

Bicycle, Pedestrian, and Trail Plan

RFP 2022-013
City of Stonecrest

Stonecrest, GA | November 17, 2022

Gresham Smith





November 17, 2022

City of Stonecrest
3120 Stonecrest Boulevard, Suite 190
Stonecrest, GA 30038

Dear Members of the Selection Committee,

With an accomplished history of planning and designing bicycle, pedestrian and trail networks, the Gresham Smith team is uniquely positioned to assist the City of Stonecrest in developing its inaugural Bicycle, Pedestrian, and Trail Plan.

Full Service, Implementation-Oriented Approach

Gresham Smith, with a deep bench of planners, engineers, landscape architects and other A/E professionals, has a unique commitment to the entire lifecycle of a project—from initial conception to construction. Our multi-disciplined team leverages this commitment to develop plans that don't sit on shelves, but rather serve as ongoing guides to be implemented.

Integration of Community Engagement & Planning

Our planning team specializes in utilizing the educational and outreach opportunities afforded through community engagement activities so that the plans we deliver reflect the values and visions of the communities we serve and builds excitement and support within the community.

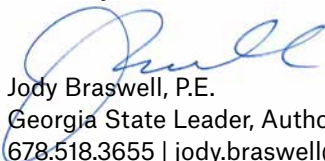
Holistic Planning Process

Similarly, our overall process pulls together multiple considerations to develop truly holistic and comprehensive plans by bridging the gap between the technical elements of our work with softer, more nuanced considerations like community support. The resulting plan is always one that has been tested and considered from multiple perspectives.

These commitments are reflected in our team leadership and organization. Project Manager, Erin Thoresen, AICP, is a seasoned planner with a history of notable accomplishments in bicycle, pedestrian and trail planning including her key roles planning the Chattahoochee RiverLands Greenway, the Cobb County Greenways & Trails Master Plan and the Noonday Creek Trail Extension Study. Erin will be supported by Principal-in-Charge, Eric Lusher, AICP, who has similar notable accomplishments including award-winning efforts planning the active mode networks of communities like Roswell and Columbus. Finally, Nithin Gomez, P.E., PTOE will serve as a key project advisor, facilitating engineering and feasibility consideration.

We pride ourselves on building lasting relationships with clients and believe that our past work will be instrumental in developing innovative solutions and realizing positive outcomes for the City. We are confident that our team's combined expertise, local knowledge and experience will be invaluable in helping the City of Stonecrest articulate and realize its bicycle, pedestrian and trail goals for the future.

Sincerely,



Jody Braswell, P.E.
Georgia State Leader, Authorized Representative
678.518.3655 | jody.braswell@greshamsmith.com



Erin Thoresen, AICP
Project Manager
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Genuine Ingenuity

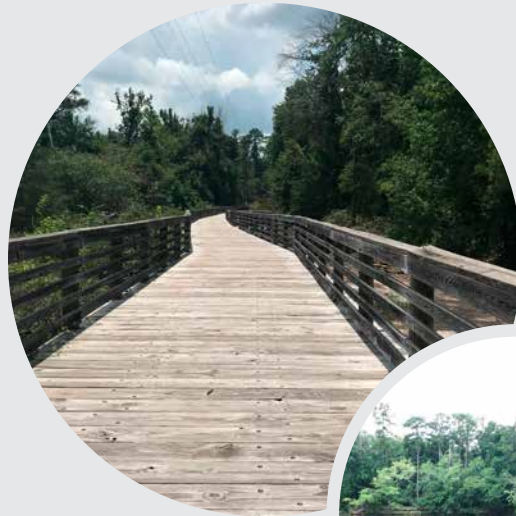
1125 Sanctuary Parkway
Suite 350
Alpharetta, GA 30009
770.754.0755

GreshamSmith.com

Section II | Project Approach & Understanding

Two years ago, as the City of Stonecrest completed its overall Transportation Master Plan, 75 percent of community respondents indicated they would improve transportation in the City through the addition of new bike lanes and/or multi-use paths. Similarly, 74 percent and 63 percent indicated they would “add new transit” and “improve existing transit” respectively, reflecting needs for consideration of active mode last-mile connectivity. Unfortunately, that same plan identified that only 20 percent of streets within the City have sidewalks, with the majority of those serving residential developments or in a small cluster of facilities around Stonecrest Mall and the intersection of Panola Road and I-20.

The gaps in the bicycle, pedestrian and trail network reflect unleveraged opportunities to connect key corridors to places of interest within the City, whether they be the Mall at Stonecrest, schools, houses of worship, Emory Hillandale Hospital, Arabia Mountain, employment centers or to existing and future transit connections. Building off of the Transportation Master Plan, the Gresham Smith team envisions a Bicycle, Pedestrian, and Trail Plan that identifies and addresses these opportunities and describes the process by which projects and policies can be implemented as indicated in the tasks below.



Project Management

Throughout the course of the project, Gresham Smith's Project Manager, *Erin Thoresen, AICP*, will work closely with the City of Stonecrest's Project Manager and will oversee all work, coordinating with team members, facilitating regular coordination calls with the City, periodic team meetings, and preparing monthly invoices and progress reports. Proposed components of managing this project include:

- Monthly project management meetings, including an initial project kickoff
- Bi-weekly coordination calls with the City's Project Manager
- Monthly invoices and progress reports

Monthly project management meetings with City of Stonecrest staff and bi-weekly coordination calls with the City's Project Manager will provide opportunities for regular communication to keep the project moving forward on schedule, and for City staff to provide guidance at key milestones and feedback on interim work products. Proposed agenda items for meetings and coordination calls include status updates on ongoing tasks and upcoming deliverables, engagement activities, project schedule and other pertinent topics as needed. Details of the project management process, including invoicing protocol and meeting schedule, will be discussed at the project kickoff meeting.



Task 1 – Existing Conditions Inventory, Policies and Plans Review

The planning process will begin with an analysis and understanding of existing conditions, reflected through a compilation of existing and new data and review of existing policies and plans.

Desktop & Field Inventory

Gresham Smith will prepare a desktop inventory to determine where there is a presence of pedestrian, bicycle, and trail facilities in the City of Stonecrest. Starting with available existing GIS data, this process will be supplemented by a review of aerial photography and a windshield field review to verify facilities and prepare an ESRI compatible database.

The inventory will also include contextual considerations including mapping of major points of interest, incorporation of U.S. Census sociodemographic data, Longitudinal Employment Household Dynamics data, crash data, transportation systems data, previously identified projects, land use, parcel and land ownership, and topography.

Policy Review

A policy review will be undertaken to identify relevant components of development regulations, land use and character area guidance, alignment with regional goals (such as the ARC), overlay districts and other City policies.

Plan Review

Similarly, a review of existing plans identified in the RFP as well as coordination with the City's Freight Cluster Study will be conducted to further identify areas of alignment, opportunities and challenges.



Task 2 – System Appraisal and Evaluation

Using the existing conditions inventory as a starting point, the Gresham Smith team will develop an evaluation process to identify corridors based on their overall walking and biking propensity in order to further investigate in Task 3.

Built Environment Analysis

This analysis of the existing transportation system will assess the walking and biking experience based on factors such as:

- Topography
- Gap Analysis
- Safety and Crash Data
- Block Density and Size
- Roadway Volume and Speeds
- Multimodal Level of Service
- Public Right-of-Way

Points of Interest Analysis

This analysis incorporates locations in the City to which people may be more likely to walk or bike if the appropriate facilities were present. This includes:

- Schools
- Parks
- Trails
- Existing and Future Transit Locations
- Retail/Commercial Areas
- Work Employment Areas
- Civic Locations

City of Stonecrest & Gresham Smith Collaboration

Our team will collaborate with City staff and project stakeholders as appropriate to refine the overall methodology and incorporate specific evaluation factors used to consider Safe Routes to School and those emphasized by Walk Friendly Communities and the League of American Bicyclists. These factors will be overlaid on top of each other utilizing GIS spatial analysis to determine those locations and corridors that have a higher confluence of factors and may, therefore, exhibit higher pedestrian and bicyclist demand.



Demographic Analysis

The demographic analysis will include a review of sociodemographic data to identify communities or groups of people that may be more likely to walk or bike. This includes consideration of:

- Population Density
- Vehicle Ownership
- Commute Modes
- Population Under Age of 18
- Population Over Age of 55

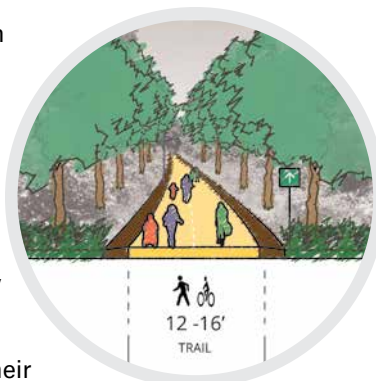
Anticipated Conditions Analysis

Additionally, as a growing community, it is important to recognize that the Stonecrest we are planning a bicycle, pedestrian and trail system for may be different than the Stonecrest we see today. With that in mind, an additional analysis incorporates where and how growth in the City may be directed by considering the following factors:

- Anticipated Employment Growth
- Anticipated Population Growth
- Comprehensive Plan Character Areas

Propensity Evaluation

Once these individual analyses are completed, they will be combined to score existing and potential corridors on their relative propensity for walking and biking. This propensity will then be utilized to identify “target corridors” for investment as well as flag potential collector and arterial corridors for mid-block crossings.



Task 3 – Bicycle, Pedestrian, and Trail Network Development

Bicycle, Pedestrian, and Trail networks will be developed in a two-step process as indicated below.

Target Corridor Review

Utilizing the evaluation process from Task 2 as well as guidance on overall vision through the community engagement elements of Task 4, the Gresham Smith team will begin a process of reviewing the corridors and areas that appear to be favorable (or have a need) for walking and biking and/or help establish broad city-wide connections. This review will also consider the inventory of Task 1, include further desktop review (utilizing aerial and street level photography), and include windshield field verification where appropriate to identify the types of improvements that could be implemented at any given location. Ultimately, this target corridor review will consider opportunities and challenges for each corridor including:

- Construction Feasibility
- Implementation Feasibility
- Right-of-Way Availability and Impacts
- Alignment with Safe Routes to School and Lifelong Communities Best Practices

Develop Universe of Projects

The Target Corridor Review will then be utilized to identify the likely improvement that could be implemented along each identified corridor. This improvement will consider the type of facility (sidewalk, bicycle lane, multiuse path, sharrow, etc.), location (side of the road for on-road facilities, and general connectivity for off-road facilities), as well as identify overall need and purpose and logical termini. The result will be a “universe of projects” for consideration to be included in the Implementation Plan.

Task 4 – Public Involvement and Outreach

A key component of the Bicycle, Pedestrian, and Trail Plan will be engaging with the community to:

1. Help develop initial ideas for the plan and
2. Vet recommendations in the plan

This will include the following tasks.

Public Involvement Plan & Strategy

An overall strategy and public involvement plan will be developed in coordination with City staff and the Communications & Technology Department. This plan will identify how the public involvement will integrate with the overall Bicycle, Pedestrian, and Trail Plan development as well as methods and tools to engage with the community. These methods and tools will reflect the ARC's Community Engagement Plan and will be specific and intentional in the inclusion of traditionally under-represented populations.

Public Information Open Houses (PIOH)

Two PIOHs will be conducted. While there are a variety of options for how and when these PIOHs can be held, a potential process includes:

1. An early meeting to educate the community on the planning process, identify overall needs and priorities, develop an overall vision, and use map exercises to identify potential connections and points of attractions that can help guide the Bicycle, Pedestrian, and Trail Network development in Task 3.
2. A second meeting to review draft recommendations and priorities.

Tactical Engagement

In addition, the planning team will conduct up to two 'tactical engagement' events to engage with the community and target any specific populations that may not otherwise participate. This may include participation in an existing event such as Stonecrest Fest or a less formal mechanism such as intercept interviews at the Mall at Stonecrest or Arabia Mountain.

Interactive Map & Project Website

To supplement the in-person PIOHs, an interactive map and project website will be developed so that residents can participate and provide guidance online. Gresham Smith will coordinate with the City's Communications & Technology Department to publicize these opportunities and determine website hosting logistics.

Transportation Advisory Committee

The Gresham Smith team will prepare one presentation to brief the Mayor and the Council, share key findings and gather feedback from the City's Transportation Advisory Committee.

SPLOST Advisory Committee

The Gresham Smith team will prepare one presentation to gather input from the SPLOST Advisory Committee.

City Council Briefing

The Gresham Smith team will prepare one presentation to gather input from the City Council before finalizing the plan.



Task 5 – Recommendations and Implementation Plan

In the final phase of the plan development, recommendations will be prioritized and translated into an implementation plan.

Project Prioritization

Gresham Smith will conduct an exercise to prioritize the universe of projects identified in Task 3. The team will collaborate with City staff to finalize the prioritization criteria which can include such considerations as:

- The Propensity Evaluation results from Task 2
- Community Input and Support
- Alignment With Overall Community Vision

Implementation & Funding Plan

Once prioritized, Gresham Smith will conduct a funding analysis to determine and recommend an order of implementation phasing. While high priority projects will be given preference for early implementation, this more nuanced analysis will also consider how planning level costs, available funding (including considerations of how SPLOST or federal/state funding can change timing), and ease of implementation/constructability can further influence the recommended implementation timeframe. The resulting implementation program will be split into 5-year ranges with priority given to short-term implementation (years 0-5) and mid-term implementation (years 6-10). Additional projects that cannot be accommodated within the first 10-year window, whether due to complexity, expense and/or lack of funds, will also be identified as potential long-term initiatives.

Best Practice Design Guidelines

To further guide implementation, planning-level best practice design guidelines will be developed for pedestrian, bicycle and trail treatments. Additional elements for trail treatments will identify best practices for amenities associated with trails such as trash cans, benches, bike racks, pet waste stations, wayfinding signage, mile markers, and kiosks.



Concepts

Up to 10 scaled, concept-level drawings will also be prepared for top-ranking projects. These drawings will identify a general alignment for these projects as indicated on aerial photography.

Policy Recommendations

Additional policy refinements or considerations that can expedite or facilitate implementation will be identified and documented.

Documentation

A final plan document utilizing a combination of text, maps and graphics will be created to document the methodology and findings of the planning process and the resulting implementation plan.

City Council

An additional, final summary presentation will be made to the City Council in order to facilitate formal adoption of the plan.

Quality Management

Quality is ultimately defined by our clients. We believe successful projects require the development and implementation of a project plan that is focused on delivering desired outcomes and built on a proven method of project delivery, clearly defined roles and responsibilities, frequent and effective communications, and continuous monitoring and control. We are committed to a successful outcome that results in long-term relationships with our clients.

Our Quality Management System drives quality throughout the project life-cycle through the following five steps:

- Plan: For each project, a Project Management Plan is prepared, outlining the scope, schedule, and budget, contractual arrangements, personnel roles and responsibilities, and a schedule for quality review of deliverables, safety, security, and technology.
- Perform: Project managers are responsible for overseeing implementation of the plan, monitoring execution, and making adjustments as needed, communicating revisions as appropriate. This includes on-team and off-team reviews of major deliverables by qualified reviewers.
- Verify: Audits provide opportunities to determine if procedures are being followed and to incorporate feedback and document actions.
- Discover: Measurements are incorporated into the quality management process where possible to track compliance and analyze activities.
- Improve: Direct input from users and analysis of issues help identify opportunities for improving the process.



We are a global company with well-established roots in each of the communities we serve.

Gresham Smith is an architecture, engineering, planning and design practice that provides creative solutions while genuinely caring for each other, our clients and our communities. With 25 locations throughout the US (including Alpharetta, Atlanta and Suwanee), we offer a national perspective with a local feel. That means we not only bring a broad range of experience to the picture, but we also really get to know our clients, their business and the entire landscape of their project. It's not about our personal accolades or portfolio—we define success by how well we solved the problem and served the greater good of the community.

We provide creative solutions through a well-rounded set of expertise that considers the entire landscape of any project.

Engineering and Design Expertise:

- Bicycle/Pedestrian Planning & Design
- Trail Planning & Design
- Active Transportation
- Multimodal Planning & Design
- Transportation Planning
- Community Planning
- Community Engagement
- Roadway Design
- Complete Streets
- Innovative Intersection Design
- Traffic Analysis
- ITS, Signal Design & Smart Corridor Solutions
- Landscape Architecture
- Lighting Design
- Wayfinding
- Bridge Design
- Hydrology & Hydraulics

Helped municipalities secure over

\$100M

in federal dollars for capital project implementation

500

Planning Projects Completed

350+

Firmwide Design & Planning Awards

Chattahoochee RiverLands Greenway Study

Atlanta Regional Commission (ARC) with City of Atlanta, Cobb County and Trust for Public Land



Location

Atlanta, GA

Dates

2018-2020

Client Contact

Byron Rushing - Bicycle & Pedestrian Program Manager, ARC
470.378.1628
brushing@atlantaregional.org

Relevance

Bicycle, Pedestrian and Trail Design; Existing Conditions Analysis; Multimodal Transportation Planning; Alternatives Analysis; Community Engagement; Visualization; Implementation Strategy; Concept Development

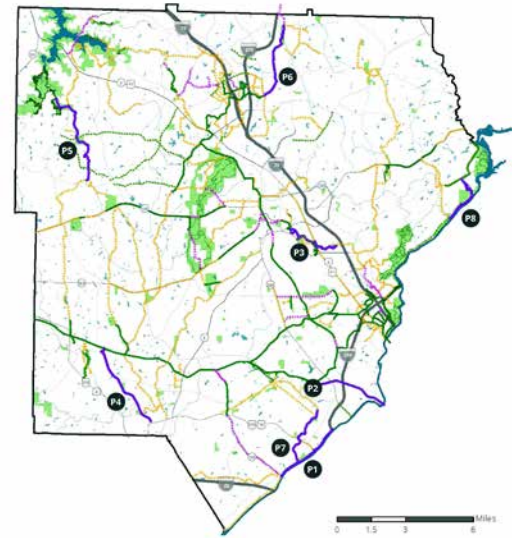
Comprehensive master plan for 125-network of greenways and public spaces along the Chattahoochee River

The Chattahoochee RiverLands is an ambitious, community-driven vision that seeks to reimagine Metro Atlanta's relationship with the Chattahoochee River by establishing inclusive public space along a 100-mile stretch from Buford Dam to Chattahoochee Bend State Park. As part of a team led by SCAPE Landscape Architecture, Gresham Smith was the consultant team's primary local presence and lead planning firm for this multidisciplinary effort. Our team was fully integral to every task carried out as part of the overall greenway study, from an exhaustive existing conditions analysis and literature review, to ambitious and innovative community and stakeholder engagement. We assisted with the identification of potential alignment alternatives, development of potential demonstration sites, and contributed to implementation strategies focused on safety, accessibility, and equity. As the lead engineer on the study, Gresham Smith also led development of the Pilot Project Concept.

Translating master plan guiding principles and our planning work into conceptual design, Gresham Smith developed a concept for roughly 2.4 miles of multimodal trail on Cobb County land between Mableton Parkway (SR 139) and Veterans Memorial Highway (US 78/278/SR 8). The "pilot project" sought to capture the spirit and vision of the RiverLands, allowing the team to test and demonstrate design strategies that could be employed over the entire 100-mile river corridor. In close coordination with Cobb County departments and agencies and a steering committee dedicated to the pilot project, Gresham Smith followed an iterative process of detailed site analysis and conceptual design, exploring three distinctly different approaches to threading a trail through the site. The project is scheduled to let to construction in fall 2022. *See page 5 (Chattahoochee River Trail Pedestrian Improvements Phase I) for the design phase resulting from this study.*

Greenways and Trails Master Plan

Cobb County Department of Transportation



Location

Cobb County, GA

Dates

2017-2018

Client Contact

Eric Meyer (Previous Cobb DOT Planning Division Manager),
Development & Infrastructure
Agency Executive Director,
City of Powder Springs
770.943.1666, ext. 350
emeyer@cityofpowdersprings.org

Relevance

Bicycle, Pedestrian and Trail
Planning; Existing Conditions
Analysis; Community Engagement;
Project Development; Project
Prioritization; GIS Mapping and
Analysis; Design Guidelines; Cost
Estimating

*Provides guidelines
and recommendations
for 5 types of facilities,
suitable for all ages and
abilities*

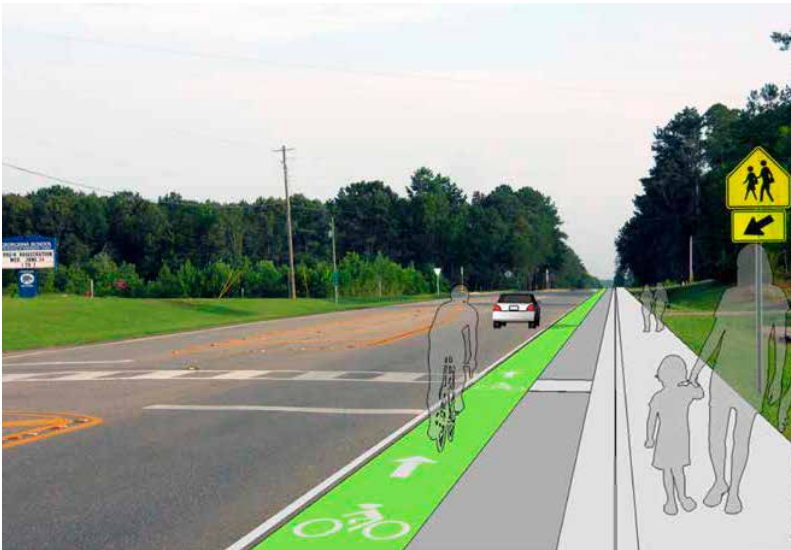
The Greenways and Trails Master Plan represents Cobb County's first comprehensive trail plan and serves as a guide for the expansion of greenways and trails throughout the County for years to come. It provides a framework to increase countywide and regional trail connectivity, improve trail design, create a more comfortable user experience and advance priority projects.

The plan is the result of a year-long process of research, exploration, community conversations, and extensive data analysis and mapping. It prioritizes developing five types of safe, comfortable facilities for people of all ages and abilities and implementing eight priority projects that reach all quadrants of the county. Several of these – the Austell Powder Springs Road Trail, the Chattahoochee River Trail and the Noonday Creek Trail Extension – have already advanced to the next phases beyond initial planning. In addition to the priority projects, the plan includes more than 200 miles of proposed trails, which represent a long-term aspiration of creating a vast, interconnected network across the County and beyond.

The plan also recommends strategies to enhance the overall network with complementary projects and initiatives to increase trail use, including financial resources, design guidance, and operations and maintenance guidance. Community engagement was a critical component of the project: the team developed a project-specific website, interactive mapping tools, an online survey, attended four community festivals and held five citizen and stakeholder meetings to gather input from thousands of people collectively. This master plan led directly to the Chattahoochee River Greenway Study & "Pilot Project" Design (see page 11-Chattahoochee River Trail Pedestrian Improvements Phase I), as well as scoping studies for the Austell Powder Springs Road Trail and Noonday Creek Trail Extension.

Alabama Statewide Bicycle and Pedestrian Plan

Alabama Department of Transportation (ALDOT)



Location

Statewide, AL

Dates

2015-2017

Client Contact

Randy Stroup
ALDOT
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stroupr@dot.state.al.us

Relevance

Bicycle, Pedestrian and Trail
Plan Design; Existing Conditions
Analysis; Policy Strategies &
Programs; Statewide Bicycle Route
Corridor Map Active Transportation
Planning; Community Engagement;
Project Development; Project
Prioritization; Design Guidelines

Gresham Smith partnered with ALDOT to develop a statewide plan for bicycles and pedestrians. ALDOT desired a new bicycle and pedestrian plan that was something that could realistically be implemented over time, not just a plan that would sit on the shelf until the next time it was updated. The plan, comprehensive in scope, was designed to meet the key objectives of mobility, recreation and economic development for both ALDOT and the communities it serves.

Gresham Smith's efforts included a demand analysis, inventory and identification of existing facilities and gaps and a robust public outreach campaign. The final plan included projects, policies and design guidance for developing a fully connected, statewide system of on and off-road facilities for urban, suburban and rural areas across the state.

Priority strategies include prioritizing pedestrian and bicycle safety programs and improvements; increasing access to walking and biking facilities for traditionally underserved populations; and improving connections between pedestrian and bicycle facilities on state highways, trails, and natural and scenic areas.

*Establishing the
statewide vision,
goals, objectives and
performance measures
for bicycle and pedestrian
transportation*

Other Relevant Projects



The purpose of this study is to evaluate the feasibility of extending the existing Noonday Creek Trail between Bells Ferry Road and Noonday Creek Park. The goal is to identify safe, connected, multimodal, and cost-effective solutions that are consistent with County and regional plans, demonstrate public and stakeholder support, improve safety and connectivity, and address existing and future needs. Gresham Smith is analyzing existing conditions, assessing the feasibility of potential

Noonday Creek Trail Extension Scoping Study X2544

Cobb County Department of Transportation (CCDOT), Cobb County, GA

Relevance: Trail Feasibility; Alternatives Analysis & Scoring; Project Prioritization & Implementation Strategy; Partnership Strategy

alignment options based on a range of factors, including surrounding land use, community context, environmental considerations, and constructability. Gresham Smith will develop a Cobb County concept report for the preferred alignment. Additionally, the team is facilitating community and stakeholder engagement, including intercept surveys, an online survey, a stakeholder committee, online interactive map and public forums.



Following the completion of the multi-year Chattahoochee RiverLands Greenway Study in 2020, Gresham Smith was retained by Cobb County to design Phase I of the County's portion of the Chattahoochee RiverLands Greenway. The trail will provide unprecedented access to the river in this area and tie directly into the County's new Discovery Park at the River Line. Gresham Smith designed the trail and performed additional field survey, site analysis, field visits, utility

Chattahoochee River Trail Pedestrian Improvements Phase I

CCDOT, Cobb County, GA

Relevance: Trail Design; Bicycle and Pedestrian Accommodations; Survey; Site Analysis; Utility Coordination; Hydraulic Analysis

coordination, and hydraulic analysis. Phase I of the trail includes more than a mile of paved multi-use trail, 0.7 miles of unpaved pedestrian-only trail and two "nooks" – areas for small outdoor social gatherings – and water overlooks to support rest, engagement and educational activities. The paved multi-use trail is sometimes split into trails for bicyclists on one side and trails for pedestrians on the other side. The project is anticipated to be let to construction this fall.



The Lake Jackson Greenway will create a five-mile multimodal connection between Lake Jackson Archeological Mounds State Park and Lake Ella, with access to Okeeheepkee Prairie Park, Meginnis Arm Landing, Sugar Creek Plaza, Trousdell Gymnasium & Aquatic Center, and the Centre of Tallahassee. Greenway amenities include enhanced midblock crossings and intersections for multimodal safety, the addition of a paddlecraft launch and improved parking at Meginnis

Lake Jackson Greenway, Trail and Bike Route System

Blueprint Intergovernmental Agency, Tallahassee, FL

Relevance: Existing Conditions Analysis; Community Engagement; Alternatives Analysis; Feasibility Study; Bicycle and Pedestrian Planning; Greenway and Trail Design

Arm Landing, enhanced landscaping, benches and picnic tables, and a robust wayfinding and nature-based education signage system. The project also included a planning-level feasibility study to determine the final project alignment. In March of 2020, our team led a series of innovative virtual community engagement sessions leveraging Zoom, Textline for text message feedback collection, and a Miro online whiteboard.



Gresham Smith was retained by Jackson County to develop a countywide bicycle, pedestrian and trails master plan that would transform the county into a safe and comfortable place for people of all ages and abilities to walk, bike and paddle. At the heart of the master plan are the recommended bicycle, pedestrian and blueways network plans that propose improvements

Bicycle and Pedestrian Plan

Jackson County, MS

Relevance: Existing Conditions Analysis; GIS Mapping and Analysis; Network Evaluation; Bicycle and Pedestrian Planning; Policy Development; Implementation Strategy

in unincorporated Jackson County as well as the cities of Gautier, Moss Point, Ocean Springs and Pascagoula. Additionally, the master plan includes a set of policy and program strategies – notably design guidelines and a Complete Streets policy template – that, taken together, provide important tools for implementing the plan.



Gresham Smith was selected to design Town Branch Commons, a 2.2-mile multimodal trail, greenway and park system in downtown Lexington, Kentucky. The greenway will accommodate pedestrians and cyclists, connecting more than 22 continuous miles of protected bike and pedestrian paths. Through this complete street project, our team will have implemented massive improvements to bicycle, pedestrian, transit and

Town Branch Commons Bike/Ped Planning

Lexington-Fayette Urban County Government, Lexington, KY

Relevance: Bicycle and Pedestrian Design; Complete Street Design; Landscape Architecture; Stormwater Design; Green Infrastructure; Wayfinding and Signage

vehicular systems all while implementing a world class, ecologically minded public space system. The system will connect urban, suburban and rural parts of the city, meaning residents who live near the 22-mile corridor will have safe, healthy mobility choices. The project will incorporate green infrastructure throughout downtown using features such as bioswales, stormwater-capturing green streets, previous paving and educational signage.



In the wake of a devastating flood in 2016, the communities undertook the Community Recovery Strategic Plan, Baker Strong and Denham Strong, to identify projects and strategies for flood recovery, disaster resilience, and community development, all informed by the community's vision of the future a family focused, well connected, clean, safe, active and resilient community. As part of the Community Development suite of solutions, "Improve Street Safety and Mobility" emerged as the highest priority project of the eight identified in the Community Development category.

Bicycle and Pedestrian Masterplans

Capital Region Planning Commission, Cities of Baker and Denham Springs, LA

Relevance: Existing Conditions Analysis; GIS Mapping and Analysis; Community Engagement; Network Evaluation; Bicycle and Pedestrian Planning

Specifically, the project description states: "develop a plan to increase road safety for people traveling by car, foot or bike." Gresham Smith developed bicycle and pedestrian master plans for each city that will help implement the recovery efforts from the devastating flood. We gathered demographic data and held two public meetings for each city as well as sending out electronic surveys and hosting a mapping website to collect public input for the development of the master plan.



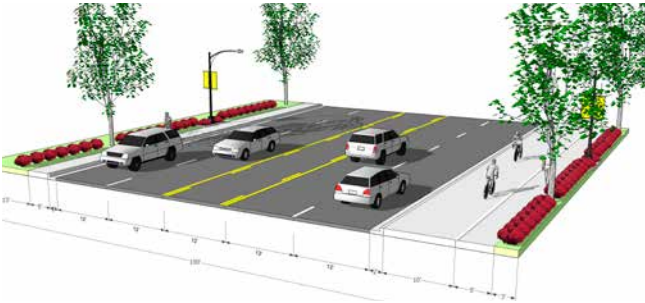
With the accelerated schedule for the opening of the new SunTrust Park development, Gresham Smith was tasked with developing a comprehensive pedestrian plan for the Cumberland area of Cobb County. The plan was coordinated with the detailed site planning and traffic management activities for the activity center, as well as a concurrent wayfinding study. The study included a field audit, an assessment of planned and programmed pedestrian projects in the area, an analysis of pedestrian movements along major corridors, an analysis of pedestrian accessibility at

Cumberland Area Pedestrian Study

CCDOT, Cobb County, GA

Relevance: Site Planning; Wayfinding; Safety Analysis; Pedestrian Planning and Infrastructure

key intersections, recommendations for pedestrian wayfinding, and considerations for better connectivity to local and regional transit. The study produced specific recommendations for pedestrian enhancements along each major corridor and at key intersections in the vicinity of the stadium, along with recommended standards for crosswalk design, spacing, and frequency. The plan also highlighted the use of pavement markers, smartphone applications for wayfinding, and online mapping to contribute to a better pedestrian environment in the Cumberland area.



Wartburg is a hub for outdoor activities in East Tennessee, centrally located along the Cumberland Trail and adjacent to the National Park Service's Obed Wild and Scenic River and Frozen Head State Park. Gresham Smith was charged with creating a

Blueprint for Pedestrian and Bicycle Facilities

Tennessee DOT, Wartburg, TN

Relevance: Bike and Pedestrian Planning; Active Transportation; Study/Analysis/Report/Assessment/Evaluation

blueprint for pedestrian and bicycle facilities that would support the city's long-term economic development goals as a "Trail Town", with a particular emphasis on improvements in downtown Wartburg that includes the Cumberland Trail.



Gresham Smith developed a bicycle master plan for the school's 900-acre campus in Lexington. The multidisciplinary project team of engineers, planners and landscape architects identified opportunities to build upon the University's existing bicycle infrastructure, programs and initiatives, ultimately delivering a roadmap to enhance how students, staff and community members use multimodal transportation to cruise through campus. The first phase involved assessing the University's current network. In Phase 2, we offered a variety of context-sensitive design solutions to take the campus'

Bicycle Master Plan 2020

University of Kentucky, Lexington, KY

Relevance: Bike Planning; Master Planning; Sustainable Planning; Active Transportation; Gold-level Bicycle Friendly University in 2018 and Platinum-level Bicycle Friendly University status from the League of American Bicyclists

bike facilities to the next level, such as dedicated bike paths and lanes, shared-use trails, improved signals and signage and increased access to the City of Lexington's bicycle network. Then, our team collected campus feedback through online maps and surveys, interactive workshops, pop-up installations along heavily traveled corridors and virtual reality demonstrations. In the final phase, Gresham Smith incorporated community feedback into the master plan, which will serve as a roadmap for prioritizing bicycle infrastructure and programming in capital improvement projects.

Your Team

We bring a depth of experience and wealth of resources with our team of passionate professionals. We have the local personnel and staff resources to undertake this important project. Our key to success has always been problem solving through collaboration, with the client at the center of the process. By partnering with City of Stonecrest, we hope to continue our commitment to exceed the evolving needs of our community.





Erin Thoresen, AICP

Project Manager

Erin is a skilled multidisciplinary planner whose experience blends multimodal planning and project implementation with a passion for safety and community engagement. She specializes in studies that include extensive analysis, strategic implementation, and meaningful community engagement. Her experience includes county-wide transportation studies, bicycle and pedestrian plans, corridor studies, road safety audits, and Complete Streets throughout metro Atlanta.

Years of Experience

14

Education

Master of Urban Planning, University of Michigan
Bachelor of Arts, Art & Art History, Kalamazoo College

Accreditations/Certifications

American Institute of Certified Planners (AICP) #026658

Memberships/Affiliations

American Planning Association
Georgia Planning Association

Relevant Experience

Cobb County Department of Transportation (CCDOT), Greenways & Trails Master Plan, Cobb County, GA | Project Manager

Erin oversaw all aspects of this plan, which provides a framework to increase countywide and regional trail connectivity, enhance trail design, create a more comfortable user experience, and advance priority projects. It recommends 200+ miles of new trails and presents strategies to enhance the overall network with complementary projects and initiatives to increase trail use. The plan delineates five types of facilities and includes eight priority projects, including the project that became the Chattahoochee RiverLands pilot project.

Town Center Community Improvement District (TCCID), LCI – Bells Ferry Operational Study, Kennesaw, GA | Project Manager

This study focused on improving safety and efficiency along Bells Ferry Road while developing multimodal

improvements consistent with County and CID priorities. The team identified safety and operational issues, evaluated proven safety countermeasures, and developed a final concept. The final concept improves intersection operations and increases multimodal connectivity and trail access while maintaining the residential nature of the corridor. As project manager, Erin oversaw all aspects of the project.

City of Brookhaven, North Druid Hills Road Corridor Study, Brookhaven, GA | Deputy Project Manager

The study sought to develop a vision for a multimodal corridor to serve projected traffic and provide biking, walking, and transit facilities. Erin oversaw all aspects of the corridor study, including the assessment of existing conditions, public and stakeholder engagement, and development of intersection improvements and typical cross-sections to improve safety, mobility, and access for all users.

ARC, City of Atlanta, Cobb County and Trust for Public Land, Chattahoochee RiverLands Greenway Study, Atlanta Region, GA | Lead Local Planner

Gresham Smith collaborated closely with SCAPE to develop a regional vision for a 125-mile linear network of greenways, blueways, parks and destinations along the Chattahoochee River. As lead local planner, Erin provided local knowledge and context, collected and analyzed data, developed and facilitated public engagement, and supported development of the overall vision, design strategies, preferred and alternative alignments, and implementation concepts. She also managed development of a concept design for the 2-mile Pilot Project in Cobb County. The final plan was adopted by ARC and Cobb County, and Gresham Smith is now designing Phase I of the Pilot Project.

ALDOT, Statewide Bicycle & Pedestrian Master Plan, Alabama (Statewide) | Project Planner

Erin focused on public engagement, including development of key messages and outreach materials, assisting with materials for public meetings to gather input and feedback on recommendations and network connectivity.



Megha Young, AICP

Existing Conditions Inventory & Community Engagement

Megha has 17 years of experience in regional, countywide and municipal transportation planning. She has worked in both the public and private sectors and has a solid understanding of the challenges and opportunities faced by local governments and agencies. Megha's experience includes a broad range of studies that balance a variety of needs, including safety, mobility and multimodal connectivity. She has managed and led analyses for bicycle and pedestrian plans, trail studies, corridor studies, and comprehensive transportation plans, among others. In each of these studies, Megha has integrated her technical expertise with meaningful public and stakeholder engagement to develop solutions that are implementable and meet community needs.

Years of Experience

17

Education

Master of City & Regional Planning,
Georgia Institute of Technology
Bachelor of Science, Earth & Atmospheric Sciences,
Georgia Institute of Technology

Accreditations/Certifications

American Institute of Certified Planners (AICP) #27269

Memberships/Affiliations

American Planning Association
Georgia Planning Association

Relevant Experience

CCDOT, Cumberland Area Pedestrian Study, Marietta, GA | *Lead Planner*

As lead planner, Megha played major roles in all aspects of the study, including the field audit, project review, analysis of pedestrian travel patterns and accessibility, and development of recommendations for pedestrian wayfinding, crosswalk placement and design, and multimodal connectivity to local and regional transit. Megha also produced the final report, including all graphics and illustrations.

CCDOT, Greenways and Trails Master Plan, Marietta, GA | *Lead Planner*

As lead planner, Megha contributed to each component of the study, including the assessment

of existing facilities and planned trail projects, development priority projects, and production of "cut-sheets" to gain buy-in from County leaders and stakeholders. Megha also participated in engagement activities, including intercept surveys, community festivals, and stakeholder meetings.

City of Sandy Springs, Last Mile Connectivity Study, Sandy Springs, GA | *Lead Planner*

Megha led the inventory of existing bicycle and pedestrian facilities, conducted a gap analysis to sidewalk and trail disconnects, and reviewed numerous plans across four jurisdictions to determine the viability of planned multimodal projects. She also coordinated with client partners and served as the liaison to City Council and boards to gain buy-in of the plan recommendations.

City of Sandy Spring, Mt. Vernon Highway Transit Study, Sandy Springs, GA | *Project Manager*

The City of Sandy Springs asked Gresham Smith to assess the feasibility of transit service to complement planned bicycle/pedestrian improvements along the corridor. Megha served as Project Manager for this study and oversaw all aspects, including a corridor needs assessment and analysis/refinement of transit alternatives and associated service characteristics. Megha also led a robust public and stakeholder engagement program, which included focus group meetings with the community, telephone interviews with institutions and business owners along the corridor, an online survey for City Hall employees, and coordination with MARTA service planning staff.

ALDOT, Statewide Bicycle and Pedestrian Plan, Statewide, AL | *Lead Planner*

Gresham Smith developed a Statewide Bicycle and Pedestrian Plan to establish a vision for bicycling and walking in Alabama and guide investment in bicycle and pedestrian facilities that maximize limited available funding. As lead planner, Megha was involved in all aspects of the study, including development of a statewide bicycle network, design guidelines, and key policies to help improve biking and walking throughout the state.



Eric Lusher, AICP

Principal-in-Charge

Eric is an award-winning urban planner specializing in the integration of both transportation and community planning with community engagement. He has demonstrated success delivering a wide variety of plans including CTPs, MTPs, bike and ped plans, LCI and small area plans, comprehensive plans, corridor studies, revitalization plans and project scoping studies. Eric's commitment to preparing bicycle and pedestrian plans includes his role leading the inaugural Brookhaven Bicycle, Pedestrian, & Trail Plan as well as several other communities including Henry County, Gwinnett County, the City of Roswell, the City of Dunwoody and the City of Columbus.

Years of Experience

20

Education

Master of Science, Urban & Regional Planning,
Florida State University

Bachelor of Science, Certificate in Planning Studies,
Florida State University

Accreditations/Certifications

American Institute of Certified Planners (AICP)
#023406

Relevant Experience

City of Roswell, Bicycle & Pedestrian Master Plan, Roswell, GA | *Project Manager*

Roswell's first dedicated plan for bicycle and pedestrian travel was a great success and included the formulation of an entirely new vision for the City's multimodal network along with a funding and implementation strategy to accelerate delivery of a complete network. The plan also directly resulted in the City of Roswell being recognized as a Bronze level "Walk Friendly Community" and was further recognized for its unique and inclusive approach to community engagement by the Georgia Planning Association.

Henry County, Trails Plan, Henry County, GA | *Project Advisor & Manager*

Henry County's first trails plan was prepared in direct coordination with the County's CTP Update. The planning process included an initial suitability analysis which was followed by feasibility assessments of

key corridors including the development of three "model miles" reflecting different types of multimodal treatments that could be applied throughout the County.

DARTS, Bicycle & Pedestrian Plan Update, GA | *Project Advisor*

The DARTS Bicycle & Pedestrian Plan Update includes a suitability assessment throughout the Dougherty and Lee County area to identify corridors and locations where bicycle and pedestrian investments will address community multimodal needs.

City of Brookhaven, Bicycle, Pedestrian & Trail Plan, Brookhaven, GA | *Project Manager*

Brookhaven's inaugural multimodal plan includes a suitability assessment, the development of an overall vision for the community's network (anchored by a "Spine" running north-south through the center of the community) and a prioritized implementation plan.

City of Dunwoody, Comprehensive Transportation Plan Update, Dunwoody, GA | *Project Manager*

Dunwoody's CTP update included all of the elements of a CTP but included focus on a variety of specific topics including a specific and intentional update of the Bicycle & Pedestrian Element to better identify an overall vision for the community and address suitability and implementation challenges. To that end, a bicycle & pedestrian focus group was created to assist in the development of this element of the plan.

Gwinnett County, Destination 2040, Gwinnett County, GA | *Bicycle & Pedestrian Element Task Leader*

As part of the broader Gwinnett County Destination 2040 CTP, the Bicycle & Pedestrian element focused on identifying locations throughout the County where multimodal investment was most needed to support an increasingly diverse community and built environment.

Gwinnett County, Trails Plan, Gwinnett County, GA | *Project Advisor*

As an extension of the Bicycle & Pedestrian Element of the CTP, the Gwinnett County Trails Plan collected multi-use trail and path concepts from throughout the County and its 16 municipalities to produce a singular vision for how trails could be implemented.



Nithin Gomez, P.E., PTOE

Project Advisor, Network Development

Nithin's diverse experience in traffic engineering and transportation planning projects includes traffic impact analyses, traffic operations studies, roadway safety studies, roundabout feasibility studies, pedestrian/bicycle design, corridor planning studies, travel demand forecasting, traffic signal timing development, parking studies and intelligent transportation systems design. From simple intersection improvement projects to complex roadway and interchange projects, he is an advocate for practical design principles, using his knowledge of the HCM, HSM and the AASHTO Green Book. His recent experience also includes serving as the lead traffic engineer for the ATL Airport CIDs, Spalding County and Tucker Summit CID Freight Cluster studies.

Years of Experience

16

Education

Master of Science, Civil Engineering,
Vanderbilt University
Bachelor of Science, Civil Engineering,
Indian Institute of Technology

Registrations

Professional Engineer: GA #38053

Accreditations/Certifications

Professional Traffic Operations Engineer (PTOE) #3589

Memberships/Affiliations

Institute of Transportation Engineers
Intelligent Transportation Society

Relevant Experience

GDOT, Traffic Projections/Forecasting Studies, GA | *Project Manager*

Gresham Smith is currently under an On-Call IDIQ contract with GDOT to conduct design-level traffic forecasting work for transportation projects located in Districts 3, 6 and 7. The Gresham Smith team works with GDOT's Office of Planning to provide professional and technical services to collect, process and report traffic data, and to develop long-range traffic projections for designated projects based on their identified need and purpose. As the project manager, Nithin leads all technical aspects and overall management of this contract.

Cobb County DOT, Cumberland Area Pedestrian Study, Marietta, GA | *Traffic Engineer*

With the accelerated opening schedule of the new SunTrust Park development, including the new Atlanta Braves stadium, Cobb County asked Gresham Smith to develop a comprehensive pedestrian plan for the Cumberland area of Cobb County. Gresham Smith conducted an inventory of existing pedestrian facilities and parking areas in the Cumberland area, and recommended improvements in order to facilitate a more vibrant, pedestrian-friendly environment for its residents, workers, and visitors. Nithin led field observations, traffic analysis, modeling of game day pedestrian operations and developing recommendations and strategies.

City of Brookhaven, North Druid Hills Road Corridor Study, Brookhaven, GA | *Project Manager*

This corridor study developed a long-term vision that would serve future traffic and provide safe, comfortable facilities for all users. Nithin managed the overall project and led the traffic analysis for the project.

Town Center CID, Chastain Road LCI Corridor Study, Kennesaw, GA | *Lead Planner*

Gresham Smith recently completed an LCI study that identified strategies to improve safety, connectivity and efficiency, while creating a walkable, vibrant, public-oriented corridor. Following state and national best practices, the study focused on operational improvements, streetscape and urban design, and integrating "smart" technology to improve multimodal travel and create a stronger sense of place. Recommendations range from short-term signal and pedestrian improvements to longer-term intersection redesigns, streetscape and multiuse path projects, and feasibility studies.

ATL Airport Community Improvement Districts, Freight Cluster Plan, Atlanta, GA | *Lead Traffic Engineer*

This plan examined existing and future freight travel patterns, industry and workforce needs, and associated issues within the Aerotropolis region, which includes multiple jurisdictions around Hartsfield-Jackson Atlanta International Airport. As the lead traffic engineer, Nithin led the traffic study element of the plan and developed numerous projects and strategies to improve freight mobility as well as multimodal safety across multiple jurisdictions.



Greg Kern, AICP

Policy Recommendations

Greg is a recognized expert in transportation and multimodal planning, having served in a lead role on hundreds of projects throughout his career. As a senior transportation planner, he's a natural communicator and stays well-connected with local government and State agencies. His capabilities include PD&E/NEPA analyses, preliminary engineering, corridor feasibility studies, transit planning, public outreach and interagency coordination, land use analysis, ports planning, traffic impact studies and more.

Years of Experience

31

Education

Master of Business Administration,
University of Central Florida
Bachelor of Arts, Psychology &
Neurophysiology/Economics,
Princeton University

Accreditations/Certifications

American Institute of Certified Planners
(AICP) #01158

Relevant Experience

Blueprint Intergovernmental
Agency, Lake Jackson
Greenway, Trail and Bike Route
System, Tallahassee, FL |
Technical Manager

FDOT D5, South Sumter
Connector Trail PD&E, Sumter
and Hernando Counties, FL |
Project Manager

FDOT D5, Titusville to
Edgewater Trail PD&E, Various
Counties, FL | *Senior Planner*

FDOT D5, East Central
Regional Rail Trail PD&E Study,
Various Counties, FL | *Project
Manager*

Volusia County TPO, Bicycle/
Pedestrian Trail Feasibility
Studies, Volusia County, FL |
Project Manager

City of Dallas, Bike Plan
Update 2022, Dallas, TX |
Transportation Planner



Andrew Smith, AICP

System Appraisal, Community Engagement

Andrew is a transportation planner with experience in collecting, analyzing and managing data related to multimodal planning and design. He has a broad range of experience in freight planning, corridor and sub-area plans, and excels in needs assessment and GIS analysis. He will support systems appraisal, network development, and community engagement.

Years of Experience

5

Education

Master of City & Regional Planning,
Georgia Institute of Technology
Bachelor of Science, Geography,
University of Georgia

Accreditations/Certifications

American Institute of Certified Planners
(AICP) #33550

Relevant Experience

Cobb County, Noonday Creek
Trail Extension Scoping Study,
Kennesaw, GA | *Existing
Conditions Task Lead*

ARC, City of Atlanta, Cobb
County and Trust for Public
Land, Chattahoochee
Riverlands Greenway Study,
Atlanta Region, GA | *Planner*

ATL Airport Community
Improvement Districts, Freight
Cluster Plan, Atlanta, GA |
Planner

Jackson Area MPO, 2050 Long
Range Transportation Plan,
Jackson, TN | *Planner*

Blueprint Intergovernmental
Agency, Lake Jackson
Greenway, Trail and Bike Route
System, Tallahassee, FL |
Planner

City of Brookhaven, 2020
Comprehensive Transportation
Plan Update, Brookhaven, GA |
Planner



Tyler Griffin

Existing Conditions, System Appraisal

Tyler has experience working in both public sector long-range planning, and within the private sector, with a focus on plan updates and scoping studies. In her previous role as a public sector planner, she participated in the comprehensive plan update for one of the most rapidly growing counties in Florida, a process which included extensive plan review, research regarding future transportation and economic trends and demands, and stakeholder collaboration. She has also contributed to multimodal transportation projects, assisting with tasks including existing systems and conditions analysis, research, and public input activity coordination.

Years of Experience

3.5

Education

Master of Urban Planning,
Florida State University
Bachelor of Science, International Relations
& Political Science, Florida State University

Memberships/Affiliations

American Planning Association

Relevant Experience

Cobb County, Noonday Creek
Trail Extension Scoping Study,
Kennesaw, GA | *Project Planner*

Alabama DOT, Statewide
Freight Plan Update, AL |
Project Planner

Jackson Area MPO, 2050 Long-
Range Transportation Plan,
Jackson, TN | *Project Planner*

Valdosta-Lowndes County,
Southern Georgia Regional
Commission, Annual Crash
Report, Valdosta, GA | *Project
Planner*

Spalding County/City of
Griffin, Comprehensive
Transportation Plan Update,
GA | *Project Planner*



Katie Rowe, P.E., AICP

Design Standards, Costing & Concepts

Katie brings her experience in planning and design of multimodal transportation through the Urban Bike Network, and coordination with community stakeholders such as PARC and TARC. Notable corridors that Katie has coordinated through UBN include 6th St, 12th/13th Street and W Kentucky Street, along with bringing the bicycle lanes up to current national standards on West Muhammad Ali Boulevard and West Chestnut Street. Through the National Association of City Transportation Officials (NACTO) and the Sister-Cities Bikeway Roadshow initiatives, Katie is well-versed in current standards and practices for multimodal design.

Years of Experience

14

Education

Bachelor of Science, Engineering,
University of Southern Indiana

Registrations

Professional Engineer: KY #33883

Accreditations/Certifications

American Institute of Certified Planners
(AICP) #356368

Relevant Experience

Trust for Public Land,
Chattahoochee River Lands
Design Guidelines Phase I,
Atlanta Region, GA | *Planner/
Engineer*

University of Kentucky, Bicycle
Master Plan, Lexington, KY |
Transportation Engineer

Louisville Metro, Urban Bike
Network Design Services,
Louisville, KY | *Transportation
Engineer*

Lexington-Fayette Urban
County Government, Sidewalk
Connectivity, Lexington, KY |
Transportation Engineer

Lexington Area MPO, Bicycle
and Pedestrian Master Plan,
Lexington, KY | *Transportation
Engineer*

Louisville Olmsted Parkways,
SLO Grant, Phase 1 Design,
Louisville, KY | *Transportation
Engineer*



Zack Lammers, P.E.

Design Standards, Costing & Concepts

Zack's experience includes design of horizontal and vertical roadway alignments, drainage systems design, plan preparation, bridge replacement projects, cost estimation and development of stage construction for roadway construction projects for cities and counties throughout the Atlanta region. Prior to joining Gresham Smith, Zack worked as a summer intern construction inspector for GDOT.

Years of Experience

11

Education

Bachelor of Science, Civil & Engineering Technology, Southern Polytechnic State University (now KSU)

Certifications

Professional Engineer: GA #043796

Memberships/Affiliations

American Society of Highway Engineers

Relevant Experience

Cobb County DOT,
Chattahoochee River Trail
Phase I, Cobb County, GA |
Lead Engineer

City of Atlanta, North Avenue
Complete Streets Concept
and Design, Atlanta, GA | *Lead Engineer*

City of Atlanta, North Avenue
Complete Street Concept and
Design, Atlanta, GA | *Lead Engineer*

Gwinnett County DOT,
Peachtree Industrial Boulevard
(PIB) Widening Design at
Suwanee Dam Road, Suwanee,
GA | *Deputy Project Manager & Lead Roadway Engineer*

City of Roswell, Big
Creek Parkway Planning,
Environmental and Design,
Roswell, GA | *Transportation Engineer*



Curt Jackson, PLA, ASLA, LEED AP

Design Standards, Costing & Concepts

Curt believes every plan begins with taking local surroundings and history into account; that new designs can be modern in nature, but still have the familiar connections and accents the space needs to create that comforting connection to its users. With over 14 years of experience, he continues to challenge his knowledge and expertise. Curt enjoys applying his landscape architecture background to transportation projects, bringing creative problem-solving and ideas to improve safety and comfort, aesthetics, and infrastructure function.

Relevant Experience

Cobb County DOT,
Chattahoochee River Trail
Phase I, Cobb County, GA |
Lead Landscape Architect

City of Roswell, Atlanta Street
Historic Gateway Corridor,
Roswell, GA | *Lead Landscape Architect*

Atlanta Beltline, Inc., 725
Atlanta Beltline Connector
& Expansion, Atlanta, GA |
Landscape Architect

Trust for Public Land,
Chattahoochee RiverLands
Design Guidelines Phase I,
Atlanta Region, GA | *Landscape Architect*

Piedmont Healthcare -
Waterhub at Piedmont,
Atlanta Hospital, Atlanta, GA |
Landscape Architect

Years of Experience

14

Education

Bachelor of Landscape Architecture,
Landscape Architecture,
University of Georgia

Registrations

Landscape Architect: GA #001787

Section V | Schedule

Our proposed schedule is based on an assumption that we will receive Notice to Proceed (NTP) in February 2023 and is subject to change based upon receipt of NTP. This proposed schedule considers the end and start of the school year. If selected, our team will work closely with the City of Stonecrest's Project Manager to customize the project schedule to meet the needs of the project.

	2023								
Proposed Project Schedule	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct
Task 1: Existing Conditions Inventory, Policies and Plans Review									
Desktop and Field Inventory									
Policy Review									
Plan Review									
Task 2: System Appraisal and Evaluation									
Built Environment Analysis									
Points of Interest Analysis									
Demographic Analysis									
Anticipated Conditions Analysis									
Propensity Evaluation									
Task 3: Bicycle, Pedestrian and Trail Network Development									
Target Corridor Review									
Develop Universe of Projects									
Task 4: Public Involvement and Outreach									
Public Involvement and Strategy									
Two PIOHs									
Interactive Map and Project Website									
Tactical Engagement									
Transportation Advisory Committee									
SPLOST Advisory Committee									
City Council Briefing									
Task 5: Recommendations and Implementation Plan									
Project Prioritization									
Implementation and Funding Plan									
Best Practice Design Standards									
10 Concepts									
Policy Recommendations									
Documentation									
City Council Briefing									

Meeting

Draft

Final Deliverable

RFP 2022-013

PROPOSAL FORM CITY OF STONECREST

RFP 2022-013 BICYCLE, PEDESTRIAN, AND TRAIL PLAN

The undersigned, as Proposer, hereby declares that this Proposal is in all respects fair and submitted in good faith without collusion or fraud. Proposer represents and warrants to the City that: (i) except as may be disclosed in writing to the City with its Proposal, no officer, employee or agent of the City has any interest, either directly or indirectly, in the business of the Proposer, and that no such person shall have any such interest at any time during the term of the Contract should it be awarded the Contract; and (ii) no gift, gratuity, promise, favor or anything else of value has been given or will be given to any employee or official of the City in connection with the submission of this Proposal or the City's evaluation or consideration thereof.

The Proposer further represents that it has examined or investigated the site conditions if necessary, and informed itself fully in regard to all conditions pertaining to the place where the work is to be done; that it has examined the Contract Documents and has read all Addendum(s) furnished by the City prior to the opening of the Proposals, as acknowledged below, and that it has otherwise fully informed itself regarding the nature, extent, scope and details of the services to be furnished under the Contract.

The Proposer agrees, if this Proposal is accepted, to negotiate in good faith with the City in order to enter into the Contract (properly completed in accordance with said Proposal Documents), and the Contract Documents for RFP 2022-008 Bicycle, Pedestrian and Trail Plan, at the City of Stonecrest, and to furnish the prescribed evidence of a valid business license, insurance, and all other documents required by these Contract Documents. The Proposer further agrees to commence work and to perform the work specified herein within the time limits set forth in the Contract Documents, which time limits Proposer acknowledges are reasonable.

The undersigned further agrees that, in the case of failure or refusal on its part to execute the said contract, provide evidence of specified insurance, a copy of a valid business or occupational license and all other documents required by these Contract Documents within ten (10) business days after being provided with Notice of Intent to Award the contract (or such earlier time as may be stated elsewhere in these Proposal Documents), the Proposal award may be offered by the City to the next ranked Proposer, or the city may re-advertise for Proposals, and in either case the City shall have the right to recover from the Proposer the City's costs and damages including, without limitation, attorney's fees, to the same extent that the City could recover its costs and expenses from the Proposer under section 10 of the Instructions to Proposers if the Proposer withdrew or attempted to withdraw its Proposal.

The Proposer further agrees, if it fails to complete the work according to the Specification within the scheduled time or any authorized extension thereof, that damages may be deducted from the Contract price otherwise payable to the Proposer.

The Proposer agrees to abide with the City of Stonecrest's Financial Management Policies and Purchasing Policy.

Acknowledgement is hereby made of the following Addendum(s) received since issuance of the Contract Documents (identified by number)

RFP 2022-013

Addendum No. Date	Addendum No. Date	Addendum No. Date
N/A		

It shall be the responsibility of each Proposer to visit the City Purchasing Department’s website to determine if addendum(s) were issued and, if so, to obtain such addendum(s). Failure to acknowledge an addendum above shall not relieve the Proposer from its obligation to comply with the provisions of the addendum(s) not acknowledged above.



E-Verify Private Employer Affidavit O.C.G.A. § 36-60-6(d)

The e-verify private employer affidavit must be collected when applying for occupational tax certificates, business licenses and alcohol licenses. The City of Stonecrest will not issue initial licenses, certificates or renewals without a completed Private Employer Affidavit on file.

By executing this affidavit under oath, as an applicant for a Proposal for RFP # 2022-013 (Occupational Tax Certificate, Business License, Alcohol License or other document required to operate a business as referenced in O.C.G.A. § 36-60-6(d)), from the City of Stonecrest, the undersigned applicant representing the private employer known as Gresham Smith (Printed Name of Business) verifies one of the following with respect to my application for the above-mentioned business document:

1. Choose ONE of the following:

- (A) ☒ On January 1st of the below signed year the individual, firm, or corporation employed more than 10 employees. If the employer selected (A) please fill out section 2 below.
- (B) ☐ On January 1st of the below signed year the individual, firm, or corporation employed 10 or fewer employees. If the employer selected (B) section 2 is not required.

2. The employer has registered with and utilizes the federal work authorization program in accordance with the applicable provisions and deadlines established in O.C.G.A. § 36-60-6(a). The undersigned private employer also attests that its federal work authorization user identification number and date of authorization are as listed below:

<u>52704</u>	<u>09/04/2007</u>
E-Verify # User Identification Number	Date of Authorization

In making the above representation under oath, I understand that any person who knowingly and willfully makes a false, fictitious, or fraudulent statement of representation in an affidavit shall be guilty of a violation of O.C.G.A. § 16-10-20 and face criminal penalties allowed by such statute.

THIS FORM MUST BE NOTARIZED AND SIGNED

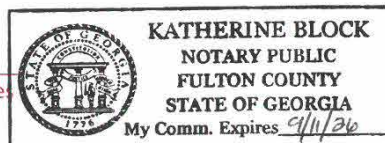
<u>Jody Braswell, P.E. - Principal</u>		<u>11/14/2022</u>
Applicant Printed Name	Signature of Applicant	Date

SUBSCRIBED AND SWORN BEFORE ME ON THIS THE 14th DAY OF Nov., 20 22

Executed in Atlanta (City), Georgia (State)

Katherine Block
NOTARY PUBLIC Signature

9/11/2026
My Commission Expires



3120 Stonecrest Boulevard, Stonecrest, GA 30038

770.224.0200 www.stonecrestga.gov