

Lexington Road Corridor Improvements

TSPLOST 2023 Project #02

Proposed Sub-Project Concepts

MAYOR & COMMISSION WORK SESSION

August 13, 2024

Category 2 Item

Prepared by:

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- Daniel Sizemore, ACCGov Bicycle, Pedestrian, and Safety Coordinator T&PW
- J. Derek Doster, TSPLOST Project Administrator

Agenda and Purpose

- ❖ Purpose :
 - Present to the Mayor and Commission, the User Group's Proposed Sub-Projects for corridor improvement.
- ❖ History Summary
- ❖ Initial Project Statement & User Group Members
- ❖ General Corridor Description & Safety Observations
- ❖ Sub-Project Descriptions
- ❖ Budget
- ❖ Project Timeline & Next Steps
- ❖ Q&A

History Summary

- In 2015, ACCGov partnered with the Urban Land Institute to complete a Technical Assistant Panel Report.
- On November 2017, the residents of Athens-Clarke County approved the TSPLOST 2018 Program Referendum, which included the Lexington Highway Corridor Improvements as Project 14.
- In August 2018, the Athens in Motion Commission (AiM) issued a Bicycle and Pedestrians Master Plan Final Report.
- In August 2019, the Atlanta Highway - Lexington Highway Connect Athens Corridor Final Report was issued.
- On September 7, 2021, M&C approved the Project Concepts for TSPLOST 2018 Lexington Road Corridor Improvements.
- On August 2, 2022, M&C approved the Preliminary Plans for TSPLOST 2018 Lexington Road Corridor Improvements to extend sidewalk from Johnson Drive to Gaines School Road along the southside of Lexington Road.

History Summary – con't.

- On May 24, 2022, the voters of Athens-Clarke County approved a referendum for the TSPLOST 2023 Program, which included Project 03 - Lexington Road Sidewalk Gap.
- On September 20, 2023, On-call engineering firm Pond & Company, led the User Group and other ACCGov Staff on a Lexington Road Safety Audit along the corridor to observe existing conditions, current traffic patterns, driver tendencies, and identify safety deficiencies and/or opportunities for potential sub-projects.
- Between August 2023 and March 2014, the User Group reviewed previous corridor reports, previous public engagement efforts and results, crash data (Yrs 2018-2022) conducted field inspections and site visits, and deliberated potential projects.

History Summary – con't.

- On March 14, 2024, the User Group reviewed the Proposed Sub-Project Concepts and approved recommending the Proposed Project Concepts for M&C consideration.
- On March 26, 2024, staff presented the User Group Proposed Sub-Project Concepts to Athens in Motion (AiM) during their regularly scheduled meeting. AiM supported the projects as defined.
- On July 23, 2024, Athens in Motion reviewed the Proposed Sub-Project Concept and approved recommending the Proposed Project Concept for Mayor and Commission (M&C) consideration including supporting Lexington Road Sidewalk Gap (TSPLOST 2023 Project 03) with \$250,000 from the Bicycle & Pedestrian Improvements Program (TSPLOST 2023 Project 25) to support a 10' wide shared use path to enhance the bike/pedestrian facility

TSPLOST 2023

Lexington Road Corridor Improvements Project #02

Initial Project Statement:

This project will provide for capital improvements to the Lexington Road Corridor. Depending upon actual costs and funding availability, improvements may include, but are not limited to: additional sidewalks, multiuse trails, separated bike lanes, landscaped medians, intersection improvements, lighting and/or other safety improvements along the corridor and connecting streets. This project is a continuation of the TSPLOST 2018 Project 14 Lexington Road Corridor Improvements Project. To the extent allowed by law, budgeted project funds may be used as matching funds for leveraging grant opportunities. Additionally, to the extent allowed by law, other funding sources, including, but not limited to, grants, may be utilized to offset and/or reduce the project budget. Any unspent project funds that accrue as a result of the receipt of grants or other funding sources may be assigned to other approved TSPLOST projects.

Corridor User Group & Participating Dep't

Diane Napier - Resident Member

David Spooner - Resident Member

Greg Davis - Resident Member/Aim Representative

Stephen Bailey - ACCGov Transportation & Public Works Director

Jeanne Connell - ACCGov Landscape Mgmt. Administrator

Max Doty - ACCGov Special Projects Planner

Economic Development

Transit

Leisure Services

Airport

TSPLOST 2018 #14 Lexington Rd Corridor: Concept Sub-Projects Status

Opportunity	Description	ULI Component	Aim Component	Corridor Component	TSPLOST 2018 Status	TSPLOST 2023 - Status
Airport	Entry Road from Lexington Rd	✓	✓	✓	Not funded	Recommended to obtain ROW Only
Bus Stop/Sidewalk Improvement/Connectivity	Routes 25 & 26	✓	✓	✓	In Land Acquisition Phase for stops on southside	Recommended for stops on the northside
Intersection Improvements	County Farm/Jail Road signalization/crossing	✓	✓	✓		Recommended Sub-Project for Ped Crossing Only
	Lexington Rd @ Gaines School/Cherokee Rd	✓	✓	✓		Future Funding
	Lexington Rd @ Cooper Rd	✓	✓	✓		Future Funding
	Lexington Rd @ Whit Davis Rd	✓	✓	✓		Future Funding
Multiuse Trails	Satterfield Park Partial Trail near Airport	✓	✓	✓		Future Funding
	Satterfield Park Full Trail around Airport	✓	✓	✓		Partial recommendation to support multiuse trail partial (support of TSPLOST 2023 Project 3)
	Satterfield Park to Southeast Clarke Park	✓	✓	✓		
Sidewalk Gap	Mimosa to Seagraves	✓	✓	✓	In Land Acquisition Phase	
	Seagraves to Shadybrook	✓	✓	✓	In Land Acquisition Phase	
	Lexington Height to Shady Brook	✓	✓	✓	In Land Acquisition Phase	
	Johnson Drive to Indiana	✓	✓	✓	In Land Acquisition Phase	
	Indiana to Lexington Heights	✓	✓	✓	In Land Acquisition Phase	
	Diversion Center to Police Department	✓	✓	✓	In Land Acquisition Phase	
Signage	Airport Wayfinding	✓		✓	Completed	
	Airport Monument Sign on Lexington Road	✓		✓		Future Funding

Lexington Road General Corridor Description

- Project limits: SR10 Loop to Southeast Clarke Park (3.25 miles)
- Original Designations: State Route 10 and US Route 78
- Typical Section:
 - 5-lane roadway with two-way left turn lane (SR10 Loop to Cooper Road)
 - 4-lane, median divided dedicated turn lane(Cooper Road to Southeast Clarke Park)
- Transit Routes: 25 and 26
- Bicycle Facilities: none
- Pedestrian facilities:
 - 2.75 of 6.5 miles of sidewalk completed
 - 1.6 miles of ROW acquisition in progress under TSPLOST 2018 along south side between Johnson Drive and Gaines School Road
- Signalized Intersections:
 - Winterville Road
 - Gaines School Road/Cherokee Road
 - Whit Davis Road
 - Atlas Way

Lexington Road Corridor Key Audit observations

- There is a lack of bicycle infrastructure along the corridor. With no bicycle lanes/multiuse path present along the multilane roadway with a speed limit of 45 MPH, the corridor conditions do not accommodate cyclists outside of vehicular travel lanes.
- The sidewalk coverage along the corridor is incomplete, with significant gaps in coverage along both sides. A sidewalk on the south side of Lexington Road is programmed with TSPLOST 2018 Project # 14 funding to complete the sidewalk connectivity from Johnson Drive to Gaines School Road (F&I #4).
- Bicycle/Pedestrian crossing locations are infrequent, as the five existing traffic signals are the only crossing locations along approximately 3 miles of roadway. This is pronounced between Atlas Way and Cherokee Road, a nearly mile long stretch of roadway with no crossings. This was also identified as the section serving the highest volume of pedestrian traffic in the Travel Demand Model. Likely due to these conditions, multiple pedestrians were observed crossing the roadway outside of designated crossing locations.

Lexington Road Corridor Key Audit observations – con't.

- A number of potential maintenance projects were identified. For example, sidewalk and wheelchair ramps along the corridor are frequently non-compliant with ADA standards and sidewalk cracking leading to trip hazards was identified at multiple locations.
- Vehicular safety deficiencies/potential projects were also identified. The installation of Restricted Crossing U-Turn control, locations with deficient sight distance, and potential roadway sections to install a raised median are possible future projects to collaborate with GDOT.
- Observed eastbound or left turn movements from the Mabry Drive/Hughes Street neighbourhood have difficulty due to traffic volumes.

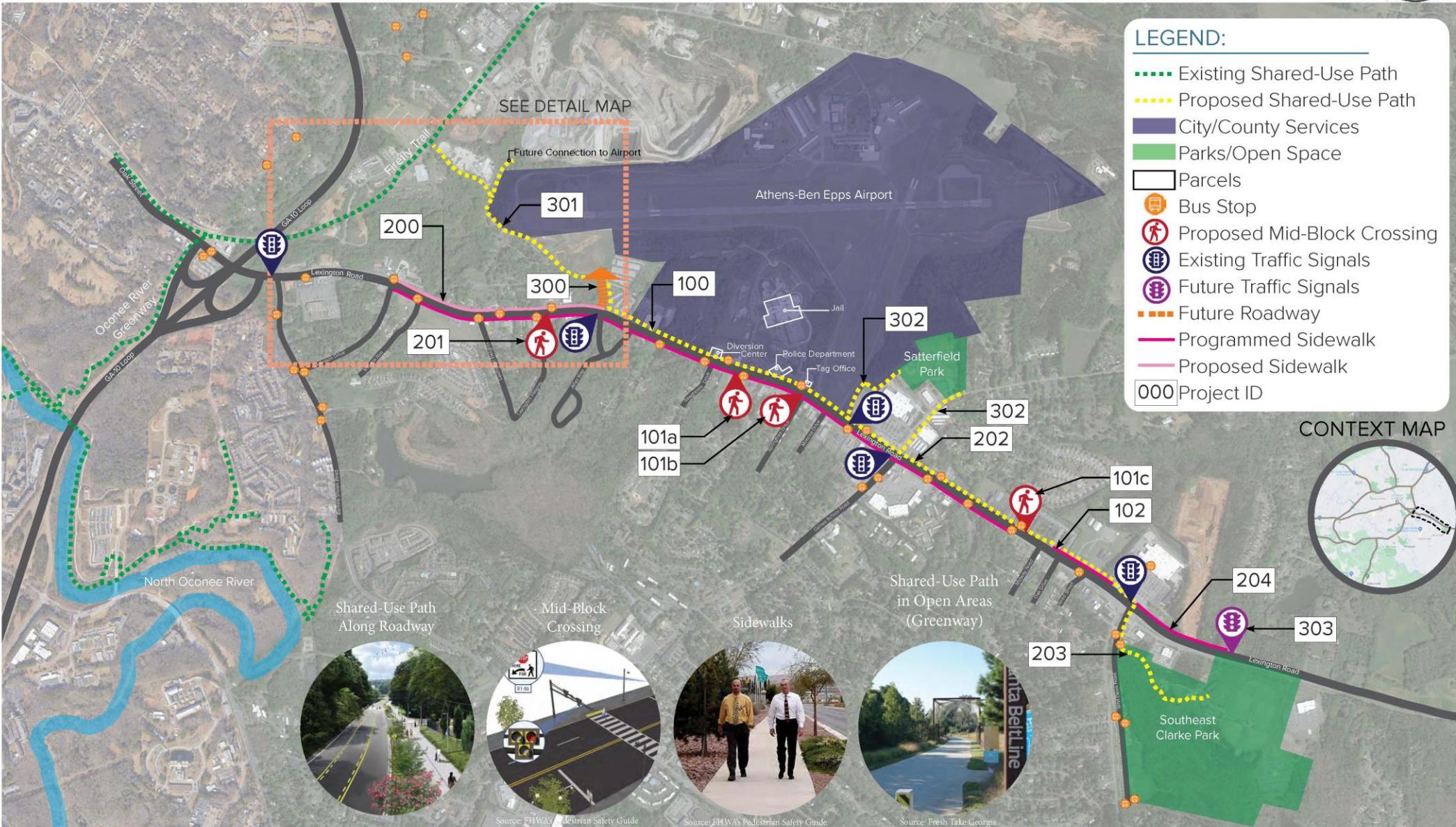
Lexington Road Corridor User Group Key Considerations

- Sub-Projects to be built off previous studies, public engagement, and research.
- Sub-Project priority shall generally be selected and implemented by working from the end of the current GDOT effort near the Lexington Road/Loop interchanged project towards the east. Thereby concentrating and completing projects that remove connectivity gaps. This thought process can be seen on the recommended Sub-Projects to move forward generally lying on the western side of the Lexington Road corridor and Sub-Projects for future funding generally lying more easterly along the corridor.
- Connectivity to Firefly Trail promotes both non-vehicular transportation needs and recreation needs reducing the lack of bicycle infrastructure along the corridor. With no bicycle lanes/multiuse path present along a multilane roadway with a speed limit of 45 MPH, the corridor conditions do not accommodate cyclists outside of vehicular lanes.
- GDOT Project efforts do not provide bicycle facilities on the north side of Lexington Road and structural retaining walls installed prohibit additional north side construction. Shared Use Path as part of the GDOT project is limited between the current park-n-ride facility and Barnett Shoals Road on the southside of Lexington Road.

Lexington Road, Bike & Pedestrian Improvements

Athens-Clarke County

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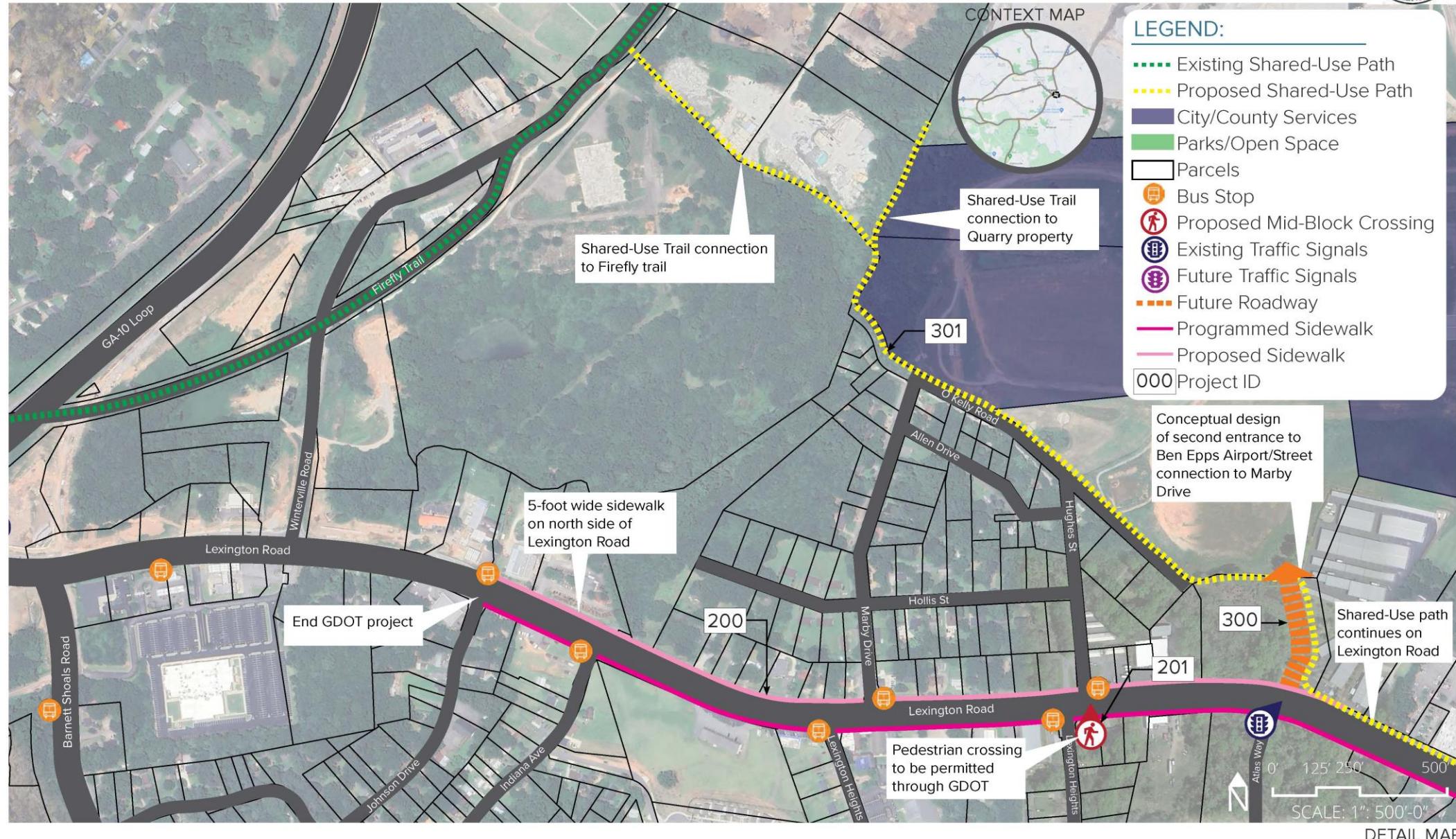


Lexington Road, Bike & Pedestrian Improvements

Athens-Clarke County



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Overall Sub-Project Map con't.

Lexington Road Corridor Sub-Project Descriptions Recommended for TSPLOST 2023 Funding

- PROJECT 200: Provides for the extension of the sidewalk along the north side of Lexington Road from the recently completed Atlas Way/Lexington Road intersection to the west connecting to the sidewalk currently being built by the GDOT Lexington Road/Loop 10 interchange project just east of Winterville Road. This 0.8 mile sidewalk extension provides a safer off road pedestrian connection to the adjacent neighborhoods and businesses along the heavily traveled Lexington Road. Sidewalk connective also provides better access to existing transit services stops along the route.
- PROJECT 201: Provides for the installation of a pedestrian hybrid beacon (pedestrian red light) near the intersections Hughes Street or Mabry Drive intersections with Lexington Road to provide safer pedestrian crossing opportunities for the adjacent neighborhoods and businesses to more easily access opposite sides of the heavily traveled Lexington Road. Providing crossing opportunities allows for better access to existing transit service routes depending on user needs.
- PROJECT 300: Provides for planning and land acquisition to secure access thoroughfare from the recently completed traffic light-controlled intersection of Atlas Way and Lexington Road. Securing this access allows for future roadway extension to Hughes Street/Mabry Drive/Hollis Street/Allen Drive neighborhood providing safer left turn vehicular movement from the neighborhood for eastbound travel routes. This access also provides connectivity to Athens-Clarke County property adjacent to the airport.

Lexington Road Corridor Sub-Project Descriptions

Recommended for TSPLOST 2023 Funding– con’t.

- PROJECT 301: Provides for a shared use path connecting Lexington Road corridor and adjacent neighborhoods to the existing Firefly Trail. This connection allows bicyclist and pedestrians expanded commuter access and recreational opportunities off the heavily travelled Lexington Road corridor. The Firefly Trail allows for of road travel experience to downtown Athens on a dedicated non-vehicular pathway.
- PROJECT 102: Provides for additional funding to support TSPLOST 2023 Project #3 to create a shared use path along the north side of Lexington Road eliminating pedestrian connectivity gap connecting Cooper Road to the western drive of the Walmart shopping center. The estimated cost of completing Project #3 is larger than the budget due to GDOT requirements.
- PROJECT 101b: Provides for the installation of a pedestrian hybrid beacon (pedestrian red light) near the intersections Jail Road intersection with Lexington Road to provide safer pedestrian crossing opportunities for the adjacent neighborhoods, businesses, and supporting the ACCGov facilities in the vicinity. A pedestrian signalized crossing allows a safer opportunity to access opposite sides of the heavily traveled Lexington Road. Providing crossing opportunities allows for better access to existing transit service routes depending on user needs.

Lexington Road Corridor Sub-Project Priority Recommendation

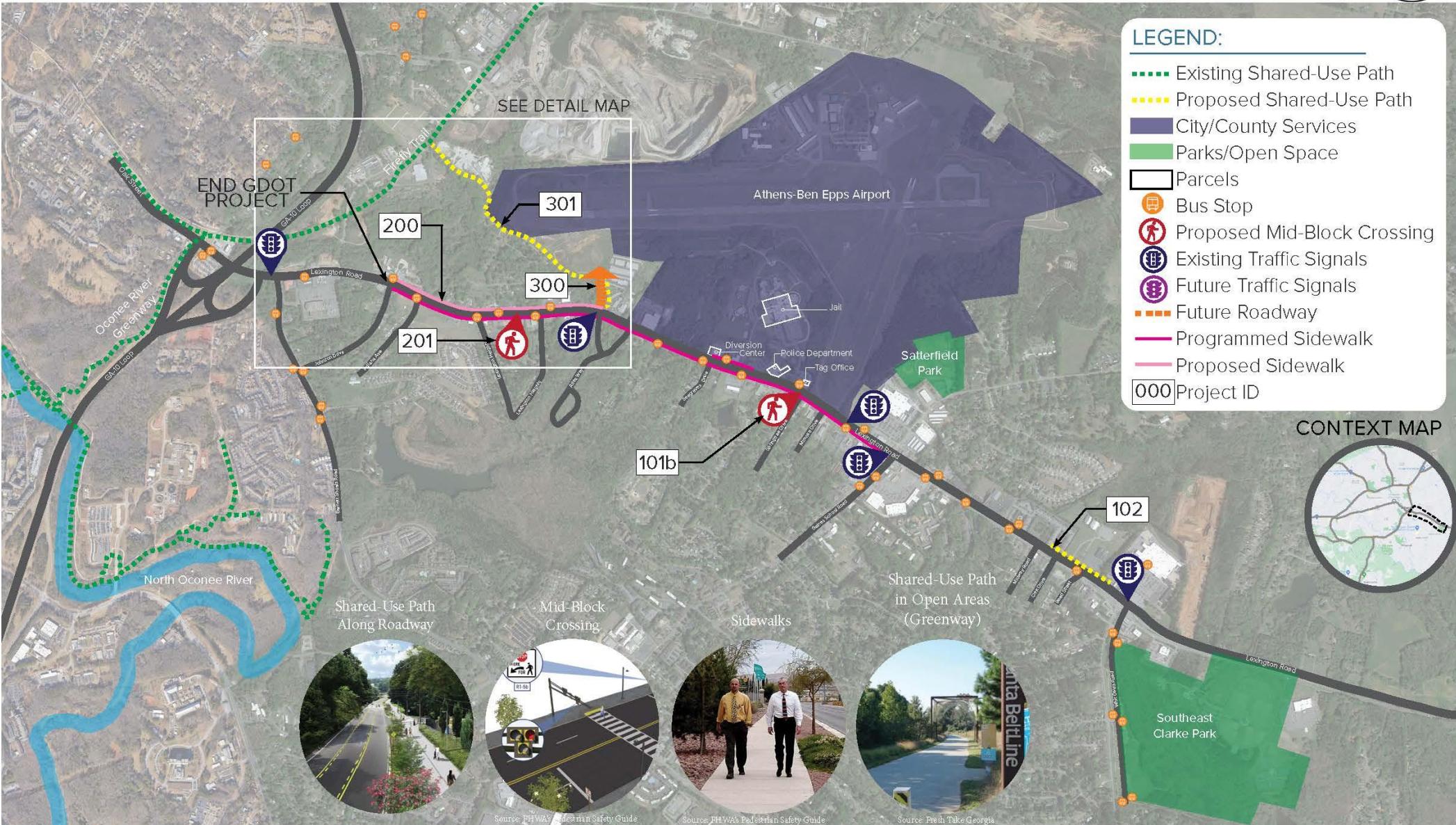
Sub-Project Priority	Project ID	Project Type	Conceptual Cost
1	200	Sidewalk	\$3,500,000
2	201	Pedestrian Crossing	\$500,000
3	300	Roadway/SUP Access	\$300,000
4	301	Shared-Use Path	\$3,000,000
5	102	Shared-Use Path/Sidewalk	\$250,000
6	101b	Pedestrian Crossing	\$500,000
		Priority Sub-Total Cost	\$8,050,000

*Conceptual Cost budgets include design/land acquisition/permitting/construction cost

Lexington Road, Bike & Pedestrian Improvements

Athens-Clarke County

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Lexington Road Corridor Sub-Project Descriptions for Future Funding

- PROJECT 204: Provides for the extension of the sidewalk along the north side of Lexington Road from the eastern part of the Walmart shopping center to Woodgrove Drive across Lexington Road from Southeast Clarke Park. Some recent development in the area have or is installing some sidewalks but complete connectivity in the is area has yet to be achieved. This 0.3 mile sidewalk extension provides a safer off road pedestrian connection to the adjacent neighborhoods and businesses along the heavily traveled Lexington Road. Sidewalk connective also provides better access to existing transit services stops along the route.
- PROJECT 101c: Provides for the installation of a pedestrian hybrid beacon (pedestrian red light) near the intersection of Cooper Road with Lexington Road to provide safer pedestrian crossing opportunities for the adjacent neighborhoods and businesses in the vicinity. A pedestrian signalized crossing allows a safer opportunity to access opposite sides of the heavily traveled Lexington Road. Providing crossing opportunities allows for better access to existing transit service routes depending on user needs.
- PROJECT 101a: Provides for the installation of a pedestrian hybrid beacon (pedestrian red light) near the intersection of County Farm R Road with Lexington Road to provide safer pedestrian crossing opportunities for the adjacent neighborhoods, businesses, and ACCGov facilities in the vicinity. A pedestrian signalized crossing allows a safer opportunity to access opposite sides of the heavily traveled Lexington Road. Providing crossing opportunities allows for better access to existing transit service routes depending on user needs. If Sub-Project 101b is implemented, 101a would not be needed.

Lexington Road Corridor Future Sub-Project Descriptions for Future Funding – con't.

- PROJECT 100: Provides for a shared use path along the north side of Lexington Road corridor between Atlas Way and Cherokee Road. This connection allows bicyclist and pedestrians expanded commuter access and recreational opportunities outside the heavily travelled Lexington Road corridor traffic lanes.
- PROJECT 202: Provides for a shared use path along the north side of Lexington Road corridor between Cherokee Road and Cooper Road. This connection allows bicyclist and pedestrians expanded commuter access and recreational opportunities outside the heavily travelled Lexington Road corridor traffic lanes.
- PROJECT 302: Provides two opportunities to connect Satterfield Park to Lexington for a shared use path. One section would connect along easterly property line of Athens Ben Epps airport to Satterfield Park from Lexington Road. The other opportunity is to connect a shared use path along Cherokee Road to the entrance of Satterfield Park. These connections allows bicyclist and pedestrians to reach Satterfield Park in a safe manner and connect the area businesses.
- PROJECT 203: Provides for a shared use path along the north side of Lexington Road corridor between Walmart shopping center to Southeast Clarke Park. This 0.7 mile connection allows bicyclist and pedestrians expanded commuter access and recreational opportunities outside the heavily travelled Lexington Road corridor traffic lanes expanding access to Southeast Clarke Park.
- PROJECT 303: Provides for a new traffic signal to provide controlled vehicular/bicycle/pedestrian government across Lexington Road at Southeast Clarke Park and Woodgrove Road.

Lexington Road Corridor Future Sub-Project Priority Recommendation

Sub-Project Priority	Project ID	Project Type	Conceptual Cost
7	204	Sidewalk	\$300,000
8	101c	Pedestrian Crossing	\$500,000
9	101a	Pedestrian Crossing	\$500,000
10	100	Shared-Use Path	\$6,000,000
11	202	Shared-Use Path	\$2,500,000
12	302	Shared-Use Path	\$1,250,000
13	203	Shared-Use Path	\$2,500,000
14	303	Signalized Intersection	\$750,000
		Future Sub-Projects Sub-Total Cost	\$14,300,000

*Conceptual Cost budgets include design/land acquisition/permitting/construction cost

Lexington Road Corridor Improvement Project Budget

REVENUES:	
\$ 8,190,000	TSPLOST 2023, Project 02 – All Tiers
EXPENSES:	
CAPITAL:	
\$ 89,258	Expensed and Encumbered
\$ 245,000	Land/Easement Acquisition
\$ 599,600	Remaining for Design
\$ 250,000	Designated Lexington Road Sidewalk Gap (TSPLOST 2023 Project 03)
\$ 613,142	Designated Misc./PM Fees/ Testing Permitting
\$ 51,000	Proposed for Public Art
\$ 1,242,000	Designated Design & Construction Contingency
\$ 5,100,000	Available for Construction for Proposed Sub-Projects

*The current available budget including design, land acquisition, permitting, construction, and contingency is \$7,436,600; equating to \$613,400 below the conceptual cost estimate of the proposed six priority sub-projects. A budget adjustment is not recommended, at this concept phase. Necessary budget adjustments can be recommended, as additional information becomes available during the design process (e.g. updated cost analysis, land values, and partnership opportunities with private development and GDOT).

Lexington Road Corridor Improvements Schedule

- M&C Work Session Project Concept Review - August 13, 2024
- M&C Agenda Setting Meeting Project Concept Discussion – August 20, 2024
- TSOC Meeting Project Concept Concurrence – August 19, 2024
- M&C Voting Meeting Project Concept Approval – September 3, 2024
- Preliminary Plan Development
- Preliminary Plan M&C Approval – December 2025

Lexington Road Corridor Improvements

TSPLOST 2023 Project #02

Questions/Comments