



SANDY SPRINGS
GEORGIA

1a. Road revisions are necessary. 1b. Not Excited about congestion that will commence at N. River Pkwy upon completion. Also, concerned about the traffic that will/might be encountered when walking from N. River Pkwy to the parks. 1c. I would like for consideration to be given to the interception at North River Pkwy and Winding River Drive Please consider a 3-way stop sign. Entering N. River Plwy from Winding River Dr. is very dangerous! One pulls into the middle of the street in order to see if a car is coming from the right, before turning left onto N. River Pkwy from Winding River Dr. Please put a 3-way stop sign there.

The current limits of the proposed project ends at the Winding River Drive intersection with North River Parkway. No enhancements are proposed for intersection sight distance at Winding River Drive.

2a. I do not support the project as shown in its current form with the sidewalk segment proposed to be built on the north side of Roberts Dr from Roswell Rd to the property line between 9725 and 9715 Roberts Dr. That is a sidewalk to nowhere. That sidewalk should be removed from any version of the proposed plan. Completing the sidewalk gaps that exist today as a standard city 6 foot wide sidewalk on the south side of the road makes more sense with respect to the foot traffic that moves along Roberts Dr today. Pedestrians navigating northbound on the east side of Roswell Rd (which is the only place they can come from) will be able to continue safely on a sidewalk all the way to the east to reach the apartment complexes and Island Ford. This approach would likely require less invasive right of way use, fewer tree removals and less need for extensive and expensive retaining walls. 2b. I support the other improvements proposed for Roswell Rd and the access to North River Pkwy to include a new signal and the right in right out at Roberts. These will increase safety. Thank you.

The proposed sidewalk along the north side of Roberts Drive has been removed. A 6-ft sidewalk has been added along the south side of Roberts Drive.

3. As a 9695 Roberts Drive homeowner, adjacent to the North End Boulevard Project, I am firmly opposed to the Project because it calls for a sidewalk on the north side of Roberts Drive. No sidewalk should be there because it would be totally unnecessary. The planned sidewalk on the west side of the planned Roberts Corridor would suffice for pedestrian traffic, as it continues west on the south side of Roberts Drive to a crosswalk at Roswell Road. As many of us homeowners remarked at the February 10 open house, a north-side-

of-Roberts Drive sidewalk would be a "sidewalk to nowhere." A sidewalk cannot be allowed in front of the Historic Roberts House because Historic House restrictions state that, ONLY IF NECESSARY, can even minor changes be made to such property. I thank our Councilman, Mr. Paulson, for effecting much-needed changes to the original Project plans. In a quote from the January 20 City Council meeting, shown in the Neighbor newspaper, Mr. Paulson said, "Nobody's interested in a sidewalk or side path on the north side of Roberts, and if that's not been made clear, we can continue to make it clear." Accordingly, I am pleading with Mayor Paul and the entire City Council to help us homeowners by excluding ANY sidewalk or side path on the north side of Roberts Drive from the North End Boulevard Project.

The proposed sidewalk along the north side of Roberts Drive has been removed. A 6-ft sidewalk has been added along the south side of Roberts Drive.

4. We do not support a sidewalk on the north side of Roberts Dr. Staff eliminated some of the sidewalk on the north side from previous renderings. The remaining sidewalk as shown on the open houses boards that was on the north side of the road from Roswell Road to 9715 Roberts Drive is a sidewalk to nowhere. Most of the traffic on foot that uses Roberts Dr comes from the south side of the intersection with Roswell Road. It would be more prudent to have a 6 foot wide standard city sidewalk on the south side of the road all the way to the proposed pedestrian crossing well to the east for access to Island Ford. Thank you.

The proposed sidewalk along the north side of Roberts Drive has been removed. A 6-ft sidewalk has been added along the south side of Roberts Drive.

5. I do not support the plan as shown. While sidewalks are indicated on both the north and south sides, a sidewalk on the south side alone would be sufficient. Additionally, I would prefer the sidewalk be constructed at a minimal width to help maintain the neighborhood's character.

The proposed sidewalk along the north side of Roberts Drive has been removed. A 6-ft sidewalk has been added along the south side of Roberts Drive.

6. I do not support this. The drawings show a sidewalk on the North and the South side. A sidewalk is only needed on the South side. I want minimal width on the sidewalk so as not to disturb the character of the neighborhood.

The proposed sidewalk along the north side of Roberts Drive has been removed. A 6-ft sidewalk has been added along the south side of Roberts Drive.

7. We do not support a sidewalk on the north side of Roberts Dr. Staff eliminated some of the sidewalk on the north side from previous renderings. The remaining sidewalk as shown on the open houses boards that was on the north side of the road from Roswell Road to

9715 Roberts Drive is a sidewalk to nowhere. Most of the traffic on foot that uses Roberts Dr comes from the south side of the intersection with Roswell Road. It is smarter to put only a 6 foot wide standard city sidewalk on the south side of the road all the way to the proposed pedestrian crossing well to the east for access to Island Ford. Thank you.

The proposed sidewalk along the north side of Roberts Drive has been removed. A 6-ft sidewalk has been added along the south side of Roberts Drive.

8a. Thanks for making this road safer. 8b. Can we please bury the utilities? 8c. At the gas station, for that driveway closest to the light (closest to the turn), can that please close up? It's always awkward and dangerous when cars turn into that one. Thanks again!

Utility relocations will be at the discretion of the utility owner. At this time, the driveway access is proposed to remain the same as in the existing condition. Overhead to underground utility conversion is outside the scope of this project.

9. I think the idea of the 12 foot sidewalks on Roswell Road is a great idea.

Thank you for your comment.

10. I strongly support efforts like this that improve the safety of nonvehicular transportation in Sandy Springs by providing multi-use paths along roads that would otherwise be unsafe to cycle or even walk.

Thank you for your comment.

11a. I am concerned about the cost, 11b impact on the neighborhood and 11c connection with the final plans for North River Village which are not finalized and approved.

The City of Sandy Springs will be utilizing Federal Funds for a portion of the project cost. The benefits of the proposed project include multimodal mobility enhancement and improved traffic operations. The City of Sandy Springs appreciates the neighborhood's understanding and patience during the construction of the project. Coordination regarding the North River Village will continue throughout the life cycle of the project.