



ATLANTA HIGHWAY & WEST BROAD STREET Bicycle and Pedestrian Facilities

Who am I? What is AiM proposing for this project?



- Appointed to the Oconee River Greenway Commission in Jan of 2021
- Appointed to AiM as Greenway Commission Liaison July 2021
- Master of Public Administration and Policy with a focus on Environmental Policy from UGA in 2019
- Conservation Specialist at Athens Land Trust
- Multi-use path or similar bike and pedestrian facilities along both sides of Atlanta Highway and West Broad Street from Alps/Hancock to Timothy/Mitchell Bridge
 - Multi-use path on north side, continuous sidewalk on south side *or*
 - Continuous sidewalk on both sides and two way, separated bike line on road
 - Ultimate decision will come down to engineer and public/user groups

Carly Evans

Athens in Motion Commission, Atlanta Hwy & West Broad Street Bicycle and Pedestrian Facilities



Athens

IN
MOTION



Bicycle and Pedestrian Master Plan

Goals and Objectives



CONNECTIVITY

GOALS

Design a connected network of low-stress bicycle and pedestrian facilities



EQUITY

GOALS

Improve safe access to opportunity for all citizens of Athens-Clarke County



MORE USERS

GOALS

Encourage those who do not normally use active transportation to use the network for trips



EDUCATION

GOALS

Inform residents and businesses about benefits and laws for active travel and bicycle/pedestrian safety



IMPLEMENTATION

GOALS

Provide a variety of different funding mechanisms to finance and maintain the network

**Welcome to Athens:
Atl Hwy becomes West Broad
St, Athens' "Main St", and is
the major corridor into Athens
from Atlanta**



Atlanta Highway/West Broad Street: An Overview



- Major east-west thoroughfare from Oconee County into the heart of Athens-Clarke County, carrying at least 30,000 vehicles daily in both directions
- ACC Transit stops line both sides of the corridor from end to end
- Athens' "main street", leading directly to the UGA Arch and downtown commercial areas
- Western "gateway" to Athens-Clarke County, major commercial corridor
- The Corridor is **unsafe** for Transit users who reach their stops on foot or by bicycle
- No safe travel lanes for bicycle users
- The sidewalk deficit between Mitchell Bridge/Timothy Roads and Hawthorne Avenue/Alps Road is **greater than 60%**

Sidewalk Gaps



From Alps/Hawthorne to Timothy/Mitchell Bridge



Atlanta Highway's Missing Sidewalks

- 2.7 miles of disconnected sidewalks
- Tall weeds, goat paths, drainage ditches
- Dangerous crossings
- Bus route 20 – many stops both sides
- Transit users face daily hardships and indignities
- Unsafe for bicycles

Atlanta Highway's Transit Stops within Project Scope





So many fun bus shelters, so few sidewalks

Unsafe biking and walking conditions



Transit users have to walk through mud and grass to get to bus stations



Six feet away from 45 mile-per-hour traffic



So what's the solution? Continuous sidewalk along both sides of the corridor and a multi-use path for bike and pedestrian use



Athens in Motion Atlanta Highway Improvements

Proposed Project

- 12' Multi-use Path
- 5' Sidewalks

Existing Conditions

- Sidewalk Centerlines
- Parks and Greenspace

Schools

Streets

How does this project “Close the Equity Gap” in Athens-Clarke County and improve the Equitability of Capital Improvements throughout the entire Community?

- Provides safe access to the 16 otherwise disconnected transit stops along the corridor
- Expands travel range for residents with limited access to cars
- Makes it safer and easier to reach employment and commerce destinations
- Meets AiM ‘Equity Selection Criteria’

Selection Criteria: Equity and Land Use



- **Equity:**
 - Public sidewalk to road ratio
 - Bus service coverage area
 - Households with no vehicle
 - Population commuting by public transit
 - Percent in poverty over 65
 - Percent in poverty under 18
- **Land use:**
 - Proximity to schools, parks, businesses services

Criterion	Description	Weighting Factor
Public Sidewalk to Road Ratio	Ratio of public sidewalk length to total road length within a project area. A higher ratio indicates better pedestrian infrastructure.	High (1.0)
Bus Service Coverage Area	Percentage of project area within a 1/4 mile of a bus stop or transit station.	High (1.0)
Households with No Vehicle	Percentage of households in the project area that do not own a vehicle.	High (1.0)
Population Commuting by Public Transit	Percentage of the project area population that commutes to work by public transit.	High (1.0)
Percent in Poverty Over 65	Percentage of the population over 65 years old living in poverty.	High (1.0)
Percent in Poverty Under 18	Percentage of the population under 18 years old living in poverty.	High (1.0)
Proximity to Schools, Parks, Businesses	Proximity of the project area to schools, parks, and businesses.	Medium (0.5)

See detailed Equity criteria in AiM master plan

Which Mayor and Commission approved Strategic Commitments does this project meet?

- ✓ Promotes the Goal of Improving Equitability of Capital Improvements throughout the Community
- ✓ Protects the community's Existing Transportation Infrastructure Investments
- ✗ Reduces Pavement Maintenance deficit
- ✓ Promotes the Upgrade and Continued Use of Alternative Transportation Facilities
- ✓ Promotes Increased Access to existing public facilities
- ✓ Promotes Increased Usage of the Transit System, including improving Pedestrian access to Transit Facilities
- ✗ Increases Capital for Transit services or expands the Transit System
- ✓ Maintains or Improves Air Quality
- ✓ Reduces Vehicle Miles Traveled and Traffic Congestion
- ✓ Reduces time spent Traveling in Vehicles
- ✓ Continues TSPLOST 2018 Corridor Improvements or transportation related safety improvements
- ✓ Promotes Health and Safety
- ✓ Continues Sidewalk & Multi-Use Trail Construction
- ✗ Implements components of an updated Greenway Network Plan (but does tie into future Greenway)

What aspects of this project will focus on improving the “Triple Bottom Line” (Impact on Economic Prosperity, Social Well-being, and the Environment)?

- **Economic Prosperity:** Increases access to businesses along the Corridor for more residents. Makes it easier for residents to reach employment.
- **Social Well-Being:** Provide infrastructure needed to increase access to workforce housing. Expands and improves equitable access to public facilities and infrastructure across the community.
- **Environment:** Provides alternative transportation for short (highly polluting) car trips for a densely populated area in a commercial corridor, which enhances the quality of natural areas. Also provides access to natural areas for recreation, future Beech Haven Park

Public Input Opportunities

Once a project has been funded, there are many opportunities for public input.



Public Input Opportunities



This chart is included with the project attachments.

Thank you! Questions?



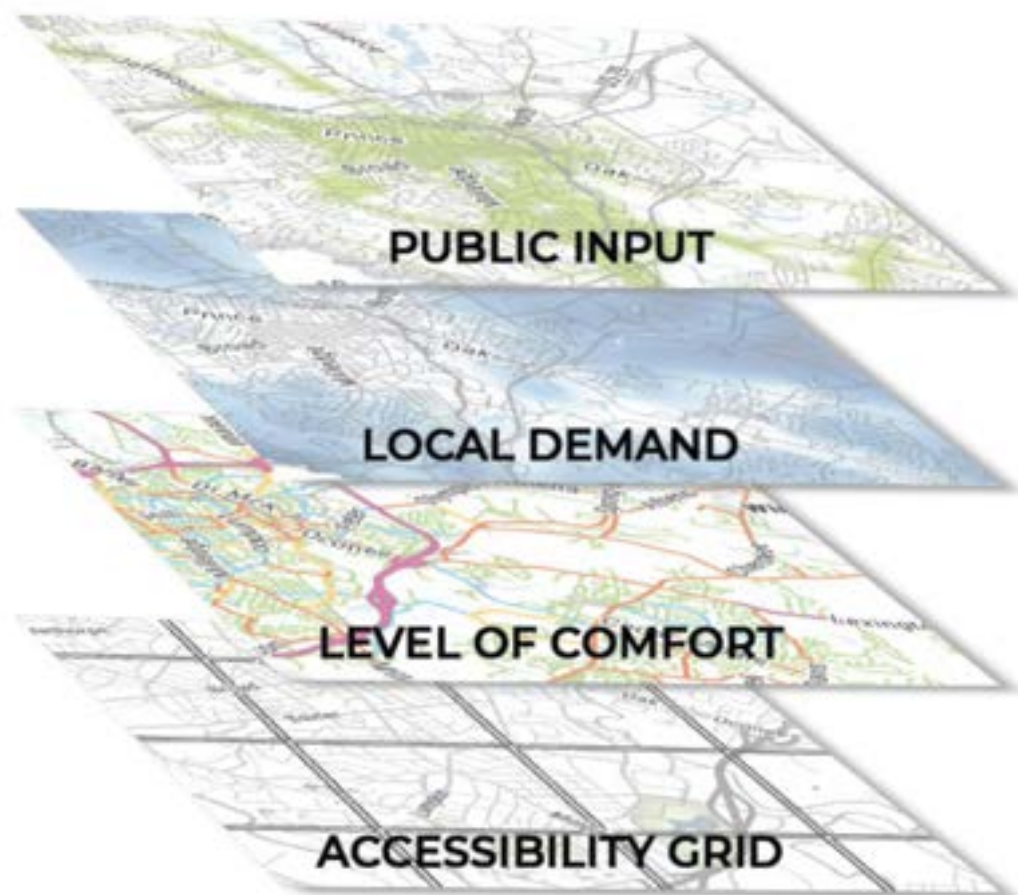
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Athens in Motion Commission

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Additional Slides

AiM Process and Selection Criteria

Figure 2-4: *Network Development Process*



Selection Criteria: Equity and Land Use



- **Equity:**
 - Public sidewalk to road ratio
 - Bus service coverage area
 - Households with no vehicle
 - Population commuting by public transit
 - Percent in poverty over 65
 - Percent in poverty under 18
- **Land use:**
 - Proximity to schools, parks, businesses services

Criteria	Description	Equity Weight
Public Sidewalk to Road Ratio	Ratio of public sidewalk length to road length within a project area. A higher ratio indicates better access to public transit and walking/bicycling infrastructure.	High
Bus Service Coverage Area	Percentage of project area within a 1/4 mile of a bus stop or transit station.	High
Households with No Vehicle	Percentage of households within a project area that do not own a vehicle.	High
Population Commuting by Public Transit	Percentage of the population within a project area that commutes to work by public transit.	High
Percent in Poverty Over 65	Percentage of the population aged 65 and older within a project area that is in poverty.	High
Percent in Poverty Under 18	Percentage of the population under 18 years old within a project area that is in poverty.	High
Proximity to Schools, Parks, Businesses Services	Proximity of project area to schools, parks, businesses, and other community services.	High

See detailed Equity criteria from AiM plan included with project attachment

Selection Criteria: Transit, Critical Corridors, and more

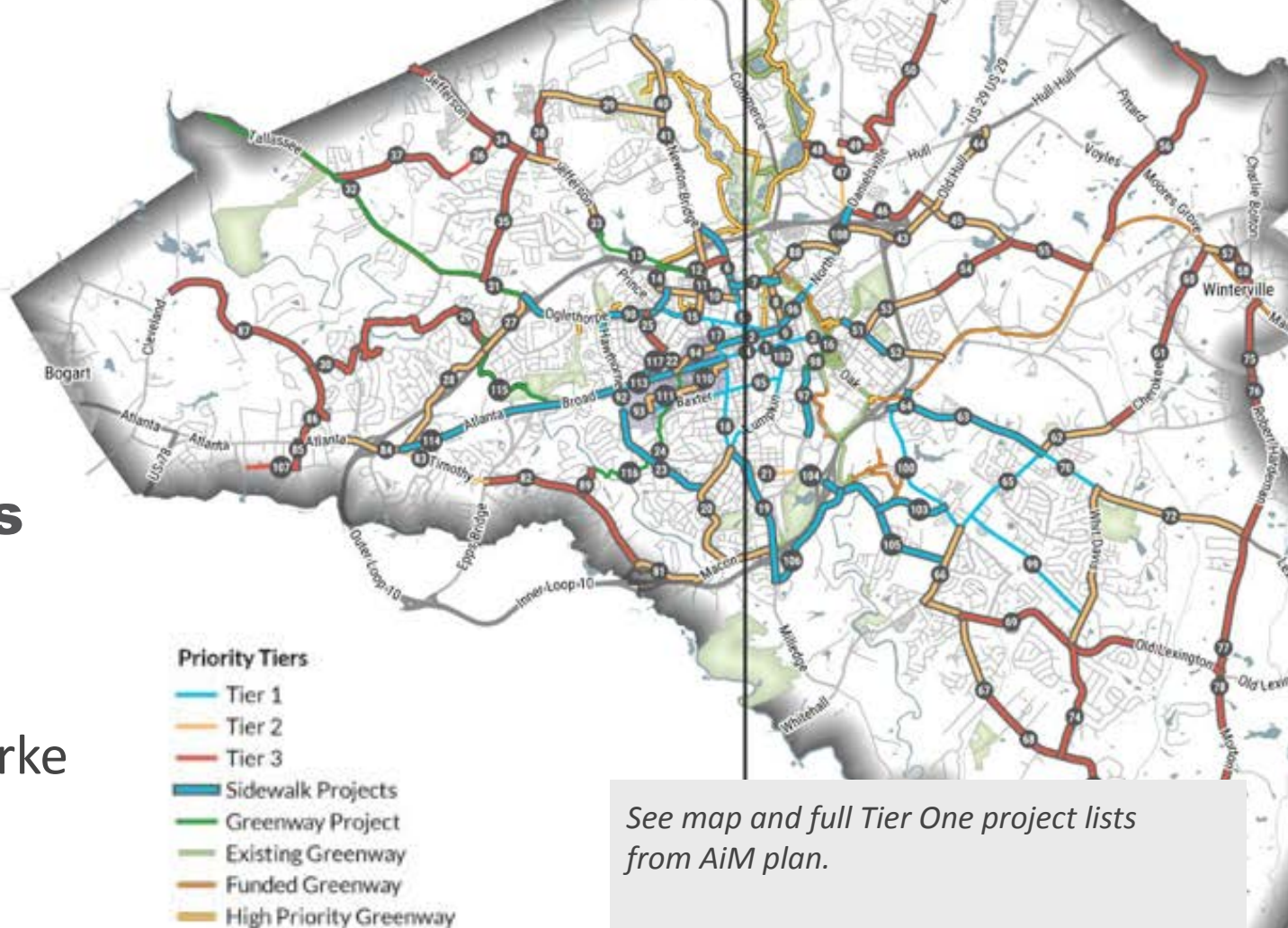
- Proximity to transit stops
- Critical corridors: Prince Ave., North Ave., Milledge Ave., Atlanta Highway, Lexington.
- Optimizing safety and connectivity
- Existing facilities were also considered for bicycle project selection and prioritization
- Public input also played a role



*See additional detailed criteria in
AiM plan*

Bike/Ped Project Tiers

The projects reach out across all of Athens-Clarke County.



See map and full Tier One project lists from AiM plan.

Building bike/ped infrastructure

There are many phases to developing walking and biking facilities.

Engineering - Roadway - Planning/Design Phases and Tasks

Program Planning	Pre Design	Design	Bid & Award	Construction
<ul style="list-style-type: none"> Establish program needs and purpose Existing conditions analysis Identification of key stakeholders Data collection Concept brainstorming Complete Street Policy 	<ul style="list-style-type: none"> Define final concept for design Develop schedule parameters Develop budget parameters Finalize complete street strategy for roadway 	<ul style="list-style-type: none"> Final project design Meet with impacted property owners Develop project resolution Secure necessary approvals 	<ul style="list-style-type: none"> Develop project description Receive bids Award project Mobilize for construction 	<ul style="list-style-type: none"> Construct project Inspect and monitor the work Control schedule Control costs
Program Development	Define Requirements	Develop Plan	Bid Plan	Implement Plan
<p>Staff sends information through Manager's Office to update Mayor and Commission</p> <p>Attends in Motion Commission identifies next project for funding</p> <ul style="list-style-type: none"> Staff will present original project scope to AIM Commission with baseline project costs and impacts Identify project tier and proposed facility type Identify alternatives based on constraints and conditions <p>AIM Commission votes on next project for funding and/or identifies recommendations for TFW to analyze for compliance to Complete Streets Policy:</p> <ul style="list-style-type: none"> Cost Feasibility Impacts Etc 	<p>Mayor and Commission work session Review recommendations from AIM Commission and plan for public outreach</p> <p>Staff incorporates Mayor and Commission recommendations, AIM recommendations, and high level public feedback to create alternative concepts</p> <p>Attends in Motion Commission vote on their preferred concept and complete street recommendation (if applicable)</p> <p>Other City's Oversight Committee are given review opportunities, if necessary</p> <p>Mayor and Commission concept approval</p> <ul style="list-style-type: none"> Engineering consultant selection Preferred and alternative alignment development and selection process Preliminary environmental analysis and permitting strategy 	<p>Mayor and Commission approval of preliminary construction plans</p> <ul style="list-style-type: none"> Database preparation Typical cross sections Intersection design Horizontal and vertical alignments Drainage/erosion control plans Cost estimates <p>AIM Commission remains updated on design status to give recommendations to Mayor and Commission</p> <p>Manager's Office approval of final construction plans</p> <ul style="list-style-type: none"> Construction plans Final construction documents Contracting strategies Right of Way plans Land acquisition cost analysis Individual permit/legal design Complete areas of utility <p>Staff work on land acquisition</p> <ul style="list-style-type: none"> Acquire necessary right of way 	<p>Project description is created for bid</p> <p>Attends in Motion Commission and other committees review, if necessary</p> <p>Manager's Office approves bid</p> <p>Authorize staff to bid Project</p> <p>Project is put out for bid</p> <ul style="list-style-type: none"> Alternate/substitution analysis Bid evaluation/negotiation <p>Project is awarded</p> <ul style="list-style-type: none"> Mayor and Commission approval, as necessary Contract development and execution Performance and payment bond review insurance review 	<p>Staff manages contract</p> <ul style="list-style-type: none"> Quality assurance and control Materials testing Schedule control Cost accounting and budget control Project close out Maintenance bond monitoring <p>Manager's Office or Mayor & Commission Approval are required for change order</p>
Public Input Opportunities				
<p>Host walk/walk of roadway with community and commissioner</p> <p>High level input session</p> <p>Neighborhood pop up</p> <p>High level feedback on facilities</p> <p>Host online surveys</p>	<p>Public forum on preferred concept</p> <p>Online surveys</p> <p>E-mail newsletter on project status</p> <p>AIM Commission to make media statements on project</p> <p>Begin plan for tactical urbanism, if applicable and feasible</p>	<p>Neighborhood pop-up on final design and schedule for impact and changes to roadway</p> <p>Educational materials for changes</p> <p>Implement tactical urbanism and host online survey</p>	<p>E-mail newsletter on project status</p> <p>If tactical urbanism implemented</p> <p>Close out tactical urbanism experiment for construction</p> <p>Finalize all change order requests from lessons learned</p>	<p>Host final walk audit with community member and commissioners</p> <p>Annually check bike and pedestrian counts</p>

Figure 2-2: User Types



NON-BICYCLE

Uncomfortable bicycling in any condition, have no interest in bicycling, or are physically unable to bicycle.

INTERESTED BUT CONCERNED

Often not comfortable with bike lanes, may bike on sidewalks even if bike lanes are provided; prefer off-street or separate bicycle facilities or quiet or traffic-calmed residential streets. May not bike at all if bicycle facilities do not meet needs for perceived comfort.

SOMEWHAT CONFIDENT

Generally prefer more separated facilities, but are comfortable riding in bicycle lanes or on paved shoulders, if necessary.

HIGHLY CONFIDENT

Comfortable riding with traffic, will use streets without bike lanes.