90 - Athens in Motion Bicycle & Pedestrian Network Implementation Page 1

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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 11

Project Total Cost: $ 24,997,000 **Total Annual Operating Cost: $ 1,000**

Abbreviated-Project Description: This project provides funding for the design and construction of Tier 1 pedestrian and bicycle infrastructure projects identified by the AiM plan.

Project Location/Address: Project locations and addresses are determined by the Athens in Motion Plan prioritization plan.

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: This proposal is a community-wide project to support numerous sites that have been designated by the 2018 Athens in Motion Plan as the highest priority for new bike and pedestrian infrastructure based on a structured prioritization process that included public input. Specific site locations will be determined based on multiple criteria including equity, public input, land use, public input, proximity to transit stops, critical corridors (outlined in the AiM Plan), proximity to schools & parks, and providing connectivity between public amenities and businesses, neighborhoods, downtown, and community centers. Detailed criteria are stated in Table 4.1 of the AiM plan (see attachment). Another element in prioritization is to work in concert with other TSPLOST 2023 multi-modal transportation proposals (e.g. the Multimodal Safety Improvement Program, the Lexington Road, Prince Avenue, and Atlanta Highway Corridors, the Firefly Trail, and the North Oconee River Greenway Trail Proposals) to enhance safety, equity, and connectivity. A full list of Athens in Motion Tier One bike and pedestrian projects with their status is shown in the attachments. Examples of potential projects include bike lanes separated from cars in the Milledge Avenue corridor, creating both bike and pedestrian facilities along Vine Street from Oakridge to Nellie B Avenues, This list evolves over time as the network is built out, and is scheduled to be updated every 5 years.

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

Project/Program Description: Accepted by Mayor and Commission in 2018, the Athens in Motion (AiM) Bike and Pedestrian Master Plan creates a vision of facilitating active mobility (e.g. pedestrian, bicycle, accessing transit, wheelchairs, and other non-vehicular modes of transport) through strategic goal setting. Building on existing conditions and public input, the network proposed in the plan serves to improve overall mobility by connecting ACC residents and visitors to important destinations. While the previous TSPLOST proposal from AiM divided project funding by mode of transportation, this project combines funding into a single large project to allow for transformative change for people walking, biking and rolling in Athens. This TSPLOST 2023 project provides greater flexibility for elected officials, staff, civil servants and the public to select facilities for each context. This project will prioritize Tier 1 projects, which are the highest priority for implementation based on criteria outlined in the previous section. Currently there are 18 Tier 1 bicycle projects (cost range $12.8 - $51.8 million), 5 Tier 1 pedestrian projects (cost range $541,000 - $675,000) and 21 Tier 1 combined bike and pedestrian projects (cost range $32.2 - 87.5 million) in the AiM Plan. See attachment for the full list of projects. A key aspect of the AiM Plan is the ability to reprioritize the Tiers of the AiM network based on updated criteria and continued development of the bike and pedestrian network. To incorporate these updates into the funding process, these newly prioritized segments will be eligible for funding as long as the most recent prioritization scoring outlines the project as a Tier 1 bike or pedestrian project. We will prioritize combined bike and pedestrian projects that support the Complete Streets vision for Athens, equally valuing all road users. Examples include but are not limited to Willow St/Cleveland Ave from Barber to Elizabeth St; a multi-use path from Buena Vista in Normaltown to Old Jefferson Rd; Newton Bridge Rd from N. Chase to Saxon Woods Dr; and East Campus Rd from Williams St. to East Green St. To build the transformative connectivity defined in the plan, substantial investment is needed. Providing this funding will allow us to create an integrated, wide-ranging network for active transport that addresses equity, safety, health, access to schools and other key facilities, and connectivity between existing and funded active transport projects in Athens-Clarke County.

Project Mission Statement/Selection Criteria: Athens in Motion creates a vision for a future of biking and walking by identifying clear and measurable goals. Athens in Motion illustrates what Athens-Clarke County hopes to become as it continues to evolve into a more bikeable, walkable community. The Athens in Motion mission consists of the following goals: connectivity, equity, more users, education, and implementation. This TSPLOST project will fund critical pieces of the active transportation network in a way that expands organically and uses staff time and taxpayer dollars efficiently and effectively. It meets all of the TSPLOST 2023 Project Selection Criteria as detailed in the following sections.

The criteria used to prioritize these bicycle and pedestrian criteria are shown in our attachments. They include proximity to parks and schools, proximity to commercial and high density residential areas, and equity. Equity includes elements such as the percentage of streets with sidewalks in a neighborhood, the percentage of persons living in poverty, use of public transit, and the percentage of households without a car. Equity is thus central, and is particularly important given rising numbers of pedestrian deaths and the fact that those deaths disproportionately affect persons of color and those living in lower income areas. For example, 6283 pedestrians died in 2018, a 50% increase over a decade earlier and the highest number since the 1990's (Source: "Right of Way: Race, Class and the

Silent Epidemic of Pedestrian Deaths in America", Schmitt, 2020). Furthermore, data from the state of Georgia Department of Transportation identify Clarke County has having the highest rate of casualties (injuries + deaths) at 27.4/100,000/year and also the highest rate of deaths at 0.42/100,000/year for cyclists of any county in Georgia (Georgia Bicycle Safety Action Plan, GDOT, 2018, page 18).

How is this Project recommended/included in any approved ACCGov Land Use Plan, Master Plan, Corridor Study, or Service Delivery Plan? This project will implement the highest priority projects from the Athens in Motion Bike and Pedestrian Master Plan, and will complement, connect and support the Atlanta Highway, Lexington Highway, and Prince Avenue Corridor Studies, and the Greenway Network Plan. While bicycle improvements were identified in I.b above, it also addresses pedestrian infrastructure and complements Lexington, Atlanta Highway and Prince Corridor projects as well as the Firefly trail.

How is this Project included in the Madison Athens-Clarke County Oconee Regional Transportation Study (MACORTS) long-range Transportation Improvement Plan (TIP)? These projects includes elements of the MACORTs Long Range Transportation Plan. The Athens in Motion Plan encompasses all of Athens-Clarke County. Specific locations are to be identified at regular Athens in Motion Commission Meetings with Transportation & Public Works Staff and based on the Athens in Motion prioritization plan (see Appendix A for those criteria). This is consistent with language in the MACORTS TIP Plan that states: "Projects will be identified by the AiM Master Plan and approved by ACC Mayor and Commission" (Projects V-9 and V-10).

Attachments:
Attachment 1 - Athens In Motion Big Bucket

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: One of the 5 major goals of this master plan is to improve safe access to opportunities for all residents of ACC by providing infrastructure equitability throughout ACC and creating a network of infrastructure for all ages and abilities. Studies have shown higher use of non-automobile transport by those in socioeconomically disadvantaged communities which have traditionally been underfunded for sidewalks and multi-use paths. Studies have also shown higher rates of accidents and injuries among Black Americans and in lower income communities. The criteria used to identify Tier One bike and/or pedestrian projects have prioritized equity as a core value. The specific equity criteria identified in the plan includes the ratio of sidewalks to roads, bus service area coverage, the number of households with no vehicle and/or who commute by public transit, and the percent of people over 65 and under 18 living in poverty.

Protects the community's existing Transportation Infrastructure Investments: ACC has made major investments to date in multi-use paths (including the Greenway and the Firefly Trails), bike lanes, and sidewalks. However, large gaps remain between these facilities and especially in lower income neighborhoods that have historically suffered from underinvestment in infrastructure like sidewalks,

crosswalks, and mid-block crossings. Safe routes to schools are needed, as are safe routes for commuters to downtown or campus who cannot or choose not to drive. An important factor in identifying Tier One pedestrian and/or bike projects is proximity to schools and parks, as well as proximity to high density commercial and residential neighborhoods.

Reduces Pavement Maintenance deficit: By encouraging travel without using a personal automobile and instead using lighter vehicles such as bikes, Tier One bicycle and pedestrian projects in the Athens in Motion plan will reduce the number of cars and therefore the strain on roads. In fact, it is estimated that in Copenhagen, a city with outstanding active transport infrastructure, every mile driven costs the city $0.20, while every mile biked actually saves the city $0.44 (Source: "Walkable City Rules" by Jeff Speck, page 3). Athens in Motion also coordinates with Transportation and Public Works to create bicycle and pedestrian infrastructure when roads are scheduled for repaving.

Promotes the Upgrade and Continued Use of Alternative Transportation Facilities: The primary focus of this TSPLOST project is to enhance the network that supports active transportation in Athens Clarke County. The Tier One projects that will be funded include sidewalks in neighborhoods that do not have them, and bike facilities and multi-use paths that enable adults, children, and entire families to safely bike to school, work, parks, restaurants, and shopping. These facilities also support transit by providing safe routes from the bus stop to the final destination (aka "last mile").

Promotes increased access to existing public facilities: The criteria for identifying Tier One bike and pedestrian projects for Athens in Motion (see attachment) explicitly prioritize projects that are proximal to and provide access to parks and schools in Athens Clarke County. An important goal of this project is to create linkages between existing networks for active transport, and in particular linkages to schools, downtown, campus, and neighborhood centers such as North Avenue, Normaltown, 5 Points and the East Side.

Promotes increased usage of the Transit System, including improving Pedestrian access to Transit Facilities: Many Athens bus stops still lack safe access via sidewalks or crosswalks. In addition to access to transit being considered as a whole, "bus service area coverage" and "percentage of population commuting by transit" are two explicitly stated equity criteria used to select and prioritize areas in need of bike and pedestrian infrastructure in the Athens in Motion Plan. Furthermore, by building out safe places for people to walk and bicycle before and after using transit to get to their final destination, it promotes use of public transit options.

Increases capital for Transit Services or expands the Transit System: This project would greatly expand access to the transit system by providing the first and last mile connectivity via active mobility infrastructure like sidewalks, bike lanes, and multi-use paths. This includes linkages to access bus stops and linkages that safely take passengers to the bus stop, and then from the bus stop to their final location via bike or on foot.

Maintains or Improves Air Quality: A concerted effort to reduce automobile trips and the resultant exhaust emissions will be valuable in diminishing the impact on air quality. This project will greatly

increase the bike and pedestrian infrastructure in Athens-Clarke County, making it possible to accomplish trips to school, work, to local businesses, and to restaurants and bars without using a car.

Reduces vehicle miles traveled and traffic congestion: A concerted effort to reduce automobile trips and the resultant exhaust emissions will be valuable in diminishing the impact of cars on air quality. The Athens in Motion Plan notes that 51 percent of users in the US are interested in biking, but concerned about safety. Building active transport infrastructure facilitates the use of other forms of transportation beyond a personal vehicle, such as transit, biking, rolling, and walking. This project will greatly increase the bike and pedestrian infrastructure in Athens-Clarke County, making it possible to accomplish trips to school, work, to local businesses, and to restaurants and bars without using a car. Many trips in Athens are potentially walkable or bikeable, but lack of infrastructure to ensure safety prevents people for using that option.

Reduces time spent traveling in vehicles: This project will fund infrastructure that is intended to increase the number of trips taken daily on foot or by bicycle. A trip taken on foot or by bike is one not taken by car, so it is clear that any project that reduces miles travelled, traffic congestion, and that maintains air quality, will also reduce the time spent in vehicles.

Continues TSPLOST 2018 Corridor Improvements or transportation related safety improvements: In addition to continuing bike and pedestrian improvement project funding, several high-priority projects in the Athens in Motion Plan are along corridors with project funding from TSPLOST 2018. We will work closely with funded Corridor projects (Prince, Lexington and Atlanta Highway) to enhance them and optimize connectivity to our funded projects.

Promotes Health and Safety: A central goal of this project is to increase opportunities for active transport such as walking, cycling, and other micromobility forms of transport for both local trips and exercise. An important barrier to walking and cycling is having safe spaces to do so. Communities with access to safe places to walk or bike have lower rates of obesity, diabetes, and cardiovascular disease, conditions that disproportionately affect communities of color (Source: Circulation 2012;125:729-737). And of course, when people feel safer using alternative transportation options such as sidewalks and bike lanes, they are more willing to walk or bike longer distances (Source: Preventive Medicine 2020; 137: 106-122). This is especially important in Clarke County, which has the highest casualty rate (27.4/100k/year) and death rate (0.42/100k/year) of any county in Georgia for cyclists (Georgia Bicycle Safety Action Plan, 2018, GDOT).

Continues Sidewalk & Multi-Use Trail construction: Again, the central focus of this project is to continue implementation of the Athens in Motion Plan that increases the number of sidewalks, bike lanes (separated and otherwise), and multi-use paths in Athens Clarke County. Our goal is to create a fully interconnected network for active mobility that connects existing trails, sidewalks, and paths with schools, downtown, campus, and community centers.

Implements components of an updated Greenway Network Plan: While the Greenway Network Plan (GNP) primarily focuses on natural areas within the 100-year floodplain, there are many street-

based segments of the GNP that are identified as critical connections that overlap with the Athens in Motion Network. These connections are highlighted as Partnership Networks within the plan. These overlapping segments bring better connectivity between K-12 and college campuses, parks, commercial districts, and residential areas and allow for residents and visitors to utilize both of these networks congruently. Implementation of these Tier 1 Athens in Motion projects will directly benefit the Oconee Rivers Greenway Network.

Triple Bottom Line Impacts

Positive Benefits for the Economic Prosperity of Athens-Clarke County: Athens-Clarke County is a vibrant, thriving community and home to the University of Georgia (UGA). The population includes long-time residents, college students, educators, service industry workers, blue collar workers, medical professionals, and young families in diverse communities. These individuals work and shop in Athens unless it is more convenient to go outside the county. By building a connected network of bicycle and pedestrian facilities, the Athens-Clarke County government will provide greater incentives to patronize local businesses rather than drive past them.

Great cities feature vibrant streets and vibrant streets attract prosperity. Businesses seeking to relocate are increasingly considering the quality of life afforded by a community for their employees, and having safe places to walk and bike are chief among them. In addition, proximity to sidewalks and trails also improves home and business values. These projects also help people reach their jobs safely without needing a car, and/or by supplementing public transit, which is especially important for those living in low income neighborhoods and/or who do not have a car. By providing alternative transportation options, people are better able to access education, jobs, and programs without necessarily requiring investment in a personal automobile. This in turn helps persons build wealth and overcome historical socioeconomic inequities.

Detrimental Impacts to the Economic Prosperity of Athens-Clarke County: We can identify no negative aspects to improving pedestrian and bicycle infrastructure.

Positive Benefits for the Social Well-Being of our Residents and visitors: Humans are social creatures. When we walk and bike we have opportunities to interact with others in a way that is not possible while driving. Athens needs more places where people can walk, bike, and greet each other. Providing safe spaces for walkers and cyclists encourages active transportation which has important health benefits for the community as noted elsewhere in this document, including reduced obesity, diabetes, and heart disease. It also helps our community move toward the Vision Zero goal of zero accidents for all road users, which is especially relevant for those in low-income neighborhoods and for persons of color who are disproportionately injured or killed as pedestrians. Athens also has the highest per capita rate of injuries and deaths among cyclists of any county in Georgia, so we have much to gain.

Detrimental Impacts for the Social Well-Being of our Residents and visitors: We can identify no negative aspects to improving pedestrian and bicycle infrastructure.

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. Furthermore, Complete Streets design ensures better stormwater management, and fewer vehicles equal less particulate matter depositing in rivers and streams. All of these enhancements can actually provide a net societal benefit per mile walked or biked, compared with a net societal cost per mile driven in a personal automobile.

Detrimental Impacts on the Environment: No significant detrimental impacts. During construction, there may be temporary detrimental impacts to storm water runoff. There will likely be trees which will be removed from the rights-of-way.

Positive/Negative Impacts on ACCGov Departments, Agencies, or other Organizations, if not covered in one of the above questions: The Tier 1 Athens in Motion Bicycle and Pedestrian projects have many benefits for governmental departments, agencies, schools, and non-profits in Athens-Clarke County. Specifically:

1. Transportation and Public Works benefits by improving infrastructure and more fully building out their transportation network. Enhanced bicycle and pedestrian facilities encourage non-vehicular trips, thereby reducing the need for pavement maintenance.
2. The Clarke County School District benefits by having safe alternatives for getting students and teachers to school on foot or by bicycle, reducing the need for using cars or busses and reducing congestion at the beginning and end of the day.
3. Local non-profits and service providers benefit by having easier and safer access to their services, especially for low income persons more likely to rely on transit and walking.
4. Any governmental entity or school (e.g. Piedmont Athens Regional Medical Center, the University of Georgia) along any corridor similarly benefits from safer access on foot or by bicycle.
5. Leisure Services benefits from increased use of their trails and integration of their trails into the larger bike and pedestrian network in Athens Clarke County.
6. Sustainability benefits from increased use of alternative transportation, reducing carbon and other emissions.

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:	$	800,000
2. Design Fees: (Min.12% of New Const.; 14% of reno,; 16% for LEED proj.)	$	1,920,000
3. Miscellaneous Fees: (Min. Minimum of 3% of Construction Costs – used for permitting, etc. Utilize minimum of 10% if land acquisition if necessary.	$	480,000
4. Construction:	$	16,000,000
5. Construction Contingency: (10% of the Construction line item)	$	1,600,000
6. Acquisition of Capital Equipment	$	-
7. Testing:	$	480,000
8. Project Management: (4% of the total budget line items above)	$	852,000
9. Project Contingency: (10% of the total budget line items above)	$	2,214,000
10. Public Art: Calculated at 1% of the Construction line item.	$	160,000
11. Other 1:	$	
12. Other 2:	$	
Project Subtotal:	$	24,506,000
14. Program Management (2% of Project Subtotal):	$	491,000
TSPLOST 2023 Project Total:	**$**	**24,997,000**

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? Yes

Total Capital Financing for Project:

If the proposed Project is to receive funding other than TSPLOST 2023, provide a listing of amounts from each of the categories listed below. Please round all dollar amounts to the nearest $1,000.

Project Sources (round to thousand)	Amount
1. TSPLOST 2023[1]:	$ 24,997,000
OTHER SOURCES	
2. ACCGov General Fund:	$
3. ACCGov Enterprise Fund:	$
4. State Grant:	$
5. Federal Grant:	$
6. Previous SPLOST:	$
7. Other (describe): TSPLOST 2018	$ 4,312,000
8. Other (describe):	$
TOTAL SOURCES:	$ 29,309,000

[1] If any additional sources of funding other than TSPLOST 2023 are indicated above, please provide information related to the source here. Be specific and be prepared to provide all necessary written approvals. (For example: Roadway projects that have approval for Federal Aid and will utilize TSPLOST 2023 funding for matching funds, you would need to provide specific written approval by GDOT)

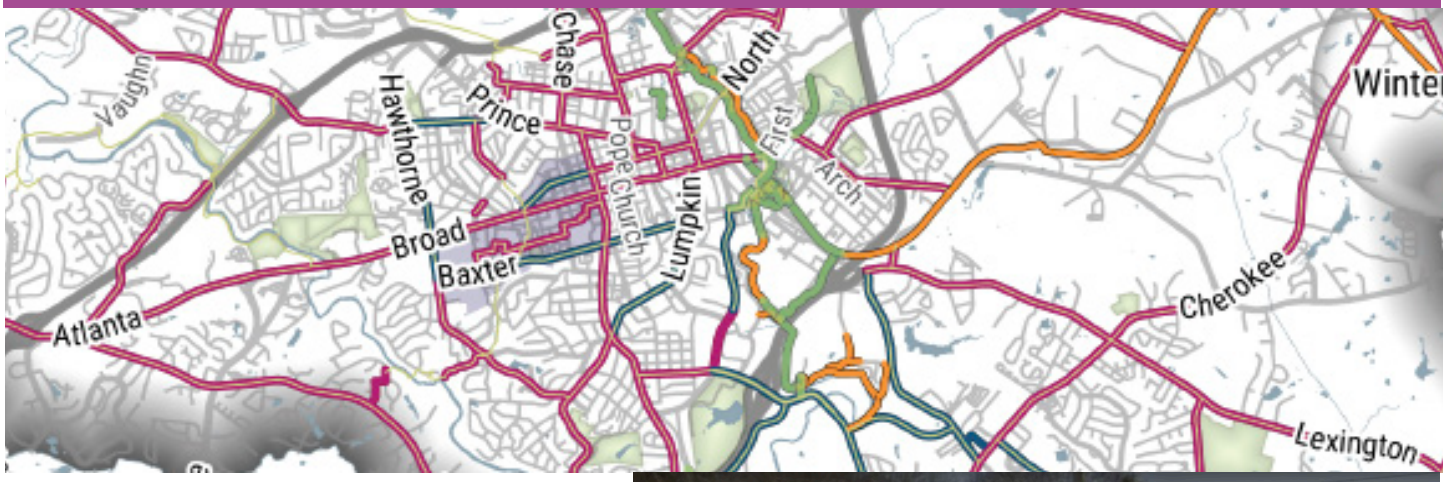
Describe the current commitments for the other sources funding this project: TSPLOST 2018 had $9,430,000 designated for sidewalk projects and $5,400,000 for bicycle projects. These funds are currently earmarked or encumbered for currently active Tier 1 bicycle and pedestrian projects including Cherokee Road, Riverbend Road, Jefferson River Road, and Barber Street. This leaves $586,000 for other Tier 1 bicycle projects and $3,726,000 for other Tier 1 pedestrian projects, subject to Mayor and Commission decisions regarding Barber Street and in particular the corridor from Boulevard to Prince Avenues (total $4,312,000).

Other Attachments:

Attachment 2 - Project Map

ATHENS IN MOTION

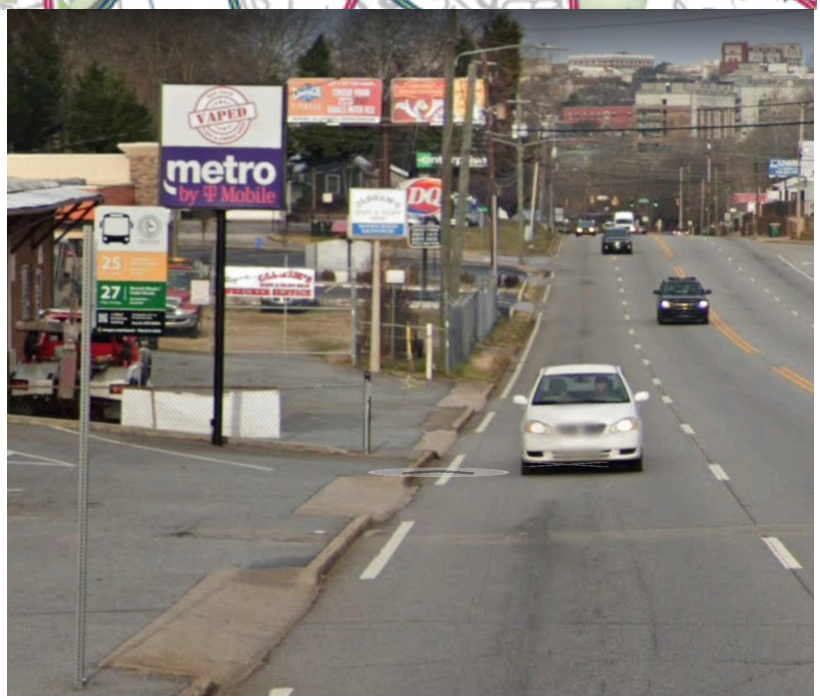
BICYCLE & PEDESTRIAN NETWORK IMPLEMENTATION



More than a vision of bicycle and pedestrian-infrastructure,

Athens in Motion is a strategic plan for connectivity that prioritizes people and safety.

Athens in Motion aims to bulid a transportation network of facilities that works for all users. The proposed network is the culmination of multiple analyses, public input, and vetting from Athens-Clarke County staff, the Citizens Advisory Committee, and the public. It utilizes existing streets that balance connectivity to existing facilities, serving all of Athens-Clarke County, and connection to amenities within the community.



Oak Street, as seen from one of its many bus stops, lacks sidewalks on the south side of the street and has been identified as a high priority project in need of pedestrian facilities. There are 30 each top priority bike and top priority pedestrian projects in the Athens in Motion plan.

CONNECTIVITY	EQUITY	MORE USERS	EDUCATION	IMPLEMENTATION
GOALS	**GOALS**	**GOALS**	**GOALS**	**GOALS**
Design a connected network of low-stress bicycle and pedestrian facilities	Improve safe access to opportunity for all citizens of Athens-Clarke County	Encourage those who do not normally use active transportation to use the network for trips	Inform residents and businesses about benefits and laws for active travel and bicycle/ pedestrian safety	Provide a variety of different funding mechanisms to finance and maintain the network

The Athens in Motion plan has several goals in implementing a safe active transportation network for all users.

Projects are chosen and prioritized where they are most needed and would be most impactful.

There are nearly 200 bike and pedestrian projects in the master plan, selected and prioritized based on equity criteria and land use (see Project Selection Criteria attachment). The priority list evolves over time as infrastructure is built and the data is updated. This proposal will complete bike and pedestrian infrastructure projects we have started with previous TSPLOST funds, and advance four to eight new high-priority projects, which have not yet been selected. See the attached Tier One Bike/ Ped lists for what could be next. See also our attached Process chart to learn the role of public input.

We can build an active transportation network that is safe and works for everyone.

Providing this funding will allow us to create an integrated, wide-ranging network for active transport that addresses equity, safety, health, access to schools and other key facilities, and connectivity between existing and funded active transport projects in Athens-Clarke County.

By identifying clear and measurable goals, Athens in Motion illustrates what Athens-Clarke County hopes to become as it continues to evolve into a more bikeable, walkable community.

BICYCLE & PEDESTRIAN NETWORK IMPLEMENTATION
$25 million

Attachments:
- AiM Letter
- AiM FAQ
- Process chart
- Project Selection Criteria
- Tier One Bike/Ped projects

Contact:
Mark EBell
706-247-4953

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 for the Bicycle and Pedestrian Network Implementation.

Accepted by the Mayor and Commission in 2018, the Athens in Motion Bike and Pedestrian Master Plan creates a vision of facilitating active mobility through strategic goal setting. Building on existing conditions, equity and public input, the network proposed in the plan serves to improve overall mobility by connecting ACC residents and visitors to important destinations: work, parks, schools, shops, service centers, and to family and friends. This proposal is one of five that the Athens in Motion Commission is presenting to improve walking and rolling for all residents of and visitors to our community.

This particular project is a continuation of TSPLOST 2018 projects 11 and 12 for bike and pedestrian infrastructure. It will implement the highest priority projects from the Athens in Motion Bike and Pedestrian Master Plan, and will complement, connect and support the Atlanta Highway, Lexington Highway, and Prince Avenue Corridor Studies, and the Greenway Network Plan.

By identifying clear and measurable goals, Athens in Motion illustrates what Athens-Clarke County hopes to become as it continues to evolve into a more bikeable, walkable community. We look forward to presenting this TSPLOST 2023 proposal to the Advisory Committee. Thank you for considering our funding request for this project.

Respectfully submitted,
AiM Commissioner Mark EBell

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

- Establish program needs and purpose
- Existing conditions analysis
- Identification of key stakeholders
- Data collection
- Concept brainstorming
- Complete Street Policy

Pre Design

- Define final concept for design
- Develop schedule parameters
- Develop budget parameters
- Finalize complete street strategy for roadway

Design

- Final project design
- Meet with impacted property owners
- Develop project resolution
- Secure necessary approvals

Bid & Award

- Develop project description
- Receive bids
- Award project
- Mobilize for construction

Construction

- Construct project
- Inspect and monitor the work
- Control schedule
- Control costs

Program Development

Staff sends information through Manager's Office to update Mayor and Commission

Athens in Motion Commission identifies next project for funding

- 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

AiM Commission votes on next project for funding and/or identifies recommendations for TPW to analyze for compliance to Complete Streets Policy:

- Cost
- Feasibility
- Impacts
- Etc

Define Requirements

Mayor and Commission work session
Review recommendations from AiM Commission and plan for public outreach

Staff incorporates Mayor and Commission recommendations, AiM recommendations, and high level public feedback to create alternative concepts

Athens in Motion Commission vote on their preferred concept and complete street recommendation (if applicable)
Other Citizen's Oversight Committees are given review opportunities, if necessary

Mayor and Commission concept approval

- Engineering consultant selection
- Preferred and alternative alignment development and selection process
- Preliminary environmental analysis and permitting strategy

Develop Plan

Mayor and Commission approval of preliminary construction plans

- Database preparation
- Typical cross sections
- Intersection design
- Horizontal and vertical alignments
- Drainage/erosion control plans
- Cost estimates

AiM Commission remains updated on design status to give recommendations to Mayor and Commission

Managers Office approval of final construction plans

- Construction plans
- Final construction documents
- Contracting strategies
- Right-of-Way plans
- Land acquisition cost analysis
- Individual parcel legal descp.
- Compute areas of taking

Staff work on land acquisition

- Acquire necessary right-of-way

Bid Plan

Project description is created for bid
Athens in Motion Commission and other committees review, if necessary

Manager's Office approves bid
Authorize staff to Bid Project

Project is put out for bid

- Alternate/substitution analysis
- Bid evaluation/negotiation

Project is awarded

- ***Mayor and Commission approval, as necessary***
- Contract development and execution
- Performance and payment bond review Insurance review

Implement Plan

Staff manages contract

- Quality assurance and control
- Materials testing
- Schedule control
- Cost accounting and budget control
- Project close out
- Maintenance bond monitoring

Manager's Office or Mayor & Commission Approval are required for change order

Public Input Opportunities

Host walk audit of roadway with community and commissioner
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

Table 4-1: *Bicycle and Pedestrian Prioritization Criteria*

BICYCLE AND PEDESTRIAN PRIORITIZATION CRITERIA

BICYCLE AND PEDESTRIAN CRITERIA	DESCRIPTION	SCORING METRIC	
EQUITY	A variety of factors, shown in the following rows, were considered for the equity prioritization criterion. Each factor was weighted and summed to provide an overall equity score aggregated at the elementary school boundary level. Census data was reviewed using the Athens Wellbeing Project's Social Mapping Atlas.		
Public Sidewalk to Road Ratio	Areas with fewer sidewalks compared to roads are given higher priorities.	• Lowest Ratio = 10 • Low Ratio = 8 • High Ratio = 6 • Highest Ratio = 4	High = 10 Medium = 7 Low = 5
Bus Service Area Coverage	Areas with more bus service are given higher priority to encourage overall mobility within Athens-Clarke County.	• Highest % = 10 • High % = 8 • Low % = 6 • Lowest % = 4	
Households with No Vehicle	Areas where there are more households without access to personal transportation are given higher priority.	• Highest % = 10 • High % = 8 • Low % = 6 • Lowest % = 4	
Population Community by Public Transit	Those who commute by public transit require active transportation infrastructure for first- and last-mile connectivity; districts with more people using transit receive higher priority.	• Highest % Commuting = 10 • High % Commuting = 8 • Low % Commuting = 6 • Lowest % Commuting = 4	
Percent in Poverty Over 65	Those who are in poverty and are over 65 are increasingly vulnerable without means to safe transportation.	• Highest Poverty = 8 • High Poverty = 6 • Low Poverty = 4 • Lowest Poverty = 2	
Percent in Poverty Under 18	Children in poverty are considered a vulnerable population; to provide more access to this population, areas with the highest poverty in those under 18 years old are given higher priority.	• Highest Poverty = 8 • High Poverty = 6 • Low Poverty = 4 • Lowest Poverty = 2	
LAND USE *Parks & Schools*	Parks are destinations for recreation within a community and often attract active transportation users. Additionally, parks are often community assets where residents desire to walk or bike. Educational facilities were included to capture a population that may have less access to a personal vehicle and could benefit from or take advantage of other forms of transportation. Network segments closest to these uses received the highest scores.		1/8 Mile = 10 1/4 Mile = 7 1/2 Mile = 5
LAND USE *Commercial & High Density Residential*	Properties that were identified as commercial or high density residential land uses were included in the analysis due to opportunity for pedestrian activity from patrons or high number of residents within a walkable scale. Network segments closest to these uses received the highest scores.		1/8 Mile = 8 1/4 Mile = 5 1/2 Mile = 3

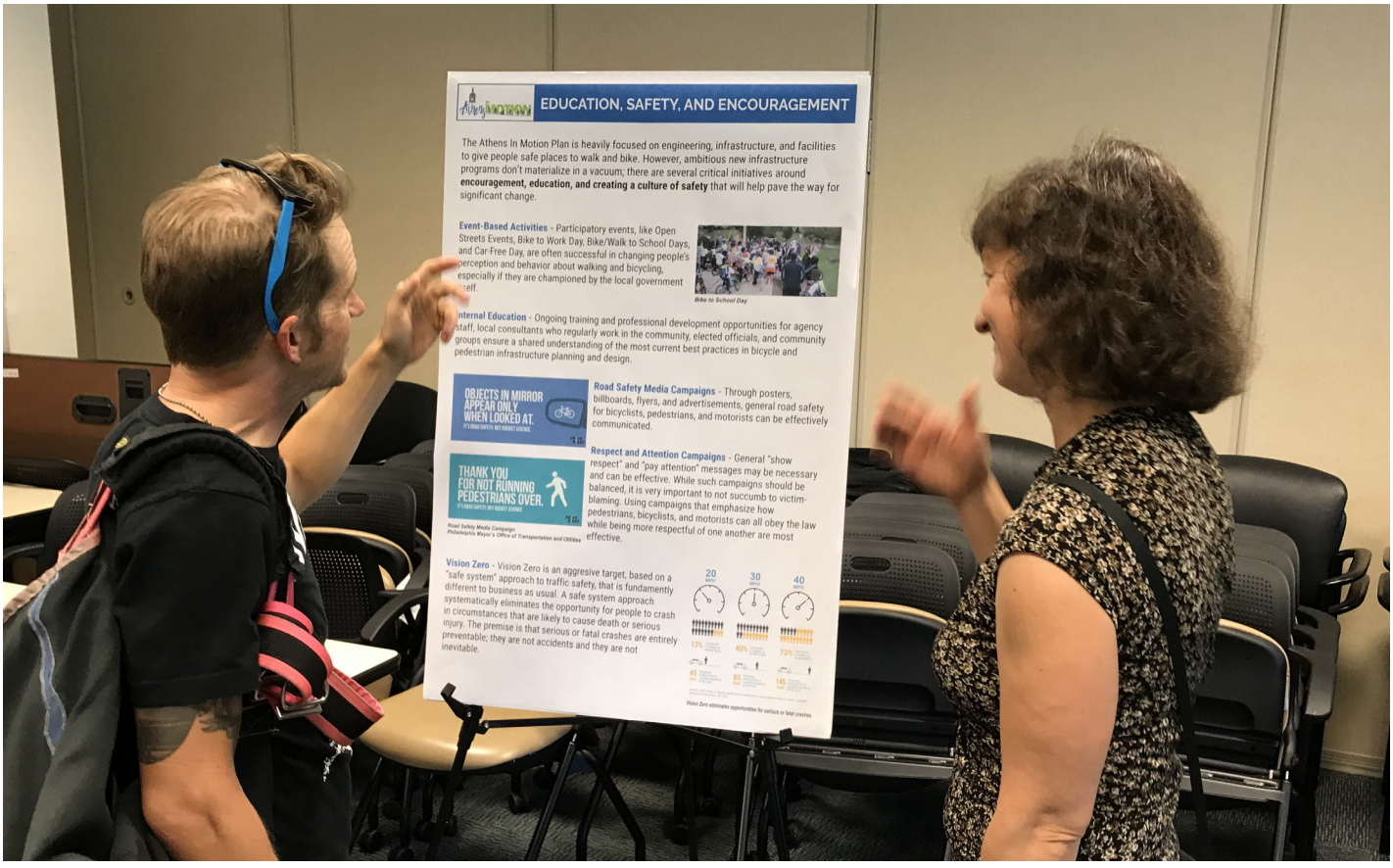
BICYCLE AND PEDESTRIAN PRIORITIZATION CRITERIA (CONTINUED)		
BICYCLE AND PEDESTRIAN CRITERIA	**DESCRIPTION**	**SCORING METRIC**
TRANSIT	Transit stops provide for local and regional mobility. Access to transit stops is often a key factor for pedestrians and bicycles.	1/8 Mile = 10 1/4 Mile = 7 1/2 Mile = 5
CRITICAL CORRIDORS	Critical corridors are those that connect the core of Athens to destinations outside of Loop 10. These high volume corridors are often the most direct routes in Athens-Clarke County, and they should be considered for bicycle and pedestrian enhancements. Critical corridors include: • Atlanta Highway • Broad Street • Lexington Highway • Prince Avenue • North Avenue • Milledge Avenue	On/Along Corridor = 8 Intersects = 5
PUBLIC INPUT	A robust public outreach process was part of Athens In Motion. Comment density was analyzed to understand areas that received more attention from the public regarding bicycle and pedestrian improvements.	High Density = 10 Medium Density = 7 Low Density = 5

Table 4-2: *Bicycle Specific Prioritization Criteria*

BICYCLE SPECIFIC PRIORITIZATION CRITERIA		
BICYCLE SPECIFIC CRITERIA	**DESCRIPTION**	**SCORING METRIC**
SAFETY	Categories of bicycle facilities were developed to score the proposed bicycle network. Each of these categories may include several facility types but vary based upon the amount of separation needed based on existing conditions. Facilities with a higher degree of separation received the highest scores due to increased safety.	Separated Facility = 10 Buffered Facility = 7 Delineated Facility = 5 Shared Facility = 3
EXISTING FACILITIES	The Level of Comfort (LOC) analysis scores were used to score the recommended network. Segments that are currently uncomfortable received a higher score due to the increased need for bicycle and pedestrian enhancements to improve the network.	LOC 4 = 4 LOC 3 = 3 LOC 2 = 2
CONNECTIVITY	To leverage existing and funded bicycle infrastructure, proximity to these facilities were prioritized. Increased connectivity may be achieved by expanding the existing network that the community has already implemented. Segments along the network were scored based upon the proximity to existing or funded infrastructure to determine the connectivity weight.	1/8 Mile = 10 1/4 Mile = 7 1/2 Mile = 5

Table 4-3: *Pedestrian Specific Prioritization Criteria*

PEDESTRIAN SPECIFIC PRIORITIZATION CRITERIA		
PEDESTRIAN SPECIFIC CRITERIA	**DESCRIPTION**	**SCORING METRIC**
SAFETY	Increased separation from vehicular travel and slower speeds were considered important safety factors for pedestrians. To prioritize safety for pedestrians, the bicycle LOC score was used to understand existing facility conditions for cyclists and the impact it had on pedestrians. Less comfort, indicated by a higher LOC score, for bicyclists was used as rationale for higher pedestrian safety scoring. Note that the LOC score was used to measure unique criteria for bicycle and pedestrian priorities respectively.	LOC 4 = 4 LOC 3 = 3 LOC 2 = 2
CONNECTIVITY	Pedestrian connectivity was based upon existing sidewalk and the land use context for the proposed network segments. A segment was considered complete in the Urban Core and Urban contexts if sidewalk has been installed on both sides of the street. For the Suburban, Rural, and Rural Town contexts, sidewalk along one side of the road was considered complete. A connectivity score was given to segments that intersected completed sidewalk segments, based upon the conditions above, and either had an existing gap in the sidewalk or where no sidewalk was present. A single score was given to segments that met these criteria.	Connectivity = 7



PROJECTS BY BICYCLE TIER

The following table represents all of the projects proposed by the Athens in Motion Plan. Projects are listed by Bicycle tier, a group scoring based upon the bicycle prioritization score described in the Implementation chapter of this plan. The Low Cost is estimated for the proposed bicycle category to be implemented through striping or construction on existing ashpahlt while the High Cost estimate assumes construction of a new facility outside of existing asphalt.

Tier	Project ID	Project Name	Bike Category	To	From	Low Cost	High Cost	Funding	Project Length (mi)
1	1	Pulaski St	Buffered Facility	Prince Ave	W Broad St	$256,970	$842,149		0.2
1	2	E/W Hancock Ave	Buffered Facility	N Milledge Ave	College Ave	$823,459	$2,698,662		0.8
1	4	W Broad St	Separated Facility	N Milledge Rd	S Lumpkin St	$748,447	$3,526,337		0.7
1	5	Barber St/N Finley St	Delineated Facility	Boulevard	E/W Hancock Ave	$254,144	$1,311,382		0.5
1	6	Barber St	Separated Facility	N Chase St	Boulevard	$1,358,133	$4,664,187		1
1	7	Willow St/ Cleveland Ave	Buffered Facility	Barber St	Elizabeth St	$592,702	$1,942,420		0.6
1	8	College Ave	Shared Facility	Elizabeth St	E Dougherty St/North Ave	$158,939	$221,339		0.6
1	9	College Ave	Delineated Facility	E Dougherty St/North Ave	E Broad St	$125,575	$647,968		0.2
1	15	Prince Ave	Separated Facility	Oglethorpe Ave	Pulaski St	$1,346,802	$6,345,508	Prince Avenue	1.2
1	17	S/N Milledge Ave	Separated Facility	Prince Ave	Baxter St	$963,471	$4,539,432		0.9
1	18	S Milledge Ave	Separated Facility	Baxter St	S Lumpkin St	$773,651	$3,645,087		0.7
1	19	S Milledge Ave	Separated Facility	S Lumpkin St	Riverbend Rd	$1,714,267	$5,887,245		1.3

Tier	Project ID	Project Name	Bike Category	To	From	Low Cost	High Cost	Funding	Project Length (mi)
1	42	North Ave	Separated Facility	North Oconee River Greenway	Old Hull Rd	$1,140,936	$3,918,273		0.9
1	51	Vine St	Delineated Facility	Oakridge Ave	Nellie B Ave	$306,100	$1,579,477		0.6
1	57	Athens Rd	Separated Facility	N Main St	N Church St	$306,658	$1,444,830	Winterville	0.3
1	58	N Church St	Delineated Facility	Athens Rd	Marigold Ln	$263,545	$1,359,893	Winterville	0.5
1	59	Marigold Ln/ Parkview Dr	Shared Facility	N Church St	Marigold Ln/ Parkview Dr	$59,792	$106,592	Winterville	0.2
1	60	Cherokee Rd	Buffered Facility	Hickory Dr	Athens Rd	$1,037,828	$3,401,197	Winterville	1
1	63	Lexington Rd	Separated Facility	Barnett Shoals Rd	Gaines School Rd/ Cherokee Rd	$2,555,689	$8,776,906	Lexington Road	1.9
1	64	Winterville Rd	Separated Facility	Winterville Rd	Lexington Rd	$219,997	$755,528		0.2
1	65	Gaines School Rd	Separated Facility	Barnett Shoals Rd	Lexington Rd	$1,479,013	$6,968,429		1.3
1	70	Lexington Rd	Separated Facility	Gaines School Rd/Cherokee Rd	Whit Davis Rd	$1,064,698	$3,656,453	Lexington Road	0.8
1	72	Lexington Rd	Buffered Facility	Whit Davis Rd	Morton Rd/Robert Hardeman Rd	$2,008,820	$6,583,361	Lexington Road	1.9
1	75	Robert Hardeman Rd	Buffered Facility	S Main St	Martin Meadow Way	$1,009,520	$3,308,426	Winterville	0.9
1	91	Hawthorne Ave	Buffered Facility	Oglethorpe Ave	W Broad St	$953,629	$3,125,258		0.9
1	92	Alps Rd	Buffered Facility	W Broad St	Baxter St	$321,216	$1,052,697	West Broad Street	0.3

Tier	Project ID	Project Name	Bike Category	To	From	Low Cost	High Cost	Funding	Project Length (mi)
1	93	Baxter St	Buffered Facility	Alps Rd/West Lake Rd	N/S Milledge Ave	$1,356,511	$4,445,596	West Broad Street	1.3
1	94	W Hancock Ave	Separated Facility	Glenhaven Ave	N Milledge Rd	$797,821	$2,739,928	West Broad Street	0.6
1	95	Baxter St	Delineated Facility	N/S Milledge Rd	S Lumpkin St	$328,672	$1,695,945		0.6
1	98	Williams St/ Baldwin St	Buffered Facility	E Campus Rd	Oconee St	$264,073	$865,427		0.2
1	99	Cedar Shoals Dr	Delineated Facility	Gaines School Rd	Whit Davis Rd	$952,323	$4,913,986		1.8
1	109	Henderson Ext/ Pedestrian Bridge	Shared Facility	Evans St/ Hancock Ave/ Waddell Ext	Waddell/ Clarke Central/ Dearing	$124,444	$150,244	West Broad Street	0.5
1	110	Waddell/ Clarke Central/ Dearing	Shared Facility	Henderson Ext/Pedestrian Bridge	N Milledge Rd	$126,360	$177,960	West Broad Street	0.5
1	111	Evans St/ Hancock Av/ Waddell Ext	Shared Facility	Rose St/ Magnolia St	Henderson Ext/ Pedestrian Bridge	$51,141	$51,141	West Broad Street	0.2
1	112	Rose St/ Magnolia St	Shared Facility	Baxter St	Evans St/ Hancock Ave/Waddell Ext	$73,232	$73,232	West Broad Street	0.3
1	113	W Broad St	Separated Facility	Hawthorne Ave/Alps Rd	N Milledge Rd	$1,690,884	$5,806,940	Atlanta Highway	1.3
1	114	Atlanta Hwy/W Broad St	Separated Facility	Mitchell Bridge Rd	Hawthorne Ave/Alps Rd	$3,581,723	$12,300,577	Atlanta Highway	2.7
2	3	E Broad St	Separated Facility	S Lumpkin St	Wilkerson St	$588,879	$2,774,527		0.5
2	10	Boulevard	Delineated Facility	Buena Vista Ave/Nantahala Ext	N Finley St/ Barber St	$490,918	$2,533,138		0.9

PROJECTS BY PEDESTRIAN TIER

The following table represents all of the projects proposed by the Athens in Motion Plan. Projects are listed by Pedestrian tier, a group scoring based upon the pedestrian prioritization score described in the Implementation chapter of this plan. The Low Cost is estimated for sidewalk alone while the High Cost is estimated based upon the addition of curb and gutter.

Tier	Project ID	Project Name	To	From	Low Cost	High Cost	Funding	Project Length (mi)	Sidewalk Length (mi)
1	6	Barber St	N Chase St	Boulevard	$589,787	$735,881		1	1
1	7	Willow St/ Cleveland Ave	Barber St	Elizabeth St	$215,761	$269,206		0.6	0.6
1	12	Oneta St	Normaltown Connector Greenway	Barber St	$275,281	$343,470		0.5	0.5
1	25	Normal Ave/ Belvoir Hts	Oglethorpe Ave	Brooklyn Creek Middle Greenway	$291,054	$363,150		0.5	0.5
1	33	Old Jefferson Rd	Whitehead Rd	Buena Vista Ave/ Nantahala Ext	$1,387,880	$1,731,667		2.4	2.4
1	38	Jefferson River Rd	Old Jefferson Rd/Greenway	Vincent Dr	$455,528	$568,366		0.8	0.8
1	39	Vincent Dr	Jefferson River Rd	Newton Bridge Rd	$826,397	$1,031,101		1.4	1.4
1	41	Newton Bridge Rd	Vincent Dr	N Chase St	$825,485	$1,029,962		1.4	1.4
1	43	Old Hull Rd	North Ave	Athena Dr	$443,983	$553,961		1.3	0.8
1	44	Old Hull Rd	Athena Dr	Hull Rd	$659,747	$823,171		1.1	1.1
1	45	Athena Dr	Collins Industrial Blvd	Olympic Dr	$730,762	$911,776		1.3	1.3
1	51	Vine St	Oakridge Ave	Nellie B Ave	$296,348	$369,755		0.6	0.5
1	53	N Peter St/ Olympic Dr	Vine St	Indian Hills Rd	$552,503	$689,362		1	1

Tier	Project ID	Project Name	To	From	Low Cost	High Cost	Funding	Project Length (mi)	Sidewalk Length (mi)
1	57	Athens Rd	N Main St	N Church St	$53,077	$66,225	Winterville	0.3	0.1
1	58	N Church St	Athens Rd	Marigold Ln	$57,919	$72,266	Winterville	0.5	0.1
1	59	Marigold Ln/ Parkview Dr	N Church St	Marigold Ln/ Parkview Dr	$107,013	$133,520	Winterville	0.2	0.2
1	60	Cherokee Rd	Hickory Dr	Athens Rd	$121,953	$152,162	Winterville	1	0.2
1	62	Cherokee Rd	Beaverdam Rd	Lexington Rd	$313,444	$391,086		0.9	0.5
1	63	Lexington Rd	Barnett Shoals Rd	Gaines School Rd/ Cherokee Rd	$1,003,112	$1,251,589	Lexington Road	1.9	1.7
1	64	Winterville Rd	Winterville Rd	Lexington Rd	$95,537	$119,202		0.2	0.2
1	72	Lexington Rd	Whit Davis Rd	Morton Rd/ Robert Hardeman Rd	$837,106	$1,044,463	Lexington Road	1.9	1.8
1	75	Robert Hardeman Rd	S Main St	Martin Meadow Way	$544,741	$679,677	Winterville	0.9	0.9
1	81	Macon Hwy/ Timothy Rd	Timothy Rd	S Milledge Ave	$890,024	$1,110,489		1.7	1.5
1	89	St James/ Devonshire/ Somerset	Timothy Rd	Brooklyn Creek South Greenway	$56,493	$70,486		0.1	0.1
1	94	W Hancock Ave	Glenhaven Ave	N Milledge Rd	$346,464	$432,286	West Broad Street	0.6	0.6
1	96	North Ave/E Dougherty St	College Ave	North Oconee River Greenway	$129,384	$161,434		0.4	0.2
1	97	E Campus Rd	Williams St Greenway	E Green St	$447,829	$558,760		0.8	0.8
1	106	Riverbend Rd	S Milledge Ave	College Station Rd	$797,397	$994,917		1.4	1.4

Tier	Project ID	Project Name	To	From	Low Cost	High Cost	Funding	Project Length (mi)	Sidewalk Length (mi)
1	108	Danielsville Rd/North Ave	Old Hull Rd	Freeman Dr	$378,581	$472,358		0.7	0.7
1	109	Henderson Ext/ Pedestrian Bridge	Evans St/ Hancock Ave/ Waddell Ext	Waddell/ Clarke Central/ Dearing	$271,288	$338,488	West Broad Street	0.5	0.5
1	110	Waddell/ Clarke Central/ Dearing	Henderson Ext/ Pedestrian Bridge	N Milledge Rd	$111,943	$139,672	West Broad Street	0.5	0.2
1	111	Evans St/ Hancock Av/ Waddell Ext	Rose St/ Magnolia St	Henderson Ext/ Pedestrian Bridge	$111,488	$139,104	West Broad Street	0.2	0.2
1	112	Rose St/ Magnolia St	Baxter St	Evans St/ Hancock Ave/ Waddell Ext	$74,759	$93,277	West Broad Street	0.3	0.3
1	114	Atlanta Hwy/W Broad St	Mitchell Bridge Rd	Hawthorne Ave/Alps Rd	$1,333,888	$1,664,301	Atlanta Highway	2.7	2.7
1	117	King Ave	Sunset Dr	Old West Broad St	$56,493	$70,486		0.1	0.1
1	122	Pulaski St	Prince Ave	Cleveland Ave	$304,655	$380,120		0.5	0.5
1	125	Oak St	Poplar St	Grove St	$19,620	$24,480		0.1	0.1
1	126	King Ave	Hill St	Mathews Ave	$103,659	$129,336		0.2	0.2
2	11	N Chase St	Prince Ave	Newton Bridge Rd/ Barber St	$283,761	$354,051		1.1	0.7
2	13	Normaltown Connector Greenway	Old Jefferson Rd/Greenway (33)	Oneta St	$191,282	$238,664		0.3	0.3
2	14	Buena Vista Ave/ Nantahala Ext	Old Jefferson Rd/Greenway	Boulevard	$184,590	$230,314		0.3	0.3

PROJECT MAP

Projects across the entire network are illustrated in **Figure 4-2**. Additional detail for each project can be found in **Appendix C**.

Figure 4-2: *Project Map and Tier Rankings*