



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



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



Purple lines are existing sidewalk. No purple line means no sidewalk.

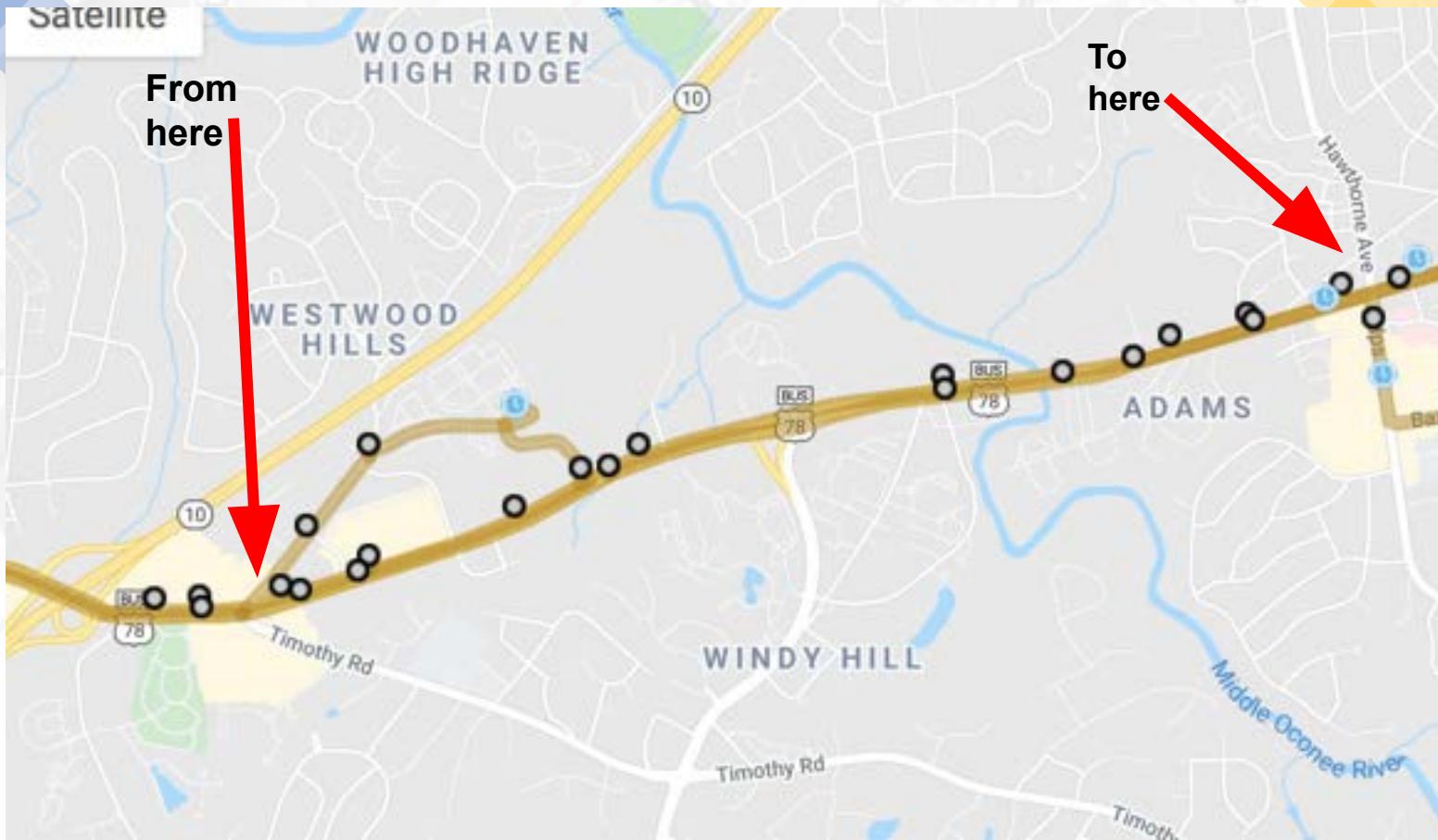
From Alps/Hawthorne to Timothy/Mitchell Bridge



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



PRECISION
LANDSCAPE MANAGEMENT
DESIGN • INSTALL • MANAGE



So many fun bus shelters, so few
sidewalks



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

Unsafe biking and walking conditions



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



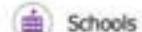
Athens in Motion Atlanta Highway Improvements

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

A screenshot of a document page titled "Table 8-1: Mobility and Pedestrian Prioritization Criteria". The table has three columns: "Mobility and Pedestrian Prioritization Criteria", "DESCRIPTION", and "SCORING METHOD". The table lists various criteria with their descriptions and scoring methods, such as "Public Sidewalks" (described as "A measure of the total length of public sidewalks in a neighborhood, relative to the total length of public roads in the neighborhood", with a scoring method of "Score the total length of public sidewalks in the neighborhood, relative to the total length of public roads in the neighborhood, using the following scoring method: 100% = 100 points, 50% = 50 points, 25% = 25 points, 10% = 10 points, 5% = 5 points, 2% = 2 points, 1% = 1 point, 0% = 0 points"), "Public Transit Coverage" (described as "A measure of the percentage of households within a neighborhood that have access to public transit", with a scoring method of "Score the percentage of households within the neighborhood that have access to public transit, using the following scoring method: 100% = 100 points, 50% = 50 points, 25% = 25 points, 10% = 10 points, 5% = 5 points, 2% = 2 points, 1% = 1 point, 0% = 0 points"), and "Population Commuting by Public Transit" (described as "A measure of the percentage of the population within a neighborhood that commutes to work by public transit", with a scoring method of "Score the percentage of the population within the neighborhood that commutes to work by public transit, using the following scoring method: 100% = 100 points, 50% = 50 points, 25% = 25 points, 10% = 10 points, 5% = 5 points, 2% = 2 points, 1% = 1 point, 0% = 0 points").

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 increases 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

Host walk audit of roadway with community and commissioners
High level input session
Neighborhood pop up
High level feedback on facilities
Host online surveys

Public forum on preferred concept
Online surveys
E-mail newsletter on project status
AIM Commission to make media statements on project
Begin plan for tactical urbanism, if applicable and feasible

Neighborhood pop up on final design and schedule for impact and changes to roadway
Educational materials for changes
Implement tactical urbanism and host online survey

E-mail newsletter on project status;
If tactical urbanism implemented:
Close out tactical urbanism experiment for construction
Finalize all change order requests from lessons learned

Host final walk audit with community member and commissioners
Annually check bike and pedestrian counts

Updated: November 7, 2019

This chart is included with the project attachments.

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Thank you! Questions?



Contact

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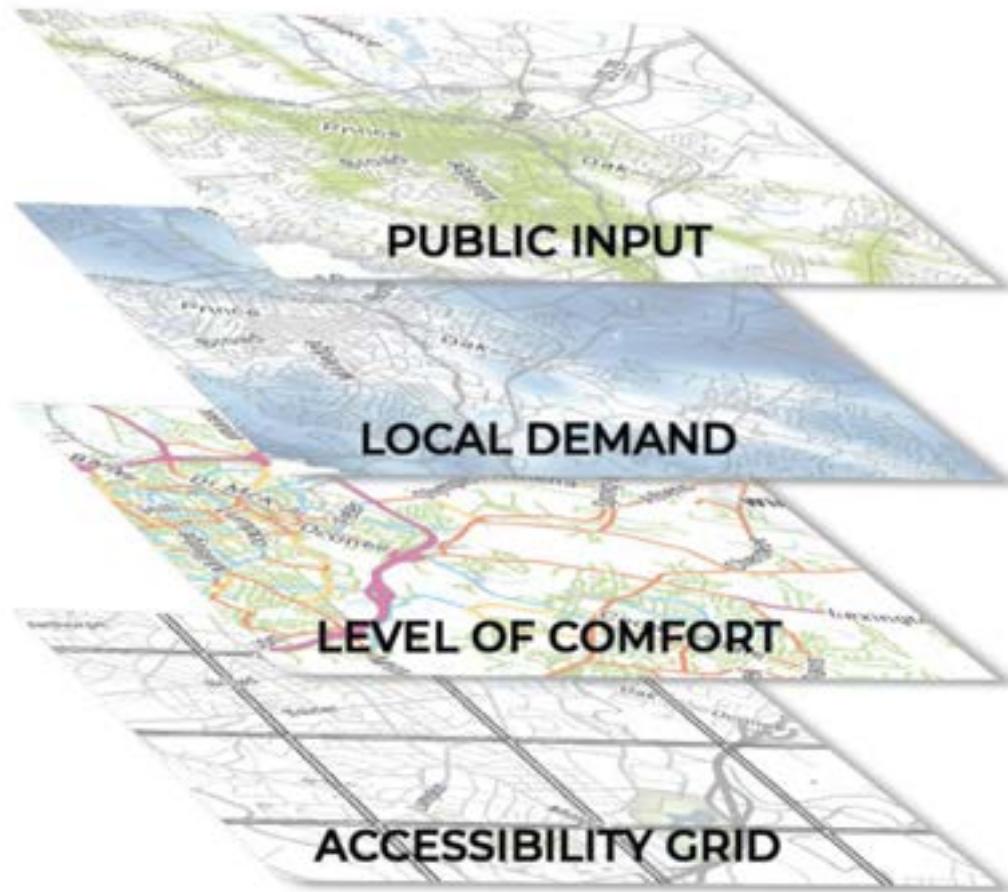
Athens in Motion Commission

**ATLANTA HIGHWAY
& WEST BROAD STREET
Bicycle and Pedestrian Facilities**

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

A screenshot of a document page titled "Table A-3: Equity and Land Use Selection Criteria". The table has three columns: "CRITERIA", "DESCRIPTION", and "SCORING METHOD". The "CRITERIA" column lists various social and economic factors. The "DESCRIPTION" column provides a brief explanation of each factor. The "SCORING METHOD" column indicates the scoring scale for each criterion, ranging from 0 to 100. The table is set against a blue background.

CRITERIA	DESCRIPTION	SCORING METHOD
Public Sidewalk to Road Ratio	A ratio of the total length of public sidewalks to the total length of roads in the project area. The ratio is calculated by dividing the total length of sidewalks by the total length of roads. The result is then multiplied by 100 to get a percentage.	0-100
Bus Service Coverage Area	The percentage of the project area that is within a 1/4 mile radius of a bus stop. The coverage area is determined by drawing a 1/4 mile radius around each bus stop and then calculating the percentage of the project area that falls within those circles.	0-100
Households with no vehicle	The percentage of households in the project area that do not own a vehicle. This is determined by dividing the number of households without a vehicle by the total number of households in the project area and then multiplying by 100.	0-100
Population commuting by public transit	The percentage of the population in the project area that commutes to work by public transit. This is determined by dividing the number of people who commute by public transit by the total population in the project area and then multiplying by 100.	0-100
Percent in poverty over 65	The percentage of the population in the project area that is 65 years of age or older and is in poverty. This is determined by dividing the number of people in poverty who are 65 or older by the total population in the project area and then multiplying by 100.	0-100
Percent in poverty under 18	The percentage of the population in the project area that is under 18 years of age and is in poverty. This is determined by dividing the number of people in poverty who are under 18 by the total population in the project area and then multiplying by 100.	0-100
Proximity to schools, parks, businesses services	The proximity of the project area to schools, parks, businesses, and other services. This is determined by calculating the distance from the project area to each of these features and then averaging the distances.	0-100

See detailed Equity criteria from AiM plan included with project attachment

Selection Criteria: Transit, Critical Corridors, and more

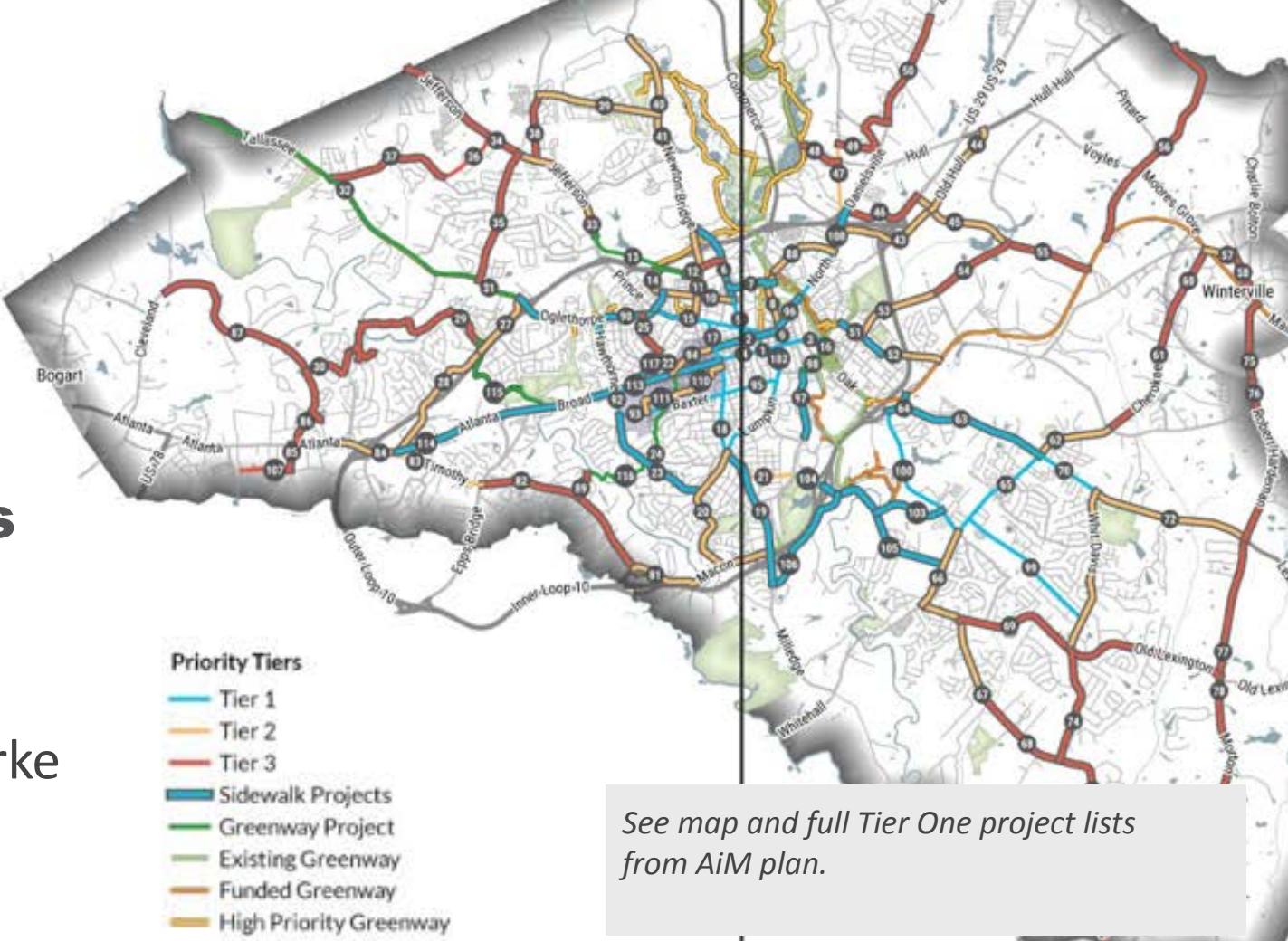
- Proximity to transit stops
- Critical corridors: Prince Ave., North Ave., Milledge Ave., Atlanta Highway, Lexington.
- Optimizing safety and connectivity
- Existing facilities were also considered for bicycle project selection and prioritization
- Public input also played a role



*See additional detailed criteria in
AiM plan*

Bike/Ped Project Tiers

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



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 	
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>Athens 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 type and proposed facility type Identify alternatives based on constraints and conditions AIM Commission votes on next project for funding and/or identifies recommendations for TPA to analyze for compliance to Complete Streets Policy Cost Feasibility Impacts Etc. 		<p>Mayor and Commission work session</p> <p>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>Athens in Motion Commission vote on their preferred concept and complete street recommendations (if applicable)</p> <p>Other Citizens Oversight Committee are given review opportunities, if necessary</p> <p>Mayor and Commission concept approved</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 designs 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 approves final construction plans</p> <ul style="list-style-type: none"> Construction plans Final construction documents Contracting strategies Right of way plans Land acquisition and analysis Individual permit/leg. desc. Complete access of taking <p>Staff work on land acquisition</p> <ul style="list-style-type: none"> Acquire necessary right of way 	
Public Input Opportunities					
<p>Root walk, width of roadway, with connectivity and consistency</p> <p>High-level input session</p> <p>Neighborhood pop up</p> <p>High-level feedback on facilities</p> <p>Most recent 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>Updated: November 7, 2018</p>		<p>E-mail newsletter on project status;</p> <p>If tactical urbanism implemented:</p> <ul style="list-style-type: none"> Once out tactical urbanism experiment for construction Finalize all change order requests from lessons learned 		<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	INTERESTED BUT CONCERNED	SOMEWHAT CONFIDENT	HIGHLY CONFIDENT
Uncomfortable bicycling in any condition, have no interest in bicycling, or are physically unable to bicycle.	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.	Generally prefer more separated facilities, but are comfortable riding in bicycle lanes or on paved shoulders, if necessary.	Comfortable riding with traffic, will use streets without bike lanes.