



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

## MEMORANDUM

**To:** Mayor and City Council

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

**Date:** April 29, 2024

**Subject:** **Conceptual Design for Sidewalk on the West Side of Happy Hollow Road**

### **ACTION**

Discuss the conceptual design for sidewalk on the west side of Happy Hollow Road between Dunwoody Club Drive and Peeler Road.

### **SUMMARY**

The city has contracted with an engineering firm to develop the conceptual plan for completing the sidewalk on the west side of Happy Hollow Road. Dunwoody has had a long-standing goal of having sidewalks on both sides of all collector and arterial roads in the city and Happy Hollow is classified as a collector roadway. The city previously completed the sidewalk on the east side of the road in 2014 and in-fill development has added two short segments of sidewalk on the west side.

The concept design was developed in anticipation of the repaving of Happy Hollow Road which is scheduled for 2027 and drainage improvements that are needed prior to the repaving. In accordance with the city's Complete Streets Policy, the design considers bicycle accommodation. In addition to adding a 6-foot sidewalk with landscape buffer on the west side of the road, the proposed plan includes a 10-foot vehicle lane and 4-foot bike lane in each direction and stormwater improvements.

### **DETAILS**

#### Concept Development

The sidewalk is planned to connect two segments of existing sidewalk on the west side of the road and to provide adequate pedestrian access on both sides of the roadway. In accordance with the city's Complete Streets Policy, the design considers accommodation for various types of potential roadway users. Bicycles were considered as a user group since Happy Hollow is designated as a bike route in the city's transportation plan, and because the city's trail master plan shows trail connecting points near Kingsglen Court and at Peeler Road. Bike lanes were determined to be the most feasible accommodation since about 2/3 of the roadway is already wide enough for bike lanes with narrower vehicle lanes. The traffic volumes are favorable for bike lanes although strategies to reduce operating speeds should be considered. Because road widening (typically 4-5 feet) is necessary at the south end to accommodate the bike lane, there will be added costs for additional earthwork, drainage, curb, and paving.



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#### Right of Way and Utility Impacts

There are 75 parcels directly adjacent to the anticipated construction area. Most of the work can be constructed within the existing right-of-way with temporary easements to reconnect driveways where the sidewalk crosses. A sliver of additional right-of-way may be required from two residential properties and temporary construction easements will also be needed on 1 these properties as well as 9 other residential properties. A permanent drainage easement will be needed for a stormwater structure at the corner of 2 additional properties. The sidewalk will be designed to avoid most existing utility poles and limit the need for utility relocation as much as possible.

#### Public Input

In 2023, the city solicited public input on the project through a 30-day comment period on the city's website and received over 100 comments. City staff also met with several residents to review the project in relation to their property.

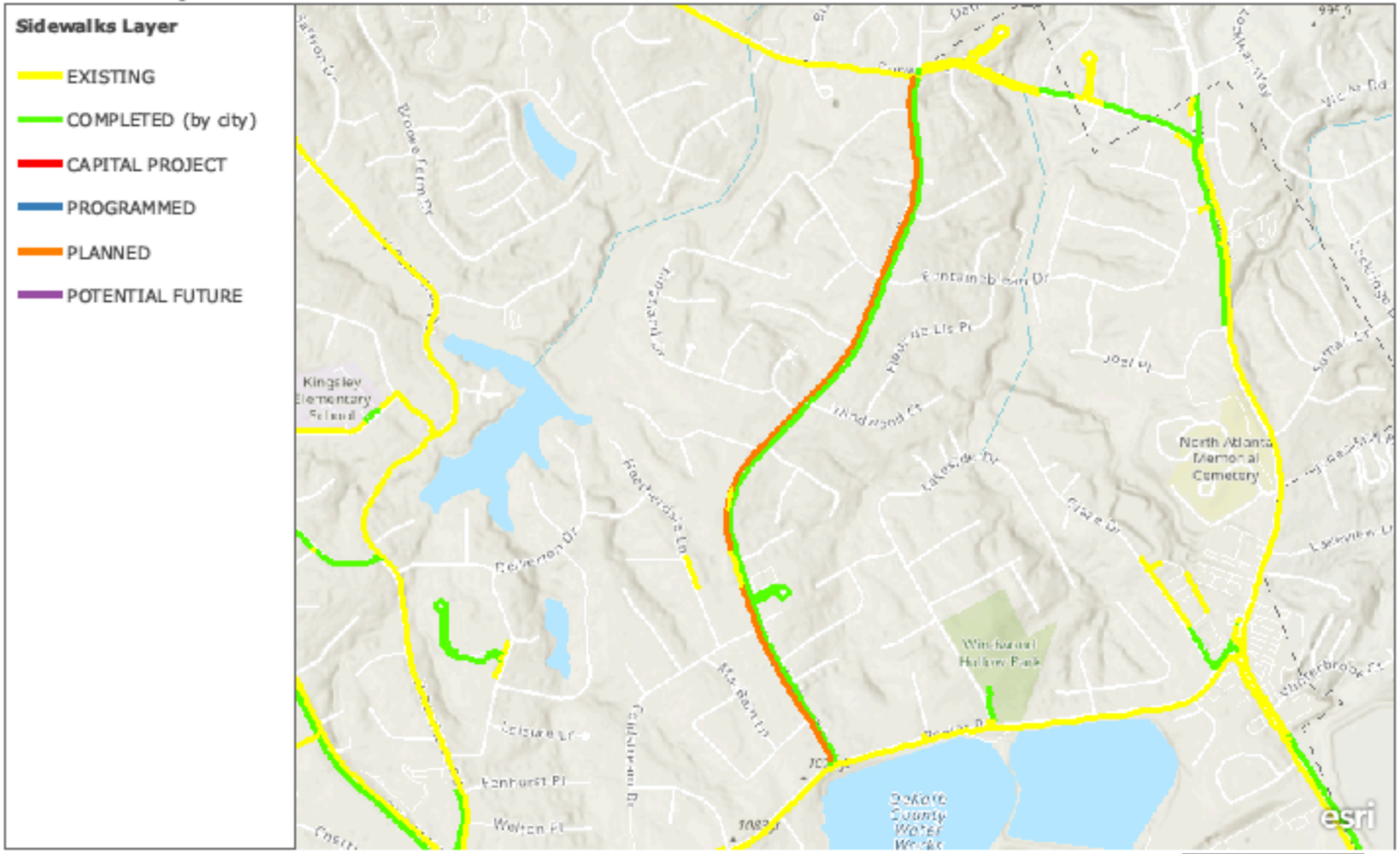
There number of respondents supporting all of the improvements was slightly higher than those opposing the improvements with a small percentage neither expressing support or opposition. Additionally, there was a small percentage of responses supporting the sidewalk but not the bike lane. Most respondents that opposed the project either had concerns about how it affected their property or expressed that the project was not necessary since there was already a sidewalk on the opposite side of the road. Other concerns included existing drainage problems, the condition of the pavement and speeding. The project would address the drainage and pavement problems and seek to incorporate strategies to reduce speeding and minimize impacts to adjacent properties.



# City of Dunwoody Georgia

Conceptual Design for Happy Hollow Road Sidewalk –West Side Between Peeler Road and Dunwoody Club Drive

### Sidewalks Layer



City of Dunwoody Sidewalks (with crosswalks). Planned and proposed sidewalk projects are also included in this data layer.

0.3mi

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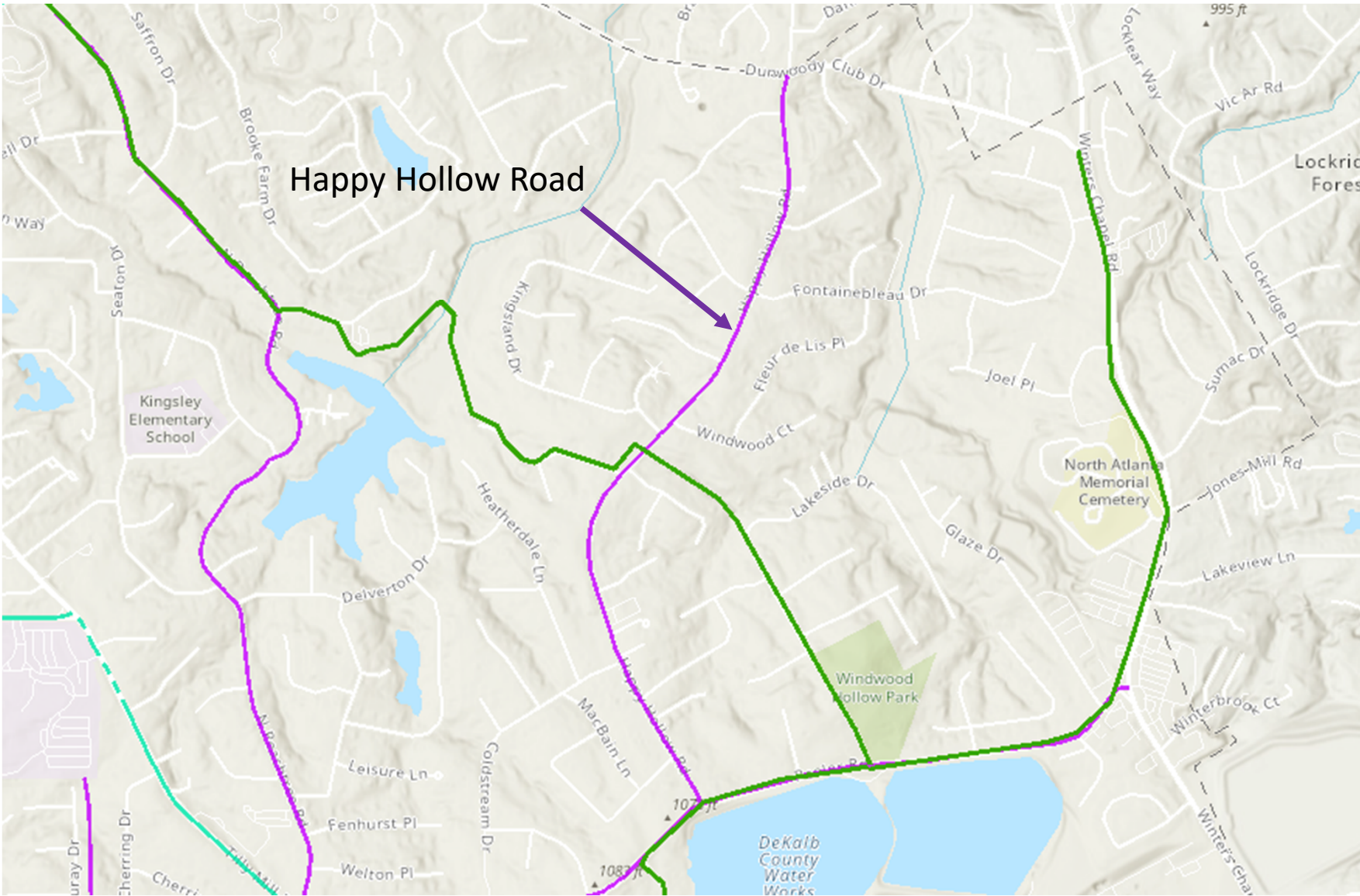
Pavement Buildup at Gutter on Happy Hollow Road



4882 Happy Hollow Road




4955 Happy Hollow Road



Happy Hollow Road

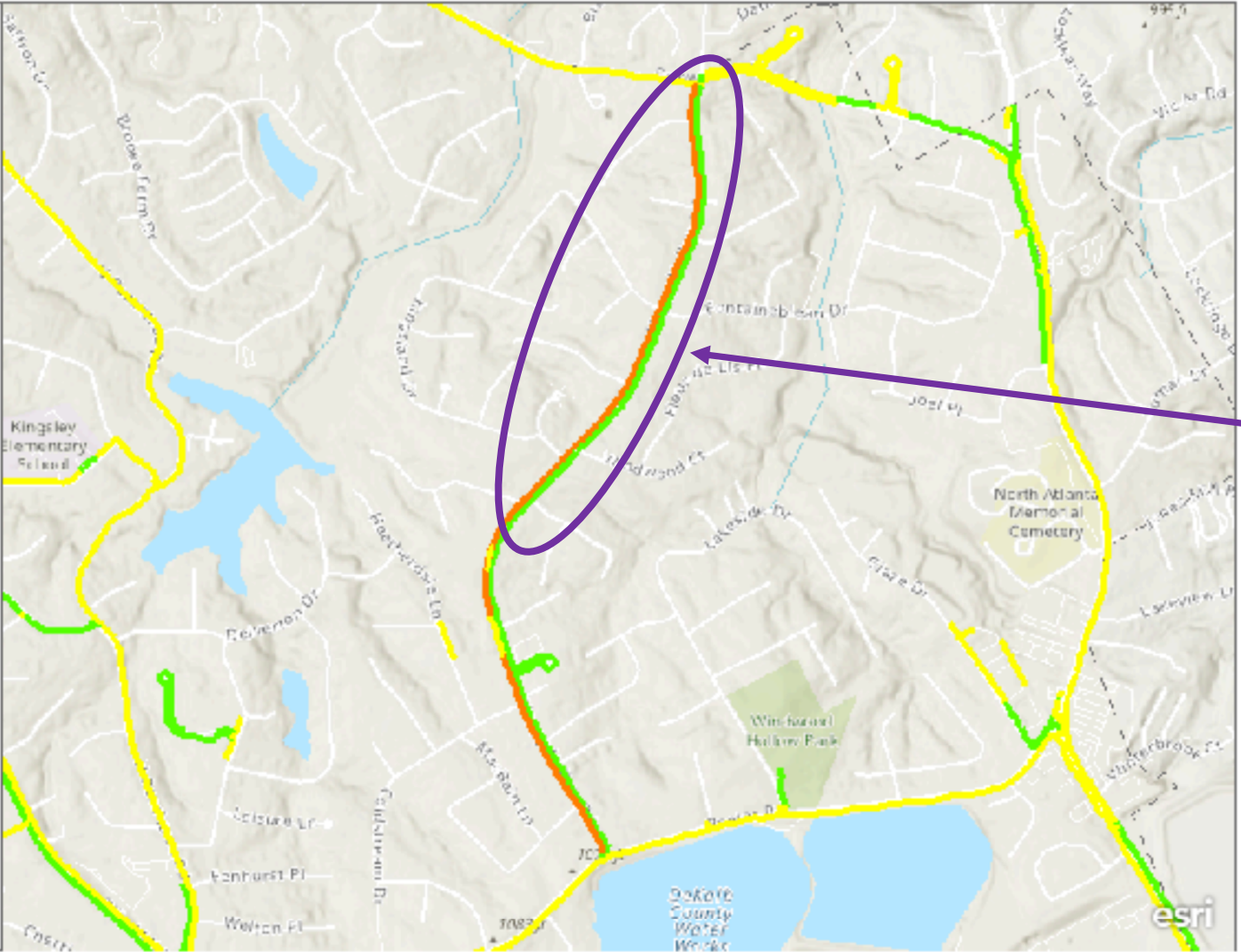
Legend

Existing Bike Lanes 

Bike Routes in Transportation Plan 

Trails in Master Plan 

# Sidewalks Layer



Existing Pavement can Accommodate Bike Lanes

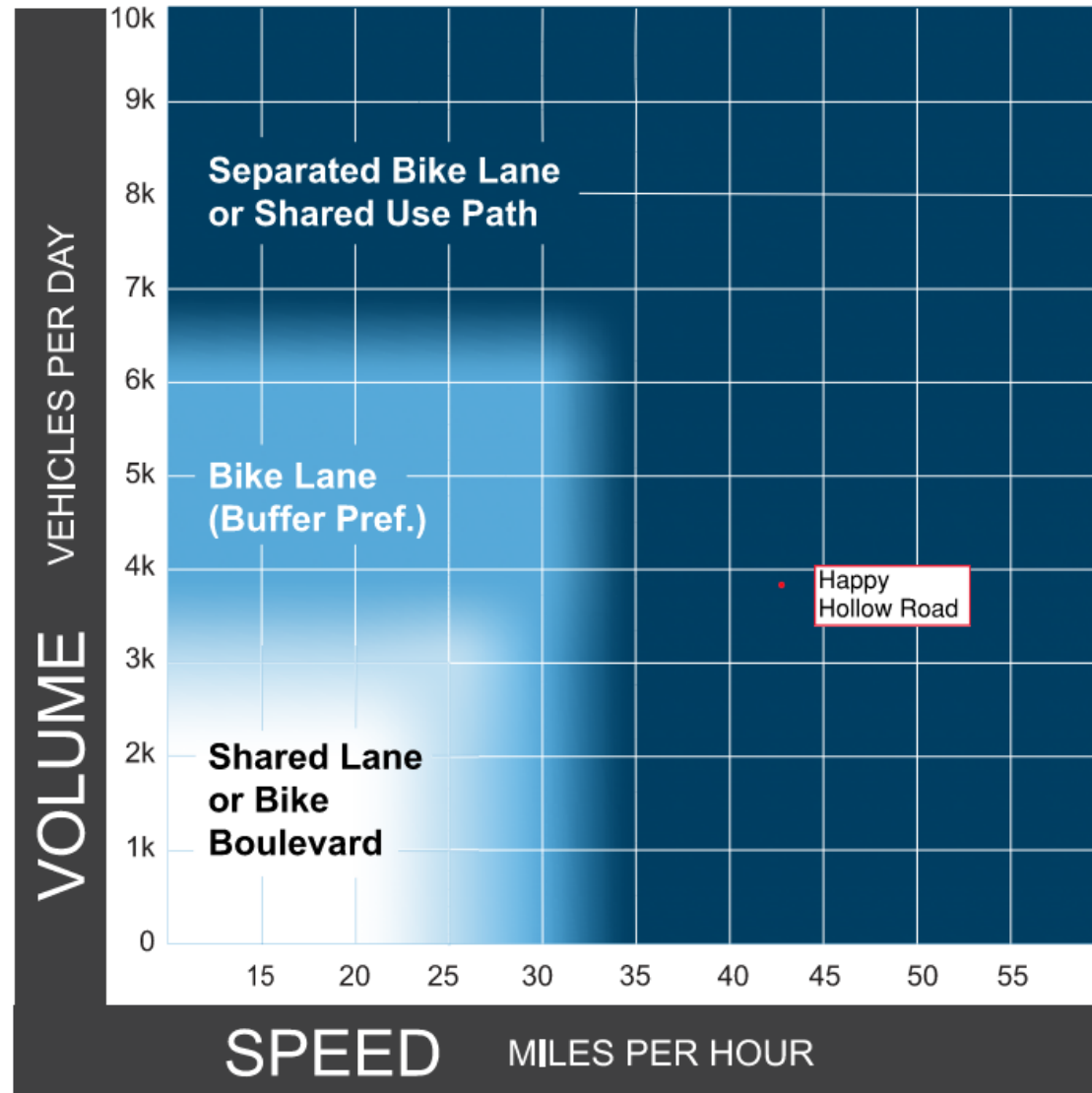
City of Dunwoody Sidewalks (with crosswalks). Planned and proposed sidewalk projects are also included in this data layer.

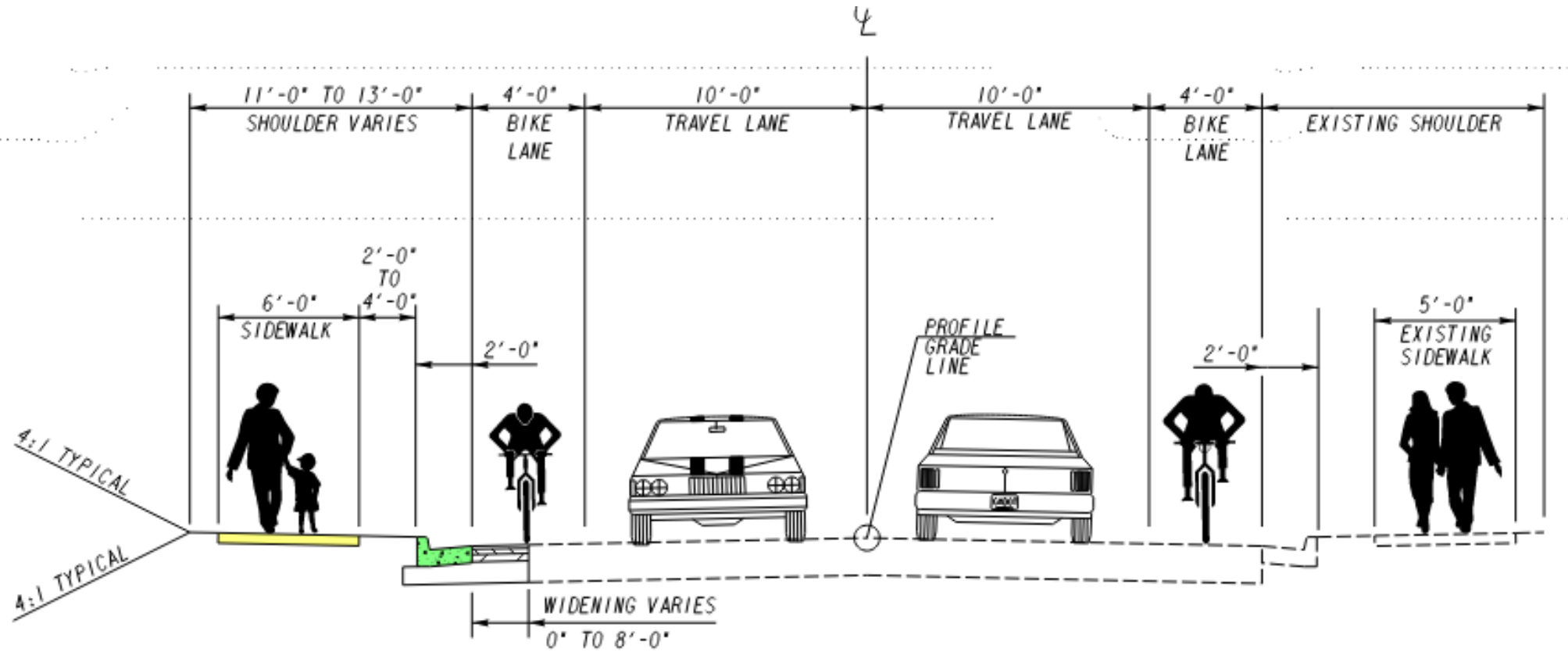
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Figure 9: Preferred Bikeway Type for Urban, Urban Core, Suburban and Rural Town Contexts





# TYPICAL SECTION

# Dunwoody Club Drive to Kingsland Court



West Side- Add drainpipe, replace older roll back curb with standard L-back curb, add 6-foot sidewalk with buffer  
 East Side- Replace older roll back curb with standard L-back curb as needed

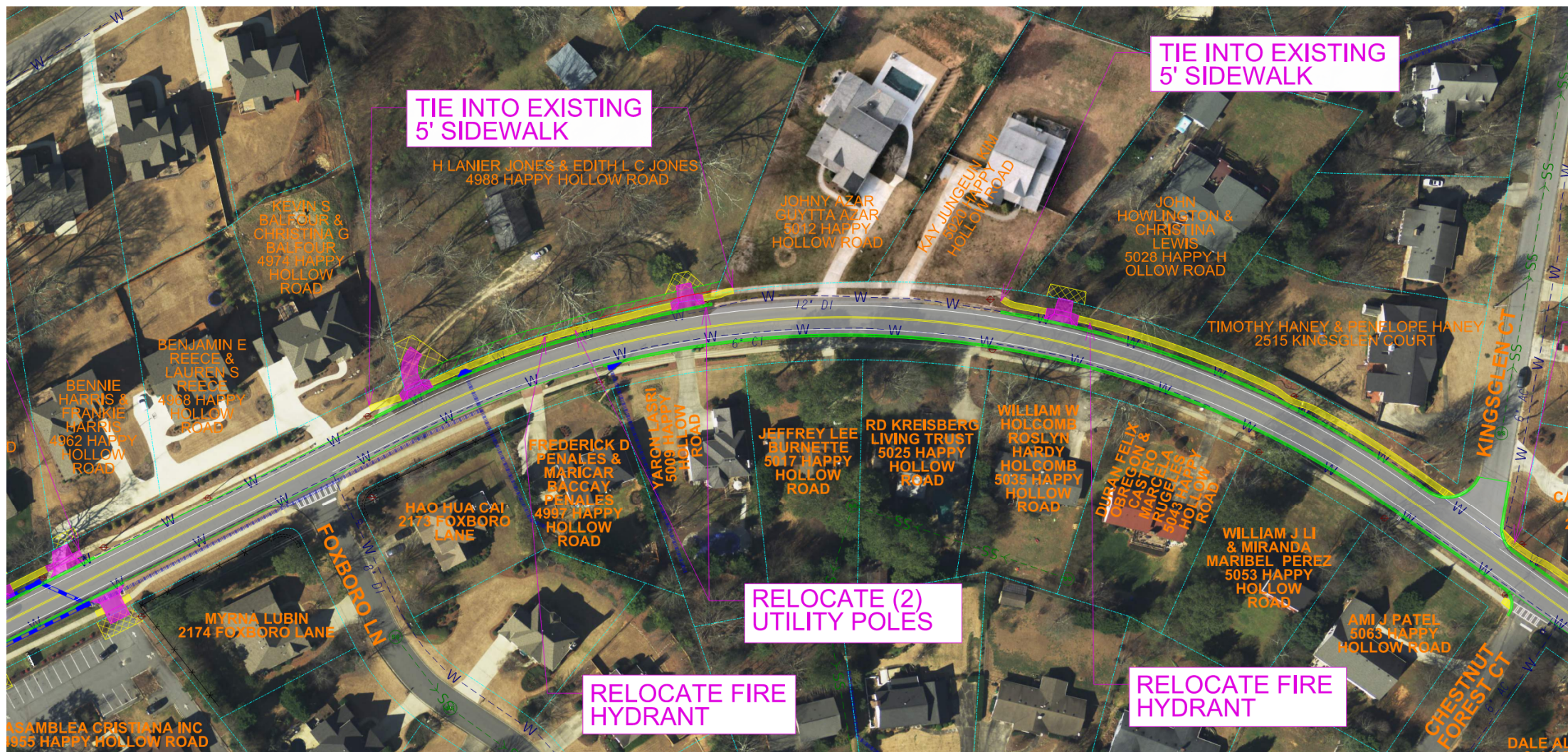
# Looking South near Wood Hollow Drive

#15.



# Looking South Towards Windwood Drive





West Side- Widen pavement 0-7 feet (less than 5 feet typical), New curb and gutter, 6-foot sidewalk with buffer  
East Side- Replace older roll back curb with standard L-back curb

# Looking South Near Towards Foxboro Court

#15.



# Existing Sidewalk to Peeler Road



West Side- Add drainpipe, Widen pavement by 1 to 8 feet (4-5 feet typical), Replace roll back curb with L-back curb, Add 6-foot sidewalk with buffer

East Side- Add drainpipe, Add curb, Rebuild two sections of sidewalk



# Looking South Towards Peeler Road

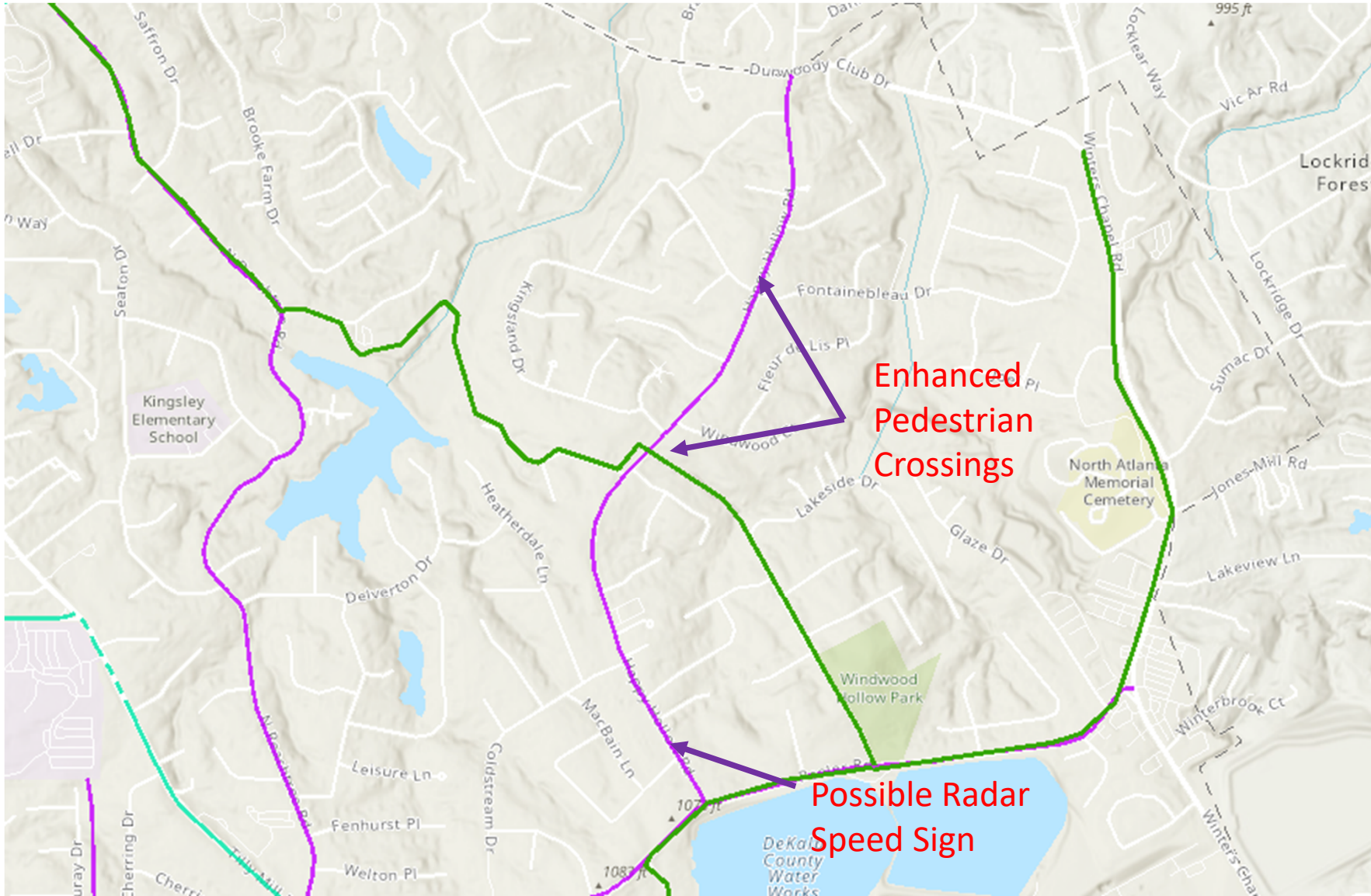


# Public Input

## Project Page on City Website

The screenshot shows a web browser window displaying a project page on the City of Dunwoody website. The navigation bar at the top includes 'COMMUNITY', 'POLICE', 'GOVERNMENT', 'BUSINESS', and 'I WANT TO', with a search icon. The breadcrumb trail reads 'Government » Projects » Public Works »'. The main heading is 'Happy Hollow Sidewalk from Peeler Road to Dunwoody Club Drive'. Below the heading is a progress bar with stages: Concept, Preliminary Design, Final Design, Right-of-Way Acquisition, Utility Relocation, Construction, and Complete. A black triangle points to the 'Concept' stage. A 'Contact' box on the right asks for additional questions or discussion, directing users to Dunwoody's Public Works Department via email. The text below the progress bar states: 'The purpose of this project is to complete the sidewalk on the west side of Happy Hollow Road consistent with the city's goal of having sidewalks on both sides of all collector/arterial roads. Currently there are two short unconnected segments of sidewalk on the west side of the road.' The Windows taskbar at the bottom shows the date as 4/23/2024 and time as 10:38 AM.

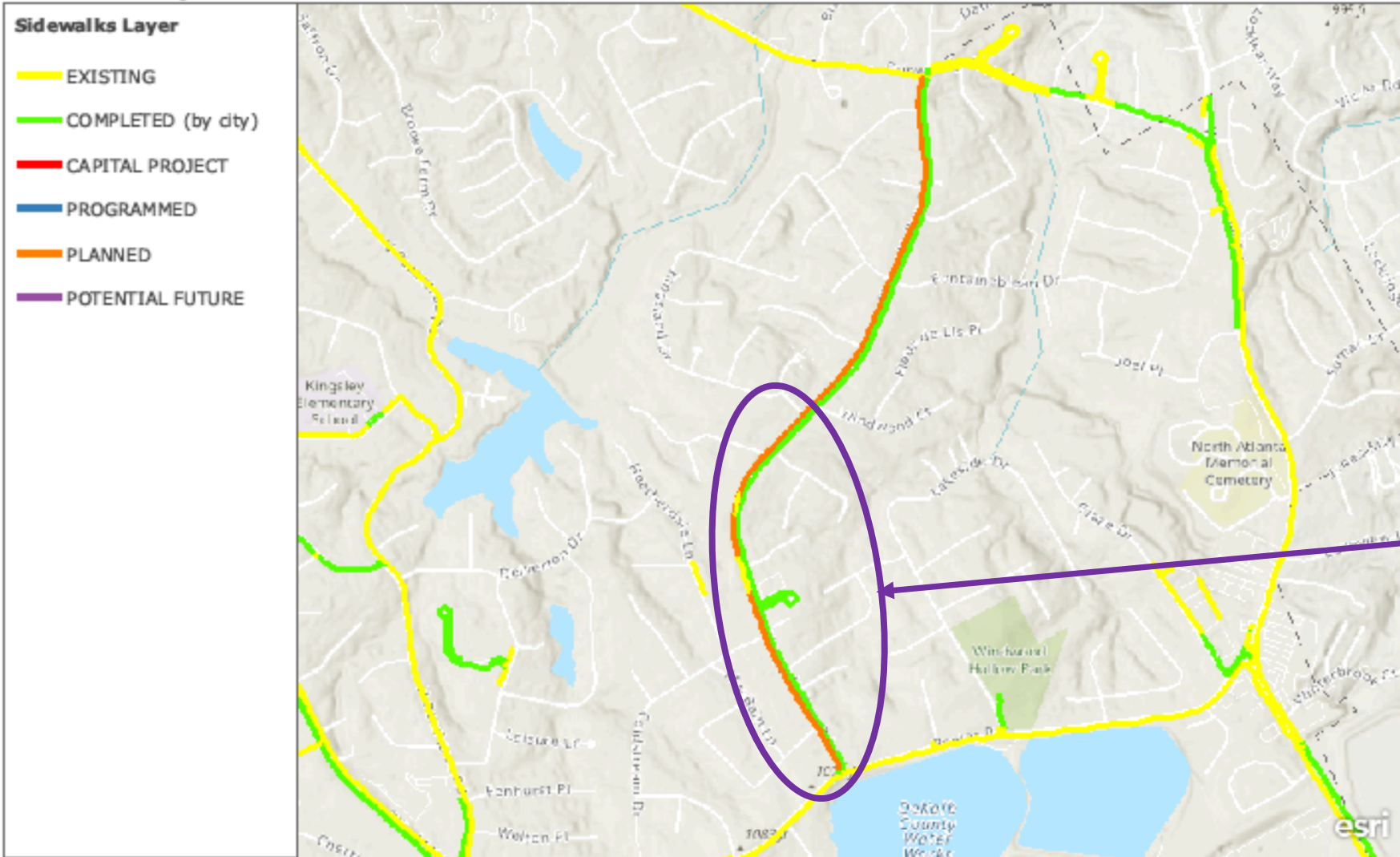
- Over 100 comments submitted
- Respondents split on support for sidewalk with slightly more in favor of project.
- Very few specifically opposed to bike lane
- Most common objection was that the sidewalk is not needed since there is a sidewalk on the other side of the road
- Other concerns: speeding, stormwater, road condition, specific property impacts



### Other Speed Control Strategies

- Increased Enforcement
- Work with Property Owners to Add Understory Trees in the Landscape Buffer
- Narrow Lanes to 10 feet

# Sidewalks Layer



Phase 1- Kingsland Court to Peeler Road  
Highest Priority- Address stormwater issues and connect sidewalk gaps  
Secondary Priority- Complete sidewalk up to Kingsland Court and add enhanced pedestrian crossing

Phase 2- Dunwoody Club Drive to Kingsland Court  
Not Funded for Construction- Long Range

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0.3mi

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