

Submitted By: Jake Maas
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 14

Project Total Cost: \$ 18,963,000

Total Annual Operating Cost: \$ 2,000

Abbreviated - Project Description: This project provides funding for the design and construction of continuous pedestrian and bicycle facilities on Lexington Road from Barnett Shoals Road to Whit Davis Road, along with a multi-use path connector between the Firefly Trail and Lexington Road near the Winterville Road intersection.

Project Location/Address: Lexington Rd from Barnett Shoals Rd to Whit Davis Rd

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: Lexington Road is a critical corridor connecting the core of Athens to destinations in eastern and northern Clarke County. It serves large and small businesses, local and through traffic, residential and commercial properties, and Athenians of all demographic groups. Rather than slowing inbound traffic as it transitions into an urban environment of increasing density, it is a raceway with an outdated engineering design that encourages inbound drivers to maintain highway speeds all the way to Loop 10, posing substantial safety risks for pedestrians, bicyclists, and the drivers themselves. While there are short stretches of discontinuous and non-uniform sidewalk in the project area, where there is sidewalk, it is uncomfortable and often dangerous due to its close proximity to high-speed traffic.

- AiM bicycling Level of Comfort = 5 (intolerable for even the most experienced adult cyclists; roads in this category are characterized by very high speeds, multiple adjacent travel lanes, and limited access.
- Sidewalk deficit ~40% (see map attachment)
- No bicycle facilities
- The AiM Plan calls for landscaped/concrete medians, additional sidewalks, multi-use trail, and intersection improvements at Winterville Rd, Gaines School Rd, and Whit Davis Rd.
- The Lexington Corridor User Group has identified the bike/pedestrian projects in the TSPLOST 2018 project as the top priority in their final recommendation to the Mayor & Commission (see attachment).

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

Project/Program Description: We propose the design and construction of continuous pedestrian and bicycle facilities on Lexington Road from Johnson Drive to Whit Davis Road, along with a multi-use path connector between the Firefly Trail and Lexington Road near the Winterville Road intersection (see map attachment).

The Athens in Motion Plan identifies the entirety of Lexington Road, from Barnett Shoals Road to Morton Road, as a Tier 1 Bicycle and Pedestrian Project. (Barnett Shoals to Johnson Drive is in the GDOT Project that is currently underway. This project would pick up at the end of the GDOT project.) This project focuses on the 2.7-mile section from Barnett Shoals Road to Whit Davis Road, as it is the most heavily used. (While the portion from Whit Davis to Morton Road is rapidly being developed and should also become a Complete Street, it currently has significantly less pedestrian and bike traffic, and at least there are existing sidewalk facilities connecting Whit Davis to the ACC Tennis Center and Cornerstone Church.)

This proposal would fully fund two of the Tier 1 Athens in Motion Bicycle and Pedestrian projects for the Lexington Road corridor from Barnett Shoals Rd to Whit Davis Road that are identified in the Athens in Motion Plan (p.67). Specifically:

- 1) Project ID 63: Multi-use path along Lexington Road from Barnett Shoals Rd to Gaines School Rd/Cherokee Rd, 1.9 miles
- 2) Project ID 70: Multi-use path along Lexington Road from Gaines School Rd to Whit Davis Rd, 0.8 miles

The multi-use path will be on the north side of Lexington Rd.

To provide connectivity to existing bike/ped infrastructure, this project also includes the construction of:

- 3) a multi-use trail connector to the Firefly Trail near the corner of Winterville Rd and Lexington Rd, 0.27 miles.

While there are short stretches of discontinuous sidewalk in the project area, even these short stretches are unsafe and uncomfortable due to their lack of uniformity, lack of consistent ADA accessibility, and proximity to high-speed traffic. This project will also fund:

- 4) construction of sidewalk on the south side of Lexington Rd to fill in these gaps, as well as:
- 5) improvements needed to standardize existing sidewalk, ensure ADA accessibility, provide safe crossings at intersections, and improve the roadway by adding landscaped and/or concrete medians where feasible.

In addition to construction, this project will help solve the "first mile/last mile" problem for Transit

users by providing safe pedestrian/bike access to all transit stops along both sides of the Lexington Road corridor in the project area.

Project Mission Statement/Selection Criteria: MISSION:

- To provide safety and connectivity for active transportation users;
- To increase social well-being and physical fitness;
- To promote county-wide economic prosperity;
- To reduce the environmental impacts of vehicular traffic.

This project meets most of the 14 Selection Criteria for TSPLOST 2023, as outlined in the following sections.

How is this Project recommended/included in any approved ACCGov Land Use Plan, Master Plan, Corridor Study, or Service Delivery Plan? Athens in Motion, August 2018; Athens Clarke County Comprehensive Plan, 2018; Greenway Network Plan, 2020; TSPLOST Public Involvement Summary Report, May 26, 2021

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)

SR 10 Loop/Athens Perimeter at US 78/Lexington Rd. (project II-1): "Project design will provide for connection with the rail-to-trail corridor."

Attachments:

[Attachment 1 - AiM Lexington Road](#)

[Attachment 2 - Greenway Lexington Rd Connection Map](#)

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:

This project will connect people with parks, employment, shopping, recreation, social activities, healthcare, and more, in a safe and dignified manner.

A high percentage of corridor users have limited or no access to private vehicles and depend on walking, bicycling, and Transit to travel to work, retail stores, grocery stores, schools, churches, parks, and other destinations. While Lexington Road is served by Transit, many of the 20 transit stops have little or no connectivity, creating a "first mile/last mile" problem between travelers' points of origin/destinations and transit stops. Sidewalks are not continuous, forcing many to walk in uneven, unsafe, and unpleasant "goat paths."

The Athens in Motion Plan prioritizes equity in developing alternative transportation facilities. 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 20 transit stops on either side of Lexington Road from Barnett Shoals Road to Whit Davis Road. A multi-use side path on the north side of the road and complete sidewalks on the south side will serve the transit network by providing safe and consistent 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.

By incorporating green infrastructure and improved landscaping in project design that protects the stormwater system, this project will address the destructive effects of stormwater runoff 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. Lexington Road is one of the six critical corridors* which form the foundation of the Athens in Motion network.

Additionally, the proposed multi-use path will connect with the approved multi-use path along Cherokee Rd, as well as the planned multi-use paths on the Athens Ben Epps Airport property.

*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 Lexington Road will provide easier, safer, more convenient access to all public facilities served by the corridor. Unless they have access to a car and are willing to drive, families with school-age children have only difficult and dangerous options to visit Satterfield Park, Southeast Clarke Park, Athens Tennis Center, and other destinations. This project will also provide safe active transportation access to the Firefly Trail, and when the Firefly Trail is complete, this project will connect users to non-motorized, completely off-street options for traveling both to downtown Athens and Winterville.

Along the corridor are numerous public amenities including a Lowe's and Walmart, restaurants, churches, Athens Ben Epps Airport, Goodwill, and other large and small businesses of all types -- including the potential eventual reopening of the movie theater at the corner of Lexington and Winterville roads.

Promotes increased usage of the Transit System, including improving Pedestrian access to Transit Facilities: As stated above, there are 20 transit stops on either side of Lexington Road from Barnett Shoals Road to Whit Davis Road. Most transit stops have little or no connectivity, with some being islands on the side of an extremely busy road with no sidewalk at all, creating a "first mile/last mile" problem. The multi-use path and complete sidewalks will encourage more riders to use Transit instead of driving.

Pedestrians currently face significant risks, inconveniences, and indignities walking along and crossing Lexington Road. 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, rather than driving, reduces emissions. Every mile not driven equals 400 fewer grams of carbon dioxide released into the air we breathe. Because traffic backups exacerbate air pollution problems, alternatives to driving will reduce the number of carbon-producing vehicle trips, as well as fuel burned and pollutants released while idling.

Currently, driving is the best -- and in places almost the only -- option for traveling along Lexington Road. Bike and pedestrian facilities will provide non-polluting options for those who are traveling walkable/bikeable distances.

Reduces vehicle miles traveled and traffic congestion: Every person who chooses to walk or bike to their destination equals less time spent traveling in vehicles. Completing the pedestrian and bicycle facilities on Lexington Road will encourage people to walk and bike rather than drive for trips that involve only short distances. Additionally, reduction in traffic congestion reduces travel time for the drivers who are still on the road.

Reduces time spent traveling in vehicles: Every person who chooses to walk or bike to their destination equals one less car on the road. Building pedestrian and bicycle infrastructure along Lexington Road not only provides transportation options to those with the greatest need; it also provides options for those who wish to leave their cars at home more often.

Continues TSPLOST 2018 Corridor Improvements or transportation related safety improvements: Lexington Road has been identified for improvement in several areas, including bicycle and pedestrian infrastructure. The bike and pedestrian infrastructure proposed here will eliminate many safety hazards to all corridor users. People need the ability to bike and walk along and cross Lexington Road safely and conveniently. Drivers need to be provided with cues to anticipate pedestrians and bicyclists to avoid conflicts and crashes.

This Lexington Road Athens in Motion Project integrates with TSPLOST 2018 Project #14 sub-projects:

- Bike/Pedestrian sub-projects L14 - L22 inclusive
- Transit sub-projects L3-L9 inclusive
- Airport sub-projects L1 and L2
- Roadway Improvement sub-projects L10-L13 inclusive -- all of which include improved pedestrian infrastructure.

The 2018 TSPLOST budget for Project 14 is \$4M, which is a small fraction of the cost of all proposed improvements; TSPLOST 2023 funds are urgently needed to fulfill the Complete Streets vision for Lexington Rd.

Promotes Health and Safety: Walking 30 minutes daily improves cardiovascular health, lowers blood pressure, and promotes weight loss (<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 knee joints.

(<https://www.health.harvard.edu/staying-healthy/the-top-5-benefits-of-cycling>).

Both forms of active transportation have been shown to reduce depression and anxiety

(<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC1470658/>).

Separating bicyclists and pedestrians from vehicular traffic increases safety for non-drivers

(https://safety.fhwa.dot.gov/ped_bike/ped_cmnty/ped_walkguide/sec1.cfm)

All these potential benefits of active transportation will be multiplied by the increasing usage of this corridor. In particular, Cedar Shoals High School students living north of Lexington Road have to navigate the corridor in some way to get to school.

Continues Sidewalk & Multi-Use Trail construction: The proposed multi-use trail connector will connect the new Lexington Road multi-use path to the Firefly Trail, providing connectivity to downtown Athens, the North Oconee River Greenway, and downtown Winterville (see map).

This project will fill in significant sidewalk gaps on the south side of Lexington Road, and obviate the gaps on the north side through the construction of a multi-use path (see sidewalk gap map).

Implements components of an updated Greenway Network Plan: The Greenway Network Plan identifies a Lexington Road multi-use path as a vital link that will connect the Greenway Trail, the Firefly Trail, parks, and other vital educational, commercial, and recreational facilities in this corridor -- including the east side library project funded through SPLOST 2020. See the Greenway Network Plan map as attachment 2.

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.

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

Positive Benefits for the Social Well-Being of our Residents and visitors: Lexington Road, being a main gateway to Athens, greets approximately 36,000 vehicles daily entering the city. The improvements brought by this project will make Athens more attractive to visitors, potential businesses, and job-seekers.

Residents who use the corridor are want greater range for walking and biking within the county, as well as improved access to Transit. Data to support this can be found in the Athens Wellbeing study (Cedar Shoals High School attendance zone) and in the story map survey conducted as part of the TSPLOST 2018 Project #14 community outreach effort.

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

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: There will be temporary impact on stormwater runoff during construction. However, by completing this project, stormwater runoff will be reduced and will carry fewer contaminants.

The project does have the potential to add more impervious surface. We will offset this impact by incorporating pervious surface and other environmentally friendly measures, including a landscaped median where there is now an impervious center lane along almost the entire project length.

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 overwhelmingly support TSPLOST campaigns and appreciate the response of their elected officials to the growing need for active transportation and safety measures to prevent crashes.

Transportation and Public Works staff deserve high praise for their work to build bicycle and pedestrian infrastructure. Athens-Clarke attracts high-caliber planners and engineers because of our investment in active transportation. Every project we approve and fund presents another opportunity to raise Athens' profile nationally and internationally.

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:	\$ 588,000
2. Design Fees: (Min.12% of New Const.; 14% of reno,; 16% for LEED proj.)	\$ 1,412,000
3. Miscellaneous Fees: (Min. Minimum of 3% of Construction Costs – used for permitting, etc. Utilize minimum of 10% if land acquisition if necessary.	\$ 353,000
4. Construction:	\$ 11,760,000
5. Construction Contingency: (10% of the Construction line item)	\$ 1,176,000
6. Acquisition of Capital Equipment	\$ -
7. Testing:	\$ 353,000
8. Project Management: (4% of the total budget line items above)	\$ 651,000
9. Project Contingency: (10% of the total budget line items above)	\$ 1,680,000
10. Public Art: Calculated at 1% of the Construction line item.	\$ 118,000
11. Other 1: Utility Relocation	\$ 500,000
12. Other 2:	\$
Project Subtotal:	\$ 18,591,000
14. Program Management (2% of Project Subtotal):	\$ 372,000
TSPLOST 2023 Project Total:	\$ 18,963,000

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:	1,000
6. Other: Public Art Maintenance	1,000
7. Other:	
8. Other:	
TOTAL EXPENDITURES	
NET OPERATING COSTS OF PROJECT:	\$ 2,000

Project Financing

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

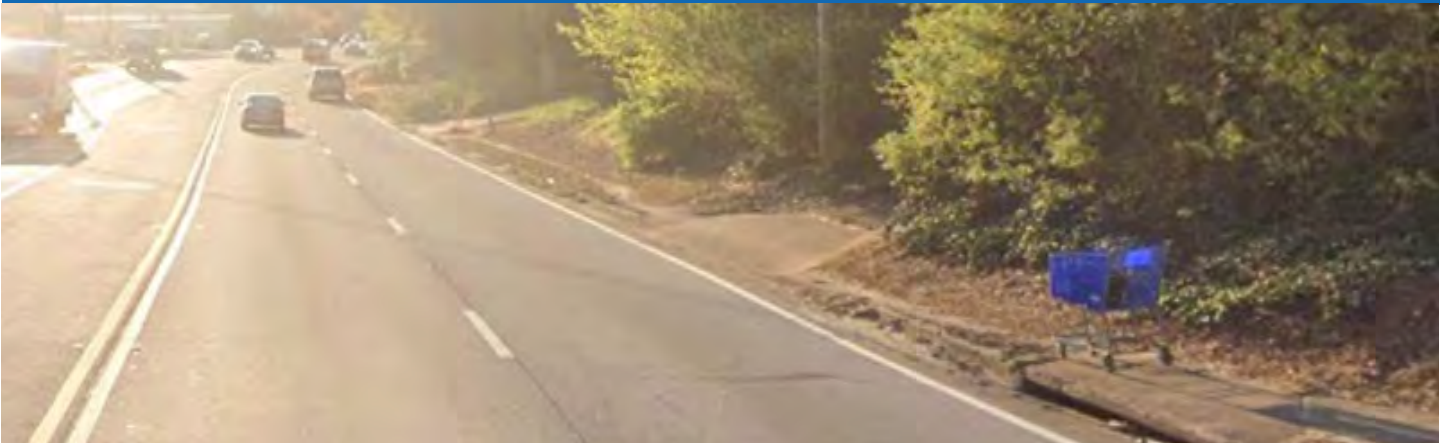
Other Attachments:

[Attachment 3 - Lexington Rd Corridor Project Map](#)



LEXINGTON ROAD

BICYCLE and PEDESTRIAN FACILITIES



Lexington promotes high speeds, creating an unsafe environment for people walking and rolling.

Rather than slowing inbound traffic as it transitions into an urban environment, it is a raceway with an outdated engineering design that encourages inbound drivers to maintain highway speeds all the way to Loop 10, posing substantial safety risks for pedestrians, bicyclists, and the drivers themselves.

In spite of the dangers, people brave the shoulders of Lexington everyday, walking to and from bus stops to important destinations.

Many of the 20 transit stops have little or no connectivity. Sidewalks are not continuous, forcing people to walk in uneven, unsafe, and unpleasant “goat paths.” People must resort to jaywalking across 5 lanes of 50+ MPH traffic with no median or other mid-crossing refuge. There are no bike lanes and road shoulders for safe stopping, so very few cyclists travel along Lexington Road.

Together we can dramatically improve the safety of this important corridor.

By connecting a multiuse path on the north side from SouthEast Clark Park to the Firefly trail, and by completing sidewalk gaps on the south side, Athens in Motion aims provide a continuous, safe connection along Lexington from East Side to downtown and ultimately Winterville. AiM would also like to construct medians.

Social paths, also known as “Goat Paths” or desire paths, are clearly seen in this Google on-street view of the south side of Lexington, facing East where Winterville Road intersects.

**LEXINGTON ROAD
BIKE/PED FACILITIES**
\$18.9 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 infrastructure along the Lexington Road Corridor.

The Athens in Motion Commission was created after a lengthy process of stakeholder and public input led by Envision Athens, and held its first meeting in September 2019. Since then, the AiM Commission and the Department of Transportation and Public Works have developed a collaborative and proactive working relationship; to date, we have advanced five projects to the Mayor & Commission: improvements to bike and pedestrian infrastructure on King Avenue, Cherokee Road, Riverbend Road, Jefferson River Road, and Barber Street. These projects, funded through TSPLOST 2018, advance our mission of safety for all road users and meet our goals of Connectivity, Equity, More Users, Education, and Implementation.

The Lexington Road 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, Lexington Road also serves a number of residential communities. Many residents in these communities depend on Transit to access shopping, work, schools, parks, and the other necessities of life. These people deserve to have safe and comfortable means of transportation along this corridor if they don't have access to a car or don't want to drive. The attached proposal, therefore, proposes to construct a multi-use path, fill in sidewalk gaps, and make other improvements to the most heavily traveled portion of Lexington Road.

We look forward to presenting this TSPLOST 2023 proposal to the Citizens' 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 this much-needed project.

Respectfully submitted,

AiM Committee Member and Former AiM Commissioner Jake Maas



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> 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> <i>Other Citizen's Oversight Committees are given review opportunities, if necessary</i></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 descpt. 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 <i>Athens in Motion Commission and other committees review, if necessary</i></p> <p>Manager's Office approves bid 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"> Mayor and Commission approval, as necessary 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>

In addition to the projects listed above, Athens-Clarke County should consider a comprehensive crosswalk upgrade program for the West Broad neighborhood. High visibility, continental style crosswalks should be striped at intersections throughout the neighborhood. This may also require the upgrade of some ADA curb ramps. The

intersection of Hancock Avenue and West Broad Street is of particular concern, as it currently presents a significant barrier to pedestrian travel. Improving pedestrians’ ability to safely cross at this intersection should be considered a priority within a broader crosswalk upgrade program for the neighborhood.

LEXINGTON HIGHWAY CORRIDOR IMPROVEMENTS

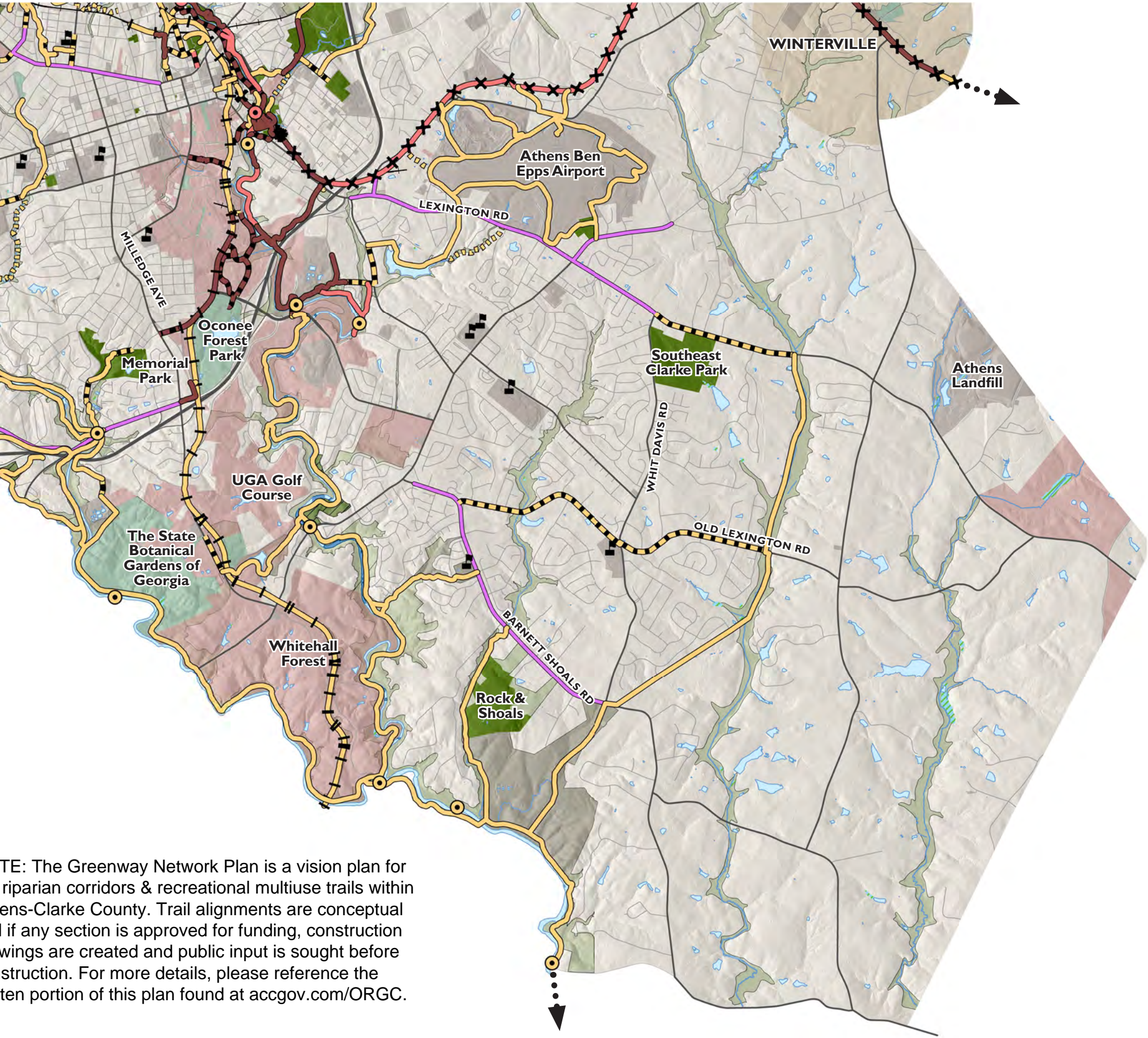
The TSPLOST includes funding for improvements in three specific corridors; the first of these is Lexington Highway. As defined in the TSPLOST, improvements eligible for the funding include, but are not limited to, landscaped/ concrete median(s), additional sidewalks, multi-use trail, separated bike lanes, and improvements of intersections

at Winterville Rd, Gaines School Road, and Whit Davis Road. Projects identified as part of Athens in Motion that would qualify for the use of these funds are prevsented in **Table 4-10**. Coordination with GDOT’s ongoing and planned efforts in the corridor will be essential.

Table 4-10: Lexington Highway Corridor Improvement Projects

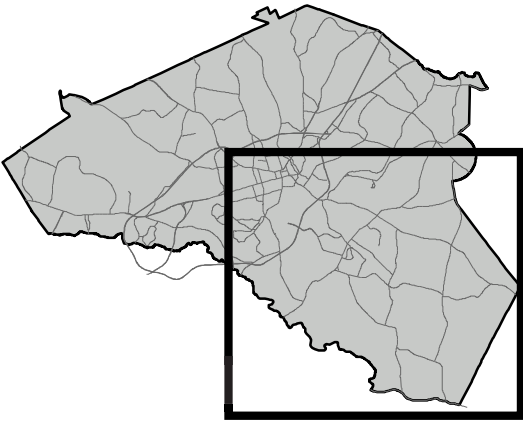
ID	NAME	LOW BIKE COST	HIGH BIKE COST	SIDEWALK COST	SIDEWALK + CURB/ GUTTER COST	BIKE CATEGORY	FROM	TO	LENGTH (MI)
63	Lexington Rd	\$2,555,689	\$8,776,906	\$1,003,112	\$1,251,589	Sidepath /SUP	Barnett Shoals Rd	Gaines School Rd/ Cherokee Rd	1.9
70	Lexington Rd	\$1,064,698	\$3,656,453	N/A	N/A	Sidepath /SUP	Gaines School Rd/ Cherokee Rd	Whit Davis Rd	0.8
72	Lexington Rd	\$2,008,820	\$6,583,361	\$837,106	\$1,044,463	Buffered Facility	Whit Davis Rd	Morton Rd/ Robert Hardeman Rd	1.9
TOTAL		\$5,629,207	\$19,016,721	\$1,840,218	\$2,296,052				4.6





NOTE: The Greenway Network Plan is a vision plan for the riparian corridors & recreational multiuse trails within Athens-Clarke County. Trail alignments are conceptual and if any section is approved for funding, construction drawings are created and public input is sought before construction. For more details, please reference the written portion of this plan found at accgov.com/ORGCC.

Location Map



Greenway Trail Network

Trail Type

- Street Based
- Multi-Use
- Rail to Trail
- Rail with Trail
- Alternate Route
- Pedestrian Only

Trail Status

- Existing
- Funded
- Proposed
- Athens in Motion

Water Trail Access

- Existing
- Funded
- Proposed
- Potential County Connection

Infrastructure

- Railroads
- Major Roads
- Minor Roads

Hydrology

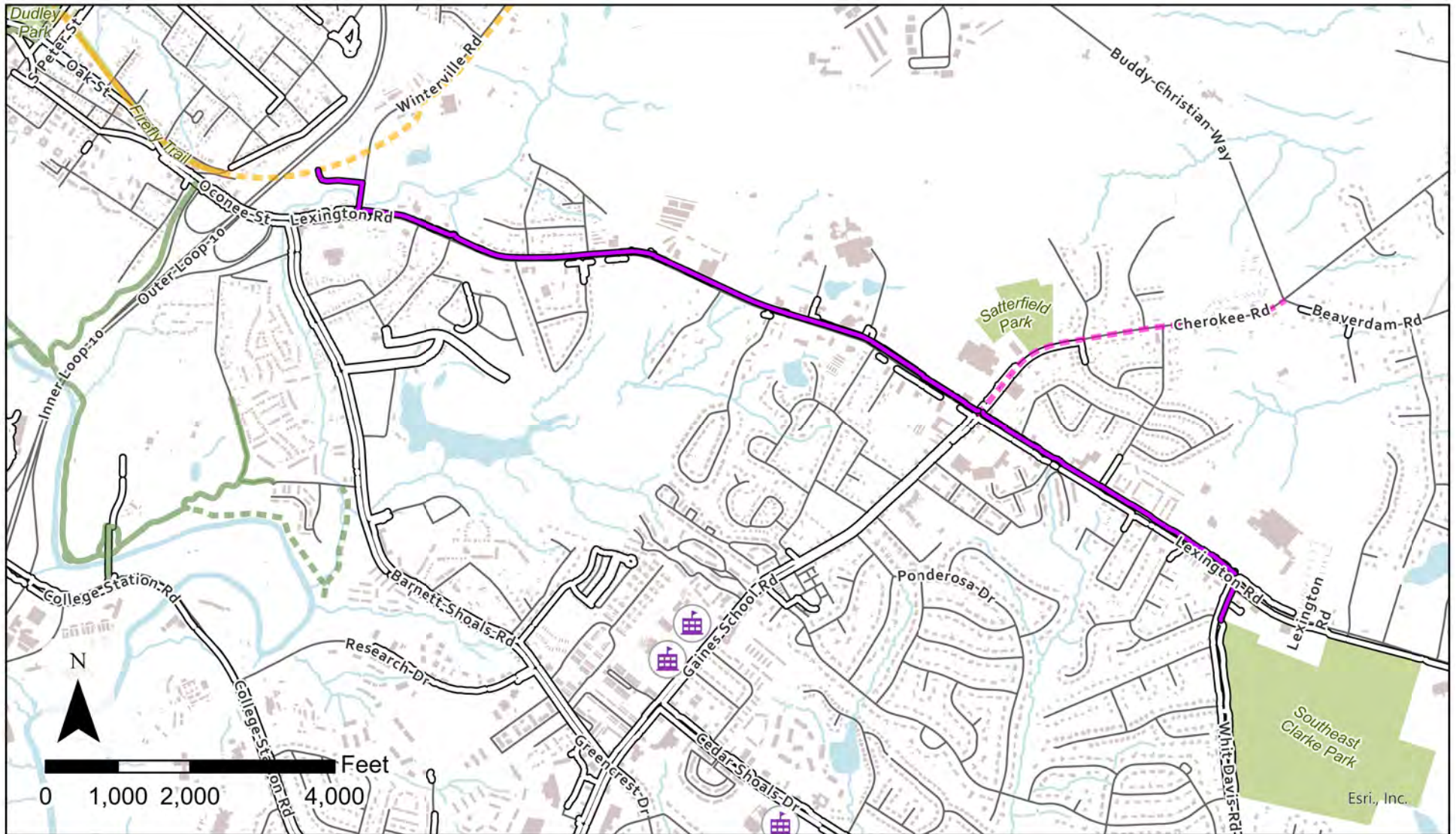
- Surface Water
- Shoals
- Dams
- Wetland

Areas of Interest

- ACC Greenspace
- Limited Access
- Other Greenspace
- UGA Property
- Government
- Conservation Area
- School



PROPOSED TRAIL NETWORK – SOUTHEAST
Greenway Network Plan
Athens, Georgia
January 2021



Athens in Motion Lexington Road Improvements

Proposed Project


— 12' Multi-use Path


Existing Conditions


— Sidewalk Centerlines


 Parks

 Schools

 Funded Athens in Motion Projects

 Greenway Trail

 Greenway Trail - Funded

 Firefly Trail

 Firefly Trail - Funded