City of Forest Park

Pedestrian Bridge Feasibility Study

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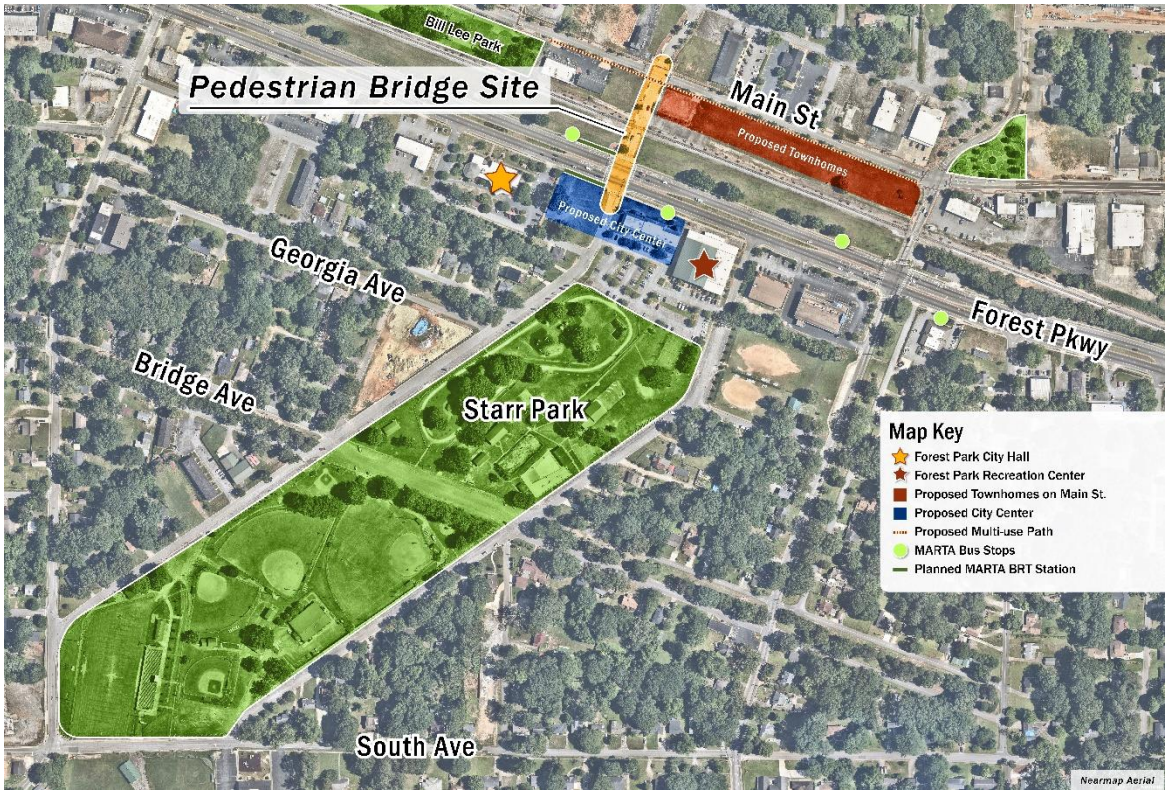
APPENDICES

1.0 Introduction

The City of Forest Park received funding from the Atlanta Regional Commission (ARC) to perform a feasibility study and develop a concept plan for a potential pedestrian bridge connecting the City Center-City Hall Complex to Downtown Main Street. Kimley-Horn was retained by the City of Forest Park to perform the feasibility study, prepare a Georgia Department of Transportation (GDOT) concept report, and engage key stakeholders and the public. The purpose of this study is to evaluate the feasibility of constructing a pedestrian bridge over the Norfolk-Southern Railroad and SR 331/Forest Parkway.



2.0 Study Area

The study area is between Oak Street and Park Avenue on SR 331/Forest Parkway and around the intersection of Lake Drive and Main Street. The points of interests in the study area are:

- City Hall
- Starr Park
- Forest Park Recreation Center
- Bill Lee Park
- Main Street businesses
- Proposed townhomes on Main Street
- Proposed city center
- Proposed multi use trail on Main Street
- MARTA bus stops
- Planned MARTA BRT station

3.0 Methodology

The tasks for this study included:

- Identification and engagement of key stakeholders
  - Once stakeholders are identified, the project team scheduled and conducted individually with each stakeholder.
  - Incuded Stakeholders were:
    - MARTA SR 54 BRT Team
    - Clayton County Department of Transportation
    - GDOT
    - City of Forest Park
    - Aerotropolis Alliance
    - ATL Airport Community Improvement Districts
    - Georgia Power
    - Norfolk-Southern
    - Local Business Owners
- Data Collection
  - Review available planning studies, GIS databases, roadway and site plans
  - Available Resources
    - Clayton County GIS
    - GDOT right of way plans
    - Numetric Crash data
    - Norfolk-Southern Public Improvements Projects Manual
    - City of Forest Park 2018 Comprehensive Plan Update
    - City of Forest Park 2023 Comprehensive Plan
    - AeroATL Greenway Plan
    - AeroATL Greenway Model Mile Feasibility Study
    - Downtown Forest Park Livable Centers Initiative Study
  - Develop bridge plan and elevation
- Documentation

4.0 Former Study/Literature Review

Several past studies were reviewed to better understand the history and context of Downtown Forest Park and how infrastructure improvements will support its livability.

4.1 2018 Comprehensive Plan

An update to the City's comprehensive plan was completed in 2018. The plan established a vision and identified priorities for the City related to economic development, housing, land use, and transportation. The 2018 Comprehensive Plan cited "walkability" as a major concern of residents noting that the railroad and state routes were impediments to pedestrian connectivity to community assets. A stated goal in the plan was to position the city for MARTA's high-capacity transit. Another goal in the plan is to "Create a unique sense of place in the region". A pedestrian bridge was listed as an implementation project in the 2018 Comprehensive Plan, having been included as a potential project as early as the 2010 Comprehensive Plan.

4.2 2021 Downtown Forest Park Livable Centers Initiative Study

The Atlanta Regional Commission (ARC) created a program called the Livable Centers Initiative (LCI) to plan and implement walkable communities to improve mobility and healthy lifestyles. Findings from the 2021 LCI study demonstrated widespread support for improving walkability around Downtown Forest Park. Walkability was stated as a goal by itself, but also supports several other goals of Downtown like Main Street Linkage, Connected Streets, and Quality of Life. Studying the feasibility of a pedestrian bridge linking Main Street to Starr Park over the railroad and Forest Parkway is a key recommendation of the LCI implementation plan. Forest Parkway and the railroad together presents a wide barrier between the two community nodes of Main Street and the City Center that discourages pedestrian trips between the nodes. A pedestrian bridge would provide the connectivity that is comfortable for pedestrians and is an asset for other planned projects in the area like the multi-use trail on Main Street.

2021 Downtown Forest Park Livable Centers Initiative Study June 2021

4.3 2018 AeroATL Greenway Plan

The Aerotropolis Atlanta Alliance, Aerotropolis Atlanta Community Improvement Districts, and Atlanta Regional Commission developed a study for a greenway network for the communities in the south metropolitan area. The City of Forest Park identified two priority trail corridors. One trail runs roughly east and west connecting the State Farmers' Market to Fort Gillem partially along Main Street in Downtown. The other trail corridor runs north and south between Hendrix Elementary School and WA Fountain Elementary School connecting to Starr Park. The Forest Park trails are planned to connect with the existing and proposed networks within the Atlanta region such as Finding the Flint initiative, Atlanta BeltLine, and South River Trails.

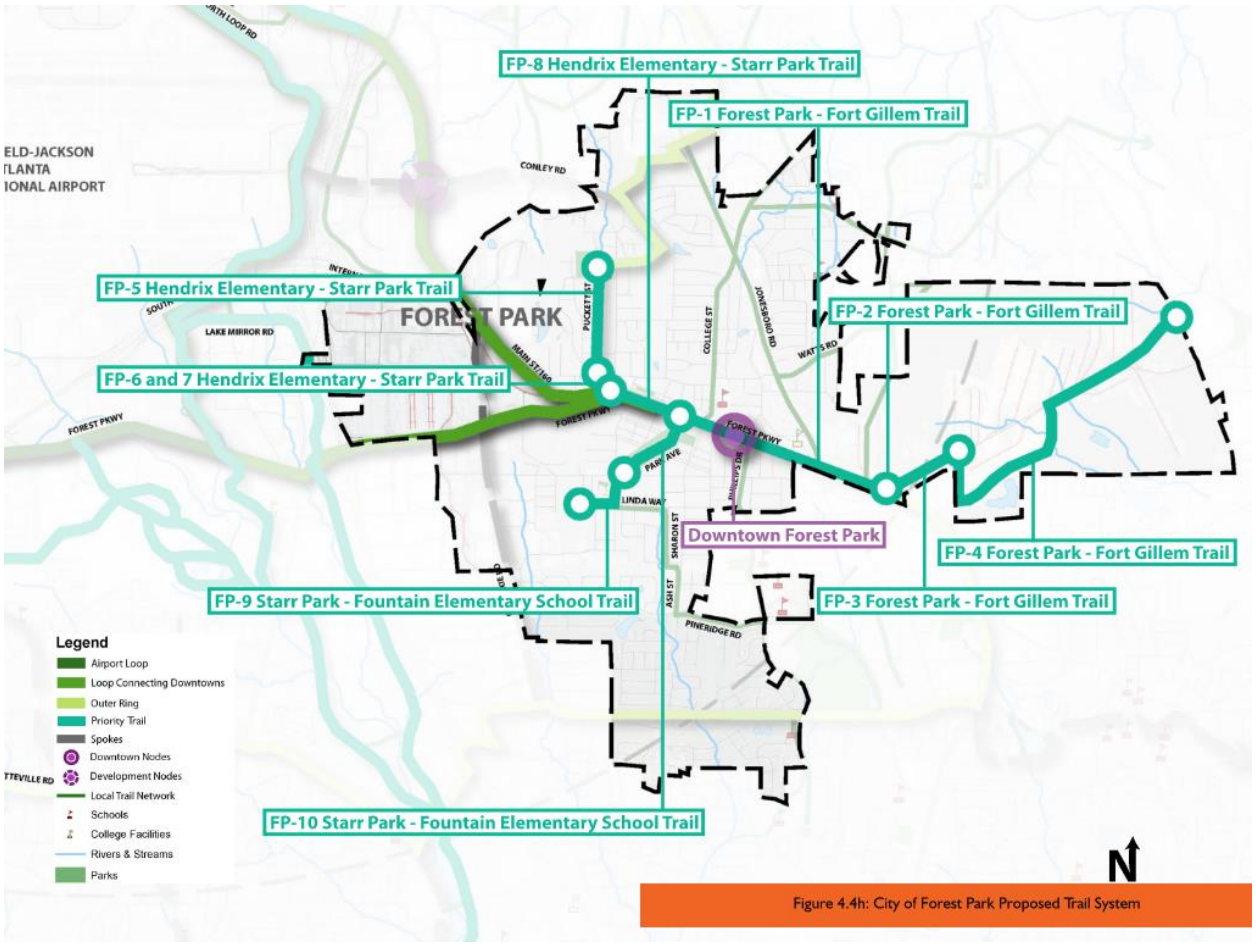


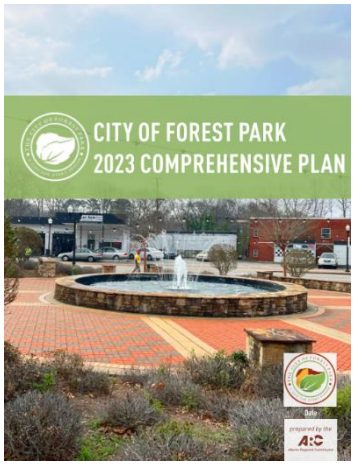
Figure 4.4h: City of Forest Park Proposed Trail System

AeroATL Greenway Report 11-6-2018

4.4 2020 AeroATL Model Mile Feasibility Study

After completion of the 2018 AeroATL Greenway Plan, a project was created to study and develop concepts for seven segments of the greenway network. A model mile project was studied for seven jurisdictions identified in the greenway plan. Forest Park selected the Lake Drive connection linking WA Fountain Elementary School to Starr Park and downtown.

4.5 2023 City of Forest Park Comprehensive Plan



In 2023, another Comprehensive Plan was completed to update the findings and priorities from the 2018 Comprehensive Plan. Community input received during the 2023 Comprehensive Plan indicated a majority of residents feel pedestrian safety is poor or below average. Improving connectivity between Main Street, city center, and Starr Park was identified as a priority activity in the plan. The need to study the feasibility of a pedestrian bridge linking Main Street and Starr Park was reiterated in the 2023 plan.

5.0 Existing Conditions

5.1 Roadway Network

The proposed pedestrian bridge is in the vicinity of three public roads. SR 331/Forest Parkway is a four-lane divided minor arterial owned and maintained by GDOT. Forest Parkway has curb and gutter and five-foot sidewalks within the project area. The posted speed limit is 40 MPH with daily traffic of 20,000 vehicles a day. Historical plans from GDOT show the right of way on Forest Parkway to be approximately 10 feet from the edge of pavement on the south side and 14 feet from the edge of pavement on the northside of Forest Parkway.

Main Street is a city street with one lane in each direction with curb and gutter and five-foot brick sidewalks. The posted speed limit is 30 MPH, and the daily traffic is approximately 4,500 vehicles per day. Clayton County GIS shows Main Street to have 50 feet of right of way. The intersection with Lake Drive is signalized with cross walks and ADA accommodations on all four corners.

Lake Drive is a two-lane city street with curb and gutter and a 10 foot brick sidewalk on the west side. The east side of Lake Drive has no pedestrian facilities. The posted speed limit is 25 MPH. No traffic data is available for Lake Drive. Clayton County GIS shows Lake Drive to have 40 feet of right of way. The intersection with Forest Parkway is signalized with crosswalks and ADA accommodations in all four corners.

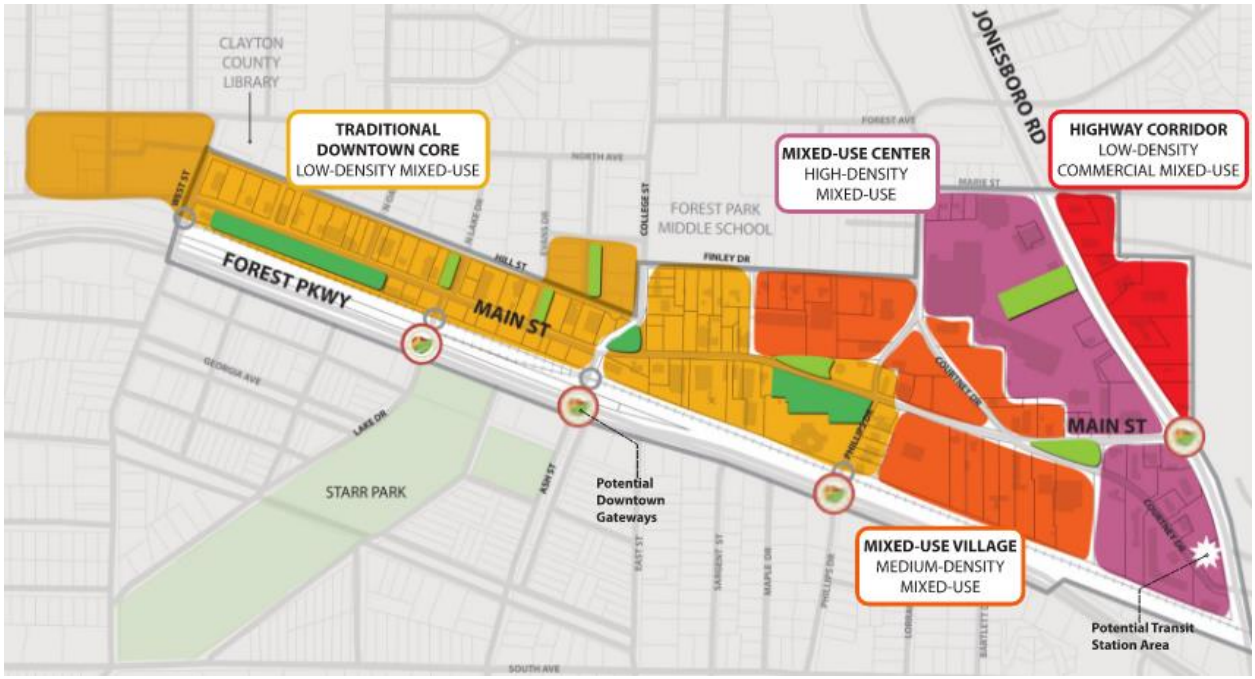
GDOT does not have any projects planned within the project area. The AeroATL Greenway plan does propose a multi-use trail along Main Street and another along Lake Drive.

5.2 Railroad

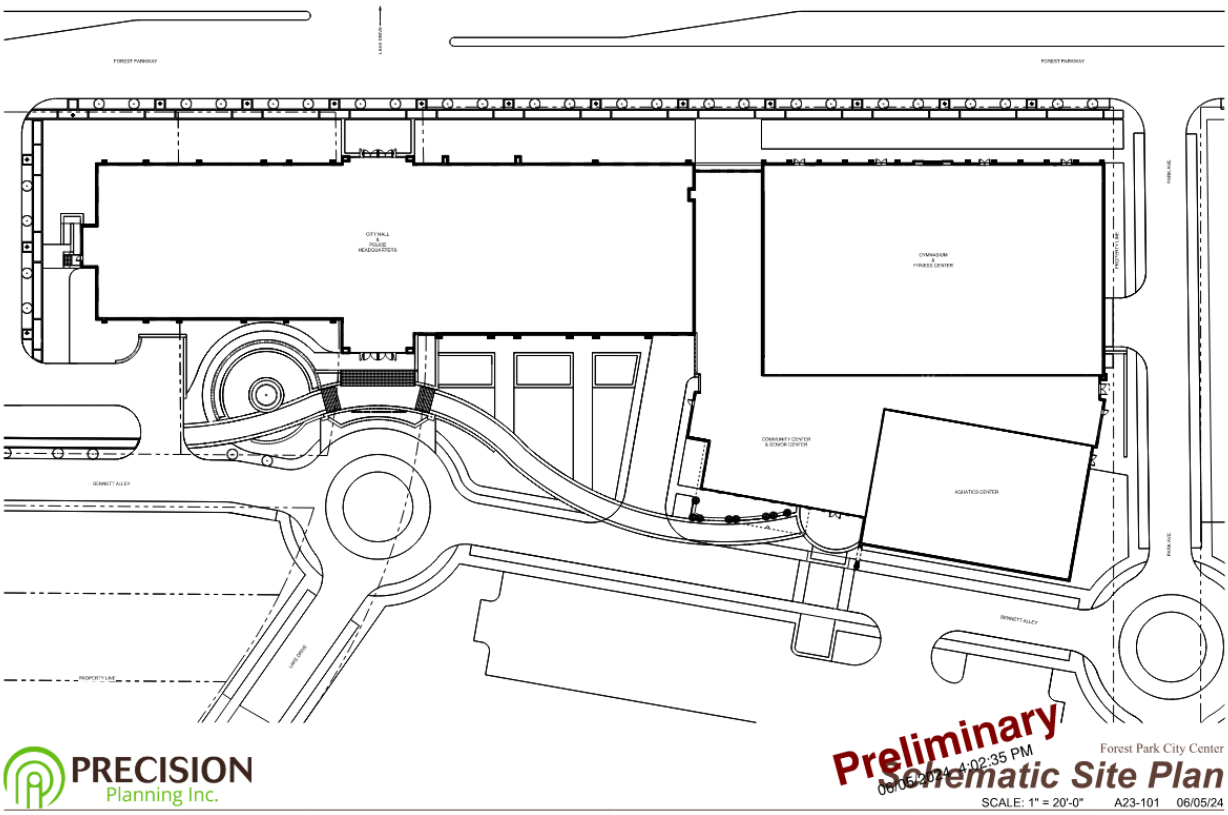
Norfolk-Southern operates a single rail line within the project limits. The tracks cross Lake Drive at grade between Forest Parkway and Main Street. The crossing has crossbucks, gates, warning lights, bells, signs, and pavement markings. The 10-foot sidewalk on the approaches to the crossing stop before the crossing. No ADA accommodations are provided for pedestrians to leave the sidewalk and use Lake Drive to cross the tracks. Stakeholders revealed in interviews that trains are frequently parked in Forest Park blocking the Lake Drive crossing which prevents use of the crossing for cars and pedestrians.

5.3 Land Use & Planned Developments

Main Street is currently lined with low density commercial buildings. Forest Parkway around Lake Drive features Forest Park City Hall to the west of Lake Drive and city offices and recreational building to the east of Lake Drive. Adjacent to the city facilities is commercial development. The 2021 LCI Study proposes changes to the zoning to promote a traditional small downtown core mixing townhomes, office and retail on Main Street. Building codes should encourage pedestrian activity with shared parking behind buildings and buildings close to the sidewalk. The current city zoning map is consistent with the 2021 LCI Study with Main Street near Lake Drive zoned for "Downtown Mainstreet" or "Multi-family Residential". Forest Parkway near Lake Drive is zoned for "Institutional Commercial".



2021 Downtown Forest Park Livable Centers Initiative Study June 2021



Precision Planning City Center Master Plan Schematic June 2024

5.4 Transit

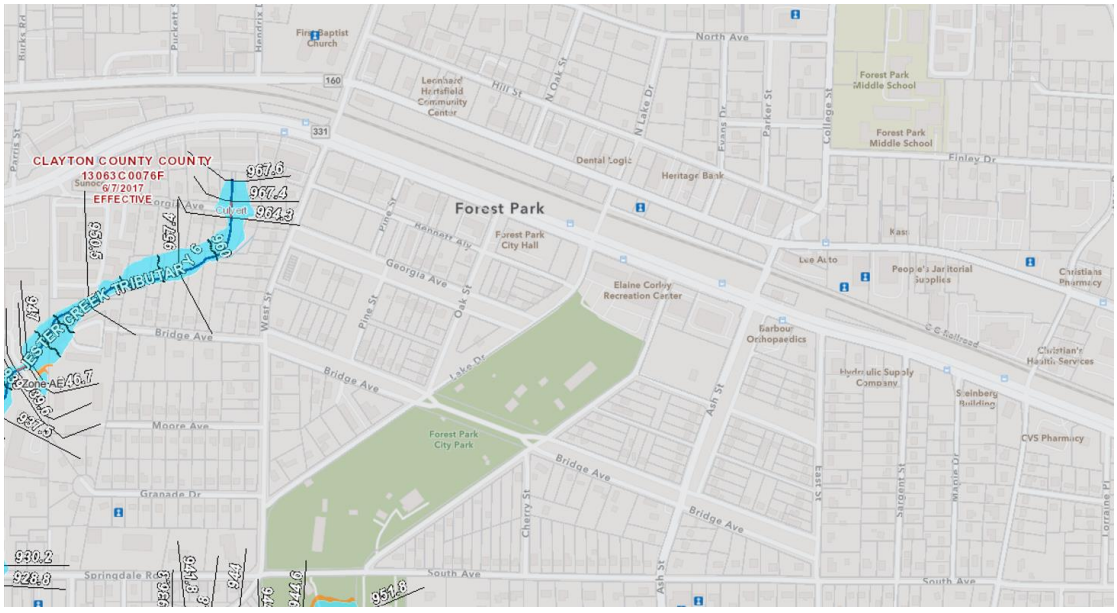
MARTA serves Forest Parkway with two bus routes, Route 193 and 195. MARTA is currently working to develop a locally preferred alternative for a bus rapid transit (BRT) system between the East Point MARTA Station and Lovejoy. BRT station locations is a key deliverable for the team working on the project. A BRT station is planned near the intersection Forest Parkway and Lake Drive to serve the city center and Main Street area. One concern cited by the State Route 54 BRT team is the railroad poses a barrier that may discourage or prevent pedestrian connectivity from Main Street to the station.

5.5 Environmental Resources

A screening for cultural and NEPA resources was conducted within the project area. A variety of resources were utilized including Georgia's Natural, Archaeological, and Historic Resources GIS (GNAHRGIS) database, historical maps and aerial photography, and Clayton County tax assessor records. The cultural resources screening identified no historic resources within the project area currently listed in the National Register of Historic Places (NRHP). The screening did identify the NRHP-eligible Macon & Western Railroad which bisects the project area. Several additional properties 50+ year old properties within the project area were also identified; however, none appear likely to be found eligible for listing in the NRHP. None of these properties were formally evaluated for NRHP eligibility. Starr Park is within the project area and is considered a NEPA resource and would be provided protections under Section 4(f).

The project is within the GDOT MS4 area. A pedestrian bridge would likely receive a project level exemption under current guidelines.

Photo: Macon & Western Railroad (green) within project area. Source: Google Earth, 2021.



Clayton County GIS

5.6 Utilities

Overhead utilities along Forest Parkway would conflict with a pedestrian bridge. Georgia Power Distribution and communication facilities are running on both side of Forest Parkway. The communication lines are on poles owned by Georgia Power. No electrical transmission lines are within the project limits. No upgrades to the power lines are planned at this time. Fiber optic lines are buried on railroad right of way and should be avoided or relocated if in conflict with proposed pedestrian bridge substructure. There are no known utility conflicts on Main Street at this time.

5.7 Right of Way and Parcels

Property adjacent to the south side of Forest Parkway is owned by the City of Forest Park. Norfolk-Southern owns the railroad right of way on the north side of Forest Parkway. A pedestrian bridge would require permanent easement for the bridge. Proposed bridge would have to comply with the Norfolk-Southern Public Projects Manual.

6.0 Public Engagement

A pedestrian bridge is a major piece of infrastructure that can increase the quality of life of future users by increasing connectivity and access to key destinations. Therefore, an equitable public outreach and stakeholder engagement strategy must allow for considerable opportunities to educate, connect with, and hear from a wide variety of stakeholders.

The stakeholder engagement process implemented for this study utilized a variety of techniques and levels of involvement to gain a complete understanding of existing conditions, community goals and values, needs and opportunities, and desires for the future. This process included a variety of techniques to reach broad and diverse audiences with varying degrees of expertise; time availability; and investment in the outcomes of the study. The following methods were used to promote and encourage engagement:

- Distribution of press releases by the City of Forest Park Public Information Office.
- Distribution of announcements via the City of Forest Park social media channels.
- Distribution of physical flyers to Main Street and Forest Parkway tenants and businesses.
- Outreach to key stakeholders and partners to encourage information distribution.
- Distribution of an email campaign to outreach database.
- Establishment of a project website.
- Posting of all meeting announcements on the project website.
- Targeted Facebook campaigns to City of Forest Park residents.

KEY STAKEHOLDER ENGAGEMENT

Stakeholder Interviews

Key stakeholders were identified and interviewed in a series of virtual meetings to introduce the feasibility study to those who could potentially be affected by the project or are likely to have a keen interest in the study outcomes. During these virtual interviews, the study team identified what this study is seeking to accomplish, discussed potential issues related to accessibility and safety, discussed current and future projects and how this infrastructure project might impact or be impacted, and identified appropriate community engagement opportunities.

Interviews were held with the following key stakeholder groups:

- MARTA SR 54 BRT Team
- Clayton County Transportation Department
- GDOT (District 7)
- City of Forest Park
- Aerotropolis Atlanta
- Atlanta Airport CIDs

- Local Business Owners/Operators
- Georgia Power Company

Many questions, ideas, challenges, and solutions were raised throughout the various discussions. A few common themes emerged from the interviews, which are summarized as follows:

Urban Development and Connectivity: It is important that the study considers the ongoing and planned urban development in the area. The bridge aims to connect key downtown destinations, enhancing accessibility and fostering connectivity between various developments and projects such as the new City Center complex and residential and commercial projects that are on the horizon.

Integration with Transportation Projects: There is a strong emphasis on integrating the pedestrian bridge with existing and planned transportation projects. Specifically, this project will provide connectivity to the Model Mile Greenway project, which is in close proximity to the northernmost touch down point for the bridge. It also presents an opportunity to align with the planned Bus Rapid Transit (BRT) network. The bridge is seen as complementary to the BRT, enhancing its effectiveness and accessibility.

Stakeholder Engagement and Funding: Stakeholder involvement is crucial, including coordination with governmental bodies, utilities, transportation agencies like GDOT and MARTA, and the Norfolk Southern Railroad. Funding discussions revolved around potential sources and the role of various entities in securing funding for the project.

Community Placemaking: The bridge is envisioned as a signature piece that enhances the city's identity and serves as a focal point for placemaking efforts. It is important to ensure the bridge design aligns with City branding, aesthetics, and design guidelines while also serving as a gateway and positive community asset. Additionally, considerations for aesthetics, landscaping, and signage can be used to create an inviting and functional space for pedestrians.

Key Stakeholder Workshop

The key stakeholder interviewees were also convened as an Ad Hoc Committee and participated in a Visioning Workshop. The purpose of the workshop was to share and brainstorm ideas and details for the pedestrian bridge including potential design, construction materials, and amenities. The outcomes of this meeting were used to answer additional questions, to identify challenges with the bridge, and to help inform the direction of the community survey. The three key takeaways from this workshop are summarized as follows:

Branding and Experience: Determine the desired brand impact of the bridge and how it should influence the user experience, considering both the architectural design and the sensory impact when driving under the bridge.

Functionality and Activation: Focus on the practical aspects of the bridge's functionality and explore how to activate and utilize the space between Forest Parkway and the Norfolk Southern Railroad, including potential activities and garden opportunities at the touchdown locations.

Design Considerations: Decide whether the bridge should lean more towards an architectural or billboard style, address elevation changes including slope requirements, and plan for elevator redundancy in case of malfunctions.

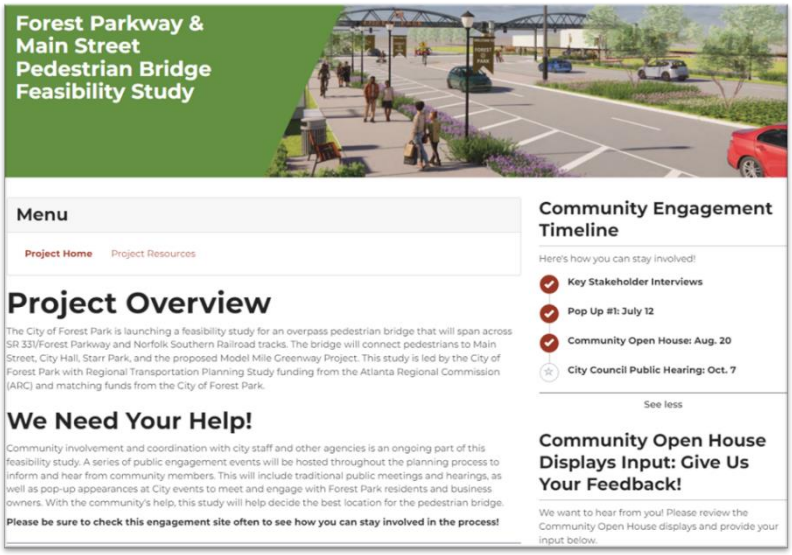
PUBLIC ENGAGEMENT STRATEGY

Engagement with the general public was implemented through online engagement, social media, and a series of in person public engagement events hosted at key stages in the planning process used to educate and gain feedback from stakeholders and the public. The specific elements of this strategy are described below.

Online Engagement

A project webpage (https://forestparkpedbridge.com/) was launched at the onset of the study and served as the main source of study information, documents, and announcements for the general public. Meeting flyers and displays were posted on the site. A document library was also created that included links to relevant plans and studies, such as the AeroATL Greenway Plan, the Forest Park LCI Plan, and the Forest Park Comprehensive Plan.

Online engagement was enhanced through interactive engagement opportunities including a quick poll and an online survey. These tools were used to gather feedback, data, and diverse perspectives from stakeholders to inform the feasibility study. Additionally, a discussion "forum" was posted to collect input on the draft concepts.



At the time of this reporting, the project website saw:

- A total of 1,311 visits from 1,177 unique visitors
- A total of 67 document downloads
- A total of 67 quick poll entries
- A total of 93 online survey entries

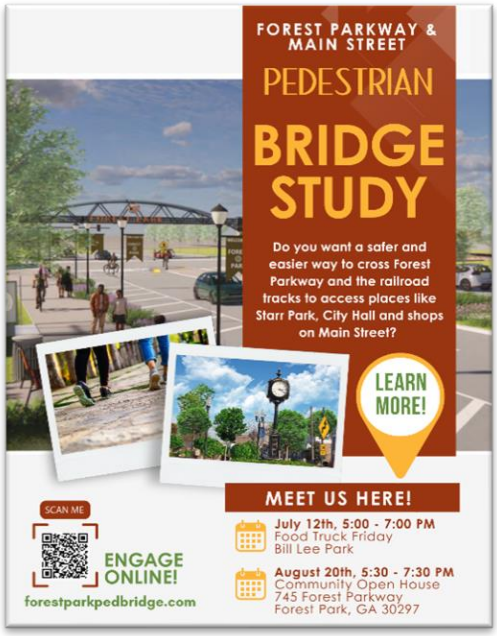
Social Media Outreach

Social media outreach offered a convenient method to promote and encourage participation in the project and helped to reach people who may not have been able to participate in person. Content was developed in close coordination with the City of Forest Park Public Information Office for posting on established social media platforms and for distribution

through the City's electronic newsletter as deemed appropriate. An example of the social media post and performance analytics can be found in the appendix.

In-Person Engagement

Designed to be accessible to all community members, the in-person engagement strategy included a pop-up appearance to meet people where they are and a more traditional community open house meeting to formally unveil the draft concepts to the public and to collect input. A flyer, available in English, Spanish and Vietnamese, was created to highlight the public input opportunities.



Community Pop-Up

The purpose of the community pop-up was to connect with and gather input from community members via a community survey, to share information about the study and process, and to encourage attendance at the community open house meeting.

Four members of the engagement team along with two interpreters (Spanish and Vietnamese) hosted the pop-up at an existing "Food Truck Friday" event at Bill Lee Park, near the potential pedestrian bridge location.

The setup for the pop-up engagement included a tent; a map of the potential bridge location; a graphic rendering of a potential bridge design for illustrative purposes; flyers in English, Spanish and Vietnamese with a QR code and link to the interactive website; a sign-up sheet to receive email updates; and a brief survey. The team also handed out flyers to passersby that were less inclined to engage directly.

Community Open House

A community open house event was hosted to educate the public on the purpose of the pedestrian bridge and to get feedback on the design concept. The community open house

was hosted on Tuesday, August 20, 2024, at the Forest Park City Council Chambers from 5:30 – 7:30 PM. A total of 22 community stakeholders attended the meeting, as well as City staff.

The open house began with a welcome by City of Forest Park Mayor Angelyne Butler, MPA, who encouraged those in attendance to give their input and ask questions. The meeting transitioned to an open house format that allowed for stakeholders to drop in and attend at a time most convenient for them during the open house hours. Attendees received a comment form and survey when entering the open house and were encouraged to visit the study displays and engage with the project team.

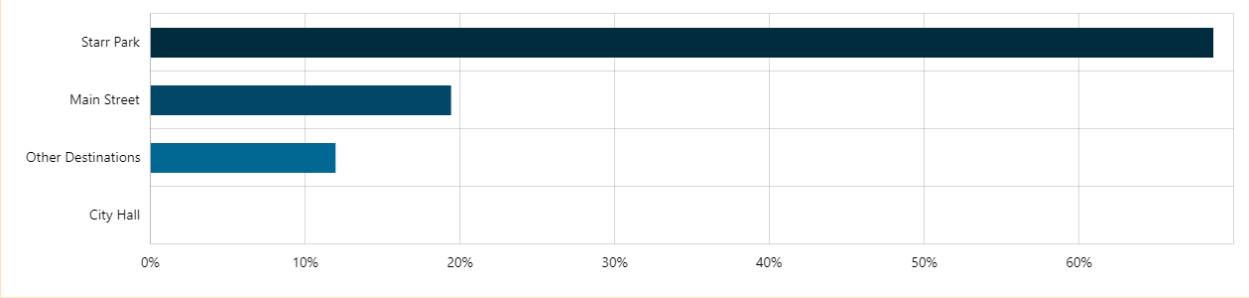
WHAT WE HEARD: COMMUNITY INPUT RESULTS

The community was invited to provide input via the website quick poll, at the pop-up event, during the community open house via a general comment form and printed survey identical to the online survey, and via the website survey. The results of these methods of input are summarized below.

Online Quick Poll Results

The quick poll received input between the time period of May 14, 2024 – July 15, 2024, and asked one question - Where do you visit most frequently in downtown Forest Park? Response options included Starr Park, Main Street, City Hall, or Other Destinations.

Where do you visit most frequently in downtown Forest Park?



A total of 67 individuals responded to the poll. Of the 67 responses submitted, 69% responded that Starr Park is where they visit most frequently, followed by Main Street (19%) and Other Destinations (12%).

Pop Up Event Input

The team conversed with 24 individuals and a total of 14 surveys were collected during the pop-up event on July 12, 2024. Generally, the survey respondents commented that:

- Walking to destinations within the city is rarely or never done.

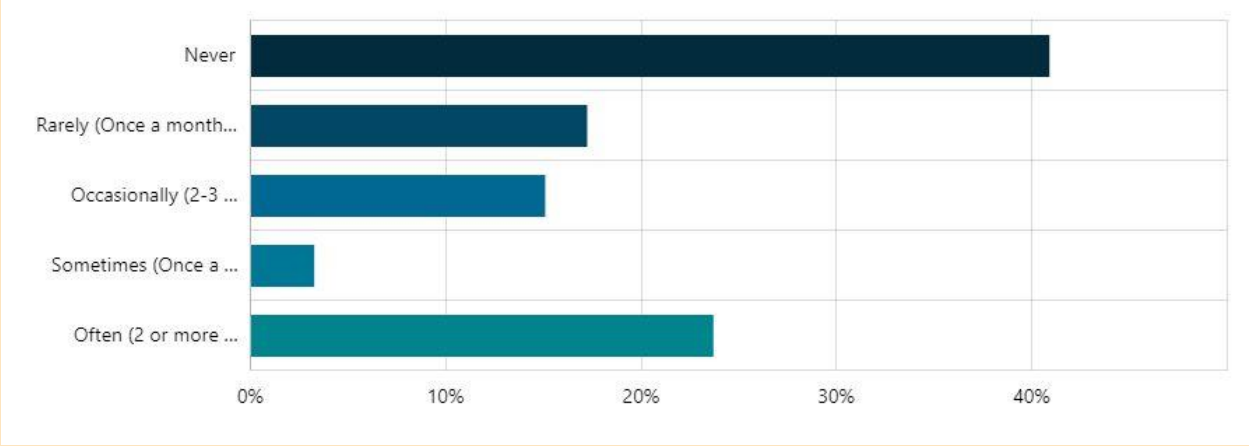
- Safety and personal health/abilities are the greatest hinderances to physical activity,
- A pedestrian bridge "could provide a safe crossing over busy roads and the railroad tracks, reducing the risk of pedestrian accidents and promoting an active lifestyle" and
- Active recreation, passive recreation and artwork combined should be considered if small pocket parks or public spaces in the touchdown locations are developed to serve the community.

Verbal comments also centered around pedestrian safety and lack of safe, easy, pedestrian access across the roadway and railroad tracks.

Online Survey Results

The online survey received input between the time period of June 21, 2024 – August 23, 2024, and asked four questions. A total of 93 individuals responded to the survey. Input for each question is summarized below.

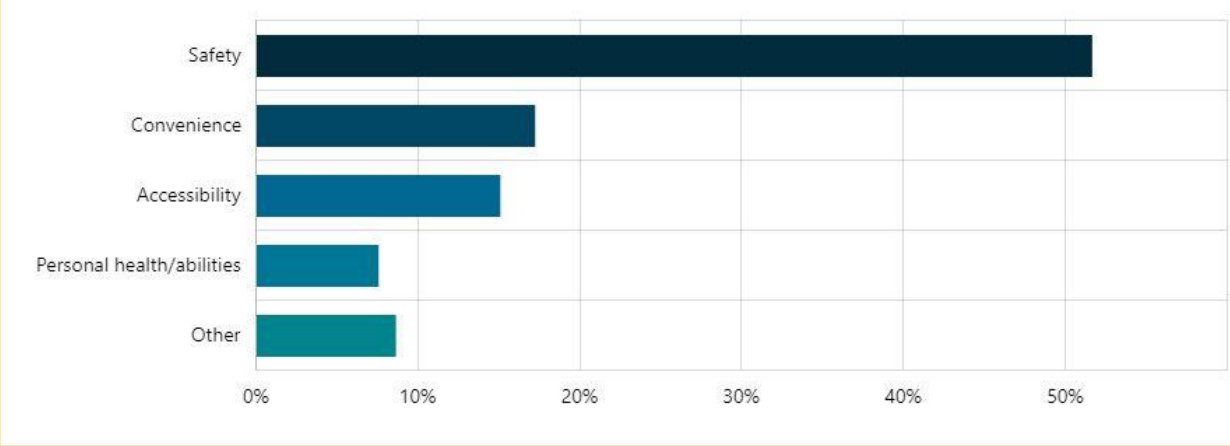
Q1: How frequently do you walk to destinations within the City?



The majority (approximately 41%) report never walking to destinations within the city. However, the remaining 59% of those responding to the survey report walking:

- Rarely (once a month or less): 17%
- Occasionally (2 – 3 times a month): 15%
- Sometimes (once a week): 3%
- Often (2 or more times a week): 24%

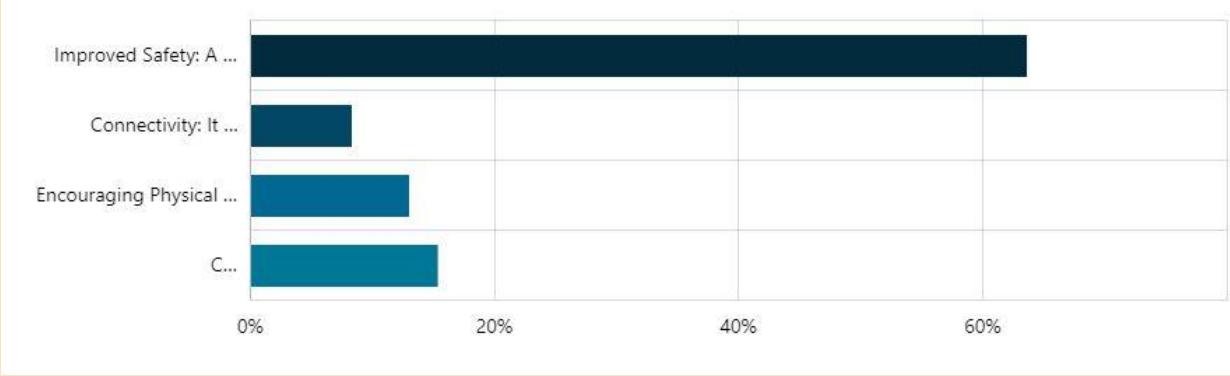
Q2: What are the primary factors that influence your decision to walk or not walk to key city locations?



When exploring the primary factors that influence respondents' decisions to walk or not walk to key city locations, most replied that safety was the primary factor followed by convenience and accessibility:

- Safety: 52%
- Convenience: 17%
- Accessibility: 15%
- Personal health/abilities: 8%
- Other: 8%

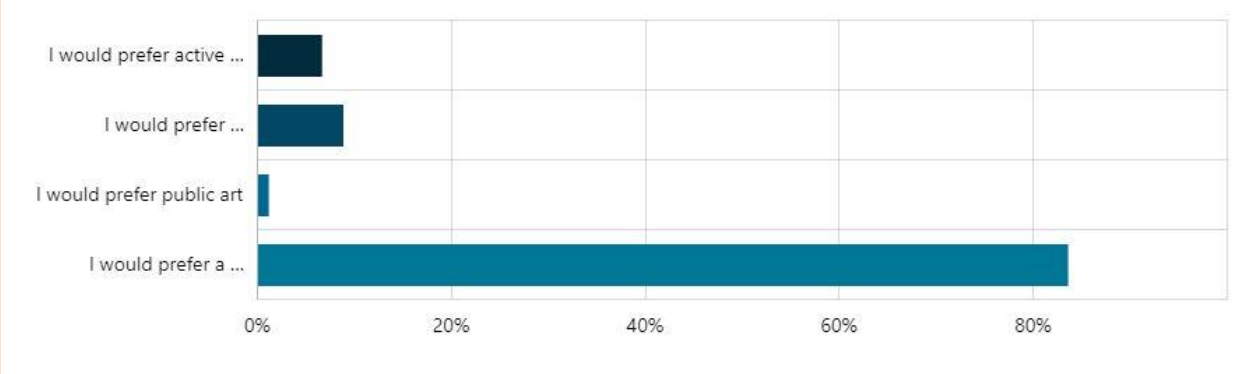
Q3: In what specific ways do you believe a pedestrian bridge could enhance walkability and promote active living in our community?



This question offered four detailed response options. “Improved Safety” was by far the leading response selected regarding the specific was a pedestrian bridge could enhance walkability and promote active living:

- Improved Safety: A pedestrian bridge could provide a safe crossing over busy roads and the railroad tracks, reducing the risk of pedestrian accidents and promoting an active lifestyle: 64%
- Connectivity: It would enhance connectivity between neighborhoods, parks, schools, and other community destinations, making it easier for residents to access amenities without relying on cars: 8%
- Encouraging Physical Activity: By creating a convenient and accessible route for pedestrians and cyclists, the bridge could encourage people to incorporate walking and biking into their daily routines, promoting active living and healthier lifestyles: 13%
- Community Engagement: The presence of a pedestrian bridge could foster a sense of community by providing a space for social interaction and recreational activities, such as walking groups, events, and gatherings, thereby promoting active living: 15%

Q4: The pedestrian bridge may provide opportunities for small pocket parks or public spaces in three locations. How would you envision the utilization of these spaces to serve the community's needs?



The final survey question asked for input on opportunities to activate spaces near the bridge touchdown points. Options include active recreational amenities (playgrounds, sports courts), passive recreational amenities (benches, greenery), public art, or a combination of all three. An overwhelming majority (83%) selected that they would prefer a combination of amenities in these locations:

- I would prefer active recreational amenities: 7%
- I would prefer passive recreational elements: 9%
- I would prefer public art: 1%
- I would prefer a combination of all three: 83%

Community Open House Comment Form & Survey Input

The August 20, 2024, Community Open House utilized comment forms to collect open-ended input from those in attendance. A total of seven (7) comment forms were returned. This input is summarized as follows:

- This is a much-needed bridge to enhance safety in the city.
- I like the concept of the bridge, but I feel that the steps will prevent a lot of people from using it. I would like to see "Welcome to Forest Park" on both sides of the bridge
- Consider parking at midway touch down in grassy area to shorten the walk distance from end to end.
- Make sure motorized vehicles/scooters are allowed/permitted
- I love the idea! I am into my 3rd month of being 69 years old. I would love to park my car and walk around Main St. and other places. Who will be the maintainer of the

bridge? Will police be visible along the bridge? Will the bridge be open 24/7? Trash receptacles would be great. Will there be cameras located in or around elevators? How will the bridge keep people from jumping or throwing things off?

- Interested in knowing how the BRT line will integrate with this pedestrian bridge design. Looks great right now.
- All for pedestrian safety especially children crossing to the park! Love the idea of a bridge over Forest Pkwy and promoting walkable cities!
- Respectfully, this is an absolute mistake and obvious misallocation of funds. I am against the bridge.

Those in attendance at this meeting were also given the option to take the online survey in print format to be returned the night of the meeting. A total of six (6) surveys were received. This input is summarized as follows:

- Walking to destinations within the city is rarely done.
- Convenience and personal health/abilities are the greatest hinderances to physical activity.
- A pedestrian bridge could equally enhance walkability and promote active living by improving safety, enhancing connectivity, encouraging physical activity, and by fostering a since of community.
- Active recreation, passive recreation and artwork combined should be considered if small pocket parks or public spaces in the touchdown locations are developed to serve the community.

CITY COUNCIL COORDINATION

The final public event was an appearance before the City of Forest Park City Council. Open to the public to attend, the selected design concept was shown to the City Council for approval by the governing body at the October 7, 2024 meeting.

7.0 Alternative Analysis

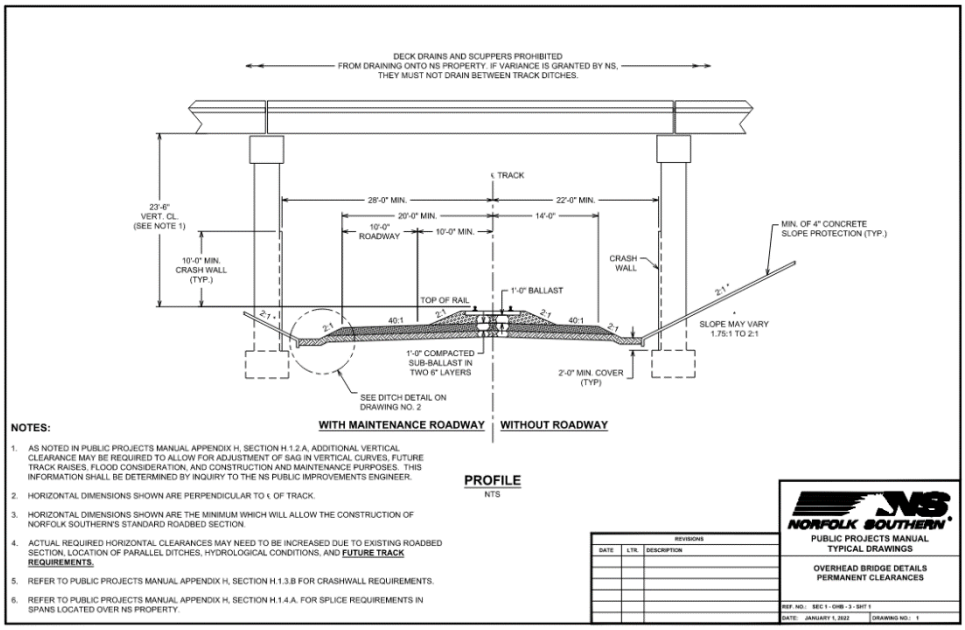
Design constraints for a pedestrian bridge are dictated by clearance requirements of the railroad and GDOT, maintaining utility service, ADA requirements, and proposed developments near Lake Drive. Other considerations in this study include developing options that avoid or minimize environmental impacts that commonly delay or cancel projects and right of way impacts. The concept development process also considered elements beyond just connectivity, but also how a pedestrian bridge can serve as a gateway for downtown Forest Park and enhance the pedestrian experience.

7.1 Railroad Constraints

A new bridge over Norfolk-Southern has some key requirements. Typically, Norfolk-Southern requires that a bridge span be long enough to provide space for an additional line. Rail lines are to be separated by a minimum of 14 feet from center of track to center of track. There are no known plans to add a second track through Forest Park so space must be provided on either side of the existing line to preclude an impediment to any potential widening. Bridge piers must be located at least 25 feet from the centerline of the nearest track or a crash wall is required to protect the pier. To avoid the cost of a crash wall, the bridge span was set to be over 25 feet from a potential future track on either side of the existing track. The horizontal clearance zone used in the feasibility study was a minimum of 45 feet from the centerline of the existing track. With the expected skew of the bridge the resulting span length of the pedestrian bridge over the railroad is 103 feet long.

The vertical clearance of a new bridge over the Norfolk-Southern Railroad must allow for a railroad car stacked with two standard trucking containers on top. The minimum vertical clearance over the existing rail and any potential future rails is 23’-6”.

Norfolk-Southern requires that a pedestrian structure be fully enclosed with fencing or a canopy over the railroad right of way. Stormwater must be directed away from the railroad.



7.2 GDOT Requirements

Bridge piers represent a crash hazard to errant vehicles leaving the roadway. Forest Parkway is signed for 40 MPH so the minimum horizontal clear zone required by the AASHTO Roadside Design Guide is 14 feet from the edge of the traveled way. The concept plan for the study proposes the bridge pier, stairs, and elevator be 17 feet from the face of curb on the south side of Forest Parkway and 13 feet on the north side. With the 2.5 foot curb and gutter and the 9 foot wide paved shoulder, the clear zone is achieved without needing to protect the bridge sub structure. A single span is proposed over Forest Parkway to avoid constructing a pier in the middle of the road. The resulting span is 115 feet long.

GDOT requires the vertical clearance under the bridge to be 17'-6" minimum.

7.3 Utilities

Overhead utilities will need to be buried before constructing the pedestrian bridge. Conduit must be installed for power and communication lines. Georgia Power facilities must be in a separate conduit run than the communication lines. Georgia Power lines cannot be located under the foundation of the bridge structure and must be at least 10 feet away from the bridge foundation. Communication conduit should be placed under sidewalk between Forest Parkway and the bridge pier. Georgia Power conduit should be placed north of the bridge pier and elevator.

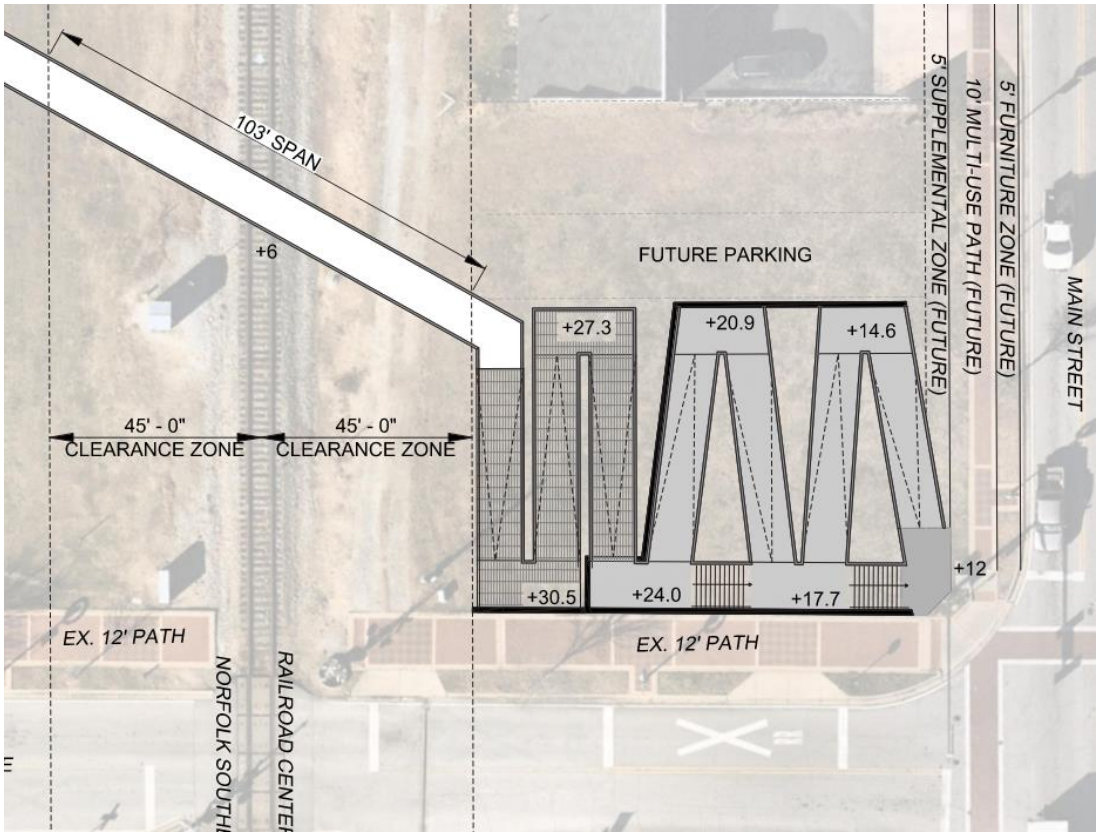
7.4 ADA

To meet the requirements of the Americans with Disabilities Act, the ramps on the bridge cannot exceed 8.33% grade. On the north end of the bridge the ADA pathway requires switch backs or curves on the ramps to bring the pedestrian route down to the grade of Main Street. Due to the terrain and proposed development on the south end of the bridge, ramps are not practical. To comply with ADA on the south end of the bridge an elevator is required. Another elevator is required to allow ADA access to the north side of Forest Parkway including the existing MARTA bus stop and proposed BRT station.

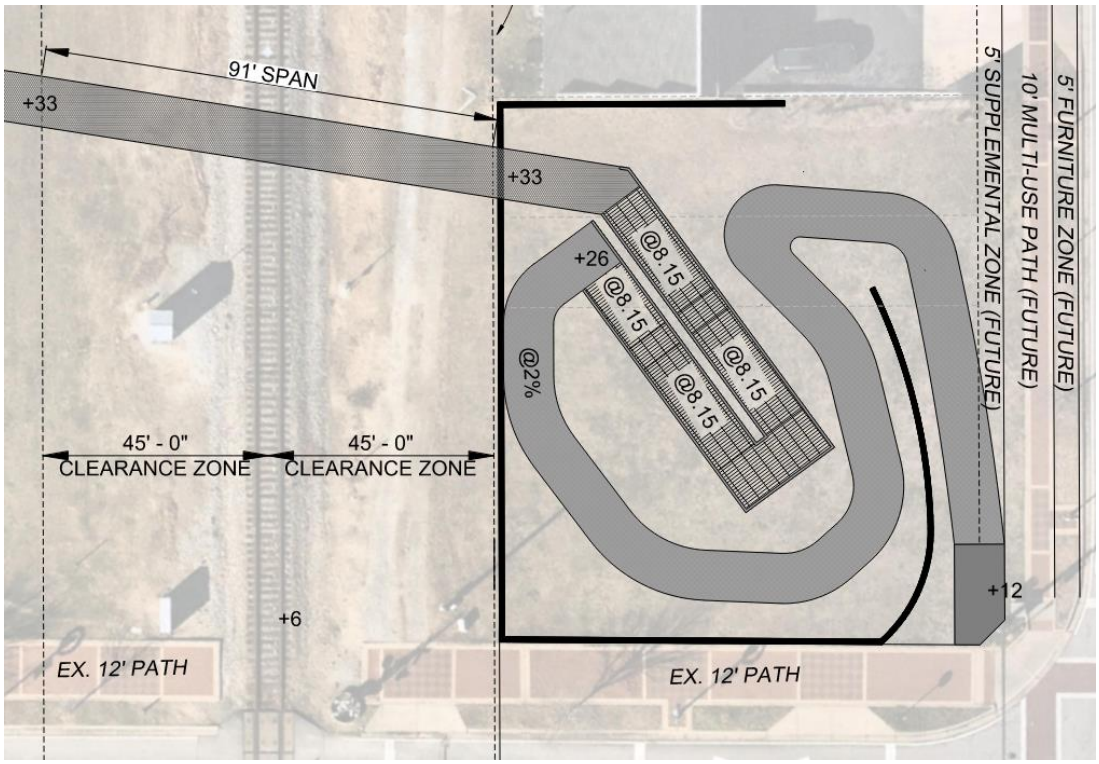
7.5 Bridge Layout

The beginning and end points of the pedestrian bridge were determined by proposed development on Forest Parkway and Main Street. The proposed city center building on Forest Parkway is planned to utilize most of the undeveloped city owned parcel on the southwest corner of Forest Parkway and Lake Drive. The bridge pier, stairs, and elevator will have to be constructed at the corner of the existing driveway on Forest Park to the current city hall. The north end of the facility is to connect at the southwest corner of Main Street and Lake Drive with the structure utilizing some of the city owned parcel between Lake Drive and an existing commercial development. Once the bridge has crossed the railroad right of way on the north side, the ramps and stairs begin dropping to match the grade at the corner of Lake Drive and Main Street. Two options were considered for providing an ADA compliant path from the bridge to the existing grade. Option 1 uses a traditional switchback design for ADA path and stairs. Option 2 is a curved meagering pathway without stairs. Option 1 was selected as the preferred alternative because it leaves some of the city owned parcel open for other uses.

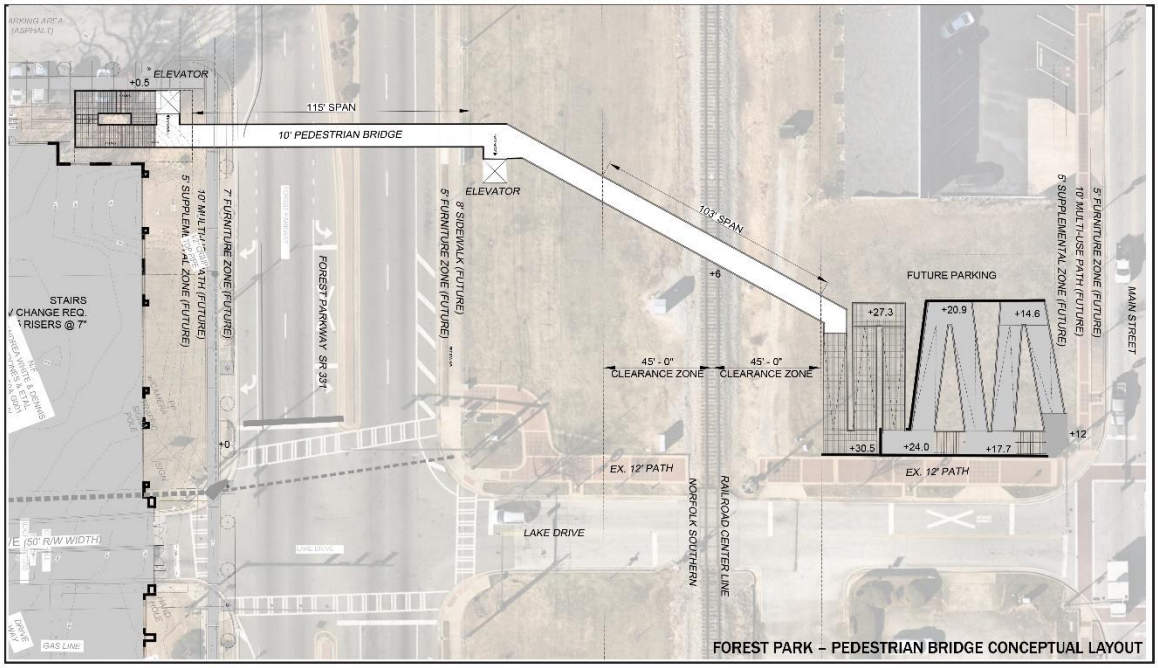
Option 1



Option 2

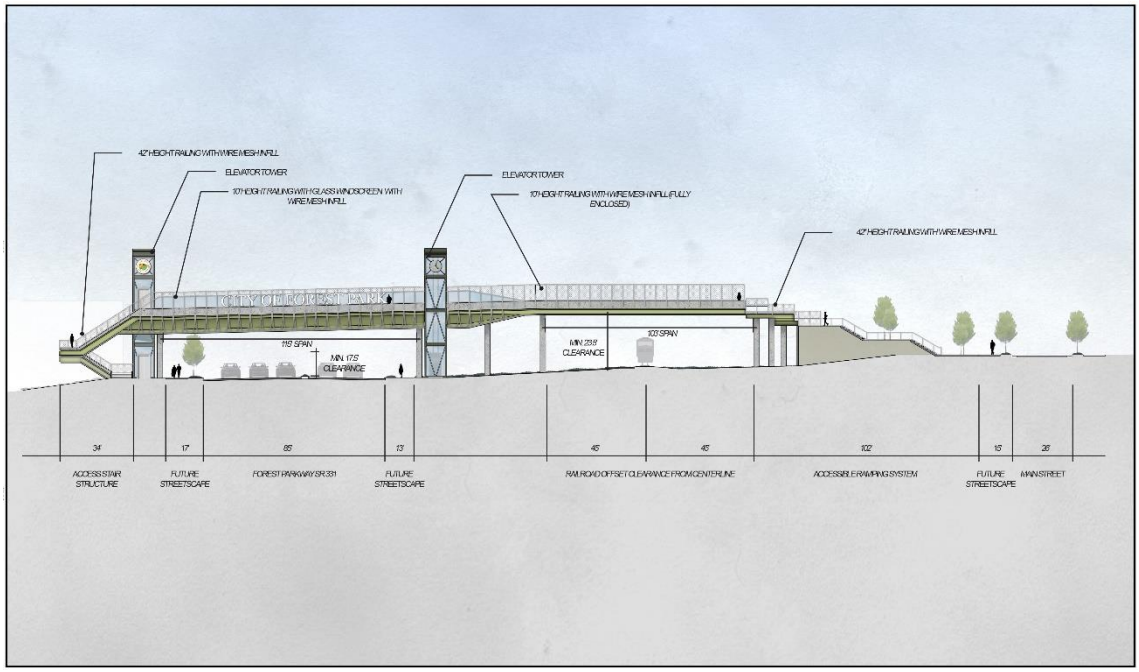


The final recommendation for the pedestrian bridge is a four span structure. The first span begins at the stairs and elevator tower on the south side of Forest Parkway. Span 1 would be approximately 115 feet long crossing perpendicular to Forest Parkway including the sidewalks and streetscapes. Two short spans would angle the bridge toward Lake Drive before a 103 foot span over the railroad. Span 4 ends at the ramps and stairs. The stairs and ramps should be supported with a mechanically stabilized earth (MSE) retaining wall.



7.6 Aesthetics

Previous planning studies reflect the desire for a bridge that serves as a landmark for the downtown area. During the stakeholder visioning session, several ideas were presented to explore themes for the pedestrian bridge. Stakeholders favored modern aesthetic treatments and some means of placing the City's brand. The elevator towers can be a means to frame the span over Forest Parkway which is the portion that is most prominent view for drivers. The bridge can serve as a signal to drivers that they are in an active pedestrian area. A rendering was developed for the bridge as a potential option. The final aesthetic elements of the facility will need to be determined during final design. The rendering presented to the public can be done using a standard bridge design with elements added that are not structural. The features shown in the element do provide things the participants in the visioning session prefer such as the ability to add lighting to enhance the bridges appearance and an opportunity to place the city seal on the elevator towers. The elevator towers could include etched glass to add to the character of downtown Forest Park. Form liners or paint can be used on the MSE wall on the north end of the project.



7.7 Benefits of Pedestrian Bridge

A proposed pedestrian bridge in Downtown Forest Park is one of several projects in the City. Continuous pedestrian connectivity is vital to the success of the other planned projects. Forest Park is finalizing a master plan to construct a new city center including a police station and city hall to begin construction in 2025. MARTA is in the early stages of developing a Bus Rapid Transit (BRT) route that connects the East Point MARTA Station to south Clayton County with a station located near the Forest Park City Center. The Forest Park Model Mile is proposed to run along Lake Drive and would connect with the proposed pedestrian bridge at the new city center and Starr Park. A future path is planned to connect the State Farmers Market to Fort Gillem via Main Street. The City is also expecting residential and commercial developments along Main Street. The success of the planned projects make connectivity to both sides of SR 331/Forest Parkway and the railroad vital so residents north of the railroad have access to the amenities south of Forest Parkway. Parked trains on the railroad create an unpredictable barrier severing the pedestrian connectivity between the projects that are meant to function as a cohesive city center. The busy arterial, Forest Parkway, also discourages pedestrian activity. Furthermore, the bridge can serve as a gateway to the city center and an attractive landmark to complement the other projects and signaling to drivers the change to a city center.

A pedestrian bridge will serve to ensure that trains and a busy arterial do not sever a convenient link for pedestrians between all the planned projects. If a parked train prevents residents from being able to reliably access the BRT station on Forest Parkway, then the investment into the new transit facilities will be underutilized. With BRT servicing the Forest Park City Center and a pedestrian bridge ensuring connectivity to and from the stops, the BRT station is an asset to the City.

The planned trail network can expect more foot and bike traffic if the critical east-west segment running along Main Street is reliably connected to the planned north-south segment between Starr Park and Main Street. The proposed development at the City Center and Main Street will complement each other enhancing the collective investment with the safe and continuous crossing of the railroad and Forest Parkway. Stakeholders have witnessed pedestrians climbing between rail cars of a parked trains around the Lake Drive crossing. Fortunately, no records show that a pedestrian has suffered injury or death from climbing between railcars, the risk for serious injury or death remains. Similarly, GDOT records do not show a pedestrian crash on Forest Parkway near Lake Drive, the planned development and BRT station will attract more pedestrian activity thereby increasing pedestrian exposure to crash risk. A pedestrian bridge eliminates the exposure of pedestrians crossing the railroad and Forest Parkway.

8.0 Opinion of Probable Costs

The project costs are expected to be:

Preliminary Engineering	$1,200,000
Utility Relocation	$200,000
Right of Way and Easement	$50,000
Construction	$5,600,000
Total	$7,050,000

The estimate for the preliminary engineering includes survey, structural design, environmental studies, utility coordination, railroad coordination, landscape architectural design, electrical engineering (lighting and elevators), mechanical engineering (elevators), and activities required by the GDOT Plan Development Process. The preliminary engineering costs assumes the project will be implemented using federal funding. Federal funding requires the National Environmental Policy Act is followed. The estimate for utility relocation is based on the need to bury the aerial utility lines. The right of way costs are for the permanent easement needed from Norfolk-Southern including the negotiation and closing attorney fees. The construction estimate uses a square foot cost for similar bridges, square foot retaining wall costs for the north end of the bridge, typical stair costs, and two elevators. Additional costs are assumed for aesthetic treatments of the bridge and a contingency.

9.0 Funding Sources

Potential sources of implementation funding include:

- The Atlanta Regional Commission (ARC): ARC solicits applications for projects periodically for federal funding. Awarded projects can use the funds for preliminary engineering, right of way, utility relocation, and construction. Funding will require a 20% match from the local sponsor. Local sponsors must have current Locally

Administered Project (LAP) certification from GDOT prior to project beginning any of the federally funded activities. https://atlantaregional.org/

- GDOT Transportation Alternatives (TA) Program: GDOT accepts applications for pedestrian facilities that enhances pedestrian connectivity and a improves safety for vulnerable road users. Applications are typically due in August and funding is identified in the State Transportation Block Grant at least through 2026. Grants are awarded competitively. Funding will require a 20% match from the local sponsor. Minimum funding amounts are $1,000,000 and the maximum is subject to annual funding availability and number of awarded projects within the state. https://www.dot.ga.gov/GDOT/Pages/TAP.aspx
- Rebuilding American Infrastructure with Sustainability and Equity or RAISE Discretionary Grant program: RAISE grants are administered by the United States Department of Transportation. Grants are awarded competitively. Grants can be awarded directly to the applicant. Funding will require a 20% match from the local sponsor. https://grants.gov/
- Georgia Transportation Infrastructure Bank (GTIB): GTIB awards grants and infrastructure loans to local governments in Georgia. GTIB applications are usually due every January. GTIB has a limited budget for grants, but loans have less restrictions than grants. https://srta.ga.gov/gtib/
- Clayton County Special Local Option Sales Tax (SPLOST): City may request inclusion in upcoming SPLOST.

10. Next Steps

To implement the project, the City should begin applying for federal funding grants such as RAISE or state funding through GTIB. ARC typically opens a call for projects every two years where local governments can apply for funding for implementation funding for new projects. The competitive grant programs require a commitment from the applicants to provide matching funds from non-federal sources, i.e. state or local match. The feasibility study with a demonstration of public support provides much of the supporting documentation needed for a federal grant application.

APPENDIX A:

Project Management Plan

Forest Parkway & Main Street Pedestrian Bridge Feasibility Study

Project Management Plan

Submitted
March 27, 2024

Project Management Plan

Document Overview

The Project Management Plan includes a list of key contacts, the scope of work that has been negotiated with City of Forest Park as well as an overall schedule for the Forest Park and Main Street Pedestrian Bridge Feasibility Study.

Key Contacts

The following individuals will serve on the Consultant Team for the plan:

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Nick Bauer (Kimley-Horn)
Consultant Team, Structural Lead
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nick.bauer@kimley-horn.com

Gabe Hogan (Kimley-Horn)
Consultant Team, Landscape Architect Lead
Direct: 404-201-6121
gabe.hogan@kimley-horn.com

Jen Price (Sycamore Consulting)
Consultant Team, Public Engagement Lead
Direct: 404-377-9147
jenprice@sycamoreconsulting.net

Scope of Services

Overview

The study is a planning effort led by the City of Forest Park with Regional Transportation Planning Study (RTPS) funding from the Atlanta Regional Commission (ARC) and matching funds from the City of Forest Park. Funding is provided to local governments for transportation plans, corridor studies and feasibility studies that support the goals and objectives of the Atlanta Region's Plan. The purpose of these studies is to develop project concepts that improve safety, mobility, connectivity, and access to all roadway users, while also preparing them for advancement into scoping and/or Preliminary Engineering (PE) phases (in future Transportation Improvement Program (TIP) project solicitations.

The study must be completed by October 31, 2024.

Project Objectives

The Forest Parkway and Main Street Pedestrian Bridge Feasibility Study will have the following objectives:

1. Develop a feasibility study and concept plan to facilitate the construction of a pedestrian bridge that will connect Starr Park and the proposed City Center-City Hall Complex to the Downtown Main Street District. The bridge will provide better connectivity in the city, and access to the city's amenities (Starr Park, City Center-City Hall Complex, and the Recreation Center), as well as other government facilities. The railroad impedes connectivity in the city, SR 331/Forest Parkway is a multi-lane highway and pedestrians compete with automobile traffic and trains. A pedestrian overpass bridge will provide safer crossing over the Norfolk Southern railroad tracks and State Route 331/Forest Parkway.

2. Assess potential design constraints, right-of-way, utility, and environmental impacts and determine mitigation or avoidance strategies.

3. Develop implementation plan with schedule, funding sources and project cost estimates.

4. Achieve local stakeholders support and input from affected agencies (i.e.: ARC, GDOT District 7, and Norfolk Southern Railroad).

5. Provide data on best location for bridge landings, span of bridge, examine the multi-land state route and railroad tract, the height of bridge for safe passage of the train under the bridge, and coordination with GDOT and the railroad for any right-of-way acquisition, utility relocation, intersection improvement, and the feasibility to move forward with the project including estimated construction costs.

Task 1. Project Management, Public Involvement and Agency Coordination

The City and consultant team will work together to develop a Project Management Team (PMT). The PMT will serve as the decision-making body for the study. The PMT will consist of LaShawn Gardiner and SaVaughn Irons from the City of Forest Park; Ansley Goddard and Amy Goodwin from the ARC; Mike Lobdell and Jon Tuley with Kimley-Horn; and Jen Price from Sycamore Consulting. The PMT will meet monthly in-person and also coordinate as needed via email, phone, and virtually meetings for timely resolution of issues. Project Manager, Mike Lobdell, will be the prime point of contact for the team and the PMT. Mike Lobdell will meet with the Consultant Team one week ahead of the scheduled monthly meetings with the PMT. After the PMT meetings, the consultant team will prepare and distribute minutes with key decisions and action items. The internal

meetings in between PMT meetings ensure the team is accountable to the rest of team and provide time to resolve the inevitable unforeseen items before the next PMT meeting.

Stakeholder engagement is the critical first step in project development. Key Stakeholders will be identified by the PMT at the project kick off meeting. Sycamore will lead the effort of interviewing the stakeholders. Having the support and buy-in from key team members such as the Georgia Department of Transportation (GDOT) and the Atlanta Regional Commission (ARC) is important for alignment of projects with state and federal funding opportunities. Buy-in of Norfolk-Southern RR and Georgia Power is also critical for efficient implementation because crossing their facilities is necessary to implement a pedestrian bridge.

Deliverables:

1. Kick-off meeting and meeting summary
2. Project Management Plan
3. PMT meeting minutes
4. Stakeholder and Public Engagement Strategy
5. Project website and communication materials
6. Public engagement meetings and activities summary

Task 2: Existing Conditions & Technical Analysis

The feasibility study will coordinate the concepts for the pedestrian bridge with other initiatives and plans done in the City. The City will provide current planning studies for the redevelopment around City Hall, Model Mile, AeroATL Greenway, and the City of Forest Park Comprehensive Master Plan. The consultant team will reach out to MARTA to discuss proposed BRT route, GDOT, Georgia Power, and Norfolk Southern Railroad.

One of the deliverables for this contract is a draft GDOT Limited Scope Concept Report. The concept report will not be circulated through GDOT at this time, but the Task 2 will be gathering data needed for a GDOT concept report on a pedestrian bridge project.

Task 2 activities include:

1. Review an assessment of available base data, GIS information, property plats, relevant plans and studies, engineering design plans for planned or programmed transportation projects in the study area, current land use, zoning or policies that impact the study area, and developments underway, permitted or programmed in the study area.

2. Conduct environmental analysis and survey to determine potential impacts, and the need for avoidance or mitigation, as related to cultural and historic resources, MS4 permits, floodplains, wetlands, stream buffer, existence of underground storage tanks, threatened and endangered species, and other resources covered by NEPA.

3. Research Right-of-Way (ROW) information to determine number of parcels, easement, property owners, and other impacts, and estimated costs for acquisitions including easements.

4. Identify pre-existing utilities that could be impacted by any of the concepts identified. Reach out to Georgia Power and Norfolk-Southern Railroad to understand what their facilities mean for the project.

5. Evaluate the possibility of placing existing utilities underground.

Deliverables:

1. Existing Conditions Analysis Memo

Task 3: Alternative Analysis & Concept Plan Development

Through feedback received by the Stakeholders in Task 1, the consultant team will prepare a concept layout, typical sections, and up to two alternate concept layouts for the proposed bridge project based on the existing conditions, technical analysis, and public involvement. The layouts will focus on the constructability of the bridge, touch down points, and compatibility with existing and proposed development. The layouts will also plan for beneficial connections to the planned multi-use trail on Forest Parkway and BRT station using plans available in the Summer of 2024.

Developed layouts and graphics will be shared with the PMT for feedback and comments. After the PMT comments are addressed, the alternatives will be presented to the public in an open house meeting for public feedback. The comments received at the open house will be addressed and appropriate adjustments made to the preferred alternative.

Specific elements are:

1. Evaluation of the relative feasibility and constructability of alternative pedestrian pathways over Forest Parkway/SR 331 and the Norfolk Southern Railroad.

2. Include cost benefits of each alternative and document decision making process for determining preferred alternative.

3. Evaluation of innovation stormwater management alternatives and minimization of environmental impacts. Concepts should also be consistent with ARC's and GDOT's Complete Streets and other design policies and incorporate FHWA's Proven Safety Countermeasures where appropriate.

4. Prepare an implementation schedule that identifies the logical phases of implementation, potential funding or implementation partners, responsibilities, cost estimates, timeline, and potential sources of funding for each phase.

Deliverables:

1. Concept Plan

Task 4: Prepare Project Deliverables

Task 4 includes the preparation of a Draft GDOT Concept Report for the pedestrian bridge connection over SR 331/Forest Parkway and NS Railroad. The concept report will not be submitted to GDOT as part of this project. Along with the draft GDOT concept report, the consultant team will prepare a feasibility study documenting:

- the methodology for developing and selecting a preferred alternative
- public engagement summary
- opinion of probable construction costs
- a proposed timeline for implementation
- risks to project implementation
- technical analysis

Deliverables:

1. Forest Parkway & Main Street Pedestrian Bridge Feasibility Study (City of Forest Park) Summary Document: Prepare a document summarizing the goals of the project, methodology, public involvement process and input obtained, existing conditions, technical analysis findings and cost estimates. Include concept layout and typical sections for any preferred alternatives.

2. Completed draft GDOT Concept Report Form, including appendices (ex: traffic and safety data, environmental surveys, etc.).

3. Prepare a GDOT Concept Report for the preferred concept, which includes analysis of potential environmental impacts, ROW (temporary and permanent) and utility relocation cost estimates (Including railroads), and a concept layout and typical sections. Seek preliminary review and comments of concept report from appropriate GDOT staff.

4. In addition, a formal presentation of the completed study and recommended solutions shall be presented to the City Council and City Staff.

Project Schedule

ACTIVITY	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT
Task 1: Stakeholder Engagement			ⓘ	*	❶		**	❷	***
Task 2: Data Gathering									
Task 3: Alternatives Analysis									
Task 4: Documentation									
Plan Completion									

ⓘ	Key Stakeholder Interviews
*	Stakeholder Committee Visioning Workshop
**	Community Open House
***	City Council Presentation
●	Pop Up Engagements

APPENDIX B:

Stakeholder Engagement Summary

Forest Parkway & Main Street Pedestrian Bridge Feasibility Study

Summary of Community Engagement

A pedestrian bridge is a major piece of infrastructure that can increase the quality of life of future users by increasing connectivity and access to key destinations. Therefore, an equitable public outreach and stakeholder engagement strategy must allow for considerable opportunities to educate, connect with, and hear from a wide variety of stakeholders.

The stakeholder engagement process implemented for this study utilized a variety of techniques and levels of involvement to gain a complete understanding of existing conditions, community goals and values, needs and opportunities, and desires for the future. This process included a variety of techniques to reach broad and diverse audiences with varying degrees of expertise; time availability; and investment in the outcomes of the study. The following methods were used to promote and encourage engagement:

- Distribution of press releases by the City of Forest Park Public Information Office.
- Distribution of announcements via the City of Forest Park social media channels.
- Distribution of physical flyers to Main Street and Forest Parkway tenants and businesses.
- Outreach to key stakeholders and partners to encourage information distribution.
- Distribution of an email campaign to outreach database.
- Establishment of a project website.
- Posting of all meeting announcements on the project website.
- Targeted Facebook campaigns to City of Forest Park residents.

KEY STAKEHOLDER ENGAGEMENT

Stakeholder Interviews

Key stakeholders were identified and interviewed in a series of virtual meetings to introduce the feasibility study to those who could potentially be affected by the project or are likely to have a keen interest in the study outcomes. During these virtual interviews, the study team identified what this study is seeking to accomplish, discussed potential issues related to accessibility and safety, discussed current and future projects and how this infrastructure project might impact or be impacted, and identified appropriate community engagement opportunities.

Interviews were held with the following key stakeholder groups:

- MARTA SR 54 Bus Rapid Transit (BRT) Team
- Clayton County Transportation Department
- Georgia Department of Transportation (GDOT) District 7 Staff
- City of Forest Park staff
- Aerotropolis Atlanta Alliance
- Atlanta Airport CIDs
- Local Business Owners/Operators
- Georgia Power Company

Many questions, ideas, challenges, and solutions were raised throughout the various discussions. A few common themes emerged from the interviews, which are summarized as follows:

Urban Development and Connectivity: It is important that the feasibility study considers the ongoing and planned urban development in the area. The bridge aims to connect key downtown destinations, enhancing accessibility and fostering connectivity between various developments and projects such as the new City Center complex and residential and commercial projects that are on the horizon.

Integration with Transportation Projects: There is a strong emphasis on integrating the pedestrian bridge with existing and planned transportation projects. Specifically, this project will provide connectivity to the Model Mile Greenway project, which is in close proximity to the northernmost touch down point for the bridge. It also presents an opportunity to align with the planned Bus Rapid Transit (BRT) network. The bridge is seen as complementary to the BRT, enhancing its effectiveness and accessibility.

Stakeholder Engagement and Funding: Stakeholder involvement is crucial, including coordination with governmental bodies, utilities, transportation agencies like GDOT and MARTA, and the Norfolk Southern Railroad. Funding discussions revolved around potential sources and the role of various entities in securing funding for the project.

Community Placemaking: The bridge is envisioned as a signature piece that enhances the city's identity and serves as a focal point for placemaking efforts. It is important to ensure the bridge design aligns with City branding, aesthetics, and design guidelines while also serving as a gateway and positive community asset. Additionally, considerations for aesthetics, landscaping, and

signage can be used to create an inviting and functional space for pedestrians.

Key Stakeholder Workshop
The key stakeholder interviewees were also convened as an Ad Hoc Committee and participated in a Visioning Workshop. The purpose of the workshop was to share and brainstorm ideas and details for the pedestrian bridge including potential design, construction materials, and amenities. The outcomes of this meeting were used to answer additional questions, to identify challenges with the bridge, and to help inform the direction of the community survey. The three key takeaways from this workshop are summarized as follows:

Branding and Experience: Determine the desired brand impact of the bridge and how it should influence the user experience, considering both the architectural design and the sensory impact when driving under the bridge.

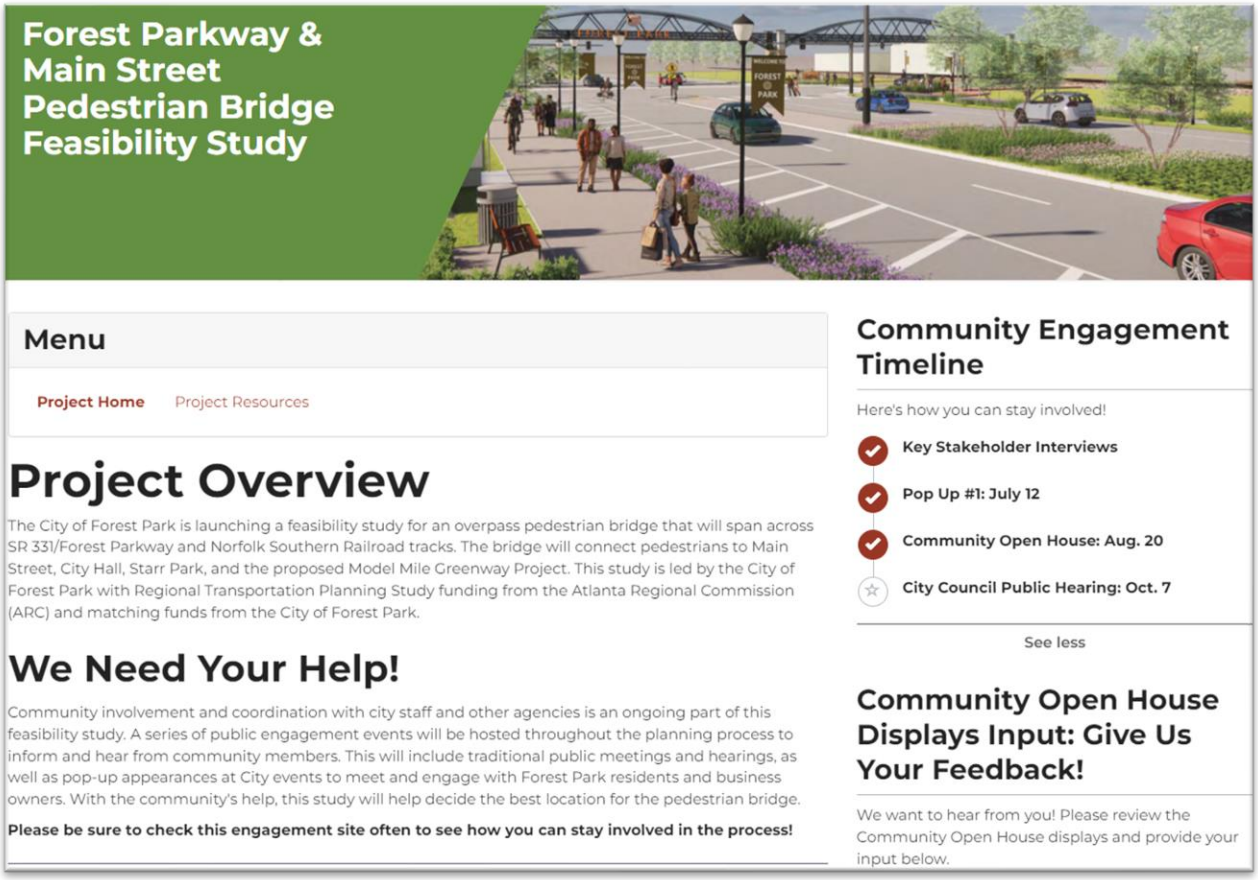
Functionality and Activation: Focus on the practical aspects of the bridge's functionality and explore how to activate and utilize the space between Forest Parkway and the Norfolk Southern Railroad, including potential activities and garden opportunities at the touchdown locations.

Design Considerations: Decide whether the bridge should lean more towards an architectural or billboard style, address elevation changes including slope requirements, and plan for elevator redundancy in case of malfunctions.

PUBLIC ENGAGEMENT STRATEGY

Engagement with the general public was implemented through online engagement, social media, and a series of in-person public engagement events hosted at key stages in the planning process used to educate and gain feedback from stakeholders and the public. The specific elements of this strategy are described below.

Online Engagement
A project webpage (https://forestparkpedbridge.com/) was launched at the onset of the study and served as the main source of study information, documents, and announcements for the general public. Meeting flyers and displays were posted on the site. A document library was also created that included links to relevant plans and studies, such as the AeroATL Greenway Plan, the Forest Park LCI Plan, and the Forest Park Comprehensive Plan.



Online engagement was enhanced through interactive engagement opportunities including a quick poll and an online survey. These tools were used to gather feedback, data, and diverse perspectives from stakeholders to inform the feasibility study. Additionally, a discussion "forum" was posted to collect input on the draft concepts.

At the time of this reporting, the project website saw:

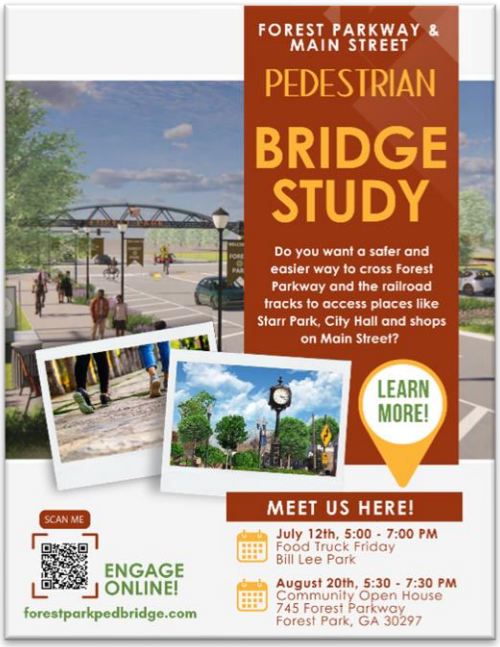
- A total of 1,311 visits from 1,177 unique visitors
- A total of 67 document downloads
- A total of 67 quick poll entries
- A total of 93 online survey entries

Social Media Outreach

Social media outreach offered a convenient method to promote and encourage participation in the project and helped to reach people who may not have been able to participate in person. Content was developed in close coordination with the City of Forest Park Public Information Office for posting on established social media platforms and for distribution through the City's electronic newsletter as deemed appropriate. An example of the social media post and performance analytics can be found in the appendix.

In-Person Engagement

Designed to be accessible to all community members, the in-person engagement strategy included a pop-up appearance to meet people where they are and a more traditional community open house meeting to formally unveil the draft concepts to the public and to collect input. A flyer, available in English, Spanish and Vietnamese, was created to highlight the public input opportunities.



Community Pop-Up

The purpose of the community pop-up was to connect with and gather input from community members via a community survey, to share information about the study and process, and to encourage attendance at the community open house meeting.

Four members of the engagement team along with two interpreters (Spanish and Vietnamese) hosted the pop-up at an existing “Food Truck Friday” event at Bill Lee Park, near the potential pedestrian bridge location.

The setup for the pop-up engagement included a tent; a map of the potential bridge location; a graphic rendering of a potential bridge design for illustrative purposes; flyers in English, Spanish and Vietnamese with a QR code and link to the interactive website; a sign-up sheet to receive email updates; and a brief survey. The team also handed out flyers to passersby that were less inclined to engage directly.

Community Open House

A community open house event was hosted to educate the public on the purpose of the pedestrian bridge and to get feedback on the design concept. The community open house was hosted on Tuesday, August 20, 2024 at the Forest Park City Council Chambers from 5:30 – 7:30 PM. A total of 22 community stakeholders attended the meeting, as well as City staff.

The open house began with a welcome by City of Forest Park Mayor Angelyne Butler, MPA, who encouraged those in attendance to give their input and ask questions. The meeting transitioned to an open house format that allowed for stakeholders to drop in and attend at a time most convenient for them during the open house hours. Attendees received a comment form and survey when entering the open house and were encouraged to visit the study displays and engage with the project team.

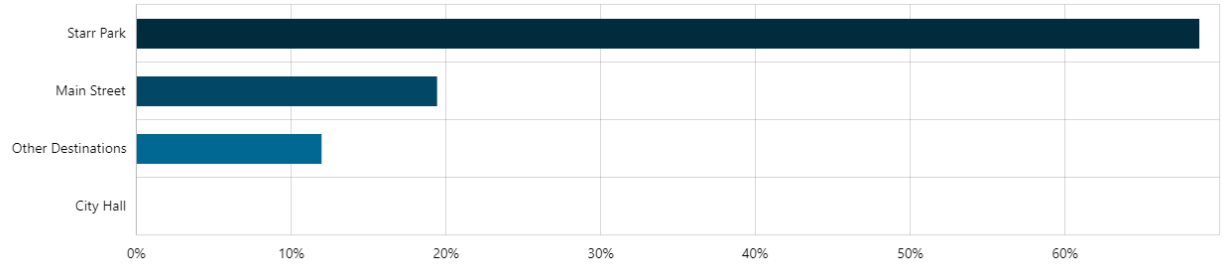
WHAT WE HEARD: COMMUNITY INPUT RESULTS

The community was invited to provide input via the website quick poll, at the pop-up event, during the community open house via a general comment form and printed survey identical to the online survey, and via the website survey. The results of these methods of input are summarized below.

Online Quick Poll Results

The quick poll received input between the time period of May 14, 2024 – July 15, 2024 and asked one question - Where do you visit most frequently in downtown Forest Park? Response options included Starr Park, Main Street, City Hall, or Other Destinations.

Where do you visit most frequently in downtown Forest Park?



A total of 67 individuals responded to the poll. Of the 67 responses submitted, 69% responded that Starr Park is where they visit most frequently, followed by Main Street (19%) and Other Destinations (12%).

Pop Up Event Input

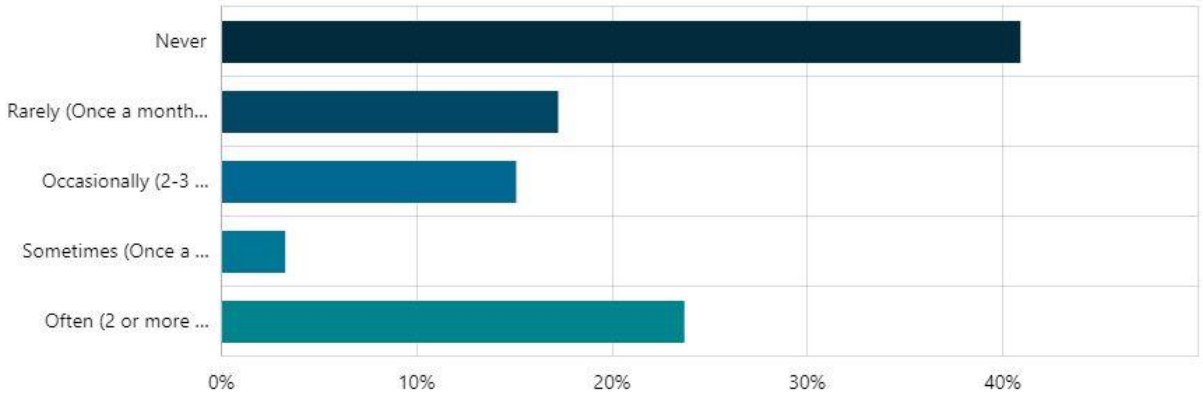
The team conversed with 24 individuals and a total of 14 surveys were collected during the pop-up event on July 12, 2024. Generally, the survey respondents commented that:

- Walking to destinations within the city is rarely or never done.
- Safety and personal health/abilities are the greatest hinderances to physical activity,
- A pedestrian bridge “could provide a safe crossing over busy roads and the railroad tracks, reducing the risk of pedestrian accidents and promoting an active lifestyle” and
- Active recreation, passive recreation and artwork combined should be considered if small pocket parks or public spaces in the touchdown locations are developed to serve the community.

Verbal comments also centered around pedestrian safety and lack of safe, easy, pedestrian access across the roadway and railroad tracks.

Online Survey Results
The online survey received input between the time period of June 21, 2024 – August 23, 2024, and asked four questions. A total of 93 individuals responded to the survey. Input for each question is summarized below.

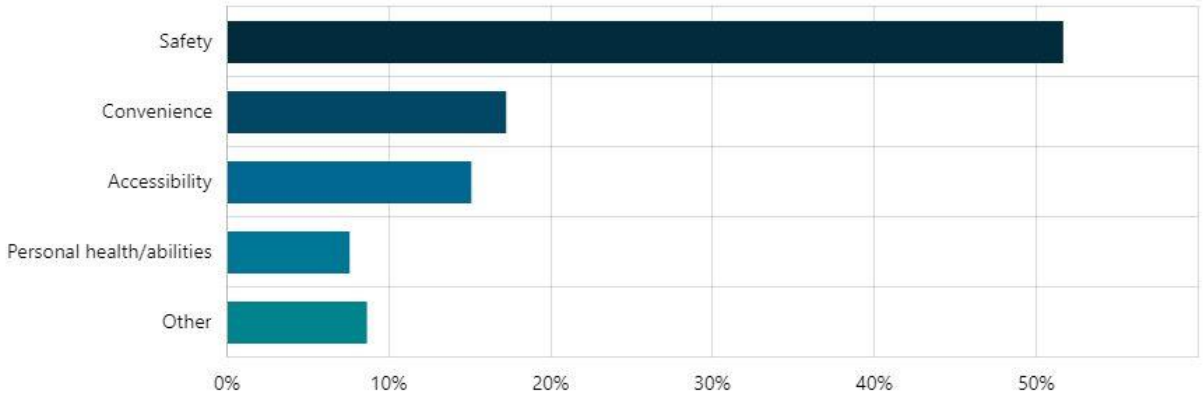
Q1: How frequently do you walk to destinations within the City?



The majority (approximately 41%) report never walking to destinations within the city. However, the remaining 59% of those responding to the survey report walking:

- Rarely (once a month or less): 17%
- Occasionally (2 – 3 times a month): 15%
- Sometimes (once a week): 3%
- Often (2 or more times a week): 24%

Q2: What are the primary factors that influence your decision to walk or not walk to key city locations?

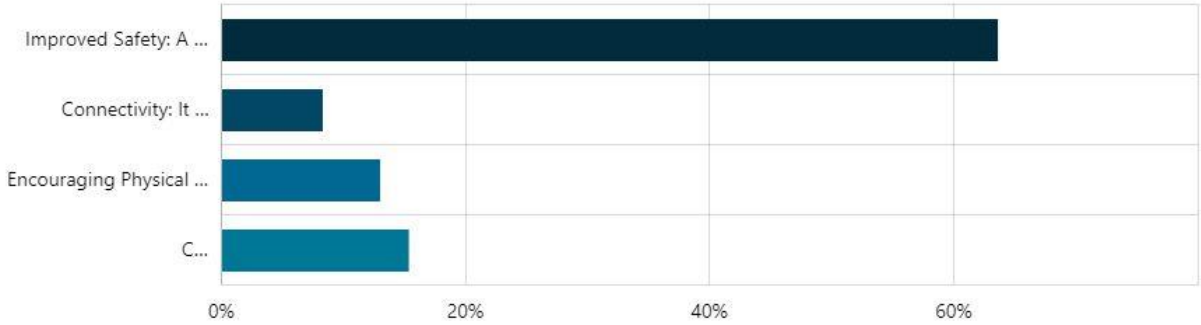


When exploring the primary factors that influence respondents' decisions to walk or not walk to key city locations, most replied that safety was the primary factor followed by convenience and accessibility:

- Safety: 52%

- Convenience: 17%
- Accessibility: 15%
- Personal health/abilities: 8%
- Other: 8%

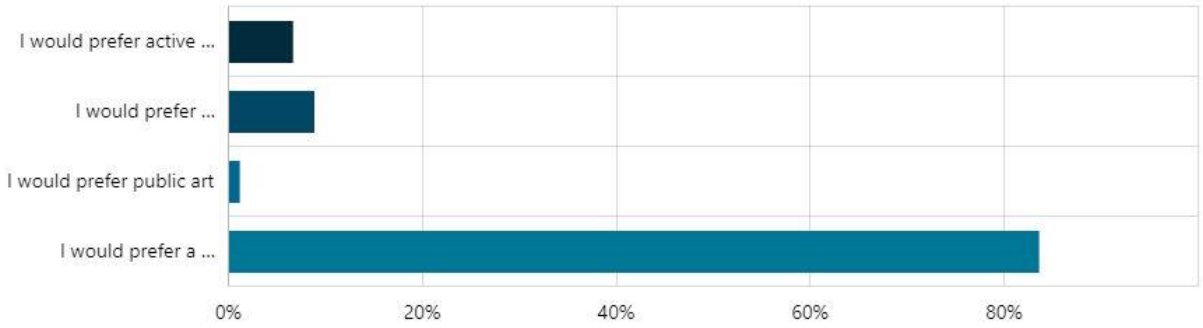
Q3: In what specific ways do you believe a pedestrian bridge could enhance walkability and promote active living in our community?



This question offered four detailed response options. “Improved Safety” was by far the leading response selected regarding the specific was a pedestrian bridge could enhance walkability and promote active living:

- Improved Safety: A pedestrian bridge could provide a safe crossing over busy roads and the railroad tracks, reducing the risk of pedestrian accidents and promoting an active lifestyle: 64%
- Connectivity: It would enhance connectivity between neighborhoods, parks, schools, and other community destinations, making it easier for residents to access amenities without relying on cars: 8%
- Encouraging Physical Activity: By creating a convenient and accessible route for pedestrians and cyclists, the bridge could encourage people to incorporate walking and biking into their daily routines, promoting active living and healthier lifestyles: 13%
- Community Engagement: The presence of a pedestrian bridge could foster a sense of community by providing a space for social interaction and recreational activities, such as walking groups, events, and gatherings, thereby promoting active living: 15%

Q4: The pedestrian bridge may provide opportunities for small pocket parks or public spaces in three locations. How would you envision the utilization of these spaces to serve the community's needs?



The final survey question asked for input on opportunities to activate spaces near the bridge touchdown points. Options include active recreational amenities (playgrounds, sports courts), passive recreational amenities (benches, greenery), public art, or a combination of all three. An overwhelming majority (83%) selected that they would prefer a combination of amenities in these locations:

- I would prefer active recreational amenities: 7%
- I would prefer passive recreational elements: 9%
- I would prefer public art: 1%
- I would prefer a combination of all three: 83%

Community Open House Comment Form & Survey Input

The August 20, 2024 Community Open House utilized comment forms to collect open-ended input from those in attendance. A total of seven (7) comment forms were returned. This input is summarized as follows:

- This is a much-needed bridge to enhance safety in the city.
- I like the concept of the bridge, but I feel that the steps will prevent a lot of people from using it. I would like to see "Welcome to Forest Park" on both sides of the bridge
- Consider parking at midway touch down in grassy area to shorten the walk distance from end to end.
- Make sure motorized vehicles/scooters are allowed/permitted
- I love the idea! I am into my 3rd month of being 69 years old. I would love to park my car and walk around Main St. and other places. Who will be the maintainer of the bridge? Will police be visible along the bridge? Will the bridge be open 24/7? Trash receptacles would be great. Will there be cameras located in or around elevators? How will the bridge keep people from jumping or throwing things off?
- Interested in knowing how the BRT line will integrate with this pedestrian bridge design. Looks great right now.
- All for pedestrian safety especially children crossing to the park! Love the idea of a bridge over Forest Pkwy and promoting walkable cities!
- Respectfully, this is an absolute mistake and obvious misallocation of funds. I am against the bridge.

Those in attendance at this meeting were also given the option to take the online survey in print format to be returned the night of the meeting. A total of six (6) surveys were received. This input is summarized as follows:

- Walking to destinations within the city is rarely done.
- Convenience and personal health/abilities are the greatest hinderances to physical activity.
- A pedestrian bridge could equally enhance walkability and promote active living by improving safety, enhancing connectivity, encouraging physical activity, and by fostering a since of community.
- Active recreation, passive recreation and artwork combined should be considered if small pocket parks or public spaces in the touchdown locations are developed to serve the community.

CITY COUNCIL COORDINATION

The final public event was an appearance before the City of Forest Park City Council. Open to the public to attend, the selected design concept was shown to the City Council for approval by the governing body at the October 7, 2024 meeting.

APPENDIX

Forest Parkway & Main Street Pedestrian Bridge Feasibility Study

Key Stakeholder Interview – Common Themes

Key stakeholders were identified and interviewed in a series of virtual meetings to introduce the feasibility study to those who could potentially be affected by the project or are likely to have a keen interest in the study outcomes. During these virtual interviews, the study team identified what this study is seeking to accomplish; discussed potential issues related to accessibility and safety; discussed current and future projects and how this infrastructure project might impact or be impacted; and identified appropriate community engagement opportunities.

Interviews were held with the following key stakeholder groups:

- MARTA SR 54 BRT Team
- Clayton County Transportation Department
- GDOT (District 7)
- City of Forest Park
- Aerotropolis Atlanta
- Atlanta Airport CIDs
- Local Business Owners/Operators
- Georgia Power Company

Many questions, ideas, challenges, and solutions were raised throughout the various discussions. However, there were a few common themes that emerged from the key stakeholder interviews, summarized as follows:

Urban Development and Connectivity: It is important that the study considers the ongoing and planned urban development in the area. The bridge aims to connect key downtown destinations, enhancing accessibility and fostering connectivity between various developments and projects such as the new City Center complex and residential and commercial projects that are on the horizon.

Integration with Transportation Projects: There is a strong emphasis on integrating the pedestrian bridge with existing and planned transportation projects. Specifically, this project will provide connectivity to the Model Mile Greenway project which is in close proximity to the northernmost touch down point for the bridge. It also presents an opportunity to align with the planned Bus Rapid Transit (BRT) network. The bridge is seen as a complementary infrastructure to the BRT, enhancing its effectiveness and accessibility.

Stakeholder Engagement and Funding: Stakeholder involvement is crucial, including coordination with governmental bodies, utilities, and transportation agencies like GDOT and MARTA, and the Norfolk Southern Railroad. Funding discussions revolved around potential sources and the role of various entities in securing funding for the project.

Community Placemaking: The bridge is envisioned as a signature piece that enhances the city's identity and serves as a focal point for placemaking efforts. It is important to ensure the bridge design aligns with City branding and aesthetics, design guidelines, while also serving as a gateway and positive community asset. Additionally, considerations for aesthetics, landscaping, and signage can be used to create an inviting and functional space for pedestrians.

Summaries of individual interviews with key stakeholders are included in the pages that follow.

Stakeholder Interview Details

Interview Date:	April 15, 2024	**Target Population:**	MARTA BRT Team
Meeting Location:	Virtual (Zoom)	**Attendees:**	Natavis Eric Harris, MARTA Jenny Wang, VHB Allison Bell, VHB SaVaughn Irons, Forest Park James Shelby, Forest Park Jen Price, Sycamore Mike Lobdell, Kimley-Horn

INTERVIEW SUMMARY

- Is this concept showing the exact location?
    - No. there is still some flexibility on exact touchdown points.

- With the redevelopment focus being on south side of Forest Pkwy and railroad, what will the bridge go to? Does it cross the Forest Parkway and RR? 32
    - There is a townhome development being built and additional development planned west of Lake Drive as well. There is more development – not only residential but also commercial.
    - Townhomes are in the final stages.
    - Also east of area, more development is planned. Area will see an increase in density. Bridge will be a connector to them.
- Planned development info is helpful to the BRT team. If there is additional info on development happening in the general area, this will be good for the BRT study. They would like to have that info. Will coordinate with SaVaughn/city.
- BRT is in prelim stages. Study has been underway. Focus has shifted from commuter rail to BRT system on SR 54. Have identified four alternatives from East Point MARTA station to Lovejoy. The section in Forest Park is the same in all 4 alignments. Have identified some preliminary stations that will align well with the study/ped bridge in the vicinity of Lake Dr for BRT station.
- BRT study is going through conceptual design now.
- Ped bridge would work well with the BRT planning effort.
- East bound and west bound platforms will be on either side of the intersections. The team is now planning these locations and should be aligned well with general touchdown points for the ped bridge.
- What is the timeline of ped bridge study?
    - Drafting a GDOT concept report to city by Oct of this year.
- Is this an ARC study? Yes
- Is this study funded? No, this is just feasibility study and will show any constraints, pricing, and will set the City up for funding after Oct.
- What would the length of the bridge be? Approximately 350 feet. Will need 2 touchdowns, ADA pathway on railroad right of way.
- Have you been in touch with RR yet?
- BRT should have an Locally Preferred Alternative (LPA) in the fall and then the environmental work can start. The team is looking at a 2030 – 2032 opening year. Working on a more detailed schedule. It will be 6 to 8 years before it is complete. Looking to phase the project since it's so long (25 – 30 miles long).
- There is a standing bimonthly meeting for BRT and would love to have Forest Park on that call/meeting.
- Bridge study is funded through ARC /Forest Park. Has the city begun identifying funding for the implementation and construction?
    - No, but the city is looking at Congressional funding. This study will be the impetus for pursuing funding. The City has not looked at all of its avenues but is looking at ways to fund the bridge.

    - This is like an ARC scoping phase to set the project up for PE, construction, etc.
- Ped bridges ae also being studied in Clayton/Tara Blvd. and are a hot topic.
- What is ped activity like here? Are there crash incidents involving peds to support purpose and need?
    - Did not see this in the data pulled; just vehicular.
- Starr Park is the main reason why this bridge is needed.
- What do we need from the MARTA BRT team?
    - Concepts as they come together (end of May/early June)
    - Station area planning workshop in June – the team will host his near Clayton State – a 2 day charrette to stop by and talk about the needs and goals.
    - Participate in our upcoming workshop

Stakeholder Interview Details

Interview Date:	April 15, 2024	**Target Population:**	Clayton County Transportation
Meeting Location:	Virtual (Zoom)	**Attendees:**	Keith Rohling, Assistant Director Clayton County Transportation Department Jon Tuley SaVaughn Irons- Kumassah James Shelby

INTERVIEW SUMMARY

- Involved in the BRT Planning efforts with MARTA/VHB with the Southlake line including how the stops will work; this is still in flux.
- Since this is in the city there is not much by way of projects here from the County.
- Will there be elevators? No room for massive ramps.
    - Yes. That is likely.
- There may be a challenge getting people to use the ped bridge. There are some in Macon that do not get much use. One over Shirling Drive in Macon near a school and if the teachers are not there to make students use it, they won't use it. Where they're going from/to determines whether or not the bridge will get used.
    - The City believes that the development in the area, future development and current activity will make this attractive.
    - There is also a multiuse path coming to this area in the future. There will be a critical mass in the area to use the bridge.
- RR line is often times blocked so that makes this bridge more attractive.

- With the grade on the north side, it will help if you decide to go with a ramp. Looks like about 110 – 115 ft between the sidewalk and edge of rail. This may be enough space for a ramp; depends on what the railroad will let you access. There is enough vertical space and that will make it easier. On the other end, if you put ramps in you will have to bridge over Lake Drive to make it a viable ADA ramp.
- County insights on ped bridges? Tips? Other ideas?
    - Working with railroad is tediously slow. Will have to pay railroad to do reviews of your work. Be wary of the timeline on this
    - GDOT will be fairly receptive as long as you have proper height.
    - GA Power may be a struggle with trying to get utilities above the bridge. Have to be 10 ft below their neutral. If we're at 16 ft over roadway, that puts you at 26-28 ft and then 10 more ft (38) that's a pretty tall pole. May be challenging.
- Who maintains 54?
    - Right now, city maintains the median. County maintains all traffic signals.

Stakeholder Interview Details

Interview Date:	April 15, 2024	**Target Population:**	Georgia DOT
Meeting Location:	Virtual (Zoom)	**Attendees:**	Paul DeNard, GDOT Landon Perry, GDOT Megan Wilson, GDOT Joshua Higgins, GDOT Mike Lobdell, Kimley-Horn Jen Price, Sycamore

INTERVIEW SUMMARY

- Any GDOT activity/projects in this area?
    - At State Route 331/Forest Parkway there is a project coming here; off set left turn and right turn lanes being developed there but nothing else
- What time frame?
    - This is a feasibility study. Essentially a scoping phase with ARC
    - If this project has a need, there will be a need to look for additional funding
- Is the railroad at the table?
    - They are one of the stakeholders who we want to have at the table. There will definitely be a railroad permit needed in this area.
- Is this the only location being considered that does not have the associated grade changes?
    - This is the only location being considered since it's the main activity node of the city.

- Make sure to consider landings of the bridge. Will draw more people if it directly connects to the park and city center vs just the right of way on Forest Parkway.
- Concerns/Challenges
    - Did not see any major utility conflicts. There is some fiber optic lines buried somewhere along this route.
    - Only concern is the grade on Lake Drive
- Timeframe?
    - Would be at least 4 years from today being realistic.
- Funding
    - Consider alternative funding sources. The railroad may have additional funding for this so consider resources that increase and enhance pedestrian safety at railroad crossings.
    - If there is a situation where this goes through ARC and may impact their LOP (?) status.
- Our team can make sure GDOT is tied into the MARTA BRT study.
    - Will GDOT be removing ped movements from the intersection if the ped bridge comes to be? May look at channeling if we do keep the ped movements. Will this bridge get used if the option to cross is still there?
- Any other planned crossings on Forest Pkwy?
    - No that we know of

Stakeholder Interview Details

Interview Date:	April 15, 2024	**Target Population:**	Clayton County Transportation
Meeting Location:	Virtual (Zoom)	**Attendees:**	Bobby Jinks, Public Works Director, City of Forest Park James Shelby, Planning Director, City of Forest Park Jen Price, Sycamore Mike Lobdell, Kimley Horn

INTERVIEW SUMMARY

- Connectivity throughout downtown, Starr Park, and to the government offices is needed and this bridge will enhance the area. Is an important part of the future of the city
- Will create placemaking for downtown Forest Park.
- The bridge will be a signature piece and will be a prominent piece. Needs to be something that is a good signature piece
- Would like to see the city logo and name on the bridge.

- At the visioning session, we will have designers who can sketch ideas for how you want this signature piece to look
    - Are there elements within the city, features, etc. that we want to bring out in the design, we can work through these ideas during the workshop. Please send anything that you've seen and want envisioned to our team so that we can work these ideas into the plan.
- Bridge will have at least three places where it touches down; one on the south side and one on north side of Forest Pkwy and one at Main Street
- Need to make sure people want to use the bridge vs the crosswalk.
- 775 Forest Pkwy lot
    - City or DDA owns this lot
    - Will there be parking spaces over here too so people can park here and walk across?
    - Pavilion, dog park for townhomes may be located here. Not sure if there will be any parking here
    - There is overflow parking at townhome site.
- Is there an architectural template that we can follow? Will Precision Planning be developing this that we can use as a guide?
    - Right now, we are not close enough to this point but this is a good idea
- Materials?
    - Will want to use the logo but do not have any materials selected yet for the city center.
    - The workshop will help determine the 'flavor' of the bridge/what it can look like
- Landscaping and signage?
    - Yes, there is space for that here
    - Bushes and landscaping design can be used to lead/channel people toward the bridge and deter them from crossing the street.
    - Pocket park opportunities at touchdown points
    - City Center will be built and there will be hardscapes there. Will have to coordinate that with this design.
- Will there be an area between the police station and city building provide access?
    - Yes, a portion of Lake Drive on southside of Forest Pkwy will be closed
    - Can ped bridge tie into this area near the park and amphitheater.

Pedestrian bridges in the area:

- Acworth
- Peachtree Corners
- 278 toward Hiram (Lithia Springs/south of Hiram) – Silver Comet Trail
- Truist Park (one across 285; other on Cobb Pkwy)
- Newnan/Peachtree City area

- Many projects coming online at the same time:
    - City Center development
    - Starr Park development
    - Main Street Development
    - Model Mile
    - Ped bridge
- Other engagement opportunities
    - Pop up at Food truck Fridays;
    - Don't want to over saturate the public with meetings!

Stakeholder Interview Details

Interview Date:	April 16, 2024	**Target Population:**	Aerotropolis Atlanta
Meeting Location:	Virtual (Zoom)	**Attendees:**	Shannon James, Aerotropolis Atlanta Brian Dorelus, Aerotropolis Atlanta Robert Caudill, Aerotropolis Atlanta Jen Price, Sycamore Jon Tuley, Kimley-Horn Mike Lobdell, Kimley Horn SaVaughn Irons, Forest Park James Shelby, Forest Park

INTERVIEW SUMMARY

Aerotropolis Atlanta

- Northeast 2 blocks from College St – big discussions about redeveloping the Four Square Shopping Center via the large surface parking lot to Main Street. Aero has had discussions with owners re: redevelopment. This is a catalytic site for Blueprint 2.0.
- The goal is to bring more density to the area. Recognize the need to create continuity in this area with city center plan
- Focusing on implementation with end users. Will connect their consultants with us to understand what they're planning, the impact and the flow and how this can be aligned (Pond & Co). This is separate from Model Mile study.
- Having convos about connecting to Greenway plan via infrastructure dollars being committed. The Beltline will come east of the airport and to Flint River. Will want to ultimately connect the Model Miel to this segment of the Beltline.

Can share the preliminary identified route for the Beltline south segment. This connection will create more opportunities.
- Agree with this bridge and the City's thinking for this study. Walkability, activity and access are key.
- Jeff Goolsby – new contact at GA Power and on Aero Board – who we should talk to about utilities.
- Highly likely that Forest Park will become a centerpiece east of the airport. This could be a huge opportunity to create a destination for this area.
- Blueprint 2.0 efforts will help ensure that all of these projects are connected and have synergy (Model Mile, MARTA/BRT, City Center development, Ped Bridge).
- Funding – getting the city certified such that they can qualify for federal funding. This is in progress.

Airport CIDs
- Does not have any projects in Forest Park.
- Three miles to the west, there is an LCI study going on.
- Agree with the purpose of the study. The North / South connectivity will be increased by BRT/MARTA. Concerned with East/West connectivity. This could use some additional support/ this transit service needs to be increased. Transit generally south of the airport needs to be more complete. That's happening with the BRT study.
- LCI is south of 5th runway in Riverdale area. Important to consider the bridge in the context of the Riverdale LCI as we consider how to increase alternative transportation options to the public.

Stakeholder Interview Details

Interview Date:	April 17, 2024	**Target Population:**	Business Owners
Meeting Location:	Virtual (Zoom)	**Attendees:**	Skip Can, Forest Park Army/Navy Store Melissa Middleton, Forest Park Army/Navy Store Jen Price, Sycamore Mike Lobdell, Kimley Horn SaVaughn Irons, City of Forest Park

INTERVIEW SUMMARY
- What is the thought behind closing a portion of Lake Drive?

- How many access points/touch downs will the bridge have?
- Have seen people climbing over/around trains that are parked at Lake Drive
- When do we start??
- Definite need for this
- New school opening – students will need a way to get across the tracks.

Stakeholder Interview Details

Interview Date:	April 17, 2024	**Target Population:**	Business Owners
Meeting Location:	Virtual (Zoom)	**Attendees:**	George Crews (Region External for Henry, Area Manager), Southern Company Jeff J. Goolsby (Region Executive/External Affairs for Metro South), Southern Company Brandon M. Johnson (Distribution Engineer), Southern Company Jen Price, Sycamore Mike Lobdell, Kimley Horn SaVaughn Irons, City of Forest Park

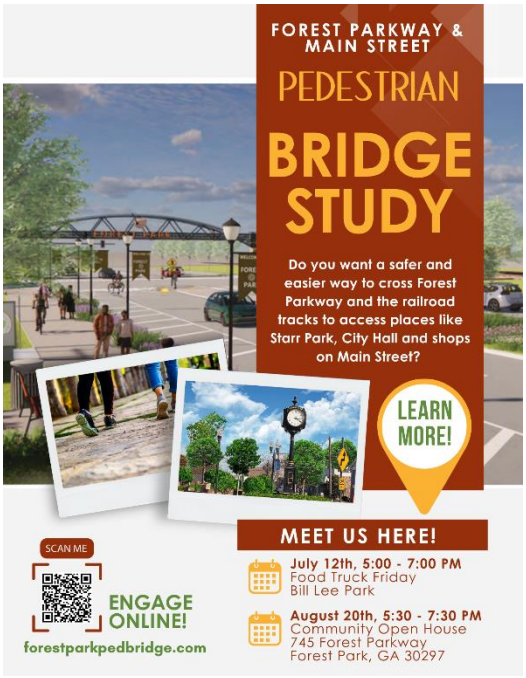
INTERVIEW SUMMARY

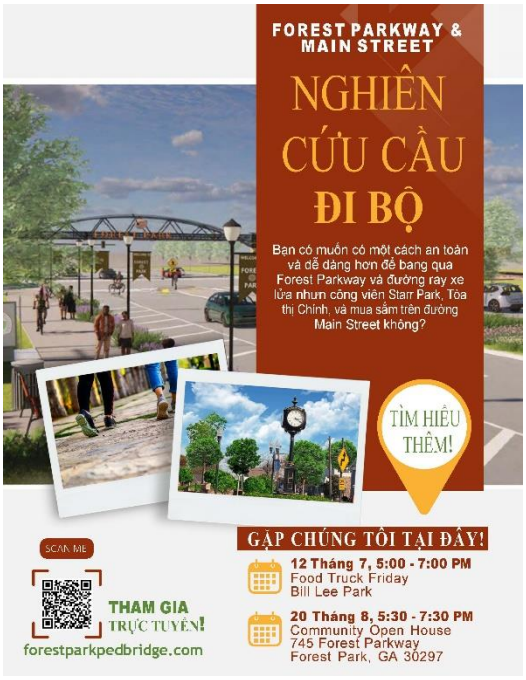
- Any expansions planned?
    - At this time, no. May upsize the wire to a larger wire for more capacity but that is many years down the line. No transmission lines planned.
- What would the separation need to be?
    - Can bury the lines – 3 sets of these cables can be buried, going past the intersection of Forest Parkway and Main Street, and would come out overhead further down.
- Does GA Power have an idea of linear foot costs?
    - The price is project based. No linear foot costs. What is your project liable to bring? This can be used to offset the costs.
    - Is there a minimal length that we need to consider? Is there a certain distance from the bridge foundations you would like to be?
        - Need 30 to 50 feet buffer from the foundation to stat the burial
        - Do need a 10 foot wide path to clear. Cannot go under the foundation. The foundation cannot encroach.

- Will there be any lights on the bridge? Elevator?
    - Would anticipate an elevator and lighting on the bridge. Will be some sort of power on it.
- Burial of comms lines needs to be separate and should be 1 ft away from GA Power burial. Will be 4 ft deep burial; 6 inch conduit. The easement is 10 ft (5 ft on both sides of the path)
- What's the height of the BRT platform?
    - 14 in from top of the pavement.
- Is the BRT platform covered?
    - Yes ; 10 – 12 feet from ground to platform roof
- How soon will plans be available?
    - Not doing survey or final design
    - Will have aerial plan and some GIS backup; some dimensions of span, horizontal/vertical clearances, and how the other plans fit together by the end of Oct.
- Costs?
    - Will send load sheets. Team will we have prelim load info that can be provided to begin getting an idea of costs.
- How soon will you need project costs info?
    - Mid September would be great.
- Transformers size can be determined as soon as we have more info.

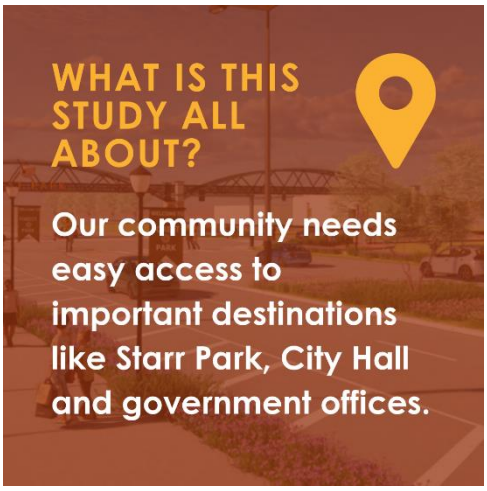
APPENDIX

Public Engagement Flyers

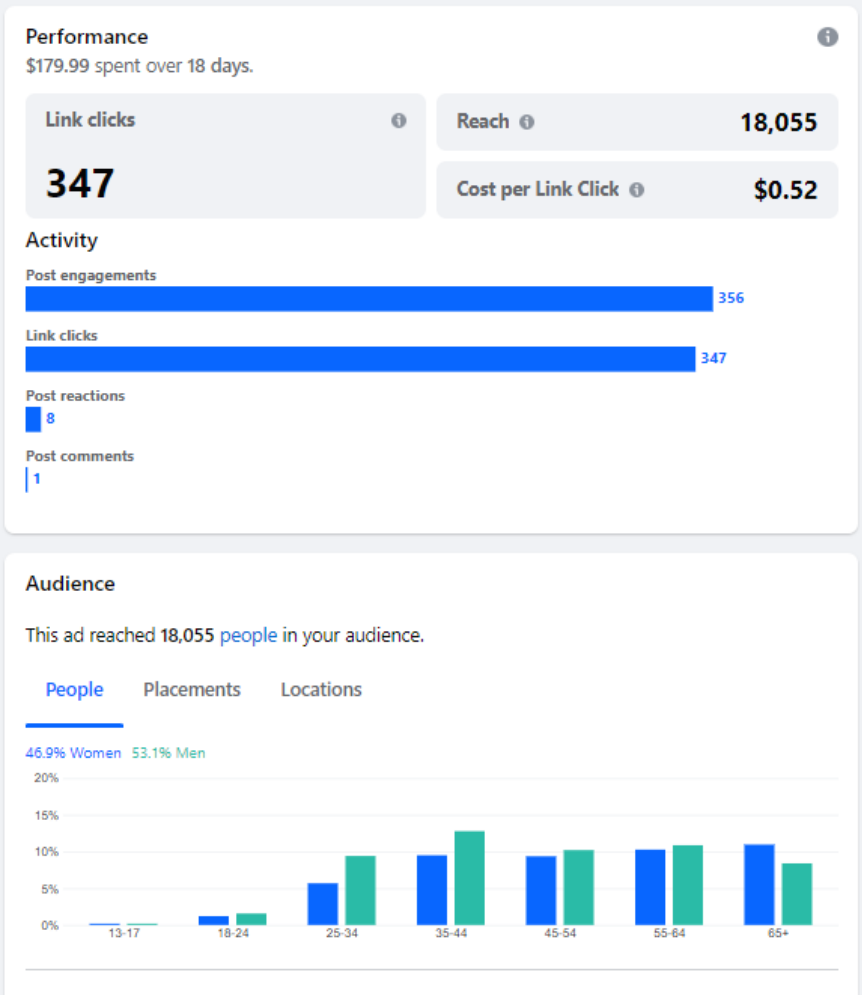




Social Media Campaign #1

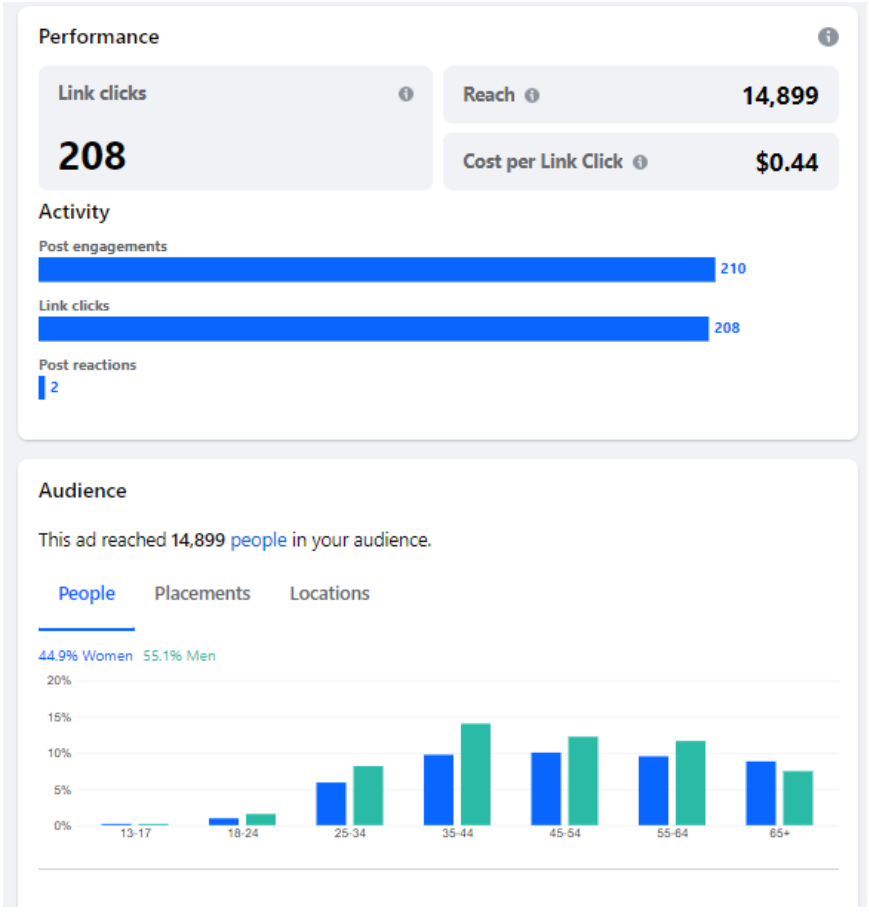


Facebook Analytics



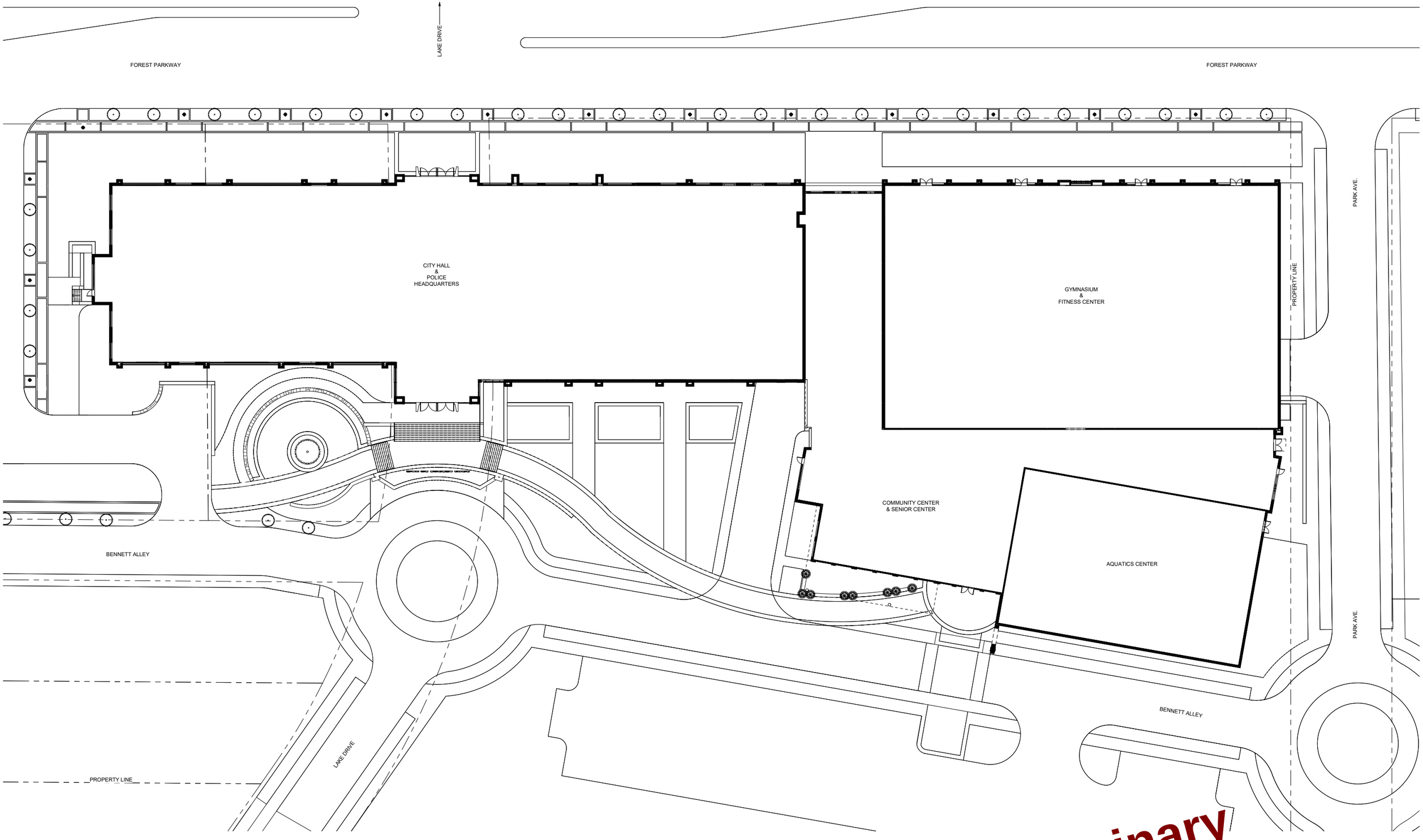
Social Media Campaign #2

Facebook Analytics



APPENDIX C:

City Center Plan



PRECISION
Planning Inc.

Preliminary
06/05/2024 4:02:35 PM

Forest Park City Center

Schematic Site Plan

SCALE: 1" = 20'-0" A23-101 06/05/24

APPENDIX D:

Crash Summary

Date and Time	Roadway (From Crash Report)	Intersection Name (from Crash Report)	KABCO Severity	Manner of Collision (Crash Level)	# of Fatalities per Crash	# Serious Injuries	# Visible Injuries	# Complaint Injuries	# of Vehicles	Weather Conditions	Surfac	Light Conditions (Crash Level)
8/30/2022 15:14	Hwy 331	Hwy 331 and N Lake Dr	(C) Possible Injury / Complaint	Angle (Other)	0	0	0	1	2	Clear	Dry	Daylight
4/30/2020 16:30	Main St	Lake Dr and Main St	(O) No Injury	Angle (Other)	0	0	0	0	2	Clear	Dry	Daylight
1/15/2021 9:11	Bennett Dr	Lake Dr and Bennett Dr	(O) No Injury	Angle (Other)	0	0	0	0	2	Clear	Dry	Daylight
12/15/2021 17:12	Forest Pkwy	Lake Dr and Forest Pkwy	(O) No Injury	Angle (Other)	0	0	0	0	3	Clear	Dry	Daylight
10/12/2019 17:22	Lake Dr	Lake Dr and Forest Pkwy	(O) No Injury	Angle (Other)	0	0	0	0	2	Cloudy	Dry	Daylight
1/13/2022 19:04	Lake Dr	Lake Dr and Forest Pkwy	(O) No Injury	Head On	0	0	0	0	2	Clear	Dry	Dark-Lighted
2/7/2020 18:47	Forest Pkwy	Lake Dr and Forest Pkwy	(K) Fatal Injury	Head On	3	0	0	2	3	Clear	Dry	Dark-Lighted
11/12/2021 18:16	Forest Pkwy	Lake Dr and Forest Pkwy	(O) No Injury	Left Angle Crash	0	0	0	0	2	Clear	Dry	Dark-Lighted
9/18/2021 18:37	Forest Pkwy	Lake Dr and Forest Pkwy	(C) Possible Injury / Complaint	Left Angle Crash	0	0	0	1	2	Clear	Dry	Daylight
6/30/2020 8:33	Forest Pkwy	Lake Dr and Forest Pkwy	(A) Suspected Serious Injury	Not a Collision with Motor Vehicle	0	2	0	0	1	Clear	Dry	Daylight
9/21/2021 14:00	Lake Dr	Main St and Lake Dr	(O) No Injury	Not a Collision with Motor Vehicle	0	0	0	0	1	Cloudy	Wet	Daylight
7/28/2020 22:10	Lake Dr	Lake Dr and Forest Pkwy	Unknown	Not a Collision with Motor Vehicle	0	0	0	0	1	Clear	Dry	Dark-Lighted
1/2/2020 6:30	Lake Dr	Main St and Lake Dr	(O) No Injury	Not a Collision with Motor Vehicle	0	0	0	0	1	Rain	Wet	Daylight
7/23/2021 19:22	Main St	Lake Dr and Main St	(A) Suspected Serious Injury	Not a Collision with Motor Vehicle	0	1	0	2	1	Clear	Dry	Daylight
12/21/2018 8:46	Main St	Lake Dr and Main St	(O) No Injury	Not a Collision with Motor Vehicle	0	0	0	0	1	Rain	Wet	Daylight
5/18/2020 17:45	700 Forest Pkwy	Lake Dr and 700 Forest Pkwy	(O) No Injury	Rear End	0	0	0	0	3	Rain	Wet	Daylight
6/25/2020 16:32	700-Blk Forest Pkwy	ake Dr and 700-Blk Forest Pkw	(C) Possible Injury / Complaint	Rear End	0	0	0	1	2	Rain	Wet	Daylight
9/3/2020 8:09	Forest Pkwy	Lake Dr and Forest Pkwy	(O) No Injury	Rear End	0	0	0	0	1	Clear	Dry	Daylight
8/12/2020 17:26	800 Blk Forest Pkwy	Ash St and 800 Blk Forest Pkwy	(O) No Injury	Rear End	0	0	0	0	2	Rain	Wet	Daylight
5/2/2020 17:46	Forest Pkwy	Lake Dr and Forest Pkwy	(C) Possible Injury / Complaint	Rear End	0	0	0	1	2	Clear	Dry	Daylight
10/15/2020 10:16	Lake Dr	Main St and Lake Dr	B) Suspected Minor/Visible Injur	Rear End	0	0	1	0	2	Clear	Dry	Daylight
10/28/2021 15:15	Forest Pkwy	Lake Dr and Forest Pkwy	(C) Possible Injury / Complaint	Rear End	0	0	0	1	2	Clear	Dry	Daylight
3/24/2020 14:52	Forest Pkwy	Lake Dr and Forest Pkwy	(C) Possible Injury / Complaint	Rear End	0	0	0	1	2	Clear	Dry	Daylight
8/7/2022 15:13	Lake Dr	Lake Dr and Forest Pkwy	(O) No Injury	Rear End	0	0	0	0	2	Clear	Dry	Daylight
10/24/2022 11:40	Hwy 331	Hwy 331 and N Lake Dr	(O) No Injury	Rear End	0	0	0	0	2	Clear	Dry	Daylight
10/29/2021 9:53	Forest Pkwy	Lake Dr and Forest Pkwy	(O) No Injury	Rear End	0	0	0	0	2	Cloudy	anding c	Daylight
9/27/2022 7:31	Hwy 331	Hwy 331 and N Lake Dr	(O) No Injury	Rear End	0	0	0	0	2	Clear	Dry	Daylight
3/6/2020 15:16	Main St	Lake Dr and Main St	(C) Possible Injury / Complaint	Rear End	0	0	0	1	2	Clear	Dry	Daylight
9/1/2020 16:48	Forest Pkwy	Lake Dr and Forest Pkwy	(C) Possible Injury / Complaint	Rear End	0	0	0	1	2	Clear	Dry	Daylight
3/14/2022 14:04	Lake Dr	Lake Dr and Forest Pkwy	(O) No Injury	Rear End	0	0	0	0	3	Clear	Dry	Daylight
6/22/2022 10:43	Forest Pkwy	Lake Dr and Forest Pkwy	(C) Possible Injury / Complaint	Right Angle Crash	0	0	0	1	2	Clear	Dry	Daylight
11/26/2018 18:05	Forest Pkwy	Lake Dr and Forest Pkwy	(O) No Injury	Sideswipe-Same Direction	0	0	0	0	2	Cloudy	Dry	Dark-Not Lighted
9/5/2022 10:03	Forest Pkwy	Lake Dr and Forest Pkwy	B) Suspected Minor/Visible Injur	Sideswipe-Same Direction	0	0	1	0	2	Cloudy	Dry	Daylight

APPENDIX E:

Cost Preakdown

Forest Park Pedestrian Bridge over Norfolk-Southern & Forest Parkway

Preliminary Engineering		**$ 1,200,000.00**
Roadway Design	$ 150,000.00	
Landscape Architectural	$ 150,000.00	
Structural	$ 400,000.00	
Mechanical & Electrical	$ 200,000.00	
Environmental	$ 300,000.00	
Utilities		**$ 156,000.00**
Burial of Overhead Utilities		
Section 404 Mitigation		**$ -**
Right of Way		**$ 47,550.00**
Permanent Easement Cost	$ 17,550.00	
Negotiation and Legal Fees	$ 30,000.00	
Construction		**$ 5,537,500.00**
Bridge	$ 2,000,000.00	
Architectural Features	$ 500,000.00	
Elevators	$ 1,200,000.00	
Stairs	$ 200,000.00	
Retaining Wall	$ 430,000.00	
Mobilization, Traffic Control, Erosion Control	$ 100,000.00	
Contingency	$ 1,107,500.00	
Total Project Cost		**$ 6,941,050.00**