

TSPLOST 2018 Program
Prince Avenue Corridor Improvements: Project 16

User Group Meeting – Draft Minutes
March 24, 2021 10:00 A.M. - <https://www.youtube.com/watch?v=9BcU8lxcxkg>

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

Members Absent: Steve Decker, Tim Griffeth

Other Staff Present: Derek Doster, Diana Jackson

Guests: Ernie Boughman, John Walker, Erik Hammarlund

General Business

Diana Jackson, called the meeting to order at 10:02 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 – Mark Ebell made a motion to approve the March 10, 2021 Minutes and Ilka McConnell seconded. The minutes were approved unanimously.

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.

User Group Q&A

Mark Ebell wanted to make sure that the UG knew that the 2018 GDOT Bicycle Safety Action plan had identified that Clarke County had the highest per capita injury rates and fatality rates for cyclists, and that this corridor has been identified by GDOT as a critical corridor that needs improved safety for cyclists and pedestrians. AIM has also identified Price Avenue as a critical corridor, and they want a more complete streets approach. He wanted to emphasize the importance of prioritizing safety for all users of the roadway including lowering vehicular speeds, reducing illegal speeding, and creating safer infrastructure for cyclists and pedestrians.

Peter Norris concurred that getting bike lanes on Prince Avenue has been around since Mayor Doc Eldridge.

Ideas from Previous Studies for Developing Project Concept Elements

Clint McCrory requested that a table be developed listing the recommendations along with which studies might have mentioned the improvements as well as newer items being discussed by the UG. This table could then include columns by UG for ranking. It would also provide a record for the UG.

A subcommittee was developed including Ellen Walker (lead), Clint McCrory, Peter Norris, Mark Ebell, Daniel Sizemore, and Jennifer Rice. The table would be developed as a shared document in Google

drive. Ellen will create a template and send it to the subcommittee to see if formatting is okay. If agreed upon by subcommittee, then it could be sent out to the UG for individual prioritization.

Jennifer wanted to make sure of the steps: create a universal list with out culling, UG to prioritize and narrow it down, then public engagement.

Erik Hammarlund wanted to understand if these were going to be individual projects or general project ideas. Clint thought it might be best to have both the general and, if available, individual projects (if the data is already there). Ellen felt at this point the general would be best. Adding in the individual projects before public engagement.

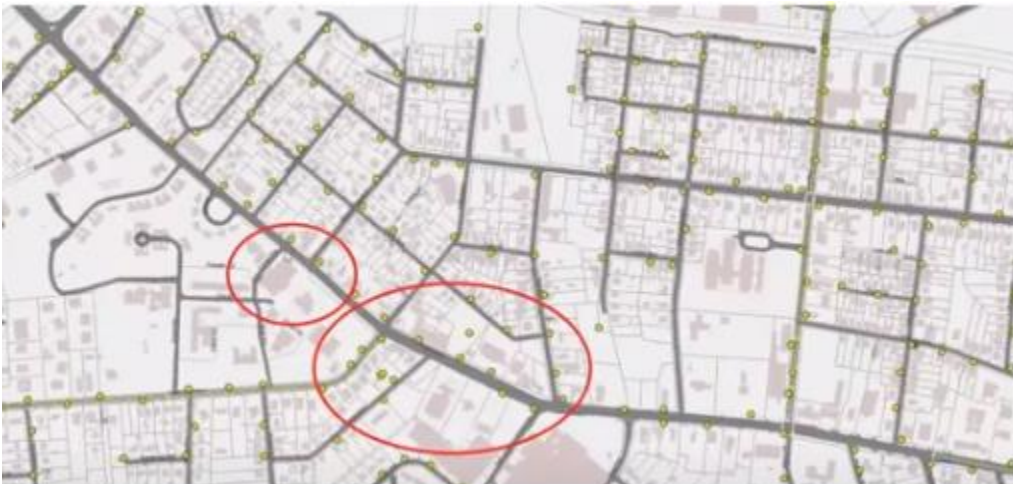
Streetlight Homework Results

Stephen Bailey shared his desktop showing the lighting map from the ACCGIS. He circled the areas where Clint and Ilka stated that additional lighting was necessary. These areas were in the Milledge to Pulaski section and at the UGA HSC/Oglethorpe/Satula area.

Clint said that there are two ways of looking at street lighting – traditional streetlight and pedestrian scale sidewalks lighting. Sometimes streetlights are only located on one side of the street. This is fine for the sidewalk on that side as well as the roadway, but not for the sidewalk on the opposite side. He stated the pedestrian lighting serves two main purposes – lighting up the pedestrian itself to other traffic as well as keeping the sidewalk safer/visible for pedestrians.

Stephen said that he did obtain more information from GDOT just this morning. Their proposal is for the 30' traditional streetlights only not pedestrian-level lights. These would be installed on existing utility poles. These would be leased from Georgia Power. TPW would have no capital costs only the O&M. These would require no TSPLOST budget. UG could provide placement recommendations. ACC standard is a minimum 200' apart; however, this could be ignored on a SR. GDOT goal is to have every intersection lit. If UG wants to provide additional mid-block or other locations, GDOT would be open to suggestions.

Mark stated that the UGA HSC is a large portion of what is not lit on the south side of the street as well as the middle of the smaller circle is Russell Hall. A lot of students working late at night will walk back to the housing further west along Prince. There are options to collaborate with UGA, Piedmont College, and PARMC.



Clint felt like business owners in Normaltown and towards downtown would be supportive of pedestrian-scale lighting. Both for safety and to make their businesses more visible.

Stephen agreed. He said that the three main reasons for lighting are traffic safety, security lighting, and aesthetics/placemaking.

Erik discussed the cost associated with the scale of lighting. Placed normally at 100-150' ~\$15k per pedestrian lightpole/fixture installed. Pulaski to Milledge would be about \$800k-\$1M.

Mark felt like the Meigs, Cobb, and Hill intersections might be ones the UG might want to consider from the GDOT project, and the HSC might lend itself to more pedestrian lights. Stephen believes that GDOT will likely propose catercorner at those intersections. Stephen stated that they are going to be attached to existing utility poles (wood/metal) with a 6' fixture with LED bulbs (Georgia Power).



Ellen asked what the deadline might be for lighting. The UG agreed they should send emails with ideas by April 10th. The UG can vote on that at the April 14th meeting.

Public Engagement

The UG discussed the Lexington and Atlanta Highway surveys out for public engagement. While it is full of a lot of very great information, it is an ordeal to complete. Derek stated that these two projects were run parallel trying to gain some efficiencies. Their UG went the gamut of what's too much and what's too little to tell the public. How do you educate the public? Clint wondered if the UG could use the results of the surveys to determine how many people have responded? If it is unusually low, it argues against having such a complicated survey. If you make everyone vote on everything, do you make people time out and give you false results.

Daniel sent it to his contact at Goodwill. They felt like it was difficult to complete even on a computer, so users on a mobile device might not even try. Based on their experience with their users/clients, he was told that their users are probably not likely to fill out the survey in its current format.

Jennifer asked if we could aggregate the questions into "type of projects" – bike/ped/traffic management and then sections of the corridor. Daniel suggested that the UG could use ArcGIS to get folks to identify areas that they want to see improvements. The public engagement can be multi-step, multi-survey at different levels.

Peter also suggested that we scale our expectations to our users. It might just be discussions with people. Likely have to scale our survey back. Clint said that we will have to remind people that this is TSPLOST program with dedicated budgets and not capital projects.

Ellen had a few engagement suggestions and wondered if the UG had any reaction to her list. Clint like going door-to-door with the business owners. Peter feels like multiple venues is important. It would be good to hear lessons learned from the other corridor UGs as to how in-person outreach has been going in the pandemic and if they have any tips for our UG.

Daniel feels like it is always good to frame the planning around what the outreach is going to look like. Should the entire UG outline what that storyboard process would like, or if the UG should appoint a sub-

committee. Daniel would lead, along with Peter and Emily for now, but others are welcome to join as discussions are focused more on the survey itself.

Derek stated that they ran into some pushback from business owners to allowing signs to be placed as well as engaging the public at their sites.

Daniel thought it might be worthwhile to reach out early to some of the target audiences –neighborhood leaders' program to see how to engage their members. He requested that we engage Joseph/GIS early in the process of survey development.

Ellen added to her public engagement options – GPB, ACC channel, NNI, Nextdoor, ACC Inclusion office.

Project Schedule

Next step is to develop the UG list of Project Concept and begin thinking about public engagement.

Conversations after February 10, 2021 meeting regarding GDOT Medians

- Erik reached out to Jonathan Dechko who is to confirm repaving the entire corridor and the approved concept language. He has yet to hear back from him.

Assignment for future meetings

- Next meeting is April 14, 2021 **from 10-11:30 am**
- Participate in the Public Engagement sites set up for Lexington Hwy & Atlanta Hwy
- Further plan views/schematics for bike lanes along Milledge to Pulaski – Erie/Erik to present updates at April 14th meeting
- Streetlight preferences
- Concept sub-committee table
- Public Engagement sub-committee
- Diana to provide PE sub-committee names from other corridor UG members
- Other options for speed calming – Ernie and Erik to provide

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.