

**Submitted By:** BikeAthens  
Tyler Dewey  
Phone: (815) 315-3864      Alt. Phone:  
Email: [executivedirector@bikeathens.org](mailto:executivedirector@bikeathens.org)

**Project Classification:** Social Well-Being  
**Project Focus:** Basic Facilities & Infrastructure  
**Project Type:** Bicycle or Pedestrian Improvements (Includes Greenway and Rail to Trails)

**Previously Submitted and Rejected:**

**Continuation Project:** Yes - TSPLOST 2018 12- Pedestrian Improvements Program

**Project Total Cost:** **\$ 1,877,000**

**Total Operating Cost:** **\$ -**

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**Project Description:** The Vincent Drive Sidewalk Program would construct a sidewalk on the 1.4 mile section of Vincent Drive between Jefferson River Road and Newtown Bridge Road. Sidewalks are critical infrastructure that improve safety, health, and wellbeing. The installation of a sidewalk along Vincent Dr. would provide this area with more mobility options and create a safer street.

**Project Mission Statement/Goals & Objectives:** The mission of the Vincent Dr. Sidewalk Project is to provide 1) basic infrastructure, 2) increase the safety, health, and quality of life for the people who live along street, and 3) fulfill the goals of Athens in Motion, Envision Athens, SPLOST 2020, and the Athens-Clarke County government as a whole. Adapted from the text of Athens in Motion, the GOAL of Vincent Dr. Sidewalk project is to create a connected sidewalk path that provides safe access and opportunity for the people who live close to Vincent Dr. The OBJECTIVES of the project are to provide equitable infrastructure to the Vincent Dr. area; improve transportation connections, especially by connecting people to transit; link the neighborhood to important destinations like the Holland Youth Sports Complex, and create infrastructure for people of all ages and abilities.

Athens in Motion designated Vincent Dr. as a Tier 1 pedestrian project--the highest priority. Envision Athens's top transportation item is: "support bike and pedestrian infrastructure through respective master plans." According to Athens Wellbeing Project, the Vincent Dr. area has higher rates of "no available vehicle" than other parts of the county. It has higher rates of "Poverty under 18." Sidewalks provide equitable access to transit. Sidewalks provide mobility options for those who cannot drive. Athens Transit Route 8 bus services Vincent Dr. Sidewalks provide a safer, easier way to reach the bus stop. Sidewalks will help families walk to the Holland Youth Sports Complex if they wish to do so. Again, there many reasons people cannot drive.

**Projected Useful Life of Project:** Based on our research, the average service life of a sidewalk is 20-40 years, but some jurisdictions have seen sidewalks last 75 years.

**To meet the Project Goals & Objectives, when should this project be completed?** To meet the Project Goals & Objectives, the project should be completed in the next 10 years.

**The Leadership in Energy and Environmental Design (LEED) Green Building System compliance:** While not a building per se, sidewalk and improved walkability align with LEED goals. Particularly, LEED aims to promote walkability: "To promote walking by providing safe, appealing, and comfortable street environments that support public health by reducing pedestrian injuries and encouraging daily physical activity."

**How will this project help meet the Public Safety, Basic Facilities/Infrastructure, and/or Quality of Life needs in Athens-Clarke County?** A defined by this SPLOST application, sidewalks are basic infrastructure. The Athens-Clarke County Government mission statement aims to provide: "an open and responsive government, facilitating a positive environment for individuals to obtain a high quality of life and local organizations to achieve success by providing innovative, high quality services and responsible stewardship of the community's resources, to benefit current and future generations." Sidewalks create a positive environment and improve quality of life. Residents have long requested sidewalks along Vincent Dr; therefore, building sidewalks along Vincent Dr. responds to community concerns. According to the Athens Wellbeing Survey, "Walking Trails and Paths" and "Improved Sidewalks" are the Top 2 desired amenities in this part of the county.

Vincent Dr. connects two important Athens corridors: Jefferson River Rd. and Newton Bridge Rd. Vincent Dr. also connects the surrounding neighborhoods to the Holland Youth Sports Complex. Sidewalks' many benefits improve Quality of Life. Sidewalks improve safety, improve mobility, and improve community health. According to the Federal Highway Administration, roads "without sidewalks are twice as likely to have pedestrian crashes as sites with sidewalks on both sides of the street."

For people who cannot drive or do not have access to a car, sidewalk provide critical mobility options. According to Athens Wellbeing Project, the Vincent Dr. area has higher rates of "no available vehicle" than other parts of the county. It has higher rates of "Poverty under 18." Sidewalks provide equitable access to transit. Sidewalks provide mobility options for those who cannot drive. Athens Transit Rte 8 services Vincent Dr. Sidewalks provide a safer, easier way to reach the bus stop. Sidewalks will help families walk to the Holland Youth Sports Complex if they wish. The Sidewalks will provide a seamless connection between the neighborhoods along Vincent Dr. and the rest of Athens-Clarke County. By providing a safe place to walk, sidewalks bring a host of health benefits. Sidewalks promote walking. Walking has numerable health benefits, not limited to reducing the risk of Type 2 Diabetes, heart disease, and colon cancer. Walking helps reduce obesity, fights chronic disease, improves mood. Sidewalks create inclusiveness, a sense of place, and a help knit communities tighter together.

A sidewalk project. Vincent Dr. will bring all these benefits to Vincent Dr.

**How is this Project recommended/included in any approved ACCGOV Land Use Plan, Master Plan, Study, Service Delivery Plan, Envision Athens, etc.?** This sidewalk segment is a Tier 1 (Highest Priority) sidewalk project as identified in Athens in Motion. It is supported by reference in Envision Athens. Envision Athens' top transportation priority is supporting the Athens in Motion (Bike and Pedestrian Plan).

## Triple Bottom Line Impacts

**Positive Benefits for the Prosperity of Athens-Clarke County:** Sidewalks improve the health and wellbeing of Athens Citizens. They create a sense of place and more connected communities. The AARP notes that 8 in 10 Americans prefer being in community that offers sidewalks and good places to walk. The ARRP continues: "Safe, accessible, well-maintained sidewalks are a fundamental community investment that enhances public health and maximizes social capital." People who walk more are more likely to report better mental health. As mentioned before, not everyone owns a car or can drive. Sidewalks provide mobility to more people. More mobility will create more active and engaged citizens.

Sidewalks can boost the value of a home and boost a home's resale value. Again according to the AARP: "in a scenario where two houses are nearly identical, the one with a five-foot- wide sidewalk and two street trees not only sells for \$4,000 to \$34,000 more but it also sells in less time." Improved sidewalks and mobility along Vincent Dr. will make a more prosperous Athens-Clarke County.

**Detrimental Impacts to the Prosperity of Athens-Clarke County:** While sidewalks can often be built in the right-of-way, people may lose some front-yard space. It is possible that sidewalks will boost the property values of house fronting Vincent Dr. This could lead to an increase in property taxes. There will be no detrimental impact on visitors, other than the penny sales tax.

**Positive Benefits for our Citizens and Visitors:** A sidewalk project on Vincent Dr. provides a host of benefits to our citizens. First, it responds to community need and desire. In the Athens Wellbeing Project school report, the Top 2 amenities desired by folks in this part of town: "Walking Trails and Paths" and "Improved Sidewalks." Second, it creates community connections. Vincent Dr. connects two important Athens corridors: Jefferson River Rd. and Newton Bridge Rd. Vincent Dr. also connects the surrounding neighborhoods to the Holland Youth Sports Complex.

Sidewalks actively promote equity by creating more mobility and connect people to transit and jobs. A sidewalk on Vincent Dr. would provide more transportation options. According to Athens Wellbeing Project, the Vincent Dr. area has higher rates of "no available vehicle" than other parts of the county. It has higher rates of "Poverty under 18." Sidewalks provide equitable access to transit. Athens Transit Route 8 services Vincent Dr. Right now, to access the bus stop (or vice versa), people have to walk in a ditch. Sidewalks provide a safer, easier way to reach the bus stop. Sidewalks will help families walk to the Holland Youth Sports Complex if they wish. Being able to more easily get to bus stops, makes it easier to get to jobs. It will create a more prosperous Vincent Dr.

The Vincent Dr. Sidewalk Project will make Vincent Dr. more livable. By providing a safe place to walk, sidewalks bring a host of health benefits. Sidewalks promote walking. Walking has numerable health benefits, not limited to reducing the risk of Type 2 Diabetes, heart disease, and colon cancer. Walking helps reduce obesity, fights chronic disease, improves mood. Sidewalks create inclusiveness, a sense of place, and a help knit communities tighter together. A healthier, more connected community is a more productive community. Sidewalks also improve safety, mobility, and community health. Finally, sidewalks also can

improve the resale value of homes. The AARP reports that the presence of a 5-foot sidewalk can boost the resale value of a home by \$4,000-\$34,000 over similar house with no sidewalk.

This sidewalk project for Vincent Dr. will bring all these benefits to Vincent Dr.

**Detrimental Impacts for our Citizens and Visitors:** While sidewalks can often be built in the right-of-way, people may lose some front-yard space. It is possible that sidewalks will boost the property values of house fronting Vincent Dr. This could lead to an increase in property taxes. There will be no detrimental impact on visitors, other than the penny sales tax.

**Environmental Benefits, including but not limited to Positive impacts on existing Infrastructure/Systems:** Sidewalks promote walking; there is chance that installing sidewalks will reduce some car trips as families choose to walk for some trips. Culverts at driveways may also help alleviate some flooding that occurs along Vincent Dr. during heavy rain.

**Detrimental Impacts for the Environment, including but not limited to Negative impacts on existing Infrastructure/Systems:** Construction may create some land disturbances. Depending on the final alignment, some trees may be need to replaced.

**Positive/Negative Impacts on ACCGOV Departments, Agencies, or other Organizations, if not covered in one of the above questions:** The Vincent Dr. Sidewalk project could positively impact Athens-Clarke County Transportation and Public Works, Athens Transit, and Leisure Services. By specifically designating this sidewalk project, Athens-Clarke County Transportation and Public Funds can use unallocated sidewalks funds for other projects. That is to say, using SPLOST money for Vincent Dr. would allow ACC TPW to spread unallocated funds further. The end result will be more sidewalk built more quickly. Secondly, since this project will create safer opportunities to walk and from bus stops, it may boost ridership on Route 8. More ridership would bring more revenue to Athens Transit. Lastly, the sidewalk may allow for easier use of the Holland Sport Youth Complex. By creating a safe, easy connection to the Sport complex, more Vincent Dr. families may use the facility.

## Project Costs

**Detailed project capital budget costs (to be funded from SPLOST 2020 only):**

Project Costs (round to thousand)	Amount
1. Land Acquisition / ROW / Easement:	\$ 200,000
2. Design Fees: (Min.12% of New Const.; 14% of reno.; 16% for LEED proj.)	\$ 124,000
3. Miscellaneous Fees: (Min. Minimum of 3% of Construction Costs – used for permitting, etc. Utilize minimum of 10% if land acquisition if necessary.)	\$ 31,000
4. Fixtures, Furniture, and Equipment (for a facility): A detailed estimate is preferred – but dependent upon the specific project, utilize at a minimum \$15 to \$20 per square foot.	\$ 60,000
5. Construction:	\$ 1,032,000
6. Construction Contingency: (10% of the Construction line item)	\$ 104,000
7. Acquisition of Capital Equipment:	\$ -
8. Testing:	\$ 31,000
9. Project Management: (4% of the total budget line items above)	\$ 64,000
10. Project Contingency: (10% of the total budget line items above)	\$ 165,000
11. Public Art: Calculated at 1% of the Construction line item.	\$ 11,000
12. Other 1:	\$ -
13. Other 2:	\$ -
<b>Project Subtotal:</b>	<b>\$ 1,822,000</b>
14. Program Management (3% of Project Subtotal):	\$ 55,000
<b>SPLOST 2020 Project Total:</b>	<b>\$ 1,877,000</b>

## Operating Cost

**Total Annual Net Operating Costs when Project is complete:** None

## Project Financing

**Is the proposed Project to receive funding from source(s) other than SPLOST 2020?** No

## Project Site

**Will the proposed Project require any land, whether existing sites, new site, easements, or Rights of Way?** Yes

**Will the proposed Project be on a site currently owned by ACCGOV?** Partially

**Approximately how many acres is available or will be needed for the new facility or Park?**

**Project Location/Address (Existing or Proposed):**

**Will the Project require fee simple additional land acquisition?**

**Will the Project require Rights-of-Way or Easement acquisition?** Rights-of-Way acquisition will be required for most of the length of the project. The width needed will vary and will depend on the final design.

Table 4-7: Tier 1 Pedestrian Projects

ID	NAME	LOW BIKE COST	HIGH BIKE COST	SIDEWALK COST	SIDEWALK + CURB/GUTTER COST	FROM	TO	LENGTH (MI)
6	Barber St	\$1,358,133	\$4,664,187	\$589,787	\$735,881	N Chase St	Boulevard	1.0
7	Willow St/Cleveland Ave	\$592,702	\$1,942,420	\$215,761	\$269,206	Barber St	Elizabeth St	0.6
12	Oneta St	\$126,276	\$126,276	\$275,281	\$343,470	Normaltown Connector Greenway	Barber St	0.5
25	Normal Ave/Belvoir Hts	\$133,511	\$227,111	\$291,054	\$363,150	Oglethorpe Ave	Brooklyn Creek Middle Greenway	0.5
33	Old Jefferson Rd	\$2,572,035	\$8,429,145	\$1,387,880	\$1,731,667	Whitehead Rd	Buena Vista Ave Nantahala Ext	2.4
38	Jefferson River Rd	\$844,190	\$2,766,603	\$455,528	\$568,366	Old Jefferson Rd/Greenway	Vincent Dr	0.8
39	Vincent Dr	\$1,531,488	\$5,019,035	\$826,397	\$1,031,101	Jefferson River Rd	Newton Bridge Rd	1.4
40	Newton Bridge Rd	\$1,332,541	\$4,576,297	\$578,673	\$722,014	Vincent Dr	Saxon Woods Dr	1.0
41	Newton Bridge Rd	\$1,900,887	\$6,528,144	\$825,485	\$1,029,962	Vincent Dr	N Chase St	1.4
43	Old Hull Rd	\$1,426,889	\$4,676,241	\$443,983	\$553,961	North Ave	Athena Dr	1.3
44	Old Hull Rd	\$1,222,651	\$4,006,906	\$659,747	\$823,171	Athena Dr	Hull Rd	1.1
45	Athena Dr	\$1,354,256	\$4,438,205	\$730,762	\$911,776	Collins Industrial Blvd	Olympic Dr	1.3
51	Vine St	\$306,100	\$1,579,477	\$296,348	\$369,755	Oakridge Ave	Nellie B Ave	0.6
53	N Peter St/Olympic Dr	\$531,653	\$2,743,327	\$552,503	\$689,362	Vine St	Indian Hills Rd	1.0
62	Cherokee Rd	\$987,569	\$4,652,369	\$313,444	\$391,086	Beaverdam Rd	Lexington Rd	0.9
64	Winterville Rd	\$219,997	\$755,528	\$95,537	\$119,202	Winterville Rd	Lexington Rd	0.2
81	Macon Hwy/Timothy Rd	\$2,290,418	\$7,865,897	\$890,024	\$1,110,489	Timothy Rd	S Milledge Ave	1.7
89	St James/Devonshire/Somerset	N/A	N/A	\$56,493	\$70,486	Timothy Rd	Brooklyn Creek South Greenway	0.1
96	North Ave/E Dougherty St	\$543,784	\$1,867,499	\$129,384	\$161,434	College Ave	North Oconee River Greenway	0.4
97	E Campus Rd	\$829,922	\$2,719,845	\$447,829	\$558,760	Williams St Greenway	E Green St	0.8
106	Riverbend Rd	\$731,557	\$3,774,833	\$797,397	\$994,917	S Milledge Ave	College Station Rd	1.4
108	Danielsville Rd/North Ave	\$173,661	\$173,661	\$378,581	\$472,358	Old Hull Rd	Freeman Dr	0.7
117	King Ave	N/A	N/A	\$56,493	\$70,486	Sunset Dr	Old West Broad St	0.1
<b>TOTAL</b>		\$21,010,221	\$73,533,805	\$11,294,372	\$14,092,060			21.2

# Sidewalks

## A LIVABILITY FACT SHEET

Eight in 10 Americans prefer being in a community that offers sidewalks and good places to walk. Six in 10 prefer a neighborhood that features a mix of houses, shops and services within an easy walk versus a neighborhood that requires a car for every errand.<sup>1</sup>

People who live in neighborhoods with sidewalks are 47 percent more likely than residents of areas without sidewalks to be active at least 39 minutes a day.<sup>2</sup>

Sidewalks play a vital role in community life. As conduits for pedestrian movement and access, they enhance connectivity and promote walking. As public spaces, sidewalks are the front steps to the community, activating streets socially and economically.

Safe, accessible, well-maintained sidewalks are a fundamental community investment that enhances public health and maximizes social capital.<sup>3</sup>

Sidewalks increase foot traffic in retail centers, delivering the customers that local shops and restaurants need in order to thrive. Retail properties with a Walk Score ranking of 80 out of 100 were valued 54 percent higher than those with a Walk Score<sup>4</sup> of 20 and had an increase in net operating income of 42 percent.<sup>5</sup>

Interest in sidewalks is so keen that they've become a factor in home prices. For example, in a scenario where two houses are nearly identical, the one with a five-foot-wide sidewalk and two street trees not only sells for \$4,000 to \$34,000 more but it also sells in less time.

A well-constructed sidewalk for a typical 50-foot-wide residential property might cost a builder \$2,000, but it can return 15 times that investment in resale value. According to a 2009 CEOs for Cities report, even a one-point increase in a community's Walk Score could increase home values by \$700 to \$3,000.<sup>6</sup>

**People who live in neighborhoods with sidewalks are 47 percent more likely than residents of areas without sidewalks to be active for at least 39 minutes a day.**



Good downtown sidewalks have enough room for people to walk, stop and talk, or even sit for a bit. This wide sidewalk in State College, Pa., is made of visually appealing paver stones. Care must be taken when installing paver and similar surfaces so wheelchairs and other wheeled devices can roll smoothly over them.

# Myth-Busting!

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## ■ “No one will use the sidewalk.”

This might have been true in the past, but research published in 2012 by the U.S. Centers for Disease Control and Prevention<sup>7</sup> (CDC) and in 2013 by the National Center for Safe Routes to School<sup>8</sup> shows that a growing number of people are walking, and that many are children and adults age 65 and older.

People just need safe, convenient and pleasant places near their homes, schools and workplaces to make walking routine, says the CDC study.

## ■ “Americans prefer to drive.”

Perhaps, or maybe they’re driving so much because there are no sidewalks! Federal data on vehicle miles traveled and a recent national study show a decline in driving and car ownership during the 2000s in an overwhelming majority of metro areas.

At the same time, the number of people commuting by bicycle and transit increased.<sup>9</sup> A survey by the Surface Transportation Policy Partnership found that 55 percent of Americans would prefer to walk more and drive less.<sup>10</sup>

## ■ “Trees will be destroyed.”

Not necessarily. Sidewalks can be curved to avoid trees. In fact, protecting a tree is one of the few reasons for a sidewalk to deviate from a direct route.<sup>11</sup>

## ■ “A sidewalk will take land from my lawn.”

Many homeowners don’t realize how far from the curb their private property line actually extends. There’s often enough of a public right-of-way easement in place to create a sidewalk without infringing in any way on a property owner’s land.<sup>12</sup>

## ■ “People will walk too close to my house.”

There’s little difference between what passersby can see from a sidewalk versus what they can already see from their cars or by walking along the edge of the street. Any nearness added by a sidewalk would likely be as little as a just a few feet.<sup>13</sup>

## ■ “Sidewalks increase crime.”

Actually, increased pedestrian activity puts more eyes on the street and creates safety in numbers, which deters and reduces criminal activity.<sup>14</sup>

## ■ “Tax dollars are better spent on other needs.”

Since sidewalks increase property values and tax revenues, they serve as an economic engine. Plus, sidewalk maintenance costs are real estate tax-deductible (IRS Publication 530). Sidewalks are also safety investments (by bringing more eyes and ears to the street) and an integral part of a balanced transportation budget.<sup>15</sup>

## ■ “I’ll be liable if someone gets hurt on a sidewalk near my property.”

It depends. Liability is determined by state and local law, but either government or private owner negligence concerning an “unreasonably safe” or “defective condition” (such as a wide crack or raised section) has to be proven in court in order to win a lawsuit.<sup>16</sup>

## ■ “Sidewalks ruin the character of rural neighborhoods.”

It’s only in recent decades that sidewalks have been phased out of developments. There are many ways to build a sidewalk or path to match the design and feel of a community.

1. National Association of Realtors. (November 2013) National Community Preference Survey. <http://www.realtor.org/articles/nar-2013-community-preference-survey>
2. Sallis J., et al. “Neighborhood Environments and Physical Activity among Adults in 11 countries.” *American Journal of Preventive Medicine*, Vol. 36, No.2
3. National Association of City Transportation Officials (NACTO). (October 2012) *Urban Street Design Guide* pp 24-25. <http://www.nyc.gov/html/dot/downloads/pdf/2012-nacto-urban-street-design-guide.pdf>
4. Walk Score® is an online logarithmic ranking system that determines the basic walkability of a residential or commercial property. Walk Score uses neighborhood factors such as distance to shops and schools to create a number between 0 and 100 that measures the walkability of any address <http://www.walkscore.com>
5. Pivo, G. and Fisher, J.D. (2010) *The Walkability Premium in Commercial Real Estate Investments*. University of Arizona and Benecki Center for Real Estate Studies, Indiana University. [http://www.u.arizona.edu/~gpivo/Walkability%20Paper%208\\_4%20draft.pdf](http://www.u.arizona.edu/~gpivo/Walkability%20Paper%208_4%20draft.pdf)
6. Cortright, J. Impresa, Inc., CEOs for Cities. (August 2009) *Walking the Walk: How Walkability Raises Home Values in U.S. Cities*. [http://www.ceosforcities.org/pagefiles/WalkingTheWalk\\_CEOforCities.pdf](http://www.ceosforcities.org/pagefiles/WalkingTheWalk_CEOforCities.pdf)
7. Centers for Disease Control and Prevention. (August 2012) Vital Signs. [http://www.cdc.gov/mmwr/preview/mmwrhtml/mm6121a1.htm?s\\_cid=mm6121a1\\_w](http://www.cdc.gov/mmwr/preview/mmwrhtml/mm6121a1.htm?s_cid=mm6121a1_w)
8. National Center for Safe Routes to School. (October 2013) *Trends in Walking and Bicycling to School from 2007 – 2012*. [http://saferoutesinfo.org/sites/default/files/Trends\\_in\\_Walking\\_and\\_Bicycling\\_to\\_School\\_from\\_2007\\_to\\_2012\\_FINAL.pdf](http://saferoutesinfo.org/sites/default/files/Trends_in_Walking_and_Bicycling_to_School_from_2007_to_2012_FINAL.pdf)
9. U.S. PIRG Educational Fund. (December 2013) *Transportation in Transition: A Look at Changing Travel Patterns in America’s Biggest Cities*. <http://www.uspirg.org/news/uspirg-study-shows-driving-decline-america%20%80%99s-cities>
10. Surface Transportation Policy Project, Belden Russonello & Stewart. (April 2003) *Americans’ Attitudes Toward Walking and Creating Better Walking Communities*. [http://www.transact.org/library/reports\\_pdfs/pedpoll.pdf](http://www.transact.org/library/reports_pdfs/pedpoll.pdf) Whetmore, J.Z. “Retrofit Sidewalks.” *Perils for Pedestrians Public Affairs Series* (November 2012) Retrieved March 3, 2014 <http://www.pedestrians.org/retrofit/retrofit15.htm>
11. Rails to Trails Conservancy, National Park Service. (January 1998) *Rail-trails and Safe Communities: The Experience on 372 Trails*. [http://www.railstotrails.org/resources/documents/resource\\_docs/Safe%20Communities\\_F\\_Ir.pdf](http://www.railstotrails.org/resources/documents/resource_docs/Safe%20Communities_F_Ir.pdf)
12. Ibid

# How To Get It Right



**The ideal sidewalk widths: seven feet in residential areas, eight to 12 feet in downtown settings.**

**When advocating and planning for sidewalks, consider the following:**

**■ Engage neighbors and the community**

Expect some opposition and use this fact sheet to help make the case for the sidewalks. Mobilize like-minded people and work together as a neighborhood or community. Meet with your neighbors to raise awareness and address any resistance.

**■ Make the sidewalk wide enough**

Sidewalks are critical in downtown neighborhoods and busy retail areas, both of which have lots of people, destinations and potential conflicts with vehicles. In these areas it's important to install sidewalks that are wide enough to handle foot traffic and features such as cafe seating, benches and other spots for socializing.

**■ Use a site-appropriate design**

A sidewalk should fit its setting. Even rural communities can benefit from a tastefully designed walkway. Make sure sidewalks are well-maintained and appealing, with safe and convenient street crossings and enough width to accommodate two or three people walking side by side.

The ideal setback for a sidewalk is four to 10 feet from the street. Planter strips, trees and on-street parking can extend the buffer, increasing comfort and slowing traffic.

**Sidewalks that are properly built can last 25 years or more with little more than minimal care.**

**■ Prioritize high-use areas and connectivity**

At the outset of a sidewalk construction program, prioritize where to build first by focusing on a quarter-mile circle around schools, parks, transit stops and key commercial destinations. Everything within that circle should be a priority for sidewalk construction. Be sure to map sidewalks so they're connected between the primary areas where people work, shop and play.

**■ Consider driveways**

In many neighborhoods and retail areas, driveways are full of both moving and parked cars. Since driveways interrupt a sidewalk's flow and safety, they should be kept to a minimum in commercial areas.

Carefully plan the best way to treat sidewalks that will cross driveways, especially in high-use areas. Alleys are a good tool for separating people from traffic, especially in retail areas.

**■ Build and maintain with municipal funds**

Many communities require property owners to pay for and clear sidewalks (snow, ice, etc.). Since sidewalks are a public benefit, a better policy would be to install and maintain sidewalks with public funds.

13. Ibid

14. Berg, D. (N.D.) "Sidewalk Slip and Fall: Who is Liable?" NOLO. <http://www.nolo.com/legal-encyclopedia/sidewalk-slip-fall-who-liable.html>

15. Rails to Trails Conservancy, National Park Service. (January 1998) *Rail-trails and Safe Communities: The Experience on 372 Trails*. [http://www.railstotrails.org/resources/documents/resource\\_docs/Safe%20Communities\\_F\\_Ir.pdf](http://www.railstotrails.org/resources/documents/resource_docs/Safe%20Communities_F_Ir.pdf)

16. Federal Highway Administration. (N.D.) *Pedestrian Safety Guide and Countermeasure Selection System*. [http://www.pedbikesafe.org/PEDSAFE/resources\\_guidelines\\_sidewalkswalkways.cfm](http://www.pedbikesafe.org/PEDSAFE/resources_guidelines_sidewalkswalkways.cfm)

# Success Stories

## ■ Decatur, Georgia: Citywide Sidewalk Program

Decatur has been dubbed the most walkable city in Georgia, with more than 60 miles of sidewalks in its 4.2 square miles. The ongoing, citywide sidewalk improvement program began in 2004 with a Health Impact Assessment and funding from annual appropriations by the Decatur City Commission.

The program's goal is to have a sidewalk on at least one side of every street in town. More than four miles of new and replacement sidewalks had been built by 2014.

## ■ Austin, Texas: Sidewalk Prioritization

The City of Austin has built almost 100 miles of new sidewalks since 2005 to encourage walking as a viable mode of transportation and to improve safety, accessibility and pedestrian mobility.

Austin completed a detailed sidewalk inventory, documented current conditions, obtained public input on sidewalk needs and issues, and established city sidewalk priorities that were organized into a downloadable Sidewalk Prioritization Map. The city prioritizes compliance with the Americans with Disabilities Act, sidewalks that allow children to walk safely to school, a connected network of sidewalks, trails and bikeway, and sidewalks that serve bus stops. More than 300 bus stop sidewalks have been completed since 2011.

## ■ Calloway County, Kentucky: School Sidewalks

Walking or bicycling to school was prohibited in and around the small city of Murray because there were no sidewalks and it wasn't a safe way to travel. The local government offered to build sidewalks if the school system would change the policy. The effort resulted in 15,960 feet of sidewalks, including from the county middle school to a low-income housing area. Hundreds

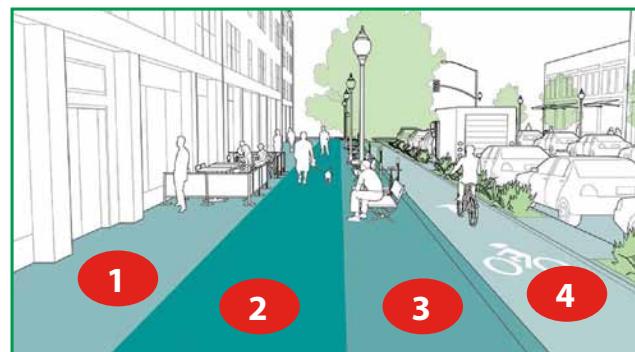
of students now regularly walk to school.

"Every time I look down the street, there are people on the sidewalks, people pulling wagons, people walking their dogs," said a school district administrator.

## HOW IT WORKS

Design guidelines recommend a minimum sidewalk cross section of five feet, exclusive of other amenities and large enough for at least two people to walk side by side. Here's a guide to the potential spaces alongside a property.

- 1. Frontage Zone:** an extension of the building
- 2. Pedestrian Through Zone:** safe and adequate place for walking, five to seven feet wide in residential areas, eight to 12 feet in downtown or commercial settings
- 3. Street Furniture/Curb Zone:** plants, trees, benches, lighting and bike parking to provide a protective barrier from motorized traffic
- 4. Enhancement/Buffer Zone:** curb extensions, parklets, parking, bike riding, bike e-racks and bike stations



National Association of City Transportation Officials, Urban Street Design Guide, nacto.org

## RESOURCES

- 1. Los Angeles County Model Design Manual for Living Streets.** (2011) <http://www.modelstreetdesignmanual.com/>
- 2. Advanced Sidewalks and Streets Toolkit.** AARP. (2011) <http://www.aarp.org/content/dam/aarp/livable-communities/plan/assessments/advanced-streets-and-sidewalks-toolkit-2011-aarp.pdf>
- 3. Costs for Pedestrian and Bicyclist Infrastructure Improvements.** Bushell, M., et al. UNC Highway Safety Research Center, Federal Highway Administration. (October 2013) [http://katana.hsrc.unc.edu/cms/downloads/Countermeasure%20Costs\\_Report\\_Nov2013.pdf](http://katana.hsrc.unc.edu/cms/downloads/Countermeasure%20Costs_Report_Nov2013.pdf)
- 4. Walkability, Real Estate and Public Health Data.** Walk Score Data Services, <http://www.walkscore.com/professional/research.php>
- 5. Sidewalks and Streets Survey.** [http://safety.fhwa.dot.gov/provencountermeasures/fhwa\\_sa\\_12\\_013.htm](http://safety.fhwa.dot.gov/provencountermeasures/fhwa_sa_12_013.htm)
- 6. Business Performance in Walkable Shopping Areas.** Active Living Research. (November 2009) [http://activelivingresearch.org/files/BusinessPerformanceWalkableShoppingAreas\\_Nov2013.pdf](http://activelivingresearch.org/files/BusinessPerformanceWalkableShoppingAreas_Nov2013.pdf)
- 7. Walk Score blog** at <http://blog.walkscore.com/>



### AARP LIVABLE COMMUNITIES

Mail: 601 E Street NW, Washington, DC 20049  
Email: [livable@aarp.org](mailto:livable@aarp.org)  
Online: [aarp.org/livable](http://aarp.org/livable)



### WALKABLE AND LIVABLE COMMUNITIES INSTITUTE

Mail: 2023 E. Sims Way #121, Port Townsend, WA 98368  
Email: [community@walklive.org](mailto:community@walklive.org)  
Online: [walklive.org](http://walklive.org)

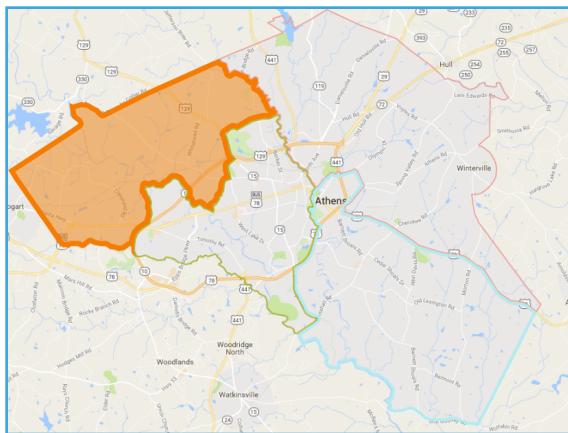


# BURNEY-HARRIS-LYONS MIDDLE



## OVERVIEW

BHL encompasses the Northwest portion of the county, extending down to the Loop 10, the Middle Oconee River, Hawthorne Ave and Kathwood Dr. The North Oconee River makes the east border of the zone.



### PLEASE NOTE:

The following symbols are used to designate when measures in this report are higher or lower than the county average:

+ higher than county

~ lower than county

Lack of a symbol means the measure is about the same as the county.

### SCHOOLS:

- BHL Middle School
- Cleveland Road Elementary
- Oglethorpe Elementary
- Whitehead Road Elementary

### NEIGHBORHOODS:

- Forest Heights
- Hampton Park
- Tallassee Road
- Westchester
- Homewood Hills
- Quail Wood
- Fowler Mill & Cavalier Rd
- Huntington Park
- Stonehenge
- Garnett Ridge (Choice Zone)

- Vincent Dr (Choice Zone)

### POINTS OF INTEREST:

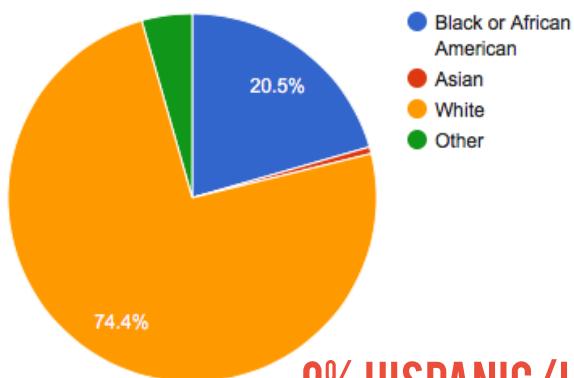
- Ben Burton Park
- Athens YMCA
- Holland Youth Sports Complex (Choice Zone)
- Athena Square
- Homewood Shopping Center
- Georgia Square Mall
- Westgate Park and Pool
- Advantage Behavioral
- Hogan Lumber
- Pilgrim's Pride
- Caterpillar Manufacturing
- Sam's Club
- Food Bank of NE GA (Choice)
- Hope Haven (Choice Zone)

### Other Demographics

- **8%** are currently enrolled in college~
- Average age of respondent was **51** years+
- **17%** of households had veteran status+
- **91%** have Internet access at home+
- **28%** have moved in the last year~
- **77%** have a child in CCSD+

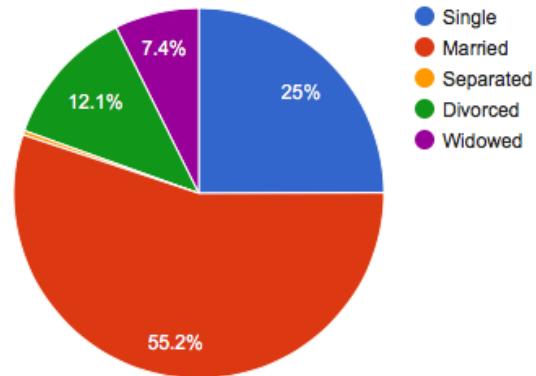
## DEMOGRAPHICS

### RACE BREAKDOWN

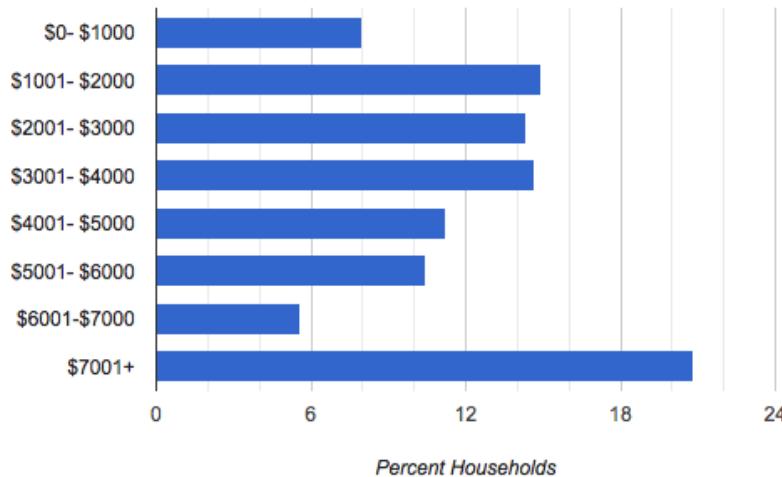


**9% HISPANIC/LATINO ETHNICITY**

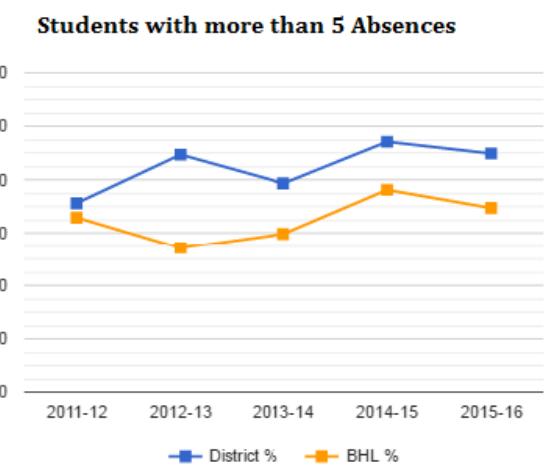
### MARITAL STATUS



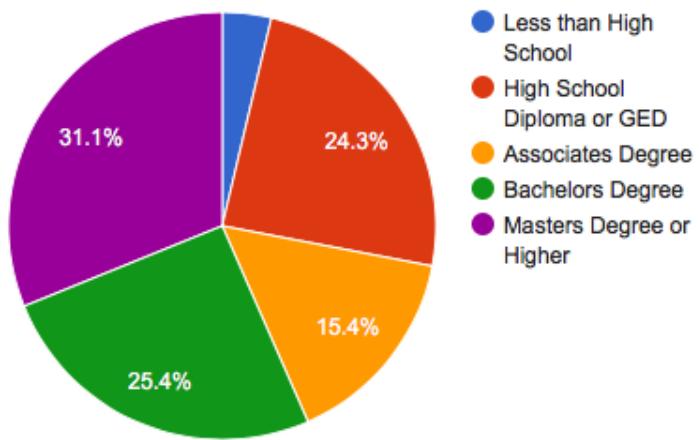
## MONTHLY HOUSEHOLD INCOME



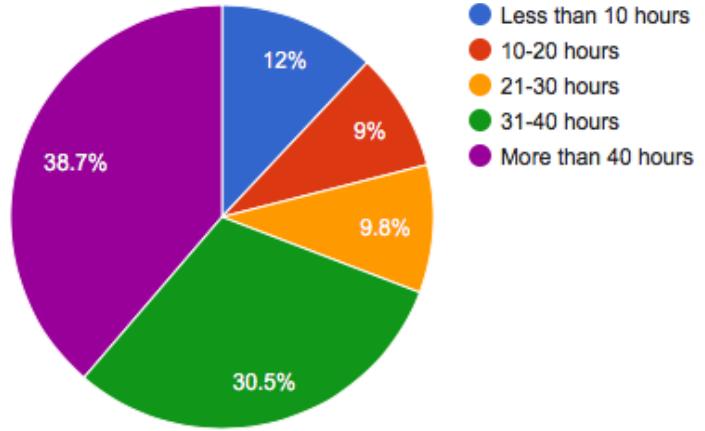
## STUDENT ATTENDANCE



## EDUCATION LEVEL



## HOURS WORKED IN A WEEK



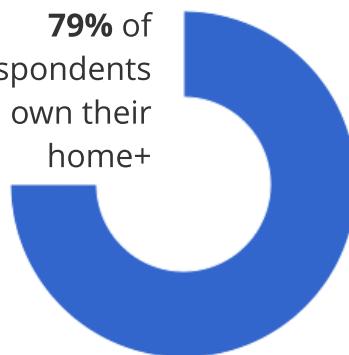
## TOP 5 DESIRED AMENITIES

1. WALKING PATHS AND TRAILS
2. IMPROVED SIDEWALKS
3. BIKE PATHS AND TRAILS
4. PARKS AND PLAY GROUNDS
5. COMMUNITY GARDENS

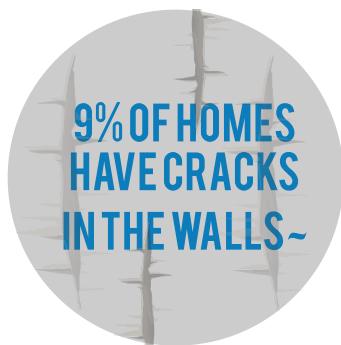


## HOUSING

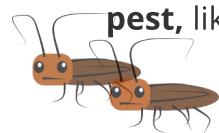
79% of respondents own their home+



7% OF HOMES REPORT MOLD~



About 14% of all households reported having some kind of pest, like rats or roaches~



# LIFELONG LEARNING

81% BELIEVE  
EDUCATION  
PREPARES CHILD  
FOR SUCCESS

79% AGREE  
SCHOOLS ARE  
CLEAN

57% AGREE  
SCHOOLS "DO  
GOOD" IN  
NEIGHBORHOODS

35% WANT TO  
BE MORE  
INVOLVED IN  
SCHOOLS

58% FEEL  
SCHOOLS ARE  
WELCOMING

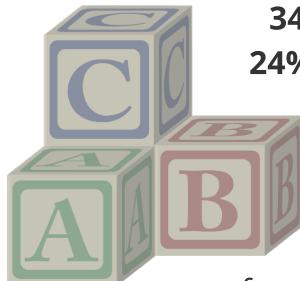
**School Pride**  
58% of households have  
pride in their local schools

38% of households feel  
connected to their local  
schools

13% OF HOUSEHOLDS  
VISIT SCHOOLS FOR  
CULTURAL EVENTS~

## Childcare

41% of households use some form  
of childcare +



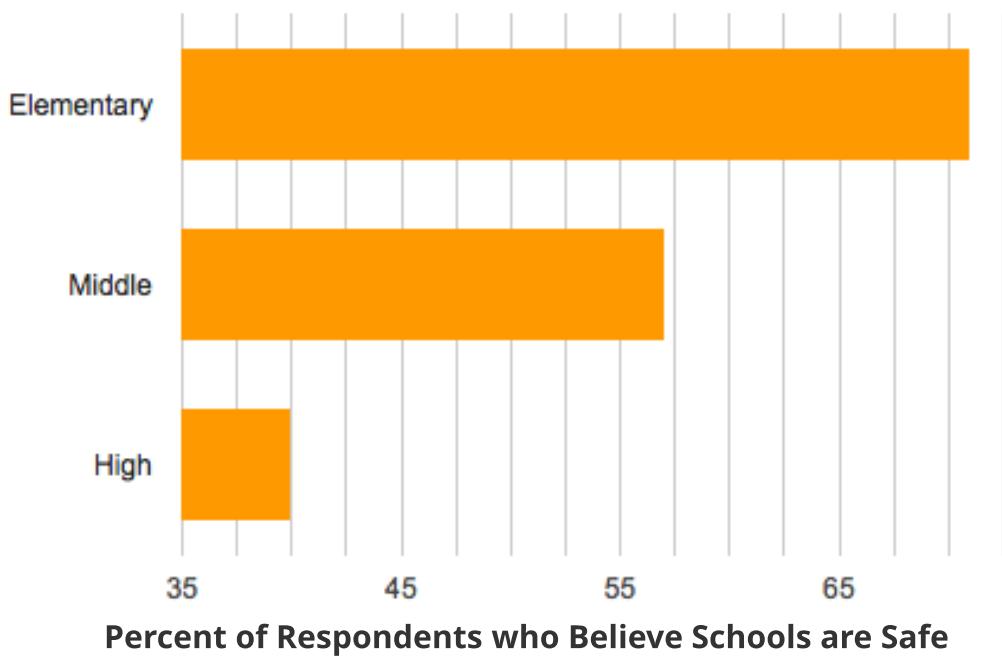
34% use daycares+  
24% stay with family  
friends

37% stay with  
grandparents

43% stay in an  
after school program+

There is a lower than  
average perception of  
childcare affordability,  
flexibility, and safety within  
the school zone

## PERCEIVED SAFETY IN SCHOOLS



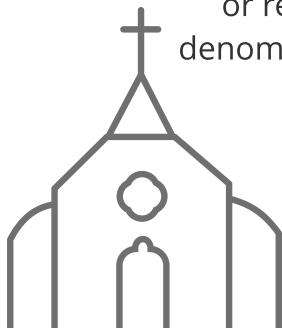
# CIVIC VITALITY

**85% SAY THEY ARE SATISFIED WITH LIFE THESE DAYS**

**73% SAY THEY ARE SATISFIED WITH THEIR JOB~**

**88% SAY THEY ARE SATISFIED WITH HOME LIFE**

**65%** of households belong to some church or religious denomination

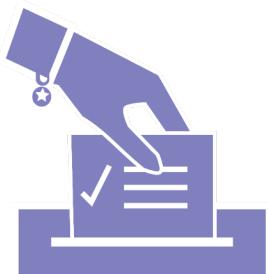


## Political Engagement

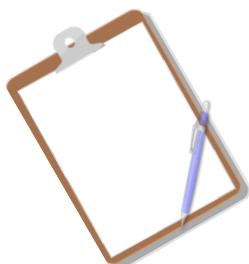
**80%** of households know where to vote

**89%** are registered to vote

**70%** voted within the last 12 months



**37%** signed a petition in the last 12 months



**28%** corresponded with an official

**39%** attended a public meeting in the last 12 months

**73% SAY THEY PAY ATTENTION TO GOVERNMENT OVERALL**

**44%** believe they can influence decisions affecting Athens~

**57% HAVE VOLUNTEERED IN THE LAST 12 MONTHS**

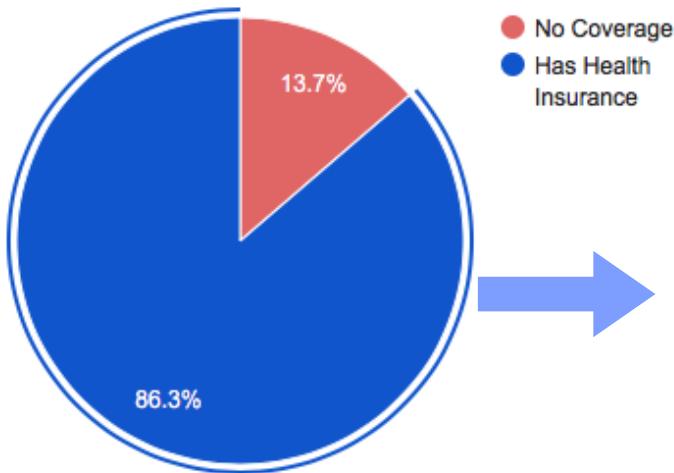
**56% GATHER SOCIALLY AT LEAST WEEKLY~**



**82% HAVE DONATED MONEY TO CHARITY**

# HEALTH

## INSURANCE COVERAGE



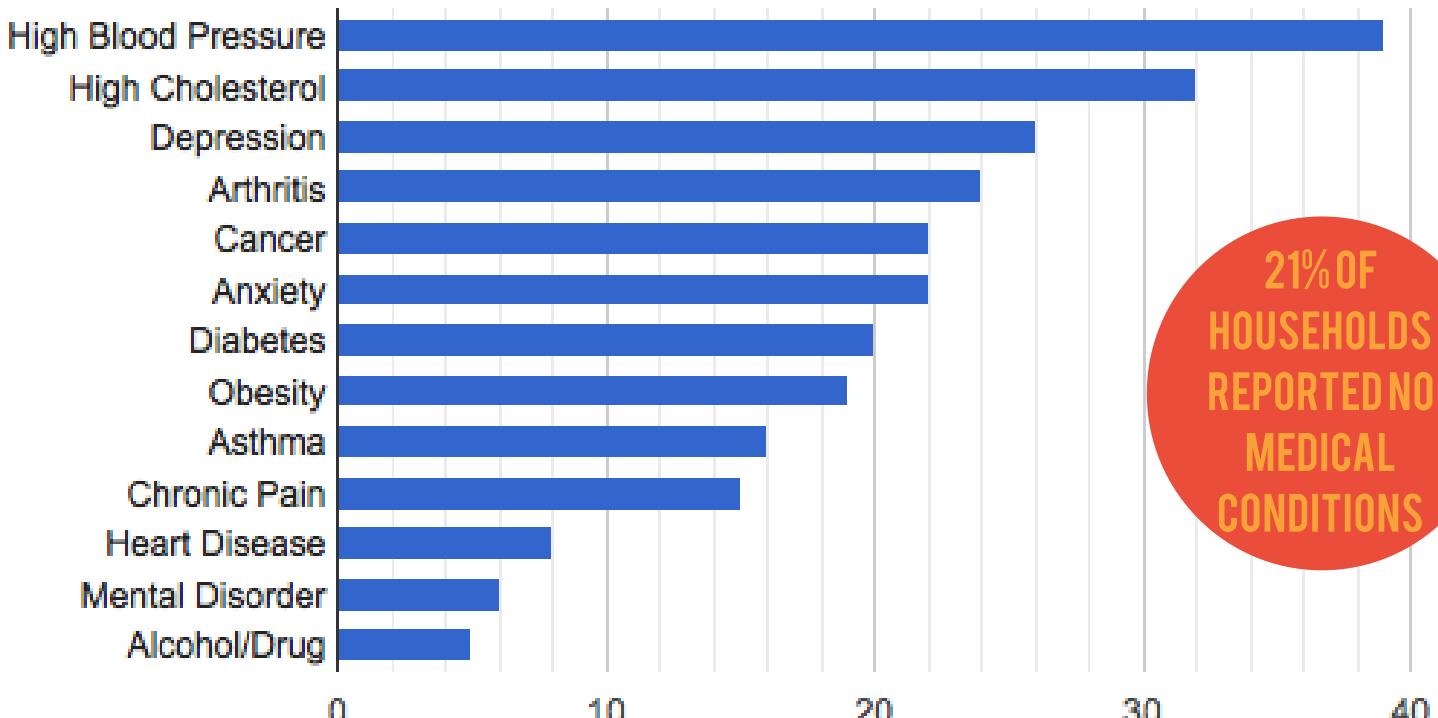
Of those with health insurance coverage, **17% were denied at a medical practice** in the last 12 months



On a scale of 1-4, with 1 being the worst, when ask about their general health, the average rating for households was 2.4

On average, households in your school zone eat fast food 1.2 days out of the week

## HEALTH CONDITIONS REPORTED BY HOUSEHOLD



21% OF HOUSEHOLDS REPORTED NO MEDICAL CONDITIONS

*Percent Households Reporting Conditions*

# COMMUNITY SAFETY

**99% SAY THEY FEEL SAFE IN THEIR HOME**

**96% SAY THEY FEEL SAFE ON THEIR STREET**

**90% SAY THEY FEEL SAFE IN LOCAL PARKS**

**82% SAY THEY FEEL SAFE IN DOWNTOWN ATHENS**

## **Neighborhood Relations**

**72%** trust their neighbor~

**79%** think people in their neighborhood get along~

**74%** talked with neighbors in the last month for more than 10 minutes~

**78%** feel comfortable with their children playing+

**84%** feel safe to walk or exercise in their neighborhood



## TOP 5 PERCEIVED NEIGHBORHOOD PROBLEMS



Attendance data from The Governor's Office of Student Achievement, 2010-2016, and can be accessed here: <https://gosa.georgia.gov/downloadable-data>. All other data from the Athens Wellbeing Project (AWP) Fall 2016 Household Survey. County and neighborhood-level AWP profiles, as well as additional data resources, can be accessed here: <http://www.athenswellbeingproject.org/data/>.

Questions or comments? Please email James Parlament at [parlamentj@clarke.k12.ga.us](mailto:parlamentj@clarke.k12.ga.us).

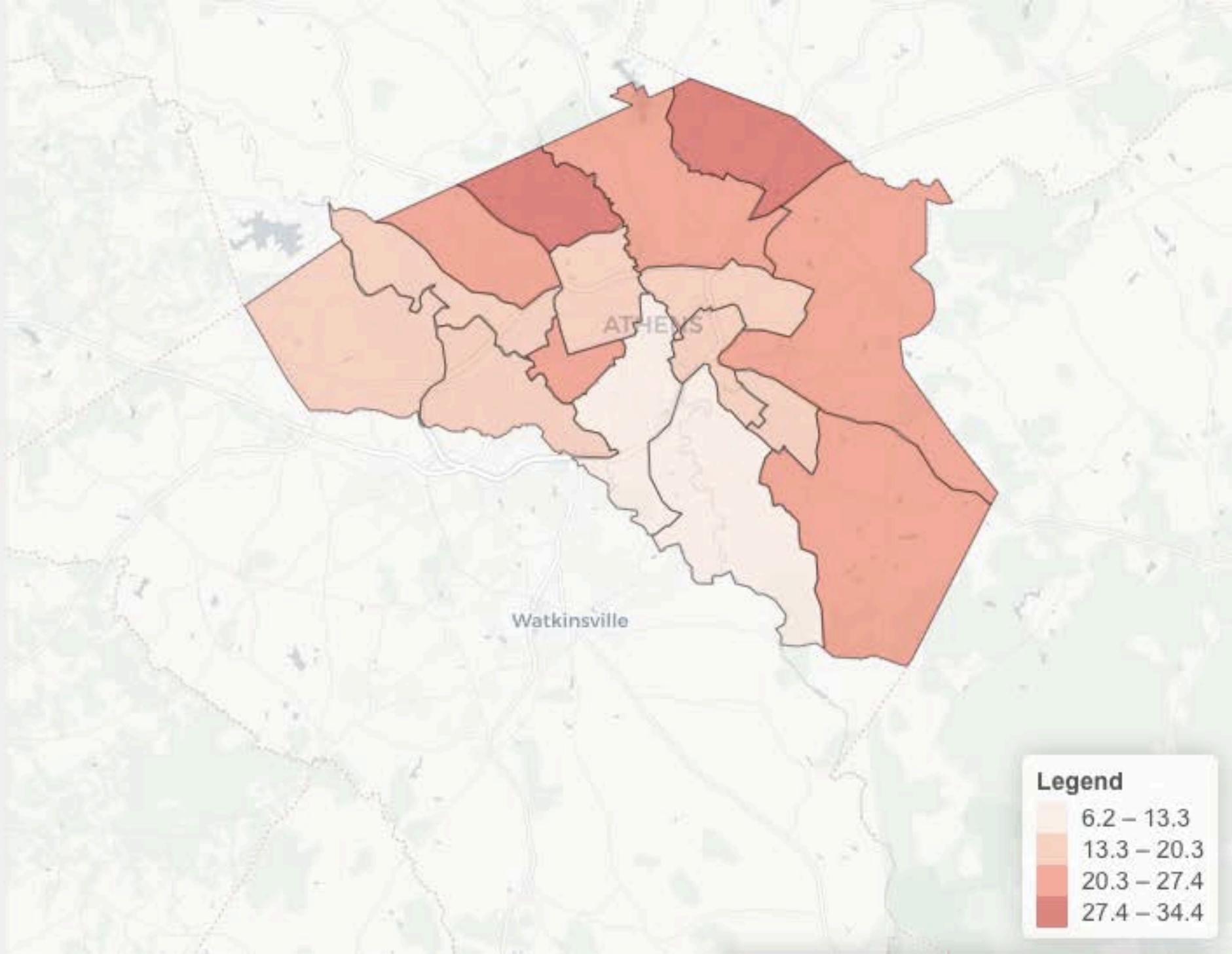
Choose your variable domain:

- Community Safety
- Demographics
- Healthy People & Environments
- Housing
- Income & Employment
- Lifelong Learning
- Transportation

Select your variable:

Poverty under 18 ▼

Map by the [Community Mapping Lab](#) at the University of Georgia



## Vincent Dr. Sidewalk Project Cost Calculations

<b>1.4 miles X 5 wide sidewalk and gutter</b>	<b>7,392 feet</b>	<b>139 a foot</b>
<b>ROW Easement</b>	0	Unknown
<b>Design Fees</b>	124,000	based on SPLOST Formula
<b>Misc. Fees</b>	31,000	based on SPLOST Formula
<b>FFE</b>	60,000	Bus stop landing pads and covered stops
<b>Construction</b>	1,032,000	Based on Athens in Motion estimates
<b>Capitol equipment</b>	0	based on SPLOST Formula
<b>Testing</b>	30,933.03	based on SPLOST Formula
<b>Other 1</b>	0	
<b>Other 2</b>	0	
<b>Other categories are automatically calculated by the software</b>		

**5' Sidewalk With Curb and Gutter (2' Detached)**

Prices based on 100' long section on one side of roadway.

Item	Unit	Quantity	Unit Cost	Total Cost
Earthwork, Fill, Excavation, Grading	CY	4	\$19.00	\$76
Aggregate Base Course	CY	2	\$18.19	\$36
5' Concrete Sidewalk	SY	56	\$73.56	\$4,119
Conc. Curb and Gutter	LF	100	\$22.89	\$2,289
New Signs (assume 1 per 500')	EA	0	\$246.00	\$49
<b>Lump Sum Items</b>				
Mobilization	LS	1.00	\$1,500.00	\$1,500
Landscaping	LS	1.00	\$500.00	\$500
Drainage and E&S	LS	1.00	\$500.00	\$500
Maintenance of Traffic	LS	1.00	\$1,000.00	\$1,000
Misc. Move mailbox/ signage	LS	1.00	\$250.00	\$250
Utility Adjustments	LS	1.00	\$1,000.00	\$1,000
			<b>Subtotal</b>	<b>\$11,320</b>
			20% Contingency	\$2,264
			<b>Total Estimated Cost</b>	<b>\$13,600</b>
			<b>\$136.00 Per Foot</b>	

# GOALS AND OBJECTIVES

Athens in Motion creates a vision for a future of biking and walking through strategic goal setting. By identifying clear and measurable goals, Athens in Motion illustrates what Athens-Clarke County hopes to become as it continues to evolve into a more bikable, walkable community. The goals listed in Table 1-1 shaped the Plan's development, public engagement strategies, and network development.

**Table 1-1: Goals and Objectives**

				
CONNECTIVITY	EQUITY	MORE USERS	EDUCATION	IMPLEMENTATION
GOALS	GOALS	GOALS	GOALS	GOALS
Design a connected network of low-stress bicycle and pedestrian facilities	Improve safe access to opportunity for all citizens of Athens-Clarke County	Encourage those who do not normally use active transportation to use the network for trips	Inform residents and businesses about benefits and laws for active travel and bicycle/pedestrian safety	Provide a variety of different funding mechanisms to finance and maintain the network
OBJECTIVES	OBJECTIVES	OBJECTIVES	OBJECTIVES	OBJECTIVES
<ul style="list-style-type: none"> <li>• Build connected facilities</li> <li>• Fill gaps in the sidewalk network</li> <li>• Improve active transportation connections to other forms of transportation, especially transit</li> <li>• Provide active transportation linkages to important destinations</li> </ul>	<ul style="list-style-type: none"> <li>• Provide infrastructure equitably throughout Athens-Clarke County</li> <li>• Create a safe network of infrastructure for all ages and abilities</li> </ul>	<ul style="list-style-type: none"> <li>• Create a bike/ped counting program</li> <li>• Collect yearly crash data</li> <li>• Encourage low-stress connectivity throughout the network</li> </ul>	<ul style="list-style-type: none"> <li>• County-wide education campaigns for pedestrians, bicyclists, and motorists</li> <li>• Walking and biking demonstrations and activities for K-12 aged children</li> <li>• College student programs for new students about multimodal transportation, including safety, laws, and opportunities</li> </ul>	<ul style="list-style-type: none"> <li>• Identify funding mechanisms</li> <li>• Prioritize projects for a clear implementation plan</li> <li>• Provide design guidelines for consistent design across the network</li> </ul>