



April 20, 2026

Re: Responses to Public Information Open House Comments for PI: 0019791, DeKalb and Gwinnett Counties, Winters Chapel Road from Charmant Place to Peeler Road – Phase II

Dear Property Owner,

Thank you for your feedback concerning the proposed project referenced above. We appreciate your participation and the questions and comments received through the project's website and the in-person open house. As the project develops, the proposed project plan may need to be revised. If there are significant changes to what was shown on the project's website and at the in-person meeting, there will be additional outreach. If no significant changes are proposed, the project will proceed to right-of-way (ROW) acquisition and final design. Following the completion of all ROW acquisition, the project design will be finalized, and the project will advance to construction.

Every comment provided during the project's comment period beginning on January 29, 2026, and ending on March 2, 2026, will be made part of the project's official record. The project's website received **587** page views in total, and **109** people attended the in-person open house. Of the **76** respondents who formally commented, **43** were in **support** of the project, **17** were **opposed**, **3** were **uncommitted**, and **13** expressed **conditional support**.

The City of Dunwoody and the City of Peachtree Corners have prepared this single response letter to address all comments received during the comment period. The comments are summarized below (in *italics*) followed by our response.

- *As a nearby resident for 25+ yrs, I am strongly in favor of this project because it:*
 - *Provides connectivity with adjacent shared use path projects and progresses the implementation of the City of Dunwoody's Trail Master Plan.*
 - *Improves connectivity for residential communities to the commercial areas and local destinations to the south.*
 - *Increases safety by separating multi-modal transportation facilities (vehicle travel lanes from pedestrian/bicycles) and adding lighting, a landscaped buffer, and multiple intersection improvements.*
 - *Greatly improves visibility, walkability, and overall beautification of this corridor, which in every way is better for both communities*

Thank you for your response. The City appreciates your support and participation in the project's public involvement.

- *I live on the already-completed section. My backyard backs up to the intersection of Winters Chapel and Dunwoody Club Drive. I enjoy using the trail and seeing others using it. Opponents claim no one uses it but that is not true.*

Thank you for your response. The City appreciates your support and participation in the project's public involvement.

- *I look at this area at Winters Chapel, which we know pretty well, we come up here to shop, there are restaurants, there are things to do up here. And even driving in this evening for the open house, I saw so many pedestrians out there. I saw walkers, I saw joggers, I saw families with kids. And I support a much safer set of pathways for these residents to be able to get around this part of our beautiful community. So, again, fully supportive of the plan and would love to see it move forward.*

Thank you for your response. The City appreciates your support and participation in the project's public involvement.

- *The trail must be completed. If left as is, then it will be a waste of money. The trail needs a destination for it to be really used. If Phase 2 moves forward then it provides easier access to Walmart, restaurants, and to Wind Hollow Park. I'm in full support of the trail being fully built at so our area finally has walkable and bike access to something useful.*

Thank you for your response. The City appreciates your support and participation in the project's public involvement.

- *Just wanted to register positive comments on what I think is a very promising project. Wonder why it's taken so long to do. And I hope this is being done with an eye toward greater connectivity to other trails and increasing bike accessibility.*

Thank you for your response. The City appreciates your support and participation in the project's public involvement. As the project is federally funded, the schedule is driven by the federal processes and is being expedited as quickly as possible. The project is providing connectivity consistent with the Dunwoody Trail Master Plan and the Winters Chapel Road Area Study to develop a network of connected bicycle and pedestrian facilities.

- *SPLOST funds should be used on projects that present a need, like public safety or green spaces, not on unnecessary sidewalks or beautification.*

The SPLOST referendum approved by voters requires 83% of Dunwoody's SPLOST funding to be allocated to transportation-related improvements. The Winters Chapel path was first established as a priority by the community in the Peachtree Corners and Dunwoody Winters Chapel Road Area Study Plan adopted by both cities. The project is also included the Dunwoody Trail Master Plan. Both plans identify a need for a connected network of shared use paths and side paths to address existing gaps in pedestrian and bicycle infrastructure and improve safety. These facilities are specifically recommended where traditional sidewalks alone may not adequately serve both pedestrians and cyclists or where additional separation from traffic is needed to enhance safety along the corridor. The Winters Chapel Road Shared Use Path project will provide accommodation for both pedestrians and cyclists, while also increasing safety for those users with the inclusion of landscaped buffers, pedestrian lighting, and protected crosswalks.

- *Where is the money for this project coming from?*

This project is funded through a combination of federal and local funds. The project utilizes federal-aid highway funding by the Federal Highway Administration (FHWA), with a local match provided by the Cities of Dunwoody and Peachtree Corners.

- *Regarding the traffic signal at Winters Chapel Road and Peeler Road, please consider including in the plans the appropriate utility coordination to re-route or raise the overhead utilities, which cause regular visibility and maintenance problems.*

The traffic signal at Winters Chapel Road and Peeler Road will be upgraded from span wires to mast arm supports and will include appropriate clearance requirements. The signal heads and signs will be attached to the mast arm supports and the existing span wires will be removed. The design process will include coordination with utility companies to resolve conflicts.

- *Regarding the traffic signal at Winters Chapel Road and Peeler Road, please consider reducing the painted buffer between the face of the island on the northwest corner from 10 feet to 4 feet. Unless this is needed to turn tractor-trailers out of Walmart, it would improve pedestrian safety by providing more physical protection and shorter crossing distances.*

Currently, design for this project does not include an island in the northwest corner of Winters Chapel Road and Peeler Road because of the geometry of the intersection noted in the comment. However, pedestrian safety will be improved by the reduction of the painted buffer width in the southwest corner from the ten feet shown in the concept layout to four feet around the island.

- *Regarding the traffic signal at Winters Chapel Road and Peeler Road, please consider shortening the southbound right turn lane approaching Peeler Road and extending the northbound left turn lane for the gas station and landscaping business, both of which regularly partially block the northbound lane and cause driver confusion.*

The southbound right turn lane onto Peeler Road is being shortened from its existing condition. There is no existing northbound left turn lane into 5020 or 5026 Winters Chapel Road. There is not enough distance between Peeler Road and these commercial properties for the addition of a northbound left turn lane; therefore, no northbound left turn lane to either property is planned.

- *It appears that there is adequate room to add a minimum of a two-foot buffer between the back of curb and the sidewalk. There's plenty of safety data to support crash reductions, user comfort rates, and user acceptance rates. Since the sidewalk between Jones Mill Road and Sumac Drive is proposed for right-of-way activities and reconstruction, it would be reasonable to rebuild it to current standards. The auxiliary lane could be eliminated at the same time, which would address recurring intersection sight distance challenges and speeding on Winters Chapel.*

The proposed sidewalk on the east side of Winters Chapel Road between Jones Mill Road and Sumac Drive is currently shown to match the existing typical section throughout the project limits. However, the design team will evaluate providing a two-foot buffer on the east side of Winters Chapel Road between Jones Mill Road and Sumac Drive. In addition, traffic calming is expected as a result of the reduction the existing width of Winters Chapel Road between Sumac Drive and Charmant Place.

- *Regarding the traffic signal at Winters Chapel Road and Sumac Drive: considering the proposed geometry, it is likely that the crosswalk across Winters Chapel Road will become an exclusive pedestrian phase at some point. It may be worth considering a scramble walk phase.*

The crosswalk across will have an exclusive pedestrian phase due to the roadway geometry. All vehicular traffic will have a red light when the crosswalk is activated by a pedestrian.

- *Regarding the traffic signal at Winters Chapel Road and Sumac Drive, a commitment in writing as part of the design documents and concept plans needs to allow the cities to apply community values to permitting signals on local roads. The significantly more restrictive Georgia Department of Transportation (GDOT) standards should not be applied, as this intersection will not meet that bar. GDOT does not currently have a policy to support the value engineering decision to install a traffic signal that accommodates all modes, instead of a signalized device that only accommodates bikes and pedestrians for about a 25% reduction in construction and right-of-way costs.*

The proposed signal at Winters Chapel Road and Sumac Drive has been approved by GDOT for inclusion in this project. Since it is a locally owned and maintained intersection, GDOT allowed flexibility from their more restrictive warrants.

- *I'm concerned that the new intersection design will worsen traffic, especially with the removal of the slip lane which will affect vehicles with large turning radii, such as emergency vehicles and buses.*

The proposed project aims to convert the existing slip lane for right turns into an at-intersection right turn lane. This new design will accommodate the necessary turning maneuvers for emergency vehicles and buses. By making these changes, we will enhance safety at the intersection by reducing pedestrian exposure, increasing visibility, and lowering the likelihood of speeding vehicles by removing the slip lane. Although it will be signalized, the southbound right turn lane onto Peeler Road will still operate as a yield condition during a red light. The traffic analysis does not reflect any decrease in the overall efficiency of the intersection and the improvements will provide significant overall safety benefits for pedestrians, cyclists, and drivers.

- *Traffic will be made worse by narrowing the road to accommodate wider sidewalks.*

Traffic is not expected to be worse after the project since no through lanes are being added or removed, and the traffic carrying capacity of the road will not change.

- *This is a poor location for a shared use path as there is too much traffic for pedestrians to safely use. If shared use paths are installed along high-traffic areas, there will be an increase of conflict points that will pose additional safety risks to cyclists, pedestrians, and drivers. For high traffic areas, Street Protected Bike Lanes are a safer option & will require an impact of less space than for a ten-foot-wide cement path. Cyclists ride on the street. They do not ride on cement paths because they do not like riding repetitively over concrete seams.*

Side paths, or shared use paths adjacent to the road and separated by a buffer, are generally considered in areas like Winters Chapel Road where traffic volume and vehicle speed may discourage most bicyclists from using the roadway. The design of this shared use path will provide a five-foot minimum buffer from the travel lanes which meets the standard recommended by the GDOT, FHWA and AASHTO. Protected bike lanes would require a buffer from travel lanes and would be comparable in width to the shared use path. The inclusion of a shared use path at this location will increase safety for pedestrians, cyclists, and motorists.

- *Residents do not want to lose mature trees to the installation of a shared use path.*

Measures are being taken to avoid the removal of as many trees as possible. A tree survey has been completed since the in-person PIOH event to aid in this effort. All trees over six inches in diameter which must be removed have been recorded and will be replaced at a one-to-one ratio. The project will include planting trees and other landscaping within the project limits, and additional tree planting will occur outside of the project footprint to adhere to the one-to-one ratio.

- *Drainage along this route will be made worse by removing the ditches to install the shared use path.*

Currently, the only ditches that will be impacted are along the cemetery on the west side of Winters Chapel Road. The drainage from these ditches will be collected in storm drain pipes that will drain to existing pipe outlets. A hydrology study is currently underway to evaluate drainage in the existing and proposed conditions.

- *Why are you installing a 12-foot sidewalk when 4-foot or 6-foot sidewalks would be sufficient?*

The proposed shared use path is intended to accommodate pedestrians and cyclists. The minimum standard width for this type of shared facility is 10 feet with 12 feet preferred to allow space for cyclists and pedestrians in both directions.

- *I'm concerned the path will be used and/or blocked by motorized vehicles. Will it be golf cart friendly?*

Motor vehicles and golf carts are not legally allowed to access the path and could be ticketed.

- *The path design is unsafe; a buffer needs to be added between the curb and the travel lane. The new design does not allow for a sufficient amount of buffer for 12-foot-wide new sidewalk to protect people from vehicle traffic flow.*

The current design includes a three-foot to five-foot grass buffer behind the curb which is the standard based on AASHTO *Guide for the Development of Bicycle Facilities*.

- *I am worried about losing the parking lane in front of my house. From the markups during the open house, it was difficult to see if the parking lane space would be maintained or not. We utilize this space VERY often when we have visitors as our driveway isn't conducive to a pull in and through, you must turn around (3 point turn) to drive back out. I would not want to lose the parking lane just to add sidewalk through the area. Removing the extra pavement will take away the ability of drivers to go around those turning left onto Charmont and it has historically been used by the Synagogue for parking on their busy high holidays as well as by homeowners for their vehicles or service vehicles or delivery trucks so they don't block the busy road.*

There are currently no striped or designated spaces for on-street parking along Winters Chapel Road. For safety reasons, it is not recommended that vehicles park along Winters Chapel Road. The additional pavement is also not striped or intended to be a passing lane as it does not meet standard lane widths.

- *Are crossovers part of the plan for pedestrian travel from the east side to the path?*

There will be a new signal at the intersection of Winters Chapel Road and Sumac Drive with a signalized crosswalk to the west side.

- *Better lighting is needed at Sumac Drive.*

Pedestrian lighting is proposed along the shared use path.

- *Please ensure all retaining walls and lights keep the character found in the rest of the city.*

The path will utilize consistent light fixtures and wall finishes similar to other recently completed city projects.

- *Maintenance after install is important. Currently, other projects (Chamblee) have dead plants and there is overgrowth (weeds). Will walking/bike path have shade trees?*

The landscaping will be designed to be low maintenance and drought tolerant for ease of maintenance by each property owner along their frontage. Existing trees will be retained where possible and new trees will be installed along the path where right-of-way is available. The proposed design will assess landscaping locations to ensure there is adequate sight distance at driveways and side streets.

- *My only concern was the amount of rework that happened with Phase I. If the contractor is eating those costs, great. But there still needs to be more oversight to ensure timely*

completion and effective use of funds. As a resident of the neighborhood directly impacted, it was frustrating to see constant rework of areas.

Construction of the project will be consistently monitored and inspected to ensure the project is built in accordance with the construction plans and GDOT's construction standards and specifications. Any work that does not conform to these requirements will be corrected at no additional cost to Dunwoody or Peachtree Corners.

- *Please try to reduce curb cuts into neighborhoods and work with the adjacent property owners to reduce the number of in and out entrance lanes into the facilities to make it safer for pedestrians.*

There is limited opportunity to reduce the number of curb cuts since most properties only have one entrance or may require an additional entrance for truck deliveries. The right turn slip lane at Peeler Road is being converted to a standard right turn lane so that pedestrians do not have to cross the slip lane.

- *The path would encroach upon private property and require funding to resolve driveway and yard damage.*

There is no right-of-way anticipated to be acquired from private property owners for this project. Temporary easements are anticipated for construction, and the areas will be minimized. All driveways and private property that are impacted will be reconstructed, graded, and grassed as part of the project.

- *Has a traffic study been conducted?*

A traffic study was completed in 2025 and is included in the Approved Concept Report for this project. Those documents are available to the public through GDOT's website, <https://www.dot.ga.gov/applications/geopi/Pages/Dashboard.aspx?ProjectId=0019791>.

- *I'm concerned that the timing of the light and/or the lack of a turn light at Sumac Drive will affect my ability to enter or exit the subdivision. The light should use a treadle detection device. If there isn't an arrow allowing a left turn or if there are no road sensors for the traffic light, then I may be stuck at the light and/or will hold up traffic behind me.*

The traffic study conducted for this project showed that a traffic signal is warranted at this location. Inductive-loop detectors will be embedded in the pavement to detect when a vehicle has approached the signal to trigger the green light for turning left out of Sumac Drive. The City of Dunwoody will monitor the signal operations and modify the signal timing as needed.

- *Can you make the traffic signal at Sumac Drive only operational during high peak times?*

The traffic signal needs to be operational at all times to provide the intended safety and operational improvements. The traffic signal will be activated as traffic approaches from Sumac Drive and protect those vehicles by stopping traffic on Winters Chapel

Road providing a safety benefit even during lower traffic times of the day. Additionally, the signal will stop traffic when a pedestrian activates the crosswalk across Winters Chapel Road which could occur at any time of the day.

- *This project is not necessary; no one uses the existing pedestrian facilities.*

While current pedestrian activity along the corridor may appear limited, this project is supported with findings from the Dunwoody Trail Master Plan and the Winters Chapel Road Area Study, which note that Dunwoody residents and visitors are discouraged from using existing sidewalks due to gaps in connectivity and proximity to high-speed roadways. In many cases, existing sidewalks that are incomplete, narrow, or directly adjacent to traffic, are less comfortable and less attractive for users of all ages and abilities. The Dunwoody Trail Master Plan emphasizes that demand for walking and bicycling is strongly influenced by the presence of safe, continuous, and connected infrastructure. Where facilities are fragmented or perceived as unsafe, usage tends to be low. Conversely, when connected and separated facilities such as shared-use paths are implemented, communities often see increased use over time as conditions improve. This project will provide connection to adjacent shared use paths and a landscaped buffer from traffic to encourage additional use.

- *The community voted against a path project; this is a misuse of tax dollars.*

The proposed shared use path is being advanced in accordance with adopted local and regional planning documents, including the Dunwoody Trail Master Plan and Winters Chapel Road Area Study. This plan was developed through a public planning process that included community input, stakeholder engagement, and review by elected officials prior to adoption. It identifies this corridor as part of a broader network intended to improve safety, connectivity, and access for pedestrians and bicyclists.

We recognize that community perspectives may vary and appreciate your feedback. Public input continues to be an important part of the project development process, and all comments are carefully considered as the project moves forward.

- *There are no amenities for shopping/dining that necessitate this path.*

While access to commercial destinations is one benefit of pedestrian and bicycle facilities, the need for this project is not based solely on proximity to shopping or dining. As identified in the Dunwoody Trail Master Plan and the Winters Chapel Road Area Study, the purpose of the proposed shared-use path is to improve overall connectivity, safety, and mobility for a range of everyday trips including access to city parks, MARTA transit facilities, and commercial districts.

- *Installing a shared use path in this area will bring crime to the area and reduce privacy.*

While many communities are initially concerned that shared use paths may lead to increased crime, studies show that in practice, paths that are well-designed, well-lit and used by pedestrians, cyclists, and families typically enhance safety rather than diminish it. The increased presence of legitimate users tends to deter criminal activity

through natural surveillance. The inclusion of features such as lighting and unobstructed visibility can further enhance security for both path users and nearby properties. Research, including studies from organizations like the Rails-to-Trails Conservancy, frequently find no significant increase in crime associated with new path projects. The City of Dunwoody is committed to ensuring safety and quality of life while respecting privacy and property concerns.

- *I'm concerned that this project will create more noise in my home; is there a plan for noise reduction?*

Shared use paths are generally not considered major sources of noise because they are intended for non-motorized use. In accordance with guidance from the FHWA and the GDOT, a noise assessment was conducted in January 2026 and determined that the project would not create significant noise impacts. While some localized or intermittent noise (e.g., from users of the path or maintenance activities) may occur, these impacts are expected to be minimal and comparable to existing neighborhood activity levels. The project team will continue to consider community context during design and will incorporate features such as landscaping and buffers where feasible.

- *Will the proposed path disturb graves?*

During the archaeological survey for this project, probing was conducted to ensure that there are no unmarked graves between the street and the existing grave markers. No unknown graves were discovered. Following the archaeological survey of the project area, archaeologists met with the City and designers to determine the best design to avoid impacts to the cemeteries. No graves will be disturbed by the installation of the shared use path.

- *The addition of more concrete for the shared use path will contribute to global warming.*

In addition to installing new shared use facilities, we are removing existing pavement in select locations. The net impervious areas (concrete) added will be minimal.

- *The City needs to educate residents on pedestrian right-of-way on the path.*

Education is an important component of ensuring safe and effective use of shared-use paths. As identified in the Dunwoody Trail Master Plan, successful trail systems rely not only on infrastructure, but also on clear communication of user expectations and safe practices. Thank you for your suggestion. The City will continue to look for opportunities for education and outreach as the project moves forward.

- *I'm concerned that the installation of a shared use path will affect property values.*

Although property values depend on many factors, it is believed that transportation improvements and the creation of shared use path facilities, in general, create a net positive benefit for the community at large. Studies have shown that homes in proximity to a trail or shared use path are typically three percent to five percent higher than those of comparable homes in the area. However, as a rule, real estate market

trends, not recreational facilities, generally drive the biggest changes in property taxes and value.

Again, thank you for your feedback. Should you have further questions or concerns, please reach out to the City of Dunwoody's Public Works Deputy Director Michelle Hirose, P.E. at 678-382-6812 or Michelle.Hirose@dunwoodyga.gov or reach out to the City of Peachtree Corners's Assistant Public Works Director James Nguyen, P.E. at 470-395-7029 or jnquyen@peachtreecornersga.gov.

Additionally, the project details and regular updates can be found by visiting the Winters Chapel Path Phase II project on the City of Dunwoody's website at <http://dunwoodyga.gov/winterschapelpathphase2>.

Sincerely,



Tiffany Siegel, P.E.
Capital Projects Manager
City of Dunwoody

TS/cm

cc: Steve Henson, GDOT Board Member (District 4)
Long Tran, State Representative (District 80)
Ruwa Romman, State Representative (District 97)
Sally Harrell, State Senator (District 40)
Felecia Basolo, GDOT Project Manager (via email)
PDF for Project File