Submitted By: Transportation & Public Works Department
                 Stephen Bailey, Director

Project Type: Streets/Roads/Bridges related projects - Transportation & Public Works Department

Previously submitted but not selected: Yes - TSPLOST 2023; Project 18 Multimodal Safety Improvements
Continuation Project: No

Executive Summary: This Program employs data-driven strategies with the goal to eliminate traffic fatalities and serious injuries in ACC. This program will implement high-priority safety projects identified in ACCGov's Vision Zero Action Plan, including major capital improvements at high-crash locations, systematic speed management solutions, and rapid-response safety enhancements identified through road safety audits. Projects will be prioritized based on crash data, severity rates, and equity considerations.
(This would be Implementation Program (as there would be multiple sub-projects and there is no pre-defined locations.)

Project Total Cost: $ 16,965,000   Total Operating Cost: $ 204,000

Does this Project require the acquisition of any land? Yes

What means of land acquisition will be required? Rights of Way

Project/Program Description: The Vision Zero Action Plan Implementation Program creates a strategic framework for achieving zero traffic fatalities and serious injuries in Athens-Clarke County. Building upon ACCGov's federally-funded Safety Action Plan (completion: December 2025), this program will implement high-priority safety improvements through three coordinated components:

Capital Safety Improvements: Using advanced crash analysis and severity data, this component funds major safety reconstruction at high-risk locations. Improvements include:
• Systematic intersection modifications
• Enhanced signal systems and timing
• Advanced warning systems
• Improved lighting and visibility, utilizing LED lighting that meets dark sky standards in support of clean energy/sustainability goals.
• Access management solutions
• Projects will be selected based on crash patterns, severity rates, and potential for crash reduction.
Speed Management Program: This component implements comprehensive speed management solutions including:
• Traffic calming in high-crash corridors
• Advanced speed detection and feedback systems
• Systematic safety improvements
• Enhanced school zone safety
• Projects will be prioritized using speed data, crash history, and community vulnerability assessments.

Road Safety Audit Implementation: This component provides rapid-response funding for safety improvements identified through detailed engineering analysis and field observations. Improvements include:

• Quick-build safety solutions

• Signal modifications

• Enhanced crossings

• Sight distance improvements

• Projects directly address identified safety issues with proven countermeasures.

Implementation will be phased over five years, prioritizing projects that:

• Address locations with highest crash rates and severity

• Improve emergency response capabilities

• Provide documented safety benefits

• Demonstrate cost-effective solutions

• Support safe, efficient operations for all users

The program incorporates ongoing evaluation through:

• Before/after crash analysis

• Speed studies and compliance monitoring

• Safety performance tracking

• Cost-benefit analysis

• Emergency response time monitoring

All improvements will follow established engineering standards and incorporate proven safety countermeasures recommended by Federal Highway Administration and National Association of City Transportation Officials. Projects will be coordinated with other transportation initiatives to maximize efficiency and community benefit while ensuring responsible use of public resources.

How is this Project recommended/included in any approved ACCGOV Land Use Plan, Master Plan, Corridor Study, or Service Delivery Plan? The Vision Zero Action Plan Implementation Program directly implements recommendations from several adopted plans: 1) Vision Zero Action Plan (completion 2025) a) Primary implementation mechanism for high-priority safety projects b) Advances data-driven safety improvements c) Supports systematic safety approach 2) MACORTS 2050 Metropolitan Transportation Plan a) Aligns with regional safety performance targets b) Supports implementation of identified safety projects c) Advances Vision Zero goals regionally 3) Athens in Motion Plan a) Implements high-priority safety improvements b) Advances safety and equity goals c) Supports systematic safety upgrades

How is this Project included in the Madison Athens-Clarke County Oconee Regional Transportation Study (MACORTS) long-range Transportation Improvement Plan (TIP)? The program supports MACORTS Performance Target for Safety (PM1) focusing on reducing fatalities and serious injuries. It will help implement identified safety improvements and can serve as local match for safety projects in the TIP.

PROJECT JUSTIFICATION

How will the Project meet the stated Program Goals in the Mayor & Commission Strategic Plan to provide long-term, ongoing contributions to the Sustainable Transportation needs of the Athens-Clarke County?

Goal Area 1; Section D: Drive community transformation with a focus on creating spaces that are respectful and welcoming: The Vision Zero program transforms our transportation network through data-driven safety improvements that create more welcoming spaces for all users. By systematically addressing high-risk locations and implementing proven safety countermeasures, we demonstrate respect for all community members while protecting our most vulnerable road users.

Goal Area 1; Section E: Support & promote healthy lifestyle: moving, eating, forming healthy relationships, physical and psychological care: Safe transportation infrastructure is fundamental to community health and well-being. By reducing crash risks and creating safer streets, the program reduces stress, prevents injuries, and supports active lifestyles. Data-driven safety improvements protect all road users while encouraging healthy transportation choices.

Goal Area 5; Section A: Improve, expand, and maintain sidewalks, shared-use paths, and bike facilities to provide greater opportunities for residents to use active transportation safely: Through systematic safety improvements at high-risk locations, the program creates safer conditions for all road users. The data-driven approach ensures resources are directed where they can have the greatest impact on preventing serious crashes and protecting vulnerable users.

Goal Area 5; Section C: Expand multi-modal Transit access to reduce auto dependency and provide greater mobility for Athens residents: Safety improvements will enhance access to transit through safer crossings, improved lighting, and other proven countermeasures. These systematic improvements make it safer for all users to access public transportation while protecting vehicles and pedestrians alike.

Goal Area 5; Section D: Create more usable and aesthetically pleasing corridor connections between residential and commercial areas: The program implements comprehensive safety improvements in key corridors linking residential and commercial areas. Using crash data and safety assessments, we'll create safer, more efficient connections that serve all road users while reducing crash risks.

Goal Area 5; Section E: Enhance safety for all modes of transportation: This is the program's primary focus. Using detailed crash analysis and proven countermeasures, this program will systematically improve safety at our highest-risk locations. The data-driven approach ensures resources are directed where they can save the most lives and prevent serious injuries for all road users.

Goal Area 6; Section A: Develop well-planned new infrastructure according to future land use values and framework: All safety improvements align with future land use goals and support planned development patterns. Projects consider growth patterns, traffic volumes, and future needs while implementing proven safety solutions that serve the entire community.

Goal Area 6; Section B: Ensure equitable access to infrastructure to enhance safety and identity: The program uses both crash data and equity metrics to ensure fair distribution of safety improvements. This systematic approach identifies and prioritizes locations with greatest safety needs while ensuring all communities benefit from crash reduction efforts.

Goal Area 6; Section C: Provide adequate funding for maintenance of existing and newly constructed infrastructure: All safety improvements include appropriate maintenance plans and funding considerations. The program emphasizes durable, proven countermeasures that provide long-term safety benefits while minimizing maintenance requirements.

Goal Area 6; Section D: Follow through on commitment to 100% Clean and Renewable Energy resolution: Safety improvements support energy goals through enhanced signal timing, LED lighting, and reduced crash-related congestion. These improvements benefit all users while supporting efficient traffic flow and reduced emissions.

Goal Area 6; Section E: Address ecosystem health, infrastructure sustainability, and resilience: The program enhances infrastructure resilience through systemic improvements that reduce crashes, improve traffic flow, and protect all road users. Projects incorporate sustainable design principles while maintaining safe operations for everyone.

Project Costs

Detailed project capital budget costs (to be funded from TSPLOST 2026 only):

Project Costs (round to thousand)		Amount
1. Land Acquisition / ROW / Easement:	$	400,000
2. Design Fees: (Min.12% of New Const.; 14% of reno,; 16% for LEED proj.)	$	1,260,000
3. Miscellaneous Fees: (Min. Minimum of 3% of Construction Costs – used for permitting, etc. Utilize minimum of 10% if land acquisition if necessary.	$	315,000
4. Construction:	$	10,500,000
5. Construction Contingency: (10% of the Construction line item)	$	1,050,000
6. Acquisition of Capital Equipment:	$	300,000
7. Testing:	$	315,000
8. Project Management: (4% of the total budget line items above)	$	566,000
9. Project Contingency: (10% of the total budget line items above)	$	1,471,000
10. Public Art: Calculated at 1% of the Construction line item.	$	105,000
11. Other 1: Data Management Systems	$	200,000
12. Other 2: Education/Outreach Programs	$	150,000
Project Subtotal:	$	16,632,000
14. Program Management (2% of Project Subtotal):	$	333,000
TSPLOST 2026 Project Total:	$	**16,965,000**

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. Annual Maintenance:	50,000
6. Other: Data Management System Annual Fees	20,000
7. Other: System Calibration/Testing	15,000
8. Other: Public Art Maintenance	1,000
9. Other: Life Cycle Replacement	118,000
TOTAL EXPENDITURES	
NET OPERATING COSTS OF PROJECT:	**$ 204,000**

Project Financing

Is the proposed Project to receive funding from source(s) other than TSPLOST 2026? Yes

Total Capital Financing for Project:

If the proposed Project is to receive funding other than TSPLOST 2026, 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 2026[1]:	$ 16,965,000
OTHER SOURCES	
2. ACCGov General Fund:	$
3. ACCGov Enterprise Fund:	$
4. State Grant:	$
5. Federal Grant:	$ 1,000,000
6. Previous SPLOST:	$
7. Other (describe):	$
8. Other (describe):	$
TOTAL SOURCES:	$ 17,965,000

[1] If any additional sources of funding other than TSPLOST 2026 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 2026 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: The Vision Zero Action Plan Implementation Program builds upon Athens-Clarke County's $1 million Safe Streets and Roads for All (SS4A) federal grant, which is currently funding our Vision Zero Action Plan development (completion: December 2025). This existing federal investment provides the strategic framework and data-driven foundation for implementing the proposed safety improvements. The Action Plan will identify priority projects, crash patterns, and effective countermeasures that will guide TSPLOST investments, ensuring maximum impact for crash reduction.

Vision Zero Detailed Construction Cost Estimate:
1) Major Safety Improvements (3-4 locations) - $7,000,000
    a) Full intersection reconstruction: $2-2.5M each
    b) Mast arm signals: $250,000-300,000 per intersection
    c) Advanced detection: $75,000-100,000 per intersection
    d) LED lighting: $15,000-20,000 per intersection
2) Speed Management Program - $2,000,000
    a) Traffic calming: $50,000-150,000 per location
    b) Speed feedback systems: $8,000-12,000 each
    c) School zone improvements: $25,000-40,000 per location
3) RSA Implementation - $1,500,000
    a) Quick-build improvements: $25,000-75,000 per location
    b) Signal modifications: $75,000-100,000 per intersection
    c) Enhanced crossings: $40,000-60,000
Total Construction: $10,500,000