

TSPLOST 2018 Program  
Prince Avenue Corridor Improvements: Project 16  
User Group Meeting Draft Agenda  
January 27, 2021

Meeting can be viewed at: <https://youtu.be/NyS48cUYRkw>

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**User Group Members:** Clint McCrory, Ellen Walker, Peter Norris, Jennifer Rice, Emily Tatum, Brad Griffin, Stephen Bailey, Ilka McConnell, and Jeanne Connell

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- I. Recognize Attendees**
- II. Review/Approve Previous Meeting Minutes**
- III. Agenda**
  - Review Agenda
  - Additional Agenda Items
- IV. Review of Process**
- V. Next Group of Potential Projects - Benesch**
  - Review potential mid-block crossing locations
  - Review Oglethorpe and Satula intersection option
  - Review Milledge intersection options
- VI. Bike Lane Reviews – Toole Design**
- VII. Next Meeting February 11, 2021 - 10:00 AM - Suggest scheduling for up to 2 hours**  
  
**Next Meeting Planned Topics**
- VIII. Inviting GDOT Project Manager to next meeting to discuss GDOT Concept, schedule, and process for ACC added scope.**
- IX. Follow up on potential bulb-out locations with parking:**
  - Pulaski
  - North Street
  - North Milledge
  - Satula
  - Buena Vista
  - Boulevard
- X. Begin discussions on Public Engagement**
- XI. Project Schedule**
- XII. Adjourn**

## **Satula / Oglethorpe Intersection** (Responses from Erik Hammarlund in red)

1. I was wondering if there has been any discussion of The mid street pedestrian crossings being raised/sloped all the way across Prince. I didn't see that in any of the literature, but, i read that it makes drivers more aware of the crossings.

**Yes, generally speaking we are in favor of raised cross-walks for traffic calming and pedestrian safety. However, raised cross-walks on a State Route will be a little more complicated due to the volume/speed of traffic and the fact that the road is considered an Urban Minor Arterial. I believe posted speed along this section of the corridor is 35-40 mph. We can certainly pose the question to GDOT for consideration.**

2. The Satula intersection was brought up multiple times today. I go through that intersection 6 times a day (multiple kids visits to the YMCA). One thing that I have always found odd, is that there is a left/straight lane, but, no left ARROW. People SHOOT across it quickly to try to navigate the very short light---and there are always SO many pedestrians walking there. Can we address adding a left arrow on both the Satula and Oglethorpe lights to let all of the cars get through a cycle safely, so that the pedestrians can walk after the people have turned?

**One of our recommendations in the traffic engineering study prepared by our team (KHA) included restriping the existing lanes to provide for dedicated left-turn lanes and combined through/right-turn lanes. We also suggested the construction of a northbound right-turn lane but recognize this would impact property.**

### **Prince Avenue (SR 15) at Oglethorpe Avenue/Satula Avenue (Intersection 5):**

- Restripe the northbound and southbound lanes to reflect one (1) left-turn lane and one (1) shared through-right turn lane
- Consider the construction of a northbound right-turn lane should more land area be acquired

3. I read in the Prince corridor comments that many people do not feel like the loop has good signage to help them navigate AWAY from prince avenue. (Like Athens bi-pass). If this seems like a good idea, it might be something to add to the GaDOT list.

**We can review existing signage and discuss further with GDOT.**

### **Question Regarding the implementation of bicycle lanes into current road width.**

#### **Response from GDOT –**

GDOT is still going to perform a traffic analysis for the roadway during the preliminary design phase. If the traffic analysis determines that there should be any changes to the existing roadway configuration, a revised concept report will be required. At that point, GDOT would determine if the changes to the project's scope will be incorporated into the project or not.

As for your question about the lane widths, the lane widths vary in size throughout the corridor. Overall, the roadway does not accommodate 4 lanes of equal size. Most of the lanes are under 12' in width. Therefore, bike lanes cannot be added using the existing lane configuration.