



City of Decatur- Derrydown Way



Public Comment Result		
Derrydown Way	NORTH	20+13=33
	SOUTH	15+11=26

AECOM SUGGESTION BASED ON TECHNICAL REVIEW)	(* SOUTH
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Comments on Derrydown Way.	Response
*Please limit on-street parking to the south side.	We will reevaluate the site conditions, parking and travel patterns prior to finalizing final plans.
*South option, kids have to cross Derrydown Way.	We will take the crossing of Derrydown Way into consideration prior to finalizing plans.
*Very concerned about the slope if sidewalk goes on the north side.	Existing topography, property impacts and costs are significant factors which will determine the final alignment and location of the sidewalk.
* Water is a problem at 923 Derrydown Way.	We will review the stated drainage/water problem at 923 Derrydown Way.
* 875 Derrydown is concerned about removing the existing Dogwoods.	We will work with City Arborist to preserve and to minimize impacts to existing trees as much as possible. AECOM intends to propose 4 methods: 1.Replant to elsewhere; 2. Bridge over; 3. Move the tree to the nearby Landscape Area ; 4. Use bulb-out to save or minimize impacts to existing trees.
*Will "No Parking" signs be considered as part of this project? Or the citizens petition after project is complete? (from Laura Manzer)	We will consult with the City for this suggestion.
* at 945 Derrydown, above ground utility at the corner of S. Columbia Dr. and Derrydown, homeowner would like the utility gone.	We will review the stated above ground utility at the corner of Derrydown and S. Columbia Drive.
*at 880 Derrydown Way, homeowners are very concerned about the existing 20" Japanese Maple, they would want to know how we plan on saving.	We will review the noted existing Japanese Maple at 880 Derrydown to see how we can avoid or minimize any impacts to the existing tree.
* 831 Derrydown Way would require complete reconstruction of driveway and retaining walls.	We will reevaluate the site condition at 831 Derrydown Way and will take that into consideration when developing final plans.
* 831 Derrydown Way would prefer granite retaining walls, not concrete retaining wall.	The material of the walls will be determined as the project advances into future phases based on available funding.
* Why there is not sidewalk on Derrydown south of S. Columbia Dr.? Lots of kids	The current project limits do not include Derrydown Way south of S. Columbia.
*North is better, because southside walking blind with curve, cannot see cars coming when crossing to park area.	Comment is noted and will be factored into the final decision of the sidewalk location.
*Hard to believe 2 trees at 831 Derrydown Way would not be impacted and could be saved?	Comment is noted and will be looked at more closely with the City Arborist.
* Please limit on-street parking to the south side of the street.	Comment is noted. We will review the comment to see the implications it has by limiting on street parking to the south side of the street.
*South option, kids have to cross Derrydown Way.	Comment is noted and will be factored into the final decision of the sidewalk location.
(Online)No strong preference. I live on the south side and would not look forward to losing some of my yard but see this may be the better option. I am curious if the North side was chosen if burying utilities may be possible?	Currently the City does not intend to bury overhead utilities as part of this project. We have been instructed to minimize impacts to property owners.
(Online)We prefer the NORTH side. We are NOT in favor of cutting down more trees. Additionally we have FOUR cars in our family and only a one car driveway. We cannot lose our on-street parking to the bulb-out in front of our house at 874. Additionally we do not want to lose any of our fenced front yard area (we need it for our dog) or have to move our picket fence. We would rather have NO sidewalk at all than have it on the south side.	We will be revisiting both the north and south sides of the street for the sidewalk location. We are sensitive to on street parking and impacting property owners.
(Online)No preference on North or south side, but feel that the bump outs are not necessary and will cause difficulties for neighbors that live on this street.	We will revisit the bulb out locations with the City and measure the pros and cons of utilizing them.
(Online) think it's wise to keep the flow of pedestrians on the inside line (North Side) of the road for both the safety of the people and for greater tree preservation. The north side is also the side of the road closer to the Talley upper elem. school which creates fewer people having to cross back and forth through cross walks on Derry Down as they walk to the school	Comment is noted. We will review the comment to determine if the northside is more feasible to construct and functional.
(Online)North side is Best: much greater visibility; more accessible with fewer slopes, trees, etc. although some trees 927 and 907; small slope/big tree to work around at 831-843 but perhaps a bulb out is appropriate there. Minimize use of bulb-outs for extreme cases and, where implemented, limit extension into road as much as possible.	Comments are noted and will be revisited prior to finalizing the location of the sidewalk into the final design.
(Online)Also and this sounds trivial but the neighborhood kids use a basketball hoop located on the north side - maybe in the low 900s area - that really is a community gathering spot for them. I have no idea if there are any options for a "bulb out" to happen in a way that makes this possible to still be in place? It is keeping our boys outside and playing on a daily basis for many of them for hours so hoping it can continue and the traffic calming only improves the safety of this hub.	We will evaluate this comment to see if it is attainable related to the basketball goal. We understand the desire to keep the streets aesthetically pleasing and will strive to accomplish this goal.
I would like to see any bulb outs and or buffers landscaped both responsibly and in a way that is attractive. This is already a very walked/biked and cut through for car use street so making these changes appealing to the walkers/bikers and SLOW responsible drivers is very exciting	
(Online)Why do you need a sidewalk East of Columbia on Derrydown? The "Traffic calming Islands" are the worst idea for this area I have heard. Almost ALL houses have no garage or parking in the rear. Front facing garage doors used to be against zoning until the for profit builders came along. The streets are already calm and very hard to maneuver around parked cars. You simply have taken away much needed parking for wasteful concrete weed planters that will never be maintained. Why cant you just focus on the request for a simple sidewalk without making a Civil Engineering Thesis out of it. It is always about controlling the unruly public.	Comments are noted and will be revisited prior to finalizing the location of the sidewalk.

<p>(Online)As part of a family residing on Shadowmoor, I am firmly against having the bump outs along the street. Most families on our street have multiple vehicles and single wide or no driveways. It is already slow navigating the street. The bump outs would remove needed parking space and don't really provide added value vs. the cost and headache of implementing the project. Has anybody actually surveyed the residents on the three streets where these changes are proposed and whose daily lives would be affected by this plan, seeking their direct input? It already takes a lot of maneuvering to get down Shadowmoor. I am all for a safe way for the children to walk but most of this project seems unnecessary- it seems like a simple sidewalk would be sufficient.</p>	<p>Comments are noted and will be revisited prior to finalizing the location of the sidewalk.</p>
<p>(Online)Please consider minimizing or not using bulb-outs. I'm a cyclist with two decades of experience commuting in big cities, touring, recreating, etc. I'm comfortable with and knowledgeable about cycling on the road. As a cyclist (who regularly uses Derrydown), I can attest that the bulb-outs depicted in the plan do not appear to be bike friendly. They generally occupy road space that I would otherwise use on a bike, and they force me into traffic, even where I would not otherwise "take the lane." And as a driver, I can attest that bulb-outs don't do much to slow me down, when/if I'm inclined to speed. I commuted on McLendon (in Atlanta) before the traffic calming measures there, and it was graciously wide and easy to share with cars, despite their speed. Now, I don't feel like cars have slowed much, and it is not as easy to share with cars. Bulb-outs generally work best when they are integrated with other cycling infrastructure, like a bike lane, that is not interrupted by the bulb-out. This retrofit is not one of those situations.</p>	<p>Comments are noted and will be revisited prior to finalizing the location of the sidewalk. That is great input about cycling and will be factored into the use of bulb outs or not.</p>
<p>(Online)Please consider sidewalk along Hilldale between Winnona and Shadowmoor Dr. It's badly needed especially as cars park on both sides of the street and kids have to walk in the middle of the road.</p>	<p>We will bring this to the City's attention since this was brought up a few times.</p>
<p>(Online)Please include a sidewalk on the small section of Hilldale between Winnona and Shadowmoor. This section is very busy with school buses, walkers, bikers and cars. The conditions are very unsafe in the afternoon, especially when it rains.</p>	<p>We will bring this to the City's attention since this was brought up a few times.</p>
<p>(Online)Even though north will be more logistically challenging it is worth preserving the trees.</p>	<p>In both scenarios, trees will be impacted, we have to balance the impacts to trees, properties, utilities and costs when determining the final location.</p>
<p>(Online)The south side continues the current pedestrian crosswalk.</p>	<p>Comment is noted.</p>
<p>(Online)My husband and I prefer that the fewest number of trees be cut down and we like the bump outs.</p>	<p>Comment is noted. The goal is to minimize impacts to existing trees. With that said, each side of the road will have impacts to existing trees but we will work closely with the City to mitigate or avoid impacts to trees as best as we can.</p>
<p>(Online)The side that protects the greatest number of existing trees should be the priority.</p>	<p>Comment is noted and will be considered prior to final design.</p>
<p>(Online)no bulb-outs</p>	<p>Comment is noted and will be considered prior to final design.</p>