

August 26, 2024

**Re: Responses to the Community Meeting Comments for Peeler Road Shared Use Path from Lakeside Drive to Winters Chapel Road**

Dear Property Owner,

Thank you for providing feedback on the proposed project mentioned above. We genuinely appreciate your engagement in the Community Meeting that took place on May 21, 2024, as well as your questions and comments submitted during the comment period (May 21, 2024, to June 20, 2024).

A total of 44 people registered their attendance at the Community Meeting, with **23 respondents** submitting written comments. Of the written comments, **7 indicated support** for the project, **5 were opposed**, and **11 were neutral**. Additionally, at the intersection of Lakeside Drive and Peeler Road, 13 respondents were in support of a pedestrian refuge island and 7 respondents supported the mini roundabout.

The attendees and those who submitted comments raised various questions and concerns. In response, the City of Dunwoody has prepared this letter to address all comments received and ensure that all respondents are informed regarding the questions raised and the corresponding responses. Please find the comments summarized below (in italics), followed by our responses.

1. *Comments expressing support for the proposed shared use path project to improve safe connectivity within the city.*

Response: Thank you for your comment and support of the proposed shared use path project.

2. *Comments expressing opposition to the proposed path project.*

Response: Thank you for your comment. Your opposition to the project has been documented.

3. *Comments regarding the necessity of the shared use path on the north side of Peeler Road, given the presence of an existing sidewalk on the south side of the road. In addition, concerns were expressed about potential low usage.*

Response:

In evaluating city projects, our staff ensures that project designs protect neighboring properties, natural resources, and are cost-effective. City standards are to provide a pedestrian facility on both sides of main roadways to provide connectivity from adjacent neighborhoods to key destinations in the area.

If the shared-use path was constructed along the southern side of the roadway the existing sidewalk would be reconstructed, a 6-foot sidewalk would be proposed along the north side of the road and require a shift of the travel lane and shoulder to the north bringing traffic closer to

properties on the north side of Peeler Road. See Figure 1 depicting the shared use path on the north side of Peeler Road.

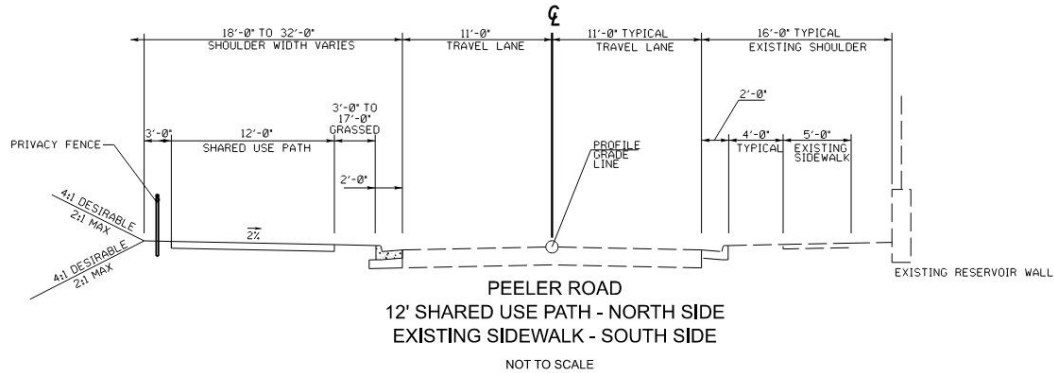


Figure 1. Typical Section – Shared Use Path on the north side and existing sidewalk on the south side of roadway (looking east)

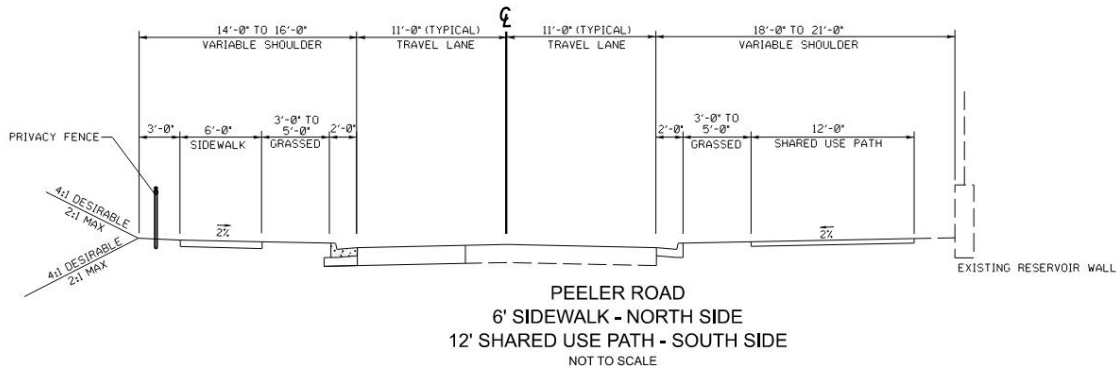


Figure 2. Typical Section – Shared Use Path on the south side and 6' proposed sidewalk on north side of roadway (looking east)

- Comments on improving pedestrian safety by maintaining existing pedestrian crosswalks along the corridor striping and flashing warning lights at crossings and intersections.

Response: During the design development, the project will assess suitable locations for crosswalks and implement necessary signage, markings, and warning lights to ensure safe pedestrian movement.

- Comments addressing the need to improve speeding along the corridor by implementing traffic calming techniques, such as a raised intersection design at Peeler Road and Four Oaks Drive and Peeler Road and Lakeside Drive.

Response: During the design development, the project will assess suitable locations to incorporate traffic calming techniques to address speed management along the corridor. These techniques may include raised intersections, median islands, and bulb outs.

6. *Comments on providing an adequate buffer between the path and the roadway.*

Response: The project will provide sufficient landscape buffers between the travel lanes and the shared use path to ensure user comfort and safety along the corridor. These widths typically range from a minimum of 3 feet to a preferred 5 feet.

7. *Comments that the project needs to address stormwater management along the corridor and the concern of the potential impacts of the project on the existing conditions of the stormwater infrastructure.*

Response: Stormwater management is a critical component of all city projects. The design will include stormwater controls within and adjacent to the project area to manage the stormwater flows. The natural terrain along Peeler Road slopes northward along the corridor and currently the properties on the north side of Peeler receive significant runoff from the northern half of the road. The city aims to significantly reduce stormwater runoff onto these properties by adding curb and gutter on the north side of Peeler Road that will collect the water from the roadway and direct it into drainage structures connected to the existing pipe system in the Four Oaks neighborhood. The new path will also be sloped towards the roadway so that all the stormwater from the path will drain into the roadway pipe system. The design will include a thorough stormwater analysis to identify improvements necessary to avoid negative impacts on the existing stormwater management system and the adjacent properties. By redirecting the water, we aim to reduce the amount of surface water runoff through the adjacent properties north of Peeler Road. Additionally, we plan to minimize the runoff from the grassed slope between the path and the edge of the right of way by grading and sloping the project to the proposed inlets located along the edge of the right of way.

8. *Comments expressing concern about the spacing for the project's pedestrian lighting, as similar city projects have been observed to have excessive pedestrian lighting.*

Response: City staff will assess the pole spacing to ensure appropriate light levels for both the adjacent residents and the trail users, while meeting lighting standards for a shared-use path.

9. *Comments that other City path centerline striping looks similar to a centerline for a roadway.*

Response: The city is assessing alternative options for centerline striping, such as etching or sandblasting which is similar to the Atlanta Beltline or using other color options for the centerline.

10. *Comments supporting the construction of a privacy fence along the outside shoulder at the back of the shared use path.*

Response: The city has considered the concerns of the residents regarding the affected tree canopy and vegetation along Peeler Road. In order to maintain privacy, the city will replant the affected areas and has proposed the installation of a privacy fence to compensate for the time it will take for the new landscaping to mature.

11. *Comments supporting City Council and staff coordination efforts throughout the project development.*

Response: Thank you for your support. The city appreciates your feedback and looks forward to continuing to provide public transportation improvements to the citizens of Dunwoody.

12. *Comments regarding the accuracy of the project renderings in depicting the tree canopy after the path project is constructed.*

Response: The renderings depict a conceptual representation of the proposed project and are not based on surveyed topographic information. They are intended to help the public better understand the project's features. The project renderings include the removal of the affected tree canopy and vegetation based on the project footprint and depict the mature state of the project's proposed landscaping. As part of the project, the city will replant trees in the affected areas to restore the tree cover to its original density or better, where possible.

13. *Comments on the project's construction cost and how it relates to the SPLOST Parks/Trails tax was voted down by Dunwoody residents.*

Response: The original SPLOST was voted and approved in 2017. Voters approved the renewal of the SPLOST (SPLOSTII) in November 2023. Construction funding for the Peeler Road Path project was included in the 2022, 2023 and 2024 SPLOST budget. This project was not planned to be funded through the Bond Referendum for Parks and Trails that was not approved in November 2023.

14. *Comments expressing support for safe walking and biking around the city.*

Response: Thank you for your support. The city is committed to providing the citizens of Dunwoody with safe, accessible bike and pedestrian facilities to support a more vibrant live, work, play community.

15. *Comments advocating for the completion of the bike and pedestrian connection from Winters Chapel Road to Peeler Road to provide access to city destinations along a challenging corridor.*

Response: Thank you for your support. The Winters Chapel Road Phase I project has been completed, and the Winters Chapel Road Phase II is currently in the design development phase. The city's transportation and trail master plans identify Peeler Road as an important bicycle and pedestrian connection.

16. *Comments requesting incorporation of bicycle infrastructure into the roundabout design as best management practices, rather than solely applying a sharrow design at the intersection.*

Response: If the mini-roundabout design is chosen as the preferred alternative, the project will incorporate bike and pedestrian infrastructure at the roundabout following best practices.

Mini roundabouts are usually found in areas where cyclists are comfortable using the roundabout like a motor vehicle. If a cyclist prefers to cross the intersection as a pedestrian, shared-use paths and crosswalks will be provided.

*17. Comments concerning roundabout maintenance to ensure visibility and prevent any road safety issues.*

Response: If the mini-roundabout design is chosen as the preferred alternative, the project will incorporate bike and pedestrian infrastructure at the roundabout following best practices. Mini roundabouts have concrete mountable center islands to allow for larger vehicles to navigate the intersection and provide sufficient visibility for vehicles while slowing vehicles to a safe and appropriate speed.

Again, thank you for your comments. Should you have further questions or comments, please contact me at 678-356-1149 or [michelle.hirose@dunwoodyga.gov](mailto:michelle.hirose@dunwoodyga.gov).

Sincerely,



Michelle Hirose, PE  
Deputy Public Works Director

cc: Eric Linton, Dunwoody City Manager  
PDF for Project File