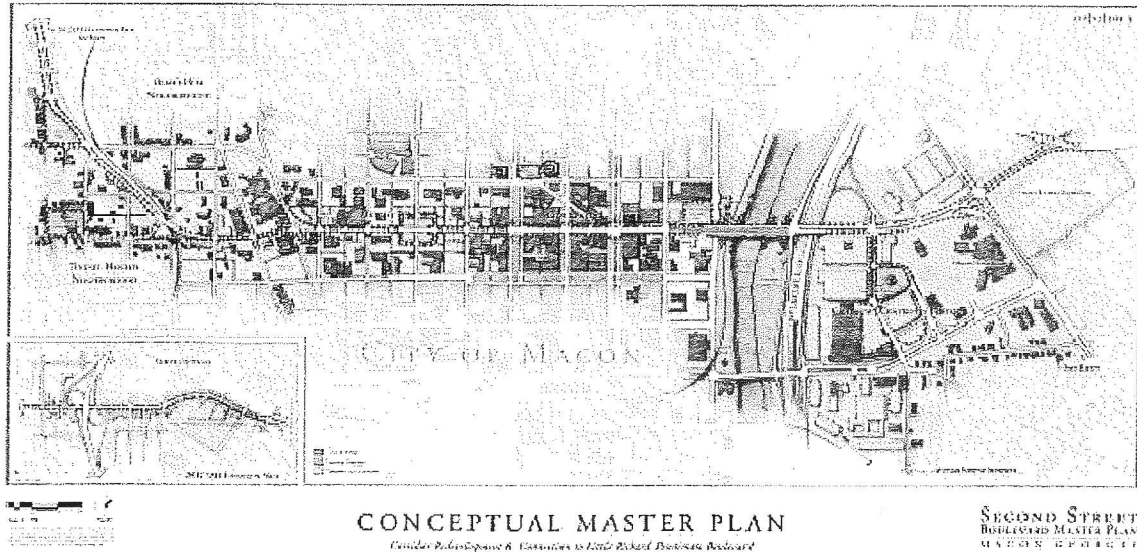


SECOND STREET DOWNTOWN CORRIDOR REVITALIZATION



A. PROJECT DESCRIPTION

The Second Street Downtown Corridor Revitalization Project will serve as a multi-modal transportation spine connecting two interstates and moving people from east to west within the county. The implementation of a dedicated electric bus route and a complete street model to include pedestrian and bicycle traffic will stimulate significant private sector investment within the district by creating a gateway into City Center while connecting neighborhoods, educational institutions, and employment opportunities. Providing additional bicycle and pedestrian access to the only natural greenway trail in Middle Georgia will be a key to sustaining growth within the urban core.

Macon-Bibb was selected as one of seven communities to participate in *Strong Cities, Strong Communities (SC2)* and has an impressive federal team working to identify opportunities for our City to advance our economic competitiveness. Through a HUD grant, SC2 helped secure Smart Growth America to conduct a fiscal impact study on future growth on downtown infill spurred by the Second Street Downtown Revitalization Corridor. Macon-Bibb was recently awarded a Brownfields Area Wide Planning Grant focused on the urban core.

In 2011, the City of Macon initiated a planning process focused on the redevelopment of Second Street and the implementation of a transit component that would take people from the Coliseum Hospital, across the Ocmulgee River and 1-16 through downtown and Navicent Health (The Medical Center of Central Georgia) and connect to Mercer University, I-75, and two more educational institutions. This transit system would serve as a backbone to a larger regional system that would eventually extend beyond the city limits of Macon. Extending on the east side would connect people to much needed jobs and educational opportunities. Further extension of dedicated transit along the Corridor to the west

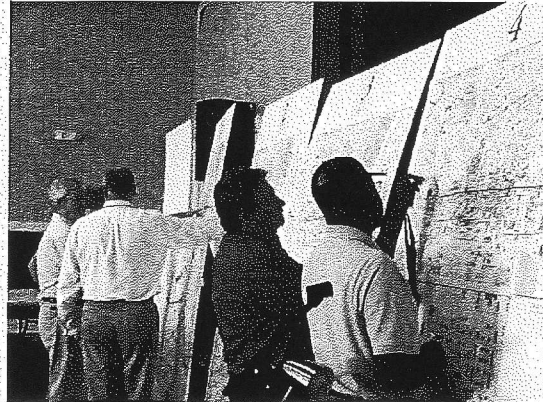
rail, passenger vehicles, and bicycles. The presence of vacant abandoned properties along with limited housing options has allowed for historic disinvestment.

ADDRESSING THE CHALLENGES:

Build on the assets: PHYSICAL STRUCTURE / GREAT BONES

Different Perspectives ... Common Vision! Community members gathered on multiple occasions to express different perspectives and define a common vision:

- Connect Institutions, Downtown and East and West Neighborhoods,
- Greenspace and Trees
- Walkable and Bicycle Friendly , not Auto Centric
- Make the Streetcar Connection
- Penniman to Second - Fluid Connection
- If Kept, Hump Bridge as Bike/Ped
- Minimize Neighborhood Impacts



X First, the revitalization will build upon the State-of-the-Art Pedestrian Scaled Street Grid, generously proportioned street and sidewalks. The location of downtown is adjacent to River and greenway network. The unmatched historic building stock includes 12 Historic Districts on the national Registry.

Right-of-Way – Variable (98'-108') Street Trees / Planters Planter Area / Rain Garden w/ Cistern Below
Bike Lane Reverse Angle Parking – Porous Paving Shared Travel Lane w/ Transit
Shared Travel Lane w/ Transit Bike Lane Street Trees / Planters
Sidewalk – Porous Pavement Right-of-Way – Variable (98'-108') Transit Stop Parking Lane

LADDERS OF OPPORTUNITY:

X East Macon, despite having Macon's most trafficked surface road, convention center and two of the top 20 employers in Macon still maintains one of the highest poverty rates in the region. There are more than 20 homes in need of demolition, an above average property crime rate, has poor health outcomes, and has been designated as a food desert. All of these poor outcomes can be directly attributed to the segmentation of the community through overbuilt roadways that lack non-personal auto connections to the job centers. Property Values in east Macon are more than 80% lower than values on the other side of the river and in neighboring Shirley Hills and some 60% lower than the similarly situated Beall's Hill.

By *connecting* this east side community to the revitalization in the urban core while providing the connection to major employers is key to *whole* community revitalization. By *extending* the transit component past Mercer University (to Central Georgia Technical College(serving 8,500 students) and Middle Georgia State College(serving 8,100 students), we increase access to a variety of educational opportunities.