

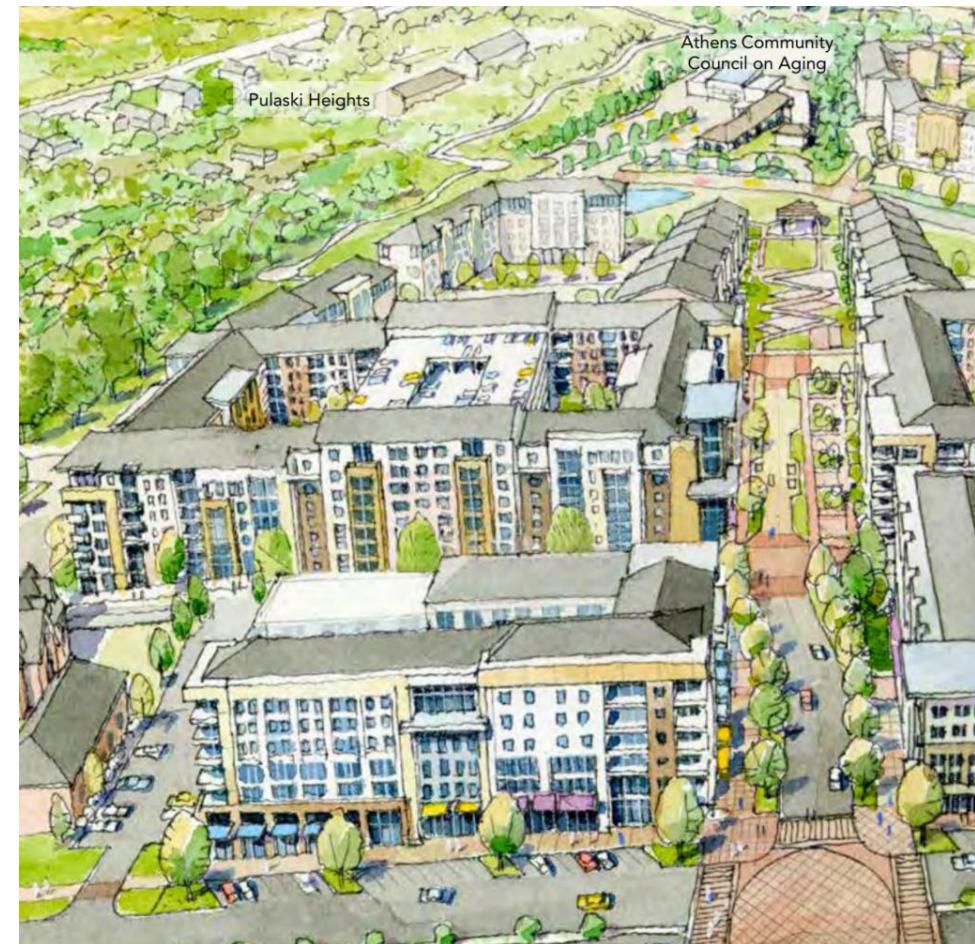
# North Downtown Enhanced Bus Stops

TSPLOST 2023

# PROJECT SCOPE

This project proposes to:

- Enhance the existing bus stop located at the intersection of Hull and Hoyt
- Create a new multi route (CCSD & ACC Transit) bus pavilion in the North Downtown Area.



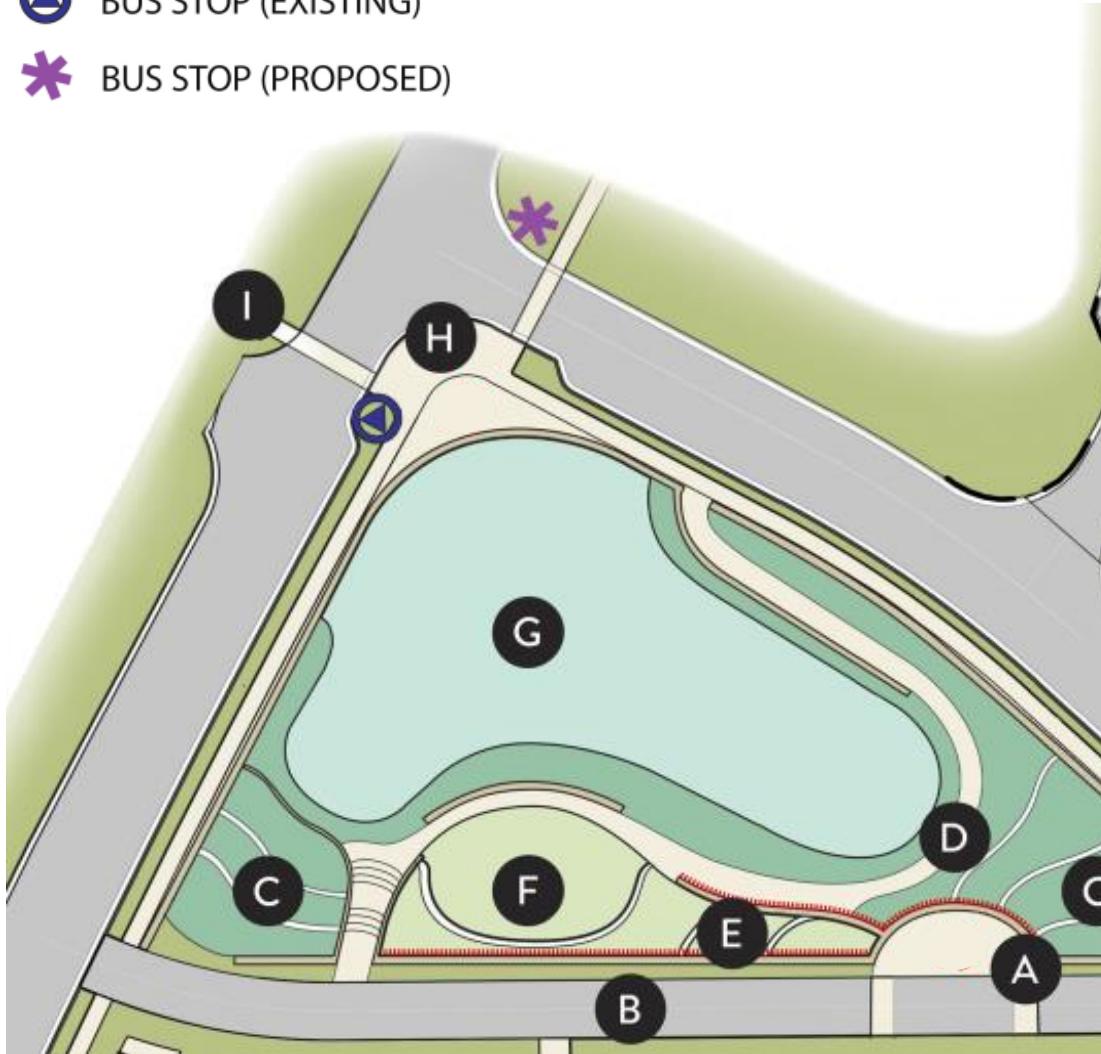
# CURRENT BUS STOPS AT HULL STREET AND HOYT STREET



- This project proposes to enhance the existing bus stop located at the intersection of Hull and Hoyt. This stop is currently used by ACCA visitors and volunteers and will be more heavily used as the Wetland Park is developed in 2022.

# PROPOSED BUS STOPS AT HULL STREET AND HOYT STREET

- BUS STOP (EXISTING)
- BUS STOP (PROPOSED)



- To create a safer intersection the SPLOST 2020 Project 02 is realigning Hull and Hoyt intersection and upgrading the underground utilities to serve the affordable housing development.
- During the master planning process, the community repeatedly raised the need for an enhanced public bus stop at this location.



Example of proposed covered bus stop serving ACCA on the north side of Hull St.

# NEW MULTI-ROUTE BUS PAVILION



- This project proposes to create a new multi bus route pavilion in the North Downtown Area that provides a safe stop for students riding the ACCSD and users of ACC UG Transit.

# COVERED MULTI-ROUTE BUS PAVILION EXAMPLES



## EQUITABILITY OF CAPITAL IMPROVEMENTS THROUGHOUT THE ENTIRE COMMUNITY

- The College & Hoyt and Bethel Midtown communities are **deeply subsidized apartment communities housing low-income families** in Athens Clarke County.
- **Providing equitable access to downtown and throughout the community** by improving bus transit infrastructure is essential to providing affordable and comparable alternative modes of transportation.
- **A large portion of the citizens that will be served by these bus stops do not currently have access to motor vehicles.**
- Providing improved bus access to the area of the community provides greater opportunities for mobility.

# SELECTED SURVEY RESPONSES FROM NORTH DOWNTOWN RESIDENTS

## Are the public bus stop locations in North Downtown reasonable and appropriate?

- Too far to walk for someone who is disabled
- Could be closer stop for the elderly want have to walk so far, or parents with smaller children in strollers or walking.
- The city bus stop is on the corner of Bethel Homes but, its too hot or cold to be waiting for long periods of time waiting for a bus.
- being that kids ride the bus it should be closer bus stops to each complex
- To Close to the road and to close to traffic
- I don't think it's safe for the elderly to cross the street.
- They need one at the fence so the kids don't have to cross the street.
- Stops are too far for the elderly to walk too we have to walk far and cross multiple streets most the times with children.

## In your opinion, what makes the most convenient and comfortable public bus stop?

- A place to sit because, I have trouble standing to long.
- one that is walking distance whether the weather conditions are harsh I could still get there briefly
- Closer locations for local stops and more seating area with shade or prevents you from getting wet during inclement weather.
- Shade and seats to sit.
- in a lit area at night some where to sit some locations don't have sitting areas
- right in front in of the community because I don't like walking long distance
- Somewhere someone could sit in rain, sleet, or snow and still be comfortable.
- easy access for elderly and handicapped

# MAYOR AND COMMISSION STRATEGIC COMMITMENTS & PROJECT SELECTION CRITERIA

This project:

- ✓ **Promotes health and safety** by providing a safe environment for children to queue for the bus.
- ✓ **Promotes future mixed-use/mixed-income redevelopment** north of Dougherty Street.
- ✓ **Provides equitable alternative transportation** means for residents of all income levels.
- ✓ **Reduces VMTs and improves air quality.**
- ✓ **Supports existing infrastructure** by increasing ridership with safer and more functioning bus stops.
- ✓ **Connects via public transit** the Athens Community Council on Aging (ACCA), Bethel Midtown Village, Athens Housing Authority (AHA) residents, the proposed Wetland Park at the intersection of N. Hull St and Hoyt St, to downtown, Thomas Lay Park and other area resources.
- ✓ **Facilitates alternative transit for visitors** to Pulaski Creek Greenway Trail and North Downtown development, including the public Wetland park and linear parks.
- ✓ **Provides greater access to the Athens Neighborhood Health Clinic** for all citizens needing such affordable healthcare

# WHAT ASPECTS OF THIS PROJECT WILL FOCUS ON IMPROVING THE TRIPLE BOTTOM LINE?

## Environment:

- Improved bus facilities will replace short vehicle trips to/from Downtown, reducing miles traveled and CO2 emissions.
- The North Downtown location will allow last-mile connectivity to Athens Community Council on Aging, Lay Park, and Pulaski Heights Neighborhood/Trail.

## Social Well-Being:

- A safer and more convenient transit experience for CCSD students, residents of the planned North Downtown redevelopment, and visitors traveling to/from Downtown.
- The bus pavilion will facilitate the community gathering for school drop off and pick up on a central greenspace and the covered stop at the ACCA will assist in visitors and volunteers to ACCA as well as those visiting the new park and nearby trails.
- The North Downtown location will allow last-mile connectivity to Athens Community Council on Aging, Lay Park, and Pulaski Heights Neighborhood/Trail.

## Economic:

- Improved transit facilities will provide multiple modes of transportation and reduce transportation costs for underserved populations in North Downtown.
- The strategic location of the proposed transit facilities will serve a high visitor and high residential use area of what is currently underdeveloped parcels.

# PROPOSED PROJECT COSTS

<b>Budget Item</b>	<b>Cost</b>
1. Land Acquisition / ROW / Easement:	\$ -
2. Design Fees:	\$ 18,000
3. Miscellaneous Fees:	\$ 4,500
4. Construction:	\$ 150,000
5. Construction Contingency:	\$ 15,000
6. Acquisition of Capital Equipment:	
7. Testing:	\$ 4,500
8. Project Management:	\$ 7,680
9. Project Contingency:	\$ 19,968
10. Public Art:	\$ 1,500
11. Other (describe):	
12. Other (describe):	
Project Subtotal:	\$ 221,148
14. Program Management:	\$ 4,423
<b>TSPlOST 2023 Project Total:</b>	<b>\$ 225,571</b>

# Q&A

