

MEMORANDUM

To: Mayor and City Council

From: Michael Smith, Public Works Director

Date: 1/23/2012

Subject: **Discussion of 2012 Capital Paving Plan. (Michael Smith)**

ITEM DESCRIPTION

Approval of 2012 Capital Paving Plan

BACKGROUND

The City has \$2,350,000 available for paving in 2012. Additionally, approximately \$190,000 of state funding through the Local Maintenance and Infrastructure Grant (LMIG) is anticipated. The recommended 2012 project list in Attachment "A" has been developed based on a total paving budget of \$2,540,000 and follows the recommendations of the 5-year paving plan.

COMPLETE STREETS ANALYSIS

In accordance with the City's Complete Streets Policy, the major thoroughfares listed below have been evaluated for a retrofit of bicycle facilities as part of the repaving project. The City's Comprehensive Transportation Plan recommends bicycle facilities (i.e. bike lanes) for Ashford Center Parkway, Mount Vernon Road, Spalding Drive and Chamblee Dunwoody Road and signed bicycle routes for Perimeter Center East (See map in Attachment "B"). The following table summarizes the findings of the bicycle facility evaluation:

Road	Preferred Alternative	Cost
Ashford Center Pkwy	Reduce lane widths and add bike lane	Negligible
Chamblee Dunwoody Rd.	A. Widen east side of road by 6 feet to add bike lanes from Vermack Road to Womack Road	\$475,000
	B. Eliminate right turn lanes where present and widen in other areas between Cambridge Dr. and Valley View Rd.	\$225,000
Mount Vernon Rd. from west city limit to Ashford Dunwoody Rd.	Widen south side of road by 2 feet to add bike lanes	\$85,000
Perimeter Center East	Convert outside travel lane to bicycle lane by restriping	Negligible
Spalding Drive	Widen east side of road by 5½ feet to add bike lanes	\$175,000

I recommend moving forward with bike lanes on Ashford Center Parkway due to the minimal costs involved to narrow the lanes and mark bike lanes as part of the paving project. The Mount Vernon Road segment was discussed at the September Council meeting and Public Works was directed to plan for the widening for bike lanes in conjunction with repaving and sidewalk construction on this section of Mount Vernon.

Conversion of a travel lane to a bike lane in each direction also appears to be feasible on Perimeter Center East based on traffic volume. This approach often referred to as a “road diet” has become quite common in urban and suburban areas and has been shown to be quite effective at improving bicycle and pedestrian conditions with very little adverse impact to vehicular traffic. Further evaluation and coordination with the Perimeter Community Improvement District on Perimeter Center East is needed before making a final recommendation on lane removal. This evaluation can be conducted concurrently with preparation for bidding since the outcome will have minimal impact on the paving costs.

At its January 9th meeting, Council also asked Public Works to provide alternative paving plans that provided for the installation of bike lanes on Spalding Drive and Chamblee Dunwoody Road. Four versions of the five year paving plan have been presented:

1. Original plan as presented at the January 9th work session.
2. Plan that includes adding bike lanes on Spalding in 2012.
3. Plan that includes adding bike lanes on Spalding and Chamblee Dunwoody in 2012.
4. Plan that includes shortening the Chamblee Dunwoody segment and adding bike lanes on Spalding and Chamblee Dunwoody.

Alternative 4 allows for adding the bike lanes recommended in the City’s transportation plan while minimizing the impact to the original paving plan presented at the January 9, 2012 Council meeting.

RECOMMENDED ACTION

Staff respectfully requests approval of one of the four plans presented. Upon approval, Public Works will begin preparing more detailed construction estimates and bid documents for paving.