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MEMORANDUM

To: Mayor and City Council

From: Jonathan DiGioia, Safe Streets Program Manager

June 16th, 2025 Date:

Subject: Safe Streets Program Annual Update

ITEM DESCRIPTION

This presentation provides an overview of accomplishments and progress of the Safe Streets Program over the past two years and next steps going forward.

DISCUSSION

The Safe Streets Program kicked off in spring of 2023 with the hiring of Jonathan DiGioia as the Safe Streets Program Manager and the start of the Dunwoody Road Safety Action Plan development. Goals of the program include driving progress toward the City's goal of zero traffic fatalities and serious injuries on city streets, and collaborating across City departments on initiatives to promote safe and equitable transportation options in Dunwoody.

ATTACHMENTS

Safe Streets Program Annual Update



Program Goals

- Drive progress toward the City's goal of zero traffic fatalities and serious injuries on city streets
- Collaborate across City departments on initiatives to promote safe and equitable transportation options in Dunwoody

Safety Emphasis Areas from Dunwoody Road Safety Action Plan



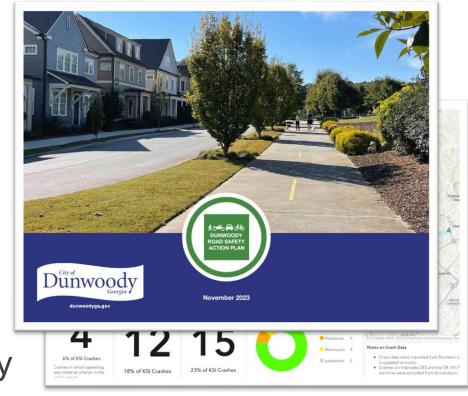






First Year Highlights 2023–2024

- Road Safety Action Plan kicked off April 2023, adopted November 2023
- Vanderlyn Drive sidewalk extension completed August 2023
- Brook Run Park soccer fields crosswalk and traffic calming September 2023
- Womack Road at Dunwoody Elementary School Pilot Project October 2023
- Created channel for reporting Road Safety concerns via SeeClickFix
- Established Road Safety Committee



Plan, dashboard, and appendices published to:

<u>https://www.dunwoodyga.gov/government/master</u> <u>-plans/road-safety-action-plan</u>



Second Year Updates for 2024–2025

Overview

- Serious Injury Crash Reviews
- High-Injury Network Corridor Walks
- School Safety Walks
- Quick Build & Pilot Projects
- Crosswalk Upgrades
- Speed Studies
- Protected Bike Lane Opportunities
- Financial Updates



Serious Injury Crash Reviews & High-Injury Network Walks

- Reviewed 11 serious injury crashes on Dunwoody city streets
- Completed 2 High-Injury Network Corridor Walks
 - Mt. Vernon Road
 - North Peachtree Road
- Identified and completed near-term safety improvement opportunities





School Safety Walks

- Completed Safety Walks at all 5 public elementary schools in Dunwoody
 - Chesnut Elementary city staff and Principal Advisory Committee
 - Austin Elementary, Dunwoody Elementary, Kingsley Elementary, Vanderlyn Elementary – Georgia Safe Routes to School Resource Center, city staff, and school stakeholders
- Identified safety improvement opportunities for both the City and DeKalb County Schools





Mt. Vernon Road at Chipotle driveway

 Added pavement markings to discourage wrong-way driving in the left-turn lane

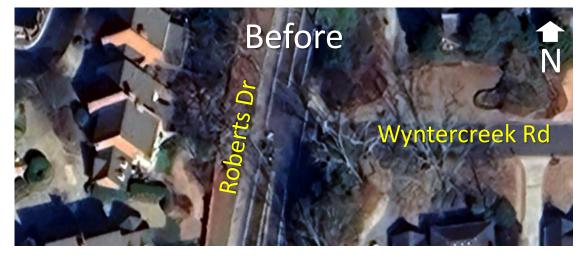






"Don't Block the Box" Treatment on Roberts Drive at Wyntercreek Road

- Aims to improve visibility at the intersection for all road users
- Completed December 2024







- Sidewalk and Crosswalk Realignment at Mt. Vernon Road and Ridgeview Road
 - Shortens pedestrian crossing distance
 - Improves visibility
 - Reduce exposure time for pedestrians crossing Ridgeview Road
 - Completed October 2024







Nandina Lane Pilot Project

- Purpose:
 - Address crash history at the intersection of Nandina Lane at Mt. Vernon Road
 - Realign the south end of Nandina Lane to improve pedestrian visibility and promote driver compliance with the stop sign
- Phase 1 (complete)
 - Closure of northbound entrance at Mt. Vernon Road
 - Collected and analyzed before vs. after data





Nandina Lane Pilot Project (continued)

- Phase 2
 - Realign the south end of Nandina Lane using pavement markings and vertical elements

 Also add treatments at the north end of Nandina Lane to promote driver compliance with the yield sign from Chamblee Dunwoody Road southbound

onto Nandina Lane

- Concrete island removal completed May 29
- Signage and striping to be completed week of June 9





Pop-up protected bike lanes during Bike Ride to Lunch with City Council event

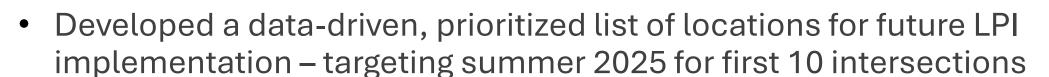
- Demonstrated the concept of protected bike lanes
- Single-day implementation May 9, 2025





Leading Pedestrian Intervals (LPIs) at traffic signals

- Gives pedestrians a brief head-start into the intersection
- Shown to reduce pedestrian-vehicle crashes at intersections by 13%
- Initial pilot implementation at:
 - Ashford Dunwoody Rd @ Valley View Rd
 - Ashford Dunwoody Rd @ Ashford Pkwy
 - Meadow Lane Rd @ Perimeter Center Pl





"Don't Block the Box" Treatment on Womack Road at Dunwoody High School driveway

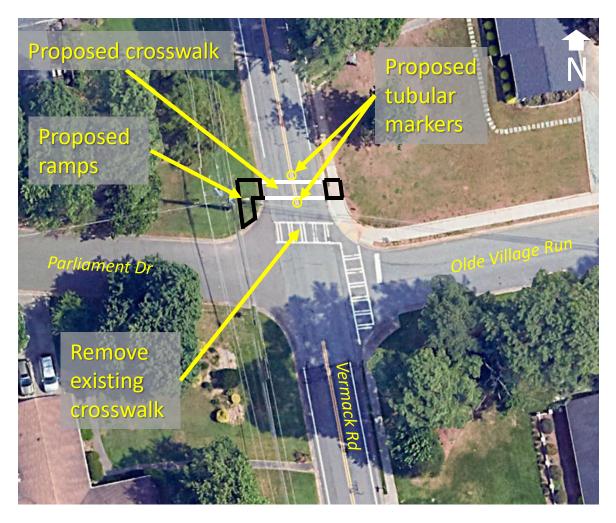
- Aims to improve visibility at the intersection for all road users
- Anticipated installation summer 2025





Curb ramp and crosswalk reconstruction at Vermack Road and Parliament Drive/Olde Village Run

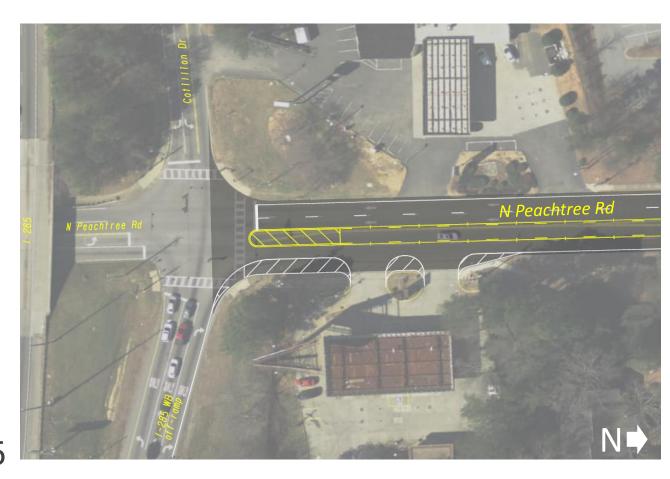
- Shortens pedestrian crossing distance
- Traffic calming measures to address yielding compliance
- Anticipated installation summer 2025
- Interim phase of a future proposed sidewalk project on the west side of Vermack Road





North Peachtree Road Striping

- Re-striping opportunity identified for 2025 re-paving
- Clarify lane assignments and provide a two-way leftturn lane using existing roadway space
- Final configuration pending traffic study
- Anticipated installation 2025





Mt. Vernon Road at Chamblee Dunwoody Road Bike Lane Markings

- Purpose:
 - Address crash history at the intersection of Mt. Vernon Road at Chamblee Dunwoody Road
 - Add dashed bike lane extensions and green paint at conflict points between bicycles and motor vehicles
- Anticipated installation 2025



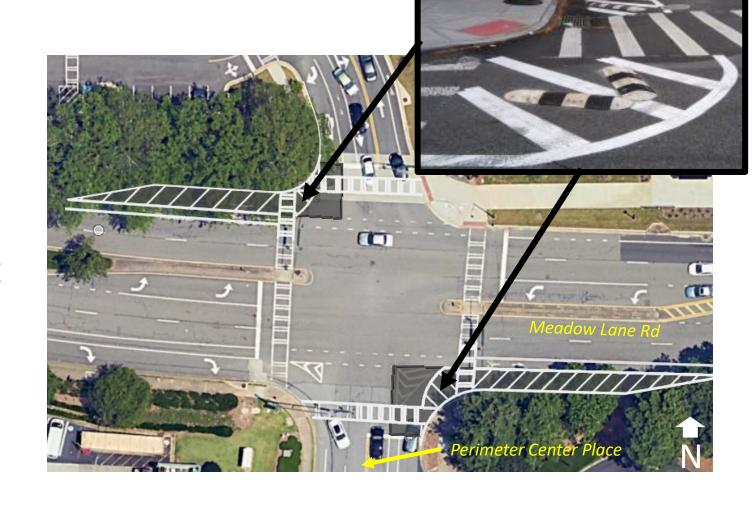
Example Photo

Credit: Sylvie Belmond, Acorn Newspapers



Hardened Right-Turns at Meadow Lane Road at Perimeter Center Place

- Purpose:
 - Address crash history at the intersection
 - Shorten pedestrian crossing distance
 - Reduce right-turn speeds
- Anticipated installation: TBD





Hammond Drive Intersection Safety Improvements

- Restricted-Crossing U-Turn (RCUT) at the intersection of Hammond Drive in front of Rooms to Go
- Addresses past crash history at the intersection
- RCUTs shown to reduce fatal and injury crashes by 63%.
- Anticipated installation 2025





Traffic Signal Safety Improvements

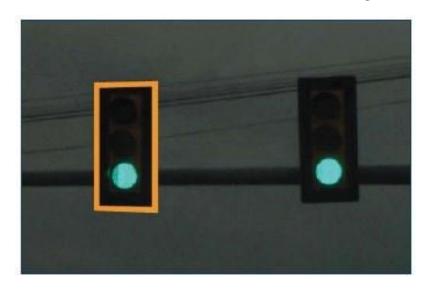
Flashing Yellow Arrows (FYAs)

• Shown to reduce left-turn crashes by 14%.



Traffic signal backplates with retroreflective borders

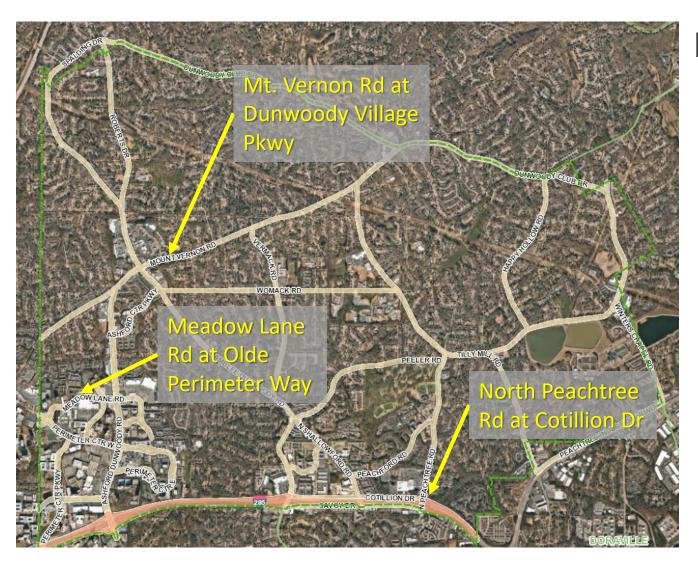
Shown to reduce crashes by 15%



- Equipment purchased through GDOT Equipment Purchase Program
- Anticipated installation in 2025, pending GDOT equipment delivery



Traffic Signal Safety Improvements

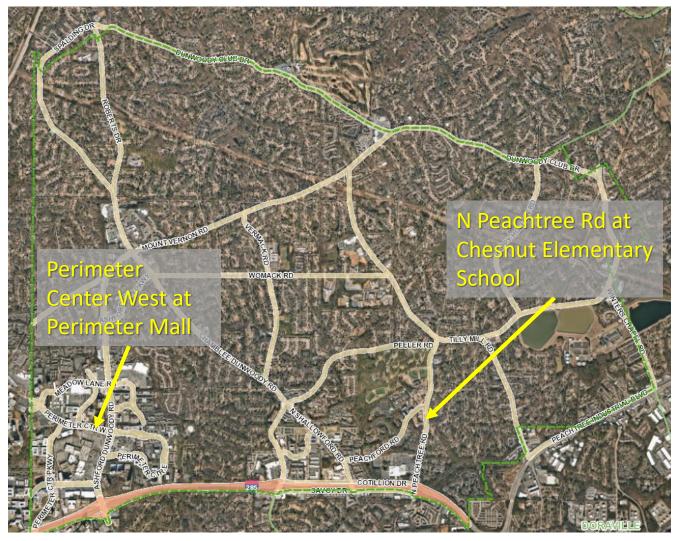


Locations:

- Mt. Vernon Road at Dunwoody Village Parkway:
 - Traffic signal heads with retroreflective backplates
- North Peachtree Road at Cotillion Drive
 - Traffic signal heads with retroreflective backplates
 - Flashing yellow arrows (FYAs)
- Meadow Lane Road and Olde Perimeter Way
 - Retroreflective backplates
 - Supplemental signal head



Crosswalk Upgrades



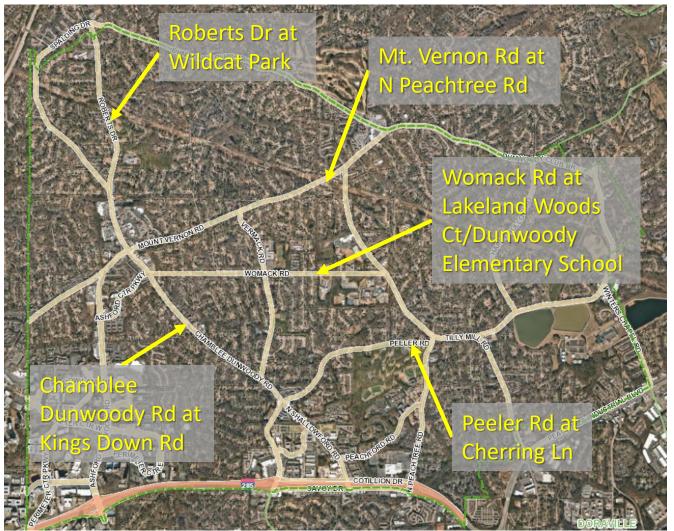


Pedestrian Hybrid Beacons at Two Locations

- Shown to reduce pedestrian crashes by up to 55%
- Installed in 2024



Crosswalk Upgrades





Rectangular Rapid-Flashing Beacons at Five Locations

- Shown to reduce pedestrian crashes by up to 47%
- Anticipated installation 2025



Speed Studies

- Evaluating potential speed limit changes for consistency with existing speeds and roadway contexts
- Corridors
 - Ashford Dunwoody Road
 - Chamblee Dunwoody Road near Dunwoody Village
 - Womack Road
 - Vermack Road
 - Crown Pointe Parkway / Meadow Lane
- School Zone Boundary Updates
 - Austin Elementary
 - Dunwoody Elementary
 - Dunwoody High / Vanderlyn Elementary

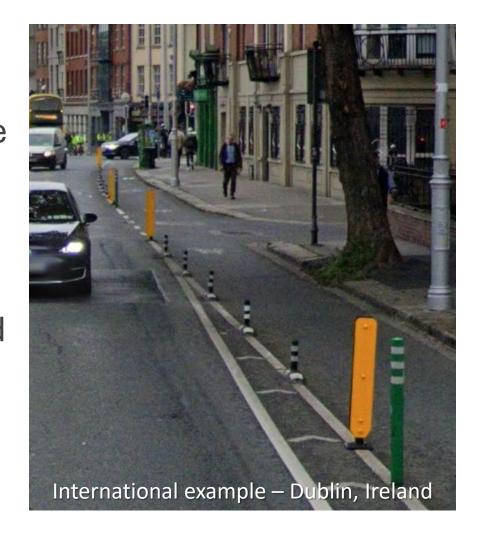




Protected Bike Lane Opportunities

Evaluation of mini-flex posts for bike lane separation:

- Staff were directed to evaluate a use case for existing bike lanes in Dunwoody
- U.S. standards specify 28-inch minimum height (MUTCD)
- Mini-flex posts were tested and evaluated by the City of Detroit
 - Detroit did not continue using these due maintenance concerns
 - The low-profile posts were hit more frequently than standard-sized posts in their pilot project





Protected Bike Lane Opportunities

Potential alternative configuration:

- Rubber markers on lane line
 - Higher expected durability than flex posts
 - Less reduction in bicycle operating space
- Flex posts at intersections and driveways
 - May still help draw attention to bike lanes and rubber markers



Alternate configuration – combination of flex posts and rubber markers



Financial Updates

Safe Streets Construction Fund Summary:

Fund Total	\$ 750,000
Previous Expenses	
Previous quick-build/pilot projects	\$ 19,863
Planned Expenses	
Nandina Lane Pilot Project	\$ 25,000
Planned quick-build/pilot projects	\$ 90,000
SS4A Supplemental Planning Activities - city match	\$ 50,000
North Peachtree Road Sidewalk Project	\$ 565,137
Total Expenses	\$ 750,000



Next Steps

- Continue advancing and implementing projects
- Continue serious injury crash reviews
- Continue responding to new safety improvement opportunities that are identified
- Continue implementing recommendations of the Road Safety Action Plan



Thank You!











