



# ATHENS IN MOTION

# BICYCLE and PEDESTRIAN

# NETWORK IMPLEMENTATION

# What is Athens in Motion (AiM)?



Accepted by the Mayor and Commission in 2018, the AiM plan envisions a community where all forms of transportation (walking, cycling, rolling, driving, and using transit) are **valued equally**, can be **pursued safely**, and are a tool for addressing inequities.

**Mark Ebell & Carly Evans**  
Athens in Motion Commission

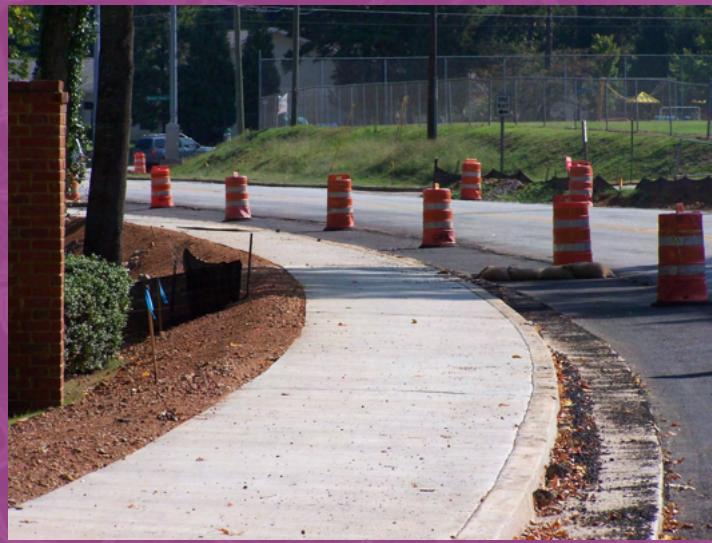


# **How can we make it as safe and enjoyable as possible to walk and bike in Athens, GA?**

## **How can we go from this...**



# To this?





# More people die and more people are injured while biking in Athens than anywhere else in Georgia

Worst 5 counties in Georgia	Cyclist deaths per 100,000 from 2005-2015	Cyclist injuries per 100,000 from 2005-2015
Clarke	4	274
Chatham	4	240
Lowndes	2	157
Richmond	4	145
Dougherty	3	141

*Source: Georgia Bicycle Safety Action Plan, GDOT, 2018*

# Goals and Objectives



## CONNECTIVITY

### GOALS

Design a connected network of low-stress bicycle and pedestrian facilities



## EQUITY

### GOALS

Improve safe access to opportunity for all citizens of Athens-Clarke County



## MORE USERS

### GOALS

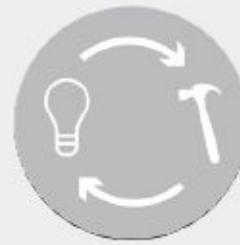
Encourage those who do not normally use active transportation to use the network for trips



## EDUCATION

### GOALS

Inform residents and businesses about benefits and laws for active travel and bicycle/pedestrian safety



## IMPLEMENTATION

### GOALS

Provide a variety of different funding mechanisms to finance and maintain the network

**Figure 2-2: User Types**



NON-BICYCLE	INTERESTED BUT CONCERNED	SOMEWHAT CONFIDENT	HIGHLY CONFIDENT
Uncomfortable bicycling in any condition, have no interest in bicycling, or are physically unable to bicycle.	Often not comfortable with bike lanes, may bike on sidewalks even if bike lanes are provided; prefer off-street or separate bicycle facilities or quiet or traffic-calmed residential streets. May not bike at all if bicycle facilities do not meet needs for perceived comfort.	Generally prefer more separated facilities, but are comfortable riding in bicycle lanes or on paved shoulders, if necessary.	Comfortable riding with traffic, will use streets without bike lanes.

# How will this project close the “Equity Gap” in Athens-Clarke County?

Priority factor	How it is measured
Equity	% in poverty or over age 65, neighborhoods with no or few sidewalks, neighborhoods with more bus coverage and more households without cars
Land use	Proximity to parks, schools, high density residential and commercial districts

*Source: Georgia Bicycle Safety Action Plan, GDOT, 2018*

# How will this project address the Strategic Commitments and Project Selection Criteria? Really, really well!



- Explicitly includes equity in the prioritization process
- Promotes the upgrade and use of alternative transportation facilities
- Promotes increased pedestrian access to transit facilities
- Improves air quality, reduces vehicle miles traveled,, and reduces time spent in vehicles by getting more people walking and rolling.
- Continues TSPLOST 2018 corridor improvements, continues sidewalk and multi-use trail construction, and implements components that are complementary to an updated Greenway Network plan.
- Promotes health and safety by creating a safe and connected network for walking and biking and rolling and accessing transit

# How will this project improve the “Triple Bottom-Line” of Economic Prosperity, Social Well-being, and the Environment?



- Giving people more options for how they can safely get to work or school means they may need only one or even no car
- Great pedestrian and bike facilities help attract industry and increase property values
- Pedestrian and bike oriented development promotes health, interaction with neighbors, and patronage of local businesses
- More people walking and biking means fewer people using cars

# Which projects are currently prioritized by the Athens in Motion Plan?

Currently the Athens in Motion plan has identified:

- 21 Tier 1 combined bike and pedestrian projects
  - total cost range \$32 to \$87 million
- 18 Tier 1 bicycle only projects
  - total cost range \$13 to \$52 million
- 5 Tier 1 pedestrian only projects
  - total cost range \$541,000 to \$675,000

Note that this is a living list and will be updated as the community grows and changes, and other projects are completed.

**See Appendix B for the current full list**

# Tier 1

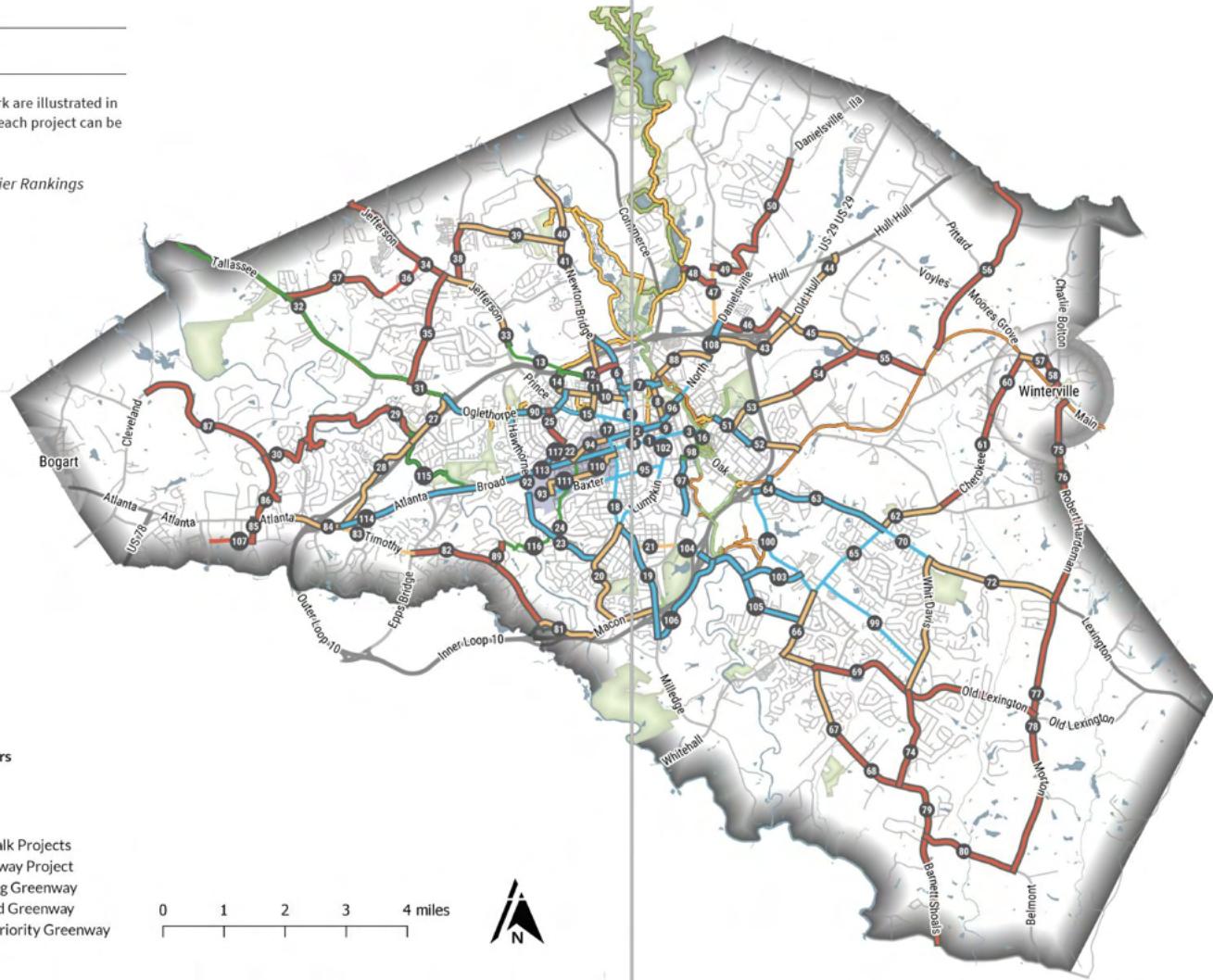
# Tier 2

# Tier 3

## MAP

is the entire network are illustrated in additional detail for each project can be found in **Index C**.

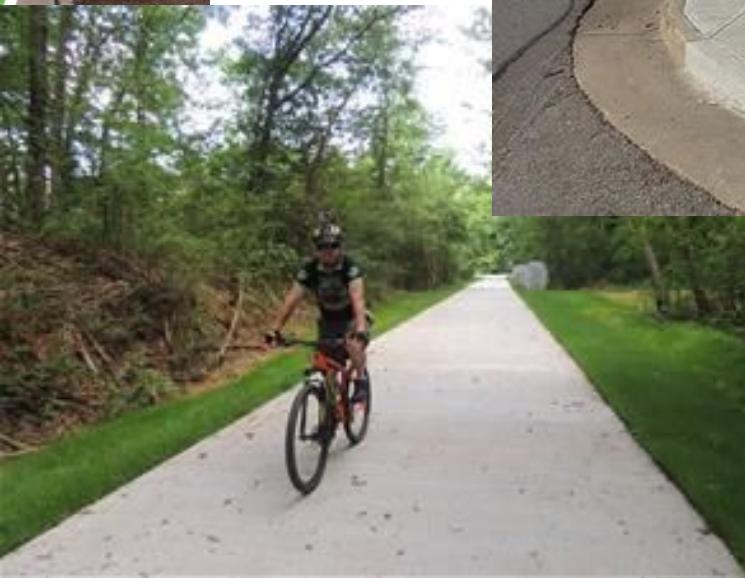
### Project Map and Tier Rankings



# Projects currently in progress or complete

Project	Location
West Broad sidewalk	2310 to 2240 West Broad
Holman Avenue sidewalk	King Ave to Old West Broad St
Magnolia Street sidewalk	Baxter St to West Broad St
Jefferson River Road multi-use path (MUP)	Jefferson Rd to Vincent Dr
Cherokee Road MUP and sidewalk	Lowe's Driveway to Beaverdam Road
Riverbend Road MUP	S. Milledge Ave to Lakeside Dr and Riverbend Pkwy to College Station Rd
Barber Street MUP	Boulevard to Dairy Pak Rd
Barber St. MUP or protected bike lanes	Prince to Boulevard
King Avenue	Old West Broad to West Broad

# ATHENS IN MOTION BICYCLE and PEDESTRIAN NETWORK IMPLEMENTATION



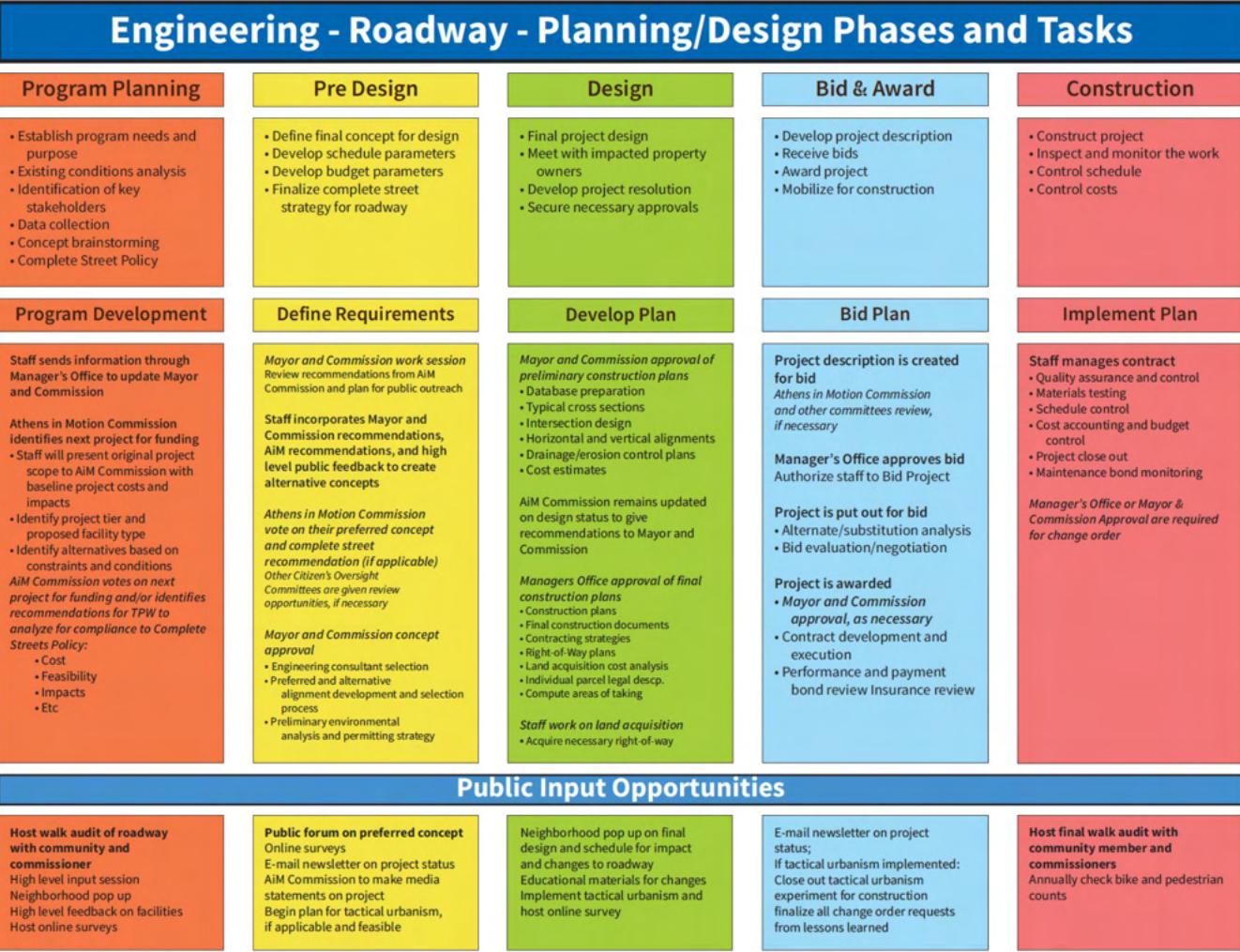
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**Thank you!**

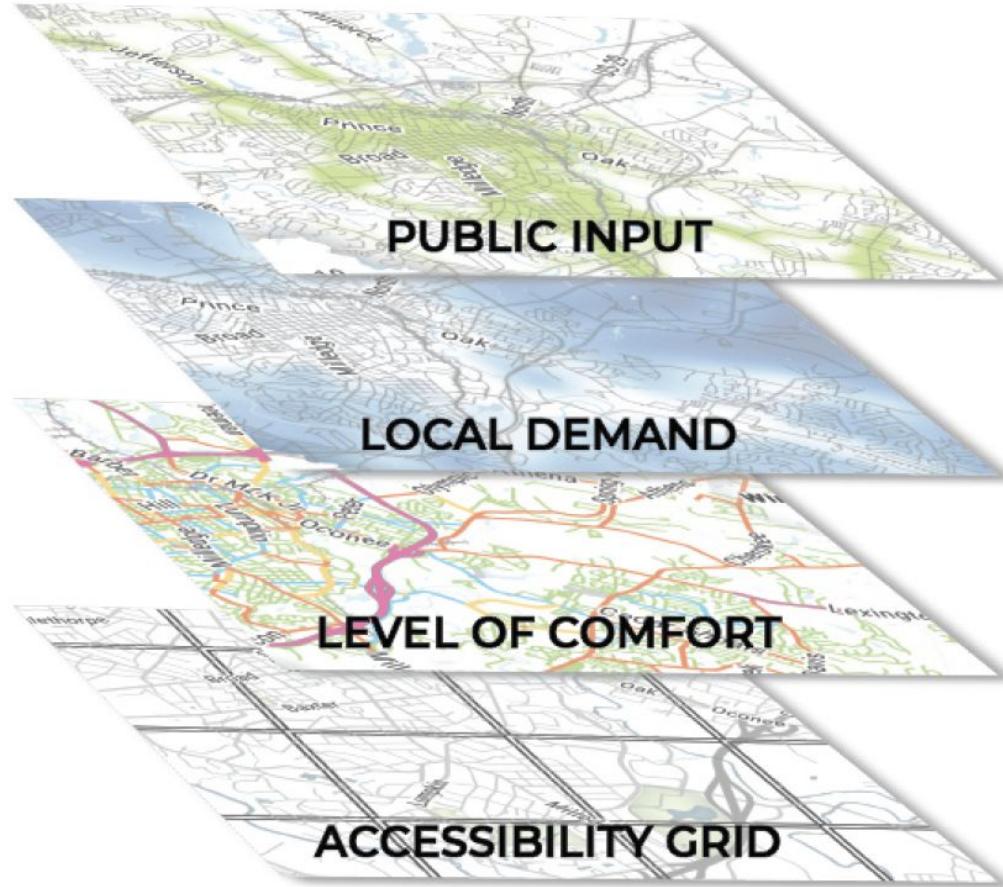
# Additional Content

# Building bike/ped infrastructure

There are many phases to developing walking and biking facilities.



**Figure 2-4: Network Development Process**



# Selection Criteria: Equity and Land Use

- **Equity:**
  - 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
- **Land use:**
  - Proximity to schools, parks, businesses services



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Table 4-1: Bicycle and Pedestrian Prioritization Criteria

BICYCLE AND PEDESTRIAN CRITERIA		DESCRIPTION	SCORING METRIC
<b>EQUITY</b>			
Public Sidewalk to Road Ratio		A variety of factors, shown in the following rows, were considered for the equity prioritization criteria. Each factor was weighted equally for the prioritization of areas within the city limits at the elementary school boundary level. Census data was reviewed using the Athens in Motion Project's Social Mapping Map.	
		Areas with higher ratios compared to roads are given higher priority.	Lowest Ratio = 3 High Ratio = 6 Highest Ratio = 4
Bus Service Area Coverage		Areas with more bus service are given higher priority to encourage overall mobility within Athens-Clarke County.	High % = 10 High % = 8 Low % = 6 Lowest % = 4
Households with No Vehicle		Areas where there are more households without access to personal transportation are given higher priority.	High % = 10 High % = 8 Low % = 6 Lowest % = 4
Population Commuting by Public Transit		Those who commute by public transit are given higher priority. Prioritization is given to the first- and last-mile connectivity; districts with more people using transit are given higher priority.	Highest % Commuting = 10 High % Commuting = 8 Low % Commuting = 6 Lowest % Commuting = 4
Percent in Poverty Over 65		Those who are 65 years of age or over and are in poverty are given higher priority. Areas where seniors have limited mobility without means to safe transportation.	High Poverty = 8 High Poverty = 6 Low Poverty = 4 Lowest Poverty = 2
Percent in Poverty Under 18		Children in poverty are given a higher priority. Areas where children have limited mobility without means to safe transportation.	High Poverty = 8 High Poverty = 6 Low Poverty = 4 Lowest Poverty = 2
LAND USE Parks & Schools		Parks are destinations for recreation within a community and often attract people to the area. Parks are also a priority area where residents choose to walk or bike. Educational facilities were included to capture a location that may have limited access to personal vehicle transportation, and those with high concentrations of other modes of transportation.	1.0 Miles = 10 1.0 Miles = 7 1.0 Miles = 5 1.0 Miles = 3
LAND USE Commercial & high Density Residential		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 (high number of residents within a walkable 1/4 mile). Network segments closest to these uses received the highest scores.	1.0 Miles = 1 1.0 Miles = 1 1.0 Miles = 3

See detailed Equity criteria from AiM plan included with project attachment

# Selection Criteria: Transit, Critical Corridors, and more

- Proximity to transit stops
- Critical corridors: Prince Ave., North Ave., Milledge Ave., Atlanta Highway, Lexington.
- Optimizing safety and connectivity
- Existing facilities were also considered for bicycle project selection and prioritization
- Public input also played a role

BIKE AND PEDESTRIAN PRIORITIZATION CRITERIA		SECOND METRIC
MEET AND PEDESTRIAN CRITERIA	DESCRIPTION	MEET AND PEDESTRIAN CRITERIA
PRINCIPLE	Urban areas that are the core of regional transit systems and major urban centers.	URBAN AREAS
Critical Corridors	Urban areas that connect core transit areas and major urban centers.	CONNECTIVITY
PUBLIC INPUT	Identify public interest areas and different areas of Atlanta.	CONNECTIVITY

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PUBLIC INPUT	Identify public interest areas and different areas of Atlanta.	CONNECTIVITY

**Table 4-2: Bike Specific Prioritization Criteria**

BIKE SPECIFIC PRIORITIZATION CRITERIA		SECOND METRIC
MEET SPECIFIC CRITERIA	DESCRIPTION	MEET SPECIFIC CRITERIA
SAFETY	Urban areas that have high crash rates and are considered high priority for safety improvements.	SAFETY
EXISTING FACILITIES	The use of existing bike lanes, paths, and other facilities.	EXISTING FACILITIES
CONNECTIVITY	Urban areas that have limited connectivity and are considered high priority for connectivity improvements.	CONNECTIVITY

**Table 4-3: Pedestrian Specific Prioritization Criteria**

PEDESTRIAN SPECIFIC PRIORITIZATION CRITERIA		SECOND METRIC
MEET SPECIFIC CRITERIA	DESCRIPTION	MEET SPECIFIC CRITERIA
SAFETY	Urban areas that have high crash rates and are considered high priority for safety improvements.	SAFETY
EXISTING FACILITIES	The use of existing sidewalks and other facilities.	EXISTING FACILITIES
CONNECTIVITY	Urban areas that have limited connectivity and are considered high priority for connectivity improvements.	CONNECTIVITY



*See additional detailed criteria from AiM plan included with project attachment*

# Bike/Ped Project Tiers



- Each tier represents an important phase as we build out the active transportation network.

**Tier One**

**Tier Two**

**Tier Three**

**Highest Priority  
*Sooner***

**Medium Priority  
*Later***

# Bike/Ped Project Tiers



## Tier One

- There are 60 proposed bike *and* pedestrian projects in Tier One alone!

*See full Tier One project lists from AiM plan included with project attachment*

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### 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 bicycle category to be implemented through striping or construction on existing asphalt while the High Cost estimate assumes construction of a new facility outside of existing asphalt.

Tier	Project ID	Project Name	Bike Category	To	From	Low Cost	High Cost	Funding	Project Length (mi)
1	1	Pulaski St	Buffered Facility	Prince Ave	W Broad St	\$256,970	\$842,149		0.2
1	2	E/W Hancock Ave	Buffered Facility	N Milledge Ave	College Ave	\$823,459	\$2,698,662		0.8
1	4	W Broad St	Separated Facility	N Milledge Rd	S Lumpkin St	\$748,447	\$3,526,337		0.7
1	5	Barber St/N Finley St	Delineated Facility	Boulevard	E/W Hancock Ave	\$254,144	\$1,311,382		0.5
1	2	Finley St	Delineated Facility	Boulevard	E/W Hancock Ave	\$44,252	\$113,385		0.2
1	4	W Broad St	Delineated Facility	N Milledge Rd	S Lumpkin St	\$44,841	\$23,255		0.1