

RESOLUTION NO. R17-783

**A RESOLUTION TO ADOPT A COMPREHENSIVE BICYCLE,
PEDESTRIAN AND TRAIL PLAN FOR THE CITY OF STOCKBRIDGE**

WHEREAS, the City of Stockbridge ("City") is a municipal corporation duly organized and existing under the laws of the State of Georgia and is charged with being fiscally responsible concerning the use and expenditure of all public funds; and

WHEREAS, the City Council desires to establish a comprehensive bicycle, pedestrian and trail plan for the City of Stockbridge;

THEREFORE, THE CITY COUNCIL OF THE CITY OF STOCKBRIDGE HEREBY RESOLVES:

SECTION 1. Approval. The comprehensive bicycle, pedestrian and trail plan attached hereto as Exhibit A is hereby approved and adopted.

SECTION 2. Public Record. This document shall be maintained as a public record by the City Clerk and shall be accessible to the public during all normal business hours of the City of Stockbridge.

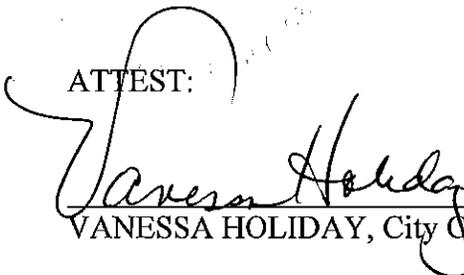
SECTION 3. Authorization of Execution. The Mayor or Mayor Pro Tem is hereby authorized to sign all documents necessary to effectuate this Resolution.

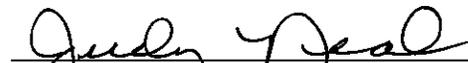
SECTION 4. Attestation. The City Clerk is authorized to execute, attest to, and seal any documents which may be necessary to effectuate this ordinance, subject to approval as to form by the City Attorney.

SECTION 5. Effective Date. This resolution shall become effective immediately upon its adoption by the Mayor and City Council of the City of Stockbridge as provided in the City Charter.

SO REOLVED this 9th day of January, 2017.

ATTEST:

 (SEAL)
VANESSA HOLIDAY, City Clerk


JUDY NEAL, Mayor

APPROVED AS TO FORM:


MICHAEL WILLIAMS, City Attorney

EXHIBIT A

Stockbridge Bicycle, Pedestrian and Trail Plan

CITY OF STOCKBRIDGE



BICYCLE, PEDESTRIAN, & TRAIL PLAN



JANUARY 4, 2017

Prepared for:

**CITY OF STOCKBRIDGE,
GEORGIA**



ADOPTED:
JANUARY 9, 2017

ACKNOWLEDGEMENTS

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EXECUTIVE SUMMARY – Stockbridge Bicycle, Pedestrian, and Trail Plan

The Stockbridge Bicycle, Pedestrian, and Trail Plan (SBPTP) was developed through a collaborative process involving a team of stakeholders from the community and relying heavily on public input. The plan provides details on the existing condition of bicycle and pedestrian facilities in the city and opportunities for future improvement. The SBPTP is intended to guide investment in bicycle and pedestrian infrastructure in the future and outlines priorities for the city. It includes the following sections:

1) Introduction:

This section includes an outline of the project process and gives an overview of the tools used throughout the project to gather input from the community including in-person open house sessions, work sessions with key stakeholders, and public survey. This section also includes a description of the purpose of the plan and overarching goals. *The primary goal of the SBPTP is to provide active (non-automobile) transportation opportunities to the citizens of Stockbridge both within the city limits and to the surrounding region.*

The City of Stockbridge does not currently have a Comprehensive Pedestrian, Bicycle, and Trail Plan. The plan aims to make recommendations to develop an integrated pedestrian and bicycling network that accommodates a wide range of users and abilities from children to seniors. By developing a Bicycle, Pedestrian and Trail Plan the city will provide a safe, connected and efficient transportation system for the citizens of Stockbridge.

2) Existing Conditions:

This section provides an assessment of the existing bicycle and pedestrian network, noting pedestrian gaps and deficiencies and key opportunities and constraints throughout the city. Included in the assessment are existing policies, zoning and development regulations as well as an appraisal of the physical system and existing city assets. Stockbridge has many sidewalks in the core downtown area but they are not well connected to neighborhoods and parks. An existing greenway trail does not connect to the regional system or provide off-road routes to community resources such as schools and parks. Major north-south thoroughfares in the city limits are lacking any pedestrian or bicycle amenities. While there are several bike lanes in the southern half of the city, and trails and sidewalks exist throughout, gaps in the system create a lack connectivity.

3) Bicycle, Pedestrian & Trail Network Development:

This section outlines the process used to develop and prioritize the plan elements ultimately selected for inclusion in the SBPTP. This section includes mapping of high priority crossings, connections, and routes and lists the prioritized plan elements. Plan elements include basic information like description of existing conditions, potential improvements, and costs for planning, design, and completion. The plan includes solutions to provide better pedestrian access across major thoroughfares in the city (SR 138) as well as recommendations for off-road trail systems. Gaps in neighborhood sidewalk systems are addressed in the plan. The plan explores the need and makes recommendations for off-road paths with



Figure 1: Stockbridge City Hall.
(http://stockbridge.municipalcms.com/files/images/City_Hall_-_Summer_07-15-2011_083218.JPG)

The City of Stockbridge

Stockbridge is located just east of the junction of I-75 and I-675 in northwest Henry County. The city is located approximately 20 miles south of Atlanta and is part of the Atlanta Regional Commission planning area. The population estimate for 2015 for Stockbridge is 28,202 persons¹. Nearly one third of the population of Stockbridge is under the age of 18 and less than seven percent is over the age 65.² Existing active transportation amenities within the city limits include parks, Reeves Creek Trail, sidewalks and streetscape areas (see Chapter 2 for a full description of existing conditions).

Project Process

The consultants began work on this plan in February 2016. After a meeting with city staff, the consultants began the process of conducting inventory and analysis of the existing bicycle, pedestrian, and trail facilities within Stockbridge. The study area boundary

¹ Accessed online at <http://www.census.gov/quickfacts/table/PST045215/1373704,00> (11/28/16)

² Ibid.



Figure 2: Consultants conducting in person survey for citizen input for plan (Unless noted, all photos by author, 2016)

was the city limits with attention given to connections to county and regional resources. Since the city limits of Stockbridge are irregular, some areas outside of the city limits were considered in linear connections to avoid recommendations with gaps.

In addition to physical inventory, the consultants also reviewed existing policy, zoning and development regulations in regard to active transportation options in the city.

During the inventory and analysis process the consultants conducted a survey both online via the city website and in person at Main Street public events. Results of the public survey were tallied and helped define key project areas and project goals and objectives. The consultants presented inventory and analysis and proposed project options to the public and Main Street Advisory Board members. Input from these public sessions helped guide final recommendations and project priorities.

The consultants conducted the project in three phases:

- Provide standards for development

(3) Intersections

- Accessibility
- Signals

(4) Bicycle Facilities

- Bike lanes
- Improved alternative transportation connections
- Focus on neighborhoods/schools/retail

PROJECT GOALS

Project goals provide guidance that helps direct where the citizens of Stockbridge see the city in the future. Goals for this project include:

Safety and Health: enable people to safely walk, run or bicycle in and through the city.

Accessibility: develop a non-automobile focused system that is accessible to all ages and abilities.

Community: encourage citizen interest and participation in pedestrian and bicycling activities.

Sustainability: develop community assets that are both environmentally and economically sustainable.

PROJECT OBJECTIVES

Project objectives specifically describe the project purpose and the outcomes desired from the SBPTP. The primary objective of the plan is to provide a plan for development of resources for all potential users of the pedestrian and bicycle system.

- Link to regional PATH system and local trails
- Link to Main Street area and city retail hubs
- Link to community destinations such as schools, residential areas, parks, community centers, etc.
- Provide connections and access to natural areas
- Increase north-south connectivity by adding more pedestrian and bicycle routes
- Provide design standards for well-designed, visible, and safe crossings
- Minimize conflicts between people biking and walking and automobiles and address safety and security of bicycle and pedestrian route users
- Provide for connectivity between existing pedestrian and bicycle facilities

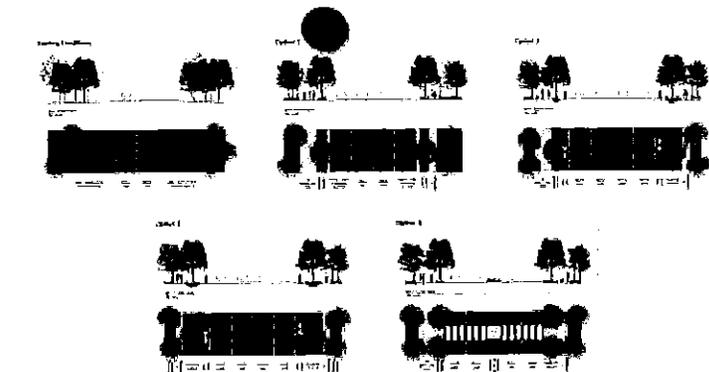


Figure 4: Example of a project board with citizen vote priority dots.



CHAPTER 2 – EXISTING CONDITIONS

Policies, Zoning and Development Regulations

JOINT HENRY COUNTY/CITIES TRANSPORTATION PLAN - 2007

This document evaluated and made countywide recommendations to improve roadway conditions including bicycle and pedestrian facilities. The document concludes that as “a rapidly suburbanizing area, Henry County, like many other counties in this situation, is experiencing an increase in need for transportation improvements of all types, including better sidewalk, bicycle path, and public transportation networks.”³ Public transportation is limited within the county with on-demand transit for elderly and citizens with limited mobility.

As part of the Comprehensive Transportation Plan process, the planning group developed additional criteria specific to Henry County to supplement Atlanta Regional Commission (ARC) and Georgia Department of Transportation (GDOT) Bicycle and Pedestrian Plans. The plan included priority areas for improvements which had:

- “Proximity to Key Locations – proximity to schools, libraries, parks and other public facilities;
- Network Definition – Connecting existing segments of the sidewalk network;

³ Joint Henry County/Cities Transportation Plan – 2007, Accessed online via <http://www.co.henry.ga.us/transportationplanning/CTP.shtml>).

- Connectivity – Access between major bicycle and pedestrian origins and destinations;
- Roadway Expansion Opportunities – locations where roads are planned to be reconstructed or constructed along new alignments and new pedestrian and bicycle facilities can be added;
- Protection of Right-of-Way – opportunities to encourage developments to provide adequate right-of-way for bicycle and pedestrian facilities as new developments are constructed; and,
- Consistency with Other Plans - the consistency with the GDOT Statewide Bicycle Plan, ARC Bicycle and Pedestrian Plan, and local plans.”⁴

Several of the Priority Pedestrian and Bicycle Planning areas identified in the report are within the Stockbridge city limits.

One of the objectives outlined in the Transportation Plan is: “Provide travel choices for residents and visitors.” The following policies outlined in the report support this objective:

- “Policy 1.2.1: The County and Cities will support a balanced and multimodal transportation system that serves the mobility needs of all segments of the population, accommodates all travel modes, and promotes community economic development needs.
- Policy 1.2.2: Highway investments will include provisions for alternative travel modes, such as transit, pedestrian, and bicycle facilities, to create multimodal transportation corridors to serve travel needs, as appropriate.

⁴ Ibid.

bicycle system improvement projects for implementation.

- Policy 1.2.29: The planning and development of mixed use developments in the County and Cities shall facilitate and improve existing opportunities for walking and bicycling.
- Policy 1.2.30: Bicycle parking racks should be provided at all public transportation facilities and stations (i.e. express bus stations, etc.).
- Policy 1.2.31: Henry County and its Cities will support the preservation of abandoned railroad and utility rights-of-way for walking, bicycling, or multi-use trails and potential future transportation corridors.
- Policy 1.2.32: Henry County and its Cities shall promote public education programs aimed at pedestrian and bicycle safety, especially for children.
- Policy 1.2.33: Henry County and its Cities will explore opportunities and implement projects as appropriate to create safe routes to schools.
- Policy 1.2.34: The County and Cities will ensure that all school speed zones meet the standards for signs, markings, and other safety features recommended by the Manual for Uniform Traffic Control Devices (MUTCD).⁵

The report specifically outlines transportation priorities for the City of Stockbridge that affect alternative transportation including: widening Rock Quarry Road; synchronizing traffic lights, and intersection improvements along Fairview Road.

⁵ Ibid.

JOINT HENRY COUNTY/CITIES COMPREHENSIVE TRANSPORTATION PLAN (CTP) – UPDATE 2016

One of the new initiatives that updates the original 2007 CMTTP is an initiative known as “Healthy Henry.” This effort highlights “an important aspect of the transportation network that has traditionally received less attention during planning.” Healthy Henry aims to battle obesity in the community by promoting healthful lifestyle habits. Active transportation choices support this goal.⁶

The Healthy Henry plan advocates capitalizing on opportunities in Henry County for greenway trails along “creeks, rivers, utility easements, and railroad corridors, to connect to neighboring county trail systems, and to provide school access and connectivity.”⁷ The types of “Healthy Infrastructure” advocated in the CTP Update supported by the recommendations in the SBPTP include greenway trails, sidepaths, sidewalks, bicycle lanes, and nature trails.

Several goals of the CTP Update are supported by the SBPTP.

Goal 4: Protect and enhance the county’s and cities’ environmental quality.

- 4.1 Minimize air quality impacts of transportation investment
- 4.2 Preserve the county’s natural and environmentally sensitive areas

⁶ “Transportation Planning,” August 2016, accessed November 30, 2016, <http://www.co.henry.ga.us/transportationplanning/CTP.shtml>, 3.

⁷ Ibid., 31.

corridors where pedestrian activity is more frequent.” The reports identifies North Henry Boulevard, Flippen Road, and Eagle’s Landing Parkway as areas that “contain the highest density residential developments in the county, generate the most pedestrian traffic, and require the greatest amount of pedestrian facilities and safety measures.”¹²

Pedestrian safety needs outlined in the CTP Update include:

- North Henry Boulevard: traffic calming, pedestrian improvements, reduced speeds, access management, improved signage
- Eagle’s Landing Parkway: access management, traffic calming, improved signage, operational improvements¹³

The plan identifies one specific roadway project in the Short Term Work Program within Stockbridge. Rock Quarry Road is scheduled to be widened from Eagle’s Landing Parkway to SR 138, adding one lane in each direction. The design for this project is currently underway.

The plan identifies several projects within the Stockbridge city limits pertaining to the SBPTP but few of these projects are included in the county’s short term work program. The short term work program does include a Countywide Greenway Trail Master Plan. The purpose of this study is to “drill down specifically on greenway trails alignments, feasibility, and costs.”¹⁴

CITY OF STOCKBRIDGE LIVABLE CENTERS INITIATIVE, 10-YEAR UPDATE, 2012

This study concentrated on the areas adjacent to Hwy 138 within the city limits. The study area

boundary was roughly bounded by Davis Road to the north, Rock Quarry Road to the east, Walt Stephens Road/Red Oak Road to the south, and I-75/I-675 to the west. The area included the traditional downtown and commercial areas long Henry Boulevard (SR 138) as well as adjacent residential areas. Weaknesses identified in this report included:

- “Auto-oriented existing land uses
- Lack of design standards for new construction along North Henry Blvd
- A built form which encourages driving
- Combination of development patterns, existing facilities, and distances mean that much of the study area is not walkable
- Poor ADA accessibility for pedestrians along North Henry Boulevard
- Lack of sidewalk connectivity on key streets
- Lack of ADA-Compliant facilities at intersections
- Hostile environment for bicyclists along north Henry Boulevard
- Narrow local streets create safety concerns for bicyclists
- Lack of bike racks”¹⁵

The study identified several alternative transportation projects and goals to improve pedestrian and bicycle policies. Several of the projects have been implemented by the city since the study was released. New major pedestrian facilities in the traditional downtown and adjacent neighborhoods have been implemented and include new sidewalk, curb and gutter, landscaping, and pedestrian lighting.

¹² Ibid., 35.

¹³ Ibid., 35.

¹⁴ Ibid., 69.

¹⁵ Tunnell-Spangler-Wallsh & Associates, et al, City of Stockbridge Livable Centers Initiative 10-Year Update, As Adopted ed. (n.p.: City of Stockbridge, GA, 2012)., 14-35.

The Short Term Work Program from the CMP includes the following recommendations. Those that *have not* been completed are shown in

bold. Many of the projects have already been implemented on at least one side of the road.

Project	Cost*	Responsible Party/Funding
Town Center Streetscape (Love Street to Hwy 42) ¹⁹	\$12,000,000	City of Stockbridge/ General
Extension of Rock Quarry Road to Old Conyers Road and Valley Hill Road (started in 1999 and is ongoing)	\$1,560,000	City of Stockbridge, GDOT, HCDOT/ General Fund, SPLOST
Multiuse trail for Reeves Creek Phase 1: From Dabney-Hunter Simmons Park to Tye Road	\$900,000	City of Stockbridge/ General Fund, LCI, TEA
Old Downtown Square Sidewalks, streetscapes (Barry Street)	\$1,000,000	City of Stockbridge/ General Fund, LCI, SPLOST, TEA
Flippen Road from North Henry Boulevard to Walt Stephens Road Bike Lanes, Sidewalks	\$500,000	City of Stockbridge and Henry County/ General Fund, LCI, SPLOST, TEA
Tye Street Improvements, including curb and Sidewalks (started in 2000) ²⁰	\$400,000	City of Stockbridge, HCDOT, GDOT/General Fund, SPLOST
Miller Road to Miller Court (sidewalks)	\$50,121	City of Stockbridge/ SPLOST
Neal Avenue from North Henry to Oakland Boulevard (sidewalks) ²¹	\$152,544	City of Stockbridge/ SPLOST
Mann Boulevard from North Henry to Oakland Boulevard (sidewalks) ²²	\$163,440	City of Stockbridge/ SPLOST
Woodhaven Drive from North Henry to Old Atlanta Road (sidewalks) ²³	\$12,000	City of Stockbridge/ General Fund, SPLOST
Sheppard Drive from North Henry Boulevard to end of cul-de-sac (sidewalks) ²⁴	\$16,650	City of Stockbridge/ General Fund, LCI, SPLOST, TEA
Appleton Boulevard from Flippen Road (sidewalks) ²⁵	\$25,500	City of Stockbridge/ General Fund, SPLOST
Fairhaven Court (sidewalks) ²⁶	\$19,650	City of Stockbridge/ SPLOST
Fairhaven Road from Flippen Road to Fairhaven Court (sidewalks) ²⁷	\$11,325	City of Stockbridge/ SPLOST
Club Place from Club Circle to end of street (sidewalks)	\$41,878	City of Stockbridge/ SPLOST

¹⁹ Project is partially completed

²⁰ Improvements are on west side of road only from N. Henry Blvd to Smith Barnes Elementary School

²¹ Improvements are on west side of road only

²² Improvements are on east side of road only

²³ Improvements are on west side of road only

²⁴ Improvements are on east side of road only to Old Atlanta Rd

²⁵ Improvements on north side of road only

²⁶ Improvements on east side of road only

²⁷ Improvements on north side of road only

Meadow Ridge Drive from Davis Road to cul-de-sac (sidewalks)	\$25,125	City of Stockbridge/ SPLOST
Angela Court from Meadow Ridge Drive to cul-de-sac	\$3,900	City of Stockbridge/ SPLOST
Rebecca Court from Meadow Ridge Drive to cul-de-sac (sidewalks)	\$3,900	City of Stockbridge/ SPLOST
Shields Road from North Henry Boulevard to Davis Road (sidewalks)	\$501,216	City of Stockbridge/ SPLOST
Meadow Ridge Way from Shields Road to cul-de-sac (sidewalks)	\$7,545	City of Stockbridge/ SPLOST
Meadow Ridge Court from Meadow Ridge Way to cul-de-sac (sidewalks)	\$8,250	City of Stockbridge/ SPLOST
Club Circle from Club Place to Club Circle (sidewalks)³²	\$64,500	City of Stockbridge/ SPLOST
Wren Court from Club Circle to Club Place (sidewalks)	\$3,180	City of Stockbridge/ SPLOST
Club Drive from North Henry Boulevard to Club Place (sidewalks)³³	\$116,151	City of Stockbridge/ SPLOST
Ceresa Drive from North Lee Street to end of road (sidewalks)	\$45,218	City of Stockbridge/ SPLOST
Center Street from North Henry Boulevard to West Burke Street (sidewalks)	\$13,215	City of Stockbridge/ SPLOST
Iron Horse Way from Northbridge Drive to end of cul-de-sac (sidewalks)³⁴	\$13,905	City of Stockbridge/ SPLOST
Engine Run from Central Line to end of cul-de-sac (sidewalks)³⁵	\$3,825	City of Stockbridge/ SPLOST
Northbridge Drive from Flippen Road to end of cul-de-sac (sidewalks)³⁶	\$25,125	City of Stockbridge/ SPLOST
Shortline Court from Central Line to end of cul-de-sac (sidewalks)³⁷	\$3,900	City of Stockbridge/ SPLOST
Pullman Lane from Central Line to end of cul-de-sac (sidewalks)³⁸	\$6,600	City of Stockbridge/ SPLOST
Central Line from Iron Horse Way to Seaboard Drive (sidewalks)³⁹	\$25,500	City of Stockbridge/ General Fund, SPLOST 77
Seaboard Drive from Northbridge Drive to Old Atlanta Road (sidewalks)⁴⁰	\$19,650	City of Stockbridge/ SPLOST
Sideline Court from Seaboard Drive to end of cul-	\$14,475	City of Stockbridge/ SPLOST

³² Improvements are on one side only

³³ Improvements are on east side only

³⁴ Improvements are on west side only

³⁵ Improvements are on east side only

³⁶ Improvements are on north side only

³⁷ Improvements are on east side only

³⁸ Improvements are on east side only

³⁹ Improvements are on north side only

⁴⁰ Improvements are on west side only

Public comment through Preliminary Visioning Workshops helped shape the “One Henry” CMP. Common comments from these sessions pertaining to the SBPTP include

- “Preserve/create greenspace
- Connections – parks with trails, sidewalks, trails and roads to connect neighborhoods
- Intersection improvements”⁴⁸

Community input also garnered the following comments regarding transportation in Stockbridge: “Require housing developments to provide a high level of both auto and pedestrian connectivity to surrounding land uses and streets.”⁴⁹ For natural and cultural resources, citizen desired the creation of “additional nature parks with trails and other recreational opportunities.”⁵⁰

The Vision Statement for the Joint Henry County/Cities Comprehensive plan is as follows:

“Henry County’s vision for the future is a smarter land use pattern that conserves rural character by focusing new growth in high quality neighborhoods and schools centered around a wide variety of accessible commercial and public services. There will be improved mobility, more choice and enough jobs for every household to live and work in Henry County. During the next 20 years, Henry County and its cities are committed to work together

will all elements of the community to achieve this vision.”⁵¹

The SBPTP supports this vision with goals to improve active mobility and provide facilities for access to community, commercial, and neighborhood assets. The plan advocates for public investment in infrastructure such as streetscapes and activity centers that include sidewalks and open space.

The SBPTP supports several policies outlines in the “One Henry” CMP.

Land Use Policies⁵²

- “LU-7: Encourage walkability, interaction among businesses, clear visibility of entryways, and centralized open space.
- LU-9 Enact clear design guidelines so that streets, buildings, and public spaces work together to create a “sense of place.”
- LU-26: Create walkable, safe, and attractive neighborhoods throughout the community, where people have easy access to schools, parks, and necessary services (grocery store, drug store) without having to travel by car.”

Transportation Policies⁵³

- “T-1: Maintain an efficient and reliable multi-modal transportation network to support efficient land use, minimize traffic congestion, and facilitate community-wide and regional circulation.

⁴⁸ “Henry County Board of Commissioners,” 2030 Joint Henry County/Cities Comprehensive Plan, March 27, 2012, accessed November 20, 2016, <http://www.co.henry.ga.us/planningzoning/CompLandUsePlan.shtml>.

⁴⁹ *Ibid.*, 3-7.

⁵⁰ *Ibid.*, 3-8.

⁵¹ “Henry County 2030 Comprehensive Plan: Community Assessment,” accessed November 30, 2016,

<http://www.co.henry.ga.us/planningzoning/pdf/CompLandUse/HenryCommunityAssessment.pdf>.

⁵² “Henry County Board of Commissioners,” 2030 Joint Henry County/Cities Comprehensive Plan, March 27, 2012, accessed November 20, 2016, <http://www.co.henry.ga.us/planningzoning/CompLandUsePlan.shtml>, 6-1 – 6-3.

⁵³ *Ibid.*, 6-8 -6-9.

- Connects to a federal, state, or local park
- Meets a minimum standard for initial feasibility (runs along a riparian, greenspace, railroad, or utility corridor)”

Should an entity such as the City of Stockbridge wish to receive funding from ARC for regional level trails, the trails should meet the following criteria:

- “Be at least 12 feet wide to allow for comfortable passing even when users in the opposite direction are walking or biking two-abreast, and wider in dense areas where demand is likely to be high.
- Meet or exceed guidance put forth in AASHTO’s Guide for the Development of Bicycle Facilities for physical separation from the roadway if built as a “sidepath”.
- Include wayfinding signage that provides information about popular destinations.
- Provide safe, convenient crossings that minimize delay and out-of-direction travel for people walking and bicycling.
- Include support facilities at trailheads and along the route including seating, trash cans, water fountains, bathrooms, bike parking, and/or public art.
- Accommodate the full range of bicycle types, including cargo bikes, tandems, recumbants, tag-along/trailerbikes, and bicycle trailers.”⁵⁴

⁵⁴ “Walk Bike Thrive!: Atlanta Regional Bicycle & Pedestrian Plan (2016),” 2016, accessed November 15, 2016, <http://www.atlantaregional.com/transportation/bicycle--pedestrian.>, Part 1 - 21.

GEORGIA DEPARTMENT OF TRANSPORTATION BICYCLE AND PEDESTRIAN PLANS

Georgia Department of Transportation (GDOT) is “now partnering with Pedestrians Educating Drivers on Safety (PEDS) and Georgia Bikes to increase the safety of people who walk and ride bicycles in Georgia.” These organizations are engaged as the state develops its latest Strategic Highway Safety Plan. GDOT announced in March 2016 that over three years a total of \$613,710.00 will be invested to promote programs that “make it safer for Georgians to walk and ride bikes.”⁵⁵

Other GDOT manuals oriented to bicycle and pedestrian improvements were consulted in the production of the SBPTP, but many of these publications are more than ten years old. Reports Include the *GDOT Pedestrian and Streetscape Guide* (2003), *Georgia Guidebook for Pedestrian Planning* (2006), *Georgia Bicycle and Pedestrian Plan Statewide Route Network* (1998).

EXISTING STOCKBRIDGE DEVELOPMENT REGULATIONS

Several development guidelines within the existing development ordinances for the city support the development of bicycle and pedestrian amenities. For example:

8.36.050.A.2 - Planned town development district (PTD)

“The PTD sets forth a framework for traditional neighborhood development (TND) and MUND

⁵⁵ “Bicycle and Pedestrian,” accessed November 20, 2016, <http://www.dot.ga.gov/PartnerSmart/Public/PressReleases/NewPartnerships-PEDSandGABikes-3-2-16.pdf>.



Figure 8: Floyd Chapel Baptist Church, a historic resource near downtown Stockbridge.



Figure 9: Multi-use path at Clark Community Park (Photo, City of Stockbridge.)

System Appraisal and Evaluation

EXISTING BICYCLE, PEDESTRIAN AND TRAIL NETWORK

There are a number of sidewalks and pedestrian amenities within the City of Stockbridge. Past efforts including the LCI study have led to numerous projects including the addition of many sidewalks within neighborhoods. Several major thoroughfares in the southern portion of the city include bike lanes. For example despite being a nine lane road in some areas, Eagle's Landing Parkway includes bike lanes and sidewalks from I-75 to Country Club Drive. The Reeves Creek Trail offers an off-road multi-use trail option to Stockbridge's citizens. Off-road

multi-use paths can also be found at all local parks. However, the system in Stockbridge lacks real connectivity. There are few north-south pedestrian and/or bicycle connections. Safe traversable interstate crossings are limited to on-road resources at Eagle's Landing Parkway. Parks and Greenways are not linked together. The following sections highlight assets within the city limits. Existing conditions specific to proposed project areas are described in Chapter Three.

MARTIN LUTHER KING, SR. TRAIL

In 2015, the Stockbridge City Council voted to rename portions of downtown streets Martin Luther King Sr. Heritage Trail. The designation covers portions of Berry and Railroad Streets and honors King who was a native of Stockbridge. King preached his first sermon at Floyd Chapel Baptist Church (see Figure 8) which is in close proximity to the trail. King attended the Rosenwald School (no longer extant) which was located at the corner of Tye and Second Streets.

The streetscape project associated with the MLK Sr. Trail includes pedestrian scale lighting, landscaping curb and gutter, and sidewalks. Community Development Block Grants funded the project. Stockbridge Main Street advocates extending the project to Rock Quarry Road and adding spurs to historic sites along the route.

PARKS AND OPEN SPACE ASSETS

Memorial Park

Memorial Park is located in the Tye Street neighborhood at the corner of Jennings Way (Cemetery Street) and Wilson Street. This park includes pavilions, playgrounds, basketball court, and a walking loop path. The park also serves as a trailhead for the Reeves Creek Trail.

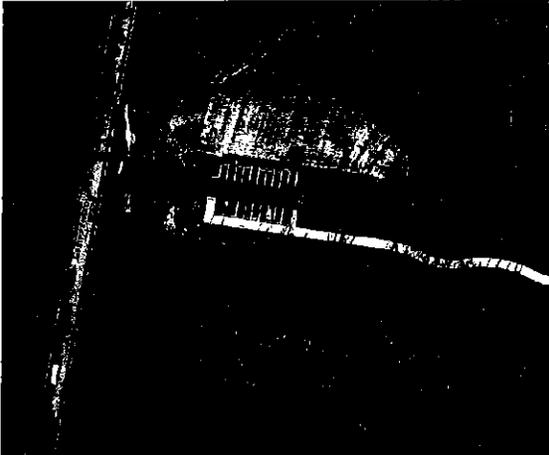


Figure 12: Parking for Reeves Creek Trail off of Flippen Road. The trail route follows a creek, sewage, and power easements.

REEVES CREEK TRAIL

Reeves Creek is a three mile hard surface multi-use trail. The trail runs along a utility corridor from Flippen Road to Memorial Park. There is a parking lot on Flippen for eighteen cars. The trail is largely shaded and includes floodplain areas. The trail crosses Tye Street between Misty Ridge Road and Red Oak Road. This crossing includes a striped crosswalk and signage.

UTILITY AND TRANSPORTATION CORRIDORS

Several major utility and transportation corridors exist within the city limits. A major power easement cuts through the southern portion of the city. The easement runs east west and roughly parallels the northern side of Walt Stephens/Red Oak Road. Another power easement runs roughly north-south in the area extending north from the current alignment of Rock Quarry Road. Sewer easements exist along most of the creek corridors in the city.

A major barrier to east-west surface connectivity is the Norfolk Southern freight line which bisects the city. The train moves through

north-south route in the city frequently. There are several surface street overpasses to the rail line including North Henry Boulevard and a newly constructed overpass at Rock Quarry Road. The railroad easement includes steep embankments in the northern part of the city.

The other major obstacle to connectivity is the north-south interstate corridor (I-75). While this interstate provides a vital transportation connection between Stockbridge's citizens and the Atlanta area, its grade and the few crossings limit surface connectivity.

NEIGHBORHOOD AND SCHOOL ASSETS

Many of the neighborhood developments in the southern part of the city include swim and/or tennis amenities. An existing neighborhood trail runs east-west along Rum Creek in the Monarch Village neighborhood.

The Pine Grove neighborhood in the northern portion of the city includes a common swim and tennis club area as well as walking trails developed in the northern end of the neighborhood.

The Eagle's Landing Country Club (private) includes 27 holes of golf. This is not a public golf course. Additional amenities at the Country Club include swimming and tennis.

Schools within the city limits include:

- Red Oak Elementary School: 20 acres
- Stockbridge Elementary School: 15 acres (site includes a closed HCOB building)
- Eagle's Landing Christian Academy (private)

CHAPTER 3 – BICYCLE, PEDESTRIAN AND TRAIL NETWORK DEVELOPMENT

Introduction

The recommended improvements in this section include both upgrades to the physical facilities for pedestrians and cyclists in Stockbridge and recommendations for improving policies and ordinances to support walking and biking. Illustrations of improvements are included at the end of the report. Costs associated with the individual projects are listed in Appendix B – Cost Estimates for Facilities.

The following are examples of some of the physical facilities and upgrades recommended in the Pedestrian and Bicycle Network Plan.

MULTI-USE TRAILS



Figure 13: Off-road hard surface multi-use trail.



Figure 14: Off-road soft surface multi-use trail.



Figure 15: Adjacent to road hard surface multi-use trail.

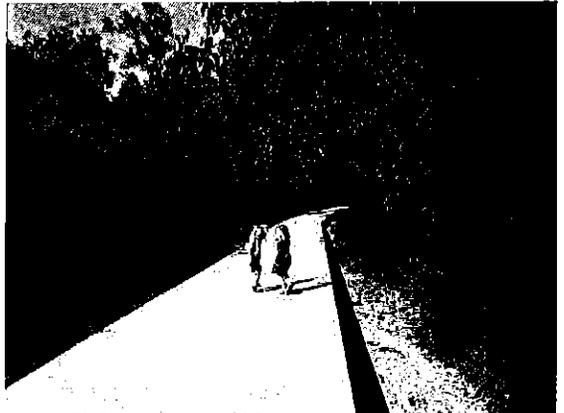


Figure 16: Elevated boardwalk multi-use trail.

SIDEWALKS AND STREETSCAPES



Figure 17: Streetscape with site furnishings.

Project Recommendations

The project study area is shown on Illustration A. Illustrations B-E depict the city in four quadrants and show the potential upgrades to the pedestrian and bicycle network.

ROADWAY TRAIL/SIDEWALK IMPROVEMENTS

Walt Stephens Road (Illustration F)

Existing Conditions

Spanning 1.75 miles in length (within the city limits of Stockbridge), Walt Stephens Road extends east from Speer Road, crosses I-75, and terminates at Flippen Road. As this route travels east, beyond Flippen Road, it becomes Red Oak Road. The typical existing cross section consists of a grassed shoulder and drainage swale along with two vehicular travel lanes within a 120' right-of-way.

Proposed Improvement Options

1. Two 12 foot shared travel lanes allow bicyclists who are more comfortable traveling with vehicular traffic to utilize the roadway. Shared lane markings are proposed as a notification to drivers that bicyclists may be present. Curb and gutter can be utilized as a method of separation between vehicular and pedestrian traffic and to assist in stormwater management. A planted buffer adds an additional level of separation between a 10' multi-use trail on the northern side of the roadway and a 5' pedestrian sidewalk on the road's southern edge. Planted buffers with multiple levels of understory plantings and tree canopy will assist in slowing and treating stormwater runoff and visually softening roadside conditions. Pedestrian scale lighting provides safety and comfort for those using this route at night.

2. Two 12 foot travel lanes accommodate vehicular travel and separated lanes are provided for bicyclists. Striping and other pavement markings signify these separate uses. A planted buffer separates pedestrian travel via five foot sidewalks on the northern and southern end of the roadway from both bicycle and vehicular traffic. Updated lighting standards improve upon the safety and comfort of this route. Plant material assists in the management and treatment of stormwater while improving upon the aesthetic character of the Walt Stephens Road corridor.
3. With two 12 foot travel lanes, bicycle lanes, and a planted buffer; this option is very similar to Option 2. However, Option 3 replaces the five foot sidewalk along the northern edge of the roadway with a ten foot multi-use trail. This two-way hardscape trail can accommodate a variety of uses and provides bicyclists a route with further separation from vehicular traffic. Landscape and lighting updates are proposed as well.

Preferred Option

Option 3 was indicated as the preferred choice by residents during the public review process.

Red Oak Road (Illustration G)

Existing Conditions

Stockbridge's Red Oak Road corridor spans one mile between Flippen Road and Rock Quarry Road. The 60 foot right-of-way area consists of two travel lanes and a grassed swale on either side of the roadway.

Proposed Improvement Options

1. Two proposed 12 foot shared travel lanes with curb and gutter accommodate both vehicular and bicycle traffic. A planted buffer along the curb and gutter adds a

without designated pedestrian pathways and no bicycle facilities exist along this road.

Proposed Improvement Options

1. Four (two northbound and two southbound) vehicular travel lanes are proposed along with a curb and gutter system to create separation and assist in the handling of stormwater. A planted buffer then divides this roadway from a ten foot wide multi-use trail along one edge of the roadway and a five foot sidewalk along the other. The remaining space allows for grading and additional planting improvements as well as pedestrian scale lighting to be installed.
2. Like Option 1, four lanes of vehicular traffic are proposed. Devoted bicycle lanes are placed outside of the vehicular travel lanes. A planted buffer of variable width then separates these bicycle lanes with a 10 foot multi-use trail along one side of the road and a five foot pedestrian sidewalk along the other. Space remains for any earthwork, lighting or landscape improvements outside of this profile.
3. Two dedicated bicycle lanes are proposed, bordering four vehicular travel lanes. Spacious planted buffers separate these travel lanes with a five foot pedestrian sidewalk on both sides of the road. A planted buffer and lighting improvements are both proposed along the outer edge of the proposed sidewalks to assist with the functional and aesthetic improvement of this corridor.
4. Four travel lanes are proposed with space for strategically located mid-block crossings along the roadway. These crossings can be signalized to allow for pedestrians and bicyclists to traverse the roadway safely. A 6" curb and planted median increases

vehicular and pedestrian separation at these mid-block crossings. Along the outer edge of the vehicular lanes, a planted buffer separates a 10 foot multi-use trail and a five foot pedestrian sidewalk. Space remains for planting and lighting improvements along the outer edge of this roadway profile.

Preferred Option

Option 4 was indicated as the preferred choice by residents during the public review process.

Flippen Road (Illustration J)

Existing Conditions

The three mile segment of Flippen Road which travels north from Hudson Bridge Road and connects with North Henry Boulevard offers the opportunity to link many residents living on the southern end of Stockbridge with city amenities. While pieces of this stretch of roadway are outside of the city limits, many neighborhoods are located along this road and would greatly benefit from pedestrian and bicycle infrastructure improvements. With a trail head for Reeves Creek Trail located along Flippen Road, allowing for additional pedestrian and bicycling facilities here could effectively increase accessibility to parks, businesses and residential communities. The current roadway section consists of an 80 foot right-of-way with two travel lanes and grassed drainage swales outside of the vehicular lanes. I-75 crosses Flippen Road one mile north of Hudson Bridge Road creating a challenging space with limited horizontal clearance for roadside pedestrian and bicycle improvements.

Proposed Improvement Options

1. Two 12 foot vehicular travel lanes are lined by a curb and gutter system with a planted buffer. A 10 foot multi-use trail along one edge of the roadway and a 5 foot sidewalk

POTENTIAL GREENWAY ROUTES (Illustration L)

Reeves Creek Trail Extension

Completed in 2014, the existing segment of Reeves Creek Trail consists of a 10 foot wide concrete multi-use pathway located along the edge of Reeves Creek with boardwalks and bridges crossing the creek bed where necessary. There are two trailheads for this greenway. One is located on the eastern side of Flippen Road just north of the creek. The other is located at Memorial Park, which is south of Downtown Stockbridge. Both allow for car parking. The trail follows the southern edge of the Glynn Addy and Wild Wind subdivisions and crosses Tye Street halfway along its 1.5 mile length. The majority of this greenway is shaded, however segments of the trail emerge from the dense tree canopy found along Reeves Creek and travel through an existing power easement.

The proposed extension of this greenway would cross Flippen Road and travel west along Reeves Creek before shifting north to connect to Davidson Parkway; a total span of approximately two miles. This would allow easy access to the greenway trail and Memorial Park for those living in the residential neighborhoods along Davidson Parkway. The treatment of the site should be similar, with the trail placed in order to avoid large trees and sensitive natural features along the creek.

Brush Creek Trail

Clark Community Park is a heavily used recreational amenity for Stockbridge residents. This park is located near a largely residential area and is just north of the city's downtown district. The proposed Brush Creek Trail would generally follow the route of Brush Creek, which



Figure 26: Existing Portion of Reeves Creek Trail

flows from Clark Community Park, through Gardner Park and across East Atlanta Road.

The pathway would travel east with Brush Creek through woodlands and be easily accessible by residents. Ultimately, this would change direction and move north, connecting with Old Conyers Road near its intersection with Mays Road close to Stockbridge Middle School; spanning approximately 1.5 miles. This trail would offer a quick link for residents to walk, run or bike downtown. With public events already happening near City Hall and more and more work being done to promote and improve upon the downtown district and city center; this link could provide a critical pathway to shopping, dining, recreation and many other amenities found at the center of the city.

Rum Creek Trail

Residents on the western edge of Stockbridge currently do not have a safe, comfortable or easy route to use when accessing the center and eastern portions of Stockbridge. A proposed four mile greenway trail along Rum Creek could offer access for all of those living in the many neighborhoods along the creek corridor a recreational outlet and a functional trail used to travel throughout the community. Beginning at a possible trailhead near the intersection of Rock Quarry Road and Red Oak

REGIONAL TRAIL SYSTEM CONCEPT

-  Existing Trail of Regional Significance
-  Identified Network Gap
-  Network Expansion Opportunity

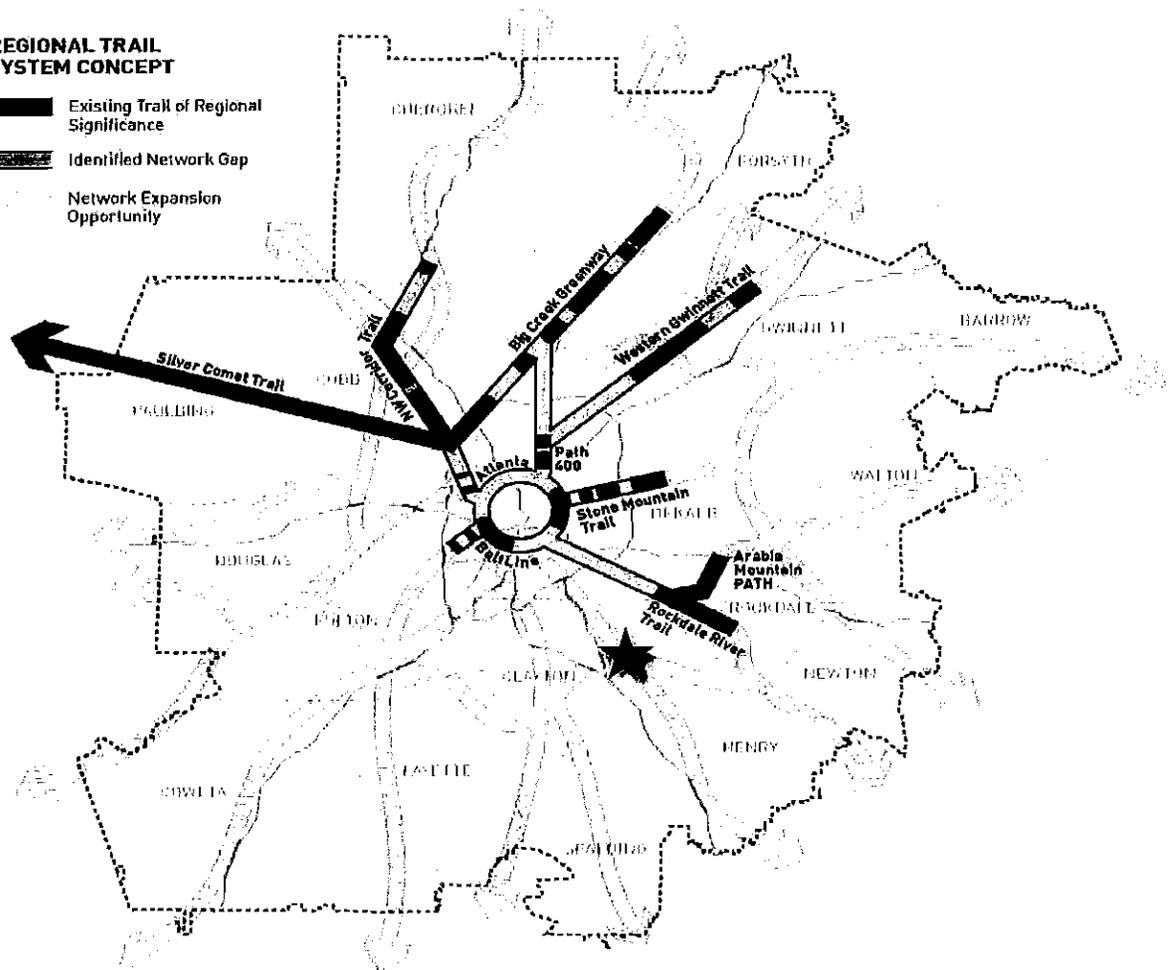


Figure 27: Regional Trail System Concept from ARC Walk, Bike, Thrive! Plan, pg 20. The red star shows the location of Stockbridge relative to the trail network.

Preferred Option

During the public review process, the potential greenway route locations were scored equally. The overall response for the construction of greenway trails was strong. With the success of the recently completed Reeves Creek Trail, the demand for such a facility has been proven and use should expand with the installation of similar projects.

The overall goal of any off-road multi-use trails should be to tie into the existing Atlanta region network of trails including connections to the Arabia-Panola Mountain PATH trail. A recent agreement between the PATH Foundation and

Henry County proposes funding to connect the Paola Mountain Greenway Trail to Austin Road Middle School. Austin Road is outside the incorporated city limits, but this effort helps realize the possibility of a connection between the city and the Panola-Arabia Mountain trail system. Proposed greenway routes within the city would connect to trails in the county to become part of this network.

Potential Trailhead Location, Interpretive Signage Point, Link to Reeves Creek Trail

If the updated streetscape features or other non-vehicular facilities are installed along the southern stretch of MLK Sr. Heritage Trail, this could set the stage for a link to Reeves Creek Trail and Memorial Park from the road's intersection with Rock Quarry Road. The relatively new and widely used Reeves Creek Trail is only 200 foot from MLK Sr. Heritage Trail at the greenway's eastern edge. A link could be constructed between the two, with a trailhead at this new connection. Opportunities for interpretive signage educating trail users on the natural and cultural features of the area could add additional interest to the greenway experience.

Preferred Option

The potential trailhead location with interpretive signage and a link to MLK Sr. Heritage Trail from the Reeves Creek Trail was determined as the preferred project from this category during the public review process.



Figure 28: Historic Green Front Café adjacent to the Martin Luther King, Sr. Trail.

CHAPTER 4 – RECOMMENDATIONS AND IMPLEMENTATION PLAN

Project Implementation Plan

Projects detailed within this report are listed below, along with cost information and a proposed timeline for implementation. Additional info, such as miscellaneous sidewalk infill opportunities is also included. As these

infill projects primarily affect residents within specific residential neighborhoods, they are not listed along with the wider-reaching priority projects and can be accomplished as budget allows. Costs specific to projects are detailed in Appendix B.

Symbol	Estimated Cost Range
\$	\$1 - \$50,000
\$\$	\$50,000 - \$250,000
\$\$\$	\$250,000 - \$1,000,000
\$\$\$\$	\$1,000,000 +

ID	Description	Cost	Project Year				
			1-2	3-4	5-6	7-8	9-10
Priority Projects							
Design and Construction (Public Right of Way)							
D-1	Walt Stephens Road improvements	\$\$\$\$	X				
D-2	North Henry Boulevard/Davidson Parkway crossing	\$	X				
D-3	Flippen Road improvements	\$\$\$\$		X			
D-4	Rock Quarry Road improvements	\$\$\$\$			X		
D-5	Trailhead location, interpretive signage point, link to Reeves Creek Trail	\$\$			X		
D-6	Red Oak Road improvements	\$\$\$\$				X	
D-7	Davis Road improvements	\$\$\$\$		X			
D-8	Old Conyers Road improvements	\$\$\$\$					X
D-9	Continuation/completion of Martin Luther King Sr. Heritage Trail improvements	\$\$\$\$		X			
D-10	Tunnel under railroad between Gardner Park and Clark Park	\$\$\$					
Design and Construction (Public Right of Way/Potential Property Purchase or Easements Required)							
D-11	Spur trail to Floyd Chapel Baptist Church	\$\$					X
D-12	Spur trail to Green Front Café	\$\$					X
D-13	Reeves Creek Trail extension – Flippen Road to Davidson Parkway	\$\$\$\$	X	X	X		
D-14	Brush Creek Trail –	\$\$\$\$			X	X	X

Funding Options

POTENTIAL FUNDING SOURCES

A number of options exist for the financing of projects outlined within this report. Federal, state, local and private funds can be leveraged and combined to assist in the realization of these proposed bicycle and pedestrian facility improvements. The methods below are separated into three categories: Federal and State Funding, Local Funding and Private Funding. A variety of projects have been identified within this report. Some of the funding programs listed may only apply to a certain type of planning and installation effort. For example, the Georgia Heritage Grant, which is administered through the Georgia Department of Natural Resources' Historic Preservation Division, is focused on the preservation of properties and archaeological sites throughout the state. This potentially applies to the projects such as the establishment of a link from the Martin Luther King Sr. Heritage Trail pedestrian improvements to Floyd Chapel Baptist Church or pedestrian and bicycle facilities nearby the Woodland Mound found along Patrick Henry Parkway. However, this grant may not apply to roadside improvements along Walt Stephens Road. While investigating possible funding sources, it is important to be aware of the intent and requirements of the grants or awards provided.

FEDERAL AND STATE FUNDING

Dollars distributed by the federal government can be used to pay for design and construction of transportation facilities. Often, state agencies such as the Georgia Department of Transportation (GDOT) assist in allocating these funds based on a project's potential positive impact on the health, safety and welfare of

citizens. The Atlanta Regional Commission (ARC), the Atlanta Region's local federally funded Metropolitan Planning Organization (MPO), assists with the dispersal of these funds. Many federal funding sources are aimed at reducing trips via motorized vehicles and therefore assist in the implementation of alternate modes of travel, i.e. multi-use trails that allow citizens to travel to work or provide access to nearby amenities, rather than funding trails used strictly for recreation. Generally, federal funds provide up to 80 percent of a project's overall cost, with the local municipality responsible for the remaining 20 percent of funding.

Often, a local or regional plan calls for certain upgrades to be installed when reconstruction (road widening, sidewalk reconstruction, maintenance, etc.) of roadway features occurs. These upgrades include bike lanes, markings, buffer plantings and other improvements. GDOT uses federal or state funds to provide these updates as necessary and where called for in established planning documents. The Governor's Office of Highway Safety (GOHS) offers financial support for programs aimed at the safety of bicyclists and pedestrians. This GOHS Pedestrian and Bicycle Safety Program Grant could supply up to three years of supplemental funding for such programs.

Many public sources are listed below. These are all worth reviewing as potential funding options. Other resources may be available and it is advised that the City of Stockbridge reach out to GDOT and other state and federal agencies to receive further information for funding possibilities as projects are implemented. While some of the programs listed below will not offer the amount of financial support as others and a few strictly

LOCAL FUNDING

Infrastructure bonds and local sales taxes are the primary tools used for local funding of bicycle and pedestrian projects. One such tool, Grant Anticipation Revenue Vehicles (GARVEEs), generates up-front capital for states or local authorities to pay for transportation projects using future federal reimbursements. This allows municipalities more flexibility with project timelines and can allow for the project to be implemented sooner than traditional pay-as-you-go federal funding methods. GARVEEs are typically used for large highway projects, such as major corridor projects.

Tax Allocation Districts (TADs) are established to assist underdeveloped areas by pledging property taxes over an agreed upon threshold towards redevelopment and improvement projects within the district. In addition to other uses, this method can be used to fund public works or improvements, clearing and grading of land and the purchase of equipment. One example of this is Atlanta's BeltLine Tax Allocation District, which was established in 2005 to assist with the implementation and construction of a network of public parks, multi-use trails and transit improvements.

Another useful tool for funding projects within commercial areas is the establishment of a Community Improvement District (CID). During the creation of a CID a geographic area is defined and business owners within this location self-impose and agree to an increased property tax rate to contribute towards the betterment of their district. The business owners will then work together to decide how best to use these additional funds within their immediate area. Examples of this method put to work in the Metro Atlanta area include the

Buckhead, Lilburn, Gwinnett Place and Perimeter CIDs.

Many capital projects within Georgia are financed using Special Purpose Local Option Sales Tax (SPLOST) funds. This program allows for additional sales taxes paid by consumers in a specific county to be used for improvements to public facilities. Henry County currently utilizes SPLOST funds for a variety of projects, including many transportation and recreation projects. SPLOST funds would certainly be an appropriate tool to support the proposed bicycle and pedestrian facility improvements listed within this report.

PRIVATE FUNDING

Many private companies and organizations offer financial assistance to projects aimed at encouraging healthy lifestyles and improving communities. One benefit of expanding infrastructure to accommodate bicyclists and pedestrians is that citizens begin to use these facilities as alternative transportation routes and therefore, become more active by bicycling and walking where they previously may have driven. This potential improvement to health, safety and welfare throughout communities can create many private grant opportunities.

Aside from traditional public funding sources, crowdfunding has become a popular format in recent years for direct donations and support of community improvements. Websites, such as ioby.com (In Our Back Yard) specifically focus crowdfunding on neighborhood improvement projects. The Metropolitan Atlanta Rapid Transit Authority (MARTA) has worked with this site in the past for funding and the site has assisted with the overall funding of approximately 100 projects that make streets safer for pedestrians and cyclists. This example

identified in the plan that will help strengthen active transportation connectivity within the city (see Chapter 3.) Several areas can be highlighted to help strengthen the policies pertaining to pedestrian and bicycle facilities.

- *Conservation and Environment:* an emphasis on these issues will present an opportunity to capitalize on the energy savings, fossil fuel reductions and air quality benefits that can be attributed to bicycle and pedestrian transportation. The number of trips made by bicyclists and pedestrians is a fundamental benchmark of the quality of the City's environment. Stockbridge should participate annually in the National Bicycle and Pedestrian Documentation Project to standardize a bicycle traffic count program and measure success.
- *Schools:* the national Safe Routes to Schools (SR2S) Program provides funding to increase opportunities for children to walk or bicycle to school. Mode share data for the number of children who walk, bike, ride the bus or are driven to school should be collected by the county as part of the annual data collected for school transportation. School site location should be considered a priority factor with reference to the potential for children to walk or bike to school.
- *Public Safety:* any recommendations pertaining to active transportation help support public health and safety. Bicycling and walking provides opportunities for increased physical activity, reductions in traffic injuries and fatalities, and cardiovascular disease and obesity prevention.

ZONING AND LOCAL CODES

Stockbridge has adopted zoning ordinances and subdivision regulations for land use and development within the city. In general, the zoning ordinances are good, but they need to emphasize a stronger connection between land use and transportation, especially bicycle and pedestrian travel. Ongoing efforts to integrate form-based codes and improved guidelines for the city's public realm will support this process. The current Stockbridge Code of Ordinances is available online at: http://www.municode.com/library/ga/stockbridge/codes/code_of_ordinances.

A general recommendation would be to modify the local ordinances to provide a balance approach to both on and off-street bicycling, transportation, recreation and support facilities including a stronger connection between mixed use zoning, compact land use and a more detailed guideline for bicycle parking and amenities within the traditional downtown area.

This report recommends some additions to the Title 7 – Parks, Recreation and Cultural Affairs. There are currently no definitions pertaining to bicycles or greenways. Sample language would include:

Regulation of the Use of Bicycles and Other Non-motorized Vehicles on Park Trail and Greenway Systems.

(a) Definitions. As used in this section, except where the context clearly requires otherwise, the words and terms used in this section shall have the following meanings:

- (1) Bicycle. A non-motorized vehicle with two (2) or three (3) wheels tandem, a steering handle, one (1) or (2) seats, and pedals by which the vehicle is propelled, and also bicycles with helper motor rated less than one (1) brake

Multi-family residential uses [or insert different overlay/use] shall provide bicycle parking at the rate of one bicycle parking space for each 20 motorized vehicle spaces but not more than 50 total bicycle parking spaces are required for any single development. Non-residential uses with an off-street parking requirement for motorized vehicles of at least 15 spaces and not more than 40 spaces shall provide a minimum of 2 bicycle parking spaces. Non-residential uses with an off-street parking requirement greater than 40 spaces shall provide bicycle parking spaces to 5% of the total number of spaces required up to 100 spaces.

Bicycle parking should be located in secure, visible areas, sheltered from rain as possible. Short term bicycle parking should also be included as a routine element in streetscape design for all commercial, institutional and mixed-use streetscapes. All schools should provide secure parking for a minimum of 10% of the student/faculty population.

ECONOMIC DEVELOPMENT STRATEGY

The development of any new economic or tourism development strategies should include references to diverse transportation systems including bicycle and pedestrian facilities. It is recommended that future economic or tourism studies include the following recommendations:

- *Financial and Community Resources:* bicycle tourism can play a role in attracting visitors to the area and providing non-motorized tourism options within the city along planned greenways and multi-use paths.
- *Maintain and Improve the City's Physical Environment:* an increased emphasis on multi-modal transportation choices or the promotion of a city-bike program can help

to achieve targets in the reduction of air pollution.

- *Institutional Resources/ Economic Development Program:* recycle-a-bike programs offer the opportunity for entry level jobs which teach the needed and valuable skill or bicycle repair. The program can be geared as a youth development program or as a tool to provide skills to unemployed workers looking for jobs.

COMPLETE STREETS POLICY

There is a growing national trend toward integrating bicycling, walking, and transit as a routine element in highway and transit projects. This movement has developed under the name "Complete Streets" and this policy has been adopted by over 900 agencies nation-wide. GDOT is one of the agencies which has adopted this policy Context-Sensitive Design Online Manual ver 1.0. This policy covers design pertaining to state routes. A locally adopted Complete Streets Policy would help strengthen an emphasis on access by citizens to multi-modal transportation.

According to Smart Growth America, an ideal Complete Streets policy:

- Includes a vision for how and why the community wants to complete its streets
- Specifies that 'all users' includes pedestrians, bicyclists and transit passengers of all ages and abilities, as well as trucks, buses and automobiles
- Applies to both new and retrofit projects, including design, planning, maintenance, and operations, for the entire right of way
- Makes any exceptions specific and sets a clear procedure that requires high-level approval of exceptions

Education:

- Is there a community-wide safe routes to school program that includes bicycling education?
- Are there bicycling education courses available for adults in the community?
- Does your community educate motorists and cyclists on their rights and responsibilities as road users?

Evaluation:

- Is there a specific plan or program to reduce cyclist/motor vehicle crashes?
- Does your community have a current comprehensive bicycle plan?
- Is there a bicycle advisory committee that meets regularly?
- Does your community have a bicycle program manager?

Enforcement:

- Do law enforcement officers receive training on the rights and responsibilities of all road users?
- Does your community have law enforcement or other public safety officers on bikes?
- Do local ordinances promote safety and accessibility for bicyclists?

Encouragement:

- Does your community have an up-to-date bicycle map?
- Does the community celebrate bicycling during National Bike Month with community rides, Bike to Work Day or media outreach?
- Does the community host any major community cycling events or rides?

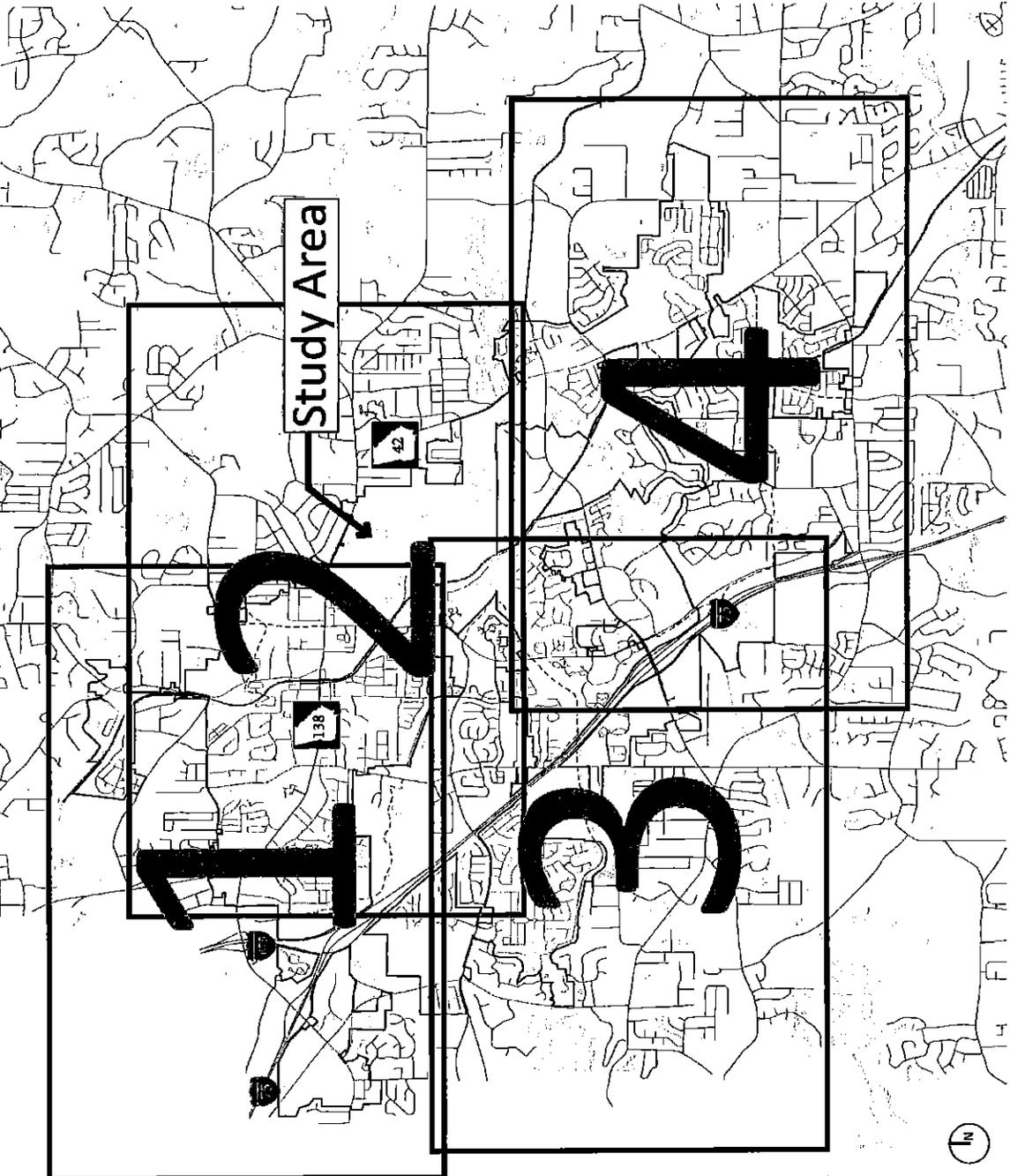
- Is there an active bicycle advocacy group in the community?⁵⁹

Walk Friendly Community Designation is a similar process and includes a combination of education, advocacy, and built projects. It should be a city goal to pursue both Bike Friendly and Walk Friendly designations once capital improvements have been implemented and the network has been strengthened.⁶⁰

⁵⁹ "Quick Assessment," August 27, 2014, accessed November 15, 2016, <http://www.bikeleague.org/bfa/quick-assessment/community>.

⁶⁰ "WFC: How to Get Started," accessed November 15, 2016, http://www.walkfriendly.org/get_started.cfm.

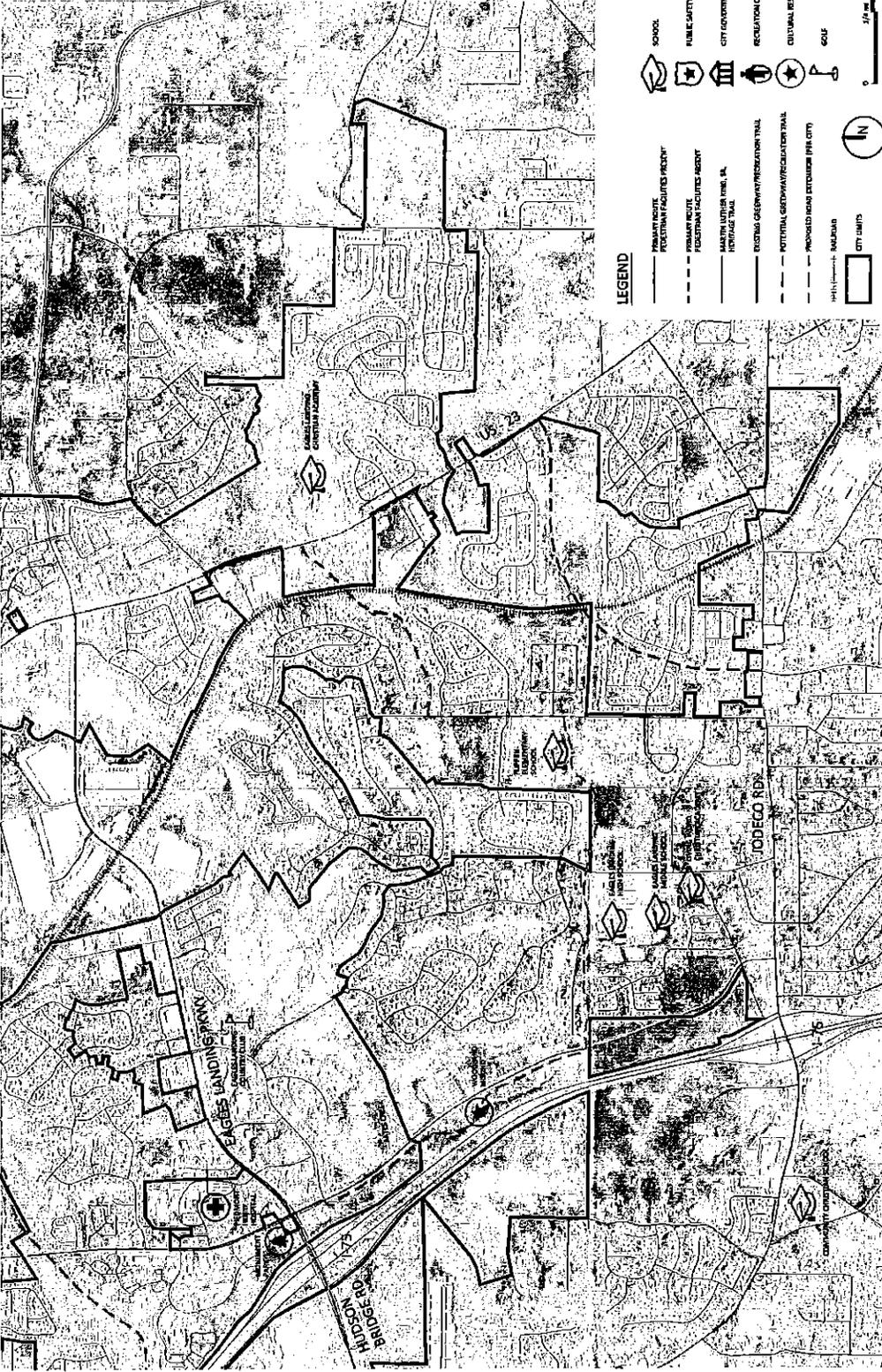
ILLUSTRATIONS



City of Stockbridge Bicycle, Pedestrian, and Trail Plan

Illustration

Project Study Area A



- LEGEND**
- PRIMARY ROUTE
 - PEDESTRIAN FACILITIES PRIORITY
 - PEDESTRIAN FACILITIES
 - PEDESTRIAN FACILITIES IMPROVEMENT
 - MAINTENANCE FOR TRAILS, ETC.
 - RECREATION TRAIL
 - EXISTING GREENWAY/RECREATION TRAIL
 - POTENTIAL GREENWAY/RECREATION TRAIL
 - PROPOSED BIKEWAY/RECREATION TRAIL
 - PROPOSED BIKEWAY/RECREATION TRAIL (BY CITY)
 - UNIMPAVED BIKEWAY
 - PAVED BIKEWAY
 - CITY LIMITS
 - SCHOOL
 - PUBLIC SAFETY
 - CITY GOVERNMENT
 - RECREATION CENTER
 - CULTURAL RESOURCE
 - GOLF
 - PERFORMING ARTS
 - HOSPITAL
 - MASS TRANSIT
 - LIBRARY
 - COMMUNITY CENTER
 - PARK

City of Stockbridge

Bicycle, Pedestrian, and Trail Plan



Illustration

E

(4) Southeast Quadrant Recommendations



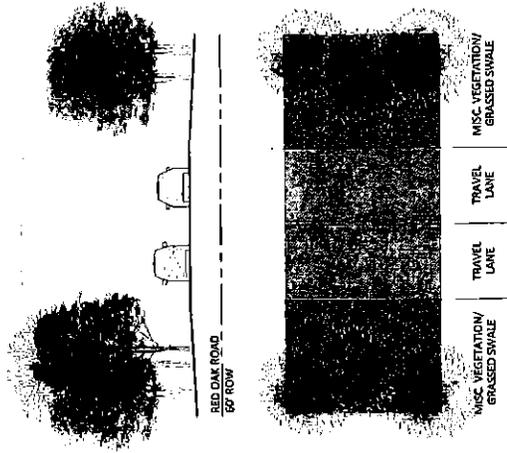
City of Stockbridge Bicycle, Pedestrian, and Trail Plan

Illustration

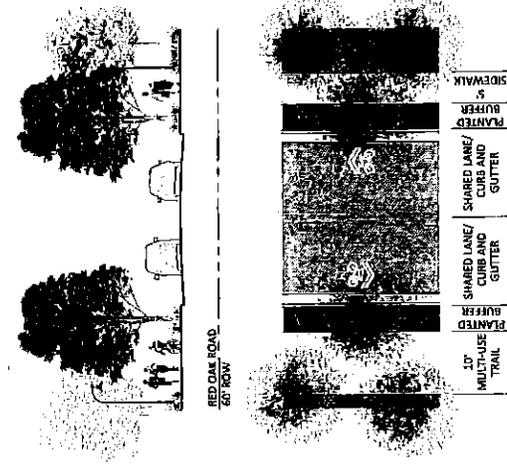
G

Red Oak Road - Proposed Improvements

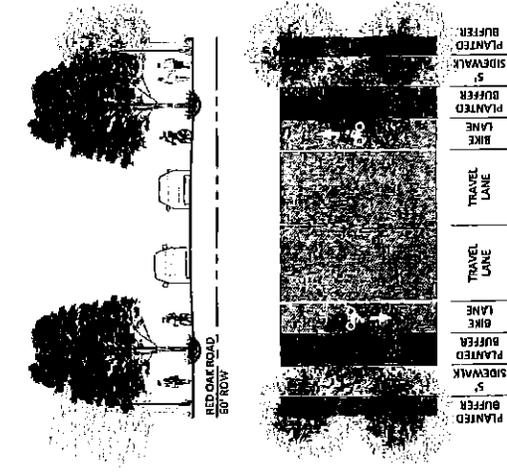
Existing Conditions



Option 1



Option 2

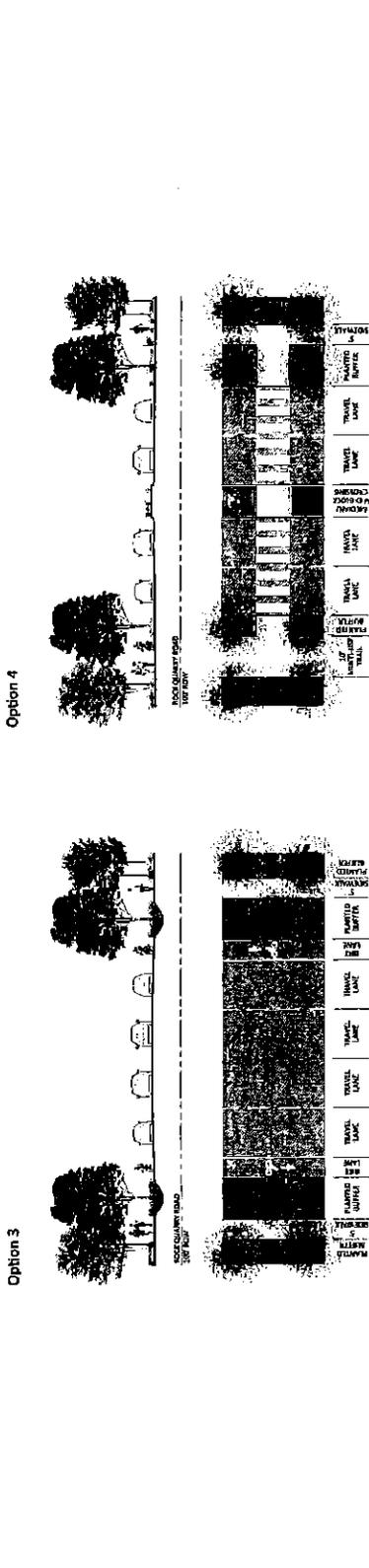
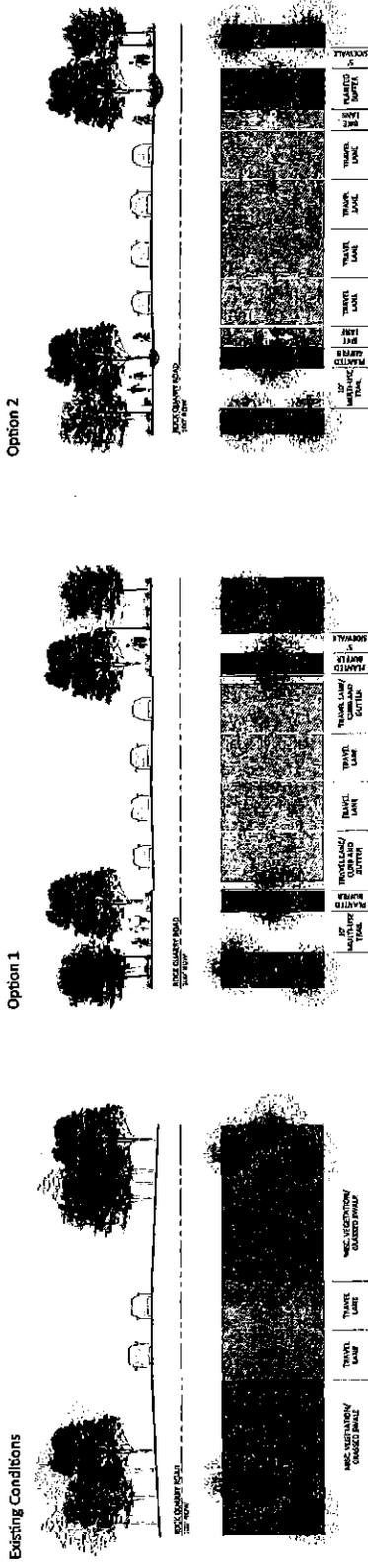




City of Stockbridge Bicycle, Pedestrian, and Trail Plan

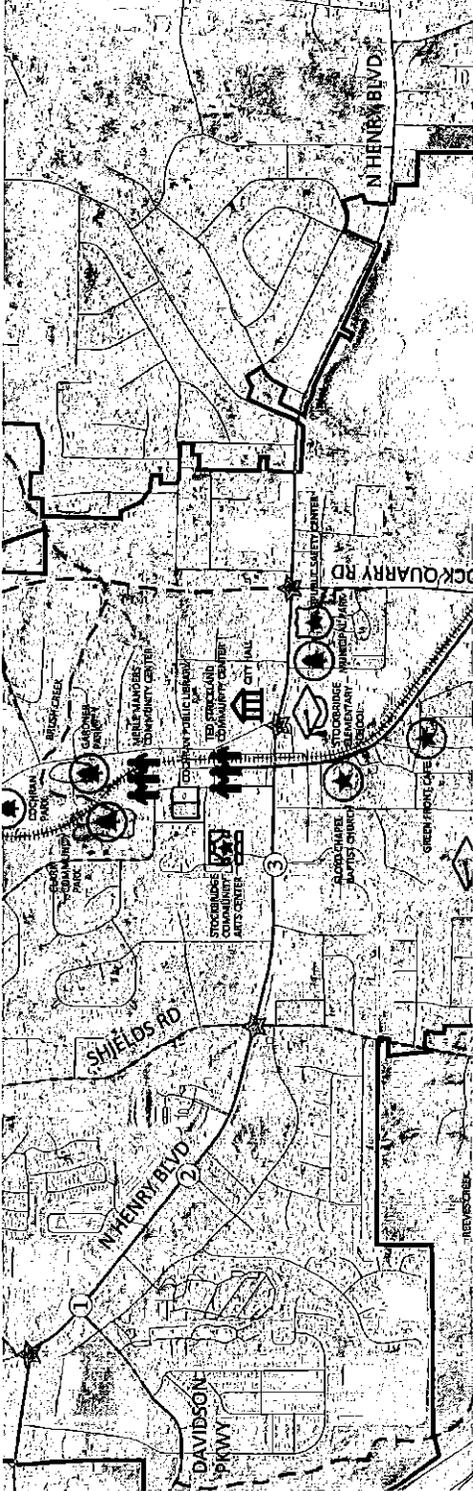
Illustration

Rock Quarry Road - Proposed Improvements





- Legend**
- Ⓢ Proposed Project
 - Ⓢ Existing Signal
 - Sidewalks Existing
 - - Sidewalks Needed



City of Stockbridge Bicycle, Pedestrian, and Trail Plan

1 North Henry Boulevard @ Davidson Parkway



2 North Henry Blvd @ Brush Creek Ct/Shepherd Dr



3 North Henry Boulevard @ McCain Creek Trail

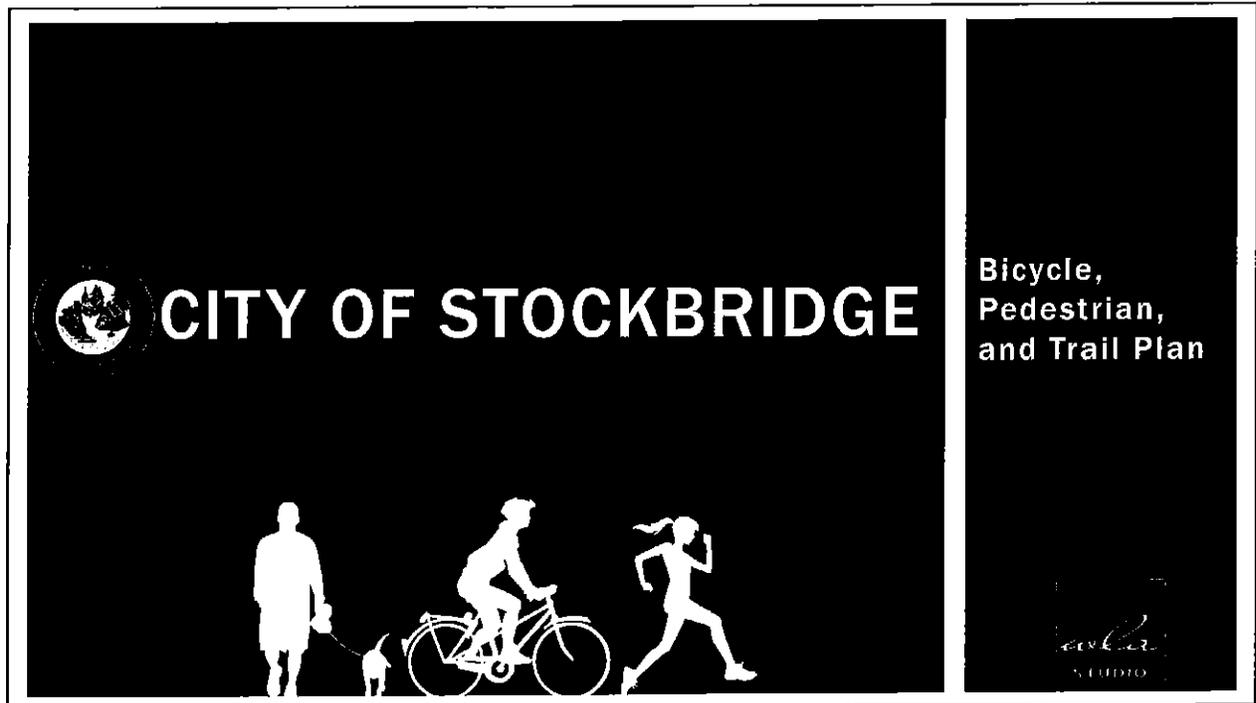


Illustration

K

North Henry Boulevard - Potential Crossings

APPENDIX A – Public Presentations



INTRODUCTION



Project Team:
City of Stockbridge

- **City Council**
Anthony S. Ford, LaKeisha T. Gantt, Elton Alexander, John Blount, Neat Robinson
- **Administration and Community Services**
- **Main Street Advisory Board**
Shomari Furtch , Alison Ramsay , Ebony Gurndy , Anika Potts , Tavaras J. Powell,
Mildred Reed , Terry Sanders , Anthony Ford , Kathryn "Kat" Vallish, Kira Harris-Braggs



WLA Studio
Madie Fischetti, Keyes Williamson, Cameron Yates



WHAT WILL THE FINAL PRODUCT BE?

Master Plan Report and Mapping

- What, where, when, who, how much
- Recommendations for policy, programming, and infrastructure improvements
- Standard cross sections and guidelines

Then What Happens?

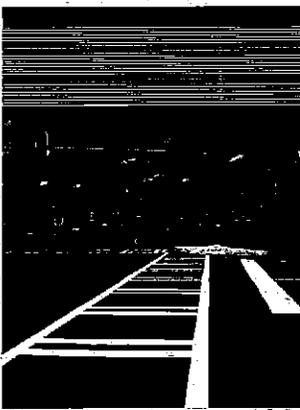
- City implements policy recommendations
- City launches Education and Encouragement Initiatives
- Develop capital plan for bicycle and pedestrian improvements/projects
- Design and construct infrastructure improvements

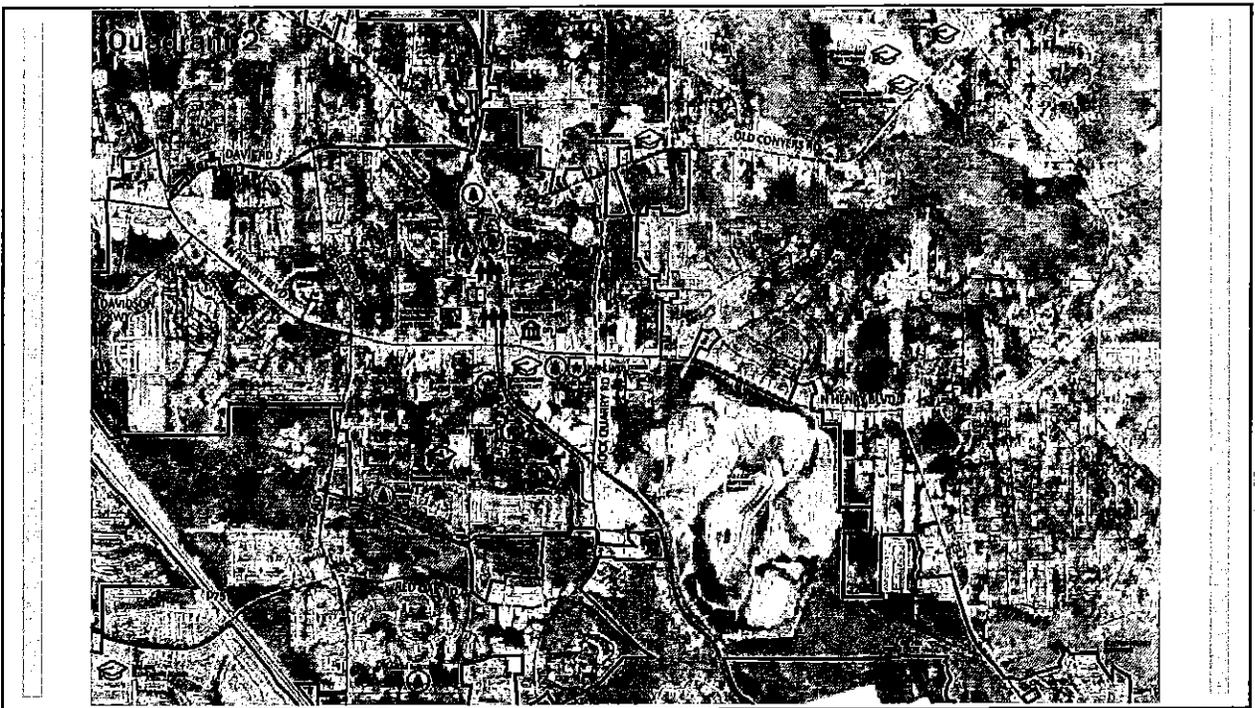
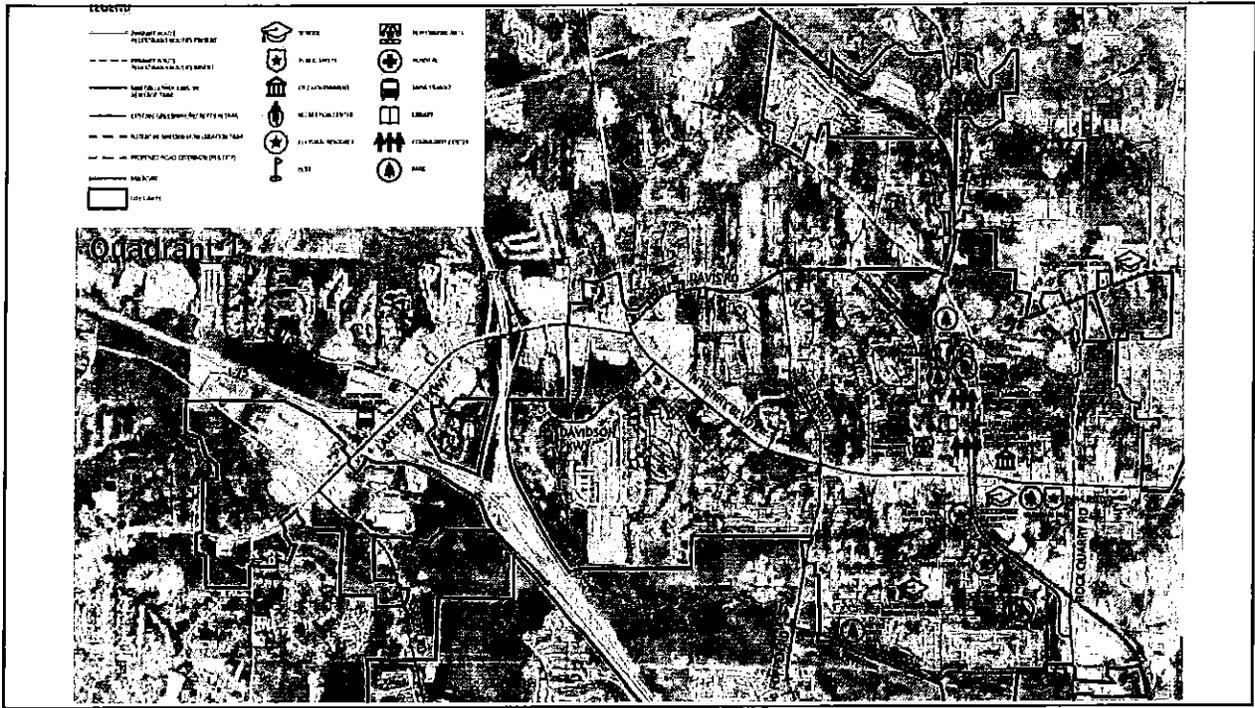




CURRENT TASKS

- **Survey Compilation and Analysis:** analyze input from citizen survey
- **Key Stakeholder Input:** gather input from key stakeholder groups (such as Main Street Advisory Board) for input on priority areas and projects
- **Mapping:** complete mapping of existing facility location; natural and cultural resources and regional connections
- **Potential Connections, Routes, and Improvements:** identify critical intersections and areas for improvements, key routes, and connection points both within the city and region







ASSETS AND OPPORTUNITIES - TRAILS



Reeves Creek Trail offers a mostly shaded pathway and easily accessible trailhead



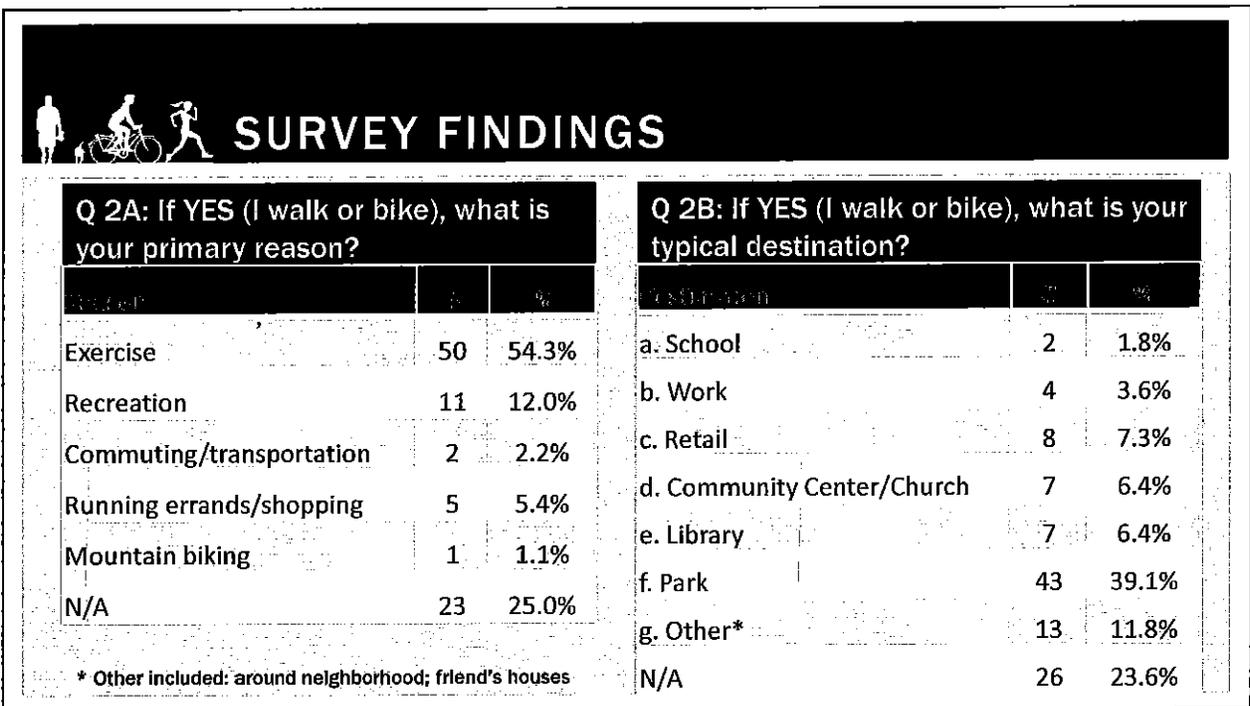
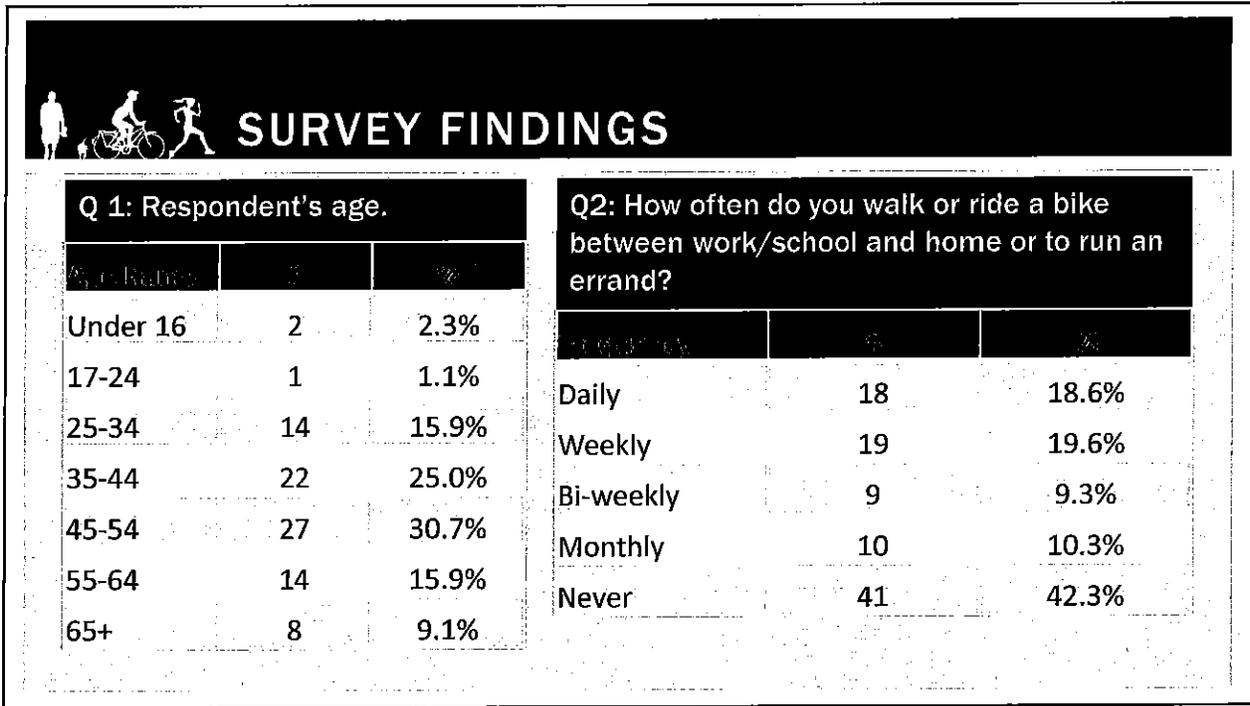
Clark Community Park and Gardner Park both feature shaded pathways primarily used for walking; connectivity is an issue

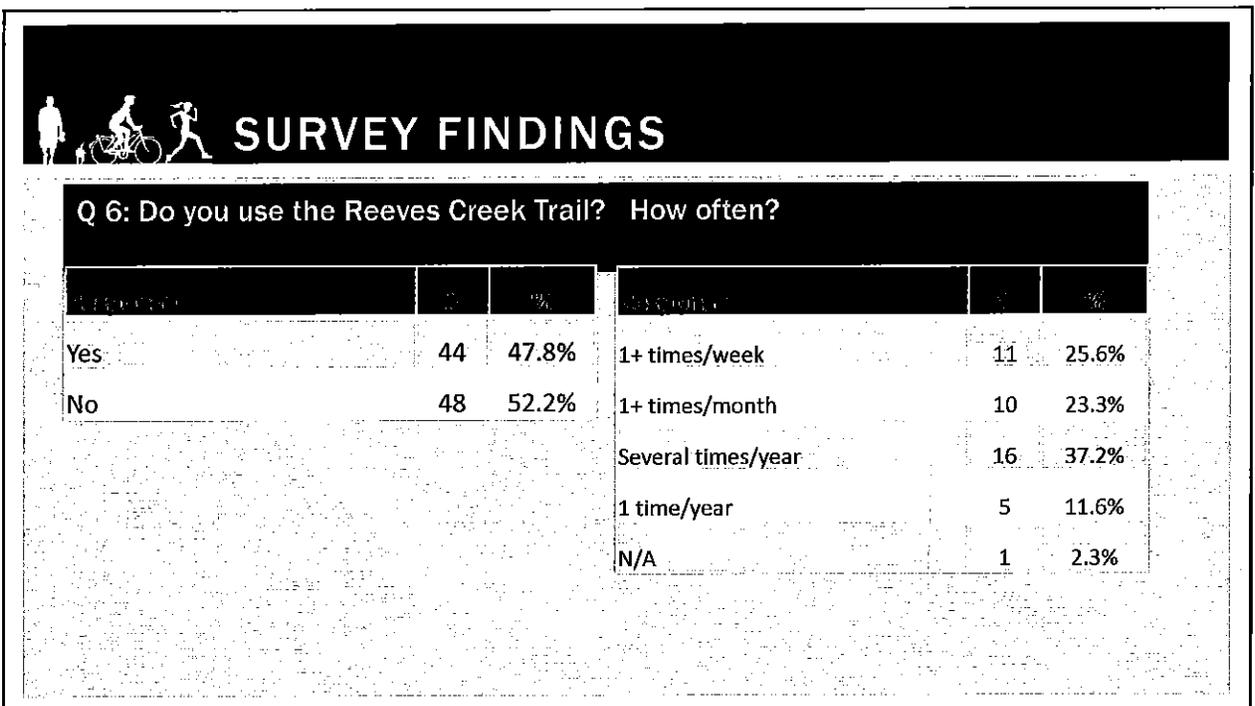
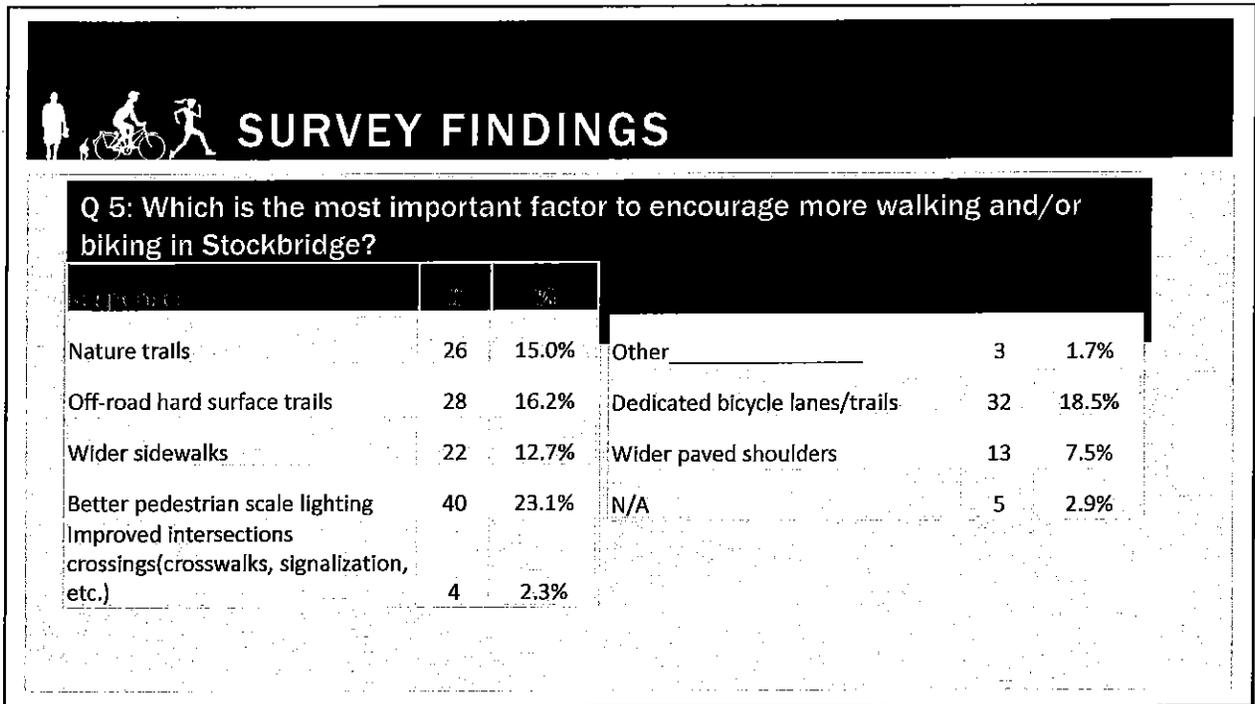


Martin Luther King, Sr. Trail creates the opportunity to link parks near downtown area and Reeves Creek Trail



Linking the western and eastern portions of the city currently divided by I-75 will be reviewed as part of this study. Currently, bike lanes exist but a more comfortable crossing could encourage a higher rate of pedestrian travel.







SURVEY FINDINGS

Q 9: Are there any specific streets that would benefit the most from improvements for pedestrians and bicyclists in Stockbridge?

Rock Quarry Road	9	Old Conyers Road	4	Center Street	1		
Higdon Road	7	Live Street	4	Flat Rock Road	1		
West Atchafalaya Road	7	Milk SR Heritage Trail	3	Gardner Road	1		
East Atlanta Road	6	North Henry Boulevard	3	Hudson Bridge Road	1		
Rock Road	6	Connect the Parks	2	Jodeco	1		
Garret Handley Parkway	4	Fairview Road	2	Millers Mill Road	1		
Hwy 423	4	Hwy 422	2	Old Atlanta Road	1		



SURVEY FINDINGS

Survey Results Conclusions:

- Citizens DO value bicycle and pedestrian resources
- Citizens DO want additional resources
- Citizens value connectivity and facilities

Priorities:

Network – expand and improve active transportation network

Safety – prioritize safety (especially for vulnerable users) when planning network additions to trails and intersections

Culture – nurture a culture which incentivizes active transportation for health, fitness, and to improve the environment



Photo credit: City of Stockbridge, Georgia

WHAT WILL THE MASTER PLAN RECOMMENDATIONS LOOK LIKE?

051 1.54 Acres **056** 1.03 Acres
052 2.57 Acres **054** 0.62 Acres
053 1.28 Acres **055** 6.03 Acres
054 2.39 Acres

P Passive Use Facility - - - North Fork Peachtree Creek Trail
A Active Use Facility - - - Buford Highway Sidewalk System
T Trailhead Facility

Proposed trail facilities would be built along existing or new paths for 1.5 miles. The trail would provide for pedestrian and bicycle use.

WHAT WILL THE MASTER PLAN RECOMMENDATIONS LOOK LIKE?

Photo courtesy of city of Dunwoody

Public Meeting – Project Prioritization

Photo courtesy of city of Dunwoody



CITY OF STOCKBRIDGE

BICYCLE, PEDESTRIAN & TRAIL PLAN

Project
Priorities
Presentation
September 29, 2016



INTRODUCTION

Project Team:
City of Stockbridge

- Administration and Community Services
- City Council



WLA Studio

- Madie Fischetti
- Cameron Yates





WHAT WILL THE FINAL PRODUCT BE?

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Then What Happens?

- City implements policy recommendations
- City launches Education and Encouragement Initiatives
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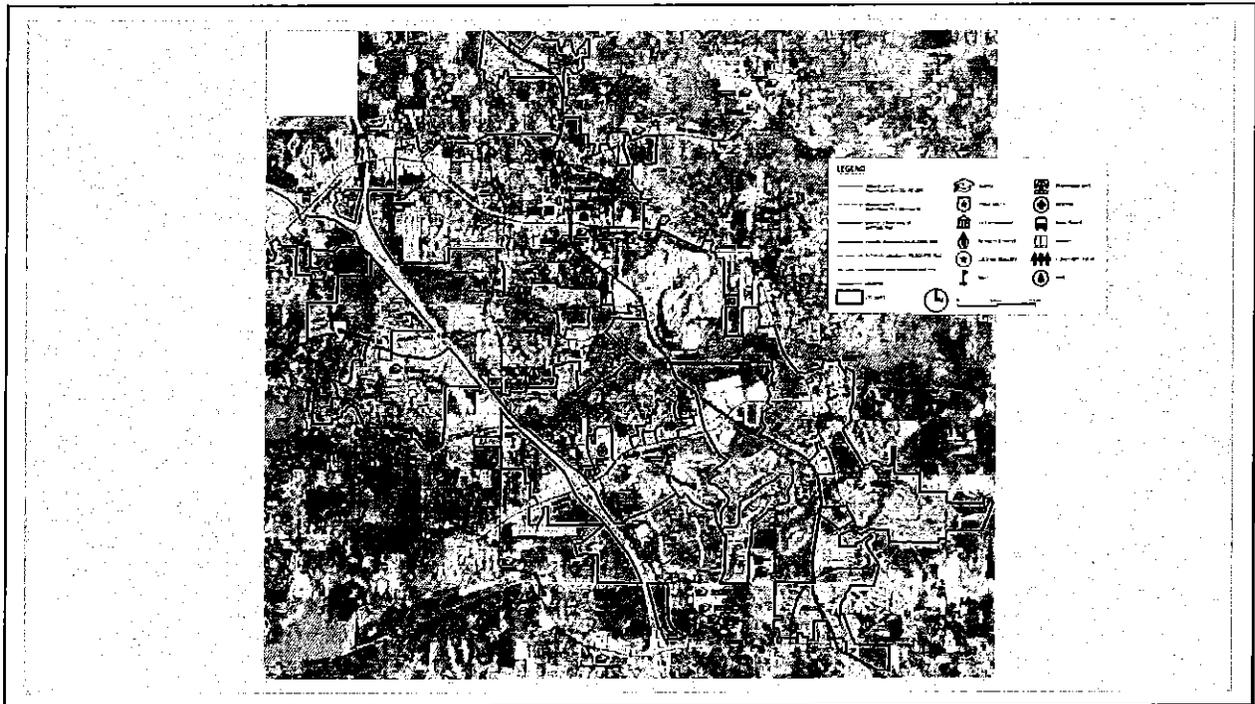


CURRENT TASKS



- **Potential Connections, Routes and Improvements:** Identify critical intersections and areas for improvements, key routes, and connection points both within the city and region
- **Identification of Priority Projects:** Present potential projects to key stakeholders and the public, prioritize future efforts





ASSETS AND OPPORTUNITIES - TRAILS



Reeves Creek Trail offers a mostly shaded pathway and easily accessible trailhead



Martin Luther King, Sr. Trail creates the opportunity to link parks near downtown area and Reeves Creek Trail



Clark Community Park and Gardner Park both feature shaded pathways primarily used for walking; connectivity is an issue



PUBLIC INPUT/SURVEY

Type of Data Collected:

- **Public Input**
 - Survey conducted online and in person
 - Summer 2016
 - Approximately 95 responses
- **Crash Data**
- **Environmental Inventory**
 - Pedestrian Facilities
 - Bicycle Facilities
 - Intersection Conditions (ADA Compliance)






SURVEY FINDINGS - SUMMARY

Q2: How often do you walk or ride a bike between work/school and home or to run an errand?

Frequency	#	%
Daily	18	18.6%
Weekly	19	19.6%
Bi-weekly	9	9.3%
Monthly	10	10.3%
Never	41	42.3%

Q 2A: If YES (I walk or bike), what is your primary reason?

Reason	#	%
Exercise	50	54.3%
Recreation	11	12.0%
Commuting/transportation	2	2.2%
Running errands/shopping	5	5.4%
Mountain biking	1	1.1%
N/A	23	25.0%



SURVEY FINDINGS

Q 8: Are there any specific streets that you see as a safety concern for pedestrians and bicyclists in the City of Stockbridge?

Aligpen Rd	6/4	Eagles Landing Parkway	3	Austin Road	1		
Rock Quarry Rd	12	Fairview Rd		Banks Road	1		
East Atlanta Rd	7	MLK SR Heritage Mall	3	Center Street	1		
Walk Stephens Rd	7	Red Oak Rd	3	Flat Rock Rd	1		
Way L 33	5	Hudson Bridge Rd	2	Gardner Road	1		
East Street	5	North Henry Blvd	2	Hearn Road	1		
Pauls Road	4	Shields Road	2	Hwy 42	1		



SURVEY FINDINGS

Q 9: Are there any specific streets that would benefit the most from improvements for pedestrians and bicyclists in Stockbridge?

Rock Quarry Road	9	Old Conyers road	4	Center Street	1		
Aligpen Road	7	Ivy Street	4	Flat Rock Road	1		
Walk Stephens Road	7	MLK SR Heritage Mall	3	Gardner Road	1		
East Atlanta Road	5	North Henry Boulevard	3	Hudson Bridge Road	1		
Pauls Road	4	Connect the Parks	2	Jodoco	1		
Eagles Landing Parkway	4	Fairview Road	2	Millers Mill Road	1		
Way L 33	4	Hwy 42	2	Old Atlanta Road	1		



WHAT DO YOU THINK?

Please help us Prioritize Projects

What are the TOP project priorities for walkers and bikers in Stockbridge?

What will help Stockbridge become a more LIVEABLE city?

*Take some voting dots. Use your dots to vote!
Use all dots for one project (or) spread your dots among several projects.
All of the potential projects will appear in the master plan report, but this will help us **PRIORITIZE** what matters to YOU.*



ORANGE: Favorite Project Dots
eg: I want facilities along Rock Quarry Road!



BLUE: Favorite Type/Facility Dots
eg: I like the multi-use trail and bike lanes along Rock Quarry Rd!



WHAT DO YOU THINK?

Projects to Prioritize

- Potential Greenway Routes (off Road, multi-use paths)
- North Henry Blvd – Accessibility Amenities (additional pedestrian crossings)
- Road Specific Improvements:
 - Davis Road
 - Old Conyers Road
 - Walt Stephens Road
 - Red Oak Road
 - Flippin Road
 - Rock Quarry Road
- MLK Sr. Trail (completion, spurs to cultural resources, tie into Reeves Cr Trail)

APPENDIX B – Cost Estimates for Physical Improvements

The following cost estimate was created by referencing unit prices and design fees found within projects similar in type to those proposed. Individual elements and features have been listed separately to allow for the City to remove or add items as appropriate during future planning efforts. The full proposed length of each project may not be built at once. Because of this, the price per linear foot for applicable projects is listed to allow for a cost estimation at any planned length.

Item	Price/LF
Walt Stephens Road - 1.75 miles	
Option 1	
Grading Complete (incl. traffic control)	\$75.00
Shared Road Markings (at 200' intervals, incl. both sides)	\$0.15
Concrete Curb and Gutter (incl. both sides)	\$40.00
Overstory Plantings	\$48.00
Understory Plantings	\$20.00
Engineered Soils	\$10.00
Concrete Multi-Use Trail (10' width)	\$45.00
Concrete Sidewalk (5' width)	\$22.50
Lighting (at 50' intervals)	\$100.00
Total/LF	\$360.65
Estimated Engineering and Design Fees	\$399,888.72
Total Construction Cost for 1.75 Miles	\$3,332,406.00

Option 2	
Grading Complete (incl. traffic control)	\$75.00
Dedicated Asphalt Bicycle Lane (5' width, incl. both sides)	\$30.00
Bicycle Lane Striping (5" width, incl. both sides)	\$1.50
Bicycle Lane Marking (at 200' intervals incl. both sides)	\$0.15
Overstory Plantings	\$48.00
Understory Plantings	\$20.00
Engineered Soils	\$10.00
Concrete Sidewalk (5' width, incl. both sides)	\$45.00
Lighting (at 50' intervals)	\$100.00
Total/LF	\$329.65
Estimated Engineering and Design Fees	\$365,515.92
Total Construction Cost for 1.75 Miles	\$3,045,966.00

Option 3	
Grading Complete (incl. traffic control)	\$75.00
Dedicated Asphalt Bicycle Lane (5' width, incl. both sides)	\$30.00
Bicycle Lane Striping (5" width, incl. both sides)	\$1.50
Bicycle Lane Marking (at 200' intervals incl. both sides)	\$0.15
Overstory Plantings	\$48.00
Understory Plantings	\$20.00
Engineered Soils	\$10.00
Concrete Multi-Use Trail (10' width)	\$45.00
Concrete Sidewalk (5' width)	\$22.50
Lighting (at 50' intervals)	\$100.00
Total/LF	\$352.15
Estimated Engineering and Design Fees	\$390,463.92
Total Construction Cost for 1.75 Miles	\$3,253,866.00

Old Conyers Road - 1 mile	
Grading Complete (incl. traffic control)	\$75.00
Shared Road Markings (at 200' intervals, incl. both sides)	\$0.15
Concrete Curb and Gutter (incl. both sides)	\$40.00
Overstory Plantings	\$11.00
Understory Plantings	\$5.00
Engineered Soils	\$3.00
Concrete Sidewalk (5' width, incl. both sides)	\$45.00
Lighting (at 50' intervals)	\$100.00

Total/LF **\$279.15**
Estimated Engineering and Design Fees **\$176,869.44**
Total Construction Cost for 1 Mile **\$1,473,912.00**

Davis Road - 1.75 miles	
Grading Complete (incl. traffic control)	\$75.00
Shared Road Markings (at 200' intervals, incl. both sides)	\$0.15
Concrete Curb and Gutter (incl. both sides)	\$40.00
Overstory Plantings	\$11.00
Understory Plantings	\$5.00
Engineered Soils	\$3.00
Concrete Sidewalk (5' width, incl. both sides)	\$45.00
Lighting (at 50' intervals)	\$100.00

Total/LF **\$279.15**
Estimated Engineering and Design Fees **\$309,521.52**
Total Construction Cost for 1.75 Miles **\$2,579,346.00**

Option 3	
Grading Complete (incl. traffic control)	\$75.00
Additional Travel Lane (12', incl. both sides)	\$72.00
Dashed Lane Striping (5" width, incl. both sides)	\$1.50
Dedicated Asphalt Bicycle Lane (5' width, incl. both sides)	\$30.00
Bicycle Lane Striping (5" width, incl. both sides)	\$1.50
Bicycle Lane Marking (at 200' intervals incl. both sides)	\$0.15
Overstory Plantings	\$31.00
Understory Plantings	\$13.00
Engineered Soils	\$7.00
Concrete Sidewalk (5' width, incl. both sides)	\$45.00
Lighting (at 50' intervals)	\$100.00
Total/LF	\$376.15
Estimated Engineering and Design Fees	\$595,821.60
Total Construction Cost for 2.5 Miles	\$4,965,180.00

Option 4	
Grading Complete (incl. traffic control)	\$75.00
Additional Travel Lane (12', incl. both sides)	\$72.00
Dashed Lane Striping (5" width, incl. both sides)	\$1.50
Mid-Block Crossing (8 total, each incl. items listed below)	\$7.00
Curb (6")	
Concrete Walkway/Transition (8')	
Signage	
Crosswalk Striping	
Understory Plantings	
Engineered Soils	
Overstory Plantings	\$29.00
Understory Plantings	\$12.00
Engineered Soils	\$6.00
Concrete Multi-Use Trail (10' width)	\$45.00
Concrete Sidewalk (5' width)	\$22.50
Lighting (at 50' intervals)	\$100.00
Total/LF	\$370.00
Estimated Engineering and Design Fees	\$586,080.00
Total Construction Cost for 2.5 Miles	\$4,884,000.00

Reeves Creek Trail Extension - 2 miles	
Grading Complete (incl. traffic control)	\$25.00
Concrete Multi-Use Trail (10' width)	\$41.00
Boardwalk/Bridge (10' width, approx. 10% of trail length)	\$50.00
Lighting (at 50' intervals)	\$100.00
Signage (.25 mile markers and misc. info)	\$0.30
Trash Receptacle	\$0.18
Bench/Seating	\$0.76
Overstory Plantings	\$4.80
Understory Plantings	\$2.00

Total/LF **\$224.04**
Estimated Engineering and Design Fees **\$283,903.49**
Total Construction Cost for 2 Miles **\$2,365,862.40**

Brush Creek Trail - 1.5 miles	
Grading Complete (incl. traffic control)	\$25.00
Concrete Multi-Use Trail (10' width)	\$41.00
Boardwalk/Bridge (10' width, approx. 10% of trail length)	\$50.00
Lighting (at 50' intervals)	\$100.00
Signage (.25 mile markers and misc. info)	\$0.30
Trash Receptacle	\$0.18
Bench/Seating	\$0.76
Overstory Plantings	\$4.80
Understory Plantings	\$2.00

Total/LF **\$224.04**
Estimated Engineering and Design Fees **\$212,927.62**
Total Construction Cost for 1.5 Miles **\$1,774,396.80**

MLK Sr. Heritage Trail, Spur Trail to Floyd Chapel Baptist Church - .25 mile	
Grading Complete (incl. traffic control)	\$25.00
Concrete Multi-Use Trail (10' width)	\$45.00
Lighting (at 50' intervals)	\$100.00
Signage (.25 mile markers and misc. info)	\$0.30
Trash Receptacle	\$0.18
Bench/Seating	\$0.76
Overstory Plantings	\$4.80
Understory Plantings	\$2.00
Total/LF	\$178.04
Estimated Engineering and Design Fees	\$28,201.54
Total Construction Cost for .25 Miles	\$235,012.80

MLK Sr. Heritage Trail, Green Front Café - .25 mile	
Grading Complete (incl. traffic control)	\$25.00
Concrete Multi-Use Trail (10' width)	\$45.00
Lighting (at 50' intervals)	\$100.00
Signage (.25 mile markers and misc. info)	\$0.30
Trash Receptacle	\$0.18
Bench/Seating	\$0.76
Overstory Plantings	\$4.80
Understory Plantings	\$2.00
Total/LF	\$178.04
Estimated Engineering and Design Fees	\$28,201.54
Total Construction Cost for .25 Miles	\$235,012.80

Continuation of MLK Sr. Heritage Trail - .75 mile	
Grading Complete (incl. traffic control)	\$25.00
Shared Road Markings (at 200' intervals, incl. both sides)	\$0.15
Concrete Curb and Gutter	\$20.00
Concrete Sidewalk (5' width)	\$22.50
Overstory Plantings	\$4.80
Understory Plantings	\$2.00
Lighting (at 50' intervals)	\$50.00
Total/LF	\$124.45
Estimated Engineering and Design Fees	\$59,138.64
Total Cost for .75 Mile	\$492,822.00

