur, it happened in the street and was confined to the immediate neighborhood.

Over time, Dunwoody has added sidewalks along most of its main roads. Sidewalks in suburban environments like Dunwoody, however, are designed as much around motorist needs as pedestrian or wheelchair-user needs. With a few notable exceptions including in the Perimeter Center district, sidewalks in Dunwoody are typically narrow, with little buffer from the roadway. To provide for bicycle riders, many suburban cities like Dunwoody have begun to install bike lanes (typically 4 or 5-feet wide) adjacent to travel lanes, many of which merge with car traffic at busy intersections and/or end suddenly forcing riders into shared lanes. But bike lanes have no lateral protection or grade separation

making riders vulnerable to distracted motorists. Adding to the challenge is that Dunwoody’s typical mid-century building design sets desired destinations well back from the road and fronted by large parking lots that are unpleasant to walk, bike or wheelchair across.

Compared to legacy sidewalks and bike lanes, trails are designed primarily for people walking, biking and/or using wheelchairs. They are necessary because the vast majority of Dunwoody residents and visitors simply will not even consider walking, biking, or being in a wheelchair next to speeding traffic and exhaust fumes as is the case with typical sidewalks and bike lane design. A well-designed trail network is appealing and increases the desire to travel outside on foot, by bike or in wheelchairs to reach nearby destinations. Evidence for this comes from a survey of Dunwoody residents conducted as part of the master planning process, which predicts that up to 93% more people would use trails daily and up to 78% would use trails frequently if the trail network were within a 10-minute residential walk (See Chapter 2 for details). In Dunwoody there is a strong latent desire for trails.



Trails provide opportunities for safe and viable alternative transportation options.

Trails provide alternatives to car dependency and bring the health, environmental, economic and cultural benefits that Dunwoody will need to remain a desirable place to live and do business in the 21st century.



Trails support healthy lifestyles and vibrant communities.

As determined through the master planning process described in this document,

The goal for the Dunwoody Trail Master Plan is to connect Dunwoody residents to key destinations such as schools, parks, and shopping centers by building a variety of safe and inviting trails that respect the natural setting and enhance property values.

Dunwoody Today — The Raw Material

Dunwoody is now largely built out; very little greenspace remains for new development. This reality has two impacts on the creation of a trail master plan. One, what greenspace remains runs along streams and floodplains at the backside of properties where regulation prohibits building. These backyard greenspaces are cherished by owners of adjacent parcels, but they are often untended and subject to hosting invasive plants and animals that further

threaten native species. Two, economic growth now happens through re-developing existing parcels – typically by building larger and taller structures that serve greater numbers of people. This equates to more traffic congestion unless alternatives (such as trail and transit networks) are provided. The trail segments, described in Chapter 3, navigate these impacts to create a feasible, politically supported trail network.

Dunwoody’s suburban form is crisscrossed with arterial roads. Some of these are very wide, such as Ashford-Dunwoody, which has as many as 11 travel lanes (like the intersection with Hammond Drive). Most roads outside the Perimeter Center area are configured with two travel lanes. As Dunwoody sits at the intersection of Georgia 400 and I-285, and has some of the region’s most desirable office and retail destinations, all arterials are prone to traffic congestion at certain times of the day. Historically, local governments and their state and regional partners have responded to traffic congestion by widening roads but given Dunwoody’s complete build out, this is no longer feasible or desirable. Instead, planners are using trails to encourage people to walk or bike for short trips to nearby destinations and transit to go longer distances. Since the early 2000s, Dunwoody has pursued a strategy to build a network of bike lanes along arterial roads and has begun to build a trail network in Brook Run Park that has proven to be very popular (see map in Ch. 2.3).

Dunwoody Tomorrow — The Trail Network Completed

The Dunwoody Trail Master Plan proposes a safe and inviting trail network – the Dunwoody Trailway - that connects to key destinations identified in public outreach and where 73% of Dunwoody residents have access to a trail within a 10-minute walk of their homes (see Chapter 2 for the methodology).

The Dunwoody Trail Master Plan expands greenway trail opportunities and, in many instances, converts at-grade bike lanes (where distracted driving is a distinct threat) into much more inviting grade-separated sidepaths and cycle tracks. It calls for a 68.7 mile network comprised of existing trails, programmed trails (where funding has been identified), and 35 miles of planned trails (where funding will be identified). See Chapter 3 for trail network segment definitions.

It is important to note that this plan is not intended to address all of the pedestrian and bicycle rider needs of Dunwoody. As many residents will live on non-trail network streets, City staff must continue to plan and build sidewalks

and bike infrastructure to provide safe access to the Dunwoody Trailway as well as a safe and inviting experience once on the network.

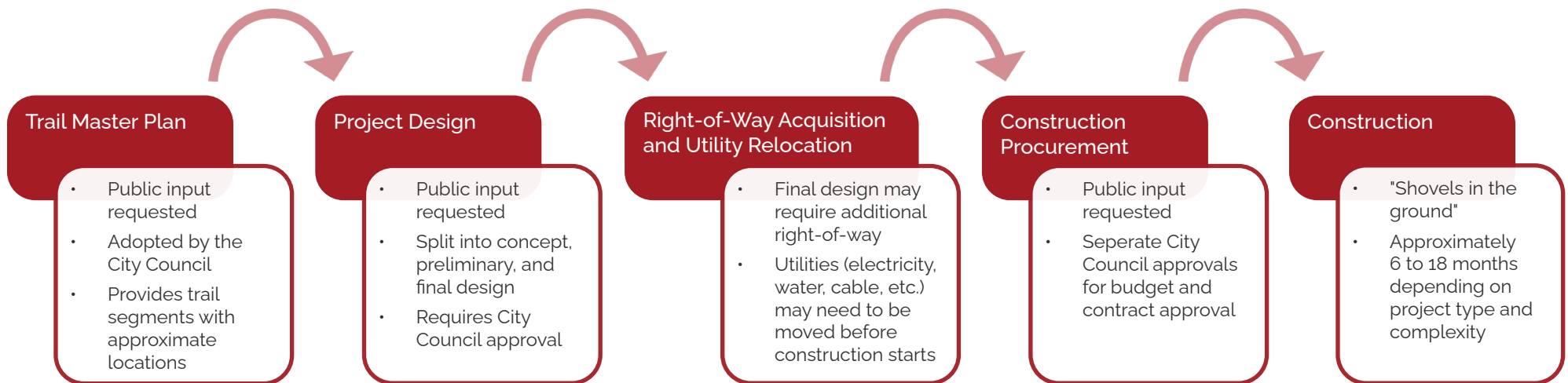
The Dunwoody Trailway will require a multi-year implementation effort. It begins with a 10-year, two phase program detailed in this plan that focuses on providing trail access to destinations identified by Dunwoody residents in the planning process. The 10-year program aligns estimated costs and funding opportunities and lays out high-level scopes of work tied to a 10-year budget projection (see Chapter 4). While the Dunwoody Trail Master Plan plots the entire Dunwoody Trailway network, the 10-year program does not complete the network. The remaining “Phase 3” projects a master plan update that is recommended to be undertaken in 2031 to evaluate progress and plan a subsequent implementation program.

The *Dunwoody Trail Master Plan* is presented in five sections, and after this introduction, includes the methodology for placing trails (Chapter 2); a description of trail segments by zone within the city (Chapter 3); an implementation strategy describing phasing, organizational structures and funding strategies (Chapter 4); and branding and design standards that will make all segments of the Dunwoody Trailway readable as a cohesive network (Chapter 5).

Life of a Trail Project — An Iterative Community Process

It is important to note that incorporation of a trail segment into the Trail Master Plan is only the beginning of a project implementation process that provides multiple opportunities for community participation. Specific aspects, such as final location, width, and tree selection are identified during project design. When a project moves into the design phase, City Council approves funding as part of the budgeting process. A design consultant presents concept design alternatives at a public meeting for community input and Council approval. Only after a concept design is approved, does the project move into the preliminary and final design stages of implementation.

Unlike greenfield sites, construction in Dunwoody must consider the existing built environment. The acquisition of right-of-way, where necessary, and utility relocation needs are informed by the final design, and can take significant time. Once preliminary work is complete, the City Council approves funding for trail construction at a public meeting as part of the budgeting process. City staff then requests bids from contractors and selects a candidate based on qualifications and the cost proposal. Council then approves the construction contract in a public meeting. As each trail segment moves through design and construction processes, there are , multiple opportunities for community input and project adjustment by elected officials.



02 MASTER PLANNING PROCESS



2 Master Planning Process

This chapter begins with a section overviewing the trail master planning process and is followed by sections describing each component.

2.1 Overview of The Trail Master Planning Process

The City of Dunwoody intends to develop a multi-use trail network connecting Dunwoody neighborhoods to key destinations within city limits and beyond. To help realize this goal, City staff has partnered with the PATH Foundation in conjunction with Dunwoody citizens and the Perimeter Community Improvement District (PCID) to create a trail master plan with a 10-year program to advance implementation. This trail master plan builds from data gathered in the field and feedback from the public to lay out the future Dunwoody Trailway network. The Dunwoody Trailway layout is the foundation for the Dunwoody Trail Master Plan, which is to be adopted by City Council. Once adopted, the plan will guide city policy and inform community members about the intentions of the City of Dunwoody to complete the Dunwoody Trailway network.

The planning process kicked off in September 2022. Data was collected by the PATH team while City staff helped to form the Dunwoody Trail Master Planning Working Group to guide the PATH design team and to help actualize the City's vision. The PATH team reviewed numerous trail-related planning and research documents developed in recent years by the City of Dunwoody, Perimeter Community Improvement District (PCID) and others. PATH conducted extensive field research to validate potential alignments that would connect Dunwoody neighborhoods to one another and to key destinations. The preliminary findings were vetted with the Working Group, City Council, key stakeholders, and the general public.

The initial data gathering phase was followed by the public engagement phase, where feedback from the community was sought at two public meetings and one public event. Preliminary findings and a high-level trail layout were presented at a public event (“Light Up Dunwoody”) on November 20, 2022 and a public meeting on December 7, 2022. Public feedback was received and incorporated in a draft trail alignment that PATH presented at a public meeting on February 8, 2023. PATH and City staff also met with key stakeholders to vet the proposed trail routes and to discuss any concerns or additional opportunities.

In working group meetings and public engagement events, PATH introduced the different trail types determined to be the best fit for Dunwoody and then collaborated with attendees on establishing the planning goals and network layout.

The *Dunwoody Trail Master Plan* is the blueprint for the Dunwoody Trailway network that is intended to generate the momentum necessary to build approximately **8.3 miles** of new trails **in the next ten years**. In 2033, Dunwoody should be well on its way to building a trail network that connects 73% of Dunwoody parcels to safe, healthy, and enjoyable ways to traverse the city by bike, on foot, or on a mobility device.

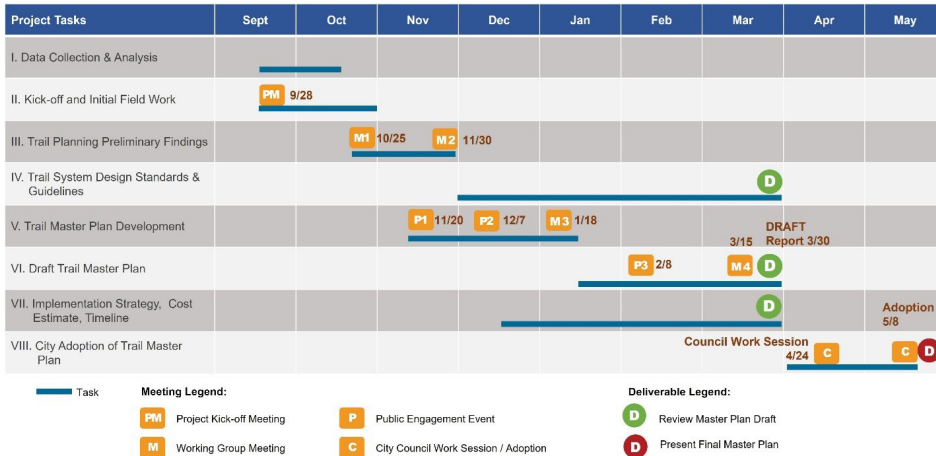
2.2 Working Group

The Dunwoody Trail Master Plan Working Group met four times between September 2022 and March 2023. The Committee included representatives from various city departments, neighborhoods, major stakeholders, and pedestrian and bicycle rider advocacy groups including:

- City Parks & Recreation Department
- City Community Development Department
- City Public Works Department
- City Police Department
- City Communications Department
- Perimeter Community Improvement District (PCID) / Perimeter Council
- Dunwoody Homeowners Associations
- Citizen Representatives

The Working Group's role was to guide and shape the development of the Dunwoody Trail Master Plan and to ensure that it adhered to the City's broader goals for neighborhood protection, traveler safety, and economic development. The Working Group reviewed and approved the vision statement and the plan's goals and provided key input into desired destinations, route characteristics, and neighborhood needs.

The PATH Foundation collaborated with City staff, City leadership and the general public on a scope of work and timeline defined in the following chart:



2.3 Data Collection and Field Work

Previous planning and development documents and future development plans were assessed by the PATH team. The PATH team relied heavily on extensive field work supported by GIS data provided by the City of Dunwoody, DeKalb County, and commercial mapping applications. Parcel data was key to determining ownership boundaries and was leveraged to predict the likelihood of support for trail infrastructure. City and County-owned parcels, including parks and other open spaces, were the first to be identified. Parcels and destinations were then overlaid with creeks, flood plains, utilities, and the roadway network to identify alignment concepts to further vet in the field.

Field work involved walking or biking along various routes to gain a deeper understanding of potential issues facing trail users including interaction with vehicular traffic, distance from travel lanes, existence or lack of shade trees, topography and grade challenges, utility conflicts, and overall accessibility.

Previously proposed trails and newly identified trail opportunities, were further vetted by focusing on the following criteria:

- Feasibility for construction
- Appeal to the broadest group of users
- Pedestrian and bicycle rider safety
- Connection to desirable destinations
- Connection to existing trails

Using these criteria, PATH comprehensively analyzed collected data and iterative field explorations to identify all potential trail opportunities within Dunwoody. The planning team’s findings were recorded on field maps, ArcGIS and Google Earth Pro, and presented to the Working Group for guidance over the course of the planning process.

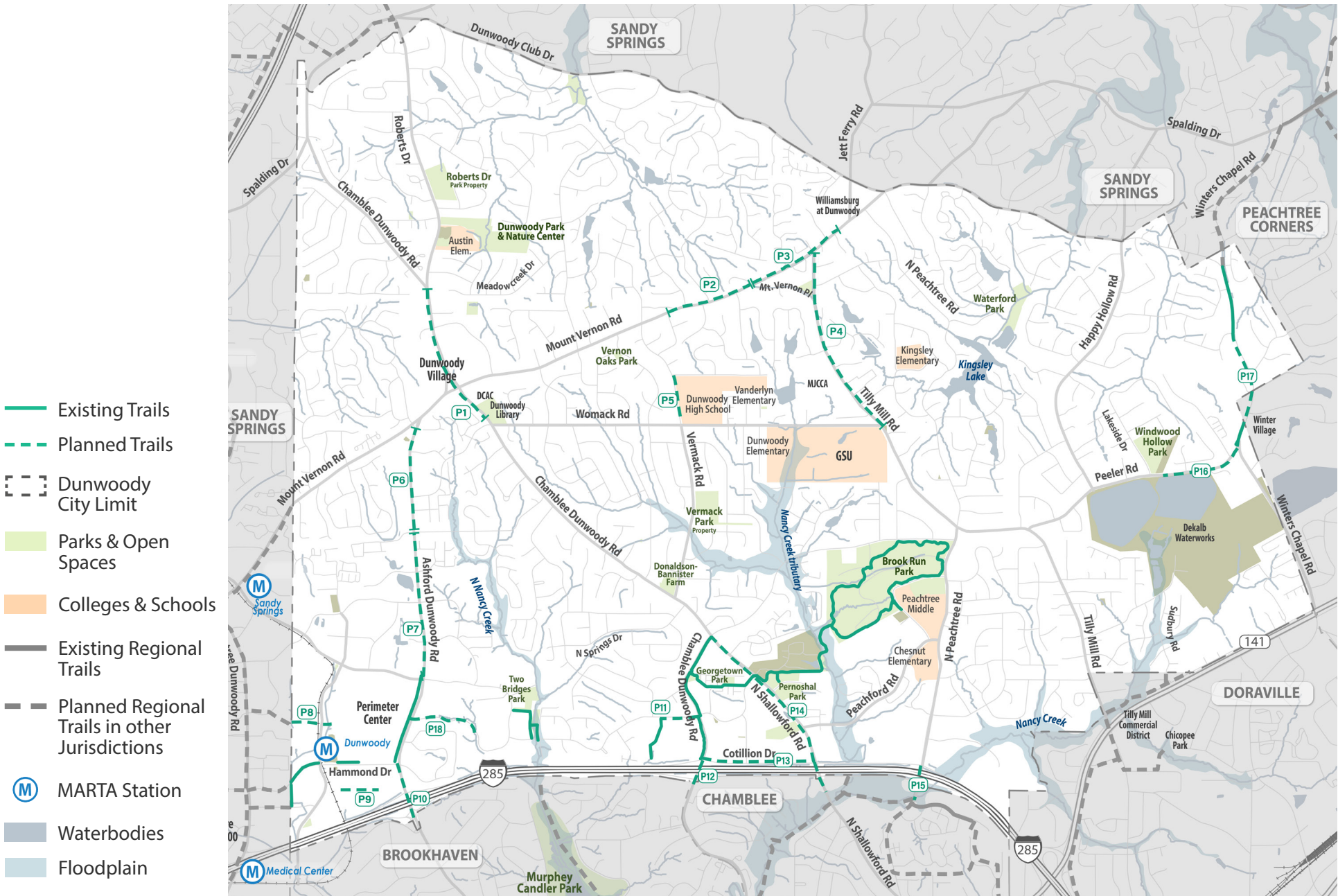
Prior to hiring PATH, the City of Dunwoody had worked on planning and building trails. A number of trails were built using greenway, sidepath and cycle track typologies. The trails in Brook Run Park are excellent examples of existing greenways that are well-loved by city residents and visitors. The Georgetown Park and Trail is a good example of a sidepath recently constructed within the city. And the one-way southbound cycle track on Ashford Dunwoody between Ashwood Parkway and Meadow Lane Road shows how a trail of this type can interact with retail on a slope adjacent to a major arterial.

Additionally, the City of Dunwoody in its capital budget has programmed funding for design and construction of a number of sidepaths and cycle tracks around the city over the next five years. The projects planned as of Spring 2023 are listed in the chart below and shown on the map on the following page:

| Seg.# | Description | Construction Year | City Funding Source | Other Funding |
|-------|--|-------------------|---------------------|----------------------------|
| P1 | Village Crossroads Phase 1-Mt. Vernon to Dun. Vill. Pkwy | 2028 | SPLOST | Federal |
| P2 | Mount Vernon Path- Mt. Ver. Pl. to Corners Dr | 2027 | SPLOST | - |
| P3 | Mount Vernon Path- Jett Ferry to Mt. Ver. Pl. | 2024 | SPLOST | - |
| P4 | Tilly Mill Path - Mt. Vernon Rd to Womack Rd | - | - | - |
| P5 | Vermack Road at Dunwoody H.S. | 2023/2024 | SPLOST | - |
| P6 | Ashford Dunwoody Path Phase 3 | 2026 | Hotel/Motel Tax | PCID |
| P7 | Ashford Dunwoody Path Phase 2 | 2025 | Hotel/Motel Tax | PCID |
| P8 | High Street to Cox | - | - | - |
| P9 | Campus 244 Trail | 2024 | - | - |
| P10 | Ashford Dunwoody Road I285 Overpass | - | - | - |
| P11 | Old Spring House Lane | 2023 | SPLOST | - |
| P12 | Chamblee Dunwoody Rd I285 Overpass | - | - | GDOT |
| P13 | Cotillion Road Sidepath - C-D Rd to N. Shallowford Rd | - | - | - |
| P14 | N. Shallowford Rd Sidepath - C-D Rd to I285 Underpass | 2027 | SPLOST | GDOT |
| P15 | N. Peachtree Road I285 Underpass | - | - | - |
| P16 | Peeler Road Path- Winters Chapel to Lakeside | 2024 | SPLOST | - |
| P17 | Winters Chapel Path Phase 2 | 2028 | SPLOST | Federal, Peachtree Corners |
| P18 | Perimeter Center East Path | - | - | - |

Planned Projects as of Spring 2023

Existing and under-construction trails as well as trails planned for design and/or construction in Dunwoody in 2023 is shown below:



2.4 Establishing Planning Goals

PATH and the Working Group collaborated on establishing this vision statement for the Dunwoody Trail Master Plan:

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.

When converting the vision statement into a list of measurable goals, PATH recommends coming up with a mix of quickly accomplishable goals and longer-term aspirational goals with the caveat that all must be eventually achievable. The Working Group agreed with this approach and guided the PATH team as it fleshed out goals for Dunwoody, which are:

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.

The first set of goals is clear and typical of master plans. But the last two are new to many people, especially the last one. To describe these, we need to consider that trail users are broken into two broad categories:

- **Pedestrians** include walkers, runners, and wheelchair users.
- **Bicycle riders** include bicycle riders, unicycle riders, scooter riders, and skateboarders. These conveyances may be human-powered or electric.

Pedestrians require safe and enjoyable walking experiences – this means being sufficiently far from vehicle travel lanes on smooth surfaces free of tripping hazards and preferably in the shade. Bicycle riders need these things too but need special consideration that varies in how they interact with the road and trail network. A study from Portland, Oregon¹ categorized bicycle riders into four types:

- **<1% Strong and Fearless** – those who are fine to ride on the road, even busy roads, in or very near the flow of vehicular traffic.
- **7% Enthused and Confident** – those who still feel comfortable riding on the road on a frequent basis, but would prefer less busy roads and perhaps shorter duration of time on roads shared with cars and trucks.
- **60% Interested but Concerned** – those who would use a bike facility if it were separated from vehicles due to safety and comfort concerns.
- **33% No Way, No How** – those who have no interest and will not change their travel modes, regardless of the design of trail infrastructure.

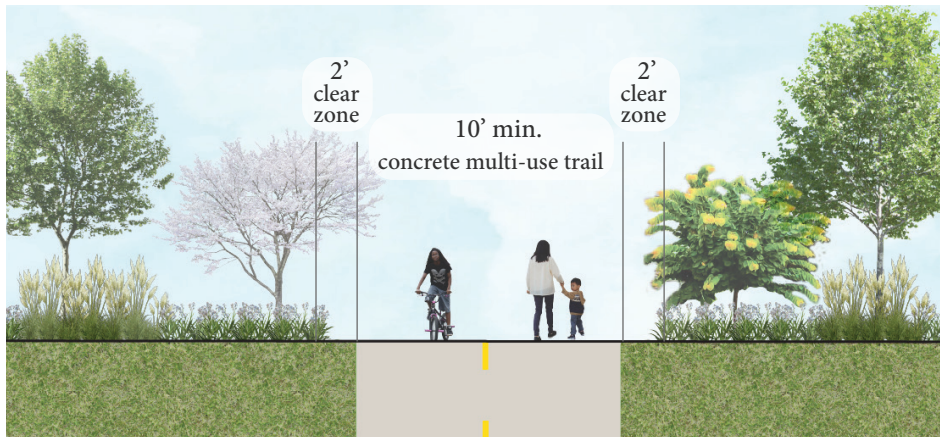
PATH understands that Dunwoody is not Portland and that it is likely that an even higher percentage of Dunwoody residents would fit into the “interested but concerned” category. The PATH team therefore targets the “Interested but Concerned” population of Dunwoody, who are most likely to try riding bicycles (or who would ride their bikes more) if the trail network accommodates their needs for safety and connects to places they want to go. The *Dunwoody Trail Master Plan* therefore focuses on providing high-quality multi-use trails that are low stress and ideally well-separated from vehicular traffic.

¹ Dill, Jenifer, and Nathan McNeil. “Four Types of Bicycle riders.” Transportation Research Record: Journal of the Transportation Research Board 2387.1 (2013): 129-138

2.5 Proposed Trail Types

There are many ways to design trails to accommodate various user types in various settings – from alleyway treatments where bicycle riders, pedestrians and vehicles share space to bicycle super highways moving thousands of bikes a day on elevated structures. The PATH team identified four types of trail facilities during the planning process that seem most likely to ensure that the Dunwoody Trail Master Plan meets the goals for implementing a safe, feasible and inviting trail network that benefits the largest number of Dunwoody residents, businesses, and visitors. The four types are shown in the graphic and described in the following section. The Dunwoody Trail Master Plan recommends where each of the four trail types should be used along specific trail alignment segments in Chapter 3.

Greenways



Greenway Trail Typical Section

Multi-use greenways are the most desirable trail type as they are the most inviting – farthest away from vehicular traffic and in beautiful natural settings. Greenways are built in parks, along streams, or through undeveloped land. They are typically 12-ft wide (10 ft is minimum), hard surfaced, and use design and construction specifications that follow regulations from the American Association of State Highway Transportation Officials (AASHTO). (See the design standards discussed in Chapter 5.)

In Dunwoody, green space opportunities are very limited. And of these few, the design team heard substantial opposition from neighbors to greenways within

single family home property – even when the greenway would be well away from the homes themselves. At the direction of the Working Group, several potential greenways with substantial connectivity benefits identified by the design team (e.g., Central Dunwoody Greenway) were removed from consideration.



Greenway Trail Example: Peachtree Creek Greenway , Brookhaven, GA



Greenway Trail Example: Emory PATH, Decatur, GA

Sidepaths

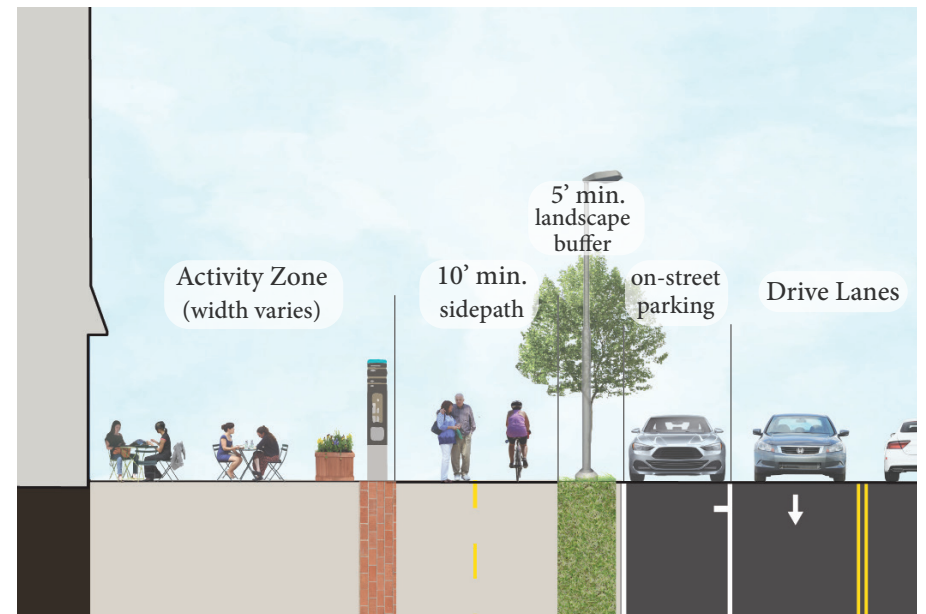
Where greenways are not possible, sidepaths are the next best thing. Sidepaths are two-way multi-use trails built alongside roads in the public right-of-way. Sidepaths should have ample landscape buffers (minimum 5 ft from the back of the curb) and generally should not be built in a straight line as curvature lends itself to a more natural feel and can allow the trail design to bob and weave through the urban environment. Sidepaths are typically 12-ft wide and are designed as multi-use facilities where pedestrians and bicycle riders share the trail, most often marked with a center lane to distinguish direction of travel.

A landscape buffered sidepath creates a much more pleasant walking and biking environment for trail users, but it also beautifies roadways and keeps them from being seas of monotonous linear asphalt and concrete. Sidepath design needs to carefully consider on-street markings, signage, and illuminated warnings to alert drivers to the presence of trail users coming from two directions. The City of Dunwoody’s land development regulations require developments over a certain size to include multi-use sidepaths along with other streetscape improvements in their designs, if part of a City Council-approved plan.²

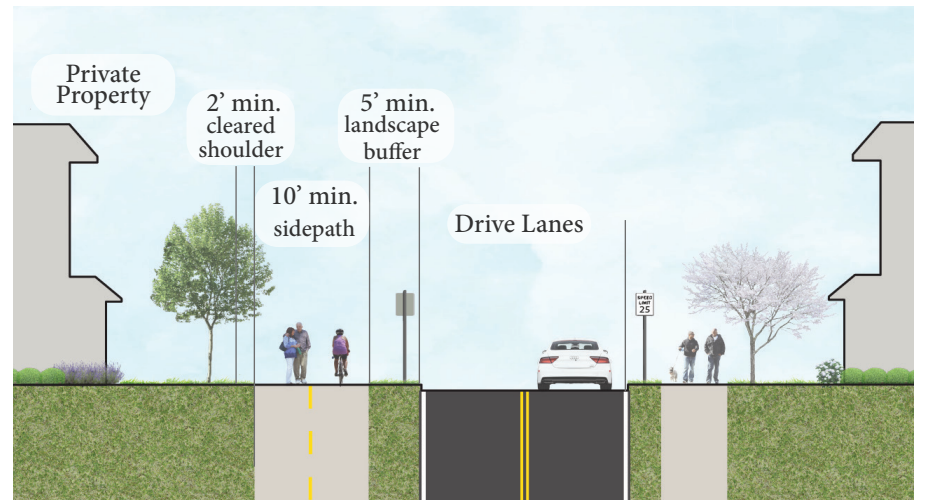


Side Path Example: Atlanta, GA

² See [Sec. 16-217. - Applicability | Code of Ordinances | Dunwoody, GA | Municode Library](#) (note that this does not apply to greenways).

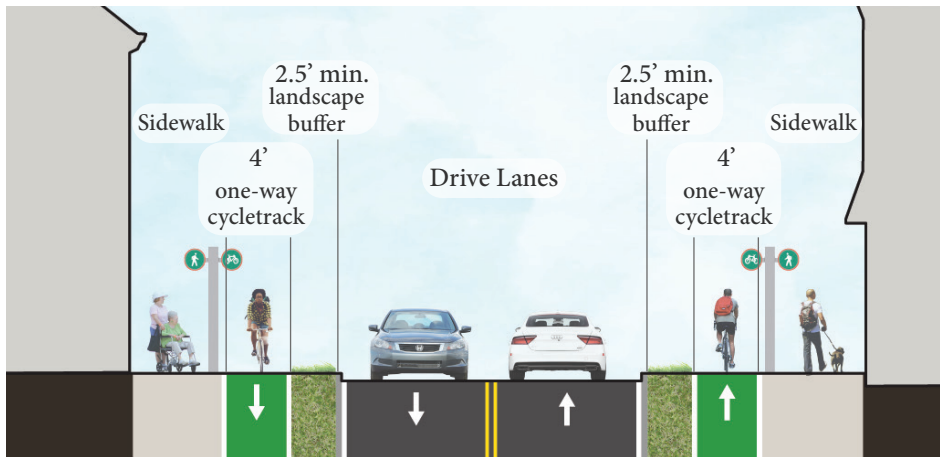


Side Path Typical Section: Urban Core



Side Path Typical Section: Residential

Buffered Cycle Track:



Buffered Cycle Track Typical Section

Cycle tracks, like sidepaths, are necessary components of a trail network design but are less appealing than greenways, because they are within visual and auditory distance of vehicular traffic. For both cycle tracks and sidepaths, landscape buffers are critical to creating a positive sense of place that is not designed to be rushed through. These landscape buffers should be as wide as possible to enable a variety of vegetation to be planted including shade trees. Where sidepaths have the benefit of ample landscape buffers, cycle tracks typically have narrow landscape buffers or buffers simply consisting of bollards with no landscaping. Cycle tracks maintain a width of 4 feet on either side of the road for one-way bicycle traffic that matches the flow of vehicular traffic.

In most of Dunwoody’s trail segment designs (see Chapter 3 for details), cycle tracks will be raised to sidewalk level from street level allowing a curb and other vertical elements to provide protection from vehicular traffic. All raised cycle tracks are separated from pedestrian-only sidewalks that are indicated by signage and/or paving material design.

Dunwoody’s trail network design uses one-way cycle tracks. One-way cycle tracks are facilities on both sides of the road that mimic the directionality of vehicular traffic (e.g., southbound bicycle riders travel parallel to southbound vehicles and northbound bicycle riders travel parallel to northbound vehicles).

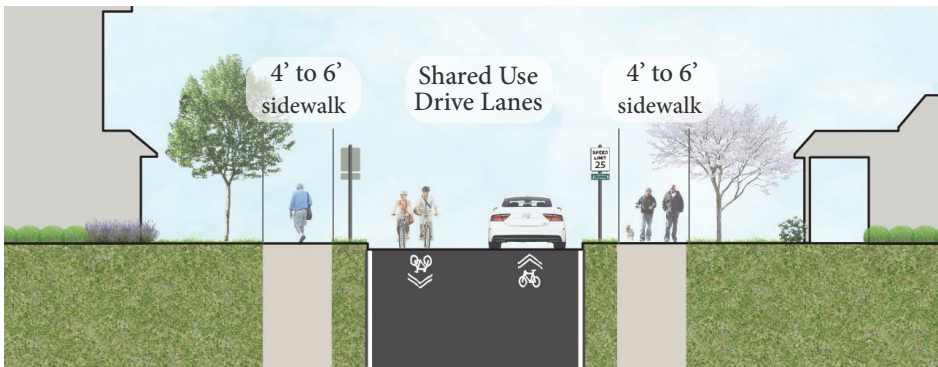


One-way Buffered Cycle Track Example: Decatur PATH, Decatur, GA



One-way Buffered Cycle Track Example: Decatur PATH, Decatur, GA

Calm Street:



Calm Street Typical Section

When greenways, sidepaths, and cycle tracks are not possible, as is often the case in single-family suburban neighborhoods, calm streets can offer some protection to trail users and provide valuable connections to the broader trail network. Calm streets are located where both traffic volumes and speeds are low; they are *designed in collaboration with neighbors* to give priority to pedestrians and bicycle riders. Key design components of calm streets include signage, pavement markings, speed cushions, travel lane narrowing and other speed/volume management measures to discourage drivers from speeding.

The City of Dunwoody has implemented calm street strategies, some of which may have suffered from balancing too many needs. Emergency vehicles, for example, need designs which allow them to move fast down streets. At the same time, there is the need on some streets to improve safety by using physical design that slows speeding non-emergency vehicles down. Examples of calm street strategies along routes such as North Peachtree Rd have been criticized by the community as ineffective. All citizens need to recognize the responsibility to take care when driving on their streets to protect their neighbors and their own family members. Where physical infrastructure cannot be modified to slow vehicles, psychological methods such as speed detection devices potentially linked to license plate readers to identify scofflaws and send them notices in the mail (camera-based citations are not allowed in Georgia).

Calm streets work best where there are already sidewalks or where sidewalks can be included. While many local streets with low speeds and traffic volumes offer a basic level of safety for bicycle riders, safety can be elevated with design treatments tailored to existing conditions. Calm street design elements should be carefully considered and not simply assumed as a no-cost line on a map.

Assuming low traffic volumes, these are the primary calm street design elements:

- **Route Identification:** a color-coded system (extending the system in use by Dunwoody Department of Parks & Recreation)
- **Signs and Pavement Markings:** easy to see and sufficiently frequent to keep users on the trail
- **Speed Management:** speed cushions or similar to physically slow vehicles down
- **Minor Street Crossings:** focus more on stopping crossing vehicles than on requiring bicycles to stop
- **Major Street Crossings:** HAWK signals or rapid flashing beacons
- **Green Infrastructure:** use of bioswales to both narrow the travel lanes and provide stormwater management



Calm Streets example showing limited vehicle entry while utilizing signage and pavement markings for bicycle riders.

2.6 Public Outreach

The PATH team with the guidance and support of the Working Group engaged with Dunwoody community members in three public events. All events had posters describing trail types, maps with key destinations and proposed trail alignments, and opportunities for the public to mark on maps where they saw opportunities and challenges. The public meetings also had PowerPoint presentations from the PATH Executive Director and the support and attendance of Working Group members.

The public events and their corresponding dates were:

- Light Up Dunwoody: November 20, 2022
- Trail Master Plan Public Meeting #1: December 7, 2022
- Trail Master Plan Public Meeting #2: February 8, 2023

The PATH team launched a survey that was open from December 7 to December 30. It received over 630 responses, an admirably high number.

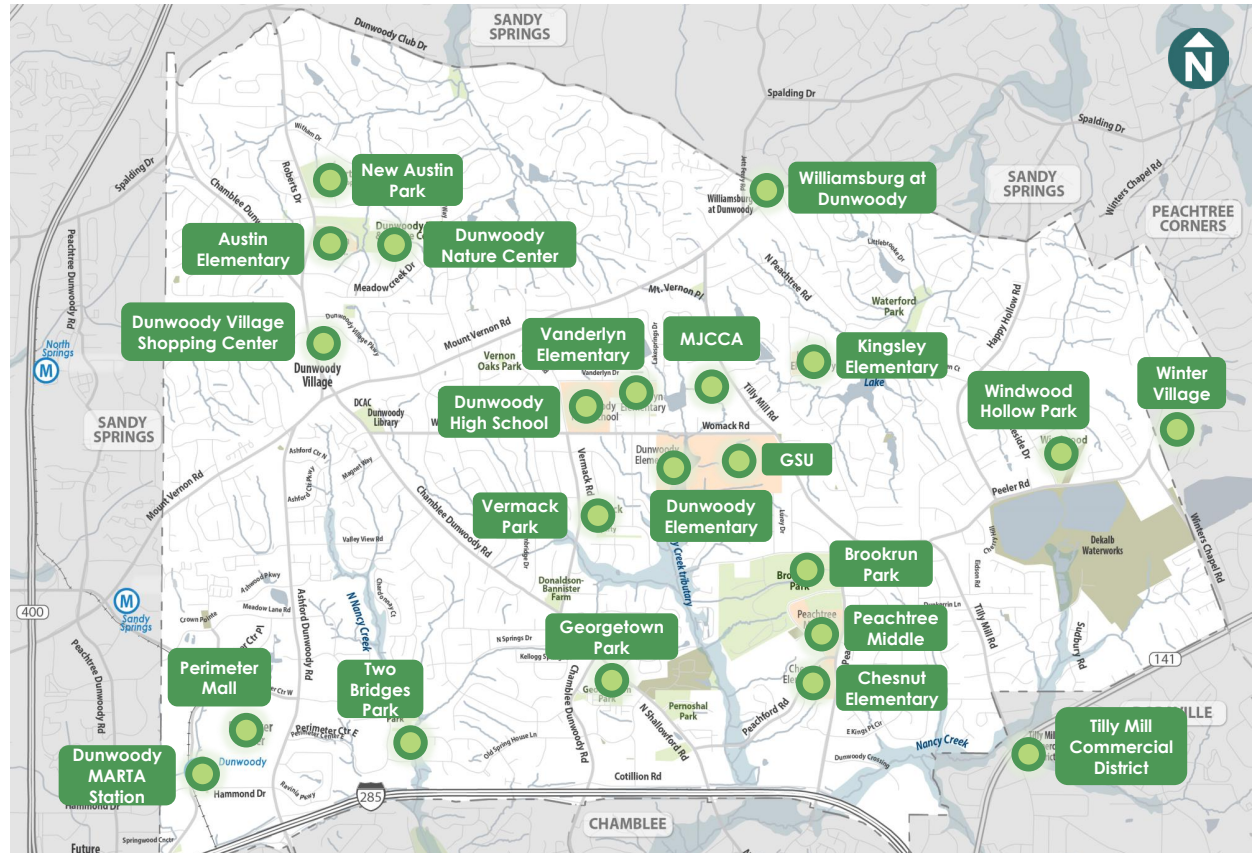
The survey asked a number of questions including:

- Do you use trails in Dunwoody today?
- Would you use trails if one were within a 10-minute walk of your house?
- Are there kids in your house?
- Please provide comments.

When evaluating the survey responses, the PATH team found that those who do not frequently use Dunwoody’s existing trails today tend to oppose new trails.

Destinations Identified by the Public for the Dunwoody Trail Master Plan:

- | | | |
|------------------------|--------------------------|--------------------------------|
| Austin Elementary | Georgia State University | Tilly Mill Commercial District |
| Brook Run Park | Kingsley Elementary | Two Bridges Park |
| Chesnut Elementary | MARTA - Dunwoody | Vanderlyn Elementary |
| Dunwoody Elementary | Marcus Jewish Community | Vermack Park |
| Dunwoody High School | Center of Atlanta | Waterford Park |
| Dunwoody Nature Center | New Austin Park | Williamsburg Shopping Center |
| Dunwoody Village | Peachtree Middle | Windwood Hollow Park |
| Georgetown Park | Perimeter Mall | Winter Village |



Map of destinations identified by the public for the Dunwoody Trail Master Plan

Opponents typically cited:

- Skepticism that a 10 to 12-foot multi-use path is necessary, 6-foot sidewalks are more important
- Concern about loss of tree canopy
- Concern about negative impacts to single family homes (crime, home value, etc.)

Opponents of the trail network typically focused on particular trail segments in their comments. Among the opposition, calm streets were still considered generally favorable, and many voiced the desire for more shade trees.

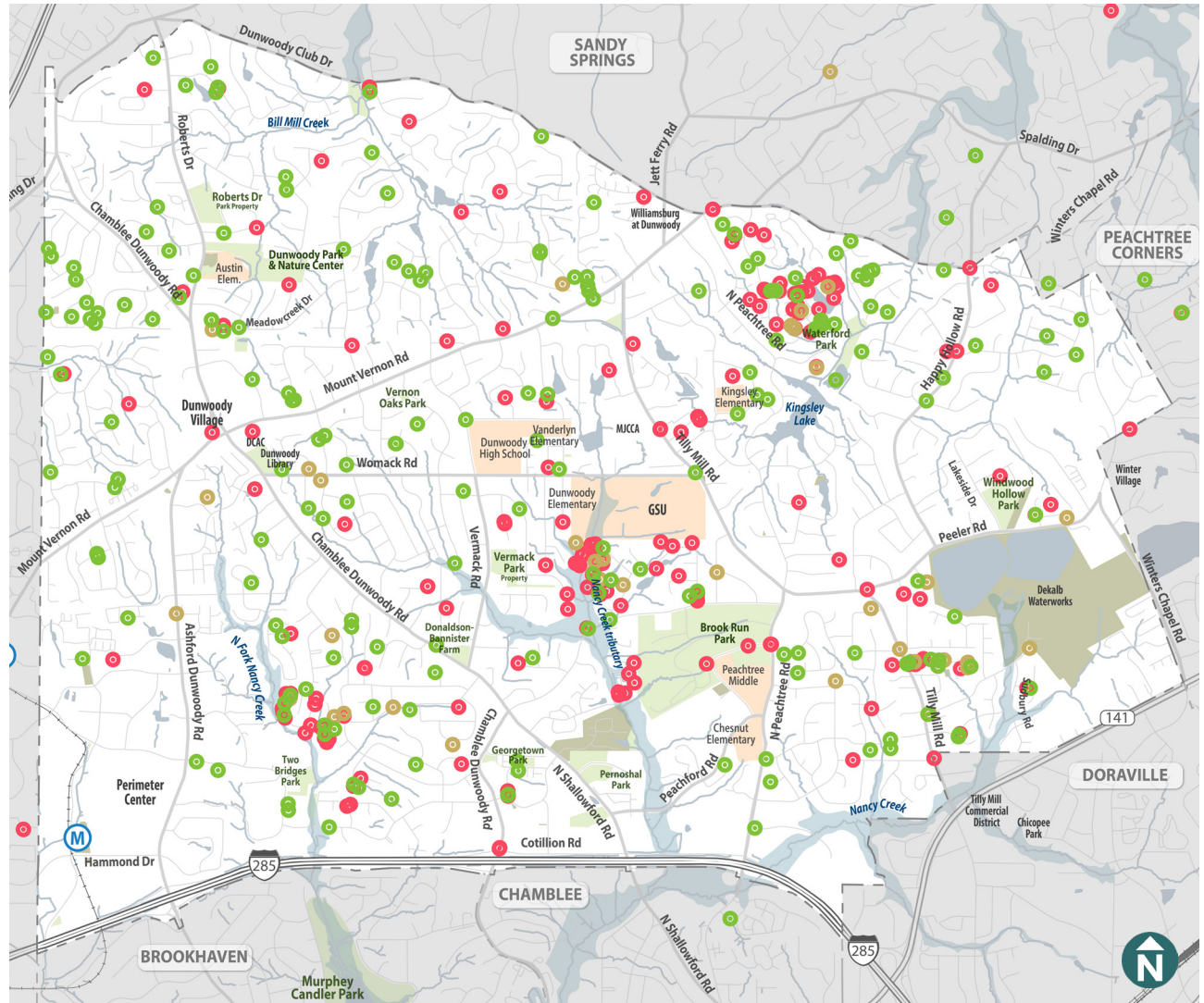
The PATH team also found that those who frequently use trails tend to support new trails. Proponents indicated they wanted access to key destinations in Dunwoody and between the neighborhoods separated by cul-de-sac design. Proponents typically mentioned:

- Attracting young families and keeping up with neighboring cities
- Ensuring that pedestrian crossings are secure and comfortable across the city
- Greenway and sidepath links to Dunwoody schools
- More shade trees

When comparing answers between “How often do you use Dunwoody trails today?” and “How often would you use trails if one were within a 10-minute distance from your home?” the PATH team identified a way to estimate the potential impact of new trails in Dunwoody.

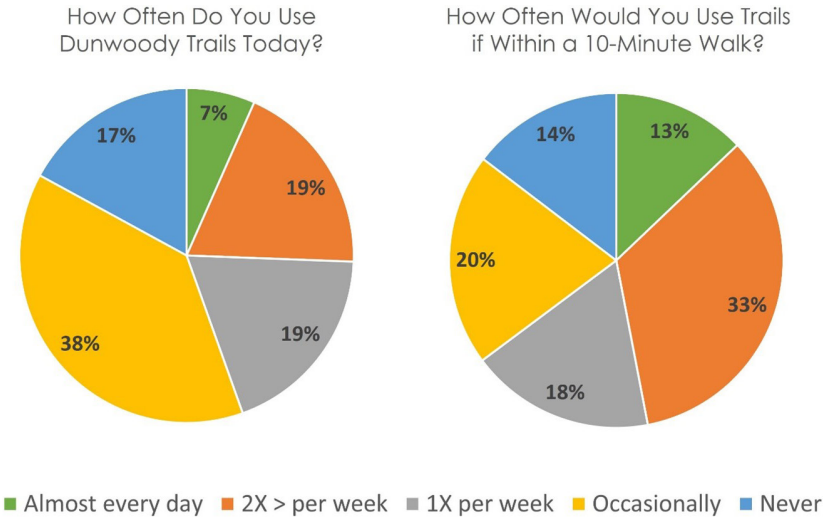
Comparing numbers of what a respondent does today with what a respondent might do in the future cannot be expected to yield exact numbers³, but they do indicate a direction of change in potential behavior. With that caveat, we can see a

Dunwoody Trail Master Plan Survey Responses by Place of Residence



Feedback: ○ positive ○ neutral ○ negative

93% growth over baseline for those who would use a trail almost every day and 78% growth over baseline for those who would use a trail at least twice per week if new facilities were provided within a 10-minute walk of their homes.⁴



The PATH team presented the main components of the *Dunwoody Trail Master Plan* at the second public meeting – including desired destinations and proposed trail alignments. The second meeting explained how input from the first meeting was reflected in the layout and the location of trail types including the removal of two long segments of contentious greenways. Comment cards were distributed to meeting attendees and collected. An online survey offered those residents unable to attend the meeting an opportunity to review the presentation and provide their input. This survey was open from February 8 to February 19 and received 463 responses.

Key questions included:

- What is your overall opinion of the proposed network?
- Where do you see additional connections needed?
- What section of the proposed trail network do you want to see happen first? And why?

Through the public survey, a large number of concerns were communicated – especially related to the previously planned sidepath project on Tilly Mill Road.

3 See “stated preference” surveys vs. observed behavior

4 For almost daily (13-7 = 6; 6/7 = .93), for twice per week or more (33-19 = 14; 14/19 = .78)

Public meeting attendees typically voiced support for the overall plan, but many expressed concerns when proposed trails approached their homes. All public feedback was compiled and presented to the Working Group.

2.7 Summary of Master Plan Development

The first Working Group meeting kicked off the project, presented the objectives of the trail master plan and proposed trail types, proposed language for the master plan goal, and discussed the initial field work and preliminary layout of the proposed trail network.

Through seven months of fieldwork and iterative feedback from the Working Group, City leadership, and key stakeholders, the PATH team refined the proposed trail alignments (see Chapter 3) and created the trail design standards along with the trail signage and amenities (see Chapter 5).

After four working sessions with the Working Group and three public events, the PATH team presented the Working Group with the draft master plan document including an implementation strategy, timeline, cost estimate, (see Chapter 4) and design standards (see Chapter 5). Feedback and comments were collected to further vet the draft report. The PATH team held review sessions with City leadership in late April and then formally presented the plan to the Mayor and City Council in May. The City of Dunwoody scheduled to formally adopt the *Dunwoody Trail Master Plan* on May 12, 2023.



PATH presented preliminary findings to the residents of Dunwoody on February 8, 2023

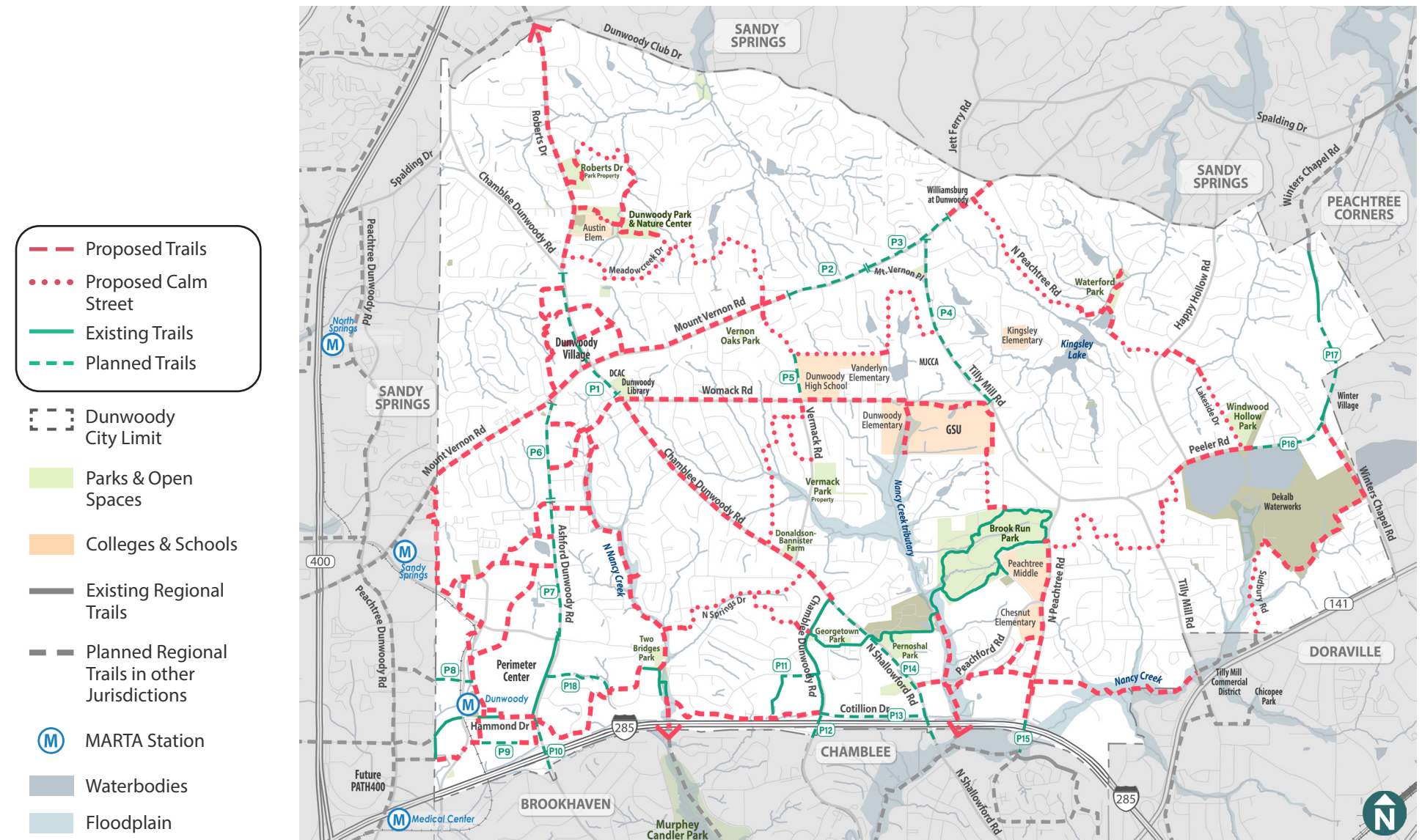
03 DUNWOODY TRAIL NETWORK



3 Dunwoody Trailway Network

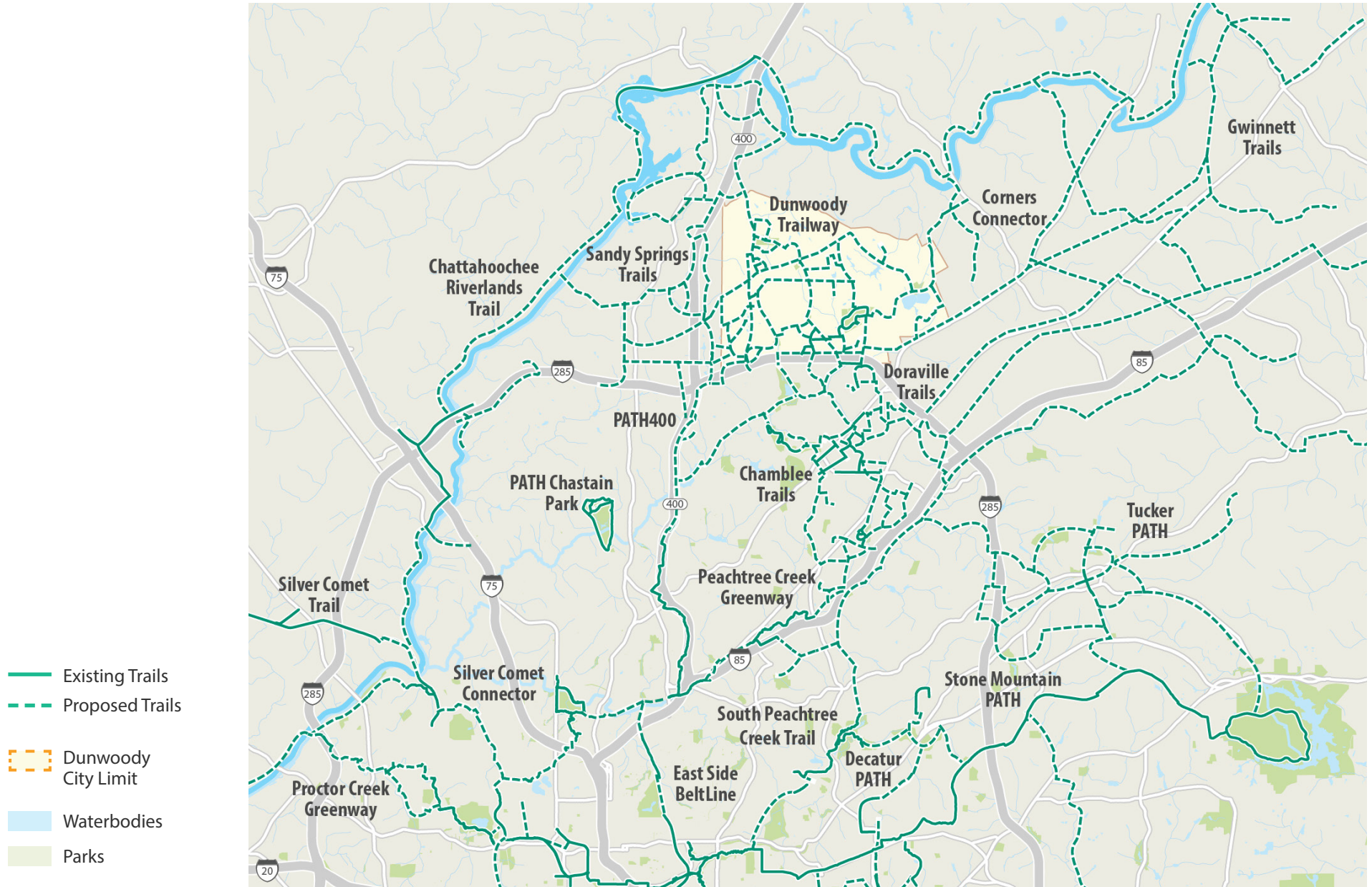
Overview

As described in Chapter 2 of the *Dunwoody Trail Master Plan*, the master plan goal is to design a trail network that provides safe and inviting access to key destinations such as schools, parks, and shopping and dining areas. With this goal in mind, and after conducting extensive field research, the PATH team identified 35.0 miles of multi-use trails and neighborhood street connections in Dunwoody. The proposed network is shown in the map below and is described in detail in the following pages.



Connecting Dunwoody to the Regional Trail Network

In addition to connecting residents and visitors to their desired destinations within Dunwoody, the trail network will also link them to Atlanta's regional trail network via cross-jurisdictional connections to existing and planned trails in Sandy Springs, Brookhaven, Chamblee, Doraville and Peachtree Corners. The map below shows how Dunwoody's trails will integrate into the regional network.



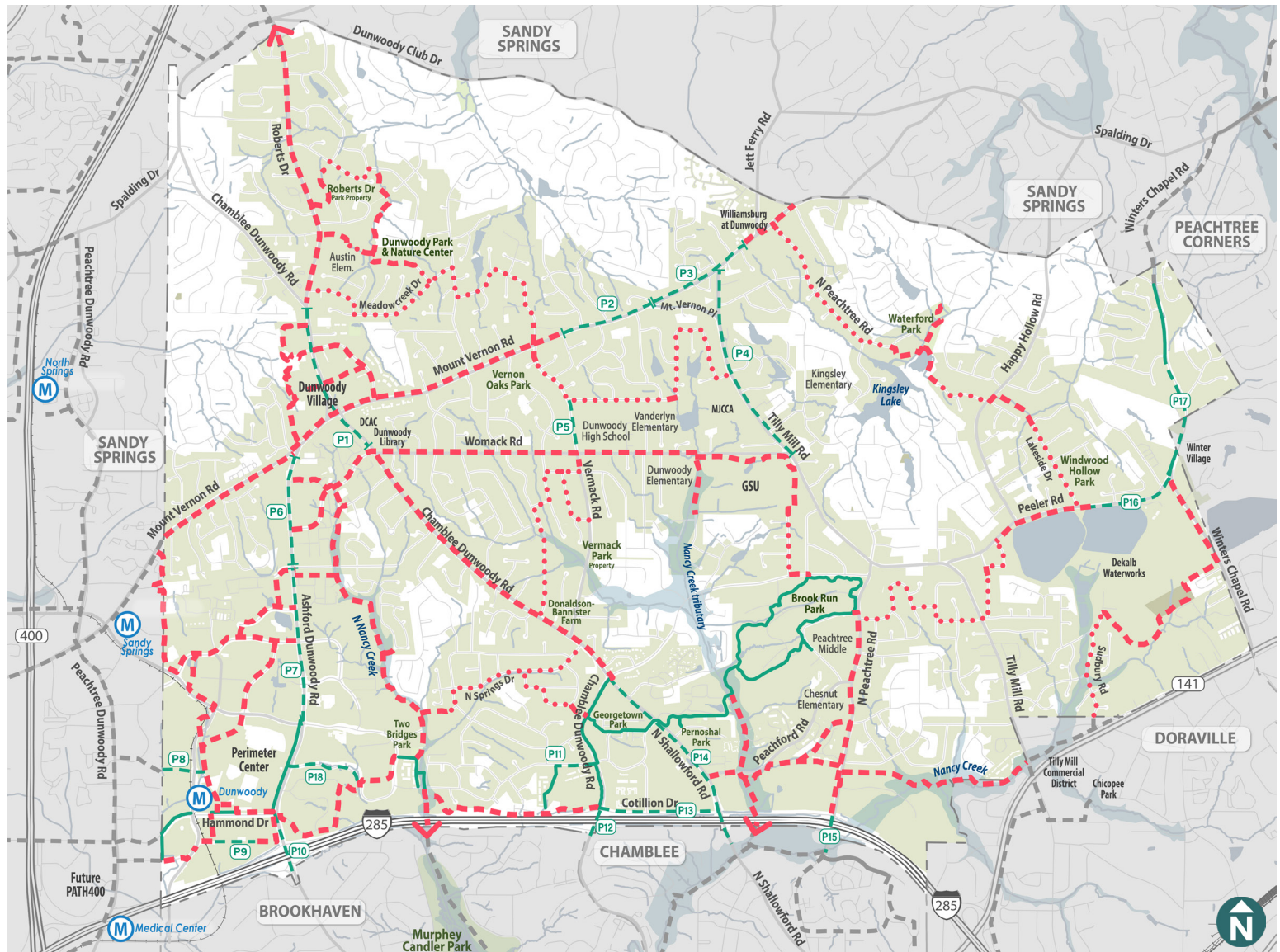
Dunwoody Trailway 1/3-Mile Walkshed

The Dunwoody Trailway is a network designed to provide safe bicycle and pedestrian access to key destinations throughout the city and beyond its borders. The design incorporates public feedback (see Chapter 2 for details). As shown in the map below, the proposed trail network will provide 72% of Dunwoody residents access to a multi-use trail or trail connector within a 10-minute walk of their homes or businesses.¹

¹ For healthy humans, the average walking speed is between 2 and 4 mph. Using the lower bound to be conservative, we can calculate the walking distance as follows: dividing both sides by six, 2 miles per 60 minutes equates to 1/3 mile in 10 minutes.

Network Coverage: **72%**

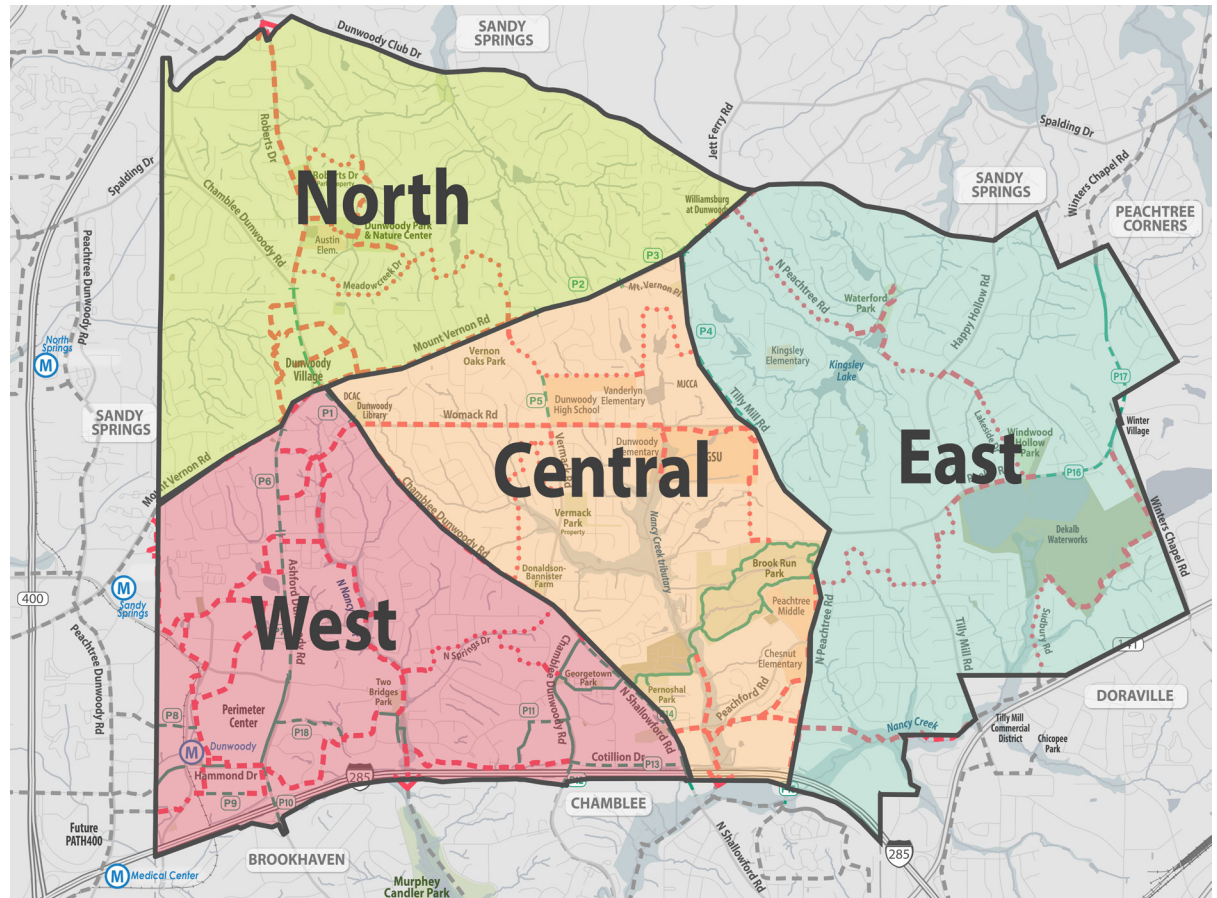
- 1/3 Mile Trail Buffer
- Proposed Trails
- Proposed Calm Street
- Existing Trails
- Planned Trails
- Dunwoody City Limit
- Existing Regional Trails
- Planned Regional Trails in other Jurisdictions
- M MARTA Station
- Waterbodies
- Floodplain



Dunwoody Trailway Zones

To effectively communicate the detail of the Dunwoody Trailway Network, the planning team divided the city into four zones, labeled geographically, and shown in the map below.

Each zone will further break down the Dunwoody Trailway into segments, where opportunities and obstacles are detailed. This segmentation will be used to describe the prioritization process that precedes implementation. Each zone description contains a detailed segment map along with vision graphics that give a sense of what the end result will look like. Each zone ends with a preliminary estimated cost necessary to complete the design and to construct the segments in each zone.



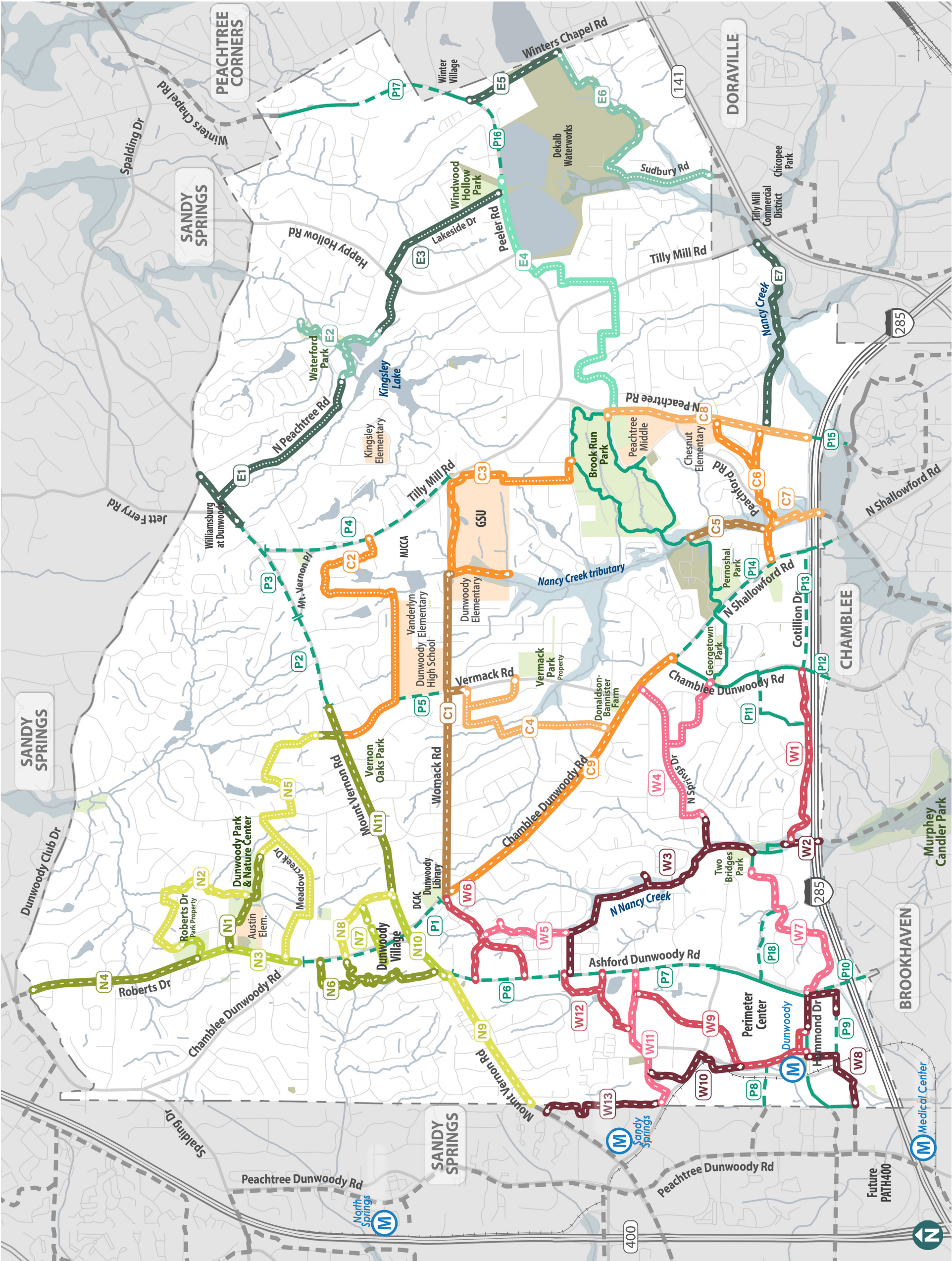
Dunwoody Trailway Zone Map

Trailway Zones

| | |
|----------------------------|----|
| 1 Northside Trails | 20 |
| 2 Westside Trails | 31 |
| 3 Central Trails | 44 |
| 4 Eastside Trails | 55 |

Dunwoody Trailway Master Plan

Trail Segment Map



- - - Proposed Trails
- . . . Proposed Calm Street
- Existing Trails
- - - Planned Trails
- Dunwoody City Limit
- Parks & Open Spaces
- Colleges & Schools
- Existing Regional Trails
- Planned Regional Trails in other Jurisdictions
- M MARTA Station
- Waterbodies
- Floodplain

Prepared By:

PATH
FOUNDATION.org

KAIZEN
COLLABORATIVE

Zone #1 | Northside Trails

OVERVIEW

Zone Total: 7.8 miles

Connecting Destinations:

New Austin Park, Austin Elementary, Dunwoody Park & Nature Center, Dunwoody Village, Williamsburg Shopping Center

Opportunities and Benefits:

- Propel economic development
- Direct access to parks and school
- Enhance accessibility for existing natural trails
- Link to regional trails outside Dunwoody

Potential Obstacles:

- Easement acquisition
- Utility coordination along Mt. Vernon Road
- Timing and coordination with neighboring jurisdictions to build the joint segments.

Cost:*

| Seg. # | Mileage | Total |
|--------|---------|-------------|
| N1 | 0.3 | \$1,786,000 |
| N2 | 0.7 | \$2,971,000 |
| N3 | 0.6 | \$3,890,000 |
| N4 | 0.8 | \$5,031,000 |
| N5 | 1.7 | \$1,590,000 |
| N6 | 0.9 | \$5,873,000 |
| N7 | 0.3 | \$2,346,000 |
| N8 | 0.4 | \$2,616,000 |
| N9 | 0.7 | \$4,089,000 |
| N10 | 0.4 | \$5,324,000 |
| N11 | 0.9 | \$5,258,000 |

*Estimate excludes the cost of acquisition, see Chapter 4

Introduction

The trails in the north planning zone are focused on two key destinations confirmed during the planning process - Dunwoody Village and Dunwoody Park and Nature Center. The proposed network also accommodates the need for broader north-south connections via Chamblee Dunwoody Road and Roberts Drive and east-west connections via Mt. Vernon Road.

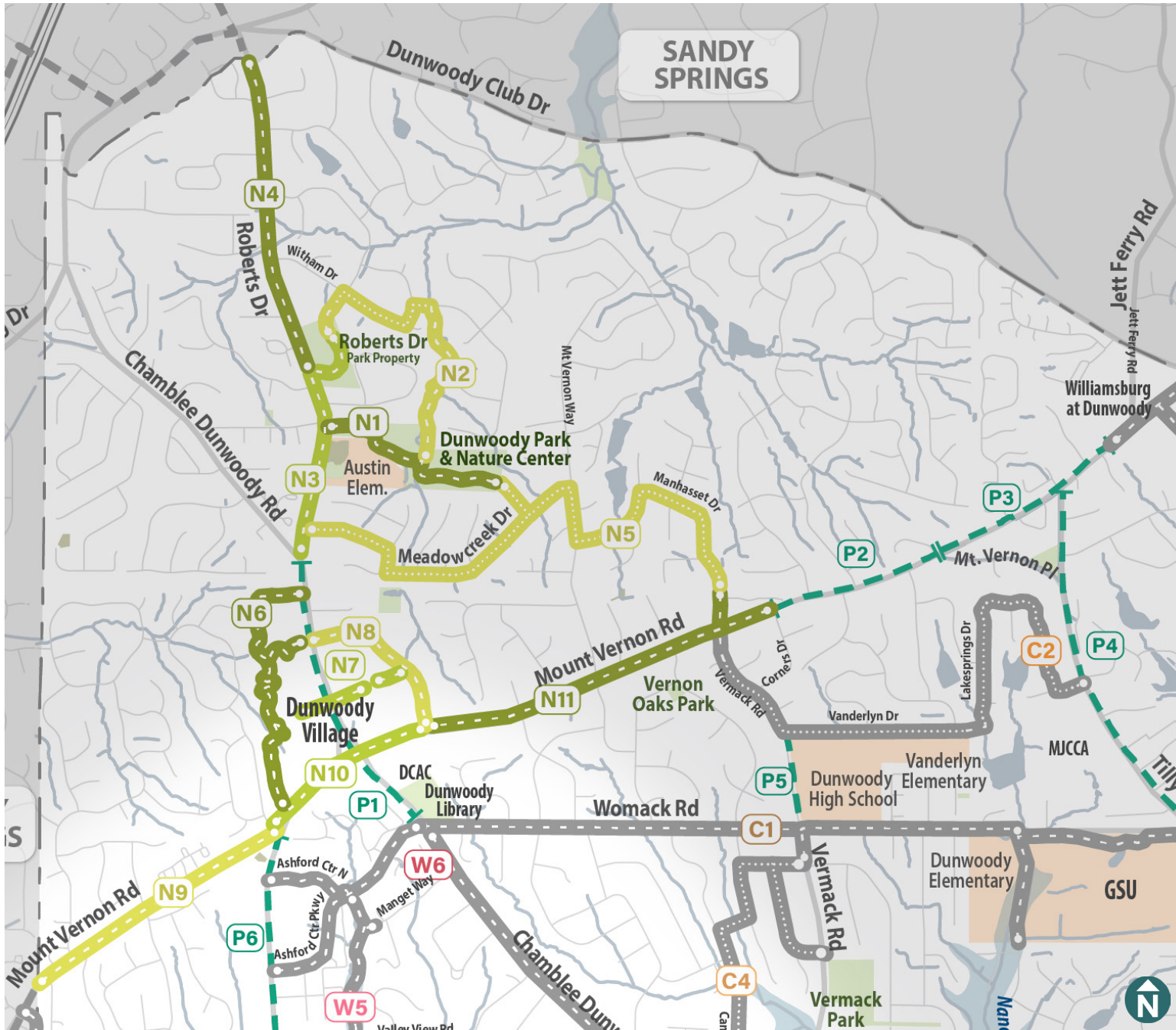
The planning process identified these key issues for the proposed northside trails:

- The ecological sensitivity of Dunwoody Park and Nature Center requires ecologically sensitive design and construction techniques to provide access for people with mobility challenges and multimodal access from surrounding neighborhoods on hard-surface trails with a very light touch on the land.
- Dunwoody Village Greenway development is hindered by some commercial parcel owners concerned about public access and resistance from some homeowners who cite crime², privacy, and lower property values.
- The challenges of crossing multiple single-family residential properties in close proximity to a trail caused the removal of a proposed Ball Mill Creek Greenway running northeast from the Dunwoody Nature Center.

The northside trails cover 7.8 miles representing 22% of the Dunwoody Trailway’s 35.0 total miles of proposed trails. Implementation phasing for these trail segments will be addressed in Chapter 4.

² Per Deputy Chief Carlson as of March 3, 2023, the Dunwoody Police Department has not received any reports of violent crime on existing trails in Dunwoody.

Zone #1 | Northside Trails



- Proposed Trails
- Proposed Calm Street
- Existing Trails
- Planned Trails
- Other Planned Calm Streets
- Other Planned Trails
- Dunwoody City Limit
- Parks & Open Spaces
- Colleges & Schools
- MARTA Station
- Waterbodies
- Floodplain

Zone #1 | Northside Trails

N1 – Dunwoody Park and Nature Center Trail

The N1 segment is primarily a park access trail within Dunwoody Park and Nature Center, a forested parcel adjacent to a large new elementary school. It converts some existing soft-surface trails to ecologically sensitive³ hard-surface trails to provide access for strollers, wheelchairs, and bikes⁴ from Roberts Drive. N1 begins at Roberts Drive and follows the existing soft surface path alignment before merging with the paved surfaces of the driveway and parking lot where the trail is distinguished by road paint and signage. The route transitions to become a sidepath separate from the existing gravel walking path before it joins the existing boardwalk in the process of being upgraded.⁵ N1 extends from the upgraded boardwalk to the east, following existing trail to Meadowcreek Lane. Dunwoody city staff will collaborate with the Dunwoody Park and Nature Center Board of Directors regarding design elements such as the materials used and the width of the trail. See N5 for the continuation of the trail network into the Meadow Creek neighborhood.

N2 – Dunwoody Park and Nature Center Neighborhood Connector

The N2 segment begins in the Dunwoody Park and Nature Center as a park access trail conversion of an existing soft-surface trail using ecologically sensitive design and construction techniques (see Chapter 5) to connect the Dunwoody Park and Nature Center to the residential neighborhoods to the north. The trail travels north along the east side of the creek until it crosses south of a stream confluence to the west side with a low-profile bridge over the Ball Mill Creek tributary. It continues on the west side to Bunky Way. This will require agreement from ten parcel owners to utilize land in the creek floodplain for a low-impact neighborhood trail. Dunwoody city staff will collaborate with Dunwoody Park and Nature Center Board of Directors and the parcel owners regarding design elements such as the materials used and the width of the trail. At the end of the park access trail, N2 shifts to calm street strategies (see Chapter 2) west on Bunky Way, south on Martina Drive, and again west on Witham Drive to Glenrich Drive, where an existing paved pathway (approximately 4 feet

³ Ecological design is for construction of hard-surface trails in sensitive areas and includes techniques such as root bridging, bottomless culverts, and stormwater management to protect. See Chapter X for further discussion of techniques.

⁴ Bikes could be required to dismount and walk on boardwalks.

⁵ The Dunwoody Nature Center has a funded project to replace the existing boardwalk with a safer and easier to maintain boardwalk. This design should consider a 10-foot-wide walking surface.

wide) leads south across the Georgia Power trail easement and to the City of Dunwoody's new park at the former elementary school site (see N5).

N3 and N4 – Roberts Drive Trail

The Roberts Drive Trail runs along Roberts Drive north from the intersection with Chamblee Dunwoody Road to the city border with Sandy Springs. It is broken into two planning segments (N3 and N4) to enable funding and construction schedule flexibility. The two segments meet at the city's new park at the former elementary school site.

The Roberts Drive Trail is intended to be a sidepath but the side of the road will be determined during final design. Inputs into this discussion include the following: the east side of the road from Chamblee Dunwoody Road to the city limit has 8 intersections, 14 driveways as well as overhead utilities.⁶ It also has the entrances to Austin Elementary, the Dunwoody Park and Nature Center, the new park and the New Apostolic Church. The west side of the road has 7 intersections and 12 driveways. It also has the entrance to the North Atlanta Preschool. Currently, Roberts Drive has 2-way travel in 2 lanes for most of its length spreading to 3 lanes (including a left turn lane) near the entrance to the Dunwoody Park and Nature Center. Five-foot bike lanes (insufficient for beginner to moderate cycling experience levels) run along both sides of the



Photo taken at Dunwoody Nature Center near Roberts Street

⁶ Overhead utilities limit landscaping options, create vertical barriers, and preclude the planting of highly desirable native shade trees. Their existence on one side of the street makes that side less appealing for a sidepath all other things being equal.

Zone #1 | Northside Trails

street south of the Mill Glen Drive intersection.

The existing roadway right of way is estimated to range from 65 to 80 feet along both Segment N3 and Segment N4. The minimum 65-foot right of way could be reconfigured for either a sidepath (two-way travel) or a raised (curb height) one-way cycle track (one-way facilities on both sides of the street) while maintaining the vehicular configuration of three 11-foot travel lanes (two travel lanes and a left turn lane.)

A sidepath with landscape buffer would require a minimum of 17 feet of space. The opposite side of the street would maintain the existing 5-foot sidewalk. Accommodating a sidepath within the right of way requires shifting the travel lanes slightly either to the east or to the west. This sidepath design does not require easements beyond what are already in place. Intersections on the chosen side need careful attention to signage and potentially other devices to warn motorists that trail users could be coming from either direction.

A raised one-way cycle track option would require 12 feet on each side of the roadway to accommodate the tracks and the buffers. Landscape buffers would be smaller with the one-way cycle track option because one-way cycle tracks require more space in the overall roadway cross section. Street crossing needs are the same for both types of trails but sidepaths require more driver education at intersections and driveways.

For both options, at least one of the existing curbs would be rebuilt, and safe crossing strategies would be evaluated for each major crossing (see Chapter 5 for safe crossing strategies).

Segment N3 makes the key trail connection between Dunwoody Village and the Dunwoody Park and Nature Center. From the south it picks up where the City of Dunwoody's currently planned one-way cycle track (P1) ends at the intersection of Roberts Drive and Chamblee Dunwoody Road. This intersection has been approved for a roundabout. The PATH Foundation urges care in the design of this roundabout to accommodate the safe and comfortable crossing of trail users in both directions. At its northern end in the city's new park, Segment N3 converts from a sidepath to a spur greenway within the new park. It begins at the southern entrance to the park, follows the southern and eastern borders of the park before crossing the Georgia Power corridor and joins the existing pathway running south from the intersection of Glenrich Drive and Witham Drive (See N2).

Segment N4 should be designed in tandem with N3. It connects the new park



Existing sidewalk and bike lane at the Roberts Drive entrance to the Nature Center

north to the city's border with Sandy Springs. The City of Sandy Springs has a trail master plan indicating a sidepath on the west side of Roberts Drive. Staff from the two cities should coordinate on final design to ensure a safe and comfortable transition should a one-way cycle track or sidepath on the east side of Roberts Drive in Dunwoody be the chosen design.

N5 – North Neighborhood Calm Street Connector

Segment N5 uses primarily calm street strategies (see Chapter 2). From the west, the calm street trail begins at the intersection of Roberts Drive and Wyntercreek Road near the Wynterhall Swim and Tennis Club with a safe crossing strategy (See Chapter 5). The segment travels east then turns south for a short jaunt on Wyntercreek Drive, then proceeding east on Meadowcreek Drive where it continues until the intersection with Mt. Vernon Way. A spur on Meadowcreek Lane provides access to the Dunwoody Park and Nature Center (see Segment N1 above). At Mt. Vernon Way the calm street trail continues south to Manhasset Cove where it turns east to the intersection with Manhasset Drive, arcing back to the south where it joins the Mt. Vernon Road sidepath (see N1). N5 works in concert with Dunwoody Trailway Segments N11 and C2 to provide safe access to Dunwoody High School and Vanderlyn Elementary School south of Mt. Vernon Road.

Zone #1 | Northside Trails

N6 – Dunwoody Village Greenway

Segment N6 is a unique and valuable opportunity to provide safe and beautiful access between the neighborhoods to the west of Chamblee Dunwoody Road and the major retail destinations around Dunwoody Village. As the parcels around Dunwoody Village redevelop over time, the Dunwoody Village Greenway would become a highly desirable and enjoyable amenity. This vision, however, requires buy-in from affected parcel owners and neighbors. City staff should enter into discourse with the parcel owners and neighbors to explain the value and mitigate any challenges. The description below is for planning purposes and does not represent approval from these parcel owners.

The greenway starts at the north side of Mt. Vernon Road at the sidepath (see N9) on the western edge of the Dunwoody United Methodist Church parcel and proceeds north between the parcel edge and the parking area, where it requires an approximately 8-foot-high retaining wall on its west flank. N6 then becomes an ecologically sensitive boardwalk (see Chapter 2), crossing into the parcel to the north (with a greenway spur back to the church's north parking lot) where it meanders with grade changes through the forested area. The segment alternates between boardwalk and hard-surface greenway to end at Chamblee Dunwoody Road and the intersection with the City of Dunwoody's planned one-way cycle track (P1). A spur trail comes up from the boardwalk and crosses the retail parcels, ending at Chamblee Dunwoody Road across from the terminus of the Dunwoody Village Sidepath (see N8).



Dunwoody Village Courtyard

N7 – Dunwoody Village Promenade

Segment N7 provides an east-west promenade connecting the retail and residential areas of Dunwoody Village. The segment is designed for the existing building footprint and drive aisle configuration with the understanding that when these parcels redevelop in the future, an east-west promenade favorable to pedestrians and bicycle riders will be maintained. The City of Dunwoody should enter into conversations with parcel owners regarding the value of the promenade. The description below is for planning purposes and does not represent approval from these parcel owners.

From the west, starting at the pedestrian plaza in the center of the retail area at the Shops of Dunwoody, the promenade widens existing pedestrian islands in the parking lot to include space for a 10-foot-wide trail with ornamental trees. It then crosses the north-south drive aisle where it reconfigures an existing sidewalk into a 12-foot-wide landscaped pathway that leads to Chamblee Dunwoody Road. At this point, N7 crosses at the existing signalized intersection before proceeding east to the Village Courtyard along a line that repurposes parking spaces into a landscaped 12-foot-wide promenade. The center of the property is defined as the Village Courtyard—with steps and a high volume of retail patrons and guests. Bicycle riders must dismount and walk their bikes through the plaza before continuing east. The Dunwoody Village Promenade travels through the eastern parking area by creating a landscaped pedestrian path from repurposed parking spaces before leveraging a city-owned parcel to access the sidepath on the west side of Dunwoody Village Parkway (see N8).

N8 – Dunwoody Village Sidepath

Segment N8 is a sidepath on the west side of Dunwoody Village Parkway, linking the sidepath proposed for Mt. Vernon Road (see N9) with the one-way cycle track planned for Chamblee Dunwoody Road (P1). N8 provides access to and from the townhome communities and retail parcels on the east and north sides of the parkway, and it connects them with safe and enjoyable trails to major attractions such as Dunwoody Park and Nature Center and Dunwoody High School.

N8 runs along Dunwoody Village Parkway, which has an estimated average 65-foot right of way typically with two 11-foot travel lanes and two 5-foot bike lanes. 6-foot-wide sidewalks are provided on both sides of the street. Given the anticipated demand from pedestrians and bicycle riders, the sidepath is designed at 12-foot wide and requires a minimum 5-foot landscape buffer to enable the

Zone #1 | Northside Trails



Looking north of the existing conditions on Dunwoody Village Parkway

planting of native shade trees—crucial to a pleasant trail experience, as shade is generally lacking in the area due to extensive parking lot surfaces. The long-term design shifts the curb toward the center line and removes the existing bike lane, which will enable a 12-foot sidepath and a 5-foot landscape buffer. This project can be implemented by requiring future developments to add 6 feet of width to the existing sidewalks as required in the overlay zoning standards for Dunwoody Village. As with all sidepaths, clear signage and intersection design are required to warn motorists that trail users could be coming from either direction.

N9 – Mt. Vernon Trail (Western Section)

The Mt. Vernon Trail runs from the western city limit with Sandy Springs at Lisa Lane to the northern city limit with Sandy Springs at Dunwoody Club Drive. Segment N9 connects Dunwoody Village with major destinations such as Sandy Springs MARTA station and Perimeter Pointe shopping center just across the western city limit in Sandy Springs. The City of Dunwoody should collaborate with the City of Sandy Springs to ensure a seamless transition across jurisdictional boundaries.

Segment N9 runs along Mt. Vernon Road with a typical right of way of approximately 100 feet with two short exceptions. The roadway along Segment N9 is currently configured with two 11-foot travel lanes and two 5-foot bike lanes. The north side of the road has 4 unsignalized intersections and utilities whereas the south side has 3 unsignalized intersections and 2 driveways and no utilities. The recommendation is to use the south side of the roadway for a

12-foot sidepath with a variable width landscape border that is at a minimum 5' wide—capable of accommodating shade trees.

N9 continues along the south side of Mt. Vernon Road until the signalized intersection with Ashford Dunwoody Road. Here, N9 intersects with the currently planned Ashford Dunwoody one-way cycle track heading south toward Perimeter Center (P6) and Segment N10 of the Mt. Vernon Trail. Attention should be given to the signalization and crossing design at the Ashford Dunwoody Road intersection where the Mount Vernon Trail transitions from one-way cycle track in the Village to a sidepath and also intersects with the Ashford Dunwoody cycle track.

N10 – Mt. Vernon Trail (Central Section)

The Mt. Vernon Trail runs from the western city limit with Sandy Springs at Lisa Lane to the northern city limit with Sandy Springs at Dunwoody Club Drive.

Segment N10, unlike the rest of Mt. Vernon Trail, is a one-way cycle track. This is recommended because of the frequent commercial driveways, future shopfront, and unsignalized intersection at Nandina Lane where drivers are less likely to look right before turning (making a two-way sidepath less appealing). N10 begins at the signalized intersection of Ashford Dunwoody Road where it crosses the planned one-way cycle track connecting south to Perimeter Center (P6). At this intersection, westbound users of Mt. Vernon Trail must cross at two



Existing sidewalk and bike lane on Mount Vernon Road east of the intersection with Ashford Dunwoody Road

Zone #1 | Northside Trails

legs of the intersection to access the westbound sidepath (two-way travel) on the south side of Mt. Vernon Road west of Ashford Dunwoody Road. They also have access to the Dunwoody Village Greenway (see N6) via a short sidepath collocated with the westbound one-way cycle track on Mt. Vernon Road. At the signalized intersection with Chamblee Dunwoody Road, the Mt. Vernon Trail intersects the planned Village Crossroads, Phase 1 (P1). N10 proceeds east until the intersection with the sidepath along the west side of Dunwoody Village Parkway (see N8). From this point, eastbound trail users must cross two legs of the intersection before accessing the two-way sidepath on Mt. Vernon east of Dunwoody Village Parkway (see N11).

N11 – Mt. Vernon Trail (Eastern Section)

The Mt. Vernon Trail runs from the western city limit with Sandy Springs at Lisa Lane to the northern city limit with Sandy Springs at Dunwoody Club Drive. Segment N11 connects Dunwoody Village through single-family residential neighborhoods before continuing on as the sidepath currently planned by the City of Dunwoody on the north side of the road to the east of Corners Drive (P2).

Segment N11 runs along Mt Vernon Road with a typical right of way of approximately 100 feet. The roadway along N11 is currently primarily configured with two 11-foot travel lanes and two 5-foot bike lanes. The stretch 800 feet east from Dunwoody Village Parkway has a four-lane configuration with an unappealing shared bike and travel lane on the south side and a similarly unappealing 3.5-foot bike lane on the north side. This segment of Mt. Vernon has 6 driveways and 6 intersections on the north side and 17 driveways and 4 intersections on the south side. Given the greater number of driveways on the south side, Segment N11 should be designed as a sidepath on the north side.

Heading east from Dunwoody Village, Segment N11 begins where Segment N10 ends as a one-way cycle track. Eastbound trail users will cross two legs of the intersection with Dunwoody Village Parkway to access the two-way sidepath on the north side of Mt. Vernon Road. N10 continues as a sidepath on the north side through the signalized intersections at Mt. Vernon Way and Manhasset Road/Vermack Drive where the sidepath branches off to the north along the west side of Manhasset for the length of the St Luke's parcel before exiting into a calm street (see N5). The Mt. Vernon Trail continues east along a segment currently planned by the City of Dunwoody as a sidepath on the north side of the road until the just before the intersection with Jett Ferry Road (P2, P3), where it transitions into Segment E1 and continues to the city's northern border with Sandy Springs.

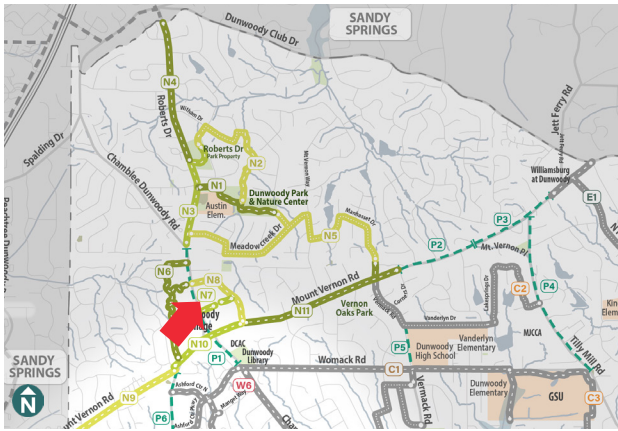
Northside Trails | Dunwoody Village Promenade

Overview

The image below illustrates a promenade connection through the center of Dunwoody Village. This promenade improves the pedestrian experience to Dunwoody Village, with raised and striped crosswalks, as well as appealing landscaping and shade trees that help to break up the existing sea of asphalt.

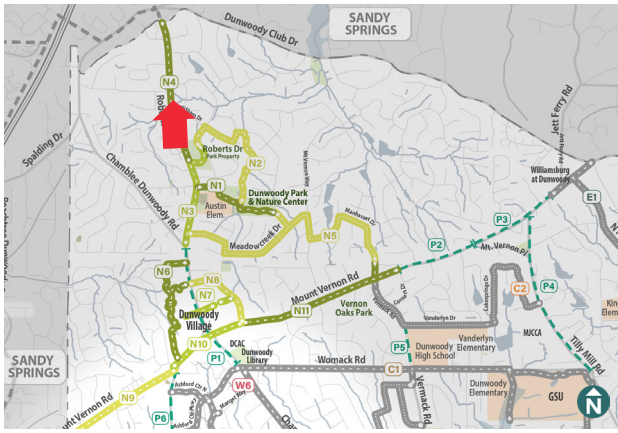
Proposed Trail Type

Greenway



Existing Dunwoody Village parking lot, looking northeast.





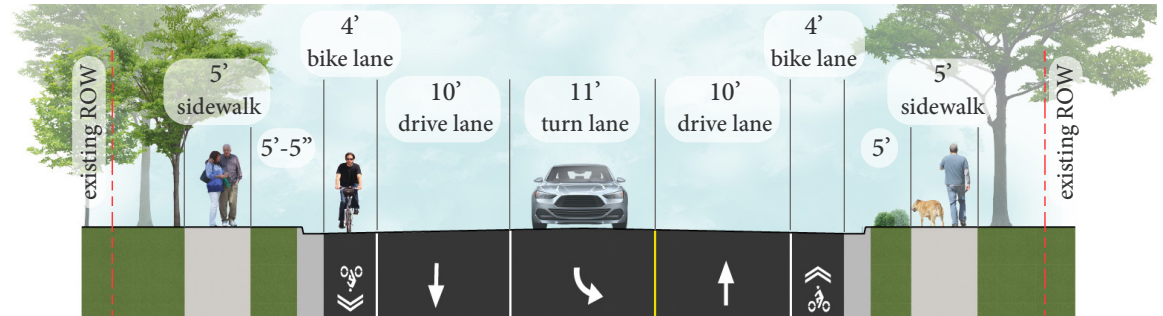
Northside Trails | Roberts Drive

Overview

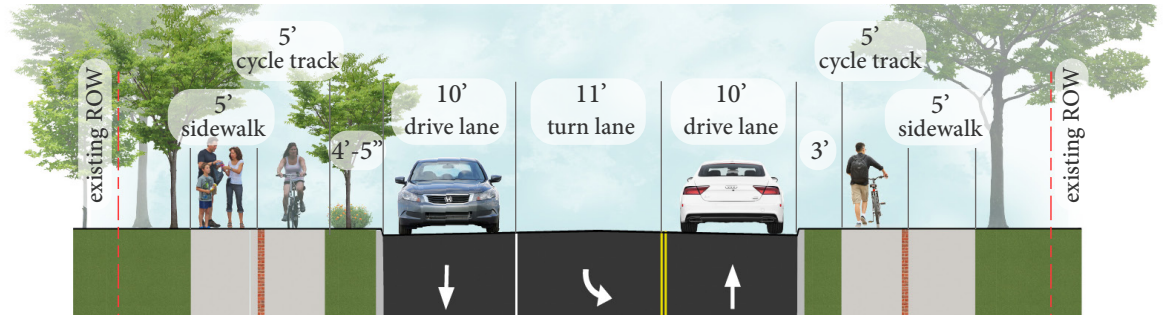
The cross sections to the right show the roadway configuration possibilities for two trail type alternatives.

Proposed Trail Type

Sidepath or Raised One-Way Cycle Track



Existing cross section at entrance to Dunwoody Park and Nature Center



Alternative A: one-way cycle track



Alternative B: sidepath

Zone #2 | Westside Trails

OVERVIEW

Zone Total: 10.4 miles

Connecting Destinations:

Perimeter Center, Dunwoody MARTA Station, City Hall, Two Bridges Park, Georgetown Park and Greenways

Opportunities and Benefits:

- Propel economic development
- Direct access to parks and trails
- Support MARTA ridership & transit-oriented development
- Partnership with Perimeter CID
- Establish regional connection to City of Sandy Springs trail system, Sandy Springs MARTA Station, and PATH 400

Potential Obstacles:

- Easement acquisition
- Extensive GDOT coordination on W1, W2 segments

Cost:*

| Seg. # | Mileage | Total |
|--------|---------|--------------|
| W1 | 1.0 | \$6,947,000 |
| W2* | 0.1 | \$8,469,000 |
| W3 | 1.5 | \$10,917,000 |
| W4 | 1.1 | \$1,954,000 |
| W5 | 0.5 | \$3,738,000 |
| W6 | 0.8 | \$4,710,000 |
| W7 | 0.9 | \$5,670,000 |
| W8 | 1.0 | \$6,425,000 |
| W9 | 1.0 | \$6,419,000 |
| W10 | 0.6 | \$6,031,000 |
| W11 | 0.6 | \$3,503,000 |
| W12 | 0.6 | \$3,406,000 |
| W13 | 0.6 | \$3,512,000 |

* I-285 Highway Bridge Replacement not included

**Estimate excludes the cost of acquisition, see Chapter 4

Introduction

The westside trails are focused on one key destination confirmed during the planning process—Perimeter Center. The proposed network also accommodates the need for broader north-south connections via the proposed North Nancy Creek Greenway (see Segments W2, W3 and W5) and east-west connections via the Top End Trail (see Segments W1, W7, and W8).

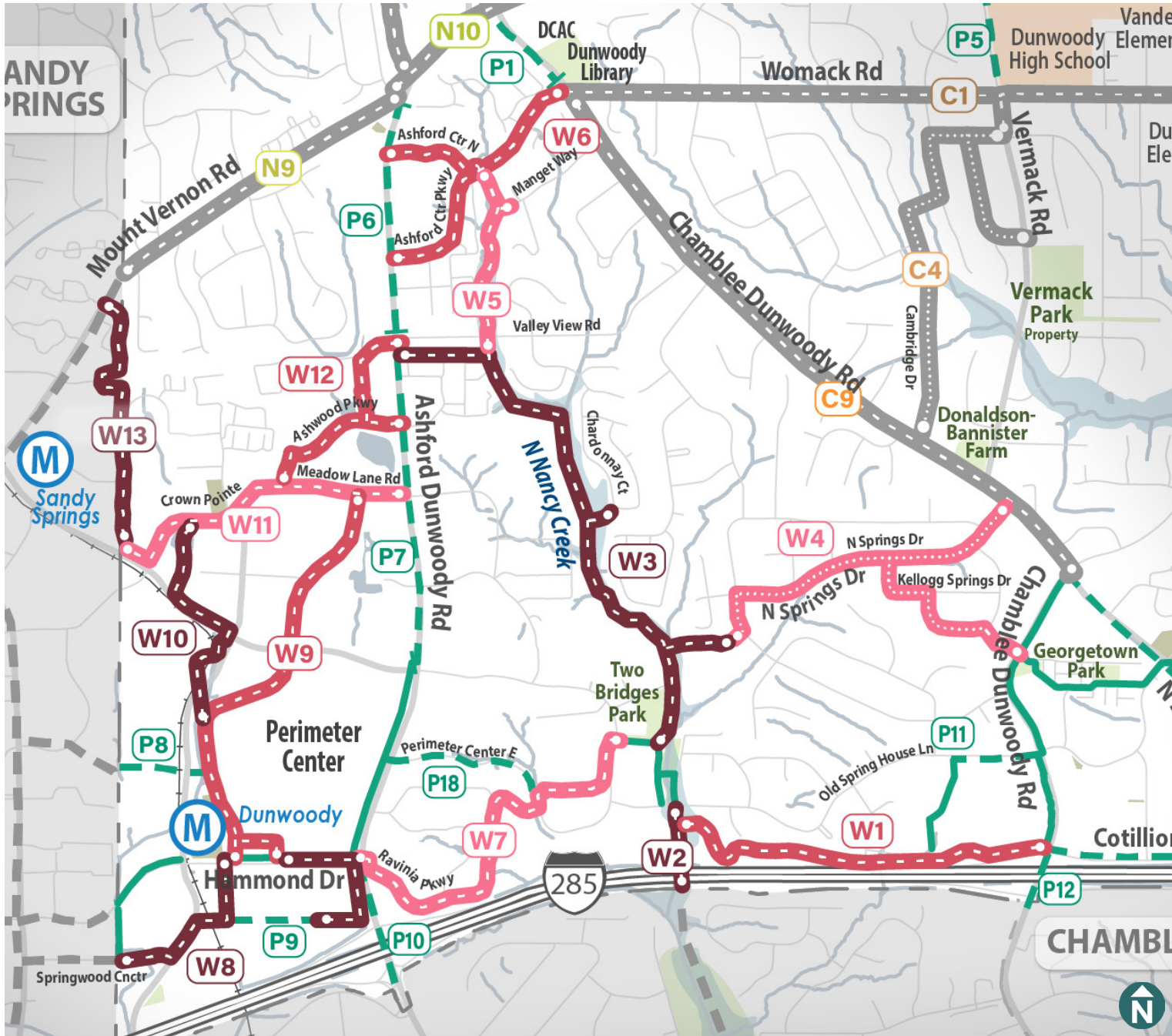
Key Issues

The planning process identified these key issues for the proposed westside trails:

- At Segment W2, the PATH Foundation is proposing an underpass that is not currently programmed by GDOT and will require collaboration between regional political leaders, including the mayors of Dunwoody and Brookhaven, to become a reality. PATH believes this effort is worthwhile, as it will result in a highly appealing greenway underpass linking Brookhaven’s Murphey Candler Park and Dunwoody’s Brook Run Park along a newly daylight North Nancy Creek, which is currently run through a pipe buried beneath the 12 lanes of interstate programmed by GDOT to get even wider. Preliminary discussions were held with City of Brookhaven staff regarding this proposal.
- At Segment W3, a facility to be called the North Nancy Creek Greenway requires the support from property owners of multi-family residential complexes and shopping centers.

The westside trails cover 10.4 miles representing 30% of the Dunwoody Trailway’s 35.0 total miles of proposed trails. Implementation phasing for these trail segments will be covered in Chapter 4.

Zone #2 | Westside Trails



- Proposed Trails
- Proposed Calm Street
- Existing Trails
- Planned Trails
- Other Planned Calm Streets
- Other Planned Trails
- Dunwoody City Limit
- Parks & Open Spaces
- Colleges & Schools
- MARTA Station
- Waterbodies
- Floodplain

Zone #2 | Westside Trails

W1 – Top End Trail (Middle Section)

Inspired by the success of PATH 400, the Top End Trail is envisioned to run parallel to Interstate 285 and requires the collaboration of city leaders within Sandy Springs, Dunwoody, Chamblee, and Doraville. The Dunwoody portion of the Top End Trail runs along the southern border of Dunwoody from PATH 400 in Sandy Springs to North Shallowford Road with a crossing into Chamblee. The westernmost segments are described as Segments W7 and W8. Cotillion Drive, the easternmost segment in Dunwoody, is currently planned by the City for a sidepath along the north side of the roadway (P13), with a safe crossing at Chamblee Dunwoody Road continuing to another planned segment along North Shallowford Road (P14) before crossing into the City of Chamblee.

Segment W1, a middle segment of the Top End Trail, begins at the currently under construction sidepath on the west side of Chamblee Dunwoody Road fronting the Georgetown Shopping Center (anchored by Kroger). It is a greenway that continues west along the northern boundary primarily in GDOT highway right of way behind Georgetown Square Townhomes and the Dunwoody Pines Retirement Community. A parcel behind the shopping center, next to Ashford Academy, would require an easement for grading purposes. An existing sidepath along the privately owned Wisconsin Drive could be connected to W1 with the support of the parcel owners. W1 then proceeds west following the Georgia Power easement, climbs a grade parallel to Old Spring House Lane, and then descends again to Georgetown Recreation Club, crossing GDOT-owned parcels on Georgetown Court and terminating at the existing Georgetown Bridge Trail where it intersects the North Nancy Creek Greenway (see W2).

W2 – North Nancy Creek Greenway (Brookhaven Connector)

Segment W2 is the southernmost part of the North Nancy Creek Greenway. It begins at the border with Brookhaven where a multi-use trail would continue north from Murphey-Candler Park. The greenway then traverses Interstate 285 with a new greenway underpass. (See details in the “Key Issues” section above.)

On the north side of the new underpass, the greenway continues along the west side of Old Georgetown Trail, intersecting with east-west running Segment W1 until it terminates at the existing Georgetown Bridge Trail (an excellent place to view the beauty of North Nancy Creek) that provides access to the Perimeter Center East roadway and Segments W7 and W3.

W3 – North Nancy Creek Greenway

The realization of the North Nancy Creek Greenway will require the consent of the multi-family and retail property owners along the west side of the creek. The description below is for planning purposes and does not represent approval from the property owners.

Segment W3 is the main portion of the North Nancy Creek Greenway. It begins at the existing Georgetown Bridge Trail behind the Endeavor Montessori School and tracks the west side of the creek north along parcels owned by the City of Dunwoody. It crosses at grade on Perimeter Center East Extension—a roadway serving the parcel at 40 Perimeter Center East before entering on the creek side of the multi-family property known as The Lofts Perimeter Center (100 Perimeter Lofts Circle). At this point, a spur to the east runs along the north side of the 40 Perimeter Center East parcel with a design respecting privacy needs for the residential neighbors to the north. The spur ends at Chateau Drive, where it becomes a calm street described in Segment W4.

The North Nancy Creek Greenway continues on the west side of the creek along a multi-family property known as the Heights at Dunwoody (2103 Asbury Square) and crosses onto the multi-family property known as The Hartley (350 Perimeter Center North) before continuing along the west side of the creek behind the Perimeter Village shopping center (where Walmart is the anchor



Existing greenway trail and bridge over North Nancy Creek at Two Bridges Park

Zone #2 | Westside Trails

tenant). The greenway then crosses into the multi-family property known as MAA Dunwoody (4777 Ashford Dunwoody Rd), following the west side of the creek until just before the northern border of this parcel, where it tracks to the west along the MAA Dunwoody property before intersecting Ashford Dunwoody Road and the City’s planned one-way cycle track (P6, P7). A short segment north of this intersection must be planned as a two-way cycle track to enable access to the sidepath on Ashford Gables Drive (see W12). A spur of the North Nancy Creek Greenway is covered in Segment W5.

W4 – Georgetown Calm Street Connector

Segment W4 uses primarily calm street strategies (see Chapter 2). From the west, the calm street trail begins at the spur outlet of the North Nancy Creek Greenway (see W2). W4 proceeds north a short distance on Chateau Drive before turning right onto North Springs Drive where it meanders through a residential neighborhood. At Kellogg Springs Drive, the calm street trail splits into two subsegments: (1) to the south along Kellogg Springs Drive and Kellogg Circle before transitioning to a greenway that accesses the DeKalb Board of Education parcel (future site of Dunwoody Chamblee Road Elementary School), and (2) to the east along North Springs Drive to a safe crossing at Chamblee Dunwoody Road on a protected crosswalk that intersects with the Chamblee Dunwoody Sidepath (see C9).

W5 – North Nancy Creek Greenway Connector

The W5 segment of the North Nancy Creek Greenway provides access for trail users to Dunwoody Village via the one-way cycle track on Ashford Center Parkway and Chamblee Dunwoody Road. W5 begins at the MAA Dunwoody parcel (4777 Ashford Dunwoody Rd) and continues on the west side of the creek across Valley View Road (and two single family home parcels, where easements would need to be acquired) before entering the creek side of the parcels known as Jefferson at Perimeter (4867 Ashford Dunwoody Rd). The greenway will cross the creek just north of the existing playground and continue running on the east side. W5 terminates at the intersection with the Womack Drive cycle track as it continues down Ashford Center Parkway (see W6 and C1). A spur connects the greenway to Manget Way using a remnant, vacant parcel. This segment is described for planning purposes only. It does not represent agreement of the parcel owners.



The remnant vacant parcel at the end of Manget Way

W6 – Ashford Connector

Segment W6 is a raised one-way cycle track (bicycle riders on both sides of the street in the direction of travel) that connects key destinations—Dunwoody Village to the north via the intersection with the planned one-way cycle track on Chamblee Dunwoody Road (P1), GSU and Dunwoody High School to the east via Womack Road (see C1), and Perimeter Center to the south. It runs along Ashford Center Parkway, which has 3 driveways and 2 intersections on the north side and 2 driveways and 1 intersection on the south side. It intersects with the North Nancy Creek Greenway Connector (see W5) at a proposed mid-block crossing that prioritizes pedestrian and bicycle rider safety (see Chapter 5 for safe crossing strategies). To promote safe access to Segment W5 to and from W6, the south side of Ashford Center Parkway, from the terminus of W5 to the south/west side sidepath crossing to Ashford Center North is a two-way cycle track for a short distance.

Ashford Center Parkway has a 70-foot right of way that primarily consists of 65 feet of roadway with four 10.5-foot travel lanes, two 4-foot bike lanes, and a landscaped median. Sidewalks are on both sides of this road but appear to be built on easements. The design would require moving the existing curbs toward the middle of the right of way and raising the existing bike lanes to sidewalk level. There may not be room for a landscaped buffer along Ashford Center Parkway.

Zone #2 | Westside Trails

A sidepath spur to be constructed at the same time crosses the privately owned but publicly accessible Ashford Center North, which is near the entrance to the North Nancy Creek Greenway (see W3 and W5). The sidepath could be built on either side of the road (the north side has 3 driveways and the south side has 2 driveways).

W7 – Top End Trail (Ravinia Section)

Inspired by the success of PATH 400, the Top End Trail is envisioned to run parallel to Interstate 285 and requires the collaboration of city leaders within Sandy Springs, Dunwoody, Chamblee, and Doraville.

The Dunwoody portion of the Top End Trail runs along the southern border of Dunwoody from PATH 400 in Sandy Springs to North Shallowford Road with a crossing into Chamblee. The westernmost segment is described in W8, the middle segment in W1, and the remaining segments leading to North Shallowford Road are currently planned by the City of Dunwoody (P13, P14).

Segment W7 connects Perimeter Mall to the Georgetown Bridge Trail and North Nancy Creek Greenway (see W2, W3 and W5). It is an important east-west component of the Dunwoody Trailway.

From the east, W7 begins as a sidepath at an enhanced crossing (adding a refuge island) of Perimeter Center East that will connect users to the existing Georgetown Bridge Trail. It proceeds south along Perimeter Center East hugging



Ravinia Parkway facing south, with I-285 in the distance

the right-hand curb and bumping out the curb to provide a raised sidepath with a landscape buffer. The existing southbound bike lane will transition to a sidepath and then back to a bike lane where the segment turns to the west. W7 then cuts across the northern border of the parcel known as The Park (53 Perimeter Center East) as a 12-foot wide sidepath threaded between driveways.

Segment W7 then crosses Perimeter Center East at a safe bicycle pedestrian crossing (see Chapter 5) before heading south for a short distance along Perimeter Center East raising the existing bike lane and buffer to curb height. Just prior to the entrance to 58 Perimeter Center East a greenway skirts the northern edge of the large parking lot before ramping up to Ravinia Parkway.

Entering Ravinia Parkway from the east at a point to be determined in collaboration with the landowners, W7 becomes a sidepath to the south of the eastbound travel lanes. The City of Dunwoody required the owners to reserve right of way for a future path as part of the development planned at the corner of Ashford Dunwoody and Ravinia Parkway. The long-term transportation plan for the City also shows this alignment. At Ashford Dunwoody Road, the sidepath proceeds west on the southern leg of the intersection to become Segment W8.

W8 – Top End Trail (Western Section)

Inspired by the success of PATH 400, the Top End Trail is envisioned to run parallel to Interstate 285 and requires the collaboration of city leaders within Sandy Springs, Dunwoody, Chamblee, and Doraville.

The Dunwoody portion of the Top End Trail runs along the southern border of Dunwoody from PATH 400 in Sandy Springs to North Shallowford Road with a crossing into Chamblee. Segment W8 is the western-most segment with two middle segments described in W1 and W7. The remaining segments along Cotillion Drive, leading to North Shallowford Road are currently planned by the City of Dunwoody (P13, P14).

Segment W8 is a key connection for Dunwoody residents to access PATH 400 via the City of Sandy Springs and GDOT programmed terminus of PATH 400 at Hammond Drive and Peachtree Dunwoody Road. W8 starts at the southwestern intersection of Ashford Dunwoody Road and Hammond Drive. It immediately splits into two spurs – north and south.

On the northern spur, Segment W8 picks up at the end of W7 (southwestern intersection of Ashford Dunwoody Road and Hammond Drive) and proceeds across Hammond Drive to the north across what is recommended to be a redesigned bicycle and pedestrian crossing that connects to the existing Ashford

Zone #2 | Westside Trails

Dunwoody Road sidepath. W8 proceeds west as a new sidepath on the north side of Hammond Drive until it reaches the existing mid-block HAWK signal, where it crosses south over Hammond Drive. At this point, the northern spur passes through a small DeKalb County parcel and continues south at ground level immediately east of the MARTA tracks to Campus Way. This section will likely require a retaining wall as it goes past the Mens Warehouse parcel (1121 Hammond Drive). This segment design, referenced in the vision plan titled “Dunwoody Edge City 2.0,” continues the sidepath extending from the Campus 244 trail (P9).



Existing mid-block crossing on Hammond Drive

On the southern spur, Segment W8 proceeds south along the west side of Ashford Dunwoody Road to the southern boundary of the 1201 Hammond Drive parcel. It then turns east as a greenway just inside the northern boundary of the currently undeveloped eastern phase of the Campus 244 development. The greenway continues to the west (P9) until it joins the existing sidepath on the north side of Campus Way, eventually rejoining the northern spur of W8.

After the two spurs of W8 come together, the Segment continues as a sidepath west along Campus Way to Perimeter Center Parkway. It crosses the parkway at an existing protected crossing and then proceeds south along the west side of the roadway widening an existing sidepath fronting the office buildings at 235 Perimeter Center Pkwy.

Segment W8 crosses Springwood Connector at an existing crosswalk and then turns to the west and follows the south side of the Springwood Connector across the city limit to Peachtree Dunwoody Road in Sandy Springs. The south side is chosen, as it has fewer driveways and provides access to City of Dunwoody-owned greenspace.

Springwood Connector is a short street with relatively low traffic volume. The roadway is currently configured with 4-foot bike lanes, a narrow landscaping strip and 5-foot sidewalks. A left turn lane runs the entire length of the roadway. To provide an appropriate entry into the City of Dunwoody from PATH 400, the sidepath can be built with a landscape buffer that uses the existing roadway configuration, excepting one pinch point where a wing wall for a bridge culvert creates a narrow shoulder. Alternatively, the two cities could explore turning the pathway south at the city limit along the eastern boundary of the City of Dunwoody’s parcel and from there follow the north side of I-285 to Peachtree Dunwoody Road. Staff from the City of Sandy Springs and the City of Dunwoody should coordinate on timing and design of Segment W8.

W9 – Perimeter Mall Sidepath

Segment W9 begins at Hammond Drive at the intersection with the Top End Trail (see W8). It begins by heading north along the eastern side of a mall entryway. Turning to the west, the sidepath crosses the four-lane mall drive to go underneath the parking deck and in front of the Hyatt Place Hotel before crossing the mall’s external four-lane drive. The four-lane drive sees relatively light vehicular traffic, providing an opportunity to repurpose the two westernmost lanes into a multi-use sidepath. This sidepath continues the entire length of the drive (including a spur south to Hammond Drive) north past the entrance to the Dunwoody MARTA Station, intersecting with the east-west trail programmed to connect the High Street Development (and Cox Enterprises office building) to the west (P8).

W9 continues north and then east as a sidepath, repurposing the two outermost lanes of the mall drive. At the point where the mall drive arcs back to the east, there is a junction with a greenway bridge over Perimeter Center Parkway (see W10).

Segment W9 crosses Perimeter Center West at a currently signalized pedestrian crossing of Perimeter Center Place, where it continues on the west side, crossing 4 driveways and 1 intersection. Where Perimeter Center Place has a landscaped median, the curb is extended to the east, eliminating the bike lane to create space

Zone #2 | Westside Trails

for a 12-foot-wide sidepath and a 5-foot landscape buffer. Further north past the median, the design for W9 shifts the curb to the east and reclaims the width currently occupied by bike lanes for the sidepath including a landscape buffer on the west side of the street.

W10 – Crown Pointe Greenway

Segment W10 rises to a bridge crossing over Perimeter Center Parkway just past its intersection with W9. It lands on the north side on a parcel occupied by a vehicle maintenance shop (201a Perimeter Center Parkway) and loops behind the structure before accessing a City of Dunwoody parcel and crossing Perimeter Center West. W10 turns west as a 12-foot-wide raised sidepath along the north side of Perimeter Center West crossing an entrance to Ashford Lane Shopping Center. This section would require shifting the curb to the south, narrowing the travel lanes slightly to 11-feet and replacing the bike lane with the raised sidepath.

At a narrow, untended greenspace, Segment W10 turns to the north and, staying on the shopping center parcels, proceeds through the forested area to Crown Pointe Parkway. W10 ends here at the sidepath along Crown Pointe Parkway (see W11).

W11 – Meadow Lane Sidepath

Segment W11 runs along the north side of Meadow Lane Road from the City of Dunwoody planned one-way cycle track on Ashford Dunwoody Road (P7) to Perimeter Center West. The north side of the road is chosen for this sidepath because buildings (e.g., northwest corner of Target) and grade separations prohibit any expansion to the south. W11 crosses 6 driveways and 1 intersection and intersects with the Crown Pointe Greenway (see W10) prior to turning briefly west on Perimeter Center West and intersecting with the Friendship Path (see W13) at the city limit with Sandy Springs.

Meadow Lane Road is currently configured as four travel lanes with a median and bike lanes on both sides. To accommodate a sidepath, the curb needs to be shifted south to repurpose the 5-foot bike lane and, in some locations, landscaping along the parcel edges would need to be replaced with a fenced paved area to provide space and deal with the grade difference between the path and the roadway below. In locations with mature trees, an easement may be required, so that a walking zone could be provided on the far side of the trees with a bike zone on the near side of the trees. In other areas, the sidepath may

need to be reduced to 10-feet wide to prevent loss of valuable landscaping.

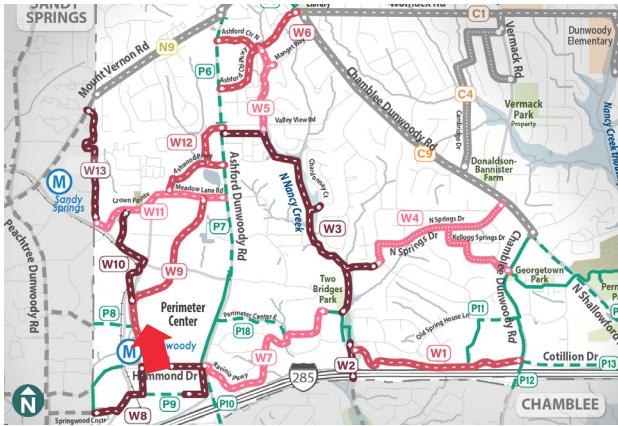
W12 – Ashwood Trails

The Ashwood Trails (see W12) are greenways and sidepaths near the retail and residential district that fronts both sides of Ashwood Parkway. From the southwest, W12 begins as a greenway between parking garages, crossing the Ashwood Parkway cul-de-sac and becoming a sidepath on the north side of Ashwood Parkway, where it follows a forested border and crosses one driveway before the signalized intersection with Ashford Dunwoody Road and the City of Dunwoody planned one-way cycle track (P7). This plan proposes acquisition of additional right-of-way easements from adjacent properties to allow the sidepath to be built away from the roadway and interact with more greenspace. This could be accomplished, for example, by transitioning to a boardwalk structure that hugs the southern edge of the retention pond. This is an opportunity to create a unique and enjoyable trail user experience in this otherwise built out area.

Prior to reaching this intersection, W12 branches off to the north as a greenway behind the Ashford Place shopping center, leveraging greenspace to provide a pleasant walking and biking alternative to automobile-intense Ashford Dunwoody Road. The last part of this branch is a sidepath on the south side of Ashford Gables Drive that should be part of a realignment of Ashford Gables to reduce the width of the westbound lanes, eliminate the median, and expand the south side to enable the sidepath and a new landscape strip with native shade trees. The final leg of Segment W12 crosses Ashford Dunwoody Road with access to the North Nancy Creek Greenway (see W3).

W13 – Friendship Path

Segment W13, the Friendship Path, is so named because it runs along the border of Dunwoody and Sandy Springs. It begins at Perimeter Center West and the terminus of the Meadow Lane Sidepath (see W11), where it travels north along a forested strip behind parking facilities before crossing into parcels controlled by the Mount Vernon Flats at Perimeter (1265 Mt. Vernon Highway, Sandy Springs). The greenway continues along the forested strip (and city border) to Mount Vernon Road just outside the city boundary.



Westside Trails | Perimeter Mall Sidepath

Overview

In this image, the existing Perimeter Mall parking lot access lanes are reduced from four to two, making room for a sidepath and linear park running below the MARTA line. Activating this underutilized corridor with public art, seating, and play equipment provides a public realm amenity while also improving pedestrian and bicycle rider connections to and through Perimeter Center.

Proposed Trail Type

Sidepath



Existing conditions of Perimeter Mall's western parking lot access drive and MARTA line, looking north.



Zone #3 | Central Trails

OVERVIEW

Zone Total: 9.5 miles

Connecting Destinations:

Dunwoody Library, Dunwoody High School, Vanderlyn Elementary, MJCCA, GSU, Dunwoody Elementary, Vermack Park, Brook Run Park, Peachtree Middle School, Chesnut Elementary, Pernoshall Park and Greenways

Opportunities and Benefits:

- Enhance safe routes to school programming
- Partnership with DeKalb Board of Education & Georgia State University
- Direct access to parks and existing trails

Potential Obstacles:

- Easement acquisition
- Extensive coordination with GDOT

Cost:*

| Seg. # | Mileage | Total |
|--------|---------|--------------|
| C1 | 1.5 | \$9,285,000 |
| C2 | 1.5 | \$1,937,000 |
| C3 | 1.3 | \$6,152,000 |
| C4 | 1.2 | \$713,000 |
| C5 | 0.4 | \$5,057,000 |
| C6 | 0.9 | \$6,089,000 |
| C7* | 0.3 | \$13,316,000 |
| C8 | 0.9 | \$5,504,000 |
| C9 | 1.5 | \$8,584,000 |

* I-285 Highway Bridge Replacement not included

**Estimate excludes the cost of acquisition, see Chapter 4

Introduction

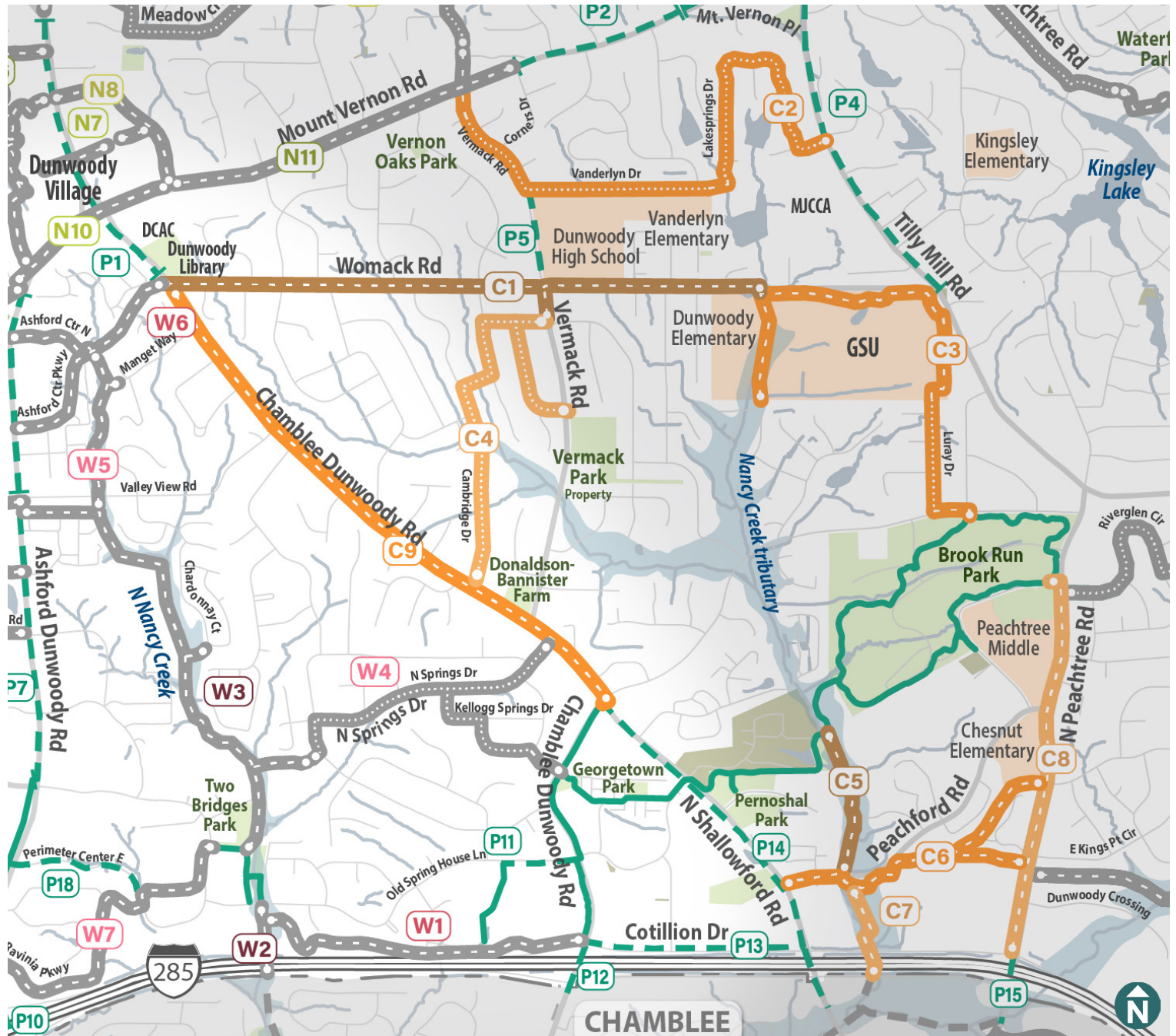
The central trails are focused on key destinations confirmed during the planning process—Brook Run Park, Georgia State University (GSU), Dunwoody High School, Vanderlyn Elementary School and Dunwoody Elementary School. The proposed network also accommodates the need for broader north-south connections via Vermack Road, North Peachtree Road and Tilly Mill Road; and east-west connections via Womack Road and Cotillion Road.

The planning process identified these key issues for the proposed central trails:

- Neighbor concerns caused the design team to remove the proposal for the longest segment of the Dunwoody Central Greenway between the Pernoshal Park trail and the Northbrooke neighborhood via a tributary of Nancy Creek.
- A remnant of this greenway remains at the end of Village North Court (see C3). City staff are aware of the concerns of neighbors that parents of students at Dunwoody Elementary may attempt to avoid the morning and afternoon traffic congestion around the school by dropping their children off in the driveways of the homes facing the school parcel. Most of the school attendance zone is north of the Peeler Road corridor, where it is a shorter driving distance to the school entrance on Womack Road than it is to Village North Court. If school drop-off did become a concern, the city could enforce signage in the area to restrict drop-offs.
- At Segment C2, Dunwoody High School students use the parking lot at St. Luke’s Presbyterian Church on Mt. Vernon Road as overflow parking. This requires them to cross the heavily trafficked Mt. Vernon Road and walk on narrow sidewalks with a narrow landscape buffer on Vermack Road.
- At Segment C7, the PATH Foundation is proposing an underpass that is not currently programmed by GDOT and will require the collaboration and intense focus of the mayors of Dunwoody and Chamblee and regional political leaders to become a reality. PATH believes this effort is worthwhile, as it will result in a highly appealing greenway underpass linking Brook Run Park to a new park and commercial district planned south of Savoy Drive in Chamblee. The greenway would also daylight Nancy Creek, currently run through a pipe buried beneath the 12 lanes of interstate that are programmed to get even wider.

The central trails cover 9.5 miles representing 27% of the Dunwoody Trailway’s 35.0 total miles of proposed trails. Implementation phasing for these trail segments will be covered in Chapter 4.

Zone #3 | Central Trails



- Proposed Trails
- Proposed Calm Street
- Existing Trails
- Planned Trails
- Other Planned Calm Streets
- Other Planned Trails
- Dunwoody City Limit
- Parks & Open Spaces
- Colleges & Schools
- MARTA Station
- Waterbodies
- Floodplain

Zone #3 | Central Trails

C1 – Womack Road Trail

Segment C1 is a key component of the Dunwoody Trail Network, as it connects desired destinations such as Dunwoody Village, GSU Perimeter, Dunwoody High School, Dunwoody Elementary School, and the northern reaches of Perimeter Center. The segment uses both raised one-way cycle track and sidepath strategies to provide safe and enjoyable access for a majority of potential users. (See Chapter 2 for a description of trail users for whom these trails are designed.)

C1 begins at the intersection of the City of Dunwoody planned raised one-way cycle track that runs to the north along Chamblee Dunwoody Road (P1) and the sidepath on the east side of Chamblee Dunwoody Road that runs to the south (see C9). For the first subsegment, C1 continues the raised one-way cycle track (facilities on both sides of the street in the direction of travel) begun along Ashford Center Parkway (see W6) to the west. It relies primarily on existing right of way easements and folds the existing sidewalk and bike lane together in raised shared paths separated by narrow 3' landscape buffers potentially useful for planting small, flowering trees or native grasses. This narrow landscape buffer is not typical to City of Dunwoody design standards (see Chapter 5), but an exception is required along Womack Road since the public right of way is a very consistent (and narrow) 75 feet. Along this subsegment of C1, the intersections and driveways are not counted. Care must be taken in the final design to ensure that trail users and motorists can see one another at intersections and driveways.

At Vermack Road, Segment C1 intersects with the Cambridge Central Connector (see C4) to the south and the City of Dunwoody planned 12-foot-wide Vermack Road sidepath to the north (P5). With a safe crossing design at the stop-sign-managed intersection with Vermack Road, Segment C1 shifts to a sidepath on the north side of Womack Road, chosen based on driveway, intersection, and utility location analysis. The north side of Womack Road between Vermack Road and the segment terminus at Dunwoody Elementary School has 4 intersections and 2 entrance ways to the Dunwoody High School parking lot. The utilities are also on the north side. The south side has substantially more crossings: 5 intersections and 13 driveways.

The sidepath on the north side is accommodated by shifting the northern curb to the south and repurposing the roadway width used by the existing bike lanes to accommodate the sidepath. As along the rest of Segment C1, the right of way is insufficiently wide for a 5-foot landscape buffer. Intersections on the north

side need careful attention to signage to warn motorists that trail users could be coming from either direction. Segment C1 ends at the eastern entrance to Dunwoody Elementary School and a connection to the Georgia State Greenway (see C3), using the existing pedestrian crossing (see Chapter 5 for a description of safe street crossing strategies.)

C2 – Vanderlyn Connector

Segment C2 uses primarily calm street strategies developed in collaboration with the neighbors (see Chapter 2). From the west, the calm street trail begins at the end of the Mt. Vernon Sidepath spur (see N11) that follows the west side of Vermack to Dunwoody Square. Northbound trail users will cross from the east side of Vermack Road to the west side and southbound trail users continue on the west side of Vermack Road south to Vanderlyn Drive. This segment of Vermack has existing sidewalks and 5-foot-wide bike lanes in each direction. Given the recently installed bike lanes and sidewalks, no change is recommended for Vermack Road north of Vanderlyn Drive.

C2 turns east onto Vanderlyn Drive at the intersection with the City of Dunwoody's planned 12-foot-wide Vermack Road sidepath (P5). Calm street strategies will continue to the east past Vanderlyn Elementary School where a short greenway trail links users to the Lakesprings neighborhood following the route of an existing paved pathway. A calm street connection follows Lakesprings Drive as it curves around Lakesprings Way before using

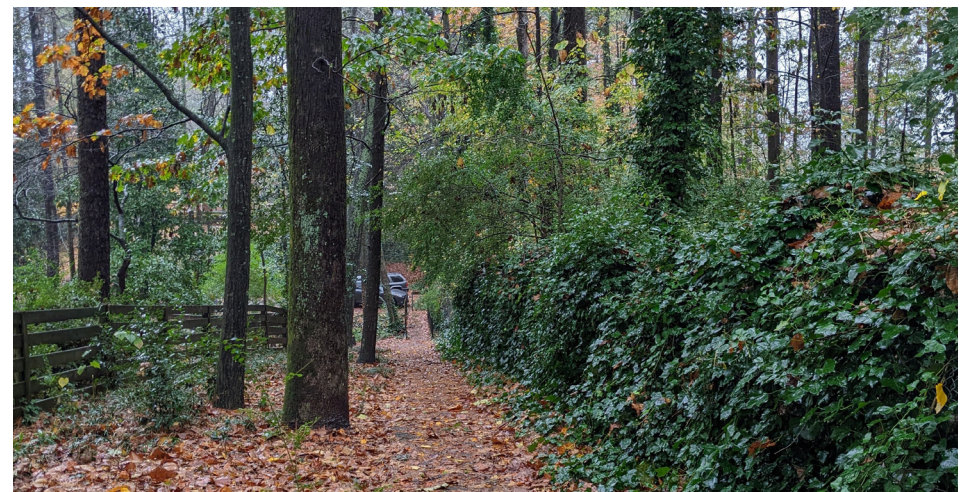


Photo of existing footpath and pedestrian bridge at the end of Vanderlyn Drive

Zone #3 | Central Trails

an enhanced crossing (see Chapter 5) to reach the City of Dunwoody planned sidepath along the east side of Tilly Mill Road (P4).

C3 – Georgia State Greenway and Brook Run Connector

Segment C3 leverages existing publicly owned land (University System of Georgia) to create a 12-foot-wide greenway that loops around the GSU Perimeter College campus from the southwest to the north and back to the southeast. C3 also connects GSU to Brook Run Park via a calm street on Luray Drive and a short sidepath along Peeler Road.

The Georgia State Greenway begins at the end of Village North Court on university property heading north along the eastern bank of the Nancy Creek tributary with a spur to Vanderlyn Elementary School. At Womack Road, the greenway intersects with the Womack Road Trail (see C1) at the existing crossing (see Chapter 5 for safe crossing strategies). From this point, the greenway proceeds to the east, set back from Womack Road and accessing the forested area on the north side of the property. It skirts a pond and an outdoor area before crossing the entry lanes to Womack Road, skirting the north end of the parking area and intersecting with the City of Dunwoody planned Tilly Mill Road Sidepath (P4), which has a protected crossing at the intersection. From this point, the Georgia State Greenway stays on university property and proceeds south, skirting the parking areas and ending at Luray Drive.



At Luray Drive, C3 uses calm street strategies developed in collaboration with neighborhood residents to provide safe passage as it proceeds south. At the end of Luray Drive, C3 crosses Peeler Road at a protected crossing (see Chapter 5 for safe crossing strategies) and proceeds east on a short sidepath on the south side of the street before terminating at the entrance to Brook Run Park. The south side is chosen because it fronts public property. The south side sidepath design bumps both curbs to the north, eliminating the narrow landscape strip, and constructing a new sidewalk on the north side. The sidepath on the south side would seek to maximize trail and landscape buffer widths as space permits and, given the change in topography, would require a rail on the south side. The existing eastbound bike lane on Peeler Road would merge into the sidepath for the short distance to the Brook Run Park entrance. The westbound bike lane would remain but adjust with the movement of the curbs.

C4 – Cambridge Central Connector

Segment C4 uses calm street strategies, developed in collaboration with the neighbors (see Chapter 2), to create a connection between Dunwoody High School with trail facilities on Womack Road (see C1) and the neighborhoods to the south with the trail facilities on Chamblee Dunwoody Road (see C9).

From the north, C4 begins as a calm street heading west on Parliament Drive picking up at the City of Dunwoody planned Vermack sidepath (P5) to Womack Road (and the one-block sidepath continuation south on Vermack built in conjunction with Segment C1). A calm street spur turns south on Parliament Way and continues around to the intersection with Vermack Road providing access to Vermack Park. The mainline C4 trail turns south onto Leeds Court and west onto Leeds Way before turning south again on Cambridge Drive where it proceeds until ending at the Chamblee Dunwoody sidepath (see C9).

C5 – Dunwoody Central Greenway (Northern Section)

Segment C5 is the northern section of the Central Dunwoody Greenway (see N7 for the southern section), connecting Brook Run Park to a new entertainment district in Chamblee via a new I-285 bridge that daylights Nancy Creek and provides much needed safe and pleasant north-south access on a greenway rather than aside busy arterials and major interstate interchanges.

From the north, the C5 segment of the Dunwoody Central Greenway begins as a 12-foot-wide trail at the existing Pernoshal Trail, a well-used greenway connecting Brook Run Park to the east with Pernoshal Park and Georgetown

Zone #3 | Central Trails

Park to the west. C5 follows the Nancy Creek tributary south on the east side of the creek through City of Dunwoody property, Dunwoody Court Condominiums (2102 Peachford Rd), and Wren's Cross Condominiums (2080 Peachford Rd) before entering a parcel owned by the First Baptist Church of Atlanta (2022 Peachford Rd). The C5 segment ends at Peachford Road—a roadway with bike lanes and sidewalks on both sides.

C6 – Dunwoody Central Greenway (Western Section)

The Dunwoody East Greenway provides comfortable and inviting east-west access along Dunwoody's southeastern corner and the border with Doraville. It connects the apartment communities fronting Peachtree Industrial Boulevard and North Peachtree Road to the Top End Trail (see P13, P14, W1, W7, and W8). The portions located in Dunwoody are broken into three segments—C6 (western section), E7 (central section) and E6 (eastern section). Between E7 and E6, a section of the Dunwoody East Greenway falls under Doraville jurisdiction.

Segment C6 begins in the west at the intersection with the currently planned City of Dunwoody sidepath on the east side of North Shallowford Road (P14). It crosses the signalized intersection of Peachford Road and North Shallowford Road and continues east as sidepath for approximately 750 feet on the north side of Peachford Road, where it intersects with the Dunwoody Central Greenway (see C5), which provides access north to Brook Run Park. At that same point, C6 crosses Peachford Road to the south at an enhanced pedestrian and bicycle crossing (see Chapter 5 for safe crossing strategies). It follows a stream that runs from the east along the northern edge of the First Baptist Church of Atlanta parcel, away from Peachford Road and skirting the parking lots. It crosses the church entrance approximately 150 feet south of Peachford Road, bridging the stream and continuing east along the northern edge of the large parking lots before intersecting with the North Peachtree Road sidepath (see C8). The Dunwoody East Greenway continues to the east as Segment E7 via a mid-block crossing with a lane reduction and refuge island placed north of the Dunwoody Crossing intersection. A spur trail branches off the creek-side greenway north to connect Chesnut Elementary School, which requires an easement from the North Forest Condominium Association.

C7 – Dunwoody Central Greenway (Southern Section)

Segment C7 is the southern section of the Central Dunwoody Greenway (see C5 for northern section) connecting Brook Run Park to a new entertainment



Segment C6 skirts the large parking lots of First Baptist Church of Atlanta

district in Chamblee via a new I-285 bridge that daylights Nancy Creek and provides much needed safe and pleasant north-south access on a greenway rather than aside busy arterials and major interstate interchanges.

Segment C7 is a 12-foot-wide greenway that begins at the confluence of the Dunwoody East Greenway (see C6) and the Central Dunwoody Greenway (see C5). It follows the Nancy Creek tributary south along the western edge of the First Baptist Church of Atlanta parcel before crossing the stream briefly to the southwest into the Camden Dunwoody Apartments (owned by the church, 4401 N Shallowford Rd). At this point, the greenway traverses Interstate 285 with a new greenway underpass (see reference in Key Issues in the introduction to this section), where it crosses into the City of Chamblee's new Savoy Drive park and entertainment district at a controlled bicycle and pedestrian crossing.

C8 – North Peachtree Road Sidepath

The North Peachtree Road Sidepath connects Brook Run Park, Chesnut Elementary School, and Dunwoody Middle School as well as destinations to the south across I-285 in Chamblee. The three major destinations for C8 are all on the west side of the road. Furthermore, the east side of Segment C8 has approximately 23 driveways and 6 intersections whereas the west side of the

road has 12 driveways and 4 intersections. The utilities flip back and forth across the roadway with neither side having an advantage. Relying on this analysis, the design team recommends that the sidepath run on the west side of North Peachtree Road.

Segment C8 continues the previously planned bike and pedestrian crossing of the soon-to-be-rebuilt interchange of North Peachtree Road and I-285 (P15). Segment C8 intersects with the Dunwoody East Greenway (see C6, E6 and E7) providing access to destinations to the east along Tilly Mill Road and Peachtree Industrial Boulevard and to the west towards the Top End Trail (see P13, P14, W1, W7, and W8).

South of East Kings Point Circle, North Peachtree Road has no bike lane. The right of way is approximately 85-feet wide with as many as six travel lanes at Dunwoody Crossing (also the entrance to First Baptist Church of Atlanta). To accommodate the 12-foot sidepath and 5-foot landscape buffer on this subsegment, trail easements will be required.

North of East Kings Point Circle, North Peachtree Road narrows to approximately 70 feet of right of way. It is typically configured as two 9.5-foot travel lanes, two 4.5-foot bike lanes and 4-foot sidewalks on both sides of the road. The design for this subsegment shifts the travel lanes to the east, absorbs the bike lanes, shifts the west side curb to the east, and creates a 10-foot sidepath with a 5-foot landscape buffer.

It is important to note that sidepath intersections require careful attention to signage and potentially rectangular rapid flashing beacons to warn motorists crossing the intersection that trail users could be coming from either direction.

C9 – Chamblee Dunwoody Sidepath

The Chamblee Dunwoody Sidepath connects Georgetown Park and the retail and multi-family residential district to its south with Dunwoody Village. It also connects two currently planned City of Dunwoody trail projects—a sidepath on the south side of North Shallowford Road (P14) and a one-way cycle track on Chamblee Dunwoody Road north of Womack Road (P1).

The north side has 8 intersections and 19 driveways, the south side has 10 intersections 33 driveways. The utilities are primarily on the south side of the street. Given the above, the PATH team recommends placing a sidepath on the east (or north) side of the road. Typical right of way is approximately 75 feet,

with a roadway configuration of two 11-foot travel lanes, two 5-foot bike lanes, two 4-foot sidewalks, and varying landscape buffers that are most often 2 feet wide. The City of Dunwoody could keep the bike lanes and procure easements or repurpose the bike lane width to create a 12-foot sidepath with a 5-foot landscape buffer.

From the south, Segment C9 begins at the intersection of Chamblee Dunwoody Road, Peeler Road and North Shallowford Road. The City of Dunwoody recently completed a sidepath on the east side of Chamblee Dunwoody south of this intersection, providing a link to Georgetown Park. C9 crosses the North Shallowford Road and Peeler Road legs of the intersection. It is recommended that this intersection be rebuilt to remove the right turn slip lanes and tighten the turning radii to slow vehicles at what will become an important bicycle and pedestrian intersection.

From the rebuilt intersection, C9 proceeds north as a sidepath intersecting the Georgetown Calm Street Connector (see W4), linking back to the Perimeter Center area and then to the Cambridge Calm Street Connector (see C4). C9 crosses the entrances to the Dunwoody Christian Academy and the Atlanta North Seventh Day Adventist Church before making an enhanced crossing of Womack Road (see Chapter 5 for safe crossing strategies). At this point, southbound travelers cross two legs of the intersection from the west side of the currently planned one-way cycle track on Chamblee Dunwoody Road to enter the two-way sidepath. Northbound travelers stay on the east side of the road and cross just one leg of the intersection. Clear wayfinding is important for users to understand the change in trail types. At this intersection (see C1), trail users also have access to the one-way cycle track on Womack Road (see W6) to the east and Ashford Center Parkway to the west.

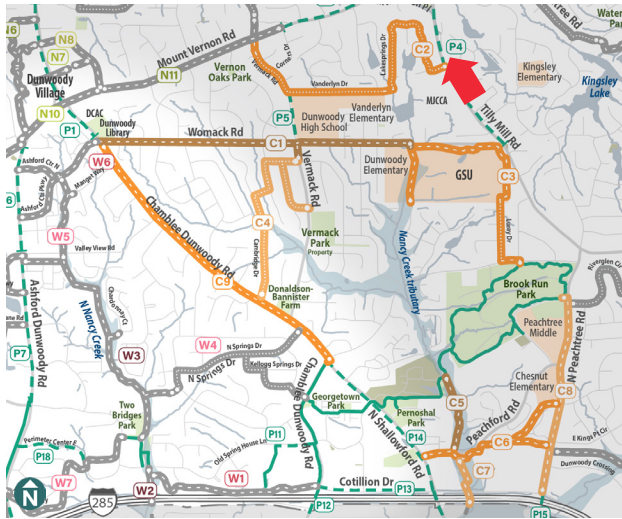
Central Trails | Holland Court & Tilly Mill Road

Overview

The image below illustrates a previously planned sidepath along Tilly Mill Road at the intersection with Holland Court. This segment of trail offers key connections through Central Dunwoody. The sidepath uses existing right of way and shifts the travel lanes to the west.

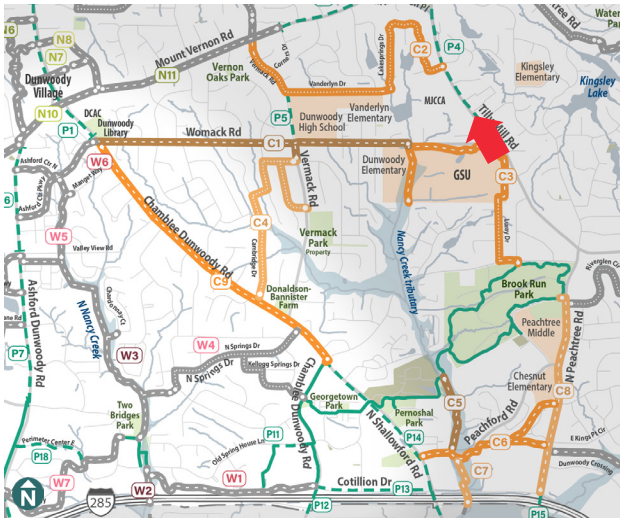
Proposed Trail Type

Sidepath



Existing conditions along Tilly Mill Road looking northwest





Central Trails | Tilly Mill Road at Stephens Walk

Overview

The image below illustrates a sidepath along Tilly Mill Road at the entrance to Stephens Walk, in conjunction with a road realignment that allows for a turning lane into the Marcus Jewish Community Center. By repurposing an existing deceleration lane into a sidepath, this concept is minimally invasive to existing landscape buffers and creates opportunity to plant more shade trees along Tilly Mill Road.

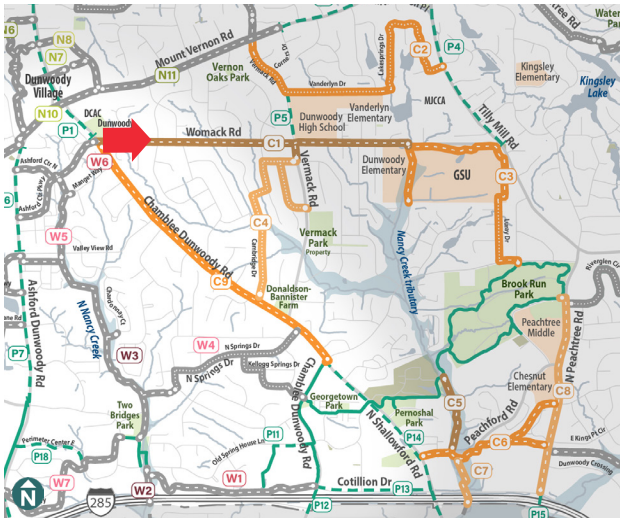
Proposed Trail Type

Sidepath



Existing conditions along Tilly Mill Road looking northwest





Central Trails | Womack Road

Overview

The image below illustrates a raised cycle track on Womack Road. Raised one-way cycle tracks offer a more comfortable, better protected option for bicycle riders than existing striped bike lanes.

Proposed Trail Type

Raised One-Way Cycle Track



Existing conditions of Womack Drive, looking east



Zone #4 | Eastside Trails

OVERVIEW

Zone Total: 7.3 miles

Connecting Destinations:

Williamsburg Shopping Center, Waterford Park, Windwood Hollow Park, Winter Village Shopping Center, Brook Run Park

Opportunities and Benefits:

- Catalyst for future economic development
- Direct access to parks
- Opportunities to preserve and expand greenspace in landlocked lots and linear corridors
- Establish regional connections to Doraville and Peachtree Corners
- Direct connections to underserved communities

Potential Obstacles:

- Easement acquisition
- Coordination with DeKalb County Department of Watershed Management

Cost:*

| Seg. # | Mileage | Total |
|--------|---------|-------------|
| E1 | 1.0 | \$2,455,000 |
| E2 | 0.6 | \$3,824,000 |
| E3 | 1.0 | \$2,408,000 |
| E4 | 1.7 | \$3,654,000 |
| E5 | 0.5 | \$2,848,000 |
| E6 | 1.6 | \$6,796,000 |
| E7 | 0.9 | \$5,485,000 |

*Estimate excludes the cost of acquisition, see Chapter 4

Introduction

The eastside trails are focused on one key destination confirmed during the planning process—Brook Run Park. The proposed network also accommodates the need for broader north-south connections via the Waterford Trail (see Segments E1, E2 and E3) and east-west connections via the Peeler Road Trail (see Segment E4) and the Dunwoody East Greenway (see Segments C6, E6 and E7).

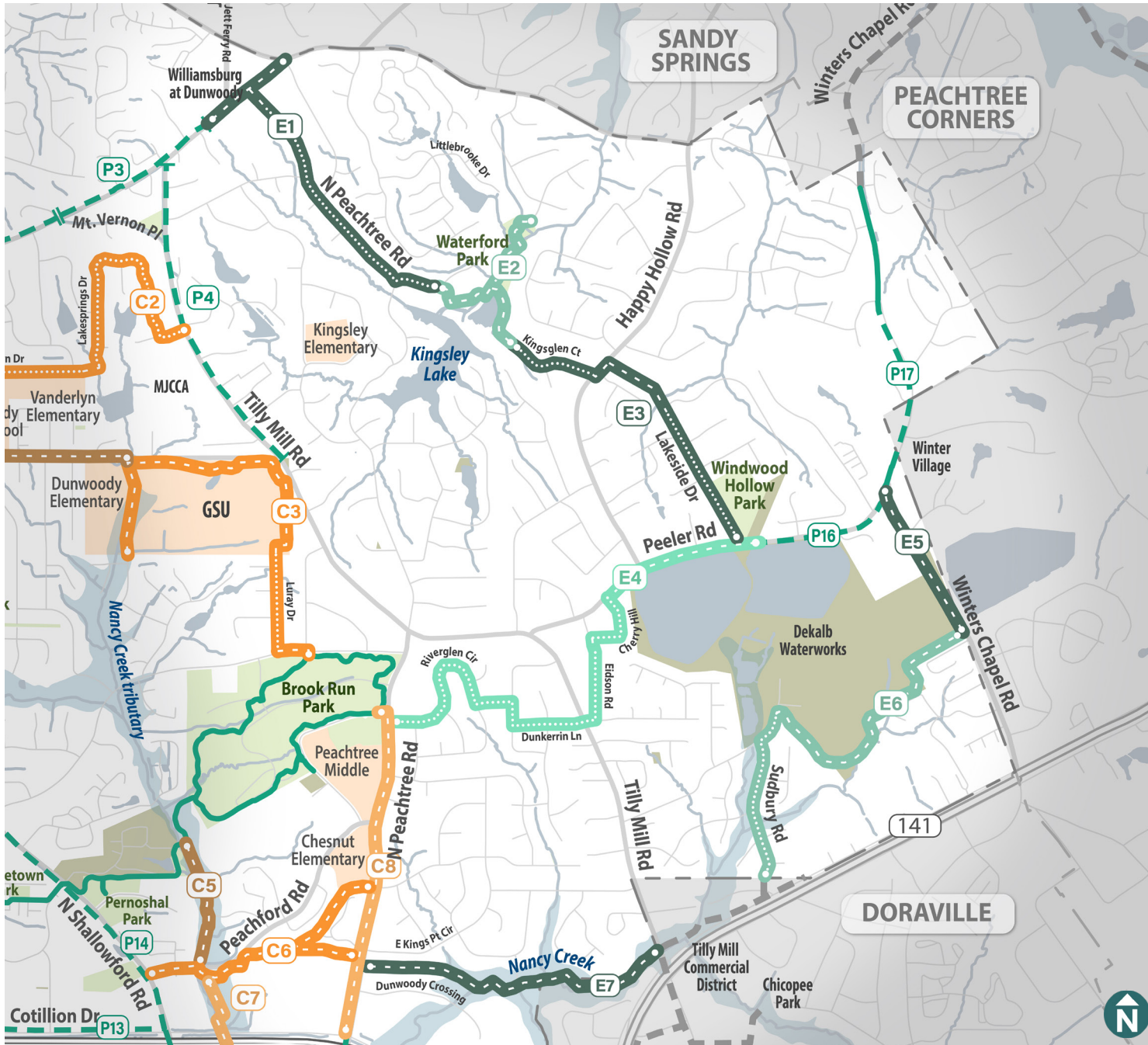
Key Issues

The planning process identified this key issues for the proposed eastside trails:

- At Segment E6, the PATH Foundation recommends that the City of Dunwoody collaborate with DeKalb County Watershed Management (DWM) to build a trail around the south side of the Scott Candler Water Plant. Initial discussions with DWM indicate that security of the facility is the primary concern and could include costs such as moving and upgrading security fencing, installing or upgrading security cameras, and upgrading lighting. To make Segment E6 more useful to the apartment communities to the south, new access should be granted from the north side of the apartment communities onto the trail.
- At Segment E7, the trail requires collaboration with the City of Doraville, as a portion crosses the city limit into Doraville. The cities should collaborate on the construction of a sidepath that continues Dunwoody’s sidewalk on the north side of the Boulevard from the western driveway at Lacota Apartments (6664 Peachtree Industrial Boulevard) into Doraville to the west side of Homeland Drive. Another point of crossing the city limit into Doraville happens for a short distance east of Tilly Mill Road along the northern bank of Nancy Creek. An exploratory discussion held with City of Doraville transportation planning staff indicated that Doraville had recently acquired a key parcel that could be useful for building Segment E7. As with Segment E6, to make E7 more useful to the apartment communities to the south, new access should be granted from the north side of the apartment communities onto the trail.

The eastside trails cover 7.3 miles representing 21% of the Dunwoody Trailway’s 35.0 total miles of proposed trails. Implementation phasing for these trail segments will be covered in Chapter 4.

Zone #4 | Eastside Trails



- Proposed Trails
- Proposed Calm Street
- Existing Trails
- Planned Trails
- Other Planned Calm Streets
- Other Planned Trails
- Dunwoody City Limit
- Parks & Open Spaces
- Colleges & Schools
- MARTA Station
- Waterbodies
- Floodplain

Zone #4 | Eastside Trails

E1, E2 and E3 – The Waterford Trail

The Waterford Trail connects the retail district along both sides of Jett Ferry Road with Windwood Hollow Park via a combination of greenways, short sidepaths and calm street designs. This neighborhood-connecting trail is broken into three segments to assist with funding and scheduling.

Segment E1 of the Waterford Trail begins as a sidepath on the north side of Mt Vernon Road at an existing pedestrian crossing near the intersection with Jett Ferry Road and a connection to the northernmost segment of the Mt. Vernon Sidepath currently planned by the City of Dunwoody (P3). A spur of the trail continues as a sidepath on the north side of Mt. Vernon Road, terminating at the intersection with Dunwoody Club Drive where an intersection improvement coordinated with the City of Sandy Springs could continue the trail on the north side of the Dunwoody Club Drive at least to the entrance to the Kroger supermarket (2090 Dunwoody Club Dr).

The main line of Segment E1 crosses Mt. Vernon Road at the existing crosswalk to the east of the intersection with North Peachtree Road where it continues for approximately 160 feet as a sidepath before shifting to a calm street. Calm street strategies (see Chapter 2), developed in collaboration with the neighbors, continue down North Peachtree Road until the intersection with North Peachtree Way, where Segment E1 of the Waterford Trail heads east on North Peachtree Way for a short distance before ending at the entrance to the Kingsley Racquet & Swim Club and becoming Segment E2.⁷

Segment E2 of the Waterford Trail is a greenway that arcs around the parking lot and behind the pool and tennis courts of the Kingsley Racquet & Swim Club before it enters the City of Dunwoody's Waterford Park near the pond. Boardwalk structures and bridges should be considered as an ecologically sensitive way to construct the multi-use trail through the park. A spur trail proceeds north through the park, connecting northeast to the entrance at Dellrose Drive. The main trail continues around the aforementioned pond and crosses a Georgia Power easement and Georgia Power property before ending at Kingsglen Court where it becomes Segment E3. Completing Segments E1 and E2 will expand the service area of Waterford Park by providing walking and biking access that is currently lacking.

⁷ Community members expressed a desire to make North Peachtree Road a calm street all the way down to Brook Run Park. However, analysis indicates that traffic volumes may be too high and vehicle speeds too fast for this to be an effective strategy south of North Peachtree Way.

Segment E3 of the Waterford Trail begins using calm street strategies developed in collaboration with neighborhood residents along the length of Kingsglen Court. At the Court's terminus at Happy Hollow Road, a sidepath proceeds north a short distance on the west side of Happy Hollow Road within the existing right of way. The trail then makes a midblock crossing of Happy Hollow Road in the middle of the Georgia Power easement, where it turns east within the easement until it crosses a wooded area before entering Lakeside Drive.

E3 continues on Lakeside Drive southbound using calm street strategies developed in collaboration with the neighbors, past the entrance to Windwood Hollow Park, terminating at a pedestrian and bicycle rider crossing (see Chapter 5 for safe crossing strategies) at an improved raised intersection at Peeler Road that connects to the Peeler Road Trail (see E4).

E4 – Peeler Road Trail

The Peeler Road Trail uses a combination of sidepath and calm street strategies. It begins at the intersection with Winters Chapel Road and the Winters Chapel Sidepath (see E5). Heading west, the first subsegment is a sidepath along a narrow right of way currently programmed by the City of Dunwoody (P16). As there is a small landscape buffer on the south side with the Scott Candler Water Plant, and as there is currently no pedestrian or bicycle facility on the north side leading toward Windward Hollow Park (also on the north side), it should hug the north side. Ideally there is a 5-foot landscape buffer and a 12-foot pathway but given the narrow right of way, accommodation may be required.



Beautiful Beech tree in Waterford Park

Zone #4 | Eastside Trails

At Peeler Road and Lakeside Drive, a safe pedestrian/bicycle crossing (see Chapter 5) on the east leg of the intersection brings the trail to the south side of Peeler Road where it continues until the intersection with Cherry Hill Lane. The design calls for shifting the east-west travel lanes to the north within the public right of way to better accommodate a 12-foot-wide sidepath with a 5-foot landscape buffer on the south side. This landscape buffer is wide enough to accommodate native shade trees, which would be planted in lieu of the existing ornamental trees (primarily crepe myrtles).

After turning south at Cherry Hill Lane, the Peeler Road Trail uses calm street strategies developed in collaboration with neighborhood residents. The calm street follows Cherry Hill Lane to the south and then to the west. The trail then becomes a short greenway along an existing informal trail on public right of way that links Cherry Hill Lane and Eidson Road. The calm street continues on Eidson Road south to Andover Drive and crosses Tilly Mill Road at an existing crossing controlled by the existing rectangular rapid flashing beacon (RRFB). The calm street continues west along Dunkerrin Lane to Dunover Circle, where it turns to the north briefly before turning to the west on Ledgewood Drive. At the end of that street, Segment E4 turns north again on Riverglen Circle, which then meanders through the neighborhood before crossing North Peachtree Road at an existing crossing accessing the entrance to Brook Run Park to the



Peeler Road, looking east

north and Peachtree Middle School to the south via the North Peachtree Road Sidepath (see C8).

E5 – Winters Chapel Sidepath

Segment E5 is a sidepath on Winters Chapel Road south of the intersection with Peeler Road, which continues the sidepath planned by the City of Dunwoody and the City of Peachtree Corners north of Peeler Road (P16). Segment E5 in turn connects south to the Dunwoody East Greenway (see C6, E6 and E7) and the Top End Trail (see P13, P14, W1, W7, and W8).

E5 begins at the intersection of Peeler Road and proceeds south on the west side of the road—the same side of the road as the City of Dunwoody planned sidepath to the north (P17). It crosses 5 driveways and requires that the roadway be reconfigured to remove a southbound right turn lane to accommodate a 12-foot-wide sidepath and 5-foot landscape buffer within the existing public right of way. The rectangular rapid flashing beacon for pedestrian access to the east side should remain.

E6 – Dunwoody East Greenway (Eastern Section)

The Dunwoody East Greenway provides comfortable and inviting east-west access along Dunwoody's southeastern corner and the border with Doraville. It connects the apartment communities fronting Peachtree Industrial Boulevard and North Peachtree Road to the Top End Trail (see P13, P14, W1, W7, and W8). The portions located in Dunwoody are broken into three segments—C6 (western section), E7 (central section) and E6 (eastern section). Between E7 and E6, a section of the Dunwoody East Greenway falls under Doraville jurisdiction.

The East Dunwoody Greenway begins where the Winters Chapel Sidepath ends (see E5). It enters the Scott Candler Water Treatment Plant property as a 12-foot-wide greenway and follows the parcel's southern boundary before reemerging at Laurelwood Road. Interaction with DeKalb Watershed Management is required for this subsegment and is referenced in "Key Issues" in the introduction to this section. To make Segment E6 more useful to the apartment communities to the south, new access should be granted from the north side of the apartment communities onto the trail. Given low traffic volumes in the residential neighborhood to the west of the Waterworks, E6 uses calm street strategies, developed in collaboration with the neighbors, to proceed west on Laurelwood Road and then south on Sudbury Road to the terminus, which is the city limit and the end of segment E6.

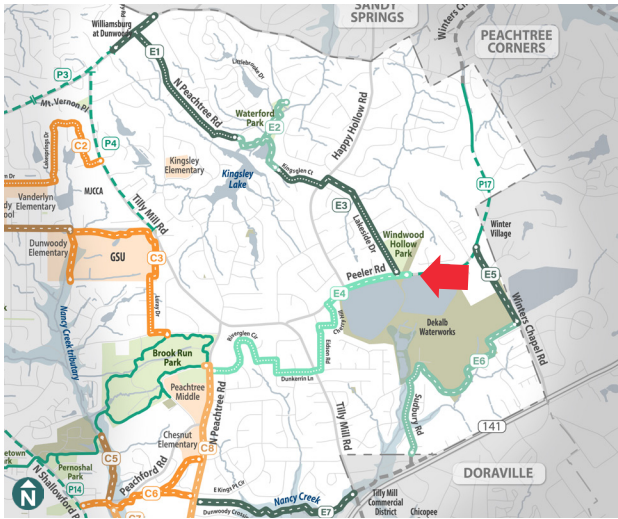
Zone #4 | Eastside Trails

E7 – Dunwoody East Greenway (Middle Section)

The Dunwoody East Greenway provides comfortable and inviting east-west access along Dunwoody's southeastern corner and the border with Doraville. It connects the apartment communities fronting Peachtree Industrial Boulevard and North Peachtree Road to the Top End Trail (see P13, P14, W1, W7, and W8). The portions located in Dunwoody are broken into three segments—C6 (western section), E7 (central section) and E6 (eastern section). Between E7 and E6, a section of the Dunwoody East Greenway falls under Doraville jurisdiction.

The E7 Segment connects to a City of Doraville project that combines sidepath and greenway strategies parallel to Peachtree Industrial Boulevard on the north side from the entrance of the Lacota Apartments (6664 Peachtree Industrial Boulevard) until it crosses Tilly Mill Road and returns to the City of Dunwoody. Stakeholders have identified this as an important project for area residents.

In Dunwoody on the west side of Tilly Mill Road, Segment E7 follows the north side of Nancy Creek with easements from multi-family and retail parcels before tracking along the north side of the Dunwoody Village Apartment Homes parcel (2311 Dunwoody Crossing). At North Peachtree Road, Segment E7 intersects with the North Peachtree Road Sidepath (see C8) providing access to Brook Run Park. A mid-block crossing in conjunction with a lane reduction and refuge island placed approximately 300 feet north of the Dunwoody Crossing intersection, provides a direct connection to Segment C6, continuing the Dunwoody East Greenway to the west and an eventual connection to the Top End Trail (see P13, P14, W1, W7 and W8).



Eastside Trails | Peeler Road Linear Park

Overview

The image below illustrates a sidepath on Peeler Road with a raised bike/ped crossing at Lakeside Drive. This sidepath improves connectivity along Peeler Road, especially for bicycle riders, wheelchair users, and strollers, and it creates the opportunity to plant quality shade trees along the trail. The raised crossing improves pedestrian safety while offering a more robust connection to Windwood Hollow Park.

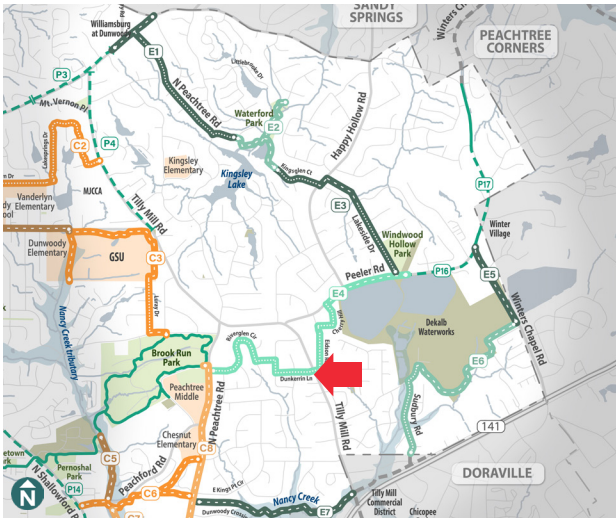
Proposed Trail Type

Sidepath



Existing conditions of Peeler Road, looking west.





Eastside Trails | Dunkerrin Lane

Overview

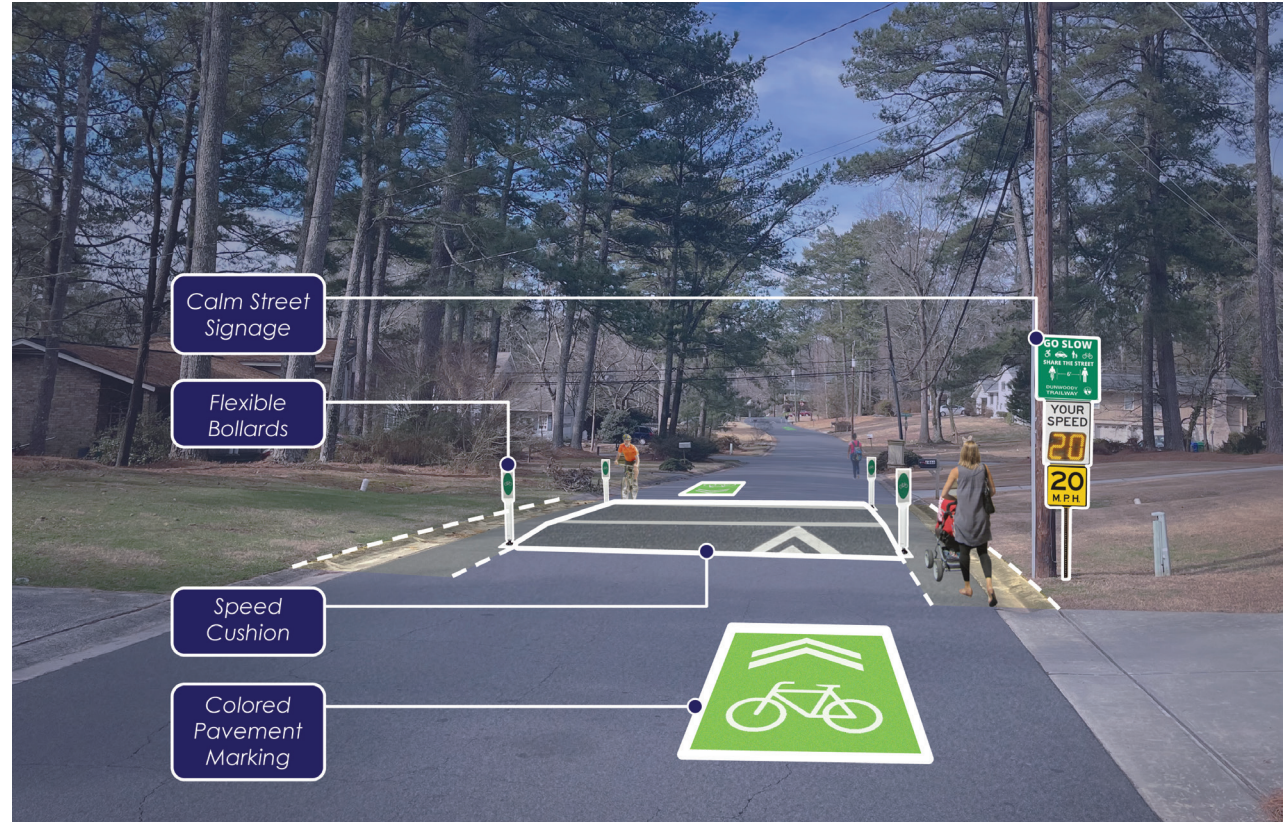
The image below illustrates a calm street along Dunkerrin Lane. A variety of calm street measures designed to slow car traffic could be used to create a safe and inviting space for pedestrians and bicycle riders. City staff should collaborate with the neighbors regarding calm street design.

Proposed Trail Type


Calm Street



Existing conditions of Dunkerrin Lane, looking west.



04 PLAN IMPLEMENTATION



FUNWOODY
FUNWOODY
FUNWOODY

4 Plan Implementation

4.1 Overview

With the previous chapter having defined the segments that comprise the Dunwoody Trail Master Plan, this chapter presents strategies and specific steps that will ensure successful implementation. Trail master planning efforts generate momentum that is the perfect fuel for launching implementation. It is vital that the City of Dunwoody immediately convert this interest and enthusiasm into action.

The expansion of the Dunwoody Trailway as defined in this master plan is an ambitious undertaking and will not happen overnight. The projects constituting the Dunwoody Trail Master Plan are split into three implementation phases: programmed projects (Phase 1), ten year plan (Phase 2), and long range plan (Phase 3).

This chapter is structured to describe the three-phases in detail, estimate the budget necessary for each phase, and identify existing and potential funding sources that could be tapped to make each phase happen. The role and structure of the Dunwoody Trailway Master Plan Implementation Committee will be defined and the chapter will end by plotting the milestones necessary to achieve full plan implementation.

4.2 Project Conveyor Belt

The subsequent phases of the Dunwoody Trailway should ideally be designed and built in successive waves where there is one active project in each phase of the implementation process: design, permitting, and construction. In this way, as the ribbon cutting happens for the first project, a second project is coming out of permitting and ready for construction while simultaneously another project is finishing design and moving into permitting creating space for another project to enter design. This conveyor belt approach assures that trail implementation momentum is maintained and that public enthusiasm is rewarded while allowing existing city staff to ensure project standards are met.

4.3 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, listed below. The anticipated construction year of the Phase 1 programmed projects are labeled on the map on the following page.

| Seg.# | Description | Construction Year | City Funding Source | Other Funding Source |
|-------|--|-------------------|---------------------|----------------------------|
| P1 | Village Crossroads Phase 1-Mt. Vernon to Dun. Vill. Pkwy | 2028 | SPLOST | Federal |
| P2 | Mount Vernon Path- Mt. Ver. Pl. to Corners Dr | 2027 | SPLOST | - |
| P3 | Mount Vernon Path- Jett Ferry to Mt. Ver. Pl. | 2024 | SPLOST | - |
| P5 | Vermack Road at Dunwoody H.S. | 2023/2024 | SPLOST | - |
| P6 | Ashford Dunwoody Path Phase 3 | 2026 | Hotel/Motel Tax | PCID |
| P7 | Ashford Dunwoody Path Phase 2 | 2025 | Hotel/Motel Tax | PCID |
| P9 | Campus 244 Trail | 2024 | - | - |
| P11 | Old Spring House Lane | 2023 | SPLOST | - |
| P14 | N. Shallowford Rd Sidepath - C-D Rd to I285 Underpass | 2027 | SPLOST | GDOT |
| P16 | Peeler Road Path- Winters Chapel to Lakeside | 2024 | SPLOST | - |
| P17 | Winters Chapel Path Phase 2 | 2028 | SPLOST | Federal, Peachtree Corners |

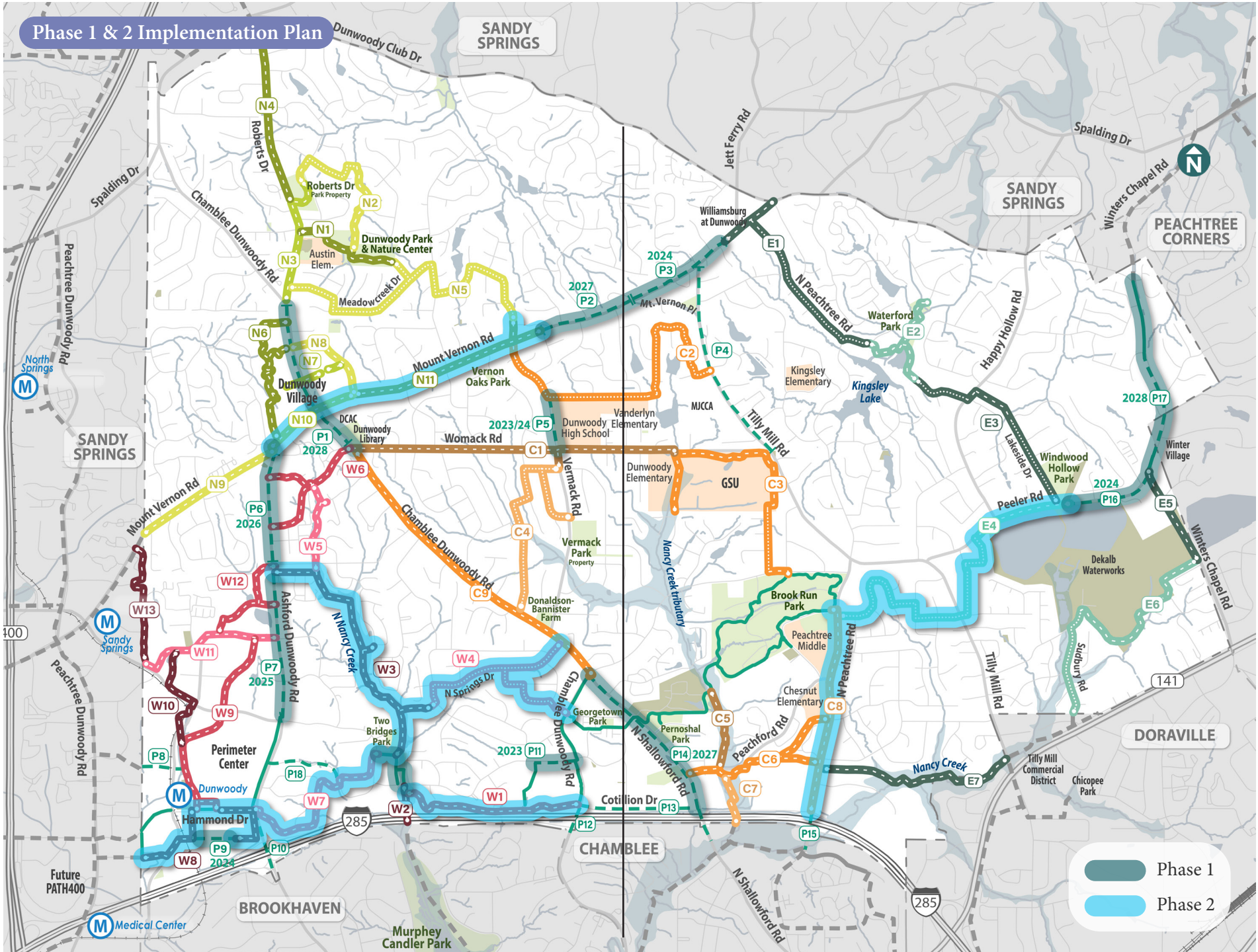
4.4 Phase 2: 10-Year Plan Criteria and Recommendations

The network segments recommended by PATH in consultation with the Working Group 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.

4.5 Phase 3: Long Range Plan

Phase 3 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.



4.6 Cost Summary

The chart below summarizes the preliminary cost estimates for all segments identified in the Phase 2 10-year Implementation Plan of the Dunwoody Trail Master Plan. The preliminary cost estimates include pre-construction engineering as well as the construction cost for the segment in question.

Cost estimates come with the following considerations:

- The estimated costs for public right-of-way, easement and property acquisition are not included. PATH recommends the Dunwoody Trailway Master Plan Implementation Committee should assess acquisition cost several months prior to the beginning of each trail segment.
- Estimated Planning and Engineering (P&E) costs include surveying, design and engineering for construction, permitting, bidding, and construction administration of the project.

- Estimated Construction Cost is based on material and labor pricing from December 2022 – January 2023 using the trail design standards, landscaping, trail amenities, and signage for the trail segments identified in this plan.
- Costs for lighting & security camera system are not included.

The charts below break down the mileage, P&E, and Construction costs for Phase 2 (a.k.a. the 10-Year Plan). The third phase is excluded, as the timeframe is too long for cost estimates to be valid. PATH recommends updating this master plan at Year 8 and updating for Phase 3 costs at that time.

| Phase 2 Implementation Plan | | | | |
|--|------------|--------------------|---------------------|---------------------|
| Trail Segments | Mileage | P&E | Construction | Total |
| Segment N10 - Mt. Vernon Trail – (Central Section) | 0.4 | \$305,000 | \$5,019,000 | \$5,324,000 |
| Segment N11 - Mt. Vernon Trail (Eastern Section) | 0.9 | \$272,000 | \$4,986,000 | \$5,258,000 |
| Segment W1 - Top End Trail (Middle Section) | 0.0 | \$496,000 | \$6,451,000 | \$6,947,000 |
| Segment W3 - North Nancy Creek Greenway | 1.5 | \$340,000 | \$10,577,000 | \$10,917,000 |
| Segment W4 - Georgetown Calm Street Connector | 1.1 | \$186,000 | \$1,768,000 | \$1,954,000 |
| Segment W7 – Top End Trail (Ravinia Section) | 0.9 | \$332,000 | \$5,338,000 | \$5,670,000 |
| Segment W8 – Top End Trail (Western Section) | 1.0 | \$290,000 | \$6,135,000 | \$6,425,000 |
| Segment C8 – North Peachtree Road Sidepath | 0.9 | \$275,000 | \$5,229,000 | \$5,504,000 |
| Segment E4 - Peeler Road Trail | 1.7 | \$211,000 | \$3,443,000 | \$3,654,000 |
| Subtotal | 8.5 | \$2,707,000 | \$48,946,000 | \$51,653,000 |

4.7 Funding Resources

Local funding is strongly preferred for implementing all trail projects desired for completion within the first five years. Federal and state money is, of course, valuable for building out a trail network, but it needs to be programmed several years in advance. It is best used for later segments. The PATH team recommends that the City of Dunwoody develop a multi-year grants strategy including back-up plans for those times when grant applications are not successful. Well-thought-out local funding and grant strategies are highly attractive to private donors and form the basis of a successful public-private partnership that can be leveraged to maintain momentum and keep the overall network plan on track.

Local Funding Sources

- Allocations within City/County budgets for parks, transportation, sewer and water
- Bond referenda
- Sales surtax funds
- Hotel-Motel taxes
- Development impact fees
- In-kind products and services
- Philanthropic grants
- Transportation Special Purpose Local Options Sales Tax (TPLOST)
- Perimeter Community Improvement District (PCID) partnership funding

State of Georgia Funding Sources

- Special project allocation
- Georgia Outdoor Stewardship Program (GOSP)
- DNR Recreational Trails Program (RTP)
- Land and Water Conservation Fund (LWCF)

Federal Funding Sources

- Metropolitan Planning Organization (MPO) prioritizes and distributes federal transportation funding through the Regional Transportation Investment Generating Economic Recovery Discretionary Grant Program (RAISE)
- Federal Transit Administration Capital Funds (FTA)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Highway Safety Improvement Program (HSIP)
- National Highway Performance Program (NHPP)
- Outdoor Recreation Legacy Partnership Program (ORLPP)
- Surface Transportation Block Grant Program (STBG)
- Transportation Alternatives Set-Aside (formerly Transportation Alternatives Program) (TA)
- Transportation Improvement Program (TIP)
- Safe Routes to School
- Safe Streets and Roads for All

4.8 Dunwoody Trailway Master Plan Implementation Committee

The Dunwoody Trail Master Plan planning effort not only led to the creation of this document, it also brought together city staff, political leaders, interested members of the public, and trail advocates in a highly effective working group. PATH recommends maintaining trail momentum by creating a new Dunwoody Trailway Master Plan Implementation Committee to take immediate action on Phase 1 of the Dunwoody Trail Master Plan.

In addition to Working Group members, the Dunwoody Trailway Master Plan Implementation Committee should add politically savvy and/or well-connected individuals who can raise public and private funds for the project. It should also invite individuals with knowledge of the construction and/or project management processes to ensure implementation challenges are managed with an eye towards budget and schedule thus maintaining and growing the respect and confidence of the Dunwoody residents paying for the projects.

As for roles, PATH recommends:

- Master Planning Working Group members (ensures continuity)
- City of Dunwoody staff from appropriate departments
- Pro bono real estate or right-of-way specialists
- Pro bono attorney
- Fundraising Specialist/Foundation Representative
- Police/Fire representatives
- Design/construction team member

4.9 Implementation Milestones

The key milestones for implementing the Dunwoody Trail Master Plan are listed below (The first item can already be scratched off the list!).

- ~~Dunwoody Trail Master Plan adoption by the Dunwoody City Council~~
- Impanel the Dunwoody Trailway Master Plan Implementation Committee
- Begin conversations with key property owners along Phase 2 project corridors
- Allocate real estate acquisition, P&E, and construction funding for Phase 2
- Acquire key parcels and/or easements.
- Put Phase 2 projects on the implementation conveyor belt (one in design, one in permitting and one in construction) to maintain trail program momentum.
- Annually review the priority segments in Phase 2 and adjust the order and schedule as new funding, property, and city project information becomes available.
- Conduct a master plan update in Year 8 to prepare for the implementation of Phase 3 projects.
- Observe smiling residents enjoying the expanded Dunwoody Trailway and be proud of the role you played in making it happen.

05 TRAIL SYSTEM DESIGN STANDARDS & GUIDELINES

5 Branding & Design Standards

5.1 Overview

The following section provides the Dunwoody Trailway with a variety of details, standards, and ideas to use when implementing the Dunwoody Trail Master Plan.

These include:

- Trail System Naming and Logo
- Trail Signage Standards
- Trail Amenities and Furnishings
- Construction Standards
- Intersection Details
- At-Grade Crossing Standards
- Enhanced Crosswalks
- Pocket Park
- Tree Root Bridging and Tree Protection
- Bridges and Boardwalks
- Fences and Handrails
- Structural Slab Crossing

The proposed trails should be designed and constructed in accordance with certain guidelines developed by various governmental agencies. All standards proposed for the Dunwoody Trailway are intended to meet or exceed the guidelines listed below:

- The Georgia Department of Transportation Standard Specifications and Supplemental Specifications, Current Edition (GDOT Design Manual)
- Architectural Barriers Act (ABA) Accessibility Standards AASHTO Guide to Development of Bicycle Facilities, 2007
- MUTCD (Manual on Uniform Traffic Control Devices), 2009
- NACTO Urban Bikeway Design Guide, 2014

5.2 Trail System Naming & Logo

During the Working Group meetings throughout the master plan process, the consensus was that the existing name and logo as Dunwoody Trailway had significant brand equity already. The decision was made for Dunwoody Trailway to become the overarching name for the City of Dunwoody's trail system.

The Dunwoody Trailway logo is shown below. The main logo icon can be used independently, and in a monotone (black & white) version for maximum flexibility of applications. A tagline can be added with the logo icon to display segment name or landmark location name as needed. When displayed on signage, the circle banding of the logo can be a different color designated by the segment of the trail, for example, lime green for the North Nancy Creek Greenway Connector, orange for the Top End Trail.



Dunwoody Trailway Logo



Example of a kiosk sign in Brook Run Park

5.3 Trail Signage Standards

The proposed sign types for the Dunwoody Trailway are information kiosks, secondary directional signs, regulatory signs, mile markers, and Calm Street signs. The design style and the materials used in the sign structure allow the sign to be in character with both the urban and natural areas of the corridor.

This page presents the proposed trail signage that conveys the overall design intent.

- **Kiosk Signs** – these are information signs to be placed at trailheads along the Dunwoody Trailway. The sign panels will provide information on trail rules, trail etiquette, recognition/acknowledgment, and/or a trail map with distance information to major destinations.
- **Wayfinding Signs** – these are signs for identifying access points to the trail system from spur trails to neighborhoods, commercial areas, or shared use parking areas. The sign panels will contain the Dunwoody Trailway logo and provide directional information.

- **Regulatory Signs** – these are the most frequent signs along the greenway trail system. The sign panels will vary depending on information needed for the trail user to safely navigate the trail system.
- **Mile Marker Signs** – these are located at each one-mile distance along the trail and will have the Dunwoody Trailway logo. The sign panel will show the distance in miles and kilometers and also include the elevation of the trail at that location.

The proposed sign concept presented below are intended to complement the City's existing trail sign typology in parks. All signs should be fabricated using aluminum panels with direct printed texts/graphics. Signs should be located 2-feet from trail edge. Signposts should be in-ground mounted into a concrete footer unless otherwise noted on construction details during implementation.



DIFFERENCE COLOR OUTLINES FOR DIFFERENT TRAIL SEGMENTS



5.4 Trail Amenities & Furnishings

As a complement to Dunwoody’s existing standards for park amenities, the following trail amenities are recommended for the Dunwoody Trailway system.

Furnishings

Option A:



C-138
by Victor Stanley

Description: 6 ft bench with wood slat seating, or recycled plastic slat



CS-138
by Victor Stanley

Description: 6 ft bench with steel frame, powder-coated black

Option B:



FMS-324
by Victor Stanley

Description: 6 ft bench with steel frame, powder-coated black, clean curved legs with armrest.



FMS-214
by Victor Stanley

Description: 6 ft backless bench with steel frame, powder-coated black.

Additional Amenities



Ironsites Collection
by Victor Stanley

Description: 36-gallon side-door opening litter receptacles with vertical steel bars, powder coated black, attached dome lid (not shown in the graphic).



Cycle Sentry Collection
by Victory Stanley

Description: Standard u-shaped bike rack, in-ground mount, steel powder coated black.



Deluxe Single Pull Dog Station
by Jazzy
model #84

Description: single pull station holds up to 400 doggie waste bags; Commercial-grade aluminum, durable powder coated/UV protected finish in black.



Fixit Service Station
by Dero

Description: Powder coated black; includes all tools necessary to perform basic bike repairs and maintenance with air pump kit 3.

5.5 Construction Guidelines

This section provides guidelines for construction of trails. The guidelines are strongly recommended and should be respected in most instances. They should not be broken for minor budgetary purposes. However, it is understood that in certain circumstances, strictly following the guidelines may not be practical. In those relatively rare instances, trail widths, landscape buffers, and other major design elements can be adjusted downward doing the best to achieve the goal of an appealing and comfortable user experience.

Greenway Trails

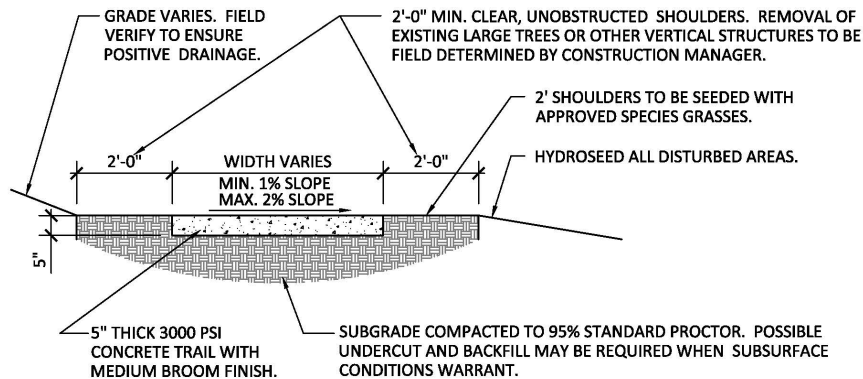
Multi-use greenway trails with a 12-foot-wide concrete surface provide for low long-term maintenance. All trails are to have 4" x 12' yellow centerline stripe and include stop-ahead markings when approaching an intersection.

NOTES:

1) 4"x (TRAIL WIDTH) ALTERNATING YELLOW CENTERLINE STRIPING TO BE INSTALLED ALONG ENTIRE LENGTH OF TRAIL CENTERLINE.

2) CONTRACTOR TO SAW CUT CONTROL JOINT AT LEAST 1/4 DEPTH OF SLAB ACROSS ENTIRE WIDTH OF TRAIL. CONTROL JOINTS TO BE LOCATED THE SAME DISTANCE APART AS THE WIDTH OF TRAIL (I.E. 12' WIDE TRAIL TO HAVE CONTROL JOINTS EVERY 12' ALONG TRAIL). CONTRACTOR REQUIRED TO REMOVE SAW DUST AFTER CUTTING.

3) EXPANSION JOINTS TO BE LOCATED ALONG TRAIL MIN. EVERY 100' IN PLACE OF CONTROL JOINT.



GREENWAY TRAIL CROSS SECTION



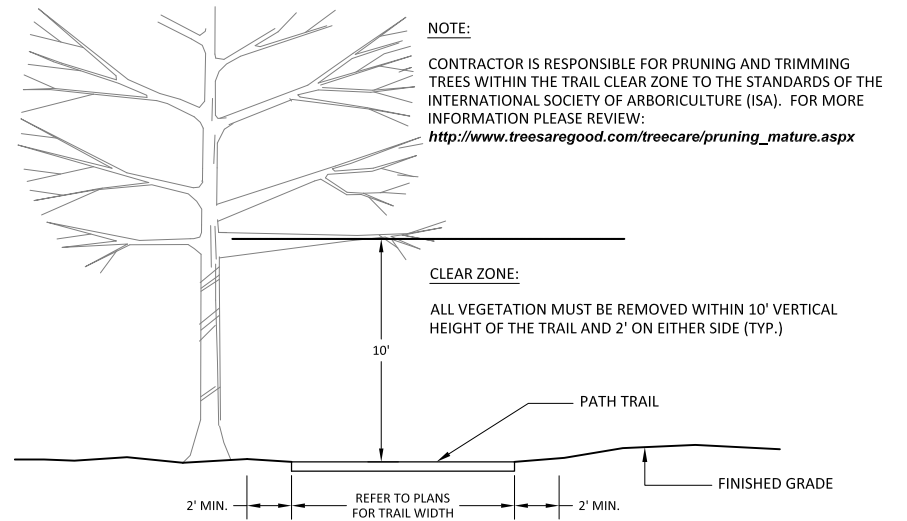
Example of a greenway trail in DeKalb County, Georgia

Greenway Trails (Continued)

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.



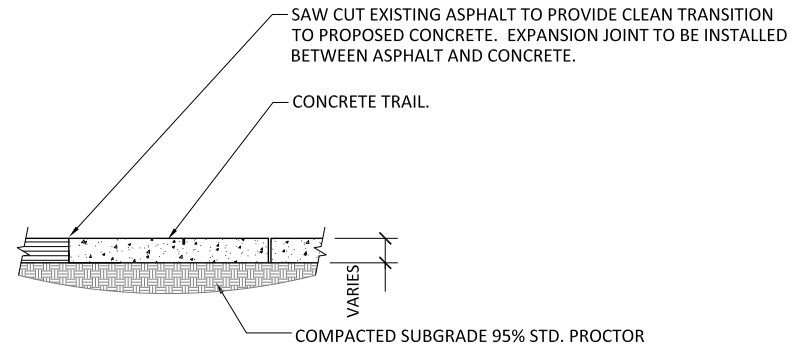
Example of a greenway trail in Carrollton, Georgia



CLEAR ZONE



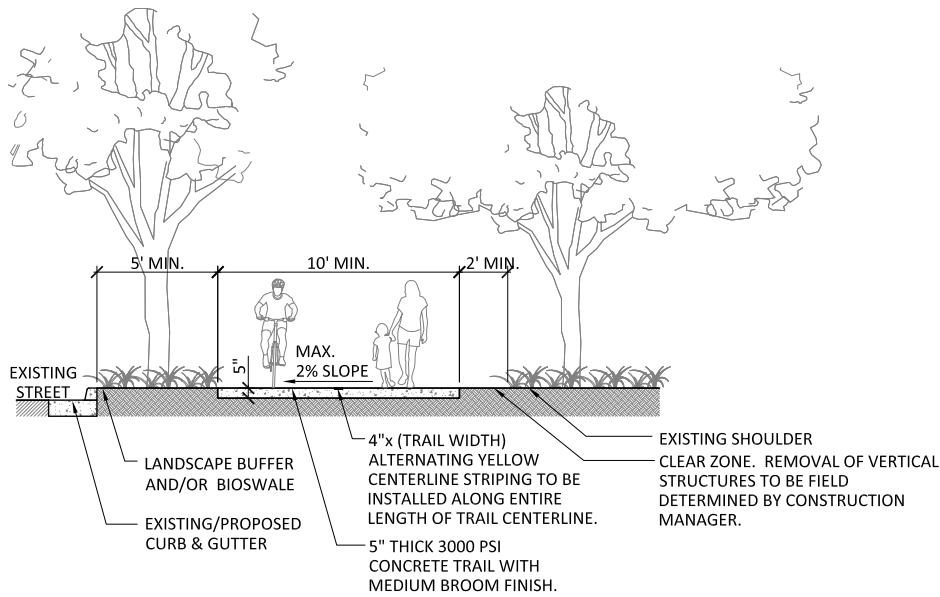
Example of a greenway trail in Dunwoody, Georgia



ASPHALT STREET/TRAIL TRANSITION

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.



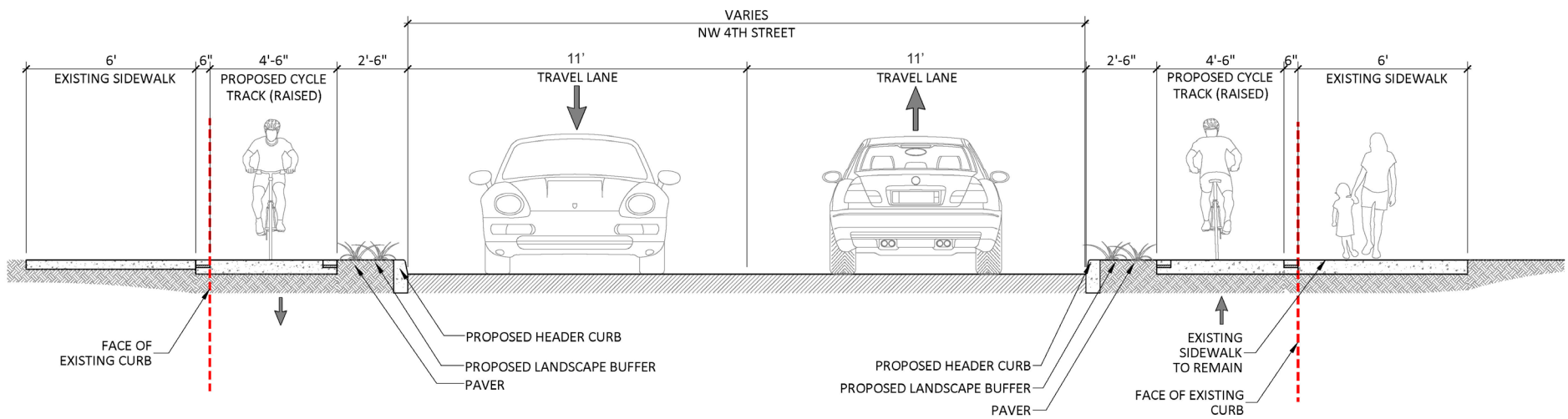
SIDEPATH CROSS SECTION



Example of a sidepath in DeKalb County, Georgia

One-way Buffered Cycle Tracks

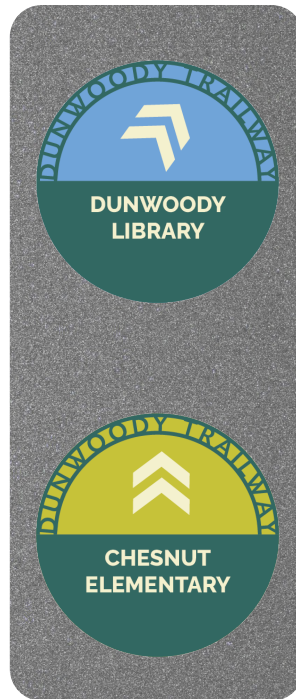
- Bicycle facility that is at sidewalk level and buffered from the street;
- Buffered by curb, bollards, landscape area, and/or vertical elements;
- Ideal for medium-high traffic volume streets;
- Utilize identification signage for pedestrians and bicycle riders.



ONE-WAY BUFFERED CYCLE TRACK CROSS SECTION

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.



Pavement markings and regulatory signs may incorporate Dunwoody Trailway iconography

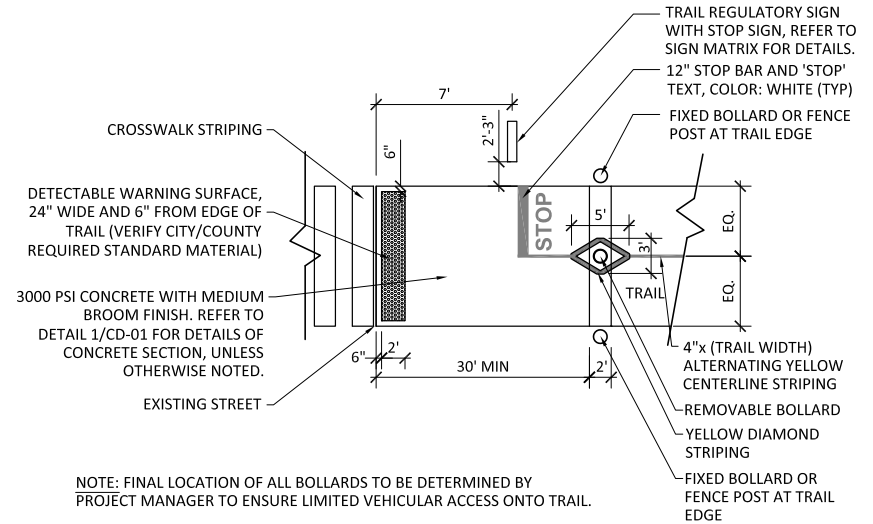
A combination of signage, striping, and physical street calming measures help make Calm Streets safer and more inviting to pedestrians and bicycle riders.

Intersection Details

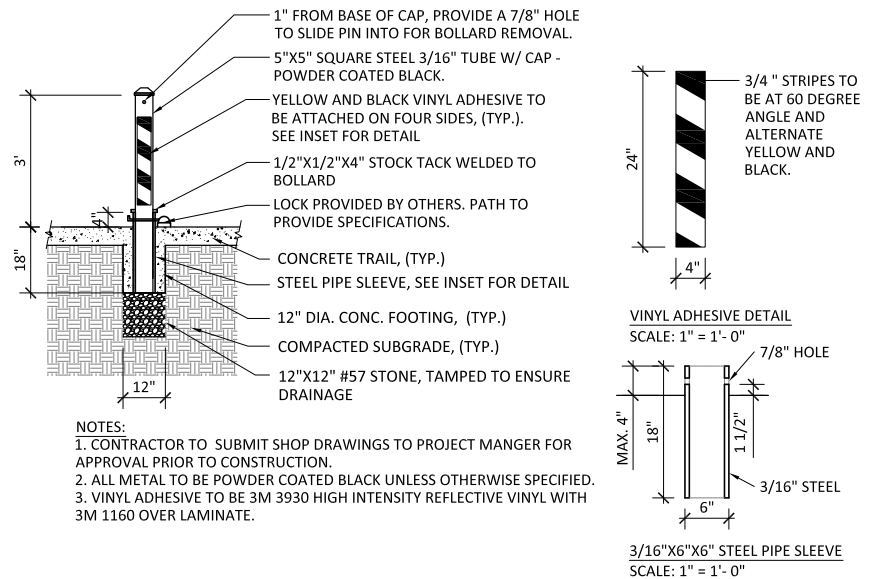
Typical trail intersection includes signage, bollards, and pavement striping.



An intersection example at Spanish Moss Trail, Beaufort, South Carolina



STANDARD INTERSECTION: PLAN VIEW



REMOVABLE STEEL BOLLARD

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.¹

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.

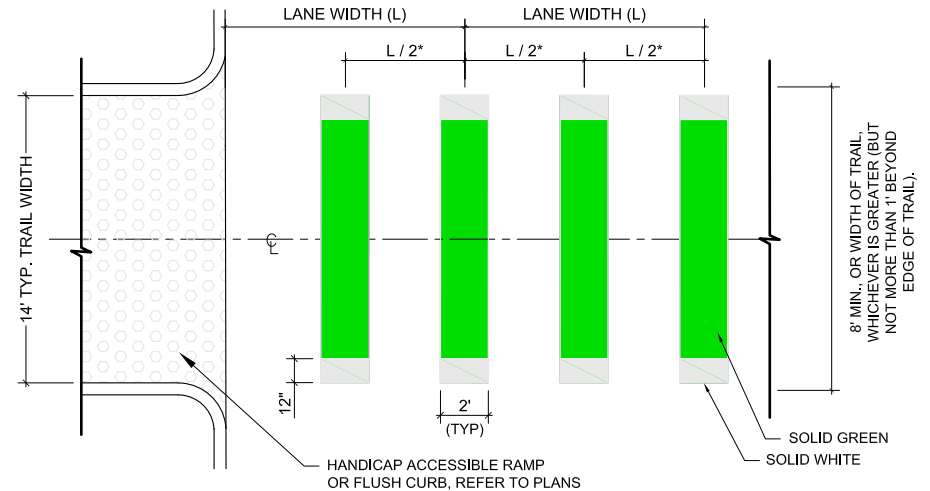


¹ Pedestrian Safety Guide and Countermeasure Selection System – PEDSAFE, Federal Highway Administration, www.pedbikesafe.org/PEDSAFE

NOTES:
1. ALL COLOR PAVEMENT MARKINGS TO BE ANTI SKID WITH CLEAN CUT EDGES (TYP.). CONFORM TO GDOT STANDARD SPECIFICATIONS FOR INSTALLATION AND FINISH.

2. USE TRANSPON ANTI SKID MMA , OR APPROVED EQUAL

*USE 5' FOR (L / 2) WHEN LANE WIDTH EXCEEDS 12', OR WHERE LANE LINES HAVE BEEN OMITTED.



TRAIL CROSSWALK GREEN STRIPING DETAIL



Green-striped crosswalk on Ivan Allen PATH in Atlanta, Georgia

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 cut-through should include detectable warnings. Curb extensions may be built in conjunction with crossing islands where there is on-street parking.



A combination of long crossing distances and multiple lanes of oncoming traffic warrants the installation of a pedestrian refuge island.

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-foot-wide 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.



Example of a raised crosswalk in Tucker, Georgia

² Pedestrian Safety Guide and Countermeasure Selection System – PEDSAFE, Federal Highway Administration, www.pedbikesafe.org/PEDSAFE

Pocket Park Standards

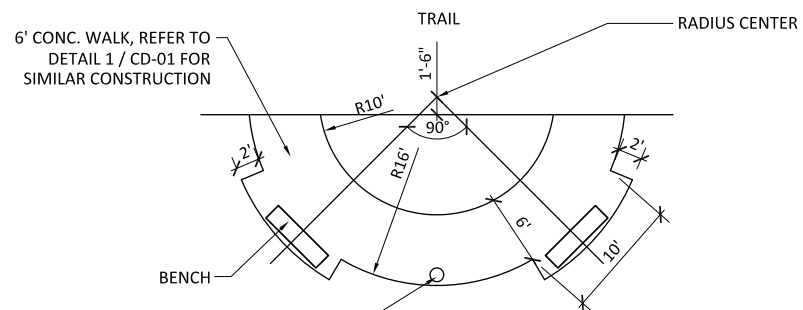
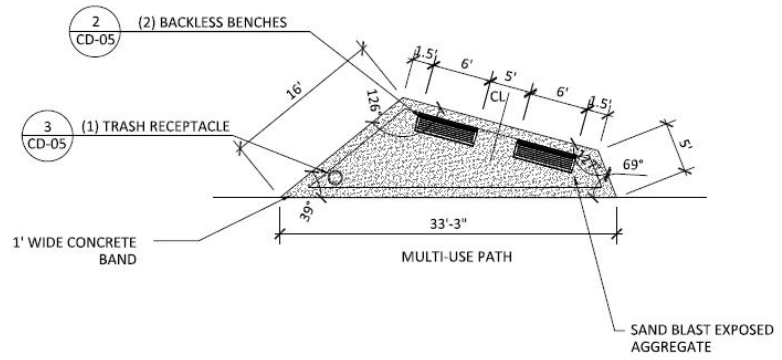
Pocket parks are key amenities in the Dunwoody Trailway system. They provide trail users with a place to rest and to meet with friends and neighbors. Standard furnishing and signage will be placed at pocket park locations to provide seating and information about the trail network. PATH recommends at least one pocket park for every one mile of trail.



Pocket Park Example



Pocket Park Example



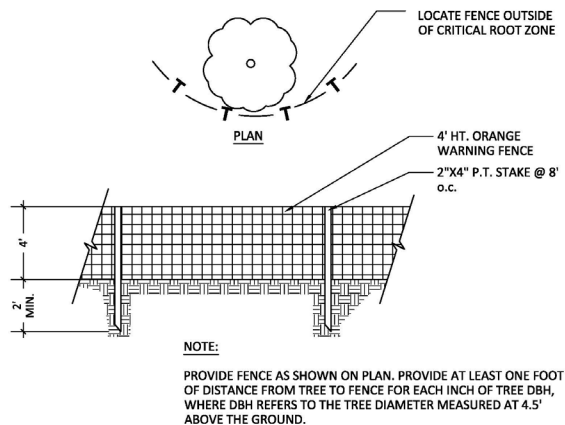
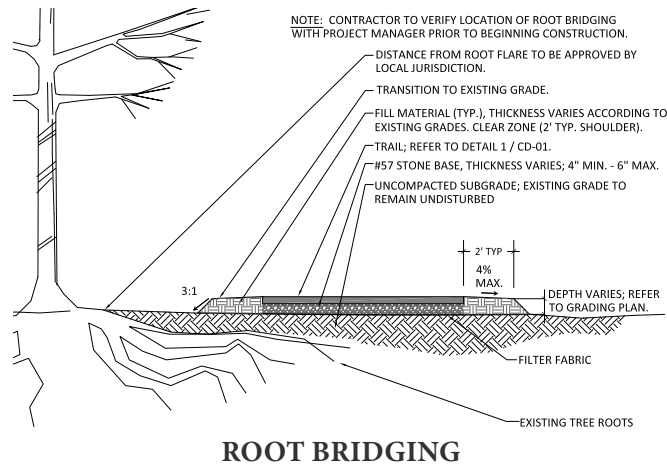
TRASH RECEPTACLE AT PARK ENTRANCE. MINIMUM DISTANCE FROM BENCH TO TRASH RECEPTACLE TO BE 6'.

NOTE:
ALL POCKET PARKS TO BE FIELD LOCATED BY PROJECT MANAGER. REFER TO PLANS FOR GENERAL LOCATION. DESIGNS WILL VARY DEPENDING ON LOCATION.

TYPICAL POCKET PARK DETAILS

Tree Root Bridging and Tree Protection

Root bridging ensures that the placement of trail concrete does not damage tree roots while enabling trail users more intimate experiences of forested settings. Tree protection fencing is to be used per City of Dunwoody standards and requirements. All new trees planted along trail corridors should be selected from the city-approved list of planting materials.

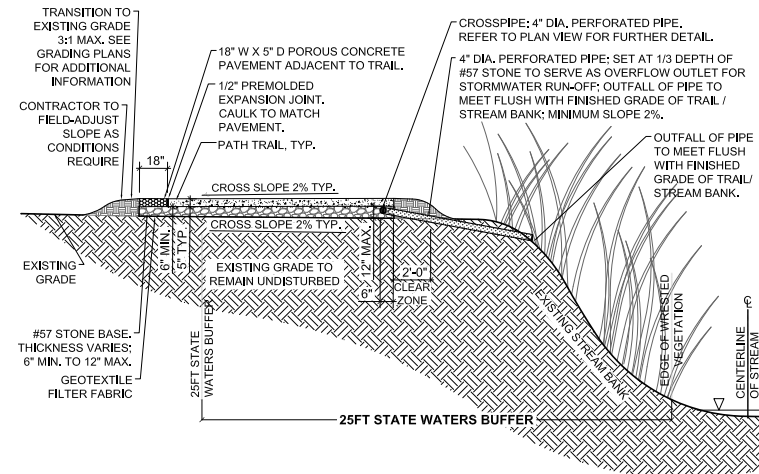


TREE PROTECTION FENCE

3 See [Sec. 16-116. - General tree list and street trees.](#) | [Code of Ordinances](#) | [Dunwoody, GA](#) | [Municode Library](#)

Infiltration

An infiltration system allows water to drain across the trail away from a nearby creek into a gravel drain, allowing runoff to infiltrate under the trail prior to entering the creek. This approach can be used where the trail is near the limits of a stream buffer.



Tree root bridging allows the trail to come close to specimen trees without causing harm. A trail edge of porous concrete aids infiltration.

Bridges and Boardwalks

This page shows examples of a prefabricated bridge and a concrete boardwalk structure.



Bridges with painted finishes are timeless and suitable for urban environments



Prefabricated steel bridge allows the trail to cross above existing roads and waterways.



Concrete boardwalk structures built with top-down construction methods provide durable, minimally invasive, and ecologically sensitive trail connections through wetlands and established forests.

Fences and Handrails

This page shows examples and details for trail handrails. Handrails may be selected to reflect trail branding.



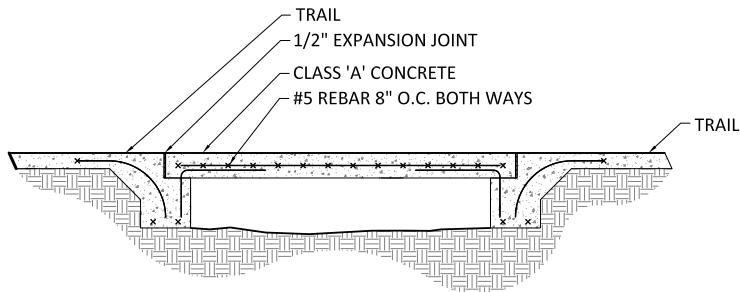
An example of the cable handrail with corten steel posts and top rail.



Post and cable railing provides a safe trail edge while acting as a visually lighter option.

Structural Slab Crossings

Structural slab is an environmentally friendly solution for creating a drainage swale under the trail. This page shows the construction detail and examples of typical structural slab crossings.



NOTES:

- 1. CONTRACTOR TO PROVIDE SHOP DRAWINGS COMPLETED BY A LICENSED STRUCTURAL ENGINEER PRIOR TO CONSTRUCTION, FOR APPROVAL BY OWNER AND LANDSCAPE ARCHITECT.
- 2. TOTAL HEIGHT FROM TOP OF TRAIL SURFACE TO LOW POINT OF SWALE IS NOT TO EXCEED 30".

STRUCTURAL SLAB DETAIL

