

Submitted By: Christina Davis
Athens Housing Authority
Phone: (404) 354-0550
Email: cdavis@columbiarests.com

Project Type: Public Transit related projects - Athens Transit System

General Program Goal: Social Well-Being

Previously Submitted and Rejected: No

Continuation Project: No

Project Total Cost: \$ 227,000 Total Annual Operating Cost: \$ 1,000

Abbreviated - Project Description: This project provides funding to modify the existing bus stop at the intersection of Hull and Hoyt Street and create a multi-bus route pavilion to be shared by Athens-Clarke County Transit Authority and Clarke County School district. The location of the proposed pavilion would be in the northern, downtown Athens area.

Project Location/Address: Intersection of Hull and Hoyt & Intersection of Lumpkin and Madison

Is the Site currently owned by the Unified Government of Athens-Clarke County? Yes

Is the Site within State Highway Rights-of-Way? No

Site Specific Information: The North Downtown Athens Master Plan identifies and SPLOST 2020 Project 02 funds the extension of public streets- Madison and Lumpkin- within the North Downtown area and the realignment of Hull and Hoyt intersection for enhanced safety. As such, this project's enhanced bus stops will both be located on publicly owned land.

Does this Project require the acquisition of any land rights, whether existing sites, new site, easements, or Rights-of-Way? No

Project/Program Description: This project proposes to enhance the existing bus stop located at the intersection of Hull and Hoyt and to create a new multi bus route pavilion in the North Downtown Area. The enhanced bus stop at Hull and Hoyt will serve the existing Athens Community Council on Aging (ACCA) and visitors to the Pulaski Heights Trail and new North Downtown Wetland Park (under permitting review now). The bus pavilion will serve all students riding the CCSD. This pavilion will allow for safe queuing / gathering of students in the linear park northward extension of Lumpkin to be constructed with SPLOST 2020-02 funds as opposed to current queuing at Bethel along a parking lot and public street. Additionally, the North Downtown redevelopment -supported by SPLOST 2020 Project 02 - is expected to triple the density of the Athens Housing Authority owned College & Hoyt and ACC UG/AHA owned Bethel communities. Creating a safe, off-road bus pavilion to serve existing and new residents is essential to community safety, lessening vehicular traffic, and providing equitable transit options and access to all ACC residents. It is expected that this pavilion would be

shared by Transit Department of the Unified Government of Athens- Clarke County and the Clarke County School District Transportation Department.

Project Mission Statement/Selection Criteria: The North Downtown -Enhanced Bus Stops project enhances existing infrastructure to:

- Promote future mixed-use/mixed-income redevelopment north of Dougherty St. as pictured envisioned in the North Downtown Athens Transformation Plan.
- Provide equitable alternative transportation means for residents of all income levels from a developing part of town to the existing fabric of downtown.
- Support existing infrastructure by increasing ridership with safer and more functioning bus stops.

How is this Project recommended/included in any approved ACCGov Land Use Plan, Master Plan, Corridor Study, or Service Delivery Plan? The North Downtown Athens Redevelopment Master Plan identifies the need to cover the existing bus stop at the Athens Community Council on Aging (corner of Hull St. and Hoyt St) and the need for the creation of a new, centralized bus pavilion at the newly constructed Madison and Lumpkin Street intersection. During the Transportation & Transit virtual workshop the Transit Department of the Unified Government of Athens- Clarke County and the Clarke County School District Transportation Department agreed that a centralized bus pavilion could be used by both routes. In addition, during input sessions with residents of Bethel and the College & Hoyt Communities, concern over safety at the bus stops was of great concern. At the March 2, 2021 voting session, M&C formally accepted North Downtown Athens Redevelopment Master Plan. Likewise, the proposed bus stop enhancements will support the Athens Transit Title VI System Policy to give special consideration for shelters and benches at bus stops serving a high percentage of elderly or disabled patrons are stops serving public facilities and schools.

How is this Project included in the Madison Athens-Clarke County Oconee Regional Transportation Study (MACORTS) long-range Transportation Improvement Plan (TIP)? N/A

PROJECT JUSTIFICATION

How will the Project meet one or more of the Selection Criteria?

Promotes the Goal of improving Equitability of capital improvements throughout the 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.

Protects the community's existing Transportation Infrastructure Investments: This project enhances an existing bus stop and provides a new multi-route bus pavilion, thus protecting the community's existing investments.

Promotes the Upgrade and Continued Use of Alternative Transportation Facilities: The covering of the Hull/Hoyt Street bus stop will provide a safer and more comfortable bus stop for seniors and visitors to ACCA. Additionally, the new bus pavilion will be heavily utilized by all residents and visitors to the North Downtown area where there will be a new public park.

Promotes increased access to existing public facilities: The proposed bus stops provide interconnectivity from 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 via public transit. It facilitates alternative transit for visitors to Pulaski Heights Trail and North Downtown development, including the public Wetland park and linear parks. In addition, it provides greater access to the Athens Neighborhood Health Clinic for all citizens needing such affordable healthcare.

Promotes increased usage of the Transit System, including improving Pedestrian access to Transit Facilities: The proposed bus pavilion and covered bus stop promotes usage of the Transit System as it will be located in an extremely pedestrian and bicycle friendly area. Additionally, covered stops are more likely to be heavily utilized.

Increases capital for Transit Services or expands the Transit System: The proposed project directly expands opportunities for the transit system and provides funds for necessary capital improvements to existing bus stops.

Maintains or Improves Air Quality: The use of public transportation will encourage less vehicle miles traveled for this area, thereby reducing CO2 emissions and improving air quality.

Reduces vehicle miles traveled and traffic congestion: The enhanced bus pavilion will encourage less vehicle miles traveled for this area.

Reduces time spent traveling in vehicles: Improves transit safety for Bethel Midtown Village and College & Hoyt residents traveling to downtown on public buses. This directly reduces demand for parking downtown.

Promotes Health and Safety: Creation of the bus pavilion will promote the health of citizens by encouraging walking or biking to the bus stop. Additionally, by sharing the bus pavilion with the CCSD school buses, this project provides a safe environment for children to queue for the bus.

Triple Bottom Line Impacts

Positive Benefits for the Economic Prosperity of Athens-Clarke County: The approved North Downtown Athens Transformation Plan envisions a mixed-use and mixed-income redevelopment featuring residential, commercial, institutional, and government uses.

Currently, residents of deeply subsidized housing in North Downtown have limited access to vehicular

transportation and rely on ACC Transit. Improved transit facilities will provide multiple modes of transportation and reduce transportation costs for underserved populations.

The strategic location of the proposed transit facilities will serve a high visitor and high residential use area of what is currently underdeveloped parcels featured in pg. 80-85 of North Downtown Master Plan.

Detrimental Impacts to the Economic Prosperity of Athens-Clarke County: none

Positive Benefits for the Social Well-Being of our Residents and visitors: During the North Downtown master planning process, current residents of Bethel Midtown Village reported that they access ACC Transit stops outside the gates of the property, which can discourage bus ridership and create safety issues for riders. The proposed bus facilities, in coordination with the street improvements in the North Downtown Athens Master Plan, will create a safer and more convenient transit experience for students, residents of the planned 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.

Detrimental Impacts for the Social Well-Being of our Residents and visitors: none

Positive Impacts on the 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.

Detrimental Impacts on the Environment: none.

Positive/Negative Impacts on ACCGov Departments, Agencies, or other Organizations, if not covered in one of the above questions: Athens Community Council on Aging - Improved access for patrons/visitors without a vehicle.

ACC Transit - Improved ridership from Bethel Midtown Village/College & Hoyt residents

Athens Neighborhood Health Center - Improved access for patrons/visitors without a vehicle.

Project Costs

Detailed project capital budget costs (to be funded from TSPIOST 2023 only):

Project Costs (round to thousand)	Amount
1. Land Acquisition / ROW / Easement:	\$ -
2. Design Fees: (Min.12% of New Const.; 14% of reno,; 16% for LEED proj.)	\$ 18,000
3. Miscellaneous Fees: (Min. Minimum of 3% of Construction Costs – used for permitting, etc. Utilize minimum of 10% if land acquisition if necessary.)	\$ 5,000
4. Construction:	\$ 150,000
5. Construction Contingency: (10% of the Construction line item)	\$ 15,000
6. Acquisition of Capital Equipment	\$ -
7. Testing:	\$ 5,000
8. Project Management: (4% of the total budget line items above)	\$ 8,000
9. Project Contingency: (10% of the total budget line items above)	\$ 20,000
10. Public Art: Calculated at 1% of the Construction line item.	\$ 2,000
11. Other 1:	\$
12. Other 2:	\$
Project Subtotal:	\$ 223,000
14. Program Management (2% of Project Subtotal):	\$ 4,000
TSPIOST 2023 Project Total:	\$ 227,000

Operating Cost

Total Annual Net Operating Costs when Project is complete:

Only identify additional or net operating costs to be paid by ACCGov as a result of this Project. Identify the additional or net costs needed, above ACCGov's current operating budget, to operate the requested project; as well as any additional Project related revenues that would be generated. Provide budget costs for each identified category below.

Operating Costs (round to thousand)	Estimated Impact for Annual Operating Expenditures
TOTAL PROJECTED REVENUES FROM PROJECT	
PROJECTED EXPENDITURES	
1. Personnel Costs: from Appendix A	
2. Annual Utilities:	
• Natural Gas:	
• Electrical:	
• Water:	
• Sewer:	
• Phone:	
• Solid Waste Collection:	
• Other:	
3. Operating Supplies:	
4. Equipment Maintenance:	
5. Facility Maintenance:	
6. Other: Public Art Maintenance – minimum	1,000
7. Other:	
8. Other:	
TOTAL EXPENDITURES	
NET OPERATING COSTS OF PROJECT:	\$ 1,000

Project Financing

Is the proposed Project to receive funding from source(s) other than TSPLOST 2023? No