

Submitted By: Peter Norris
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Project Type: Streets/Roads/Bridges related projects - Transportation & Public Works Department
General Program Goal: Economic Prosperity

Previously Submitted and Rejected: No
Continuation Project: Yes - TSPLOST 2018, Project 16

Project Total Cost: \$ 5,170,000 **Total Annual Operating Cost:** \$ 1,000

Abbreviated - Project Description: This project provides funding for improvements to intersections, sidewalks, pedestrian crossings, signals and signage, and the creation of protected bicycle lanes along Prince Avenue from Pulaski Street to SR10 Loop.

Project Location/Address: Prince Avenue (SR15 bus) between Pulaski Street and SR10 Loop

Is the Site currently owned by the Unified Government of Athens-Clarke County? Yes

Is the Site within State Highway Rights-of-Way? Yes

Site Specific Information: The proposed project will encompass Prince Avenue from Pulaski Street to SR10 Loop. Prince Avenue is made up of the following typical sections: between Pulaski Street and North Chase Street, Prince Avenue is a four-lane undivided roadway with a posted speed limit of 35 mph; between N Chase Street and Oglethorpe Avenue, Prince Avenue is a four-lane roadway divided by a two-way left turn lane and a posted speed limit of 35 mph; and, between Oglethorpe Avenue and SR10 Loop, Prince Avenue is a four-lane undivided roadway with a posted speed limit of 40 mph.

Does this Project require the acquisition of any land rights, whether existing sites, new site, easements, or Rights-of-Way? Unsure

Project/Program Description: The project will improve pedestrian, cyclist, and vehicular safety by improving or upgrading sidewalks & pedestrian crossings, replacing or enhancing signaling devices and signage, implementing protected bike lanes and other bicycling infrastructure, reconfiguring intersections and pavement markings, creating or enhancing greenspace and historic or cultural facilities, and improving commuter access to employment and customer access to businesses along the corridor.

Project Mission Statement/Selection Criteria: This project will improve Prince Avenue by providing a more safe, efficient, and effective transportation corridor for all road users (pedestrians, bicyclists, transit, and vehicles) consistent with the Athens Complete Streets Plan. Selection of specific improvements will be based upon cost effectiveness, improving equity, environmental sustainability, enhancement of connectivity, improvement of safety, impact on increasing active transportation in

the corridor, and support for economic development as chosen by citizens and the ACCGov Mayor and Commission.

How is this Project recommended/included in any approved ACCGov Land Use Plan, Master Plan, Corridor Study, or Service Delivery Plan? Eight separate studies have recommended improvements to the Prince Avenue corridor. The following studies recommend improvements to the Prince Avenue Corridor (the attachment to this section contains a detailed listing of all recommendations): Community Approach to Planning Prince Avenue (2004), ACC Planning Department Prince Avenue Corridor Study (2012), One Hundred Prince Avenue Traffic impact Analysis (2017), Athens in Motion - Bicycle and Pedestrian Master Plan (2018), Prince Avenue Traffic Engineering Study (2019), Georgia Bicycle Safety Action Plan (2018).

How is this Project included in the Madison Athens-Clarke County Oconee Regional Transportation Study (MACORTS) long-range Transportation Improvement Plan (TIP)? The MACORTS Long Range Metropolitan Transportation Plan 2045 identifies Prince Avenue as a minor arterial containing places of high-density employment (Piedmont Athens Regional Medical Center - Athens' 2nd largest employer, UGA Health Sciences Campus, Piedmont University, and Clarke Co School District offices) and several historic structures. The Plan predicts that Prince Avenue Level of Service of E (unstable flow at or near capacity levels with poor levels of comfort and convenience) by 2045. The MACORTS Long Range Transportation Improvement Plan does not specifically list any projects along Prince Avenue. Rather, the MACORTS Plan defers to the Athens in Motion plan for recommendation on pedestrian and bicycle infrastructure projects. Lump Sum funding may be available for the Pavement Management Program.

PROJECT JUSTIFICATION

How will the Project meet one or more of the Selection Criteria?

Promotes the Goal of improving Equitability of capital improvements throughout the Community:

This roadway segment is an important link between the Athens Perimeter Highway (SR10 Loop), downtown Athens and many important institutions. It is also a major route from counties and I-85 to the north into Athens. The Social Security Administration Office, the University of Georgia Health Sciences Campus, Piedmont University, the Piedmont Athens Regional Medical Center, and the Clarke County School District are all on the corridor. Prince Avenue is also the location of many local businesses, places of worship, health care facilities, doctor's offices, groceries, restaurants, and other historical points of interest.

Protects the community's existing Transportation Infrastructure Investments: The Prince Avenue Corridor is an arterial route adjacent to numerous high-density employers and significant cultural and historical locations. The ACCGov has invested in reducing congestion along the corridor by installing bus stops and configuring signaling devices. However, despite the importance of the corridor with regards to connectivity and topography, accommodations for pedestrian and bicycling safety have had minimum investment. This project will focus on enhancing the safety for all corridor users by providing durable and sustainable infrastructure improvements to the street, streetscape, and adjoining facilities. It is expected that upon completion of the project there will be an increase in safety and efficiency of travel along the corridor while also enhancing or protecting existing cultural and historical elements.

Promotes the Upgrade and Continued Use of Alternative Transportation Facilities: Currently, all ACC Transit buses include lifts for disabled users and racks for bicyclists. However, safe access to bus stops may be impeded by unsafe pedestrian and bicycling infrastructure. The proposed project will provide for alternative transportation facilities beyond public transit by including infrastructure for bicycling and improving the safety of pedestrian facilities. Such improvements may include, but are not limited to, mid-block pedestrian crossings, pedestrian safe havens, multi-use pathways, buffered bicycle lanes, enhanced lane markings, or additional signals and signage.

Promotes increased access to existing public facilities: The Prince Avenue Corridor is adjacent to a number of public facilities including the Social Security Administration building, Bishop Park, UGA's Health Science Campus, the Piedmont Athens Regional Medical Center, Piedmont University, Clarke County School District administrative offices, Cobbham Triangle Park, and provides access to local and federal governmental services in downtown Athens. Enhancement of pedestrian, bicycling, and public transit facilities along the corridor will improve access to these facilities.

Promotes increased usage of the Transit System, including improving Pedestrian access to Transit Facilities: ACC Transit operates Routes 5 & 7 along the corridor. UGA Transportation and Parking Services also operates its Health Sciences Campus route along a segment of Prince Avenue. The project will include improvements or enhancements to pedestrian and bicycling facilities (all buses now provide bicycle racks and lifts) that will provide for safer access to transit facilities thereby increasing usage of the transit system for transportation to employment, governmental, and medical resources. Intersection upgrades will improve the operations of existing transit service including efficiency and reliability of services.

Maintains or Improves Air Quality: "Half of all trips are three miles or less, but fewer than two percent of those trips are made by bicycle, while 72 percent of them are driven (1)." Neighborhoods adjacent to the corridor may access Chase Street School, grocery stores, medical offices, bars & restaurants, and other businesses on Prince Avenue by walking, bicycling, or electric scooter provided that facilities along the corridor are safe for them to do so. This project will enhance the safety of pedestrian and bicycle travel thereby reducing automobile travel and improving air quality.

1: National Household Travel Survey -- Short Trips Analysis; (2010); retrieved from <https://www.bikeleague.org/content/national-household-travel-survey-short-trips-analysis>

Reduces vehicle miles traveled and traffic congestion: As indicated above, a significant percentage of automobile trips could be eliminated by walking or bicycling. The improvements to pedestrian and bicycling safety will encourage citizens to walk or cycle thereby reducing vehicular miles traveled and traffic congestion. Corridor improvements might include traffic signal upgrades, fiber network upgrades, technology improvements, and signing/markings replacements.

Reduces time spent traveling in vehicles: Intersection improvements could include traffic signal timing as well as dedicated left turns. Both of these improvements will reduce the time spent in vehicles.

Continues TSPLOST 2018 Corridor Improvements or transportation related safety improvements:

The User Group for TSPLOST 2018: Project 16 - Prince Avenue Corridor Improvements identified 113 specific recommendations from eight state and local studies or audits regarding Prince Avenue (see attached addendum for complete listing). Funding provided by TSPLOST 2018, the first so granted by citizens of Athens-Clarke County, will be insufficient to address all recommendations. The proposed project will further address the safety of travel by pedestrians, bicycles, and vehicles along Prince Avenue.

Promotes Health and Safety: This project will promote health and safety by providing safe facilities for citizens to walk or cycle and providing access to exercise facilities at Bishop Park, the ACC Greenway Network, and other local parks. The project will also improve access to medical services such as Piedmont Athens Regional Medical Center and other providers along and adjacent to the corridor

Continues Sidewalk & Multi-Use Trail construction: Specific activities in this project may include, but not be limited to, creation or enhancement of sidewalks and/or multi-use trails. It will also provide a link to the Barber Street Bike and Pedestrian Improvements currently under design and ultimately to the ACC Greenway Network.

Implements components of an updated Greenway Network Plan: While the ACC Greenway Network Plan primarily focuses on natural areas within the 100-year floodplain, there are street-based segments of the Greenway Network Plan that are identified as important connections that will contribute to the overall Oconee Rivers Greenway Network. The Normaltown Connector is one of these vital connections that passes through the heart of Normaltown, bringing connectivity to Chase Street, Health Sciences Campus, Chase Street Elementary, and new development along Prince Avenue. This project would implement parts of this connector trail, facilitating improved neighborhood connectivity and expanding network coverage.

Triple Bottom Line Impacts

Positive Benefits for the Economic Prosperity of Athens-Clarke County: Several large employers are located within the corridor, including Piedmont Athens Regional Medical Center, UGA Health Sciences Campus, Clarke County School District, U.S. Social Security Administration, Piedmont University, and Piggly Wiggly. The increased efficiency and safety of Prince Avenue resulting from this project will enhance the economic prosperity of Athens-Clarke County by reducing travel time, providing residents with easier access to their employment, business establishments, education, job training opportunities, places of worship, and recreational facilities; and, for those who choose to use alternative transportation, reduced travel costs and greater route reliability. It is also anticipated that the increased safety for all corridor users will result in lower medical expenses and reduced time away from work.

Detrimental Impacts to the Economic Prosperity of Athens-Clarke County: This project might cause temporary traffic delays during the construction phase. These will be mitigated through staging, routing, and timing of improvements.

Positive Benefits for the Social Well-Being of our Residents and visitors: By providing safer pedestrian and bicycle infrastructure, residents and visitors will be able to increase outdoor activities, thereby improving their wellness. It is undeniable that those who took advantage of the recent pandemic lockdowns by walking, met and socialized more with their neighbors. A similar effect will be produced by enhanced pedestrian facilities envisioned in this project. All modes of transportation will see the benefits associated with safety, reliability, and connectivity resulting from the continuation of corridor improvements.

Detrimental Impacts for the Social Well-Being of our Residents and visitors: none anticipated

Positive Impacts on the Environment: This project anticipates a reduction in personal vehicular traffic along Prince Avenue, thereby reducing automobile-produced air pollution. Additionally, some enhancements, such as medians and enhanced greenspace may reduce stormwater runoff and the suspended pollutants it carries, thereby reducing the pollution in our creeks and rivers.

Detrimental Impacts on the Environment: None anticipated unless construction activities fail to follow best management practices. These will be mitigated through ACCGov's permitting process and appropriate design/construction oversight.

Positive/Negative Impacts on ACCGov Departments, Agencies, or other Organizations, if not covered in one of the above questions: Improvements to corridor safety and performance for all users is a benefit to any of the Departments, Agencies, or Organizations that rely on travel through this area. Any improvements or upgrades to traffic signal infrastructure will reduce maintenance burden. Athens Transit will obtain improved route reliability and access for riders.

Attachments:

[Attachment 1 - Addendum](#)

Project Costs

Detailed project capital budget costs (to be funded from TSPLOST 2023 only):

Project Costs (round to thousand)	Amount
1. Land Acquisition / ROW / Easement:	\$ 425,000
2. Design Fees: (Min.12% of New Const.; 14% of reno,; 16% for LEED proj.)	\$ 475,000
3. Miscellaneous Fees: (Min. Minimum of 3% of Construction Costs – used for permitting, etc. Utilize minimum of 10% if land acquisition if necessary.	\$ 43,000
4. Construction:	\$ 3,054,000
5. Construction Contingency: (10% of the Construction line item)	\$ 305,000
6. Acquisition of Capital Equipment	\$ -
7. Testing:	\$ 100,000
8. Project Management: (4% of the total budget line items above)	\$ 177,000
9. Project Contingency: (10% of the total budget line items above)	\$ 458,000
10. Public Art: Calculated at 1% of the Construction line item.	\$ 31,000
11. Other 1:	\$
12. Other 2:	\$
Project Subtotal:	\$ 5,068,000
14. Program Management (2% of Project Subtotal):	\$ 102,000
TSPLOST 2023 Project Total:	\$ 5,170,000

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: Public art maintenance (minimum)	1,000
7. Other:	
8. Other:	
TOTAL EXPENDITURES	
NET OPERATING COSTS OF PROJECT:	\$ 1,000

Project Financing

Is the proposed Project to receive funding from source(s) other than TSPLOST 2023? No

TSPLOST 2023 - Prince Avenue Corridor Improvements – Phase 2 (Addendum)

D. Is the Project recommended/included in any approved ACCGov Land Use Plan, Master Plan, Corridor Study, or Service Delivery Plan?

Eight separate studies have recommended improvements to the Prince Avenue corridor. A summary of recommendations from ACC studies is listed below. The table below contains a detailed listing of all recommendations.

[Community Approach to Planning Prince Avenue \(2004\)](#): Improve pedestrian facilities (bulb-outs, safe havens, additional crosswalks, etc.), add greenspace, protect historic resources, improve pedestrian lighting, add bike lanes, add public art and amenities.

[ACC Planning Department Prince Avenue Corridor Study \(2012\)](#): Improve pedestrian facilities (sidewalks, crosswalks, etc.), add greenspace, bury utilities, protect historic resources, add bike lanes, coalesce parking, add public art and amenities.

[One Hundred Prince Avenue Traffic impact Analysis \(2017\)](#): Incorporate 'Complete Streets' improvements, add bike lanes.

[Athens in Motion - Bicycle and Pedestrian Master Plan \(2018\)](#): Separated bicycle facility on Prince Ave from Oglethorpe to Pulaski (Project ID 15).

[Prince Avenue Traffic Engineering Study \(2019\)](#): Additional mid-block crosswalks, additional bicycling facilities, improve intersections to enhance safety for pedestrians, bicycles, and vehicles.

[Georgia Bicycle Safety Action Plan \(2018\)](#): Prince Avenue is specifically listed as a corridor in need of immediate improvement to reduce crash rates and increase bicycle safety.

KEY TO STUDIES

- A - [CAPPA Report \(2004\)](#)
- B - [Prince Avenue Corridor Study \(2012\)](#)
- C - [SR 15/Prince Avenue Road Safety Audit \(2014\)](#)
- D - [One Hundred Prince Avenue Traffic impact Analysis \(2017\)](#)
- E - [Athens in Motion - Bicycle and Pedestrian Master Plan \(2018\)](#)
- F - [GDOT and Georgia Bikes Georgia Bicycle Safety Action Plan \(2018\)](#)
- G - [Prince Avenue Traffic Engineering Study \(2019\)](#)
- H - [GDOT Approved Concept Report \(2019\)](#)

Pedestrian Related Improvements	A	B	C	D	E	F	G	H
Mid-Block Crosswalks	X	X	X				X	
Mid-block crosswalks: at old Piedmont College driveway (close to Grady/Cobb intersection), N. Pope St , N. Newton St								X
Mid-block crosswalks: near Sylvia, Boulevard Heights, Georgia								
Improve crosswalks along corridor (markings, curb cuts, ramps, signals, etc.)	X	X	X					X
Continuous sidewalks along entire corridor	X	X	X		X			
Lighting improvements and additions	X	X	X					
Bulb-outs at crossings where possible		X	X					
Raised crosswalks	X							
Crosswalk safe havens	X	X	X					
Crosswalk safe havens near N. Newton, N. Pope, old Piedmont driveway,								X
Warning devices for mid-block crosswalks (RRFB)			X					X

Traffic Related Improvements	A	B	C	D	E	F	G	H
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Intersection upgrades at: Sunset Dr, Oglethorpe Ave/Satula Ave, Talmadge Dr/Park Ave, King Ave, N. Chase St, N. Milledge Ave, N. Finley St/Barber St, Pulaski St			X						X
Center raised medians: roughly Georgia to Talmadge, short bit west of King, near Nachoochee to just before left turn lane at Chase									X
Repaving and Restriping									X
Center raised medians			X		X				
Landscaped center medians					X				
Traffic Study to lower speed limit		X							
Reduce curb cuts (close some driveways and reduce driveways with large pan widths).	X		X						
More speed enforcement	X								
Close underutilized streets at Prince (Newton, N. Pope)	X	X							
Increase required landscaped buffer when parking and drive areas abut a local road.		X							
Incorporate "Complete Streets" modifications		X		X		X			
3-lane (2 travel, one turn) from Barber to Pulaski			X	X					
3-lane Milledge to Pulaski			X						

Bicycle Related Improvements	A	B	C	D	E	F	G	H
Bike lanes along whole corridor	X	X	X		X			
Bike lanes from Oglethorpe to Pulaski			X		X			
Bike lanes from Milledge to Barber			X		X			
Bike lanes from Barber to Pulaski			X	X	X			
Sharrows along corridor	X						X	

More bike racks along corridor	X							
Signs indicating state bicycle laws - 3", bikes can take whole lane, etc.		X				X	X	
Multi-use Trail					X		X	
Conduct at least 2 road safety audits per year that consider bicycle and pedestrian safety						X		
Enforce Bicycle safety laws along corridor						X		

Parking Related Improvements	A	B	C	D	E	F	G	H
Landscape parking lots - more tree cover	X	X						
Increase shared parking behind businesses	X		X					
Parallel parking only	X							
No parking between building and right of way		X						
Explore possible parking structure		X						
Landscape buffers required for parking areas adjacent to or across from residential areas		X						
Conduct parking study			X					

Greenspace Improvements	A	B	C	D	E	F	G	H
Planted medians (trees)	X							
More trees along verges	X	X						
Install planters where trees not feasible	X	X						
More neighborhood and/or pocket parks	X	X						
Remediation Plan for Brickyard Creek		X						
Map environmental areas for protection		X						

Add rain gardens, rainwater collection systems, green street strategies		X						
More landscaping in general			X					

Traffic Signal & Signage Improvements	A	B	C	D	E	F	G	H
Upgrades to existing signals (at Sunset, Oglethorpe, King, Milledge)								X
Standard galvanized or black posts								X
Historic markers	X							
Heritage walk markers or pavers	X	X						
Wayfinding signs to parks and other greenspaces and amenities	X	X						
Standards for business and other signage	X	X						
No billboards along corridor		X						
Unique street signs and decorative poles		X						
Better signage throughout corridor in general			X					

Transit Improvements	A	B	C	D	E	F	G	H
More bus shelters	X	X						
Light rail	X							

Utilities Improvements	A	B	C	D	E	F	G	H
Bury utilities	X	X	X					
Create Stormwater management plan for corridor		X						
Require weather-based irrigation systems		X						
Remove unused utility poles		X						

Intersection Specific Recommendations	s	B	C	D	E	F	G	H
SUNSET - Crosswalk and signals for east leg of Sunset			X				X	
OGLETHORPE/SATULA - Northbound right turn lane at Oglethorpe onto Prince							X	
One left turn and one shared right turn/through lane north and south at Oglethorpe & Satula							X	
Restrict Oglethorpe/Satula right turns on red			X					
Enhance pedestrian visibility with bulb-outs			X					
PARK/TALMADGE - Realign or reconfigure Park and Talmadge intersection	X	X	X		X		X	
Better signalized crossing for pedestrians at Talmadge/Park							X	
Align Park and Talmadge, add crosswalks to all four sides			X					
Speed table crosswalks on Talmadge to connect to Piedmont ARMC							X	
KING - Improvements at King			X		X			
Reconfigure King Avenue intersection without flares to slow down turning vehicles			X					
Add crosswalk on west side of intersection for hospital			X					
Move northbound stop bar back at King							X	
Speed table crosswalks on King to connect to Piedmont ARMC							X	
MILLEDGE - Improvements at Milledge - various options on turn lanes, closing curb cuts			X		X			
Rebuild curb, add bulb-out for better pedestrian visibility			X					
Additional northbound right-turn lane at Milledge							X	
Westbound left turn lane from Prince onto Milledge			X				X	
CHILDS - Left turn lane				X				

