



MEMORANDUM

To: CRDC

From: Brad Reid, Director of Parks and Recreation

Date: April 25, 2018

Reference: Consider approval of award of a professional services agreement with Kimley Horn, in the amount of \$79,500.00, to design signage and pavement markings depicting on-street bicycle lanes for Moore Road, Hartz Road and Riverchase Drive.

2030: Sustainable City Government Strategy: Excellent and Well-Maintained City Infrastructure and Facilities.

Introduction:

The 2010 Community Wide Trail Implementation Plan and the 2015 Bicycle and Pedestrian Master Plan recommend on-street bike lanes for Moore Road, Hartz Road and Riverchase Drive. The Moore Road Trail is seen as one of the strongest links between the greatest number of neighborhoods and key destinations such as the Andrew Brown Park system, the extension of the Campion Trail and the future DART Rail Station. Although not dedicated as bike lanes, a striped lane currently exists on both sides of Riverchase Drive. This project would design signage and pavement markings depicting on-street bicycle lanes. Hartz Road will be studied within the scope of this project to create safe routes to school, as well as take advantage of an existing wide street. Fairway Drive from Beltline Road to Riverchase Drive will be studied within the scope of this project as it provides a critical connection to the future Cotton Belt Trail.

Analysis:

This project consists of the design for signage and pavement markings depicting on-street bicycle lanes with supporting directional signage consistent with the bikeway recommendations of the Bicycle and Pedestrian Master Plan. Each roadway is anticipated to include the following tasks:

- Task 1: Data Collection, Base Map Development, and Field Observation
- Task 2: Cross Section Development and Conceptual Layout
- Task 3: Meetings
- Task 4: Design Services

Task 5: Bidding and Construction Phase Services

The following sections for roadways have been identified:

Moore Road (from Andy Brown Park to Belt Line Road) – This roadway is identified on the Bicycle and Pedestrian Master Plan as a Bike Lane facility. This roadway is approximately 10,000 linear feet. Particular attention will be paid to the following intersections: Parkway Boulevard; Stringfellow Drive; Villawood; Sandy Lake Road; Bethel School Road and Belt Line Road.

Heartz Road (from Sandy Lake Road to Parkway Boulevard) - This roadway is identified on the Bicycle and Pedestrian Master Plan as a Bike Lane facility. This roadway is approximately 3,000 linear feet. Particular attention will be paid to the Park Valley Drive intersection.

Riverchase Drive (from Sandy Lake Road to MacArthur Boulevard) This roadway is identified on the Bicycle and Pedestrian Master Plan as a Bike Lane facility. This roadway is approximately 7,400 linear feet.

Fairway Drive – (from Riverchase Drive to Belt Line Road) This roadway is not identified on the Bicycle and Pedestrian Master Plan but provides a critical connection to the Cottonbelt Rail-to-Trail. This roadway is approximately 1,000 linear feet.

There is funding currently identified in the CRDC plan for 2017-18 to have this design completed, followed as quickly as possible with the project bidding, award and installation of the agreed upon scope. Included in this design process is a public input/awareness period that will allow for voices to be heard and necessary adjustments made to the plan.

Legal Review:

The attached agreement was reviewed and approved by legal counsel.

Fiscal Impact:

The fiscal impact of this Agenda item is \$79,500

Recommendation:

The Parks and Recreation Department recommends approval of this item.