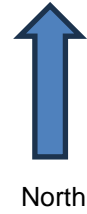
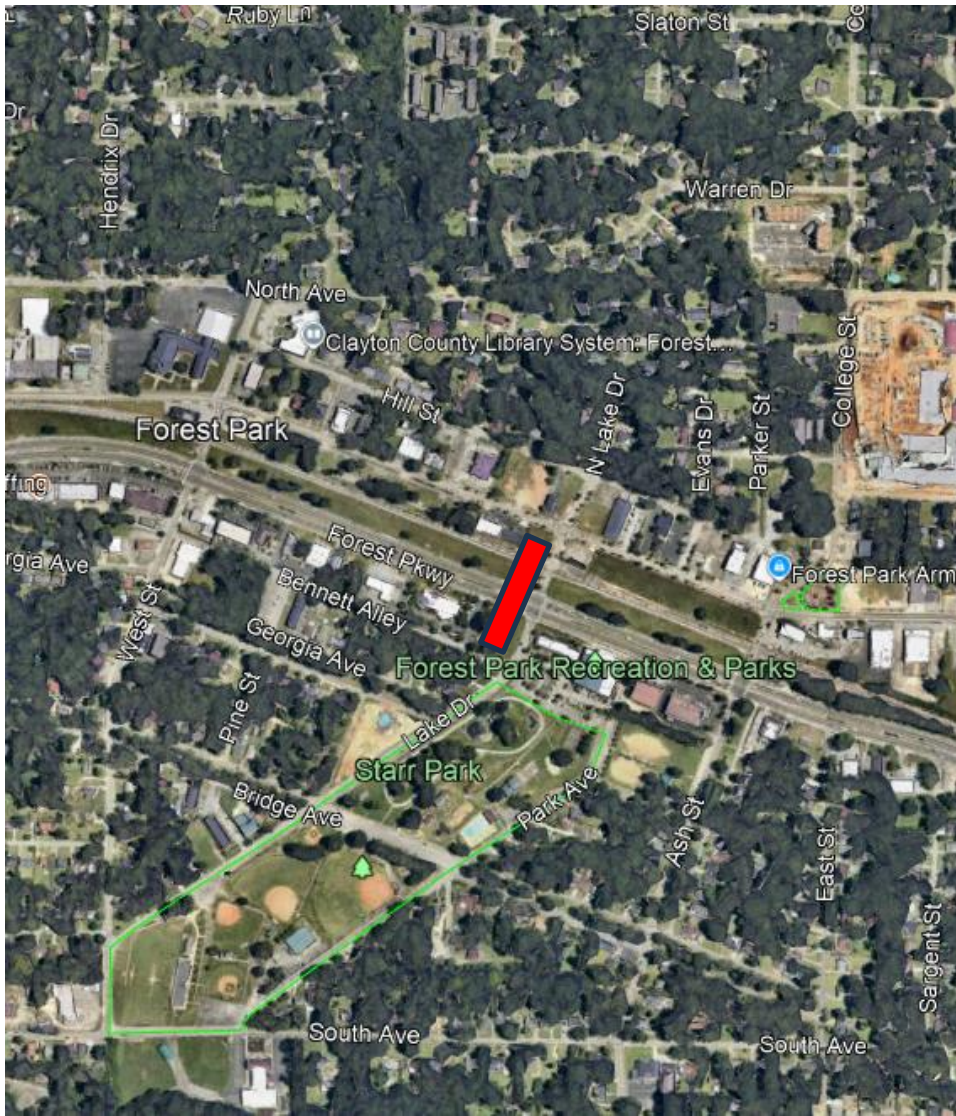
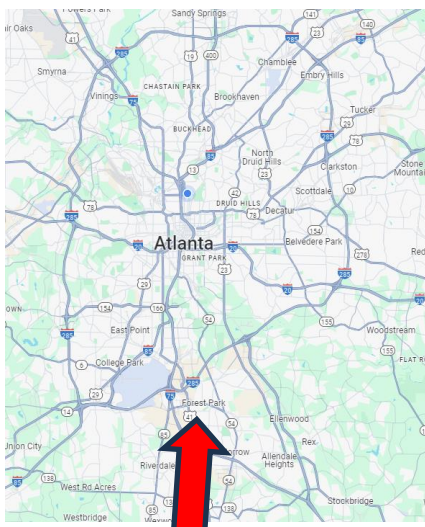


PROJECT LOCATION MAP



Google Earth



Google Maps

Project Location

PLANNING & BACKGROUND DATA

Prepared By: Kimley-Horn **Date Completed:** 6/5/2024

Project Justification Statement: The study awarded to the City of Forest Park as part of the Atlanta Regional Commission’s (ARC) Livable Centers Initiative (LCI). The study is to determine the feasibility and public support for a pedestrian bridge in downtown Forest Park. The project was identified in the 2021 Downtown Forest Park LCI Study. A key finding from the public engagement during the 2021 LCI Study was the need to improve the walkability of Downtown Forest Park. The downtown area has businesses on Main Street and Bill Lee Park north of SR 331/Forest Parkway and the railroad. South of SR 331/Forest Parkway and the railroad is City Hall, the City Recreation Center, and Starr Park. As noted by City officials and business owners, trains are frequently stopped in Downtown Forest Park blocking the grade crossing at Lake Drive. The facilities of SR 331/Forest Parkway and the railroad separating the two pedestrian oriented centers discourages pedestrian activity.

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 planned projects. Forest Park is finalizing a master plan to construct a new city center including a police station and city hall. 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. ARC funded a Greenway Master Plan for the municipalities surrounding Hartsfield-Jackson Atlanta International Airport. After the studied was completed, seven of the jurisdictions began developing concepts for trails planned in their respective jurisdictions. The seven concepts are called the AeroATL Greenway Model Miles. 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 connecting the State Farmers Market to Fort Gillem via Main Street. The City is also expecting residential and commercial developments along Main Street. The planned projects make connectivity to both sides of SR 331/Forest Parkway and the railroad more important. The feasibility study of the proposed pedestrian bridge must coordinate with the other planned projects to maximize the benefit to the public and private investments.

The pedestrian bridge will begin on the south side of SR 331/Forest Parkway near Lake Drive with a span over SR 331/Forest Parkway touching down on the north side of SR 331/Forest Parkway. A second span will bridge over the railroad with a touch down near Main Street and Lake Drive. Aerial utilities will be buried in the vicinity of the pedestrian bridge. A bridge will ensure a continuous pedestrian pathway between Main Street, MARTA bus stops, and the City Center that is ADA compliant. Stopped trains and a four lane arterial will not be barriers for pedestrians between the two destinations.

Existing conditions: 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. 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. 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. Current pedestrian crossing over the Norfolk Southern Railroad is via a 10 foot wide brick sidewalk along the west side of Lake Drive. Sidewalk is not continuous across the tracks and ADA ramps are located at the intersection of Lake Drive at Main Street and Lake Drive at SR 331/Forest Parkway. Persons in wheel chairs needing to cross the tracks at Lake Drive would have to use the general purpose lanes of Lake Drive. Pedestrians crossing SR 331/Forest Parkway at Lake Drive must cross at grade. The crosswalk is approximately 80 feet long.

Other projects in the area: MARTA SR 54 Bus Rapid Transit Corridor

MPO: Atlanta TMA **TIP #:** N/A

Congressional District(s): 5

Federal Oversight: PoDI Exempt State Funded Other

Projected Traffic: 24 HR T: 7 % Current Year (2022): 20,300

Traffic data source: TADA

Traffic Projections Performed by: N/A

Date approved by the GDOT Office of Planning: *Date* N/A

AASHTO Functional Classification (Mainline): Minor Arterial

AASHTO Context Classification (Mainline): Urban

AASHTO Project Type (Mainline): New Construction

Is the project located on a NHS roadway? No Yes

Complete Streets - Bicycle, Pedestrian, and/or Transit Standards Warrants:

Warrants met: None Bicycle Pedestrian Transit

Pedestrian warrants 1, 2, and 4 are met. Bicycle warrants 2 and 3 are met. Transit warrants 1 and 2 are met.

Is this a 3R (Resurfacing, Restoration, & Rehabilitation) Project? No Yes

Pavement Evaluation and Recommendations

Initial Pavement Evaluation Summary Report Required? No Yes

Feasible Pavement Alternatives: HMA PCC HMA & PCC

Is the project located on a Special Roadway or Network? No Yes

Do the limits of the project include one or more signalized intersections? No Yes

Is Federal Aviation Administration coordination anticipated? No Yes

DESIGN AND STRUCTURAL

Description of the proposed project: The proposed pedestrian bridge would begin on the south side of SR 331/Forest Parkway approximately 180 feet west of the existing intersection of SR 331/Forest Parkway and Lake Drive. The bridge will span approximately 115 feet over SR 331/Forest Parkway and 103 feet over the Norfolk-Southern Railroad. The project will terminate approximately 15 feet from the southwest corner of Main Street and Lake Drive. The proposed bridge is to provide a continuous connection between Starr Park and the new City Center on the south side of SR 331/Forest Parkway to Main Street and the Model Mile on the north side of the Norfolk-Southern Railroad.

Major Structures:

Structure	Existing	Proposed
N/A	N/A	270 feet long, 10 feet wide 3 span bridge

Accelerated Bridge Construction (ABC) techniques anticipated: No Yes

Mainline Design Features:

Pedestrian bridge is to begin on south side of SR 331/Forest Parkway approximately 180 feet west of the intersection of SR 331/Forest Parkway and Lake Drive. Pedestrians can access the bridge via stairs or an elevator on both side of SR 331/Forest Parkway. Span 1 will be approximately 115 feet long with a minimum vertical clearance of 17.5 feet over SR 331/Forest Parkway. An elevator will provide access to pedestrians needing access to the north side of SR 331/Forest Parkway and proposed BRT station. Span 2 is an intermediate span approaching railroad tracks. Span 3 is proposed to be approximately 103 feet with a minimum 23.5 feet of vertical clearance

from the bottom of the structure to the top of rail. The north end of the bridge will connect with stairs and ADA compliant ramps to tie into the sidewalk on the southern side of Main Street at Lake Drive.

SR 331/Forest Parkway	Functional Classification: <i>Minor Arterial</i>		
Feature	Existing	*Policy	Proposed
Typical Section:			
- Number of Through Lanes	4		4
- Lane Width(s) (-ft)	12-ft	11-12-ft	12-ft
- Median Width (-ft) & Type	20-ft raised	20-ft raised	20-ft raised
- Border Area Width (-ft)	12-ft	10-16-ft	13-17-ft
- Cross Slope (%)	2%	2%	2%
- Sidewalks (-ft)	5-ft	5-ft	5-ft
- Auxiliary Lanes	12-ft RTL and LTL		12-ft RTL and LTL
- Bike Accommodations	None	None	None
Posted Speed (mph)	40 mph		40 mph
Design Speed (mph)	40 mph		40 mph
Minimum Horizontal Curve Radius (-ft)			N/A
Maximum Superelevation Rate (%)	4%		N/A
Access Control	By permit	By permit	By permit

*According to current GDOT Design Policy if applicable

Design Exceptions/Design Variances to FHWA or GDOT Controlling Criteria anticipated:

None anticipated

Design Variances to GDOT Standard Criteria anticipated:

None anticipated

Lighting Proposed: No Yes

Lighting proposed on pedestrian walkway

Off-site Detours Anticipated: No Undetermined Yes

If yes: Roadway type to be closed: Local Road State Route

Detour route selected: Local Road State Route

District concurrence with detour route: No/Pending Received *Date*

Detour presented to public: No Yes *Date*

An overnight closure of SR 331/Forest Parkway will likely be needed to set the bridge. Traffic can be routed to Main Street during closure.

Transportation Management Plan [TMP] Required: No Yes

INTERCHANGES AND INTERSECTIONS

Interchanges/Major Intersections: SR 331/Forest Parkway at Lake Drive is a signalized intersection within the project limits.

Intersection Control Evaluation (ICE) Required: No Yes

Roundabout Concept Validation Required: No Yes Completed

UTILITY AND PROPERTY

Railroad Involvement: Yes. The proposed pedestrian bridge will require a permit from Norfolk-Southern Railroad.

Utility Involvements: Georgia Power, AT&T, and signal communication overhead utilities will be buried in the vicinity of the bridge. Underground fiber optic cable near railroad tracks will be avoided.

SUE Required: No Yes

Public Interest Determination Policy and Procedure recommended: No Yes

Right-of-Way (ROW): Existing width: 107 ft. Proposed width: 107 ft.

Required Right-of-Way anticipated: None Yes Undetermined

Easements anticipated: None Temporary Permanent Utility Other

Anticipated total number of impacted parcels:	1	
Displacements anticipated:	Businesses:	0
	Residences:	0
	Other:	0
Total Displacements:		0

Location and Design approval: Not Required Required

Impacts to federally managed property anticipated: No Yes Undetermined

ENVIRONMENTAL AND PERMITS

Anticipated Environmental Document: *NEPA ~ PCE*

Level of Environmental Analysis – The environmental considerations are based on:

- A preliminary desktop or screening level environmental analysis and are subject to revision after the completion of resource identification, delineation, and agency concurrence.
- Completion of resource identification and delineation and are subject to revision after the completion of agency concurrence.
- Completion of resource identification, delineation, and agency concurrence.

MS4 Permit Compliance – Is the project located in a MS4 area? No Yes

If yes, is the GDOT MS4 Permit anticipated to apply to all or part of this project? No Yes

Is ecology water quality mitigation anticipated? No Yes

Will a Non-MS4 Detention Report be required during preliminary design? No Yes

Environmental Permits, Variances, Commitments, and Coordination anticipated: None

Air Quality:

Is the project located in an Ozone Non-attainment area? No Yes

Is a Carbon Monoxide hotspot analysis required? No Yes

NEPA/GEPA Comments & Information: 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 to be 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).

Public Involvement: The feasibility study included a variety of public engagement activities. Stakeholders were identified by staff at the City of Forest Park and interviewed April of 2024. A visioning session was held with the stakeholders May 22, 2024. Some members of the project team attended a pop-up event at Bill Lee Park near the project site on July 12, 2024. A formal PIOH was held at City Hall on August 20, 2024.

The following methods were used to promote and encourage engagement and awareness:

- 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

COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS

Constructability/Construction: The construction of the bridge over SR 331/ Forest Parkway will likely require a short-term off-site detour that can be done over a weekend. Main Street is a convenient option to detour traffic. Construction over the railroad will require coordination with Norfolk-Southern including contracting for a flagger.

Project Meetings: N/A

Other coordination to date:

Project Activity	Party Responsible for Performing Task(s)
Concept Development	City of Forest Park
Design	City of Forest Park
Right-of-Way Acquisition	City of Forest Park
Utility Coordination (Preconstruction)	City of Forest Park
Utility Relocation (Construction)	Utility Owners
Letting to Contract	City of Forest Park
Construction Supervision	City of Forest Park
Providing Material Pits	N/A
Providing Detours	City of Forest Park
Environmental Studies, Documents, & Permits	City of Forest Park
Environmental Mitigation	City of Forest Park
Construction Inspection & Materials Testing	City of Forest Park

Project Cost Estimate Summary and Funding Responsibilities:						
	PE Activities		ROW	Reimbursable Utilities	CST*	Total Cost
	PE Funding	Section 404 Mitigation				
Date of Estimate:	9/15/2024	N/A	9/15/2024	9/15/2024	9/15/2024	
Proposed Funding Source(s):	Federal, Local	N/A	Federal, Local	Federal, Local	Federal, Local	
Programmed Cost:	N/A		N/A	N/A	N/A	N/A
Estimated Cost:	\$1,200,000	N/A	\$50,000	\$200,000	\$5,600,000	\$7,050,000
Total Cost Difference:						N/A

*CST Cost includes Construction, Engineering and Inspection, Contingencies and Asphalt Fuel Price Adjustment.

ALTERNATIVES DISCUSSION

Alternative selection:

Preferred Alternative: 270 foot long by 10 foot wide pedestrian bridge spanning SR 331/Forest Parkway and Norfolk Southern Railroad			
Estimated Property Impacts:	1	Estimated Total Cost:	\$7,050,000
Estimated ROW Cost:	*\$50,000	Estimated CST Time:	12 months
Rationale: Preferred alternative provides a continuous, ADA compliant path connecting planned city center building, Starr Park, and proposed BRT stations with existing and planned development on Main Street and Bill Lee Park. The proposed pedestrian bridge will prevent railroad activities from disrupting pedestrian connectivity between the city center and Main Street. The bridge provides a unique placemaking and branding opportunity for downtown Forest Park.			

*Estimated ROW cost by design team.

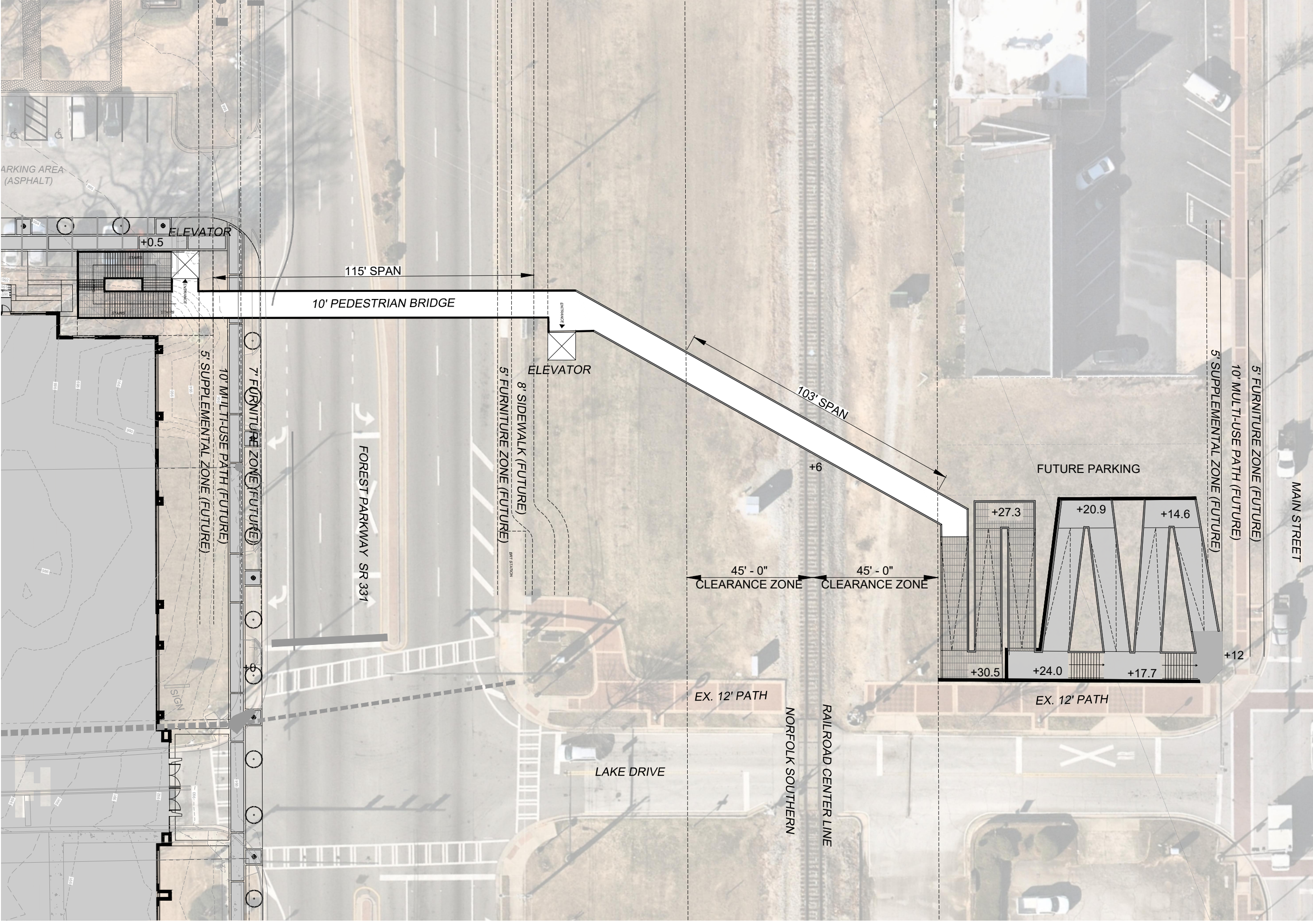
No-Build Alternative: No change to current pedestrian accommodations along Lake Drive across Norfolk Southern Railroad and SR 331/Forest Parkway			
Estimated Property Impacts:	0	Estimated Total Cost:	0
Estimated ROW Cost:	0	Estimated CST Time:	0
Rationale: No-build alternative does not address the barriers to connectivity for pedestrians separated by Norfolk-Southern and SR 331/Forest Parkway.			

Alternative 1: 150 foot long by 10 foot wide pedestrian bridge over Norfolk Southern Railroad			
Estimated Property Impacts:	1	Estimated Total Cost:	\$4,000,000
Estimated ROW Cost:	*\$50,000	Estimated CST Time:	12 months
Rationale: A bridge over the railroad only does provide continuous ADA compliant path over the railroad but does not address concerns of pedestrians crossing a four-lane divided state arterial. Other community goals of placemaking are not well addressed with a bridge only over the railroad.			

*Estimated ROW cost by design team.

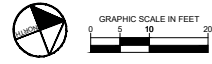
LIST OF ATTACHMENTS/SUPPORTING DATA

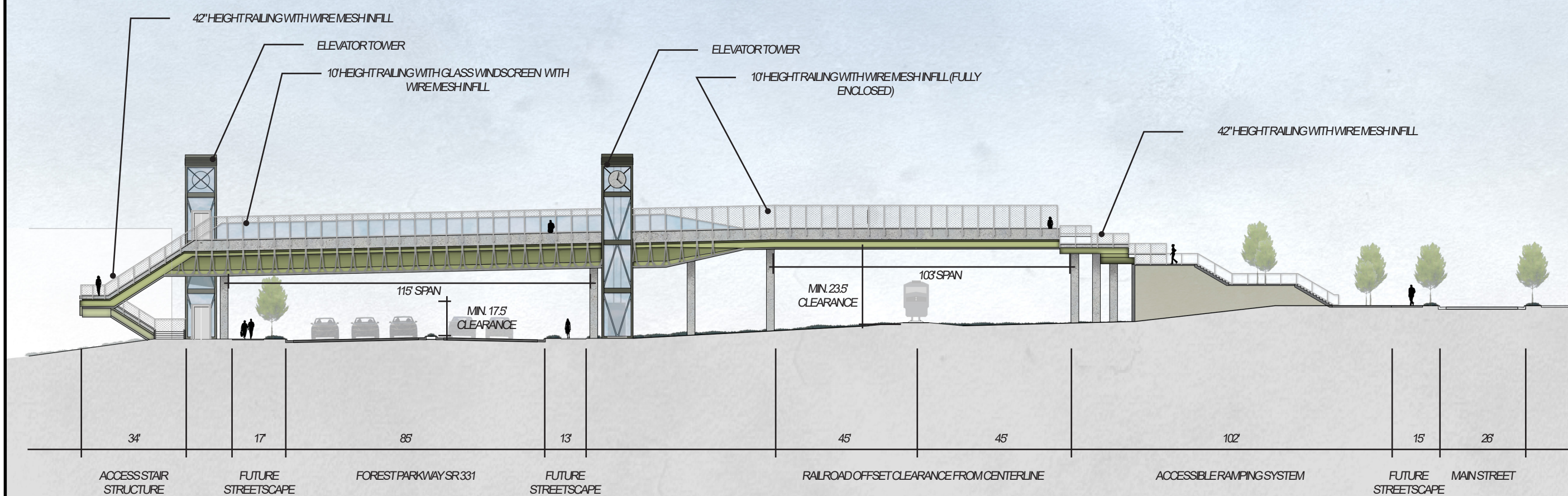
1. Concept Layout – Preferred Alternative.
2. Bridge Elevation
3. Detailed Cost Estimates
4. MS4 Concept Report
5. Public Involvement Summary



FOREST PARK - PEDESTRIAN BRIDGE CONCEPTUAL LAYOUT

DATE: JULY 2024





Kimley » Horn

FOREST PARK PEDESTRIAN BRIDGE
 FEASIBILITY STUDY
 SECTION GRAPHIC

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

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.

Forest Parkway & Main Street Pedestrian Bridge Feasibility Study

Menu

[Project Home](#) [Project Resources](#)

Project Overview

The City of Forest Park is launching a feasibility study for an overpass pedestrian bridge that will span across SR 331/Forest Parkway and Norfolk Southern Railroad tracks. The bridge will connect pedestrians to Main Street, City Hall, Starr Park, and the proposed Model Mile Greenway Project. This study is led by the City of Forest Park with Regional Transportation Planning Study funding from the Atlanta Regional Commission (ARC) and matching funds from the City of Forest Park.

We Need Your Help!

Community involvement and coordination with city staff and other agencies is an ongoing part of this feasibility study. A series of public engagement events will be hosted throughout the planning process to inform and hear from community members. This will include traditional public meetings and hearings, as well as pop-up appearances at City events to meet and engage with Forest Park residents and business owners. With the community's help, this study will help decide the best location for the pedestrian bridge.

Please be sure to check this engagement site often to see how you can stay involved in the process!

Community Engagement Timeline

Here's how you can stay involved!

- ✓ Key Stakeholder Interviews
- ✓ Pop Up #1: July 12
- ✓ Community Open House: Aug. 20
- ☆ City Council Public Hearing: Oct. 7

[See less](#)

Community Open House Displays Input: Give Us Your Feedback!

We want to hear from you! Please review the Community Open House displays and provide your input below.

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

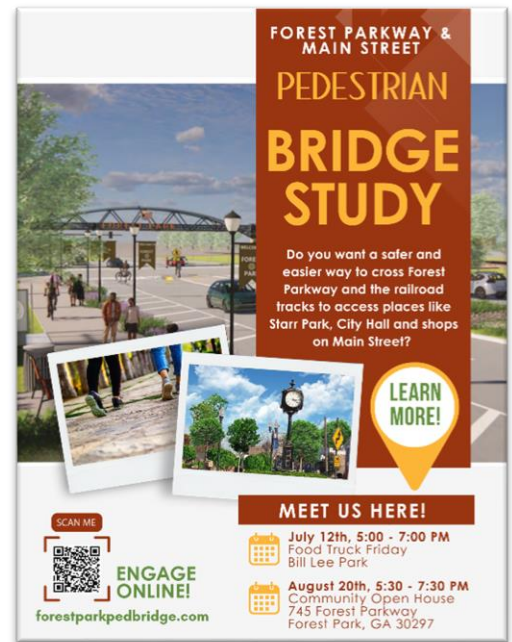
Designed to be accessible to all community members, the in-person engagement strategy included a pop-up appearance to meet people where they are and a more traditional community open house meeting to formally unveil the draft concepts to the public and to collect input. A flyer, available in English,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

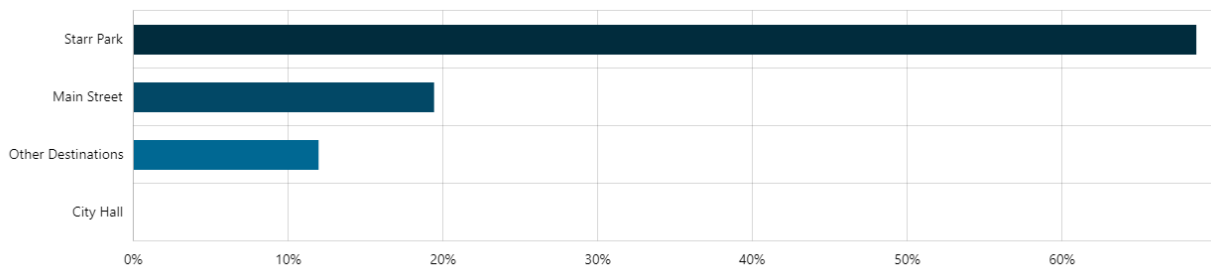
WHAT WE HEARD: COMMUNITY INPUT RESULTS

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:

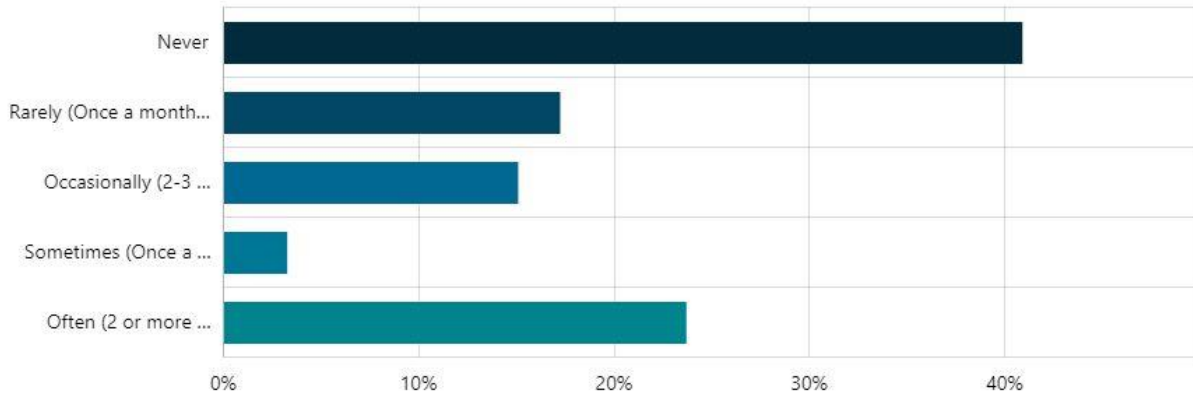
- Walking to destinations within the city is rarely or never done.
- Safety and personal health/abilities are the greatest hinderances to physical activity,
- A pedestrian bridge “could provide a safe crossing over busy roads and the railroad tracks, reducing the risk of pedestrian accidents and promoting 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.

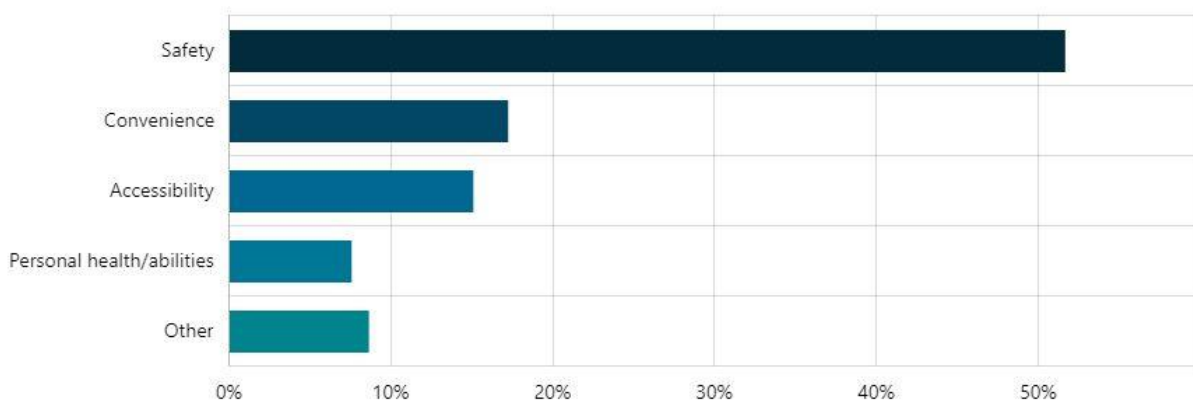
Q1: How frequently do you walk to destinations within the City?



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?

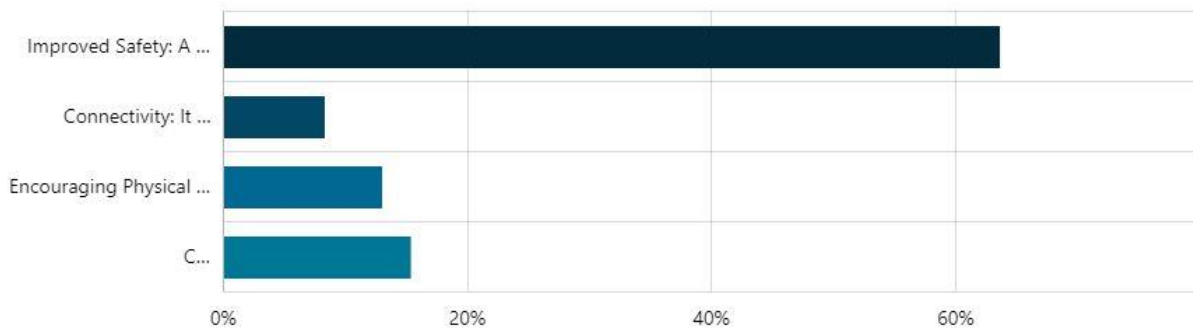


When exploring the primary factors that influence respondents' decisions to walk or not walk to key city locations, most replied that safety was the primary factor followed by convenience and accessibility:

- Safety: 52%

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

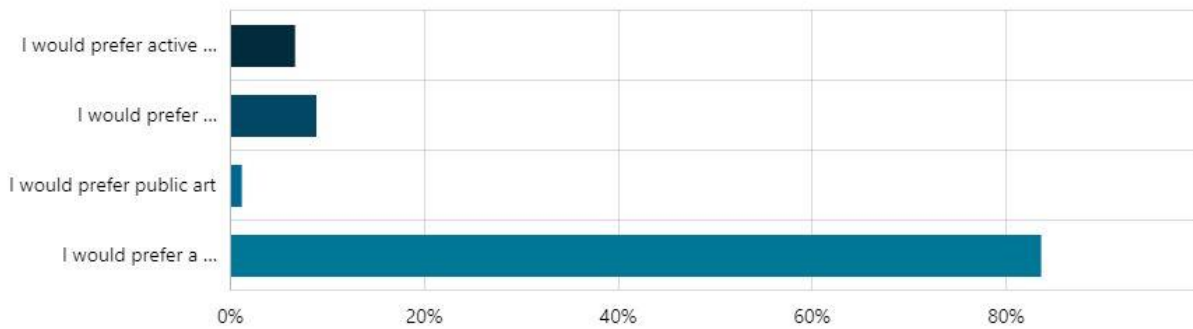
Q3: In what specific ways do you believe a pedestrian bridge could enhance walkability and promote active living in our community?



This question offered four detailed response options. “Improved Safety” was by far the leading response selected regarding the specific ways 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 sense 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 are 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 this 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 start 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

FOREST PARKWAY & MAIN STREET

PEDESTRIAN BRIDGE STUDY

Do you want a safer and easier way to cross Forest Parkway and the railroad tracks to access places like Starr Park, City Hall and shops on Main Street?

LEARN MORE!

MEET US HERE!

July 12th, 5:00 - 7:00 PM
Food Truck Friday
Bill Lee Park

August 20th, 5:30 - 7:30 PM
Community Open House
745 Forest Parkway
Forest Park, GA 30297

SCAN ME

ENGAGE ONLINE!

forestparkpedbridge.com

FOREST PARKWAY & MAIN STREET

ESTUDIO DE PUENTE PEATONAL

¿Quisiera cruzar Forest Parkway y las vías ferroviarias de manera más segura y más rápida para llegar a lugares como Starr Park, City Hall y las tiendas en Main Street?

¡OBTENGA MÁS INFORMACIÓN!

¡LO ESPERAMOS AQUÍ!

12 de Julio, 5:00 - 7:00 P. M.
Viernes de Food Trucks
Bill Lee Park

20 de agosto, 5:30 - 7:30 P. M.
Reunión abierta pública
745 Forest Parkway Forest Park, GA 30297

Escanee este código

¡PARTICIPA EN LÍNEA!

forestparkpedbridge.com

FOREST PARKWAY & MAIN STREET

NGHIÊN CỨU CẦU ĐI BỘ

Bạn có muốn có một cách an toàn và dễ dàng hơn để băng qua Forest Parkway và đường ray xe lửa như công viên Starr Park, Tòa thị Chính và mua sắm trên đường Main Street không?

TÌM HIỂU THÊM!

GẶP CHÚNG TÔI TẠI ĐÂY!

12 Tháng 7, 5:00 - 7:00 PM
Food Truck Friday
Bill Lee Park

20 Tháng 8, 5:30 - 7:30 PM
Community Open House
745 Forest Parkway
Forest Park, GA 30297

SCAN ME

THAM GIA TRỰC TUYẾN!

forestparkpedbridge.com

Social Media Campaign #1


FOREST PARKWAY & MAIN STREET



Pedestrian Bridge Feasibility Study


This graphic features a background image of a street scene with a pedestrian bridge. A yellow location pin is connected by a dashed line to another pin further down the street.

WHAT IS THIS STUDY ALL ABOUT?




Our community needs easy access to important destinations like Starr Park, City Hall and government offices.

WHAT IS THIS STUDY ALL ABOUT?



This study will help identify the best way to connect people using city amenities to Downtown Forest Park.

WHAT IS THIS STUDY ALL ABOUT?



We also need a safer way to cross the railroad tracks and Forest Parkway.

LEARN MORE!

SCAN ME!



forestparkpedbridge.com

This graphic includes a stylized logo of three downward-pointing chevrons, a QR code with an arrow pointing to it, and a location pin icon next to the website URL.

Facebook Analytics

Performance ⓘ
\$179.99 spent over 18 days.

Link clicks ⓘ	347	Reach ⓘ	18,055
		Cost per Link Click ⓘ	\$0.52

Activity

Post engagements 356

Link clicks 347

Post reactions 8

Post comments 1

Audience

This ad reached 18,055 people in your audience.

People Placements Locations

46.9% Women 53.1% Men

Age Group	Women (%)	Men (%)
13-17	~0.5	~0.5
18-24	~1.5	~2.5
25-34	~6.0	~10.0
35-44	~10.0	~13.0
45-54	~10.0	~11.0
55-64	~11.0	~11.0
65+	~11.0	~9.0

Social Media Campaign #2



Take the Community Survey!

How can we improve walkability and safety in downtown Forest Park? Give us your feedback on the community survey!

ENGAGE
ONLINE!

ForestParkPedBridge.com

Forest Park logo and QR code are also present.

Facebook Analytics

