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Project Type: Bicycle/Pedestrian (bicycle lanes, sidewalks, other bicycle or pedestrian infrastructure, not including Greenway or Rail-to-Trails) related projects - Transportation & Public Works

General Program Goal: Economic Prosperity

Previously Submitted and Rejected: No

Continuation Project: No

Project Total Cost: \$ 2,373,000

Total Annual Operating Cost: \$ 17,000

Abbreviated - Project Description: This project provides funding for the design and construction of a multi-use trail along Hoyt Street and along College Avenue from Elizabeth Street to Dougherty Street. The trail width is 10 feet and the length is approximately 3500 linear feet.

Project Location/Address: Hoyt Street from Hull to College Ave. College Ave. between Elizabeth St. and Dougherty

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 Athens in Motion plan identifies this route as a shared facility from Elizabeth Street, south on College to Dougherty Street (pg. 63). The North Downtown Athens Master Plan identifies the extension of such shared, multiuse trail from Pulaski Heights Trail eastward on Hoyt.

Does this Project require the acquisition of any land rights, whether existing sites, new site, easements, or Rights-of-Way? Yes

Project/Program Description: This project proposes to connect the Pulaski Heights Trail from its current location near Athens Community Council on Aging (ACCA) and extend a multi-use trail eastward along Hoyt Street and continue along College Avenue to connect to both Dougherty St and the North Oconee River Greenway Trail at Elizabeth Street along the length of College Avenue. The extension of the Pulaski Heights Trail is noted in the North Downtown Athens Transformation Plan. This extension is for 3,500 linear feet of 10 ft wide of multiuse trail consistent with the existing trail. 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 separate and protected multi-use pathway for these existing and new residents to downtown and to the Oconee Greenway is essential to connecting communities, providing access to healthy recreation, lessening vehicular traffic, and creating a vibrant College Avenue in North Downtown.

Project Mission Statement/Selection Criteria: The North Downtown - College Avenue Multiuse Trail project enhances street infrastructure along College Avenue to:

- Accomplish the identified objectives for College Ave multi-use trails as outlined in the Athens In Motion Bike and Pedestrian Masterplan.
- Promote future mixed-use/mixed-income redevelopment north of Dougherty St. as pictured envisioned in the North Downtown Athens Transformation Plan.
- Provide alternative transportation means for residents of all income levels from a developing part of town to the existing fabric of downtown.
- Facilitate future mixed use/mixed-income redevelopment of College Avenue north of Ware St.

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 extension of the Pulaski Heights Trail Hoyt Street to College Avenue, the connection of the Bethel and College & Hoyt communities to downtown activities and economic opportunities and the general extension of Downtown Athens into the northern neighborhood as Urban Design goals on page 69. Page 74 identifies a recommended street section showing enhanced streetscape and multiuse trail along College Avenue and Page 75 contains a rendering. At the March 2, 2021 voting session, M&C formally accepted North Downtown Athens Redevelopment Master Plan. Additionally, the proposed shared bike and pedestrian trail project is identified as a Tier 1 project in the Athens In Motion Bicycle and Pedestrian Masterplan, Project No. 8.

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 of more or the Selection Criteria?

Promotes the Goal of improving Equitability of capital improvements throughout the Community:

The College & Hoyt and Bethel Midtown Village communities are deeply subsidized apartment communities housing low-income families in Athens Clarke County. Providing equitable access to downtown and throughout the community by way of multi-use trail is essential to providing affordable and comparable alternative modes of transportation. A large portion of the citizens that will be served by this multi-use trail do not currently have access to motor vehicles. Providing improved bike and pedestrian access to the area of the community provides greater opportunities for mobility to job centers, essential services, and recreational facilities.

Protects the community's existing Transportation Infrastructure Investments: This project connects Clayton St. and Dougherty St. streetscape improvements and compliments the nearby Oconee Greenway and Pulaski Creek trail. The proposed multi-use trail would reduce the amount of vehicular traffic along Hoyt Street and College Avenue there by reducing the need for additional improvements to existing roadway widening or infrastructure.

Reduces Pavement Maintenance deficit: The proposed multi-use trail would reduce the amount of vehicular traffic along Hoyt Street and College Avenue thereby reducing the need for additional improvements to existing roadway widening or infrastructure.

Promotes the Upgrade and Continued Use of Alternative Transportation Facilities: Athens in Motion, Greenway Network Plan, ACC Transit Feasibility plans prioritize this corridor.

Promotes increased access to existing public facilities: The proposed multi-use trail provides interconnectivity from the Pulaski Heights Trail, 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, connectivity to downtown and the North Oconee Greenway and Thomas Lay Park.

Promotes increased usage of the Transit System, including improving Pedestrian access to Transit Facilities: The proposed multi-use trail provides connectivity to Transit Stops at the intersection of N. Hull St and Hoyt Street at the Athens Community Council on Aging (ACCA).

Maintains or Improves Air Quality: The multiuse trail 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 multiuse trail 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 foot or bike. This directly reduces demand for parking downtown and reduces time spent traveling in vehicles.

Promotes Health and Safety: Creation of the trail will promote the health of citizens by encouraging walking, biking and overall fitness. When polled as part of the North Downtown Athens Master Plan many residents of Bethel acknowledged that either they or their children owned bicycles and, if provided more bicycle infrastructure, they would utilize it. This path also provides alternative transportation opportunities for visitors to the Athens Neighborhood Health Clinic.

Continues Sidewalk & Multi-Use Trail construction: The proposed trail is 10ft wide and creates connectivity with the Pulaski Heights Trail and the North Oconee Greenway Trail systems.

Implements components of an updated Greenway Network Plan: This project facilitates connections to downtown street grid, partial future connection to North Oconee Greenway. Improves bike/pedestrian connections to Pulaski Heights Trail.

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. The proposed multi-use trail will provide bicycle and pedestrian access from Downtown to these planned uses, to existing community facilities like Lay Park and Lyndon House, and to surrounding neighborhoods north of Dougherty St. Currently, residents of deeply subsidized housing in North Downtown have limited access to vehicular transportation. The multi-use path will provide multiple modes of transportation and reduce transportation costs for underserved populations.

The strategic location of a multi-use path will improve the mixed-use development potential of the 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: The fenced design of Bethel Midtown Village currently separates residents from the Downtown urban fabric. The multi-use path will improve the street experience for residents of the planned redevelopment and visitors traveling to/from Downtown.

For residents of North Downtown, neighborhood amenities like Lay Park are well used but nearby Pulaski Heights Trail and North Oconee Greenway Trail remain best accessed by car. The multi-use path will allow residents of the North Downtown redevelopment to directly access the greenway network and enjoy nearby nature safely. Residents of surrounding neighborhoods can use the multi-use path to visit the new Wetland Park, commute Downtown, and safely reach the North Oconee Greenway.

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

Positive Impacts on the Environment: The proposed multi-use path will facilitate bicycle/pedestrian circulation between Downtown, neighborhoods to the east of the existing North Oconee Greenway, Pulaski Heights on either side of College Avenue, and Downtown. Replacing short vehicle trips from these neighborhoods to job centers and entertainment destinations reduces miles traveled and CO2 emissions. The path will connect to existing and planned transit stops in the North Downtown Athens Master Plan (pg. 70), encouraging use of public transit.

Enhancing connections to the North Oconee River from Downtown will further promote the river as a community asset and encourages citizen stewardship.

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: Positive impacts on the following:

-Leisure Services (including Lyndon House and Lay Park) - Improved pedestrian safety for patrons

- Athens Housing Authority - Safer pedestrian experience for AHA residents to travel to ACCA, downtown, future Wetland Park, and Pulaski Heights Trail
- Transportation and Public Works - Reduces the amount of vehicular traffic along Hoyt Street and College Avenue, reducing the need for additional improvements to existing roadway widening or infrastructure.
- Athens Neighborhood Health Clinic - Improved bicycle/pedestrian access for patrons without vehicles.
- Athens Community Council on Aging - Improved bicycle/pedestrian access for patrons without vehicles.

Project Costs

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

Project Costs (round to thousand)	Amount
1. Land Acquisition / ROW / Easement:	\$ 100,000
2. Design Fees: (Min.12% of New Const.; 14% of reno,; 16% for LEED proj.)	\$ 180,000
3. Miscellaneous Fees: (Min. Minimum of 3% of Construction Costs – used for permitting, etc. Utilize minimum of 10% if land acquisition if necessary.)	\$ 45,000
4. Construction:	\$ 1,500,000
5. Construction Contingency: (10% of the Construction line item)	\$ 150,000
6. Acquisition of Capital Equipment	\$ -
7. Testing:	\$ 45,000
8. Project Management: (4% of the total budget line items above)	\$ 81,000
9. Project Contingency: (10% of the total budget line items above)	\$ 210,000
10. Public Art: Calculated at 1% of the Construction line item.	\$ 15,000
11. Other 1:	\$
12. Other 2:	\$
Project Subtotal:	\$ 2,326,000
14. Program Management (2% of Project Subtotal):	\$ 47,000
TSPLOST 2023 Project Total:	\$ 2,373,000

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: Additional Landscape Maint. Crew	12,000
2. Annual Utilities:	
• Natural Gas:	
• Electrical: Cameras & Additional lighting	1,000
• Water:	
• Sewer:	
• Phone: Cameras	1,000
• Solid Waste Collection:	1,000
• Other:	
3. Operating Supplies:	
4. Equipment Maintenance:	
5. Facility Maintenance:	1,000
6. Other: Public Art Maintenance	1,000
7. Other:	
8. Other:	
TOTAL EXPENDITURES	
NET OPERATING COSTS OF PROJECT:	\$ 17,000

Project Financing

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

Site Criteria and Standards

Current Property Owner (if applicable): various

Minimum acreage necessary for Project: 2 acres

Topography: relatively flat

Estimated cost per acre: \$30,000 (additional \$20,000 per acre for various other acquisition costs like legal, etc).

Location/Accessibility

Define location relative to the Project's service area that best meets the Goals and Selection Criteria.
Accessible

If necessary to meet the Goals and Selection Criteria, describe what types of vehicular access will be required.
Accessible

If necessary to meet the Goals and Selection Criteria, describe what types of pedestrian access will be required.
Accessible

If necessary to meet the Goals and Selection Criteria, describe what types of Bicycle access will be required.
Accessible