Pedestrian Environment

Sidewalks throughout the City of Dunwoody vary in width and quality. Sidewalks are generally 4 feet wide or less. Existing sidewalks are generally well maintained and in good condition. However, there are substantial gaps in the sidewalk network, which have been previously inventoried by the City. Several roadway segments in the City of Dunwoody have sidewalk on only one side of the road.

At the first community workshop in October 2010, participants were asked to determine sidewalk conditions around the City. See Map 10: Sidewalk Improvements, CTP Community Workshop for the outcome of the discussion and comments received at the workshop.

Planned and Programmed Pedestrian Projects

The City has allocated $350,000 for sidewalk construction in 2011. Design work is proceeding for the following segments:

- Happy Hollow Road from Peeler Road to Windwood Court
- Mount Vernon Road from Hidden Branches Drive to Ashford Dunwoody Road
- Valley View Road from Ashford Dunwoody Road to Ashford Club Drive

Travel Safety

Travel safety in the City of Dunwoody is a major concern. While the absolute number of crashes that occur on a given corridor is one indicator of safety, crash rates are better for establishing relative levels of safety among similar facility types. The following analysis uses crash frequency to show locations in the study area with a high number of crashes and crash rates to describe the conditions of the corridor with respect to safety and compares the corridor to similar facilities throughout the state.

Crash Frequency

Crash frequency is the raw number of crashes. Raw crash data for major corridors in the City of Dunwoody were obtained from Georgia DOT for the years 2005 through 2009, which was the most recent year available. Overall, there were 5,165 crashes

during this period, including 4,235 property damage only crashes, 930 injury crashes with 1,280 injuries reported, and no fatal crashes.

As expected, the highest numbers of crashes occur at or near major intersections. Areas in the City of Dunwoody with a high number of crashes are:

- Ashford Dunwoody Road from Ashwood Parkway to I-285, which is to be expected because this is the highest volume roadway in the study area
- Perimeter Center West from city limits to Ashford Dunwoody Road
- Hammond Drive at Ashford Dunwoody Road
- Chamblee Dunwoody Road from Roberts Drive to Womack Road
- Spalding Drive at Chamblee Dunwoody Road
- North Peachtree Road at Tilly Mill Road and Peeler Road
- North Peachtree Road at I-285
- North Shallowford Road at I-285
- Tilly Mill Road at Peachtree Industrial Boulevard

Crash Rates

This analysis uses crash rates to identify segments of major roads in the City of Dunwoody that appear most susceptible to crashes. Crash rates take traffic volume and road section length into consideration to create a ratio expressed as number of crashes per 100 million vehicle miles traveled (VMT). Crash rates can highlight areas that may appear to have a low or average number of crashes but actually exhibit a higher degree of crash danger when compared to other segments of the same functional class or other segments of the same corridor.

Injury and fatal crashes have disproportionately higher associated monetary and social costs and are therefore highlighted independently in this analysis. Consideration of fatal, injury, and total crashes on a particular road segment is referred to in terms of the severity at a location. See Map 11: Density of Dunwoody Automobile Crashes.

Because of data limitations, traffic volume counts were not available along every major roadway segments in the City of Dunwoody. Therefore, this analysis is limited to the locations shown in Table 8.

Most facilities analyzed in the study area experience crash rates well over the statewide rates for similar facilities for total accidents and injury accidents. The rate of injury crashes is especially high throughout the City of Dunwoody, and only three locations were below the statewide average. The locations below the statewide average rate for injury crashes are:

- Roberts Drive south of Spalding Drive
- Peeler Road from DeKalb Drive (Brook Run Park entrance) to Luray Drive
- Peeler Road from Windwood Drive to Lakeside Drive

The top five locations in the City of Dunwoody with the highest total crash rates in descending order are:

1. Tilly Mill Road from Tillingham Court to Womack
2. Chamblee Dunwoody Road from Oakpoint Place to Spalding Drive
3. Hammond Drive from Perimeter Center Parkway to Perimeter Mall entrance
4. Ashford Dunwoody Road from Hammond Drive to Ravinia (north entrance)
5. Perimeter Center West from Perimeter Center Parkway to Perimeter Center Place

The top five City of Dunwoody locations with the highest injury crash rates in descending order are:

1. Chamblee Dunwoody Road from Oakpoint Place to Spalding Drive
2. Tilly Mill Road from Tillingham Court to Womack
3. Chamblee Dunwoody Road from Dunwoody Knoll Drive to Saint Andrews Drive
4. Mount Vernon Highway east of Mount Vernon Way

5. Perimeter Center West from Perimeter Center Parkway to Perimeter Center Place

Table 8 shows the total number of crashes, the rate of crashes per 100 million VMT, and the average statewide crash rates for similar facility types by location.

Table 8: City of Dunwoody Crash Rates (2005 – 2009)

Location	2005 – 2009 Number of Crashes			2005 – 2009 Crash Rate Per 100 Million VMT			2007 Statewide Crash Rate Per 100 Million VMT (Similar Facility Types)			Over Statewide Crash Rate		
	All Crashes	Fatal Crashes	Injury Crashes	All Crashes	Fatal Crashes	Injury Crashes	All Crashes	Fatal Crashes	Injury Crashes	All Crashes	Fatal Crashes	Injury Crashes
Perimeter Center West from Perimeter Center Parkway to Perimeter Center Place	104	0	32	3,160.2	0.0	972.4	513.0	1.4	126.0	Yes	No	Yes
Hammond Drive from Perimeter Center Parkway to Perimeter Mall Entrance	511	0	77	5,429.8	0.0	818.2	513.0	1.4	126.0	Yes	No	Yes
Ashford Dunwoody Road from Hammond Drive to Ravinia	477	0	72	5,386.2	0.0	813.0	513.0	1.4	126.0	Yes	No	Yes
Ashford Dunwoody Road from Ashford Parkway to Ashford Gables Drive/Valley View Road	42	0	17	699.1	0.0	283.0	513.0	1.4	126.0	Yes	No	Yes
Ashford Center Parkway from Ashford Dunwoody Road to Chamblee Dunwoody Road	44	0	10	616.2	0.0	140.0	N/D*	N/D*	N/D*	No	No	No
Chamblee Dunwoody Road from Cotillion Drive to Chateau Drive	66	0	17	1,368.5	0.0	352.5	513.0	1.4	126.0	Yes	No	Yes
Chamblee Dunwoody Road from Dunwoody Park to North Shallowford Road	44	0	13	1,763.7	0.0	521.1	513.0	1.4	126.0	Yes	No	Yes
Chamblee Dunwoody Road from Holly Oak Place to Kings Down Road	16	0	7	509.5	0.0	222.9	513.0	1.4	126.0	No	No	Yes
Chamblee Dunwoody Road from Nandina Lane to Dunwoody Village Parkway	110	0	19	2,341.8	0.0	404.5	513.0	1.4	126.0	Yes	No	Yes
Chamblee Dunwoody Road from Dunwoody Knoll Drive to Saint Andrews Drive	7	0	6	1,355.5	0.0	1,161.8	475.0	1.3	114.0	Yes	No	Yes

Table 8: City of Dunwoody Crash Rates (2005 – 2009)

Location	2005 – 2009 Number of Crashes			2005 – 2009 Crash Rate Per 100 Million VMT			2007 Statewide Crash Rate Per 100 Million VMT (Similar Facility Types)			Over Statewide Crash Rate		
	All Crashes	Fatal Crashes	Injury Crashes	All Crashes	Fatal Crashes	Injury Crashes	All Crashes	Fatal Crashes	Injury Crashes	All Crashes	Fatal Crashes	Injury Crashes
Chamblee Dunwoody Road from Oakpoint Place to Spalding Drive	95	0	61	7,090.1	0.0	4,552.6	475.0	1.3	114.0	Yes	No	Yes
Roberts Drive from Dunbrooke Lane to Witham Drive	12	0	6	491.6	0.0	245.8	513.0	1.4	126.0	No	No	Yes
Roberts Drive from Manor Oaks Court to Spalding Drive	4	0	0	430.7	0.0	0.0	513.0	1.4	126.0	No	No	No
Mount Vernon Road from Dunwoody Station Drive to Ashford Dunwoody Road	38	0	14	603.9	0.0	222.5	513.0	1.4	126.0	Yes	No	Yes
Mount Vernon Road from Mount Vernon Way to Wellshire Place	27	0	18	1,493.1	0.0	995.4	513.0	1.4	126.0	Yes	No	Yes
Mount Vernon Road from Vernon Oaks Drive to Vermack Road	64	0	15	2,231.9	0.0	523.1	513.0	1.4	126.0	Yes	No	Yes
Peeler Road from Olde Village Lane to Equestrian Way	5	0	2	797.4	0.0	319.0	475.0	1.3	114.0	Yes	No	Yes
Peeler Road from DeKalb Drive to Luray Drive	0	0	0	0.0	0.0	0.0	475.0	1.3	114.0	No	No	No
Peeler Road from Windwood Drive to Lakeside Drive	4	0	0	312.7	0.0	0.0	475.0	1.3	114.0	No	No	No
Tilly Mill Road from Tillingham Court to Womack	60	0	12	9,201.6	0.0	1,840.3	513.0	1.4	126.0	Yes	No	Yes
North Peachtree Road from North of to Cotillion Drive	77	0	19	2,626.3	0.0	648.1	475.0	1.3	114.0	Yes	No	Yes
North Peachtree Road from Brookhurst Drive to Kings Point Circle	14	0	10	457.1	0.0	326.5	475.0	1.3	114.0	No	No	Yes

Table 8: City of Dunwoody Crash Rates (2005 – 2009)

Location	2005 – 2009 Number of Crashes			2005 – 2009 Crash Rate Per 100 Million VMT			2007 Statewide Crash Rate Per 100 Million VMT (Similar Facility Types)			Over Statewide Crash Rate		
	All Crashes	Fatal Crashes	Injury Crashes	All Crashes	Fatal Crashes	Injury Crashes	All Crashes	Fatal Crashes	Injury Crashes	All Crashes	Fatal Crashes	Injury Crashes
Winters Chapel Road from Winterhaven Court to Winterbrook Court	N/D	N/D	N/D	N/D	N/D	N/D	513.0	1.4	126.0	No	No	No
Winters Chapel Road from Charmont Place to Fountainbleau Way	7	0	5	191.0	0.0	136.4	513.0	1.4	126.0	No	No	Yes
Tilly Mill Road from Peachtree Industrial Boulevard to Chestnut Landing	24	0	7	791.2	0.0	230.8	513.0	1.4	126.0	Yes	No	Yes

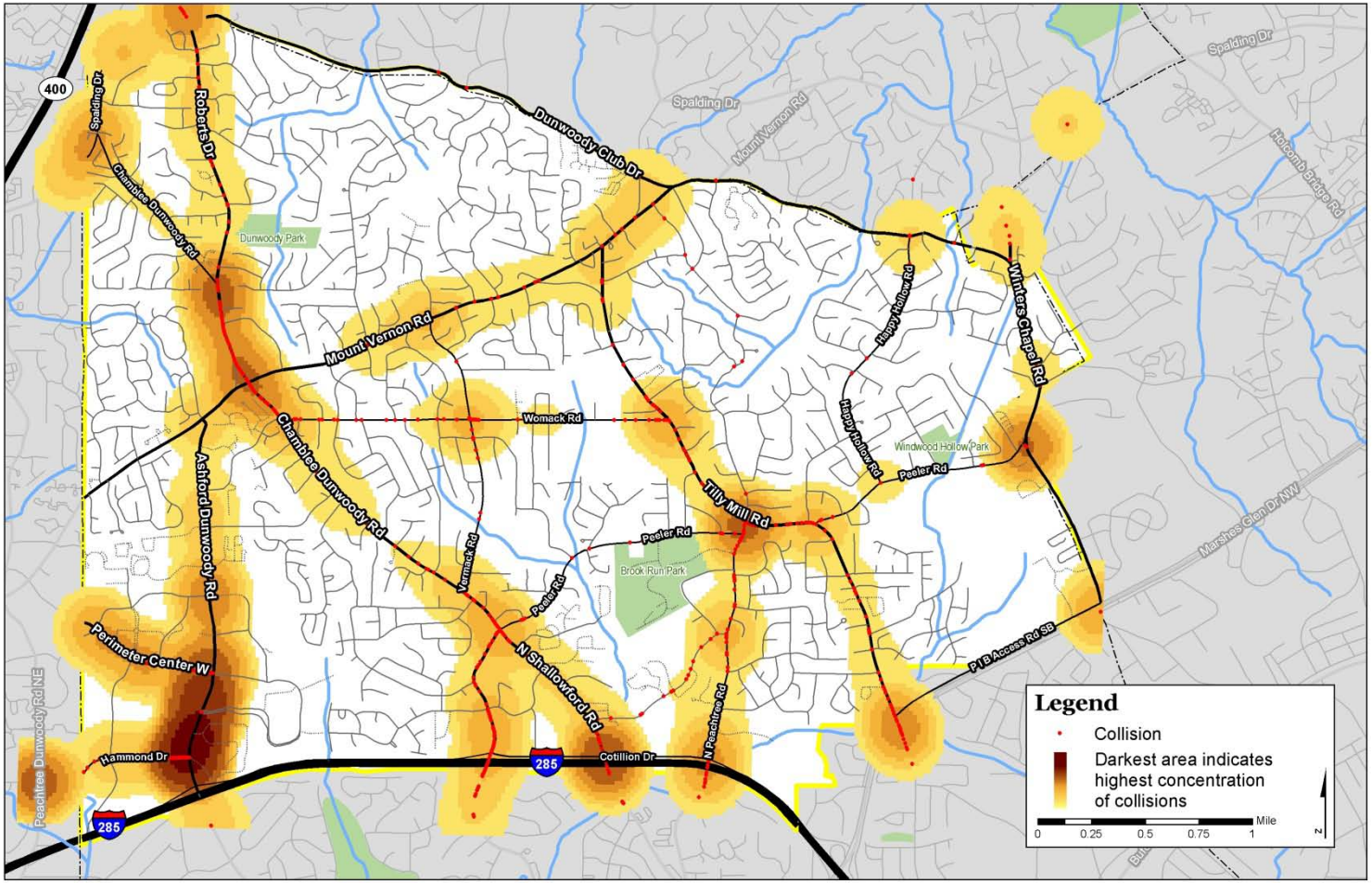
*N/D = No data available

Crash data at the regional and county level is available from ARC. On most of the facilities analyzed, Dunwoody total and injury crash rates are above county, regional and state rates while fatality rates are lower. For reference, the regional crash rate per 100 million VMT 444 total, 105 injury and 1.2 fatal crashes. DeKalb County crash rates are slightly higher than the regional rates, with 450 total crashes per 100 million VMT, 140 injury, and 1.2 fatal.

Factors Causing Crashes

While detailed crash studies were not conducted at specific locations, the following identifies general causal factors to high crash rates:

- High traffic volumes – Generally, higher volumes contribute to more crashes. Many Dunwoody roadways have heavy travel flows relative to their capacity.
- High levels of access – As noted previously, many roadways have closely spaced driveways and intersections, which reduces mobility and increases the number of conflict points
- Lack of turning lanes – Many locations with high turning volumes lack adequate turning lanes
- Poor sight lines – As a result of intersection geometry or grade changes, some locations in the City of Dunwoody have poor visibility



Map 11: Density of Dunwoody Automobile Crashes