



Project 39

# A More Mobile Milledge

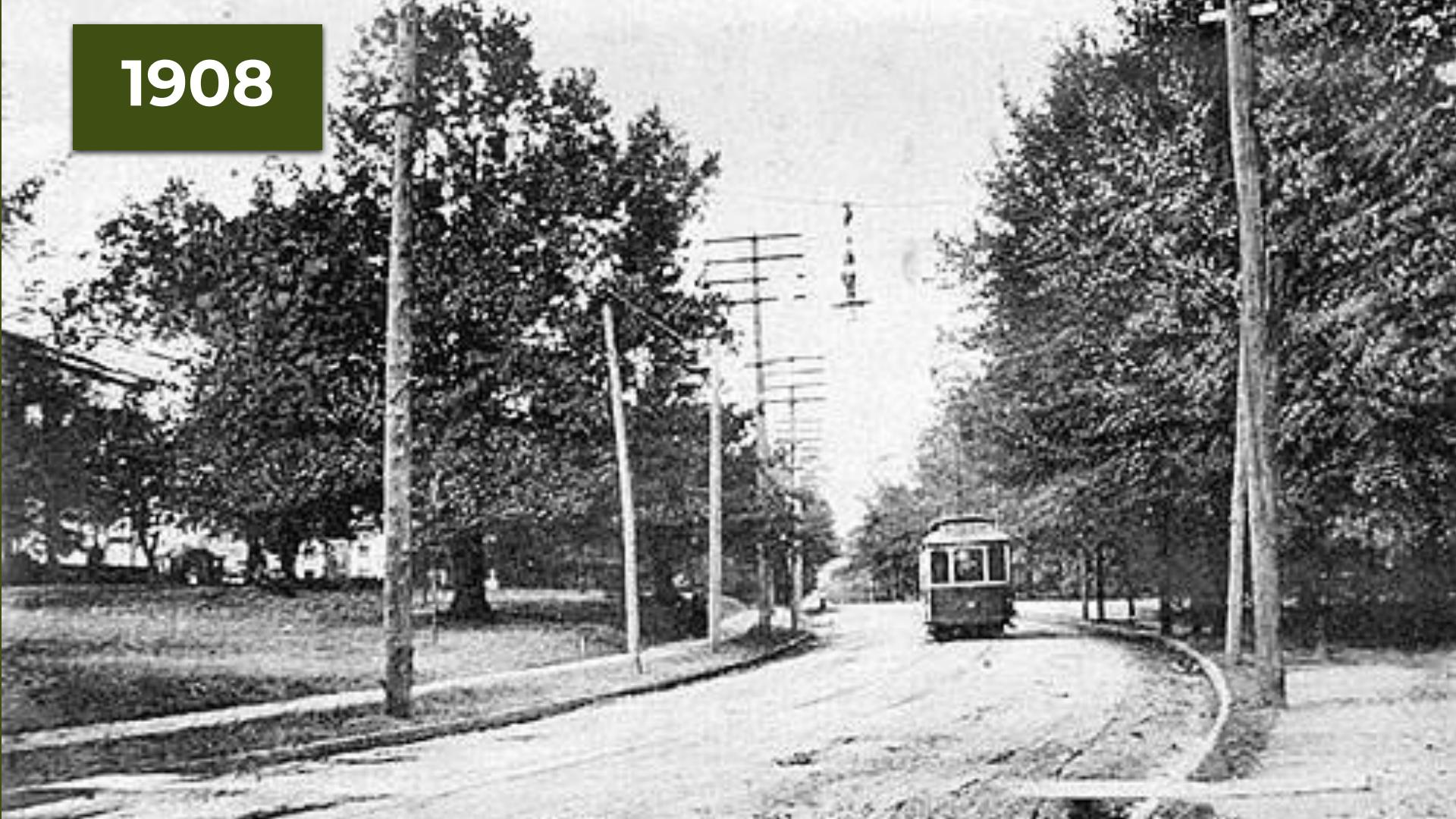
ATHENS IN MOTION



The working title for this project is...

**“WE NEED TO TALK  
ABOUT MILLEDGE”**

1908



# Present day



**BIG IDEA**

**Milledge is the only critical corridor  
without a study or plan to guide its  
future as Athens grows**



**The situation on the ground...**

**WE NEED TO TALK ABOUT MILLEDGE**



**The situation on the ground...**

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# BIG IDEA

**Without safe, separated space,  
only the bravest people bike or  
roll on Milledge.**



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**MEANWHILE  
ON PRINCE**

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# The situation on the ground...

WE NEED TO TALK ABOUT MILLEDGE

## PROJECT DESCRIPTION

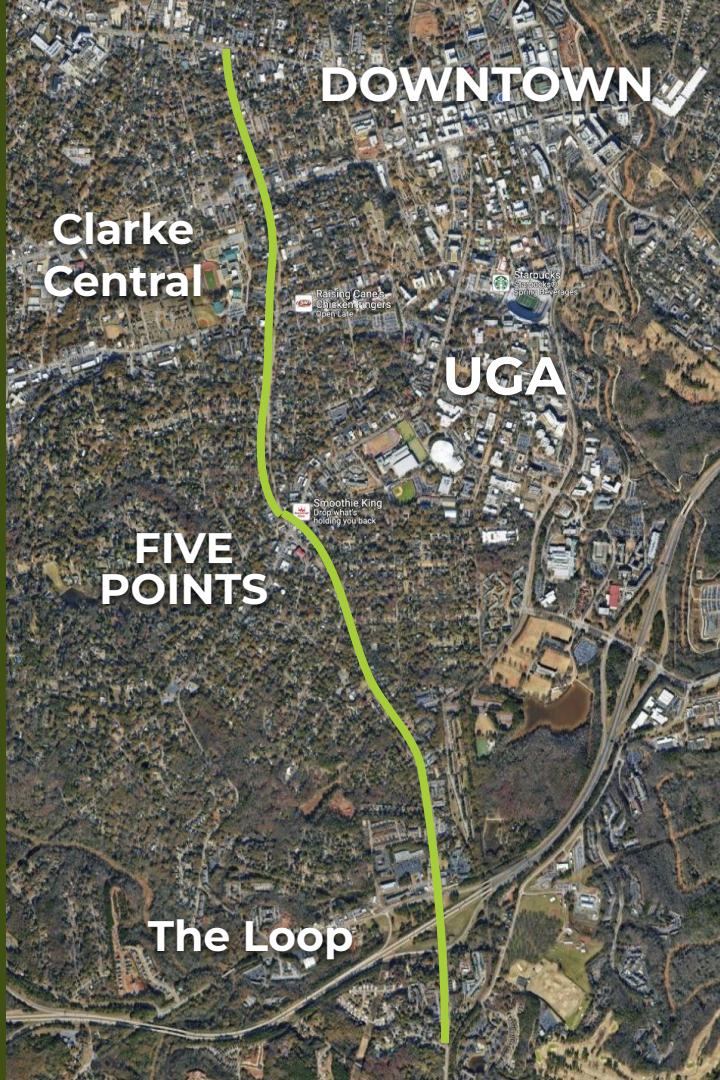
Milledge Avenue, a historic, three-lane corridor, serves as a vital North/South connection for neighborhoods, schools, and UGA. Sidewalks exist but have gaps and are narrow and close to traffic, and there is no bike or micro mobility infrastructure. Though it is a Tier One High Priority route for biking and rolling in the Athens in Motion Plan, Milledge is the only critical corridor without a vision or transportation plan.

## PROJECT DESCRIPTION CLARIFIED

This project seeks to look into bike/ped etc. safety improvements on a **3.3-mile stretch** of Milledge Avenue from Prince Avenue to Riverbend Road, and implement first phase of recommendations—until the money runs out.

# Project Location

## WE NEED TO TALK ABOUT MILLEDGE



Exact location	General config.	Miles	CONSTRUCTION per mile	Treatment for sake of cost estimate	Total (cost per mile + 20%)
<b>Segment 1</b> Prince Avenue to Hill Street	2 travel lanes, sidewalks both sides	0.2	\$3,421,440	Need ROW & Impact Parking and need walls (extensive)	\$821,146
<b>Segment 2</b> Hill Street to Milledge Heights (roughly)	2 travel lanes, center turn lane, sidewalks both sides	1.7	\$3,421,440	Need ROW & Impact Parking and need walls (extensive)	\$6,979,738
<b>Segment 3</b> Milledge Heights to Shopping center (roughly)	2 travel lanes, sidewalks west, disconnected sidewalk east	0.8	\$3,421,440	Need ROW & Impact Parking and need walls (extensive)	\$2,037,658
<b>Segment 4</b> Shopping Center to roughly Weymanda Circle	4 travel lanes + one turn lane either center or one side, sidewalks west	0.5	\$2,122,560	Easy, flat terrain & minor need ROW or Walls \ or fill \ stormwater upgrades	\$1,273,536
<b>Segment 5</b> Weymanda Circle to Riverbend Road	Narrowing to two lanes of travel, sidewalk west, disconnected sidewalk east	0.1	\$2,122,560	Easy, flat terrain & minor need ROW or Walls \ or fill \ stormwater upgrades	\$254,707
<b>Milledge Avenue total: Prince Avenue to Riverbend Road</b>	<b>Generally two lanes, with center turn lane, sidewalk on one or both sides</b>	<b>3.3</b>		<b>Varying</b>	<b>\$11,366,784</b>

**Notes: Working with 2-Way bike facilities cost line, though exact facilities would be determined by context, and study/consultation**

# Facts

WE NEED TO TALK  
ABOUT MILLEDGE

Milledge Avenue one of our most-walked and biked streets, but lacks space for people on bikes, scooters, etc.

Milledge, owned by GDOT, is the only corridor without a study or plan (beyond the Athens in Motion Plan)

The historic character and high pedestrian activity makes Milledge worth preserving and developing strategically as Athens grows.

# Solutions could include

WE NEED TO TALK  
ABOUT MILLEDGE

Developing a plan with for making  
Milledge safer with strategic  
implementation

Concrete things we could do:

Bury utilities, make use of existing  
roadway to add temporary or  
permanent space for people to  
bike/walk/roll, install  
separated/protected lanes, build  
shared-use/multi-use path, crossing  
improvements



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