
MEMORANDUM

To: Mayor and City Council

From: Michael Smith, Public Works Director

Date: 8/8/2011

Subject: **Discussion of Crosswalk on Tilly Mill Road**

ITEM DESCRIPTION

Discussion of Crosswalk on Tilly Mill Road

BACKGROUND

At its July 11th meeting, Council asked Public Works to evaluate the best way to facilitate pedestrian crossings on Tilly Mill Road in the vicinity of Binghamton Drive. Public Works presented guidance from national standards on factors that should be considered before installing crosswalks at locations not controlled by a stop sign or red light. These factors included the number of pedestrians and vehicles, speed and sight distance. Public Works advised that it had previously used the commonly accepted threshold of 20 pedestrians per hour for any 2 hours of a single day as the threshold for when a crosswalk is warranted at a non-stop controlled intersection.

DISCUSSION

The intersection of Binghamton and Tilly Mill is controlled by a stop sign on Binghamton and sidewalk is present on all but the northwest corner of the intersection. There is a crosswalk across Binghamton but no markings on Tilly Mill Road. The sight distance to the south on Tilly Mill Road is limited and just does meet minimum standards for turning from Binghamton.

To evaluate the pedestrian traffic in the vicinity of the intersection, pedestrian counts were conducted for the length of Tilly Mill Road from Laurelwood Drive to Stonington Drive. The counts were conducted on July 21st between the hours of 7 a.m. and 9 p.m. The counts recorded the number of pedestrians walking along both sides of the street, the number of crossing pedestrians on each segment and the presence of MARTA buses.

The number of pedestrians observed walking along Tilly Mill Road for the entire 14 hour period ranged from 26 to 56 with the highest numbers between Binghamton and Laurelwood. There were 13 pedestrian crossings between Laurelwood and Stonington with 10 of those occurring at Stonington. The highest number of crossings observed for a one hour period was 3, also at Stonington. Most of the crossings coincided with the presence of a bus.

Considering that traffic is generally lighter in summer months, the average pedestrian crossings may be higher on the corridor but does not appear to approach Public Work's adopted standard for crosswalks installations. Other considerations include the distance between crossings, the presence of MARTA, traffic volume and speed and sight distance. The first two considerations provide some support for adding a crosswalk at some point along the corridor while the latter two raise concerns about the safety of the Binghamton location.

RECOMMENDED ACTION

If Council desires to have a crosswalk installed along this corridor, I recommend that it be located at Stonington Road for the following reasons:

1. Pedestrian traffic-This appears to be where most of the pedestrian crossings occur.
2. Transit access- It provides access to the MARTA bus route for Stonington Road and the surrounding neighborhood.
3. Safety- The Binghamton location has marginal sight distance. Visibility is better at Stonington and the width of the road offers an opportunity to install a pedestrian refuge island. This additional safety feature is warranted based on the speeds, traffic volume and the width of Tilly Mill Road.

I recognize that this location may present challenges as it is located within the City of Doraville and installation of a refuge island requires a higher level of funding than a standard striped crosswalk. However, it is the best solution in my opinion based on pedestrian safety and usability.