

Submitted By: Carly Evans
Athens in Motion Commission
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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: Social Well-Being

Previously Submitted and Rejected: No

Continuation Project: Yes – TSPLOST 2018, Project 15

Project Total Cost: \$ 15,169,000

Total Annual Operating Cost: \$ 3,000

Abbreviated - Project Description: This project provides funding to design and construct pedestrian and bicyclist facilities from Mitchell Bridge/Timothy Roads to Hawthorne Avenue/Alps Road. Improvements for this corridor include medians, interconnecting parcels, additional sidewalks, multi-use paths, separated bike lanes, and intersection safety measures.

Project Location/Address: Atlanta Highway/West Broad Street from Mitchell Bridge/Timothy Road intersection to Hawthorne Ave/Alps Road intersection

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

Is the Site within State Highway Rights-of-Way? Yes

Site Specific Information: Atlanta Highway/West Broad Street is the major east-west axis of Athens, Georgia. It serves large and small businesses, local and through traffic, residential and commercial properties, and Athenians of all demographic groups. Rather than welcoming inbound traffic, it is an overwhelming expanse of two-way gridlock with grade separations and complicated intersections throughout the corridor. Large and small businesses line both sides of the road, most with multiple curb cuts. Despite heavy Transit use, the sidewalk deficit is greater than 50%.

This corridor is categorized as an AiM Level of Comfort = 4, which is described as "not comfortable for bicycle travel and may only be suitable for the most advanced level of cyclist. Characterized by high speeds and one or more adjacent travel lanes". It is also identified as an AiM critical transportation corridor. Sidewalks are mostly missing and disconnected from transit stops on both sides, and bicycle facilities are non-existent. Additionally, ACCGov recently purchased roughly 150 acres combined (Beech Haven property and Matthews Motors) through the Greenspace Acquisition Program. Sidewalks and bike lanes will facilitate access to this resource via the Greenway Network Plan.

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

Project/Program Description: The scope of this project is to design and build continuous pedestrian and bicyclist facilities from Mitchell Bridge/Timothy Roads to Hawthorne Avenue/Alps Road. It provides opportunities to consolidate access to adjacent parcels through the creation of parallel access lanes with a single right-in-right-out drive-way or other alternative solutions as identified by ACCGov Traffic Engineering.

AiM specified improvements for this corridor call for medians, interconnecting parcels, additional sidewalks, multi-use paths, separated bike lanes, and intersection safety measures. This project synthesizes these improvements into a cohesive and fully functioning Complete Street to welcome and serve all users. The project length is 2.7 miles. In addition to construction, this project will address safe crossings at intersections and parking entrances (i.e. conflict points), and will enhance access to Transit stops along both sides of the Atlanta Highway Corridor.

This is a Tier 1 Athens in Motion Bicycle and Pedestrian project and an important investment in Athens-Clarke County.

Project Mission Statement/Selection Criteria: MISSION:

- To Provide Safety and Connectivity for Active Transportation Users
- To increase social wellbeing and physical fitness
- To promote economic prosperity, county-wide
- And, to reduce the environmental impacts of vehicular traffic

How is this Project recommended/included in any approved ACCGov Land Use Plan, Master Plan, Corridor Study, or Service Delivery Plan? Athens in Motion Bike and Pedestrian Master Plan, Athens-Clarke County Comprehensive Plan, Greenway Network Plan 2020 Update, TSPLOST Public Involvement Summary Report

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

MACORTS Athens-Clarke Sidewalk Plan (project V-9)

MACORTS Athens-Clarke Bicycle Facilities System Improvements (project V-10)

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:

A high percentage of corridor users has limited or no access to private vehicles and is dependent on walking, bicycling, and Transit to conduct the business of life. Sidewalks are not continuous, forcing many to walk in "goat paths" and across dangerous intersections. There are no bike lanes or road shoulders for safe stopping, so very few cyclists travel along Atlanta Highway.

Athens in Motion identified the 4.7 miles from Mitchell Bridge Road to Hawthorne Avenue as a Tier 1 Bicycle and Pedestrian Project. This project will connect people with employment, shopping, recreation, social activities, healthcare, and more, in a safe and dignified manner.

Athens in Motion emphasizes equity in developing alternative transportation facilities. Communities with low car-ownership have the greatest need for safe ways to get to work, school, shopping, and Transit. This project will reach an underserved and inconvenienced population and improve their quality of life.

Protects the community's existing Transportation Infrastructure Investments: There are 17 Transit stops on either side of Atlanta Highway/West Broad Street from Mitchell Bridge/Timothy Roads to Hawthorne Avenue/Alps Road. Bike lanes and sidewalks will serve the transit network by bringing access to more users. In addition, Athens Transit's Bike Program allows users to increase their range of motion by joining the two modes of transportation, thus expanding and enhancing the network.

Investing in this Complete Streets infrastructure will address the destructive effects of storm water run-off and will encourage better driving behavior. These improvements will increase the lifespan of transportation infrastructure.

Promotes the Upgrade and Continued Use of Alternative Transportation Facilities: Athens-Clarke County is investing heavily in sidewalks, bike lanes, multi-user paths, and greenways. This project will connect with pedestrian and bicycle projects being funded through TSPLOST 2018 and applied for in TSPLOST 2023. Atlanta Highway is one of the six critical corridors* which form the foundation of the Athens in Motion network.

*Critical corridors are those that connect the core of Athens to destinations within and outside of Loop 10.

Promotes increased access to existing public facilities: Building bike and pedestrian facilities along Atlanta Highway/West Broad Street will give easier, safer, more convenient access to all public facilities served by the corridor. Families with school-age children have few opportunities to visit parks, libraries, or cultural venues unless they have a car. A future Greenway and park are planned for the Beech Haven site. This will be the only green space west of the Middle Oconee River. This Athens in Motion project will directly access this resource.

Along the corridor are numerous public amenities including grocery stores, restaurants, churches, as well as large and small businesses of all types.

Promotes increased usage of the Transit System, including improving Pedestrian access to Transit Facilities: As stated above, there are 17 Transit stops on either side of Atlanta Highway/West Broad Street from Mitchell Bridge/Timothy Roads to Hawthorne Avenue/Alps Road. Bike lanes and sidewalks will encourage more riders to use Transit instead of cars.

Pedestrians currently face great risks, inconveniences, and indignities walking along and crossing Atlanta Highway/West Broad Street as well as the myriad conflict points. Transit should be an attractive option for everyone. Building safe pedestrian infrastructure will enhance the system by making it more comfortable for those who need it and more appealing to those who do not.

Maintains or Improves Air Quality: Biking and walking produce no carbon dioxide. Every mile not driven equals 400 fewer grams of carbon dioxide released into the air we breathe. Traffic backups exacerbate air pollution problems. Alternatives to driving will reduce the number of carbon-producing vehicle trips as well as time spent burning fuel while idling.

Currently, driving is the best option for traveling along Atlanta Highway. Bike and pedestrian facilities will provide shorter distance drivers with non-polluting options.

Reduces vehicle miles traveled and traffic congestion: Every person who chooses to walk or bike to his/her/their destination equals one less car on the road. Building pedestrian and bicycle infrastructure along Atlanta Highway not only provides transportation options to those with the greatest need, it also encourages users to leave their cars at home more often.

Reduces time spent traveling in vehicles: Every person who chooses to walk or bike to his/her/their destination equals less time spent traveling in vehicles. Completing the pedestrian and bicycle facilities on Atlanta Highway will encourage people to walk and bike rather than drive for short distances.

Continues TSPLOST 2018 Corridor Improvements or transportation related safety improvements: Atlanta Highway/West Broad Street was identified for improvement in several areas, including bicycle and pedestrian infrastructure. Building the bicycle and pedestrian infrastructure in this project will eliminate many safety hazards to all corridor users. People need the ability to cross and walk along Atlanta Highway, safely and conveniently. Drivers need to anticipate pedestrians and bicyclists to avoid conflicts and crashes.

This Atlanta Highway/West Broad Street Athens in Motion Project integrates with numerous sub-projects in the corridor area: TSPLOST 2018 Project #15,

- Intersection Improvement sub-project - A10
- Sidewalk sub-projects - A13, A16, A21, A23, A25, A26
- Transit sub-projects - A1, A3, A5, A6, A7

Promotes Health and Safety: Walking 30 minutes daily improves cardiovascular health, lowers blood pressure, strengthens bones, promotes weight loss, builds muscles, and increases aerobic endurance. (<https://www.mayoclinic.org/healthy-lifestyle/fitness/in-depth/walking/art-20046261>)

Bicycling has similar health benefits to walking. In addition, it improves balance and strengthens the knee joints. (<https://www.health.harvard.edu/staying-healthy/the-top-5-benefits-of-cycling>)

Both forms of active transportation have mental health benefits as well, reducing depression and anxiety. (<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC1470658/>)

Separating bicyclists and pedestrians from vehicular traffic increases safety for those who do not - or choose not to - drive. (https://safety.fhwa.dot.gov/ped_bike/ped_cmnity/ped_walkguide/sec1.cfm) Residents of Timothy Road and Alps Elementary School zones strongly support more and better access to active transportation. (see Athens Wellbeing Project)

Continues Sidewalk & Multi-Use Trail construction: The Atlanta Highway Users Group (TSPLOST 2018, Project 15) is submitting a proposal for multi-user paths connecting Timothy and Mitchell Bridge Roads to Atlanta Highway. In addition, a citizens group has made a TSPLOST 2023 proposal for realignment of these two roads and overall intersection safety improvements for all users. Athens in Motion Project 114 will be designed to work with these intersection improvements with the goal of creating safe, seamless travel for bicyclists and pedestrians. Additionally, these new pedestrian and bicycle facilities will connect to the planned multi-use trail in the Beech Haven property.

Implements components of an updated Greenway Network Plan: While the Greenway Network Plan primarily focuses on the river corridors and the land within the 100-year floodplain, street-based segments throughout Athens have been identified as important connections to and from these natural corridors. The Atlanta Highway and West Broad Street corridors include access to Beech Haven, one of the most ecologically and culturally rich greenspaces in Athens-Clarke County. The sidewalks and multi-use paths specified in this TSPLOST 2023 proposal will enable residents in nearby neighborhoods to walk and bike to this property and to future Greenway connections that converge there.

Triple Bottom Line Impacts

Positive Benefits for the Economic Prosperity of Athens-Clarke County: This active transportation project will improve access to jobs, resources, and commerce for all Athenians along and nearby the corridor. By increasing non-vehicular traffic, it will have a positive effect on consumer spending and business investments, thus fueling the economic growth essential to reducing poverty and homelessness. Additionally, reducing crashes not only saves lives and livelihoods, it lowers the cost to society arising from injuries and deaths.

Detrimental Impacts to the Economic Prosperity of Athens-Clarke County: No detrimental impacts to the Economic Prosperity of Athens-Clarke County have been identified.

Positive Benefits for the Social Well-Being of our Residents and visitors: Atlanta Highway/West Broad Street, being a main gateway to Athens, greets the 50,000 plus vehicles entering and leaving the city's west side daily. The improvements brought by this project will make Athens more attractive to visitors, potential businesses, and job-seekers.

Residents dependent on the corridor are on record as wanting greater range for walking and biking within the county. Data to support this can be found in the Athens Wellbeing study (Timothy Road and Alps Road Elementary School Zones) and in the story map survey conducted as part of the TSPLOST 2018 Project #15 community outreach effort.

Detrimental Impacts for the Social Well-Being of our Residents and visitors: No detrimental impacts to the Social Well-Being of Athens-Clarke County have been identified

Positive Impacts on the Environment: Alternatives to single-occupant vehicles reduce carbon and provide opportunities for planting trees and pollinator-friendly landscaping in medians and parallel to sidewalks and bicycle facilities.

Complete Streets design ensures better storm water management, and fewer vehicles equal less particulate matter depositing in rivers and streams.

Detrimental Impacts on the Environment: No detrimental impacts on the Environment have been identified.

Positive/Negative Impacts on ACCGov Departments, Agencies, or other Organizations, if not covered in one of the above questions: Athens-Clarke County government will benefit in many ways by advancing Sidewalk and bicycle projects. Numerous studies conducted across the past two decades show a high demand for active transportation throughout the county. Voters support TSPLOST campaigns and appreciate the response of their elected officials to the growing need for active transportation and safety measures to prevent crashes.

This is a Tier 1 Bike and Ped project, constructing these facilities will complete a significant portion of the ACCGov accepted AiM Bike/Ped Master Plan.

Attachment:

[Attachment 1 - Atlanta Highway Corridor Project Map](#)

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:	\$ -
2. Design Fees: (Min.12% of New Const.; 14% of reno.; 16% for LEED proj.)	\$ 1,210,000
3. Miscellaneous Fees: (Min. Minimum of 3% of Construction Costs – used for permitting, etc. Utilize minimum of 10% if land acquisition if necessary.)	\$ 303,000
4. Construction:	\$ 10,085,000
5. Construction Contingency: (10% of the Construction line item)	\$ 1,009,000
6. Acquisition of Capital Equipment	\$ -
7. Testing:	\$ 303,000
8. Project Management: (4% of the total budget line items above)	\$ 517,000
9. Project Contingency: (10% of the total budget line items above)	\$ 1,343,000
10. Public Art: Calculated at 1% of the Construction line item.	\$ 101,000
11. Other 1:	\$
12. Other 2:	\$
Project Subtotal:	\$ 14,871,000
14. Program Management (2% of Project Subtotal):	\$ 298,000
TSPLOST 2023 Project Total:	\$ 15,169,000

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.

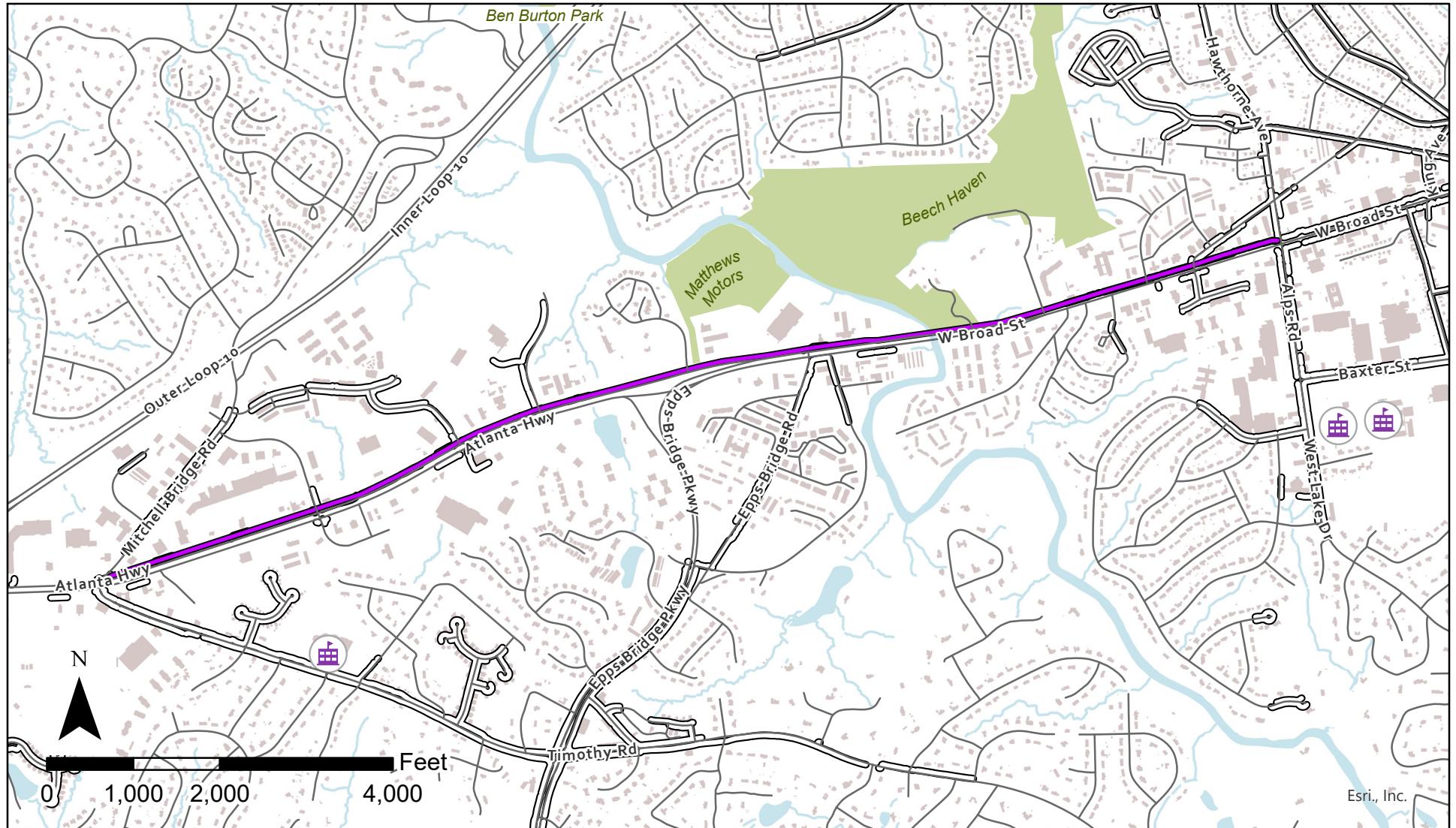
Operating Costs (round to thousand)	Estimated Impact for Annual Operating Expenditures
TOTAL PROJECTED REVENUES FROM PROJECT	
PROJECTED EXPENDITURES	
1. Personnel Costs: from Appendix A	
2. Annual Utilities:	
• Natural Gas:	
• Electrical:	
• Water:	
• Sewer:	
• Phone:	
• Solid Waste Collection:	
• Other: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

Project Financing

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

Other Attachments:

[Attachment 2 - Athens in Motion Atlanta Highway](#)



Athens in Motion Atlanta Highway Improvements

Proposed Project

— 12' Multi-use Path

Existing Conditions

— Sidewalk Centerlines

— Parks and Greenspace

— Schools

— Streets

Esri, Inc.



ATLANTA HIGHWAY & WEST BROAD STREET BICYCLE and PEDESTRIAN FACILITIES



Many people make the difficult and dangerous trek along Atlanta Highway and West Broad Street.

A traffic thoroughfare and commercial road, Atlanta Highway also serves high-density residential communities. Many residents depend on transit to conduct the business of life. The lack of safe access to the numerous transit stops adds hardship and indignity to their lives.

Sidewalks and bike facilities are a high priority.

The Athens in Motion Plan and the Connect Athens Corridor Study say that bike and pedestrian facilities are critical for Atlanta Highway and West Broad due to equity factors like percentage of people dependent on a car and proximity to grocery stores and businesses.

You can make this corridor safe for all users.

Athens in Motion is requesting \$15.2 million to add a multiuse path and fill in sidewalk gaps from Mitchell Bridge/Timothy Roads to Hawthorne/Alps and to improve intersections.



Social paths, or goat paths, can be seen between the 15 bus stops, like this one at Briarcliff Road looking toward Alps.

**ATLANTA HIGHWAY & WEST BROAD
STREET BIKE/PED FACILITIES
\$15.2 million**

Attachments:
Letter
AiM FAQ
Process Chart
AiM plan excerpt

Contact:
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Athens in Motion Commission

SPLOST Program Management
ATTN: TSPLOST 2023 Advisory Committee
301 College Avenue, Suite 101
Athens, GA 30601

To the Advisory Committee:

On behalf of the Athens in Motion Commission, I am pleased to present this TSPLOST 2023 proposal to fund high-priority pedestrian and bicyclist projects along Atlanta Highway and West Broad Street here in Athens-Clarke County.

Athens in Motion held its first meeting in September of 2019. Since then, the AiM Commission and the Department of Transportation and Public Works have developed a mutually respectful and productive working relationship. To date, we have advanced five projects. These projects serve our mission of safety for all road users and meet our goals of Connectivity, Equity, More Users, Education, and Implementation.

The Atlanta Highway/West Broad Street Project detailed in this proposal is an important structural element of the Active Transportation Network. In addition to being a traffic thoroughfare and commercial road, Atlanta Highway also serves high-density residential communities. Many residents in these communities depend on Transit to conduct the business of life. The lack of safe access to Transit stops adds hardship and indignity to residents' lives. Athens in Motion seeks to relieve this hardship and provide resources to underserved communities along the Atlanta Highway Corridor.

We look forward to presenting this TSPLOST 2023 proposal to the Advisory Committee. TPW staff have embraced the Complete Streets ethos and are creative and supportive team members. Thank you for considering our funding request for the Atlanta Highway Project described therein.

Respectfully submitted,
AiM Commissioner Carly Evans



Athens in Motion Commission

Frequently Asked Questions

What is Athens in Motion?

One of the key action items of the Envision Athens committee was to expand the sidewalk and bicycle network. The bicycle and pedestrian master plan was developed democratically through an advisory committee of Athenians, ACC staff, Toole Design group, and public input from people like you. The Mayor and Commission accepted the Athens in Motion Bike and Pedestrian Master Plan in 2018.

More than a vision of bicycle and pedestrian infrastructure, Athens in Motion is a strategic plan for connectivity that prioritizes people and safety.

The Athens in Motion Commission is charged with implementing the plan and consists of seven residents appointed by the Mayor and Commission, along with a representative from the Greenway Commission and one from UGA.

What's in the Bicycle and Pedestrian Master Plan?

A lot! There are nearly 200 separate proposed bicycle and pedestrian projects, about a third of which are considered "Tier One," or top priority for facilities. (These are indicated with blue lines on the attached plan map.)

While every road in Athens is considered in the analysis, not every road scores high enough to include infrastructure improvement recommendations. The plan suggests corridors, roads, and streets where bike and pedestrian infrastructure is most needed and would be most impactful in creating a network.

Think of corridors like Atlanta Highway/West Broad and Lexington (which we have submitted separate projects proposals for), Prince and North Avenue. But also Barber Street, Vine Street, and Mitchell Bridge. Even more suburban and rural roads like Timothy, Morton and Robert Hardeman are in the plan, just further down the line.

The Athens in Motion plan itself is also a tool kit showing how to best implement and use infrastructure in numerous contexts, because there's no one-size-fits-all solution.

But aren't our roads too hazardous for walking and biking?

Yes, and many Athenians still rely on walking, rolling, and biking to get to work, school, community services and to see family and friends. This means it's even more important than ever to create safe walking and biking routes for everyone! Many transit stops still aren't connected to a sidewalk, forcing bus riders to make their own paths on shoulders along busy roads. The Athens in Motion plan develops an active transportation network that serves everyone.

What does equity look like in the context of Athens in Motion?

Projects are selected and prioritized primarily based on data from equity factors and land use. That being said, public input played a significant role in the development of the plan and continues to be integral to the project implementation process. The equity factors used to determine the prioritization of the projects in the plan were:

- 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

Proximity to schools and parks, services and businesses are also considered in the scoring.

What about community input? Do residents get a say?

Absolutely! While the development of the Athens in Motion Bike and Pedestrian Master Plan relied heavily on community engagement and coordination between residents and ACCGov staff, there are many more opportunities for public engagement. One of the first steps is something called a walk audit, where ACCGov staff invite residents, their elected commissioners, and Athens in Motion Commissioners to walk along a road or street together and discuss what they see, hear, and feel. The residents share their experiences, concerns and desires. Even if a resident is not within the walk audit group, participants will listen and speak with individuals that they encounter using the roadway.

We've attached the timeline of a typical transportation project on the next page (Transportation Project Implementation Process Chart) to illustrate our process and highlight the many opportunities for the public to engage with the planning and design process (as seen in the row at the bottom of the chart).

Transportation Project Implementation Process Chart with Public Input Opportunities

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>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 tier and proposed facility type Identify alternatives based on constraints and conditions <p><i>AiM Commission votes on next project for funding and/or identifies recommendations for TPW to analyze for compliance to Complete Streets Policy:</i></p> <ul style="list-style-type: none"> Cost Feasibility Impacts Etc 	<p><i>Mayor and Commission work session</i></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><i>Athens in Motion Commission vote on their preferred concept and complete street recommendation (if applicable)</i></p> <p>Other Citizen's Oversight Committees are given review opportunities, if necessary</p> <p><i>Mayor and Commission concept approval</i></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><i>Mayor and Commission approval of preliminary construction plans</i></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><i>Managers Office approval of final construction plans</i></p> <ul style="list-style-type: none"> Construction plans Final construction documents Contracting strategies Right-of-Way plans Land acquisition cost analysis Individual parcel legal desc. Compute areas of taking <p><i>Staff work on land acquisition</i></p> <ul style="list-style-type: none"> Acquire necessary right-of-way 	<p>Project description is created for bid</p> <p><i>Athens in Motion Commission and other committees review, if necessary</i></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"> <i>Mayor and Commission approval, as necessary</i> 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><i>Manager's Office or Mayor & Commission Approval are required for change order</i></p>

Public Input Opportunities

<p>Host walk audit 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>
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Updated: November 7, 2019

ATLANTA HIGHWAY CORRIDOR IMPROVEMENTS

The second corridor outlined in the TSPLOST is Atlanta Highway. Improvements eligible for the funding include, but are not limited to, landscaped/concrete median(s), interconnecting parcels, additional sidewalks, multi-use trail, separated bike lanes, and potential intersection

improvements. Projects identified as part of Athens in Motion that would qualify for use of these funds are presented in **Table 4-11**. Coordination with GDOT will be critical to project success.

Table 4-11: Atlanta Highway Corridor Improvement Projects

ID	NAME	LOW BIKE COST	HIGH BIKE COST	SIDEWALK COST	SIDEWALK + CURB/GUTTER COST	BIKE CATEGORY	FROM	TO	LENGTH (MI)
84	Atlanta Hwy	\$1,698,919	\$5,834,535	\$737,778	\$920,530	Sidepath/SUP	Commerce Blvd	Mitchell Bridge Rd	1.3
113	W. Broad St	\$1,690,884	\$5,806,940	N/A	N/A	Sidepath/SUP	Hawthorne Ave/ Alps Rd	N Milledge Rd	1.3
114	Atlanta Hwy/ W. Broad St	\$3,581,723	\$12,300,577	\$1,333,888	\$1,664,301	Sidepath/SUP	Mitchel Bridge Rd	Hawthorne Ave/ Alps Rd	2.7
TOTAL		\$6,971,526	\$23,942,052	\$2,071,666	\$2,584,831				4.6

PRINCE AVENUE CORRIDOR IMPROVEMENTS

The third corridor included in the TSPLOST is Prince Avenue. Improvements eligible for the funding include, but are not limited to, landscaped/concrete median(s), additional sidewalks, multi-use trail, separated bike lanes, and intersection improvements at the intersections of N. Milledge Avenue, King Avenue, and Park Avenue/ Talmadge Drive. Projects identified as part of Athens

in Motion that would qualify for use of these funds are presented in **Table 4-12**. GDOT recently completed a Road Safety Audit for a portion of Prince Avenue, and is in the process of developing conceptual recommendations for improvements. This work should be closely coordinated with any planned TSPLOST projects in the corridor.

Table 4-12: Prince Avenue Corridor Improvement Projects

ID	NAME	LOW BIKE COST	HIGH BIKE COST	BIKE CATEGORY	FROM	TO	LENGTH (MI)
15	Prince Ave	\$1,346,801.65	\$6,345,507.76	Separated Bike Lane	Oglethorpe Ave	Pulaski St	1.2