

Submitted By: Kim Cherewick
Phone: (229) 403-9911
Email: kimsilvis@gmail.com

Project Type: Streets/Roads/Bridges related projects - Transportation & Public Works Department
General Program Goal: Social Well-Being

Previously Submitted and Rejected: No
Continuation Project: Yes - TSPLOST 2018, Project 13

Project Total Cost: \$ 4,376,000

Total Annual Operating Cost: \$ 1,000

Abbreviated - Project Description: This project provides funding for the study, design, and construction of landscape, retaining wall, pedestrian, bicycle, traffic, and parking improvements along the Hancock corridor.

Project Location/Address: West Hancock Neighborhood

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

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

Site Specific Information: No exact location. Project area is to include the residential neighborhood recognized as the Hancock corridor encompassing the street grid bounded by West Broad, The Plaza, Glenhaven, Meigs, and Newton. Other streets involved include, but are not limited to: Rocksprings, Indale, Reese, Billups, Franklin, Chase, Harris, Church, Finley.

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

Project/Program Description: This project consists of traffic analysis & community outreach to determine & implement appropriate improvements including but not limited to: sidewalk construction/repair/widening, crosswalks, traffic management/calming devices, street trees, retaining wall repair, bike facilities, on-street parking improvements.

Project Mission Statement/Selection Criteria: The Hancock corridor is a historically African American neighborhood including both national & local historic districts. West Hancock Avenue through this area is designated a Major Collector. Its prime location at the nexus of the amenities of Downtown, Normaltown, and West Broad as well as its modest & charming historic homes make it a very desirable place to live. It includes two public housing communities, many elderly residents with multigenerational ties to the immediate community, and many working-class & low-income residents with limited auto access. The area is recently increasingly home to young families and students who prefer non-auto transportation for short trips. On-street parking options are also increasingly limited. Pedestrian & bike infrastructure is limited, substandard, & disconnected and increasing populations from nearby large-scale student housing complexes has put more cars on the streets, leading to greater volume of speeding cut-through traffic. The vision of this project would allow residents

greater access to the many nearby amenities, greatly improving safety and quality of life for all. It is imperative that any analysis to determine appropriate specific projects include targeted community outreach for public input.

How is this Project recommended/included in any approved ACCGov Land Use Plan, Master Plan, Corridor Study, or Service Delivery Plan? West Hancock Neighborhood Assessment (Dec 2018, p. 10)--highlights issues of broken/incomplete sidewalks & retaining walls, speeding cut-through traffic, inefficient stop signs, on-street parking impacting safety for all users, aging & encumbered trees in right-of-way. West Broad Feasibility Study (March 2017, pp.27-28)--highlights Streetscape, Open Space Enhancement, & Circulation Opportunities on pp. 27-28; chart on pp. 41-43 lists specific recommended improvements

How is this Project included in the Madison Athens-Clarke County Oconee Regional Transportation Study (MACORTS) long-range Transportation Improvement Plan (TIP)? Hancock is mentioned in the 2045 MACORTS long-range plan in regards to Project # P-23, the Hancock/W. Broad Roundabout. Also relevant are TIP projects listed for ACC Sidewalk Improvements (Page V-9) and ACC Bike Improvements (Page V-10) stating the goal of building out the Athens in Motion Master Plan. Hancock is listed in Tiers 1 and 2 of the AIM master plan, any bike/ped proposals along these roads would be considered a MACORTS TIP project.

PROJECT JUSTIFICATION

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

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

Due to its history as a working-class African American community, this neighborhood has been long overlooked for improvement while increasing pressure from an influx new residents has made such improvements absolutely necessary to preserve & increase community safety & well-being. There are many elderly residents, a large population of renters, and very busy working-class young families who do not have the time nor the resources to regularly advocate for improvements that nearby neighborhoods see. Proper sidewalk connectivity will increase the connective network between Downtown, Prince Ave, Cobbham, Normaltown, Rocksprings, & Boulevard, increasing community interaction & social capital.

Protects the community's existing Transportation Infrastructure Investments: The safety of the planned roundabout at Hancock & W Broad is dependent upon proper traffic calming further up Hancock. This roundabout is partially funded by TSPLOST 2018 and this project has essentially exhausted all TSPLOST funding intended for this area, leaving no remaining funds to tackle dire pedestrian safety & traffic-calming needs within the neighborhood.

Promotes the Upgrade and Continued Use of Alternative Transportation Facilities: Repair & expansion of the sidewalk network & increased traffic calming throughout this neighborhood will greatly increase the likelihood that residents will turn to walking, biking, & public transit (which

requires walking to reach) to access jobs, services, shopping, recreation, and basic amenities on a daily basis.

Promotes increased access to existing public facilities: As noted above, this project will greatly increase the likelihood that residents will turn to walking, biking, & public transit (which requires walking to get to) to access jobs, services, shopping, recreation, and basic amenities on a daily basis. Currently, a trip to the grocery store is difficult given the present state of sidewalks and other pedestrian infrastructure. TSPLOST funding would be mutually beneficial, as it would not only increase access to public resources but commercial resources as well, generating additional sales tax revenue to fund more public improvement projects in the future.

Promotes increased usage of the Transit System, including improving Pedestrian access to Transit Facilities: This neighborhood is within a short walk to no fewer than four Athens Transit routes and one UGA bus route. Better sidewalks & safer streets will encourage residents to walk the few of blocks to access these routes.

Increases capital for Transit Services or expands the Transit System: Will increase ridership, increasing farebox intake and ridership numbers for grant consideration.

Maintains or Improves Air Quality: Residents who are more likely to walk or bike on safer streets & sidewalks or use public transit are not driving cars & are thus decreasing carbon emissions.

Reduces vehicle miles traveled and traffic congestion: Residents who are more likely to walk or bike on safer streets & sidewalks or use public transit are not driving cars & decreasing vehicle miles & lowering traffic congestion in the immediate area.

Reduces time spent traveling in vehicles: Safer streets & sidewalks that increase walking, biking, & transit usage reduces vehicle travel time.

Continues TSPLOST 2018 Corridor Improvements or transportation related safety improvements: As noted above, the funding of Project 13 of TSPLOST 2018 has been mostly exhausted by the planned Hancock/W Broad roundabout--only about \$550,000 remains in this project after allocations for the roundabout are considered. This project will produce funds to tackle much needed improvements to the interior of the neighborhood, much of which was within the scope of the 2018 project but for which little funding remains.

Promotes Health and Safety: Any project that encourages walking & biking promotes health as it encourages exercise. This project will greatly increase safety in identifying & implementing necessary traffic calming devices in a neighborhood with a large population of elderly & disabled individuals as well as young families who push strollers, walk to school at nearby Chase St. Elementary, HT Edwards, & Clarke Central. Most lots in this neighborhood are very small with limited yard space, and there is no easily accessible park in the immediate area. Many children ride bikes, skateboard, & play

in the low-volume side streets. Unfortunately increasing volumes of speeding cut-through traffic makes what should be normal childhood activities, quite dangerous.

Continues Sidewalk & Multi-Use Trail construction: Proper sidewalk connectivity will increase the connective sidewalk network between Downtown, Prince Ave, Cobbham, Normaltown, Rocksprings, & Boulevard, increasing community interaction & social capital.

Triple Bottom Line Impacts

Positive Benefits for the Economic Prosperity of Athens-Clarke County: Pedestrian & bike improvements to this area as well as traffic safety will increase residents' access to local businesses, thus increasing their prosperity. This will undoubtedly have a positive impact on property values & ACC revenues.

Detrimental Impacts to the Economic Prosperity of Athens-Clarke County: Increased property values could negatively impact longtime residents on fixed incomes via increased property taxes. Increased property values could also incentivize longtime residents to sell out to house flippers & student housing investors seeking to convert longtime family homes to high-rent student housing. Charitable assistance, tax freezes, & zoning ordinances should be pursued to mitigate these impacts.

Positive Benefits for the Social Well-Being of our Residents and visitors: Safe streets & sidewalks encourage people to get out into their community & meet their neighbors and to walk or bike more places. Children play together, residents get to know those outside their social circle, neighbors learn more about one another and are more likely to check up on one another & help each other out when in need. Social relationships are fostered & social capital is increased as diverse socioeconomic circles intersect.

Detrimental Impacts for the Social Well-Being of our Residents and visitors: Improved sidewalks increase desirability of the neighborhood, possibly exacerbating gentrification & potentially increasing property values & taxes & incentivizing longtime residents to cash in & leave. Charitable assistance & zoning ordinances should be pursued to mitigate these impacts. Programs to encourage families to hold on to and maintain properties for generational wealth should be developed.

Positive Impacts on the Environment: Enhanced bike/pedestrian accessibility reduces auto trips. Better sidewalks make for easier access to public transit, further reducing auto trips, reducing emissions, & lowering carbon impacts. The scope of this project also includes addition & replacement of street trees, which not only shade sidewalks making them more desirable, but they calm traffic and offset carbon impacts while providing habitat for insects & birds.

Detrimental Impacts on the Environment: Sidewalk construction can require tree removal, a negative environmental impact. It is desirable that any tree removed to accommodate a sidewalk should be replaced severalfold by new appropriately sited trees of proper species and high maturity in the immediate area.

Positive/Negative Impacts on ACCGov Departments, Agencies, or other Organizations, if not covered in one of the above questions: Better planning, assessment and Improvement of pedestrian, bicycle and traffic safety in such a condensed neighborhood (soon to become even more condensed with the Varsity development on Reese and Chase Street area) will have a positive impact on ACC departments, agencies and organizations in the long run by reducing liabilities and implementing positive changes and guidelines in a timely manner.

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:	\$ 250,000
2. Design Fees: (Min.12% of New Const.; 14% of reno.; 16% for LEED proj.)	\$ 250,000
3. Miscellaneous Fees: (Min. Minimum of 3% of Construction Costs – used for permitting, etc. Utilize minimum of 10% if land acquisition if necessary.)	\$ 250,000
4. Construction:	\$ 2,500,000
5. Construction Contingency: (10% of the Construction line item)	\$ 250,000
6. Acquisition of Capital Equipment	\$ -
7. Testing:	\$ -
8. Project Management: (4% of the total budget line items above)	\$ 150,000
9. Project Contingency: (10% of the total budget line items above)	\$ 365,000
10. Public Art: Calculated at 1% of the Construction line item.	\$ 25,000
11. Other 1: Analysis and Community outreach	\$ 250,000
12. Other 2:	\$
Project Subtotal:	\$ 4,290,000
14. Program Management (2% of Project Subtotal):	\$ 86,000
TSPLOST 2023 Project Total:	\$ 4,376,000

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: Maintenance of Public Art	1,000
7. Other:	
8. Other:	
TOTAL EXPENDITURES	1,000
NET OPERATING COSTS OF PROJECT:	\$ 1,000

Project Financing

Is the proposed Project to receive funding from source(s) other than TSPLOST 2023? Yes

Total Capital Financing for Project:

If the proposed Project is to receive funding other than TSPLOST 2023, provide a listing of amounts from each of the categories listed below. Please round all dollar amounts to the nearest \$1,000.

Project Sources (round to thousand)	Amount
1. TSPLOST 2023 ¹ :	\$ 4,376,000
OTHER SOURCES	
2. ACCGov General Fund:	\$
3. ACCGov Enterprise Fund:	\$
4. State Grant:	\$
5. Federal Grant:	\$
6. Previous SPLOST:	\$ 550,000
7. Other (describe):	\$
8. Other (describe):	\$
TOTAL SOURCES:	\$ 4,926,000

¹ If any additional sources of funding other than TSPLOST 2023 are indicated above, please provide information related to the source here. Be specific and be prepared to provide all necessary written approvals. (For example: Roadway projects that have approval for Federal Aid and will utilize TSPLOST 2023 funding for matching funds, you would need to provide specific written approval by GDOT)

Describe the current commitments for the other sources funding this project: TSPLOST 2018

Project 13 includes approximately \$550,000 in unallocated funds that could be utilized in a portion of this area.

Site Criteria and Standards

Current Property Owner (if applicable): n/a

Minimum acreage necessary for Project. minimal

Topography: varied

Estimated cost per acre: It is possible that some small right-of-way acquisition might be necessary for sidewalk or crosswalk improvements.

Location/Accessibility

Define location relative to the Project's service area that best meets the Goals and Selection Criteria. West Hancock is the primary corridor through this large and historic in-town neighborhood. It connects Downtown Athens to the Atlanta Highway corridor, and cross streets provide alternative connectivity between Prince Ave neighborhoods to Baxter St. providing direct access to retail, restaurant, medical, educational, and social services.

If necessary to meet the Goals and Selection Criteria, describe what types of vehicular access will be required.

If necessary to meet the Goals and Selection Criteria, describe what types of pedestrian access will be required.

The neighborhood is in great need of sidewalk repair & completion of the network as well as crossing improvements to enable ADA access & general safety for all users.

If necessary to meet the Goals and Selection Criteria, describe what types of Bicycle access will be required.

While Hancock has narrow bike lanes, erratic speeds of autos utilizing the corridor render these inadequate. Cross streets have comparatively low-volume traffic, but again speeding cut-through auto traffic often makes for unsafe cycling conditions on these shared streets.