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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: No

Project Total Cost: \$ 7,442,000 **Total Annual Operating Cost:** \$ 27,000

Abbreviated - Project Description: This project provides funding for pedestrian and bicycling safety along Jefferson Road. Safety improvements could include upgrading sidewalks & pedestrian crossings, replacing or enhancing signaling devices and signage, implementing bike lanes and other bicycling infrastructure.

Project Location/Address: Jefferson Road (GA 15/129) between SR10 Loop and Athens-Clarke/Jefferson county line. Jefferson Road is designated at Georgia State Highway ALT15/129 The proposed project will encompass Jefferson Road from SR10 Loop to Athens-Clarke/Jefferson county line.

Is the Site currently owned by the Unified Government of Athens-Clarke County? No

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

Site Specific Information: Jefferson Road is made up of the following typical sections: Between the county line and west of Lavender Road; a two-lane divided highway passing through rural area with a speed limit of 55 MPH. The roadway has a four foot shoulder with rumble strips. The rumble strips do not extend the full width of the shoulder leaving about three feet of smooth tarmac intended for use by bicyclists. A CSX rail-line runs parallel to and on the North side of Jefferson Road from the county line to South Homewood Drive (just West of SR10 Loop). CSX right of way prevents all development on the North side of Jefferson Road and restricts access to Old Jefferson Road.

Just west of Lavender Road the divided sections of roadway join to create an undivided road with two travel lanes in each direction; the posted speed limit is reduced to 45 MPH. A sidewalk exists on the South side of Jefferson Road from Lavender Road to SR10 Loop. The Lavender Road intersection provides access to Old Jefferson Road, a popular route for exercise used by pedestrians and bicyclists. The Lavender Road intersection is the future location of a large commercial development that will include a large grocery store. At Whitehead Road, business density increases. Residential developments about the businesses on the South side of Jefferson Road from Whitehead Road to SR10 Loop. These developments typically have a single access point to Jefferson Road. The four lane roadway becomes Prince Avenue after crossing SR10 at Hugh Logan.

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 analyzing and upgrading sidewalks & pedestrian crossings, replacing or enhancing signaling devices and signage, implementing bike lanes and other bicycling infrastructure, reconfiguring intersections and pavement markings, creating or enhancing greenspace and historic or cultural facilities along Jefferson Road.

Project Mission Statement/Selection Criteria: This project will improve Jefferson Road by providing a more safe, efficient, and effective transportation corridor for pedestrians, bicyclists, transit, and vehicles. Selection of specific improvement activities will be based upon cost effectiveness, equitable distribution of funding, and environmental sustainability.

Project Goals include (but are not limited to):

Perform a comprehensive analysis of Jefferson Road including road conditions, traffic patterns, safety concerns, contribution to air pollution, suitability for pedestrian and cyclist use.

Create a long range plan to adapt Jefferson Road to provide alternative transportation facilities and function in a low carbon emission environment.

Implement aspects of the long range plan as funding allows.

How is this Project recommended/included in any approved ACCGov Land Use Plan, Master Plan, Corridor Study, or Service Delivery Plan? The ACCGov Comprehensive Plan (2018) designates Jefferson Road between Loop 10 and Lavender Road for future General Business development. West of Lavender Road the designation turns to Mixed Density Residential. Eight separate studies have recommended improvements to the Prince Avenue corridor. Unfortunately, the area of study ends at Sunset Avenue and does not include Jefferson Road.

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 Jefferson Road as a major arterial providing access to Athens, the University of Georgia, and places of high density employment along Prince Avenue. The corridor also provides access to regional medical care facilities and associates doctors' offices. The MACORTS Long Range Transportation Improvement Plan does not specifically list any projects along Jefferson Road.

PROJECT JUSTIFICATION

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

Protects the community's existing Transportation Infrastructure Investments: Jefferson Road is the origin and destination of a portion of vehicles travelling via Prince Avenue to and from Athens. TSPLOST 2018 allocated \$4 million for improvements to Prince Avenue (Project 16). Additionally, GDOT will spend approximately \$4.7 million on improvements to Prince Avenue (construction anticipated 2022)

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. Roadway restrictions currently prevent the creation of bus stops on Jefferson Road. The proposed project will analyze and document those restrictions; develop a long range plan that includes alternative transportation facilities; and implement that plan.

Promotes increased access to existing public facilities: Jefferson Road is a major conduit for traffic within and from outside Athens-Clarke County into central Athens' facilities such as: the Social Security Administration building, Bishop Park, UGA's Health Science Campus, the regional hospital, Piedmont University, and 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 Routes 7 & 8 service neighborhoods and businesses adjacent to Jefferson Road. The project will include improvements or enhancements to pedestrian and bicycling facilities (all buses now provide bicycle racks) that will provide for safer access to transit facilities thereby increasing usage of the transit system.

Maintains or Improves Air Quality: Jefferson Road is a major conduit for daily commuting vehicles from Jackson, Barrow, and adjacent counties to and from Athens. Development plans signal significant neighborhood development will occur adjacent to Jefferson Road, especially for affordable housing. These factors are, and will in the future, lower air quality. The proposed project will analyze these factors, propose, and implement alternative transportation solutions to lower vehicular density and improve air quality.

Reduces vehicle miles traveled and traffic congestion: Subsequent to the proposed analysis of Jefferson Road, the project will develop and implement plans to reduce vehicle miles traveled and traffic congestion.

Reduces time spent traveling in vehicles: The plan anticipated by this project will reduce commuters' reliance on personal vehicles, shifting the burden to mass transit and bicycling. This will in-turn reduce the time spent travelling in vehicles.

Continues TSPLOST 2018 Corridor Improvements or transportation related safety improvements: There is no TSPLOST 2018 project for Jefferson Road. However, the success of TSPLOST 2018 Project 16: Prince Avenue Corridor Improvements will, in some part, be dependent upon improvements made along Jefferson Road. For instance, the intersection of Prince Avenue and SR10 Loop (known as the Hugh Logan Interchange) is dangerous for cyclists to traverse, preventing recreational and commuting cyclists from accessing Old Jefferson Road from Prince Avenue. Improvements to this intersection will increase bicycling usage along the Prince Avenue Corridor.

Promotes Health and Safety: Old Jefferson Road is one of the most popular cyclist and pedestrian recreational destinations in Athens Clarke County. Increased safety and access would increase the ability of more citizens to use this road for exercise and personal use.

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.

Triple Bottom Line Impacts

Positive Benefits for the Economic Prosperity of Athens-Clarke County: The corridor of Jefferson Road into Athens-Clarke County is one of the largest arterial entryways. The increased efficiency and safety of Jefferson Road resulting from this project will increase economic prosperity of Athens-Clarke County by reducing travel time, providing citizens with easier access to business establishments, and, for those who choose to use alternative transportation, reduced travel costs. 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.

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.

Detrimental Impacts for the Social Well-Being of our Residents and visitors: This project might cause temporary traffic delays during the construction phase.

Positive Impacts on the Environment: 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.

Detrimental Impacts on the Environment: None anticipated

Positive/Negative Impacts on ACCGov Departments, Agencies, or other Organizations, if not covered in one of the above questions: This project anticipates a reduction in personal vehicular traffic along Jefferson Road, 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.

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: | \$ - |
| 2. Design Fees: (Min.12% of New Const.; 14% of reno.; 16% for LEED proj.) | \$ 752,000 |
| 3. Miscellaneous Fees: (Min. Minimum of 3% of Construction Costs – used for permitting, etc. Utilize minimum of 10% if land acquisition if necessary.) | \$ 207,000 |
| 4. Construction: | \$ 4,700,000 |
| 5. Construction Contingency: (10% of the Construction line item) | \$ 470,000 |
| 6. Acquisition of Capital Equipment | \$ |
| 7. Testing: | \$ 207,000 |
| 8. Project Management: (4% of the total budget line items above) | \$ 254,000 |
| 9. Project Contingency: (10% of the total budget line items above) | \$ 659,000 |
| 10. Public Art: Calculated at 1% of the Construction line item. | \$ 47,000 |
| 11. Other 1: | \$ |
| 12. Other 2: | \$ |
| Project Subtotal: | \$ 7,296,000 |
| 14. Program Management (2% of Project Subtotal): | \$ 146,000 |
| TSPLOST 2023 Project Total: | \$ 7,442,000 |

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: (estimates based on limited scope) | 25,000 |
| 2. Annual Utilities: | |
| • Natural Gas: | |
| • Electrical: | 1,000 |
| • 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: | \$ 27,000 |

Project Financing

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