



City of Fairburn Work Session Agenda

March 24, 2025

6:00 PM

The Honorable Mayor Mario Avery

The Honorable Mayor Pro-Tem Alex Heath

The Honorable Samantha Hudson

The Honorable Ulysses J. Smallwood

Mr. Tony Phillips

Mr. Rory Starkey

Ms. Brenda B. James

The Honorable Linda J. Davis

The Honorable Hattie Portis-Jones

The Honorable James Whitmore

City Administrator

City Attorney

City Clerk

I. Meeting Called to Order:

The Honorable Mayor Avery

II. Roll Call:

City Clerk

III. Agenda Items:

1. LCI Gateway Connectivity Study Final Report **(Economic Development)**

IV. Adjournment:

When an Executive Session is required, one will be called for for the following Issues:

(1) Personnel (2) Real Estate or (3) Litigation



CITY OF FAIRBURN WORK SESSION AGENDA ITEM

SUBJECT: LCI Gateway Connectivity Study Final Report

ITEM TYPE: Presentation

SUBMITTED: 03/19/2025 **WORK SESSION:** 03/24/2025 **COUNCIL MEETING:** N/A

DEPARTMENT: Economic Development

BUDGET IMPACT: N/A

PUBLIC HEARING: No

PURPOSE:

The purpose of this study is to build upon the LCI plan's proposed improvements to connect the Education Campus to downtown and across Broad Street to the south; Updates to the Highway 29 Overlay District to allow for middle housing; trending restaurant, office and entertainment uses; and flexibility to allow for mixed-use development projects.

HISTORY:

The ARC awarded the City of Fairburn a \$200,000 grant to leverage the Fairburn LCI Downtown Master Plan by transforming the City's Education campus and primary gateway into the city's downtown to improve connectivity between the campus and downtown Fairburn's amenities, incorporating innovative technology and creative placemaking, within the Highway 29 Overlay District.

FACTS AND ISSUES:

The City of Fairburn, in collaboration with the Atlanta Regional Commission (ARC) and Sizemore Group, has completed a tactical study of the Downtown Overlay District. This project, known as the Education Campus Expansion & Community Connectivity Study, builds upon the Fairburn LCI Downtown Main Plan. Its goal is to transform the City's Education Campus, which includes Georgia Military College, into a mixed-use development that incorporates both residential and commercial spaces. The LCI Gateway Connectivity Study is the result of comprehensive assessments, including housing and market studies, traffic analysis, community input, visioning meetings, and stakeholder engagements. This study aims to provide a detailed report and conceptual plan for the future growth and development of the area.

FUNDING SOURCE:

N/A

RECOMMENDED ACTION:

N/A

ATTACHMENTS:

1. Fairburn LCI - Council Meeting March 24 2025



MAYOR & COUNCIL MEETING

MARCH 24, 2025

CITY OF FAIRBURN

Gateway and Connectivity LCI



ARCHITECTURE



PLANNING



INTERIORS

size more group



ENGAGEMENT

CITY OF FAIRBURN TEAM

*City of Fairburn
Gateway and Connectivity LCI*



City Administrator
Tony Phillips



Director of Planning and Zoning
Denise Brookins



Assistant City Administrator
Jamila Criss



Director of Economic Development
Sylvia Abernathy



**Director Community Development and
Public Works**
Lester Thompson, MPA



Communication Consultant
Jacqueline Howell



PROJECT TEAM

City of Fairburn
Gateway and Connectivity LCI

LEAD PLANNING

Sizemore Group



PRINCIPAL ARCHITECT

BILL DE ST. AUBIN, AIA, LEED AP, CEO

Town Center Expert



PROJECT MANAGER / LEAD PLANNER

DEANNA MURPHY, AICP, M.ARCH

Arts & Placemaking Leader



PLANNER / ECONOMIC DEVELOPMENT

RANDY G. GIBBS, AICP

Planning Project Manager



PLANNER / URBAN DESIGNER

NISHANT OSTWAL

Mapping Expert

COMMUNITY ENGAGEMENT

The Collaborative Firm



COMMUNITY ENGAGEMENT

TRISHA COLPETZER

Community Expert

TRANSPORTATION & ECONOMICS

Toole



TRANSPORTATION

ELIZABETH SHIN

Project Engineer

Housing and Market Analysis

KBA



HOUSING AND MARKET ANALYST

TATE WILSON

Director

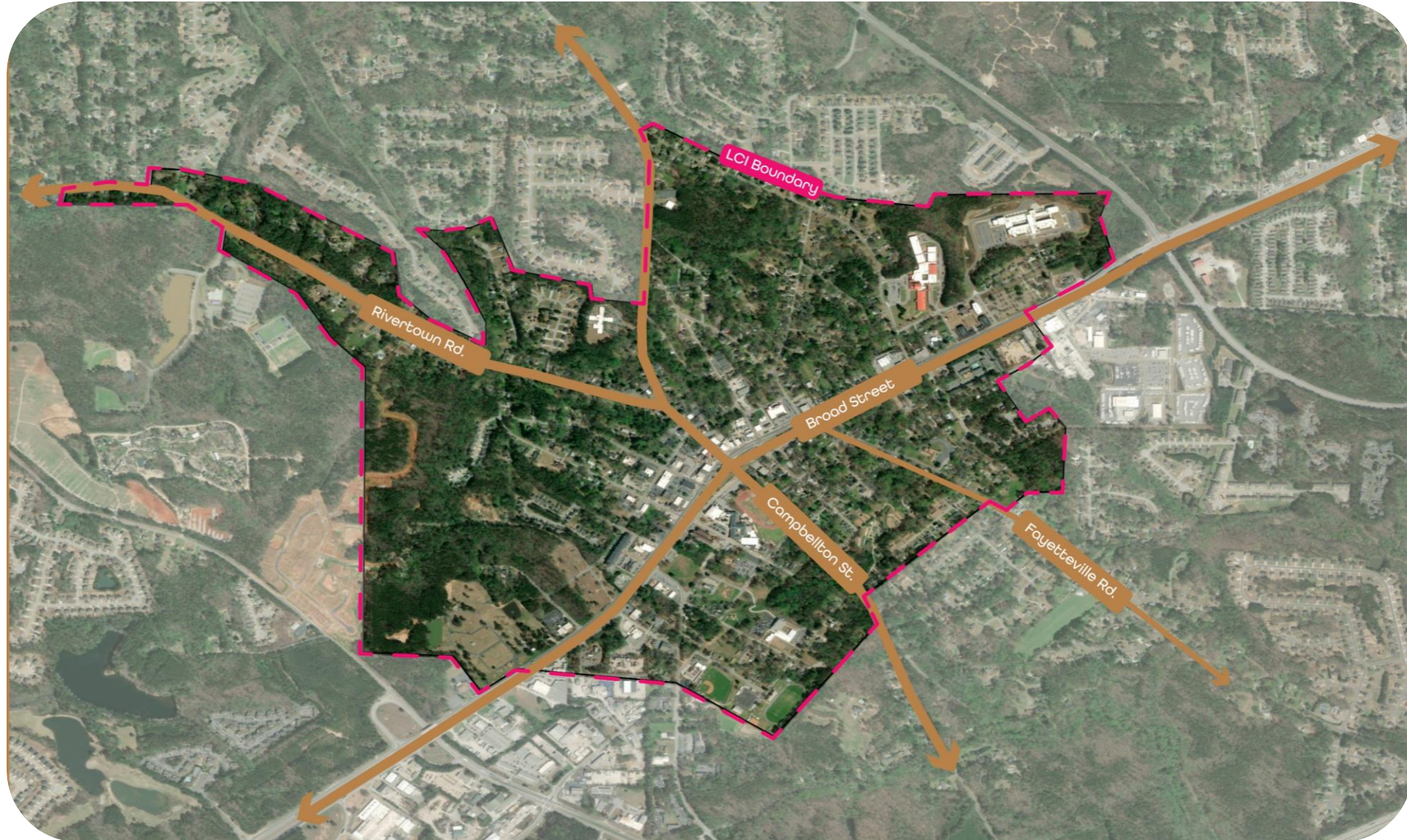
AGENDA

1. Scope of Work
2. Goals
3. Recommendations
4. Community Work Program



SCOPE OF WORK

City of Fairburn
Gateway and Connectivity LCI



SCOPE OF WORK

- Existing Conditions Assessment
- Market Feasibility Study
- Community Outreach
 - Pop-Up Events
 - Community Meetings
 - Stakeholder Interviews
 - Mayor and City Council Meeting
- Redevelopment Plan
 - Conceptual Plans
 - Transportation Analysis
 - Arts + Placemaking
 - Connectivity
- Implementation Plan
 - 100-day Action Plan
 - 5-year Matrix



SCOPE OF WORK

Task	2024								2025			
	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr
Task 1: Exist Conditions Assessment												
Task 2: Market Study												
Task 3: Public Input												
Project Advisory Group Meetings												
Public Engagement Meetings												
Stakeholder Interviews												
Survey												
Task 4: Plan Development												
Design Workshop												
Concept Plans												
Hwy 29 Overlay District Recommendations												
Task 5: Prepare Project Deliverables												
Implementation Strategy												
Documentation												
City Council Approval												

WHAT IS AN LCI PROJECT?

The ARC's Livable Centers Initiative (LCI) is a grant program designed to reduce vehicle miles traveled and enhance air quality. It encourages local jurisdictions to reimagine their communities as lively, walkable areas that promote increased mobility options, support healthy lifestyles, and provide better access to jobs and services.

- Implementation Funding
- Focus Areas
 - Main Streets and Downtowns
 - Transit Areas



LCI Priority Issues



GOALS STATEMENTS

- Establish a Distinct **Gateway Feature**
- Enhance **Accessibility and Connectivity**
- Increase **Housing Opportunities**
- Boost **Community and Visitor Engagement**
- Develop **Inviting Public Spaces**
- Retain **Historic Charm**
- Foster an **Inclusive and Welcoming**

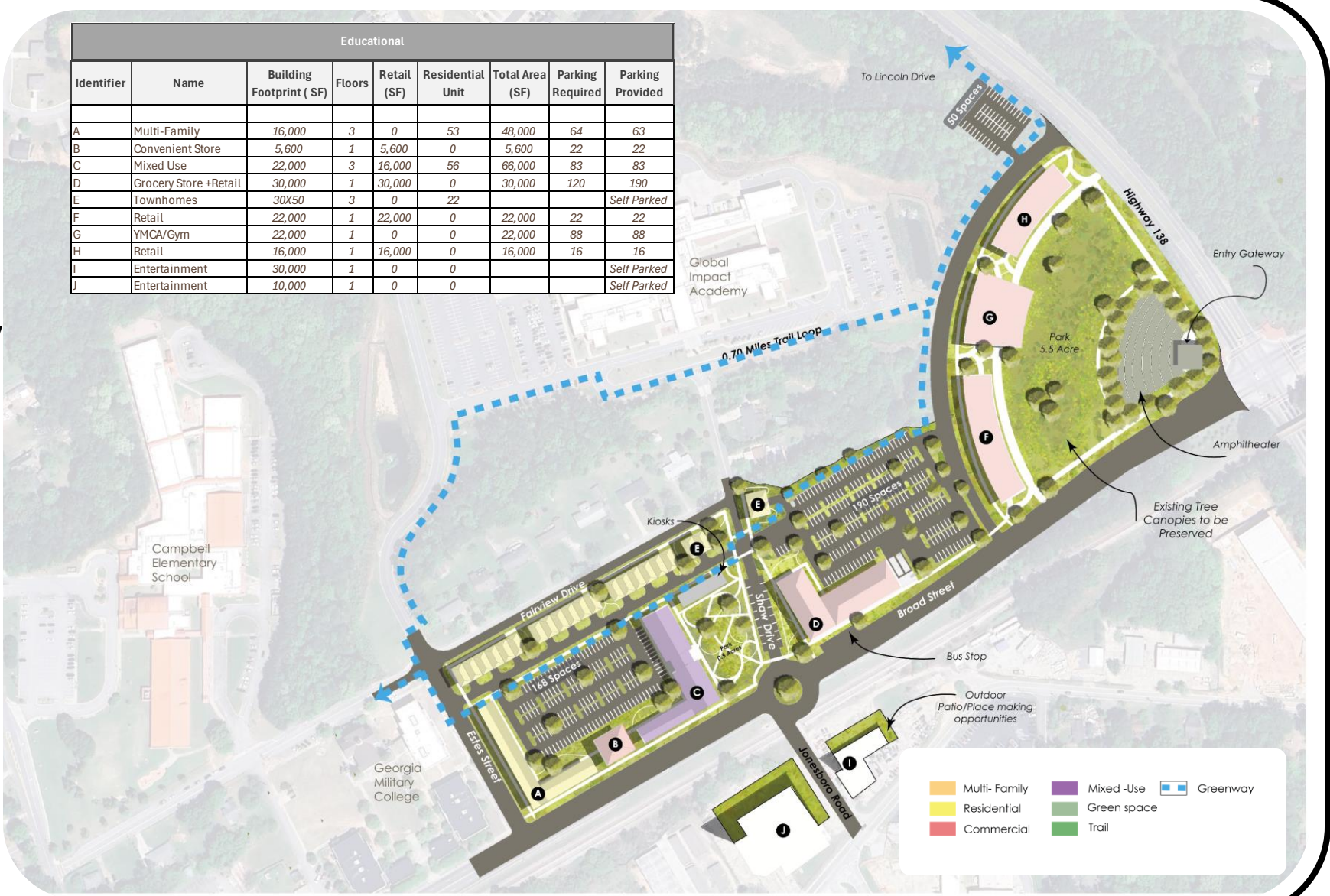




CONCEPT PLANS

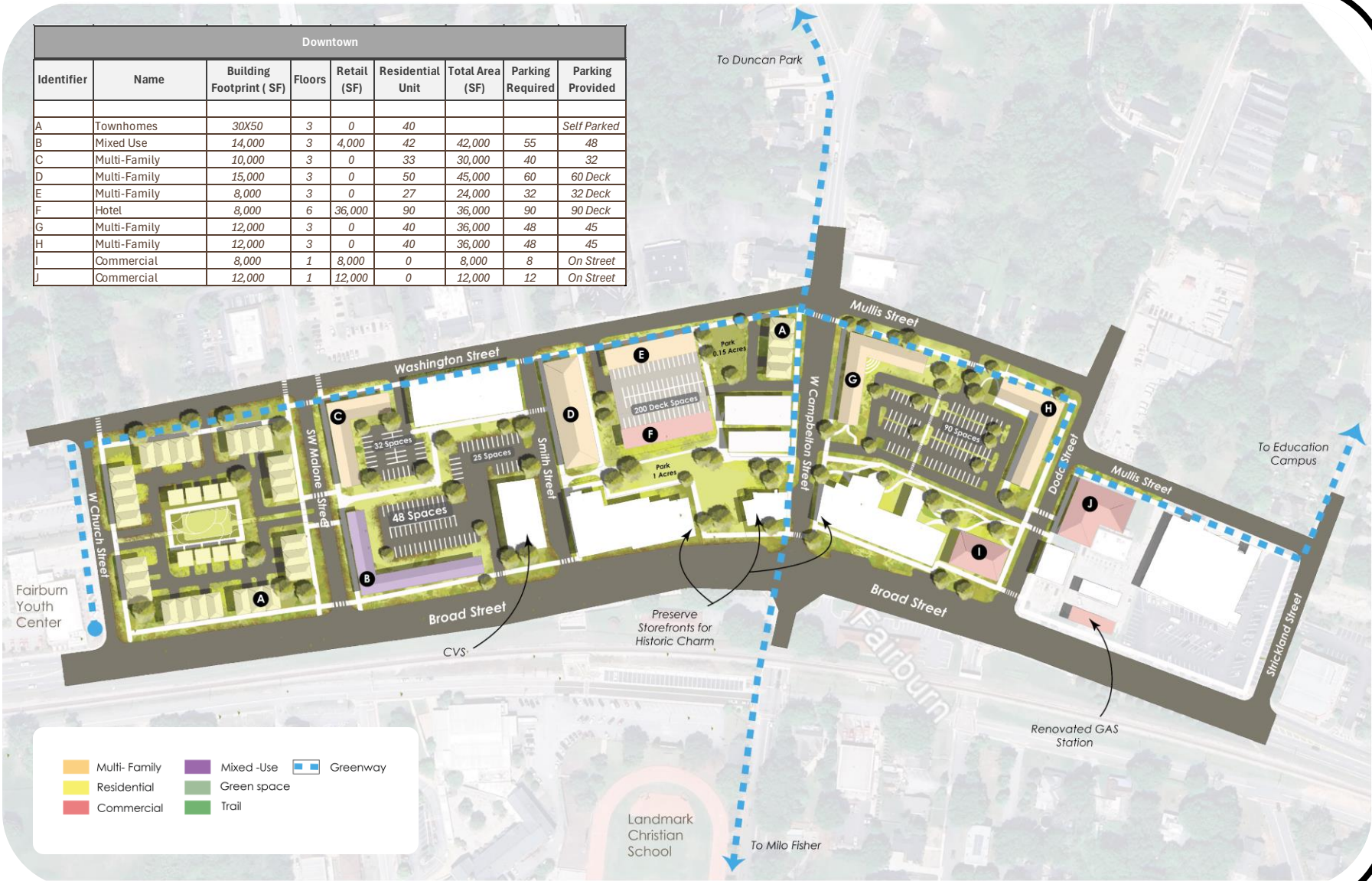
EDUCATIONAL CAMPUS

- 5.5ac Park w/Amphitheater
- 110 Multi-Family Units
- 22 Single-Family Units
- 30,000 SF Grocery Store
- 43,000 SF Retail
- 20,000 SF YMCA-type Facility
- Placemaking Opportunities
 - Traffic Circle
 - 0.5ac Pocket Park
- 0.7mi Multi-Purpose Trail Loop Connecting to Fairburn Youth Center
- Art/Entertainment District South of Broad St



DOWNTOWN

- Preserve Historic Storefront Aesthetic
- Create “Face” on Washington St/Mullis St
- 230 Multi-Family Units
- 40 Single-Family Units
- 90 Hotel Rooms
- 24,000 SF of Retail
- Placemaking Opportunities
 - Expanded Frankie-Arnold Greenspace (Concerts, Farmer’s Markets, etc.)
 - Trail Activations (i.e. “Adopt-a-Path Section” for Senior Center and Fairburn Youth Center)
 - 0.15ac Pocket Park
 - Linear Park



MILO FISHER PARK

- 3ac Park w/ Trails
- 28 Single-Family Units
- 8,000 SF of Retail
- Placemaking Opportunities
 - Outdoor Art and Seating at Milo Fisher Park

Milo Fisher								
Identifier	Name	Building Footprint (SF)	Floors	Retail (SF)	Residential Unit	Total Area (SF)	Parking Required	Parking Provided
A	Townhomes	30X50	3	0	28			Self Parked
B	Commercial	8,000	1	8,000	0	8,000	8	26

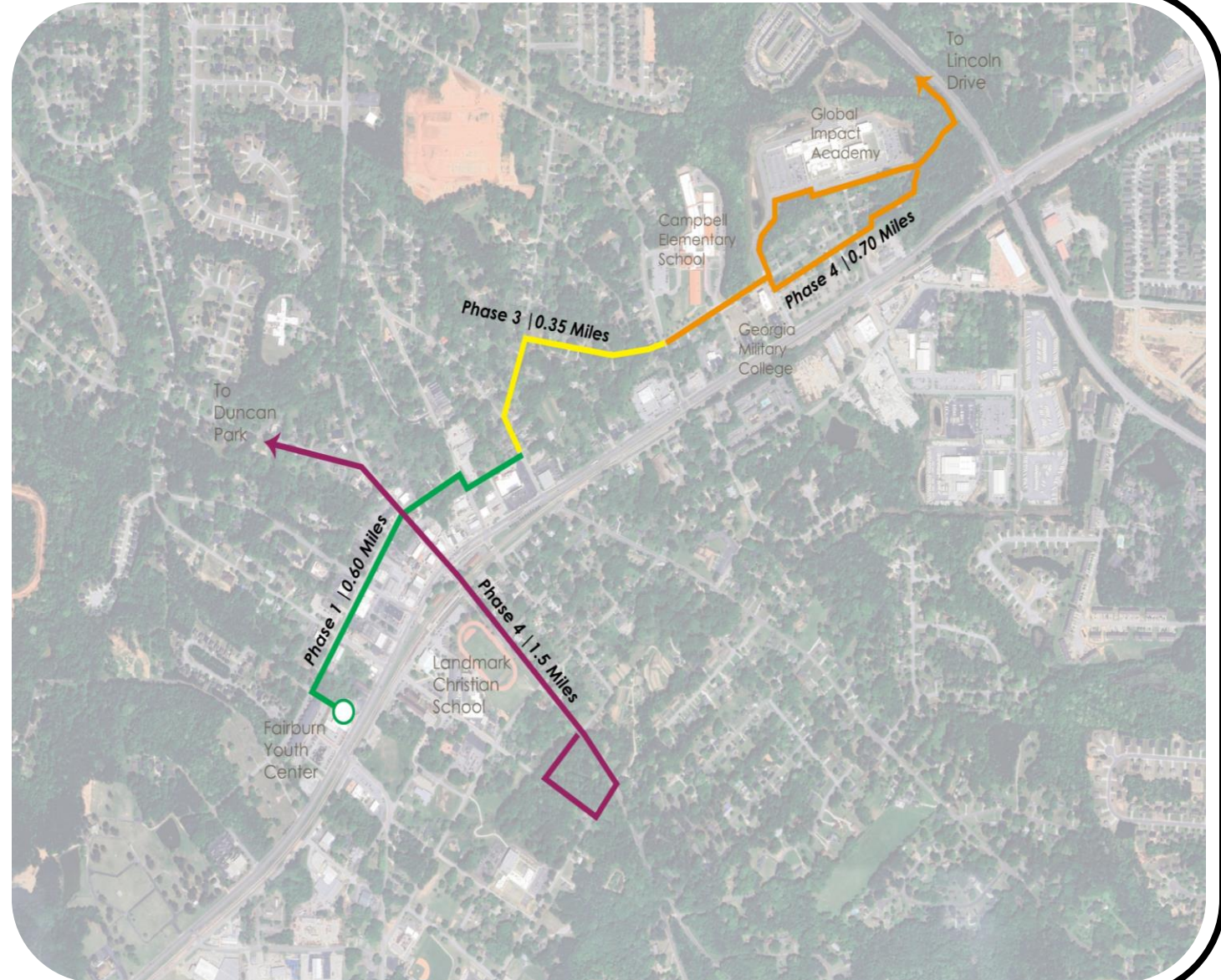


RECOMMENDED MULTI-PURPOSE TRAIL

City of Fairburn
Gateway and Connectivity LCI

Features:

- Four Phase Network of Multi-purpose Trail
- Phase 1: Downtown
- Phase 2: Education Campus
- Phase 3: Strickland-Fairview Connection
- Phase 4: Milo Fisher to Duncan Park



A photograph of a stone archway sign for the City of Fairburn. The sign is made of grey stone and has a dark blue plaque in the center with the text 'Welcome to City of Fairburn' and 'Striving for Success' in white. The archway is set against a backdrop of green trees and a clear blue sky. A white van is visible on the road to the left of the archway. The entire image is overlaid with a semi-transparent blue filter.

TRANSPORTATION RECOMMENDATIONS

SAFETY COUNTERMEASURES



Bike Lanes



Rectangular
Rapid Flashing
Beacons (RRFB)



Pedestrian Hybrid
Beacons



Systemic Application
of Multiple Low Cost
Countermeasures at
Stop-Controlled
Intersections



Road Diets



Crosswalk Visibility
Enhancements



Medians and
Pedestrian Refuge
Islands



Leading Pedestrian
Intervals



Longitudinal Rumble
Strips and Stripes on
Two-Lane Roads



Road Safety Audits

Safety Countermeasures

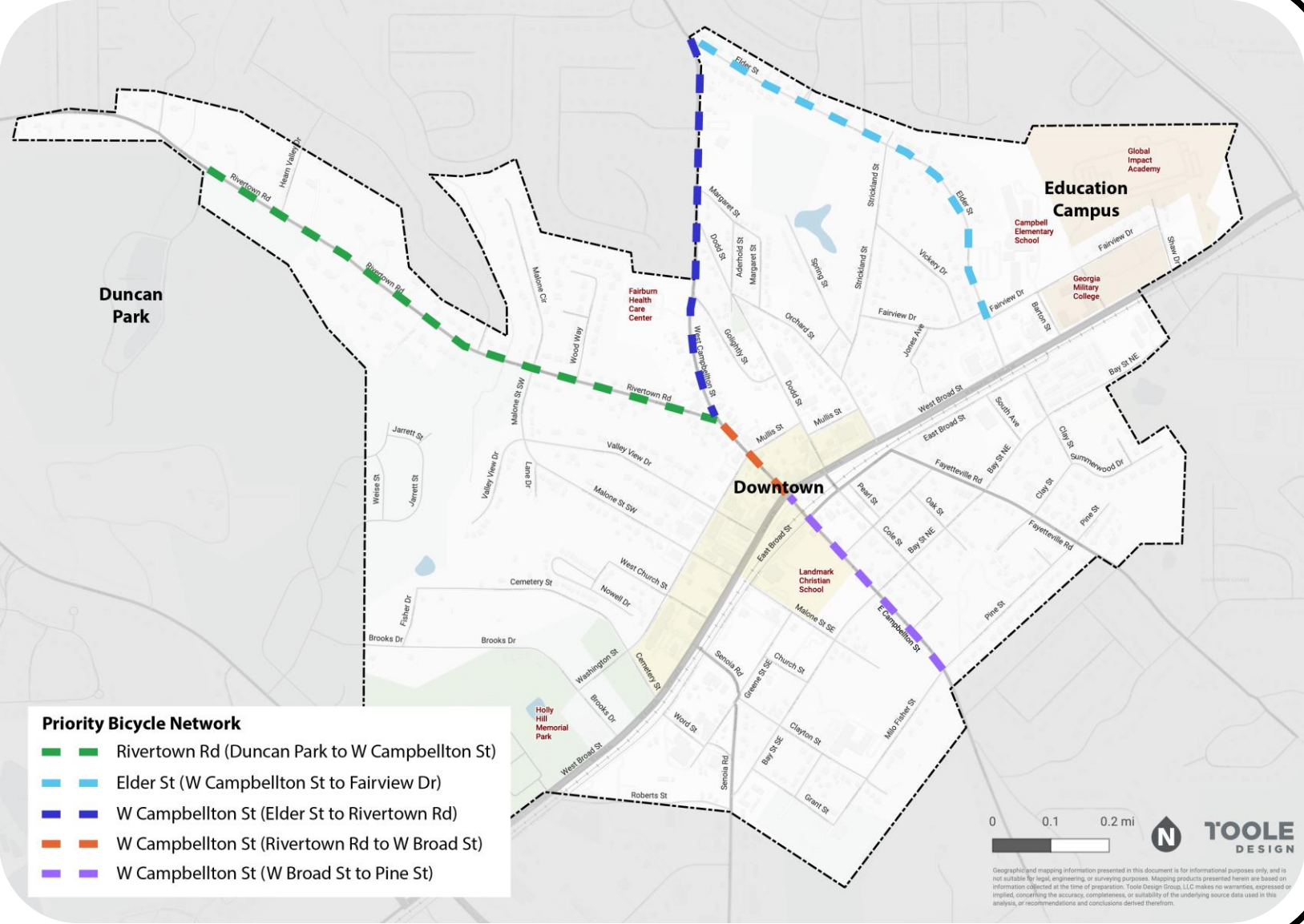
- FHWA's Proven Safety Countermeasures initiative (PSCi)
- 28 countermeasures and strategies effective in reducing roadway fatalities and serious injuries on our Nation's highways.

SAFETY PROGRAM RECOMMENDATIONS DRAFT



- Young Driver and Elderly Driver Education – Many of the KSI and Pedestrian crashes involved people in their teens or people 65+
- Broad Street Driveway Consolidation: Concentrate traffic at signalized intersections through the cross streets.
- Broad Street Left Turn Conflicts: As GDOT is studying a road diet, consider reducing left turn conflicts by implementing Restricted Crossing U-Turn (RCUT) or Median U-Turns (MUT). These are solutions GDOT can approve and are suggested in the Intersection Control Evaluation (ICE) matrix.

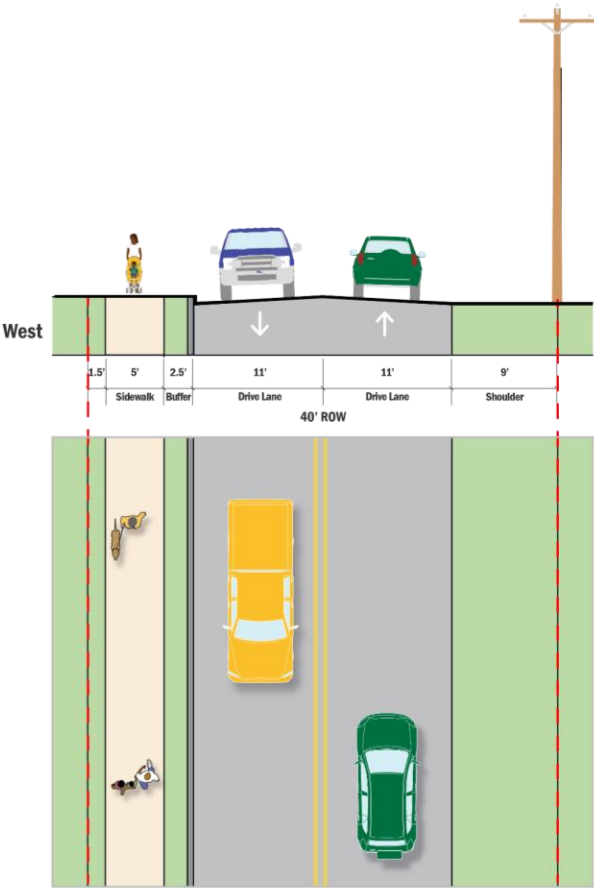
PRIORITY BICYCLE NETWORK



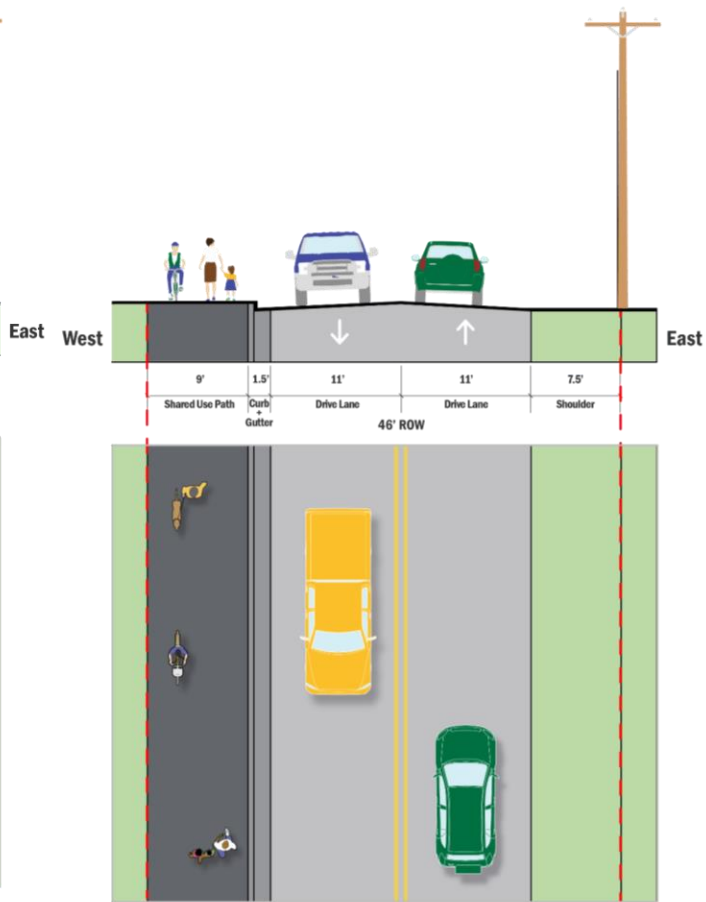
RIVERTOWN ROADS



Extent	Recommendation
Duncan Park to West Campbellton Street	Design and construct concepts for the typical section with a shared use path on the west side of the street, build curb and gutter. Remove acceleration and deceleration lanes when adding curb and gutter.
Rivertown Road/Malone Circle	Install a Rectangular Rapid Flashing Beacon.
Colony Trail to Wood Way	Build sidewalk on north side of street to connect neighborhoods to proposed Rectangular Rapid Flashing Beacon at Malone Circle/Rivertown Road.



Rivertown Road - Existing
Duncan Park to W Campbellton St
View North



Rivertown Road - Proposed
Duncan Park to W Campbellton St
View North

WHY REMOVE ACCELERATION AND DEACCELERATION LANES?

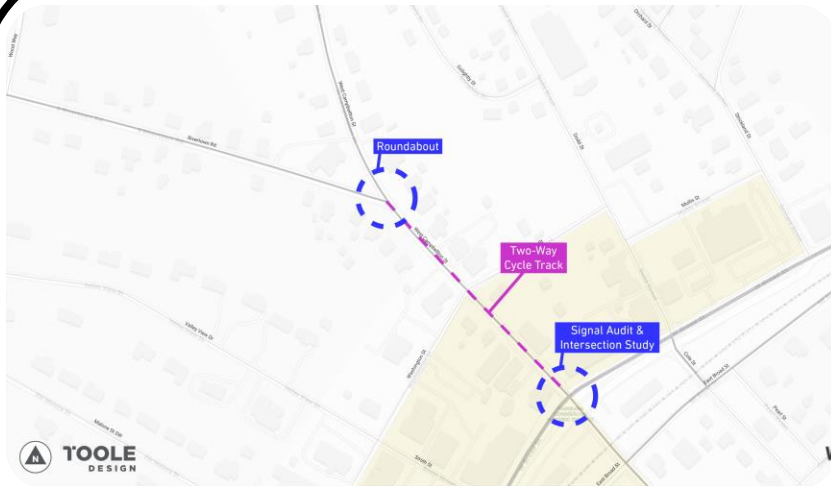
- Acceleration and deceleration lanes should only be used on freeways or arterials with speeds of 55 mph or greater.
- Even for GDOT roadways, a two-lane road with a posted speed of 35 mph would have to have a minimum of 200 right turning vehicles a day to qualify for an acceleration and deceleration lane.
- Bottom line: they encourage faster speeds and are not recommended on residential streets where you want to keep speeds slow and encourage safe bicycling and walking.

RECTANGULAR RAPID FLASHING BEACONS (RRFB)

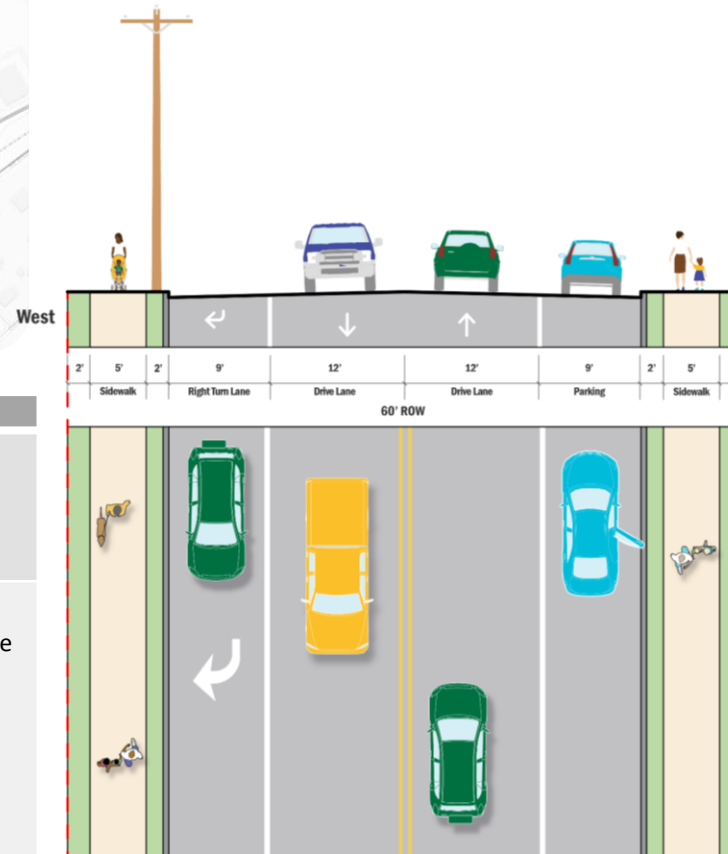
- Best installed on roadways with speeds under 40 mph.
- RRFB's can reduce pedestrian crashes up to 47%.
- RRFB's can increase motorist yield rates up to 98%.



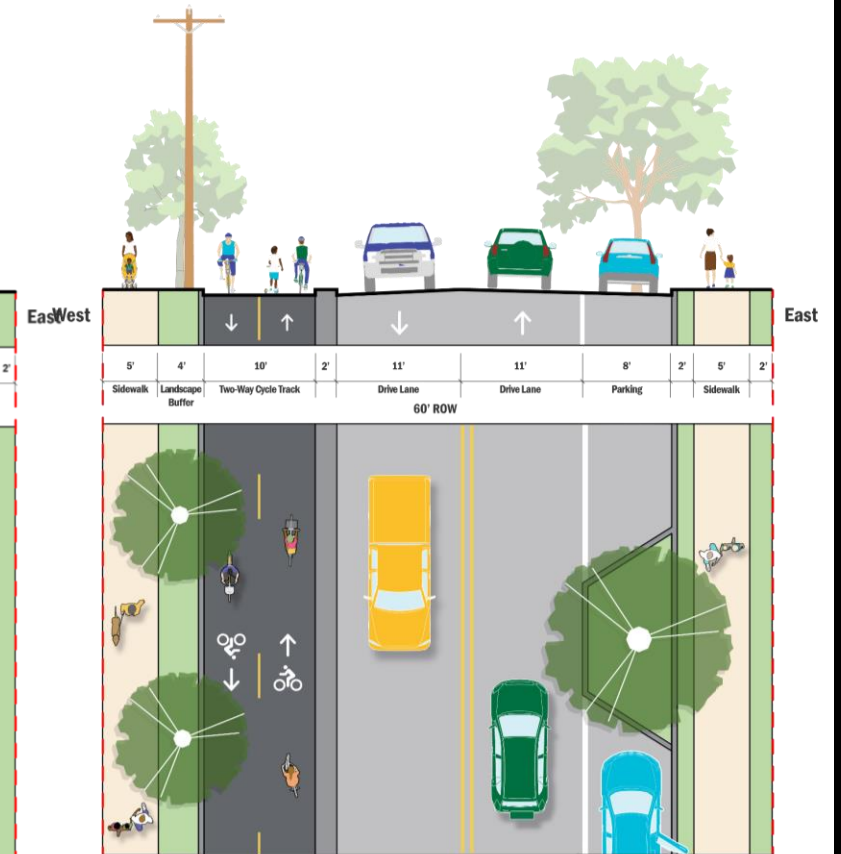
W CAMPBELLTON STREET



Extent	Recommendation
Rivertown Road/ W Campbellton Street	Study the feasibility of a roundabout at Rivertown Road and W Campbellton St that incorporates a shared use path for bicyclists and pedestrians navigating the roundabout.
Rivertown Road to Broad Street	Design and construct concepts for the typical section with a two-way cycle track on the west side of street, street parking on the east side of the street, rebuild any broken sidewalks, and narrow travel lanes to 11'. Look at implementing a quick build version of the two-way cycle track during construction of the shared use path on Rivertown Road.
W Campbellton/ Broad Street	Continue requesting a GDOT signal audit.



W Campbellton Street - Existing
Rivertown Rd to Broad St
View North



W Campbellton Street - Proposed
Rivertown Rd to Broad St
View North

ROUNDBABOUTS

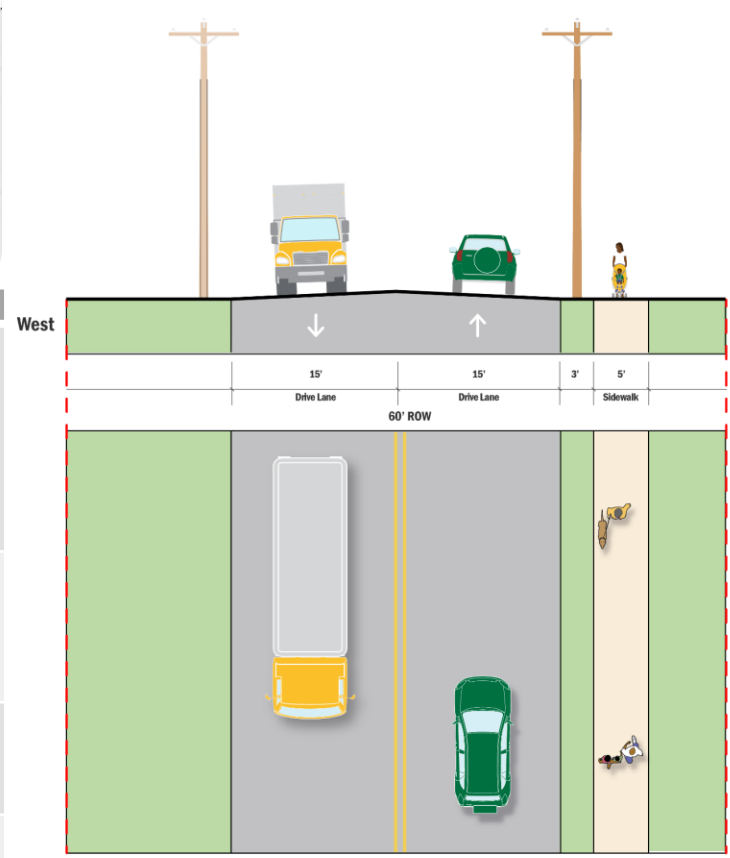
- Roundabouts are both safer and more efficient intersection treatments.
- At two-way stops, roundabouts have an 82% reduction in fatal and injury crashes.



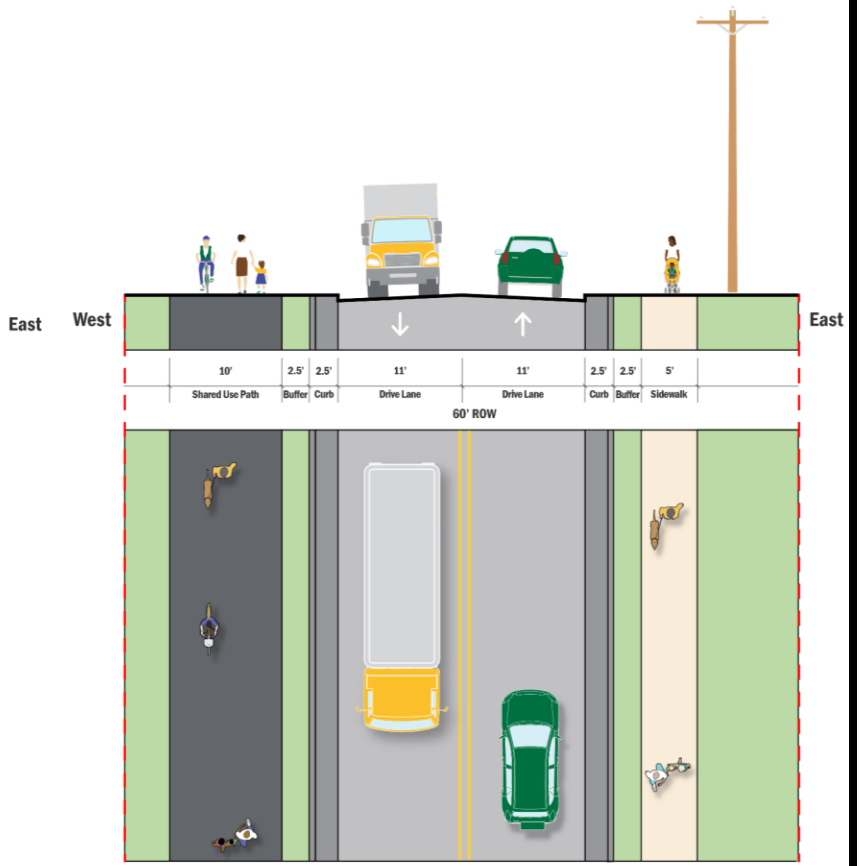
HIGHWAY 92



Extent	Recommendation
SE Broad Street to Pine Street	Coordinate with GDOT to design and construct concepts for the typical section with a shared use path on the west side of the street, build curb and gutter, reduce curb to curb with travel lanes at 11'. Add a landscaped buffer with a 5' - 6' sidewalk on the east side of the street.
SE Broad Street/Hwy 92	Coordinate with GDOT to improve signal timing to relieve congestion at intersection, especially during peak hour traffic with Landmark Christian School.
Hwy 92/ Bay Street	Add a Pedestrian Hybrid Beacon for pedestrians and bicyclists accessing the shared use path on W Campbellton Street.
Hwy 92 Railroad Underpass Study	In coordination with the design and scope of Highway 92 and W Campbellton Road, conduct a study of the railroad underpass to improve connectivity for bicycles and pedestrians.



Highway 92 - Existing
Broad St to Pine St
View North



Highway 92 - Proposed
Broad St to Pine St
View North

PEDESTRIAN HYBRID BEACONS (PHB)

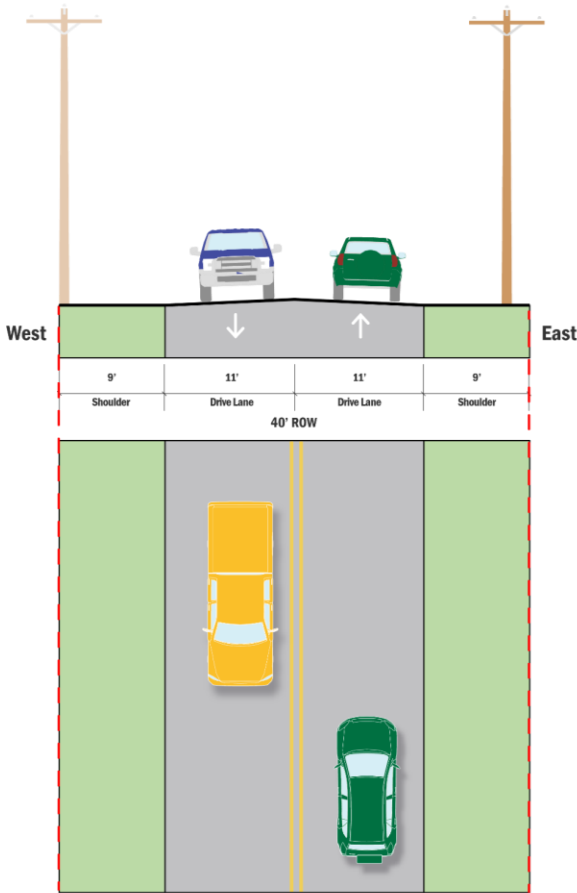
- Considered for:
 - Speeds over 35 mph
 - Roads with three or more lanes,
 - Traffic volumes exceed 9000 AADT.
- Safety benefits:
 - 55% reduction in pedestrian crashes
 - 29% reduction in total crashes
 - 15% reduction in serious injury and fatal crashes



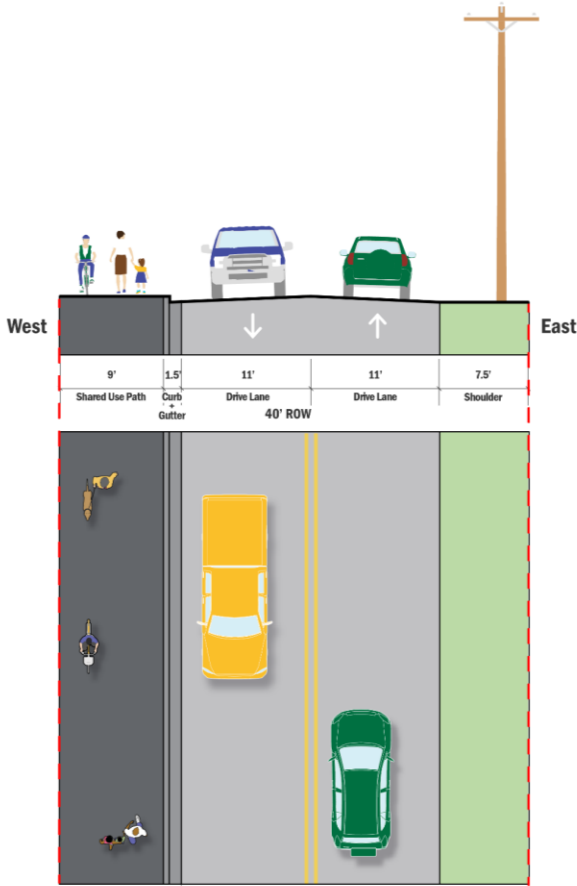
W CAMPBELLTON STREET



Extent	Recommendation
Elder Street to Rivertown Road	Design and construct concepts for the typical section with a shared use path on the west side of the street, build curb and gutter. Remove acceleration and deceleration lanes when adding curb and gutter to maintain 11' travel lanes with a 22' curb-to-curb.
Elder Street/West Campbellton Street	Study different intersection traffic calming improvements that could include a roundabout with raised pedestrian/bicycle crossings or a planted splitter islands with a Pedestrian Hybrid Beacon for pedestrian/bicycling crossing West Campbellton Street.
Dodd Street/West Campbellton Street	Add a Pedestrian Hybrid Beacon crossing Campbellton Street to proposed shared use path.



W Campbellton St - Existing
Elder St to Rivertown Rd
View North



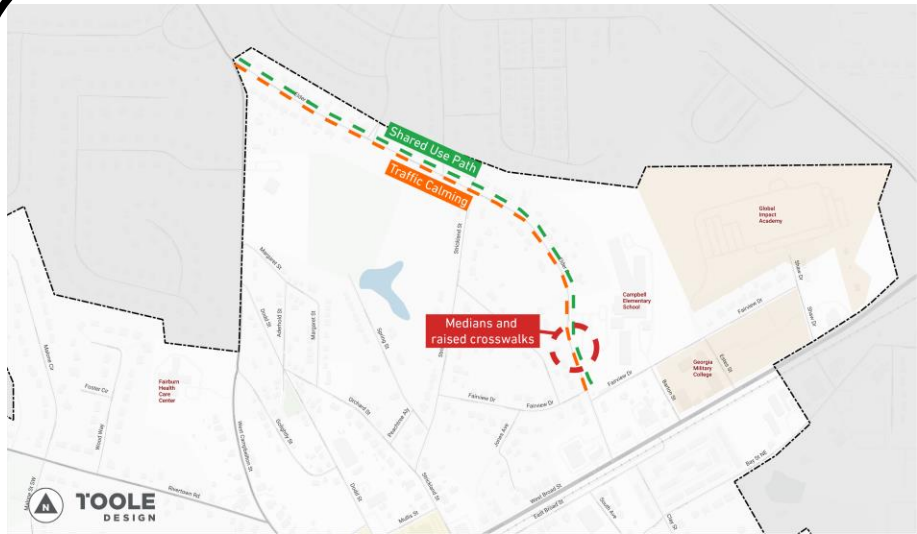
W Campbellton St - Proposed
Elder St to Rivertown Rd
View North

Y-INTERSECTION IMPROVEMENTS

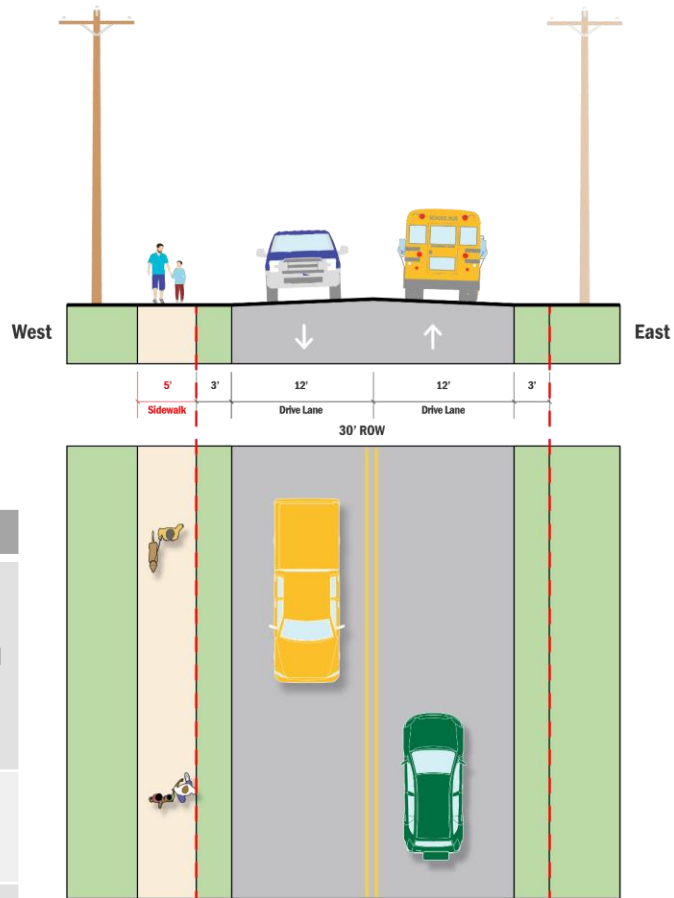
- When roundabouts are not feasible, creating safer intersections through paint is a quick option to improve intersection safety for vehicles, bicycles, and pedestrians



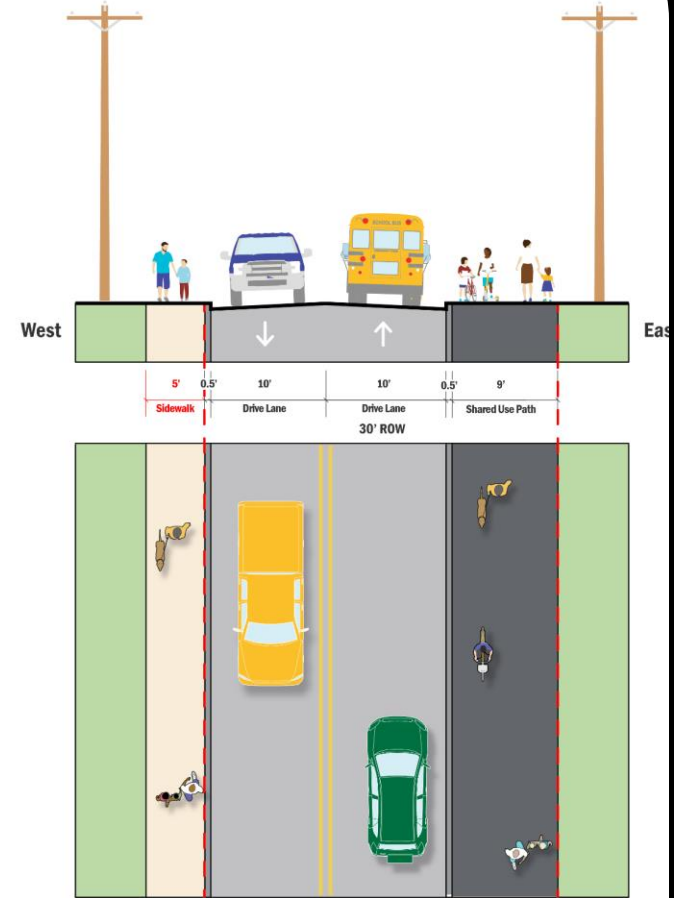
ELDER STREET



Extent	Recommendation
W Campbellton Street to Fairview Drive	Design and construct a concept for Elder Street that include shifting the centerline of the roadway to accommodate an 8' shared use path on the north side of the street and two 10' travel lanes. Full construction would include curb and gutter and speed tables.
W Campbellton Street to Fairview Drive	Build vertical deflection on roadway: speed tables, speed bumps, or speed cushions.
Elder Street/ Campbell Elementary School	Build medians where roadway expands for left turn lanes near elementary school to provide vertical delineation and encourage slower speeds. Replace painted crosswalks with raised painted crosswalks near Elementary School.



Elder Street- Existing
View North

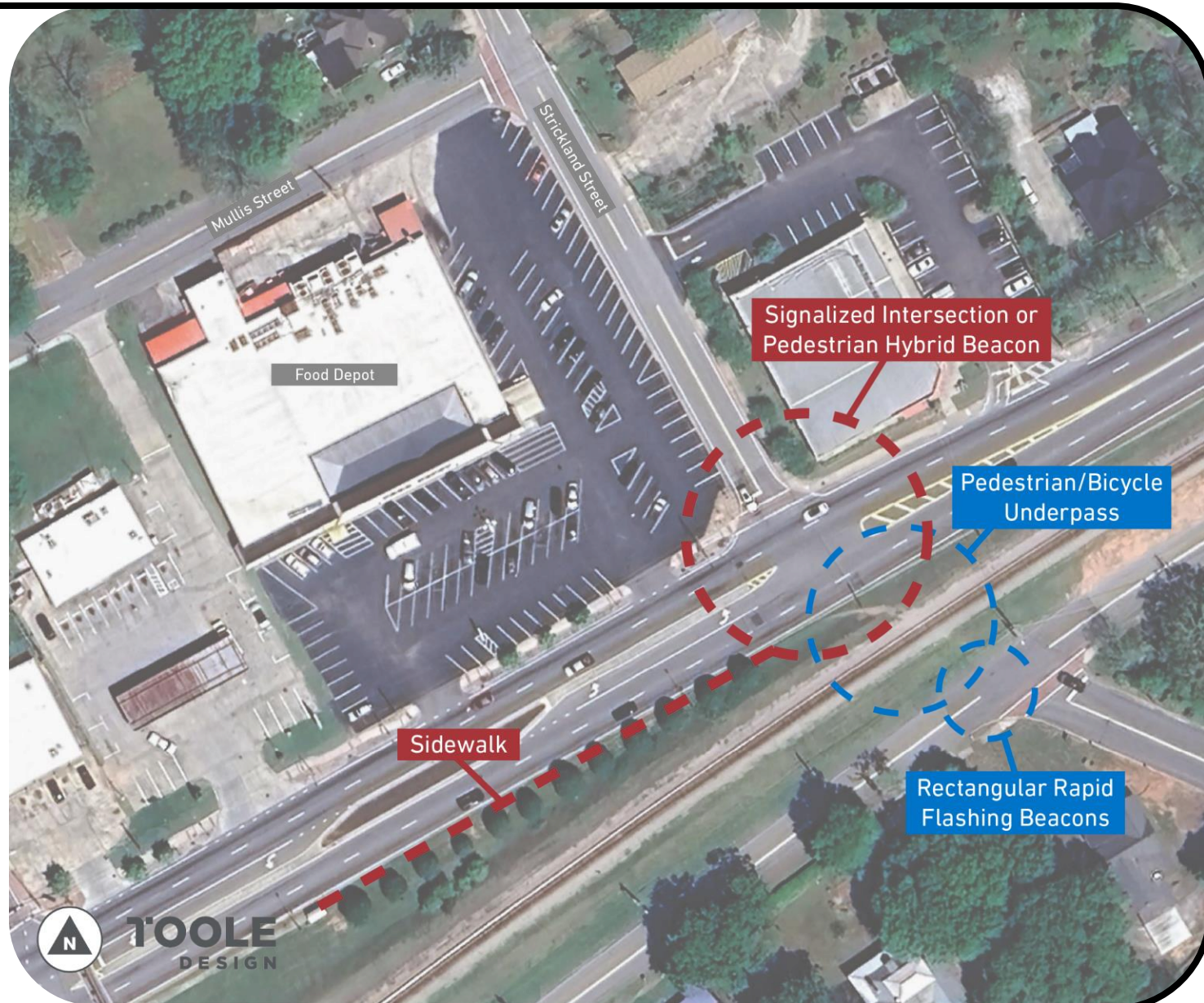


Elder Street- Proposed
View North

ADDITIONAL RECOMMENDATIONS

Goat path near Broad/Strickland/Fayette

- Long-Term: Pedestrian underpass at railroad where there is an existing goat path.
- Short/Medium Term: Build a sidewalk on south side of Broad in-between MARTA bus stop and Strickland. Add a pedestrian hybrid beacon or study a signal at Strickland.





COMMUNITY WORK PROGRAM

LAND USE & ECONOMIC DEVELOPMENT

City of Fairburn
Gateway and Connectivity LCI

Priority	Description/Action	Cost	Year					Responsible Party	Funding Source
			2025	2026	2027	2028	2029		
Goal 1:	Invest in Fairburn's Public Infrastructure and Placemaking								
1A	Develop a Fairburn <i>Parks and Recreation Trails Plan or Study</i>	\$50,000	X					Parks and Recreation	City of Fairburn/SPLOST
1B	Work with the Fairburn Public Works Department to identify key intersections at commercial nodes that need updated stoplights and enhance pedestrian infrastructure	Staff time	X					Econ. Development / Public Works	N/A
1C	Consider an <i>update to the city's Creative Placemaking Strategy</i> document to identify new projects/opportunities that would help establish a physical sense of place within Fairburn	\$50,000-150,000	X					Planning and Zoning	City of Fairburn / ARC CDAP
1D	Collaborate with partners to develop a <i>streetscape design standard</i> for beautification efforts along all of Fairburn's major corridors to create a citywide "look and feel"	Staff time	X					Econ. Development / Public Works / GDOT	City of Fairburn / ARC / ARC CDAP / GDOT
1E	Consider a <i>1% for the arts program</i> , where 1% of new development construction cost is given towards the arts on site or to the city's arts programming	Staff time	X					Econ. Development	N/A
1F	Conduct a <i>downtown parking study</i>	\$50,000-100,000	X					Econ. Development / Public Works / Planning and Zoning	City of Fairburn / SPLOST
1G	Consider <i>temporary or pop-up markets or art spaces (cargo containers or temporary market structures)</i> in the parking lot of the Educational Campus site to promote awareness of future development on this site and generate interest and traffic to the future development	\$10,000-50,000	X					Econ. Development / Development Partners	City of Fairburn / Art Grants

LAND USE & ECONOMIC DEVELOPMENT

City of Fairburn
Gateway and Connectivity LCI

Priority	Description/Action	Cost						Responsible Party	Funding Source
			2025	2026	2027	2028	2029		
Goal 2:	Support and leverage initiatives and assets that improve Fairburn's quality of life								
2A	Work with local businesses and vendors (venues) to host a themed market or service pop-ups in downtown concurrent with festival weekends or on off-weekends so visitors can extend their experience off-site	\$2500-7500	X					Econ. Development	City of Fairburn / Hotel/Motel Tax
2B	Collaborate with the operators of the Renaissance Festival to sponsor performances and events at the Southside Theatre Guild	Staff time	X					Econ. Development	N/A
2C	Continue to work with property owners Downtown to invest in buildings and recruit businesses to occupy vacant space	Staff time	X	X	X	X	X	Econ. Development	N/A
2D	Consider implementing a vacancy tax or fee for speculative commercial space that has remained inactive or vacant past a certain grace period	Staff time		X				City Manager	N/A
2E	Work with Code Enforcement and other departments to ensure existing commercial spaces are suitable for businesses	Staff time		X				Planning and Zoning	N/A
2F	Inventory existing publicly-owned land in and around Downtown that could be used for catalytic development/redevelopment	Staff time			X			Planning and Zoning / Econ. Development	N/A
2G	Consider creating an LCI implementation committee that works with the city to support and implement concepts found within this study	Staff time	X					Econ. Development	N/A
2H	Convene bike/pedestrian organizations in an annual or semi-annual session in Fairburn to garner support and investment in family-friendly walking/biking infrastructure	Staff time		X				Econ. Development	N/A
2I	Conduct a safety campaign: Host educational events or distribute materials on safe walking and cycling practices, including tips for drivers.	Staff time		X				Econ. Development	N/A
2J	Identify locations for and implement artistic/interactive crosswalks at schools and the Fairburn Youth Center site	\$2000-5000		X	X			Econ. Development	City of Fairburn / Hotel/Motel Tax

LAND USE & ECONOMIC DEVELOPMENT

City of Fairburn
Gateway and Connectivity LCI

Priority	Description/Action	Cost						Responsible Party	Funding Source
			2025	2026	2027	2028	2029		
Goal 3:	Promote diverse housing options								
3A	Allow property owners to use Accessory Dwelling Units (ADUs) for both primary occupancy and rental use, enhancing affordability, flexibility, and housing availability	Staff time	X					Planning and Zoning	N/A
Goal:	Education Campus								
4A	Acquire key properties to create gateway elements from Georgia Department of Transportation	TBD	X					City Manager	City of Fairburn / SPLOST
4B	Complete trail design and implementation for proposed trail connectivity per this plan	\$1,500,000 - 3,000,000	X	X	X			Public Works and Community Development	City of Fairburn / SPLOST
4C	Acquire key properties for pocket park	TBD	X					City Manager	City of Fairburn / SPLOST
4D	Explore the potential funding mechanisms for new park and amphitheater	Staff time	X					City Manager	City of Fairburn

LAND USE & ECONOMIC DEVELOPMENT

City of Fairburn
Gateway and Connectivity LCI

Priority	Description/Action	Cost	2025	2026	2027	2028	2029	Responsible Party	Funding Source
Goal:	Downtown Fairburn								
5A	Acquire key properties for <i>housing and trail elements</i>	TBD	X					City Manager	City of Fairburn / SPLOST
5B	<i>Increase maximum height</i> for downtown facilities	Staff time	X					Planning and Zoning	N/A
5C	Acquire key properties for <i>expanded Frankie Arnold Stage/Courtyard</i>	TBD	X					City Manager	City of Fairburn / SPLOST
Goal:	Milo Fisher Park								
6A	Seek <i>Design for Milo Fisher Park</i> and Walking Path	\$50,000-100,000	X					Parks and Recreation	City of Fairburn / SPLOST
6B	<i>Extend Malone Street</i> to Milo Fisher Street	TBD		X				Public Works and Community Development	City of Fairburn / SPLOST
6C	Acquire key properties for <i>multi-use path to Duncan Park</i>	TBD		X				City Manager	City of Fairburn / SPLOST

TRANSPORTATION

Project ID	Location	Extent	Recommendation	Time Frame	Cost Opinion	Funding Sources	Entity
1	Broad Street	MARTA bus stop to Strickland Street/Broad Street Intersection	Build a sidewalk on the south side of the street.	Mid	340,000 - 500,000		City of Fairburn and GDOT
2	Broad Street	Broad Street/Strickland Street	Conduct a signal study and build a signal or a Pedestrian Hybrid Beacon	Mid	250,000		City of Fairburn and GDOT
3	Broad Street	Railroad at Strickland Street and Fayetteville Road	Study a pedestrian/bicycle underpass connecting Fayetteville Road/Broad Street/Strickland Street. Build a Rectangular Rapid Flashing Beacon to new railroad underpass at E Broad Street.	Mid	250,000 - 500,000		City of Fairburn and GDOT
4	Broad Street	Broad Street/Senoia Road	Continue to coordinate intersection improvements for pedestrians. Improvements can include either a full signal if warranted or a Pedestrian Hybrid	Mid	250,000		City of Fairburn and GDOT
5	Broad Street	All of Broad	Continue to coordinate proposed shared use path on south side of Broad with GDOT.	Long	9,000,000 - 13,000,000		City of Fairburn and GDOT
6	Broad Street	All of Broad	Consolidate bus stops on south side of Broad Street near intersections, existing sidewalks, and protected pedestrian crossings.	Short	Staff Time		City of Fairburn and GDOT
7	Fairview Drive	Shaw Drive to Elder Street	Reduce travel lanes to 10'. Scope and design conventional, buffered, or protected bicycle lanes.	Long	2,700,000 - 3,900,000		City of Fairburn
8	Fairview Drive	Elder Street to Strickland Street	Reduce travel lanes to 10'. Scope and design conventional bicycle lanes. If AADT is under 1,500 a bicycle boulevard can be considered with a speed reduction of under 20 mph.	Long	1,600,000 - 2,400,000		City of Fairburn

TRANSPORTATION

Project ID	Location	Extent	Recommendation	Time Frame	Cost Opinion	Funding Sources	Entity
9	Strickland Street	Fairview Drive to Orchard Street	Reduce travel lanes to 10'. Scope and design conventional bicycle lanes. If AADT is under 1,500 a bicycle boulevard can be considered with a speed reduction of under 20 mph.	Long	1,300,000 - 1,900,000		City of Fairburn
10	Mullis Street	Orchard Street to W Campbellton Street	Reduce travel lanes to 10'. Scope and design conventional bicycle lanes. If AADT is under 1,500 a bicycle boulevard can be considered with a speed reduction of under 20 mph.	Long	1,600,000 - 2,400,000		City of Fairburn
11	Washington Street	W Campbellton Street to Cemetery Street	Reduce travel lanes to 10'. Scope and design conventional bicycle lanes. If AADT is under 1,500 a bicycle boulevard can be considered with a speed reduction of under 20 mph.	Long	3,200,000 - 4,800,000		City of Fairburn
12	Senoia Road	Broad Street to Bay Street	Reduce travel lanes to 11'. Scope and design protected bicycle lanes or reduce speed limits to 25 mph. With speed reduction, a buffered bicycle lane	Long	2,100,000 - 3,100,000		City of Fairburn
13	E Broad Street	Senoia Road to W Campbellton Street	Reduce travel lanes to 11'. Scope and design protected bicycle lanes or reduce speed limits to 25 mph. With speed reduction, a buffered bicycle lane	Long	2,250,000 - 3,350,000		City of Fairburn
14	E Broad Street	W Campbellton Street to Fayetteville Road	Reduce travel lanes to 11'. Scope and design protected bicycle lanes or reduce speed limits to 25 mph. With speed reduction, a buffered bicycle lane can be considered.	Long	1,440,000 - 2,196,000		City of Fairburn
15	Fayetteville Road	E Broad Street to Pine Street	Reduce travel lanes to 11' and reduce speed limits to 25 mph. Add conventional, buffered, or protected bicycle lanes and sidewalks.	Long	2,815,000 - 4,185,000		City of Fairburn

100-DAYS ACTION PLAN

Action Items	Cost	Office of Primary Responsibility
Adopt the Study	Staff Time	City Manager
Celebrate National Bicycle Day (June) with a Fun Ride and/or Bike Safety Workshop	Staff Time	Economic Development
Coordinate street-based events with Renaissance Festival organizers (40th Year (April 12th – June 1st)	Staff Time	Festival Organizers
Continue discussions with investors and developers to implement the Educational Campus redevelopment, per recommendations within this plan	Staff Time	Planning and Zoning
Identify grants, funding, and programmatic resources for recommendations within this plan	Staff Time	Economic Development
Identify projects to apply for supplemental LCI or TIP funds	Staff Time	Planning and Zoning
Identify strategic parcels to acquire and/or partner with to facilitate the vision for the Gateway and Connectivity LCI projects	Staff Time	City Manager
Explore funding opportunities for a city-wide Fairburn Bicycle and Pedestrian Trail Master Plan	Staff Time	Planning and Zoning
Plan, organize, execute a walk/bike to school event during National Bike Month (May) and Biketober (October)	Staff Time	Economic Development
Set up quarterly meetings with GDOT	Staff Time	Community Development / Public Works
Temporarily close streets to vehicles for events or during certain hours to create safe pedestrian zones (i.e. Atlanta Streets Alive)	Staff Time	Economic Development

NEXT STEPS

City of Fairburn
Gateway and Connectivity LCI

- **Final Report**
- **Mayor & Council Adoption**



THANK YOU!

Comments/Questions?

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