City of Dunwoody Georgia

4800 Ashford Dunwoody Road
Dunwoody, Georgia 30338
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MEMORANDUM

To: Mayor and City Council

From: Michael Smith, Public Works Director

Date: August 12, 2019

Subject: **Funding Authorization for Southeastern Engineers, Inc. to Complete the Final Design for Transportation Improvements on Mount Vernon Road at Tilly Mill Road**

BACKGROUND

In 2015, the City Council approved a contract with Southeastern Engineers, Inc. (SEI), and authorized funding to develop conceptual designs for intersection improvements on Tilly Mill Road at Mount Vernon Road and at Mount Vernon Place. A traffic study was conducted and meetings were held with the neighborhoods adjacent to the Mount Vernon Road intersection. Concept plans were developed and presented at a public information meeting in 2016 and in early 2017, a preferred concept was developed based on input from the neighborhoods, general public and the City Council.

The preferred concept for Mount Vernon Road included left turn lanes between Oxford Chase Way and Northchester Court, and new bicycle lanes and sidewalks between Mount Vernon Place and Cedar Chase. At Tilly Mill Road and Mount Vernon Place, the recommendation was to improve the safety of the intersection by straightening the curve so that Mount Vernon Place intersects at more of a right angle.

The city's 2019 capital project budget includes funding to complete the final design and begin right of way acquisition for the project. Prior to beginning final design, staff has reviewed the original concept for Mount Vernon Road based on the City Council's recent thoughts on prioritizing bike facilities such as shared use paths that are separated from the roadway to encourage usage by a wider range of riders. Most of the roadway bike facilities installed in Dunwoody have been on-street bike lanes rather than side paths because of the frequency of driveways and cross streets that create conflict points between turning vehicles and two-way bicycle traffic on one side of the road (see page 2 of attachment). However, the driveways and side streets are more widely spaced on the north side of Mount Vernon Road between Tilly Mill Road and Mount Vernon Place, making this segment more conducive to a shared use path parallel to the roadway (see page 5 of attachment). With more favorable conditions for a side path in this area, an alternate concept has been developed which replaces the on-street bike lanes with a 12-foot shared use path on the north side of Mount Vernon Road. The new concept has been reviewed with residents from the Bradford Place and Wellesly neighborhoods, and the primary concern that has been raised is how the required relocation of the power lines

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will impact the existing trees and adjacent private property. Georgia Power has done a preliminary review of the new concept and indicated that there is room to move the power lines to the south side of the road. Page 6 of the attachment provides a visual comparison of the original cross section with bike lanes and the alternate cross section with a shared use path on the north side of Mount Vernon Road.

FUNDING

SEI's original contract cost to complete the design on both the Mount Vernon Place and Mount Vernon Road was $160,000 including $25,000 for the previous conceptual design. The cost expended to develop the shared use path concept is an additional $10,000 for a total contract amount of $170,000. There is currently $300,000 available in the capital budget for this project for final design and right of way acquisition.

RECOMMENDED ACTION

Staff requests authorization to fund the remaining $145,000 of Southeastern Engineers Inc.'s contract and proceed with final design based on the shared use path concept.

City's Transportation Plan: Network of Off Road Shared Use Paths and On Road Bike Facilities

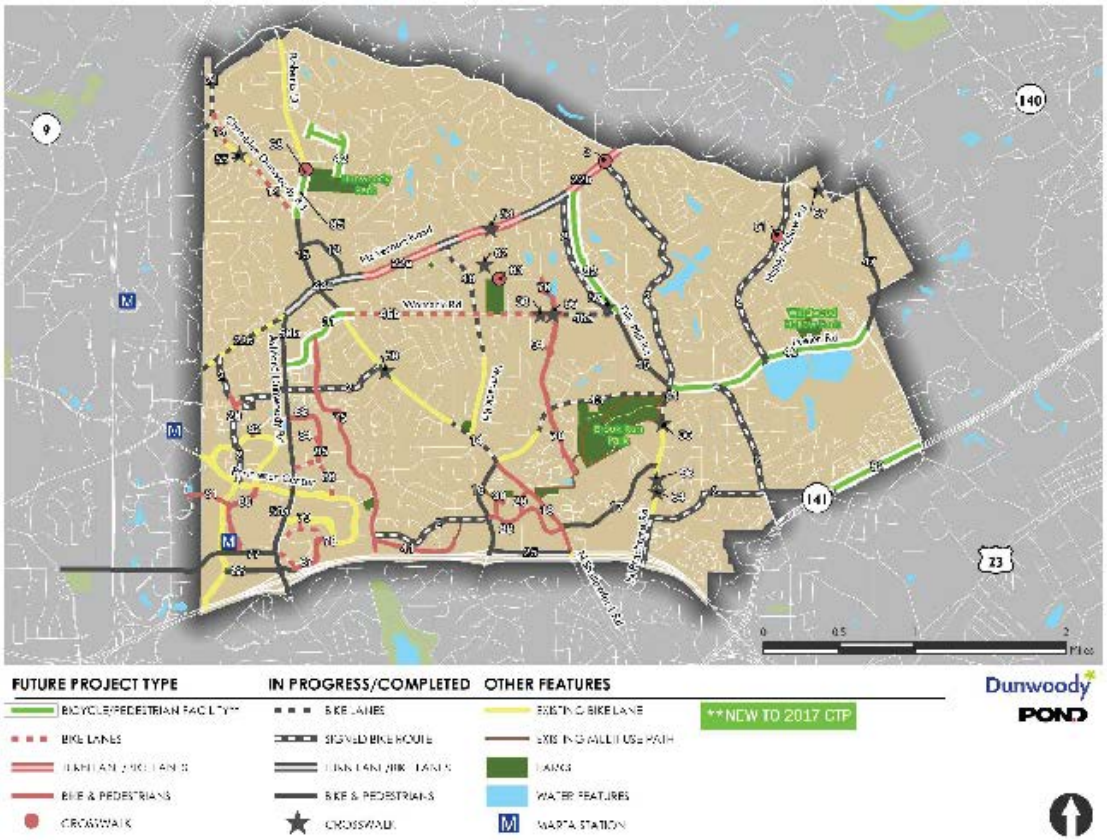
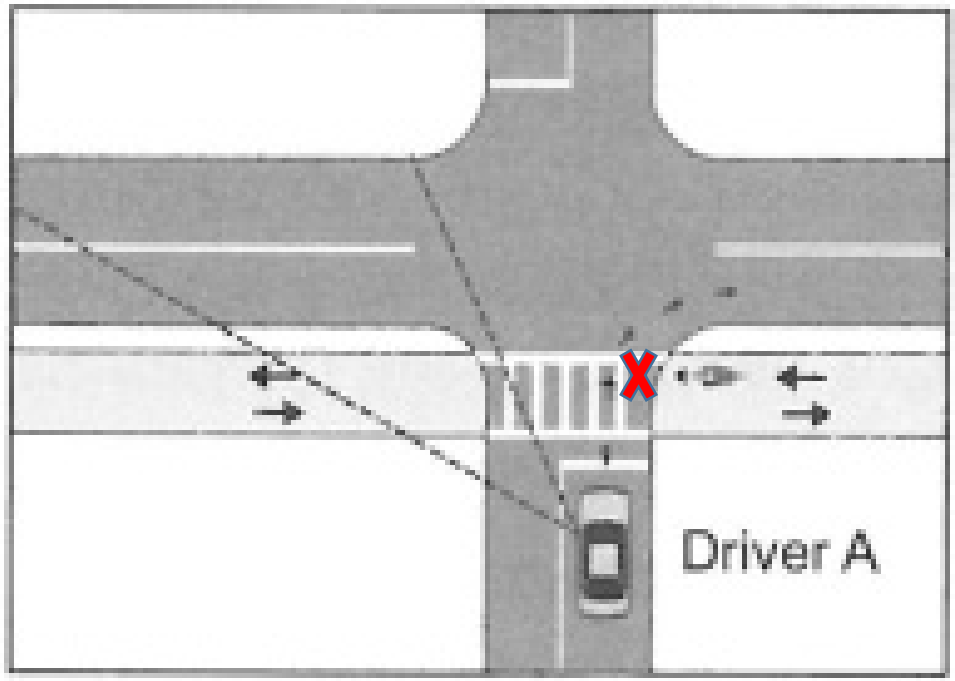


Figure 14: Bike and Pedestrian Recommendations

Shared Use Paths

Why are Frequent Driveways a Problem for Two Way Side Paths?

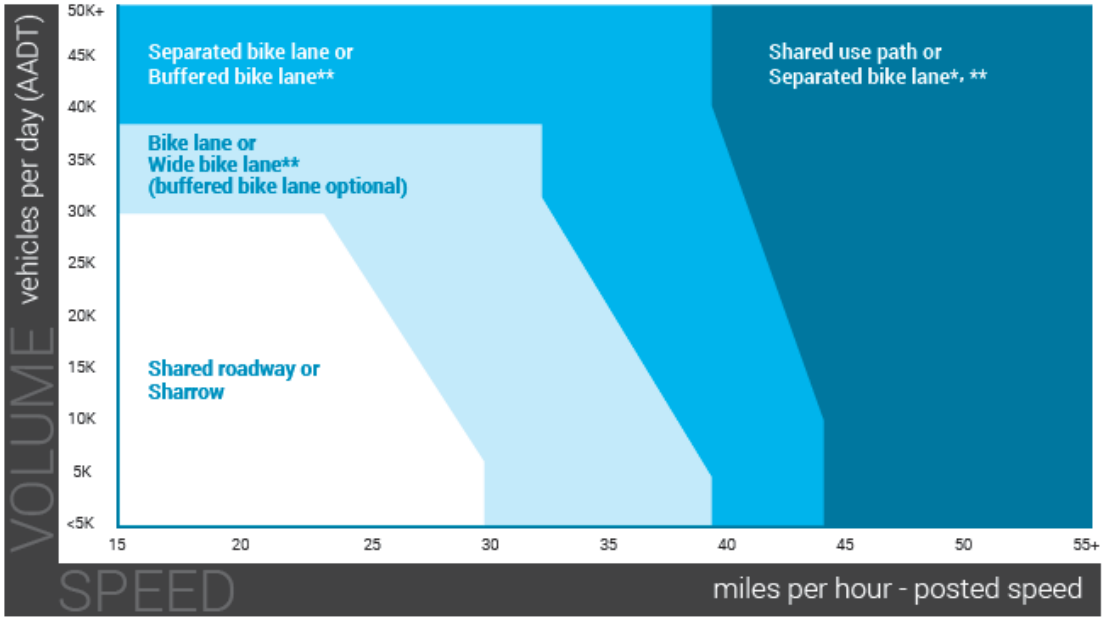
Cyclists Riding Against Traffic on a Side Path Have a Higher Risk of Crashes with Right-Turning Vehicles



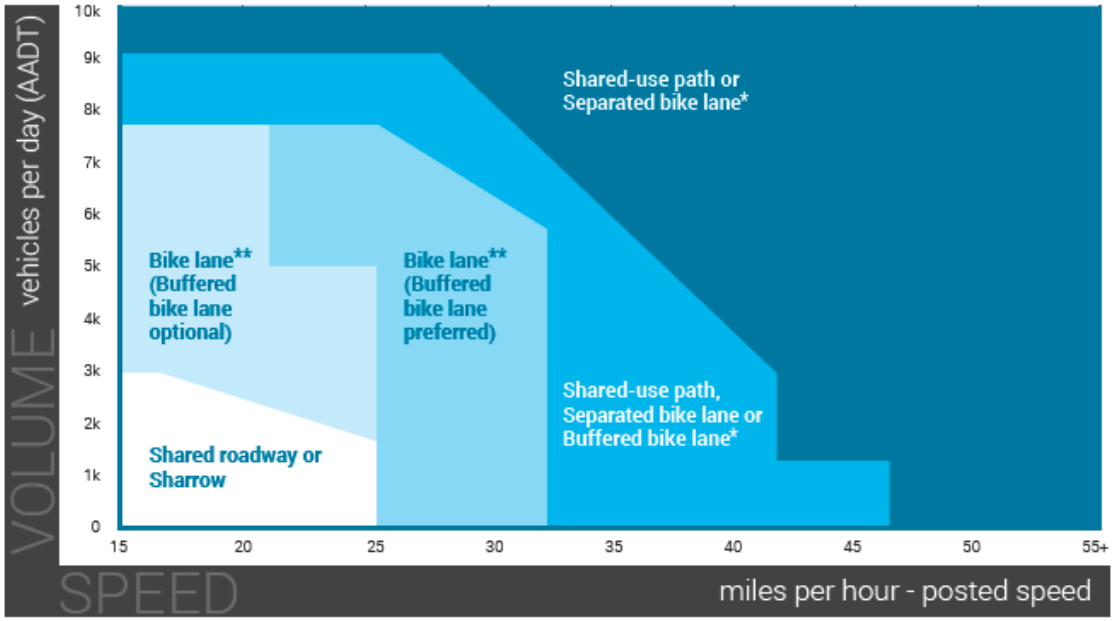
Right turning Driver A is looking for traffic on the left. A contraflow bicyclist is not in the driver's main field of vision.

Bikeway Facility Selection Guides

"Strong and Fearless" Bicyclists

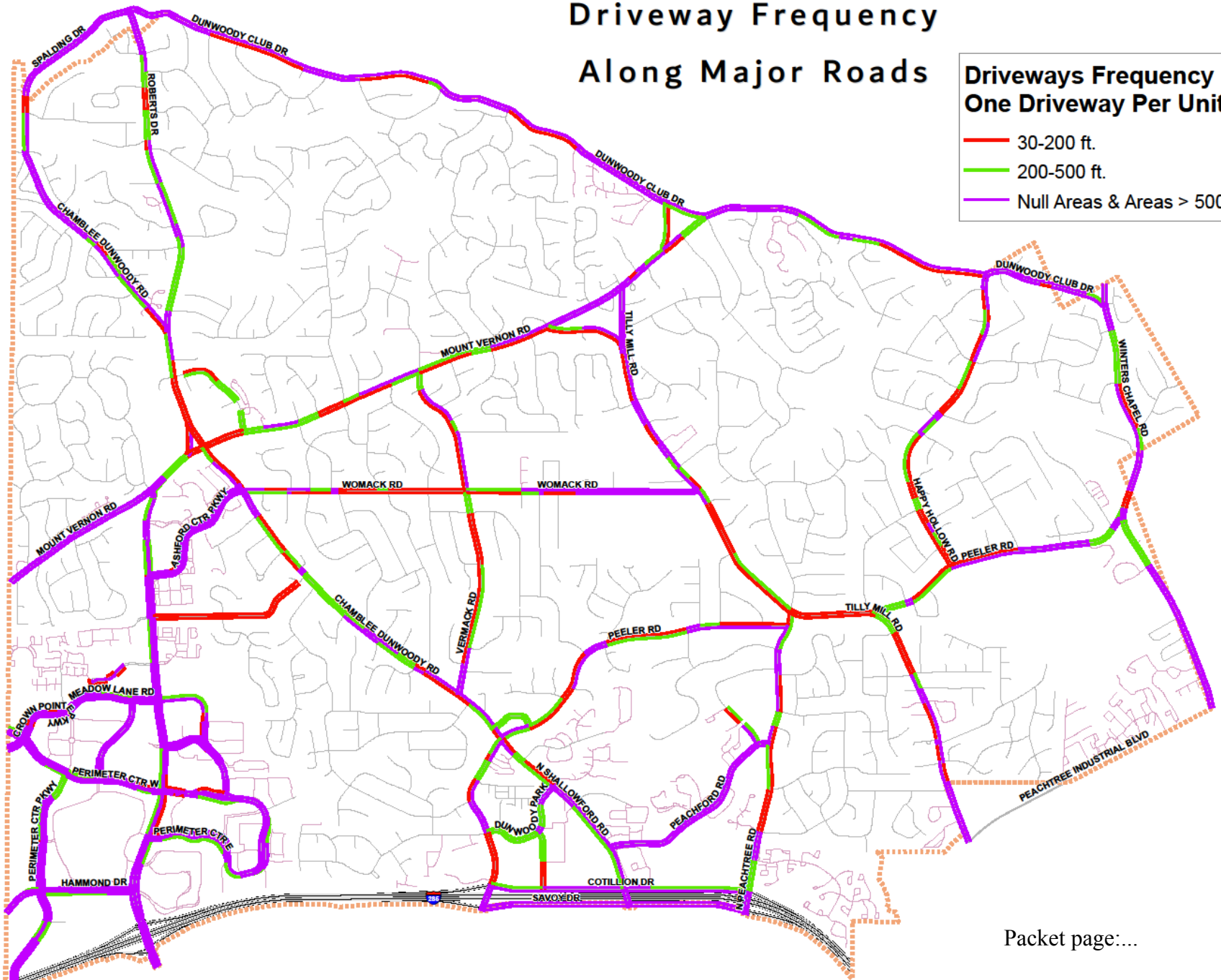


"Interested but Concerned" and "Enthused and Confident" Bicyclists

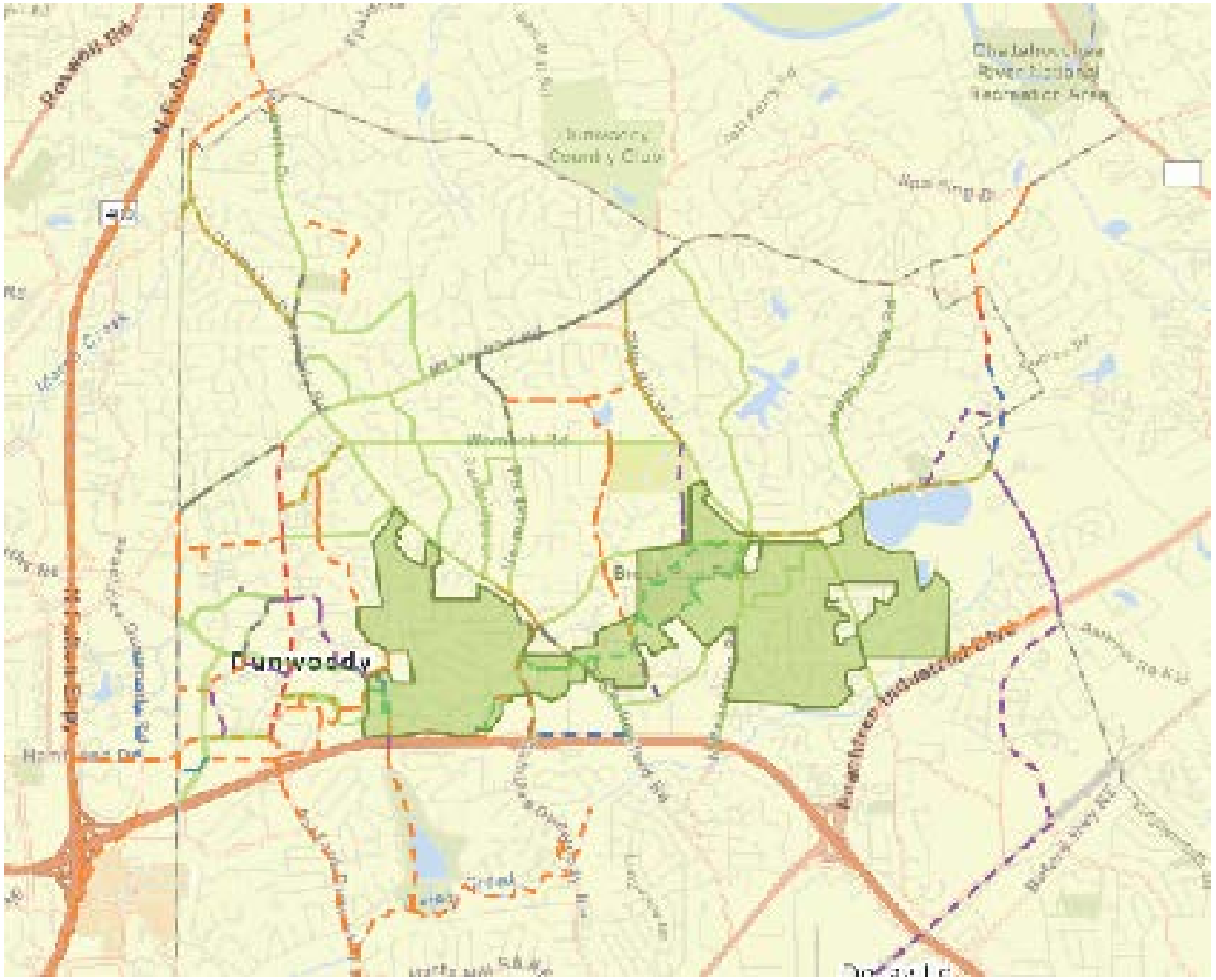


Source: Colorado Springs Bicycle Master Plan, Toole Design Group

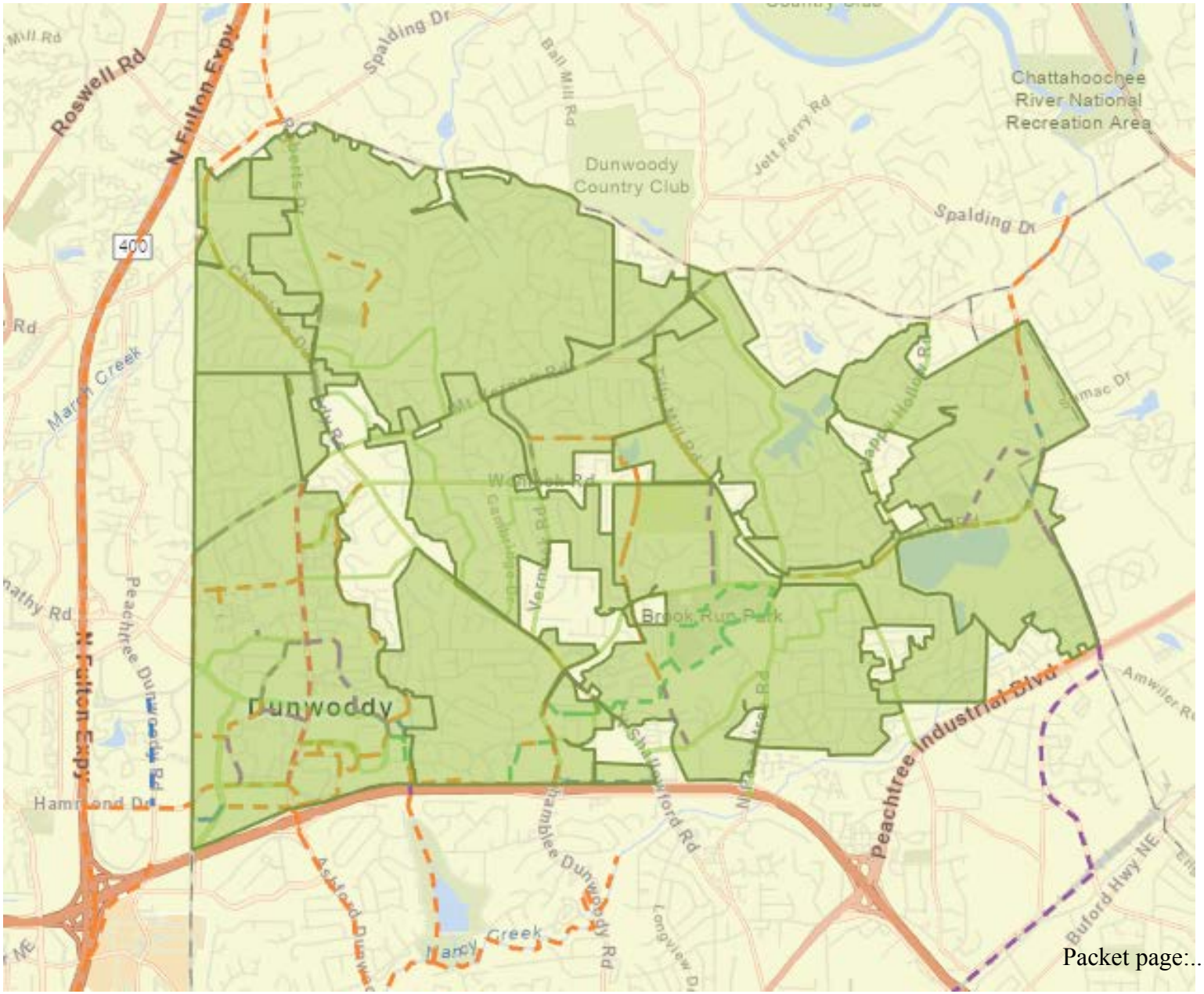
Driveway Frequency Along Major Roads



Areas Accessible from Existing Paths and 25 mph Neighborhood Streets



Potential Areas Accessible from Combination of Future Off Street Paths, Sidepaths , Raised Cycle Tracks and 25 mph Neighborhood Streets



Original Concept

Revised Concept