



# TSPLost 2026 Projects

## ATHENS IN MOTION



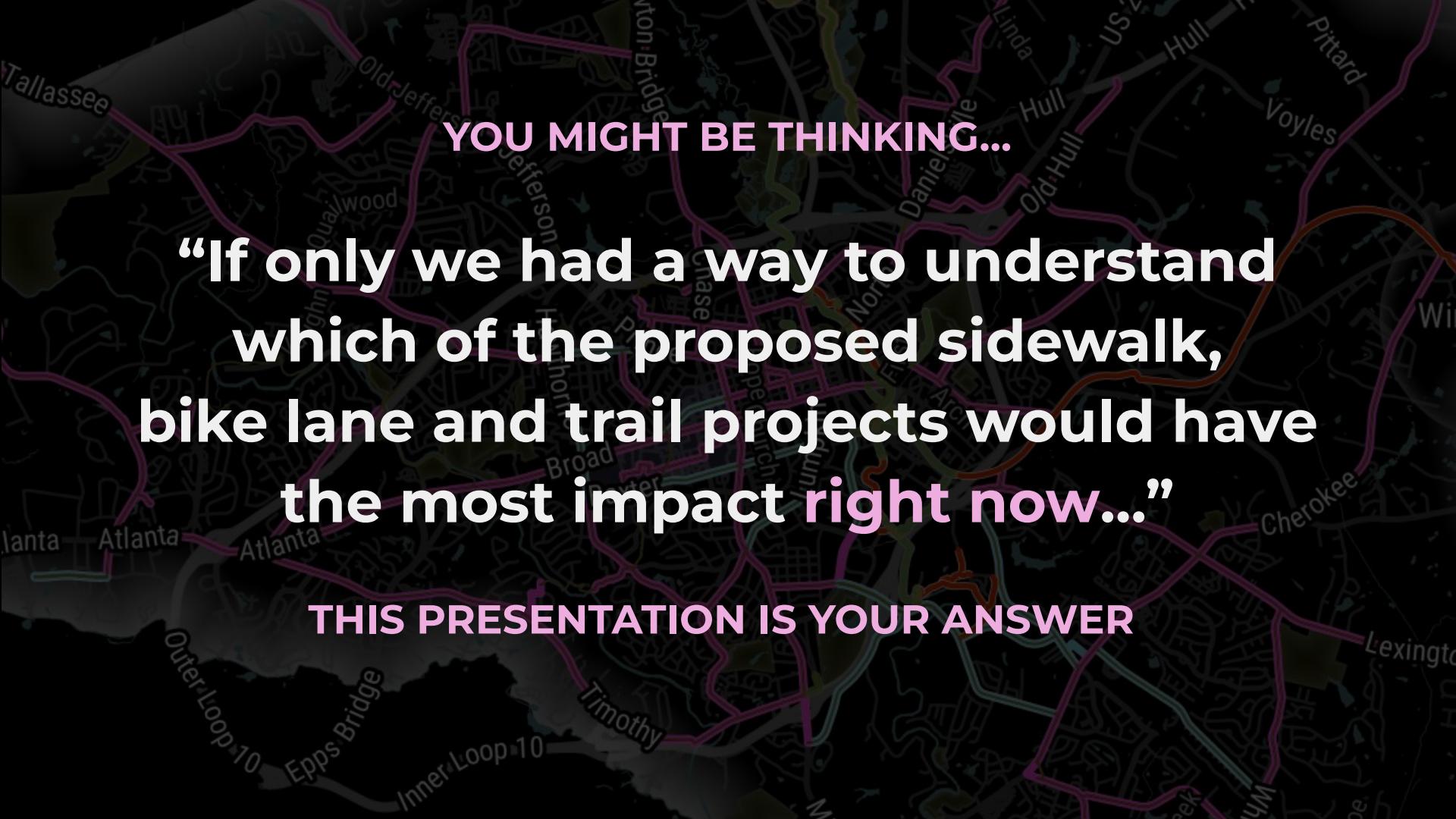
# Athens in Motion TSPLOST 2026 Presentations

**Project 24 - Bicycle/Pedestrian Improvements Program**

**Project 25 - Broad Street Corridor Improvements**

**Project 39 - A More Mobile Milledge**

**Project 41 - Community Connecting Small Programs**



**YOU MIGHT BE THINKING...**

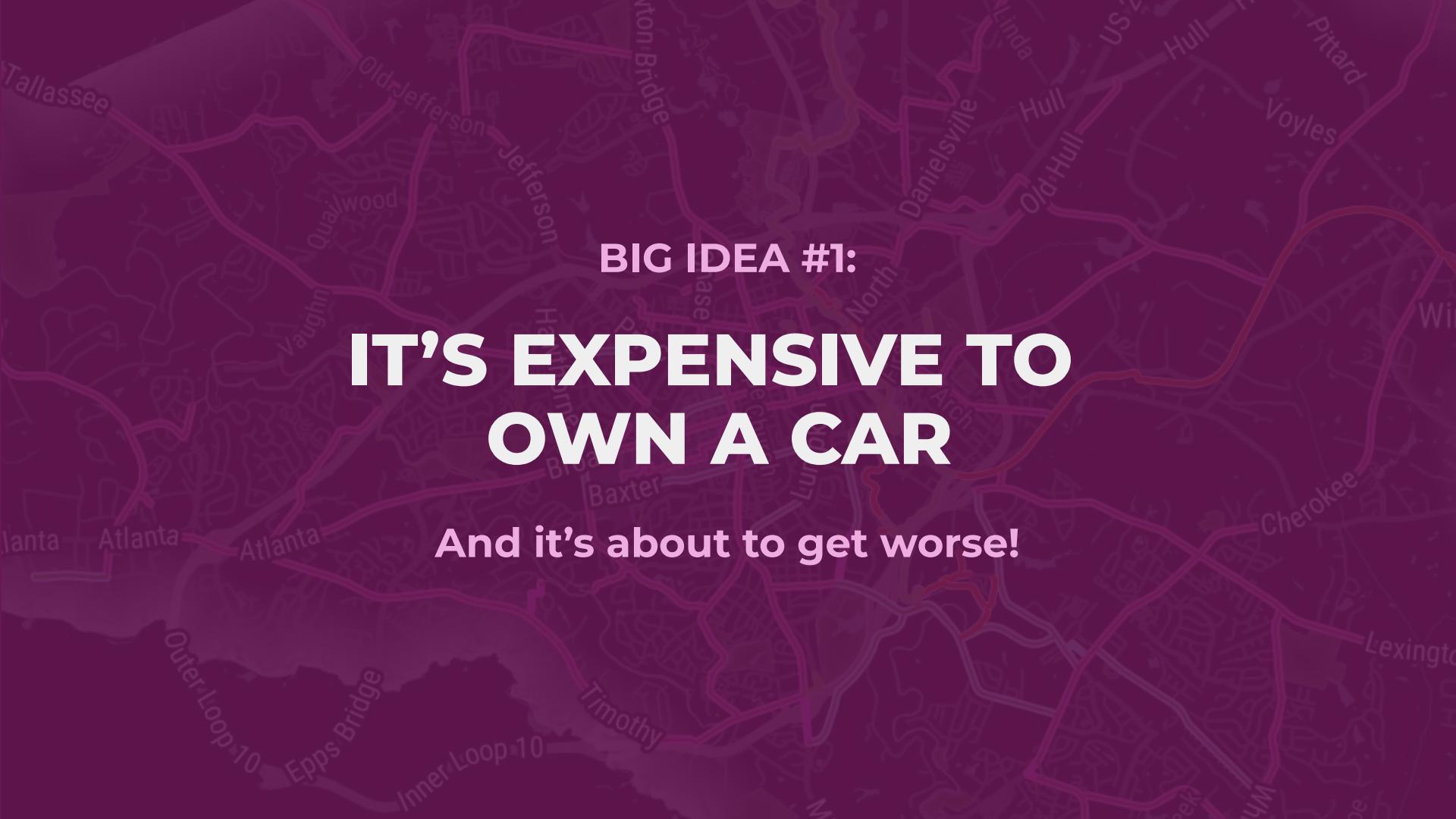
**“If only we had a way to understand  
which of the proposed sidewalk,  
bike lane and trail projects would have  
the most impact right now...”**

**THIS PRESENTATION IS YOUR ANSWER**



## INTRODUCTION

# POOR GIRL WALKS INTO A DEALERSHIP



**BIG IDEA #1:**

# **IT'S EXPENSIVE TO OWN A CAR**

**And it's about to get worse!**

# 'Hidden' car ownership costs

*States with the highest annual combined costs of taxes, maintenance, fuel costs and insurance:*

1. Georgia: \$8,249
2. Indiana: \$8,221
3. Louisiana: \$8,220
4. Florida: \$8,197
5. Nevada: \$7,886

**National Average: \$6,684**



AJC

Gift the AJC



BUSINESS

## Where Georgia ranks for 'hidden' costs of car ownership. It's not good

Bankrate study finds Georgia is the most expensive state in the U.S. for 'hidden' costs of owning a vehicle



# 'Hidden' car ownership costs

States with the highest annual combined costs of taxes, maintenance, fuel costs and insurance:

1. Georgia: \$8,249
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Gift the AJC



## BUSINESS

### Where Georgia ranks for 'hidden' costs of car ownership. It's not good

Bankrate study finds Georgia is the most expensive state in the U.S. for 'hidden' costs of owning a vehicle

**THIS DOESN'T INCLUDE  
THE CAR PAYMENT  
or title or license fees**

**National Average: \$6,684**



# TARIFFS

COMING SOON TO  
A DEALERSHIP NEAR YOU



**BIG IDEA #2:**

# **YOU THINK TRAFFIC IS BAD NOW**

**It's ALSO about to get worse!**

Athens is expected to gain 30k more people by 2045

# Where Should Athens-Clarke County Put 30,000 New Residents?

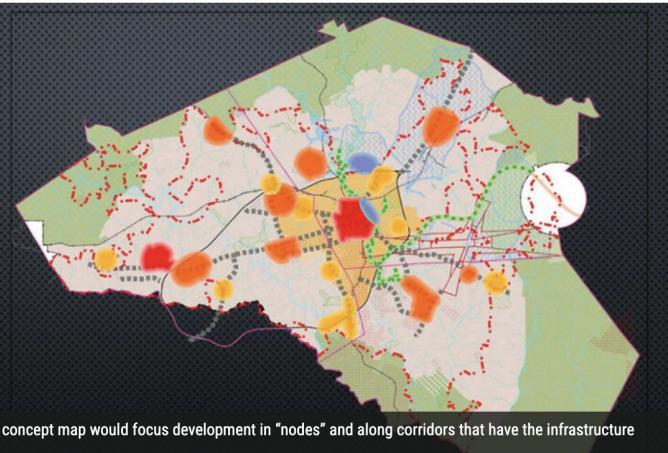
## GROWTH CONCEPT MAP

Legend

- Urban Center
- Town Center
- Neighborhood Center
- Special District
- Corridors
- Greenway/Trails
- Basins
- Sewer Service Area
- In-Town

### Greater Athens

Athens-Clarke County's proposed growth concept map would focus development in "nodes" and along corridors that have the infrastructure to handle it.



by [Blake Aued](#)

January 17, 2024



I-85 just past the I-285 overpass, Spaghetti Junction, January 30, 2023. Jason Getz/Jason.Getz@ajc.com

A wide-angle photograph of a highway interchange in Atlanta, Georgia. The image shows multiple levels of concrete overpasses and a massive volume of traffic. In the foreground, a multi-lane highway is filled with cars, SUVs, and several large white delivery trucks. Above it, another level of the interchange is packed with more vehicles. The scene is captured in a slightly hazy, overcast light, typical of the Atlanta weather. In the background, more highway lanes and signs are visible, including one for "I-85" and "95".

# THEY'RE COMING FOR US

I-85 just past the I-285 overpass, Spaghetti Junction, January 30, 2023. Jason Getz/Jason.Getz@ajc.com



## **BIG IDEA #3:**

# **ROAD PROJECTS ARE EXPENSIVE**

**And it will only get worse!**



**ARE WE READY  
FOR MORE OF THIS??**

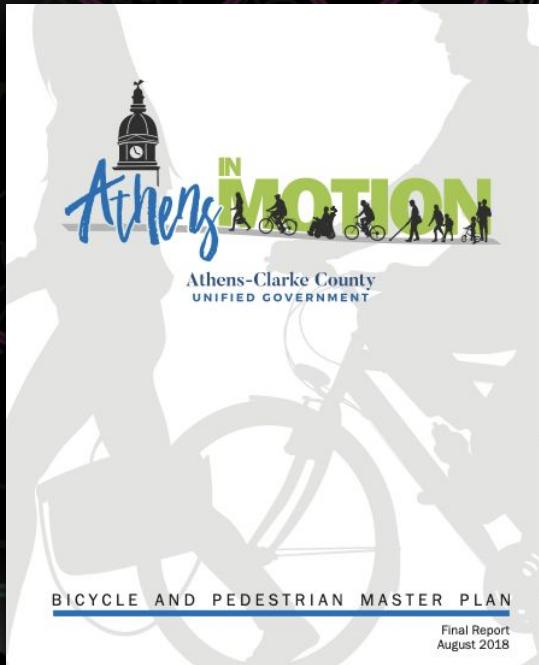


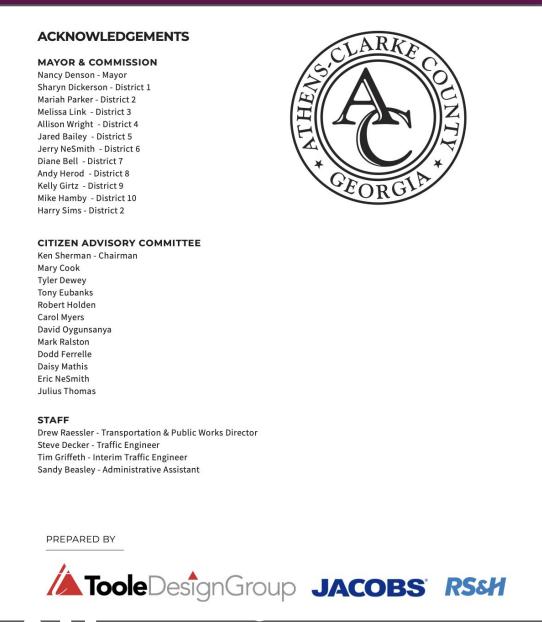
**BIG QUESTION:**

**How can we safely get around town,  
spend less time in traffic, and  
build less costly road projects?**

**Better transportation infrastructure!**

The Athens in Motion  
Plan is a strategic  
approach to building  
transportation  
infrastructure as  
Athens continues to  
grow.





# Athens in Motion Commission

## ATHENS IN MOTION OVERVIEW

The Athens in Motion Commission (AiMC) is responsible for development, implementation, and modification of an Athens in Motion Plan for a safe and connected network of bicycle and pedestrian facilities throughout Athens-Clarke County, Georgia.

*AiM Commissioners are appointed by the Mayor and Commission.*

# Members of the Athens in Motion Commission

## ATHENS IN MOTION OVERVIEW

Lauren Blais, chair - project presenter

[lauren.blais@accgov.com](mailto:lauren.blais@accgov.com)

Ed Maioriello - ORGC

Blaine Van Note, secretary - UGA

Teresa Friedlander, vice chair

Randy Halstead

Gabriella Sandberg

Allen Jones

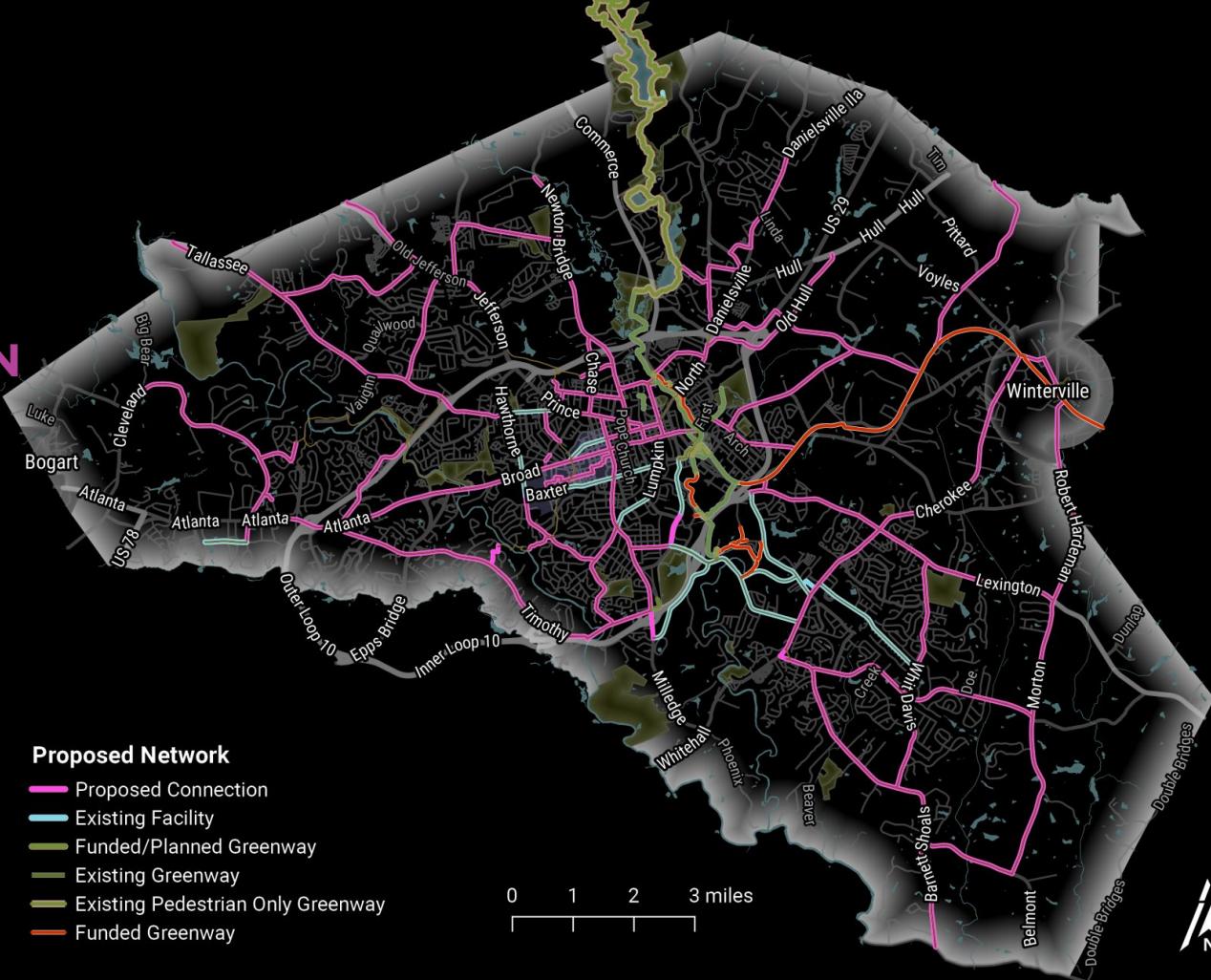
Julie Jaeger

Art Edison

# Proposed Regional Network

ATHENS IN MOTION

*Transportation  
Master Plan*



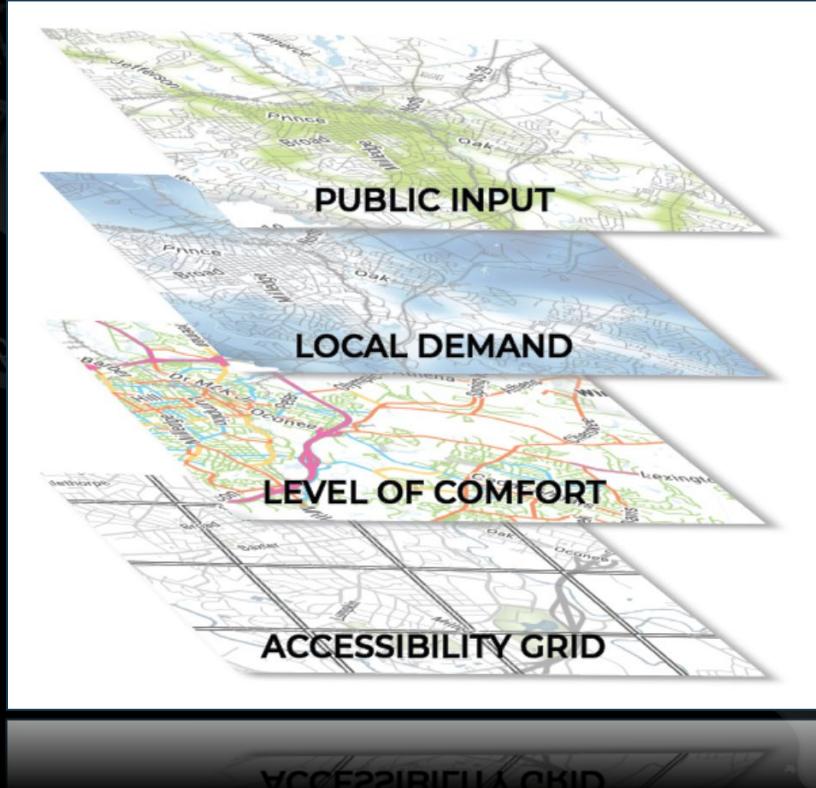
# Proposed Regional Network

ATHENS IN MOTION

*Transportation  
Master Plan*

It's like the Interstate  
System... for active  
transportation in ACC.





ACCESSIBILITY GRID

0 1 2 3 miles

# Network Development Process

## OVERVIEW



Table 4-1: Bicycle and Pedestrian Prioritization Criteria

BICYCLE AND PEDESTRIAN PRIORITIZATION CRITERIA		
BICYCLE AND PEDESTRIAN CRITERIA	DESCRIPTION	SCORING METRIC
<b>EQUITY</b>	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.	
<i>Public Sidewalk to Road Ratio</i>	Areas with fewer sidewalks compared to roads are given higher priorities. <ul style="list-style-type: none"> <li>Lowest Ratio = 10</li> <li>Low Ratio = 8</li> <li>High Ratio = 6</li> <li>Highest Ratio = 4</li> </ul>	
<i>Bus Service Area Coverage</i>	Areas with more bus service are given higher priority to encourage overall mobility within Athens-Clarke County. <ul style="list-style-type: none"> <li>Highest % = 10</li> <li>High % = 8</li> <li>Low % = 6</li> <li>Lowest % = 4</li> </ul>	
<i>Households with No Vehicle</i>	Areas where there are more households without access to personal transportation are given higher priority. <ul style="list-style-type: none"> <li>Highest % = 10</li> <li>High % = 8</li> <li>Low % = 6</li> <li>Lowest % = 4</li> </ul>	High = 10 Medium = 7 Low = 5
<i>Population Community by Public Transit</i>	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. <ul style="list-style-type: none"> <li>Highest % Commuting = 10</li> <li>High % Commuting = 8</li> <li>Low % Commuting = 6</li> <li>Lowest % Commuting = 4</li> </ul>	
<i>Percent in Poverty Over 65</i>	Those who are in poverty and are over 65 are increasingly vulnerable without means to safe transportation. <ul style="list-style-type: none"> <li>Highest Poverty = 8</li> <li>High Poverty = 6</li> <li>Low Poverty = 4</li> <li>Lowest Poverty = 2</li> </ul>	
<i>Percent in Poverty Under 18</i>	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. <ul style="list-style-type: none"> <li>Highest Poverty = 8</li> <li>High Poverty = 6</li> <li>Low Poverty = 4</li> <li>Lowest Poverty = 2</li> </ul>	
<b>LAND USE</b> <i>Parks &amp; Schools</i>	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
<b>LAND USE</b> <i>Commercial &amp; High Density Residential</i>	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

# Prioritization Criteria, including Equity

## ATHENS IN MOTION OVERVIEW

### BICYCLE AND PEDESTRIAN PRIORITIZATION CRITERIA (CONTINUED)

BICYCLE AND PEDESTRIAN CRITERIA	DESCRIPTION	SCORING METRIC
<b>TRANSIT</b>	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
<b>CRITICAL CORRIDORS</b>	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: <ul style="list-style-type: none"> <li>Atlanta Highway</li> <li>Broad Street</li> <li>Lexington Highway</li> <li>Prince Avenue</li> <li>North Avenue</li> <li>Milledge Avenue</li> </ul>	On/Along Corridor = 8 Intersects = 5
<b>PUBLIC INPUT</b>	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

## 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

### Priority Tiers

- Tier 1
- Tier 2
- Tier 3
- Sidewalk Projects
- Greenway Project
- Existing Greenway
- Funded Greenway
- High Priority Greenway

0 1 2 3 4 miles



## 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 Ave	Oglethorpe Creek Middle Greenway	Brooklyn Creek Middle Greenway	\$291,054	\$363,150		0.5	0.5
1	33	Old Jefferson Rd	Whitehead Rd	Burns 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

## 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 project on existing asphalt while the High Cost is estimated based upon the addition of curb and gutter.

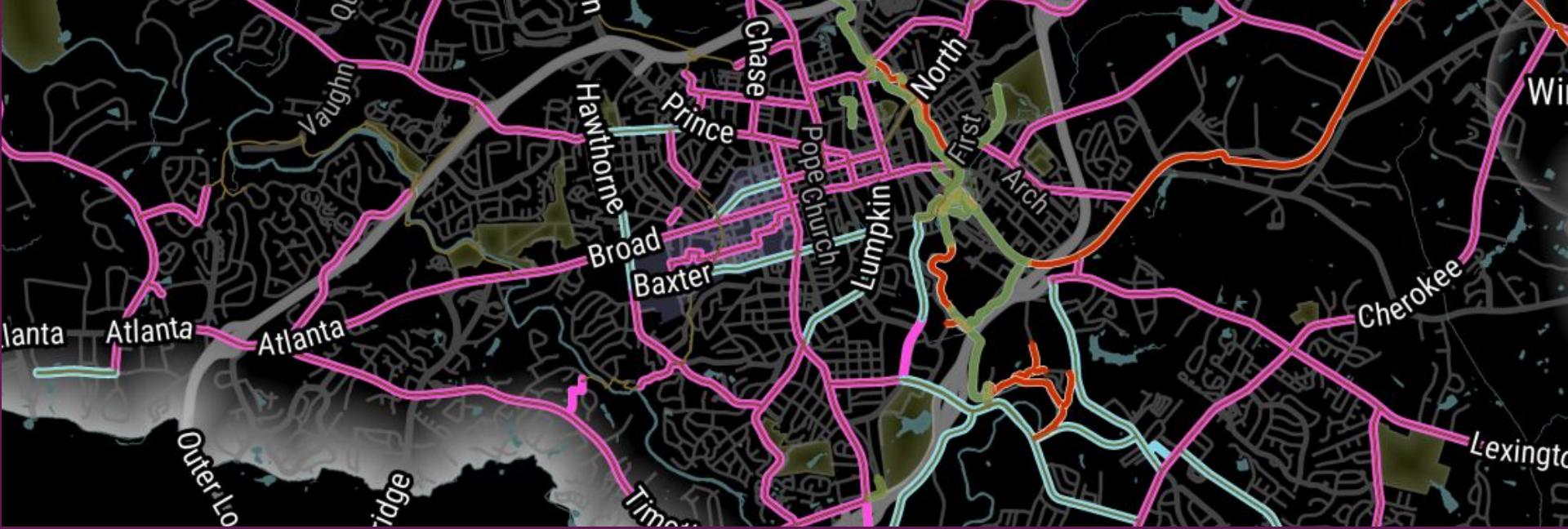
Tier	Project ID	Project Name	To	From	Low Cost	High Cost	Funding	Project Length (mi)	Sidewalk Length (mi)
1	57	Athena Rd	N Main St	N Church St	\$30,077	\$66,225		0.3	0.1
1	58	N Church St	Athena Rd	Margold Ln/ Parkview Dr	\$87,319	\$72,266		0.5	0.1
1	59	Margold Ln/ Parkview Dr	N Church St	Margold Ln/ Parkview Dr	\$107,013	\$138,520		0.2	0.2
1	60	Cherokee Rd	Hickory Dr	Athena Rd	\$121,953	\$152,162		1	0.2
1	62	Cherokee Rd	Beverwood Rd						
1	63	Lexington Rd		Barnett Shous Rd					
1	64	Winterville Rd		Winterville Rd					
1	72	Lexington Rd		Whit Davis Rd					
1	75	Robert Hardeman Rd		S Main St					
1	81	Macon Hwy/ Old Jefferson Bridge		Henderson Clarke Center/ Irving					
1	89	SJ Jones/ Devonshire/ Somerset		Timothy Rd					
1	94	W Hancock Ave		Glenhaven Ave					
1	101	Evans St/ Hancock Ave/ Waddell Ext		Rose St/ Hancock Ave/ Waddell Ext					
1	111	Evans St/ Hancock Ave/ Waddell Ext		Henderson Rose St/ Margold St					
1	112	Rose St/ Margold St		Atlanta Mitchell Bridge Rd					
1	114	Atlanta Mitchell Bridge Rd		Hawthorne Av/Appls Rd					
1	117	King Ave		Sunset Dr					
1	122	Pulaski St		Prince Ave					
1	125	Oak St		Poplar St					
1	126	King Ave		Hill St					
2	11	N Chase St		Prince Ave					
2	13	Non-Mobility Old Jefferson Rd/Greenway (33)		Oretha St					
2	14	Burns Vista Ave/ Nantahala Ext		Old Jefferson Rd/Greenway					

Tier	Project ID	Project Name	To	From	Low Cost	High Cost	Funding	Project Length (mi)	Sidewalk Length (mi)
1	108	Danielsville North Rd		Old Hull Rd					
1	109	Henderson Clarke Center/ Irving		Waddell/ Clarke Center/ Irving					
1	110	Henderson Clarke Center/ Irving		N Hillgate Rd					
1	111	Rose St/ Hancock Ave/ Waddell Ext		Henderson Rose St/ Margold St					
1	112	Rose St/ Margold St		Buster St					
1	114	Atlanta Mitchell Bridge Rd		Hawthorne Av/Appls Rd					
1	117	King Ave		Sunset Dr					
1	122	Pulaski St		Prince Ave					
1	125	Oak St		Poplar St					
1	126	King Ave		Hill St					
2	11	N Chase St		Prince Ave					
2	13	Non-Mobility Old Jefferson Rd/Greenway (33)		Oretha St					
2	14	Burns Vista Ave/ Nantahala Ext		Old Jefferson Rd/Greenway					

## 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 project on existing asphalt while the High Cost is estimated based upon the addition of curb and gutter.

Tier	Project ID	Project Name	Category	To	From	Low Cost	High Cost	Funding	Project Length (mi)
1	42	North Ave	Separated Facility	Old Hull Rd	North Ave	\$140,095	\$318,773		0.9
1	51	Vine St	Delimited Facility	Oakridge Ave	Vine St	\$105,100	\$137,477		0.6
1	57	Athena Rd	Separated Facility	N Main St	Cherry St	\$308,058	\$144,838		0.3
1	58	N Church St	Delimited Facility	Margold Ln	N Church St	\$125,545	\$129,833		0.5
1	63	Lexington Rd	Shared Facility	Old Hull Rd	Lexington Rd	\$100,000	\$100,000		0.5
1	64	W Hancock Ave	Shared Facility	Old Hull Rd	W Hancock Ave	\$126,522	\$145,206		1.3
1	65	Buster St	Shared Facility	Old Hull Rd	Buster St	\$100,000	\$100,000		0.6
1	66	William St	Shared Facility	Old Hull Rd	William St	\$100,000	\$100,000		0.6
1	67	Leisure St	Shared Facility	Old Hull Rd	Leisure St	\$100,000	\$100,000		0.6
1	68	Cherry St	Shared Facility	Old Hull Rd	Cherry St	\$100,000	\$100,000		0.6
1	69	Leisure St	Shared Facility	Old Hull Rd	Leisure St	\$100,000	\$100,000		0.6
1	70	Old Hull Rd	Shared Facility	Old Hull Rd	Old Hull Rd	\$100,000	\$100,000		0.6
1	71	Old Hull Rd	Shared Facility	Old Hull Rd	Old Hull Rd	\$100,000	\$100,000		0.6
1	72	Old Hull Rd	Shared Facility	Old Hull Rd	Old Hull Rd	\$100,000	\$100,000		0.6
1	73	Old Hull Rd	Shared Facility	Old Hull Rd	Old Hull Rd	\$100,000	\$100,000		0.6
1	74	Old Hull Rd	Shared Facility	Old Hull Rd	Old Hull Rd	\$100,000	\$100,000		0.6
1	75	Old Hull Rd	Shared Facility	Old Hull Rd	Old Hull Rd	\$100,000	\$100,000		0.6
1	76	Old Hull Rd	Shared Facility	Old Hull Rd	Old Hull Rd	\$100,000	\$100,000		0.6
1	77	Old Hull Rd	Shared Facility	Old Hull Rd	Old Hull Rd	\$100,000	\$100,000		0.6
1	78	Old Hull Rd	Shared Facility	Old Hull Rd	Old Hull Rd	\$100,000	\$100,000		0.6
1	79	Old Hull Rd	Shared Facility	Old Hull Rd	Old Hull Rd	\$100,000	\$100,000		0.6
1	80	Old Hull Rd	Shared Facility	Old Hull Rd	Old Hull Rd	\$100,000	\$100,000		0.6
1	81	Old Hull Rd	Shared Facility	Old Hull Rd	Old Hull Rd	\$100,000	\$100,000		0.6
1	82	Old Hull Rd	Shared Facility	Old Hull Rd	Old Hull Rd	\$100,000	\$100,000		0.6
1	83	Old Hull Rd	Shared Facility	Old Hull Rd	Old Hull Rd	\$100,000	\$100,000		0.6
1	84	Old Hull Rd	Shared Facility	Old Hull Rd	Old Hull Rd	\$100,000	\$100,000		0.6
1	85	Old Hull Rd	Shared Facility	Old Hull Rd	Old Hull Rd	\$100,000	\$100,000		0.6
1	86	Old Hull Rd	Shared Facility	Old Hull Rd	Old Hull Rd	\$100,000	\$100,000		0.6
1	87	Old Hull Rd	Shared Facility	Old Hull Rd	Old Hull Rd	\$100,000	\$100,000		0.6
1	88	Old Hull Rd	Shared Facility	Old Hull Rd	Old Hull Rd	\$100,000	\$100,000		0.6
1	89	Old Hull Rd	Shared Facility	Old Hull Rd	Old Hull Rd	\$100,000	\$100,000		0.6
1	90	Old Hull Rd	Shared Facility	Old Hull Rd	Old Hull Rd	\$100,000	\$100,000		0.6
1	91	Old Hull Rd	Shared Facility	Old Hull Rd	Old Hull Rd	\$100,000	\$100,000		0.6
1	92	Old Hull Rd	Shared Facility	Old Hull Rd	Old Hull Rd	\$100,000	\$100,000		0.6
1	93	Old Hull Rd	Shared Facility	Old Hull Rd	Old Hull Rd	\$100,000	\$100,000		0.6
1	94	Old Hull Rd	Shared Facility	Old Hull Rd	Old Hull Rd	\$100,000	\$100,000		0.6
1	95	Old Hull Rd	Shared Facility	Old Hull Rd	Old Hull Rd	\$100,000	\$100,000		0.6
1	96	Old Hull Rd	Shared Facility	Old Hull Rd	Old Hull Rd	\$100,000	\$100,000		0.6
1	97	Old Hull Rd	Shared Facility	Old Hull Rd	Old Hull Rd	\$100,000	\$100,000		0.6
1	98	Old Hull Rd	Shared Facility	Old Hull Rd	Old Hull Rd	\$100,000	\$100,000		0.6
1	99	Old Hull Rd	Shared Facility	Old Hull Rd	Old Hull Rd	\$100,000	\$100,000		0.6
1	100	Old Hull Rd	Shared Facility	Old Hull Rd	Old Hull Rd	\$100,000	\$100,000		0.6
1	101	Old Hull Rd	Shared Facility	Old Hull Rd	Old Hull Rd	\$100,000	\$100,000		0.6
1	102	Old Hull Rd	Shared Facility	Old Hull Rd	Old Hull Rd	\$100,000	\$100,000		0.6
1	103	Old Hull Rd	Shared Facility	Old Hull Rd	Old Hull Rd	\$100,000	\$100,000		0.6
1	104	Old Hull Rd	Shared Facility	Old Hull Rd	Old Hull Rd	\$100,000	\$100,000		0.6
1	105	Old Hull Rd	Shared Facility	Old Hull Rd	Old Hull Rd	\$100,000	\$100,000		0.6
1	106	Old Hull Rd	Shared Facility	Old Hull Rd	Old Hull Rd	\$100,000	\$100,000		0.6
1	107	Old Hull Rd	Shared Facility	Old Hull Rd	Old Hull Rd	\$100,000	\$100,000		0.6
1	108	Old Hull Rd	Shared Facility	Old Hull Rd	Old Hull Rd	\$100,000	\$100,000		0.6
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1	114	Old Hull Rd	Shared Facility	Old Hull Rd	Old Hull Rd	\$100,000	\$100,000		0.6
1	115	Old Hull Rd	Shared Facility	Old Hull Rd	Old Hull Rd	\$100,000	\$100,000		0.6
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1	117	Old Hull Rd	Shared Facility	Old Hull Rd	Old Hull Rd	\$100,000	\$100,000		0.6
1	118	Old Hull Rd	Shared Facility	Old Hull Rd	Old Hull Rd	\$100,000	\$100,000		0.6
1	119	Old Hull Rd	Shared Facility	Old Hull Rd	Old Hull Rd	\$100,000	\$100,000		0.6
1	120	Old Hull Rd	Shared Facility	Old Hull Rd	Old Hull Rd	\$100,000	\$100,000		0.6
1	121	Old Hull Rd	Shared Facility	Old Hull Rd	Old Hull Rd	\$100,000	\$100,000		0.6
1	122	Old Hull Rd	Shared Facility	Old Hull Rd	Old Hull Rd	\$100,000	\$100,000		0.6
1	123	Old Hull Rd	Shared Facility	Old Hull Rd	Old Hull Rd	\$100,000	\$100,000		0.6
1	124	Old Hull Rd	Shared Facility	Old Hull Rd	Old Hull Rd	\$100,000	\$100,000		0.6
1	125	Old Hull Rd	Shared Facility	Old Hull Rd	Old Hull Rd	\$100,000	\$100,000		0.6
1	126	Old Hull Rd	Shared Facility	Old Hull Rd	Old Hull Rd	\$100,000	\$100,000		0.6
1	127	Old Hull Rd	Shared Facility	Old Hull Rd	Old Hull Rd	\$100,000	\$100,000		0.6
1	128	Old Hull Rd	Shared Facility	Old Hull Rd	Old Hull Rd	\$100,000	\$100,000		0.6
1	129	Old Hull Rd	Shared Facility	Old Hull Rd	Old Hull Rd	\$100,000	\$100,000		0.6
1	130	Old Hull Rd	Shared Facility	Old Hull Rd	Old Hull Rd	\$100,000	\$100,000		0.6
1	131	Old Hull Rd	Shared Facility	Old Hull Rd	Old Hull Rd	\$100,000	\$100,000		0.6
1	132	Old Hull Rd	Shared Facility	Old Hull Rd	Old Hull Rd	\$100,000	\$100,000		0.6
1	133	Old Hull Rd	Shared Facility	Old Hull Rd	Old Hull Rd	\$100,000	\$100,000		0.6
1	134	Old Hull Rd	Shared Facility	Old Hull Rd	Old Hull Rd	\$100,000	\$100,000		0.6
1	135	Old Hull Rd	Shared Facility	Old Hull Rd	Old Hull Rd	\$100,000	\$100,000		0.6
1	136	Old Hull Rd	Shared Facility	Old Hull Rd	Old Hull Rd	\$100,000	\$100,000		0.6
1	137	Old Hull Rd	Shared Facility	Old Hull Rd	Old Hull Rd	\$100,000	\$100,000		0.6
1	138	Old Hull Rd</							



## Project 24

# Bicycle & Pedestrian Improvements Program

ATHENS IN MOTION

## PROJECT DESCRIPTION

The Athens in Motion Plan, accepted by Athens-Clarke County Mayor and Commission in 2018, is a strategy to build active transportation infrastructure throughout the county. Completing the active transportation network requires ongoing investments of time and money across decades to achieve our goals of safety, connectivity, and equity for all users. This project continues advancing the highest priority bike, pedestrian and micromobility projects as identified in the Athens in Motion Plan.

# EXAMPLE PROJECTS

Exact location	Miles	CONSTRUCTION per mile	Treatment for sake of cost estimate	Total (cost per mile + 20%)
Tier One - Gaines School Road	1.3	\$3,421,440	Need ROW & Impact Parking and need walls (extensive)	\$5,337,446
Tier One - Cedar Shoals	1.8	\$2,122,560	Easy with flat terrain & minor need ROW or Walls \ or fill \ stormwater upgrades	\$4,584,730
Tier One - Oak Street - sidewalk	0.6	\$1,874,400	Need ROW & Impact Parking and need walls (extensive)	\$1,349,568
Tier One - Cherokee Road (Winterville)	1	\$2,122,560	Easy with flat terrain & minor need ROW or Walls \ or fill \ stormwater upgrades	\$2,547,072
Tier One - Macon Highway	1.7	\$3,421,440	Need ROW & Impact Parking and need walls (extensive)	\$6,979,738
			<b>Total construction cost</b>	<b>\$20,798,554</b>
			<b>Average per project (this set)</b>	<b>\$4,159,711</b>

**Notes: Working with 2-Way bike facilities cost line for bike facilities, with curb and gutter, though exact facilities would be determined by context, and study/consultation**

## **IMPORTANT NOTE ON TODAY'S PROJECTS**

**Specific solutions— like whether to build sidewalks with separated lanes, or a multi-use path— will require context consideration, staff/consultant recommendations, AiMC input and Mayor and Commission input.**

**However... we'll have some examples at the end!**



# A Brief Word on Bikes

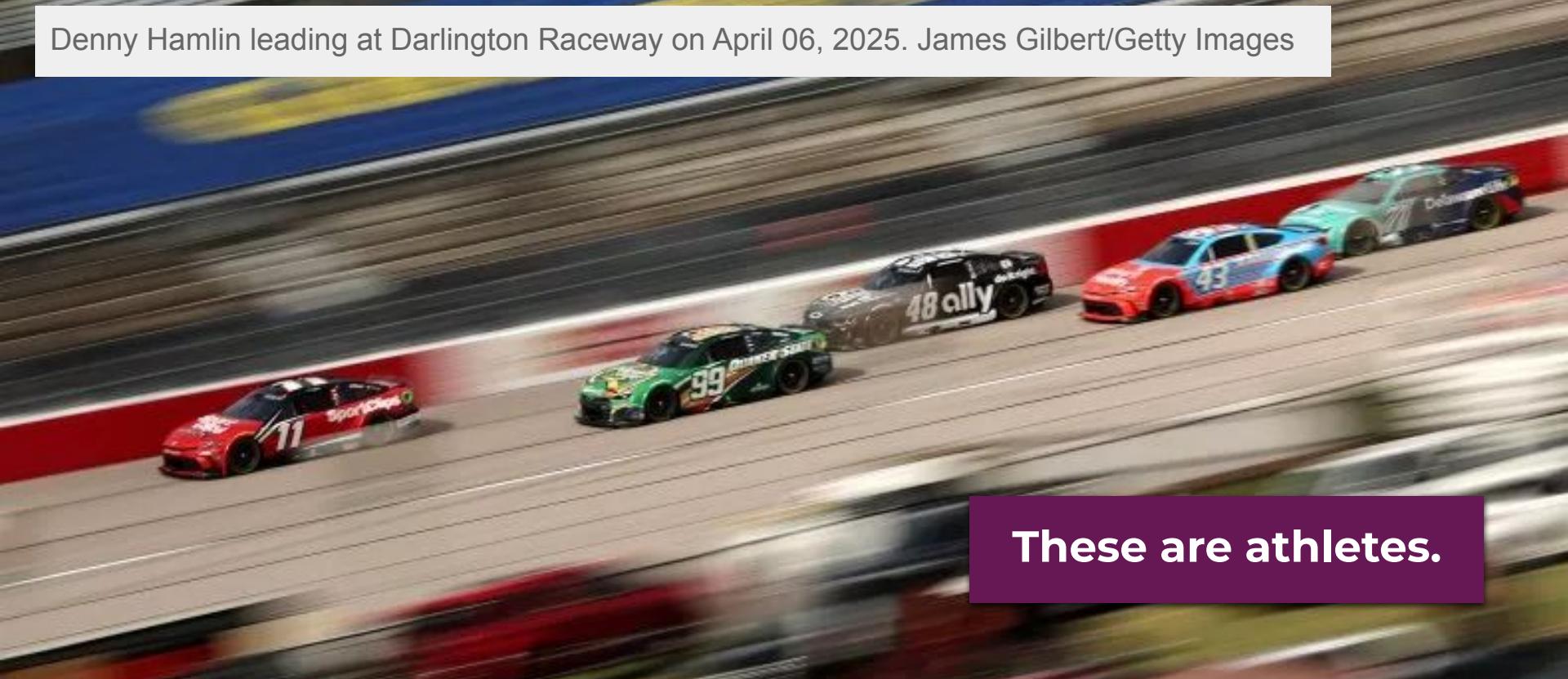
Twilight, 2024



These are athletes.

A Brief Word on Bikes

Denny Hamlin leading at Darlington Raceway on April 06, 2025. James Gilbert/Getty Images



These are athletes.

## A Brief Word on Bikes

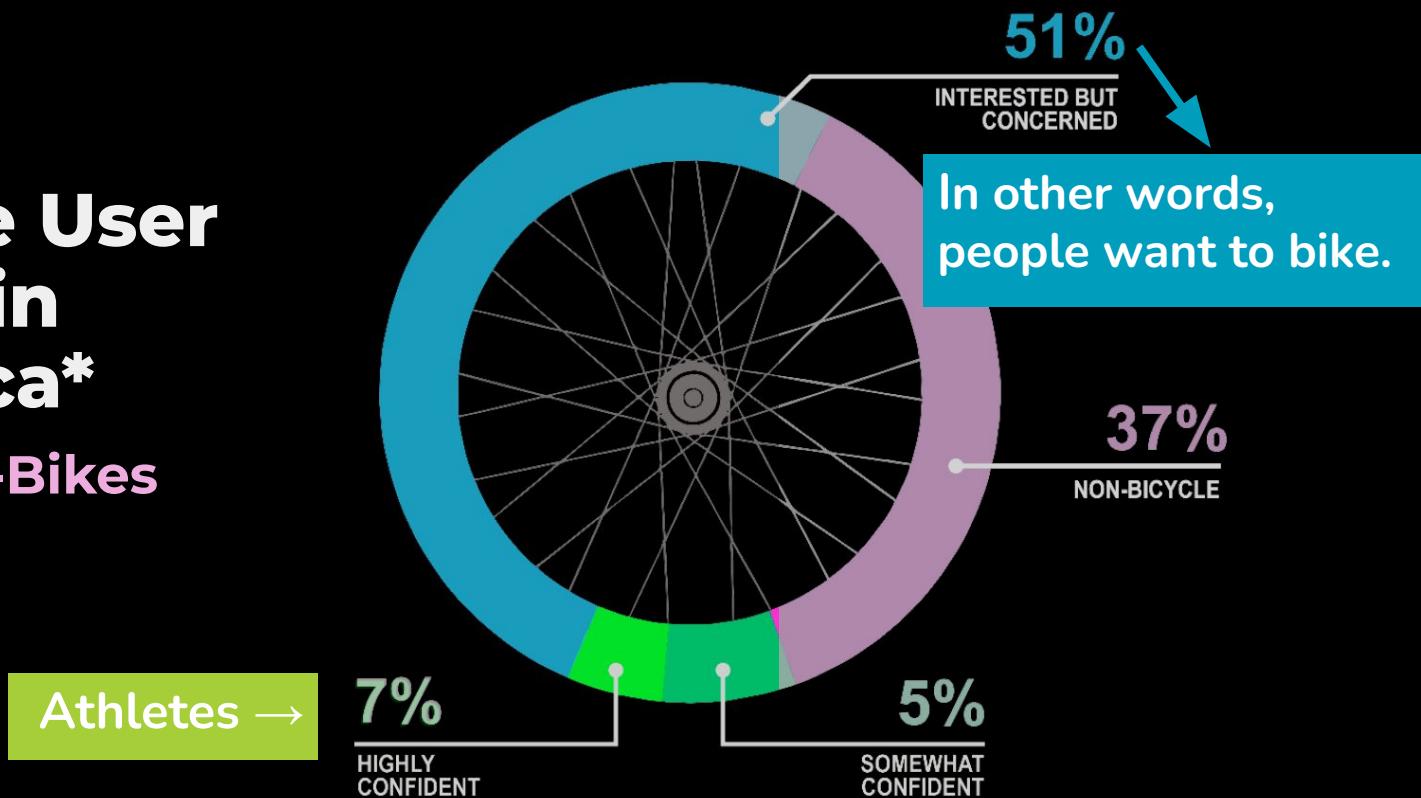
# BikeAthens Joy Ride



**What we mean by vulnerable road users**  
**ATHENS IN MOTION OVERVIEW**

# Bicycle User Types in America\*

\*before E-Bikes



Source: McNeil, Nathan; Mosere, Christopher M; and Dill Jennifer, "The Influence of Bike Lane Buffer Types on Perceived Comfort and Safety of Bicyclists and Potential Bicyclists" (2015).

## A word on “Bikes”

BICYCLE AND  
PEDESTRIAN  
IMPROVEMENTS  
PROGRAM

- “Bike” in the context of infrastructure is often shorthand for all **micro mobility**... for modes faster than walking or wheelchairs, yet slower than driving, etc.
- The popularity of E-bikes, personal electric scooters, and other micro mobility devices has **increased demand for separated/protected “bike” lanes**
- Transit riders often rely on micro mobility to complete the last mile of their trips

# Project 24

# Bicycle & Pedestrian Improvements Program

## ATHENS IN MOTION



# QUESTIONS?

# Current bike/ped projects

BICYCLE AND  
PEDESTRIAN  
IMPROVEMENTS  
PROGRAM

Current Tier One Athens in Motion  
projects not mentioned elsewhere in this  
presentation:

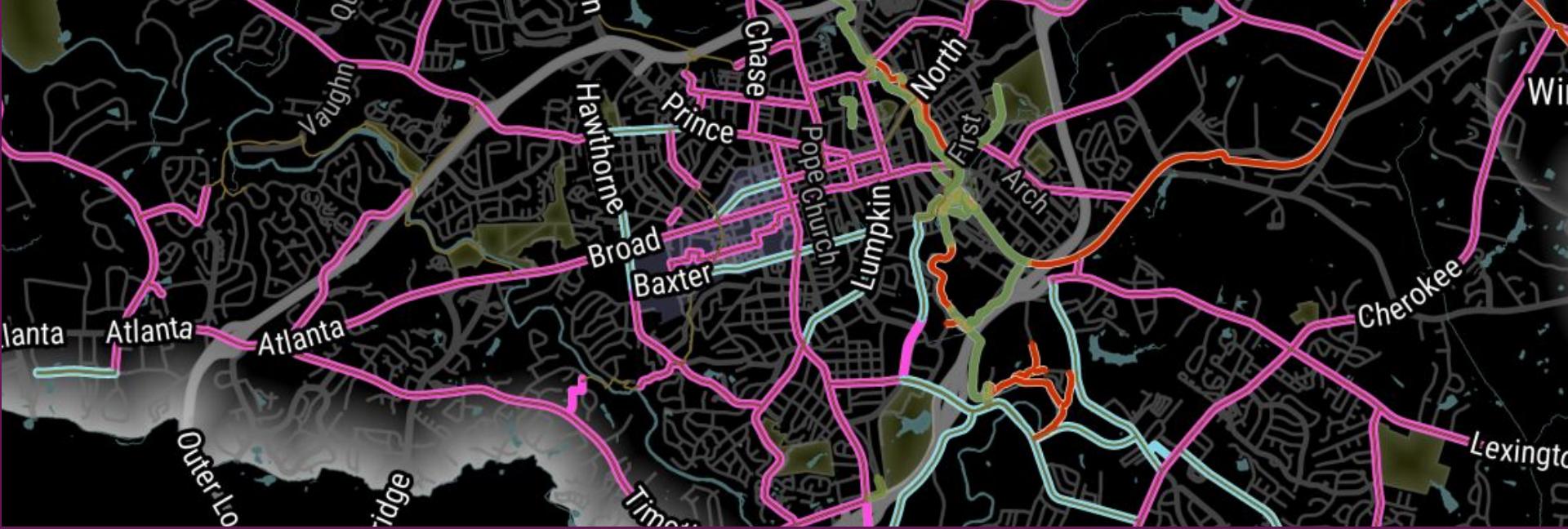
- Riverbend Road multi-use path
- Cherokee Road multi-use path
- Jefferson River Road multi-use path
- Barber Street bike lanes, etc
- Hawthorne Avenue study

*There are other bike/ped projects in the  
works beyond these.*

# Additional notes for these presentations

BICYCLE AND PEDESTRIAN IMPROVEMENTS PROGRAM

- All projects presented are high priority and in the MACORTS MTP 2050 plan
- Some roads are owned by GDOT; it's normal to collaborate with them.
- Sidewalks are not bike/scooter/etc infrastructure for adults.
- It's not Athens Transit's job to build sidewalks/bike lanes... even if riders really need them!
- In infrastructure projects, there is rarely "just a road" project. Utility coordination— power, sewer, gas, etc.-- and GDOT or the railroad can be and are often involved



## Project 24

# Bicycle & Pedestrian Improvements Program

ATHENS IN MOTION