



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.**



**Brave
person**

The situation on the ground...

WE NEED TO TALK ABOUT MILLEDGE



**MEANWHILE
ON PRINCE**

The situation on the ground...

WE NEED TO TALK ABOUT MILLEDGE



The situation on the ground...

WE NEED TO TALK ABOUT MILLEDGE

A faint, dark green map of Athens, Georgia, serves as the background. It shows major roads like Milledge Avenue, US-29, and US-42, as well as landmarks like the University of Georgia (UGA) and various neighborhoods. The map is oriented with North at the top.

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%)
Segment 1 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
Segment 2 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
Segment 3 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
Segment 4 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
Segment 5 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
Milledge Avenue total: Prince Avenue to Riverbend Road	Generally two lanes, with center turn lane, sidewalk on one or both sides	3.3		Varying	\$11,366,784

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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