



## Response to Public Comments

DATE: April 20, 2021  
BY: City of Johns Creek  
PROJECT: Haynes Bridge Road Widening

A secondary community input meeting was held for the Haynes Bridge Road Widening project, from Old Alabama Road to Mansell Road to share revisions made during the project's Engineering Phase. The Community Input Meeting was held March 18<sup>th</sup>, 2021, both in person and online through Zoom. Public comments were collected during the meeting in-person and through the online chat, as well as submitted via the Johns Creek website or by email. The comments were grouped and addressed by content. This document provides response to each comment grouping.

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### **Comment Grouping No. 1: *"Don't Block the Box" Solutions***

"Don't Block the Box" pavement marking requests are submitted through the Traffic Services team and will be evaluated on a case by case basis according to state and local standards. Citizens can contact the Johns Creek Police Department for questions or concerns regarding the enforcement of the traffic signage in this area.

### **Comment Grouping No. 2: *Sidewalk Width and Golf Cart Paths***

In order to provide adequate space for pedestrians, bicyclists and other alternative modes of transportation, the City plans to install a 10 foot wide trail along Haynes Bridge Road. The need for this trail was identified by staff and by public comment due to the corridor's proximity to several schools and parks in the region. Along the roadway, opposite the trail, is a sidewalk. This sidewalk was reduced in width to 5' during the Engineering Phase.

At this time, there is no ordinance in the City of Johns Creek that permits the use of golf carts on trails.

### **Comment Grouping No. 3: *Sound Abatement***

The City of Johns Creek has placed potential sound abatement locations on the Haynes Bridge Road design. Both the location and the use of the sound abatement features will be evaluated further during the Right-of-Way Phase. Sound abatement options approved by Council will be shared with each Home Owner's Association within Johns Creek, where applicable, and requests for sound abatement will be handled on a neighborhood-by-neighborhood basis.



#### **Comment Grouping No. 4: *Alpharetta Complication***

Ahead of the March community meeting, an invitation to attend was extended to the City of Alpharetta. The City of Alpharetta indicated that it has exhausted its current TSPLOST funding and that they would be unable to move forward past the engineering phase at this time. At the community meeting, staff shared the update with the audience. Staff reviewed the benefits of continuing the Johns Creek portion of the project including providing much needed traffic congestion relief (particularly on the stretch of Haynes Bridge Road from Old Alabama Road to Alvin Road), adding community-requested sidewalks for pedestrian connectivity, and providing improved ingress/egress to neighborhoods along the corridor with the addition of turn lanes and wider median gaps.

Given the Alpharetta complication, an appropriate terminus for the Johns Creek portion of the Haynes Bridge project will need to be coordinated with the City of Alpharetta. Staff is evaluating two alternatives, both of which will provide a seamless transition in the roadway, until Alpharetta is able to identify funding to continue their portion of the project.

#### **Comment Grouping No. 5: *Driveway Easements / Yellow Hatching***

Driveway easements are shown on the Haynes Bridge Road design using yellow hatching. These easements provide temporary access to private property in order to construct or reconstruct driveways during construction. Adjusting the impacted driveways along Haynes Bridge Road is necessary to ensure the safety of drivers and their vehicles when entering and exiting Haynes Bridge road following the completion of the project as well as aesthetics. The driveway easements will not be used to store construction materials and vehicles.

#### **Comment Grouping No. 6: *Stormwater***

Staff has been asked to investigate eliminating any increase in flow at each stormwater outfall structure to zero, or reducing the flow. Staff is working with the design team to evaluate each outfall for mitigation measures and the additional right-of-way and costs associated with those. If feasible, these will be incorporated into the plans.

#### **Comment Grouping No. 7: *Retain Right Turn Lane at Haynes Manor***

After several comments and review of the intersection of Haynes Bridge Road and Haynes Trail, it was determined that the existing right turn lane can be retained without additional right-of-way. This design modification will be reflected in the final plans.