

TSPLOST 2018 Program
Prince Avenue Corridor Improvements: Project 16

User Group Meeting – Draft Minutes
January 27, 2021 10:00 A.M. - <https://youtu.be/NyS48cUYRkw>

User Group Members Present: Clint McCrory, Ellen Walker, Peter Norris, Jennifer Rice, Emily Tatum, Bruce Lonnee, Stephen Bailey, Jeanne Connell, Mark Ebell,

Members Absent: Ilka McConnell,

Other Staff Present: Keith Sanders, Tim Griffeth, Derek Doster, Steve Decker,

Guests: Erik Hammarlund, John Walker, Ernie Boughman,

General Business

Keith Sanders, called the meeting to order at 10:04 A.M., welcomed the members in attendance and thanked them for being present.

Quorum: Established quorum was present.

User Group Actions

Meeting Minutes Review & Approval – Ellen Walker made a motion to approve the January 13, 2021 Minutes and Peter Norris seconded. The minutes were approved unanimously.

No items were added to the agenda.

No User Group votes were taken at this meeting.

The process for the input was re-stated for clarity. Before action is taken on any idea that members of the group put forth, the group will have a chance to weigh-in and a consensus reached. Then those ideas will be shared with the Public and approved by M&C before the action is taken. Some emails circulated in between meetings could possibly be mis-understood that action was being taken. While we want the ideas, at the same time wanted to make sure the group was clear on the expectations.

The below is a brief summary of the key discussion items, not a transcript. The full video is available at the above noted YouTube link. The below notes are only to identify the items discussed and the general order of those discussion to make finding the information on the video easier.

Mid-block Crossings – General:

Three options were shown and discussed as possible locations.

Discussion regarding crossing locations. Originally thought was to put far enough from road intersections as to not interfere with vehicle traffic.

Ideal locations are to be near desire lines of pedestrian traffic to encourage pedestrian compliance

GDOT guideline is to have mid-block crossing 300 ft. or more from a signalized intersection.

The intent is to use RFB crossings Not Hawks, as previously noted.

Previously discussed pedestrian refuge islands may not be possible in every location without losing parking or widening the roadway. These are to still be reviewed as we move into design, but it is noted that the group predominately wanted the refuge islands.

Mid-block Crossings - Locations:

First crossing to be moved closer to Sylvia & Kinney Streets to serve the Social Security Office better.

The availability of sidewalks and speed limits on side streets were discussed. It was discussed that a lot of pedestrian traffic crosses from the neighborhoods to the health science campus. Will look at shifting the midblock crossing to the east.

There is a new bus stop at Talmadge and one at Georgia Ave. GDOT has a median in their project proposed for this location; which will limit turns to right in right out movement off Georgia Ave.

Satula/Oglethorpe - splitting distance between Satula and Oglethorpe is a potential location but the group felt that the crossing needed to be closer to Georgia Ave. A Right turn slip lane has been put in near Marti's at midday

The medical building will be Athens campus of Piedmont College and presents really unsafe area due to foot traffic for access to bars/retail/restaurants etc. on the north side of Prince Ave. A crossing at Georgia was suggested to facilitate this foot traffic at night right at the bus stop

Modifications on the turn lane into the parking deck and medical facility – updated site plans for new medical building and college and pictures may be needed. Bruce Lonnee to provide the group with a copy of the development site drawings for the new development.

Need bulb out to aid in crossing right at the beginning of the row of business near the bus stop.

Discussion was shifted to the intersection of prince and Oglethorpe and if we want to make the right turn lane also the straight lane. Is there going to be a left turn light and how this impacted traffic.

Park/Talmadge – is one of the potential projects on the list for prioritization

Two Milledge Intersection were reviewed – Eric Hammarlund:

- Widening a right turn lane at Dunkin Donuts but would impact DD and nearby businesses
- Widening to north side of Prince would require utility relocations and tree re-locations
- Turn lane from Prince onto Milledge will be very expensive due to widening the road and utility relocations.
- Idea brought up to change the keep moving lane from Prince Ave. onto Milledge Ave. to encourage pedestrian safety; 1/3 of the traffic turn right the other 2/3 keep straight according to the traffic study.
- The entrances and exits to Dunkin Donuts and taco stand were debating.

Bikeway – Ernie Boughman

- Sections on GDOT Roadway will be required to follow AASHTO guidelines, most likely.
- Shared lanes are not included in those sections of the GDOT Roadway because of the traffic speeds and available lane widths. Benesch is still looking at the possibility of those lanes on the non-GDOT Roadway Sections.
- Different types of sharrows were shown and described including options that would require a “Request to Experiment” if used by the local government showing which option and how you are going to use, along with the agreement to collect data on a regular basis. These could be revoked at any time.
- General push back on the use of sharrows as a method for bike lane delineation.
- Speed reduction areas will create more benefit than sharrows
- The need for bicycle infrastructure improvements are a large concern

- After the studies were completed – this corridor does need 4 lanes, and no less than 11' lanes; as such there just doesn't seem to be a feasible way to include bike lanes without reducing travel lanes width and/or widening the road.
- No vote taken but general discussion noted a starting point to look at creating bike lanes from Pulaski to Milledge would be the right direction as well as removing some of the on-street parking.

Assignment for future meetings

- Next meeting is February 10, 2021
- Continue to go through the existing reports and to bring up any additional items and we will continue to develop the potential projects list to take to the public and M&C for approval, then to GDOT.

These minutes are not a transcript of the meeting but instead is a general summary of the key points, ideas, or considerations from the discussion.