

# TSPLOST 2018

## Project 16: Prince Avenue Corridor Improvements Potential Projects Update

MAYOR AND COMMISSION WORKSESSION

June 8, 2021

Presented by:

- Keith Sanders, SPLOST Administrator
- Diana Jackson, Project Manager
- Stephen Bailey, Interim TPW Director
- Daniel Sizemore, TPW Bike / Ped Coordinator
- Tim Griffeth, TPW Traffic Engineer

# Meeting Agenda and Purpose

- ❖ Purpose :

Present to the Mayor and Commission, the User Group's un-prioritized list of Potential Projects for the Prince Avenue Corridor improvements.

- ❖ History – Review of Previous Studies

- ❖ User Group

- ❖ Study Area

- ❖ Prince Avenue Project #16 – Potential Projects

- ❖ Project Timeline & Next Steps

- ❖ Q&A

ARMC - 18 OCTOBER 2004



- Fell mainly into five categories - landscape, historic resources, diversity of uses (planning), urban design, and transportation
- This document did not make specific recommendations.
- Its goal was to illustrate what the public said they wanted to see happen along Prince Avenue.

## PRINCE AVENUE

February 2012



### Recommended Strategies:

- Guide for developing of public policies - regulatory and incentive-based - designed to enhance and conserve the future quality of the corridor
- Zoning strategies: residential transition buffer, increased density, relax minimum parking standards, stormwater overlays
- Develop master streetscape plan - utility placement under sidewalks, street tree plantings, retaining walls, improved crosswalk design, lighting and signage
- Improving transportation infrastructure - traffic circulation analysis, bike routes
- Stronger greenspace connections



# CORRIDOR

## Road Safety Audit

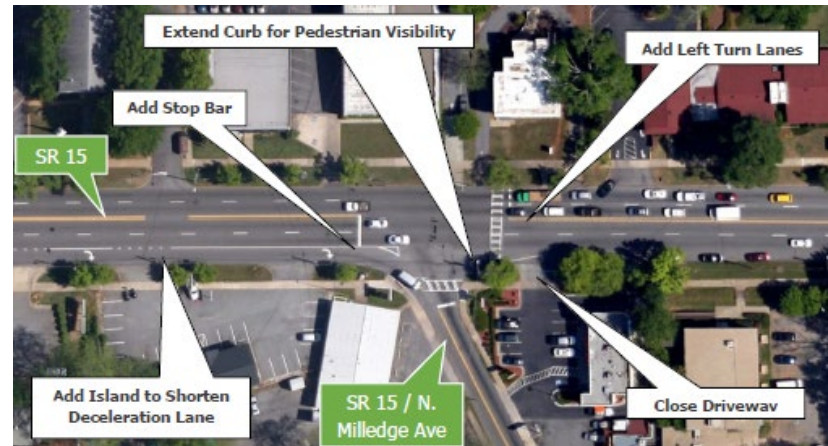
PRINCE AVE/SR 15

Athens-Clarke County, Georgia

**October 2014**

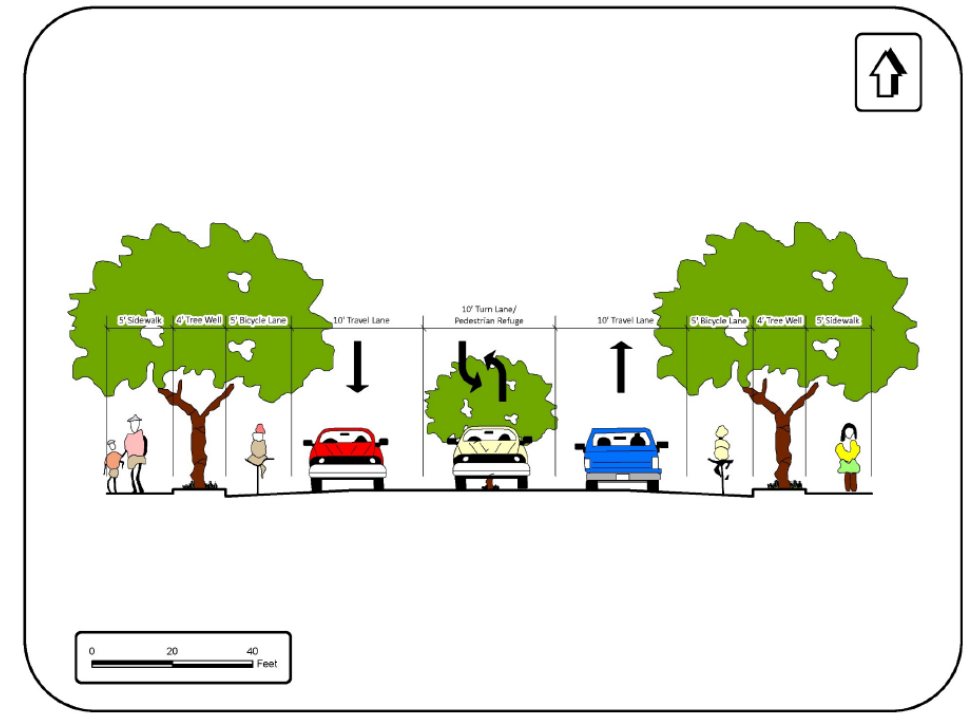
### Recommendations:

- Install raised islands and medians to calm traffic
- Upgrade pedestrian facilities including signs, ramps, equipment, and signage
- Install sidewalks where absent
- Install build-outs to improve pedestrian visibility
- Initiate parking study to determine local needs
- Close excessive driveways
- Install bike lanes
- Add pedestrian-scale lighting
- Consider road diet, either for entire corridor, or portions of corridor



# June 2017

## 100 Prince Traffic Impact Analysis



## Conclusion:

- A Complete Street design approach between Barber/Finley and Pulaski indicated that traffic operations would become worse especially at PM-peak period.
- Prince at Pulaski would operate at level of service E (LOS E) in 2018 and LOS F in 2038.
- Prince at Barber/Finley would operate at LOS E in 2038.
- Reducing number of travel lanes is not recommended.





October 2018

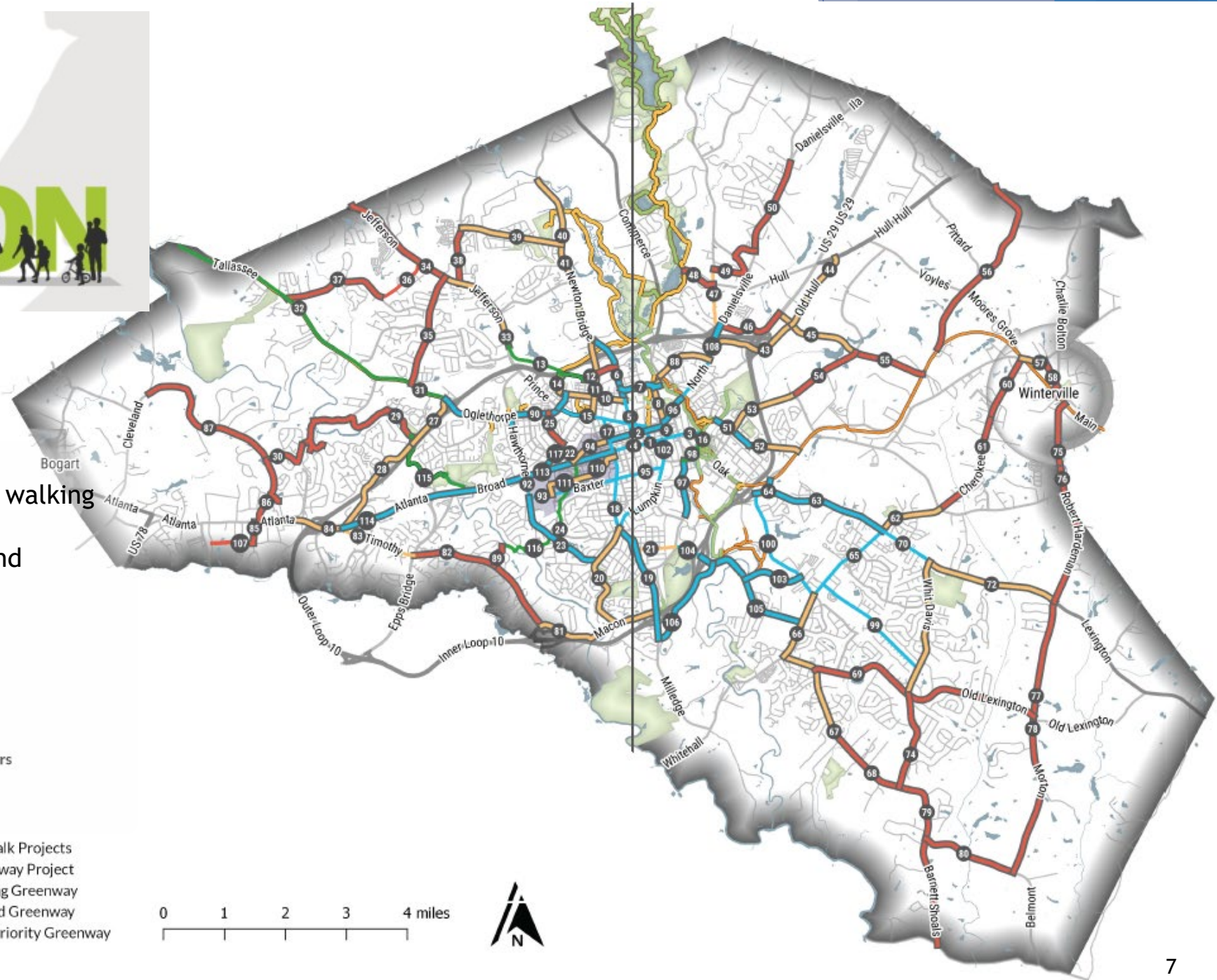
### Goals and Objectives:

- Create a vision for a future of biking and walking through strategic goal setting.
- Continue to evolve into more bikeable and walkable community.
- Goals:
  - Connectivity
  - Equity
  - More Users
  - Education
  - Implementation
- Separated Bike Lane

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





BICYCLE SAFETY ACTION PLAN

2018

GA Cities + Jurisdictions w/ Most Bicycle Collisions (2005-2015)		
City	# of Collisions	# of Fatalities
1. Savannah	889	10
2. Atlanta	810	8
3. Augusta	426	9
4. Athens	412	5

Key Finding - bicycle crash data - when and where casualties/ fatalities are occurring can inform safety objectives/actions

Objectives/Strategies:

- Gather data to optimize selections of bicycle safety improvements
- Systematically & reliably incorporate proven bicycle safety countermeasures during design process
- Train & engage partners on strategies that will increase bicyclist safety
- Establish & allocate funding streams needed to achieve strategies



# Road Safety Audit - Approved Concept Report



SR 15 Alt./Prince Avenue Corridor and Signalized Intersections (Map Not to Scale)- Clarke County

## Key Recommendations:

- Eight intersection improvements for ADA and pedestrian mobility
- Three mid-block crossing improvements for ADA and pedestrian mobility including RRFBs
- Resurfacing and restriping entire corridor
- Raised medians in a few locations

## Prince Avenue Traffic Engineering Study

Studied traffic conditions from Sunset Drive to Milledge Avenue - existing, forecast future, and recommended improvements

### Key Recommendations:

- Five intersection improvements
- Consider sharrows and signage throughout corridor or add shared sidewalk/bikepath on south side of Prince
- Three mid-block crossing improvements
- Speed tables along Talmadge

# Corridor User Group & Participating Departments

## Prince Avenue

Mark Ebell

Clint McCrory

Peter Norris

Jen Rice

Emily Tatum

Ellen Walker

## Department

Resident

Resident

Resident

Resident

Resident

Resident

Stephen Bailey

Jeanne Connell

Bruce Lonnee

Ilka McConnell

Daniel Sizemore

Transportation & Public Works

Landscape Management

Planning

Economic Development

Transportation & Public Works

\*Voting Members in Green



# #16 Prince Avenue Corridor– Potential Projects

## User Group's Charge

Review the previous studies and review additional data from departments with additional information about the corridors (Planning, Traffic Engineering, Central Services, etc.). Based on the previous studies and additional data, develop and provide M&C with a recommended prioritized list of specific transportation related improvement projects that meet the TSPLOST Initial Project Statements and that equitably enhance the corridor.

## Initial Project Statement

**Prince Avenue Corridor Improvements**, includes funding for specific improvements to the Prince Avenue Corridor that are to be approved by Mayor and Commission. Improvements eligible for the funding include, but are not limited to, landscaped/concrete median(s), additional sidewalks, multi-use trail, separated bike lanes, and intersection improvements at the intersections of N. Milledge Avenue, King Avenue, and Park Avenue/Talmadge Drive.

## #16 Prince Avenue Corridor– Potential Projects

- Project Limits: Sunset Drive to Pulaski Street (1.75 miles)
- Original Designations: State Route 10 and Downtown
- Typical Section:
  - 4-lane roadway with two-way left turn lane
  - Eight Signalized Intersections - some have dedicated left turn lanes
    - Sunset            Oglethorpe/Satula    Talmadge/Park    King
    - Chase            Milledge                    Finley/Barber    Pulaski
- Transit Routes: 7 and 21
- Bicycle Facilities: none
- Pedestrian Facilities: Sidewalk complete both sides
- Project Budget: \$ 3,860,191

# #16 Prince Avenue Corridor– Potential Projects

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2018



Opportunity	Description	Recommendation/Component from a Previous Report/Study							
		GDOT Concept Report	CAPPA	Corridor Study	Safety Audit	100 Prince TIA	AIM	Bike Safety	Traffic Study
Pedestrian Improvements	Mid-block crosswalks at key locations in the corridor (near Sylvia, Boulevard Heights, Georgia)								
	Improve crosswalks along corridor (markings, curb cuts, ramps, signals)	✓	✓	✓	✓				
	Upgrade pedestrian facilities and move push button at Barber and Finley intersections				✓				
	Create speed table crosswalks on King to connect to Piedmont ARMC								✓
	At Newton and Meigs streets, upgrade pedestrian facilities and move the crosswalk to the west side of Newton Street				✓				
	Throughout the corridor, enhance pedestrian visibility with bulb-outs and where necessary rebuilt curbs.			✓	✓				
	Provide crosswalk safe havens where appropriate (near N. Newton, N. Pope, old Piedmont driveway)	✓							
Vehicular Improvements	Provide public access to Piedmont University parking structure								
	Create center raised medians where appropriate (Georgia to Talmadge, short bit west of King, near Nacoochee to just before left turn lane at Chase)	✓							
	3-lane Prince Avenue from Milledge to Pulaski or from Barber to Pulaski				✓	✓			
	Improve safety with measures to reduce illegal vehicular speeding (more enforcement, marked pavement, better signage)		✓						
	Increase shared parking behind businesses where possible		✓		✓				
	Create upgrades to existing signals (Sunset, Oglethorpe, King, Milledge)	✓							
	Create a dedicated left turn signal at Satula/Oglethorpe								
Bicycle Improvements	Protected bike lanes from Oglethorpe to Pulaski						✓		
	Install signs indicating state bicycle laws, 3" minimum passing, and bikes can take whole lane.			✓				✓	✓
General Safety Improvements for All Road Users	Remove unused utility poles		✓						
	Realign or reconfigure the Park and Talmadge intersection, adding crosswalks and signalized crossings to all 4 sides of the intersection		✓	✓	✓		✓		✓
	Reduce the number and width of curb cuts where appropriate to improve safety for all road users		✓		✓				
	Make improvements at Milledge to improve pedestrian and bike safety and reduce congestion (various options include turn lanes, closing or reducing curb cuts)				✓		✓		
	Provide transit enhancements (more frequent bus trips and more bus shelters)		✓	✓					



# #16 Prince Avenue Corridor– Potential Projects

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Opportunity Category	Opportunity Name	Description	Score
Pedestrian Improvements	Midblock Crossings	Create near Sylvia, Boulevard Heights, Georgia	1.3
	Crosswalk Improvements	Better signalized crossings and 4-leg crosswalks at Park/Talmadge	1.6
		General upgrades and move push button at Barber & Finley	1.7
		Better markings for pedestrian visibility, ADA ramps, bulb outs, curb cuts, signals, etc., throughout corridor.	1.75
		Speed table crosswalk near Cobb and King	1.8
		Upgrade crosswalk at Newton, move to west side of intersection.	1.9
		Provide crosswalk safe havens	1.9
Vehicular Improvements	Parking	Negotiate public access to Piedmont University parking structure	1.5
		Increase shared parking behind businesses	1.89
	Center Raised Medians	Create where appropriate. GDOT suggestions: roughly Georgia to Talmadge, west of King, Nacoochee to Chase	1.8
	Specific Intersection Improvements	Realign/reconfigure Park and Talmadge	1.8
		Various improvements to Milledge intersection - upgrading turn lanes, closing curb cuts, etc.	1.88
		Dedicated left turn signals at Satula/Oglethorpe	2
	General Safety	Improve measures to reduce speeding - more enforcement, marked pavement, better signage	1.8
		3-lane Prince from Milledge to Pulaski or Barber to Pulaski	1.8
		Upgrades to existing signals throughout corridor - timing, visibility, location	1.9
Bicycle Improvements	Bike Lanes	Protected bike lanes from Oglethorpe to Pulaski	1.8
	Safety	Install signage indicating state bicycle laws along corridor - 3' passing zone, bikes can take whole lane, etc.	2
General Safety Improvements for All Road Users	Utilities	Remove unused utility poles	1.7
	Transit	More frequent bus trips along corridor	1.89
		More bus shelters	2
	All Users	Reduce curb cuts - close some driveways, reduce width of some large pans	1.8

# #16 Prince Avenue Corridor– Potential Projects

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PROJECT LIMITS: SUNSET DRIVE TO PULASKI STREET



Crosswalk improvements



Intersection improvements



Center raised median



Protected bike lanes



Midblock crossing additions



Parking



3-lane

# #16 Prince Avenue Corridor— Potential Projects

## PEDESTRIAN IMPROVEMENTS



Crosswalk improvements



Midblock crossing additions



# #16 Prince Avenue Corridor– Potential Projects

## VEHICULAR IMPROVEMENTS



# #16 Prince Avenue Corridor– Potential Projects



 Protected bike lanes



# #16 Prince Avenue Corridor– Potential Projects

## GENERAL SAFETY IMPROVEMENTS



ACC Transit Route # 7



ACC Transit Route # 7 Bus Stops



# Next Steps

## ❖ Finalize:

- Webpage development/presentation materials
- Finalize In-Person Sessions dates/times/locations

## ❖ Public Engagement Effort

## ❖ User Group Recommendations

- Project Prioritization\*
- Project Concept to move to Preliminary Plan Stage

## ❖ Mayor & Commission Consideration of the Project Prioritizations & the Project Concepts (Sept. Work Session)

\*Prioritization Plan can be utilized for both this project and future TSPLOST planning

# Questions and Comments