

City of Athens Bicycle and Pedestrian Plan

Preliminary Inventory and Analysis

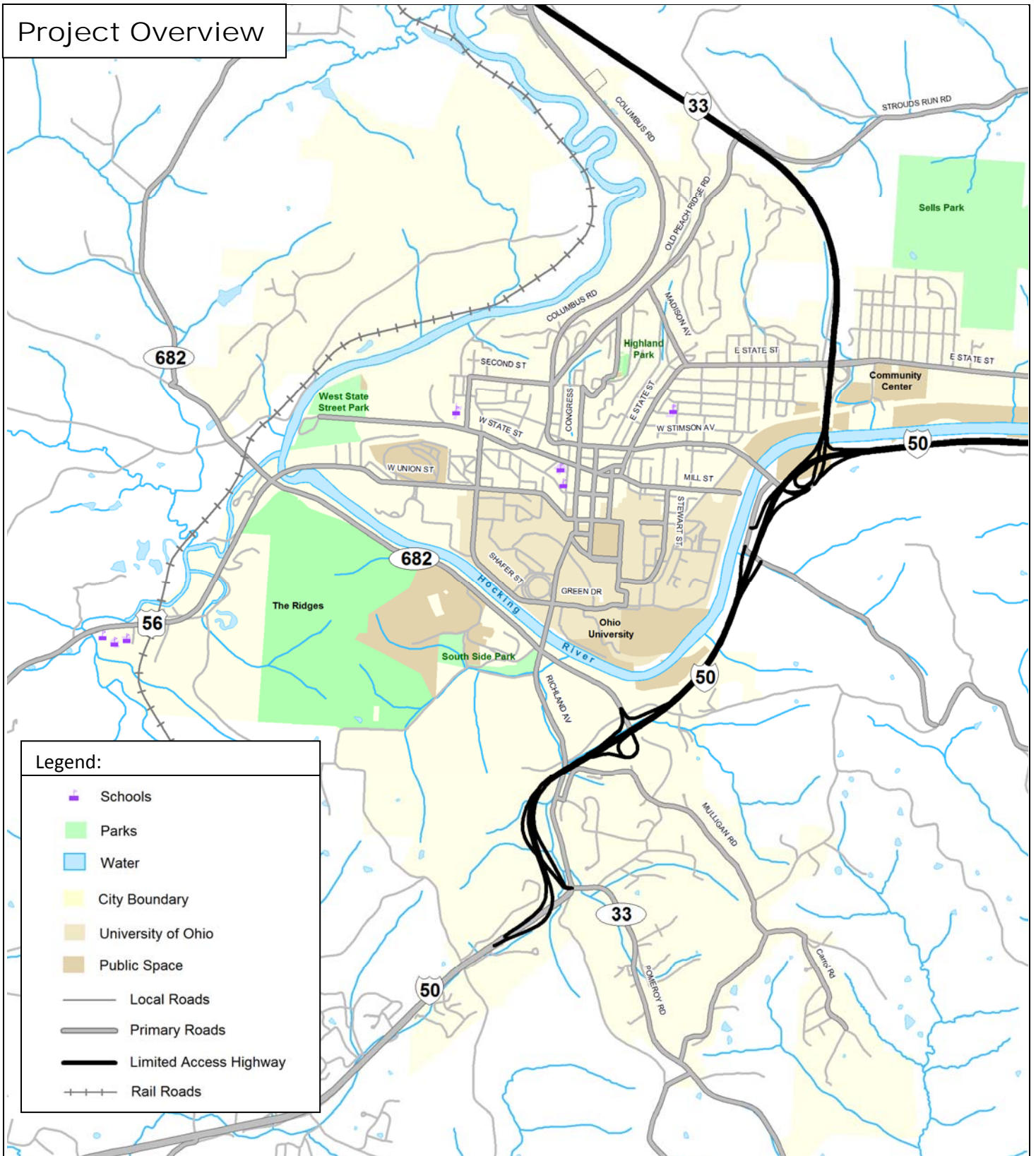
September 15, 2009

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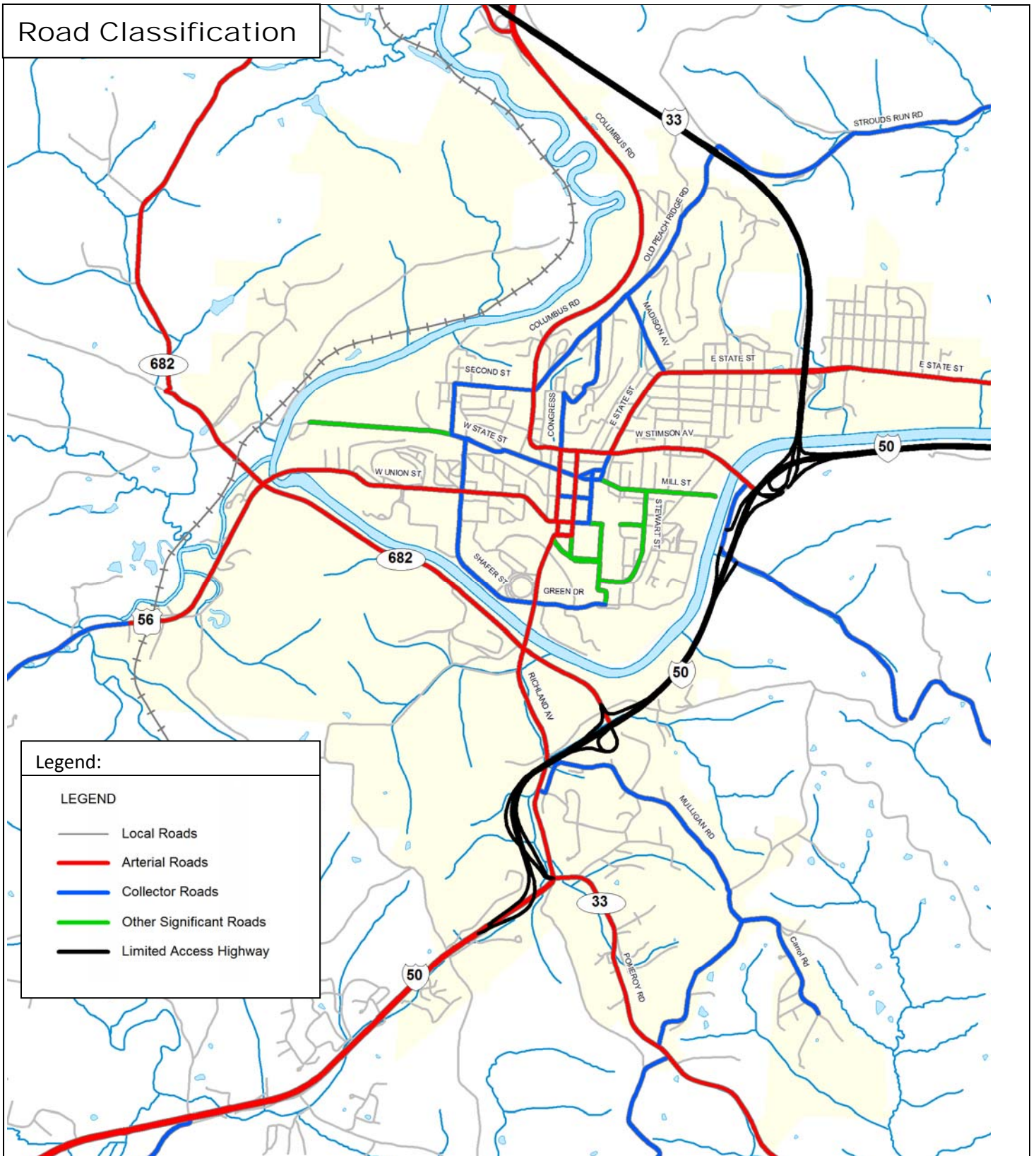
Project Overview



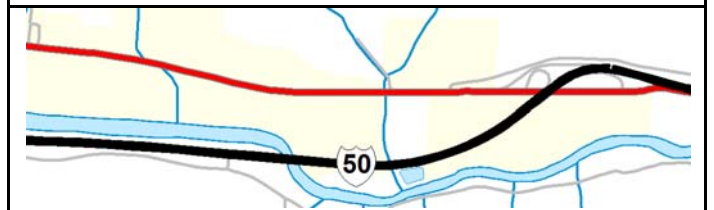
East End Extension



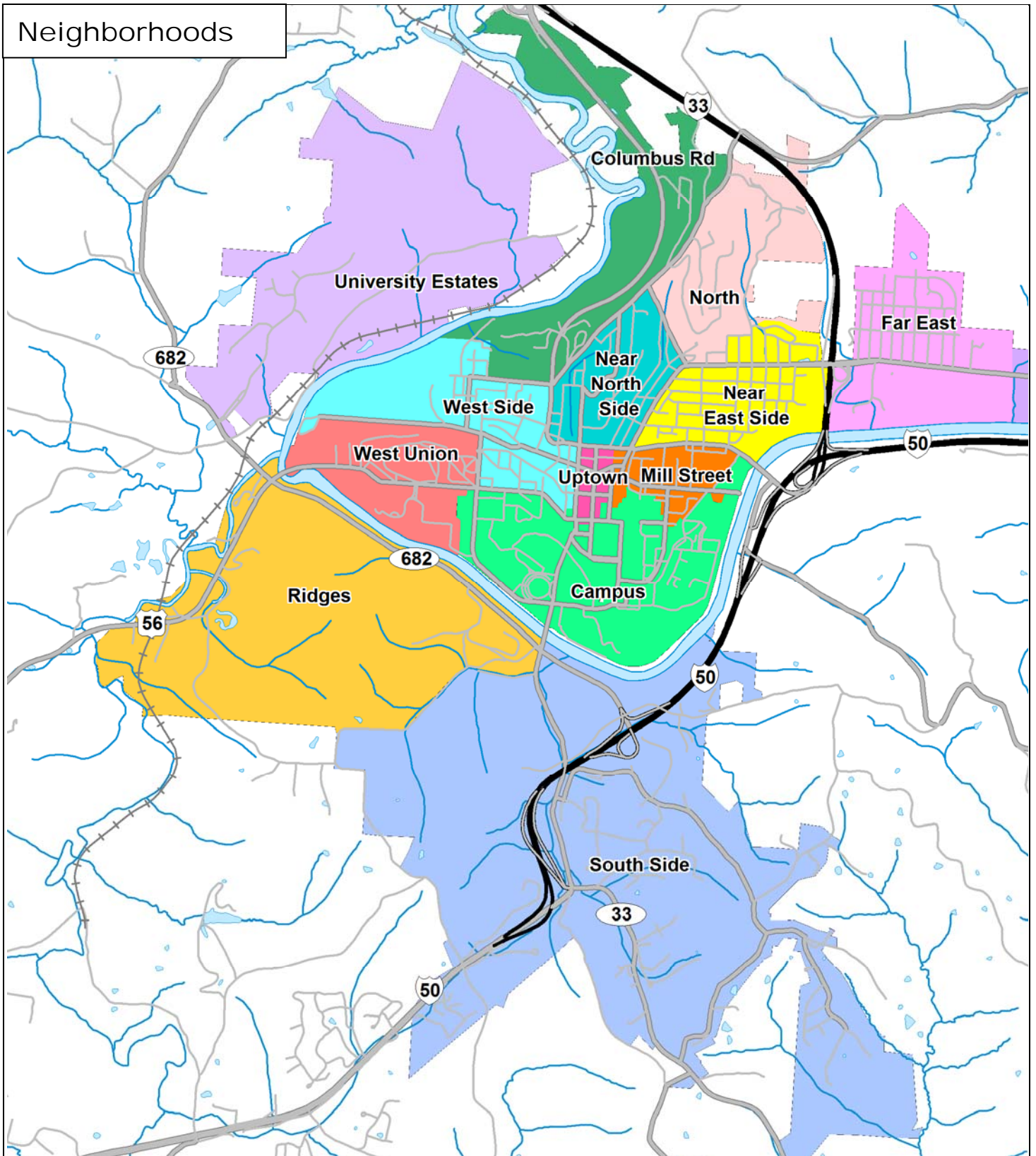
Road Classification



East End Extension



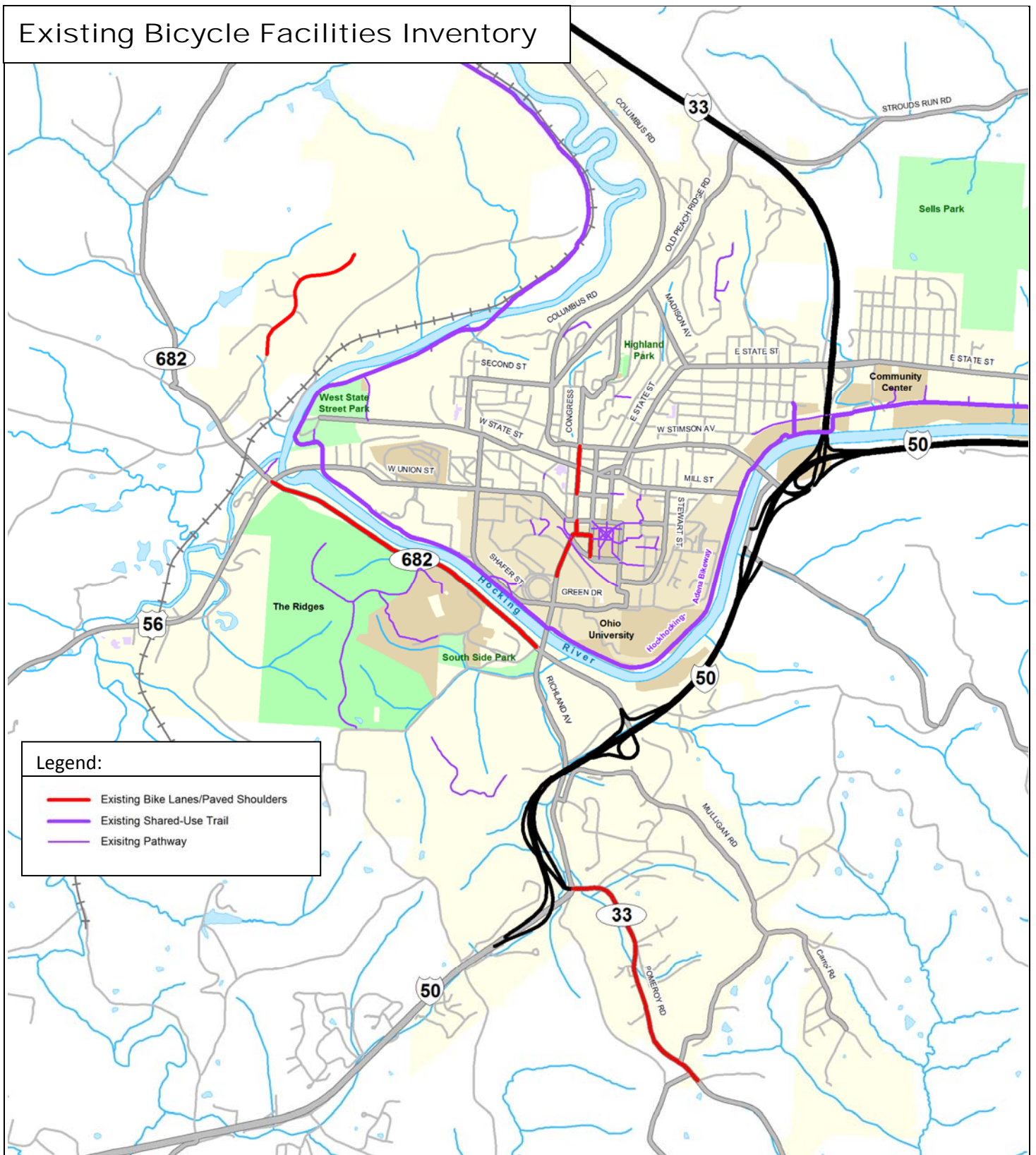
Neighborhoods



East End Extension



Existing Bicycle Facilities Inventory

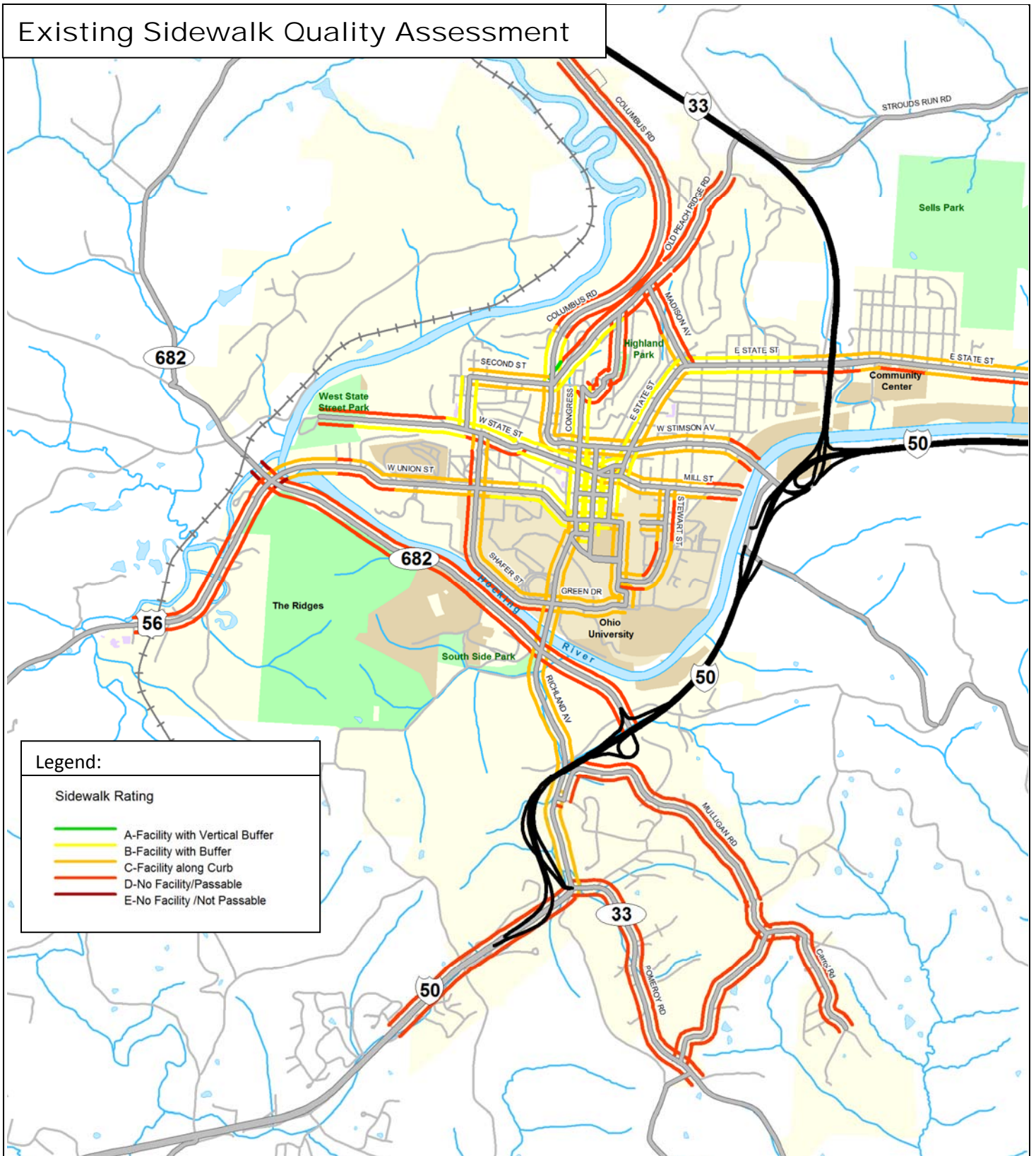


There are 8.5 Miles of Existing Trail and 3.6 Miles of Existing Bike Lane.

East End Extension



Existing Sidewalk Quality Assessment

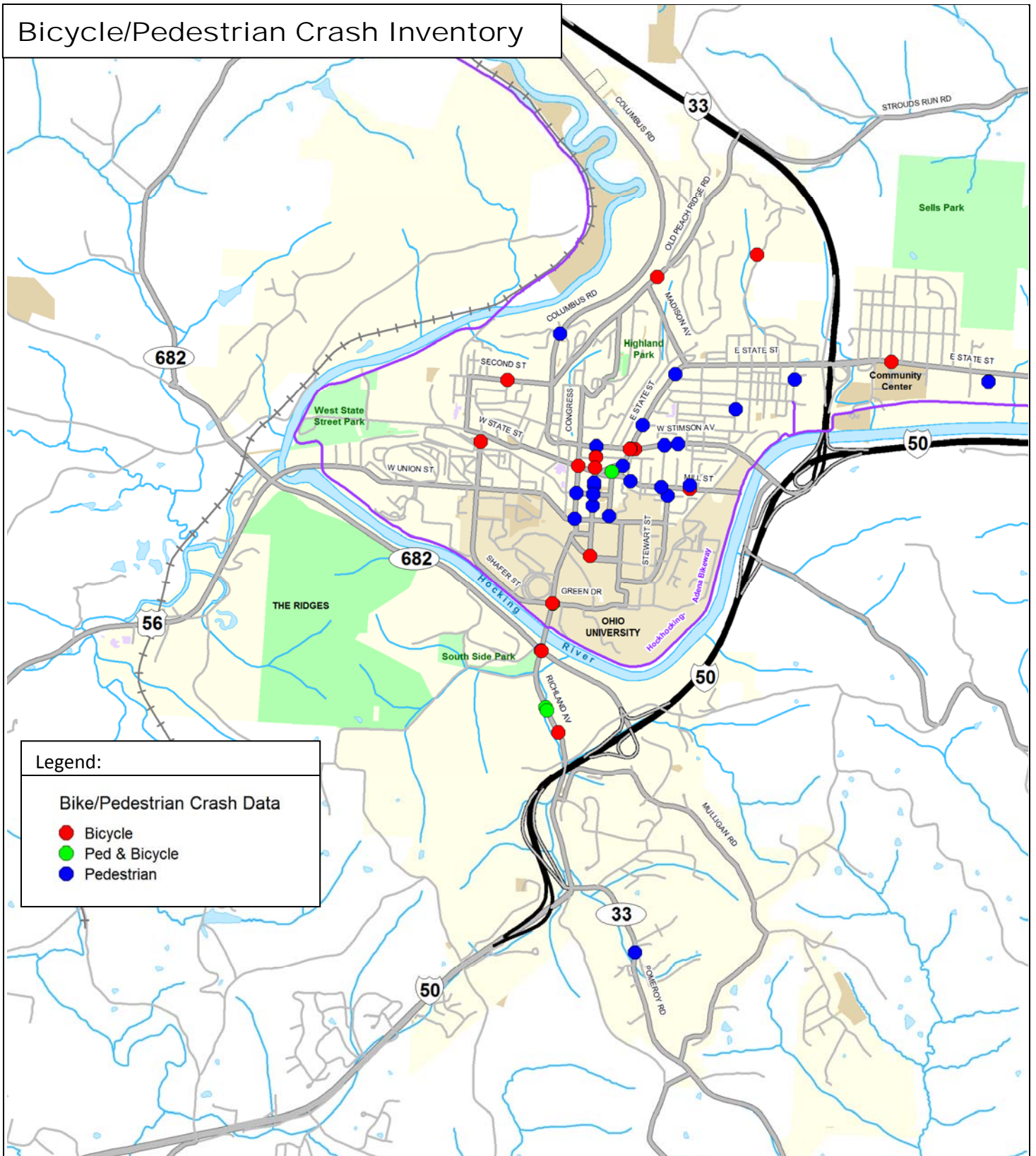


A key factor to a pedestrians comfort on a sidewalk is the degree of separation from the roadway. Buffer (lawn extensions) and vertical elements such as trees and light poles increase the pedestrians comfort level.

East End Extension



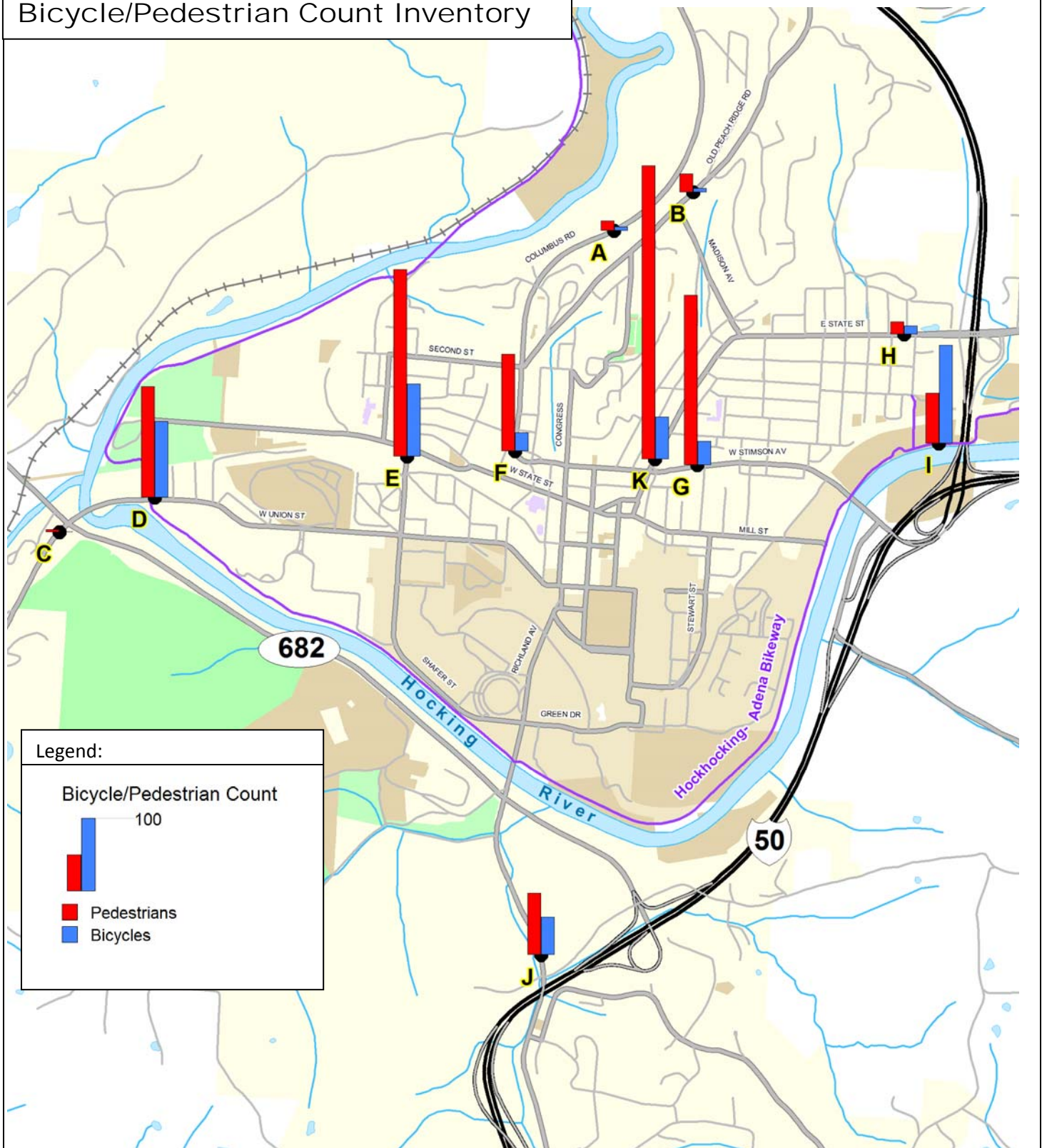
Bicycle/Pedestrian Crash Inventory



East End Extension



Bicycle/Pedestrian Count Inventory



East End Extension



On-Street Parking Downtown

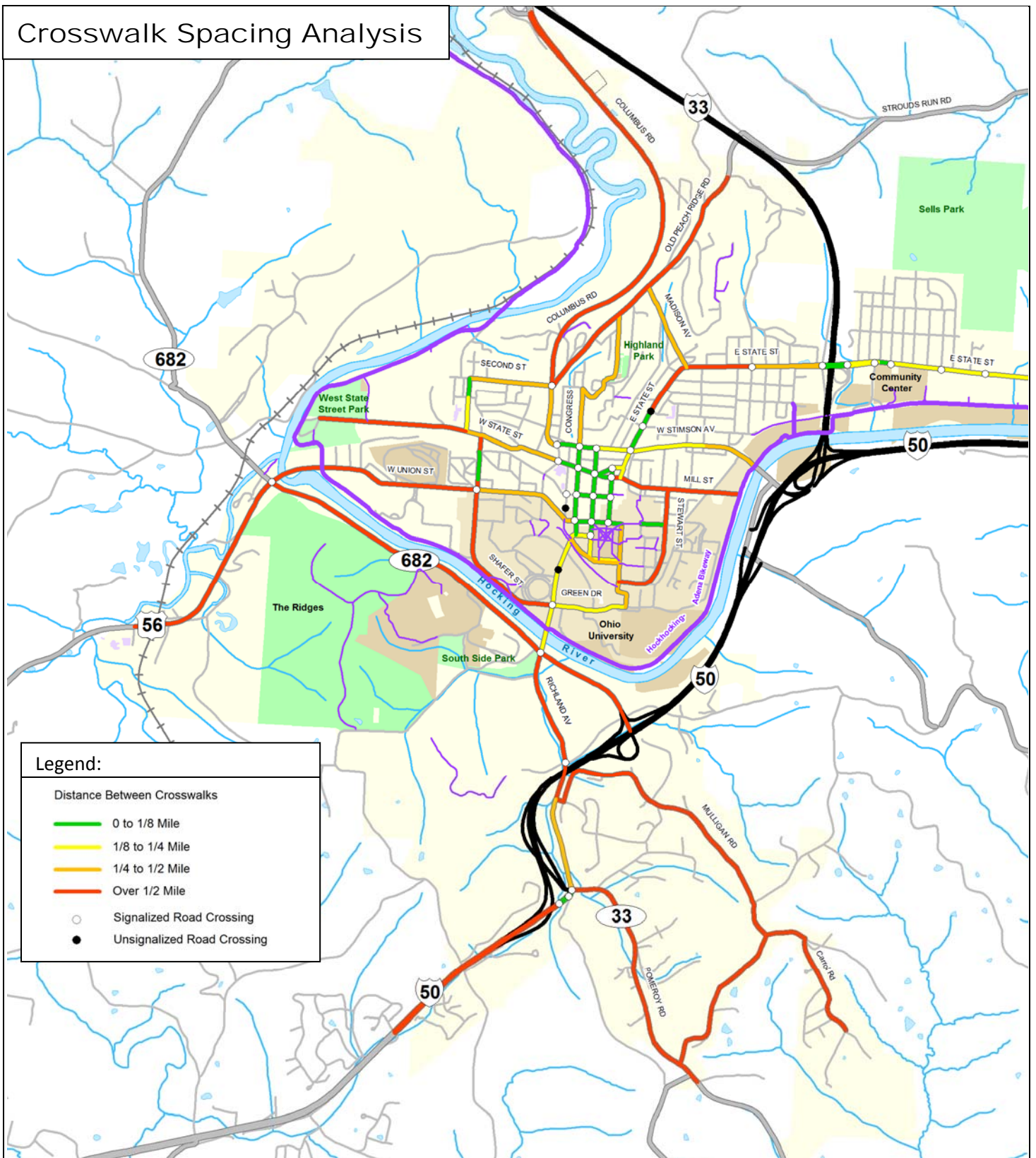


A Majority of the Primary Street in the Downtown have on-street parking. Although not shown here, many of the local residential streets also have on-street parking as well.

East End Extension



Crosswalk Spacing Analysis

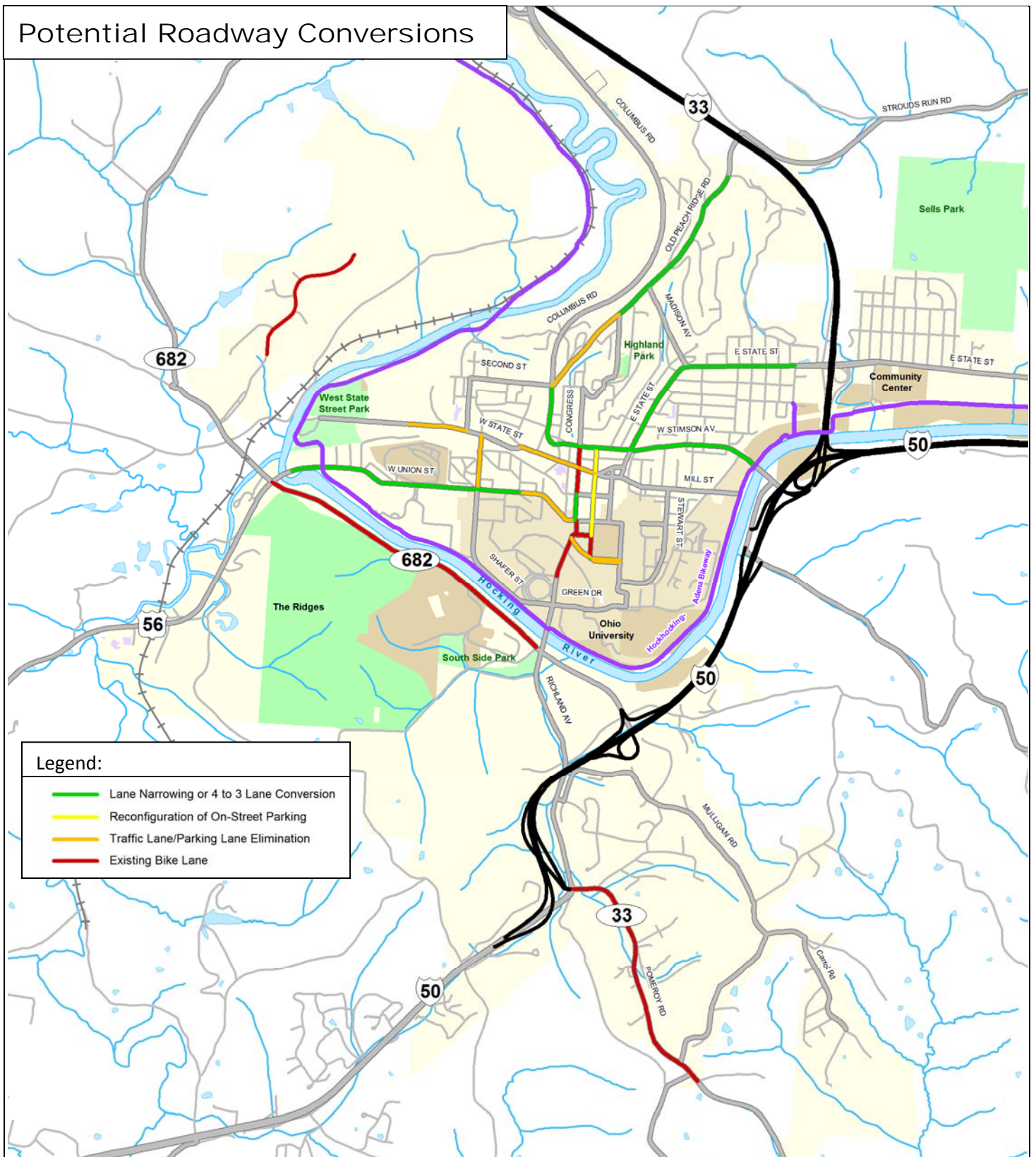


Crosswalk spacing is a key factor in directness of travel. Most pedestrian trips for personal business (like walking to the store) are about 1/2 mile long. Where there is demand to cross the road and crosswalk spacing is over 1/8 of a mile apart, mid-block crossings are likely to occur.

East End Extension



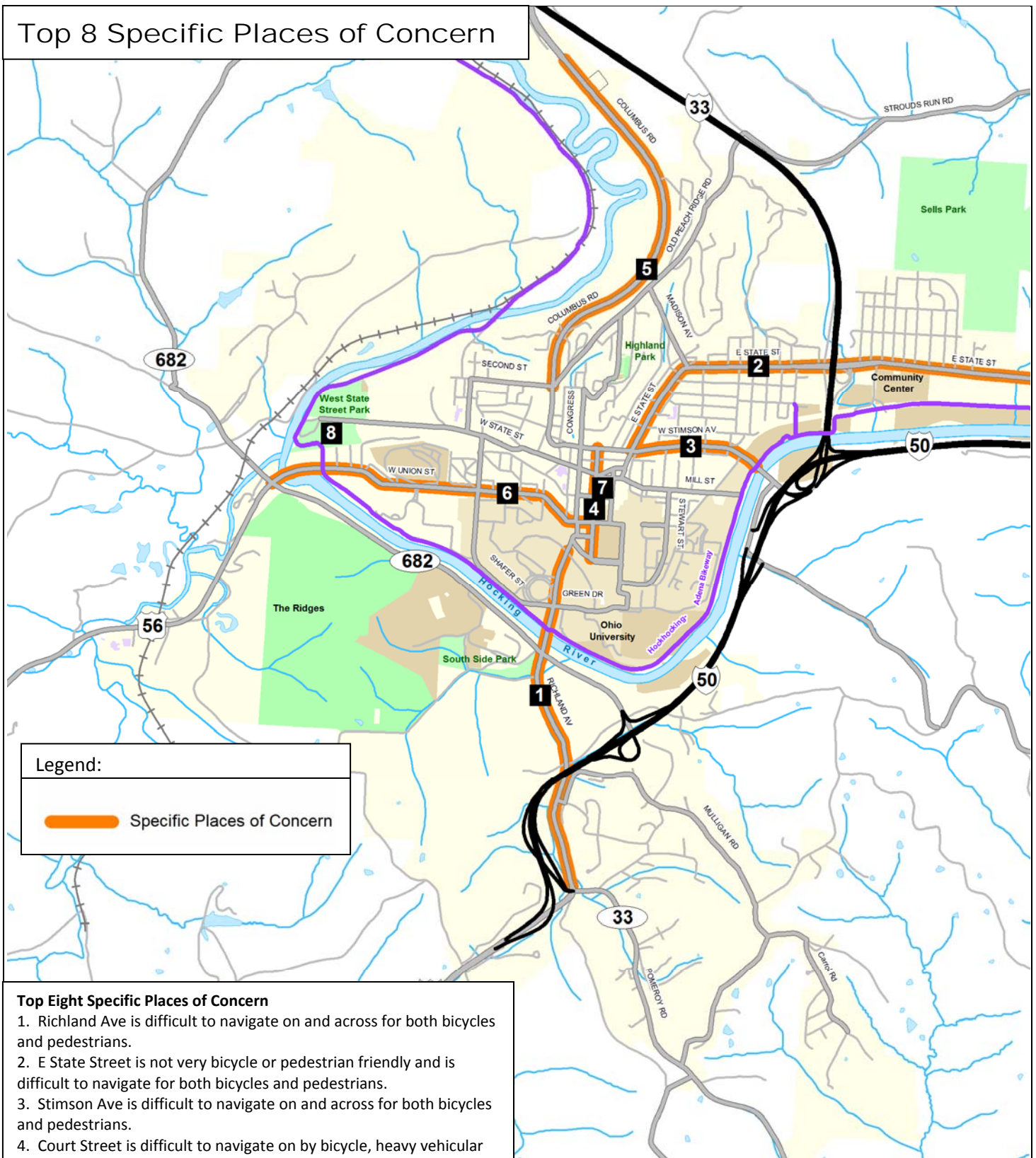
Potential Roadway Conversions



East End Extension



Top 8 Specific Places of Concern



Top Eight Specific Places of Concern

1. Richland Ave is difficult to navigate on and across for both bicycles and pedestrians.
2. E State Street is not very bicycle or pedestrian friendly and is difficult to navigate for both bicycles and pedestrians.
3. Stimson Ave is difficult to navigate on and across for both bicycles and pedestrians.
4. Court Street is difficult to navigate on by bicycle, heavy vehicular and pedestrian traffic, and needs bike lanes.
5. Columbus Road is difficult to navigate by bicycle and needs bike lanes.
6. Union Street is difficult to navigate by bicycle and needs bike lanes.
7. Uptown is difficult to navigate around by bicycle, there are crowded streets and limited bike parking.
8. Ability to safely get to and access the parks and recreations areas by bicycle is desired.

East End Extension



