

**Commission-Defined Option from
Commissioner Dexter Fisher & Melissa Link
For Consideration on the Barber Street Safety and Connectivity Improvements**

1. Mayor and Commission:
 - a. Approve Proposed Project Concept for SPLOST 2011, Project #06, Bicycle Improvements Program, TSPLOST 2018, Project # 11, Bicycle Improvement Program, and Project # 12, Pedestrian Improvement Program, Barber Street Bicycle and Pedestrian Improvements, Sub-Project #7; as generally shown in **Attachment #1**, with the following modifications:
 - i. *For segment 1 from Dairy Pak to Loop 10, pursue two-way separated bike lane with 5' sidewalk and lane reallocation; (as detailed on Page 3, Attachment 2 in the Agenda Report)*
 - ii. *For segment 3 from Oneta to Boulevard, consider both multi-use path &/or 2-way cycle track/sidewalk concepts on the eastern side with the aim of preserving tree canopy & mature shrubbery, limiting impacts to private properties, and considering costs while maintaining safety standards. Implement appropriate sidewalk completion along the western side as well as all-way stops and crosswalks in addition to those depicted in the agenda documents in order to enable maximum pedestrian safety and connectivity. Where feasible, pursue appropriate buffers, pedestrian islands, curb extensions, planted verges, street trees, commercial driveway reductions, etc. to direct vehicular flow and effectively calm traffic.*
 - iii. *For segment 4 from Boulevard to Prince Avenue, pursue a multi-use path on the eastern side with an optimum width of 10'-12', considering both Toole design concepts 2A and 2B (from Attachment #2, pages 36 & 37 in the Agenda Report) with the aim of preserving tree canopy & mature shrubbery, limiting impacts to private properties, avoiding demolition of existing retaining walls, retaining adequate on-street parking, and considering costs while maintaining safety standards. Install a 4-way stop sign & crosswalks at the intersection of Barber and Barrow/Pope and pursue appropriate buffers and traffic-calming measures such as curb extensions & verges, mid-block crossings with islands, street trees, commercial driveway reductions, marked parking, signage, etc. to direct & restrain vehicular flow and optimize pedestrian*

safety. Historic granite curbing should be retained/reused/repurposed as feasible along this segment of the corridor.

- b. Authorize staff to advance the Proposed Project Concept layout for Barber Street Bicycle and Pedestrian Improvement SP #7, as generally shown in **Attachment #1**, to Preliminary Design Phase (*including the modifications referenced in 1a above*);
- c. Approve a Professional Services Supplement to on-call design consultant Alfred Benesch and Company in the amount of \$799,350.
- d. Approve a Preliminary Engineering (PE) Agreement with CSX Transportation, Inc. (CSXT), and other related documents as necessary to facilitate CSXT coordination and oversight of the project for an estimated cost of \$35,000; and
- e. Authorize the Mayor and appropriate staff to execute any and all other project related documents.

**THE UNIFIED GOVERNMENT OF ATHENS-CLARKE COUNTY
COMMISSION AGENDA ITEM**

SUBJECT: TSPLOST 2018, Project 11 & Project 12 - Bicycle and Pedestrian Improvement Programs, Barber Street Bicycle and Pedestrian Improvements, Sub-Project #7 Proposed Project Concept

DATE: ~~December 27, 2022~~ ~~January 25, 2023~~ May 5, 2023

BUDGET INFORMATION:

REVENUES:

| SPLOST 2011 | TSPL0ST 2018 | TSPL0ST 2018 | |
|-------------|----------------|--------------|---------------------------|
| Project 06 | Project 11 | Project 12 | |
| (Bicycles) | (Bicycle Imp.) | (Ped. Imp.) | |
| \$4,365,000 | \$5,790,600 | \$10,615,391 | Project Funds (All Tiers) |

EXPENSES:

CAPITAL:

| SPLOST 2011 | TSPL0ST 2018 | TSPL0ST 2018 | |
|----------------|----------------|-------------------|--|
| Project 06 | Project 11 | Project 12 | |
| (Bicycle Imp.) | (Bicycle Imp.) | (Pedestrian Imp.) | |
| \$ 3,504,500 | \$ 404,060 | \$ 1,196,873 | Expensed or Encumbered |
| | \$ 0 | \$ 450,988 | Designated Testing, Permits, Misc., & PM Fees |
| | \$ 40,200 | \$ 74,150 | Designated Public Art for all Sub-Projects |
| | \$ 0 | \$ 0 | Designated – Cherokee Rd (SP #1) – Final Design, ROW & Construction |
| | \$ 715,940 | \$ 1,637,419 | Designated – Jefferson River Rd (SP #3) - Final Design, ROW & Construction |
| | \$ 1,405,500 | \$ 1,405,500 | Designated – Riverbend Road (SP #2) - Final Design, ROW & Construction |
| \$ 0 | \$ 0 | \$ 1,765,061 | Designated Contingency for all Sub-Projects |
| \$ 860,500 | \$ 3,224,900 | \$ 4,085,400 | Total Available for Barber Street Sub-Project #7 |

FUNDING SOURCE:

SPLOST 2011 Project #06 – Bicycle Transportation Improvement Program

TSPL0ST 2018 Project #11 – Bicycle Improvement Program

TSPL0ST 2018 Project #12 – Pedestrian Improvement Program

COMMISSION ACTION REQUESTED ON: ~~February 7, 2023~~ ~~June 6, 2023~~

PURPOSE:

To request that Mayor and Commission:

- a. Approve the Proposed Project Concept, as generally shown in **Attachment #1**, for SPLOST 2011, Project 06, Bicycle Improvements Program, TSPLOST 2018, Project 11, Bicycle Improvement Program, and Project 12 – Pedestrian Improvement Program, Barber Street Bicycle and Pedestrian Improvements, Sub-Project #7 (SP #7);
- b. Authorize staff to advance the Proposed Project Concept layout for Barber Street Bicycle and Pedestrian Improvement SP #7, as generally shown in **Attachment #1**, to Preliminary Design Phase;
- c. Approve a Professional Services Supplement to on-call design consultant Alfred Benesch and Company in the amount of \$779,350;
- d. Approve a Preliminary Engineering (PE) Agreement with CSX Transportation, Inc. (CSXT), and other related documents as necessary to facilitate CSXT coordination and oversight of the project for an estimated cost of \$35,000; and
- e. Authorize the Mayor and appropriate staff to execute any and all other project related documents.

HISTORY:

1. On March 7, 2017, Mayor and Commission (M&C) awarded a contract for the development of a Bicycle and Pedestrian Master Plan to Toole Design Group, LLC.
2. Between March 2017 and August 2018, Toole Design Group, the Bike and Pedestrian Master Plan Committee, and Transportation & Public Works (T&PW) staff worked to develop a Bicycle and Pedestrian Master Plan, branded Athens in Motion (AiM).
3. On November 7, 2017, the voters of Athens-Clarke County approved the TSPLOST 2018 Program Referendum, which included the TSPLOST 2018 Project #11 – Bicycle Improvement Program and Project #12 – Pedestrian Improvement Program.
4. On December 7, 2017, M&C approved an ordinance establishing TSPLOST 2018 Capital Project Budgets and funding schedule, which included the TSPLOST 2018 Project #11 – Bicycle Improvement Program and Project #12 – Pedestrian Improvement Program.
5. On February 6, 2018, the Athens Cultural Affairs Commission (ACAC) offered a recommendation in accordance with Athens-Clarke County Code Ordinance, Section 1, Title I, Chapter 1-25-6, Additional Funding for Public Art, to the M&C related to the use of public art for TSPLOST 2018 Project #12. Based on the nature of the project scope, ACAC recommends that public art be associated with the implementation of TSPLOST 2018 Projects #11 & #12. Staff concurred with this recommendation.
6. On June 12, 2018, T&PW staff presented the Chase Street Corridor Study to M&C at a scheduled Work Session.

7. In August 2018, the Athens in Motion (AiM) Commission issued a Bicycle and Pedestrian Master Plan Final Report. The Final Report included the following Goals and Objectives:
 - Create a vision for a future of biking and walking through strategic goal setting
 - Continue to evolve into a more bikeable and walkable community
 - Goals:
 - Connectivity
 - Equity
 - More Users
 - Education
 - Implementation
8. On October 2, 2018, M&C accepted the Bicycle and Pedestrian Master Plan, branded AiM Plan, and authorized staff to proceed with concept development of the first phase of bicycle and pedestrian projects, including:
 - Cherokee Road between Beaverdam Road and Lexington Road (SP #1)
 - Riverbend Road between S Milledge Avenue and College Station Road (SP #2)
 - Jefferson River Road between Old Jefferson Road and Vincent Drive (SP #3)
 - King Avenue between Sunset Drive and Old West Broad Street (SP #5)
 - Barber Street between N. Chase Street and Boulevard (SP #7)

(Copy of the AIM Plan is available at: <https://www.accgov.com/7604/Athens-In-Motion-Bicycle-Pedestrian-Mast>).
9. In 2018, a Statewide Bicycle Safety Action Plan was developed for the State with the objective of systematically incorporating bicycle safety countermeasures and establishing funding streams for bicycle improvements. (Copy of the report is available at: <https://www.accgov.com/DocumentCenter/View/82893/Georgia-Bicycle-Safety-Action-Plan-2018?bidId>)
10. On April 10, 2019, ACCGov issued a Purchase Order to on-call design firm Alfred Benesch & Company to begin planning and concept design work to develop proposed Bicycle and Pedestrian Improvements Project Concepts for Barber Street between N. Chase Street and Boulevard (SP #7) with added enhancement and safety improvements to the section from Boulevard to Prince Ave.
11. On October 28, 2019, GDOT announced that ACCGov had been awarded the Transportation Alternatives Program (TAP) Grant in the amount of \$1,000,000 (\$800,000 in federal funds with a \$200,000 local ACC match) for the preliminary design phase of the N. Chase Street Corridor Improvements project
12. On January 27, 2020, T&PW hosted an onsite walk audit along Barber Street; 10 people were in attendance. Comments received were in support of bicycle and pedestrian improvements that would address excessive speeds, need for multi-use Bicycle and Pedestrian facilities, lack of crossings, downhill bike speeds, and beatification needs.

13. On July 27, 2020, a change order was issued to on-call design Alfred Benesch & Company to develop a matrix to evaluate multiple options to the proposed Bicycle and Pedestrian Improvement concepts for Barber Street.
14. On December 8, 2020, M&C approved the designation of Alfred Benesch & Company as the most qualified firm to enter negotiation for the preliminary design of N. Chase Street Corridor Improvement Project and awarded a Multi-Phase Contract to Provide Preliminary Engineering Services (including Concept Design).
15. On February 23, 2021, AiMC reviewed multiple alternatives with matrix used to arrive at the developed concept for Barber Street Bicycle and Pedestrian Improvements (see Facts & Issues #9).
16. On March 3, 2021, during a Special Called Session, AiMC voted unanimously recommending that the Barber Street Bicycle and Pedestrian Alternative with 10-ft 2-way separated bike lanes and 5-ft sidewalks from Newton Bridge Road to Boulevard move forward following the Capital Improvement Process. They also recommended exploring the extension of a multi-use path from Boulevard to Prince Avenue at a later date.
17. On March 9, 2021, at a M&C Work Session, T&PW staff presented the proposed project concept for bicycle and pedestrian improvements on Barber Street (https://www.youtube.com/watch?v=RjKw6my1U94&list=PLeQe7iLDuV5Iq-oEvGdqtPFGW9vphRpEa&ab_channel=Athens-ClarkeCounty) and the Manager was directed to consider:
 - Lane reduction alternative from N. Chase to Loop 10 Bridge
 - Maintain sidewalk on same side as 2-way separate bike facility
 - Cost comparison with multiuse path
 - Prioritize and rank segments by AiMC and through future public input
 - Inclusion of Barber Street from Prince Ave to Boulevard in the project
18. On March 23, 2021, AiMC reviewed a memorandum provided by the design consultant in response to M&C feedback and direction, **Attachment #2**.
19. On April 6, 2021, during a Special Called Session, AiMC voted unanimously recommending Barber Street Bicycle and Pedestrian Improvements as follows:
 - Design a two-way separated bike facility and 5-ft sidewalk from N. Chase Street to Boulevard (Segments 1, 2, and 3).
 - Reduce the 4-lane roadway from N. Chase Street to Loop 10 Bridge (Segment 1) to a 3-lane roadway with 2 travel lanes and one center turn lane.
 - Design sharrows and curb bump-outs from Boulevard to Prince Ave (Segment 4).
 - Maintain sidewalk between Oneta St and Loop 10 Underpass (Segment 2) on the eastern side of the roadway where possible.

- Progress the entire project from N. Chase Street to Prince Avenue (Segments 1-4) into preliminary design phase.
- Allocate funding for final design, ROW acquisition, and construction for all segments, in the amount of \$6,112,500 to be funded by Bike and Pedestrian TSPLOST Programs at a 50/50 split. (See Facts & Issues #15 for updated cost estimates).
- Recommend that, if construction funding is limited during construction, build the segments in the following prioritized order (from highest to lowest priority): Segment 4 > Segment 3 > Segment 2 > Segment 1

20. On April 28, 2021, ACCGov commenced online public input through the project webpage, www.acgov.com/barber, which remained active through May 19, 2021. This survey solicited feedback on the entire project from Prince Ave to N. Chase Street and with shared bicycle markings on segment 4. (click link below to access public engagement dashboard <https://athensclarke.maps.arcgis.com/apps/dashboards/03c8b3673c664369bfb5417ee5a6f4cd>)

21. On May 24, 2021, the TSPLOST 2018 Oversight Committee confirmed that the original Proposed Project Concept for Sub-Project #7 Barber Street Bicycle and Pedestrian Improvements, is consistent with the Initial Project Statements for TSPLOST 2018 Projects #11 & #12 Bicycle and Pedestrian Improvement Programs.

22. On June 8, 2021, at a M&C Work Session (<https://youtu.be/WPkfeyPCDBk>), T&PW staff, design consultant Toole Design Group, and AiMC Chair presented revised concept plans for Segment 4. M&C comments triggered further investigations and advance concept design efforts for said segment.

23. On July 13, 2021, during a Special Called Session (https://youtu.be/SJU2N_bPxAM), the AiMC voted unanimously recommending Barber Street Bicycle and Pedestrian Improvements with the following details:

- Design a two-way separated bike facility and 5-ft sidewalk from N. Chase Street to Boulevard (Segments 1, 2, and 3).
- Reduce the 4-lane roadway from N. Chase Street to Loop 10 Bridge (Segment 1) to a 3-lane roadway with 2 travel lanes and one center turn lane.
- Maintain Sidewalk between Oneta St and Loop 10 Underpass (Segment 2) on the eastern side of the roadway where possible.
- Move the project from N. Chase Street to Boulevard (Segments 1-3) into the preliminary design phase.
- Allocate funding for final design, ROW acquisition, and construction for Segments 1-3, including the Boulevard intersection, in the amount of \$5,843,250 to be funded by Bike and Pedestrian TSPLOST Programs at a 50/50 split. (See Facts & Issues #15 for updated cost estimates).
- Recommend that, if construction funding is limited during construction, build the segments in the following prioritized order (from highest to lowest priority): Segment 4 > Segment 3 > Segment 2 > Segment 1.

- T&PW and AiMC would continue to examine options for Segment 4 (from Boulevard to Prince Ave).
- Recommend that M&C choose a design from AiMC preferred concepts for segment 4 while Segments 1-3 are within preliminary engineering phase.

24. On July 17, 2021, Mayor Kelly Girtz discussed with the Manager the upcoming Barber Street agenda for August 2, 2021 vote and with AiMC recommendations (History #21), and a decision was made to hold agenda until a field visit was scheduled and completed by staff and members from ACCGov Manager's Office and the Commission.

25. On October 19, 2021, T&PW staff and Design consultants met on Barber Street with District Commissioner Russell Edwards, Mayor Kelly Girtz, and Manager Blaine Williams to discuss current progress and next steps.

26. On November 15, 2021, T&PW Department issued a change order to the on-call consultant, Benesch, to develop advanced concept plans for Barber Street Segment 4 from Boulevard to Prince Ave.

27. On July 14, 2022, during a Special Called Session (<https://youtu.be/fObRJTrhY98>), AiMC reviewed multiple alternatives and matrix for Segment 4 presented by the design consultant (**Attachment #3**) and voted unanimously recommending 12' two-way separated bike lane with 5' sidewalk and the removal of on-street parking as the preferred alternative for Segment 4 (Boulevard to Prince Ave).

28. On September 13, 2022, T&PW issued a change order to on-call consultant Benesch to assist with public engagement and feedback efforts on Segment 4 alternatives. These services complemented the previously completed public engagement strategy for the Barber Street project.

29. On October 3, 2022, ACCGov commenced online public input through the project webpage, www.acgov.com/barber, which remained active through October 16, 2022, and was later extended to November 25, 2022 (History #30).

30. On October 25, 2022, during a Regular Meeting Session, AiMC voted unanimously recommending Barber Street Bicycle and Pedestrian Improvements as shown in **Attachment #1** and as follows:

- Approve the concept design of a 12' two-way separated bike facility and 5-ft sidewalk from N. Chase Street to Prince Ave (Segments 1-4).
- Reduce the 2-way roadway width to 11' per travel lane and eliminate existing street parking (on Segments 3 & 4).
- Reduce the 4-lane roadway from N. Chase Street to Loop 10 Bridge (Segment 1) to a 3-lane roadway with 2 travel lanes and one center turn lane.
- Maintain sidewalk between Oneta St and Loop 10 Underpass (Segment 2) on the eastern side of the roadway where possible.

- Move the project from N. Chase Street to Prince Ave (Segments 1-4) into the preliminary design phase.
- Allocate funding for final design, ROW acquisition, and construction for Segments 1-4, to be funded by Bicycle and Pedestrian TSPLOST Programs at a 50/50 split.
- Recommend that, if construction funding is limited during construction, build the segments in the following prioritized order (from highest to lowest priority): Segment 4 > Segment 3 > Segment 2 > Segment 1.

31. On November 4, 2022, ACCGov reopened public input through the project webpage, <http://www.acgov.com/barber>, which remained active through November 25, 2022.
32. On December 13, 2022, during a Special Called Session, M&C approved Prince Avenue Road Diet project (TSPLOST 2018, Project #16, Subproject #01) and authorized staff to enter Preliminary Plan Phase to further investigate and mature the peripheral improvement elements including the intersection with Barber Street.
33. On January 12, 2023, at a M&C Work Session, T&PW staff and the design consultant, Toole Design Group, presented the Barber Street Project background for Segments 1, 2, & 3 and Segment 4 advanced design & public engagement outcome.
34. On January 23, 2023, the Project Concept for the Bicycle and Pedestrian Improvement Programs, Barber Street Bicycle and Pedestrian Improvements, Sub-Project #7 was presented to the TSPLOST 2018 Oversight Committee. The Oversight Committee voted unanimously, confirming that this Project Concept is consistent with the Initial Project Statement for TSPLOST 2018, Project 11 & Project 12 - Bicycle and Pedestrian Improvement Programs, Barber Street Bicycle and Pedestrian Improvements, Sub-Project #7 Project Concept.
35. On January 24, 2023, the AiMC reviewed the complete public input for Segment 4 Alternatives (History #29 & 30), but made no action to confirm the recommendation vote made on October 25, 2022 (History #29).

FACTS & ISSUES:

1. The Initial SPLOST 2011 Project Statement for **Project #06, Bicycle Transportation Improvements**, reads as follows:

***Project #06, Bicycle Transportation Improvements**, will provide capital improvements to expand the bicycle route system identified in the Mayor and Commission approved, and from time to time amended, Bicycle Master Plan and may include additional roadway bicycle lanes, roadway pavement marking, off-road bicycle paths, and related signage.*
2. The Initial TSPLOST 2018 Project Statement for **Project #11 – Bicycle Improvements Program** reads as follows:

Project #11 – Bicycle Improvements Program, includes capital improvements on routes for the bicycle projects as may be contained in the 2017 Bicycle /Pedestrian Master Plan once approved by Mayor and Commission, and as may be amended from time to time. *Bicycle Master Plan may include additional roadway bicycle lanes, roadway pavement marking, off-road bicycle paths, trails, related signage, and/or bicycle related amenities.*

3. The initial TSPLOST 2018 Project Statement for **Project #12 – Pedestrian Improvements Programs** reads as follows:

Project #12 - Pedestrian Improvements Program, includes capital locations for the pedestrian improvements as will be contained in the 2017 Bicycle / Pedestrian Master Plan once approved by Mayor and Commission, and as may be amended from time to time. *The project will provide for land acquisition, design, and construction sidewalk improvements and/or installation of pedestrian safety devices such as stamped and colorized crosswalks, flashing crosswalks, ADA compliant elements, pedestrian signage, pedestrian countdown timers, and other safety equipment.*

4. The Barber Street Bicycle and Pedestrian Improvement Project Concept, along with five other connections, have been approved by M&C to proceed with available capital funding and are currently in the phases as listed below:

- FY17 Sidewalk Gap projects (SP #6) – completed 2021.
- King Avenue between Sunset Drive and Old West Broad Street (SP #5) – sidewalk completed 2019.
- West Broad MMSAG Sidewalk between 2330 West Broad Street and 2240 West Broad Street Project (SP #4) – sidewalk completed 2021.
- Cherokee Road from 3015 Cherokee Road to Beaverdam Road (SP #1) – sidewalk & multi-use path project concept approved and is now in preliminary design phase. Construction funding has been put on hold by M&C (preliminary plans approval to be brought back to M&C for consideration in summer 2023. Future Project expenses (i.e. Final Design, Land Acquisition, and Construction) are not currently funded. Staff recommends that additional funding for the Cherokee Road Project (SP #1) come from the TSPLOST 2023 Program.
- Jefferson River Road between Old Jefferson Road and Vincent Drive (SP #3) – multi-use path project concept approved, in preliminary design phase – Future Project expenses (i.e. Final Design, Land Acquisition, and Construction) are currently funded with remaining designated TSPLOST 2018 Projects #11 & #12 funds. With increased inflation, staff recommends that additional funding needs for the Jefferson River Road between Old Jefferson Road and Vincent Drive (SP #3) come from the TSPLOST 2023 Program.
- Riverbend Road between College Station Road and Riverbend Parkway (SP #2), and including segment between S. Milledge Avenue and Lakeside Drive – multi-use path project concept approved, in preliminary design phase. Future Project expenses (i.e. Final Design, Land Acquisition, and Construction) are currently funded with remaining

designated TSPILOT 2018 Projects #11 & #12 funds. With increased inflation, staff recommends that additional funding needs for the Jefferson River Road between Riverbend Road between College Station Road and Riverbend Parkway (SP #2) come from the TSPILOT 2023 Program.

- Barber Street between N. Chase Street and Boulevard Road (SP #7) – bicycle and pedestrian improvements, in concept development phase.

5. The Proposed Project Concept for SP #7, Barber Street Bicycle and Pedestrian Improvements, as shown on **Attachment #1**, fills a connectivity gap on Barber Street which provides improved bicycle and pedestrian access and safe corridor connectivity from Newton Bridge Road to Prince Ave, including commercial businesses, bus stops, and a number of apartment complexes and residential properties in the area. The project consists of:

- Approximately 7,230 feet of two-way separated bike facility and 5-foot sidewalk starting from N. Chase Street (Newton Bridge Road to Prince Ave) to Boulevard (Segments 1, 2, 3 and 4)
- Intersection improvements at N. Chase Street, Oneta Street, Boulevard, and multiple commercial driveways and side streets, including ADA improvements with accessibility ramps, pushbutton stations, and crosswalks.
- Minor intersection improvements on Prince Ave. as this work will overlap with approved Prince Ave. Road Diet improvements (See History #31 and F&I #9).

6. Oneta Street future connectivity (unfunded) between Normaltown\Greenway Connection and Barber Street is identified in the AiM Plan as Project #12 and classified as follows:

- Tier 1 Pedestrian Connectivity Priority with sidewalks (0.6 miles)
- Tier 3 Bicycle Connectivity Priority with “shared facilities” (multiuse path or shared roadways).

7. The N. Chase Street Corridor Improvement Project is a federally funded project through the Transportation Alternative Program (TAP) facilitated by the Georgia Department of Transportation and it is in the concept development and preliminary engineering phase with 20% local match funds required (see History #13). The N. Chase St TAP project ties directly into the proposed improvements on Barber Street at the intersection of N. Chase Street\Newton Bridge Road and indirectly at Oneta Street, providing future connectivity to all modes of transportation in the area.

8. The 3-lane permanent configuration on Prince Ave Project, from Milledge Ave to Pulaski Street, is in the preliminary engineering phase where immediate and short term improvements are in progress, including signage, minor markings, and replacing the buffer material with enhanced configuration (History #31). The intersection improvements of Prince Ave at Barber Street are now included with the Prince Ave Project and are more likely to be implemented in two stages with each project based on Construction Schedule.

9. The Design Consultant, Toole Design Group, presented to T&PW staff and to AiMC (History #14) multiple options and a design matrix for bicycle and pedestrian improvements along Barber Street and as follow:

- Segment 1: From N Chase Street/Dairy Pak Road to Loop 10 Bridge:
 - Option 1: 12' Two-way separated bike lane with 5' sidewalks
 - Option 2: 11' Two-way separated bike lane with 5' sidewalk (with lane reallocation; reducing 4 lane roadway to 3 lane roadway).
 - Option 3: 14' Shared use path
- Segment 2: From Loop 10 Bridge to Oneta Street:
 - Option 1: Option 1: 12' Two-way separated bike lane with 5' sidewalks
 - Option 2: 14' Shared use path
- Segment 3: From Oneta Street to Boulevard
 - Option 1: 6' Directional separated bike lanes with 5' sidewalks
 - Option 2: 12' Two-way separated bike lane with 5' sidewalk
 - Option 3: 12' Shared use path
- Segment 4: From Boulevard to Prince Ave
 - Option 1: 8' Two-way separated bike lane with 5' sidewalks
 - Option 2: 12' Shared use path with removed parking
 - Option 3: 10' shared used path with formalized parking and curb bump out
 - Option 4: maintain roadway typical and add sharrows with formalized parking (removes 3 on-street parking).

10. The designer's sub-consultant, Toole Design, provided a memorandum (see History #17 and **Attachment #2**) to address comments received from AiMC, M&C Work Session, and T&PW staff (History #17 -21). The memorandum concluded with the following:

- Refining the cost estimate for the proposed concept resulted in a reduced cost by approximately \$355,750.
- A detailed cost estimate for the multiuse path between Boulevard and Prince Avenue totaled \$1,081,750 (less than the \$1.5M previously estimated; however, the previous estimate included replacement of the Prince Avenue signal).
- Replacing the two-way separated bike lane with a multiuse path from Dairy Pak to Boulevard increases the total project cost by approximately \$875,750 and does not provide separation for modes of traffic. This could result in an increase in user conflicts, specifically along steep grades (e.g., between Boulevard and Cleveland Avenue).
- Removing a travel lane between Dairy Pak and Loop 10 provides noticeable cost savings. This alternative is the only separated bikeway option that is at street-level and, it is recommended that additional width be added (increase 2-way separated bike facility from 11' to 12') due to the vehicle speeds, number of larger trucks, and narrow street buffer.

11. Public comments received through the first online survey, History #19 (for all 4 segments) which ended May 19, 2021, have been provided to the Clerk of Commission. The comments were summarized as follows:

- 113 responses were received on the proposed Barber Street improvements
- With improved bike and pedestrian facilities, there is potential to increase multimodal users:
 - Car: Reduction from 100 to 84
 - Bike: Increase from 66 to 102
 - Walk/jog: Increase from 81 to 92
 - Bus/transit: Increase from 4 to 9
- For North Chase Street to Loop 10 (Segment 1):
 - 68 responses in support of 3-lane (Preferred Alternative)
 - 31 responses in support of 4-lane (Alternative 2)
 - 11 responses who did not have a preference
 - 3 responses did not want to include this segment in the project
- For Boulevard to Prince Avenue (Segment 4)
 - 53 responses in support of bump-out, sharrows, and existing sidewalks (Preferred Alternative)
 - 55 responses in support of a 10-ft Multi-use Path (Alternative 2)
 - 3 responses did not have a preference
 - 2 responses did not want to include this segment in the project
- The survey concluded a prioritized order (from highest to lowest, with number of high priority responses for each segment):
 - Segment 4 (85) > Segment 3 (80) > Segment 2 (37) > Segment 1 (32)

12. Based on survey feedback, recommendation from AiMC & direction from M&C (History #19-23), T&PW staff, AiMC, and on-call consultant, Alfred Benesch & Company (with Toole Design Group sub-consultants) worked together and developed multiple advanced design concept alternatives on Segment 4, from Boulevard to Prince Ave. (**Attachment #3**). These concepts can be summarized as follows:

- Alternative 1: Curb Extensions & Shared-lane Markings:
This is the original proposal with repurposed parking with curb extensions, added shared-lane markings.
- Alternative 2A: 10' Multiuse Path (Retain Parking):
This alternative retains 26 parking spaces on the east side of the roadway and adds 10' multi-use path.
- Alternative 2B: 10' Multiuse Path (Remove Parking):
This alternative removes on-street parking and adds 10' multiuse path on the east side of the roadway.
- Alternative 3A: 12' Multiuse Path (Retain Parking):
Retains 26 parking spaces on the east side of the roadway and adds 12' multiuse path.
- Alternative 3B: 12' Multiuse Path (Remove Parking):

This alternative removes on-street parking spaces and adds 12' multiuse path on the east side of the roadway.

- Alternative 4A: Two-Way Bike Lane With Sidewalk (Retain Parking):
This alternative retains 26 parking spaces, adds 12' two-way separate bicycle facility with vertical and horizontal separation from vehicles, and adds 5' sidewalk on the east side of the roadway.
- Alternative 4B: Two-Way Bike Lane With Sidewalk (Remove Parking):
This alternative removes on-street parking, adds 12' two-way separate bicycle facility with vertical and horizontal separation from vehicles, and adds 5' sidewalk to the east side of the roadway.

13. AiMC reviewed the advanced concepts alternatives and matrix for Segment 4 and identified 12' two-way separated bike lane with 5' sidewalk and the removal of on-street parking as the recommended option (Alternative 4B from F&I #12) for segment 4 (History #26). This recommended option is included in the Proposed Project Concept (SP #7) from North Chase Street to Prince Avenue.

14. Comments received through the second online survey, History #27 & History #29 (specific on Segment 4 only) have been provided to the Clerk of Commission. There were 103 public survey responses (37 from residents) received in addition to 2 direct email feedback. The feedback is summarized as follows (**Attachment #4**):

- Design Alternative Preference (bicycle users in Athens comprised 70% of the responses):
 - 21% preferred shared lane markings & sidewalks (18% of bike users preferred this)
 - 37% preferred multiuse path (39% of bike users preferred this)
 - 42% preferred two-way separated bike lane & sidewalks (43% of bike users preferred this)
- On Street Parking Preference (residents & businesses staff comprised 27% of the responses):
 - 38% keep on-street parking (43% preferred by residents and businesses)
 - 43% remove on-street parking (39%)
 - 19% no parking preference (18%)
- Rank Options for Segment 4 (from most to least important):
 - 54% bicycle and car separated
 - 22% traffic calming
 - 10% on street parking
 - 9% Property Impact
 - 5% Bicycle and pedestrian separated
- Key themes from Open-Ended Feedback:
 - Existing on-street parking feels dangerous for both bicyclists and motorists.
 - Parking is perceived as a right.

- Separation of modes is the most common concern. Property/parking impacts are highest for those who feel there aren't enough bicyclists to warrant the investment or that this segment is already safe for bicyclists.
- Safety at the Barrow St. intersection is a concern; desire for an all-way stop.
- For many bicyclists, sharrows do not provide sufficient level of comfort.
- Integration into nearby bike/ped projects is a must. Enthusiasm for Barber Street being part of overall network development.
- Perception that vehicle congestion is already an issue on Barber Street.
- Direct email feedback was primarily from property owners opposed to any change, especially property/parking impacts even when properties have private parking areas. This includes one person who owns multiple lots on the corridor.

15. The estimated cost for the Proposed Project Concept (SP #7) (**Attachment #1**) Barber Street Bicycle and Pedestrian Improvements project is \$8,170,800 with proposed funding to be a 50/50 split from available bicycle and pedestrian improvement programs and shown in the budget table and as follows:

- SPLOST 2011 – Project # 06 Bicycle Improvements - Use all remaining funds
- TSPLOST 2018, Project # 11, Bicycle Improvement Program
- TSPLOST 2018, Project # 12, Pedestrian Improvement Program.

16. The estimated cost of \$8,170,800 for the Proposed Project Concept (SP #7) Barber Street Bicycle and Pedestrian Improvements project includes \$5,401,450 in construction expenses, \$930,000 in right-of-way expenses, \$930,000 in utility relocation costs, \$799,350 in engineering & design expenses, and \$240,000 in railroad coordination expenses.

17. Because the proposed improvements cross over the CSX Transportation, Inc. (CSXT) railroad Right of Way (ROW) and facilities, ACCGov is required to execute a Preliminary Engineering Agreement with CSXT. This agreement stipulates the following:

- CSXT will review and approve engineering plans, specifications, drawings, agreements, and other related documents.
- CSXT will prepare cost estimates for CSXT's work in connection with the project.
- CSXT will review construction cost estimates, site surveys, assessments, studies, agreements, and related construction documents.
- ACCGov agrees to reimburse CSXT for their expenses estimated at \$35,000.

18. A separate, future, construction agreement with CSXT will be needed to provide CSXT's engineering and coordination services during construction, estimated to cost \$205,000. This agreement will be brought back to M&C for consideration at a future date.

19. Based on public engagement efforts (History #19 & 28, & 30) and AiMC recommendation vote (History #26, 29 & 33), T&PW department is seeking M&C approval of the Barber Street Project Concept as shown on **Attachment #1**.

20. If approved, staff will proceed with the preliminary engineering & design phase utilizing the on-call consultant, Alfred Benesch & Company, to bring the proposed preliminary plans to M&C for consideration in April, 2023. The conceptual project time line is as follows:

| Main Task | Begin | End | Duration (Months) |
|----------------------------------|---------------|---------------|-------------------|
| Preliminary Engineering & Design | March 2023 | April 2024 | 14 |
| Final Design & ROW acquisition | May 2024 | November 2024 | 7 |
| Bid-Award | December 2024 | March 2025 | 4 |
| Construction | April 2025 | March 2026 | 12 |

21. ~~On January 23, 2023, the TSPLOST 2018 Citizen Oversight Committee will be considering the Proposed Project Concept to confirm its compliance with the Initial Project Statement. The agenda report will be updated, prior to the voting meeting, to reflect the outcome of the TSPLOST Oversight Committee action.~~

22. ~~On January 24, 2023, the AiMC will review complete public input for Segment 4 Alternatives (History #29 & 30) and may confirm recommendation vote made on October 25, 2022 (History #29). The agenda report will be updated prior to the voting meeting to reflect the outcome of the AiMC meeting.~~

23. These recommendations support the following Mayor and Commission Strategic Plan Goal and Strategy:

- Safely Move Around Athens, Strategy A: *Improve, expand and maintain sidewalks, shared-use paths, and bike facilities to provide greater opportunities for residents to use active transportation safely*
- Safely Move Around Athens, Strategy E: *Enhance safety for all modes of transportation*

OPTIONS:

1. Mayor and Commission:
 - a. Approve Proposed Project Concept, as generally shown in **Attachment #1**, for SPLOST 2011, Project #06, Bicycle Improvements Program, TSPLOST 2018, Project # 11, Bicycle Improvement Program, and Project # 12 – Pedestrian Improvement Program, Barber Street Bicycle and Pedestrian Improvements, Sub-Project #7 (SP #7);
 - b. Authorize staff to advance the Proposed Project Concept layout for Barber Street Bicycle and Pedestrian Improvement SP #7, as generally shown in **Attachment #1**, to Preliminary Design Phase;
 - c. Approve a Professional Services Supplement to on-call design consultant Alfred Benesch and Company in the amount of \$799,350.

- d. Approve a Preliminary Engineering (PE) Agreement with CSX Transportation, Inc. (CSXT), and other related documents as necessary to facilitate CSXT coordination and oversight of the project for an estimated cost of \$35,000; and
- e. Authorize the Mayor and appropriate staff to execute any and all other project related documents

2. Mayor and Commission do not approve the Barber Street Bicycle and Pedestrian Improvements Project Concept.
3. Mayor and Commission defined option.

DEPARTMENT RECOMMENDED ACTION: Option #1 a, b, c, d, & e

DEPARTMENT: Transportation & Public Works
Prepared by: Rani Katreeb, P.E., Assistant Director



Stephen Bailey
Director

December 27, 2022

Date:



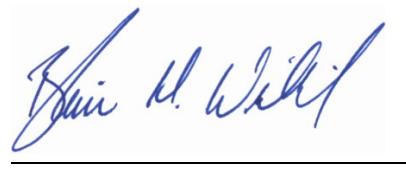
Keith Sanders, SPLOST
Program Administrator

December 27, 2022

Date:

ADMINISTRATIVE COMMENTS:

ADMINISTRATIVE RECOMMENDATION: Option #1 a, b, c, d, & e



Manager

January 12, 2023

Date:

ATTACHMENTS:

Attachment #1: Barber Street Bicycle and Pedestrian Project Concept Plans

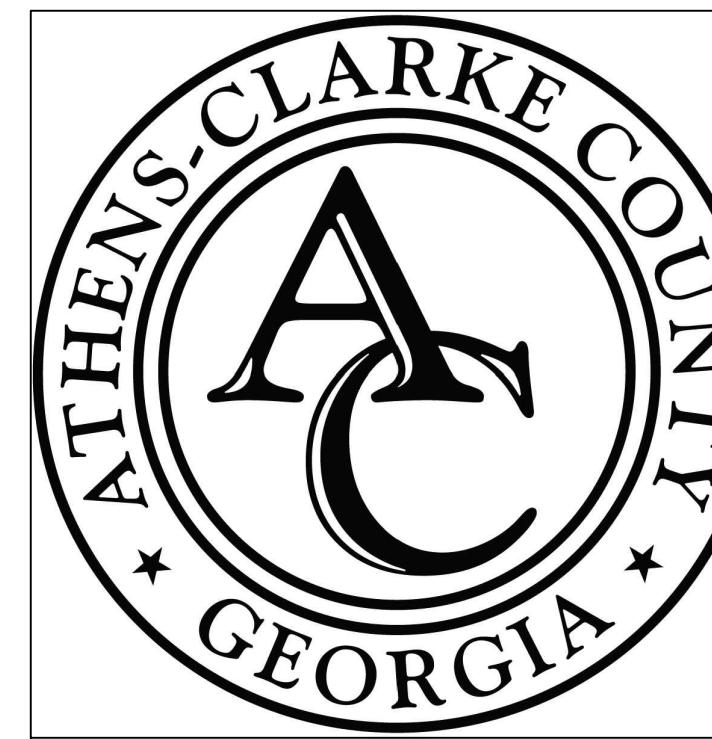
Attachment #2: Toole Engineering Design Consultant Memorandum

Attachment #3: Segment 4 Alternatives & Presentation to AiMC

Attachment #4: Segment 4 Public Engagement Survey Summary

BARBER STREET IMPROVEMENTS

Attachment #1



Prepared For
ATHENS-CLARKE COUNTY
120 WEST DOUGHERTY STREET
ATHENS, GA 30601
(706) 613-3844



COUNTY LOCATION MAP

Project Location:
BARBER STREET CORRIDOR
FROM DAIRY PAK ROAD TO PRINCE AVENUE
APPROXIMATELY - 7,320 LINEAR FEET
ATHENS-CLARKE COUNTY
CLARKE COUNTY, GEORGIA 30601

| DRAWING INDEX | |
|---------------|-------------------|
| SHEET NO. | SHEET TITLE |
| G-01 | COVER SHEET |
| CT-01 | TYPICAL SECTIONS |
| CL-01 - CL-08 | CIVIL LAYOUT PLAN |

2 SHEET INDEX

The map shows the intersection of Dairy Pak Road and Highway 129. A black line highlights the project area, which extends from the intersection of Highway 129 and 441 northward along Highway 129, then turns east along Barber Street, then south along Prince Avenue, and finally west along Pulaski Street. The map also shows the location of Piedmont Athens Regional Hospital, the T.R.R. Cobb House, and the Franklin House. The map is labeled "LOCATION MAP" and "N.T.S." at the bottom.

END PROJECT
DAIRY PAK ROAD

BEGIN PROJECT
PRINCE AVENUE

LOCATION MAP
N.T.S.

BARBER STREET IMPROVEMENTS

ATHENS-CLARKE COUNTY CITY OF ATHENS, GEORGIA

ATHENS-CLARKE COUNTY

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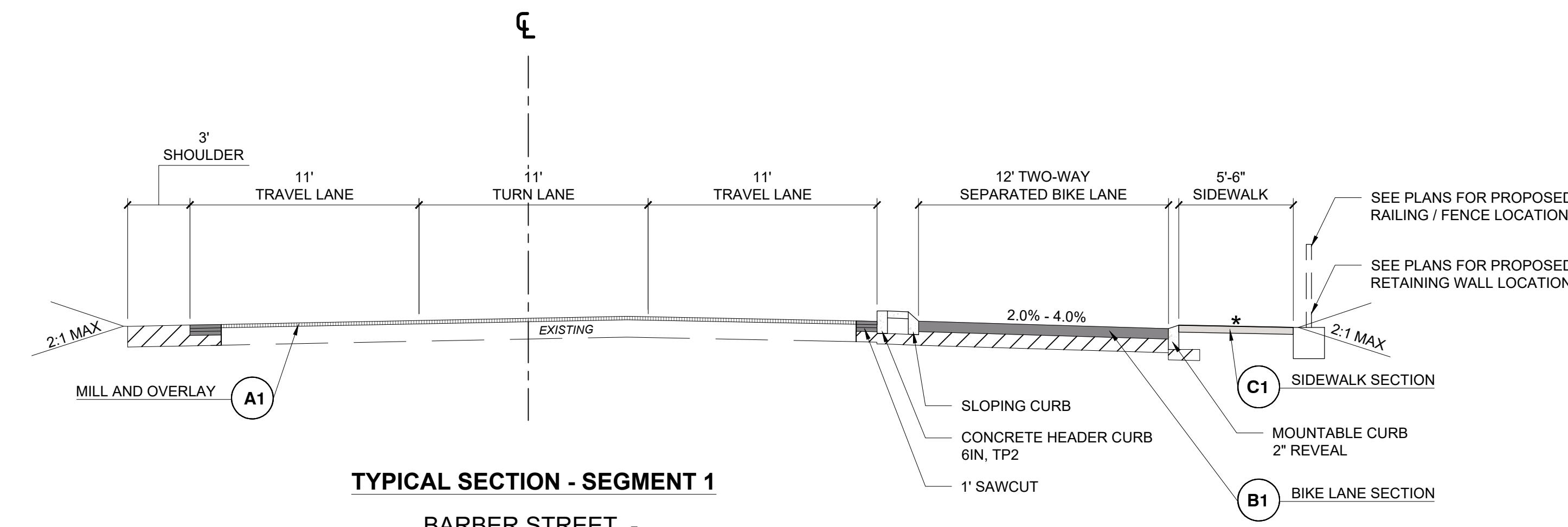
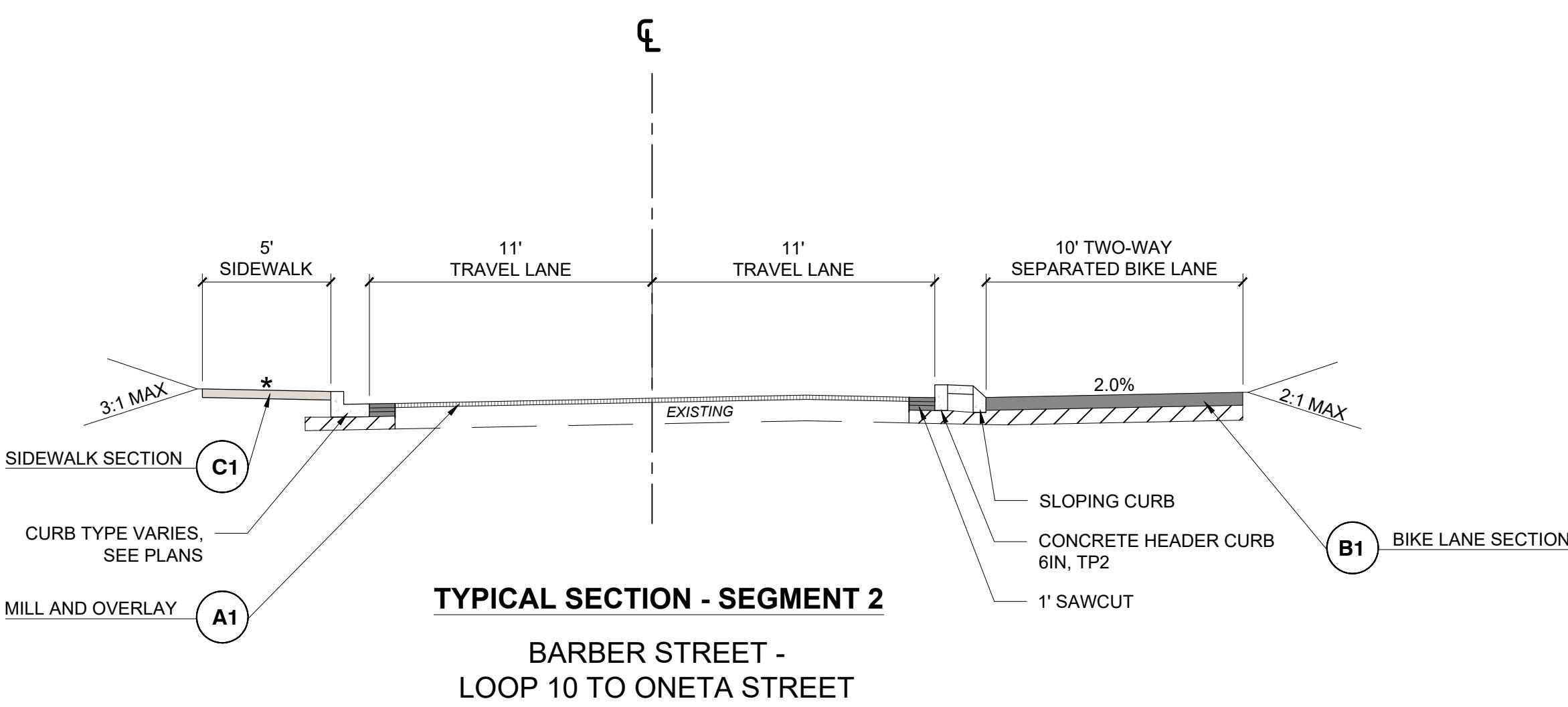
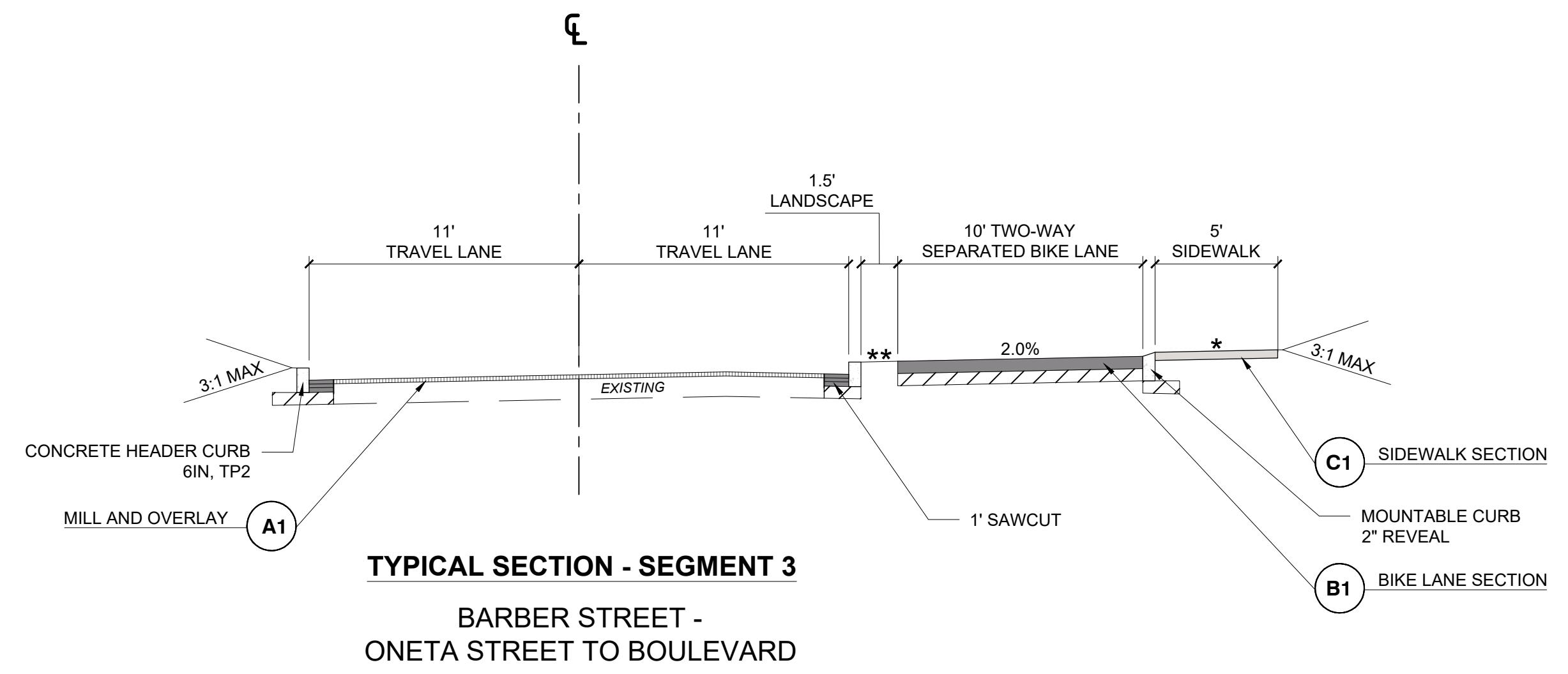
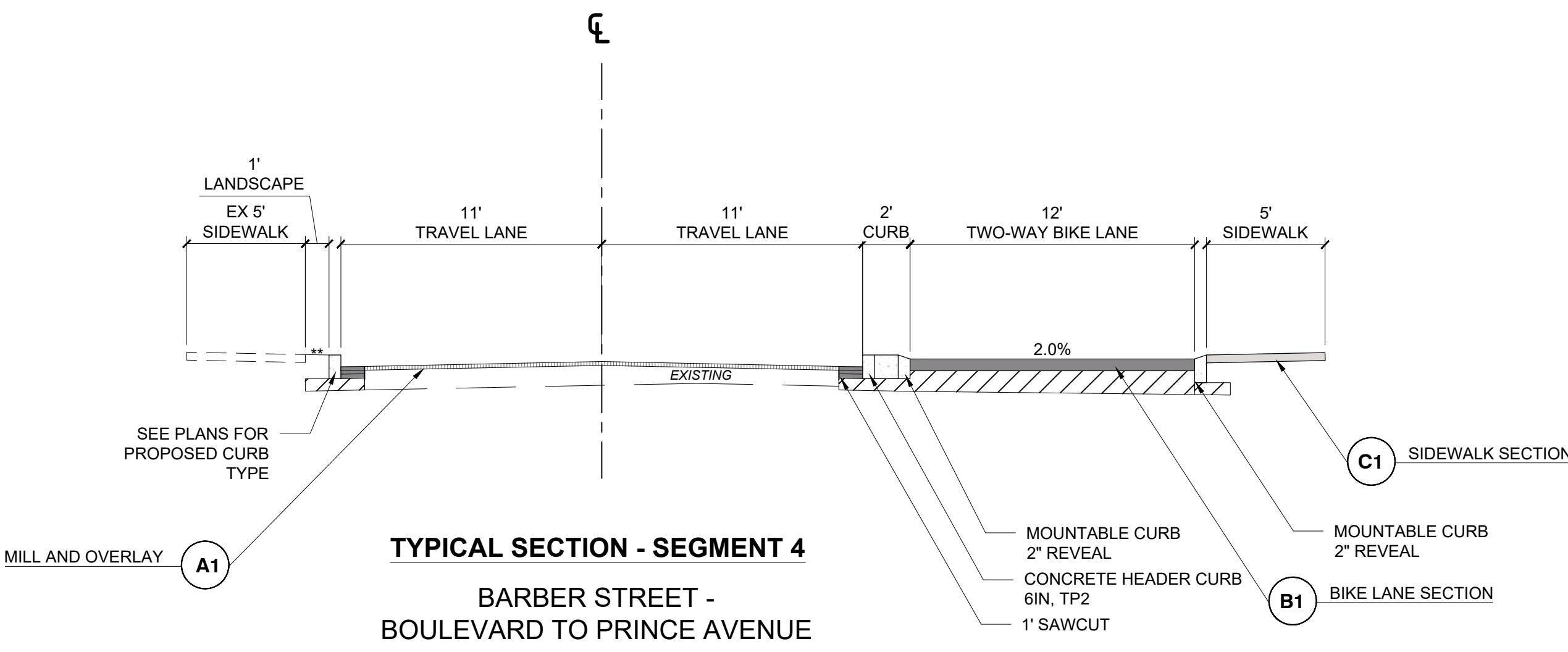
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BARBER STREET IMPROVEMENTS

ATHENS-CLARKE COUNTY

CITY OF ATHENS, GEORGIA

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NOTES

1. * - SLOPE NOT TO EXCEED 0.02
2. ** - SLOPE NOT TO EXCEED 0.08
3. DIMENSIONS SHOWN ON PLANS AND TYPICAL SECTIONS ARE TO THE FACE OF EXISTING CURB LINES
4. REFER TO PLANS FOR LOCATIONS OF PROPOSED R/W.

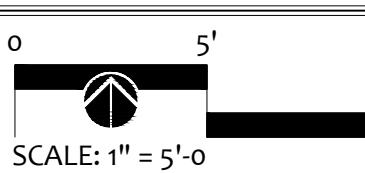
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PROJECT NUMBER: L0022
RELEASE DATE: 05.12.2021
DR BY: SL
CH BY: TN

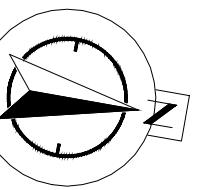
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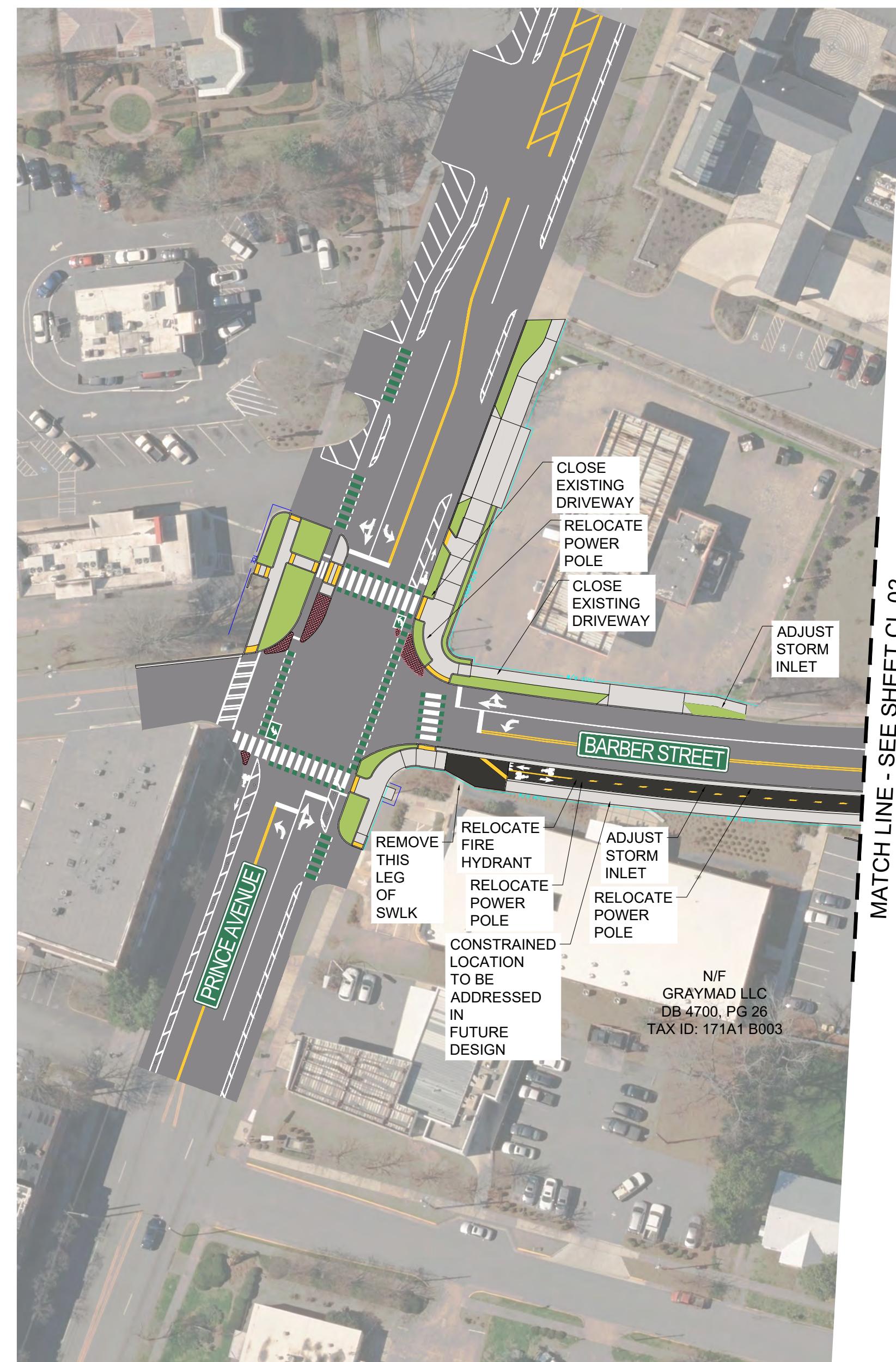
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BARBER STREET IMPROVEMENTS

ATHENS-CLARKE COUNTY

CITY OF ATHENS, GEORGIA



LEGEND:

| | |
|--|-----------------------------------|
| SIDEWALK, CURB & GUTTER, AND CONCRETE MEDIAN | EXISTING R/W |
| PAVEMENT | PROPOSED R/W |
| SHARED USE PATH | TEMPORARY CONSTRUCTION EASEMENT |
| BIKEWAY | TOP OF CUT |
| TRUCK APRON & MOUNTABLE MEDIAN | TOE OF FILL |
| LANDSCAPE | AREAS OF CUT |
| RAISED CROSSING TREATMENT | AREAS OF FILL |
| SHARED LANE MARKING WITH GREEN BACKGROUND | BICYCLE LANE SYMBOL WITH ARROW |
| TWO-STAGE TURN BOX | GREEN BIKE LANE EXTENSION MARKING |
| Flexible Delineator | MULTI-USE PATH CROSSING MARKING |

0 50' 100'
SCALE: 1" = 50'-0"
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CIVIL LAYOUT PLAN

SHEET NUMBER
CL-01

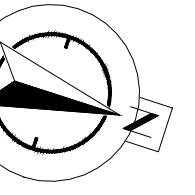
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CL-01

Sheet 1 of 1 | Date 10/27/2022 | 201834 AM | DesignOneProject | L0008_S_Athens Barber Street Advanced Concept | PRODUCTION CADPLANS Segments 1+4 Combined | L0008_CL-01 LAYOUT PLANS



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BARBER STREET IMPROVEMENTS

ATHENS-CLARKE COUNTY CITY OF ATHENS, GEORGIA

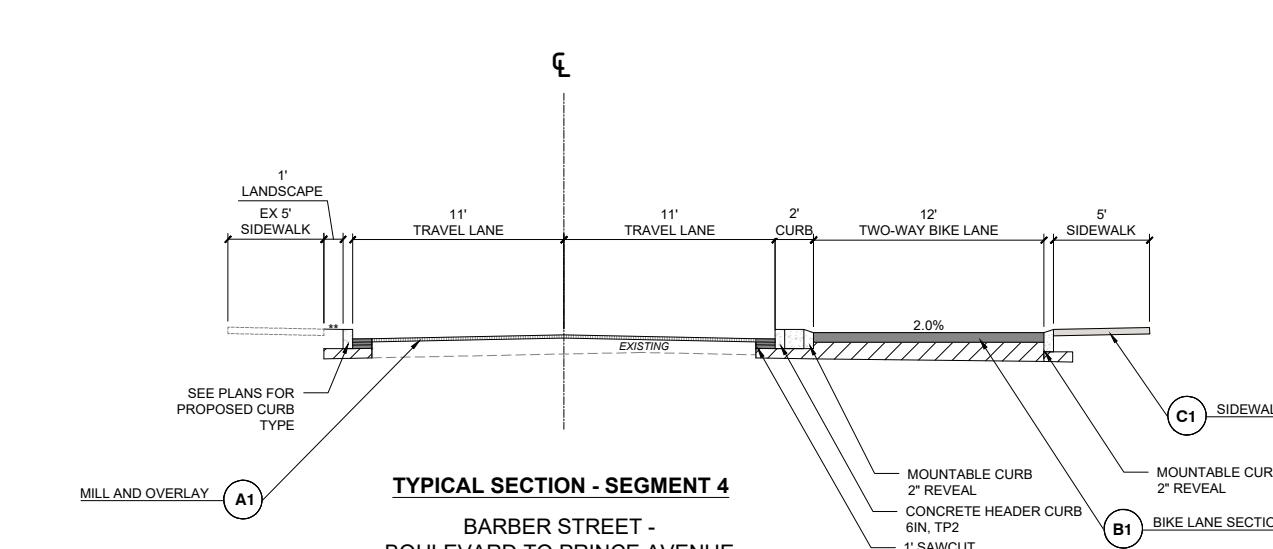
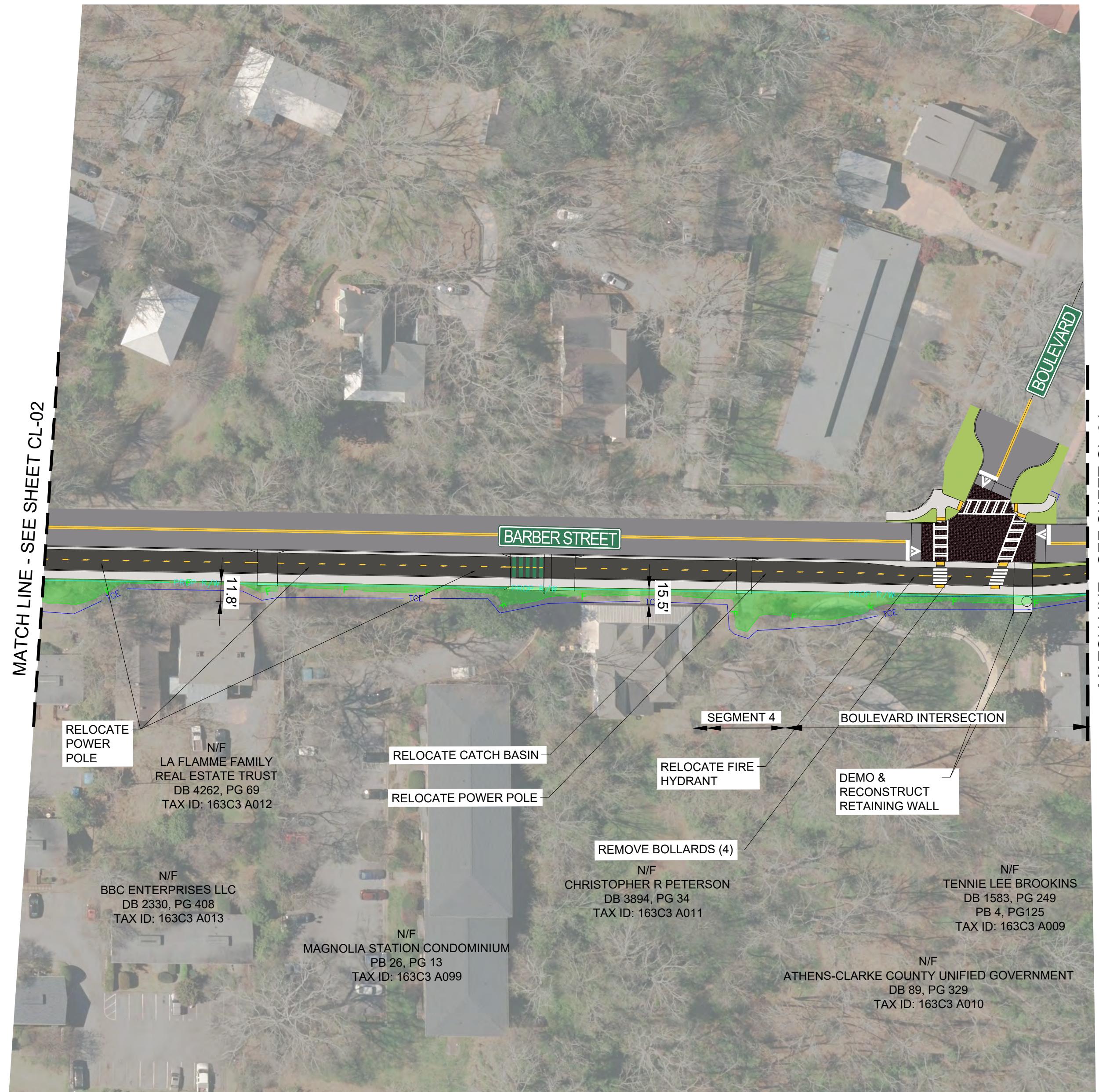
CIVIL LAYOUT PLAN

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|  | RAISED CROSSING TREATMENT |  | AREAS OF FILL |
|  | SHARED LANE MARKING WITH GREEN BACKGROUND |  | BICYCLE LANE SYMBOL WITH ARROW |
|  | TWO-STAGE TURN BOX |  | GREEN BIKE LANE EXTENSION MARKING |
|  | FLEXIBLE DELINEATOR | | MULTI-USE PATH CROSSING MARKING |

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A scale bar and a compass rose are positioned on the left side of the map. The scale bar shows distances of 0, 50', and 100'. The compass rose indicates cardinal directions: North, South, East, and West.

For more information, contact the Office of the Vice President for Research and Economic Development at 515-294-6450 or research@iastate.edu.

CIVIL LAYOUT PLAN

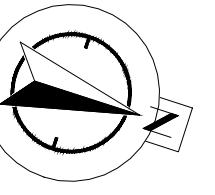
CIVIL LAYOUT PLAN

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BARBER STREET IMPROVEMENTS

ATHENS-CLARKE COUNTY

CITY OF ATHENS, GEORGIA

LEGEND

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| | FLEXIBLE DELINEATOR | | MULTI-USE PATH CROSSING MARKING |

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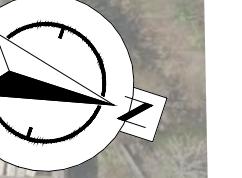
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MATCH LINE - SEE SHEET CL-04

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TYPICAL SECTION - SEGMENT 3

**BARBER STREET -
ONETA STREET TO BOULEVARD**

11' TRAVEL LANE 11' TRAVEL LANE 1.5' LANDSCAPE

2.0% 10' TWO-WAY SEPARATED BIKE LANE 5' SIDEWALK

3:1 MAX * 3:1 MAX

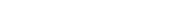
CONCRETE HEADER CURB 6IN, TP2

MILL AND OVERLAY

A1 SIDEWALK SECTION

B1 BIKE LANE SECTION

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|  | FLEXIBLE DELINEATOR |  | MULTI-USE PATH CROSSING MARKING |

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CIVIL LAYOUT PLAN

CIVIL ENGINEERING

SHEET NUMBER

STREET NUMBER
81-85

CL-05

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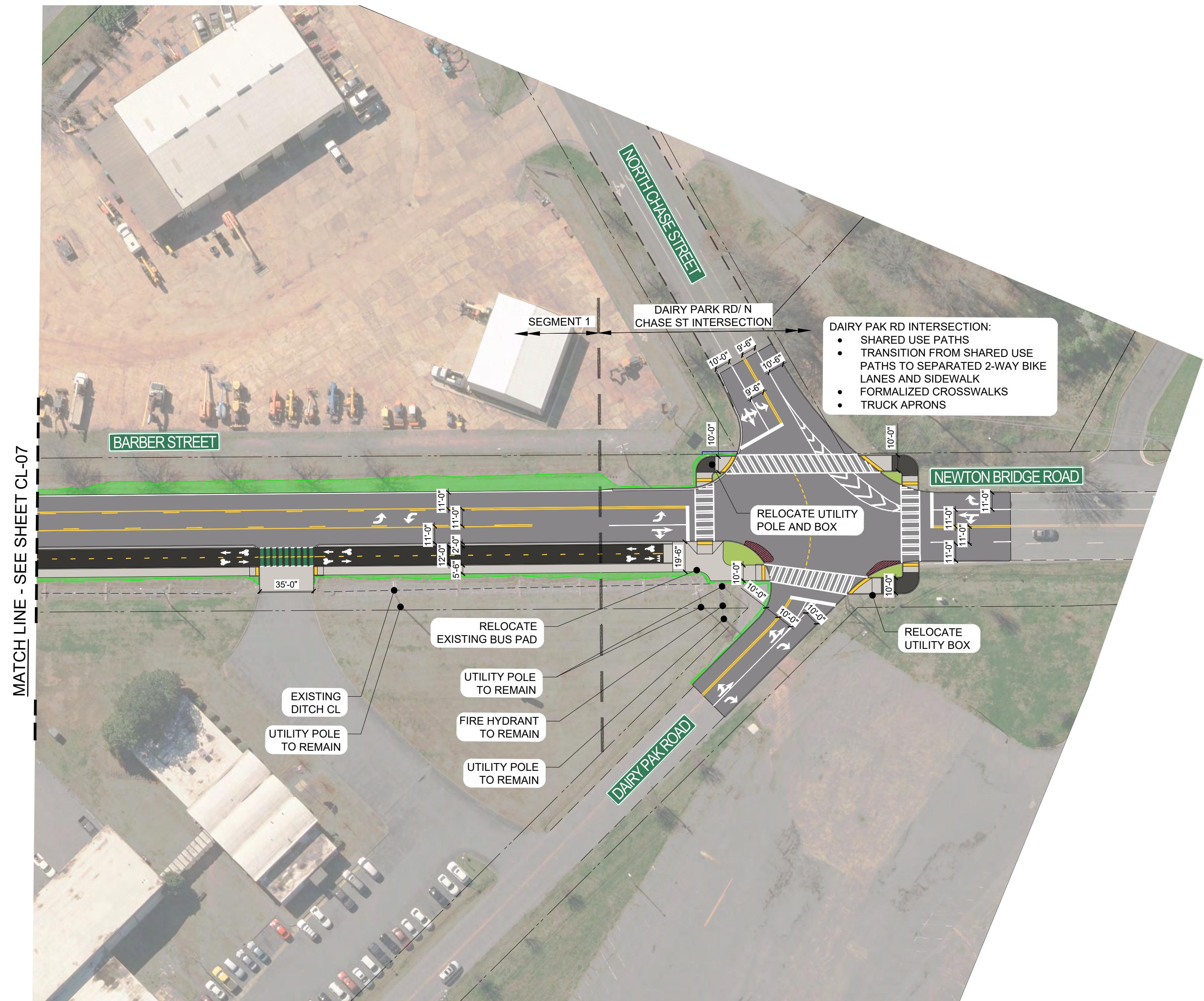
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BARBER STREET IMPROVEMENTS

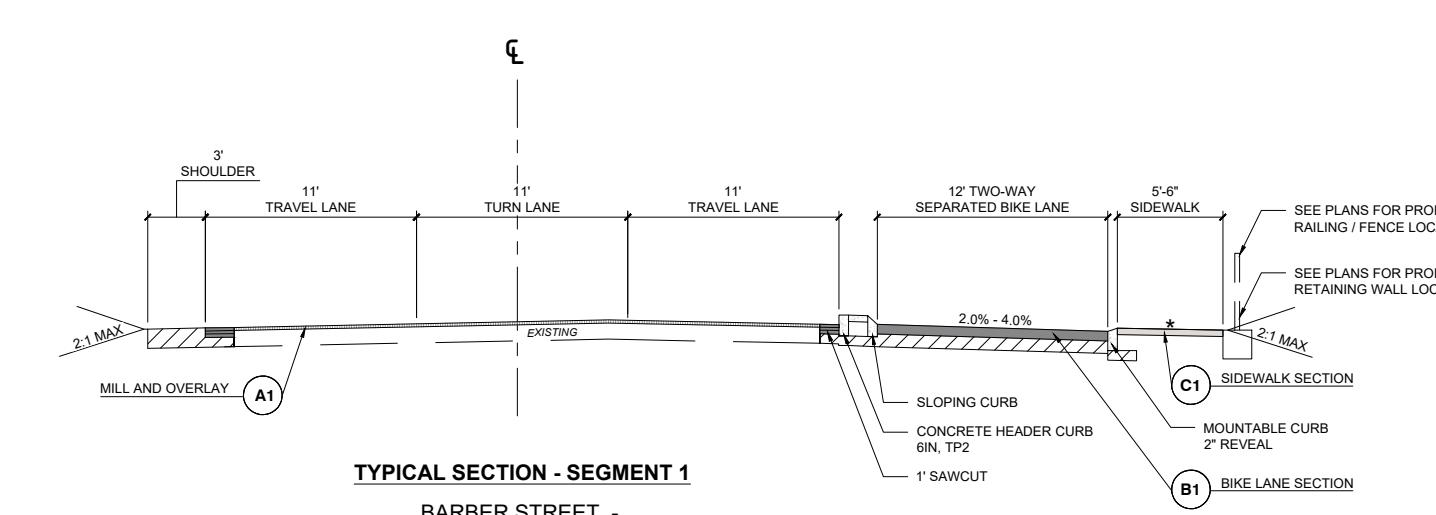
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CITY OF ATHENS, GEORGIA



LEGEND:

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| SIDWALK, CURB & GUTTER, AND CONCRETE MEDIAN | EXISTING R/W |
| PAVEMENT | PROPOSED R/W |
| SHARED USE PATH | TEMPORARY CONSTRUCTION EASEMENT |
| BIKEWAY | TOP OF CUT |
| TRUCK APRON & MOUNTABLE MEDIAN | TOE OF FILL |
| LANDSCAPE | AREAS OF CUT |
| RAISED CROSSING TREATMENT | AREAS OF FILL |
| SEE PLANS FOR PROPOSED RAILING / FENCE LOCATIONS | |
| SEE PLANS FOR PROPOSED RETAINING WALL LOCATIONS | |
| SHARED LANE MARKING WITH GREEN BACKGROUND | BICYCLE LANE SYMBOL WITH ARROW |
| TWO-STAGE TURN BOX | GREEN BIKE LANE EXTENSION MARKING |
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CIVIL LAYOUT PLAN

SHEET NUMBER

CL-08

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MEMORANDUM

March 23, 2021

To: Athens in Motion Commission
From: Toole Design Group
Project: Barber Street Bicycle and Pedestrian Project

Re: Barber Street Bicycle/Pedestrian Design Alternatives

The following summary memorandum has been written to provide the Athens in Motion (AiM) Commission with additional information related to the Barber Street Bicycle and Pedestrian Project. Content has been developed based upon feedback from the AiM Commission, Mayor and Commission, and Athens-Clarke County (ACC) staff. Contents include:

- A high-level overview of the benefits of a high-comfort bikeway and pedestrian network,
- Comparison for alternatives that include the proposed concept, exploratory multiuse path between Boulevard and Prince Avenue (Segment 4), replacing the two-way separated bike lane with a multiuse path from Dairy Pak to Boulevard (Segments 1-3), and reallocating existing pavement by removing a travel lane and installing an on-street two-way separated bike lane between Dairy Pak and Loop 10 (Segment 1),
- Cost estimate summary tables that detail the proposed concept cost, a refined cost estimate, and cost associated with all alternatives described in this memorandum, and
- Information on the preferred primary bikeway alignment along Barber Street.

The intent of this memorandum is to ensure that the AiM Commission is equipped with information that is relevant to the Barber Street Bicycle and Pedestrian project to make an informed decision moving regarding the future of this project along with necessary funding.

Establishing a High-Comfort Bicycle and Pedestrian Network

Increasing the number of people that bicycle, walk, or wheel—use a personal mobility device—depends on establishing safe and connected infrastructure that are convenient for people of all ages and abilities. Additionally, bicycle and pedestrian networks will benefit from variety in facility type (i.e., sidewalks, sidepaths, greenways, bike lanes, and separated bike lanes) to meet the needs of users based upon location and context. It will be valuable to consider when bicycle and pedestrian facilities should be shared and when user volume (current or projected) will benefit from adjacent or parallel facilities for each individual mode. For Athens-Clarke County, the installation of multiuse paths (MUP) should continue to be planned, designed, and implemented and are an asset for the community as a separated and shared facility; however, separating modes in the urban core, and urban contexts on or adjacent to the street network can reduce user conflicts. Long-term, a mixture of multiuse paths and separated bikeways with adjacent sidewalk will add to the safety and comfort along the established network and could attract new users for daily trips.

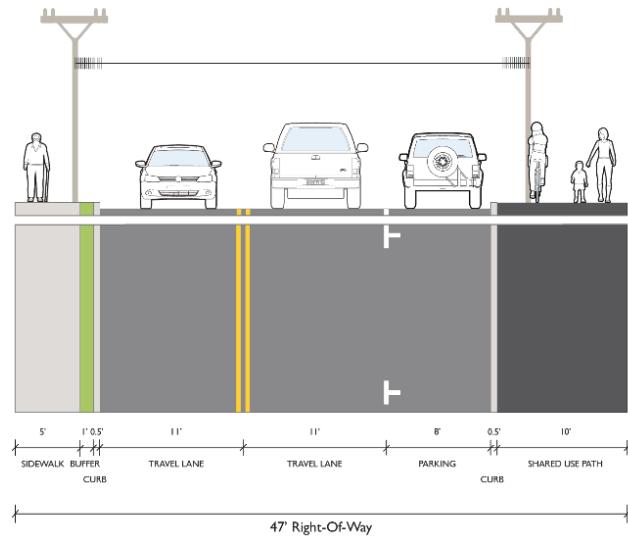
Traffic Calming Benefits

Proposed bicycle and pedestrian facilities in conjunction with specific design treatments can have an impact on vehicular speeds and result in traffic calming. Traffic calming can be achieved through the proposed bicycle and pedestrian project along Barber Street through the installation of the following features:

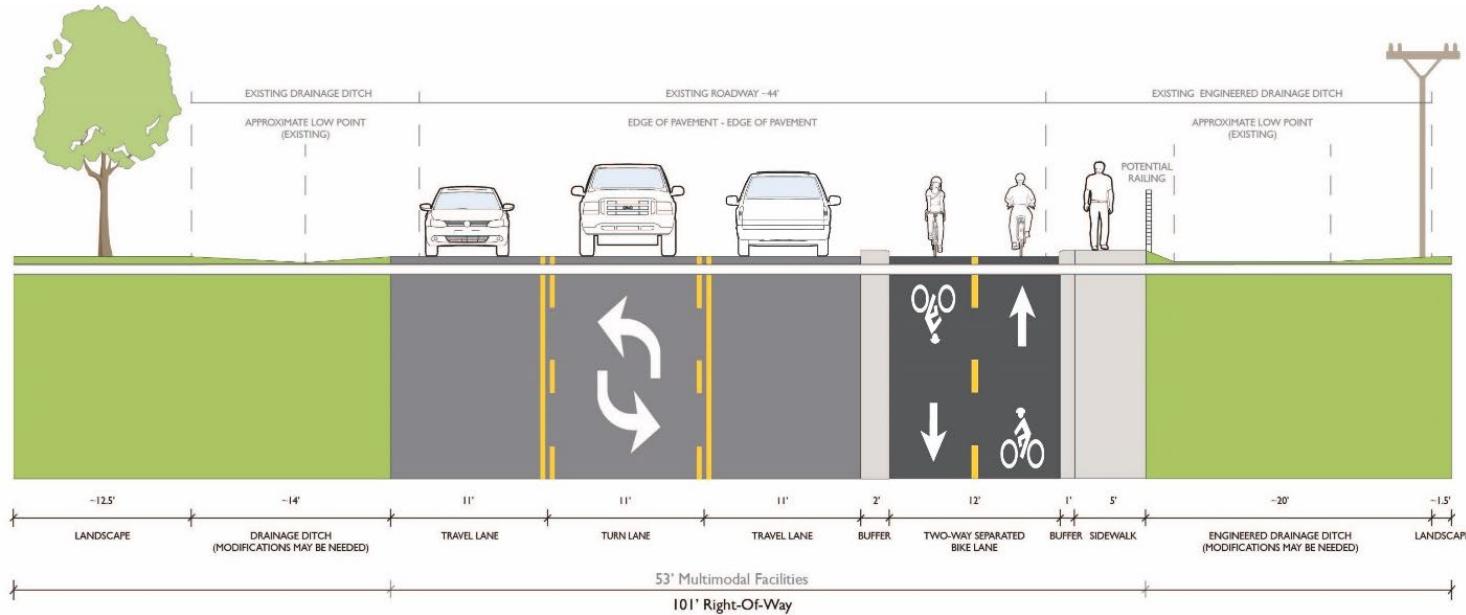
- Curb extensions that:
 - Formalize parking
 - Increase visibility of bicyclists and pedestrians during street crossings
 - Reduce turning speeds for vehicles due to smaller curb radii
- Formal mid-block crossings with Rectangular Rapid Flashing Beacons (RRFB)
- Designated bikeway facilities (also noted as a Crash Reduction Factor)
- Raised intersection at Boulevard that prioritizes bicycle and pedestrian crossings
- Truck aprons to reduce turning speeds at Oneta/Waterworks and Dairy Pak/N. Chase

Concept Comparison

Multiuse Path (Segment 4) – Typical Cross Section



Lane Removal Alternative (Segment 1) – Typical Cross Section



Concept Comparison Chart

| Concept | Proposed Concept (Segments 1-4) | Multiuse Path (Segment 4) | Multiuse Path (Segments 1-3) | Lane Removal Alternative (Segment 1) |
|-----------|---|--|--|---|
| Overview | <ul style="list-style-type: none"> Segments 1-3: <ul style="list-style-type: none"> 10-foot two-way SBL 5-foot sidewalk Street buffer reduced due to ROW impacts & constraints Segment 4: <ul style="list-style-type: none"> Sharrows + curb extensions | <ul style="list-style-type: none"> 10-foot MUP Existing SW on west side Retains parking Minimizes ROW impacts Prince Avenue intersection modifications include a pedestrian push button, updates on NE corner for ADA upgrades, and pedestrian signal adjustments | <ul style="list-style-type: none"> 12-foot MUP 3-foot street buffer No separation for different modes Utility relocation still necessary | <ul style="list-style-type: none"> Removes 1 travel lane for 1 lane in each direction + two-way center turn lane 12-foot two-way SBL with 2-foot cast in place or precast concrete buffer Five-foot sidewalk Requires road widening Very narrow buffer between SBL and sidewalk to minimize drainage modifications |
| Cost Info | <ul style="list-style-type: none"> Refined Estimate* includes initial estimates for local ROW acquisition based on land use | <ul style="list-style-type: none"> Same assumptions as Refined Estimate Phased implementation possible, but would preclude efficiencies Replacement and upgrade of Prince Avenue signal is not included in the cost estimate. | <ul style="list-style-type: none"> Same assumptions as Refined Estimate | <ul style="list-style-type: none"> High-level estimate (not as detailed as others) Same assumptions as Refined Estimate |

* Refined Estimate has identical design, with updated costs, as the Proposed Concept.

Cost Comparison

Segment Cost Comparison

| Segment | Proposed Concept | Refined Estimate | Refined Estimate + Seg 4 MUP | Multiuse Path Alternative | Lane Removal Alternative |
|--------------------------|------------------|------------------|------------------------------|---------------------------|--------------------------|
| 1 – Dairy Pak to Loop 10 | \$1,572,000 | \$1,338,500 | \$1,338,500** | \$1,249,000 | \$1,067,500 |
| 2 – Loop 10 to Oneta | \$923,000 | \$1,140,500 | \$1,140,500** | \$1,108,000 | \$1,140,500** |
| 3 – Oneta to Boulevard | \$2,724,500 | \$2,496,500 | \$2,496,500** | \$2,413,250 | \$2,496,500** |
| 4 – Boulevard to Prince | \$303,750 | \$269,250 | \$1,351,000* | \$1,351,000* | \$269,250** |

Intersection Cost Comparison

| Intersection | Original Concept | Refined Estimate | Refined Estimate + Seg 4 MUP | Multiuse Path Alternative | Lane Removal Alternative |
|------------------------|------------------|------------------|------------------------------|---------------------------|--------------------------|
| 1 – Dairy Pak/N. Chase | \$510,500 | \$509,250 | \$509,250** | \$507,750 | \$509,250** |
| 2 – Oneta/Waterworks | \$391,500 | \$323,000 | \$323,000** | \$323,750 | \$323,000** |
| 3 – Boulevard | \$314,00 | \$306,500 | \$306,500** | \$306,500** | \$306,500** |

Corridor Comparison – Total Cost

| | Original Concept | Refined Estimate | Refined Estimate + Seg 4 MUP | Multiuse Path Alternative | Lane Removal Alternative |
|---------------------------------|------------------|------------------|------------------------------|---------------------------|--------------------------|
| Difference to Refined Estimated | +\$355,750 | \$0 | +1,081,750 | +\$875,750 | -\$271,000 |
| TOTAL | \$6,739,250 | \$6,383,500 | \$7,465,250 | \$7,259,250 | \$6,112,500*** |

* MUP Segment 4: original estimate was \$1,500,000 on top of \$303,750 for Proposed Concept and included signal replacement at Prince Avenue.

** Cost assumed same as Refined Estimate.

*** MUP Segment 4: via phased implementation, would add \$1,081,750 to Lane Removal Alternative to total \$7,194,250.

Bikeway Alignment on Barber Street

During the Chase Street Corridor Study, the preferred bikeway alignment from Prince Avenue to Newton Bridge Road was analyzed and discussed through the public outreach. Findings of the study resulted in a recommendation to prioritize the bikeway connection along Barber Street while simultaneously providing a vehicular and pedestrian connection along N. Chase Street. The recommendation to provide a separated bikeway along Barber Street was established in the Chase Street Corridor Study and identified as a top tier project in the Athens in Motion Plan.

The recommended roundabouts along N. Chase Street were noted as a preferred intersection treatment in the Chase Street Corridor Study and are currently part of the project being developed with Georgia Department of Transportation (GDOT) funding. While roundabouts have multiple benefits for bicyclists and pedestrians—slower entry and exit speeds, setback crosswalks, slower turning speeds, and shorter crossing distances—exposure for bicyclists cannot be eliminated at the Loop 10 interchange. Barber Street eliminates the exposure that is associated with the Loop 10 interchange, therefore reducing crash risk and providing the opportunity a safe and continuous connection between Prince Avenue and Newton Bridge Road.

Benefits of slower vehicle speeds and reduced turning speeds may encourage some more confident bicyclists to use the N. Chase Street Corridor as a connection. However, the reduced number of conflict points and elimination of exposure related to the interchange was a key consideration in the recommended Barber Street alignment.

Conclusion

Cost estimates for alternatives highlight how alternatives evaluated could impact cost for the project along Barber Street. As noted above, a phased approach could be considered; however, cost savings based upon construction efficiencies could be nullified. The following are key findings based upon the refinement and development of cost for the proposed concept and alternatives identified by the AiM Commission and Mayor and Commission:

- Refining the cost estimate for the proposed concept resulted in a reduced cost by approximately \$355,750.
- A detail cost estimate for the multiuse path between Boulevard and Prince Avenue (Segment 4) totaled \$1,081,750 (less than the \$1.5M previously estimated; however, the previous estimate included replacement of the Prince Avenue signal).
- Replacing the two-way separated bike lane with a multiuse path from Dairy Pak to Boulevard increases the total project cost by approximately \$875,750 and does not provide separation for modes. This could result in an increase in user conflicts, specifically along steep grades (e.g., between Boulevard and Cleveland Avenue).
- Removing a travel lane between Dairy Pak and Loop 10 does provide cost savings. This alternative is the only separated bikeway option that is at street-level and it is recommended that additional width be added due to the vehicle speeds, number of larger trucks, and narrow street buffer.

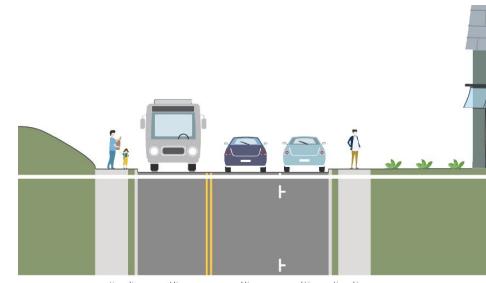
The information above is a detailed overview of a variety of Barber Street alternatives and corresponding cost. While all of these options provide enhanced bicycle and pedestrian facilities, the user experience along the entire corridors should be considered. Based upon the specific context and destinations connected, this corridor may experience high bicyclist and pedestrian volumes once a designated facility is installed. Any future bikeway, phased or not, should be built for the future needs of the community as a long-lasting asset to mobility for people in Athens.

Athens in Motion Barber Street Segment 4 Advanced Design Concept

Athens-Clarke County
Athens in Motion Commission Meeting
July 14, 2022

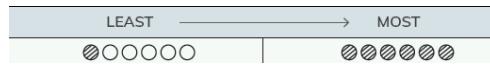
Barber Street Corridor - Segment 4

- ▶ Segment 4: Boulevard - Prince Avenue



Decision Matrix Overview

- ▶ Decision matrix created to analyze tradeoffs of design alternatives
 - ▶ Scored from least to most (compared to each other)
 - ▶ No weight assigned
 - ▶ Broken into Cost and Comfort



Bike/Ped Comfort

ROW & Property Impacts

Construction Costs

Maintenance Costs

Parking Impacts

Landscape Impacts

Utility Relocation

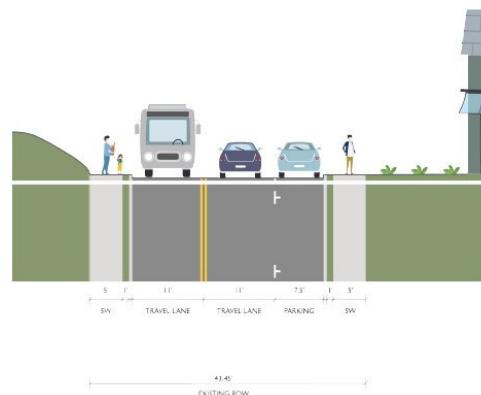
Drainage Impacts

EXISTING CONDITIONS

NOTES

- The existing section along Barber Street includes two 11' travel lanes, a 7.5' parking lane and 5' sidewalks along both sides of the corridor.
- The existing curb to curb distance is 29.5'.
- The existing ROW typically extends from the back of sidewalk to the back of sidewalk and ranges from 43-45'.
- Existing sidewalk and existing curb to curb distances are shown on all of the following concepts for reference.

TYPICAL SECTION



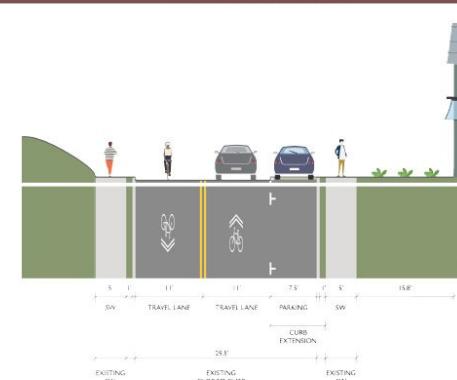
ALTERNATIVE 1

CURB EXTENSIONS & SHARED-LANE
MARKINGS

ALTERNATIVE NOTES

- This alternative repurposes parking spaces as curb extensions to slow vehicle traffic and improve bicycle and pedestrian safety.
- Adding shared-lane markings to the street will make vehicles more aware that the road must be shared with bicyclists.
- This alternative has the lowest construction cost, however it will have the smallest impact on conflict reduction.
- Cost Estimate: \$254,464

TYPICAL SECTION



* Preliminary Alternative - Not for Construction.
** Street buffer treatments are for illustrative purposes. A variety of options are available for street buffers.

DECISION MATRIX

| COMFORT | | | COST | | | | | | |
|--------------------|-----------------|------------------|------------------------|--------------------|-------------------|-----------------|-------------------|--------------------|------------------|
| Conflict Reduction | Bike/Ped Access | Bike/Ped Comfort | ROW & Property Impacts | Construction Costs | Maintenance Costs | Parking Impacts | Landscape Impacts | Utility Relocation | Drainage Impacts |
| ◎◎◎ ○○○ | ◎◎◎ ○○○ | ◎◎◎ ○○○ | ◎◎◎ ○○○ | ◎◎◎ ○○○ | ◎◎◎ ○○○ | ◎◎◎ ○○○ | ◎◎◎ ○○○ | ◎◎◎ ○○○ | ◎◎◎ ○○○ |

ALTERNATIVE 1

CURB EXTENSIONS & SHARED-LANE
MARKINGS



ALTERNATIVE 2A

10' MULTIUSE PATH
(RETAIN PARKING)

ALTERNATIVE NOTES

- This alternative retains 26 parking spaces on the east side of the corridor with the addition of a 10' multiuse path.
- Multiuse paths provide a shared space for all non-motorized users and can be marked with a centerline to designate two-way travel.
- A 10' multiuse path (as opposed to 12') may reduce ROW acquisition needs, but the narrower width can increase potential conflicts between users.
- This alternative includes a 3' landscaped buffer between street parking and the multiuse path that also serves as a door zone.
- Cost Estimate: \$820,000

TYPICAL SECTION

* Preliminary Alternative - Not for Construction.
** Street buffer treatments are for illustrative purposes. A variety of options are available for street buffers.

DECISION MATRIX

| COMFORT | | | COST | | | | | | | |
|--------------------|-----------------|------------------|------------------------|--------------------|-------------------|-----------------|-------------------|--------------------|------------------|--|
| Conflict Reduction | Bike/Ped Access | Bike/Ped Comfort | ROW & Property Impacts | Construction Costs | Maintenance Costs | Parking Impacts | Landscape Impacts | Utility Relocation | Drainage Impacts | |
| ◎◎◎ ○○○ | ◎◎◎ ○○○ | ◎◎◎ ○○○ | ◎◎◎ ○○○ | ◎◎◎ ○○○ | ◎◎◎ ○○○ | ◎◎◎ ○○○ | ◎◎◎ ○○○ | ◎◎◎ ○○○ | ◎◎◎ ○○○ | |

ALTERNATIVE 2A

10' MULTIUSE PATH
(RETAIN PARKING)

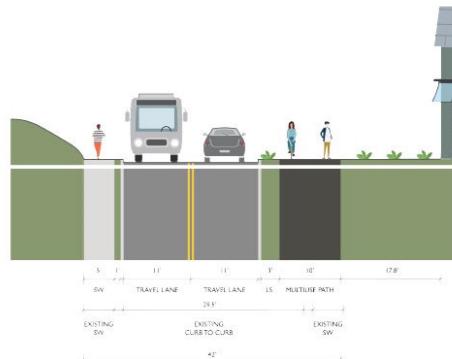
ALTERNATIVE 2B

10' MULTIUSE PATH (REMOVE PARKING)

ALTERNATIVE NOTES

- This alternative repurposes street parking on the east side of the corridor for the addition of a 10' multiuse path.
- Multiuse paths provide a shared space for all non-motorized users and can be marked with a centerline to designate two-way travel.
- A 10' multiuse path (as opposed to 12') may reduce ROW acquisition needs, but the narrower width can increase potential conflicts between users.
- This alternative includes a 3' landscaped buffer between vehicles and the multiuse path that also serves as a door zone.
- Cost Estimate: \$1,076,600

TYPICAL SECTION



* Preliminary Alternative - Not for Construction.

** Street buffer treatments are for illustrative purposes. A variety of options are available for street buffers.

DECISION MATRIX

| COMFORT | | | COST | | | | | | |
|--------------------|-----------------|------------------|------------------------|--------------------|-------------------|-----------------|-------------------|--------------------|------------------|
| Conflict Reduction | Bike/Ped Access | Bike/Ped Comfort | ROW & Property Impacts | Construction Costs | Maintenance Costs | Parking Impacts | Landscape Impacts | Utility Relocation | Drainage Impacts |
| ●●● ○○○ | ●●○ ○○○ | ●●○ ○○○ | ●○○ ○○○ | ●●○ ○○○ | ●●○ ○○○ | ●●● ○○○ | ●○○ ○○○ | ●●● ○○○ | ●●● ○○○ |

ALTERNATIVE 2B

10' MULTIUSE PATH (REMOVE PARKING)



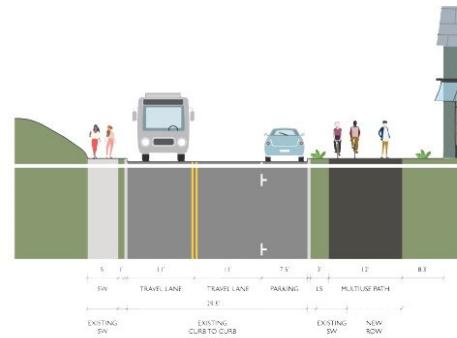
ALTERNATIVE 3A

12' MULTIUSE PATH
(RETAIN PARKING)

ALTERNATIVE NOTES

- This alternative retains 26 parking spaces on the east side of the corridor with the addition of a 12' multiuse path.
- Multiuse paths provide a shared space for all non-motorized users and can be marked with a centerline to designate two-way travel.
- A 12' multiuse path (as opposed to 10') may increase ROW acquisition needs but the additional width can reduce potential conflicts between users.
- This alternative includes a 3' landscaped buffer between street parking and the multiuse path that also serves as a door zone.
- Cost Estimate: \$850,700

TYPICAL SECTION



* Preliminary Alternative - *Not for Construction*.
** Street buffer treatments are for illustrative purposes. A variety of options are available for street buffers.

DECISION MATRIX

| COMFORT | | | COST | | | | | | |
|--------------------|-----------------|------------------|------------------------|--------------------|-------------------|-----------------|-------------------|--------------------|------------------|
| Conflict Reduction | Bike/Ped Access | Bike/Ped Comfort | ROW & Property Impacts | Construction Costs | Maintenance Costs | Parking Impacts | Landscape Impacts | Utility Relocation | Drainage Impacts |
| ◎◎◎ ○○○ | ◎◎◎ ○○○ | ◎◎◎ ○○○ | ◎◎◎ ○○○ | ◎◎◎ ○○○ | ◎◎◎ ○○○ | ◎○○ ○○○ | ◎◎◎ ○○○ | ◎○○ ○○○ | ◎○○ ○○○ |

ALTERNATIVE 3A

12' MULTIUSE PATH
(RETAIN PARKING)



ALTERNATIVE 3B

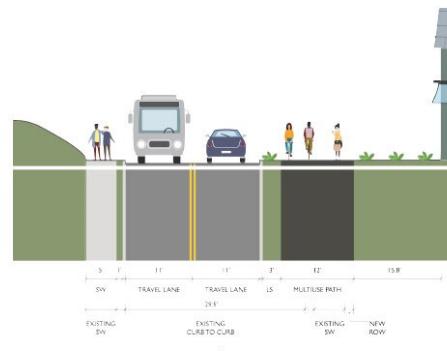
12' MULTIUSE PATH (REMOVE PARKING)

ALTERNATIVE NOTES

- This alternative repurposes street parking on the east side of the corridor with the addition of a 12' multiuse path.
- Multiuse paths provide a shared space for all non-motorized users and can be marked with a centerline to designate two-way travel.
- A 12' multiuse path (as opposed to 10') may increase ROW acquisition needs but the additional width can reduce potential conflicts between users.
- This alternative includes a 3' landscaped buffer between vehicles and the multiuse path that also serves as a door zone.
- Cost Estimate: \$1,101,300

- Cost Estimate: \$1,101,300

TYPICAL SECTION



* Preliminary Alternative - Not for Construction

** Street buffer treatments are for illustrative purposes. A variety of options are available for street buffers.

DECISION MATRIX

| COMFORT | | | COST | | | | | | |
|--------------------|-----------------|------------------|------------------------|--------------------|-------------------|-----------------|-------------------|--------------------|------------------|
| Conflict Reduction | Bike/Ped Access | Bike/Ped Comfort | ROW & Property Impacts | Construction Costs | Maintenance Costs | Parking Impacts | Landscape Impacts | Utility Relocation | Drainage Impacts |
| | | | | | | | | | |

ALTERNATIVE 3B

12' MULTIUSE PATH (REMOVE PARKING)



ALTERNATIVE 4A

12' TWO-WAY BIKE LANE WITH SIDEWALK
(RETAIN PARKING)

ALTERNATIVE NOTES

- This alternative retains 26 parking spaces on the east side of the corridor with the addition of a two-way separated bike lane and 5' sidewalk.
- Two-way separated bike lanes provide an exclusive space for bicycles along the roadway that is vertically and horizontally separated from vehicles and pedestrians.
- This alternative includes a 3' landscaped buffer between street parking and the two-way separated bike lane that also serves as a door zone.
- Cost Estimate: \$1,213,500

TYPICAL SECTION

* Preliminary Alternative - *Not for Construction*.
** Street buffer treatments are for illustrative purposes. A variety of options are available for street buffers.

DECISION MATRIX

| COMFORT | | | COST | | | | | | |
|--------------------|-----------------|------------------|------------------------|--------------------|-------------------|-----------------|-------------------|--------------------|------------------|
| Conflict Reduction | Bike/Ped Access | Bike/Ped Comfort | ROW & Property Impacts | Construction Costs | Maintenance Costs | Parking Impacts | Landscape Impacts | Utility Relocation | Drainage Impacts |
| ●●● ●●○ | ●●● ●●○ | ●●● ●●○ | ●●● ●●○ | ●●● ●●○ | ●●● ●●○ | ●○○ | ●●● ●●○ | ●●● ●●○ | ●●● ●●○ |

ALTERNATIVE 4A

12' TWO-WAY BIKE LANE WITH SIDEWALK
(RETAIN PARKING)

Alternative recommended by Athens in Motion Commission by unanimous vote on July 14, 2022

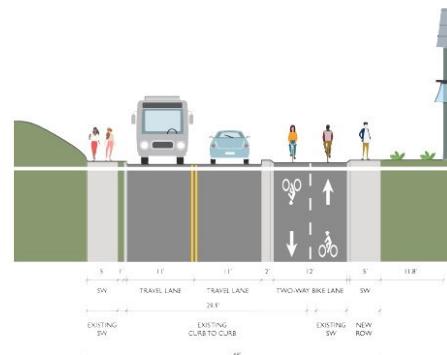
ALTERNATIVE 4B

12' TWO-WAY BIKE LANE WITH SIDEWALK (REMOVE PARKING)

ALTERNATIVE NOTES

- This alternative repurposes existing street parking on the east side of the corridor for a two-way separated bike lane and 5' sidewalk.
- Two-way separated bike lanes provide an exclusive space for bicycles along the roadway that is vertically and horizontally separated from vehicles and pedestrians.
- This alternative includes a 2' buffer between vehicles and the two-way separated bike lanes that also serves as a door zone.
- Cost Estimate \$1,158,900

TYPICAL SECTION



* Preliminary Alternative - Not for Construction

**** Street buffer treatments are for illustrative purposes. A variety of options are available for street buffers.**

DECISION MATRIX

| COMFORT | | | COST | | | | | | |
|---|---|---|---|--|---|---|---|---|---|
| Conflict Reduction | Bike/Ped Access | Bike/Ped Comfort | ROW & Property Impacts | Construction Costs | Maintenance Costs | Parking Impacts | Landscape Impacts | Utility Relocation | Drainage Impacts |
|   |   |   |   |   |   |   |   |  | |

ALTERNATIVE 4B

12' TWO-WAY BIKE LANE WITH SIDEWALK (REMOVE PARKING)

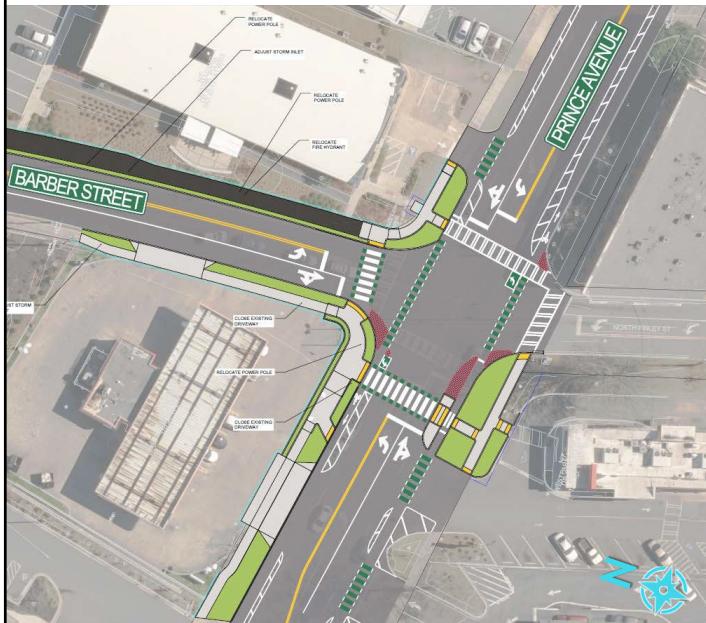


Intersection Alternate 1:



- ▶ Multiuse paths on Barber Street and Prince Avenue
- ▶ Cost: \$431,200

Intersection Alternate 2:



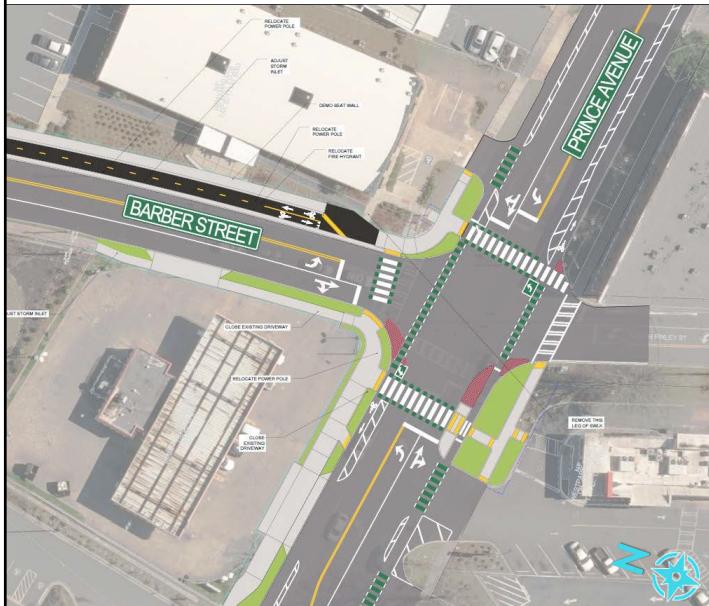
- ▶ Multiuse path on Barber Street and Directional Separated Bike Lanes on Prince Avenue
- ▶ Cost: \$651,730

Intersection Alternate 3:



- ▶ Two-way Separated Bike Lanes on Barber Street and Multiuse Path on Prince Avenue
- ▶ Cost: \$469,700

Intersection Alternate 4:



- ▶ Two-way Separated Bike Lane on Barber Street and Directional Separated Bike Lanes on Prince Avenue
- ▶ Cost: \$681,500



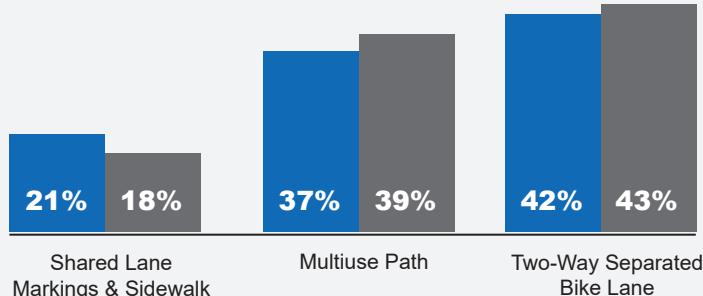
Barber Street: Bike & Pedestrian Design Alternatives

Boulevard - Prince Avenue: Survey Results Summary

The Barber Street survey was available October 5 - November 25, 2022 through the project [StoryMap](#). A summary of the results from the 103 responses is shown below.

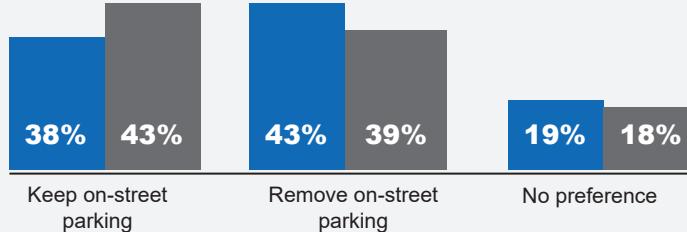
PREFERRED DESIGN

Overall Survey
People who use bicycle infrastructure in Athens (70% of respondents)



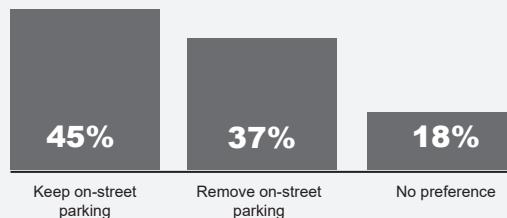
PARKING PREFERENCE

Overall Survey
People who live and work on the corridor (27% of respondents)

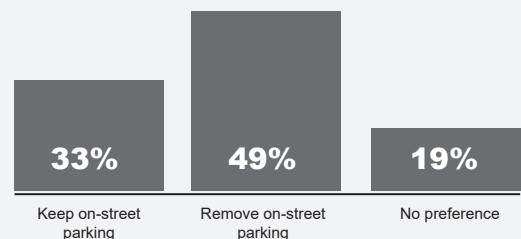


MULTIUSE PATH

PARKING PREFERENCE BY FACILITY



TWO-WAY SEPARATED BIKE LANE



KEY THEMES FROM OPEN-ENDED RESPONSES

- Existing on-street parking feels dangerous for both bicyclists and motorists.
- Safety at the Barrow Street/Pope Street intersection is a concern, and there is desire for an all-way stop.
- Parking is a perceived right. A couple homes may not have off-street parking.
- For many people who bicycle, sharrows do not provide sufficient protection/separation.
- Separation of modes is the most common concern, but property/parking impacts are highest for those who feel this segment of Barber Street is already safe for bicyclists.
- Integration into nearby bike/ped projects is a must and traffic calming is desired.