

## **MEMORANDUM**

**To:** Mayor and City Council

**From:** Mindy Sanders

**Date:** December 14, 2015

**Subject:** **Discussion of Tilly Mill Road Sidewalk Concepts**

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### **DISCUSSION**

Sidewalk construction along the west side of Tilly Mill Road is being considered in coordination with pavement resurfacing from N. Peachtree Road to Womack Road. This segment of Tilly Mill Road scored high according to the city's sidewalk policy based on several factors including the traffic volumes and speed limit on Tilly Mill Road, the demonstrated demand, transit opportunities, and the number of trip generators in proximity to the project.

The southern part of the project from N. Peachtree Road to Cherring Road consists of two-12' wide travel lanes, which transitions to a three-lane section that includes two-12' wide travel lanes and a center turn lane along the northern portion to Womack Road. An existing sidewalk is located on the east side of the road. There are currently no existing bike lanes. The new sidewalks will involve filling in the existing drainage ditches on the west side of the road and adding new curb and gutter and stormwater pipe. Illustrations of the existing and proposed cross sections are attached to this memo.

Three alternatives were presented at a public meeting held in April 2015 primarily attended by the adjacent property owners. Three general concepts were presented. Alternative 1 consisted of constructing a sidewalk with shared bicycle accommodations within the existing travel lanes. Alternative 2 provided dedicated 4 ft wide bike lanes in both directions. Alternative 3, a hybrid of Alternatives 1 and 2 added bike lanes only along the existing 2-lane section between N. Peachtree Road and Cherring Road.

These general concepts were discussed at the May 26, 2015 Council Meeting. The council directed staff to consider other scenarios such as removing the center turn lane to add the bike lanes and widening to both sides to minimize right of way impacts. This resulted in a total of eight variations of Alternatives 1, 2 and 3 to be compared for construction costs and right of way impacts as summarized in the attached table.

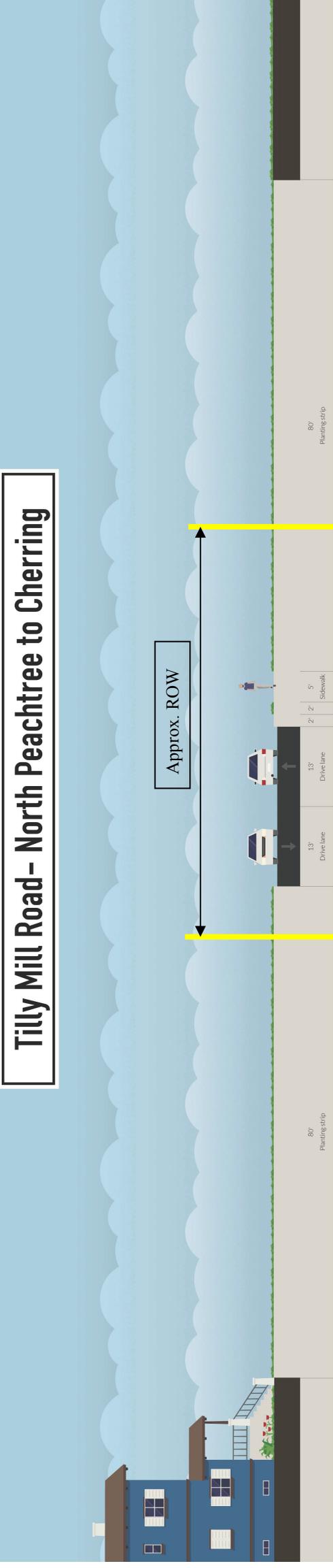
The total right of way and construction cost estimates for the various options range from approximately \$800,000 to \$1,250,000. Staff recommends removing 2B through 2F from consideration. Alternative 2B, which involves adding bike lanes to the existing roadway by widening to both sides, is the most costly and directly impacts the most adjacent properties. Alternatives 2C through 2F provide bike lanes at a mid-range cost with less property impacts but they require removal of the existing turn lane. Removal of the turn lane would only be practical from Cherring to Spring Hill Cove which is less than half the length of the existing lane and removal would negatively impact the level of service for vehicles.

## **RECOMMENDED ACTION**

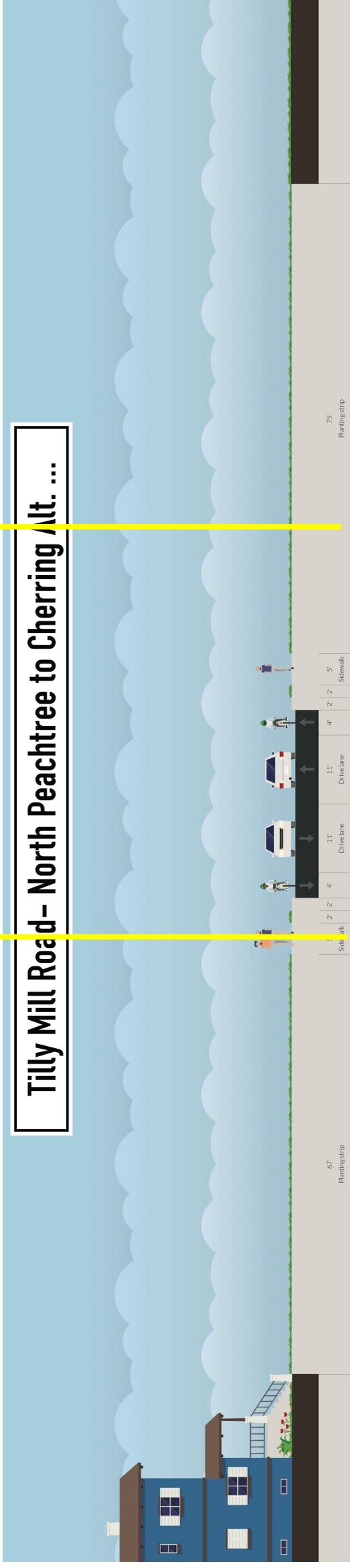
Staff recommends Alternative 3A which provides bike lanes on the two lane segment and a shared lane on the three lane segment. The construction would also include a small shift in the existing alignment of the curve between the two and three lane section to reduce right of way impacts on the west side of the road. The cost to provide bike lanes along the full length is estimated to be about 25% higher than the lowest cost alternative of providing shared lanes along the full length (Alternative 1A) and requires right of way from an additional 7 parcels. Compared to the lowest cost alternative, alternative 3A would result in a cost increase of about 12% and similar right of way impacts. While 3A would not provide the level of service/accommodation that full bike lanes would, the level of service would not be deficient and the alternative would be consistent with the city's complete streets policy and comprehensive transportation plan.

Staff also requests approval of an increase in the design contract from \$48,790 to \$74,000 in the amount of \$25,000 for Wolverton & Associates to complete the design and construction documents. This additional amount includes \$8,700 for the additional alternative layouts and cost estimates plus additional survey and design costs totaling \$15,200 for the recommended alternate, which includes shifting the alignment through the existing curve.

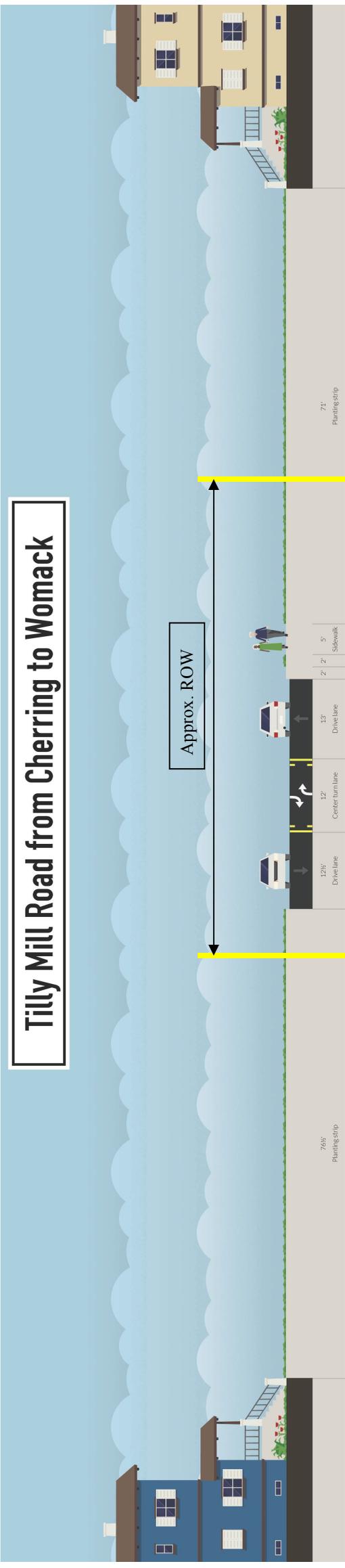
**EXISTING**



**PROPOSED**



**EXISTING**



**PROPOSED**

