

# Selections from the long-range transportation plan

Public comments accepted thru July 9 –04 at [macorts@co.clarke.ga.us](mailto:macorts@co.clarke.ga.us)

Below you will find--

1. A few interesting tidbits from the studies of the three counties (actually Clarke plus parts of Oconee and Madison).
2. List of proposed road projects
3. Summaries of the bus transit, rail transit, and sidewalks sections
4. Selections of the bicycle section plus the brief rails-to-trails section
5. A sampling of public comments received last year, with brief staff replies

## **TIDBITS**

--the number of cars registered in ACC actually decreased slightly from 1996 to 2000 (and increased slightly in Madison county and by 8% in Oconee).

--"Athens is one of the few cities its size in the nation which is encircled by a limited access perimeter" and this should "continue to reduce congestion" inside the Bypass.

--Most people in our area drive to work alone, but some 13% "carpool". In ACC, 2.4% rode bus to work, and 4.3% walked to work—this last a "significant number" higher than the state average--and 1% bicycle to work.

--Concentrated residential and commercial development in nearby parts of Madison and Oconee counties will significantly change travel patterns in the next few years. By 2030, the population in the MACORTS area is estimated to increase by more than half, with the largest growth occurring in Oconee County.

If the rate of passenger vehicle ownership per person remains constant over the next 20 years, there may be approximately 241,401 passenger vehicles in the MACORTS area by

the year 2030 (presently about 119,000 vehicles).

--roads identified as being over-capacity are Tallassee Rd at Bypass; Danielsville Rd at Bypass; Lexington Rd between Bypass and nearby Barnett Shoals Rd; and Chase St. near the Bypass. (These will generally be widened near the Bypass, except Chase St. which will "continue to be monitored".) Numerous other roads are projected to be over-capacity by 2030. [Summarized by JPH]

**PROJECTS.** [These are not funded at this point, they are proposals only. Projects likely or certain to be built will be listed in another document, the TIP (Transportation Improvement Plan), which is a short-term plan.]

**HIGHWAY / ROAD RECOMMENDED TO BE ADDED TO THE MACORTS TRANSPORTATION PLAN**

**Number does not indicate priority**

**Total Cost of Projects: Unknown Currently**

PROJECT

NUMBER DESCRIPTION

R-1 Glenn Carrie Road Widening (Madison) \$unknown  
Widen lanes to standard width and install turn lanes at intersection of US 29

R-2 Old Danielsville Rd / US 29 Intersection Improvements (Madison) \$unknown  
Signalize or eliminate median crossing left turns

R-3 Fernwood Dr. and Ivy Wood Dr. Extension (Madison) \$unknown  
Construct 2 lane road to provide an interconnection between Glen Carrie and US 29

R-4 Helican Springs Rd. / Danielsville Rd. (Madison) \$unknown  
Widen Helican Springs Rd./Danielsville Rd. from Glenn Carrie Rd. to Athens-Clarke County line to alleviate congestion on US 29

R-5 Nowhere Road (Madison) \$unknown  
Widen to 2 standard travel lanes to alleviate congestion on US 29 from Athens-Clarke county line to a point outside of the MACORTS area

R-6 Lloyd Nelms Rd. / Martin Griffeth Widening (Madison) \$unknown

Widen to 2 standard travel lanes from SR 106 to Jackson County line

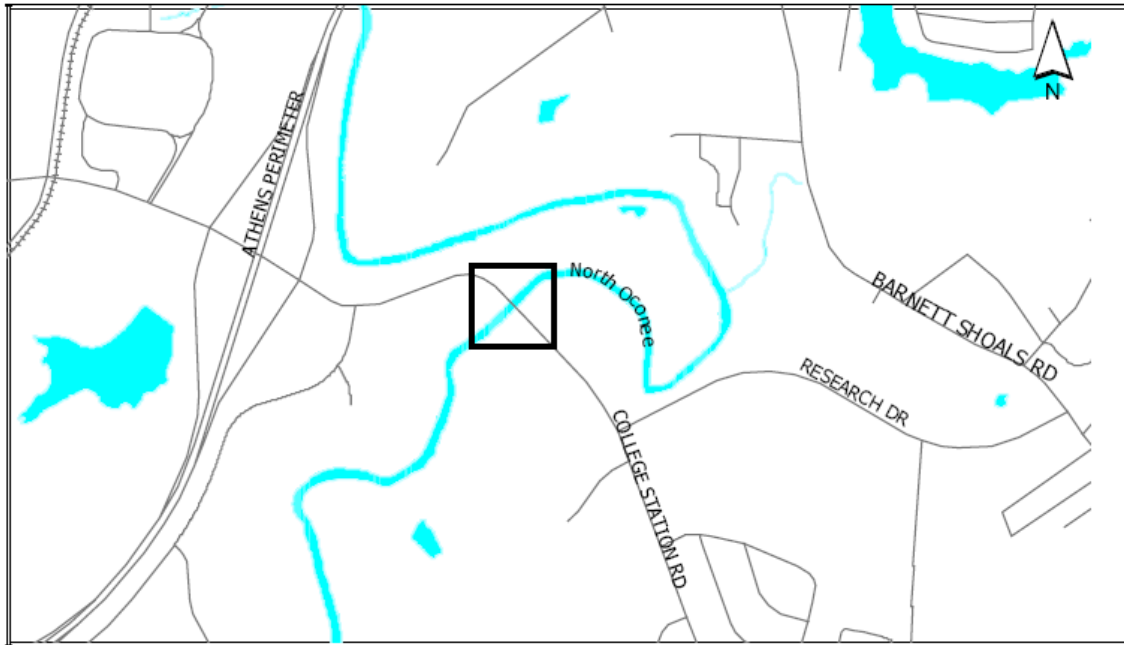
R-7 Safety Improvements to Colbert Danielsville Rd.  
 (Madison) \$unknown  
 Reroute Old Kincaid Rd. to top of hill

Sample map—one per project proposal:

**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY  
 2005-2030 LONG RANGE TRANSPORTATION PLAN**

<b>PROJECT NAME:</b> College Station Rd Bridge over North Oconee River		<b>PROJECT #:</b> B-2		
<b>PROJECT DESCRIPTION:</b> Reconstruct the bridges to allow for four standard travel lanes and shoulders plus bicycle and pedestrian facilities.		<b>Estimated Cost:</b>		
		County: Clarke		
		P.I. #: CSBRG-0006-00(320)(321)		
GDOT Prj.#: 0006320, 0006321				
<b>Length (miles):</b> 0.2 x 2 brdg	<b># of existing lanes:</b> 4	<b># of lanes planned:</b> 4		
<b>DOT District #:</b> 1	<b>Congressional Dist. #:</b> 12	<b>RDC:</b> Northeast Georgia		
<b>Average Daily Traffic Volume 2002:</b> 36,056		<b>2030 (projected):</b> 40,370		
<b>PROJECT PHASE</b>	<b>FY2005-2010</b>	<b>FY2011-2015</b>	<b>FY2016-2020</b>	<b>FY 2021-2030</b>
Preliminary Engineering (\$)				
Right-of-Way (\$)				
Construction Costs (\$)				
<b>PROJECT COST</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Federal Cost (\$)	\$0	\$0	\$0	\$0
State Cost (\$)	\$0	\$0	\$0	\$0
Local Cost (\$)	\$0	\$0	\$0	\$0

**PROJECT LOCATION**



R-8 Implementation of Road Network Plan (Madison) \$unknown

Road Network Plan requested in FY 05 UPWP - results of study should be incorporated into LRTP

R-14 Spring Valley Road Widening (Clarke) \$unknown  
Widen Spring Valley Rd. to include turn lanes at key intersections. Sidewalks and bicycle facilities are planned for the corridor.

R-15 Vine Street Extension (Clarke) \$unknown  
Extend Vine St. as a two-lane road to Second Street with sidewalks.

R-16 US 441 - US 29 Connector (Clarke) \$unknown  
Construct a 2-lane roadway with turn lanes at key intersections to provide eastwest circulation. Exact location would be chosen in coordination with the location siting process for Fire Station #9.

R-18 Whitehall Rd. Widening (Clarke) \$unknown  
Widen to 2 standard travel lanes with turn lanes at key intersections from Barnett Shoals Rd. to Milledge Avenue, widen to 4 lanes from Milledge Avenue to the Oconee County line. Pedestrian and bicycle improvements are included.

R-23 Hawthorne Avenue Widening (Clarke) \$unknown  
Widen to a 5-lane (4 travel with center turn lane) roadway consistent with the Hawthorne Avenue Master Plan study that was completed in 2000. Pedestrian and bicycle facilities will be included in this project.

R-28 Epps Bridge Parkway Left Turn Lane (Clarke) \$unknown  
Add northbound left turn lane from Epps Bridge Parkway to Atlanta Highway.

R-29 North Atlanta Highway Reliever (Clarke) \$unknown  
Connect Trade Street to Cleveland Road in the area north of the Atlanta Hwy. It will connect to Cleveland Road at Callaway Drive.

R-30 Atlanta Highway Median (Clarke) \$unknown  
Add a median to Atlanta Highway between the proposed median at the SR 10 Connector interchange and the intersection of Atlanta Highway with Jimmie Daniel Rd.

R-31 New Jimmie Daniel Rd. Improvements (Clarke) \$unknown  
Widen New Jimmie Daniel Rd. to 4 lanes from Atlanta Highway to the Oconee

County line. Five-foot wide sidewalks are also included.

R-34 Smokey Rd. at Winterville Rd. Realignment (Clarke)  
\$unknown  
Realign the intersection to a typical 90-degree intersection with turn lanes as warranted.

R-36 Lexington Highway at Robert Hardeman Rd / Morton Rd. Realignment (Clarke)  
\$unknown  
Realign off-setting side streets at this intersection to a typical 90-degree intersection with turn lanes and a traffic signal as warranted.

R-37 Old Lexington Rd / Morton Rd. Realignment (Clarke)  
\$unknown  
Realign side streets to a typical 90-degree intersection with turn lanes as warranted.

R-38 Old Lexington Rd. and Barnett Shoals Rd. Realignment (Clarke) \$unknown  
Realign side streets to a typical 90-degree intersection with turn lanes as warranted.

R-41 SR 10 Loop at College Station Rd. Intersection Improvement (Clarke) \$unknown  
Construct dual left-turn lanes on College Station Rd. onto the SR 10 Loop entrance ramps.

R-45 Daniels Bridge Rd. Widening (Oconee) \$unknown  
Widen/reconstruct Daniels Bridge Rd. with additional turn lanes as needed from Mars Hill Rd. to Hog Mountain Rd.

R-46 Epps Bridge Parkway / US 441 Connector (Oconee)  
\$unknown  
Construct 2-lane road from Epps Bridge Parkway to US 441 via Old Epps Bridge Rd. over US 78.

R-47 Hog Mountain Rd. Widening (Oconee) \$unknown  
Widen to 4-lane cross section from Mars Hill Rd. to US 441 with additional turn lanes as needed.

R-49 Mars Hill Rd. / Malcolm Bridge Rd. Intersection (Oconee) \$unknown  
Add lanes at intersection to increase capacity.

R-50 Jimmie Daniel Rd. Widening (Oconee) \$unknown  
Widen / reconstruct Jimmie Daniel Rd. to 4 lanes with  
additional turn lanes as  
needed from Virgil Langford Rd. to Clarke County line.  
Sidewalks should be  
included in this project.

R-55 SR 15 at US 441 Intersection Improvements (Oconee)  
\$unknown  
Reconfigure lanes on SR 15 approach to enhance safety

R-56 SR 316 Frontage Rd - I (Oconee) \$unknown  
Construct frontage road along the north side of SR 316 from  
Mars Hill Rd. to  
Dials Mill Rd.

R-57 SR 316 Frontage Rd. - II (Oconee) \$unknown  
Construct frontage road along the north side of SR 316 from  
Mars Hill Rd. to  
Jimmie Daniel Rd.

R-60 Union Church Rd. Improvement project (Oconee) \$unknown  
Widen to 4 lanes from Hog Mountain Rd (SR 53) to New High  
Shoals Rd. (SR  
186)

R-64 Milledge Avenue/Prince Avenue Intersection Improvement  
(Clarke) \$unknown  
Add right turn lane from Milledge to Prince and left turn  
lane from Prince to  
Milledge.

R-65 Jefferson River Road Widening (Clarke) \$unknown  
Widen Jefferson Road to 2 standard travel lanes from  
Jefferson Rd. to Jackson  
County line. Bicycle and pedestrian facilities should be  
included.

R-66 US 29 Widening - Phase 1 (Madison) \$unknown  
Widen US 29 to 4 lanes from SR 106 to CR 228/Diamond Hill-  
Colbert Rd.

R-67 US 29 Widening - Phase 2 (Madison)  
Widen US 29 to 4 lanes from CR 228/Diamond Hill-Colbert Rd.  
to CR 88/Irwin  
Kirk Rd. (north of Danielsville and outside of MACORTS area)

B-3 Reconstruction of Tallassee Rd. Bridge (Clarke) \$unknown  
Reconstruct the bridge to allow for 2 standard travel lanes  
and shoulders plus  
bicycle and pedestrian facilities.

B-4 Whitehall Rd. / Simonton Bridge Rd. project (Clarke & Oconee) \$unknown  
Reconstruct / improve bridge over Middle Oconee River.

**PROJECTS RECOMMENDED TO REMAIN IN THE PLAN [carried over from previous long-range plan]**

**Total Cost of Projects: unknown**

PROJECT

NUMBER DESCRIPTION

R-9 Old Hull Rd. Widening (SR 10 and SR 72) (Clarke)  
\$unknown  
Widen from SR 10 Loop to SR 72 to a 3 lane typical section with a two-way center turn lane and dedicated left turn lanes at major intersections. A 4 ft. paved shoulder would be included as part of the widening.

R-10 Danielsville Rd. Widening (Clarke) \$unknown  
Widen Danielsville Rd. from Collins Industrial Boulevard to Walker Dr. to a 4-lane divided highway with additional turn lanes as needed. A shared path for cyclists will be included on the east side of the roadway, and sidewalks are included on the west side of the roadway.

R-11 Olympic/Indian Hills Rd./Winterville Rd. Widening (Clarke) \$unknown  
Widen segments of Olympic Dr., Indian Hills Rd., and Winterville Rd. from two to four lanes from the Athens Perimeter to Beaverdam Road. Project concept includes the construction of a divided 4-lane roadway, with turn lanes at selected locations, with bicycle facilities.

R-12 Newton Bridge Rd. Widening (Clarke) \$unknown  
Widen from North Oconee River to US 441 to two standard lanes with turn lanes at key intersections along the corridor.

R-13 Fowler Drive Widening (Clarke) \$unknown  
Widen/reconstruct Fowler Drive to two standard travel lanes from Freeman Drive to Danielsville Road. Pedestrian improvements are included.

R-17 Lexington Highway Widening (Clarke) \$unknown  
Widen Lexington Rd. (US 78, SR10) to 4-lane divided highway with turn lanes at major intersections from Whit Davis Rd. to Oglethorpe County line.

R-19 Barnett Shoals Rd. Widening (Clarke) \$unknown  
Widen/reconstruct Barnett Shoals to 2 standard travel lanes plus turn lanes at key intersections along the corridor from Whitehall Road to Bob Godfrey Road.  
Include in the project pedestrian and bicycle improvements.

R-20 Jefferson Rd. Widening (Clarke) \$unknown  
Widen/reconstruct Jefferson Rd. from 2 to 4 lane divided roadway, with additional turn lanes as needed, from Lavender Rd. to SR 330 in Jackson County.  
Project includes a 44' median. A bicycle shoulder is included in the project.

R-21 Mitchell Bridge Rd. Widening (Clarke) \$unknown  
Widen Mitchell Bridge Rd. from Atlanta Highway to Tallassee Road to include turn lanes at key intersections and a two-way center left-turn lane in the commercial area of the corridor. Reconstruction of the Mitchell Bridge Rd/Athens West Parkway is also included in this project. Sidewalks and bicycle facilities are planned for the corridor. Specific improvements would be developed after the completion of a corridor planning study.

R-22 Tallassee Rd. Widening (Clarke) \$unknown  
Widen Tallassee Rd. from SR 10 Loop to Lavender Road to a 4-lane divided parkway with turn lanes at key intersections along the corridor. Included in the project are pedestrian and bicycle facilities.

R-24 Jennings Mill Parkway (Clarke) \$unknown  
Construct a new 4-lane divided highway between New Jimmie Daniel Road and Jennings Mill Road with turn lanes at major intersections. Included in the project are sidewalks, bike lanes, and a grade separated crossing of the SR 10 Loop.

R-25 Macon Highway / US 441 (Clarke) \$unknown  
Widen/reconstruct Macon Highway from the ACC/Oconee County line to Milledge Avenue to a 3 lane typical section with a two-way center left-turn lane and dedicated left-turn lanes at key intersections along the corridor. Pedestrian and bicycle facilities are planned for this corridor. This project would be constructed with the Macon Highway bridge improvement project.

R-26 Oconee Street Widening (Clarke) \$unknown  
Widen /reconstruct Oconee Street to 4 lanes with additional  
turn lanes as needed  
between Thomas Street and a point west of Peter Street.  
Pedestrian and bicycle  
facilities are planned for this corridor. Included in the  
project would be dual leftturns  
from Thomas Street onto Oconee Street.

R-27 Milledge Avenue Widening (Clarke) \$unknown  
Widen/reconstruct Milledge Avenue to 2-lane typical section  
from Whitehall Rd.  
to E. Campus Rd. with two-way center left-turn lane and  
dedicated left-turn lanes  
at key intersections along the corridor. Included in the  
project are bicycle and  
pedestrian facilities and reconstruction of the Whitehall  
Rd. intersection. The 4-  
lane section in the vicinity of the Athens Perimeter will be  
retained.

R-32 SR 10 Loop at Olympic Drive/Peter Street Intersection  
(Clarke) \$unknown  
Replace at-grade signalized intersection with bridge and  
reconfigure interchanges.  
Project would include the reconstruction of Olympic Drive  
and Peter Street over  
the SR 10 Loop. Included in the project are pedestrian and  
bicycle facilities on  
Olympic Drive and Peter Street.

R-33 SR 10 Loop at US 29 Intersection (Clarke) \$unknown  
Reconstruct the interchange to serve the principal traffic  
movement to remain on  
SR 10 Loop. Construct entrance and exit ramps to serve  
traffic onto and off SR  
10 Loop from US 29.

R-35 SR 10 Loop at Lexington Highway Widening and  
Intersection Improvements  
(Clarke) \$unknown  
Widen Lexington Road to 3 lanes in each direction. Construct  
new on/off ramps  
for northbound traffic on SR 10 Loop to access Lexington  
Highway and improve  
turning lanes at existing ramp locations. Relocate Old  
Winterville Rd. opposite  
SR 10 Loop southbound on/off ramp system. Project includes a  
shared  
multimodal path to connect Barnett Shoals Road to the  
proposed rail-to-trail  
corridor.

R-39 Tallassee Rd. at Lavender Rd. Realignment (Clarke) \$unknown  
Realign the intersection to a typical 90-degree intersection with turn lanes as warranted.

R-40 SR 10 Loop at Atlanta Highway Interchange Improvement (Clarke) \$unknown  
Reconstruct the existing interchange to all for a new entrance ramp from westbound Atlanta Highway to southbound SR 10 Loop and relocate Jennings Mill Rd. east of its current intersection. Pedestrian facilities are included in this project.

R-42 Cedar Shoals Rd. at Gaines School Rd. (Clarke) \$unknown  
Provide intersection improvement to this location which experiences high peak hour traffic congestion. This project will be coordinated with the other intersection project along Barnett Shoals Rd./Gaines School Rd. Pedestrian facilities will be provided on the north side of the intersection.

R-43 SR 8/US 29 Median Turn Lanes (Clarke) \$unknown  
Lengthen existing median turn lanes along SR 8 from NE of Athens to SR 106 in Madison County.

R-44 Daniels Bridge Rd. Extension (Oconee) \$unknown  
Construct 2-lane extension of Daniels Bridge Rd. across the Athens Perimeter to Epps Bridge Parkway to connect with the proposed Jennings Mill Parkway. Grade-separation is included with SR 316 corridor improvements.

R-48 Jennings Mill Parkway (Oconee) \$unknown  
Construct new 4-lane collector road with turn lanes as needed from Epps Bridge Parkway to Jennings Mill Rd. This project will include construction of a half diamond interchange on SR 10 Loop. Project will include bicycle facilities.

R-51 Mars Hill Road Widening (Oconee) \$unknown  
Widen to 4 lanes and construct turn lanes as needed from Daniels Bridge Rd. to US 78. Sidewalks and bicycle lanes are planned for this corridor.

R-52 New High Shoals Rd. / SR 53 Connector (Oconee) \$unknown

Construct new 2-lane roadway on the west side of the  
Watkinsville Bypass from  
SR 53 to New High Shoals Rd.

R-53 Simonton Bridge Road Widening (Oconee) \$unknown  
Widen/reconstruct from 3<sup>rd</sup> Street to Athens-Clarke County  
line to make 4-lane  
roadway with additional turn lanes as needed. Project will  
include 4-ft. bicycle  
lanes.

R-54 SR 15 / US 441 Connector (Oconee) \$unknown  
Construct 2-lane roadway between SR 15 and the Watkinsville  
Bypass south or  
on the south side of Watkinsville.

R-58 SR 316 Interchange/Grade Separations \$unknown  
Construct interchanges along SR 316 corridor at McNutt Creek  
Rd., Jimmie  
Daniels Rd., and the Mars Hill/Jennings Connector; improve  
SR 316/Athens  
Perimeter interchange; grade separation at selected  
locations

R-59 SR 53 Widening (Oconee) \$unknown  
Widen road to a 4-lane cross-section from Hog Mountain Rd.  
to US 78

R-61 Virgil Langford Rd./ Jimmie Daniel Road/Rocky Branch  
Rd./Mars Hill Rd.  
Intersection Improvements (Oconee) \$unknown  
Bring these roads together to form one intersection instead  
of two intersections  
spaced closely together.

R-62 US 441 / SR 24 South Widening (Oconee) \$unknown  
Widen US 441 to 4 lanes from the Watkinsville Bypass south  
to the MACORTS  
boundary at SR 186. Project continues to north of Apalachee  
River. The project  
includes a new location portion to avoid the city of Bishop.

R-63 Bob Godfrey/Barnett Shoals Widening (Oconee) \$unknown  
Widen Bob Godfrey/Barnett Shoals Rd. to a standard two-lane  
section from the  
Oconee River to the Oglethorpe County line.

B-1 Macon Hwy. Bridge / US 441 over Middle Oconee River  
(Clarke) \$unknown  
Reconstruct bridge to allow for two standard travel lanes  
and shoulders plus  
bicycle and pedestrian facilities.

B-2 College Station Road Bridge over North Oconee River  
(Clarke) \$unknown  
Reconstruct the bridge to allow for four standard travel  
lanes and shoulders plus  
bicycle and pedestrian facilities.

## **BUS TRANSIT**

ACC has 16 bus routes; Madison and Oconee have no public transport. ACC system operates Monday through Saturday until 7 pm, no Sundays or Holidays. Two additional routes were added and then eliminated for lack of funds.

“It is a goal of the Transit System to cut headways from 30 minutes to 1 hour to 5 to 10 minutes.”

“Number of riders have increased moderately over the last 5 years. The addition of informal Park and Ride lots at the Super Wal-Mart Shopping Center on Lexington Rd., BiLo Shopping Center on North Avenue, Kroger Shopping Center on Atlanta Highway, Georgia Square Mall, and Shops of South Athens (BiLo on S. Milledge Avenue) have added to the increase in ridership. These informal park-and-ride lots are the result of successful public/private partnerships between the Athens Transit System and the businesses of Athens-Clarke County.

“Recently, the Bus Stop Improvement Program has been initiated. This project inventoried and identified bus stops in need of improvement throughout the Athens Transit System service area. Unfortunately, this program was not fully funded for implementation at the local level.... Developers should be encouraged, at a minimum, during the Plans Review Process to include bus shelters with appropriate amenities to developments on or near bus routes.

“The Maintenance and Storage Facility for Athens Transit System will be in need of replacement within the next few years. Approximate cost of a new facility would be \$20 million.”

## **RAIL TRANSIT**

“Availability of funding and an unfavorable political climate seem to be the delaying factors at the state and federal level for the Atlanta to Athens commuter rail line.”

## **SIDEWALKS**

“New construction projects are strongly encouraged, through the local development regulations of all 3 counties, to include sidewalks wherever possible. In Athens-Clarke County, sidewalks are required on all new construction, and in some cases, developers must retrofit existing sites for sidewalks. Pedestrian facilities must also receive consideration on all new road projects within MACORTS. Since pedestrian facilities were not previously given full consideration during the transportation planning process, there are large gaps in the sidewalk network. In Athens-Clarke County, the local government provides funds annually to complete projects from the sidewalk improvement plan. TE funding is the only source of dedicated federal funds for pedestrian facilities unless such facilities are included in a larger road oriented project.” [However, TE funding is limited to about \$2 mil per year per Congressional district at present, according to my conversation with Transit Planner Sherry Moore. “Flexing” funds by cancelling a road project that has already been funded (but construction not begun) is one way of obtaining funds for non-road projects. Once this is done, however, no farther Federal money will be

made available in the future for that specific road project. -JPH]

"The Athens-Clarke County Public Works Department has developed a rating system to evaluate potential sidewalk projects. Sidewalk projects are generated by public request. The projects are evaluated and prioritized annually."

[Numerous (128) sidewalk projects are listed—presumably all the suggestions that ACC Public Works has received. I am not listing these projects; altho they include cost estimates they are likely to be farther vetted.]

"A county-wide Sidewalk Master Plan should be completed for Athens-Clarke County as a UPWP Special Study in coming years [depending on availability of funding, according to Transportation Planner Sherry Moore]. This study should include an inventory of existing sidewalks and prioritized recommendations for future sidewalks.

## **BICYCLE FACILITIES.**

**BIKE PROJECTS.** [These are not funded at this point, they are proposals only. Projects likely or certain to be built will be listed in another document, the TIP (Transportation Improvement Plan), which is a short-term plan.

Some road projects also say things like "project should include bicycle and pedestrian facilities." What does this mean specifically? According to Transportation Planner Sherry Moore, bike facilities could vary from signs only, to lanes or "bike shoulders" which are becoming popular with GDOT. This would be decided when each project is designed.]

EB-1 College Station Rd. Widen for 4 ft bike lanes and improve bridge

over North Oconee River

EB-2 E. Campus Drive Extend the off-road trail

EB-3 Gaines School Rd/Barnett Widen for 4 ft bike lanes and  
construct access  
Shoals Rd. road

EB-4 Hancock Ave. Stripe bike lanes, plus slip ramps to paved  
utility strips at intersections with left turn bays

EB-5 Hancock Ave. Resurface (including over gutters) and restripe  
wider bike lanes and remove on-street parking

EB-6 Hawthorne Avenue Widen for 5 ft. bike lanes

EB-7 Lexington Rd. Widen for 4 ft. bike lanes

EB-8 Lumpkin Street Widen for 4 ft. bike lanes

EB-9 Milledge Avenue Widen for 4 ft bike lanes

EB-10 Milledge Avenue Widen for 4 ft. bike lanes

EB-11 Milledge Avenue Widen for 4 ft. bike lanes

EB-12 North Ave. Widen for 4 ft. bike lanes

EB-13 N. Chase St. Resurface (including over gutters) and restripe  
wider bike lanes

EB-14 N. Chase St. Stripe bike lanes, plus slip ramps to paved  
utility strips at intersections with left turn bays

EB-15 Oglethorpe Ave. Spot widenings to allow on-street bike lanes  
at intersections with left turn bays

EB-16 Prince Ave. Widen for 4 ft. bike lanes

EB-17 Rail-Trail Corridor Multi-use trail

EB-18 Research Drive Widen for 4 ft. bike lanes

EB-19 Southview Drive Share the Road' signage

EB-20 West Lake Drive Spot widenings to allow on-street bike lanes at intersections with left turn bays

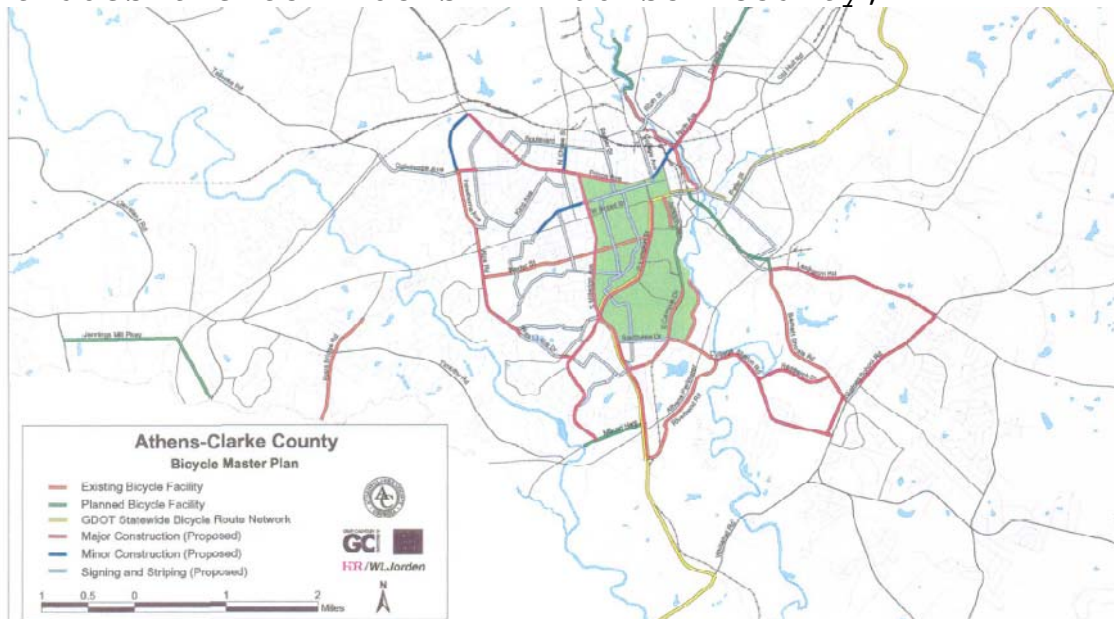
According to an informal poll of local stores, including The Hub, Dixon's, Sunshine Bicycles and one Wal-Mart location (this is noted because the Wal-Mart location has customers outside of the MACORTS area), an average of 10,225 bicycles is annually purchased in MACORTS area stores. Of these, an estimated 4,950 are purchased for adults. College students make up most of these sales... The census figures, shown in Table 35, paint a different picture. Considering the other factors with regards to bicycle ridership, the census figures do not present an accurate representation of the number of bicycle trips made in the MACORTS area. The census, perhaps because it was concerned with trips to and from the workplace, has arrived at figures that may not accurately reflect the number of bicycle riders in Madison, Athens-Clarke and Oconee Counties.

**Table 34**  
**Persons Riding a Bicycle to Work**

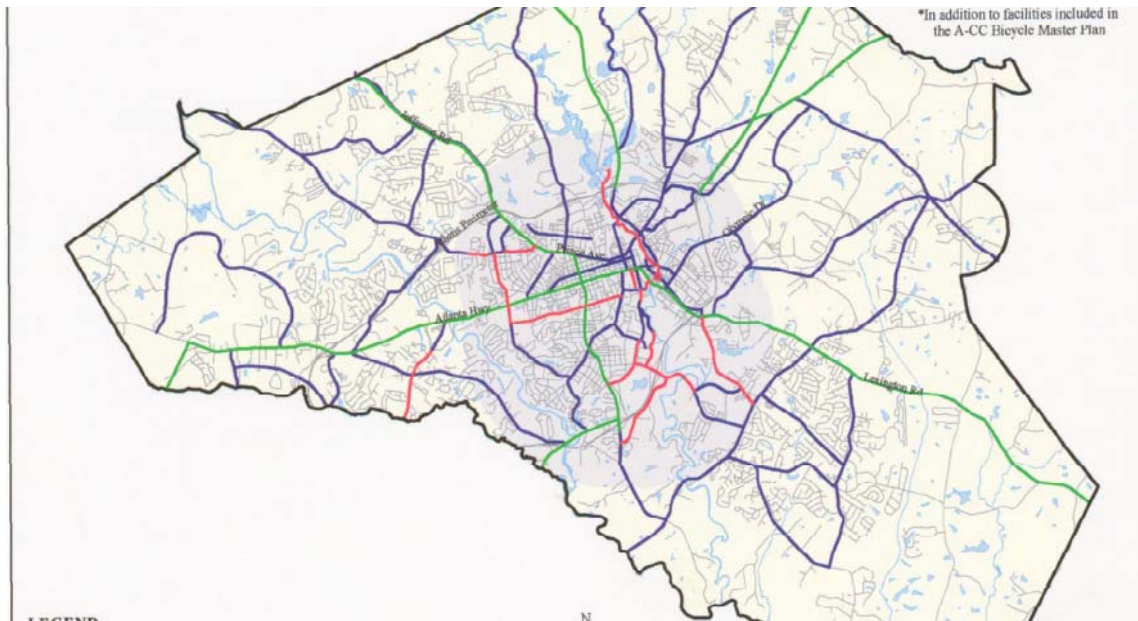
County  
Persons who use bicycling as their means  
of travel to work  
Madison County 9  
Clarke County 444  
Oconee County 18

Athens-Clarke County prepared a Bicycle Master Plan that includes the area within 3 miles of the central business district. The most recent revision to that Plan was adopted in March 2003. The projects included therein are included in

Table 37 in the Financial Section and are shown in Figure 10. In addition to the Bicycle Master Plan, the MACORTS Bicycle Map includes the area outside the 3-mile area but within Athens-Clarke County and appears in Figure 11. Figure 12 includes the corridors in Madison County,



within MACORTS, that should be considered for the addition of bicycle facilities in the future.



This is a revised version of the Map adopted in 1999. The Plan and Map will be forwarded to the Bicycle/Pedestrian Coordinator of the Georgia Department of Transportation. This will

insure that should those specified corridors need other improvements, the addition of bicycle/pedestrian facilities will be considered by GDOT. On a local level, projects are completed as local funds become available. These projects are also eligible to receive TE funding. Projects from the Bike Plan are submitted as candidates for TE funding during the application cycle for that program.

### **C. Bicycle Facilities in Other Plans**

...Public

comment received in the early stages of this plan was enthusiastic about extending the Greenway Network into both the Madison and Oconee County to create a regional facility.

them state bicycle/pedestrian routes. No [Federal] funds will be designated by GDOT to implement the bicycle/pedestrian facilities as stand-alone projects. Bicycle/Pedestrian-friendly design elements

must be incorporated into other programmed improvement projects.

### **D. Design Standards Relating to Bicycle Transportation**

...Locally, Athens-Clarke County has adopted design standards relating to bicycle facilities (October 2003). The standards are as follows for bicycle lanes:

1. All four-lane primary roadways, that do not have marked bicycle lanes, with an average daily traffic volume of less than 20,000

vehicles per day should be considered for possible conversion to a three lane roadway with a center two-way left-turn lane is such a configuration would permit either marked or shared bicycle lanes.

The new lane configuration would be installed whenever the roadway is scheduled for resurfacing or a major improvement project.

2. All roadways with bicycle lanes shall be striped to ensure a minimum travel and turn lane width of 10 feet and minimum bicycle lane width of 4 feet. This demarcation does not require bicyclists to remain exclusively within the bicycle lane at all times.

3. For those roadways that have an 85th percentile speed (that speed at which 85% of free-flowing vehicles are traveling at or below) and the upper limit of the pace speed (the 10 mph speed range representing the speeds of the largest percentage of vehicles) of 45 mph or less, the roadways would be striped with 10-foot travel and turn lanes and with a 4-foot bicycle lane (may include the gutter area for urban sections) with a 6-inch solid white stripe separating the bicycle lane from the travel lane.

4. For those roadways that have an 95th percentile speed and upper limit of the pace speed between 46 and 55 mph, these roadways would be striped with 11-foot travel and turn lanes and 5-foot bicycle lanes (may include the gutter area for urban sections) with a 6-inch solid white stripe separating the bicycle lanes from the travel lane.

5. For those roadways that have an 85th percentile speed and upper limit of the pace speed greater than 56 mph, these roadways would be striped with 12-foot travel and turn lanes and a 5-foot bicycle lane, not including the gutter section, with a 6-inch solid white stripe separating the bicycle lanes from the travel lane.

6. For all roadways where a 10-foot travel lane and a 4-foot bicycle

lane cannot be accommodated, then a wider travel lane will be employed with appropriate signage and "sharrow" pavement markings.

#### **G. Projects Currently Underway [omitted]**

#### **H. Existing Easements**

There is the potential to use existing easements owned by the local governments to reduce the cost of acquisition of right of way for bicycle paths. In some instances, it may be appropriate to acquire transportation right of way 'on top' of an existing easement. Consideration must be given to the compatibility of the existing use with the addition of a bicycle transportation use. If the uses were not in conflict, the acquisition cost would be minimal because of the restrictions of the existing easement. This strategy may also be appropriate with some private easements such as power easements.

All Athens Transit buses are now equipped with bus racks. ...Public response to this addition has been very positive. All future buses purchased will be equipped with bicycle racks as well... MACORTS should encourage bike storage/parking facilities. In addition to the traditional bicycle racks, bike lockers should be located in the downtown area.. Bike lockers will be provided in the Multimodal Transportation Center. They should be included in all public construction projects in the downtown area along with traditional bike racks. Various types of bicycle lockers and racks have been introduced in at least one parking deck in downtown Athens under the jurisdiction of the Downtown Development Authority. After the test period, a determination will be made as to what kind of storage facilities are most appropriate for that location.

Outside the Central Business Districts, the local governments should consider a parking 'bonus' for bicycle facilities. This bonus would lower the number of required parking spaces (by a relatively small amount) for those businesses who provide and maintain bike storage.

#### **K. Implementation & Funding Strategy**

To minimize future costs, the construction of bike facilities should be financed in conjunction with subdivision construction and street improvements...

#### **"A. Rails to Trails**

Currently, there is only one officially abandoned railroad line segment in the MACORTS area. That line has been the focal point of an effort within Athens-Clarke County to create a multi-use trail facility with the abandoned line including a trestle [downtown to Carmike Cinema project]...

Neither Madison County nor Oconee County have any abandoned rail lines at this time.

Freight/Goods movement (not included here)

Financial Plan (not included here)

**Public Comments.** [The many public comments received last year when the long-range plan was being formulated were summarized in a 19-page summary. Each comment was summarized in a sentence or so. MACORTS staff then sorted these by subject. (Many of the original comments are very thoughtful and they are available for public review thru Sherry Moore at ACC Planning Department.)

Here are a few of the shortened comments, arranged by subject (staff comments in italics):]

#### **MACORTS-focused Comments**

- More transportation options and more support for those already in place (ie transit, bike facilities, pedestrian facilities, commuter rail, greenways)

- Any effort to take advantage of the Rail to Trail opportunities in the region should be supported.
- A Master Plan needs to be developed for pedestrian facilities in ACC.
- All 3 counties need to work to protect pedestrians with, but not limited to, crosswalks, pedestrian overpasses, pedestrian tunnels, flashing crosswalks, 'Yield to Pedestrian' signage, and planted medians.
- All projects should coordinate with the Future Land-Use Plans and Comprehensive Plans
- Strive to educate all citizens about transportation options and the rules of the road
- Carpooling and ride sharing need to be supported with incentives.
- Invest more in public transportation system and concentrate effort to improve system operations.
- Support commuter rail.
- There needs to be more coordination/communication between UGA and ACC.
- Converting facilities to 2 travel lanes with center turn lane and adding bike lanes should be the policy whenever possible.
- There needs to be more funding for transit, bicycle facilities, and pedestrian facilities.
- Anytime roads are changed (widened or have significant repairs), they should be examined for feasibility of adding bicycle facilities to the corridor.
- Alternative fuels should be encouraged for Transit.

#### **Athens-Clarke County Local Issues**

- Need more traffic calming in Athens-Clarke County
- Need more speed limit enforcement and moving violation enforcement

#### Bike/Ped Projects:

##### ***MACORTS-focused Comments***

- Add wide, dedicated bike trail that parallels Lexington Rd. and crosses into downtown via a long bridge over the river.  
(incorporate into interchange project ?)

- Go through with the project to make the service road along Jefferson Road into a greenway or pedestrian boulevard.
- Separated bike lanes need to be constructed along the rail corridor adjacent to Milledge Avenue. *(This is an active rail corridor)*
- Danielsville Rd. should be widened to 4 lanes and a sidewalk and bike lane should be added from the Perimeter to the Madison County line.
- Rail to Trail project that would link Winterville to the Multimodal Center would be great. *(in works)*
- Widen College Station Rd. to allow for the addition of bike lanes or add bike bridges next to the bridges. *(in works - TE application)*
- The crosswalk study done at 3:30 pm on a weekday did not paint a realistic picture of Athens pedestrian activity. *(this is based on a misinterpretation of the study purpose)*
- Macon Hwy needs bike lanes and sidewalks.
- Stencil bike symbols and construct bike lanes on Peter St., and construct sidewalks were possible. *(part of interchange project?)*
- A sidewalk master plan should be developed and implemented so that it networks primary pedestrian corridors first...

**MACORTS-focused Comments**

- Jefferson Road needs bike lanes - most importantly on the Hugh Logan interchange and from Homewood Hills intersection to the entrance of the country club. *(not currently included in GDOT's Bicycle Master Plan)*
- Jefferson Rd. needs bike lanes located between the turning lanes and car thru-lanes. Restripe road to accommodate 5 ft. bike lanes to entrance of Homewood Hills Shopping Center from the area of the Loop.
- ACC needs to address night time crossings from public housing to Gresham's Disco on Broad St.
- 5-foot bike lanes and sidewalks should be added to both sides of Atlanta Highway with concrete dividers between car travel lanes and bike lanes.

- Bus-only + bike lanes should be constructed at key congested areas such as Atlanta Highway at Georgia Square Mall, Atlanta Hwy. from Loop 10 to Mitchell Bridge Road, and Broad St. at Hawthorne/Alps.
- Add bike lanes on Commerce Rd. from MLK to Newton Bridge Rd. Reduce speed limits to 35 mph and post signs at county line warning motorists to slow down and respect pedestrian and cyclist rights. Signs at Loop 10 interchange too.
- Add bike lanes with concrete dividers along Lexington Rd.
- There should be a pedestrian/bike bridge over the Timothy Rd./Atlanta Hwy intersection. (*GDOT won't fund bridge and GDOT would have to approve*)
- Widen the sidewalks along Milledge Ave.
- The rumble strips and curbing along US 441 in Oconee Co. make it very dangerous for cyclists.
- US 441 and US 441 Business need 5 ft. bike lanes. (*not in State Bike Plan*)

**MACORTS Policy Committee**

Road Projects:

***MACORTS-focused Comments***

- Jefferson Rd., Lexington Rd., and Jennings Mill Pkway should be deleted from the LRTP.
- Don't widen Lexington Rd. or build Jennings Mill Parkway. Take those funds and earmark them for alternative transportation projects.

Bike/Ped Projects:

***MACORTS-focused &/or Local Comments***

- Offer educational forums for motorists, cyclists, and law enforcement

Other:

***MACORTS-focused Comments***

- MACORTS Policy Committee needs to have membership proportional to population not equal among the 3 counties - ACC needs four seats and Madison and Oconee Co. need one each.
- BikeAthens should have a representative on the MACORTS Technical Coordinating

Committee.

- Public Comment opportunities should be expanded and held more frequently.

- Public Comment should not be 'filtered' through bodies such as the Planning Commission or any government management personnel.

#### **Miscellaneous Projects Outside MACORTS Jurisdiction**

- Need to establish a waterfront downtown with a pedestrian promenade so the river is visible. Use the Dial America property for mixed use shops, etc. on waterfront.

- The green area behind the old jail functions as a park. Do not move the old Cobb mansion to that lot.

- Negotiate with Charlie Williams Pinecrest Lodge to connect their acreage along the river with the 32 acre RiverCare program park and the ACC lots in University Heights to provide a linear park along the river.

- Ugly lots on the corner of Whitehall and Barnett Shoals should be converted to attractive greenspace parks.

- Need more enforcement on West Lake Drive.

- Need more enforcement of speed limits along Milledge Circle.

- Enforce the speed limits along Simonton Bridge Rd.

- Need more enforcement on Church and Rutherford.

- Need to create 3 school zones based on home addresses for parents to choose from to keep people from going across the county to take their children to school.

- Ambulances should not have to use Hill St. for access to ARMC.

- Increase the parking fees downtown to discourage driving there.

- Zone new apartments and mixed use development with allowances for reduced parking requirements along Baxter St.

- Zone Barnett Shoals Rd. to enable extensive infill development along Barnett Shoals Rd.

- Create special overlay districts along specific corridors where extensive transit and bike/ped infrastructure will be developed. Waivers, reduced parking requirements,

and tax incentives could be used in Smart Growth Corridors such as Baxter Street, Barnett Shoals Rd. (Lexington to Gaines School), Prince Ave., Barnett Shoals/Gaines School, and Downtown East/Multimodal Station.

- A location efficient mortgage and rent program should be established for Athens. (*see BikeAthens submission for full details*)

- Enforce the 'Do Not Block Intersection' rule at the intersection of Morton Avenue / Milledge Ave. (*is not a law - is only courtesy*)

- Enforce the speed limits in Watkinsville.

- Bring back the 'hands-free while driving' cell phone legislation.

- Southeast Park should be open before 10 am on the weekends.

- Community Parks should not be gated or walled in.

- These comments are in regards to Southeast Athens Park (they are marked East Athens Park, though). Residents want to see these features in the park:

Paved walking path, football field, tennis courts, basketball court, covered picnic area, swings, benches, bike trail, baseball field, playground, babysitting program, Big Brother/Big Sister program, tutoring facility and program, softball games, swimming pool, soccer fields, cheerleading program, snack/food stand, and a track.

- Auto insurance should be directly related to mileage driven.

- Increase the price of fuel to pay for more enforcement, bike lanes, rails to trails program, and improving bus service...

All for now...

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