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APPENDIX A

EXISTING PLAN REVIEW

ATHENS-CLARKE COUNTY BICYCLE ACCESS IMPROVEMENT PROJECT EVALUATION MANUAL

The Athens Clarke County Bicycle Access Improvement Program provides a framework for a systematic approach to bicycle infrastructure projects. This manual's purpose is to help city and county staff, officials, and citizens understand how projects are evaluated. The manual contains a comprehensive list of projects completed under the Bike Athens Master Plan and relevant experiences/practices used by other governments. The AASHTO guidelines, bicycle level of service, and the NACTO guidelines are also used as criterion measures.

Based on these guidelines and case studies, this manual identifies seven evaluation criteria for prioritizing bicycle infrastructure projects: safety, cost, connectivity, level of

stress, accessibility, topography, and route attractiveness. Safety, costs, connectivity, and level of traffic stress are weighted more heavily than the other factors. The manual assess safety based on many factors, including but not limited to grade, lighting, pavement factors, and roadway geometry. Level of stress for cyclists is also measured by several criteria, including average daily traffic, posted speed limit, paved shoulders, and outside land width. Connectivity evaluation is based on connection to two types of infrastructure: number of existing bicycle facilities and arterials connected to a proposed project. And the cost evaluation considers two main factors: existing right of way and type of reconstruction (major and minor).

ATHENS-CLARKE COUNTY BICYCLE MASTER PLAN

The primary purpose of the Athens-Clarke County Bicycle Master Plan is to identify existing bicycle routes and propose a connected network of bicycle paths. The plan's focus is within a three-mile radius around College Avenue. The focus area has a gridded street system that is well-suited for bicycle infrastructure. Eight existing facilities totaling to 8.5 miles of bicycle lanes are already in place; these include both on and off-street facilities.

The University of Georgia's bicycle infrastructure should also be connected to the network. Based on the existing facilities, bicycle level of service, public engagement, corridor studies, and existing bus routes, sixteen new projects were proposed. Each is evaluated based on the Athens-Clarke County Bicycle Access Improvement Project Evaluation Manual. The proposed projects connect existing facilities to one another and allow access to downtown Athens.

COMPLETED BICYCLES FACILITIES REPORT

This report summarizes the bicycle infrastructure projects that have been completed between 2001 and 2017. Nearly 30 different bicycle lane projects have been completed, and more than 50 sharrows have been added.

PROPOSED BICYCLE FACILITIES SCORE SHEET

Athens-Clarke County’s Bicycle Access Improvement Project Evaluation Manual has been used to score and prioritize proposed bicycle projects based on its seven criteria. The highest scoring projects are categorized as

“share the road signage” projects, which include sharrows and road signs, as cost is considered one of the most important factor in prioritization.

ATHENS TRANSIT FEASIBILITY STUDY & APPENDICES 2016

This study provides an overview of the study area and its transit services to explore the feasibility of coordinated transit services in Athens-Clarke County and the University of Georgia (UGA). There are two major providers of transit within the area: Athens Transit and UGA transit. There are other forms of transit within the city, including intercity buses like Greyhound and Max Bus, taxis and ride share networks, apartment shuttles, and human services transport. This report is the first step in analyzing existing conditions to determine if the existing land use, zoning, development densities, census data, and existing infrastructure are supportive of an interconnected system.

After considering multiple transit structures and connectivity options, recommendations were proposed for branding and marketing, user enhancements, multimodal enhancements, and financial strategies. The plan recommends an updated branding strategy for Athens Transit and to hire specific marketing staff.

It also recommends incorporating on-board Wi-Fi. This would benefit both users and operators; integration of Wi-Fi would also allow opportunities for integrating intelligent transportation system (ITS) elements like real-time information sent to operations. In terms of multimodal enhancements, the report also suggests that bicycle and pedestrian facilities within a one-mile radius of the proposed route changes provide connectivity to the bus stop. As nearly 60% of transit users walk to and from transit, it is recommended that a thorough study of bicycle and pedestrian accessibility be conducted to assess the conditions of existing facilities and provide an implementation plan for future facilities.

The appendices of the Athens Transit Feasibility Study contain the results from an extensive public engagement process. It includes results from public meetings and stakeholder interviews, as well as transit rider on-board surveys.

FACILITY INVENTORY

CROSSWALK TREATMENTS



BIKE PAVEMENT MARKINGS



PEDESTRIAN PUSH BUTTONS



BICYCLE AND PEDESTRIAN SIGNAGE



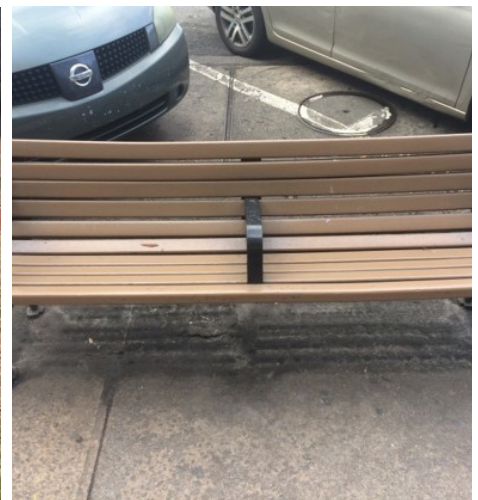
CURB RAMPS AND TACTILES



MID-BLOCK CROSSINGS



STREET FURNITURE



STREET FURNITURE (CONTINUED)



DEMAND ANALYSIS FACTORS

The demand analysis created for the Athens-Clarke County study area identifies existing and potential demand for bicycle and pedestrian activity. The demand analysis map, or heatmap, illustrates these locations by considering multiple factors with differing weights, including but not limited to existing active transportation infrastructure and the location of key destinations with Athens-Clarke County. Together, these inputs provide a picture of locations where bike and pedestrian infrastructure will most likely be successful. This analysis, along with public input, will shape the network recommendations for Athens-Clarke County.

Each factor and its weight was chosen based on its likelihood to generate biking and/or walking trips. Bus stops, for example, are places that have higher levels of pedestrian activity and therefore require safe “first and last mile” connections. Also, certain land uses, such as “residential mixed use” and “community center,” are more attractive to bike and pedestrian trips and have been included as inputs within the demand analysis. An exhaustive list of factors used in the analysis and their weights, as shown in table below and illustrated by the demand analysis map in **Figure 2-6**.

Input	Weight	Rationale
EXISTING GREENWAY TRAIL	15	Existing greenway trails attract users of all ages and abilities
PLANNED GREENWAY TRAIL	10	Future greenway trail linkages will generate future trips
EXISTING BIKE FACILITIES	15	Existing infrastructure indicates a certain level of bike and pedestrian activity currently exists
SHARROWS	3	Identified for bike routing (Google)
UNIVERSITY/COLLEGE	7	UGA and Athens Tech serve as hubs of activity, and the campus environment offers comfortable bicycling and walking opportunities
BUS STOPS	7	Bus stops are centers for bicycling and pedestrian activity, and they need connected active transportation networks
BUS ROUTES	3	Transit ridership generates demand for bike and pedestrian facilities
SCHOOLS	12	Students may be frequent users of active transportation to commute to school if safe facilities are provided
SIDEWALKS	8	Sidewalks provide connectivity for pedestrians
PARKS/OPEN SPACE	10	Parks are existing locations of pedestrian activity and destinations for bicyclists and pedestrians
RELEVANT FUTURE LAND USES <ul style="list-style-type: none"> • Community Center Mixed Use • Corridor Business • Corridor Residential • Downtown • Main Street Business • Neighborhood Mixed Use • Residential Mixed Use • Community/Institutional • Health Care Facilities • Libraries 	10	Certain land uses are more likely to generate and attract walking and biking trips. Some uses may also provide more comfortable and safer bicycling trips.
TOTAL	100	

LEVEL OF COMFORT METHODOLOGY

For the Athens-Clarke County analysis, factors that affect Level of Comfort (LOC) include speed, the road's classification, the level of separation of the bicycle facilities from traffic, and the presence of bicycle infrastructure such as "sharrows" or a bicycle lane. Five classifications were used to describe the existing

LOC, with LOC 1 indicating the most comfortable riding environments, and LOC 5 indicating riding environments not suitable for bicycle traffic. LOC was determined based on datasets provided by Athens-Clarke County. These data sets included speed limits, functional classification, and existing bicycle facilities.

Score	Qualitative Assessment	Quantitative Assessment
LOC 1	Level of stress tolerable by most children, requiring minimal attention of cyclists	<ul style="list-style-type: none"> • Multiuse paths and greenway trails • Roads classified as "alleys" • Local roads with speed limits 25 mph or less • Major collectors with speed limits 30 mph or less with bike lanes
LOC 2	Appropriate riding conditions for the mainstream adult population	<ul style="list-style-type: none"> • Local roads with 30 mph speed limits, or local roads with higher speed limits and bike lanes • Arterials with speed limits 30 mph or less, or with speed limits 35 mph or less on streets with bike lanes • Minor arterials with speed limits of 30 mph and bike lanes • Collectors with speed limits of 30 miles per hour or less, or with speed limits of 40 mph or less on streets with bike lanes
LOC 3	Well-suited for the enthusiastic rider that is confident in his/her riding abilities, but still prefers separated facilities	<ul style="list-style-type: none"> • Local roads with speed limits between 30 and 40 mph • Arterials and collectors with speed limits between 30 and 45 mph, or speed limits between 35 and 45 mph on streets with bike lanes
LOC 4	Only tolerated by riders who may be classified as "strong and fearless"	<ul style="list-style-type: none"> • Local roads with speed limits greater than or equal to 45 mph • Arterials with speed limits greater than 45 mph, or with speed limits greater than 50 on streets with a bike lane • Minor arterials with speed limits greater than 30, or with speed limits greater than 40 on streets with bike lanes • Collectors with speed limits greater than 40 mph, or with speed limits greater than 45 on streets with bike lanes
LOC 5	Not appropriate conditions for bicycle traffic	<ul style="list-style-type: none"> • Inner/Outer Loop 10 and its ramps (restricted bike access) • Arterials with speed limits greater than 45 mph