

TSPL0ST 2018

Project 16: Prince Avenue Corridor Improvements

Potential Projects Update

MAYOR AND COMMISSION WORKSESSION

June 8, 2021

Presented by:

- Keith Sanders, SPLOST Administrator
- Diana Jackson, Project Manager
- Stephen Bailey, Interim TPW Director
- Daniel Sizemore, TPW Bike / Ped Coordinator
- Tim Griffeth, TPW Traffic Engineer

Meeting Agenda and Purpose

- ❖ Purpose :

Present to the Mayor and Commission, the User Group's un-prioritized list of Potential Projects for the Prince Avenue Corridor improvements.

- ❖ History – Review of Previous Studies

- ❖ User Group

- ❖ Study Area

- ❖ Prince Avenue Project #16 – Potential Projects

- ❖ Project Timeline & Next Steps

- ❖ Q&A

Final Presentation

Prince Ave. Charrette



This Presentation has 5 components and will last 1:30 hours. Enjoy!

ARMC - 18 OCTOBER 2004

October 2004



Three-day Charrette:

- Fell mainly into five categories - landscape, historic resources, diversity of uses (planning), urban design, and transportation
- This document did not make specific recommendations.
- Its goal was to illustrate what the public said they wanted to see happen along Prince Avenue.

PRINCE AVENUE

February 2012



Recommended Strategies:

- Guide for developing of public policies - regulatory and incentive-based - designed to enhance and conserve the future quality of the corridor
- Zoning strategies: residential transition buffer, increased density, relax minimum parking standards, stormwater overlays
- Develop master streetscape plan - utility placement under sidewalks, street tree plantings, retaining walls, improved crosswalk design, lighting and signage
- Improving transportation infrastructure - traffic circulation analysis, bike routes
- Stronger greenspace connections

CORRIDOR

Road Safety Audit

PRINCE AVE/SR 15

Athens-Clarke County, Georgia

October 2014

Recommendations:

- Install raised islands and medians to calm traffic
- Upgrade pedestrian facilities including signs, ramps, equipment, and signage
- Install sidewalks where absent
- Install build-outs to improve pedestrian visibility
- Initiate parking study to determine local needs
- Close excessive driveways
- Install bike lanes
- Add pedestrian-scale lighting
- Consider road diet, either for entire corridor, or portions of corridor

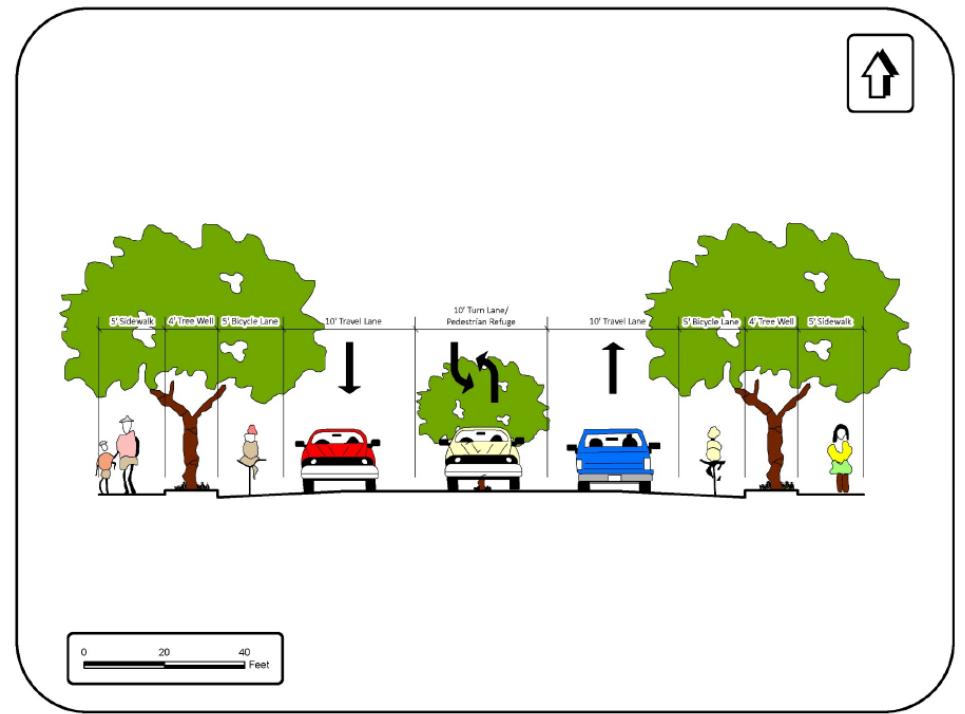


June 2017

100 Prince Traffic Impact Analysis



Figure 18-Complete Street Design



Conclusion:

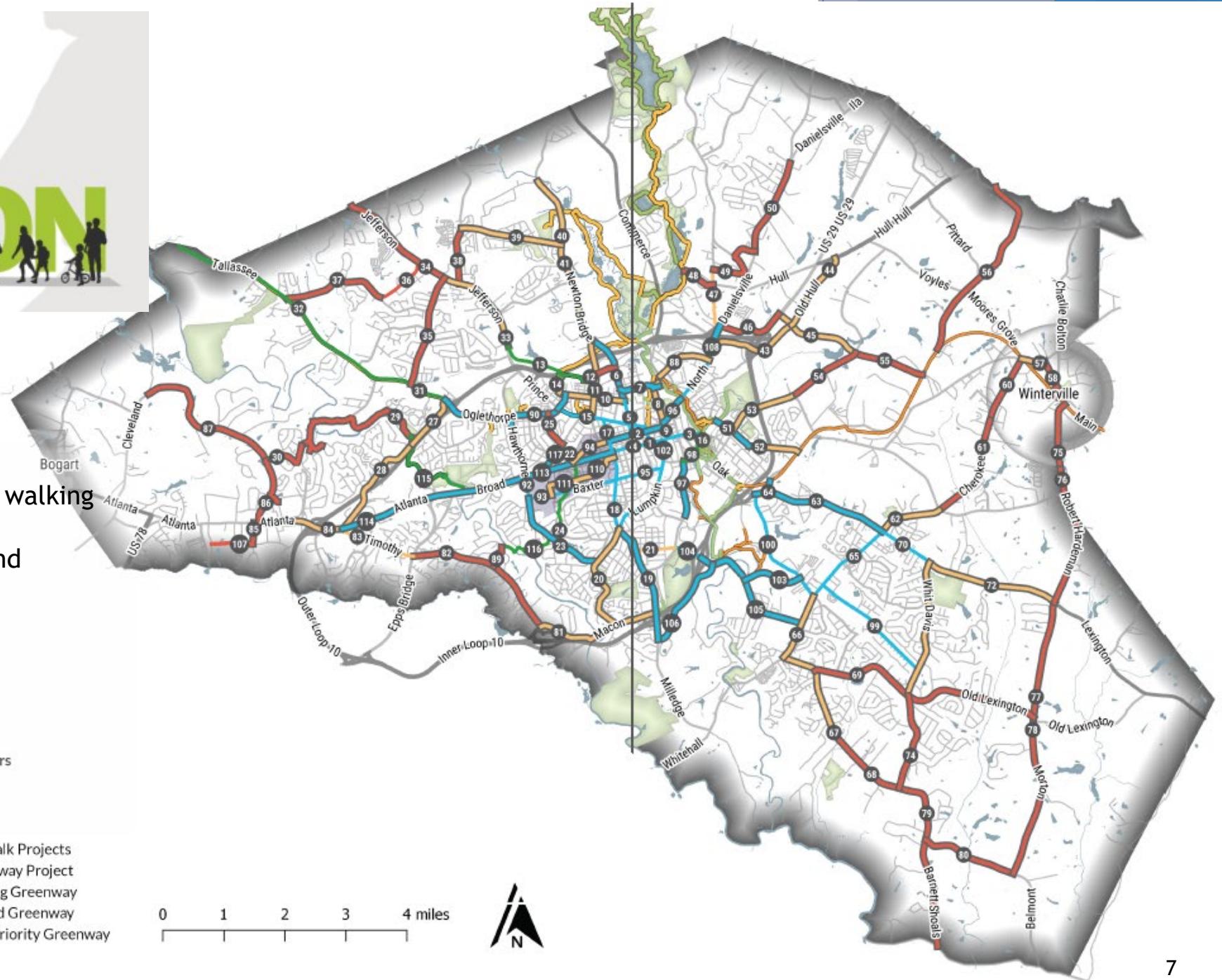
- A Complete Street design approach between Barber/Finley and Pulaski indicated that traffic operations would become worse especially at PM-peak period.
- Prince at Pulaski would operate at level of service E (LOS E) in 2018 and LOS F in 2038.
- Prince at Barber/Finley would operate at LOS E in 2038.
- Reducing number of travel lanes is not recommended.



October 2018

Goals and Objectives:

- Create a vision for a future of biking and walking through strategic goal setting.
- Continue to evolve into more bikeable and walkable community.
- Goals:
 - Connectivity
 - Equity
 - More Users
 - Education
 - Implementation
- Separated Bike Lane





BICYCLE SAFETY ACTION PLAN

2018

GA Cities + Jurisdictions w/ Most Bicycle Collisions (2005-2015)

City	# of Collisions	# of Fatalities
1. Savannah	889	10
2. Atlanta	810	8
3. Augusta	426	9
4. Athens	412	5

Key Finding - bicycle crash data - when and where casualties/fatalities are occurring can inform safety objectives/actions

Objectives/Strategies:

- Gather data to optimize selections of bicycle safety improvements
- Systematically & reliably incorporate proven bicycle safety countermeasures during design process
- Train & engage partners on strategies that will increase bicyclist safety
- Establish & allocate funding streams needed to achieve strategies

Road Safety Audit - Approved Concept Report



Key Recommendations:

- Eight intersection improvements for ADA and pedestrian mobility
- Three mid-block crossing improvements for ADA and pedestrian mobility including RRFBs
- Resurfacing and restriping entire corridor
- Raised medians in a few locations

Prince Avenue Traffic Engineering Study

Studied traffic conditions from Sunset Drive to Milledge Avenue - existing, forecast future, and recommended improvements

Key Recommendations:

- Five intersection improvements
- Consider sharrows and signage throughout corridor or add shared sidewalk/bikepath on south side of Prince
- Three mid-block crossing improvements
- Speed tables along Talmadge

Corridor User Group & Participating Departments

Prince Avenue

Mark Ebell

Clint McCrory

Peter Norris

Jen Rice

Emily Tatum

Ellen Walker

Department

Resident

Resident

Resident

Resident

Resident

Resident

Stephen Bailey

Jeanne Connell

Bruce Lonnee

Ilka McConnell

Daniel Sizemore

Transportation & Public Works

Landscape Management

Planning

Economic Development

Transportation & Public Works

*Voting Members in **Green**

#16 Prince Avenue Corridor– Potential Projects

User Group's Charge

Review the previous studies and review additional data from departments with additional information about the corridors (Planning, Traffic Engineering, Central Services, etc.). Based on the previous studies and additional data, develop and provide M&C with a recommended prioritized list of specific transportation related improvement projects that meet the TSPLOST Initial Project Statements and that equitably enhance the corridor.

Initial Project Statement

Prince Avenue Corridor Improvements, includes funding for specific improvements to the Prince Avenue Corridor that are to be approved by Mayor and Commission. Improvements eligible for the funding include, but are not limited to, landscaped/concrete median(s), additional sidewalks, multi-use trail, separated bike lanes, and intersection improvements at the intersections of N. Milledge Avenue, King Avenue, and Park Avenue/Talmadge Drive.

#16 Prince Avenue Corridor– Potential Projects

- Project Limits: Sunset Drive to Pulaski Street (1.75 miles)
- Original Designations: State Route 10 and Downtown
- Typical Section:
 - 4-lane roadway with two-way left turn lane
 - Eight Signalized Intersections - some have dedicated left turn lanes

Sunset	Oglethorpe/Satula	Talmadge/Park	King
Chase	Milledge	Finley/Barber	Pulaski

- Transit Routes: 7 and 21
- Bicycle Facilities: none
- Pedestrian Facilities: Sidewalk complete both sides
- Project Budget: \$ 3,860,191

#16 Prince Avenue Corridor– Potential Projects

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Opportunity	Description	Recommendation/Component from a Previous Report/Study							
		GDOT Concept Report	CAPPA	Corridor Study	Safety Audit	100 Prince TIA	AIM	Bike Safety	Traffic Study
Pedestrian Improvements	Mid-block crosswalks at key locations in the corridor (near Sylvia, Boulevard Heights, Georgia)								
	Improve crosswalks along corridor (markings, curb cuts, ramps, signals)	✓	✓	✓	✓				
	Upgrade pedestrian facilities and move push button at Barber and Finley intersections				✓				
	Create speed table crosswalks on King to connect to Piedmont ARMC								✓
	At Newton and Meigs streets, upgrade pedestrian facilities and move the crosswalk to the west side of Newton Street					✓			
	Throughout the corridor, enhance pedestrian visibility with bulb-outs and where necessary rebuilt curbs.			✓	✓				
Vehicular Improvements	Provide crosswalk safe havens where appropriate (near N. Newton, N. Pope, old Piedmont driveway)	✓							
	Provide public access to Piedmont University parking structure								
	Create center raised medians where appropriate (Georgia to Talmadge, short bit west of King, near Nacoochee to just before left turn lane at Chase)	✓							
	3-lane Prince Avenue from Milledge to Pulaski or from Barber to Pulaski				✓	✓			
	Improve safety with measures to reduce illegal vehicular speeding (more enforcement, marked pavement, better signage)		✓						
	Increase shared parking behind businesses where possible		✓		✓				
Bicycle Improvements	Create upgrades to existing signals (Sunset, Oglethorpe, King, Milledge)	✓							
	Create a dedicated left turn signal at Satula/Oglethorpe								
General Safety Improvements for All Road Users	Protected bike lanes from Oglethorpe to Pulaski						✓		
	Install signs indicating state bicycle laws, 3" minimum passing, and bikes can take whole lane.			✓				✓	✓
	Remove unused utility poles	✓							
	Realign or reconfigure the Park and Talmadge intersection, adding crosswalks and signalized crossings to all 4 sides of the intersection	✓	✓	✓	✓		✓		✓
	Reduce the number and width of curb cuts where appropriate to improve safety for all road users	✓		✓					
	Make improvements at Milledge to improve pedestrian and bike safety and reduce congestion (various options include turn lanes, closing or reducing curb cuts)				✓		✓		
	Provide transit enhancements (more frequent bus trips and more bus shelters)	✓	✓						

#16 Prince Avenue Corridor– Potential Projects

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Opportunity Category	Opportunity Name	Description	Score
Pedestrian Improvements	Midblock Crossings	Create near Sylvia, Boulevard Heights, Georgia	1.3
	Crosswalk Improvements	Better signalized crossings and 4-leg crosswalks at Park/Talmadge	1.6
		General upgrades and move push button at Barber & Finley	1.7
		Better markings for pedestrian visibility, ADA ramps, bulb outs, curb cuts, signals, etc., throughout corridor.	1.75
		Speed table crosswalk near Cobb and King	1.8
		Upgrade crosswalk at Newton, move to west side of intersection.	1.9
		Provide crosswalk safe havens	1.9
Vehicular Improvements	Parking	Negotiate public access to Piedmont University parking structure	1.5
		Increase shared parking behind businesses	1.89
	Center Raised Medians	Create where appropriate. GDOT suggestions: roughly Georgia to Talmadge, west of King, Nacoochee to Chase	1.8
	Specific Intersection Improvements	Realign/reconfigure Park and Talmadge	1.8
		Various improvements to Milledge intersection - upgrading turn lanes, closing curb cuts, etc.	1.88
		Dedicated left turn signals at Satula/Oglethorpe	2
	General Safety	Improve measures to reduce speeding - more enforcement, marked pavement, better signage	1.8
		3-lane Prince from Milledge to Pulaski or Barber to Pulaski	1.8
		Upgrades to existing signals throughout corridor - timing, visibility, location	1.9
Bicycle Improvements	Bike Lanes	Protected bike lanes from Oglethorpe to Pulaski	1.8
	Safety	Install signage indicating state bicycle laws along corridor - 3' passing zone, bikes can take whole lane, etc.	2
General Safety Improvements for All Road Users	Utilities	Remove unused utility poles	1.7
	Transit	More frequent bus trips along corridor	1.89
		More bus shelters	2
All Users	All Users	Reduce curb cuts - close some driveways, reduce width of some large pans	1.8

#16 Prince Avenue Corridor– Potential Projects

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PROJECT LIMITS: SUNSET DRIVE TO PULASKI STREET



Crosswalk improvements

Midblock crossing additions

Intersection improvements

Parking

Center raised median

3-lane

Protected bike lanes

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PEDESTRIAN IMPROVEMENTS



Crosswalk improvements

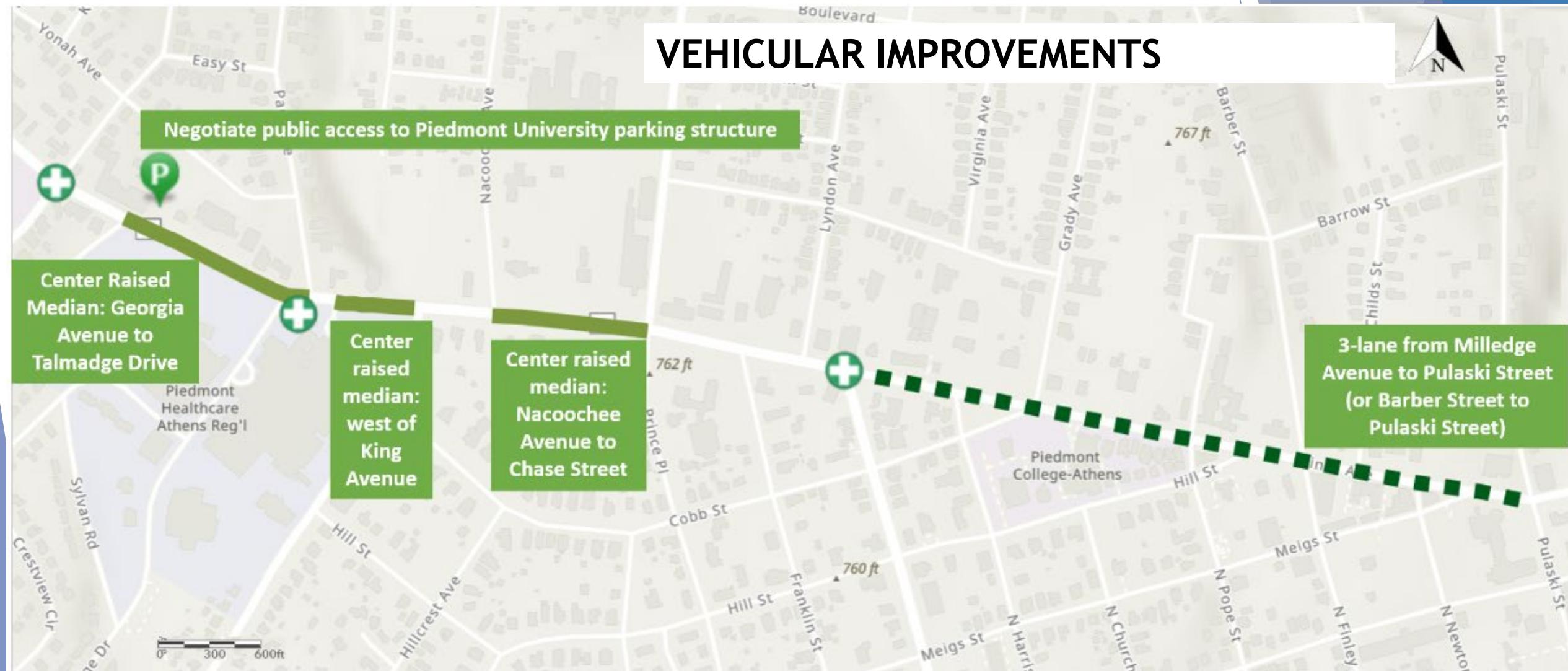
Midblock crossing additions

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VEHICULAR IMPROVEMENTS



Intersection improvements



Center raised median



3-lane



Parking

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BICYCLE IMPROVEMENTS



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GENERAL SAFETY IMPROVEMENTS



Next Steps

- ❖ Finalize:
 - Webpage development/presentation materials
 - Finalize In-Person Sessions dates/times/locations
- ❖ Public Engagement Effort
- ❖ User Group Recommendations
 - Project Prioritization*
 - Project Concept to move to Preliminary Plan Stage
- ❖ Mayor & Commission Consideration of the Project Prioritizations & the Project Concepts (Sept. Work Session)

*Prioritization Plan can be utilized for both this project and future TSPLOST planning

Questions and Comments