

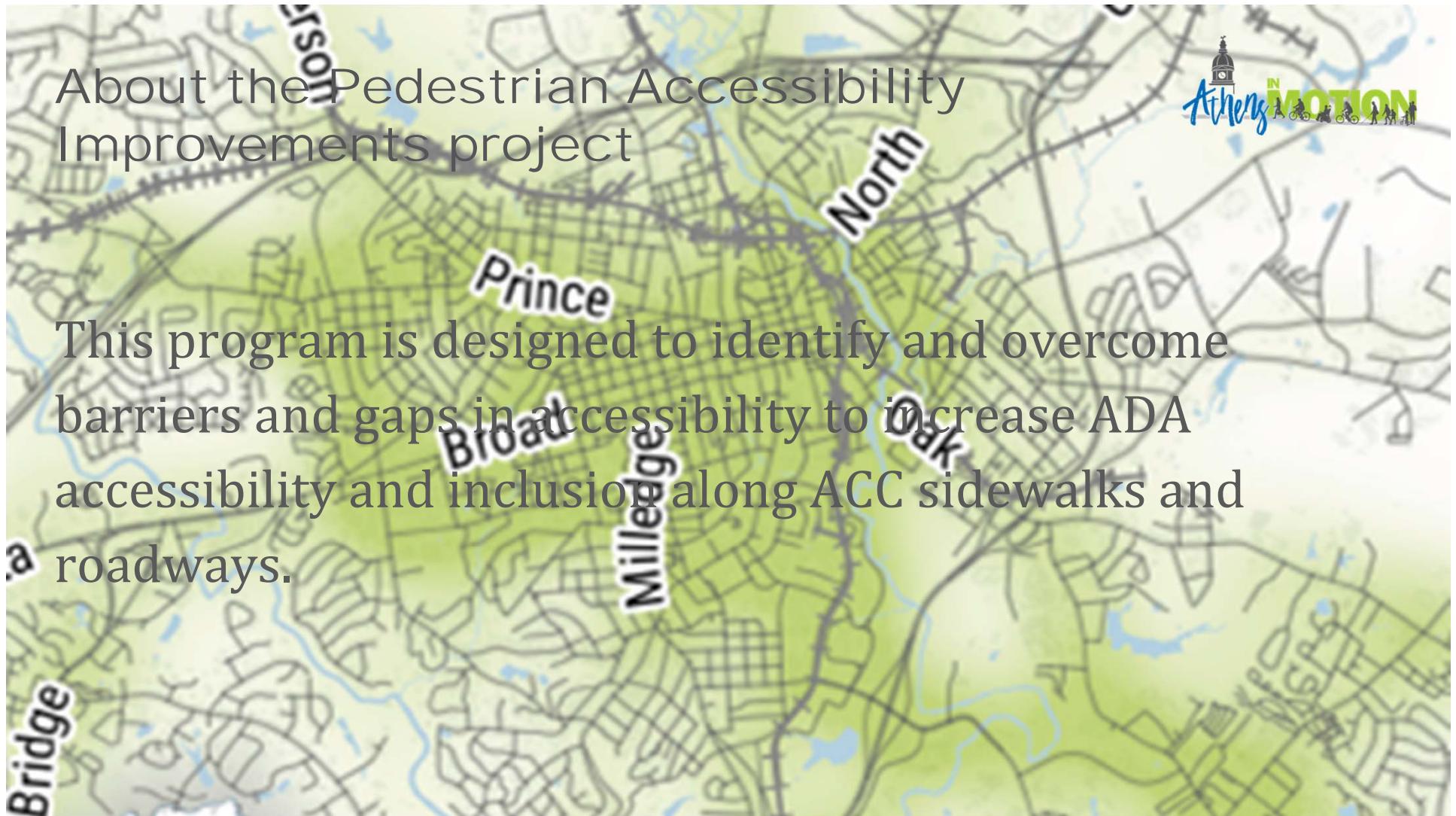


PEDESTRIAN ACCESSIBILITY IMPROVEMENTS



Bicycle and Pedestrian Master Plan





This program is designed to identify and overcome barriers and gaps in accessibility to increase ADA accessibility and inclusion along ACC sidewalks and roadways.

Examples of barriers



Sidewalks along Chase Street (left) and Hancock Avenue (right) have many telephone poles obstructing the path.

Examples of barriers



Lumpkin at Carlton (left) has two poles in the way, and Meigs Street (right) also has this issue.

Examples of barriers



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Bus stops on Lexington Road with no connection to sidewalk network

Examples of barriers

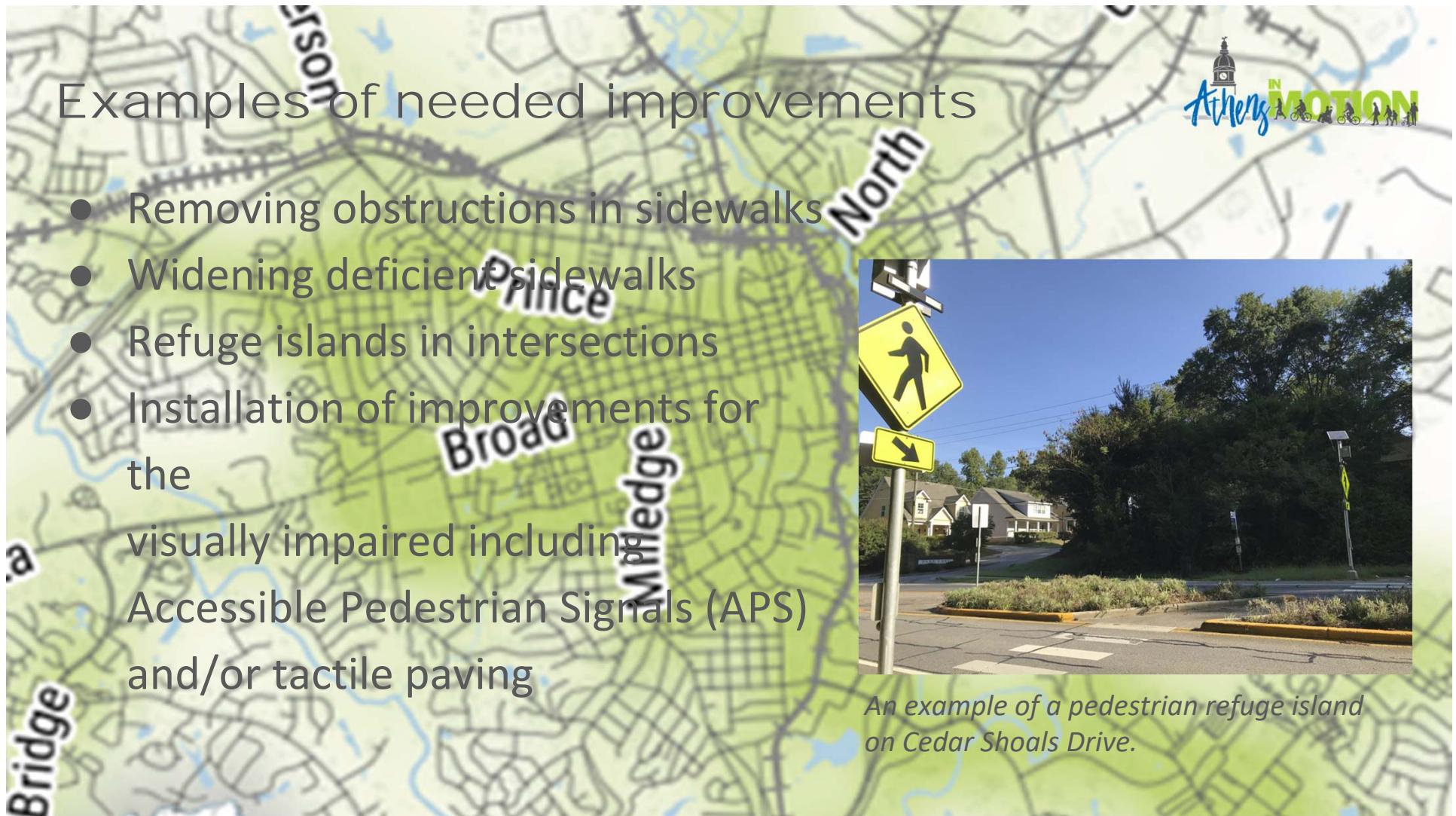


The curb creates a barrier to wheelchairs here at Whit Davis near Lexington



Examples of needed improvements

- Removing obstructions in sidewalks
- Widening deficient sidewalks
- Refuge islands in intersections
- Installation of improvements for the visually impaired including Accessible Pedestrian Signals (APS) and/or tactile paving.



An example of a pedestrian refuge island on Cedar Shoals Drive.

Examples of needed improvements

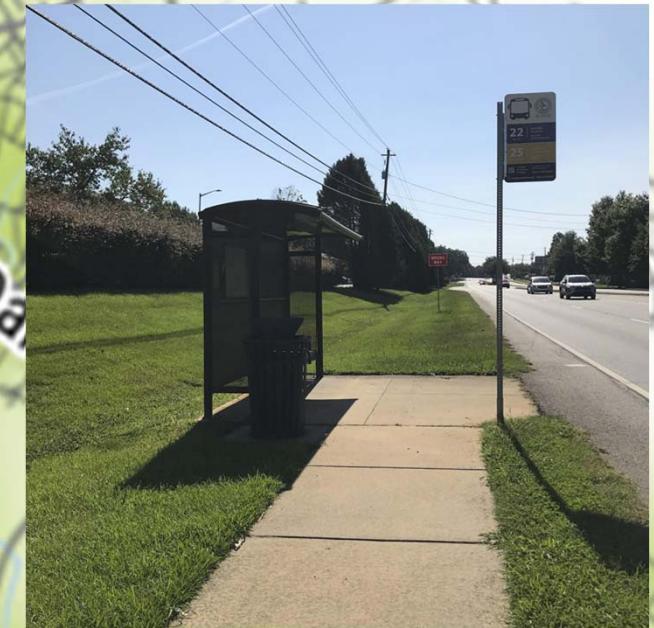
● Sidewalk gap improvements for Transit stops

● Improved ramps and railings near ADA parking spaces within the public right-of-way

● Eliminating or reducing steep grades along public sidewalks.

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Bus stop islands could be connected to nearby sidewalks.





Triple Bottom Line

Economic Prosperity:

Improve mobility for all residents, especially for those with disabilities by allowing them to use sidewalks by remedying issues with grading, obstructions, or gaps.

Social Well-Being of our residents and visitors:

Opportunities to interact with others increase with walking and rolling. Encouraging active transportation therefore has important health benefits for the community. This project also helps our community move toward the Vision Zero goal of zero collisions for all road users.

Environment:

Fewer cars on the roads means fewer emissions in the atmosphere. Creating a network that facilitates easy, safe and accessible active travel within the trip shed will reduce time spent in vehicles.



How does the Pedestrian Accessibility Improvements program close the equity gap?

- Increases transportation access to low income residents and those with mobility challenges



How the Pedestrian Accessibility Improvements program meets M&C Strategic Commitments

- 1. Contributes to a **healthy, livable, and sustainable community**
- 1. Improves **transportation mobility and connectivity**
- 1. Allows for **shared prosperity**





Program Cost

Project Costs (round to thousand)	Amount
1. Land Acquisition / ROW / Easement:	\$ -
2. Design Fees: (Min.12% of New Const.; 14% of reno.; 16% for LEED proj.)	\$ 240,000
3. Miscellaneous Fees: (Min. Minimum of 3% of Construction Costs – used for permitting, etc. Utilize minimum of 10% if land acquisition if necessary.)	\$ 60,000
4. Construction:	\$ 2,000,000
5. Construction Contingency: (10% of the Construction line item)	\$ 200,000
6. Acquisition of Capital Equipment	\$ -
7. Testing:	\$ 15,000
8. Project Management: (4% of the total budget line items above)	\$ 101,000
9. Project Contingency: (10% of the total budget line items above)	\$ 262,000
10. Public Art: Calculated at 1% of the Construction line item.	\$ 20,000
11. Other 1:	\$
12. Other 2:	\$
Project Subtotal:	\$ 2,898,000
14. Program Management (2% of Project Subtotal):	\$ 58,000
TSPLOST 2023 Project Total:	\$ 2,956,000



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Contact

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