

Submitted By: Resident group (multiple neighbors)
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Project Type: Streets/Roads/Bridges related projects - Transportation & Public Works Department

Previously submitted but not selected: No

Continuation Project: Yes - SPLOST 2011 Project 31 - Neighborhood Traffic Management Program and TSPLOST and TSPLOST 2023 Project 31 - Neighborhood Traffic Management Program

Executive Summary: Pilot project that will create a comprehensive neighborhood-level transportation planning and infrastructure investment program to both improve safety and access within the neighborhood and inform future decision-making processes and investments throughout Athens-Clarke County. As a pilot, the project will provide a toolkit to extend the work to other ACC neighborhoods. Resident participation will be key to establishing a quality planning and implementation process.

Project Total Cost: \$ 6,664,000

Total Operating Cost: \$ 13,000

Does this Project require the acquisition of any land? Unsure

Project/Program Description: The SPLOST 2011 Neighborhood Traffic Management Program has been successful in improving safety in target areas throughout Athens-Clarke County, but does not provide a focused, high-level planning approach for any of the neighborhoods in which improvements have been made. This pilot project improves on that process by accomplishing three goals: 1) Develop a comprehensive neighborhood transportation plan for the Boulevard neighborhood based heavily on resident participation and input from the neighborhood association; 2) Implement priority infrastructure investments to improve safety and accessibility; 3) Create a toolkit to apply this pilot approach to other neighborhoods in Athens through a lessons-learned approach informed by residents, staff, and the neighborhood association.

Boulevard is an in-town neighborhood with substantial cut-through traffic along and adjacent to major roadways such as Chase St. and Prince Ave., as well as the anchor of Johnnie Lay Burks Elementary School, where a high number of students walk or bike to school. Residents have worked with Athens-Clarke County Transportation & Public Works staff regularly over the years to make safety improvements, but they have all been piecemeal and the indirect or secondary effects of these projects are never known until they are implemented. That means that installing speed tables on one street could cause increased traffic volumes and/or speeds on adjacent roads, or that a project meant to improve safety for people in cars could actually make a corridor more dangerous for people walking. The Boulevard Neighborhood Association has worked directly with residents and staff over the years to deliver these projects, but uncertainty and lack of consensus about priorities shows the need for a high-level plan that looks at the neighborhood holistically.

The Boulevard neighborhood is an appropriate place to pilot this work because of its history of working with staff on transportation projects (albeit through piecemeal approaches), its level of community participation and investment in becoming safer for all road users, and the relatively lower-cost needs that we expect to identify through the planning process (while Boulevard would benefit from some short lengths of expensive

sidewalk additions in focused areas, the main needs are smaller-ticket items such as traffic-calming, intersection improvements, lane/parking reconfigurations, and other low-cost/high-impact investments).

How is this Project recommended/included in any approved ACCGOV Land Use Plan, Master Plan, Corridor Study, or Service Delivery Plan? The Athens in Motion Plan features various High Priority projects that this proposed project would implement. This proposal also funds implementation of the Johnnie Lay Burks Elementary Safe Routes to School project.

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: This project will improve safety for children and families, older adults, people with disabilities, students, and everyone else, ensuring that all roadway users are able to access a comfortable, respectful, and welcoming community.

Goal Area 1; Section E: Support & promote healthy lifestyle: moving, eating, forming healthy relationships, physical and psychological care: Neighborhood transportation safety improvements will make walking, biking, jogging, inline skating, and other forms of active transportation and recreation both safer and more appealing to a broader spectrum of neighbors and non-resident roadway users.

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: The pilot project will first involve residents, staff, and the neighborhood association in the process of creating a comprehensive plan for improvements to our local roads, and then make investments in priority implementation of infrastructure to increase safety and desirability of walking, biking, and other modes of active transportation.

Goal Area 5; Section C: Expand multi-modal Transit access to reduce auto dependency and provide greater mobility for Athens residents: All Athens Transit users (except park-and-ride commuters) are either pedestrians or cyclists when they begin and end their trips on the bus. This project expands access to transit by making people's approach to their local bus stop a safer and more enjoyable experience, thereby reducing car trips and automobile dependency.

Goal Area 5; Section D: Create more usable and aesthetically pleasing corridor connections between residential and commercial areas: While Boulevard's scales tip slightly in favor of being a residential area, it not only features a high proportion of commercial land uses, but it also connects directly to downtown Athens. Investing in safety and streetscaping improvements will make drivers', pedestrians', cyclists', transit users', and others' trips between residential and commercial areas safer, more comfortable, and more aesthetically pleasing.

Goal Area 5; Section E: Enhance safety for all modes of transportation: This project is specifically aimed at improving safety for pedestrians, cyclists, transit users, drivers, and others; it will achieve this goal by first creating a high-level plan to address safety concerns, and then by making focused investments in priority projects identified in the plan; it will further enhance safety by providing a toolkit to apply this methodology and lessons learned in other neighborhoods.

Goal Area 6; Section A: Develop well-planned new infrastructure according to future land use values and framework: As part of the neighborhood transportation planning process, we will examine existing ACCUG

plans (comprehensive plan, Athens in Motion, etc.) and zoning, create a robust public involvement process, and examine other scheduled improvements to make the best-planned and -informed investments possible.

Goal Area 6; Section B: Ensure equitable access to infrastructure to enhance safety and identity: Between the encampments adjacent to highway and railroad right-of-way, the Sparrow's Nest, the poultry processing plants, and healthcare services along Prince Avenue, Boulevard has a substantial population of unhoused and housing-insecure people living in and traveling through the neighborhood. This project will ensure that they, in addition to all residents and visitors, have a safe and welcoming transportation experience.

Goal Area 6; Section C: Provide adequate funding for maintenance of existing and newly constructed infrastructure: The neighborhood transportation planning process will include a comprehensive analysis of existing, newly constructed, and even planned infrastructure to ensure that we are maintaining our resources to the best of our ability.

Goal Area 6; Section D: Follow through on commitment to 100% Clean and Renewable Energy resolution: By improving safety for all roadway users, this project will create opportunities for increased sustainable transportation such as biking, walking, and rolling; that will encourage people to leave their cars in their driveways more, reducing fossil fuel usage.

Goal Area 6; Section E: Address ecosystem health, infrastructure sustainability, and resilience: Ecosystem health: reduce car trips and improve air quality / Infrastructure sustainability: replace high-impact car trips with low-impact active-mode trips Resilience: provide safe spaces for people to walk, bike, and roll

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:	\$ 150,000
2. Design Fees: (Min.12% of New Const.; 14% of reno.; 16% for LEED proj.)	\$ 800,000
3. Miscellaneous Fees: (Min. Minimum of 3% of Construction Costs – used for permitting, etc. Utilize minimum of 10% if land acquisition if necessary.	\$ 200,000
4. Construction:	\$ 4,000,000
5. Construction Contingency: (10% of the Construction line item)	\$ 400,000
6. Testing:	\$ 125,000
7. Project Management: (4% of the total budget line items above)	\$ 227,000
8. Project Contingency: (10% of the total budget line items above)	\$ 591,000
9. Public Art: Calculated at 1% of the Construction line item.	\$ 40,000
10. Other 1:	\$
11. Other 2:	\$
Project Subtotal:	\$ 6,533, 000
14. Program Management (2% of Project Subtotal):	\$ 131,000
TSPLOST 2026 Project Total:	\$ 6,664,000

Project Financing

Is the proposed Project to receive funding from source(s) other than TSPLOST 2026? No

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: Annual Maintenance	8,000
7. Other: Life Cycle	4,000
8. Other: Public Art Maintenance	1,000
TOTAL EXPENDITURES	
NET OPERATING COSTS OF PROJECT:	\$ 13,000