



City of Stockbridge
Bringing People
Together

STOCKBRIDGE CITY COUNCIL

Mayor Judy Neal

Mayor Pro Tem Anthony S. Ford

Councilman Elton Alexander

Councilman John Blount

Councilwoman LaKeisha Gantt

Councilwoman Neat Robinson

CITY MANAGER

Michael Harris

CITY CLERK

Vanessa Holiday

DEPUTY CLERK

Randi Rainey

CITY ATTORNEY

Michael Williams

**Council Meeting
Agenda
January 9, 2017 6:00 PM**



Council Chamber 2nd Floor

4640 N. Henry Blvd.

Stockbridge, GA 30281

Website: www.cityofstockbridge.com

Phone: 770-389-7900

Fax: 770-389-7912



AGENDA COUNCIL MEETING CITY OF STOCKBRIDGE

MONDAY, JANUARY 9, 2017 6:00 PM

Mayor & City Council

Judy Neal, Mayor
Anthony S. Ford, Mayor Pro Tem
Elton Alexander, Councilman
John Blount, Councilman
LaKeisha Gantt, Councilwoman
Neat Robinson, Councilwoman

Administration

Michael Harris, City Manager
Vanessa Holiday, City Clerk
Randi Rainey, Deputy City Clerk
Michael Williams, City Attorney

- | | | | |
|-------------|---|----------------|---------------|
| I. | Invocation | | |
| II. | Pledge of Allegiance | | |
| III. | Call to Order | | |
| IV. | Roll Call | Present | Absent |
| | Councilman Alexander | _____ | _____ |
| | Councilman Blount | _____ | _____ |
| | Mayor Neal | _____ | _____ |
| | Mayor Pro Tem Ford | _____ | _____ |
| | Councilwoman Gantt | _____ | _____ |
| | Councilwoman Robinson | _____ | _____ |
| V. | Adoption of the Agenda | | |
| VI. | Adoption of Minutes for 11/14/2016, 11/29/2016 | | |
| | Draft Minutes of November 14, 2016 | | |
| | Draft Minutes of November 29, 2016 | | |

Organization Appointment of City Attorney:

pursuant the City Charter, Section 2.12.040, the City Attorney shall be appointed at the first meeting of the Mayor and Council in January of each year

CEREMONIAL

Item # 1 - Proclamation- Martin Luther King Jr. Federal Holiday Celebration

Presented by: Mayor Neal

Item # 2 - Proclamation- National Human Trafficking Awareness Day

Presented by: Mayor Neal

Item # 3 - Letter of Commendation presented to 2016 Stockbridge High School Football Team

Presented by: Mayor Neal

Item # 4 - Letter of Commendation presented to Eagle's Landing Christian Academy Football Team

Presented by: Mayor Neal

PUBLIC COMMENTS

All persons wishing to speak for public comment must sign in with the City Clerk prior to the beginning of the meeting. You must sign your name, address, and phone number. You will be able to address the Mayor and Council for three (3) minutes.

OLD BUSINESS

Item # 5 - Presentation- Stockbridge Bicycle Pedestrian and Trail Plan

Presented by: Madie Fischettie, ASLA of WLA Studio

Item # 6 - Ordinance- Banning Smoking in Vehicles Containing Minors

Presented by: Councilman Blount

NEW BUSINESS

Item # 7 - Resolution- Condemning Smoking in Vehicles Containing Minors

Presented by: Councilman Alexander

Item # 8 - Resolution- Main Street Memorandum of Understanding

Presented by: Kira Harris- Braggs, Main Street Manager

Item # 9 - Resolution - Engineering Services

Presented by: Michael Harris, City Manager

Item # 10 - Resolution- to Introduce at the Regular 2017 Session of the General Assembly of Georgia local legislation providing for the revision of the Corporate City Limits of the City of Stockbridge

Presented by: Michael Williams, City Attorney

DISCUSSION

Item # 11 - Discussion - Scheduling Ceremonial Presentations

Presented by: Mayor Neal

Item #12 - Discussion - Amending the 2017 Council Meeting Schedule -Presented by: Mayor Neal

CITY MANAGER'S COMMENTS

Michael Harris

COUNCIL'S COMMENTS

Councilman Alexander

Councilman Blount

Mayor Pro Tem Ford

Councilwoman Gantt

Councilwoman Robinson

MAYOR'S COMMENTS

Mayor Judy Neal

EXECUTIVE SESSION (Exemptions to the Georgia Open Meetings Acts)

- I. Meeting to discuss or vote to authorize the settlement of a matter covered by the attorney-client privilege as provided in Georgia Code section 50-14-2(1) and 50-14-3(b)(1)(A). The subject discussed was {identify the case or claim discussed but not the substance of the attorney-client discussion}.
- II. Meeting to discuss or vote to authorize negotiations to purchase, dispose of or lease property as provided in Georgia Code section 50-14-3(b)(1)(B).
- III. Meeting to discuss or vote to authorize the ordering of an appraisal related to the acquisition or disposal of real estate as provided in Georgia Code section 50-14-3(b)(1)(C),
- IV. Meeting to discuss or vote to enter into a contract to purchase, dispose of, or lease property subject to approval in a subsequent public vote as provided in Georgia Code section 50-14-3(b)(1)(D).
- V. Meeting to discuss or vote to enter into an option to purchase, dispose of, or lease real estate subject to approval in a subsequent public vote as provided in Georgia Code section 50-14-3(b)(1)(E).
- VI. Meeting to discuss or deliberate upon the appointment, employment, compensation, hiring, disciplinary action or dismissal, or periodic evaluation or rating of a public officer or employee as provided in Georgia Code section 50-14-3(b)(2).
- VII. Meeting to interview one or more applicants for the position of the executive head of an agency as provided in Georgia Code section 50-14-3(b)(2).
- VIII. Pursuant to the attorney-client privilege and as provided by Georgia Code section 50-14-2(1), a meeting otherwise required to be open was closed to the public in order to consult and meet with legal counsel pertaining to pending or potential litigation, settlement, claims, administrative proceedings, or other judicial actions brought or to be brought by or against the agency or any officer or employee or in which the agency or any officer or employee may be directly involved and the matter discussed was {identify the matter but not the substance of the discussion.}.
- IX. Staff meeting held for investigative purposes under duties or responsibilities imposed by law as provided by Georgia Code section 50-14-3(a)(1).

ANNOUNCEMENT OF UPCOMING MEETINGS & EVENTS

All meetings will be held at City Hall unless otherwise noted. Meeting dates and times are subject to change. Please check the city's website www.cityofstockbridge.com or contact City Hall offices at 770.389-7900 for information.

- Main Street Advisory Board Meeting - Friday, January 13, 2017 at 9:00 a.m. at City Hall in the Levi Meeting Room.
- All City offices will be closed on Monday, January 16, 2017 in observance of Martin Luther King, Jr. Holiday. City services will resume at 8:00 a.m. on Tuesday, January 17, 2017.
- Downtown Development Authority Board Meeting – Monday, January 23, 2017 at 6:00 p.m. at City Hall in the Levi Meeting Room.
- Stockbridge Zoning Advisory Board Meeting – Thursday, January 26, 2017 at 6:00 p.m. at City Hall in the Levi Meeting Room.
- Council Work Session – Tuesday, January 31, 2017 at 6:00 p.m. at City Hall in the Council Chamber.

Motion to Adjourn.

Stockbridge

Bringing People Together



DRAFT MINUTES COUNCIL MEETING

MONDAY, NOVEMBER 14, 2016 6:00 p.m.

Mayor & City Council

Mayor Pro Tem- Anthony S. Ford
Councilman Elton Alexander
Councilman John Blount
Councilwoman LaKeisha Gantt
Councilwoman Neat Robinson

Administration

Michael Harris, City Manager
Vanessa Holiday, City Clerk
Randi Rainey, Deputy City Clerk
Michael Williams, City Attorney

Mayor Pro Tem Ford called the meeting to order at 6:07pm.

Invocation was provided by Mildred Reed with special condolences for the family of City Employee Wynonia Williams who passed away November 12th.

Pledge of Allegiance was recited in unison.

City Clerk, Vanessa Holiday was asked to proceed with a verbal roll call. All members of the Council were present and a quorum was confirmed.

Councilwoman Robinson motioned to amend the Agenda to table Item #13 and move Item #15 to New Business; second by Councilwoman Gantt. The motion passed 5-0.

Councilwoman Robinson motioned to adopt the Minutes for 9/12/2016, and 9/27/2016; second by Councilman Alexander. The motion passed 5-0.

PUBLIC COMMENTS

All persons wishing to speak for public comment must sign in with the City Clerk prior to the beginning of the meeting. You must sign your name, address, and phone number. You will be able to address the Mayor and Council for three (3) minutes. Speakers must respect all members of the elected body, officials, and staff. Defamation, unruliness and/or swearing will not be tolerated while meetings are in session.

Mildred Reed made an announcement to the community regarding the Community Development Block Grant funding for home renovations for the Tye Street community and to reach out to her for more information at mil_reed@bellsouth.net. Carolyn Williams expressed her concern regarding the number of dogs permitted in a neighborhood within the city limits.

SPECIAL COMMENTS

A resident of the Carriage Lake Subdivision asked for assurance from the Council regarding the annexation of their subdivision into the City and that the delay is only due to a technicality.

Mr. Pasedag of the Homeowners Association of the Carriage Lake Subdivision thanked staff and the City for their assistance with the annexation process.

PUBLIC COMMENTS

All persons wishing to speak for public comment must sign in with the City Clerk prior to the beginning of the meeting. You must sign your name, address, and phone number. You will be able to address the Mayor and Council for three (3) minutes. Speakers must respect all members of the elected body, officials, and staff. Defamation, unruliness and/or swearing will not be tolerated while meetings are in session.

Mildred Reed made an announcement to the community regarding the Community Development Block Grant funding for home renovations for the Tye Street community and to reach out to her for more information at mil_reed@bellsouth.net.

Carolyn Williams expressed her concern regarding the number of dogs permitted in a neighborhood within the city limits.

SPECIAL COMMENTS

A resident of the Carriage Lake Subdivision asked for assurance from the Council regarding the annexation of their subdivision into the City and that the delay is only due to a technicality.

Mr. Pasedag of the Homeowners Association of the Carriage Lake Subdivision thanked staff and the City for their assistance with the annexation process.

CEREMONIAL

1. Letter of Commendation to Mr. Akhenaten Hotep Amun
Stockbridge High School College Tour
Presented by: Mayor Pro Tem Ford
Mr. Amun was not in attendance to receive the Letter of Commendation.
2. Stockbridge High School Recreational Activities Partnership
Presented by: Mayor Pro Tem Ford
There was no representative in attendance to receive the Partnership.
3. Union Grove High School Recreational Activities Partnership
Presented by: Mayor Pro Tem Ford

Mayor Pro Tem Ford presented Principal Ryan Meeks and Athletic Director Kelli Smith of Union Grove High School with the Recreational Activities Partnership.

4. Small Business Saturday Proclamation

Presented by: Mayor Pro Tem Ford

Mayor Pro Tem Ford presented the Main Street Program Staff and Stockbridge business owners and operators with the 2016 Shop Small Business Saturday Proclamation.

5. Proclamation – Red Oak United Methodist Church – 150th Anniversary

Presented by: Mayor Pro Tem Ford

Mayor Pro Tem Ford presented Rev. Dr. Jacqueline Rose Tucker and members of the congregation of Red Oak United Methodist Church a proclamation celebrating their 50th anniversary.

6. Proclamation – Trinity United Methodist Church – 160th Anniversary

Presented by: Mayor Pro Tem Ford

Mayor Pro Tem Ford presented Rev. Jacqueline Johnson and members of the congregation of Trinity United Methodist Church a proclamation celebrating their 160th anniversary.

OLD BUSINESS

7. Council Consideration of Ordinance for Soliciting for Non-Profits

Presented by: Michael Williams, City Attorney

Attorney Williams noted comments from the previous meeting and addressed the first concern dealing with limitations on the number of individuals who could participate in the non-profit solicitation and stated the amended version notes anyone under the age of 18 is not required to have a permit; however, it does require individuals over the age of 18 and to be permitted for every four (4) persons under 18 years of age.

Attorney Williams also referenced the second amendment, maintaining a limitation on the number of persons who can participate near a right-of-way, noting there are no limitations when solicitors are out of the right-of-way; however, being within 15 ft. of a right-of-way cannot allow youth and has a limitation of 5 (five) people who may participate over the age of 18.

Attorney Williams further noted there will be no cost associated with non-profit organizations; however, they will have to pay the registration fee, and obtain background checks and will be issued an ID from the City during the solicitation period.

Councilman Blount suggested changing the time to 7am-7pm especially for the summer months.

Councilwoman Gantt motioned to approve the Ordinance for Soliciting for Non-Profits with the amendment to Exhibit A, section 9.13010 to read 7am to 7pm; second by Councilman Blount. The motion passed 5-0.

NEW BUSINESS

8. Council Consideration of Resolution to approve Water/Sewer Write-Offs in the amount of \$21,114.82

Presented by: Linda Nabers, Treasurer

Ms. Nabers, Treasurer noted the \$21,114.82 write-off represents 1% of sales with the auditors recommending breaking it down in steps so there is not a huge write-off in one year. Ms. Nabers noted this write-off does not remove the customer out of collections, this is for auditing purposes.

Councilwoman Gantt motioned to approve the Resolution to approve Water/Sewer Write-Offs in the amount of \$21,114.82; second by Councilman Blount. The motion passed 5-0.

9. Council Consideration of Resolution to approve Surplus Auction List

Presented by: Linda Nabers, Treasurer

Ms. Nabers, Treasurer stated the surplus group will come from the Sanitation Enterprise Fund, noting there are three (3) garbage trucks with a net value of \$0. Ms. Nabers noted the assets will be written down and have full depreciation; and further noted the City will reach out to other jurisdictions to see if they have some use for the trucks.

Mayor Pro Tem Ford inquired as to whether or not any of the products are sold outside the United States. Mr. Harris noted anyone has the opportunity to purchase through GovDeals; however, they would be required to come to Stockbridge for pick up.

Mayor Pro Tem Ford asked if the items were being replaced. Mr. Harris replied the trash trucks are no longer useful since sanitation has been privatized; noting the City retain one (1) garbage truck in the case of an emergency.

Councilwoman Gantt motioned to approve the Resolution to approve the Sanitation and Public Works Surplus Auction List; second by Councilman Blount. The motion passed 5-0.

10. Council Consideration of Ordinance to approve 5% Water/Sewer Increase effective January 1, 2017

Presented by: Michael Harris, City Manager

Mr. Harris stated this would be a 5% increase on volumetric and not base charges in 2017, noting the City currently has the lowest base charges in any surrounding jurisdiction; with volumetric charges currently at \$8.10 between 4,000-9,000 gallons. Mr. Harris noted most residential homes use less than 4,000 gallons and anything over 4,000 will go into the next category and will be increased by 5%. Mr. Harris noted Henry County has increased their rates 2%.

Councilman Blount noted he wanted the public to be fully informed about the increased rates before making a decision and suggested tabling this item.

Mr. Harris explained per the City's Ordinance, the rates will increase annually along with Henry County, further noting, the increase will also help with some of the depreciation cost that have not been recorded over the past years. Councilman Alexander questioned how the City's rate compares to the County's rate.

Mr. Harris explained the current base rate for the City's residential water is \$6.00 for 0-4,000 gallons, while the County charges \$12.39 base rate for 0-6,000 gallon; and that the volumetric rate per thousand for the City is between 4,000-9,000 gallons at \$8.51; and the County used between 6,000 - ,000 with a charge of \$6.37 per gallon.

Councilman Alexander also inquired about proper notice to the public and the effective date if approved. Mr. Harris stated if approved, the new rates would go into effect January 1, 2017 and will also be placed on the customer's bills. The Clerk further noted a Public Notice would be placed in the City's legal organ.

Councilwoman Robinson motioned to approve the Ordinance for the 5% Water/Sewer Increase effective January 1, 2017; second by Councilman Alexander. The motion passed 4-1 (Councilman Blount opposed).

11. City's Mission/Vision Statements

Presented by: Bill Stark – InnerComm Group

Mr. Stark of the InnerComm Group noted this was an update since the last meeting further stating the goal was to establish a vision, a mission and to set values for the City.

Mr. Stark stated the City's Mission: *to become the most progressive business and family oriented community in the Metro Atlanta area; with a focus on enhanced quality of life initiatives which can promote a sustainable live, work, play environment.*

Mr. Stark stated the City's Vision: *to provide visionary leadership, superior municipal services that enhances the quality of life for citizens, while creating a welcoming business atmosphere focused on sustainability and the expansion of tourism and cultural events.*

Mr. Stark further noted the values developed are: *professionalism, excellence, adaptable, communications and ethics, the acronym being PEACE.*

Councilman Alexander motioned to approve the City's Mission/Vision Statements; second by Councilwoman Robinson. The motion passed 5-0.

12. Council Consideration of Resolution to approve bid award for Mays Road Culvert

Presented by: Donald Riley, Procurement Specialist. Mr. Riley noted there were a total of seven (7) bidders; staff recommends approving McElroy Inc. from Zebulon, GA in the amount of \$ 77,292.20; noting Falcon Design assisted with vetting the bidders.

Councilwoman Gantt motioned to approve the Resolution to approve the bid award for Mays Road Culvert using McElroy Inc. in the amount of \$77,292.20; second by Councilwoman Robinson. The motion passed 5-0.

13. Council Consideration of Resolution to approve Single User Version of GIS Operating Program

Presented by: Donald Riley, Procurement Specialist

Mr. Riley noted the single user version of the GIS Maintenance agreement expired in 2013, costing the City roughly \$11,700. Mr. Riley further noted the City would be better off using a multi-user version which would allow up to seven (7) users to access the software, with two vendors splitting the bid. Mr. Riley expressed the two (2) vendors ESRI and GIS Inc. used together would save the City money and would allow work to be completed within a timely manner noting the split of vendors would cost \$56,576.

Councilwoman Gantt motioned to approve the Resolution to approve the GIS Operating Program; second by Councilman Alexander. The motion passed 5-0.

PUBLIC HEARING

First Reading of Proposed FY2017 Operating Budget

Presented by: Anthony S. Ford, Mayor Pro Tem

Mayor Pro Tem Ford noted he had worked with both the City Manager and the City Treasurer to complete the first reading. Mayor Pro Tem Ford expressed he would like for Council to keep it to two comments per item; and also congratulated both the Mayoral Candidates Regina Lewis- Ward and Judy Neal on their run-off election. Mayor Pro Tem Ford gave the floor to Mr. Harris, City Manager to give the breakdown of the proposed budget.

Mr. Harris started off expressing the next Public Hearing for the budget will be held on November 29th with the final hearing and adoption at the December 12th meeting. Mr. Harris also noted the proposed budget is on the city's website for citizens to view.

Mr. Harris referenced the following departments:

- Governing Body will have a slight increase from \$246,000 to \$ 285,000;
- Executive Department will be increase from \$614,000 to \$739,000 due to a couple of added positions;
- Administration Department will be slightly increased from \$1.58 million to \$1.7 million due to a couple of added positions;
- IT/Support will have a dramatic increase from \$93,000 to \$690,000. This includes phase III of the disaster recovery system costing \$150,000 and fiber connectivity throughout the city buildings costing \$350,000;
- General Gov't Buildings & Services has a decrease from \$722,500 to \$672,000;
- Municipal Court has a dramatic decrease from \$782,000 to \$256,000 due to the County's decision to send all municipal tickets or state violations to State courts; Also, due to the decrease, there has been a reduction in staff;
- Police Services decreased from \$755,000 to \$400,000 due to the contemplation of retrieving police services;

- Public Works had no changes and will remain in the \$2.2 million range;
- Events increased from \$110,000 to 213,000 due to newly proposed events;
- Parks increased from \$ 56,000 to \$60,000, utilizing the SPLOST Park Funds for the newly purchased equipment;
- Code Enforcement will be decreased from \$209,000 to \$192,000; New vehicles were purchased in FY16 and will not be needed on FY17;
- Main Street was increased from \$181,000 to \$205,000 with staff realizing they would need a full-time position instead of a part-time position.
- Planning & Development has a dramatic increase from \$89,000 to \$1,246,150 due to opportunity zone plans, overlays and land acquisitions.

Mr. Harris noted the stated information was based on the budget as presented by Mayor Pro Tem Ford.

Mayor Pro Tem Ford stated he would like to have the Public Hearing first followed by Council discussion.

After some talk among the Council, it was decided to hear any adjustments or requests made to the proposed budget prior to the Public Hearing, allowing the public to be made aware of proposed changes.

Mr. Harris proceeded to note budget adjustment and requests received from members of Council:

Under Governing Body, the recommendation was to decrease printing and binding by \$2,000. Mr. Harris noted he spoke with a few members of staff who expressed their concerns and deferred to Mrs. Holiday, City Clerk.

The Clerk noted if the budget were to be reduced in this area, most certainly a budget amendment would be required to cover the projected expenses.

Mr. Harris noted the recommendation for Council Initiatives to increase by \$5,000, the previous amount was \$12,500 (does not include the Mayors allotment); adding \$2,500 for Atlanta Regional Commission (ARC) training; reducing Civic Events by \$5,000 as the City was notified by Gas South they would no longer sponsor the circus event; moving the \$5,000 from the circus to Contract Services with \$2,000 to be utilized for booster clubs and the other \$3,000 would go towards community partners who provide charitable services.

Mr. Harris also stated the Public Information Officer (PIO) was a previously discussed position, which is being contemplated to be removed; however, staff's recommendation is to bring the position to the City in FY2017; the recommendation for Courts is to increase printing and binding by \$400; the recommendation for Police Services is to reduce by \$50,000 which would eliminate the officers being currently used to patrol the parks; Public Works recommendation is to reduce overtime by \$10,000, and adding \$30,000 for landscaping for the interchange along State Route 138 and Hudson Bridge Rd.

Mr. Harris noted the recently held "Pretty in Pink" event was not a City event in 2016, and would be a newly added event under City Events in FY2017; the recommendation is to keep it at \$5,000, but designate \$2,500 towards the luncheon and \$2500 towards a Breast Cancer Walk; the recommendation for the Food Truck Event was to decrease the budget from \$21,000 to \$10,000 and the Veterans Day parade recommendation was to reduce the budget from \$10,000 to \$8,000.

Councilwoman Robinson inquired about the two printing and binding budgets on page 3 & 6. The Clerk noted page 3 represents printing/binding for elected officials (Governing Body) and page 6 represents printing/binding for Administration. The consensus of the Council was to keep the \$4,000 for printing and binding budget.

Mayor Pro Tem Ford noted the reduction in the request from the Downtown Development Authority (DDA) The Clerk referenced the approval of the Historic Preservation Committee a few meetings ago. Councilman Alexander suggested an increase in Main Street.

Councilwoman Gantt suggested in speaking with Mrs. Harris-Braggs, Main Street Manager to itemize and to get an estimate on adding the Historic Preservation Committee back to the budget.

Mr. Harris noted the originally proposed budget for Council Initiatives was reduced to \$7,500, which gives each member of Council \$1,500 and does not include the Mayor; the recommendation for this item is to increase it to the original amount of \$2,500 per councilmember.

Councilwoman Robinson voiced her concerns with decreasing Council Initiatives and getting the proper training needed, which should be a priority.

Mayor Pro Tem Ford expressed he was looking at more sponsorships for city events and not so much as a Council Initiative, which is also public funds; as well as the Youth Council and start up fees for such.

Mr. Harris reiterated under Civic Events, \$5,000 would be taken from the circus and placed into Contact Services, and of the \$5,000, \$2,000 would go towards booster clubs, and the other \$3,000 would go towards other community partners that provides charitable services.

Councilman Alexander expressed he was in agreement with the circus thought process.

Councilman Blount agreed with reducing Council Initiatives to \$1,500; and noted the importance of getting the community involved as sponsors rather than shifting funds, and would rather place the \$5,000 back into the general fund balance.

Councilwoman Gantt also agreed with reducing Council Initiatives to \$1,500, and would like to see more progress with buildings being built and plans in place.

Councilwoman Gantt also referenced previous discussions during Finance Committee meetings where the City would set money aside for non-profits and schools and would prefer not to have a specific fund designated to a particular club, but to just have funds available for that non-profit category.

Mayor Pro Tem Ford noted he was hearing from Council an agreement to reduce Council Initiatives to \$1,500 and to take the \$5,000 from the circus and add to Contract Services.

Mr. Harris noted, while there had been suggestions, there had not been a consensus on where to place the \$5,000 from Civic Events.

Councilman Alexander stated he was not in favor of alleviating funds from the Youth Council.

Mayor Pro Tem Ford noted the funds for the Youth Council in the amount of \$10,000 remain in the proposed budget; and posed the question of what to do with the additional \$5,000 taken from the circus.

Mr. Harris explained the recommendation was to add the \$5,000 to Contract Services, which is currently proposed at \$9,000 and includes funds for Animal Control and software partnered up with the County and other community partnerships.

Mayor Pro Tem Ford and other members of Council expressed agreement for the \$5,000 to go into Contract Services.

The Council also agreed not to increase the training budget by \$2,500.

Mr. Harris noted the Public Information Officer (PIO) position is not included in the currently proposed budget as it has been presented with the hopes of combining those duties under the Economic Development Director position.

Mayor Pro Tem Ford stated he believes in cutting costs and thinks the PIO position is not needed in fiscal year 2017, but rather hiring an Economic Development Director is more important. Councilman Alexander agreed.

Councilwoman Gantt referenced several conversations with the Council about the importance and necessity of hiring a PR person at the Council retreats, and believes both positions should be split up and not combined.

Councilman Alexander referenced the City's need to generate revenue and feels an Economic Development Director would help bring in revenue to the City.

Mr. Harris noted the recommendation in the proposed budget is to hire an Economic Development Director first in FY2017, followed by hiring a PIO to serve under the Economic Development Director in FY2018.

Councilman Blount expressed his thoughts on making it clear to the public where the funds would come from for the Economic Development Director. Councilman Blount noted the City should never balance the budget using Fund Balance (Savings Account), but rather your expenses should match your projected revenue, and based on that, he believes they should look at other areas of the budget that could be decreased.

Mr. Harris noted the Court's printing and binding recommendation is to increase it by \$400. Councilwoman Robinson explained last year's budget was set at \$1,200, with the court only using \$581. The recommendation is to drop it to \$100, but thinks it should go back to \$1,000. Councilman Blount expressed he believes nothing should be increased in the Courts, given the loss of revenue. Councilwoman Gantt expressed she wants to go with the Court staff's recommendation of \$100. Mayor Pro Tem Ford recommended keeping printing and binding at the recommended amount of \$100.

Mr. Harris noted the recommendation of reducing Park Police Services by \$50,000 and eliminating Park Police all together.

Councilman Alexander expressed he is not in favor of reducing any park services and would like to re-assign the officers instead.

Mr. Harris noted the recommendation was to utilize Park Rangers or go with a different agency to save funds.

Mr. Harris also mentioned he will have a discussion with the County at the beginning of the year to discussion different options.

Councilman Blount expressed his dislike for using Park Rangers and inquired on hiring another Code Enforcement officer.

Councilwoman Gantt inquired if this was the staff's recommendation or a Council's recommendation.

Mr. Harris responded the proposed Park Ranger recommendation is from Council and not from staff.

Councilwoman Gantt and Councilman Blount stated they had not submitted recommended changes to the proposed FY2017 Operating Budget.

Councilwoman Robinson expressed she recommended the reduction.

Mr. Harris noted staff has recommended reducing Pubic Works overtime by 50% from \$20,000 to \$10,000.

Councilwoman Gantt recommended leaving things the same and to focus more on the bigger items such as the PIO, DDA and Historic Preservation.

Mayor Pro Tem Ford expressed he was not in favor of reducing the Public Works overtime.

Councilwoman Robinson clarified the with the overtime, she is referring to City Events only and not Public Works as Council has decided to not reduce the Public Works overtime.

Mr. Harris noted the recommendation for the Public Works Department to add \$30,000 to go towards landscaping enhancements at the interchange (State Route 138 and Hudson Bridge Rd.)

Councilman Alexander stated he would like the interchanges to look beautiful like other cities and wants Stockbridge to be the city to stop at when passing through. Councilman Alexander further noted, the only way to increase revenue is to increase sales tax revenue.

Councilman Alexander also noted there would be a one-time charge for the beautification of the City and Public Works would continue to maintain the landscaping.

Mayor Pro Tem Ford inquired on the one-time charge; Councilman Alexander stated the City has contractors that maintain the medians; and, the City would have to partner up with the county to maintain the Hwy 138 exit.

Councilwoman Gantt expressed she agrees with the beautification of the City, however, the new Public Works Director could best direct them on what should be purchased and how to maintain the exits. Councilwoman Gantt also suggested looking at other avenues and other ways to fund the beautification, possibly with Community Development Block Grant funds.

Councilman Blount agreed to wait on the new Public Works Director for direction and suggestions.

Mayor Pro Tem Ford noted based on the consensus of the Council the City will add \$30,000 to the landscaping budget.

Mr. Harris wanted to clarify, City Events and the recommendation is to keep the same and split \$5,000 for the Pretty-n-Pink event. \$2,500 will go towards the luncheon and the other \$2,500 will go towards the walk.

Mr. Harris noted the current budget for Food Truck is at \$15,000 which is a reduction from last year's budget of \$21,000 and the recommendation submitted for Food Truck is to reduce the event by an additional \$5,000 to make it a total of \$10,000.

Mayor Pro Tem Ford stated he knows staff would have to renegotiate the contract to include a starting date and ending date and how the city could generate revenue.

Councilwoman Gantt recommends keeping the amount the same.

Councilman Blount expressed his concerns and noted the Council should be careful when comparing events and believes there should be a budget in place; and also believes, \$15,000 is a good starting point.

Councilman Alexander expressed he believes the event should be treated like an asset and generating revenue.

Mr. Harris stated the recommendation for Veterans Day parade is to keep it at \$10,000.

Mayor Pro Tem Ford then opened up the Public Hearing.

PUBLIC HEARING

Ms. Mildred Reed did not speak in favor or opposed, but rather, she expressed her frustration and disappointment with the Council going through the budget items individually and not having already ironed out many of the items being discussed tonight prior to presenting the budget at a public hearing.

Speakers in favor: None

Speakers opposed: None

Councilwoman Robinson apologized for not having a total understanding of the process, and noted her request to Mayor Pro Tem for a meeting of the Council to discuss the budget prior to presenting to the public.

Councilman Blount noted there were discussions that happened behind closed doors that were not even presented tonight, and he wanted to have that discussion.

Mr. Harris explained this budget belongs to Council and that he reached out to Council for any areas of concern they may have in hopes of discussing at tonight's meeting.

CITY MANAGER'S COMMENTS

Michael Harris expressed his condolences to the Williams family regarding the passing of staff member Wynonia Williams.

COUNCIL'S COMMENTS

Councilman Alexander noted the Council is to be good stewards of the citizen's money and noted the 2017 budget was not yet completed as there are future hearings and that he is okay with the process; is appreciative of the Council's desire to move forward with the Economic Development Director position and Overlay project; and noted it was time for Transit in Stockbridge.

Councilman Blount thanked everyone for tuning in; takes pride in the City's Mission/Vision statement noting it's not what we say, but what we do by looking like a team, and acting like a team and to continue to be transparent.

Councilwoman Gantt thanked everyone for attending and asked for continued support and prayers; asked that everyone enjoy the holiday season; thanked the team and encouraged everyone to "Shop Small" and support local small businesses on Saturday, November 26th.

Councilwoman Robinson thanked staff, with a special thanks to the City Manager and Mayor Pro Tem for their work on the budget; noted everyone has a voice and to ask questions and listen; noted that she had requested a meeting to discuss the budget prior to the budget hearing; encouraged everyone to work together; and asked for prayers for Wynonia's family.

MAYOR PRO TEM'S COMMENTS

Anthony S. Ford expressed condolences for Wynonia Williams, a 10-year employee and noted her funeral arrangements would be Saturday, November 19th; noted a great turnout for the City's Veteran's Day Parade and Luncheon; asked citizens to remain engaged in the budget process and noted there would be another budget hearing; and asked that everyone have a Happy Thanksgiving and to be safe.

ANNOUNCEMENT OF UPCOMING MEETINGS & EVENTS

All meetings will be held at City Hall unless otherwise noted. Meeting dates and times are subject to change. Please visit the city's website www.cityofstockbridge.com, Facebook page or contact City Hall offices at 770.389-7900 for updates and detailed information.

- Community Housing Forum, Thursday, November 17, 2016 at 6:00 p.m. at City Hall in the Council Chamber - spearheaded by Councilwoman Robinson.
- Noel in November, Friday, November 18, 2016 at 6:00 p.m. to 8:30 p.m. at the Merle Manders Conference Center 111 Davis Rd. Admission one or more unwrapped toy.
- Coffee with a Cop, Saturday, November 19, 2016 at 8:30 a.m. at Empson's Deli 1445 Rock Quarry Rd - spearheaded by Mayor Pro Tem Ford.
- Downtown Development Authority Meeting, Monday, November 21, 2016 at 6:00 p.m. at City Hall in the Levi Meeting Room.
- Support Small Local Business – Shop Small on Saturday, November 26, 2016
- Zoning Advisory Board Special Called Meeting – Monday, November 28, 2016 at 6 p.m. in the Levi Meeting Room.
- Work Session Meeting – Tuesday, November 29, 2016 at 6:00 p.m. at City Hall in the Council Chamber.

- Christmas Gala – Thursday, December 1, 2016 from 5:30 p.m. – 9:00 p.m. at the Merle Manders Conference Center- **FREE** Shuttle Service from City Hall from 5:00 p.m. to 10:00 p.m.
- Building Committee Meeting – Tuesday, December 6, 2016 at 6:00 p.m. at City Hall in the Patrick Henry meeting room – Mayor Pro Tem Ford, Committee Chair.
- Council Meeting – Monday, December 12, 2016 at 6:00 p.m. at City Hall in the Council Chamber. Final Public Budget Hearing & Adoption.
- Public Works Committee Meeting – Thursday, December 15, 2016 at 5:00 p.m. in the Patrick Henry Meeting Room – Councilwoman Robinson, Committee Chair.
- Town Hall (Public Safety Committee) – Thursday, December 15, 2016 at 7:00 p.m. Location: Floyd Chapel Baptist Church 104 First Street Stockbridge, GA Councilman Alexander, Committee Chair.
- Special Called Council Meeting – Friday, December 16, 2016 at 6:00 p.m. at City Hall in the Council Chamber.

Motion to adjourn made by Councilwoman Robinson; second by Councilwoman Gantt.
Motion passed 5-0.

Respectfully submitted by:

Vanessa Holiday, City Clerk CMC

Anthony S. Ford, Mayor Pro Tem

Stockbridge

Bringing People Together



DRAFT MINUTES WORK SESSION MEETING

MONDAY, NOVEMBER 29, 2016 6:00 p.m.

Mayor & City Council

**Mayor Pro Tem- Anthony S. Ford
Councilman Elton Alexander
Councilman John Blount
Councilwoman LaKeisha Gantt
Councilwoman Neat Robinson**

Administration

**Michael Harris, City Manager
Vanessa Holiday, City Clerk
Randi Rainey, Deputy City Clerk
Michael Williams, City Attorney**

Mayor Pro Tem Ford called the meeting to order at 6:05pm.

Invocation was provided by Pastor Gattis.

Pledge of Allegiance was recited in unison.

City Clerk, Vanessa Holiday was asked to proceed with a verbal roll call. All members of Council were present and a quorum was confirmed.

Councilwoman Robinson motioned to adopt the Agenda as printed; second by Councilman Alexander. The motion passed 5-0.

Review of the Minutes of 10/10/2016, 10/25/2016 (SCM), 10/25/2016
No action was taken.

PUBLIC COMMENTS

All persons wishing to speak for public comment must sign in with the City Clerk prior to the beginning of the meeting. You must sign your name, address, and phone number. You will be able to address the Mayor and Council for three (3) minutes. Speakers must respect all members of the elected body, officials, and staff. Defamation, unruliness and/or swearing will not be tolerated while meetings are in session.

There were no speakers.

NEW BUSINESS

PUBLIC HEARING

1. Second Reading of Proposed FY2017 Operating Budget
Presented by: Anthony S. Ford, Mayor Pro Tem & Michael Harris, City Mgr.

Mayor Pro Tem Ford noted there were a few adjustments made after the First Reading on November 14th of the proposed FY2017 Operating Budget.

Mayor Pro Tem Ford stated \$7,500 was added to the Historical Preservation Committee; \$2,500 was added for the Zoning Advisory Board which includes supplies, travel and training; \$500 was added to committee supplies to go towards supplies and training for the Ethics Board and \$30,000 was added to the interchange landscaping.

Mayor Pro Tem Ford expressed his concern that citizens were not granted an opportunity to comment earlier during the meeting at the First Reading and after clearing with the City Attorney, opened up the Public Hearing:

Speakers in favor: None

Speakers opposed: None

Mr. Harris noted for the record, this was the Second Reading and that the FY2017 Proposed Budget is available on the City's website for those who would like to see the proposed budget.

Mr. Harris also noted he did receive a couple of comments in regards to the reduction in the number of summer concerts; the recommendation was to reduce from 3 to 2 concerts.

COUNCIL DISCUSSION

2. Annexation Request AX16-47

Owner/Applicant of: 3840, 3884 & 3894 Walt Stephens Rd. and The Meadows @ Carriage Lake and Carriage Lake Subdivisions request annexation into the City of Stockbridge by 60% Method.

Mr. Harris reviewed the item; scheduled to be heard by the Council on Friday, December 16, 2016 at a Special Called Meeting. No Action Taken.

3. Annexation Request AX16-48

Owner/Applicant of: Kirit and Vanlila Amin of Morrow, GA request an annexation into the City of Stockbridge for the property located at the northeast corner of 2153 Jodeco Road, west of Mt. Olive Road, and south of Jodeco Road in Land Lot 78 of the 6th District. The property consists of 0.53 +/- acres. **053-01015000**

Mr. Harris reviewed the item; scheduled to be heard by the Council on Friday, December 16, 2016 at a Special Called Meeting. No Action Taken.

4. Annexation Request AX16-49

Owner/Applicant of: Estate of Guey L. Chen & the Marital Trust of McDonough, GA request an annexation into the City of Stockbridge for the property located at 2153 Jodeco Road in Land Lot 77, 78, and 83 of the 6th District. The property consists of 158.65 +/- acres. **053-01018000**

Mr. Harris reviewed the item; scheduled to be heard by the Council on Friday, December 16, 2016 at a Special Called Meeting. No Action Taken.

5. Annexation Request AX16-50

Owner/Applicant of: Spirit Master Funding VI LLC of Scottsdale, AZ request an annexation into the City of Stockbridge for the property located at 3056 Jodeco Rd. McDonough, GA in Land Lot 50 and 79 of the 6th District. The property consists of 1.437 +/- acres. **053-B 06001000**

Mr. Harris reviewed the item; scheduled to be heard by the Council on Friday, December 16, 2016 at a Special Called Meeting. No Action Taken.

6. Rezoning Request RZ 16-30-S

Estate of Guey L. Chen and the Marital Trust/Trustee Yee Chen of McDonough, GA request a rezoning from a County designation of RA (Residential Agricultural) to a City of Stockbridge designation of PTD (Planned Town Development) for the property located at 2153 Jodeco Road, in Land Lots 77, 78, and 83 of the 6th District. The property consists of 158.65 +/- acres, and the request is for a commercial and residential development. **053-01018000**

Mr. Harris reviewed the item; scheduled to be heard by the Council on Friday, December 16, 2016 at a Special Called Meeting. No Action Taken.

7. Rezoning Request

City Initiated Rezoning from PD (Planned Development) to R2 (Residential) and R3 (Residential) Owner/Applicant of: The Meadows @ Carriage Lake and Carriage Lake Subdivisions.

Mr. Harris reviewed the item; scheduled to be heard by the Council on Friday, December 16, 2016 at a Special Called Meeting. No Action Taken.

CITY MANAGER'S COMMENTS

Michael Harris had no comments.

COUNCIL'S COMMENTS

Councilman Alexander the Council was collectively all about making the best decisions for the City; noted the Davis Road sidewalk project was moving forward- perhaps to include sidewalk trails; funding for the DDA has been included in the 2017 budget; the City is addressing the needs of a designated downtown; implementing a Safe Transaction Zone has been proposed for the North Henry Precinct; citizens along Flippen and Walt Stephens Road have been affected by the condemnation of the building for Fire Station No. 8 and urges Henry County to find a permanent location as these heroes deserve the best.

Councilman Blount thanked everyone for coming and reiterated that Stockbridge is in a unique position to go to the next level; asked citizens to continue to support the efforts of the Council and most of all to get involved; encouraged citizens to vote in the run-off election; and asked citizens to continue to express their ideas and give their input.

Councilwoman Gantt wished everyone Happy Holidays, thanked staff; welcomed everyone to come out to participate with Work Out Anytime (a vendor who participated in Food Truck Tuesday throughout the duration) for a free fitness work out camp on Saturday, December 10th at Clark Park at 9am, more details to follow.

Councilwoman Robinson thanked everyone for attending; gave a special thank you to the staff for the support shown to the Williams family regarding the passing of fellow employee, Wynonia Williams; congratulated the Stockbridge High School Tigers for their victory over Griffin HS and continuing their playoff berth by playing against Rome HS on this upcoming Friday; thanked staff member Diane Ide for placing a notice on the City's Facebook page noting the City would be organizing on the City Hall steps between 12:30pm and 12:50pm to cheer on the Stockbridge Tigers as they head off to Rome, GA in hopes of a victory.

MAYOR PRO TEM'S COMMENTS

Anthony S. Ford stated this was the beginning of the Thanksgiving holiday season and wished everyone Happy Holidays; noted this is a very aggressive Council and hopes the City has a prosperous and successful year; thanked citizens and asked that everyone remain engaged and continue to have good dialogue.

ANNOUNCEMENT OF UPCOMING MEETINGS & EVENTS

All meetings will be held at City Hall unless otherwise noted. Meeting dates and times are subject to change. Please visit the city's website www.cityofstockbridge.com, Facebook page or contact City Hall offices at 770.389-7900 for updates and detailed information.

- Early Voting for the Run-Off County/Municipal Election November 28 thru December 2 from 8 a.m. – 5 p.m. at the Merle Manders Conference Center 111 Davis Rd. Stockbridge
- Finance Committee Meeting, Wednesday, November 30, 2016 at 5:30pm at City Hall in the Levi Meeting Room – Councilwoman Gantt, Committee Chair – meeting cancelled.
- Christmas Gala – Thursday, December 1, 2016 from 5:30 p.m. – 9:00 p.m. at the Merle Manders Conference Center Stockbridge - **FREE** Shuttle Service from City Hall from 5:00 p.m. to 10:00 p.m.
- County/Municipal Run-Off Election Day, Tuesday, December 6th. Voting will take place at local polling precincts. No voting will take place at the MMCC.
- Building Committee Meeting – Tuesday, December 6, 2016 at 6:00 p.m. at City Hall in the Patrick Henry meeting room – Mayor Pro Tem Ford, Committee Chair.

- Council Meeting – Monday, December 12, 2016 at 6:00 p.m. at City Hall in the Council Chamber. Final FY2017 Public Budget Hearing & Adoption.
- Public Works Committee Meeting – Thursday, December 15, 2016 at 5:00 p.m. in the Patrick Henry Meeting Room – Councilwoman Robinson, Committee Chair.
- Town Hall (Public Safety Committee) – Thursday, December 15, 2016 at 7:00 p.m. Location: Floyd Chapel Baptist Church 104 First Street Stockbridge, GA Councilman Alexander, Committee Chair.
- Special Called Council Meeting – Friday, December 16, 2016 at 6:00 p.m. at City Hall in the Council Chamber.

EXECUTIVE SESSION (if necessary)

Motion to convene Executive Session for Personnel, Litigation and Real Estate made by Councilman Alexander; second by Councilwoman Robinson. Motion Passed 5-0.

Motion to adjourn Executive Session made by Councilman Alexander; second by Councilwoman Gantt. Motion Passed 5-0.

Motion to reconvene the Work Session Meeting made by Councilwoman Gantt; second by Councilman Alexander. Motion Passed 5-0.

Motion to approve an Intergovernmental Agreement between the City of Stockbridge and the Henry County Development Authority made by Councilwoman Gantt; second by Councilwoman Robinson. Motion Passed 5-0.

Motion to adjourn made by Councilwoman Gantt; second by Councilman Alexander. Motion passed 5-0.

Respectfully submitted by:

Vanessa Holiday, City Clerk CMC

Anthony S. Ford, Mayor Pro Tem

STATE OF GEORGIA
HENRY COUNTY
CITY OF STOCKBRIDGE

RESOLUTION NO. _____

A RESOLUTION APPOINTING THE CITY ATTORNEY. AUTHORIZING THE EXECUTION OF ALL DOCUMENTS NECESSARY TO EFFECTUATE THE PURPOSE OF THIS RESOLUTION. AUTHORIZING THE CITY CLERK TO ATTEST SIGNATURES AND AFFIX THE OFFICIAL SEAL OF THE CITY, AS NECESSARY, PROVIDING FOR AN EFFECTIVE DATE OF THIS RESOLUTION, AND FOR OTHER PURPOSES.

WHEREAS, The City of Stockbridge ("City") is a municipal corporation duly organized and existing under the laws of the State of Georgia and is charged with providing public services to residents located within the corporate limits of the City; and,

WHEREAS, pursuant to Section 4.12 of the City Charter, the City Council desires to appoint Michael Williams as the City Attorney; and shall be compensated as per the approved and agreed upon contract for services rendered, as memorialized in records maintained by the City Clerk; and

WHEREAS, pursuant to Section 4.12 of the City Charter, the appointee shall further perform such other duties as may be required by the City Council and shall be compensated as instructed by the City Council; and

WHEREAS, pursuant to Stockbridge City Code Section 2.12.040, the City Attorney shall be the legal advisor of the City, and not the legal advisor or representative of any individual elected official, appointee, employee, or other representative of the City; and

WHEREAS, pursuant to Stockbridge City Code 2.12.040, the City Attorney shall be appointed at the first City Council meeting in January of each year; and

WHEREAS, the City Council finds that the foregoing appointment is necessary and beneficial to its citizens and to the efficient operation of the City.

THEREFORE, IT IS NOW RESOLVED BY THE CITY COUNCIL OF THE CITY OF STOCKBRIDGE GEORGIA AS FOLLOWS:

SECTION 1. **Appointment** - The City Council hereby appoints Michael Williams, currently Of Counsel to the law firm of Wilson Morton & Downs LLC, as the City Attorney to be compensated as per the approved and agreed upon contract.

SECTION 2. Approval of Execution - The Mayor or Mayor Pro Tem is hereby authorized to sign all documents and to perform all other necessary acts necessary to effectuate this Resolution on behalf of the City of Stockbridge. The City Clerk is authorized to execute, attest to, and seal any document which may be necessary to effectuate this Resolution.

SECTION 3. Severability - To the extent any portion of this Resolution is declared to be invalid, unenforceable, or non-binding, that shall not affect the remaining portions of this Resolution.

SECTION 4. Repeal of Conflicting Provisions – All City Resolutions inconsistent with this Resolution are hereby repealed.

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

SO RESOLVED this 9th day of January 2017.

JUDY NEAL, Mayor

ATTEST:

VANESSA HOLIDAY, City Clerk

(SEAL)

APPROVED AS TO FORM:

City Attorney

Proclamation

of the City of Stockbridge

WHEREAS, REV. Dr. Martin Luther King, Jr. was born at noon on Tuesday, January 15, 1929, at his family home in Atlanta, Georgia to the parents of Martin Luther King, Sr. and Alberta Williams King, natives of our Great City of Stockbridge; and

WHEREAS, Dr. Martin Luther King, Jr. devoted his life to the advancement of civil rights and public service. He believed in a nation of freedom and justice for all, and challenged all citizens to help build a more perfect union and to live up to the purpose and potential of America; and,

WHEREAS, Dr. King recognized that everybody can be great because everybody can serve, and so during his lifetime encouraged all Americans to serve their neighbors and their communities; and,

WHEREAS, the State of Georgia honors Dr. King's legacy each year on the third Monday in January; and,

WHEREAS, legislation creating a federal holiday marking the birthday of Rev. Dr. Martin Luther King, Jr. was signed into law in 1983, and the holiday was first observed in 1986, making 2017 the 31st anniversary of the nationwide observance of the Martin Luther King, Jr. federal holiday; and,

WHEREAS, in 1994, Congress initiated the King Day of Service, a nationwide effort to transform the federal holiday honoring Dr. Martin Luther King, Jr. into a day of community service, grounded in Dr. King's teachings, that helps solve social problems; and,

WHEREAS, this day focuses on bringing people together and breaking down the barriers that have divided us as a nation; and,

WHEREAS, thousands of Americans use Martin Luther King Day as a "day on, not a day off," by spending it performing community service; and,

WHEREAS, nonprofit organizations, volunteer managers, AmeriCorps and Senior Corps members across the nation have organized hundreds of projects for volunteers to engage in service honoring the goals of the King Day of Service, and,

WHEREAS, the King Day of Service, which falls on January 16 this year, is an opportune time for the people of Georgia to recognize Dr. King's teachings on advancing equality and opportunity for all by contributing their own time and talents in a day of service; and,

WHEREAS, the King Day of Service is an excellent opportunity to take the first step in making service a regular activity in the lives of Georgia residents and to deepen citizenship that comes with serving one's community;

NOW, THEREFORE, I, Judy Neal, by virtue of authority vested in me as Mayor of the City of Stockbridge, Georgia, and on behalf of City Council Members Elton Alexander, John Blount, Anthony S. Ford, LaKeisha Gantt and Neat Robinson, do hereby encourage each citizen to take part in service that will benefit the Stockbridge and neighborhoods and provide a fitting memorial to the life of Martin Luther King, Jr.

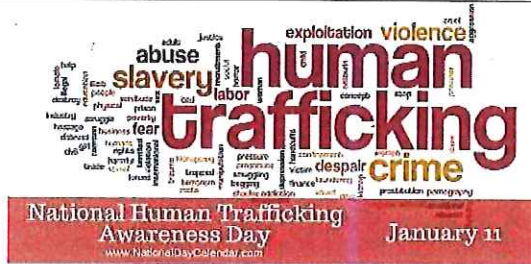
In witness whereof, I have hereunto set my hand on this 9th day of January 2017, and have caused the Official Seal of the great City of Stockbridge to be affixed hereto:

By: _____
Judy Neal, Mayor

Attested By: _____
Vanessa Holiday, City Clerk

roclamation

Of the Honorable Stockbridge City Council



WHEREAS, the National Human Trafficking Awareness Day started in 2011 through President Obama's declaration of January as the National Slavery and Human Trafficking Prevention Month; and

WHEREAS, since then on, this day is observed annually through the help of various non-government organizations; and

WHEREAS, it was concerned groups who are responsible for bringing this worldwide human abuse to the United States government's attention; and

WHEREAS, human trafficking is a form of modern day slavery and is a crime against humanity that violates the most basic human rights; and

WHEREAS, human trafficking occurs when an adult or child is recruited, harbored, obtained, or exported through force, fraud or coercion for the purposes of sexual exploitation, forced labor, involuntary servitude, debt bondage and other methods of slavery; and

NOW, THEREFORE I, Judy Neal, Mayor of Stockbridge, by virtue of the authority vested in me by the laws of Stockbridge and Georgia, do hereby proclaim January 11, 2017 as **Human Trafficking Awareness Day** in the City of Stockbridge along with Council Members Elton Alexander, John Blount, Anthony S. Ford, LaKeisha Gantt, and Neat Robinson, and encourage citizens to increase their understanding, awareness and action toward fighting the horrendous crime of human sex trafficking.

IN WITNESS WHEREOF, I have hereunto set my hand this 9th day of January, in the year of our Lord, two thousand seventeen, in the City of Stockbridge. Georgia.

Judy Neal, Mayor

Vanessa Holiday, City Clerk

Letter of Commendation

January 9, 2017

As elected officials of the great City of Stockbridge, Georgia, it is both our pleasure and duty to recognize great programs such as the 2016 Stockbridge High School Football program.

And, whereas this honorable body commends rare athletic achievement, and gives special honor and commendation to those athletic teams who pursue such excellence that they become examples for the youth of this community.

Once again, the Stockbridge High School Tigers continue to make us proud! The 2016 season was magical going on a 13-0 run and finishing the season at 13-1; hailing as Region Champs and returning to the State Semi-Finals.

Coach Kevin "The Admiral" Whitley, and a talented coaching staff have brought a tradition of winning to Tiger Nation. The 2016 season was another impressive year for the Tigers: Region 4AAAAA Champs, Coach Kevin Whitley Region 4-5A Coach of the Year, 13 All-Region Team selections including: Defensive Player of the Year Benton Cox, First Team selections: Benton Cox, Jalen Holston, Marquez Ezzard, Austin Donaldson, Kenderick Duncan, Kelton Dawson, Chris Hall and Nasir Greer; Second Team selections: Aaron Robinson, Brandon Lopes, Mike Price, and Honorable Mention selections: Abu Bangura, Jordan Douglas, Jordan Brown, Wesley Guilford, Nidarius Alexander, and Ryan Massey. We look forward to another exciting year for the Tigers in 2017!

We commend the Stockbridge High School Administration, led by Principal Eric Watson, for your leadership both in the classroom and on the field. Having a great athletic program offers many of the Tigers an opportunity to continue their athletic and academic careers with well-deserved scholarships. This body honors the Tigers and wishes you the best of luck in your future endeavors.



Judy Neal, Mayor

Anthony S. Ford, Councilmember

Elton Alexander, Councilmember

LaKeisha Gantt, Councilmember

John Blount, Councilmember

Neat Robinson, Councilmember

Letter of Commendation

January 9, 2017

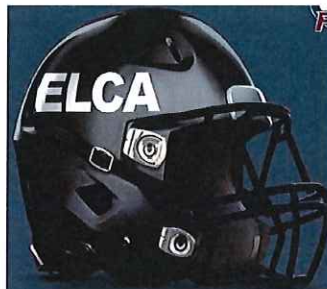
As elected officials of the great City of Stockbridge, Georgia, it is both our pleasure and duty to recognize great programs such as the 2016 Eagle's Landing Christian Academy Football program.

And, whereas this honorable body commends rare athletic achievement, and gives special honor and commendation to those athletic teams who pursue such excellence that they become examples for the youth of this community.

Congratulations on your repeat 4-A Private State Championship for the second consecutive year! Finishing the season with a fantastic 14-0 record! And special honors for All State Team - Class A-Private: Defensive Player of the Year Harrison Taylor, Place Kicker Alex Usry, Linebacker George Shockley, Linebacker Harrison Taylor, Defensive Back Tre Douglas and Honorable Mention Running Back Trevor Gear.

We commend the Eagle's Landing Christian Academy administration, led by Principal Doug Campbell, for your leadership and noting the ELCA mission: to glorify God by assisting parents in involving their children in a growing relationship with Jesus Christ through Kingdom Education. Our athletic program should support this commitment through Kingdom Athletics. We use athletics as a tool to train our students to **"Win the Day"** as part of the life-long, Bible-based, Christ-centered process of leading a child to Christ, building a child up in Christ and equipping a child to serve Christ. We look forward to an amazing season in 2017!

This body honors the Chargers and wishes you the best of luck in your future endeavors.



Judy Neal, Mayor

Elton Alexander, Councilmember

John Blount, Councilmember

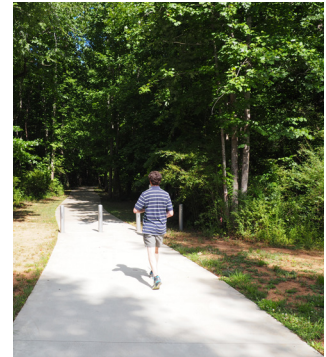
Anthony S. Ford, Mayor Pro Tem

LaKeisha Gantt, Councilmember

Neat Robinson, Councilmember

CITY OF STOCKBRIDGE

BICYCLE, PEDESTRIAN, & TRAIL PLAN



JANUARY 4, 2017

Prepared for:

**CITY OF STOCKBRIDGE,
GEORGIA**



ADOPTED:

JANUARY 9, 2017

Page intentionally left blank

ACKNOWLEDGEMENTS

MAYOR

Judy B. Neale

CITY OF STOCKBRIDGE CITY COUNCIL

Anthony S. Ford
LaKeisha T. Gantt
Elton Alexander
John Blount
Neat Robinson

CITY OF STOCKBRIDGE STAFF

Michael C. Harris, City Manager
Justin Kilgore, GIS Specialist/Planner
Kira Harris-Braggs, Main Street Manager

CITY OF STOCKBRIDGE MAIN STREET ADVISORY BOARD

Shomari Furtch
Alison Ramsay
Ebony Gurndy
Anika Potts
Tavaras J. Powell
Mildred Reed
Terry Sanders
Anthony Ford
Kathryn “Kat” Vallish
Kira Harris-Braggs

CONSULATANT TEAM

WLA Studio

This page intentionally left blank

TABLE OF CONTENTS

Acknowledgements

Executive Summary

1) Introduction 4

 Project Process

 Plan Goals and Objectives

2) Existing Conditions Inventory 8

 Policies, Zoning & Development Regulations

 System Appraisal and Evaluation

3) Bicycle, Pedestrian and Trail Network Development 26

 Project Recommendations

4) Recommendations and Implementation Plan 38

 Project Implementation Plan

 Funding Options

 Policy Development and Implementation Strategies

ILLUSTRATIONS

Illustration A Study Area

Illustration B Northwest Quadrant Recommendations

Illustration C Northeast Quadrant Recommendations

Illustration D Southwest Quadrant Recommendations

Illustration E Southeast Quadrant Recommendations

Illustration F Walt Stephens Road – Proposed Improvements

Illustration G Red Oak Road – Proposed Improvements

Illustration H Davis and Old Conyers Roads – Proposed Improvements

Illustration I Rock Quarry Road – Proposed Improvements

Illustration J Flippen Road – Proposed Improvements

Illustration K North Henry Boulevard – Potential Crossings

Illustration L Proposed Greenway Routes

Illustration M MLK Sr. Trail – Proposed Extension

Appendix A – Public Meeting Presentations

Appendix B – Cost Estimates for Physical Improvements

EXECUTIVE SUMMARY – Stockbridge Bicycle, Pedestrian, and Trail Plan

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

1) Introduction:

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

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

2) Existing Conditions:

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

3) Bicycle, Pedestrian & Trail Network Development:

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

regional connections to the nearby Panola-Arabia Mountain PATH trail.

4) Recommendations & Implementation Plan:

This section outlines a phased implementation program based on staff and public input. Potential funding options are identified for plan elements. The implementation plan also describes the relationship of the SBPTP to past planning documents and recommends revisions to city policies to facilitate implementation of the SBPTP. The plan looks at both public and private sector funding sources for capital improvements and future planning efforts. The

SBPTP addresses both policy efforts and educational opportunities for the city. Key action items include extension of existing streetscape and greenways, ordinance recommendations, and elimination of gaps in the sidewalk network. Illustrations for physical improvements are included at the end of the report. Cost estimates for individual projects are included in Appendix B.

CHAPTER 1 – INTRODUCTION



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

The City of Stockbridge

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

Project Process

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

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

² Ibid.



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

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

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

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

The consultants conducted the project in three phases:

- Phase One: Inventory and Analysis – Data was collected throughout study area, including physical data, natural and cultural resources, evaluation of existing facilities and input from citizens.
- Phase Two: Opportunities – Collected data was reviewed, opportunities were identified and presented graphically upon project maps. Additional public input was gathered.
- Phase Three: Strategy – Final bicycle, pedestrian and trail plan strategy was developed along with supporting mapping and graphics. The plan will be presented before City Council for final approval.

PLAN GOALS AND OBJECTIVES

The purpose of the City of Stockbridge Bicycle, Pedestrian and Trail Plan (SBPTP) is to plan for a convenient and comfortable active (non-auto based) transportation system for local trips within the community and connections with regional trail systems. The plan identifies access points, preferred alignments, key potential road crossing options, design elements, regulatory requirements, preliminary cost estimates, and potential sources of funding. The SBPTP expands on and responds to recommendations set forth in several previous studies such as the 2012 *City of Stockbridge Livable Centers Initiative 10-year Update* and the 2016 *Henry County/Cities Joint Transportation Plan*. The plan's primary goal is to offer options for active transportation to city residents and visitors. The planned bicycle and pedestrian routes are intended to provide convenient access to community resources within Stockbridge, reduce reliance on auto transportation, and improve safety for all user groups regardless of age and ability.

Project goals and objectives for the SBPTP were developed with input from the public and



Figure 3: Public giving input for project prioritization.

stakeholder groups such as the Main Street Advisory Committee. Citizens were asked to “vote” for their favorite projects and favorite project configurations.

SURVEY RESULTS & CONCLUSIONS:

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

Priorities:

- Network – expand and improve active transportation network
- Safety – prioritize safety (especially for vulnerable users) when planning network additions to trails and intersections
- Culture – nurture a culture which incentivizes active transportation for health, fitness, and to improve the environment

(1) Trails

- Recreation
- Protect natural and cultural resources
- Provide SAFE off-road connections for walkers/bikers

(2) Sidewalks

- Complete the network

- Provide standards for development

(3) Intersections

- Accessibility
- Signals

(4) Bicycle Facilities

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

PROJECT GOALS

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

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

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

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

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

PROJECT OBJECTIVES

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

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

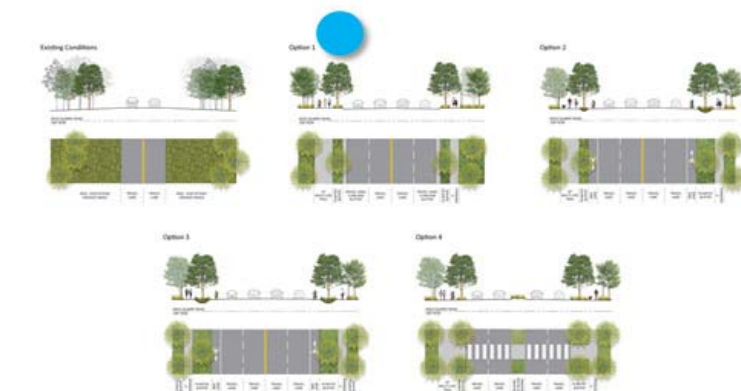


Figure 4: Example of a project board with citizen vote priority dots.



Page intentionally left blank.

CHAPTER 2 – EXISTING CONDITIONS

Policies, Zoning and Development Regulations

JOINT HENRY COUNTY/CITIES TRANSPORTATION PLAN - 2007

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

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

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

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

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

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

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

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

⁴ Ibid.

- Policy 1.2.3: Context-sensitive design approaches should be used where appropriate in transportation project development to balance the needs of vehicular and pedestrian traffic, land use and development, and safety considerations.

- Policy 1.2.17: Henry County and its Cities will identify the need for improvements in the pedestrian and bicycle networks in key areas, such as downtown areas, commercial nodes, school complexes, government office areas, and other locations where pedestrian activity is present. These needs will be identified, as appropriate, in the Capital Improvement Programs of each jurisdiction.

- Policy 1.2.18: Henry County and its Cities will provide where deficient and require new development to construct sidewalks for areas within one mile of public facilities such as schools, libraries, government buildings, hospitals, etc. and will encourage sidewalks in all other areas.

- Policy 1.2.19: The County will construct sidewalks on both sides of all thoroughfares, on both sides of collector streets, and on one side or both sides of requested local streets as desired based on available resources.

- Policy 1.2.20: Henry County and its Cities will pursue funding opportunities from federal, state, and regional agencies and private-non-profit programs to improve the pedestrian and bicycling environment.

- Policy 1.2.21: The County will consider the construction of bicycle lanes with a minimum width of four (4) feet consistent with the GDOT's and the County's standards on all new or reconstructed roadways within the County, where feasible (excluding limited access

roadways and local streets). Wherever bicycle lanes are not feasible, justification will be included as part of the roadway preliminary design process. Alternative routes will be identified.

- Policy 1.2.22: The County will provide a connected network of bikeways, as needed, and sign them appropriately.

- Policy 1.2.23: The County will study and identify off-road bicycle trail opportunities as part of its on-going transportation planning activities.

- Policy 1.2.24: Henry County will share information and participate in ARC's regional bicycle and pedestrian planning program so that bicycle issues and opportunities in Henry County can be incorporated into ARC's regional planning programs.

- Policy 1.2.25: Henry County should participate in ARC's regional planning activities to capitalize on any opportunities for the planning and development of multi-use trails.

- Policy 1.2.26: Henry County Planning and Zoning Department and Public Works Department shall coordinate with the County's Parks and Recreation Department, adjacent county jurisdictions, and GDOT to determine locations where future pedestrian, bicycle paths, and trails are needed and desired.

- Policy 1.2.27: The County/Cities Land Development Regulations will be reviewed and modified to encourage better pedestrian and bicycling environments in emerging developments, existing developed areas, and redeveloping areas.

- Policy 1.2.28: Henry County and its Cities shall maintain a list of recommended pedestrian and

bicycle system improvement projects for implementation.

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

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

⁵ Ibid.

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

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

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

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

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

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

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

⁷ Ibid., 31.

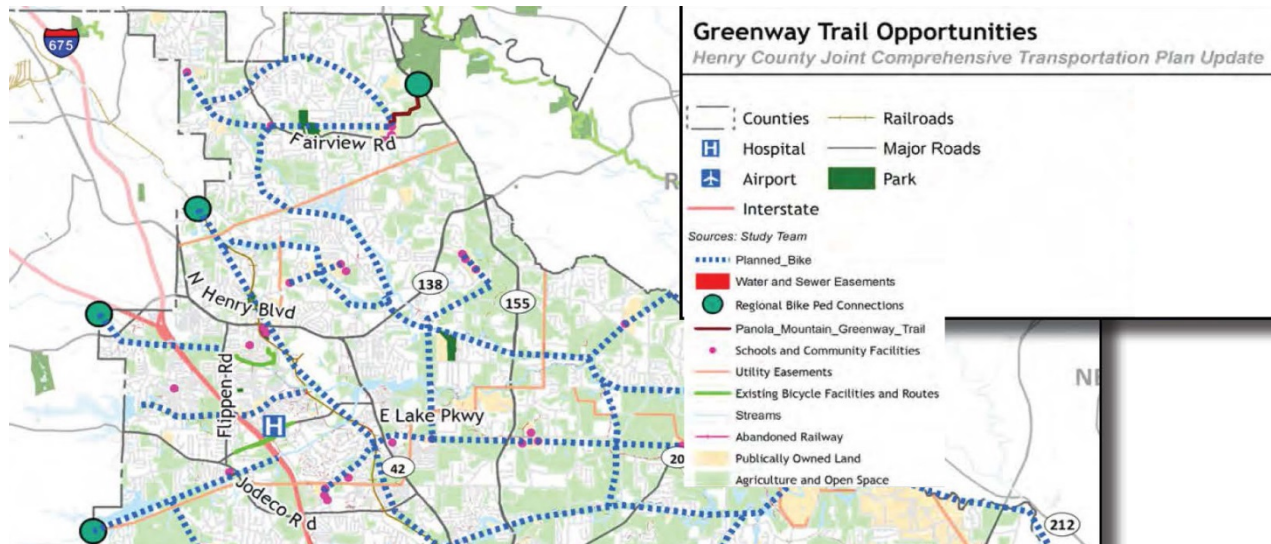


Figure 5: Greenway Trail Opportunities in northern part of Henry County as identified in *Henry County/Cities Comprehensive Transportation Plan Update – 2016*, Jacobs.

Goal 9: Enhance citizens health and quality of life through transportation improvements.

- 9.1 Increase access to parks and schools via active transportation infrastructure
- 9.2 Provide comfortable, safe, and convenient options to walk to nearby destinations
- 9.3 Provide access and connections to regional trails
- 9.4 Prioritize at least 50% of bicycle and pedestrian improvements in an appropriate areas with high demand corresponding to active transportation focus areas identified in the needs assessment process⁸

The report identifies several routes in the Stockbridge city limits with “congestion needs.” Primary congestion corridors include Eagle’s Landing Parkway and North Henry Boulevard (SR 138 and SR 42). Secondary congestion corridors include East Atlanta Road, Red Oak Road and Flippen Road.⁹ The report identifies SR 138 as a regional truck route.

⁸ Ibid., 4.

⁹ Ibid., 20.

The CTP Update identifies North Henry Boulevard and Eagle’s Landing Parkway as primary access corridors. The report states that “access management is most needed in commercial and industrial corridors where unmanaged access to local land uses can generate significant traffic congestion and safety concerns.” Mapping identifies an extension of Rock Quarry Road from North Henry Boulevard north to East Atlanta Road as a priority access management corridor.¹⁰

The CTP Update includes an analysis of “walking propensity” and identifies several areas within Stockbridge as priority areas: North Henry Boulevard, Flippen Road, and Eagle’s Landing Parkway. The report recommends improvements for areas where there are currently gaps in the sidewalk network and also have a high walking propensity.¹¹ The CTP identifies pedestrian safety needs and notes that many of the pedestrian crashes that have occurred in the county are in the Stockbridge area clustered in “higher density activity

¹⁰ Ibid., 23-24.

¹¹ Ibid., 34.

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

Pedestrian safety needs outlined in the CTP Update include:

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

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

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

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

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

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

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

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

¹² Ibid., 35.

¹³ Ibid., 35.

¹⁴ Ibid., 69.

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



Figure 6: Newly implemented streetscape improvements in the traditional downtown area.

The report includes specific recommendations for many residential and side streets including replacement of existing curb and gutter, landscaping, and sidewalks. The report includes a recommendation that the city adopt a “citywide standard for typical street sections and layout, as well as tree types and styles for all street furnishings to be used for the proposed pedestrian facility projects.”¹⁶

The LCI Study promotes the following pedestrian and bicycle policies:

- “Encourage adjacent homeowner associations to work together to study ways to improve pedestrian and bicycle connections between them.
- Provide public facilities and buildings that are accessible and visitable to persons with disabilities and the elderly.
- Improve pedestrian accessibility to and across the North Henry Boulevard (SR 138/42) Corridor.
- Implement requirements for non-vehicular improvements as part of a proposed North Henry Boulevard (SR 138/42) overlay district.

¹⁶ Ibid., 96

- Design new buildings to support walking and bicycling with basic urban design elements.
- Continue coordination of joint bicycle facilities with Henry County, the ARC, and surrounding areas.
- Implement requirements for non-vehicular improvements for all future transportation projects.”¹⁷

2030 JOINT HENRY COUNTY/CITIES COMPREHENSIVE PLAN (Adopted 2009)

The *2030 Joint Henry County/Cities Comprehensive Plan* is a document that outlines the community’s vision for the future and details plans to implement that vision. The report includes analysis of existing and future land use, zoning, natural and cultural resources, and infrastructure.¹⁸

Recommendations specific to the City of Stockbridge include:

- The implementation of recommendations outlined in the LCI study to increase connectivity for pedestrians and cyclists
- The adoption of a street connectivity ordinance to establish restrictions on block sizes and connections between developments
- The commissioning and adoption of a conceptual corridor master plan to identify greenway and collector road locations
- A partnership with the PATH Foundation to master plan a trail system

¹⁷ Ibid., 92-92.

¹⁸ “Henry County Board of Commissioners,” 2030 Joint Henry County/Cities Comprehensive Plan, March 27, 2012, accessed November 20, 2016, <http://www.co.henry.ga.us/planningzoning/CompLandUsePlan.shtml>.

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

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

Table 1 – Selected Projects from Short Term Work Program, Joint Henry County/Cities Comprehensive Master Plan

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

¹⁹ Project is partially completed

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

²¹ Improvements are on west side of road only

²² Improvements are on east side of road only

²³ Improvements are on west side of road only

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

²⁵ Improvements on north side of road only

²⁶ Improvements on east side of road only

²⁷ Improvements on north side of road only

Glendale Court from Appleton Boulevard to end of cul-de-sac (sidewalks)	\$4,650	City of Stockbridge/ SPLOST
Lombardy Way from Fairhaven Court to Fairhaven Blvd (sidewalks) ²⁸	\$24,000	City of Stockbridge/ SPLOST
Fairhaven Blvd from Sheffield Court to Fairhaven Court (sidewalk) ²⁹	\$24,000	City of Stockbridge/ SPLOST
Nolan Street from South Berry Street to the dead end (sidewalks)	\$75,000	City of Stockbridge/ SPLOST
First Street from Tye Street to South Berry Street (sidewalks)	\$65,376	City of Stockbridge/ SPLOST
Second Street from Tye Street to Railroad Street (sidewalks)	\$166,164	City of Stockbridge/ SPLOST
Child Street from Tye Street to end of street (sidewalks)	\$98,064	City of Stockbridge/ SPLOST
Sheffield Court from Fairhaven Court to Fairhaven Boulevard (sidewalks)	\$17,790	City of Stockbridge/ SPLOST
Church Street from Berry Street to Wilson Avenue (sidewalks)	\$51,494	City of Stockbridge/ SPLOST
Jennings Way (Cemetery Street from Second Street to Wilson Street (sidewalks)	\$87,168	City of Stockbridge/ SPLOST
Duvall Drive from East Atlanta Road to cul-de-sac (sidewalks)	\$147,858	City of Stockbridge/ SPLOST
Parkwood Drive from West Burke Street to Davis Road (sidewalks)	\$68,644	City of Stockbridge/ SPLOST
Stockview Terrace from Creek Circle to cul-de-sac (sidewalks)	\$8,510	City of Stockbridge/ SPLOST
Lambert Drive from North Henry Boulevard to end of street (sidewalks) ³⁰	\$121,490	City of Stockbridge/ SPLOST
Lane Drive from North Henry Boulevard to Spring Street (Curbs, Gutters, and Sidewalks)	\$34,867	City of Stockbridge/ General Fund, SPLOST
Lake Drive from Lambert Drive to Lake Terrace (sidewalks)	\$71,913	City of Stockbridge/ SPLOST
Lake Terrace from Lake Drive to end of street (sidewalks)	\$41,404	City of Stockbridge/ SPLOST
Creek Circle from Davis Road to Davis Road (sidewalks) ³¹	\$37,275	City of Stockbridge/ SPLOST
Bridge Park Court from Creek Circle to cul-de-sac	\$3,900	City of Stockbridge/ SPLOST
Landover Drive from Davis Road to Davis Road (sidewalks)	\$35,700	City of Stockbridge/ SPLOST
Ridge Run from Landover Drive to Landover Drive (sidewalks)	\$15,105	City of Stockbridge/ SPLOST

²⁸ Improvements on west side of road only

²⁹ Improvements on west side of road only

³⁰ Improvements on east side of road only to Lake Terrace

³¹ Improvements are on one side only

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

³² Improvements are on one side only

³³ Improvements are on east side only

³⁴ Improvements are on west side only

³⁵ Improvements are on east side only

³⁶ Improvements are on north side only

³⁷ Improvements are on east side only

³⁸ Improvements are on east side only

³⁹ Improvements are on north side only

⁴⁰ Improvements are on west side only

de-sac (sidewalks) ⁴¹		
Northern Run from Seaboard Drive to end of cul-de-sac (sidewalks) ⁴²	\$8,400	City of Stockbridge/ SPLOST
Beacon Street from Old Atlanta Road to Hillcrest Drive (sidewalks) ⁴³	\$9,360	City of Stockbridge/ SPLOST
Wilson Street from Wilson Avenue to Jennings Way (Cemetery Street) (sidewalks)	\$130,752	City of Stockbridge/ SPLOST
South Berry Street from Nolan Street to Second Street (sidewalks) ⁴⁴	\$156,902	City of Stockbridge/ SPLOST
North Henry Boulevard to end of Bowen Street (sidewalks)	\$115,497	City of Stockbridge/ SPLOST
West Burke Street from Burke Street to Center Street (sidewalks)	\$108,960	City of Stockbridge/ SPLOST
South Lee Road, North Henry Boulevard from Rock Quarry Road to East Atlanta (sidewalks and streetscape) ⁴⁵	\$625,000	City of Stockbridge/LCI
Davis Road from Clark Park to Highway 42 (Sidewalks and Streetscape) ⁴⁶		City of Stockbridge/ LCI Grant
Tunnel under railroad between Gardner Park and Clark Park	\$900,000	City of Stockbridge/ Federal Grant, General Funds
Burke Street to Love St, Berry Street, Jennings Way to Dabney Hunter Simmons Memorial Park (Streetscape and Sidewalks/trails) ⁴⁷		City of Stockbridge/ LCI, SPLOST, TEA

*Costs as projected in 2009

⁴¹ Improvements are on south side only

⁴² Improvements are on north side only

⁴³ Improvements are on east side only

⁴⁴ Improvements are on west side only to Wilson Avenue

⁴⁵ Portions are complete

⁴⁶ Portions are complete

⁴⁷ Improvements include curb and gutter and sidewalks on west side of road

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

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

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

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

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

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

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

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

Land Use Policies⁵²

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

Transportation Policies⁵³

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

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

⁴⁹ Ibid., 3-7.

⁵⁰ Ibid., 3-8.

⁵¹ “Henry County 2030 Comprehensive Plan: Community Assessment,” accessed November 30, 2016, <http://www.co.henry.ga.us/planningzoning/pdf/CompLandUse/HenryCommunityAssessment.pdf>.

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

⁵³ Ibid., 6-8 -6-9.

TRAVEL SHEDS:
AN ORGANIZING PRINCIPLE

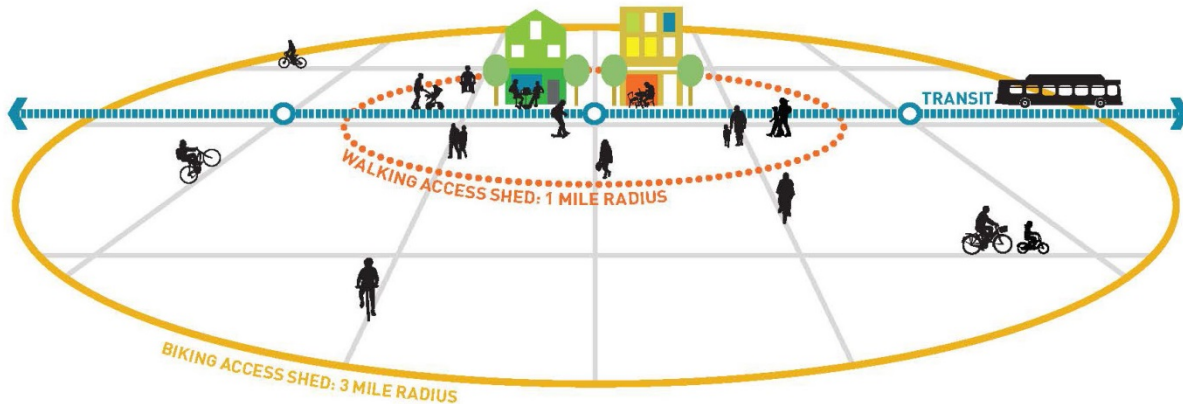


Figure 7: Diagram from ARC Walk. Bike. Thrive! document showing how a focus on short trips will allow the region to maximize the benefits associated with more walking and biking. Recommendations in the SBPTP support this goal.

- T-4: Require sidewalks in all new developments.
- T-7: New and reconstructed roadways will be designed to accommodate multiple functions, including pedestrian facilities, parking, bicycle routes, public transit (if applicable) as well as local vehicular circulation.
- T-8: Ensure that new developments will be designed to be conducive to walking and biking.
- T-9: Require bike lanes, a broad bicycle-friendly shoulder, or a parallel multi-use path for all widening, and new construction roadway projects for all collector and arterial streets.
- T-14: Support creation of a community-wide pedestrian/bike path network."

ATLANTA REGIONAL COMMISSION WALK. BIKE. THRIVE!

The Atlanta Regional Commission (ARC) commissioned a study to assess needs and provide recommendations to improve the regional bicycle and pedestrian network. Stockbridge is in the ARC study area. The ARC

outlines a vision for a more walkable and bikable Atlanta area. The report outlines guidelines for both physical facilities and policy implementation to help guide future improvements. The ultimate goal is for the region to have a strong network of Walk-Friendly and Bike-Friendly Communities connected by a strong regional trail system. The final recommendations contained in this document helped shape recommendations for both the SBPTP network and policy recommendations.

The report outlines criteria for expanding the regional trail network. Facilities which are considered "Regional Trails" should achieve the following:

- "Assists with meeting the goal of having at least one regional trail in every county in the region
- Improves trail access to or within an Equitable Target Area
- Connects to an existing Trail of Regional Significance
- Connects to an Activity Center or High Demand Area

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

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

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

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

GEORGIA DEPARTMENT OF TRANSPORTATION BICYCLE AND PEDESTRIAN PLANS

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

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

EXISTING STOCKBRIDGE DEVELOPMENT REGULATIONS

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

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

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

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

that encourages pedestrian-scale residential and nonresidential activities to be designed in such a way as to reduce the number and type of vehicle trips, limiting traffic congestion and thereby improving air quality. MUND, in addition, incorporates multifamily residences into a PTD with an emphasis on vertical and horizontal integration of residential and nonresidential uses. Conventional development (CD) is also permitted in a manner to promote clustering of residences. Each of these development types are designed to set aside areas for recreation and open space, enhance pedestrian and bicycle movement, and provide buffers between residential and nonresidential activities. A master development plan may contain one or more of these types of developments. Also, net densities herein are in accordance with the benchmarks established by the Henry County/Cities Joint Comprehensive Development Plan.”⁵⁶

8.36.180 - Conservation residential subdivision. F. Development Standards 16. Multiuse Paths⁵⁷

“Multiuse paths are required. Such paths shall be constructed to connect each residential lot to the largest portion of green space and required amenities located in the subdivision and those commercial, office, and industrial areas inside and outside the subdivision as required in subsection (F)(16)(b) of this section. Multiuse paths may not be constructed in lieu of streets or alleyways; however, private alleyways may be counted towards the multiuse path requirement where at least a ten foot (10') wide easement is granted for public use and the private alleyway is demarcated according to this

subsection. Multiuse paths shall be a minimum of four inches (4”) in depth, ten feet (10') in width with demarcations, either by different shaded surfaces or a solid or dashed line, to designate that at least four feet (4') of the width of the path is for pedestrian use and the remaining portion of the width of the path may be used for bicycles and golf carts. Multiuse paths shall be constructed of concrete, asphalt, some pervious material approved by the city or a combination thereof. If pervious material is used, it shall not be a loose material (e.g., wood chips, gravel, sand, or dirt) and it shall have a life span comparable to or better than that of asphalt.”

8.36.100 - Multi-family residence district. D. Multi-family residential district 5. Development Standards q. Multiuse Paths

“(1) Multiuse paths are required in all developments developed under the standards of this district. Such paths shall be constructed to connect residential lots with all the amenity areas of the development. (v) Multiuse paths shall be constructed of concrete, asphalt, some pervious material approved by the city or a combination thereof. If pervious material is used, it shall not be a loose material (e.g., wood chips, gravel, sand or dirt), and it shall have a life span comparable to or better than that of asphalt. Multiuse paths shall be a minimum of four inches (4”) in depth, ten feet (10') in width with demarcations, either by different shaded surfaces or a solid or dashed line, to designate that at least four feet (4') of the width of the path is for pedestrian use while the remaining portion of the width of the path may be used for bicycles and motorized carts.”

⁵⁶ “Code of Ordinances,” MuniCode, accessed November 30, 2016, https://www.municode.com/library/ga/stockbridge/codes/code_of_ordinances?nodeId=TIT8PLDE_CH8.36ZO_ARTIIAMCOPRGRWEPR_8.36.050PLTODEDI.

⁵⁷ Ibid.



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

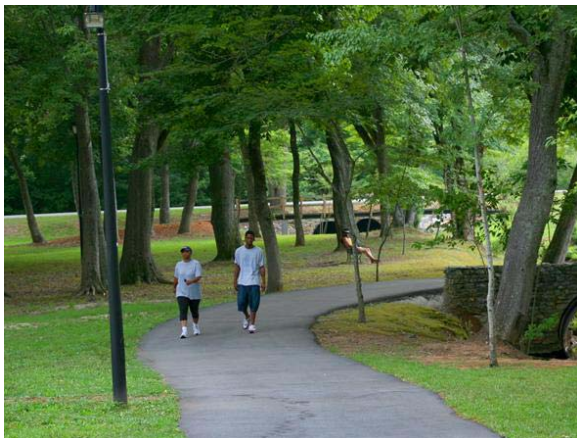


Figure 9: Multi-use path at Clark Community Park (Photo, City of Stockbridge.)

System Appraisal and Evaluation

EXISTING BICYCLE, PEDESTRIAN AND TRAIL NETWORK

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

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

MARTIN LUTHER KING, SR. TRAIL

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

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

PARKS AND OPEN SPACE ASSETS

Memorial Park

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

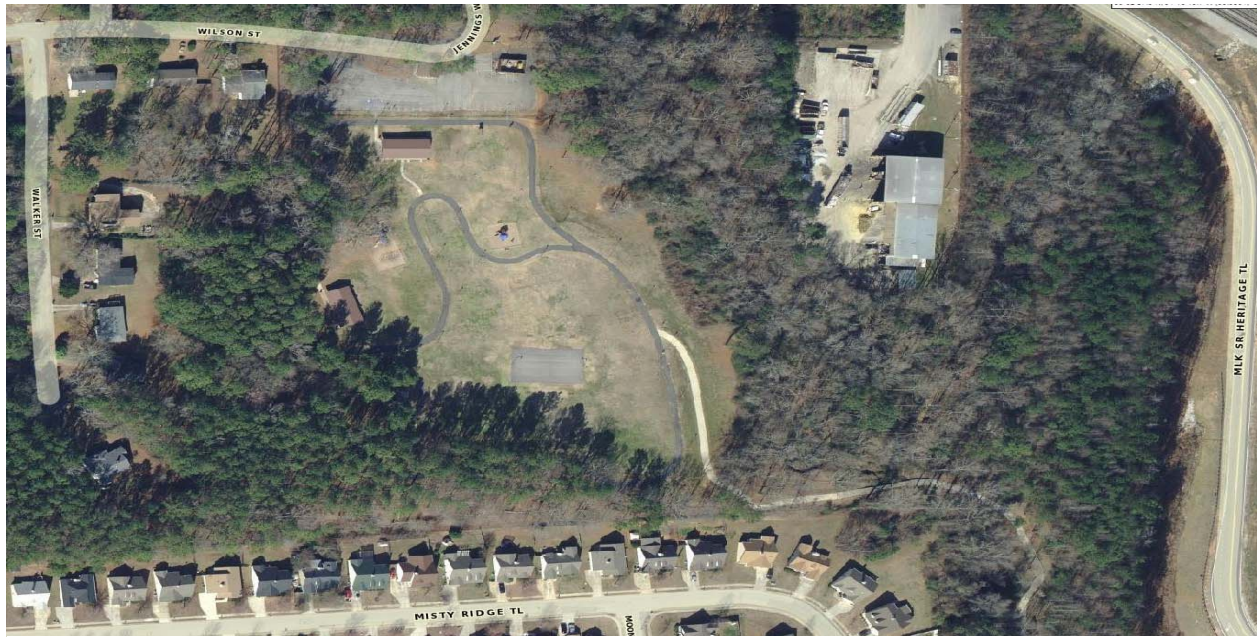


Figure 10: Aerial image showing intersection of Reeves Creek Trail with the Memorial Park loop trail. (Aerial from Henry County GIS.)

Gardner Park

Gardner Park is north of downtown off East Atlanta Road. The city-owned portion of this park is approximately ten acres and includes hard surface walking paths, picnic pavilions and tennis courts. Henry County Cochran Park which is the adjacent 18 acres and includes active recreation ball fields.

Clark Community Park

Clark Community Park is nearly twelve acres and includes playgrounds, hard surface walking paths, picnic pavilions, and a dog park. The park is located north of downtown off Davis Road. The park is separated from Gardner Park by a steep railroad embankment.

City Hall/Town Green

The greenspace adjacent to Stockbridge City Hall is well used for public events and gatherings. While there is no formalized trail system in this area, public sidewalks surround the town green and connect to the traditional downtown area.

Mearle Manders Conference Center

Mearle Manders is a conference and events facility just north of the traditional downtown area. While there are no formalized pedestrian or bicycle facilities at the center, portions of the Clark Community Park trails pass adjacent to the Conference Center building. The center is accessible to City Hall and the traditional downtown area by sidewalk.



Figure 11: Town green outside city hall. Citizens use this space for festivals and gatherings such as Screen on the Green and Tasty Tuesday Food Truck nights in the summer.



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

REEVES CREEK TRAIL

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

UTILITY AND TRANSPORTATION CORRIDORS

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

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

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

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

NEIGHBORHOOD AND SCHOOL ASSETS

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

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

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

Schools within the city limits include:

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

Page intentionally left blank.

CHAPTER 3 – BICYCLE, PEDESTRIAN AND TRAIL NETWORK DEVELOPMENT

Introduction

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

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

MULTI-USE TRAILS



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



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



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



Figure 16: Elevated boardwalk multi-use trail.

SIDEWALKS AND STREETSCAPES



Figure 17: Streetscape with site furnishings.



Figure 18: Sidewalk with vegetated buffer.



Figure 19: Sidewalk with no buffer.



Figure 20: Mid-block crossing and striped bike lane.

BICYCLE FACILITIES



Figure 21: Separated bike lane.
(<https://www.fhwa.dot.gov>)



Figure 22: Sharrows. (<https://www.nacto.org>)



Figure 23: Bike boxes. (<https://www.nacto.org>)



Figure 24: Bike rack.

Project Recommendations

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

ROADWAY TRAIL/SIDEWALK IMPROVEMENTS

Walt Stephens Road (Illustration F)

Existing Conditions

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

Proposed Improvement Options

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

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

Preferred Option

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

Red Oak Road (Illustration G)

Existing Conditions

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

Proposed Improvement Options

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

level of separation between a 10 foot multi-use trail on the northern side of the roadway and a five foot sidewalk along the road's southern edge. While minimal, the remainder of the available 60 foot right-of-way can be planted with attractive and low maintenance plant material. Lighting improvements are also proposed.

2. Dedicated bicycle lanes separate vehicular and bicycle traffic. A planted buffer is shown between the bike lanes and a 5 foot sidewalk along the northern and southern edge of the roadway. Plant material and pedestrian scale lighting standards are proposed to be installed outside of these hardscape improvements.

Preferred Option

Option 1 was indicated as the preferred choice by residents during the public review process.

Old Conyers Road (Illustration H)

Existing Conditions

This route extends one mile (within the city limits) northeast from East Atlanta Road, towards Cotton Indian Elementary School, Stockbridge High School and Hwy 138. The 50 foot right-of-way consists of a grassed shoulder, drainage swales and two travel lanes.

Proposed Improvement

Considering the limited right-of-way area available, the proposed improvements to this corridor focus on features that will get the most use from residents and offer the largest impact to accessibility. Two 12 foot travel lanes with shared lane markings increase safety for bicyclists while a curb and gutter system and planted buffer separate five foot pedestrian sidewalks. Pedestrian lighting is proposed to increase visibility and encourage use.

Davis Road (Illustration H)

Existing Conditions

Extending 1.75 miles east from North Henry Boulevard and terminating at Parkwood Drive, this route becomes Burke Street near Clark Community Park. Davis Road connects multiple neighborhoods with the goods and services available to residents along N Henry Boulevard and downtown Stockbridge. Pedestrian facilities are not present, except for a short span leading east away from the North Henry Boulevard intersection. Desire lines in the form of worn footpaths can be seen along the roadside where residents frequently walk, indicating the need for improved pedestrian facilities. The 50 foot right-of-way span consists of grassed swales, vegetation, and two vehicular travel lanes.

Proposed Improvement

With a similar right-of-way and development character, the proposed transportation improvements along this roadway are much like those proposed for Old Conyers Road. 12 foot travel lanes with shared road markings increase safety for bicyclists while a curb and gutter system and planted buffers separate five foot pedestrian sidewalks from vehicular and bicycle use. Lighting updates are proposed to accommodate use of the proposed facilities during the early morning hours and at night.

Rock Quarry Road (Illustration I)

Existing Conditions

This roadway extends 2.5 miles north from Eagles Landing Parkway to N Henry Boulevard. The typical cross section includes a 100 foot right-of-way with two travel lanes, grassed drainage swales and minimal landscape plantings. Sidewalks exist where neighborhood entrances and businesses have recently been constructed, however much of the route is

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

Proposed Improvement Options

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

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

Preferred Option

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

Flippen Road (Illustration J)

Existing Conditions

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

Proposed Improvement Options

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

along the other allow for the separation of vehicular, bicycle and pedestrian traffic. Space remains outside of the hardscape trail and sidewalk for updated landscape plantings, required site grading and the installation of lighting standards.

2. Dedicated bicycle lanes are placed alongside two 12 foot vehicular travel lanes. A planted buffer then separates these lanes from a 10 foot multi-use trail along one side of the roadway and a five foot sidewalk along the other. The location of these hardscape features can be adjusted horizontally to allow for larger or smaller plant buffers alongside the roadway. Improved lighting is proposed to increase visibility and pedestrian safety.
3. As with Option 2, this layout sites dedicated bicycle travel lanes alongside two vehicular travel lanes. These are separated by white striping and are denoted with typical symbols and markings for easy identification. A wide planted buffer then separates these uses with pedestrian scale lighting standards and 5 foot sidewalks on either side of the roadway. This layout allows for the maximum amount of plant material and vegetation.

Preferred Option

Option 1 was indicated as the preferred choice by residents during the public review process.

North Henry Boulevard (Illustration K)

Existing Conditions

Beginning at Daniel Drive, traveling southeast to Brown Road, 3.5 miles of North Henry Boulevard are located within Stockbridge's city limits. Sidewalks and facilities for pedestrians are present, with some exception. Given that there are limited crossing roads and thus limited signalized crosswalks, it is difficult for



Figure 25: Existing conditions along North Henry Boulevard.

pedestrians to easily cross to the northern or southern side of this street.

Proposed Improvement

Many times when pedestrian crossings are not provided or are placed a long distance from one another, street crossing occurs in unsafe locations. To reduce this risk, mid-block crossings can be used to offer marked, signalized and protected areas for pedestrians to traverse vehicular routes. Signalized crossings are proposed at the following crossroads along N Henry Boulevard:

1. Davidson Parkway
2. Brush Creek Court/Shepherd Drive
3. McCain Creek Trail

Preferred Option

When given the opportunity to choose between the three proposed crossing locations, Davidson Parkway was indicated as the preferred choice by residents during the public review process. However, multiple crossing points would strengthen the safety along this corridor.

POTENTIAL GREENWAY ROUTES (Illustration L)

Reeves Creek Trail Extension

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

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

Brush Creek Trail

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



Figure 26: Existing Portion of Reeves Creek Trail

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

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

Rum Creek Trail

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

Rd, the trail would move southeast, and then shift southwest; wrapping around the Carrington Ridge and the Retreat and Eagle's Landing apartments. The proposed greenway trail would then cross over Rock Quarry Road and continue southwest, eventually traveling beneath I-75 towards the Red Oak community. The pathway would follow Rum Creek before connecting with Blackhall Road near Lake Spivey.

Patrick Henry Parkway Trail

Rock Quarry Road becomes Patrick Henry Parkway after traveling south across Eagle's Landing Parkway. As Patrick Henry Parkway continues south, it parallels I-75 before ending at its intersection with Jodeco Road. It bounds the western edge of the Eagles Landing community and allows vehicular commuters a local north-south route through this southern portion of Stockbridge.

A 3.75 miles greenway trail is proposed along this route to connect residents in nearby neighborhoods with Patrick Henry Parkway, Eagles Landing Parkway, Rock Quarry Road, Jodeco Road and State Route 42. The trail begins on the western side of Patrick Henry Parkway, across from the terminus of Country Club Drive. The pathway then travels south, along Patrick Henry Parkway, before turning east and utilizing the space provided by an existing power easement. The trail then heads north, along Peach Drive, passing in front of Flippen Elementary School and north towards Wolf Creek and Dailey Lake. Traveling alongside the eastern path of Wolf Creek, the trail then heads northeast towards State Route 42 and Eagles Landing Christian Academy.

An important historic feature is located along this proposed trail. A Woodland Era Mound

exists within the vacant area between 2480 Patrick Henry Parkway and I-75. According to a report prepared by the Georgia Department of Economic Development's Tourist Product Development Division, this mound was created by Native Americans around 1,000 A.D., during the Woodland Period. A small park surrounding this historic landscape feature could be located along the proposed greenway. Interpretive signage could relay the history of the site and Native American occupation within Stockbridge.

PROPOSED FACILITIES OUTSIDE OF PUBLIC RIGHT OF WAY

While many of the roadside facilities described within this report strictly utilize the public right of way, in some instances the proposed route of the greenway trails travels through privately owned land. It should be noted that right-of-way negotiations will be required where this occurs. The corridor needed for greenway trails is often created through the use of an easement when placed on private property. This can be a critical tool when strategically linking pedestrian and bicycle routes to allow residents easy access to their daily needs. Keeping within the public right of way is sometimes not the most efficient form of travel and if successfully negotiated, an easement placed upon private property can allow for a more direct route, which often increases use. It should be noted that additional funds and documentation will be needed prior to construction in order to acquire necessary property or negotiate easements. The Georgia Department of Transportation (GDOT) can provide guidance on the documentation and submittal requirements for this process, especially as it relates to the use of federal funding for project implementation.

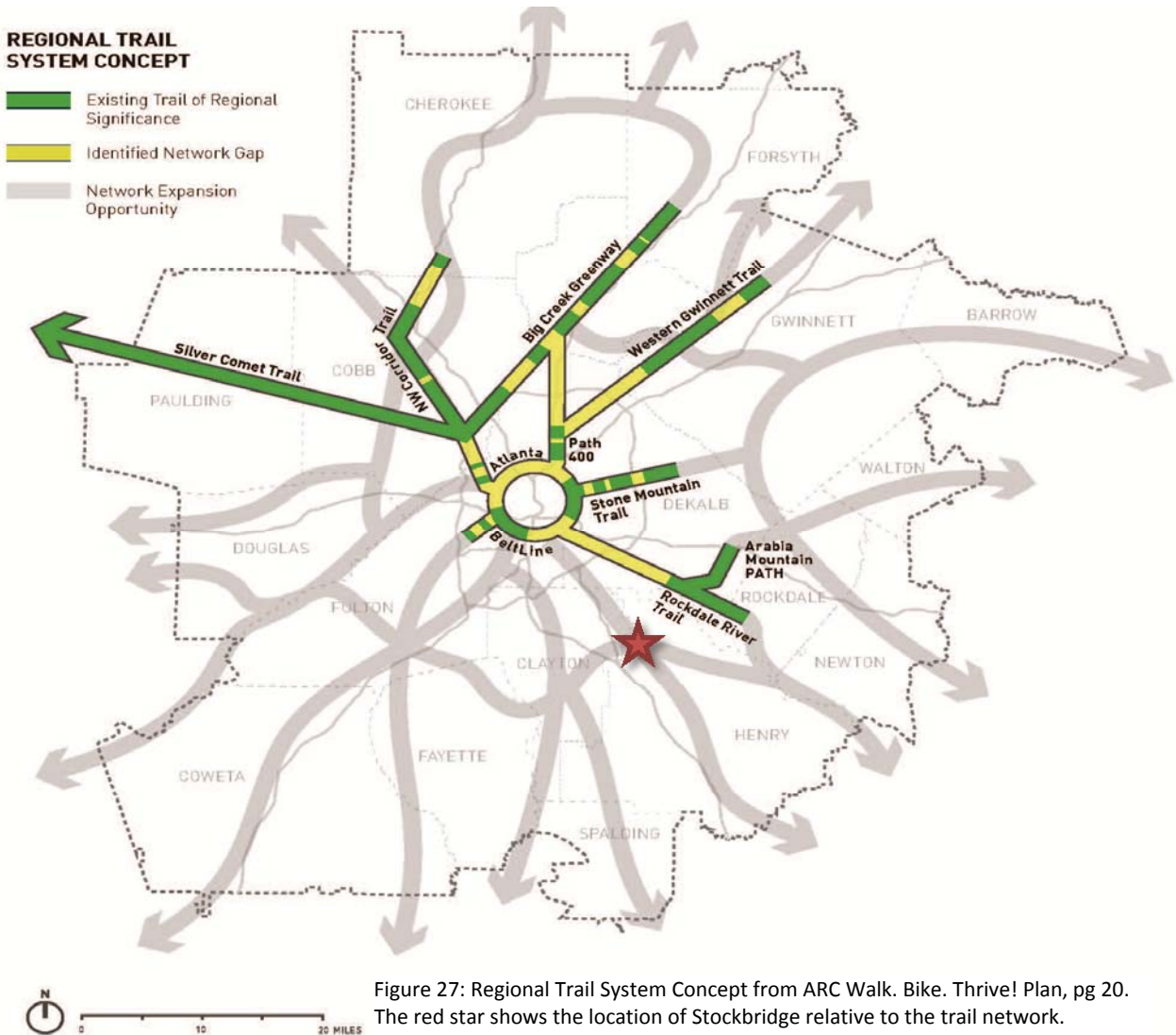


Figure 27: Regional Trail System Concept from ARC Walk. Bike. Thrive! Plan, pg 20. The red star shows the location of Stockbridge relative to the trail network.

Preferred Option

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

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

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

MLK SR. HERITAGE TRAIL CONTINUATION AND CONNECTIONS (Illustration M)

Spur Trail to Cultural Resources

MLK Sr. Heritage Trail begins in Downtown Stockbridge and travels south, crossing beneath North Henry Boulevard and traveling alongside an active rail line before terminating at Rock Quarry Rd. Recent streetscape improvements, including updated ADA compliant road crossings, new concrete sidewalks, and pedestrian scale lighting exist along this roadway beginning downtown, continuing along Berry Street and eventually ending near 2nd Street. Structures significant to the cultural history of Stockbridge exist near this updated streetscape and spur trails to these resources could link visitors to Downtown Stockbridge and city residents to these locations.

Floyd Chapel Baptist Church

While his son is likely the most widely-known member of the King family, Martin Luther King Sr. was also a key figure in the civil rights movement. Before serving as pastor of Ebenezer Baptist Church in Atlanta and joining the board of the NAACP's Social Action Committee, Martin Luther King Sr. became a licensed preacher in Floyd Chapel Baptist Church at age fifteen. It was here that many first heard him speak from behind the pulpit. A trail connection to this cultural landmark along with interpretive signage could emphasize the cultural significance of the church and assist in educating visitors and local citizens of its importance.

Green Front Café

Located at the intersection of Berry Street and 2nd Street, the Green Front Café is recognized as another significant cultural resource near

Downtown Stockbridge. One of the first public restaurants in the city, the Green Front Café became a neighborhood staple after Carrie Mae Hambrick took over ownership and operation of the eatery in 1949. Mrs. Hambrick faithfully served her community for years and is a beloved figure in the history of Stockbridge and Henry County. A street in the city is named after her and the second Saturday of May is celebrated as Carrie Mae Hambrick day throughout Stockbridge. The local branch of the NAACP named an annual community service award in honor of Mrs. Hambrick in 2010. In 2015, Stockbridge dedicated the Carrie Mae Hambrick Cultural Arts and Enrichment Center, located in the downtown area. Much like Floyd Chapel Baptist Church, the Green Front Café and residents and visitors could benefit from a spur trail leading to the restaurant site with signage and interpretive items describing the history and significance of this cultural resource and the lifelong community service of Carrie Mae Hambrick.

Continuation/Completion of MLK Sr. Heritage Trail Streetscape Improvements

As previously described, the MLK Sr. Heritage Trail has recently undergone streetscape updates, improving the pedestrian experience and connecting residents within the neighborhood south of Downtown Stockbridge with the civic and commercial amenities within the area. This streetscape treatment could be extended along this road until its termination at Rock Quarry Road. Currently, no pedestrian facilities exist along this section of roadway. This approximate .75 mile extension would complete the connection between Downtown Stockbridge and Rock Quarry Road.

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

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

Preferred Option

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



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

This page intentionally left blank.

CHAPTER 4 – RECOMMENDATIONS AND IMPLEMENTATION PLAN

Project Implementation Plan

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

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

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

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

	Clark Community Park to Old Conyers Road						
D-15	Rum Creek Trail – Rock Quarry Road to Blackhall Road	\$\$\$\$			X	X	X
D-16	Patrick Henry Parkway Trail – Eagles Landing to GA 42	\$\$\$\$		X	X	X	
D-17	Extension of Rock Quarry Road to Old Conyers Road and Valley Hill Road	\$\$\$\$	X	X	X		

ID	Description	Cost
Miscellaneous Sidewalk Infill (to be completed as possible/ongoing improvements)		
D-18	Miller Road to Miller Court (sidewalks)	\$\$
D-19	Club Place from Club Circle to end of street (sidewalks)	\$
D-20	Nolan Street from Martin Luther King Sr. Heritage Trail to the dead end (sidewalks)	\$\$
D-21	First Street from Tye Street to Martin Luther King Sr. Heritage Trail (sidewalks)	\$\$
D-22	Second Street from Tye Street to Railroad Street (sidewalks)	\$\$
D-23	Child Street from Tye Street to end of street (sidewalks)	\$\$
D-24	Sheffield Court from Fairhaven Court to Fairhaven Boulevard (sidewalks)	\$
D-25	Church Street from Martin Luther King Sr. Heritage Trail to Wilson Avenue (sidewalks)	\$\$
D-26	Jennings Way from Second Street to Wilson Street (sidewalks)	\$\$
D-27	Duvall Drive from East Atlanta Road to cul-de-sac (sidewalks)	\$\$
D-28	Parkwood Drive from West Burke Street to Davis Road (sidewalks)	\$\$
D-29	Stockview Terrace from Creek Circle to cul-de-sac (sidewalks)	\$
D-30	Lane Drive from North Henry Boulevard to Spring Street (curb and gutter, sidewalks)	\$
D-31	Lake Drive from Lambert Drive to Lake Terrace (sidewalks)	\$\$
D-32	Lake Terrace from Lake Drive to end of street (sidewalks)	\$
D-33	Bridge Park Court from Creek Circle to cul-de-sac	\$
D-34	Landover Drive from Davis Road to Davis Road (sidewalks)	\$
D-35	Ridge Run from Landover Drive to Landover Drive (sidewalks)	\$
D-36	Meadow Ridge Drive from Davis Road to cul-de-sac (sidewalks)	\$
D-37	Angela Court from Meadow Ridge Drive to cul-de-sac (sidewalks)	\$
D-38	Rebecca Court from Meadow Ridge Drive to cul-de-sac (sidewalks)	\$
D-39	Shields Road from North Henry Boulevard to Davis Road (sidewalks)	\$\$\$
D-40	Meadow Ridge Way from Shields Road to cul-de-sac (sidewalks)	\$
D-41	Meadow Ridge Court from Meadow Ridge Way to cul-de-sac (sidewalks)	\$
D-42	Wren Court from Club Circle to Club Place (sidewalks)	\$
D-43	Ceresa Drive from North Lee Street to end of road (sidewalks)	\$\$
D-44	Center Street from North Henry Boulevard to West Burke Street (sidewalks)	\$
D-45	Wilson Street from Wilson Avenue to Jennings Way (sidewalks)	\$\$
D-46	North Henry Boulevard to end of Bowen Street (sidewalks)	\$\$

Funding Options

POTENTIAL FUNDING SOURCES

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

FEDERAL AND STATE FUNDING

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

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

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

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

provide for technical assistance, each could be a helpful tool during the design and construction

of proposed improvements described within this report.

Table 3: Federal and State Funding			
Funding Program	Source	Local Match	Website Information
Local Maintenance and Improvement Grant (LMIG)	GDOT	N/A	http://www.dot.ga.gov/PS/Local/LMIG
Safe Routes to School	GDOT	N/A	http://www.dot.ga.gov/DS/SafetyOperation/SRTS
Transportation Investment Generating Economic Recovery (TIGER) Grant	USDOT	20%	https://www.transportation.gov/tiger/about
Congestion Mitigation and Air Quality (CMAQ) Improvement Program	FHWA/ARC	20%	http://www.fhwa.dot.gov/environment/air_quality/cmaq/
Transportation Alternatives (TA)	FHWA/GDOT/ARC	20%	https://www.fhwa.dot.gov/fastact/factsheets/transportationalternativesfs.cfm
Railway-Highways Crossing Program	FHWA	10%	http://safety.fhwa.dot.gov/xings/
Recreational Trails Program	FHWA	20%	http://www.gastateparks.org/grants/rtp
Land and Water Conservation Fund	NPS/DNR	50%	http://www.gastateparks.org/grants/lwcf
Historic Preservation Fund Grant	NPS/DNR	40%	http://georgiashpo.org/node/2265
Georgia Heritage Grant	NPS/DNR	40%	http://georgiashpo.org/node/2266
Rivers, Trails, and Conservation Assistance Program	NPS	N/A	https://www.nps.gov/orgs/rtca/index.htm
Pedestrian and Bicycle Safety Program Grant	GOHS	1st Year – 0% 2nd Year – 20% 3rd Year – 40%	http://www.gahighwaysafety.org/grants/
Community Development Block Grant (CDBG) Program	HUD/DCA	N/A	http://www.dca.state.ga.us/communities/CDBG/index.asp

LOCAL FUNDING

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

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

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

Buckhead, Lilburn, Gwinnett Place and Perimeter CIDs.

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

PRIVATE FUNDING

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

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

illustrates the potential for many sources of funding available, other than the traditional providers sought by municipalities.

A few organizations that could assist in the implementation of the facilities found in this report are listed in the following table. The level of potential funds vary between each

organization and certain recommended projects within this report may be more appropriately funded by these programs than others; however, private organizations (and individual donors) can be a valid source of financing for the design and construction of this report's proposed improvements.

Table 4: Private Funding			
Funding Program	Source	Local Match	Contact and Website Information
Miscellaneous Grants/Partnership Opportunities	PATH Foundation	N/A	https://pathfoundation.org/
Community Grant Program	People for Bikes	50% min	http://www.peopleforbikes.org/pages/grant-guidelines
Community Grant Program	Walmart Foundation	N/A	http://giving.walmart.com/apply-for-grants/
Miscellaneous Grants	Robert Wood Johnson Foundation	N/A	http://www.rwjf.org/en/how-we-work/grants-and-grant-programs.html
Community Health Improvement Grant	Kaiser Permanente	N/A	http://www.kpgagives.org/process.html
Miscellaneous Grants	Advocacy Advance	N/A	http://www.advocacyadvance.org/grants
Crowdfunding Opportunities	In Our Back Yards (IOBY)	N/A	https://www.ioby.org/about

Policy Development and Implementation Strategies

Part of the SBTP is the evaluation of existing federal, GDOT, Henry County, and Stockbridge codes and ordinances to determine how these documents support bicycling and pedestrian activities within the city. The consultants reviewed existing land use policies, codes and other documents to identify areas where conflicts exist or new concepts can be adopted. This section summarizes these findings and makes recommendations for the city on which local codes, ordinances and policies should be strengthened to better support pedestrian and bicycle systems.

CITY INPUT INTO FUTURE JOINT HENRY COUNTY/CITIES CMP and CTMP EFFORTS

Both the Henry Joint Henry County/Cities Comprehensive Master Plan (CMP) and the Joint Henry County/Cities Comprehensive Transportation Master Plan (CTMP) include multiple policies and projects that support the goals, objectives and vision of the SBTP. As these documents are revisited in the future, it is recommended that active transportation remain a priority for locations within Stockbridge.

The City of Stockbridge should continue to stress multi-modal transportation in any future updates to the CTMP. Key projects are

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

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

ZONING AND LOCAL CODES

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

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

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

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

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

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

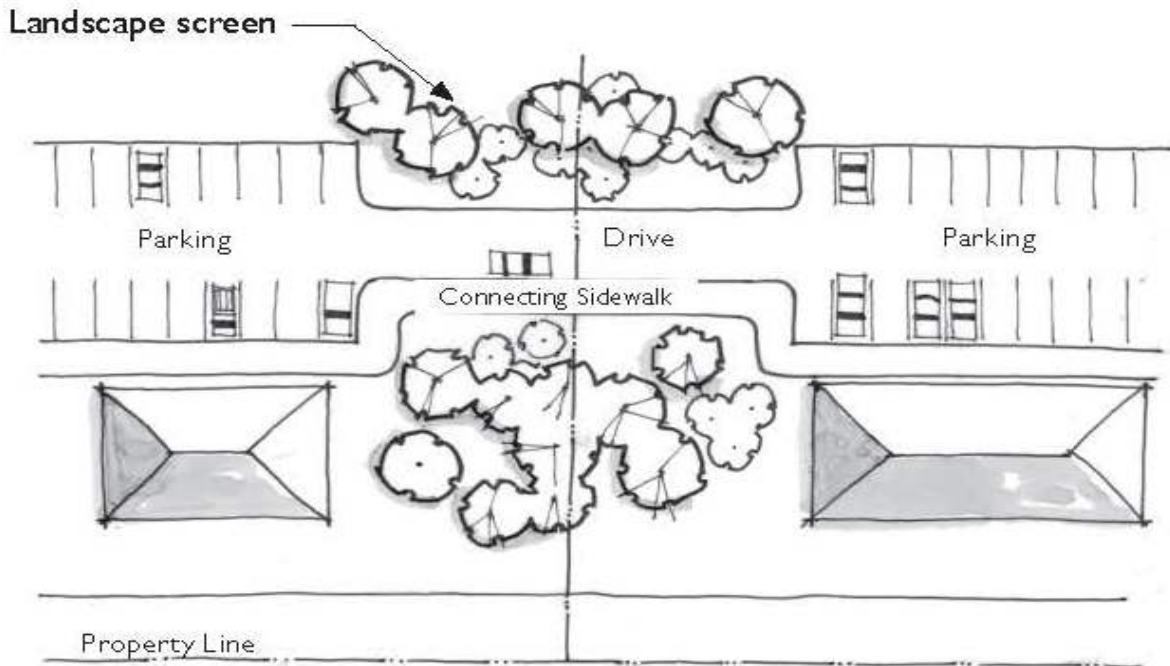


Figure 29: Illustration of shared access between commercial developments.

horsepower which produce only ordinary pedaling speed up to ten (10) miles per hour.

- (b) Use of the Greenway System. Non-motorized vehicles as defined herein may use the system of Greenway and park trails designated as such by the city so long as any user of such a vehicle complies with all traffic regulations applicable and so long as the operator shall stop or otherwise yield the right-of-way to pedestrian traffic. No non-motorized vehicle shall exceed a speed of ten (10) miles per hour while being operated on the Greenway or park trail systems.

Off-street parking regulations should be amended in the following sections:

- 8.36.200 – Old Downtown Overlay District
- 8.36.230 – High rise mixed-use overlay district
- 8.36.050 – Planned town development district
- 8.36.100 – Multi-family residence district

The zoning ordinances regulate additional aspects of land development including off-street parking landscaping, signage and other development standards. Off-street parking is the most applicable regulation directly affecting bicycling and pedestrian safety. Requiring shared access for new development will help reduce the number of curb cuts along commercial corridors (see Figure 29.)

The current off-street parking regulations only provide for automobile parking and do not take bicycle parking into consideration. Bicycles should receive equal consideration when calculating parking needs with specific calculations provided for determining the amount of bicycle parking provided by district type. Design and location standards for bicycle parking should be clearly stated to provide for safe and convenient access to all commercial and multi-family residential areas. Sample text could read:

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

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

ECONOMIC DEVELOPMENT STRATEGY

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

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

to achieve targets in the reduction of air pollution.

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

COMPLETE STREETS POLICY

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

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

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

- Encourages street connectivity and aims to create a comprehensive, integrated, connected network for all modes
- Is adoptable by all agencies to cover all roads
- Directs the use of the latest and best design criteria and guidelines while recognizing the need for flexibility in balancing user needs
- Directs that Complete Streets solutions will complement the context of the community
- Establishes performance standards with measurable outcomes
- Includes specific next steps for implementation of the policy⁵⁸

PARKS AND RECREATION PLAN

It is recommended that the City of Stockbridge engage in a Parks and Recreation Plan. This plan would have a direct connection to pedestrian and bicycling amenities, especially in terms of promoting physical activity, bicycle touring, mountain biking, and shared-use paths. A Parks and Recreation Plan can help achieve some of the goals outline in the CMTP so long as the facilities are accessible to non-motorized travel. The access points to the parks (including trail systems) should be designed so that local users can travel to the facilities without needing to travel by car. Specific recommendations could include:

- *Park and Trail Network*: set goals to complete connections between existing park facilities as a connected multi-use path for recreation and transportation use.
- *Equitable Distribution of Facilities across the Community*: include having a bicycle facility

⁵⁸ “The Ten Elements of a Complete Streets Policy,” Complete Streets, 2016, accessed November 20, 2016, <https://smartgrowthamerica.org/resources/the-ten-elements-of-a-complete-streets-policy/>.

within one mile of all residences in Stockbridge.

- *Encourage Public Involvement/Provide Environmental Education Opportunities*: include physical activity promotion, support of bicycle clubs, National Bike Month events, Share-the-Road safety programs, community bike programs, summer bike camps, etc.

PARTNERSHIP WITH PATH FOUNDATION

The municipality may choose to partner with an advocacy group such as Atlanta’s PATH Foundation to help raise supplementary funds for creating bicycle and pedestrian multi-use trail infrastructure. This group has a proven track record for raising money and serving as a consultant to oversee construction and project administration for bicycle infrastructure projects. Since Stockbridge is in close proximity to the Arabia Mountain PATH project, this relationship would be potentially beneficial to both the city and the Foundation.

BIKE & WALK FRIENDLY COMMUNITY

Long term goals for Stockbridge include potentially becoming a Bike Friendly Community, a designation from the League of American Bicyclists. Categories of evaluation for this designation include:

Engineering:

- Does your community have a comprehensive, connected and well-maintained bicycling network?
- Is bike parking readily available throughout the community?
- Is there a Complete Streets ordinance or another policy that mandates the accommodation of cyclists on all road projects?

Education:

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

Evaluation:

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

Enforcement:

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

Encouragement:

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

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

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

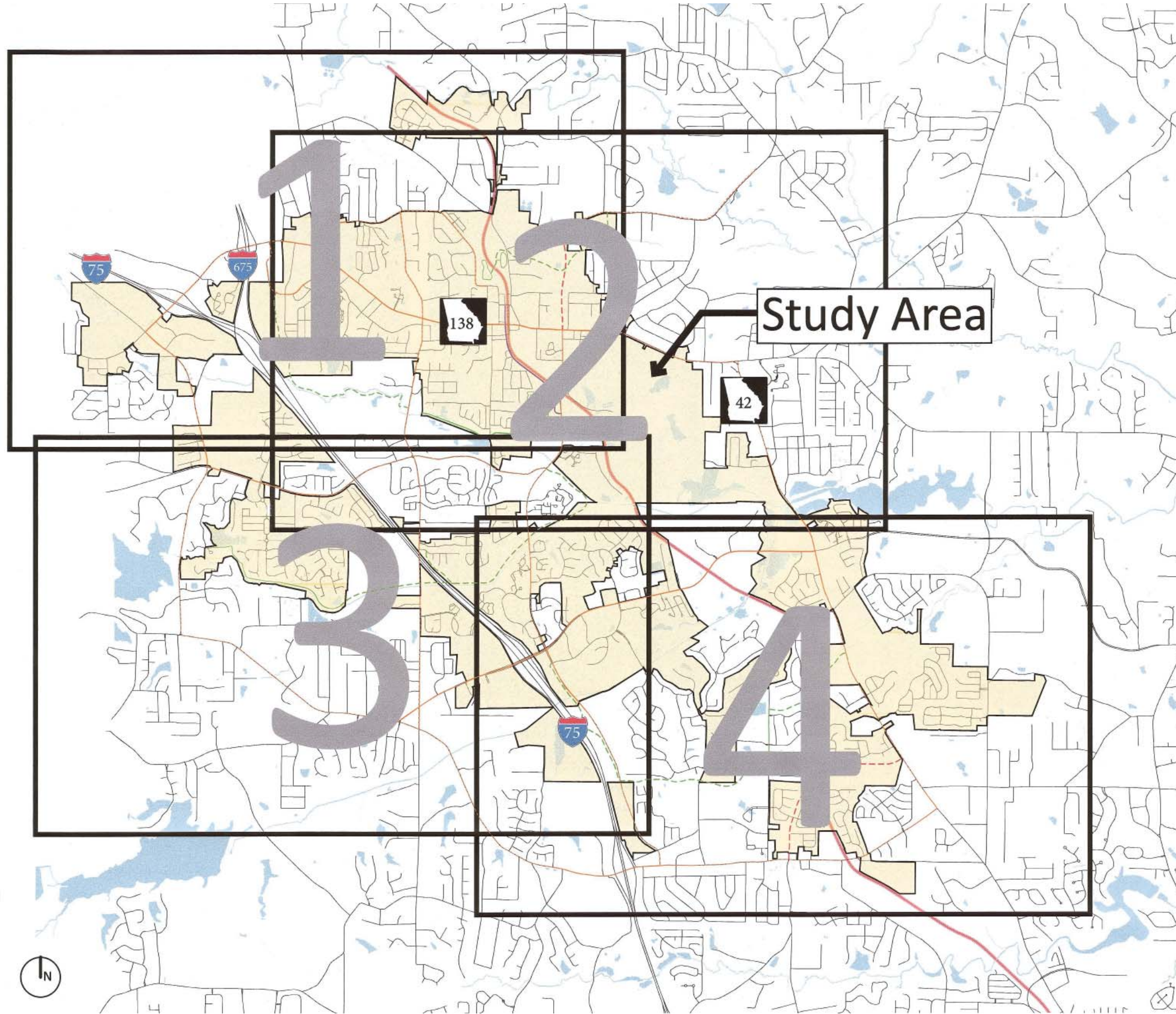
⁵⁹ "Quick Assessment," August 27, 2014, accessed November 15, 2016, <http://www.bikeleague.org/bfa/quick-assessment/community>.

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

Table 4: Policy Updates						
ID	Description	Project Year				
		1-2	3-4	5-6	7-8	9-10
Planning and Policy Update Projects						
P-1	Adopt a city-wide Complete Streets policy	X				
P-2	Begin a Safe Routes to School Program including educational efforts	X				
P-3	Form a city bicycle and pedestrian advisory committee and designate one city staff member as a program manager for bike and pedestrian improvement projects	X				
P-4	Integrate bicycle and pedestrian recommendations into future economic and tourism promotion efforts	X				
P-5	Pursue partnership with PATH foundation for future improvements	X				
P-6	Implement changes to zoning and development code to encourage development friendly to cyclists and pedestrians	X				
P-7	Begin programming such as community cycling and walking events		X			
P-8	Complete a Parks and Recreation Plan (could be a joint effort with Henry County)			X		
P-0	Pursue Bike and Walk Friendly Community Designation					X

ILLUSTRATIONS

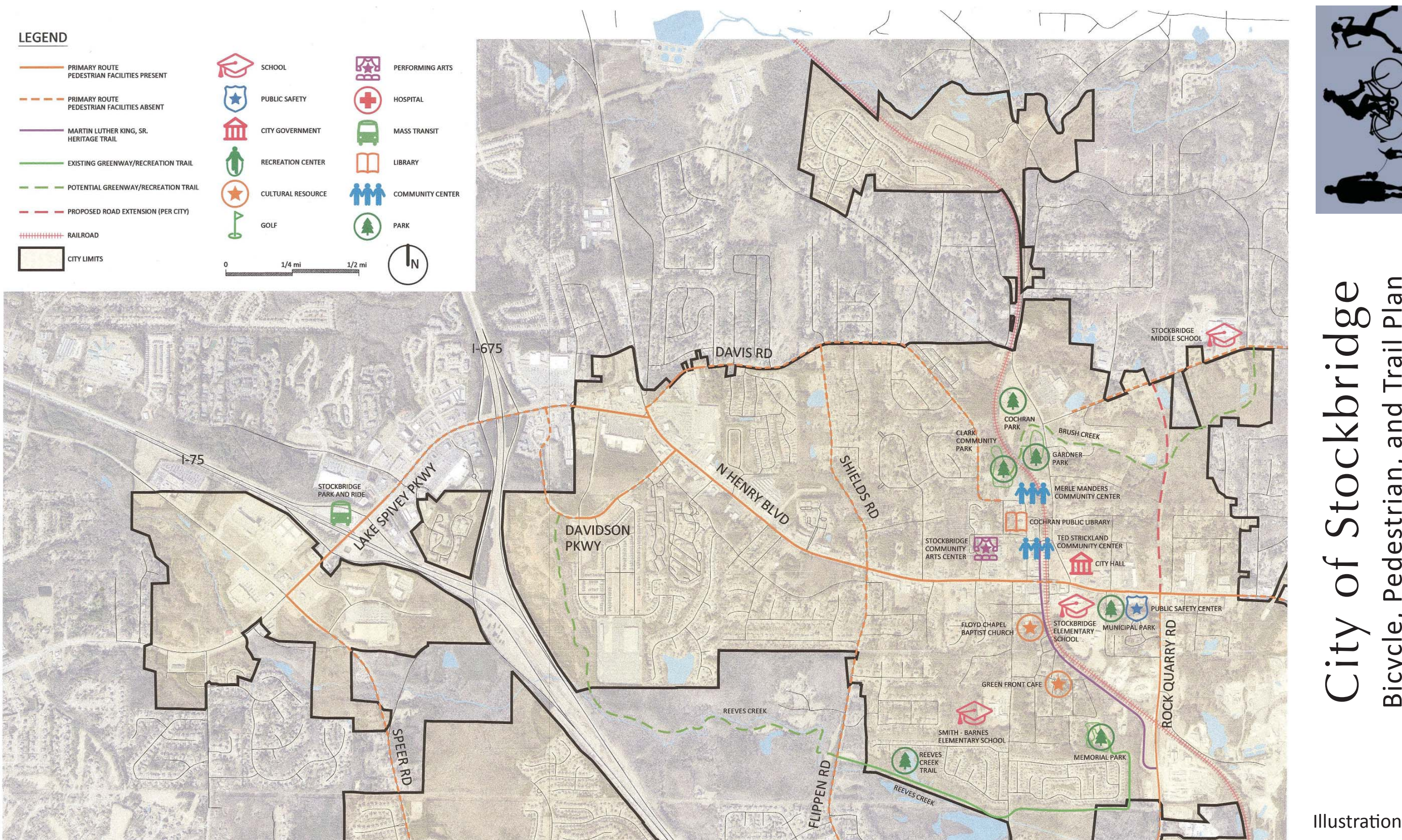
This page intentionally left blank



City of Stockbridge

Bicycle, Pedestrian, and Trail Plan

Illustration

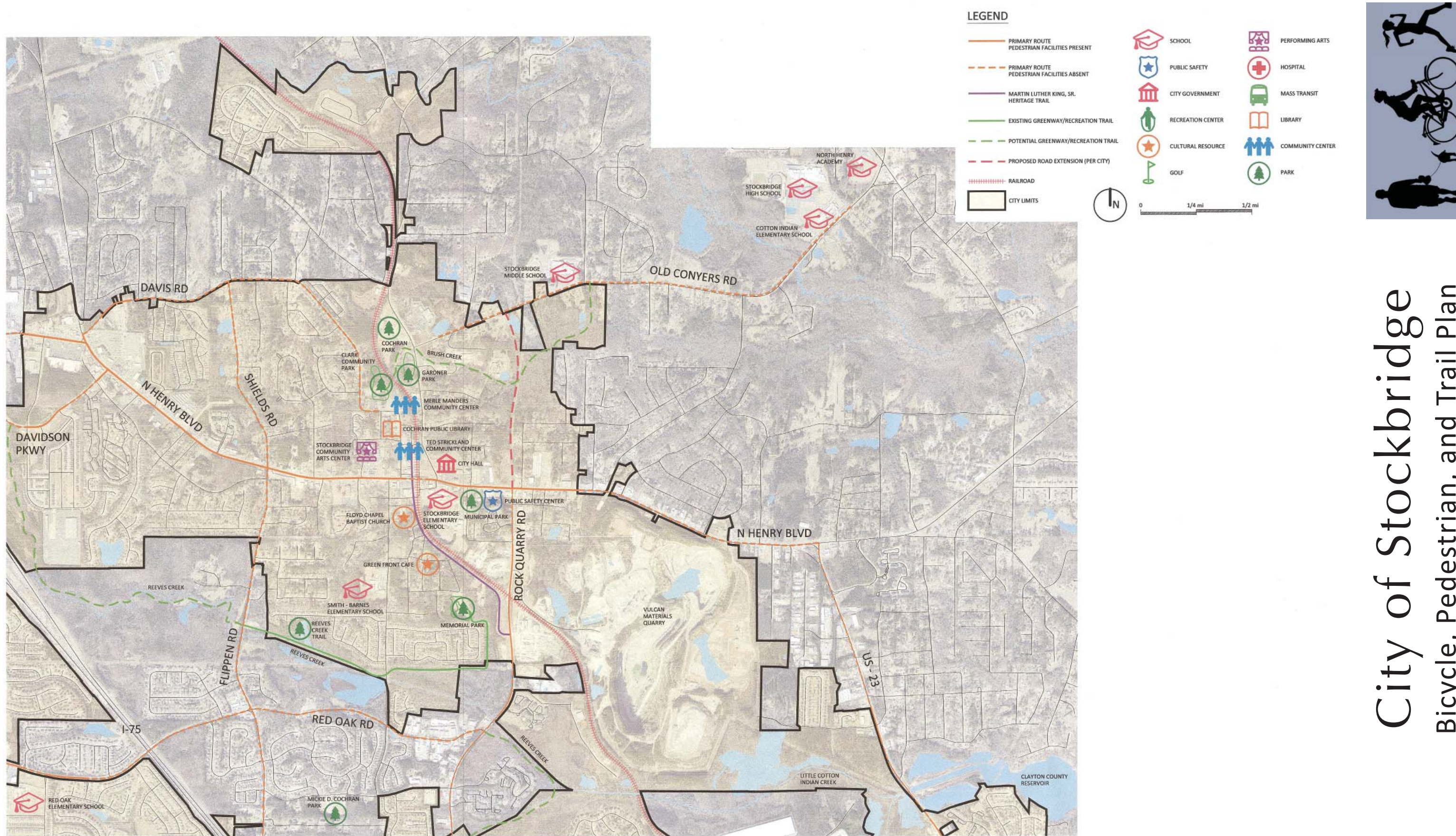


City of Stockbridge

Bicycle, Pedestrian, and Trail Plan

Illustration

(1) Northwest Quadrant Recommendations



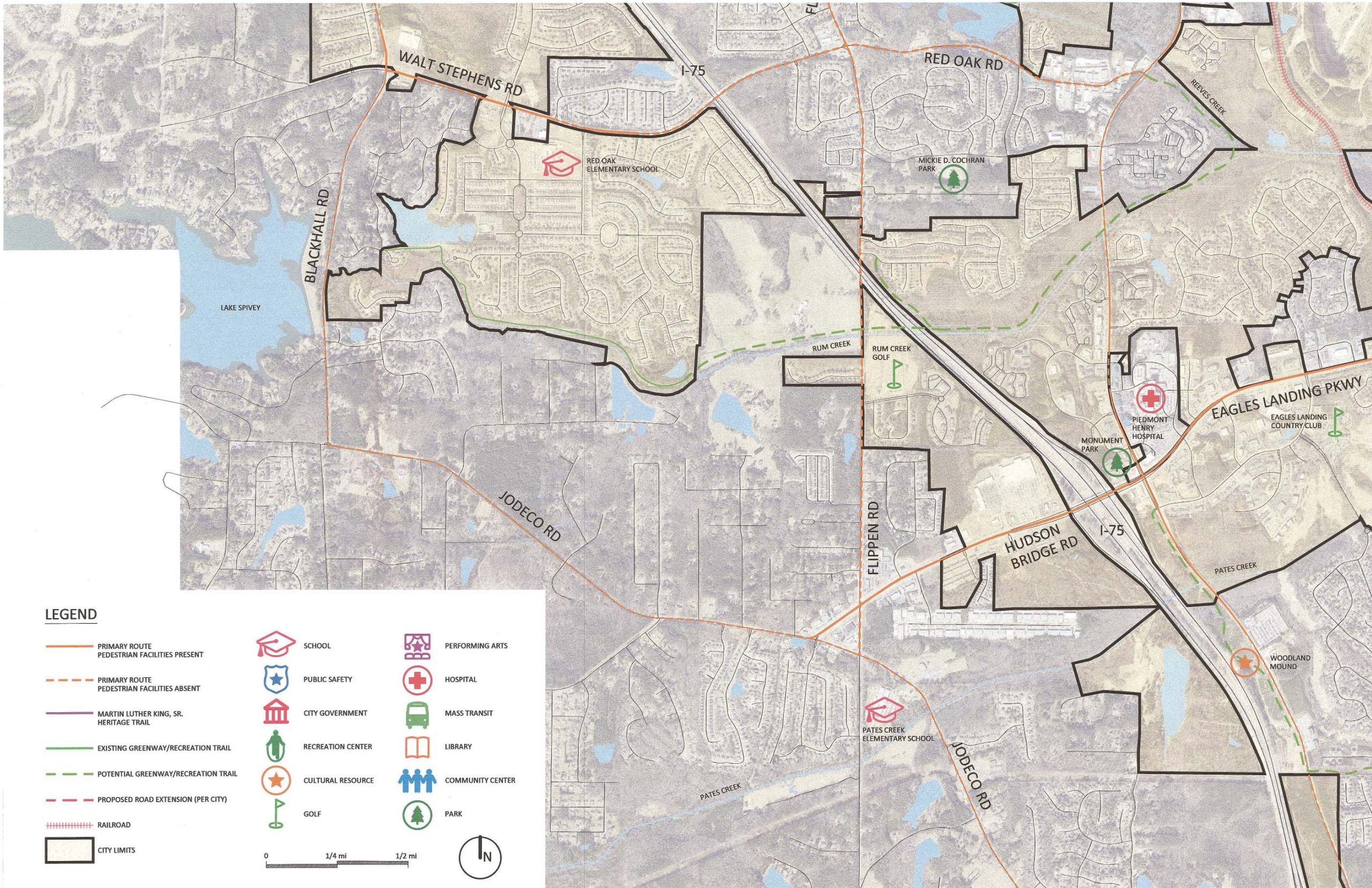
City of Stockbridge

Bicycle, Pedestrian, and Trail Plan

Illustration

(2) Northeast Quadrant Recommendations

C



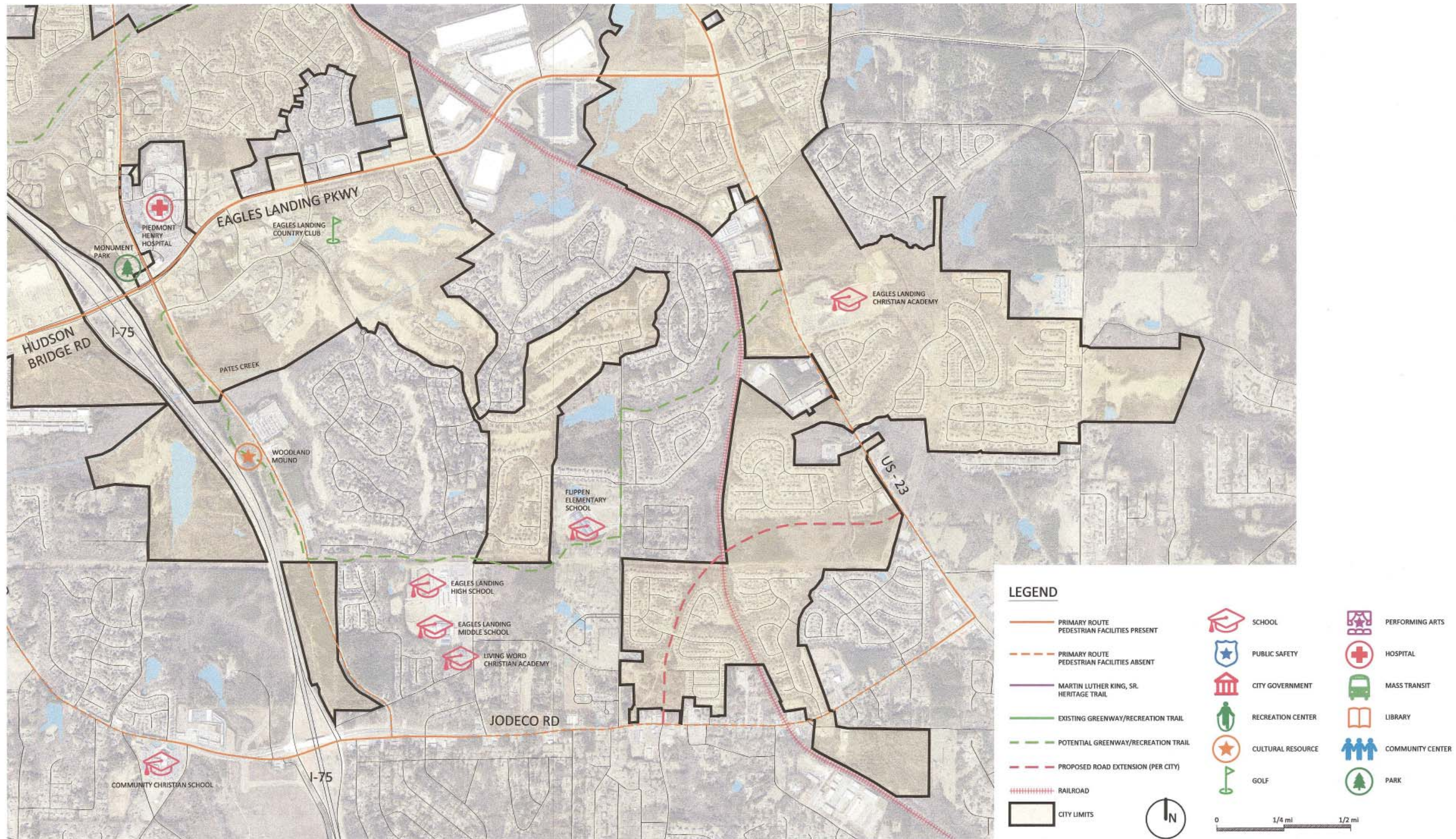
City of Stockbridge

Bicycle, Pedestrian, and Trail Plan

Illustration

(3) Southwest Quadrant Recommendations

D



City of Stockbridge

Bicycle, Pedestrian, and Trail Plan

Illustration

(4) Southeast Quadrant Recommendations

F



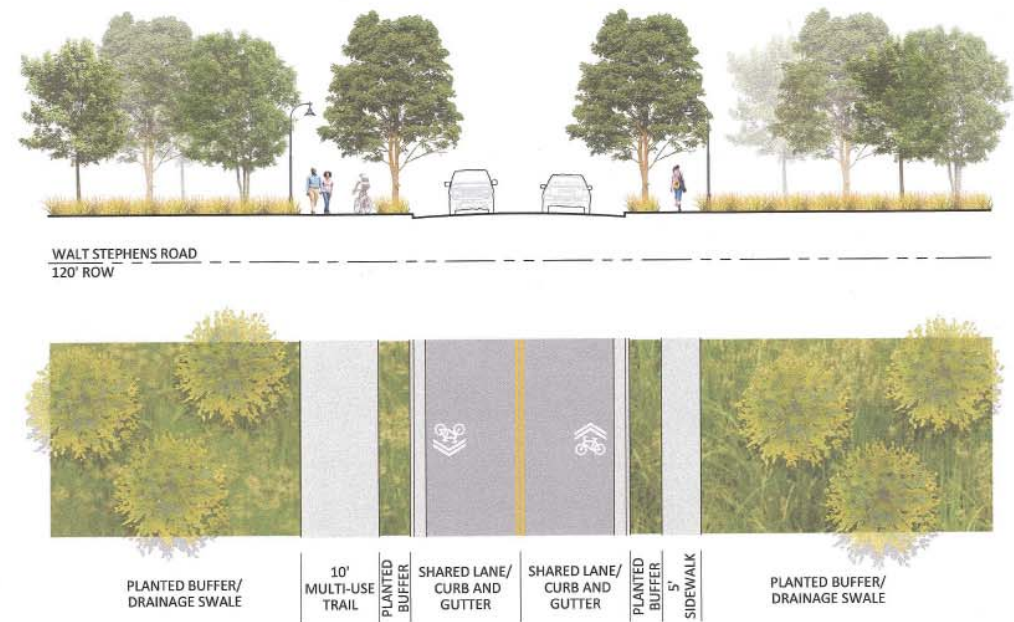
City of Stockbridge
Bicycle, Pedestrian, and Trail Plan

Illustration

Existing Conditions



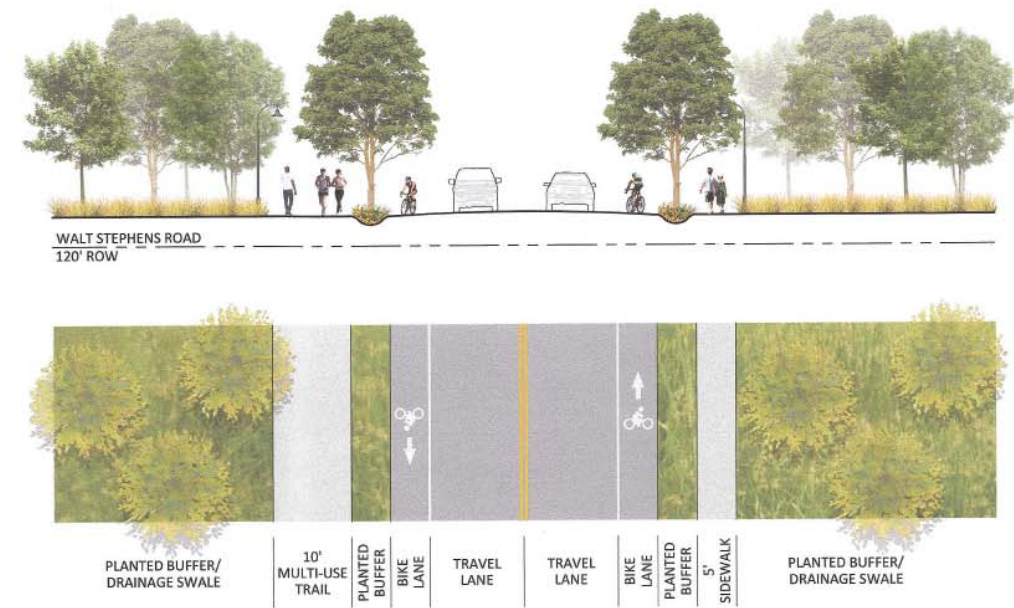
Option 1



Option 2



Option 3



Walt Stephens Road - Proposed Improvements

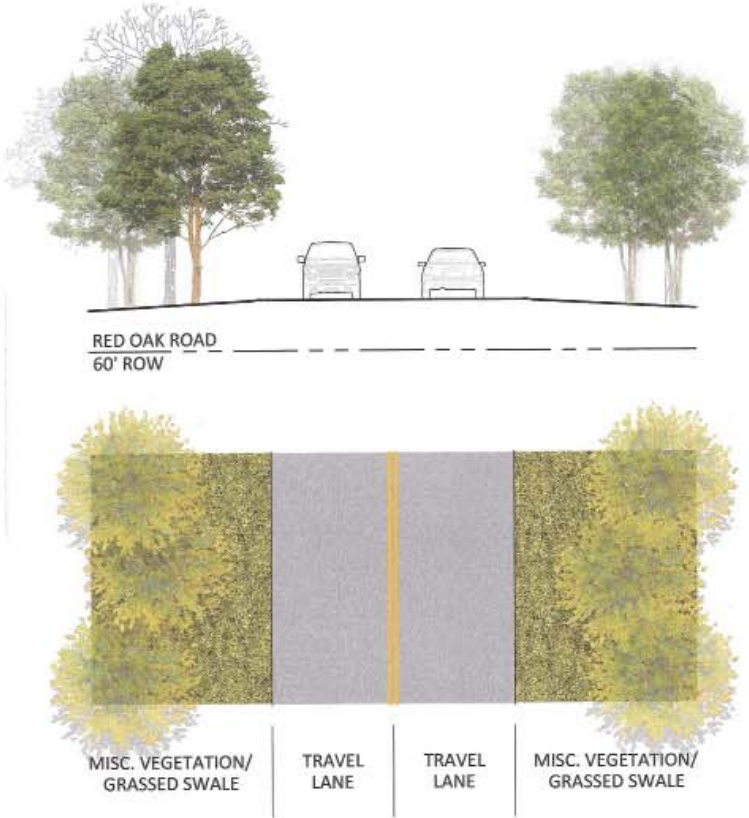
F



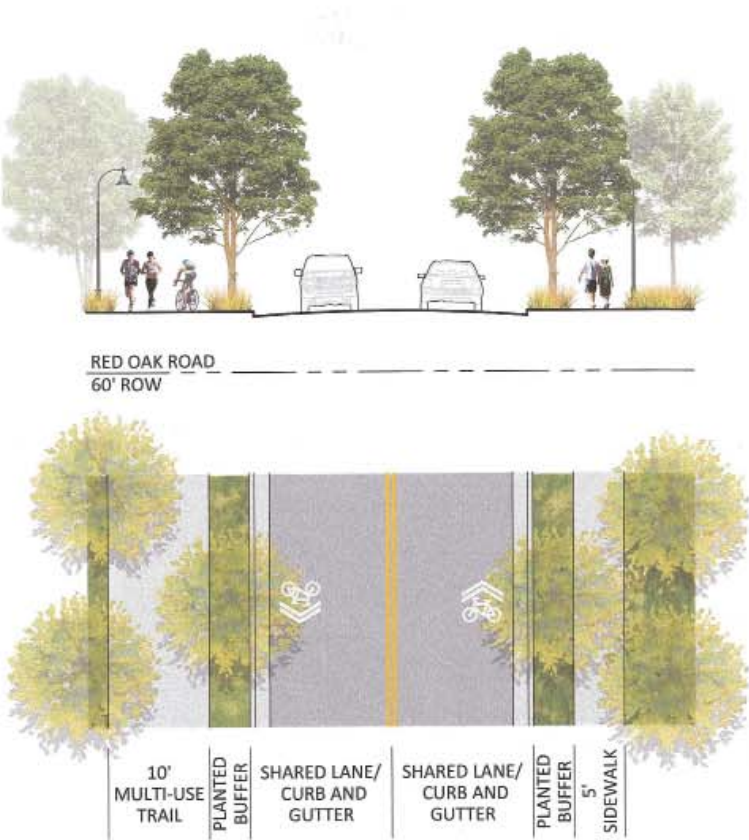
City of Stockbridge
Bicycle, Pedestrian, and Trail Plan

Illustration
G

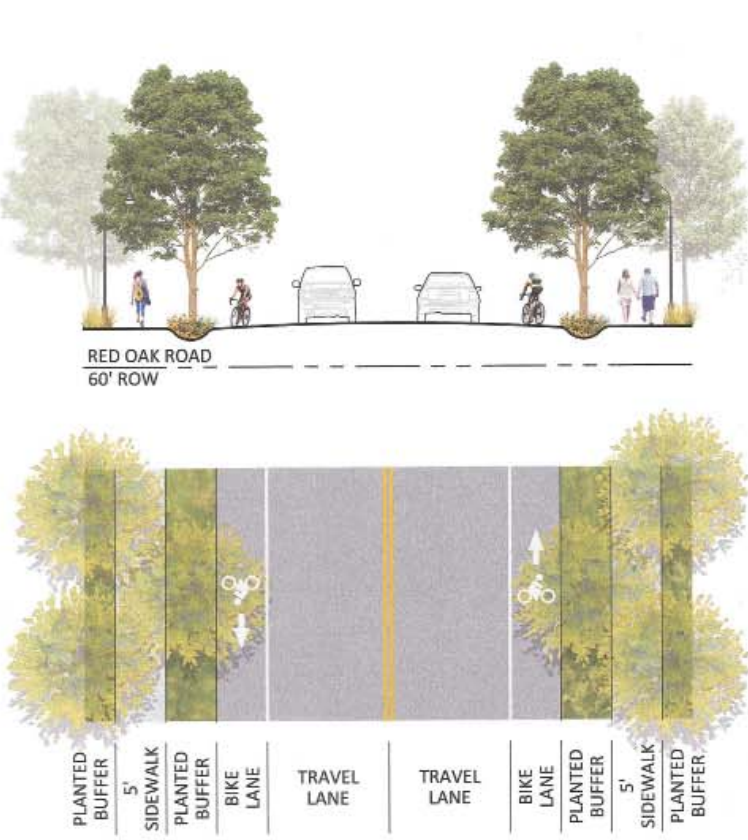
Existing Conditions



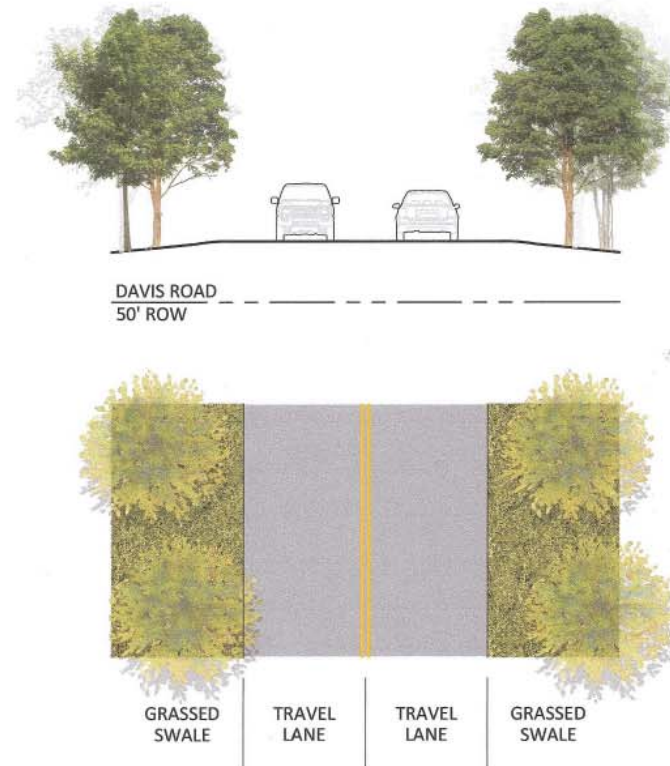
Option 1



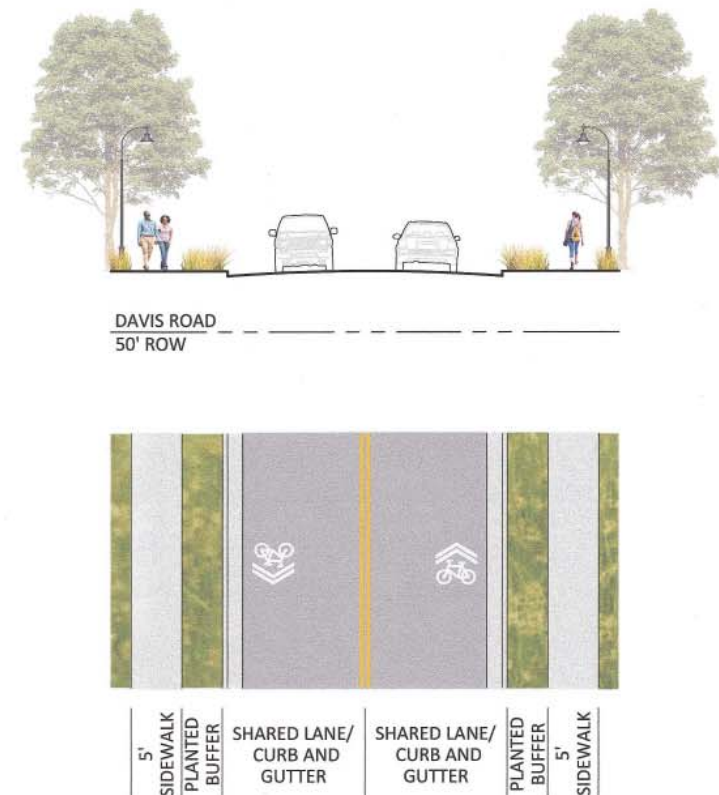
Option 2



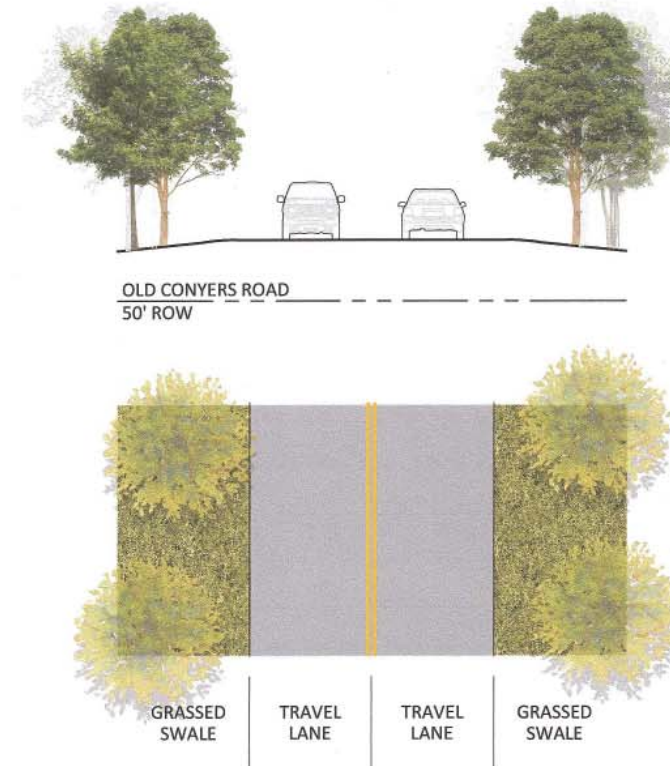
Existing Conditions



Possible Improvement



Existing Conditions



Possible Improvement



City of Stockbridge
Bicycle, Pedestrian, and Trail Plan

Illustration

Davis and Old Conyers Roads - Proposed Improvements

H

Existing Conditions



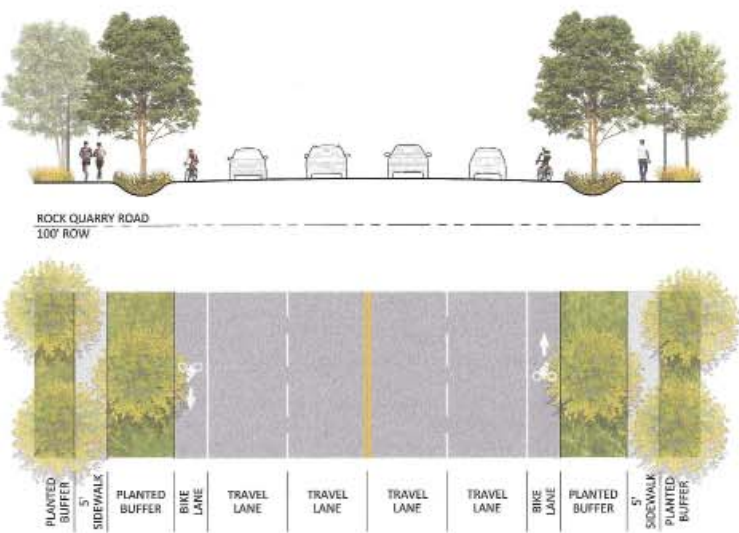
Option 1



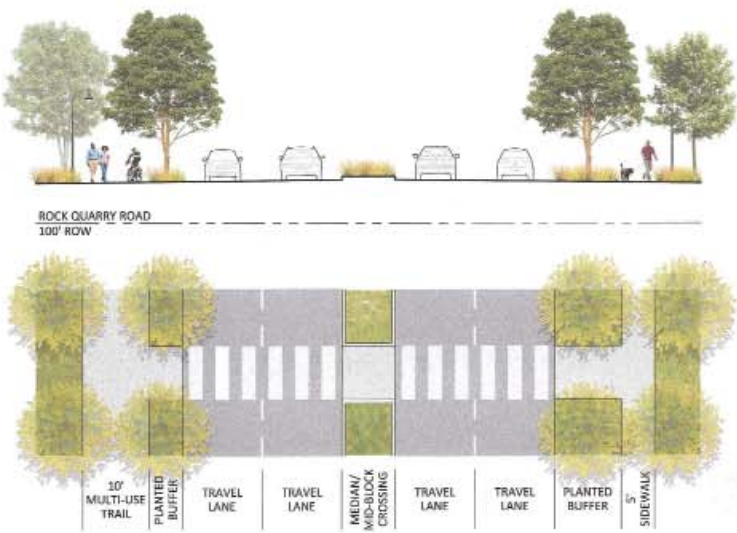
Option 2



Option 3



Option 4

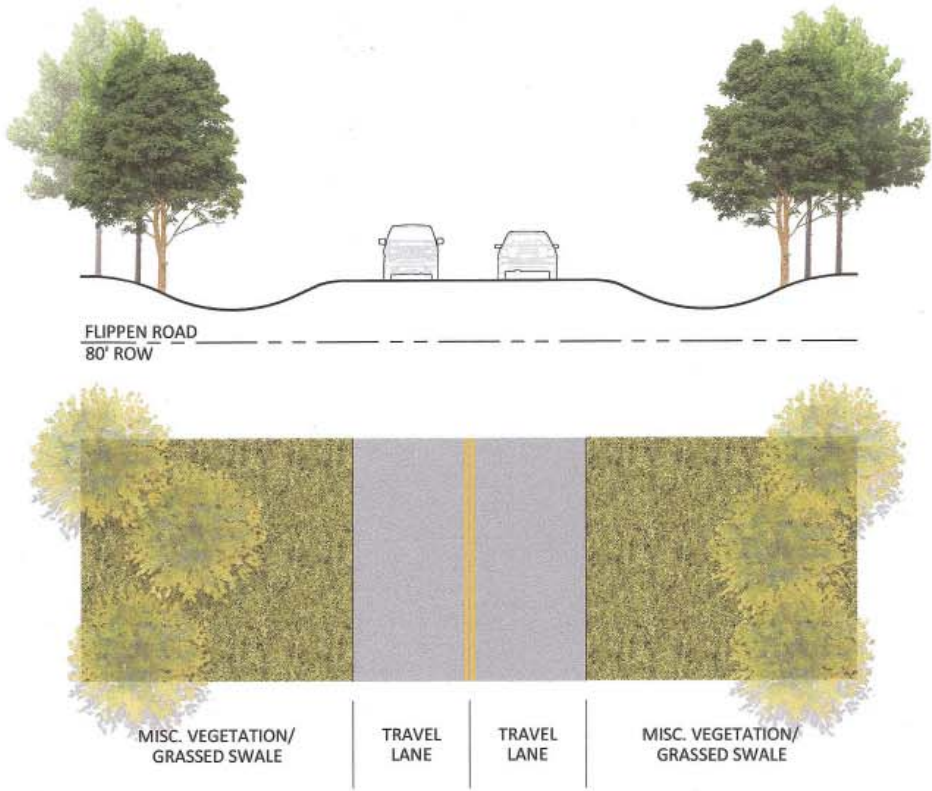


City of Stockbridge
Bicycle, Pedestrian, and Trail Plan

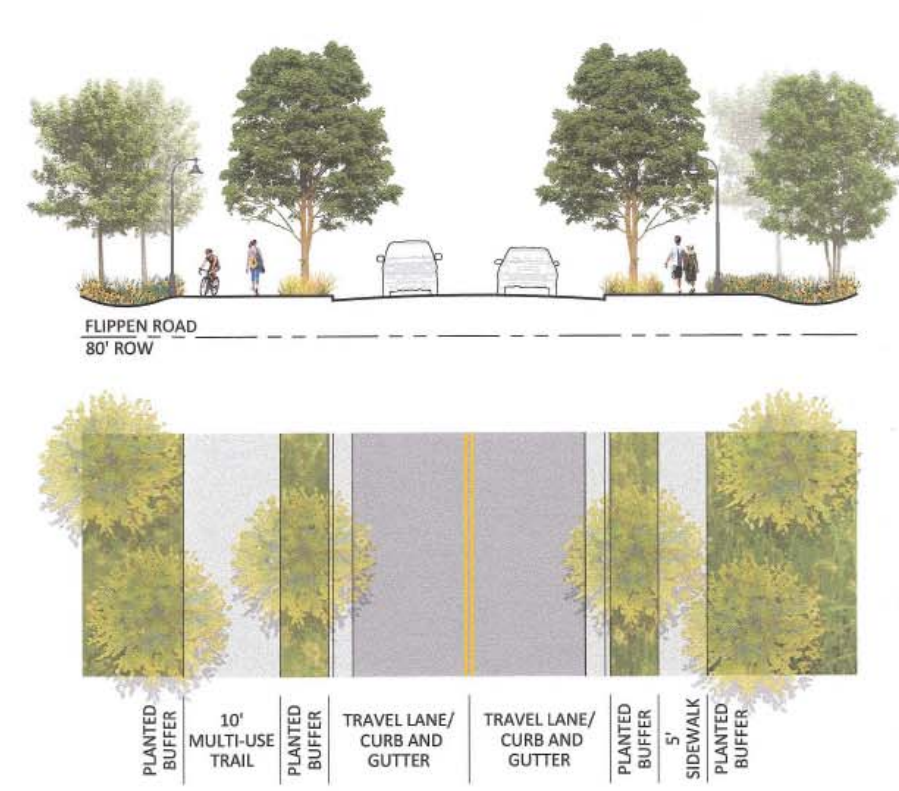
Illustration

Rock Quarry Road - Proposed Improvements

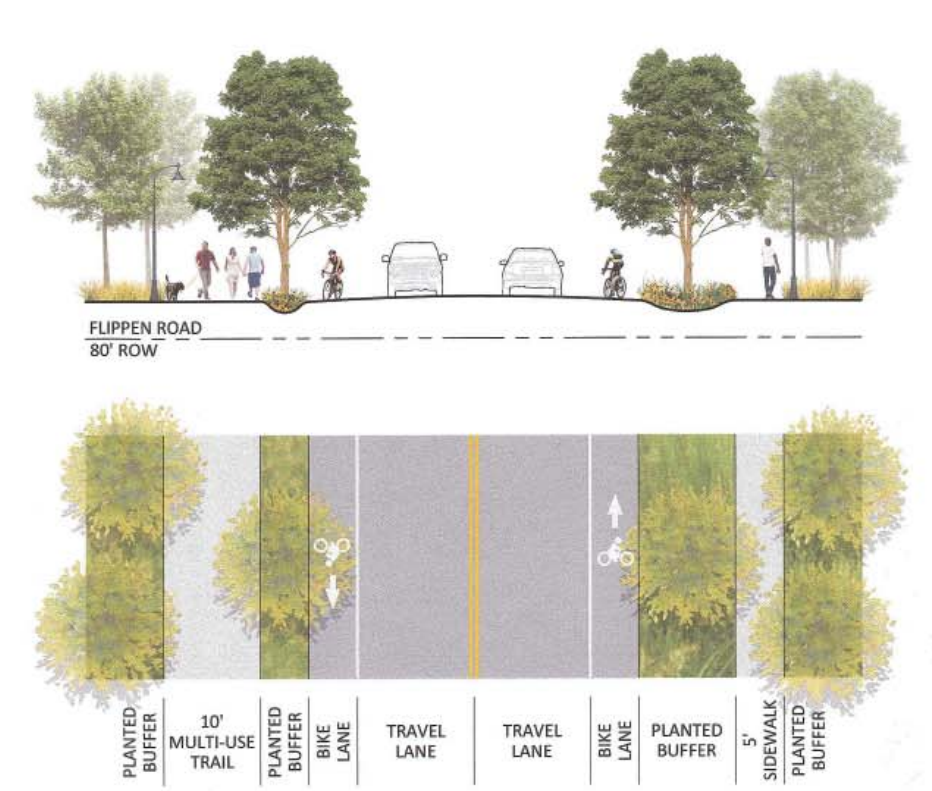
Existing Conditions



Option 1



Option 2



Option 3

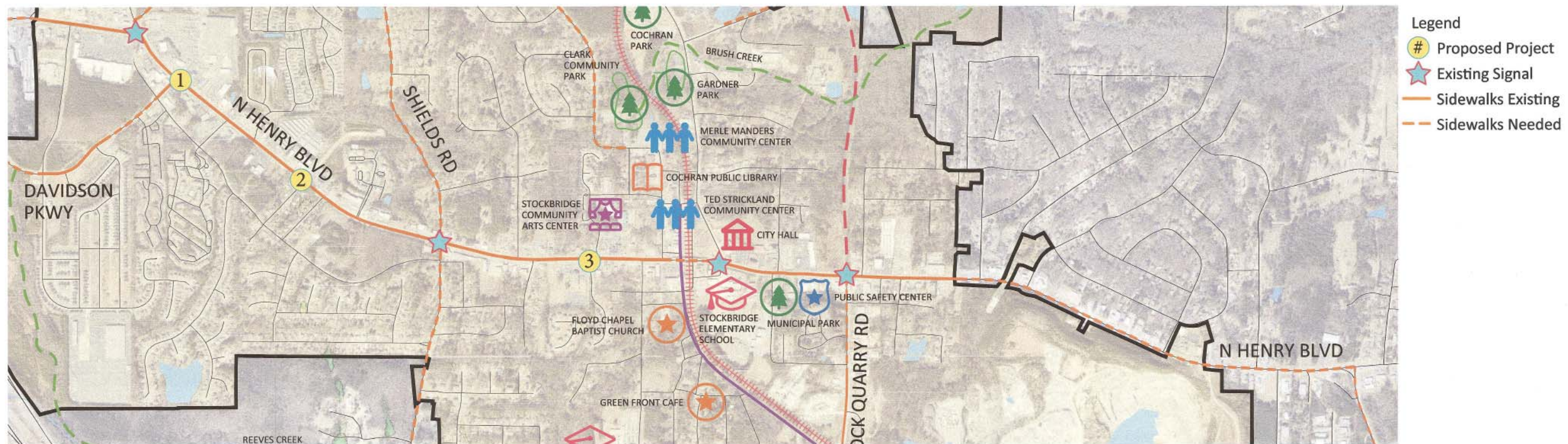


City of Stockbridge

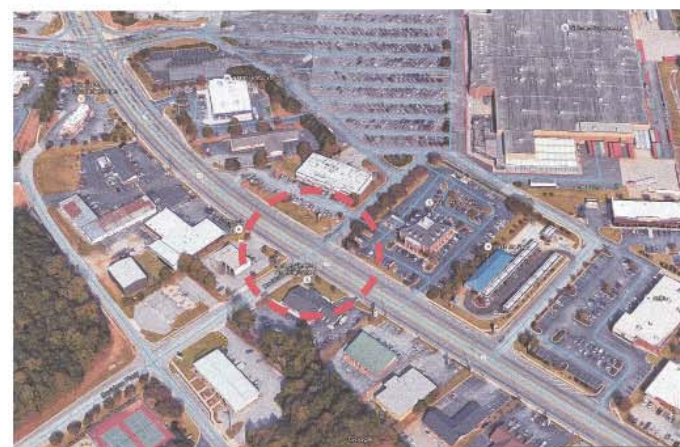
Bicycle, Pedestrian, and Trail Plan

Illustration

Flippen Road - Proposed Improvements



1 North Henry Boulevard @ Davidson Parkway



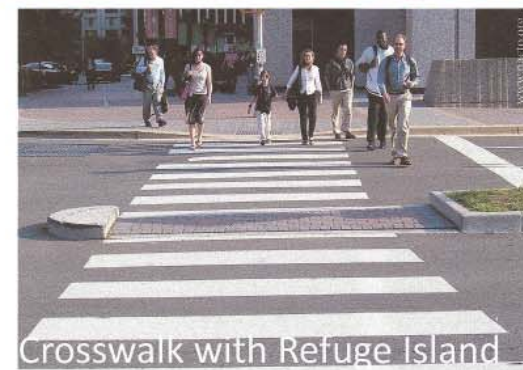
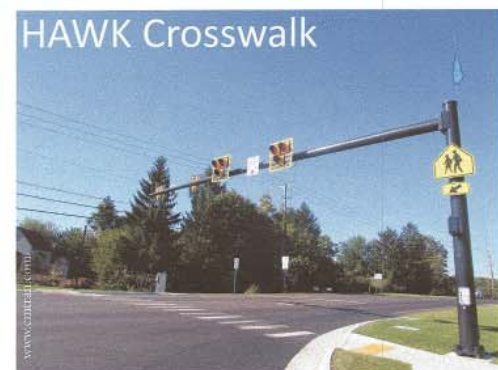
2 North Henry Blvd @ Brush Creek Ct/Shepherd Dr



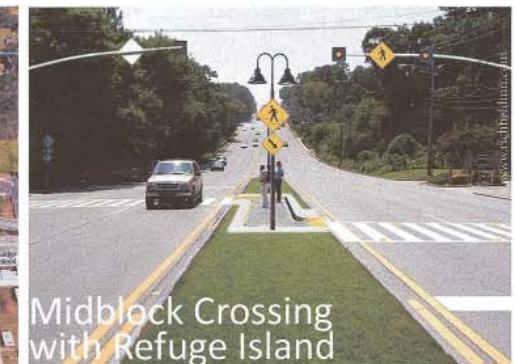
3 North Henry Boulevard @ McCain Creek Trail



HAWK Crosswalk



Crosswalk with Refuge Island



Midblock Crossing with Refuge Island



City of Stockbridge

Bicycle, Pedestrian, and Trail Plan

Illustration

North Henry Boulevard - Potential Crossings

K

- 1 Reeves Creek Trail Extension - Flippen Road to Davidson Parkway
- 2 Brush Creek Trail - Clark Community Park to Old Conyers Road
- 3 Rum Creek Trail - Rock Quarry Road to Blackhall Road
- 4 Patrick Henry Parkway Trail - Eagle's Landing Parkway to GA-42

Greenway adjacent to roadway



Hard surface off-road trail



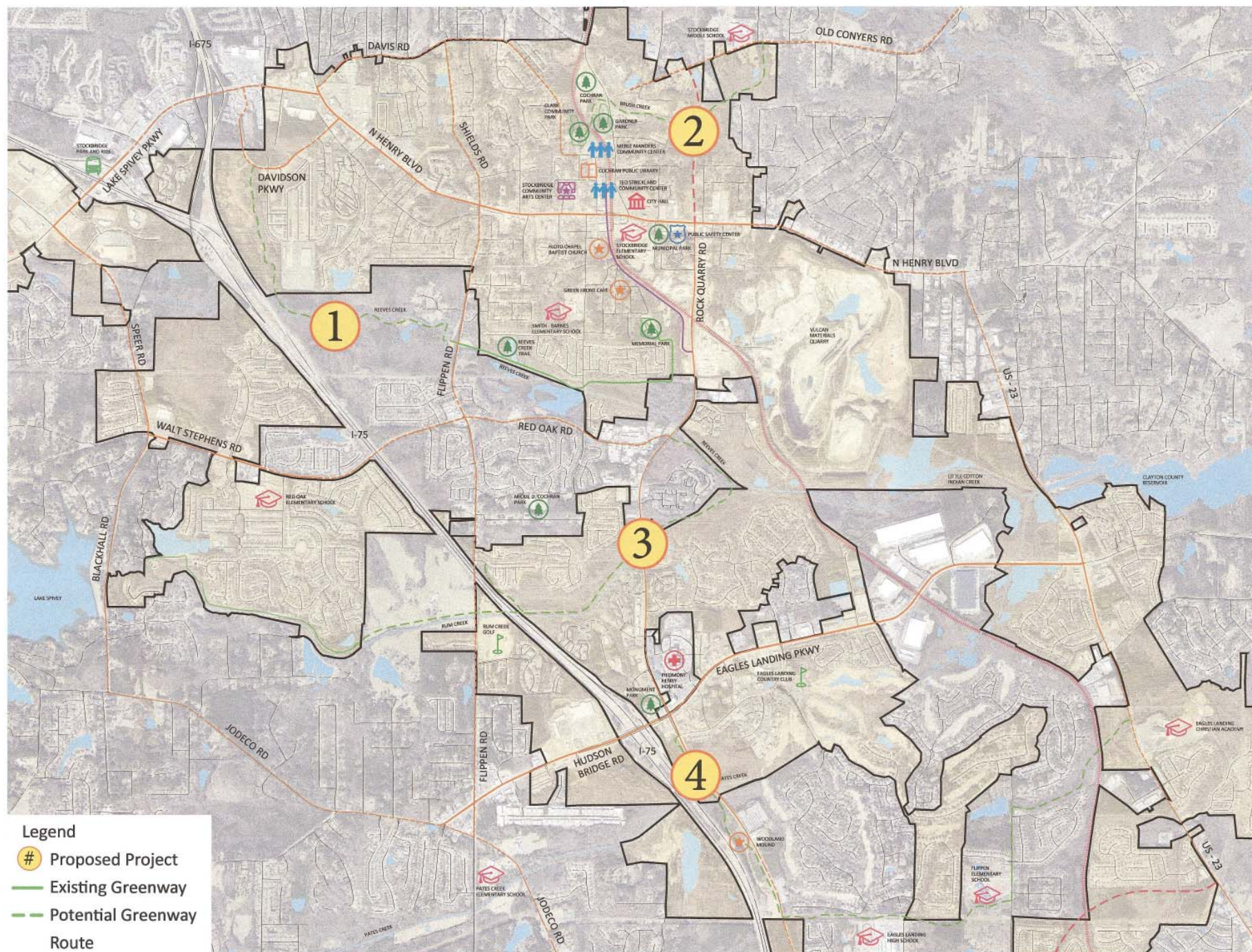
Elevated boardwalk trail



Natural surface off-road trail



Mulch nature trail



City of Stockbridge

Bicycle, Pedestrian, and Trail Plan

Illustration

Proposed Greenway Routes

L

- 1 Spur Trail to Cultural Resources
- 2 Spur Trail to Cultural Resources
- 3 Continuation/Completion of MLK Senior Trail
- 4 Potential Trailhead Location, Interpretive Signage Point
Link to Reeves Creek Trail



City of Stockbridge

Bicycle, Pedestrian, and Trail Plan

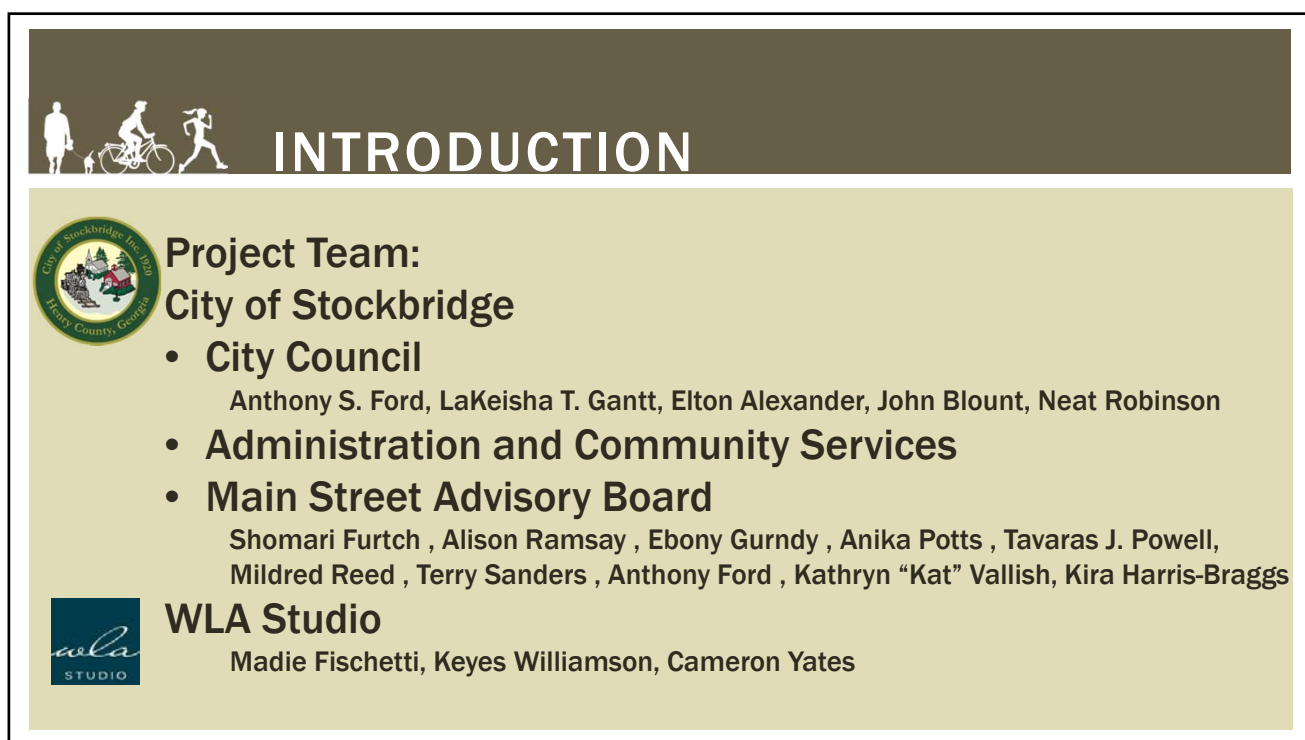
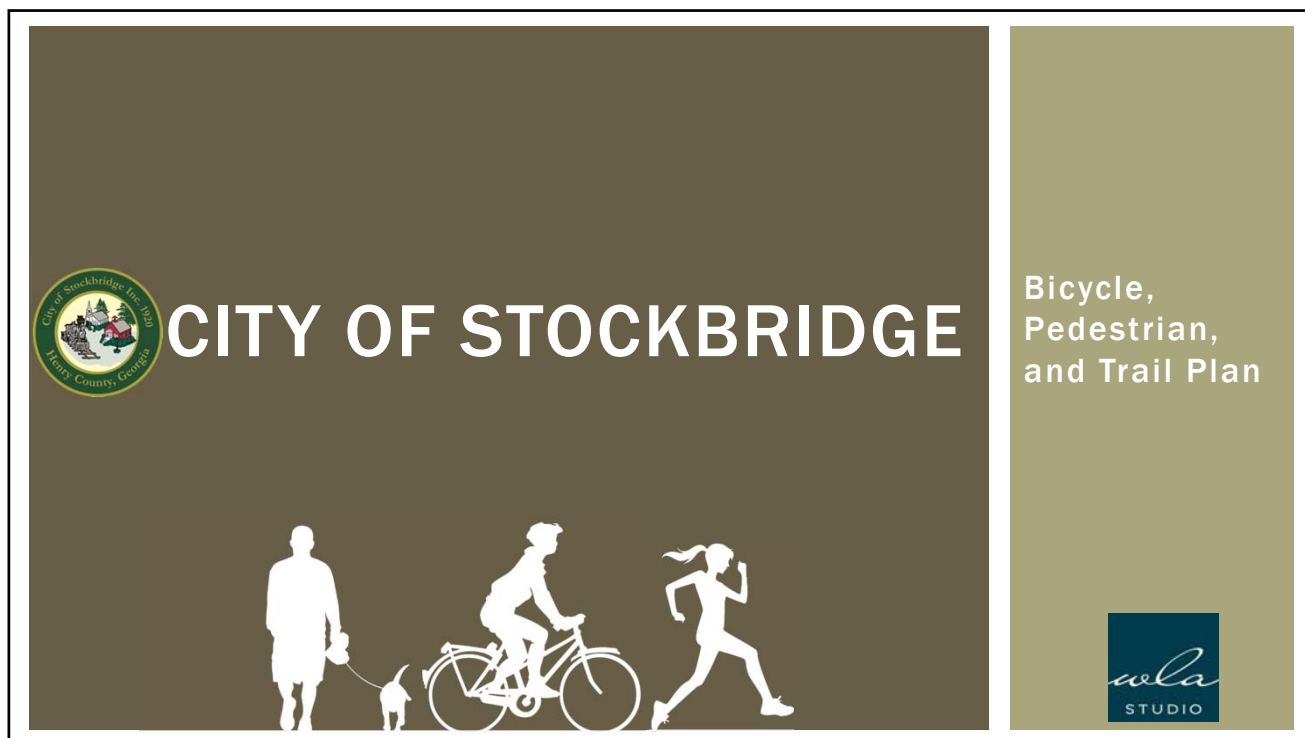
MLK Sr. Trail - Proposed Extension

Illustration
M

This page intentionally left blank

APPENDIX A – Public Presentations

This page intentionally left blank





WHY DEVELOP THIS PLAN?

- City of Stockbridge does not have a Comprehensive Pedestrian, Bicycle, and Trail Plan
- Several Bike Lanes, Trails and Sidewalks throughout the City, are limited due to topography, and right of way constraints.

The overall goal of developing a Bicycle, Pedestrian, and Trail Plan is to ***provide a safe, connected, and efficient transportation*** system for the citizens of Stockbridge. Supporting objectives include:

- Identifying a technically sound and feasible program of investments
- Creating a safe system which minimizes modal conflicts
- Developing an integrated pedestrian and bicycling network that accommodates a wide range of users and abilities from children to seniors



PROJECT APPROACH & SCHEDULE

SUMMER

Phase One: Inventory and Analysis - Data is collected throughout study area, includes physical data, natural and cultural resources, evaluation of existing facilities, input from citizens

SEPTEMBER

Phase Two: Opportunities - Collected data is reviewed, opportunities are identified and presented graphically upon project map, narrative is provided; Additional public input is gathered

OCTOBER

Phase Three: Strategy - Final bicycle, pedestrian, and trail plan strategy is developed along with supporting mapping and graphics, presentation is developed and brought before City Council for final approval





WHAT WILL THE FINAL PRODUCT BE?

Master Plan Report and Mapping

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

Then What Happens?

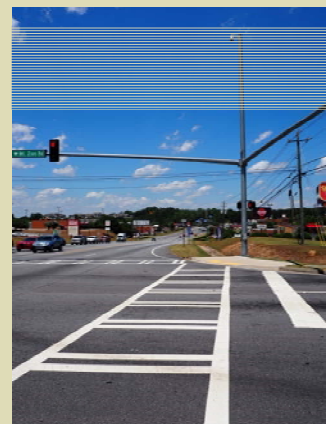
- City implements policy recommendations
- City launches Education and Encouragement Initiatives
- Develop capital plan for bicycle and pedestrian improvements/projects
- Design and construct infrastructure improvements



CURRENT TASKS



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

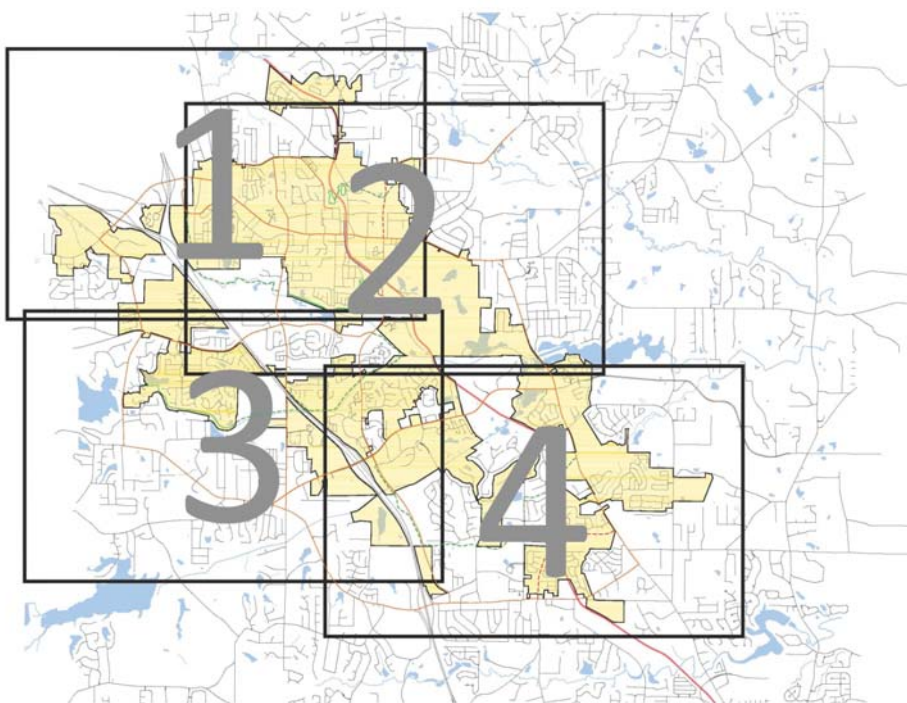


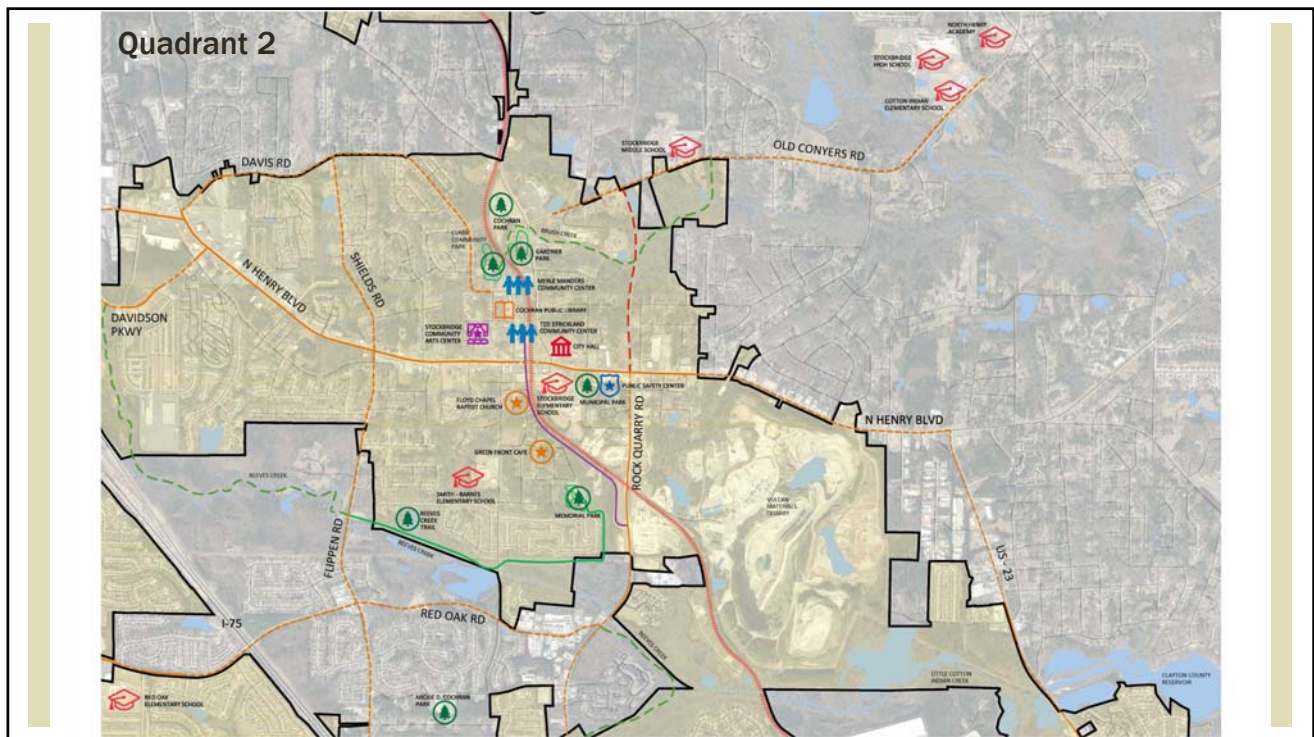
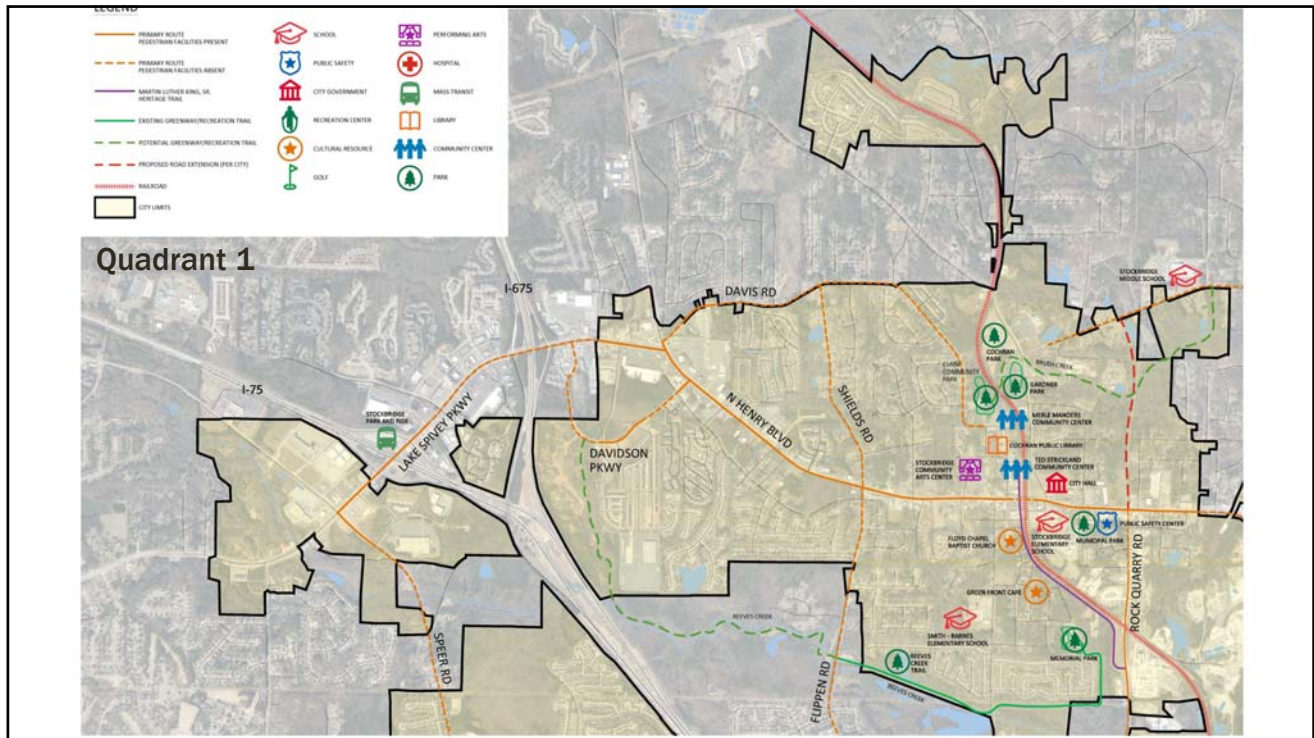


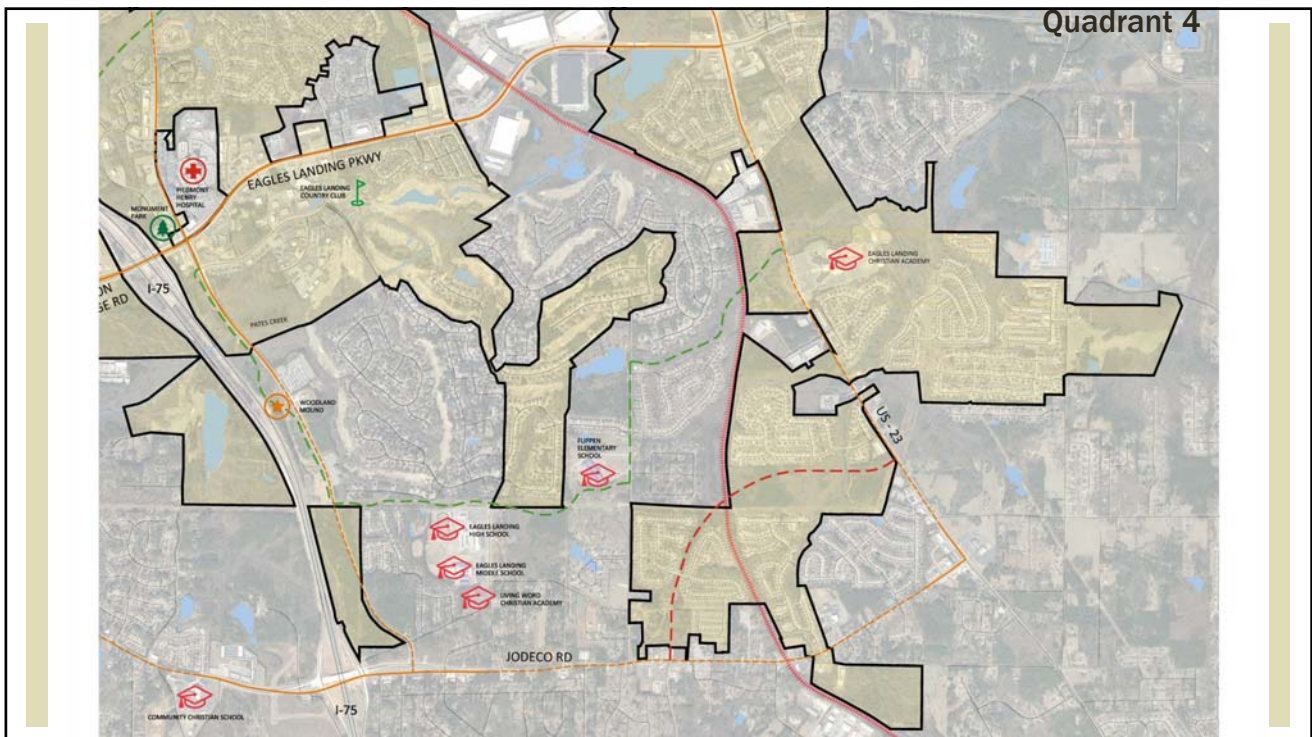
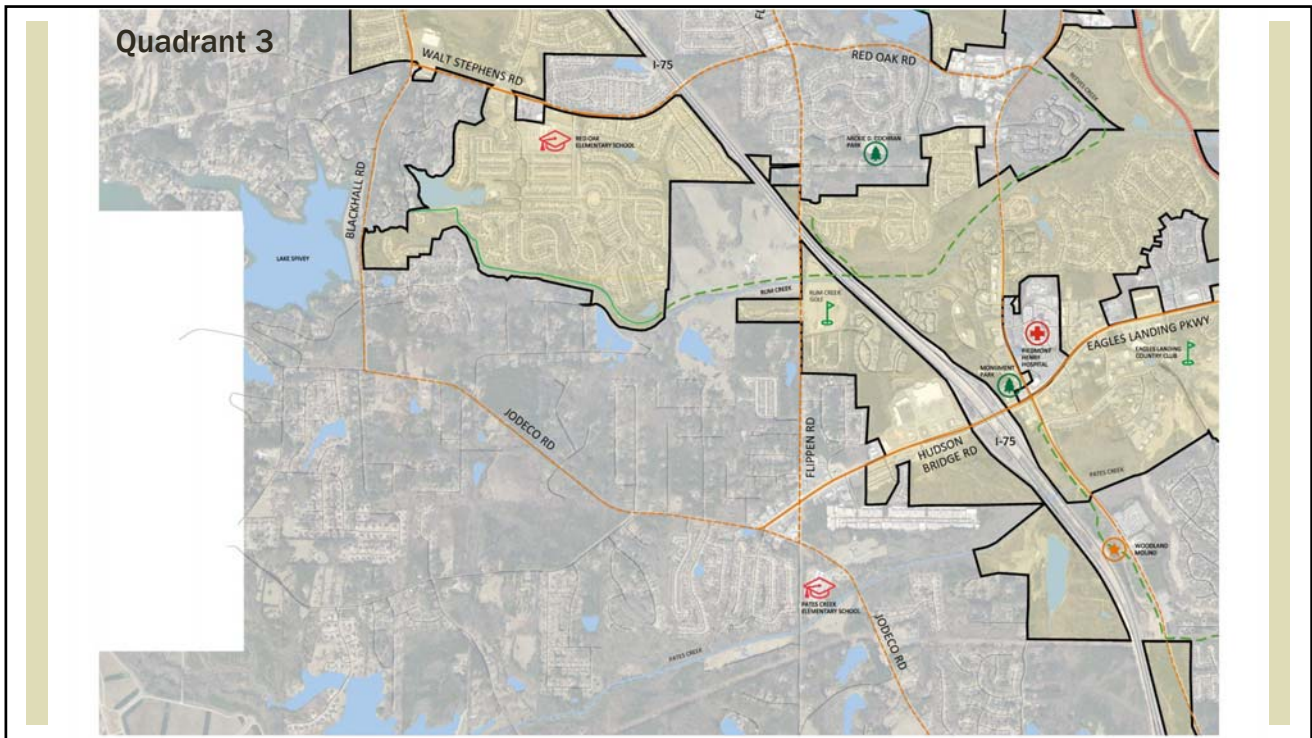
INVENTORY OF EXISTING CONDITIONS

Type of Data Collected:

- Public Input (Survey)
- Crash Data
- Environmental Inventory
 - Pedestrian Facilities
 - Bicycle Facilities
 - Intersection Conditions (ADA Compliance)
- Other Studies (Regional and Local) Such As
 - Stockbridge LCI Study, 2012
 - Henry County Comprehensive Transportation Plan, 2007
 - ARC Walk, Bike, Thrive, 2016









ASSETS AND OPPORTUNITIES - TRAILS



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



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



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



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



CULTURAL RESOURCES

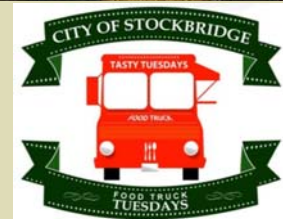
Locations influence trail routes, parks or interpretive elements; could include the Green Front Café, Floyd Chapel Baptist Church near downtown and the Woodland Mound along Patrick Henry Pkwy



PUBLIC INPUT/SURVEY

Type of Data Collected:

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





SURVEY FINDINGS

Q 1: Respondent's age.

Age Range	#	%
Under 16	2	2.3%
17-24	1	1.1%
25-34	14	15.9%
35-44	22	25.0%
45-54	27	30.7%
55-64	14	15.9%
65+	8	9.1%

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

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



SURVEY FINDINGS

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

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

* Other included: around neighborhood; friend's houses

Q 2B: If YES (I walk or bike), what is your typical destination?

Destination	#	%
a. School	2	1.8%
b. Work	4	3.6%
c. Retail	8	7.3%
d. Community Center/Church	7	6.4%
e. Library	7	6.4%
f. Park	43	39.1%
g. Other*	13	11.8%
N/A	26	23.6%



SURVEY FINDINGS

Q 2C: If NO, why don't you walk/bike in Stockbridge?

Lack of Pedestrian/Bicycle Facilities	#	%
Lack of crosswalks	3	2.7%
Lack of sidewalks	15	13.5%
Lack of pedestrian signals across roads	4	3.6%
Lack of midblock crossings	3	2.7%

* Other included: don't have a bike; don't like to walk

Bike lanes	13	11.7%
Off street bike paths	14	12.6%
Off-road (mountain bike) trails	0	0.0%
Concerns about safety while walking/biking	19	17.1%
Condition of sidewalks is poor	4	3.6%
Uneducated motorists	5	4.5%
Disabled, elderly, or unable to walk/bike	2	1.8%
Other	7	6.3%



SURVEY FINDINGS

Q 3: Please rate the following statement; Stockbridge *lacks connectivity* in pedestrian and bicycle facilities.

Response	#	%
Strongly agree	42	44.2%
Agree	30	31.6%
Undecided	15	15.8%
Disagree	5	5.3%
Strongly disagree	3	3.2%

Q 4: Please rate the following statement; The City of Stockbridge has *adequate* pedestrian and bicycle facilities.

Response	#	%
Strongly agree	2	2.1%
Agree	10	10.5%
Undecided	19	20.0%
Disagree	26	27.4%
Strongly disagree	38	40.0%



SURVEY FINDINGS

Q 5: Which is the most important factor to encourage more walking and/or biking in Stockbridge?

Response	#	%			
Nature trails	26	15.0%	Other _____	3	1.7%
Off-road hard surface trails	28	16.2%	Dedicated bicycle lanes/trails	32	18.5%
Wider sidewalks	22	12.7%	Wider paved shoulders	13	7.5%
Better pedestrian scale lighting	40	23.1%	N/A	5	2.9%
Improved intersections crossings(crosswalks, signalization, etc.)	4	2.3%			



SURVEY FINDINGS

Q 6: Do you use the Reeves Creek Trail? How often?

Response	#	%	Response	#	%
Yes	44	47.8%	1+ times/week	11	25.6%
No	48	52.2%	1+ times/month	10	23.3%
			Several times/year	16	37.2%
			1 time/year	5	11.6%
			N/A	1	2.3%



SURVEY FINDINGS

Q 7: Do you use any regional trails (such as Panola-Arabia Mountain Trail)?

Response	#	%	Response	#	%
Yes	50	53.2%	1+ times/week	6	12.0%
No	34	36.2%	1+ times/month	18	36.0%
N/A	10	10.6%	Several times/year	14	28.0%
			1 time/year	9	18.0%
			N/A	3	6.0%



SURVEY FINDINGS

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

Flippen Rd	14	Eagles Landing Pkwy	3	Austin Road	1	Old Atlanta Rd	1
Rock Quarry Rd	12	Fairview Rd	3	Banks Road	1	Panola Road	1
East Atlanta Rd	7	MLK SR Heritage Trl	3	Center Street	1	Scarborough Rd	1
Walt Stephens Rd	7	Red Oak Rd	3	Flat Rock Rd	1	Speer Rd	1
Hwy 138	6	Hudson Bridge Rd	2	Gardner Road	1	Stagecoach Rd	1
Tye Street	5	North Henry Blvd	2	Hearn Road	1	Swan Lake Rd	1
Davis Road	4	Shields Road	2	Hwy 42	1	West Burke Rd	1



SURVEY FINDINGS

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

Rock Quarry Road	9	Old Conyers road	4	Center Street	1	Patillo Road	1
Flippen Road	7	Tye Street	4	Flat Rock Road	1	Red Oak Road	1
Walt Stephens Road	7	MLK SR Heritage Trail	3	Gardner Road	1	Shields Road	1
East Atlanta Road	5	North Henry Boulevard	3	Hudson Bridge Road	1	Speer Road	1
Davis Road	4	Connect the Parks	2	Jodeco	1	Stagecoach Road	1
Eagles Landing Parkway	4	Fairview Road	2	Millers Mill Road	1	Swan Lake Road	1
Hwy 138	4	Hwy 42	2	Old Atlanta Road	1	West Burke	1



SURVEY FINDINGS

Survey Results Conclusions:

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

Priorities:

Network – expand and improve active transportation network

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

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



https://utown.ubc.ca/sites/utown.ubc.ca/files/styles/adaptive/public/gallery/Oct-21-2013/WnR_schoolbus.JPG?tok=XygWm9A6



SURVEY FINDINGS

(1) Trails

- Recreation
- Protect Natural and Cultural Resources

(2) Sidewalks

- Complete the Network
- Provide standards for Development

(3) Intersections

- Accessibility
- Signals

(4) Bicycle Facilities

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



POLICIES

Complete Streets

- Requires streets to be planned, designed, operated, and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation



Walk Friendly Community

- National recognition program developed to encourage cities establish a high priority for supporting safer walking environments and improve a wide range of conditions related to walking, including safety, mobility, access, and comfort



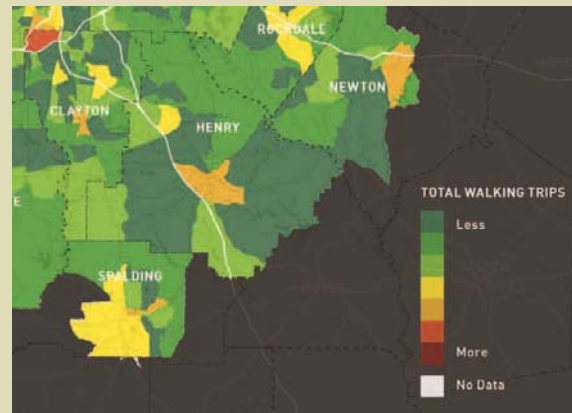
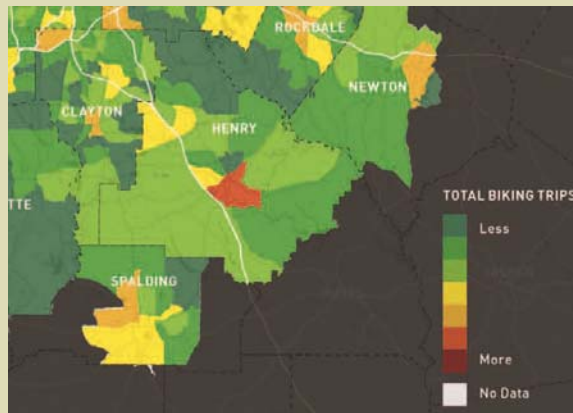
Bike Friendly Community

- National recognition program developed to encourage the “5 E”s in bike-able communities: Engineering, Education, Encouragement, Evaluation, and Enforcement





CONNECTIONS - REGIONAL

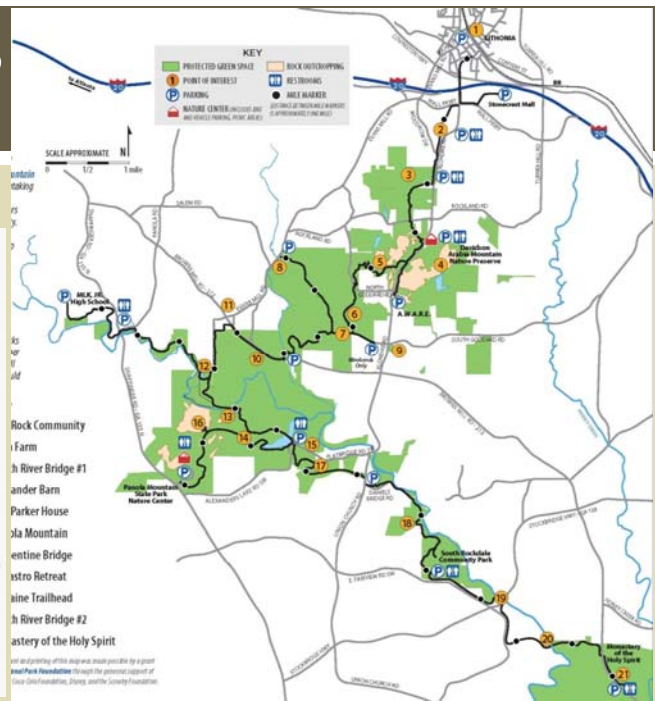
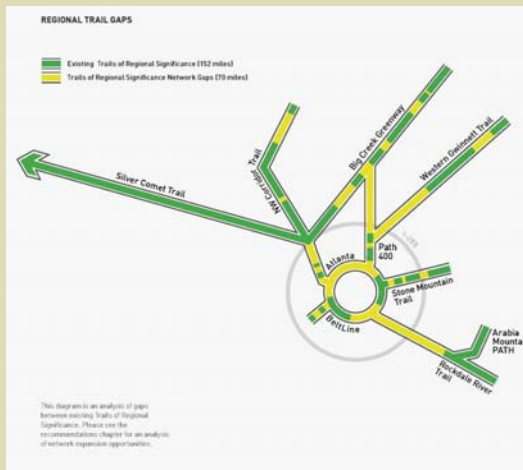


Walk Bike Thrive!
Atlanta Regional Bicycle & Pedestrian Plan (2016)



CONNECTIONS REGIONAL

Arabia Mountain PATH





TYPES OF PEDESTRIAN & BICYCLE FACILITIES



Off-road hard surface multi-use trail



Off-road soft surface multi-use trail



Streetscape



Sidewalk with buffer



On-road hard surface multi-use trail w/ buffer



Elevated boardwalk trail



Sidewalk with no buffer



Mid-block crossing



BICYCLE FACILITIES



Striped Bike Lane



Separated Bike Lane



Sharrows & Bike Boxes



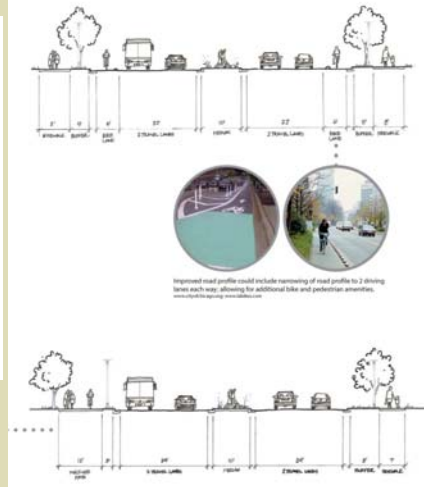
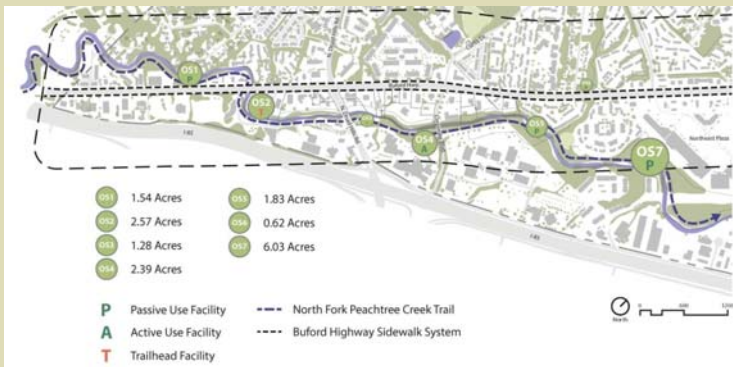
Bike Racks/Bike Parking



<https://www.nacto.org>



WHAT WILL THE MASTER PLAN RECOMMENDATIONS LOOK LIKE?



WHAT WILL THE MASTER PLAN RECOMMENDATIONS LOOK LIKE?



Public Meeting – Project Prioritization





WHAT WILL THE MASTER PLAN RECOMMENDATIONS LOOK LIKE?

Priority	Project Name	Location	Facility Type	Type of Project
1	Jones Creek Trail Extension	West of Main Street	12' Multi-Use Trail	Master Plan
2	5' wide sidewalk	West Road	Sidewalk with Buffer	Construction Documents
3	Martin Luther King Sr. Trail	Railroad Street	Streetscape	Construction Documents
4	Long Branch Trail	City Park to City Limits	12' Multi-Use Trail	Master Plan
5	8' wide sidewalk	South Road, City Limits to West Road	Sidewalk with Buffer	Construction Documents
6	Bicycle Lanes	Broad Street, City Limits to Main Street	5' Striped Bicycle Lane	Construction Documents



WHAT DO YOU THINK?

Questions for Today

What are your major concerns towards the pedestrian and bicycle modes in the City?

What do you think will help?

What are some additional concerns or suggestions you have for us?



CITY OF STOCKBRIDGE

BICYCLE, PEDESTRIAN & TRAIL PLAN



Project
Priorities
Presentation
September 29, 2016





INTRODUCTION

Project Team:
City of Stockbridge

- Administration and Community Services
- City Council



WLA Studio



- Madie Fischetti
- Cameron Yates



WHY DEVELOP THIS PLAN?

- City of Stockbridge does not have a Comprehensive Pedestrian, Bicycle, and Trail Plan
- Several Bike Lanes, Trails and Sidewalks throughout the City, are limited due to topography, and right of way constraints.

The overall goal of developing a Bicycle, Pedestrian, and Trail Plan is to ***provide a safe, connected, and efficient transportation*** system for the citizens of Stockbridge. Supporting objectives include:

- Identifying a technically sound and feasible program of investments
- Creating a safe system which minimizes modal conflicts
- Developing an integrated pedestrian and bicycling network that accommodates a wide range of users and abilities from children to seniors



PROJECT APPROACH & SCHEDULE

SUMMER

Phase One: Inventory and Analysis - Data is collected throughout study area, includes physical data, natural and cultural resources, evaluation of existing facilities, input from citizens

SEPTEMBER



Phase Two: Opportunities - Collected data is reviewed, opportunities are identified and presented graphically upon project map, narrative is provided; **Additional public input is gathered**

OCTOBER

Phase Three: Strategy - Final bicycle, pedestrian, and trail plan strategy is developed along with supporting mapping and graphics, presentation is developed and brought before City Council for final approval





WHAT WILL THE FINAL PRODUCT BE?

Master Plan Report and Mapping

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

Then What Happens?

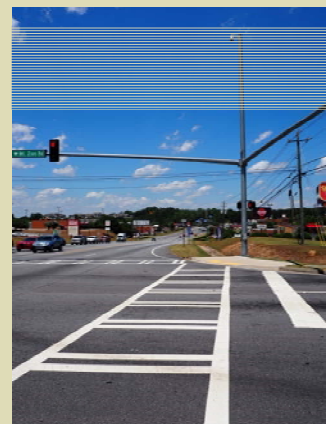
- City implements policy recommendations
- City launches Education and Encouragement Initiatives
- Develop capital plan for bicycle and pedestrian improvements/projects
- Design and construct infrastructure improvements



CURRENT TASKS



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

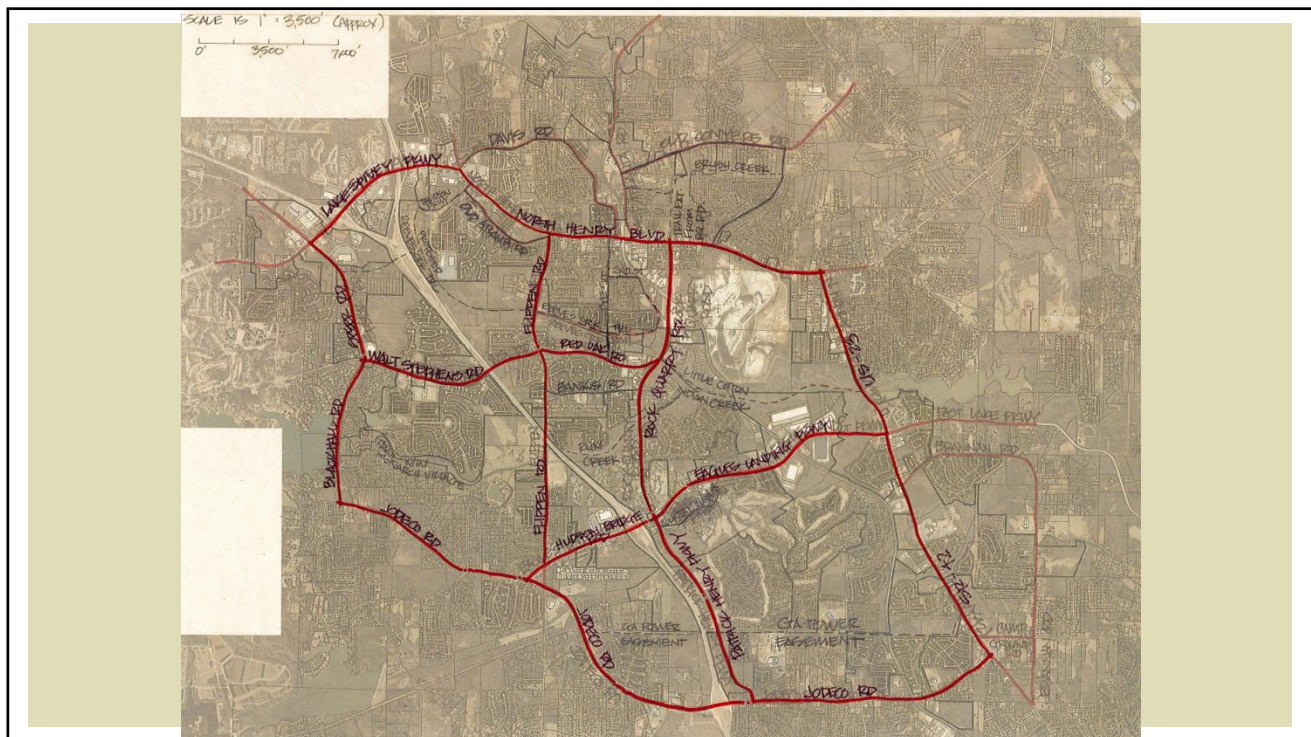


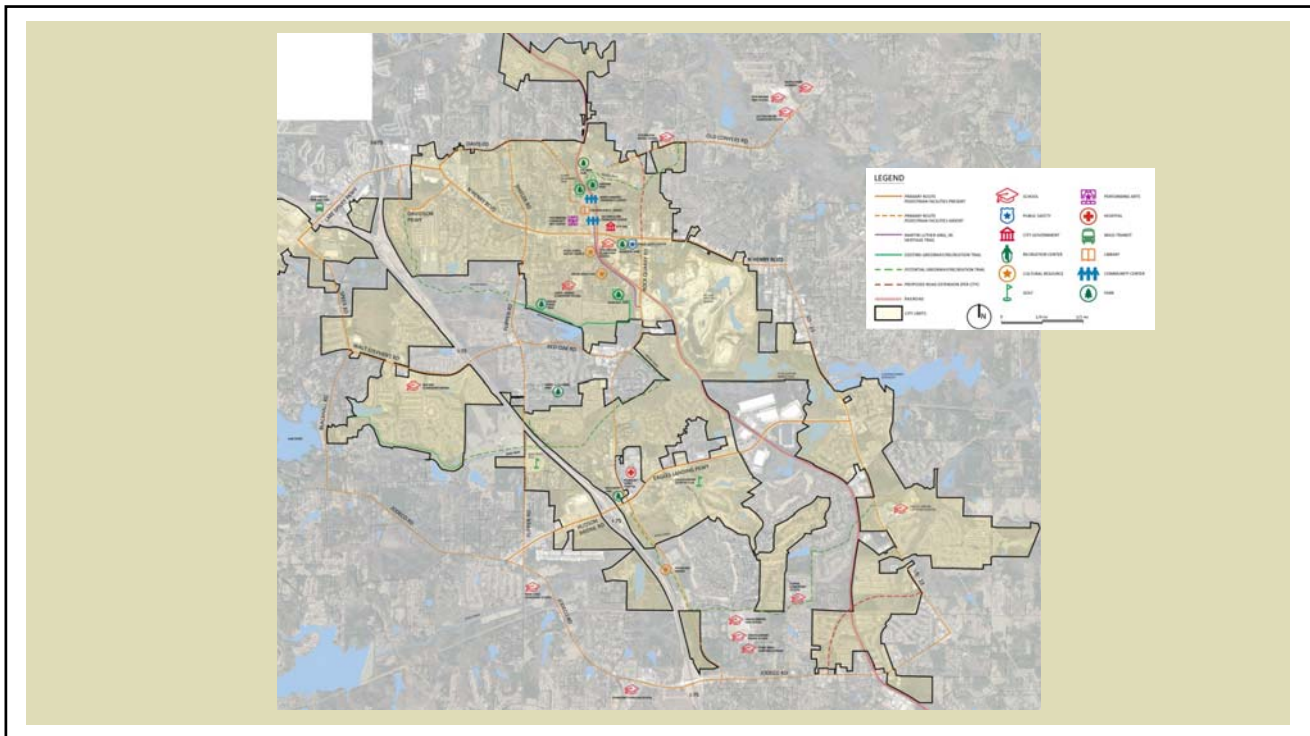


INVENTORY OF EXISTING CONDITIONS

Type of Data Collected:

- Public Input (Survey)
- Crash Data
- Environmental Inventory
 - Pedestrian Facilities
 - Bicycle Facilities
 - Intersection Conditions (ADA Compliance)
- Other Studies (Regional and Local) Such As
 - Stockbridge LCI Study, 2012
 - Henry County Comprehensive Transportation Plan, 2007
 - ARC Walk, Bike, Thrive, 2016





ASSETS AND OPPORTUNITIES - TRAILS



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



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



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



ASSETS AND OPPORTUNITIES - CONNECTIONS



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



ASSETS AND OPPORTUNITIES - CULTURAL RESOURCES

Locations influence trail routes, parks or interpretive elements; could include the Green Front Café, Floyd Chapel Baptist Church near downtown and the Woodland Mound along Patrick Henry Pkwy

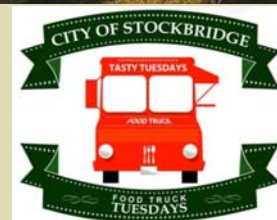




PUBLIC INPUT/SURVEY

Type of Data Collected:

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



SURVEY FINDINGS - SUMMARY

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

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

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

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



SURVEY FINDINGS

Q 2C: If NO, why don't you walk/bike in Stockbridge?

Lack of Pedestrian/Bicycle Facilities	#	%
Lack of crosswalks	3	2.7%
Lack of sidewalks	15	13.5%
Lack of pedestrian signals across roads	4	3.6%
Lack of midblock crossings	3	2.7%

Concerns about safety while walking/biking	19	17.1%
Condition of sidewalks is poor	4	3.6%
Uneducated motorists	5	4.5%
Disabled, elderly, or unable to walk/bike	2	1.8%
Other	7	6.3%

* Other included: don't have a bike; don't like to walk



SURVEY FINDINGS

Q 3: Please rate the following statement; Stockbridge *lacks connectivity* in pedestrian and bicycle facilities.

Response	#	%
Strongly agree	42	44.2%
Agree	30	31.6%
Undecided	15	15.8%
Disagree	5	5.3%
Strongly disagree	3	3.2%

Q 4: Please rate the following statement; The City of Stockbridge has *adequate* pedestrian and bicycle facilities.

Response	#	%
Strongly agree	2	2.1%
Agree	10	10.5%
Undecided	19	20.0%
Disagree	26	27.4%
Strongly disagree	38	40.0%



SURVEY FINDINGS

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

Flippen Rd	14	Eagles Landing Pkwy	3	Austin Road	1	Old Atlanta Rd	1
Rock Quarry Rd	12	Fairview Rd	3	Banks Road	1	Panola Road	1
East Atlanta Rd	7	MLK SR Heritage Trl	3	Center Street	1	Scarborough Rd	1
Walt Stephens Rd	7	Red Oak Rd	3	Flat Rock Rd	1	Speer Rd	1
Hwy 138	6	Hudson Bridge Rd	2	Gardner Road	1	Stagecoach Rd	1
Tye Street	5	North Henry Blvd	2	Hearn Road	1	Swan Lake Rd	1
Davis Road	4	Shields Road	2	Hwy 42	1	West Burke Rd	1



SURVEY FINDINGS

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

Rock Quarry Road	9	Old Conyers road	4	Center Street	1	Patillo Road	1
Flippen Road	7	Tye Street	4	Flat Rock Road	1	Red Oak Road	1
Walt Stephens Road	7	MLK SR Heritage Trail	3	Gardner Road	1	Shields Road	1
East Atlanta Road	5	North Henry Boulevard	3	Hudson Bridge Road	1	Speer Road	1
Davis Road	4	Connect the Parks	2	Jodeco	1	Stagecoach Road	1
Eagles Landing Parkway	4	Fairview Road	2	Millers Mill Road	1	Swan Lake Road	1
Hwy 138	4	Hwy 42	2	Old Atlanta Road	1	West Burke	1



SURVEY FINDINGS

Survey Results Conclusions:

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

Priorities:

Network – expand and improve active transportation network

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

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



https://utown.ubc.ca/sites/utown.ubc.ca/files/styles/adaptive/public/gallery/Oct-21-2013/WnR_schoolbus.JPG?ok=XygWm9A6



SURVEY FINDINGS

(1) Trails

- Recreation
- Protect natural and cultural resources
- Provide SAFE off-road connections for walkers/bikers

(2) Sidewalks

- Complete the network
- Provide standards for development

(3) Intersections

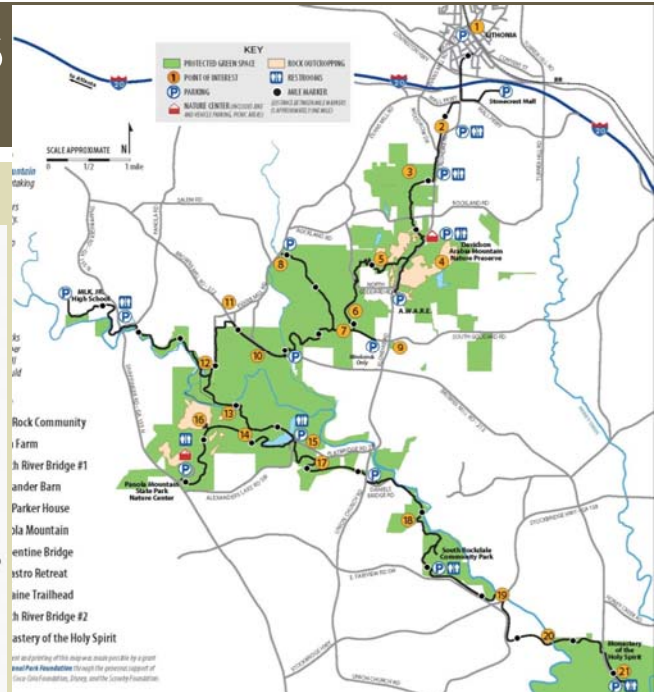
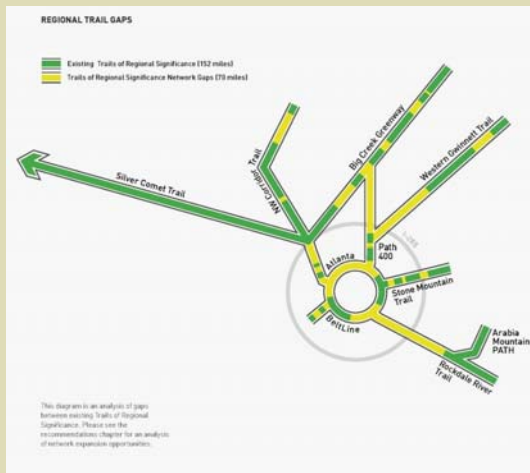
- Accessibility
- Signals

(4) Bicycle Facilities

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

CONNECTIONS REGIONAL

Arabia Mountain PATH



TYPES OF PEDESTRIAN & BICYCLE FACILITIES



Off-road hard surface multi-use trail



Off-road soft surface multi-use trail



Streetscape



Sidewalk with buffer



On-road hard surface multi-use trail w/ buffer



Elevated boardwalk trail



Sidewalk with no buffer



Mid-block crossing



BICYCLE FACILITIES



Striped Bike Lane



Separated Bike Lane



Sharrows & Bike Boxes



Bike Racks/Bike Parking



WHAT WILL THE MASTER PLAN RECOMMENDATIONS LOOK LIKE?



Priority	Project Name	Location	Facility Type	Type of Project
1	Jones Creek Trail Extension	West of Main Street	12' Multi-Use Trail	Master Plan
2	5' wide sidewalk	West Road	Sidewalk with Buffer	Construction Documents
3	Martin Luther King Sr. Trail	Railroad Street	Streetscape	Construction Documents
4	Long Branch Trail	City Park to City Limits	12' Multi-Use Trail	Master Plan
5	8' wide sidewalk	South Road, City Limits to West Road	Sidewalk with Buffer	Construction Documents
6	Bicycle Lanes	Broad Street, City Limits to Main Street	5' Striped Bicycle Lane	Construction Documents



WHAT DO YOU THINK?

Please help us Prioritize Projects

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

What will help Stockbridge become a more LIVEABLE city?

Take some voting dots. Use your dots to vote!

Use all dots for one project **OR** spread your dots among several projects.

All of the potential projects will appear in the master plan report, but this will help us **prioritize** what matters to YOU.



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



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



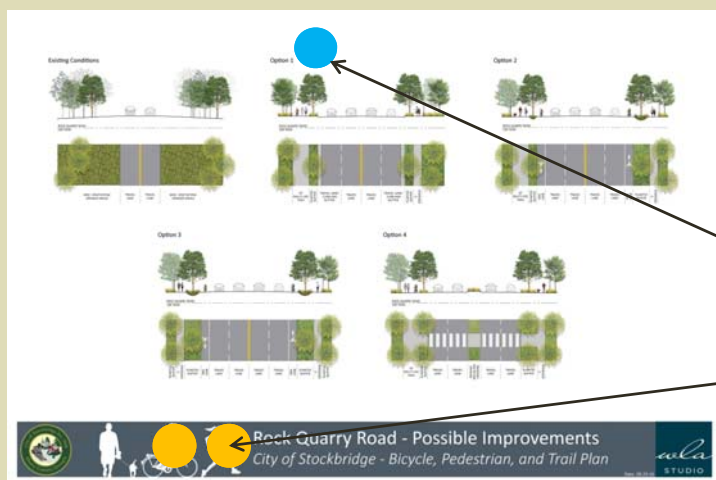
WHAT DO YOU THINK?

Projects to Prioritize

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



WHAT DO YOU THINK?



BLUE: Favorite Type/Facility Dots
eg: I like the multi-use trail with a sidewalk configuration best.

ORANGE: Favorite Project Dots
eg: I want facilities along Rock Quarry Road! (I used 2 of my 3 votes)

APPENDIX B – Cost Estimates for Physical Improvements

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

This page intentionally left blank

Item	Price/LF
Walt Stephens Road - 1.75 miles	
Option 1	
Grading Complete (incl. traffic control)	\$75.00
Shared Road Markings (at 200' intervals, incl. both sides)	\$0.15
Concrete Curb and Gutter (incl. both sides)	\$40.00
Overstory Plantings	\$48.00
Understory Plantings	\$20.00
Engineered Soils	\$10.00
Concrete Multi-Use Trail (10' width)	\$45.00
Concrete Sidewalk (5' width)	\$22.50
Lighting (at 50' intervals)	\$100.00

Total/LF \$360.65

Estimated Engineering and Design Fees \$399,888.72

Total Construction Cost for 1.75 Miles \$3,332,406.00

Option 2	
Grading Complete (incl. traffic control)	\$75.00
Dedicated Asphalt Bicycle Lane (5' width, incl. both sides)	\$30.00
Bicycle Lane Striping (5" width, incl. both sides)	\$1.50
Bicycle Lane Marking (at 200' intervals incl. both sides)	\$0.15
Overstory Plantings	\$48.00
Understory Plantings	\$20.00
Engineered Soils	\$10.00
Concrete Sidewalk (5' width, incl. both sides)	\$45.00
Lighting (at 50' intervals)	\$100.00

Total/LF \$329.65

Estimated Engineering and Design Fees \$365,515.92

Total Construction Cost for 1.75 Miles \$3,045,966.00

Option 3	
Grading Complete (incl. traffic control)	\$75.00
Dedicated Asphalt Bicycle Lane (5' width, incl. both sides)	\$30.00
Bicycle Lane Striping (5" width, incl. both sides)	\$1.50
Bicycle Lane Marking (at 200' intervals incl. both sides)	\$0.15
Overstory Plantings	\$48.00
Understory Plantings	\$20.00
Engineered Soils	\$10.00
Concrete Multi-Use Trail (10' width)	\$45.00
Concrete Sidewalk (5' width)	\$22.50
Lighting (at 50' intervals)	\$100.00

Total/LF \$352.15

Estimated Engineering and Design Fees \$390,463.92

Total Construction Cost for 1.75 Miles \$3,253,866.00

Red Oak Road - 1 mile	
Option 1	
Grading Complete (incl. traffic control)	\$75.00
Shared Road Markings (at 200' intervals, incl. both sides)	\$0.15
Concrete Curb and Gutter (incl. both sides)	\$40.00
Overstory Plantings	\$16.00
Understory Plantings	\$7.00
Engineered Soils	\$4.00
Concrete Multi-Use Trail (10' width)	\$45.00
Concrete Sidewalk (5' width)	\$22.50
Lighting (at 50' intervals)	\$100.00

Total/LF \$309.65
Estimated Engineering and Design Fees \$196,194.24
Total Construction Cost for 1 Mile \$1,634,952.00

Option 2	
Grading Complete (incl. traffic control)	\$75.00
Dedicated Asphalt Bicycle Lane (5' width, incl. both sides)	\$30.00
Bicycle Lane Striping (5" width, incl. both sides)	\$1.50
Bicycle Lane Marking (at 200' intervals incl. both sides)	\$0.15
Overstory Plantings	\$16.00
Understory Plantings	\$7.00
Engineered Soils	\$4.00
Concrete Sidewalk (5' width, incl. both sides)	\$45.00
Lighting (at 50' intervals)	\$100.00

Total/LF \$278.65
Estimated Engineering and Design Fees \$176,552.64
Total Construction Cost for 1 Mile \$1,471,272.00

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

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

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

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

Rock Quarry Road - 2.5 miles	
Option 1	
Grading Complete (incl. traffic control)	\$75.00
Additional Travel Lane (12', incl. both sides)	\$72.00
Dashed Lane Striping (5" width, incl. both sides)	\$1.50
Concrete Curb and Gutter (incl. both sides)	\$40.00
Overstory Plantings	\$31.00
Understory Plantings	\$13.00
Engineered Soils	\$7.00
Concrete Multi-Use Trail (10' width)	\$45.00
Concrete Sidewalk (5' width)	\$22.50
Lighting (at 50' intervals)	\$100.00

Total/LF \$407.00

Estimated Engineering and Design Fees \$644,688.00

Total Construction Cost for 2.5 Miles \$5,372,400.00

Option 2	
Grading Complete (incl. traffic control)	\$75.00
Additional Travel Lane (12', incl. both sides)	\$72.00
Dashed Lane Striping (5" width, incl. both sides)	\$1.50
Dedicated Asphalt Bicycle Lane (5' width, incl. both sides)	\$30.00
Bicycle Lane Striping (5" width, incl. both sides)	\$1.50
Bicycle Lane Marking (at 200' intervals incl. both sides)	\$0.15
Overstory Plantings	\$31.00
Understory Plantings	\$13.00
Engineered Soils	\$7.00
Concrete Multi-Use Trail (10' width)	\$45.00
Concrete Sidewalk (5' width)	\$22.50
Lighting (at 50' intervals)	\$100.00

Total/LF \$398.65

Estimated Engineering and Design Fees \$631,461.60

Total Construction Cost for 2.5 Miles \$5,262,180.00

Option 3	
Grading Complete (incl. traffic control)	\$75.00
Additional Travel Lane (12', incl. both sides)	\$72.00
Dashed Lane Striping (5" width, incl. both sides)	\$1.50
Dedicated Asphalt Bicycle Lane (5' width, incl. both sides)	\$30.00
Bicycle Lane Striping (5" width, incl. both sides)	\$1.50
Bicycle Lane Marking (at 200' intervals incl. both sides)	\$0.15
Overstory Plantings	\$31.00
Understory Plantings	\$13.00
Engineered Soils	\$7.00
Concrete Sidewalk (5' width, incl. both sides)	\$45.00
Lighting (at 50' intervals)	\$100.00

Total/LF **\$376.15**
Estimated Engineering and Design Fees **\$595,821.60**
Total Construction Cost for 2.5 Miles **\$4,965,180.00**

Option 4	
Grading Complete (incl. traffic control)	\$75.00
Additional Travel Lane (12', incl. both sides)	\$72.00
Dashed Lane Striping (5" width, incl. both sides)	\$1.50
Mid-Block Crossing (8 total, each incl. items listed below)	\$7.00
Curb (6")	
Concrete Walkway/Transition (8')	
Signage	
Crosswalk Striping	
Understory Plantings	
Engineered Soils	
Overstory Plantings	\$29.00
Understory Plantings	\$12.00
Engineered Soils	\$6.00
Concrete Multi-Use Trail (10' width)	\$45.00
Concrete Sidewalk (5' width)	\$22.50
Lighting (at 50' intervals)	\$100.00

Total/LF **\$370.00**
Estimated Engineering and Design Fees **\$586,080.00**
Total Construction Cost for 2.5 Miles **\$4,884,000.00**

Flippen Road - 3 miles	
Option 1	
Grading Complete (incl. traffic control)	\$75.00
Concrete Curb and Gutter (incl. both sides)	\$40.00
Overstory Plantings	\$35.00
Understory Plantings	\$15.00
Engineered Soils	\$8.00
Concrete Multi-Use Trail (10' width)	\$45.00
Concrete Sidewalk (5' width)	\$22.50
Lighting (at 50' intervals)	\$100.00

Total/LF **\$340.50**
Estimated Engineering and Design Fees **\$647,222.40**
Total Construction Cost for 3 Miles **\$5,393,520.00**

Option 2	
Grading Complete (incl. traffic control)	\$75.00
Dedicated Asphalt Bicycle Lane (5' width, incl. both sides)	\$30.00
Bicycle Lane Striping (5" width, incl. both sides)	\$1.50
Bicycle Lane Marking (at 200' intervals incl. both sides)	\$0.15
Overstory Plantings	\$35.00
Understory Plantings	\$15.00
Engineered Soils	\$8.00
Concrete Multi-Use Trail (10' width)	\$45.00
Concrete Sidewalk (5' width)	\$22.50
Lighting (at 50' intervals)	\$100.00

Total/LF **\$332.15**
Estimated Engineering and Design Fees **\$631,350.72**
Total Construction Cost for 3 Miles **\$5,261,256.00**

Option 3	
Grading Complete (incl. traffic control)	\$75.00
Dedicated Asphalt Bicycle Lane (5' width, incl. both sides)	\$30.00
Bicycle Lane Striping (5" width, incl. both sides)	\$1.50
Bicycle Lane Marking (at 200' intervals incl. both sides)	\$0.15
Overstory Plantings	\$35.00
Understory Plantings	\$15.00
Engineered Soils	\$8.00
Concrete Sidewalk (5' width, incl. both sides)	\$45.00
Lighting (at 50' intervals)	\$100.00

Total/LF **\$309.65**
Estimated Engineering and Design Fees **\$588,582.72**
Total Construction Cost for 3 Miles **\$4,904,856.00**

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

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

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

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

Rum Creek Trail - 4 miles	
Grading Complete (incl. traffic control)	\$25.00
Concrete Multi-Use Trail (10' width)	\$41.00
Boardwalk/Bridge (10' width, approx. 10% of trail length)	\$50.00
Lighting (at 50' intervals)	\$100.00
Signage (.25 mile markers and misc. info)	\$0.30
Trash Receptacle	\$0.18
Bench/Seating	\$0.76
Overstory Plantings	\$4.80
Understory Plantings	\$2.00

Total/LF **\$224.04**
Estimated Engineering and Design Fees **\$567,806.98**
Total Construction Cost for 4 Miles **\$4,731,724.80**

Patrick Henry Parkway Trail - 3.75 miles	
Grading Complete (incl. traffic control)	\$25.00
Concrete Multi-Use Trail (10' width)	\$45.00
Lighting (at 50' intervals)	\$100.00
Signage (.25 mile markers and misc. info)	\$0.30
Trash Receptacle	\$0.18
Bench/Seating	\$0.76
Overstory Plantings	\$4.80
Understory Plantings	\$2.00

Total/LF **\$178.04**
Estimated Engineering and Design Fees **\$423,023.04**
Total Construction Cost for 3.75 Miles **\$3,525,192.00**

MLK Sr. Heritage Trail, Spur Trail to Floyd Chapel Baptist Church - .25 mile	
Grading Complete (incl. traffic control)	\$25.00
Concrete Multi-Use Trail (10' width)	\$45.00
Lighting (at 50' intervals)	\$100.00
Signage (.25 mile markers and misc. info)	\$0.30
Trash Receptacle	\$0.18
Bench/Seating	\$0.76
Overstory Plantings	\$4.80
Understory Plantings	\$2.00

Total/LF **\$178.04**
Estimated Engineering and Design Fees **\$28,201.54**
Total Construction Cost for .25 Miles **\$235,012.80**

MLK Sr. Heritage Trail, Green Front Café - .25 mile	
Grading Complete (incl. traffic control)	\$25.00
Concrete Multi-Use Trail (10' width)	\$45.00
Lighting (at 50' intervals)	\$100.00
Signage (.25 mile markers and misc. info)	\$0.30
Trash Receptacle	\$0.18
Bench/Seating	\$0.76
Overstory Plantings	\$4.80
Understory Plantings	\$2.00

Total/LF **\$178.04**
Estimated Engineering and Design Fees **\$28,201.54**
Total Construction Cost for .25 Miles **\$235,012.80**

Continuation of MLK Sr. Heritage Trail - .75 mile	
Grading Complete (incl. traffic control)	\$25.00
Shared Road Markings (at 200' intervals, incl. both sides)	\$0.15
Concrete Curb and Gutter	\$20.00
Concrete Sidewalk (5' width)	\$22.50
Overstory Plantings	\$4.80
Understory Plantings	\$2.00
Lighting (at 50' intervals)	\$50.00

Total/LF **\$124.45**
Estimated Engineering and Design Fees **\$59,138.64**
Total Cost for .75 Mile **\$492,822.00**

Item	Unit	Unit Price	Quantity	Total
Potential Trailhead Location with Reeves Creek Trail Link at MLK Sr. Heritage Trail				
Grading Complete	LS	\$20,000.00	1	\$20,000.00
Asphalt Parking Lot with Entry Drive (20 spaces)	SF	\$3.00	6,750	\$20,250.00
Precast Bumper Block	EA	\$50.00	20	\$1,000.00
Parking Lot Striping (20 spaces, 6" white striping)	LF	\$1.00	360	\$360.00
Parking Lot Striping (6" yellow striping at entry drive)	LF	\$1.00	48	\$48.00
Pavement Marking (Accessible Parking Symbol)	EA	\$30.00	2	\$60.00
Concrete Multi-Use Trail (10' width)	SF	\$4.50	2000	\$9,000.00
Lighting	EA	\$5,000.00	8	\$40,000.00
Signage	EA	\$250.00	4	\$1,000.00
Trash Receptacle	EA	\$1,000.00	2	\$2,000.00
Bench/Seating	EA	\$1,000.00	2	\$2,000.00
Landscape Plantings	LS	\$20,000.00	1	\$20,000.00

Estimated Engineering and Design Fees \$11,571.80

Total **\$115,718.00**

N Henry Boulevard				
Mid-Block Crossing (quantities per each crossing)				
Grading Complete (incl. traffic control)	LS	\$3,500.00	1	\$3,500.00
Curb (6" height)	LF	\$15.00	80	\$1,200.00
ADA Ramp	EA	\$750.00	2	\$1,500.00
Concrete Walkway	SF	\$4.50	64	\$288.00
Signage	EA	\$2,000.00	4	\$8,000.00
Crosswalk Striping	LF	\$2.00	224	\$448.00
Plant Material	LS	\$1,250.00	1	\$1,250.00
Engineered Soils	CU YD	\$50.00	20	\$1,000.00

Estimated Engineering and Design Fees \$1,718.60

Total **\$17,186.00**



CITY OF STOCKBRIDGE BICYCLE, PEDESTRIAN, & TRAIL PLAN

WLA Studio

675 Pulaski Street, Suite 1000
Athens, Georgia 30601

Phone (706)543-5459
Email. info@wlandstudio.com
www.wlandstudio.com

STATE OF GEORGIA

CITY OF STOCKBRIDGE

ORDINANCE NO. _____

AN ORDINANCE TO PROHIBIT SMOKING IN VEHICLES WHILE CHILDREN ARE PRESENT; TO PROVIDE FOR SEVERABILITY; TO REPEAL CONFLICTING ORDINANCES; TO PROVIDE AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

WHEREAS, the governing authority of the City of Stockbridge is the Mayor and Council thereof;

WHEREAS, the governing authority of the City of Stockbridge, Georgia desires to adopt an ordinance that would prohibit smoking in motor vehicles while children are present; and,

WHEREAS, the health, safety, and welfare of the citizens of Stockbridge, Georgia, will be positively impacted by the adoption of this Ordinance.

NOW THEREFORE, THE COUNCIL OF THE CITY OF STOCKBRIDGE HEREBY ORDAINS:

Section 1. That Chapter 11.04 of the Stockbridge Municipal Code is hereby amended by adding a new Section 11.04.130 attached hereto as Exhibit A.

Section 2. The preamble of this Ordinance shall be considered to be and is hereby incorporated by reference as if fully set out herein.

Section 3. (a) It is hereby declared to be the intention of the Mayor and Council that all sections, paragraphs, sentences, clauses and phrases of this Ordinance are or were, upon their enactment, believed by the Mayor and Council to be fully valid, enforceable and constitutional.

(b) It is hereby declared to be the intention of the Mayor and Council that, to the greatest extent allowed by law, each and every section, paragraph, sentence, clause or phrase of this Ordinance is severable from every other section, paragraph, sentence, clause or phrase of this Ordinance. It is hereby further declared to be the intention of the Mayor and Council that, to the greatest extent allowed by law, no section, paragraph, sentence, clause or phrase of this Ordinance is mutually dependent upon any other section, paragraph, sentence, clause or phrase of this Ordinance.

(c) In the event that any phrase, clause, sentence, paragraph or section of this Ordinance shall, for any reason whatsoever, be declared invalid, unconstitutional or otherwise unenforceable by the valid judgment or decree of any court of competent jurisdiction, it is the express intent of the Mayor and Council that such invalidity, unconstitutionality or unenforceability shall, to the greatest extent allowed by law, not render invalid, unconstitutional or otherwise unenforceable any of the remaining phrases, clauses, sentences, paragraphs or sections of the Ordinance and that, to the greatest extent allowed by law, all remaining phrases, clauses, sentences, paragraphs and sections of the Ordinance shall remain valid, constitutional, enforceable, and of full force and effect.

Section 4. All ordinances and parts of ordinances in conflict herewith are hereby expressly repealed.

Section 5. Penalties in effect for violations of the City of Stockbridge at the time of the effective date of this Ordinance shall be and are hereby made applicable to this Ordinance and shall remain in full force and effect.

Section 6. The effective date of this Ordinance shall be November 1, 2016.

ORDAINED this _____ day of _____, 2017.

CITY OF STOCKBRIDGE, GEORGIA

Judy Neal, Mayor

ATTEST:

Vanessa Holiday, City Clerk

APPROVED AS TO FORM:

Michael Williams, City Attorney

Date Presented to Mayor: _____

Date Received from Mayor: _____

EXHIBIT "A"

11.04.130 - Smoking in motor vehicles —Prohibited

(a) As used in this ordinance, the term 'smoke' means to inhale, exhale, burn, or carry a lighted cigarette, cigar, pipe, weed, plant, regulated narcotic, or other combustible substance.

(b) A person who is the driver of or is in control of a motor vehicle that is required to be registered under state law, whether or not such motor vehicle is being driven on the public ways or is stopped on a public or private way, commits the offense of smoking in a motor vehicle if the person smokes or permits another occupant of the motor vehicle to smoke in such motor vehicle while a person under 15 years of age is in the motor vehicle.

(c) A violation of this ordinance shall not be a misdemeanor but shall be punishable by a civil fine not to exceed \$500.00.

(d) The odor of burned tobacco alone shall not be sufficient to prove a violation of this ordinance.

RESOLUTION NO. _____

RESOLUTION CONDEMNING SMOKING IN VEHICLES WHERE CHILDREN ARE PRESENT IN THE CITY OF STOCKBRIDGE; PROVIDING FOR SEVERABILITY, REPEALING INCONSISTENT RESOLUTIONS, PROVIDING AN EFFECTIVE DATE, AND FOR OTHER PURPOSES.

WHEREAS, the City of Stockbridge ("City") is a municipal corporation located within Henry County, Georgia duly organized and existing under the laws of the State of Georgia and is charged with providing public services to residents located within the corporate limits of the City;

WHEREAS, a 2006 Surgeon's General Report found overwhelming evidence that secondhand smoke exposure is a risk to anyone and that the Surgeon General of the United States stated that "[t]he scientific evidence is now indisputable: secondhand smoke is not a mere annoyance. It is a serious health hazard.";

WHEREAS, the Environmental Protection Agency classified secondhand tobacco smoke as a known human lung carcinogen, and therefore concluded that secondhand smoke is a health risk to nonsmokers;

WHEREAS, the World Health Organization states that secondhand smoke is a human carcinogen for which there is no safe level of exposure;

WHEREAS, secondhand smoke has been proven to cause cancer, heart disease, and asthma in both smokers and non-smokers;

WHEREAS, the Centers for Disease Control and Prevention warns that all patients with or at increased risk of coronary heart disease should avoid all indoor environments that permit smoking;

WHEREAS, studies show that infants and children are especially vulnerable to secondhand smoke, suffering more respiratory problems, ear infections, asthma and sudden infant death syndrome, as a result of exposure, and pregnant women exposed to secondhand smoke are at increased risk to have low birth-weight babies;

WHEREAS, no ventilation system can remove all the harmful elements in secondhand smoke from the air;

WHEREAS, smoke-free air policies do not have a negative economic impact on businesses;

WHEREAS, the majority of Americans do not smoke;

WHEREAS, vehicles driven in the public right-of-way are locations where children are exposed to significant and concentrated levels of secondhand smoke;

WHEREAS, smoke-free air policies have been shown to protect children from exposure to secondhand smoke, and help smokers reduce the number of cigarettes consumed or quit entirely;

WHEREAS, the City Council wishes to send a strong anti-smoking message to the public, specifically urging all residents to not smoke in vehicles where children are present;

WHEREAS, the City Council finds that a resolution is necessary and beneficial to its citizens and to the proper use of City funds.

NOW THEREFORE, THE COUNCIL OF THE CITY OF STOCKBRIDGE HEREBY RESOLVES AS FOLLOWS;

Section 1. **Declaration that Smoking in Vehicles with Children Present is A Threat to the Health and Welfare of Children.** – The City Council of the City of Stockbridge hereby declares that smoking in vehicles where children are present is a threat to the health and welfare of children. Law enforcement officers are urged to fully enforce every available law with respect to any persons found to be smoking in vehicles where children are present.

Section 2. **Approval of Execution** - The Mayor or Mayor Pro Tem is hereby authorized to sign all documents and to perform all other acts necessary to effectuate this Resolution on behalf of the City of Stockbridge. The City Clerk is authorized to execute, attest to, and seal any document which may be necessary to effectuate this Resolution, subject to approval as to form by the City Attorney.

Section 3. **Severability** - To the extent any portion of this Resolution is declared to be invalid, unenforceable, or non-binding, that shall not affect the remaining portions of this Resolution.

Section 4. **Repeal of Conflicting Provisions** - All City resolutions inconsistent with this Resolution are hereby repealed.

Section 5. **Effective Date** - This Resolution shall be effective on the date of its approval by the City Council and Mayor as provided in the City Charter.

SO RESOLVED, this the 9th day of January, 2017.

CITY OF STOCKBRIDGE, GEORGIA

JUDY NEAL, MAYOR

ATTEST:

VANESSA HOLIDAY, CITY CLERK

APPROVED AS TO FORM:

MICHAEL WILLIAMS, CITY ATTORNEY

RESOLUTION _____

A RESOLUTION AUTHORIZING THE ENTERING INTO A MEMORANDUM OF UNDERSTANDING WITH THE DEPARTMENT OF COMMUNITY AFFAIRS WITH RESPECT TO THE MAINSTREET PROGRAM; AUTHORIZING THE CITY CLERK TO ATTEST SIGNATURES AND AFFIX THE OFFICIAL SEAL OF THE CITY, AS NECESSARY; REPEALING INCONSISTENT RESOLUTIONS; PROVIDING FOR AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

WHEREAS, the City of Stockbridge ("City") is a municipal corporation located within Henry County, Georgia duly organized and existing under the laws of the State of Georgia and is charged with providing public services to residents located within the corporate limits of the City; and

WHEREAS, the City finds it necessary and desirable to enter into a memorandum of understanding with the Department of Community Affairs with respect to the Mainstreet Program;

THEREFORE, IT IS NOW RESOLVED BY THE CITY COUNCIL OF THE CITY OF STOCKBRIDGE, GEORGIA, AS FOLLOWS:

1. **Approval of Execution.** The City hereby approves the memorandum of understanding with the Department of Community Affairs, attached hereto as Exhibit A and the Mayor or Mayor Pro Tem is hereby authorized to execute said contract with such changes as are recommended by the City Attorney.
2. **Documents.** The City Clerk is authorized to execute, attest to, and seal any documents which may be necessary to effectuate the amendment, subject to approval as to form by the City Attorney.
3. **Severability.** To the extent any portion of this Resolution is declared to be invalid, unenforceable or non-binding, that shall not affect the remaining portions of this Resolution.
4. **Repeal of Conflicting Provisions.** All City resolutions are hereby repealed to the extent they are inconsistent with this Resolution.
5. **Effective Date.** This Resolution shall be effective on the date of its approval by the City Council and Mayor as provided in the City Charter.

SO BE IT RESOLVED this 9th day of January, 2017.

JUDY NEAL, Mayor

ATTEST:

VANESSA HOLIDAY, City Clerk

(SEAL)

APPROVED AS TO FORM:

MICHAEL WILLIAMS, City Attorney

EXHIBIT A

Memorandum of Understanding

The logo for the Georgia Department of Community Affairs. It features the word "Georgia" in a serif font with a registered trademark symbol, followed by "Department of" in a smaller sans-serif font, and "Community Affairs" in a large, bold, sans-serif font. To the left of "Georgia" is a small graphic of a house with a green roof and a yellow sun. To the right of "Department of" is a green line-art graphic of a city skyline.

Georgia[®] Department of
Community Affairs

November 21, 2016

To Whom It May Concern:

Enclosed you will find a copy of the 2017 Georgia Classic Main Street Program Memorandum of Understanding and the 2017 National Main Street Center's sublicensing agreement. As per the National Main Street Center requirements all accredited Main Street cities must have a current signed MOU and sublicensing agreement on file with the Georgia Department of Community Affairs in order to retain the services of our office along with the use of the Main Street name.

The enclosed document must be signed by the Mayor, Board Chair and local Manager and returned to DCA by no later than **February 17, 2017**. Failure to comply may result in probationary status or loss of accreditation for the local Main Street program in 2017.

As per this MOU agreement the local municipality is required to notify the Office of Downtown Development within one week of any Downtown Director Vacancy. If at any point during the 2017 calendar year there is a change in the local program manager, the local program is required to submit a new MOU including the new manager's signature to DCA, clarifying that person's understanding of the requirements of the this relationship.

Regards,

Jessica Reynolds

Jessica Reynolds,
Director, Office of Downtown Development &
Georgia Main Street Program
Georgia Department of Community Affairs



60 Executive Park South, N.E. • Atlanta, Georgia 30329-2231 • 404-679-4940

www.dca.ga.gov

An Equal Opportunity Employer





2017 Georgia Classic Main Streets Memorandum Of Understanding

MOU

1/1/2017

This document should be signed by all local parties (Mayor, Board Chair, Main Street Program Manager) and returned including original signatures to the Georgia Department of Community Affairs, c/o Leigh Burns, 60 Executive Park South, NE, Atlanta, Georgia 30329 by FEBRUARY 17, 2017.



National Main Street
Center
a subsidiary of the
National Trust for Historic Preservation

GEORGIA CLASSIC MAIN STREETS PROGRAM MEMORANDUM OF UNDERSTANDING

2017 Program Year

This agreement is entered into and executed by the Georgia Department of Community Affairs Office of Downtown Development (hereinafter referred to as "DCA"), the City/Town of [REDACTED], Georgia (hereinafter referred to as "Community"), the Local Main Street Program Board of Directors, and the Downtown Manager for the Community. DCA will enter into this agreement with the above parties to provide services in return for active and meaningful participation in the Georgia Classic Main Streets Program by the Community as specified below.

This agreement outlines the necessary requirements set forth by DCA for the Community's participation in the Georgia Classic Main Streets Program for 2017. DCA is the sponsoring state agency for the Georgia Classic Main Street program and is licensed by the National Main Street Center (hereinafter referred to as "National Program") to designate, assess, and recommend for accreditation Main Street programs within the State of Georgia.

In recognition of the agreement by DCA, the Community, the Board of Directors, and the Downtown Manager to maintain an active Local Main Street Program, the parties have agreed to the following:

ARTICLE 1: THE COMMUNITY AGREES TO—

1. Appoint or contract with an entity to serve as the Board of Directors for the local Main Street Program. The city council may not serve as the Main Street Board.
2. Set and review boundaries for the target area of the local Main Street Program.
 - A. A copy of these boundaries should remain on file with DCA at all times.
 - B. The Community should work with the Board of Directors to review boundaries at least once every three years.
3. Employ a paid professional downtown manager responsible for the daily administration of the local Main Street Program.
 - A. The downtown manager must have a job description that identifies at least 75% of their duties (if a full time employee) or all of their duties (if a part-time employee) that are directly related to Main Street activities. A copy of the job description should remain on file with DCA at all times.
 - B. The downtown manager should be paid a salary consistent with other community and economic development professionals within the state. The program manager's salary must be paid in excess of minimum wage.
 - C. The Community must notify DCA within one week of any downtown manager vacancy and the Community must appoint an interim downtown manager until the position is filled. DCA must have accurate contact information for the downtown manager at all times.
 - D. Provide an annual evaluation of the downtown manager. If the manager is employed by an entity other than the local government, require that entity to provide an annual evaluation and performance review.
4. Provide for local Main Street Program solvency through a variety of direct and in-kind financial support.
 - A. If the downtown manager is an employee of the local Main Street Program and not the Community, the Community assures that the program has the financial means to pay for said manager for the period of this agreement.
 - B. The local Main Street program must maintain an identifiable and publicly accessible office space. DCA encourages this space to be in the local Main Street program area.
 - C. The local Main Street program must have sufficient funding to provide travel and training for the downtown manager and the Board of Directors.
5. Assist the downtown manager in compiling data required as part of the monthly reporting process.
 - A. Provide for a positive relationship between the downtown manager and key city staff to access the following information in a timely manner:
 - i. Business license data
 - ii. Building permit data
 - iii. Property tax data
 - iv. Geographic Information Systems data (mapping support when available)

- B. Review reported data submitted by the downtown manager to assure accuracy.
- 6. Use the "Main Street America™" name in accordance with the National Main Street Policy on the Use of the Name Main Street.
- 7. Notify DCA in writing prior to any wholesale changes in the local program, including staff changes, major funding changes, change in organizational placement of the program or major turnover in the board of directors. Such notice should be within one business week of said changes. Changes may result in program probation, the loss of accreditation or removal of program designation.

ARTICLE 2: THE BOARD OF DIRECTORS AGREES TO—

- 1. Assist the downtown manager in creating an annual work plan that incorporates incremental and meaningful goals related to the Main Street Approach™ to downtown revitalization: Community Transformation Strategies, Organization, Design, Promotion and Economic Vitality.
 - A. The work plan should include specific tasks, assignments or a point of contact for the task, related budget needs, and a timeline.
 - B. The work plan should be created on a Calendar Year format in concurrence with this Agreement (2017), and can serve as a strategic plan for the local program for a period of three years or less.
 - C. A copy of the work plan should be on file and updated with DCA.
- 2. Provide opportunities for regular public engagement and support of the Local Main Street Program.
 - A. DCA recommends a public downtown visioning event/town hall meeting at least once every three years.
 - B. The Board should identify opportunities for volunteer support and assistance in executing the work plan.
 - C. The Board should actively engage the community for financial and in-kind support of the local program.
- 3. Conduct, at least, one board training, orientation or planning retreat per year for the local program.
- 4. Meet a minimum of 6 times per year and minutes of each meeting are maintained and distributed. Such meetings should be open to the public and public notice should be given related to meeting times and agendas.
- 5. Attend training when possible to become better informed about the Main Street Approach™ and trends for downtown revitalization and to support the downtown manager.
- 6. Newly Appointed Board Members are required to attend Main Street 101, hosted by the Office of Downtown Development, within their first year of their first term.
- 7. Assure the financial solvency and effectiveness of the Local Main Street Program.
 - A. Adopt an annual budget that is adequate to support the annual work plan, maintain an office and support staff, and provide for training and travel.
 - B. Maintain current membership of the Local Main Street Program to the National Main Street Center to be eligible for accreditation.
 - C. Provide for policies to expend funds, enter into debt, and provide programming support for the local Main Street Program.

ARTICLE 3: THE DOWNTOWN MANANGER AGREES TO—

- 1. Complete all reporting required by DCA to maintain National Accreditation of the local Main Street Program.
 - A. Complete monthly economic and programming activity reports, including portions of said reports that are required as part of the local program assessment process by DCA. These reports must be completed by the 30th of the following month. (Example: March report due by April 30th). Failure to complete monthly reports in a timely manner may result in program probation, the loss of accreditation or removal of program designation.
 - B. Participate in occasional surveys by DCA related to Main Street programming.
 - C. Provide documentation of all meetings, work plans, budgets, job descriptions, and mission/vision statements for the organization.
 - D. Provide documentation to support the work of the organization as it relates to the Main Street Approach™, including information related to historic preservation as required by the National Main Street Center.
 - E. Provide, from time to time, documentation related to local ordinances, plans, codes, and policies that are specific to the Community's downtown area.
- 2. Participate in training to broaden the impact of the local Main Street Program.
 - A. One representative from the local program should attend at least one Regional Managers meeting in 2017.
 - B. The downtown manager and/or board members are expected to attend at least one preservation-related training annually.
 - C. DCA requires managers to attend at least 30 hours of training annually (including webinars, regional managers meetings, annual trainings, statewide workshops, etc.) Eligible training hours can come from both DCA and non-

DCA hosted training events. Training must be relevant to the field of downtown development, historic preservation, planning, community development and economic development.

- D. Respond to requests by DCA in a timely manner.
3. Take advantage of the Georgia Classic Main Street network of professional downtown managers.
4. All newly hired managers must complete Main Street 101 training with DCA within the first 6 months of employment in the local community.
5. Provide regular updates between the local Main Street Program and the Community.
 - A. Managers are encouraged to provide at least quarterly reports to the local government.
 - B. Managers are encouraged to provide copies of all minutes, budgets, and work plans to the local government in a timely manner.
6. Maintain and preserve project files. Document downtown projects and other major local program information in a thorough and systematic fashion. All relevant programmatic documentation should be uploaded and stored in the DCA shared Dropbox folder created for your local program. This is to help ensure a seamless transfer of project files to city representatives or successor manager in the event of personnel changes.

ARTICLE 4: DCA AGREES TO—

1. Supervise all communications between the Community, state government agencies and the National Main Street Center as it relates to the local Main Street Program.
2. Conduct a curriculum of training on an annual basis to assist the downtown manager, the Main Street Board, and the Community with the local downtown revitalization program.
 - A. DCA will offer a series of webinars (live and pre-recorded) on a diverse set of downtown related topics and will upload a copy of recorded webinars to the Georgia Main Street YouTube Channel.
 - B. DCA will offer seven Regional Managers Meetings statewide in 2017.
 - C. DCA will offer four Main Street 101 workshops and one Main Street 201 workshop throughout the year, with topics related to the Main Street Approach™
3. Assist local Main Street Programs with organizational issues that may prevent the successful progress of the Community's downtown revitalization strategy.
 - A. DCA may provide assistance, directly or through partnerships, to assist in the execution of local organization strategy sessions, trainings, retreats, and community visioning sessions.
 - B. DCA may assist communities in selecting candidates for the position of downtown manager as requested.
 - C. DCA may require a local Main Street Program to host an on-site assessment visit if the program has had a major leadership or organization change, is currently in a probationary status, or is in jeopardy of losing accreditation or designation status.
4. Provide timely assistance and guidance to the Community as a result of requests for service, monthly reports, or the annual assessment process.
 - A. DCA may contact a community upon observation of monthly reporting abnormalities, missing data or missing reports. If a community becomes delinquent in multiple reports, DCA may contact the local board chair or city administrator about the delinquency.
 - B. DCA may assist in training local staff or volunteers in the reporting process.
 - C. DCA will provide unlimited telephone consultations with local programs.
 - D. DCA will attempt to provide on-site assistance as feasible.
5. Provide ongoing press coverage of the Georgia Classic Main Streets Program, including social media outreach, to recognize and publicize the work of local programs.
6. Provide access to resource materials, sample codes and ordinances, organizational documents, and templates for local programs.
7. Conduct an annual program assessment for the Community highlighting success and opportunities for improvement.
8. Provide design services to the local program at a discounted rate. Services may include phone consultations, site visits, design training, services for local property owners and merchants, conceptual drawings, property plans and layouts, corridor plans and strategies, historic preservation plans, and historic research, among other services as requested.
9. Provide economic development assistance to encourage small business development, real estate development and property rehabilitation within the downtown area.

ARTICLE 5: ALL PARTIES AGREE THAT—

1. This agreement shall be valid through December 31, 2017.
2. This agreement may be terminated by DCA or the Community by written notice of 60 days. Termination of this agreement by the Community will result in the loss of local Main Street designation. Communities that choose to terminate their Georgia Classic Main Streets Program affiliation will be required to formally apply for and participate in the Start-Up process if they desire to regain their National Accreditation in the future.
3. If the Community, Board of Directors and/or Downtown Manager fail to fulfill their obligations set forth in this agreement, DCA reserves the right to determine a course of action for the local Main Street Program as it deems appropriate. Such course may include probation, loss of accreditation or termination of designation.
4. If at any point during the 2017 calendar year there is a change in the local program manager, the local program is required to submit a new MOU including the new manager's signature certifying that person's understanding of the requirements of this relationship.
5. Any change in the terms of this agreement must be made in writing and approved by both parties.

GEORGIA CLASSIC MAIN STREET PROGRAM

MEMORANDUM OF UNDERSTANDING: 2017 Program Year

THIS AGREEMENT IS HEREBY EXECUTED BY AND BETWEEN THE PARTIES BELOW:

LOCAL GOVERNMENT (COMMUNITY): _____

Mayor/Chief Elected Official's Signature

Date

Printed Name

Date Term Expires

MAIN STREET BOARD OF DIRECTORS

President/Board Chairperson's Signature

Date

Printed Name

Date Term Expires

DOWNTOWN MANAGER

Manager's Signature

Date

Printed Name

Date Hired

☐ Please check here if this position is vacant.

GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
OFFICE OF DOWNTOWN DEVELOPMENT
GEORGIA MAIN STREET PROGRAM

Director's Signature

Date

Jessica Reynolds
Director, Office of Downtown Development
Georgia Department of Community Affairs
60 Executive Park South, NE
Atlanta, Georgia 30329

Phone: 404-679-4859
Email: Jessica.reynolds@dca.ga.gov

RESOLUTION NO. _____

**A RESOLUTION TO AUTHORIZE A FIRM TO PROVIDE
ENGINEERING SERVICES TO THE CITY**

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

WHEREAS, the City proposes to enter into a contract with a firm to provide engineering services to the City;

WHEREAS, _____ is the recommended firm;

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

SECTION 1. Approval of Purchase. The entering into a contract to provide engineering services with _____, as presented to the City Council on January 9, 2017 is hereby approved by the City Council.

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

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

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

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

[SIGNATURES APPEAR ON FOLLOWING PAGE]

SO RESOLVED this 9th day of January, 2017.

JUDY NEAL, Mayor

ATTEST:

VANESSA HOLIDAY, City Clerk

APPROVED AS TO FORM:

MICHAEL WILLIAMS, City Attorney

RESOLUTION NO. _____

RESOLUTION REQUESTING THE INTRODUCTION AND PASSAGE OF LOCAL LEGISLATION PROVIDING FOR THE REVISION OF THE CORPORATE CITY LIMITS OF THE CITY OF STOCKBRIDGE; PROVIDING FOR SEVERABILITY, REPEALING INCONSISTENT RESOLUTIONS, PROVIDING AN EFFECTIVE DATE, AND FOR OTHER PURPOSES.

WHEREAS, the City of Stockbridge ("City") is a municipal corporation located within Henry County, Georgia duly organized and existing under the laws of the State of Georgia and is charged with providing public services to residents located within the corporate limits of the City;

WHEREAS, under the Constitution and laws of the State of Georgia, the General Assembly may amend the corporate city limits of any municipal corporation;

WHEREAS, the City Council desires that the corporate city limits be amended so as to bring certain areas into the City;

WHEREAS, the City Council finds that a resolution is necessary and beneficial to its citizens and to the proper use of City funds.

NOW THEREFORE, THE COUNCIL OF THE CITY OF STOCKBRIDGE HEREBY RESOLVES AS FOLLOWS;

Section 1. **Request for Introduction of Local Legislation.** – The City Council of the City of Stockbridge hereby urges the members of the Stockbridge Legislative Delegation to introduce and actively work for the passage of local legislation to provide for the annexation of certain areas into the corporate city limits of the City of Stockbridge as shown on the map attached hereto as Exhibit A.

Section 2. **Approval of Execution** - The Mayor or Mayor Pro Tem is hereby authorized to sign all documents and to perform all other acts necessary to effectuate this Resolution on behalf of the City of Stockbridge. The City Clerk is authorized to execute, attest to, and seal any document which may be necessary to effectuate this Resolution, subject to approval as to form by the City Attorney.

Section 3. **Severability** - To the extent any portion of this Resolution is declared to be invalid, unenforceable, or non-binding, that shall not affect the remaining portions of this Resolution.

Section 4. **Repeal of Conflicting Provisions** - All City resolutions inconsistent with this Resolution are hereby repealed.

Section 5. **Effective Date** - This Resolution shall be effective on the date of its approval by the City Council and Mayor as provided in the City Charter.

SO RESOLVED, this the 9th day of January, 2017.

CITY OF STOCKBRIDGE, GEORGIA

JUDY NEAL, MAYOR

ATTEST:

VANESSA HOLIDAY, CITY CLERK

APPROVED AS TO FORM:

MICHAEL WILLIAMS, CITY ATTORNEY

Proposed Revised 2017 CITY COUNCIL MEETING SCHEDULE

**NOTICE OF PUBLIC MEETINGS
CITY OF STOCKBRIDGE
4640 NORTH HENRY BLVD.
STOCKBRIDGE, GA 30281**

**2017 REGULAR COUNCIL MEETINGS ARE HELD ON THE 2nd
MONDAY OF EACH MONTH IN THE COUNCIL CHAMBER
2nd FLOOR AT 6:00 P.M.**

January 9, 2017	July 10, 2017
February 13, 2017	August 14, 2017
March 13, 2017	September 11, 2017
April 10, 2017	October 9, 2017
May 8, 2017	November 13, 2017
June 12, 2017	December 11, 2017

CEREMONIAL PRESENTATIONS WILL TAKE PLACE AT 5:30 P.M.

**2017 WORK SESSION MEETINGS ARE HELD THE LAST
TUESDAY OF EACH MONTH (EXCEPT WHERE NOTED*) IN THE
LEVI MEETING ROOM - 2:00 P.M.**

January 31, 2017	July 25, 2017
February 28, 2017	August 29, 2017
March 28, 2017	September 26, 2017
April 25, 2017	October 24, 2017*
May 30, 2017	November 28, 2017
June 27, 2017	December 19, 2017*

VOTING ON EMERGENCY ITEMS ONLY

ALL MEETINGS ARE OPEN AND THE PUBLIC IS ENCOURAGED TO ATTEND