

## Mount Vernon Pedestrian Improvements

Comments Received from the Public Information Open House – August 14, 2014

<p>The placement of the sidewalk doesn't appear to leave sufficient room for bike lanes if a center turn lane is also contemplated. I request that the sidewalk is placed such that both a center turn lane and bike lanes can be accommodated at a future date without having to tear up the north or south sidewalk.</p>
<p>Please maintain the buffer zone between curb and sidewalk.</p>
<p>Keep up the great work designing and installing street improvements. I'm all in favor of the sidewalks and intersection changes for North Peachtree and Vermack. I also vote for adding a center turn lane on Mt. Vernon – so needed to address the increased traffic on that route. Please consider some bike concessions on the route – right now it's so narrow with zero shoulder!          Create a survey and seek feedback through the Dunwoody Patch and Aha Connection.</p>
<p>I just want to express my family's and all of my friend's collective support of all of the sidewalk projects the City is engaged in, including Dunwoody Village Parkway, the Mt. Vernon sidewalks, and the Chamblee Dunwoody Road Improvements, not to mention Brook Run. Thank you.</p>
<p>Sidewalks and defined crosswalks are most appreciated along Mount Vernon Road. Only concern is impact on traffic during changes. Hope work will occur during off-peak traffic hours.</p>
<p>I don't think we need this sidewalk, since there is already one on the north. I would use that eleven feet for a center turn lane.</p>
<p>Thank you for your time. I think a bigger concern than sidewalks is the traffic on Mt. Vernon Road. During rush hour, traffic is so backed up; it takes ~25 minutes to get from Dunwoody Club to Abernathy. I think something must be done to get traffic flowing faster. There are more cars on the road than people on sidewalks. Dunwoody continues to grow – which means more cars on the road. Traffic will only get worse. It doesn't matter how pretty sidewalks are, many/most people still need to DRIVE to work because we don't work in Dunwoody.</p>
<p>We need county people to have meeting [to] talk about [the] water line replacement also.</p>
<p>Very few people walk on Mt. Vernon. There is a sidewalk on the north side of Mt. Vernon. Using "sidewalk improvements" to install bike lanes [is] deceptive, against the majority of our citizen's wishes. Limit all future bike lanes. No more bike lanes where our city streets are narrowed to put in bike lanes for an extremely limited number of users. This [is] detrimental to +99% of our citizens. The safety of vehicles will be severely, adversely affected by narrowing our travel ways.          Do not use this project to further some other objective like was done at Brook Run and Dunwoody Village Parkway.</p>

All for it, love it. Can't wait for it.

I am in favor of creating a sidewalk on the south side of Mt. Vernon. I was hoping to learn more about possible bike lanes on Mt. Vernon. I would also be interested in upgrading the sidewalk on the north side. Ideally, it would be consistent with the new side walk on the Mt. Vernon west of Ashford Dunwoody.

Email:

Mt. Vernon Road is clearly the backbone of Dunwoody and likely the road most used to connect Dunwoody residents. As we improve roads and sidewalks do we want to add to a "truck route eyesore" or create an attractive, safe streetscape that invites and connects pedestrians?

Attractive, landscaped streetscapes already exist on or planned for

- Ashford Dunwoody Road
- Dunwoody Village Parkway
- Ashford Dunwoody-Mt. Vernon intersection
- Mt. Vernon from Sandy Springs to Dunwoody Baptist and
- Georgetown

These streetscapes are also well maintained.

Much time and tax money is already invested and much more will be spent in "special areas" of Dunwoody Village and Georgetown. This investment will primarily benefit developers and businesses. The streetscapes and sidewalks are planned, designed, and executed to attract money-spending pedestrians while creating safer streets.

City officials want to take advantage of the impending DeKalb County water line work to build sidewalks on the south side of Mt. Vernon Road from Dunwoody Village to Vernon Oaks. Similar work on Mt. Vernon from the Sandy Springs boundary on the west to Dunwoody Baptist on the east was landscaped and is maintained. Will the proposed new work be treated the same, or will it be left as a strip of cement and a weed and litter attracting buffer left to the hit-or-miss landscape and maintenance of the adjacent homeowner?

Are there added responsibilities for the city to maintain this area that is much more used by the public than the sidewalks and buffers in dead end neighborhoods? Existing sidewalks on the north of Mt. Vernon are broken, uneven and seldom trimmed by the City. They are overgrown and unsafe much of the year. Will the proposed new sidewalk be more of the same "eyesore sidewalk along a truck route"?

Now is the logical time to plan an attractive streetscape for this primary image street for the City of Dunwoody. Do we want our image to be one of a weed and litter lined truck route or an attractive streetscape that mirrors the care we show other properties?

Trees and well maintained plantings are in each and every photo and drawing of a sidewalk streetscape in the Comprehensive Land Use Plan and the Transportation Plan,

<http://dunwoodyga.gov/home.aspx>.

**Email:**

**As a longtime resident (1977) and local intensive care physician, I have used Mt. Vernon as an auto route at all times of the day and night, a jogging route when off-duty, and now as I age, a walking route. I too appreciate the shrub and sidewalk maintenance that has been initiated of late, and of course the increased police presence among the many other benefits of cityhood. Kudos to the City of Dunwoody for all you do.**

**One benefit to the city of a beautification program for Mt. Vernon Road, not mentioned in Ms Vannerson's letter, is the multiplying effect of monies spent on a professionally designed and landscaped streetscape for Mt. Vernon, preserving mature hardwoods. An attractive walking/running route, landscaped and with established trees preserved, will increase home sale value and eventually income to the city.**

**One method of supplemental financing such a project might include dedication of benches and plaques by local citizens and businesses. My wife and I make frequent trips to Seal Beach, Ca.,(pop. 24,664, 13.04 sq mi), a city not completely dissimilar to ours, and that city maintains a beautiful park in the median of one of their main streets. It is dotted with dedication plaques.**

**While the space available to Dunwoody is less, and the distance of the proposed improvement is shorter, combined with the roadside park west of Ashford-Dunwoody, and with the Spruill Farmhouse punctuating the center, Mt. Vernon Road will be a focal point of civic pride and vision.**

*Updated October 8, 2014*