TOWN CENTER COMMUNITY IMPROVEMENT DISTRICT

TOWN CENTER CID
SIDEWALK NETWORK & WALKABILITY ASSESSMENT

JUNE 2021

Prepared by the:

Atlanta Regional Commission

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Special thanks to:

Project Advisory Board:

Alisha Smith, Town Center CID
Nikki Parris, Atkins
Dan Dobry, Croy Engineering

Atlanta Regional Commission

Anna Baggett, Project Manager
Jared Lombard, Principal-In-Charge
Byron Rushing
Elizabeth Sandlin
Lauren Anderson

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CHAPTER 1

INTRODUCTION

PROJECT BACKGROUND

The Town Center Community Improvement District (CID) continues to focus its planning efforts on developing and integrating a high-quality bicycle and pedestrian system as well as public open spaces. In 2020, the Atlanta Regional Commission (ARC) awarded the Town Center Community Improvement District (CID) with technical assistance to continue this vital planning work through a sidewalk network and walkability assessment.

This report inventories existing pedestrian infrastructure conditions in the district and identifies needed improvements. Furthermore, this assessment prioritizes the identified infrastructure needs based on criteria identified by the project advisory board and provides specific recommendations for top priorities.

A project advisory board provided guidance throughout this assessment. This guiding board includes representatives from the Town Center CID staff, Cobb County DOT, and a local consultant familiar with the CID. Input from these representatives was crucial to identifying needed pedestrian improvements in the study area.

As seen in Figure 1, the study area included all of the Town Center CID. The CID is located in Cobb County between the Cities of Kennesaw and Marietta. Both I-75 and I-575 pass through the district, and I-575 begins at the southern end of the CID. Two major roads, Ernest Barrett Parkway and Chastain Road, pass East to West through the district and bound much of the CID.

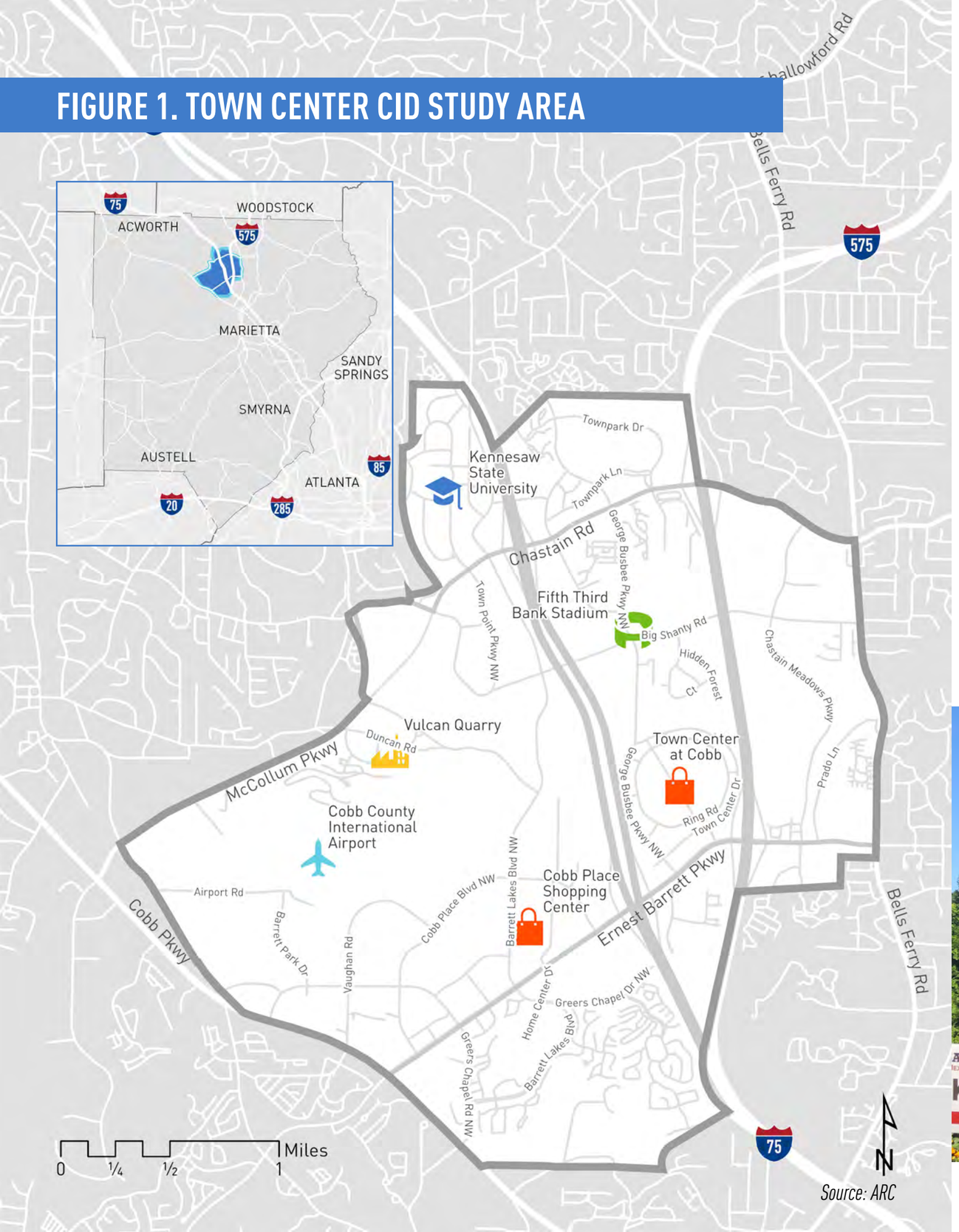
Figure 1 also shows several key destinations in Town Center. In addition to numerous shopping centers along Ernest Barrett Parkway, the area is home to the Kennesaw State University campus, Fifth Third Bank Stadium, Vulcan Quarry, and Cobb County International Airport.

The remainder of this section provides a general overview of Town Center.

COVID-19 Disclaimer: The conclusions developed in this project reflect the research and analysis conducted in August 2020 to May 2021. Generally, this data reflects the local and national economic conditions prior to the widespread external economic shock caused by the COVID-19 pandemic and its dramatic shifts in transportation and commuting patterns. The assumptions reported herein do not account for a drawn-out economic downturn. These assumptions should be considered valid under a reasonably likely scenario in which transportation and commuting patterns stabilize and largely return to a normalized state within the 2021 calendar year. The data and the corresponding conclusions and recommendations herein should be reviewed and adjusted should any major changes in the above occur.

Aerial View of the Town Center CID. *Image Courtesy of TownCenterCID.com*

FIGURE 1. TOWN CENTER CID STUDY AREA



Source: ARC

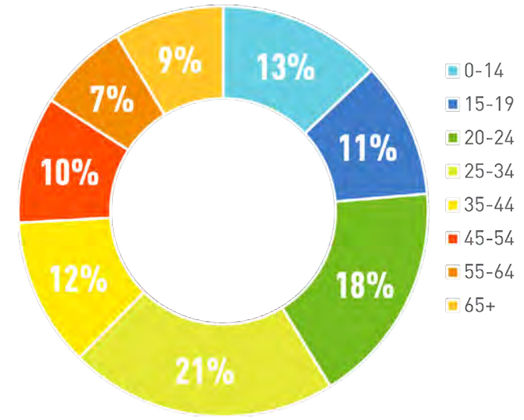
DEMOGRAPHICS

Population

While predominantly a business center, Town Center is home to approximately 11,615 people. Between 2010 and 2020, the area experienced an increase in the share of residents over the age of 65, specifically from only 6% of residents to 9%, per Figure 2. Other age proportions remained relatively consistent over the past 10 years. While decreasing since 2010, children under 14 represent a significant share of Town Center's population.

In addition to these age groups, Kennesaw State University has transitioned from a commuter college to a 24/7 campus. Thus, the number of students living in the area has grown, and census data often undercounts college students. Children, seniors, and college students may face more mobility issues than other age groups or prefer to walk to destinations to stay active. The growth in these age groups requires additional attention and investment to accommodate pedestrian needs of all ages. Planning for lifelong communities goes beyond sidewalks to elements such as ADA accessibility, traffic calming, increased crossing times, and high-visibility detectable warnings at crossings.

FIGURE 2. TOWN CENTER AGE DISTRIBUTION,
ESRI Business Analyst 2020



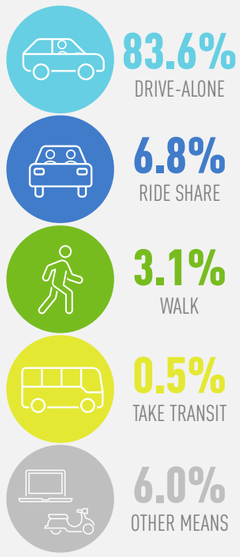
Student Housing Complex Near Kennesaw State University

Commute

According to Figure 3, over 80% of Town Center residents commuters drive to work alone. Only about 3% of Town Center residents walk to work. However, this is a figure that should not be overlooked, particularly for a suburban area. Additionally, these commuter characteristics do not account for those traveling into the district for work.

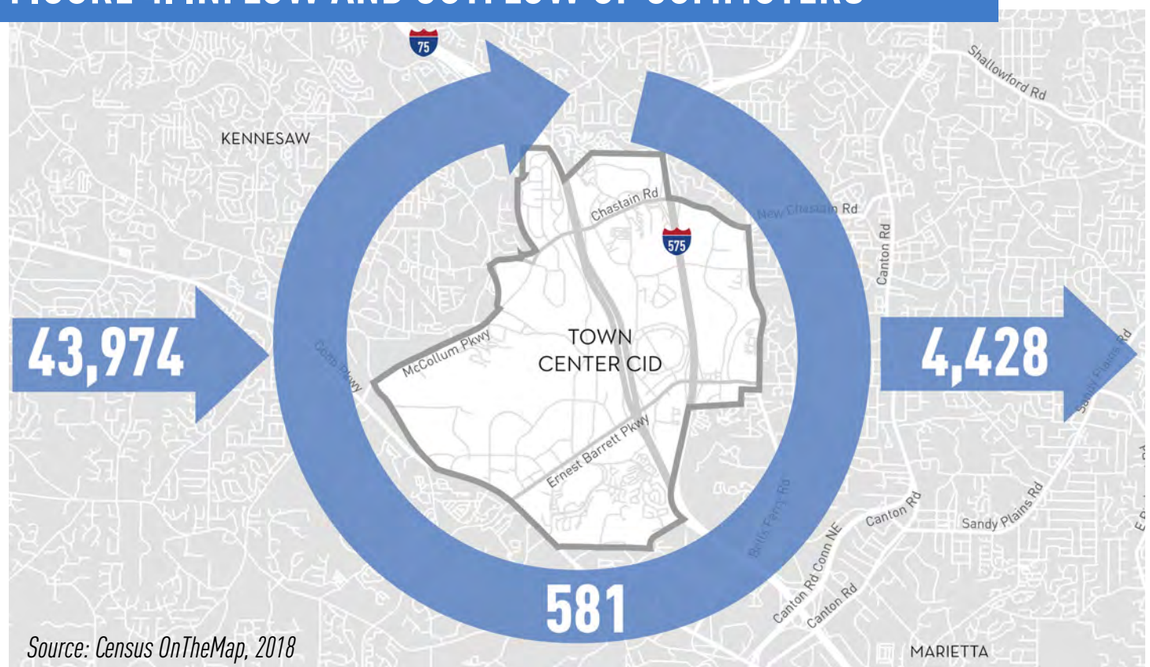
Figure 4 shows that over 40,000 people employed in Town Center commute from outside the district, while a little less than 600 people both live and work in the CID. With the district's proximity to both I-75 and I-575, many of these commuters, who live outside Town Center, likely drive alone or carpool to work in the CID. However, transit riders may represent a larger share of commuters compared to Town Center residents.

FIGURE 3. TOWN CENTER CID COMMUTE MODE SHARE



Source: American Community Survey 5-Year Estimates, 2018

FIGURE 4. INFLOW AND OUTFLOW OF COMMUTERS



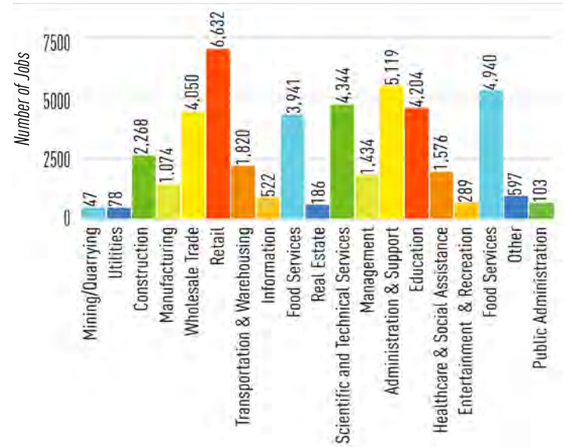
Source: Census OnTheMap, 2018

Local Economy

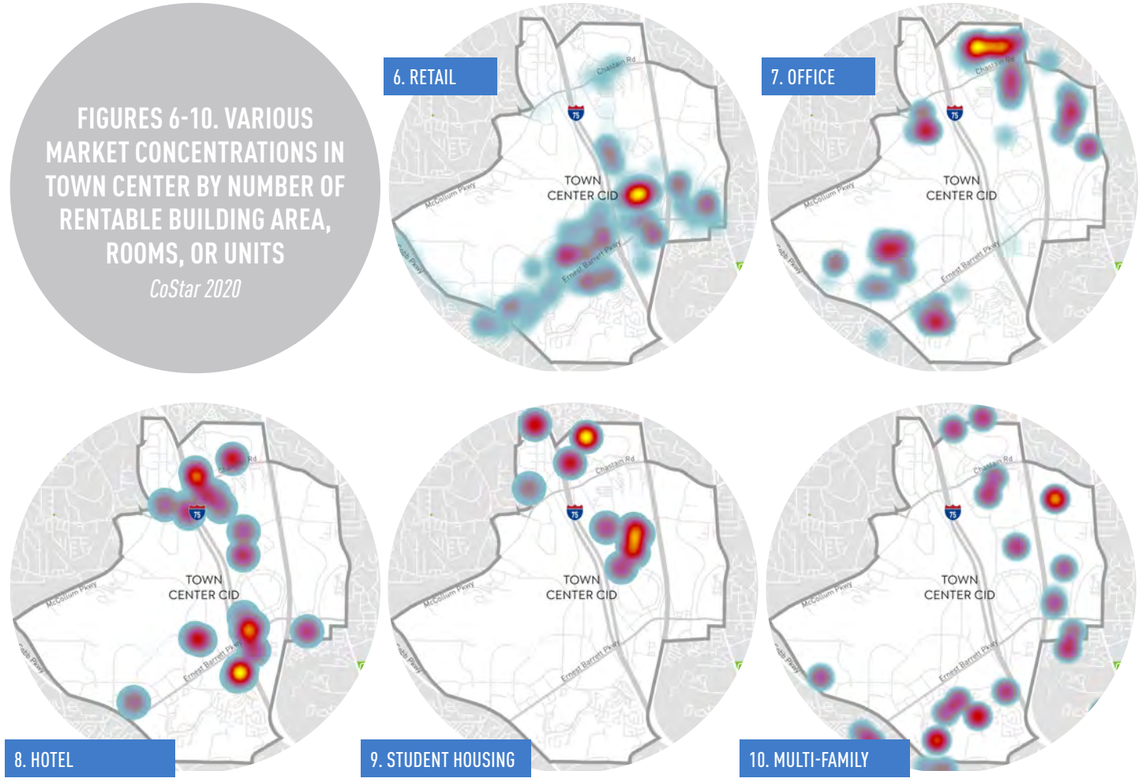
According to Figure 5, the retail sector employs the most of those working in Town Center. Similarly, food services ranks highly, indicating that destinations where people can shop and eat are popular job locations and visitor locations as well. Figure 6 shows retail locations in the CID. Ranking as the second highest job-producing industry, Administration & Support offers over 5,000 jobs in the Town Center CID. These jobs primarily appear in office settings. Office concentrations appear in Figure 7.

The resident commuter data does not account for those visiting, shopping, or attending KSU in the CID. Figures 6 through 10 show the concentrations of retail, office, hotels, and student and multi-family housing that likely produce pedestrian activity. Overall, with a significant inflow of both commuters and visitors, resident commuter data may underestimate the number of people who choose to walk within the CID, whether to work or to other destinations.

FIGURE 5. TOWN CENTER INDUSTRIES,
Census OnTheMap, NAICS Industry Sectors 2018



FIGURES 6-10. VARIOUS MARKET CONCENTRATIONS IN TOWN CENTER BY NUMBER OF RENTABLE BUILDING AREA, ROOMS, OR UNITS
CoStar 2020



CHAPTER 2

EXISTING CONDITIONS

EXISTING PLANS

As a community improvement district, the Town Center CID is impacted by both CID-sponsored and broader county-wide planning initiatives. In many ways, prior planning efforts have laid a strong foundation for this study's sidewalk gap and walkability analysis, reflecting the community's interest in improving connectivity, access to nature, and urban design. The following section outlines Cobb County and Town Center CID plans relevant to this walkability assessment.

Cobb County Plans

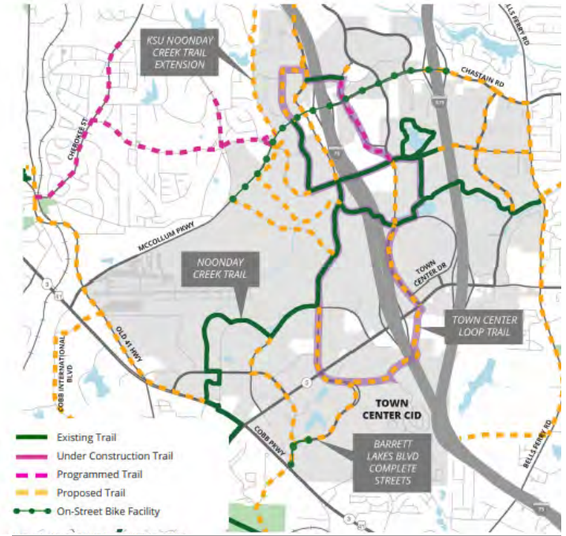
Cobb County 2040 Comprehensive Plan (2017)

The Cobb County 2040 Comprehensive Plan, adopted in November 2017, highlights several bike and pedestrian needs relevant to the present study. The Comprehensive Plan identifies "deficiencies in the sidewalk system" as an acknowledged but persistent issue for the county. Bike and pedestrian needs differ between West Cobb, Central Cobb, and South Cobb as each portion of the county presents varying connectivity and walkability challenges. Located in West Cobb, the Town Center CID falls under recommendations for "expanding sidewalk coverage on primary roadways." In addition, the Comprehensive Plan notes improvements to bicycle and pedestrian infrastructure near universities as necessary to help alleviate demand for automobile parking. With nearly 38,000 students, Kennesaw State University is the largest university in Cobb County and is also contained within the Town Center CID boundary.

Cobb County Greenways and Trails Master Plan (2018)

The Cobb County Greenways and Trails Master Plan outlines the county's priorities for expanding and improving its greenway and trail network. Community engagement sessions for the plan indicate an interest in connectivity between neighborhoods and trails and being able to reach trail and greenway amenities without using a vehicle. In providing this connectivity, the plan recommends five types of greenways and trails.

The Greenways and Trails Master Plan also identifies eight priority greenway and trail projects "that have the potential to transform mobility and leverage existing assets," including an expansion of the existing Noonday Creek Trail in the Town Center CID. The proposed segment seeks to link the Noonday Creek Trail to a developing trail located between Shallowford Rd. and SR 92. The combined Noonday Creek Trail expansion and the developing trail will eventually connect to Downtown Woodstock, providing additional mobility and recreational opportunities between Noonday Creek Park, Kennesaw State University, Town Center, and the City of Woodstock.



Town Center CID Recommendations from the Cobb County Greenways and Trails Master Plan

Town Center CID Plans

Town Center Area CID LCI Plan (2015)

In June 2015, the Atlanta Regional Commission's Livable Centers Initiative released a study of the Town Center Area CID, with transportation and connectivity and trails and greenspace emerging as top priorities. Among its recommendations, the LCI Plan notes the following priorities:

- Bike Boulevard/Pedestrian System: Implement the planned multi-use trail between the Skip Spann Connector and the Town Center Mall.
- Chastain Road Streetscape Upgrades: Provide pedestrian improvements on Chastain Road to support the budding Chastain Road Entertainment District.
- Barrett Parkway Improvements: Improve pedestrian accessibility along Barrett Parkway.
- Trail Extensions: Extend the Noonday Creek Trail to connect key nodes through the study area and beyond.
- Sidewalk Infill: Continue sidewalk infill efforts throughout the study area.

Along with these projects, the study identifies three roadways for sidewalk construction during the five-year action plan for the study area. These improvements include installing sidewalks along Cobb Place Parkway, installing sidewalks along Chastain Center Boulevard, and infilling sidewalk gaps along Town Park Drive.

These sidewalk projects intend to enhance walkability on side roads that connect work, school, and retail/dining destinations scattered along and between main arterial roads in the CID.

Town Center CID Street and Pedestrian Lighting Plan (2016)

Adequate lighting infrastructure is a key component in ensuring both vehicle and pedestrian safety. The 2016 Town Center CID Lighting Plan priorities lighting projects by tiers and provides guidance regarding basic lighting design, lighting materials, and construction. According to the Plan, projects designated as Tier 1 and Tier 2 are considered to be the highest priority. Tier 1 projects include Big Shanty (Town Point Parkway to Bells Ferry); George Busbee (Busbee Drive to Chastain); and the South Barrett Reliever (Roundabout at Barrett Lakes Blvd. And Shiloh Valley Drive). Tier 2 projects are the Barrett Lakes Boulevard (Barrett Lakes Parkway to Chastain); Chastain Meadows (Noonday Creek Trail to Big Shanty); and Busbee Drive (George Busbee Parkway to Chastain Road). All projects listed, with the exception of Big Shanty, noted having sidewalks on both sides of their respective street corridors, and all of the corridors have been the focus of further comprehensive study by the Town Center CID and the ARC's Livable Communities Initiative (LCI) program.

Chastain Road Streetscape Upgrades from 2015 LCI Plan

Town Center CID Master Plan Update (2017)

The 2017 Town Center CID Master Plan Update focuses on three aspects for community improvements-quality redevelopment, roadway connectivity and congestion, and integration and development of a high-quality bike/pedestrian system with public open spaces. The Master Plan Update proposes the Town Center Loop Trail, an ambitious project that seeks to links pedestrians and cyclists to Town Center destinations between KSU, Town Center Mall, Barrett Parkway, and Barrett Lakes Boulevard. Four sections of the loop remain to be built or are in the process of being built, while three existing segments warrant signage, lighting, and striping improvements. The CID is currently in the process of updating its master plan to reflect progress on existing projects and plan for additional community improvements.

Town Center CID Trail Activation Plan (2018)

The Town Center CID's first Trail Activation Plan provides place activation recommendations for Aviation Park, Founders Park, and the Noonday Creek Trail between Aviation and Founders Park. Conducted in 2018, the Plan conducted site visits, analyzed existing conditions, and identified potential locations for activation strategies. The plan includes recommendations for three trail types: entrance gateways, on-street trails, and off-street trails. On-street trail concepts include pedestrian-scale light posts and shaded seating, crosswalk art, upgraded railing, shaded fitness equipment, and landscape improvements. These concepts highlight the importance of combining visual interest and physical activity with strategies to promote safety and comfort for bicyclists and pedestrians along on-road trail segments.

Off-Road Sculptural Concepts from Town Center CID CID Trail Activation Plan

Town Center CID Big Shanty Corridor Study (2019)

In addition to the Barrett Lakes Boulevard Corridor Study, the Big Shanty Corridor Study originates from the list of potential corridor studies identified in the 2017 CID Master Plan. The study also examines existing conditions, area growth, the presence of greenspace, and current traffic patterns in order to determine potential improvement projects. Of particular importance to the plan is to incorporate Complete Street elements to promote safety and efficiency on the Big Shanty corridor.

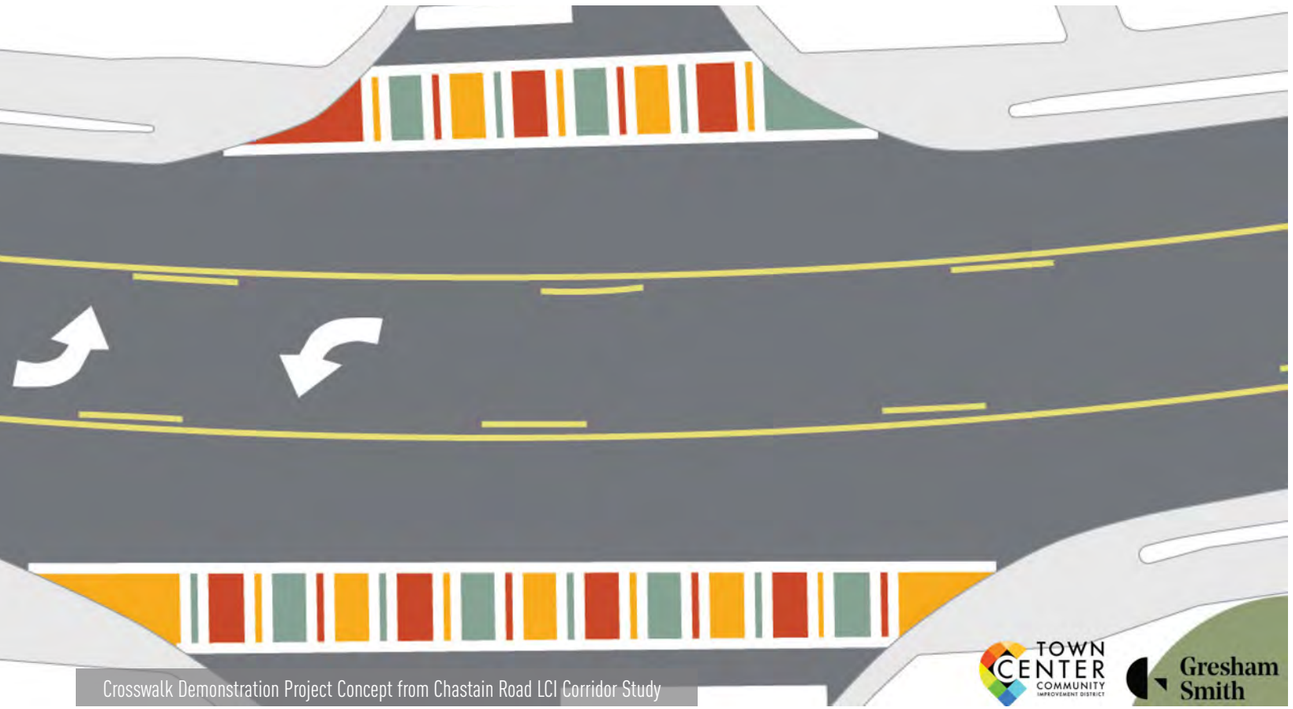
Chastain Road LCI Corridor Study (2020)

In 2020, the Town Center CID received funding from the ARC to conduct the Chastain Road LCI Corridor Study. The study researches existing conditions along the Chastain Road corridor and offers specific recommendations for how best to improve the pedestrian experience.

Nine high-level recommendations emerged from the document's analysis which include:

- Improve bike/ped safety and connectivity
- Provide a consistent streetscape
- Better utilize public open space
- Provide pedestrian-scale signage
- Incorporate green infrastructure
- Promote community activation
- Encourage redevelopment that promotes walkability
- Deploy technology to improve safety and efficiency
- Provide public art

In addition, the plan also outlines a set of transportation, pedestrian, streetscape, and smart city recommendations to help achieve the nine overarching goals. Regarding walkability and pedestrian access along Chastain Road, the study encourages exploring pedestrian safety technology, conducting a feasibility study for a future pedestrian bridge across I-575, increasing pedestrian amenity nodes, and building multi-use paths.



Crosswalk Demonstration Project Concept from Chastain Road LCI Corridor Study

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DATA SUMMARY

In order to categorize the sidewalks, crossings, and transit stops most in need of improvement in the Town Center CID, ARC staff collected and analyzed data related to pedestrian indicators of safety, multi-modal transportation access, and walkability to nearby amenities.

Pedestrian-Involved Crashes

Pedestrian infrastructure is critical in keeping pedestrians safe from cars. Motor vehicle accidents involving pedestrians highlight locations of needed safety improvements. Figure 11 on the following page shows pedestrian-involved crashes in and around the Town Center CID from 2013 to 2019. This crash data shows crashes at varying levels of severity from no reported injury to fatal accidents. Pedestrian-involved crashes cluster around the following areas:

- KSU
- Chastain Road
- Ernest Barrett Parkway
- The intersection of Ernest Barrett Parkway and Bells Ferry Road
- Multi-Use Path Trailheads

College campuses, like KSU, often produce more pedestrian traffic and thus, more pedestrian-involved traffic incidents. KSU conducted its own walkability assessment, so this assessment does not evaluate pedestrian infrastructure on KSU's campus.

Chastain Road and Ernest Barrett Parkway are classified as a minor arterial and principal arterial, respectively. Both roads feature wide and numerous travel lanes in addition to high speed limits at 45 miles per hour. Even with sidewalks, the design produces conflicts with pedestrians, particularly at crossings or mid-block where crossings are far apart. Both thoroughfares contain transit routes which produce pedestrian traffic, especially near bus stops.

The intersection of Ernest Barrett Parkway and Bells Ferry Road witnessed a cluster of four pedestrian-involved crashes. A transit stop, grocery store, and elementary school are all located in this area and likely produce significant pedestrian activity. The eastern side of this intersection falls outside the CID's boundaries, but this study examines both sides of the intersection.

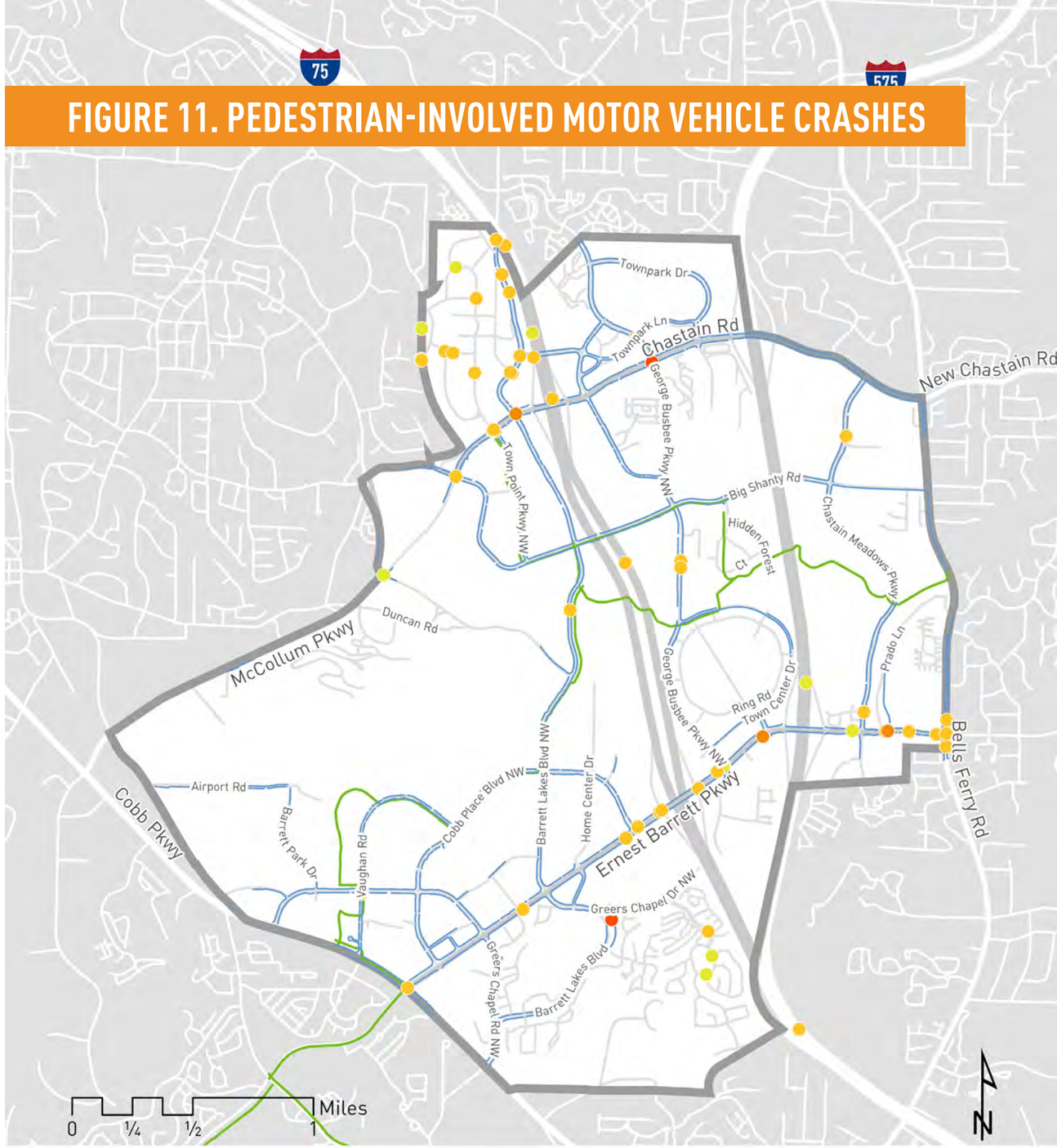
Finally, there are a few crashes where multi-use paths intersect with the street network. Recommended safety improvements should pay special attention these connections.

It is important to note that infrastructure improvements have been made in some areas since 2013. For example, the intersection at Barrett Lakes Boulevard and Shiloh Valley Drive, where a pedestrian fatality occurred in 2014, has since been converted into a roundabout with improved pedestrian crossings and walkways.

Chastain Road

Ernest Barrett Parkway and Bells Ferry Road

FIGURE 11. PEDESTRIAN-INVOLVED MOTOR VEHICLE CRASHES



Source: Georgia Electronic Accident Reporting System (2013-2019)

Pedestrian Risk Score

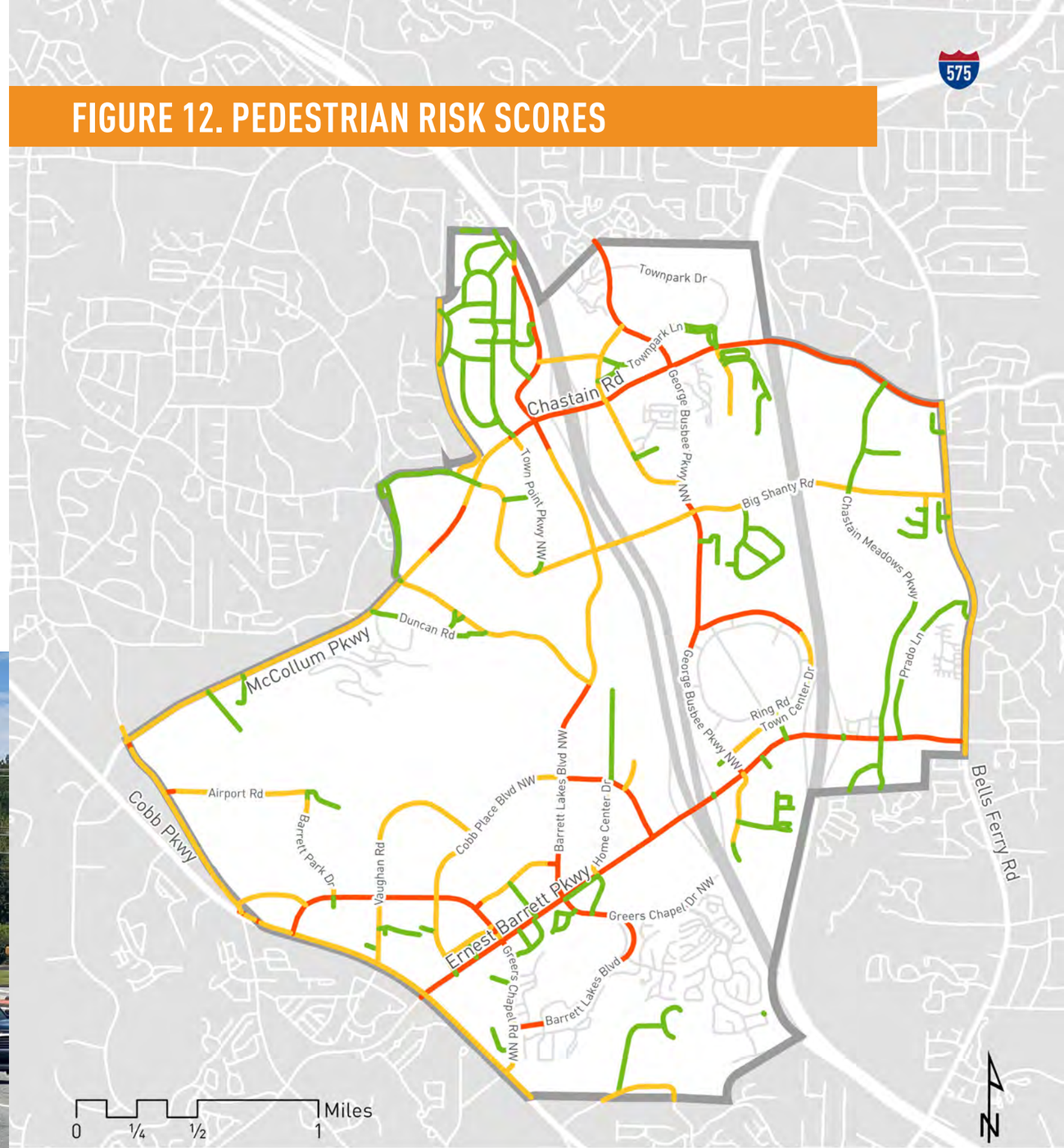
The pedestrian risk score calculates the risk of pedestrian conflicts with vehicles. Pedestrian-involved crash data does not comprehensively measure potential risk at a given location because crash history is not an indicator of future crashes, especially in a low-density area. The pedestrian risk score supplements the pedestrian crash safety criterion. This score considers number of lanes, transit service, and ARC's measure for the propensity for walking and biking as detailed in the appendix. This score ranges from 1-3, with 1 indicating lower risk and 3 indicating the most risk to pedestrians.

Figure 12 represents pedestrian risk scores by moderate, high, and very high. Not surprisingly, the minor arterial Chastain Road and principal arterial Ernest Barrett Parkway scored very highly on pedestrian risk. As mentioned previously, both roads feature popular transit stops and intersect with several trail nodes, increasing the likelihood of pedestrian activity.

George Busbee Parkway NW and segments of Cobb Place Boulevard, Barrett Lakes Boulevard, and Roberts Boulevard in the southwest area of the CID also pose higher risks to pedestrians. George Busbee Parkway NW runs through the outskirts of the KSU campus and serves as a thoroughfare connecting the university and multi-residential housing to the commercial activities throughout Town Center. The portions of Cobb Place Boulevard, Barrett Lakes Boulevard, and Roberts Boulevard most risky for pedestrians likely experience dangerous conditions due to their proximity to both Ernest Barrett Parkway and Cobb Parkway, which host prominent pedestrian activity points.

Ernest Barrett Parkway

FIGURE 12. PEDESTRIAN RISK SCORES



Source: ARC, 2021

Schools

Schools are a significant source of walking populations that either cannot drive because they are not old enough or are more likely to walk for economic reasons. The project advisory board voiced that school presence was key in identifying priority infrastructure needs. Within the Town Center CID, there are two schools, Bells Ferry Elementary School, located along Bells Ferry Road and KSU located north of Chastain per Figure 13. Both Bells Ferry Elementary School and KSU are located in areas marked by several pedestrian-involved crashes and high to very high pedestrian risk scores.

Bells Ferry Elementary School
(Source: JW Robinson & Associates, Inc)

Kennesaw State University
(Source: KSU Admissions)

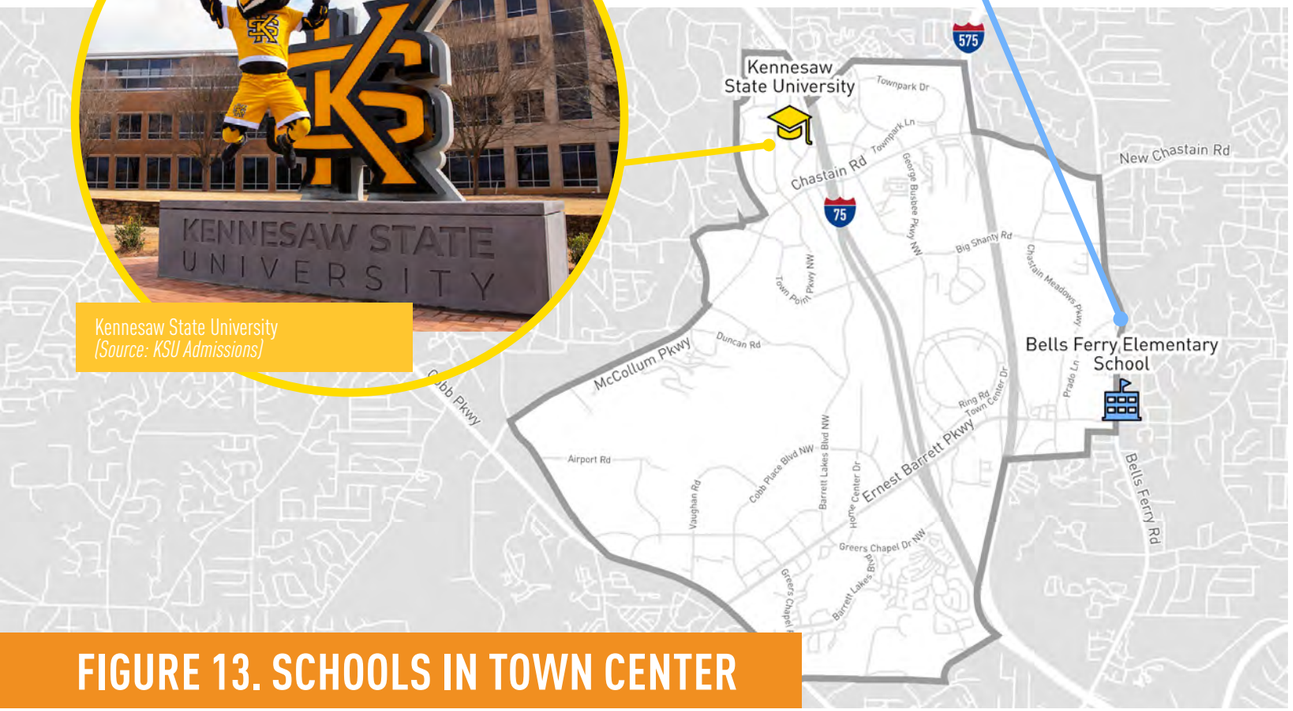


FIGURE 13. SCHOOLS IN TOWN CENTER

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Multi-Use Path Access

Multi-use paths and parks are attractors and generators of walking activity. Figure 14 illustrates a 15-minute walk-shed using the street network to multi-use path access points.[1] Town Center is home to two prominent multi-use path networks, the Big Shanty and Noonday Creek Trails.

The Big Shanty Trail travels south from Chastain Road and connects KSU to destinations along Big Shanty Road, including the Fifth Third Bank Stadium, new multi-family housing developments, and a Children's Healthcare of Atlanta Urgent Care Center. This trail follows the roadway entirely, providing crucial pedestrian access.

Much of the existing Noonday Creek Trail is within the Town Center CID. This multi-use path connects to several sidepaths in Cobb County, providing access to downtown Marietta and destinations along Ernest Barrett Parkway. As gaps in the County's trail network are filled, the Noonday Creek Trail will serve as a key link in a regional trail that connects Woodstock, Town Center, Marietta, Smyrna, and Atlanta. Within Town Center, the multi-use path alternates from a sidepath along roadways to an off-road trail through wooded areas.

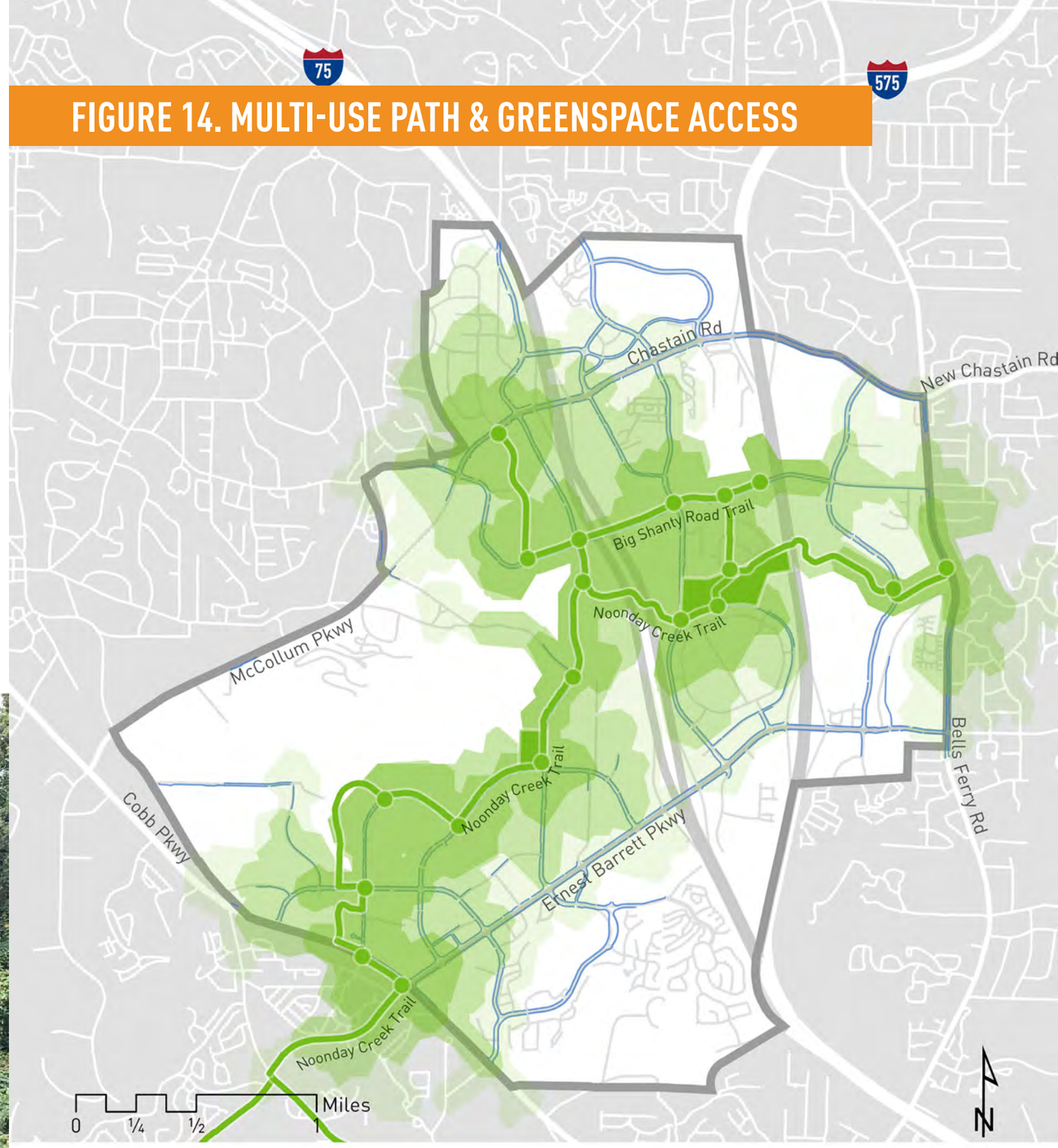
Aviation Park, located at the corner of Cobb Place Boulevard and Barrett Lakes Boulevard, is a key access point for the Noonday Creek Trail. This is currently the only formal park in the CID. At the corner of George Busbee Parkway and Town Center Drive, the CID plans to create more park space connecting to Noonday Creek Trail where undeveloped greenspace and wetlands currently exist.

Because the Big Shanty and Noonday Creek Trails often directly follow the roadway, there are frequent points of access throughout most of Town Center. Bells Ferry Road, which is home to one of the Noonday Creek Trail trailheads, however, does not have consistent sidewalks, limiting pedestrian access to this key multi-use path entry.

1. The appendix provides more information on network analysis methodology.

Noonday Creek Trail Bridge

FIGURE 14. MULTI-USE PATH & GREENSPACE ACCESS



Source: ARC, Businesswise

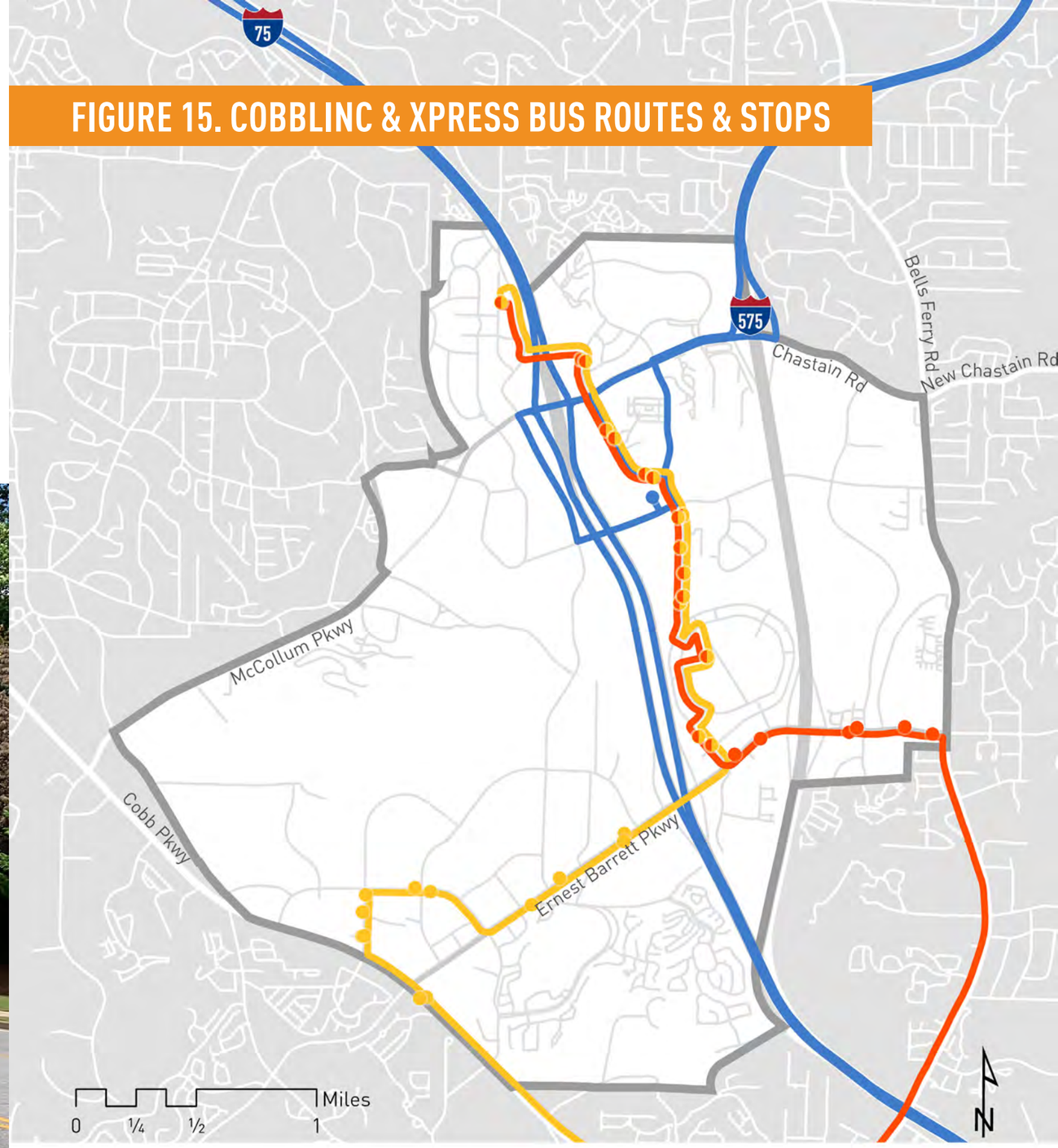
Transit Stops

CobbLinc operates two local bus routes shown in Figure 15 throughout Town Center, both of which run between Kennesaw State University and the Marietta Transfer Center. The State Road and Tollway Authority (SRTA) operates the Xpress bus system, which connects 12 counties across metro Atlanta. While the Xpress routes in Town Center almost exclusively operate on I-75 and I-575, three routes stop at the Park-n-Ride on Big Shanty Road, providing connections between Canton, Woodstock, Acworth, Town Center, and Downtown and Midtown Atlanta.

As is to be expected, the two CobbLinc bus stops with the highest weekday ridership – over 200 average daily boardings and alightings each – are the Kennesaw State University campus stop and the Park-n-Ride on Busbee Drive. Ridership at the remaining bus stops along Routes 40 and 45 is relatively evenly distributed, with slightly higher numbers at destinations such as Town Center Mall and the cluster of hotels at Chastain Road and Busbee Drive. Anecdotally, transit riders represented the majority of pedestrians seen walking around the district. Transit trips are inherently multi-modal, so pedestrian infrastructure to and from transit stops is particularly important for safety.

CobbLinc #45 Bus on Vaughn Road

FIGURE 15. COBBLINC & XPRESS BUS ROUTES & STOPS



Bus Routes & Stops

- CobbLinc Route 40
- CobbLinc Route 45
- Xpress Routes 480, 482, & 483

Source: Georgia Cobblinc, SRTA Xpress

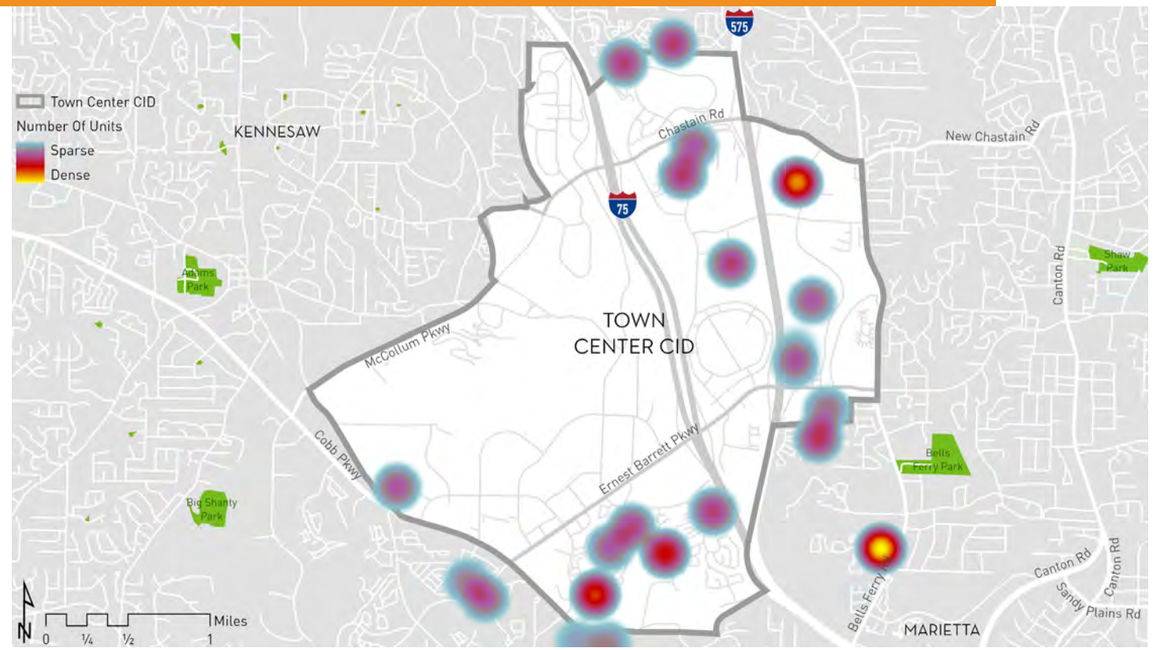
Multi-Family and Student Housing

Town Center is home to dense housing developments, particularly for seniors and students. These populations often do not have access to a vehicle and rely on an adequate street network to either walk or use alternative modes of transportation to reach community and commercial facilities. Figures 16 and 17 below indicate the number of units of both multi-family and student housing in the Town Center CID. Because higher population densities associated with multi-family and student housing have higher rates of walking, the quality of the sidewalk infrastructure surrounding these sites is crucial.

Apartment Complex on George Busbee Parkway

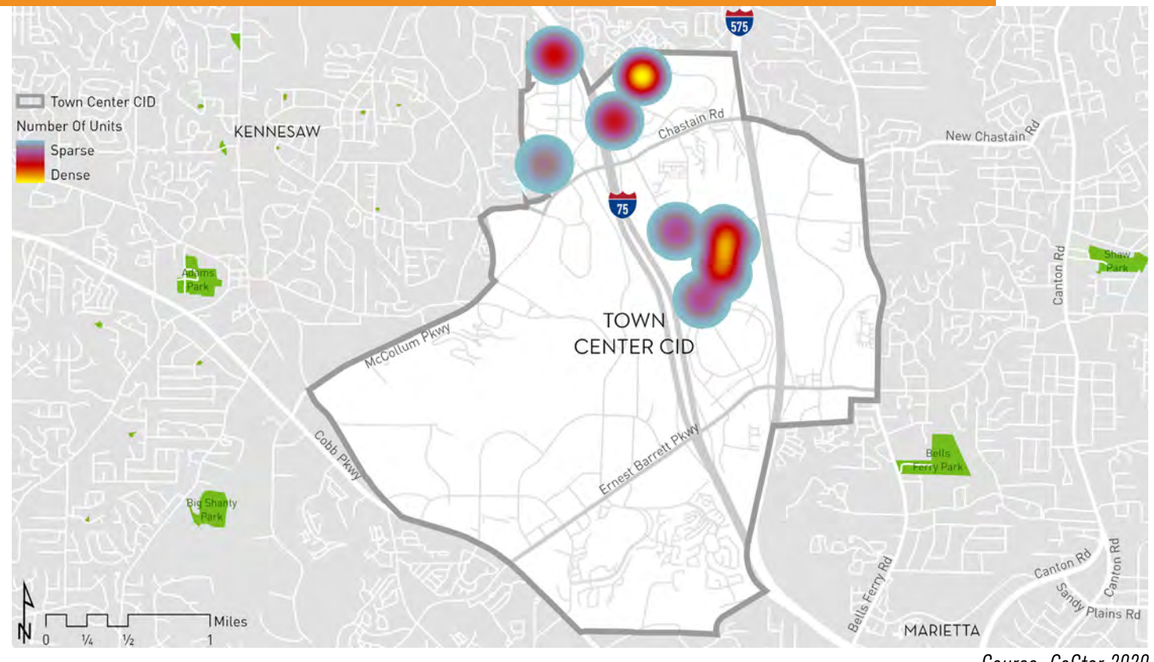
Apartment Complex on George Busbee Parkway

FIGURE 16. MULTI-FAMILY HOUSING DENSITY



Source: CoStar 2020

FIGURE 17. STUDENT HOUSING DENSITY



Source: CoStar 2020

Grocery Stores

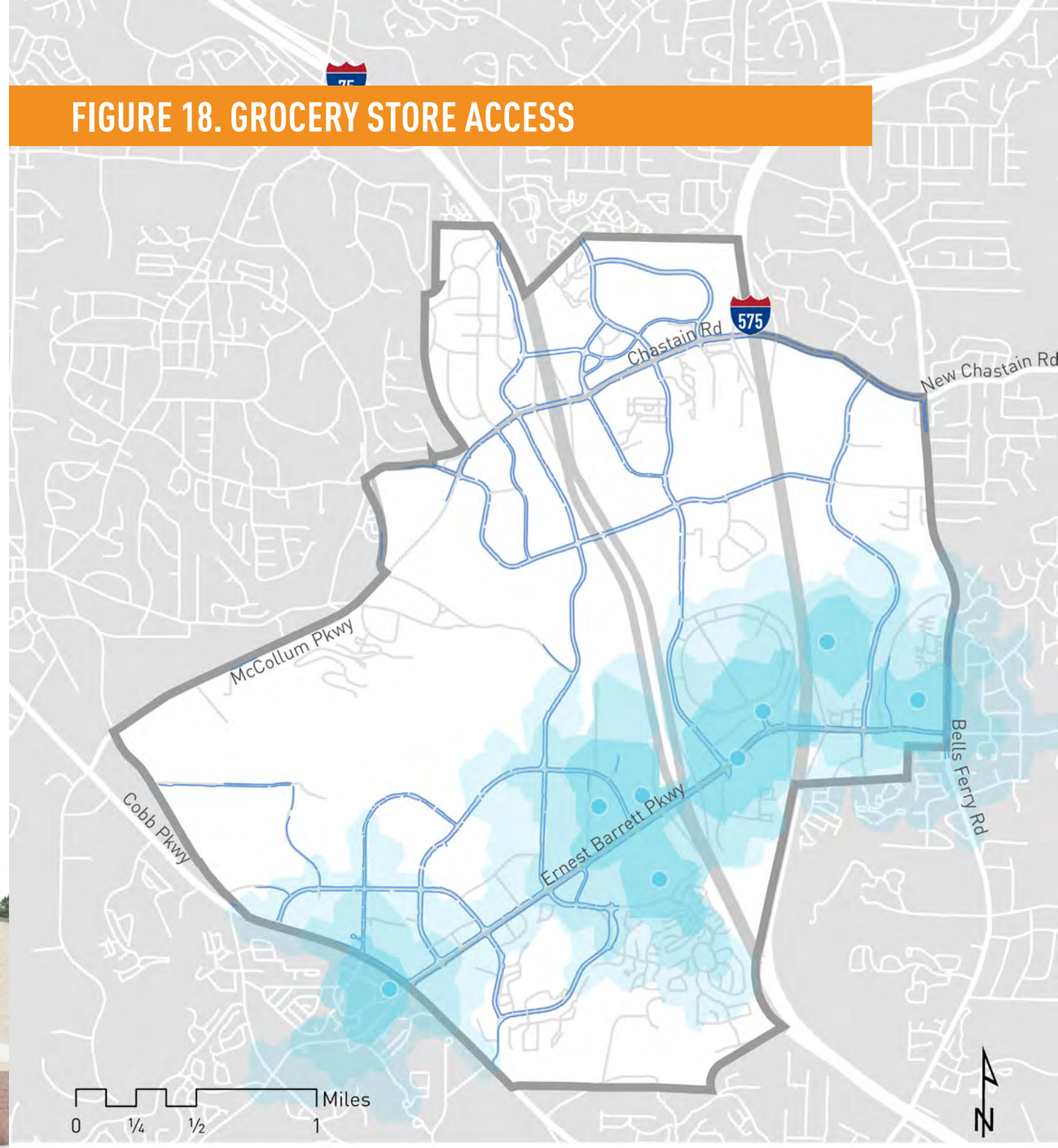
Access to healthy food is critical to creating healthy, livable communities. Retail shopping areas that include grocery stores are attractors for walking trips for both shoppers and employees. The Town Center CID expressed that safe access to grocery stores for pedestrians and transit users was critical. Figure 18 below highlights sidewalks that are within 15 minutes of a grocery store in the Town Center CID. There are a variety of grocery store types in and just outside the Town Center CID, ranging from small international grocers to department stores with significant food options.

Nearly all grocery stores in the CID are located along Ernest Barrett Parkway, aside from a couple of convenience stores along Chastain Road. Convenience stores, however, are not included in this analysis, as they do not typically have a wide range of food options.

While the Ernest Barrett Parkway corridor features consistent pedestrian access to grocery stores, there is an evident lack of grocery options north of Big Shanty Road. Given the university campus and new residential developments in the northern portion of Town Center, there is likely high demand for a grocery store within walking distance of the Chastain Road corridor.

ALDI on Cobb Place Blvd. *Source: Google Street View*

FIGURE 18. GROCERY STORE ACCESS



Source: ARC, Businesswise

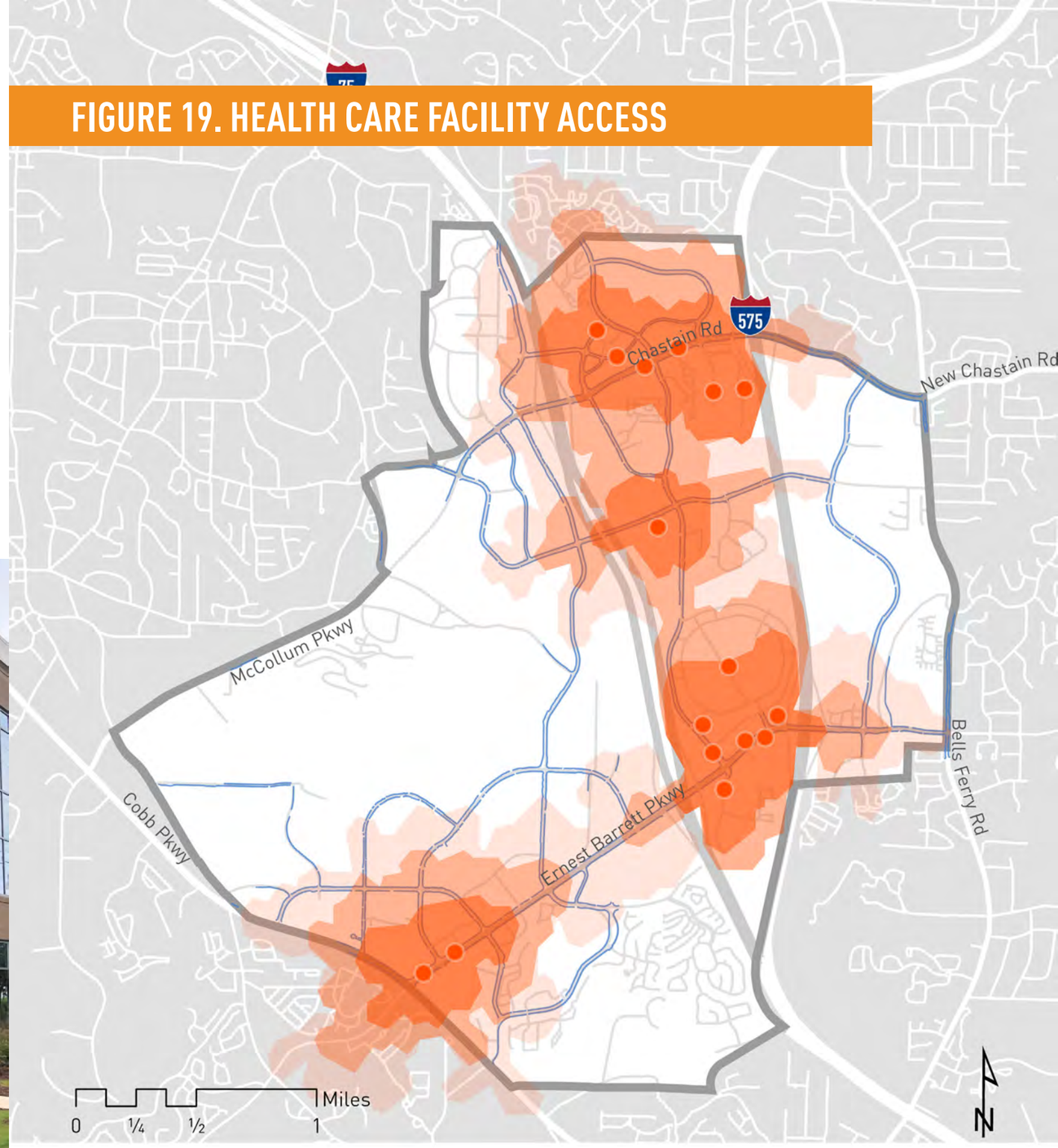
Healthcare Facilities

With over 20 healthcare facilities in the Town Center CID area, healthcare is a major employment sector. Stakeholders indicated that safe access to healthcare facilities for employees, pedestrians, and transit users was essential. These facilities are primarily located to the east of I-75 and are clustered along Ernest Barrett Parkway in the southeast portion of the CID and along Chastain Road in the northern portion, with a couple of facilities near the intersection of Ernest Barrett Parkway and Cobb Parkway. Figure 19 illustrates sidewalks within a fifteen-minute walk from a healthcare facility. The majority of the healthcare facilities are specialty offices, with the exception of the Children's Healthcare of Atlanta (CHOA) Urgent Care Center, Kaiser Permanente Medical Center, and Piedmont Physicians Clinic.

Despite the number of healthcare facilities in the CID, they are concentrated in certain areas, leaving some parts of Town Center without good pedestrian access In particular, the neighborhoods around Chastain Meadows Parkway and Bells Ferry Road are mostly not within a 15-minute walk of a healthcare facility. One thing to note is that the three major healthcare providers – CHOA, Kaiser Permanente, and Piedmont Physicians – are all within a five-minute walk of a CobbLinc bus stop, which may provide broader access to healthcare facilities for those not driving.

Children's Healthcare of Atlanta at George Busbee Pkwy & Big Shanty Rd

FIGURE 19. HEALTH CARE FACILITY ACCESS



Source: ARC, Businesswise

CHAPTER 3

SIDEWALK INVENTORY

Background and Methodology

Beginning in October 2020, ARC staff conducted a sidewalk inventory in Town Center. This inventory collected data on sidewalk presence, condition, buffer, and width, in addition to data related to crossings, obstructions, and transit stops. The project team recorded this data via the ArcGIS Collector mobile app. Tabe 1 below defines the condition ratings used in the inventory for each studied infrastructure type.

Table 1. Condition Ratings used in Inventory

Infrastructure Type	Good	Fair	Poor	Missing
Sidewalks	- No observable issues, cracks in pavement, or obstructions - Usable sidewalk space is at least 5' wide - Minimum 2' buffer	- Some issues, cracks, or obstructions, but sidewalk is mostly passable - Sidewalk and buffer may not be at minimum widths	- Widespread issues, cracks, or obstructions that made sidewalk difficult to pass - Sidewalk and buffer are not at minimum widths	- No sidewalk present
Crossings	- Painted crossing is clear with no fading - Pavement is free of cracks and obstructions. - Crossing is well-lit and pedestrians are visible at night - Signalized crossings allow enough time for pedestrians to cross	- Painted crossing may be somewhat faded but is mostly visible - Pavement may have some cracks or obstructions - Crossing may not be well-lit - Signalized crossings may not allow enough time for pedestrians to cross	- Painted crossing is barely visible - Pavement has widespread issues - Crossing is not well-lit - Signalized crossings do not allow enough time for pedestrians to cross	- No marked/ signalized crossing present at intersection
Transit Stops	- Sidewalk present and in good condition - Waiting area (shelter, bench, paved platform) does not block movement on sidewalk - Stop area is well-lit and transit riders are visible at night - Route information signage is available	- Sidewalk may be present but in fair condition - Waiting area may not exist - Stop area may not be well-lit - Route information signage may not be available	- Sidewalk may be present but in poor condition - Waiting area may not exist - Stop area may not be well-lit - Route information signage may not be available	- No sidewalk or waiting area present - Stop is not well-lit - No route information signage available

Source: ARC

Results

Figure 20 on page X shows sidewalk presence and condition. Because this data is difficult to display on a static map at this scale, the majority of the inventory results are displayed on a web map. Overall, the majority of roads in the CID have sidewalks in good or fair condition.

The most significant gaps in the network can be found on the western side of Town Center, mostly on Cobb Parkway, Old 41 Highway, and McCollum Parkway. Sidewalks without a buffer of any kind were categorized as being in fair condition. Townpark Drive, Cobb Place Boulevard, and George Busbee Parkway feature substantial areas with sidewalks that are in fair condition but could use improvements.

Figure 20. Sidewalk Inventory Quick Facts

57% of bus stops have seating and/or shelters

43% of bus stops only have signage

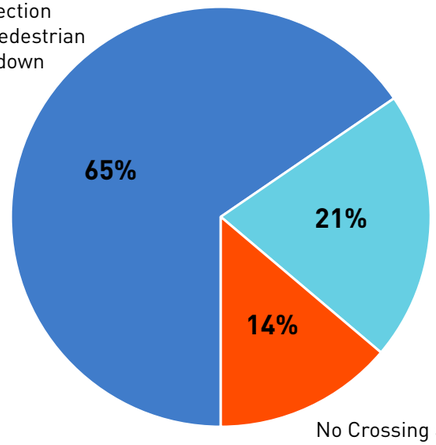
35 miles of sidewalks are in good condition

14 MILES of sidewalks are in fair condition

1 MILE of sidewalks are in poor condition

15 MILES of road are missing sidewalks

Signalized Intersection with Pedestrian Countdown



Painted Crosswalk Only

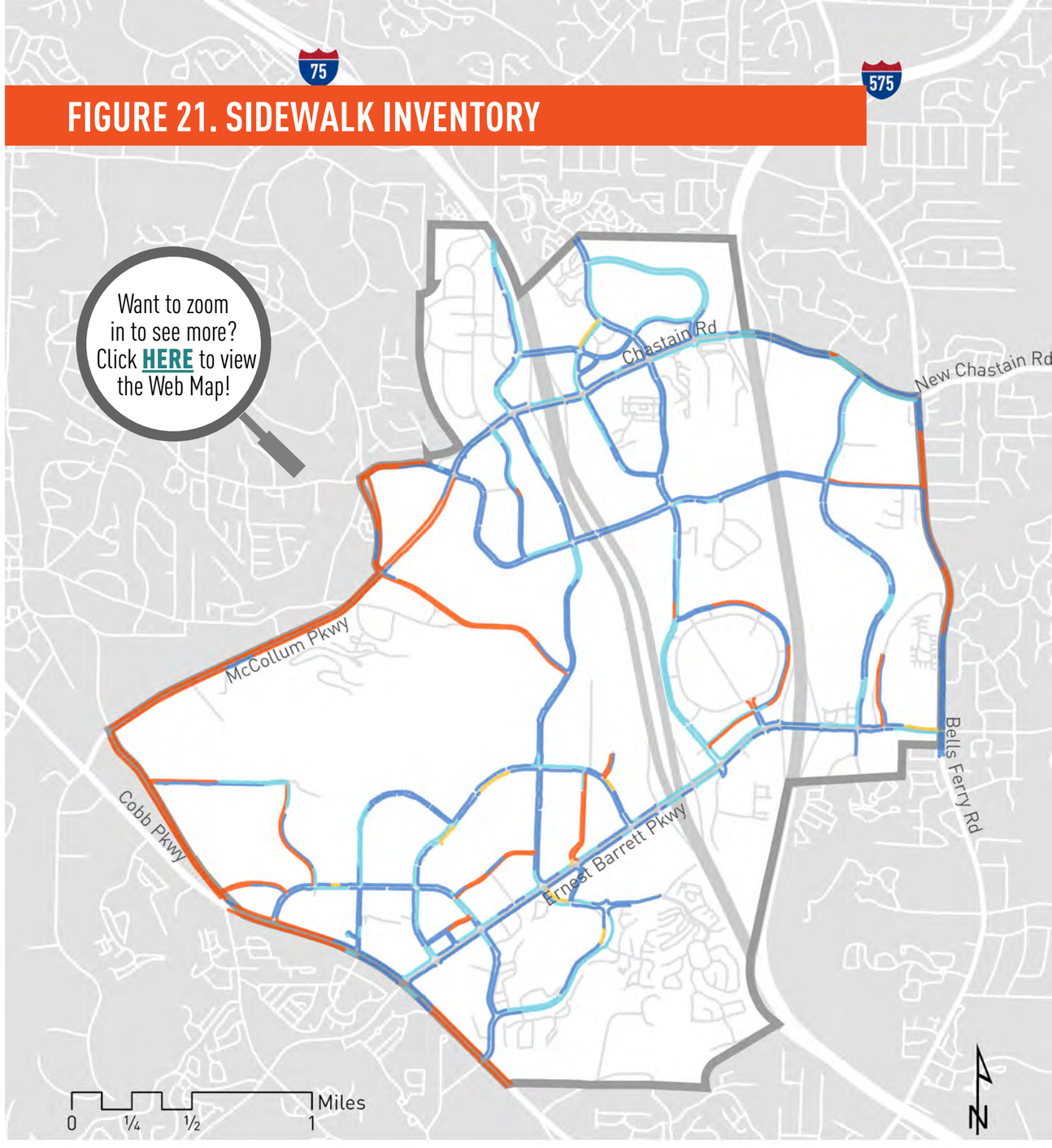
No Crossing at Intersection

53% of crossings are in good condition

+

62% of curb ramps are in good condition

FIGURE 21. SIDEWALK INVENTORY



Sidewalk Condition
- Missing
- Poor
- Fair
- Good

Source: ARC

CHAPTER 4

RECOMMENDATIONS

RECOMMENDATIONS

The following section details recommended improvements for priority sidewalks, crossings, and transit stops. The project team evaluated sidewalks and crossings with 'poor' or 'missing' condition ratings using a prioritization scheme informed by the project advisory board. Using the prioritization methodology described in the next section, 12 sidewalk segments and 20 crossings received high scores, classifying them as top tier or high priority projects. The project team assigned specific recommendations to these top tier projects. Transit stops with only signage received specific recommendations.

Prioritization Methodology

In total, 57 sidewalk segments and 65 crossings were in 'poor' or 'missing' condition. Informed by the project advisory board, the project team developed a prioritization scheme to identify priority sidewalks, crossings, and transit stops needing significant improvement. Tabe 2 below shows the criteria and their associated scores used to prioritize pedestrian infrastructure needs. Figure 21 shows the distribution of criteria points throughout the district. These criteria were sourced from the data analysis presented in the existing conditions section.

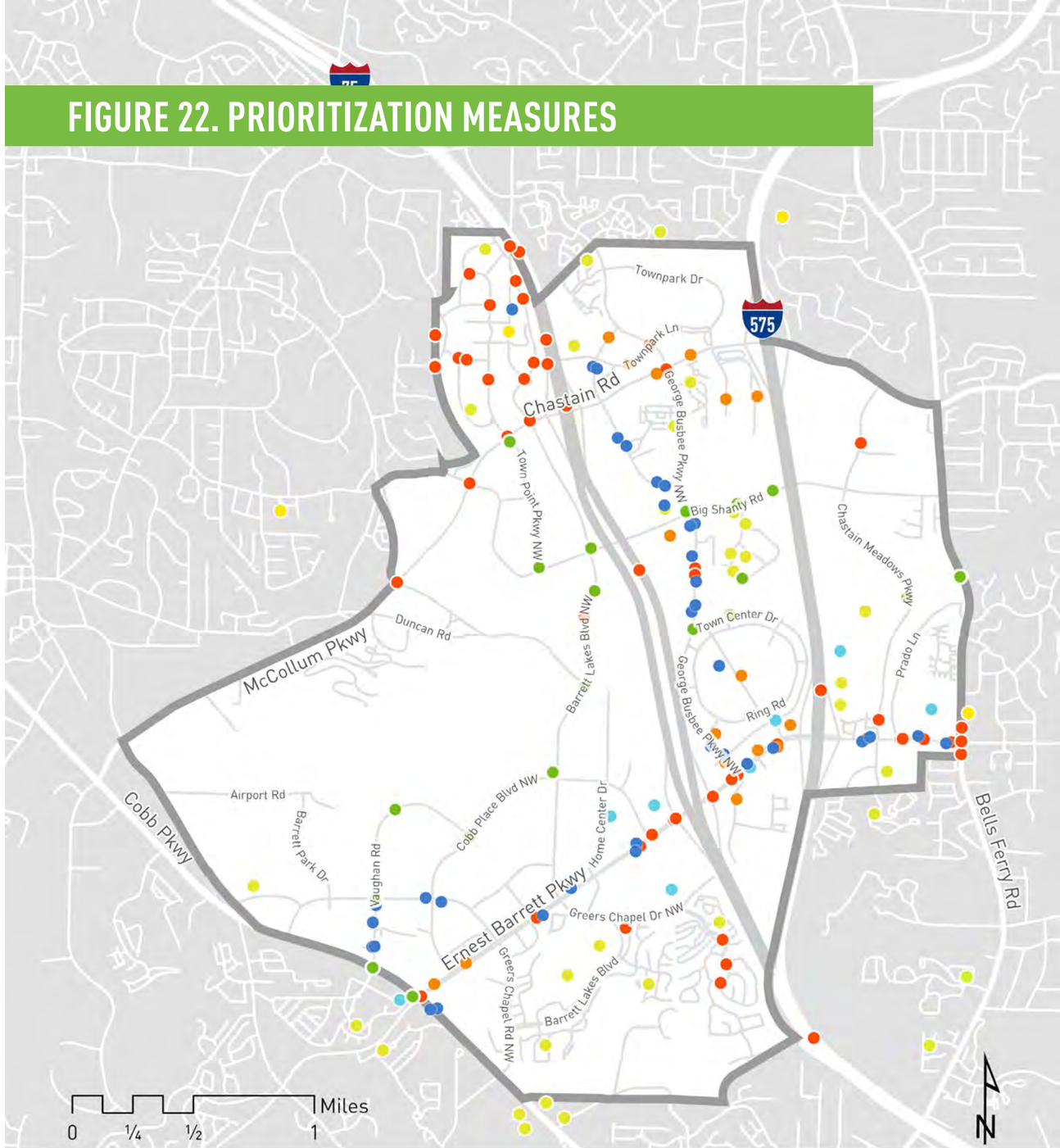
Table 2. Prioritization Methodology

Prioritization Criteria	Score Range	Description
Condition	0 for 'poor' condition and 1 point for 'missing'	During the inventory process, each sidewalk segment and crossing received a condition rating – good, fair, poor, or missing. Only 'poor' and 'missing' infrastructure was included in this set of recommendations, and the condition was factored into the prioritization scheme. A missing sidewalk segment or crossing received one point each, while those in poor condition received no extra points. Transit stops without shelters or seating did not receive the same condition rating, but the presence of route signage and schedule was factored into this analysis (see full tables in Appendix), thus prioritizing improvements where the least infrastructure currently exists.
Pedestrian Crashes	1 point per pedestrian-involved crash (2013-2019)	Each sidewalk segment, crossing, and transit stop received one point per pedestrian-involved crash occurring between 2013 and 2019 within a quarter mile of the facility. While these crashes point to a need for safety improvements, another, more systemic measure of safety has also been used. Stakeholders expressed that the pedestrian crash criterion was crucial to determining priority improvements.
Pedestrian Risk Score	1 to 3, from the least risk to the most risk	This score calculates the risk of pedestrian conflicts with vehicles. Pedestrian-involved crash data does not comprehensively measure potential risk at a given location because crash history is not an indicator of future crashes, especially in a low-density area. The pedestrian risk score supplements the pedestrian crash safety criterion. The score incorporates number of lanes, transit service, and ARC's measure for the propensity for walking and biking as detailed in the Existing Conditions Assessment. This score ranges from 1 to3, with 1 indicating lower risk and 3 indicating the most risk to pedestrians. Each sidewalk segment, crossing, and transit stop received a pedestrian risk score from 1 to 3.
Schools	1 point per school within a quarter mile	Schools are a significant source of walking by populations that either cannot drive because they are not old enough or are more likely to walk for economic reasons. Each sidewalk segment, crossing, and transit stop received one point per school within a quarter mile. Stakeholders voiced that school presence was key in identifying priority infrastructure needs.
Trail Access	1 point per trail access point within a quarter mile	Trails and parks are attractors and generators of walking activity. Each sidewalk segment, crossing, and transit stop received one point per trail access point within a quarter mile. The Town Center CID has prioritized trail development and is working to promote safe access to trail amenities.
Transit Stops	1 point per transit stop within a quarter mile	Transit trips are inherently multi-modal, so pedestrian infrastructure to and from transit stops is particularly important for safety. Each sidewalk segment and crossing received one point per transit stop within a quarter mile.

Multi-Family and Student Housing	1 point per housing development within a quarter mile	Town Center is home to dense housing developments, particularly for seniors and students. These populations often do not have access to a vehicle. Also, higher population densities associated with multi-family and student housing have higher rates of walking. Each sidewalk segment, crossing, and transit stop received one point per housing development within a quarter mile.
Grocery Stores	1 point per grocery store within a quarter mile	Access to healthy food is critical to creating healthy, livable communities. Retail shopping areas that include grocery stores are attractors for walking trips for both shoppers and employees. The Town Center CID expressed that safe access to grocery stores for pedestrians and transit users was critical. Each sidewalk segment, crossing, and transit stop received one point per grocery store within a quarter mile.
Healthcare Facilities	1 point per healthcare facility within a quarter mile	Healthcare is a necessity as well as a major employment sector within the CID. Stakeholders indicated that safe access to healthcare facilities for employees, pedestrians, and transit users was essential. Each sidewalk segment, crossing, and transit stop received one point per healthcare facility within a quarter mile.

Source: ARC

FIGURE 22. PRIORITIZATION MEASURES



Prioritization Measures

- Pedestrian-Involved Crashes
- Schools
- Transit Stops
- Trail Heads
- Student & Multi-Family Housing
- Healthcare Facilities
- Grocery Stores

RECOMMENDED IMPROVEMENTS

The project team summarized prioritization criteria scores for each sidewalk segment and crossing with 'poor' or 'missing' condition ratings and for all 15 transit stops without shelters or seating. The score distribution can be seen in Figures 22 and 23. Top tier projects, i.e. the highest need for improvement, consisted of those with the highest combined scores: 10 or higher for both sidewalks and crossings. Arranged from highest to lowest prioritization score, top tier bus stops included all 15 transit stops currently without shelters or seating.

Figures 24, 25, and 26 show the top tier sidewalk, crossing, and transit stop projects, respectively, by prioritization rank. In other words, "1" represents the project with the highest prioritization score. These ranks correspond with both the tables 3-5 on the following pages and the score breakdown in the appendix. Tables 3-5 offer preliminary recommendations for top tier projects that range from short-term improvements, such as repainting crosswalks, to long-term improvements, such as road diets that entail independent studies and public involvement.

Ernest Barrett Parkway at I-75 Ramp

FIGURE 23. SIDEWALK PRIORITIZATION SCORES

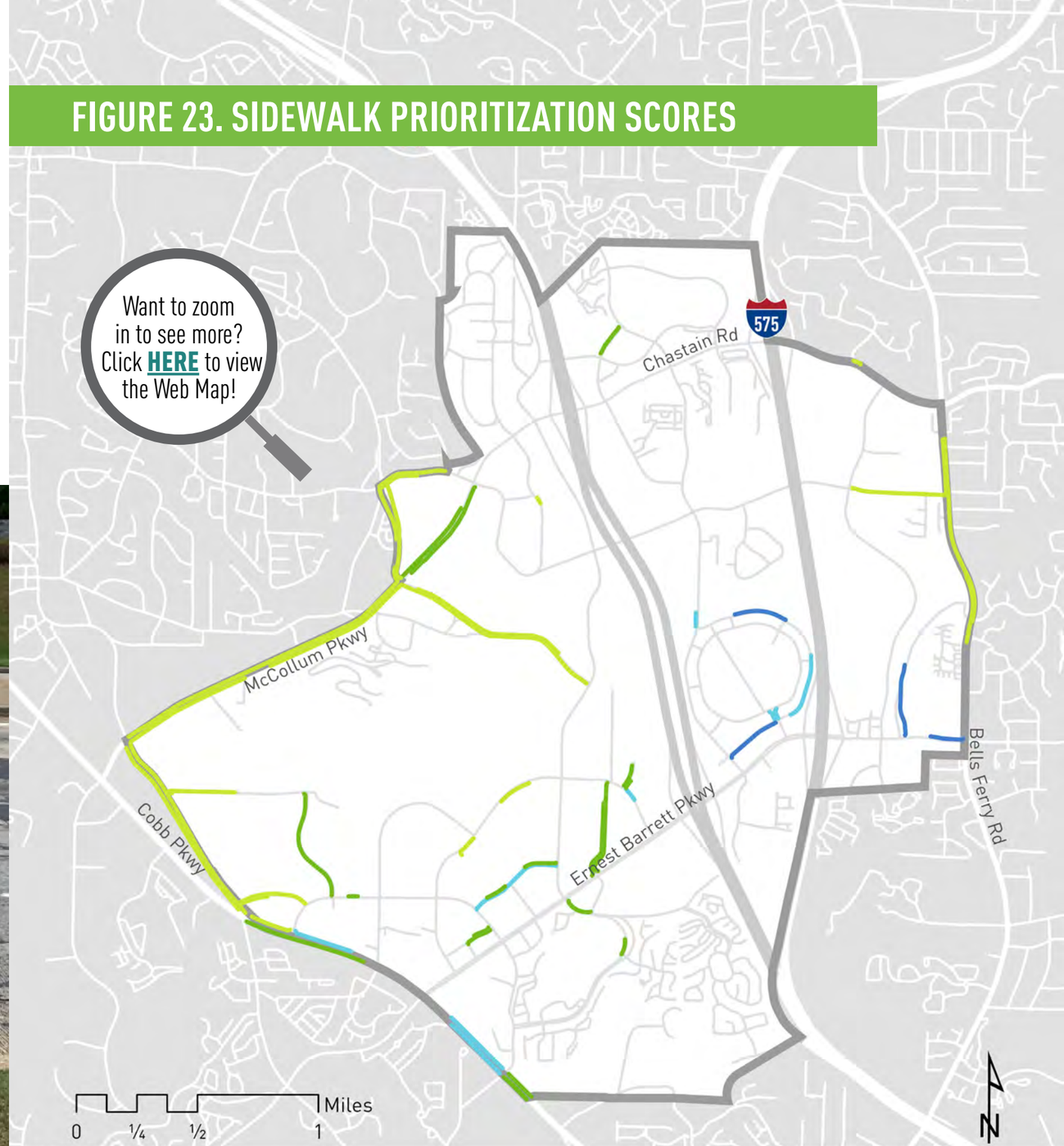
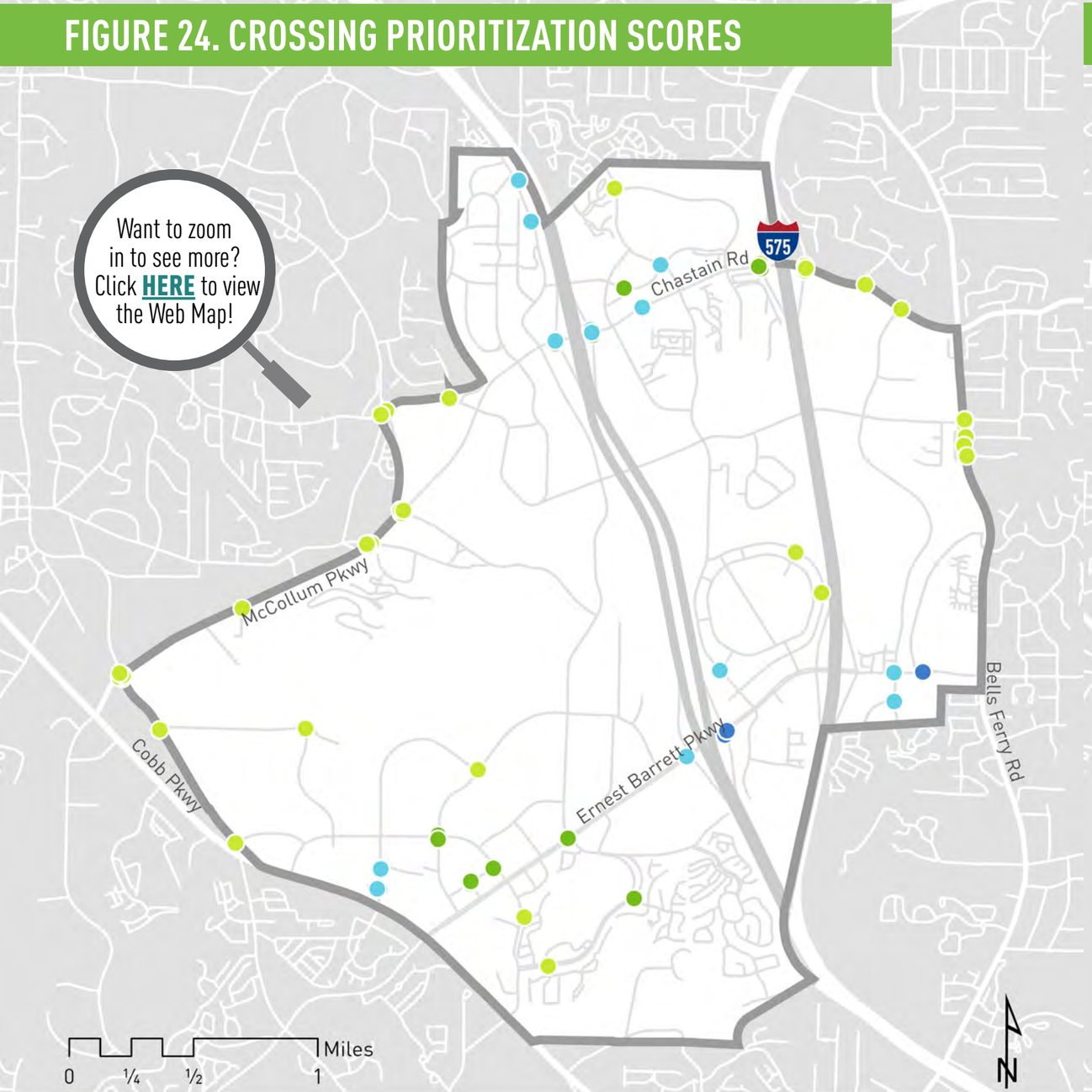


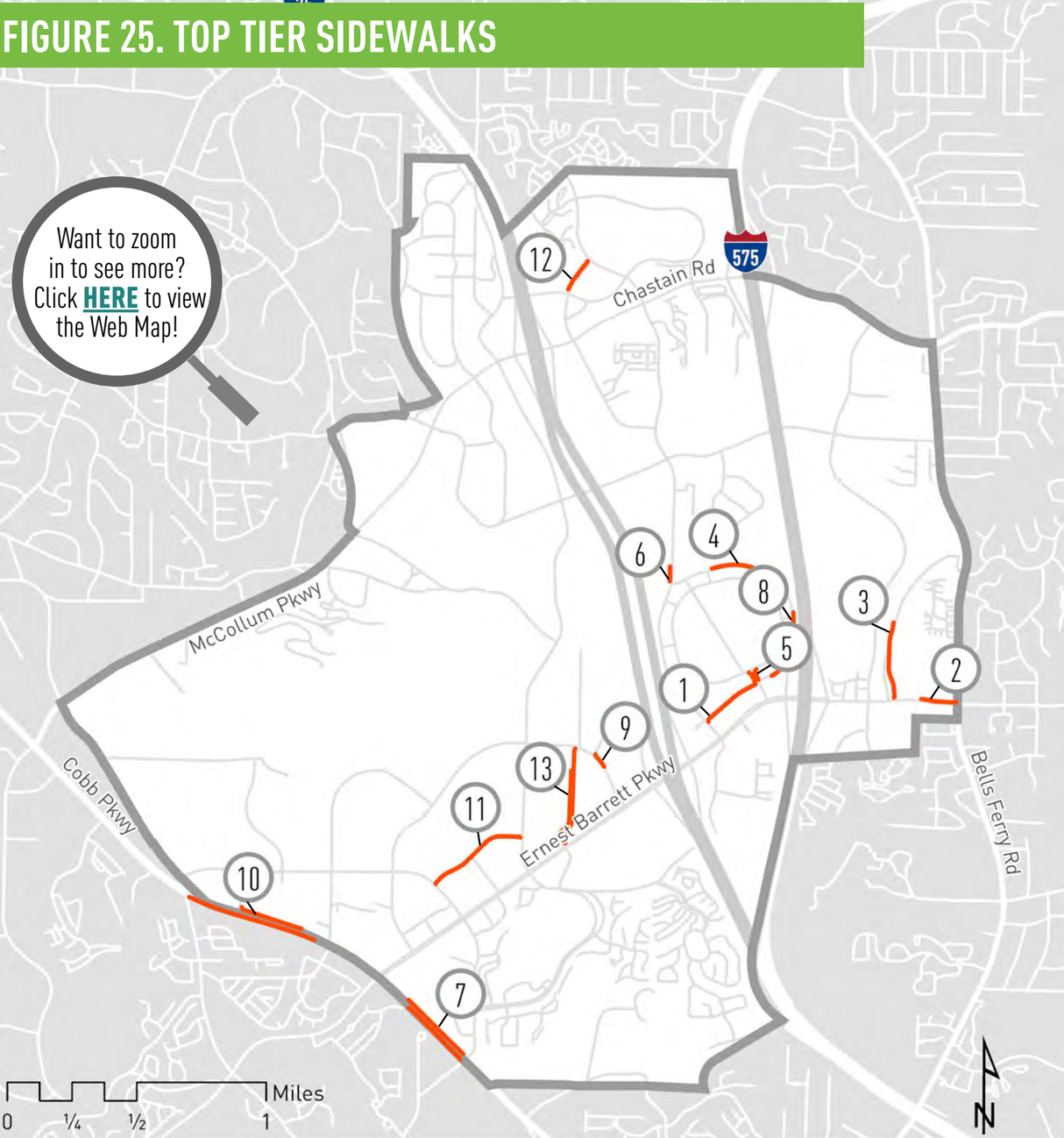
FIGURE 24. CROSSING PRIORITIZATION SCORES



Prioritization Score

- 0-5
- 5-10
- 10-15
- 15-20

FIGURE 25. TOP TIER SIDEWALKS

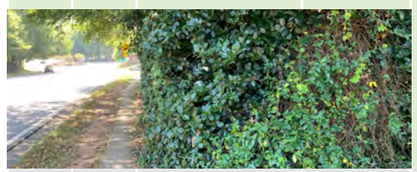


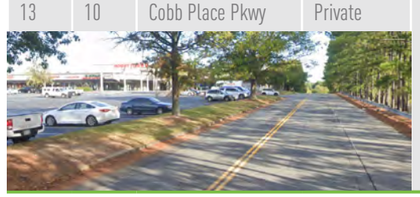
Top Tier Sidewalks

Note: Numbers reference rank in recommendations table.

Table 3. Sidewalk Recommendations

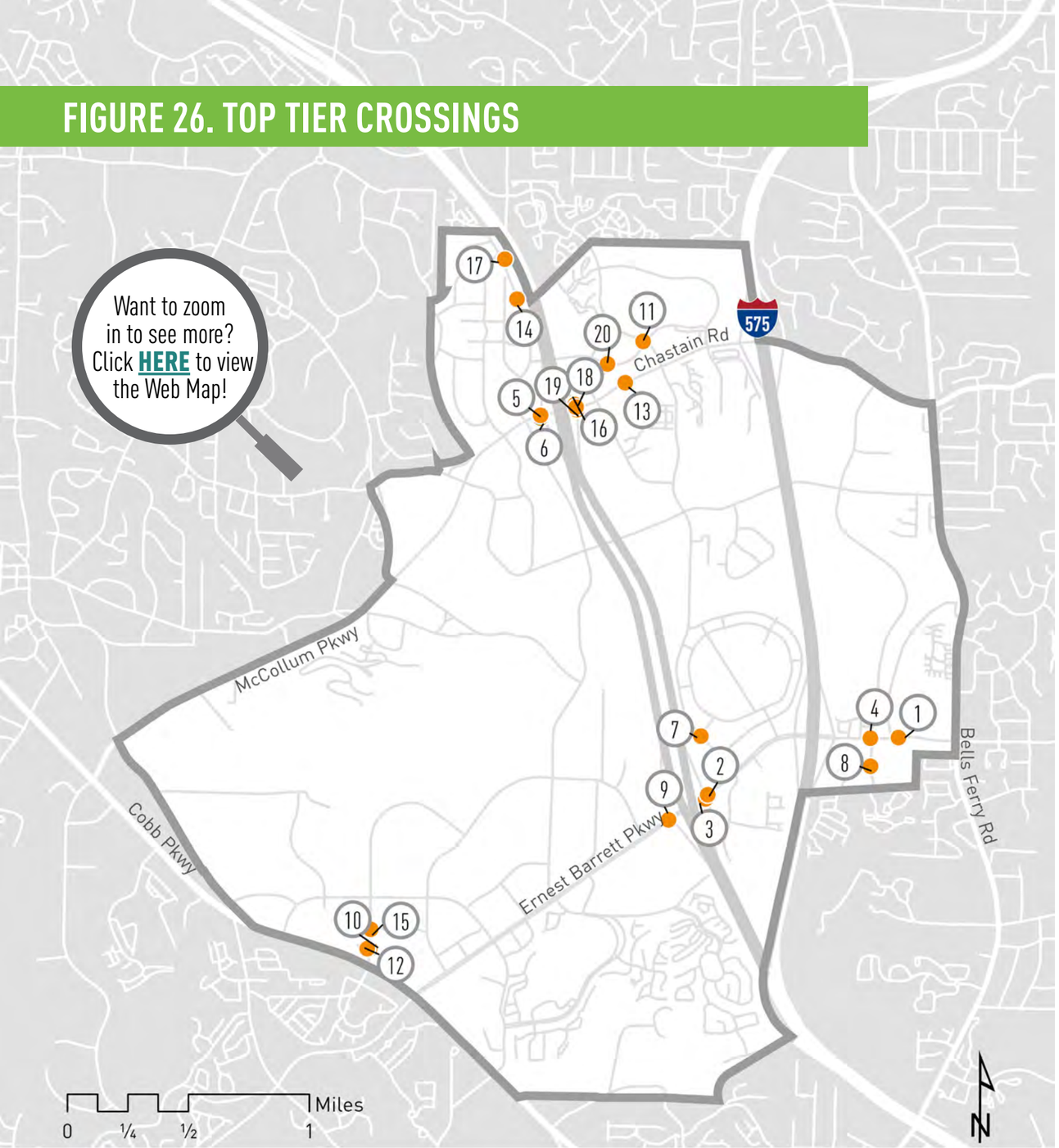
Rank	Score	Road Name	Jurisdiction	Recommended Improvements
1	21	Town Center Dr	Cobb DOT	Add minimum 5' sidewalk and 2' buffer, with curb ramps where needed. Ensure pedestrians are visible at driveways. Consider adding pedestrian scale lighting. Right-of-Way (ROW) is limited but potential to work with property owners.
2	19	Barrett Pkwy	Cobb DOT	Widen sidewalk to at least 5' and add minimum 2' buffer. Ensure vegetation is not blocking sidewalk. Level manhole. Ensure adequate pedestrian lighting. Consider mid-block crossing between transit stops if ROW restrictions prevent widening sidewalk. Likely to be difficult given limited space, but safety issues need to be addressed. While this part of Barrett Pkwy is managed by Cobb DOT, GDOT should be consulted.
3	18	Prado Ln	Cobb DOT	Add minimum 5' sidewalk and 2' buffer, with curb ramps where needed. Ensure pedestrians are visible at driveways. Lighting should be at pedestrian scale. Restripe to ensure turn lanes are placed properly. Consider adding street trees to provide shade near Barrett Pkwy.
4	16	Town Center Dr	Cobb DOT	Add minimum 5' sidewalk and 2' buffer, with curb ramps where needed. Ensure pedestrians are visible at driveways. Lighting should be at pedestrian scale. If ROW is limited, consider road diet given two west-bound lanes that may not be necessary. Redevelopment of the mall may provide an opportunity for significant changes here, including a possible trail circling mall property.
5	14	Mall Blvd	Cobb DOT	Add minimum 5' sidewalk and 2' buffer, with curb ramps where needed, to provide connection to mall. Mature trees should be preserved if possible. Lighting should be at pedestrian scale. Mall redevelopment may provide an opportunity for improvements. These two segments have been combined into one for the purposes of making recommendations, but have separate scores in the tables in the appendix.
6	14	George Busbee Pkwy	Cobb DOT	Given limited space on bridge, widen sidewalk on east side of Busbee Pkwy, and add mid-block crossing at transit stop north of segment. Visulation of improvements can be seen on page 60.
7	13	Cobb Pkwy	GDOT	Add minimum 5' sidewalk and 2' buffer, with curb ramps where needed. Buffer should be wider if possible to give pedestrians more separation from cars. Lighting should be at pedestrian scale. Topography may limit space in some areas. Guard rail on western side near Greers Chapel may provide difficulties. West side of the road is not withing the CID's boundaries, but improvements are needed on both sides. The CID should work with neighboring jurisdictions on these changes. These two segments have been combined into one for the purposes of making recommendations, but have separate scores in the tables in the appendix.
8	13	Town Center Dr	Cobb DOT	Add minimum 5' sidewalk and 2' buffer, with curb ramps where needed. Ensure pedestrians are visible at driveways. Lighting should be at pedestrian scale. Redevelopment of the mall may provide an opportunity for significant changes here, including a possible trail circling mall property.
9	12	Cobb Place Blvd	Cobb DOT	Fill in gap in sidewalk. Lighting should be at pedestrian scale. Consider adding street trees to provide shade, ROW should allow for this. Ensure curb ramps are in place where necessary.
10	11	Cobb Pkwy	GDOT	Add minimum 5' sidewalk and 2' buffer, with curb ramps where needed, to provide connection to the trail. Lighting should be at pedestrian scale. Combine driveway entrances to minimize pedestrian & car interactions. See renderings already made for the area. West side of the road is not withing the CID's boundaries, but improvements are needed on both sides. The CID should work with neighboring jurisdictions on these changes. These two segments have been combined into one for the purposes of making recommendations, but have separate scores in the tables in the appendix.
11	11	Auto Park Dr	Cobb DOT	Add minimum 5' sidewalk and 2' buffer, with curb ramps where needed. ROW should allow for sidewalks. Also add improvements on north side of Auto Park Dr. Lighting should be at pedestrian scale. Add street trees on south side.
12	10	Busbee Dr	Cobb DOT	Ensure vegetation is not blocking sidewalk and stays well-maintained. Sidewalk is uneven and not wide enough - this should be fixed. Add pedestrian scale lighting. Add street trees in buffer if possible.
13	10	Cobb Place Pkwy	Private	This is a private road and therefore is not included as a priority project for the CID. However, there are some recommendations as the CID may choose to work with the owner to make these improvements. Add minimum 5' sidewalk and 2' buffer, with curb ramps where needed, to provide connection to the trail. Lighting should be at pedestrian scale. Combine driveway entrances to minimize pedestrian & car interactions. These two segments have been combined into one for the purposes of making recommendations, but have separate scores in the tables in the appendix.





Note: Some images from Google Maps.

FIGURE 26. TOP TIER CROSSINGS



Note: Numbers reference rank in recommendations table.

Table 4. Crossing Recommendations

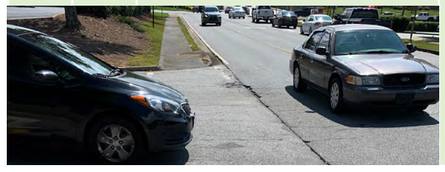
Rank	Score	Road Name	Jurisdiction	Recommended Improvements
1	20	Barrett Pkwy + Prado Ln	Cobb DOT	Add medians and pedestrian islands on east, west, and north sides of intersection. Update traffic light mast arms. Add street trees in median and buffers. Ensure lighting is present and at pedestrian scale. Visulation of improvements can be seen on page 56. While this part of Barrett Pkwy is managed by Cobb DOT, GDOT should be consulted.
2	18	Barrett Pkwy + I-75 NB Ramp	GDOT	Improvements are planned at this intersection, including restriping and the addition of pedestrian islands. However, the CID should also ensure lighting is present and at pedestrian scale.
3	17	Barrett Pkwy + I-75 NB Ramp	GDOT	Improvements are planned at this intersection, including restriping and the addition of pedestrian islands. However, the CID should also ensure lighting is present and at pedestrian scale.
4	15	Barrett Pkwy + Chastain Meadows Pkwy	Cobb DOT	Add crossing. Pedestrian islands in place. Ensure lighting is present and at pedestrian scale. While this part of Barrett Pkwy is managed by Cobb DOT, GDOT should be consulted.
5	14	Chastain Rd + I-75 SB Ramp	GDOT and Cobb DOT	Add crossing. Median could be used for pedestrian island given width of intersection. Ensure lighting is present and at pedestrian scale. Combine improvements with others at the intersection.
6	14	Chastain Rd + I-75 SB Ramp	GDOT and Cobb DOT	Restripe crosswalk. Ensure curb ramps have yellow warning strips. Ensure lighting is present and at pedestrian scale. Combine improvements with others at the intersection.

7	14	George Busbee Pkwy + Ring Rd	Cobb DOT	Add crossing and yellow warning strips on curb ramps.

8	13	Barrett Creek Blvd + Barrett Creek Pkwy	Cobb DOT	Add crossing across Barrett Creek Pkwy at a minimum. Ensure curb ramps are present and have tactile warning strips. Ensure lighting is present and at pedestrian scale.

9	13	Barrett Pkwy + I-75 SB Ramp	GDOT	Improvements are planned at this intersection, including restriping and the addition of pedestrian islands. However, the CID should also ensure lighting is present and at pedestrian scale.

10	12	Vaughn Rd + Barrett Corners Dr	Cobb DOT	Restripe crosswalk. Ensure curb ramps have yellow warning strips. Ensure lighting is present and at pedestrian scale. Consider adding mid-block crossing north of transit stops here. Combine with crossing on other side of Vaughn Rd.



11	12	George Busbee Pkwy + Townpark Ln	Cobb DOT	Add crossing. Pedestrian island in place on western edge of intersection. Ensure lighting is present and at pedestrian scale.

12	12	Vaughn Rd + Barrett Corners Dr	Cobb DOT	Add crosswalk. Ensure curb ramps have yellow warning strips. Ensure lighting is present and at pedestrian scale. Consider adding street trees in buffer to provide shade. Consider adding mid-block crossing north of transit stops here. Combine with crossing on other side of Vaughn Rd.

13	12	Chastain Rd	Cobb DOT	Add crosswalk and pedestrian light on west edge of intersection. Space for pedestrian islands to be added given width of road. Ensure lighting is present and at pedestrian scale.

14	12	Frey Rd + Parliament Garden Way	Cobb DOT	Add crossing on southern edge. Ensure curb ramps have yellow warning strips. Ensure lighting is present and at pedestrian scale.

15	11	Vaughn Rd + Bexley Pl	Cobb DOT	Restripe crosswalk. Ensure curb ramps have yellow warning strips. Ensure lighting is present and at pedestrian scale.

16	11	Chastain Rd + I-75 NB Ramp	GDOT and Cobb DOT	Restripe crosswalk. Ensure curb ramps have yellow warning strips. Repave sidewalk on western corner due to cracks. Ensure lighting is present and at pedestrian scale. Combine improvements with others at the intersection.

17	11	Frey Rd + Campus Loop Rd	Cobb DOT	Add crossing on southern edge. Restripe entire intersection. Ensure curb ramps have yellow warning strips. Ensure lighting is present and at pedestrian scale.

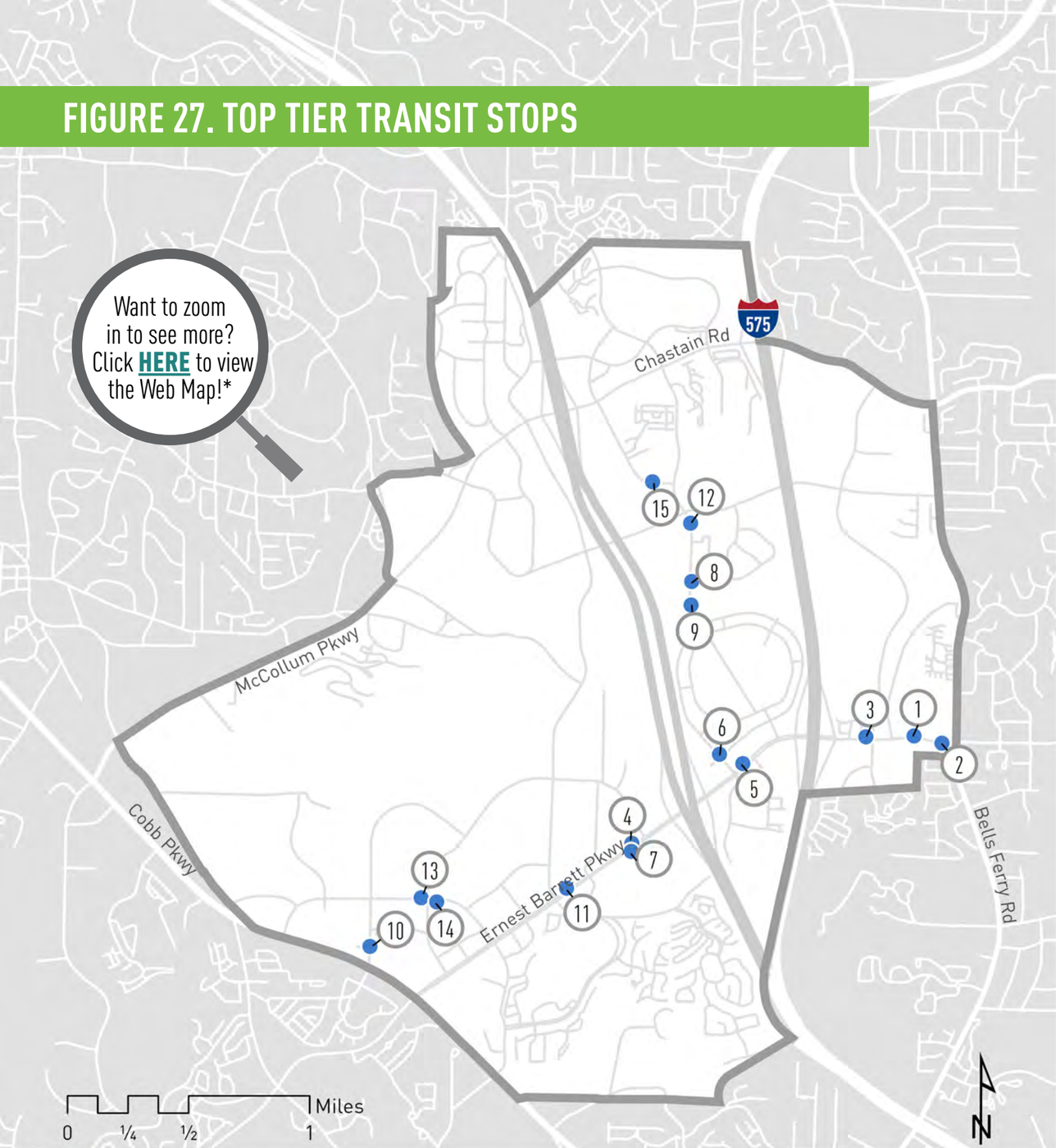
18	11	Chastain Rd +I-75 NB Ramp	GDOT and Cobb DOT	Add crossing. Ensure curb ramps are present and have yellow warning strips. Pedestrian island in place, median could provide another island if landscaping is changed. Ensure lighting is present and at pedestrian scale. Combine improvements with others at the intersection.

19	10	Chastain Rd + I-75 NB Ramp	GDOT and Cobb DOT	Restripe crosswalk. Ensure curb ramps have yellow warning strips. Ensure lighting is present and at pedestrian scale. Combine improvements with others at the intersection.

20	10	Townpark Ln + Townpark Way	Cobb DOT	Add crossing across Townpark Ln. Ensure curb ramps are present and have yellow warning strips. Ensure lighting is present and at pedestrian scale.

Note: Some images from Google Maps.

FIGURE 27. TOP TIER TRANSIT STOPS

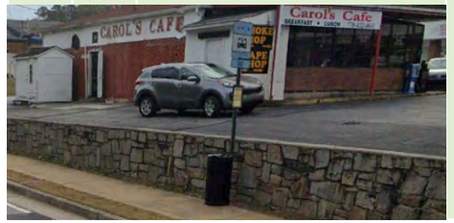
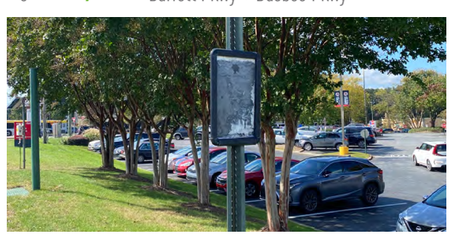


Top Tier Transit Stops

Note: Numbers reference rank in recommendations table.

*Find the top tier transit stops in the layer called “Transit_Prioritization” on the web map!

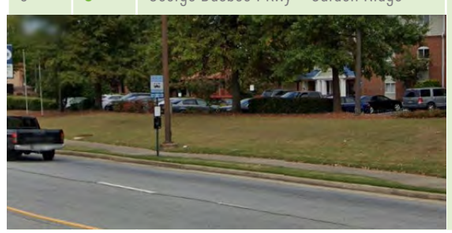
Table 5. Transit Stop Recommendations

Rank	Score	Road Name	Recommended Improvements
1	13	Barrett Pkwy + Prado Ln	Add shelter, seating, route map and shedule, and trash can. Shelter and seating should not obstruct sidewalk. ROW may be limited, so shelter may not be feasible. Ensure lighting is present and at pedestrian scale.
			
2	11	Barrett Pkwy + Bells Ferry Rd	Add route map. ROW appears limited so additional infrastructure may not be feasible. Ensure lighting is present and at pedestrian scale.
			
3	8	Barrett Pkwy + Chastain Meadows Pkwy	Add shelter, seating, and route map. ROW appears sufficient to accommodate improvements. Shelter and seating should not obstruct sidewalk. If possible, add trees to provide shade. Ensure lighting is present and at pedestrian scale.
			
4	8	Barrett Pkwy + Cobb Place Blvd	Add shelter, seating, and route map and schedule. ROW appears sufficient to accommodate improvements. Shelter and seating should not obstruct sidewalk. Ensure lighting is present and at pedestrian scale.
			
5	7	Barrett Pkwy + Busbee Pkwy	Add shelter, seating, trash can, and route map and schedule. ROW appears sufficient to accommodate improvements. Shelter and seating should not obstruct sidewalk. Ensure lighting is present and at pedestrian scale.
			

6	7	George Busbee Pkwy + Town Center Dr	Add shelter, seating, and route map. ROW appears limited. Shelter and seating should not obstruct sidewalk. Ensure lighting is present and at pedestrian scale.

7	6	Barrett Pkwy + Cobb Place Blvd	Add shelter, seating, trash can, and route map and schedule. ROW appears sufficient to accommodate improvements. Shelter and seating should not obstruct sidewalk. If possible, add trees in ROW. Ensure lighting is present and at pedestrian scale.

8	5	George Busbee Pkwy + Garden Ridge	Add shelter, seating, trash can, and route map and schedule. ROW appears sufficient to accommodate improvements. Shelter and seating should not obstruct sidewalk. Ensure lighting is present and at pedestrian scale.



9	5	George Busbee Pkwy + Town Center Dr	Add shelter, seating, trash can, and route map and schedule. ROW appears limited, but property belongs to CID. Shelter and seating should not obstruct sidewalk. Ensure lighting is present and at pedestrian scale.

10	4	Vaughn Rd + Cobb Pkwy	Add shelter, seating, and route map and schedule. ROW appears sufficient to accommodate some improvements. Shelter and seating should not obstruct sidewalk. Ensure lighting is present and at pedestrian scale.

11	4	Barrett Pkwy + Barrett Lakes Blvd	Add shelter, seating, trash can, and route map and schedule. ROW appears limited - work with property owners on improvements. Shelter and seating should not obstruct sidewalk. Ensure lighting is present and at pedestrian scale.

12	4	George Busbee Pkwy + Big Shanty Rd	Add shelter, seating, trash can, and route map. Update route signage to reflect service changes. ROW appears limited. Shelter and seating should not obstruct sidewalk. Ensure lighting is present and at pedestrian scale.

13	3	Roberts Blvd + Cobb Place Blvd	Add shelter, seating, trash can, and route map and schedule. ROW appears sufficient to accommodate improvements. Shelter and seating should not obstruct sidewalk. Ensure lighting is present and at pedestrian scale.

14	3	Roberts Blvd + Cobb Place Blvd	Add shelter, seating, trash can, and route map and schedule. ROW appears sufficient to accommodate improvements. Shelter and seating should not obstruct sidewalk. Ensure lighting is present and at pedestrian scale.

15	2	George Busbee Park-n-Ride	Add shelter, seating, trash can, and route map. Update route signage to reflect service changes. ROW appears limited. Shelter and seating should not obstruct sidewalk. Ensure lighting is present and at pedestrian scale.

Note: Some images from Google Maps.

VISUALIZING RECOMMENDATIONS

The renderings on the following pages illustrate what improvements might look like at two prominent intersections - Ernest Barrett Parkway at Prado Lane and Busbee Parkway at Town Center Drive. Both of these areas scored high in the prioritization scheme, and fall in the top tier crossing and sidewalk recommendations. The specific improvements shown in the renderings are not planned or funded yet, but offer a glimpse of how the recommendations outlined above might impact these spaces.

EXISTING CONDITIONS AT BARRETT PKWY AND PRADO LN


Publix
ROSS
petco
QT
L10
bustransit

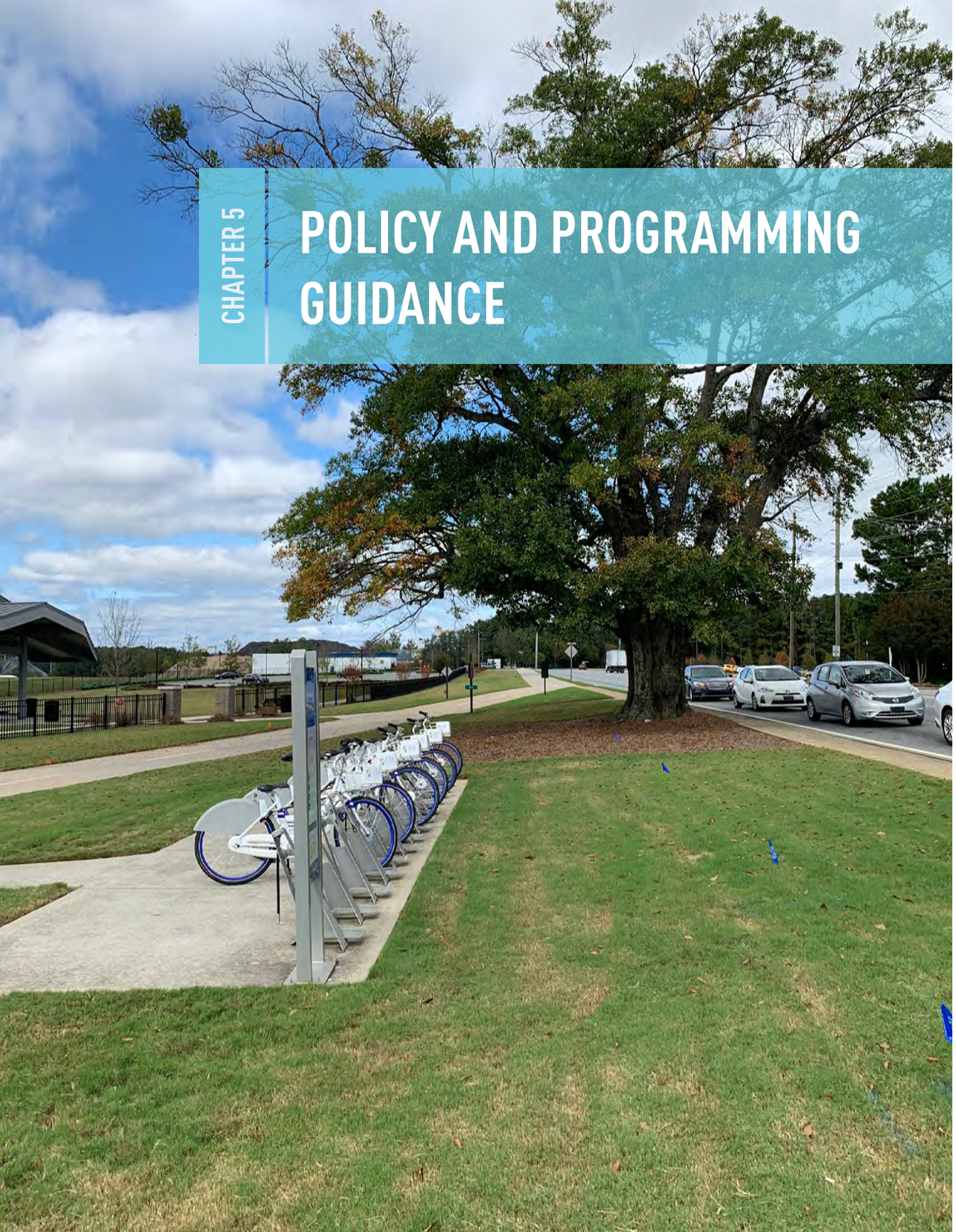
EXISTING CONDITIONS AT BUSBEE PKWY AND TOWN CENTER DR

On The Ground


Town Center

CHAPTER 5

POLICY AND PROGRAMMING GUIDANCE

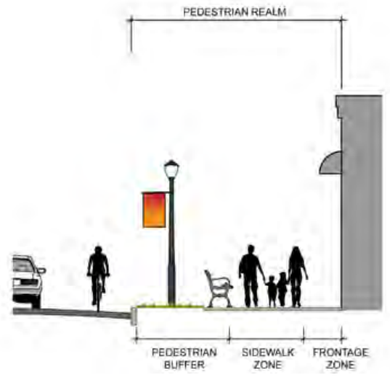


POLICY AND PROGRAMMING GUIDANCE

Several policy and programming guides exist to support improved pedestrian infrastructure. The following can be used as resources to fully implement the recommendations in the previous section.

Recommendations for Design

The "Design Guidelines for the Town Center Community Improvement District" provide design standards for public realm development in the Town Center CID. The guidelines extend to various aspects of urban and community design, including streets, sidewalks, trails, streetscapes, and landscape treatments. The goals of the document are to provide consistent, pedestrian-friendly standards in the CID urban realm, while also fostering a strong sense of place and community pride.



Typical Section of Urban Area, "Design Guidelines for the Town Center CID."

Typical Section of Parking Facility at Sidewalk, "Design Guidelines for the Town Center CID."

Within public or private right-of-way, pedestrian-friendly approaches to urban design will include generous sidewalk widths, pedestrian-level signage, adequate street lighting, seating, street trees, and attractive landscaping. The design principles outlined in the Design Guidelines adhere to a Complete Streets approach that prioritizes multi-modal transportation facilities and the pedestrian experience. Present and future transportation projects should use these standards for pedestrian walkway facilities.

The Design Guidelines for the Town Center CID divides the sidewalk system into three zones:

1. The frontage zone acts as a buffer between the property line and the sidewalk. Typically, no frontage area is needed if the sidewalk exists in a less urban area or if the sidewalk borders open space such as residential areas or parks. The frontage zone may need to be increased depending on the presence of building awnings or signage.

2. For the sidewalk zone, wider sidewalks of 8' to 14' feet provide an optimal pedestrian experience, accommodating greater volumes of pedestrian traffic and different types of pedestrians. In urban areas, width can be obtained by paving sidewalks from the back of the curb to the property line. In more suburban and residential areas, the sidewalk can be setback, giving room for a pedestrian buffer/furnishing for beauty/grass strips, lighting, street furniture, signage, or underground utilities.

3. The final zone in the sidewalk system, the pedestrian buffer/furnishing zone, provides a safe buffer between pedestrians and vehicular traffic. The Design Guidelines that pedestrian buffer/furnishing zones be implemented in both urban and residential areas for their role in enhancing the pedestrian experience and overall streetscape.

Regarding parking that occurs either perpendicular or diagonally to the sidewalk, a minimum of a four-foot parking buffer with wheel stops should be implemented in order to prevent vehicle overhang into the sidewalk.

Site design and considerations of the sidewalk network should also figure in the development and enhancement of the sidewalk infrastructure. The "Design Guidelines for the Town Center CID" emphasizes the importance of a complete sidewalk network in the CID's commercial areas and the incorporation of multi-use trails, sidepaths, and paved trails to further connectivity and accommodate multiple pedestrian uses. Table X highlights some of the specific design criteria for sidewalks, multi-use trails, and paved trails in the CID as outlined in the Design Guidelines. Additional design elements and furnishings necessary to consider in sidewalk improvements include the incorporation of benches, trash receptacles, ash-urns, dog-waste disposal stations, bicycle racks and rental stations, bollards, drinking fountains, planters and pots, tables and chairs, picnic tables, and pedestrian-scale lighting.

SEE MORE:
Town Center Community Improvement District Design Guidelines

Table 6. Design Criteria for Sidewalks, Multi-Use Trails, and Paved Trails

Design Feature	Desired Dimensions	Pedestrian Experience
Sidewalks	Minimum of five feet width; six feet is desirable when possible Minimum of two feet or larger of grass strip between the back of curb and sidewalk Minimum of eight feet is required for vertical clearance for sidewalks	Sidewalks that are narrow or in steep terrain areas (greater than 5% slope) should provide rest and passing areas outside of the pedestrian zone as appropriate Larger sidewalk widths should be accompanied by a larger width planter or furnishing zone At transit stops, larger furnishing zones should be provided Street trees are recommended in providing shade and shelter during warm or windy weather events
Multi-Use Trails	Minimum of eight feet width; twelve feet is desirable when possible Two directional sidepaths should be a minimum width of ten feet with at least a two foot graded shoulder area on both sides of the path Buffers of at least three to five feet wide should be provided between ROW and edge of path	Sidewalks should be paved with concrete Removable bollards should be provided at intersections or roads and multi-use side paths At intersections, side paths should connect to existing sidewalk network Transitions from sidepaths to on-road facilities should be implemented to direct bicyclists to the correct side of the roadway
Paved Trails	One-way paved trails should be a minimum of six feet in width; Two-way paved trails should be a minimum of ten feet wide Trails with heavy pedestrian and bicyclist use should be a minimum of twelve feet wide with a four foot shoulder area	Concrete or asphalt are the recommended paving materials for paved trails; trails in flood zones should be paved with concrete Native landscaping that enhances wildlife and the natural landscape should be used Install designated picnic and seating areas along trail paths

Source: Design Guidelines for the Town Center Community Improvement District

Recommendations for Walking & Bicycling

ARC's "Walk. Bike. Thrive!" plan is a regional strategy for creating a safer, more mobile, and more competitive region by improving walking, bicycling, transit, and trails. The plan establishes a regional vision and supports local communities in implementation.

"Walk. Bike. Thrive!" establishes five core efforts that help improve walking and bicycling in local communities and across the region:

- **Focus investments in "mode shift opportunity zones"** where the built environment already supports walking and biking for short trips. These are generally places with a variety of destinations such as parks, schools, and commercial areas; a connected street grid; and a mix of housing types.
- **Address safety and equity issues** – some parts of the region are not particularly conducive to walking or biking but also have urgent safety and equity needs. Improvements should focus on decreasing pedestrian and bicyclist fatalities and serious injuries as well as providing sidewalks and bikeways for populations that rely on walking and biking out of necessity rather than choice.
- **Work closely with transit providers to: a) improve access to transit stops; and b) improve the quality and quantity of transit service** between mode shift opportunity zones so that walking and bicycling can be easily combined with transit for longer regional trips.
- **Build Complete Streets & multimodal thoroughfares** to increase the walkability and bikeability of the region's lower-density residential neighborhoods and auto-oriented corridors. This requires identifying barriers to walking and biking one at a time and working to address them as opportunities arise.
- **Connect to Regional Trail Corridors**, in partnership with state and local government agencies and non-profit organizations focused on trails.

The following sections outline some changes that can be implemented to improve walking and bicycling conditions.

Plan for Walkable Communities

Great regional outcomes develop from cumulative local efforts. ARC's "Walk. Bike. Thrive!" strategy identifies a wide range of policies and tools that support making walking and bicycling safe and convenient (see Figure 27). With appropriate policies in place, encouraging mixed-use development spurs demand for walking and bicycling and provides opportunities to improve infrastructure – from sidewalks and lighting to trails and new street connections.

The CID should review existing zoning regulations, design guidelines, and development codes for opportunities to further improve walking and bicycling conditions as land uses change, working closely with Cobb County and the City of Kennesaw.

Figure 28. Policy Recommendations for Local Governments from ARC's "Walk. Bike. Thrive!" plan.

SEE MORE:
ARC's Walk. Bike. Thrive! - Part 1 for local community actions
ARC's Walk. Bike. Thrive! - Part 2 for a data atlas of walking and bicycling around the region

Build Safe & Complete Streets

Roadway safety is best achieved via a Safe System – holistic, systems-based, and data-driven strategies that account for all roadway users, anticipate that humans will make mistakes, and share responsibility for safety between individual road users and system designers. This involves addressing current risks as well as planning for long-term investments that make streets safe and comfortable for all users.

Safety Countermeasures:

ARC's "Safe Streets for Walking & Bicycling" report reviewed ten years of regional crashes to establish pedestrian crash risk factors and advance a systemic, data-driven approach to safety, rather than one based solely on crash location history. The risk scores, incorporated into the prioritization scheme in this report, identify high risk corridors for pedestrians based on roadway characteristics and demand for walking and biking.

These corridors should be prioritized for safety improvements, such as the proven countermeasures listed on the right.

The "Safe Streets" report contains fact sheets for each of these countermeasures, including guidance on implementation. However, further planning and engineering will be needed to determine which improvements are appropriate in a specific context.

The CID should implement appropriate safety countermeasures, prioritizing the highest risk corridors.

SEE MORE:
ARC's Safe Streets for Walking & Bicycling

Figure 29. Twelve proven safety countermeasures identified in ARC's "Safe Streets for Walking and Bicycling."

Complete Streets:

Complete Streets are multimodal roadways that provide a safe and comfortable transportation system for all users. Because they must be context-sensitive, some Complete Streets may prioritize one mode over others, but still ensure access for all. Given the context of metro Atlanta, the "Complete Streets Workbook" focuses on making suburban thoroughfares safer and more accessible for pedestrians and bicyclists. These pose a challenge because the roadways themselves as well as surrounding land uses are typically auto-centric, and their design makes them both hostile and unsafe for pedestrians and bicyclists.

However, this historic pattern of development is changing, and more people are walking, biking, or taking transit. It is critical to make changes now that ensure the safety and comfort of particularly these most vulnerable roadway users. Improvements should first focus on corridors with a range of destinations and existing transit routes, which have built in demand for walking and bicycling.

The "Complete Streets Workbook" includes short-, mid-, and long-term solutions with specific countermeasures and visualizations for many of the types of roads found in Town Center. In addition to safety countermeasures, Complete Street implementation should include improvements to transit stops, wayfinding signage, and street furniture.

The CID should concentrate Complete Street efforts on multi-lane thoroughfares with existing demand for walking and bicycling, with an initial focus on safety and building on incremental improvements over time.

SEE MORE:
ARC's Workbook for Complete Streets

Figure 30. Mid-Term Solutions on a Five-Lane Road from ARC's "Complete Streets Workbook."

Connect to Regional Trail Corridors

The region's trail network strategy identifies trails of regional significance, aiming to create a cohesive trail system that provides connections to local and regional destinations.

The Noonday Creek Trail in Town Center is part of a regionally significant trail corridor reaching from the northwest corner of the BeltLine to Holly Springs, which can be seen in Figure 30. Within Town Center, there are opportunities to expand the trail network and improve access. There are several gaps in the corridor, where trails are planned but not yet constructed. Coordination across jurisdictional boundaries will be key as missing links in this corridor continue to be built out.

The CID should focus on local connections to the trail to ensure broader access to the regional trail network, while also continuing to work with neighboring jurisdictions on trail planning to minimize gaps in the system.

SEE MORE:
ARC's Envisioning a Regional Trail Network
ARC's Regional Trail Vision Web Map

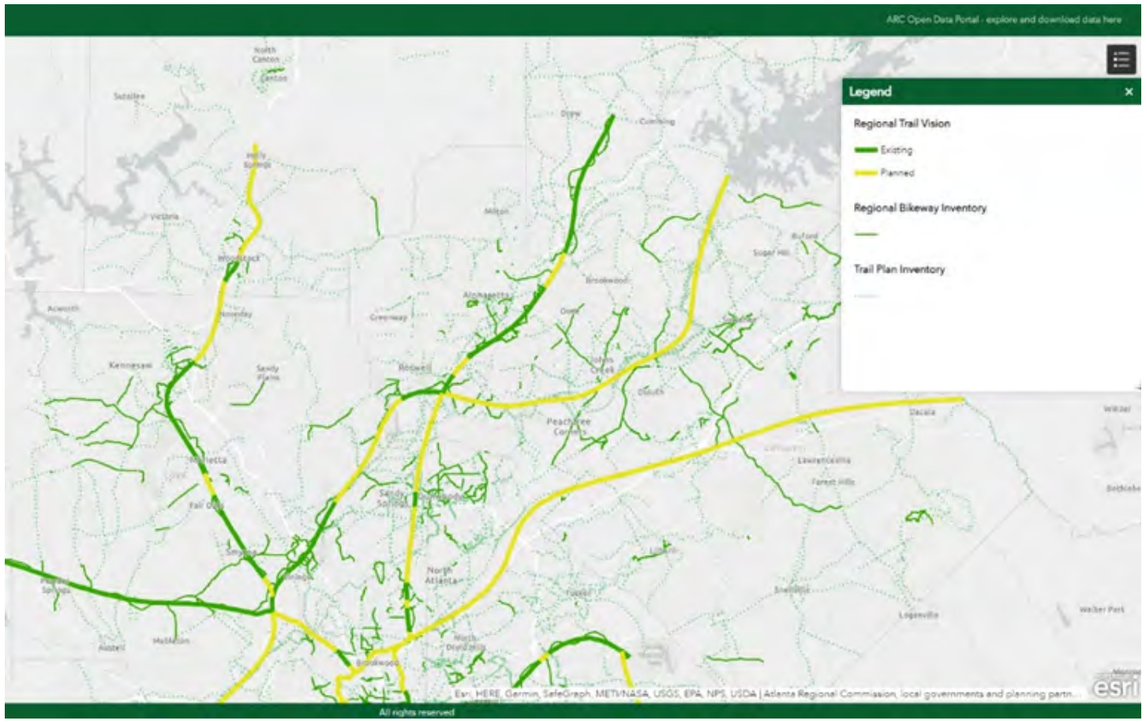


Figure 31. ARC's Regional Trail Vision in Northern Metro Atlanta.

Recommendations for Land Uses

Land use decisions can create opportunities or challenges to improving a community's pedestrian infrastructure and safety. ARC's "Walk, Bike, Thrive!" report highlights several development and land use code improvements that increase walkability, including increasing mixed use zoning, encouraging density around transit and commercial hubs, and requiring sidewalks in all new development projects. These policies and others seek to shift land use planning away from the low-density development that promotes sprawling transportation infrastructure to compact development that fosters multimodal transportation options and connections and prioritizes the pedestrian experience.

Existing Land Use

The following sections outline the existing land use and future land use that characterizes the CID. The Town Center CID is predominately commercial, which makes up 25% of the documented land use. However, there is still quite a bit of undeveloped land that comprises 16% of the CID, as well as a mix of institutional, industrial, office, residential, and parks/ greenspace land uses.

As noted in the 2015 "Town Center Area CID LCI Plan," these uses are still mostly separated from each other, which makes walkability between amenities particularly challenging.

An important goal highlighted in the vision for the 2017 "Town Center CID Master Plan Update" focuses on increasing the level and quality of development areas, particularly through the redevelopment of aging strip centers and big box stores into more walkable, mixed use, and vibrant commercial hubs. Moreover, future land use designations envision increased commercial development with accompanying programming geared toward community and regional activities. The CID's interest in reimagining its commercial land use to embrace density and mixed use presents an opportunity for including land use and development codes that support pedestrian use and walkability. Planning for this increased density will also necessitate planning for pedestrian infrastructure that is safe, accessible, and enjoyable.

Table 7. Existing Land Uses in Town Center

Land Use	Acres	Acreage %
Commercial	700	25
Residential > Single-Family Residential > Multi-Family Residential > Single-Family Attached Residential	610 > 270 > 230 > 110	22 > 10 > 8 > 4
Undeveloped	430	16
Institutional	330	12
Industrial	320	11
Office	270	10
Parks & Greenspace	120	4
Total	2,780	100

Commercial

Most of the commercial areas in the CID are located in the southern and eastern portions of the district. These areas follow adjacent major roadways and highways including Earnest W. Barrett Parkway in the South and Interstates 75 and 575 in the West. Additional commercial areas are located along Chastain Road in the North. Major commercial entities include the Town Center at Cobb Mall, Cobb Place Shopping Center, Town Center Commons, Barrett Pavilion, Town Center Plaza, Town Center Market, and the Prado Shopping Center.

Residential

Residential areas make up the second largest land use at 22%. Single-family detached residential areas comprise 10% of the land use, followed closely behind multi-family residential areas at 8%. The relatively equal split between detached single-family and multi-family residential units reflects both long-term residents of the CID area and the college students and young professionals drawn to the area because of Kennesaw State University and the district's commercial amenities.

Undeveloped

Approximately 16% of the land use in the CID is undeveloped. The land may be undeveloped for several reasons, including environmental regulations or lack of development interest due to a lack of road or amenity connectivity.

Institutional

Institutional land parcels make up 12% of the Town Center CID. The largest institution in the CID is the campus of Kennesaw State University, which includes the main campus located along I-75 and Chastain Road, the KSU Center, Chastain Pointe, and various sports and recreation facilitated located on I-75 and Big Shanty Road.

Industrial

Industrial land use makes up 11% of the study area. Industrial land use is primarily located in the western portion of the CID and is centered by the Cobb County International Airport.

Office

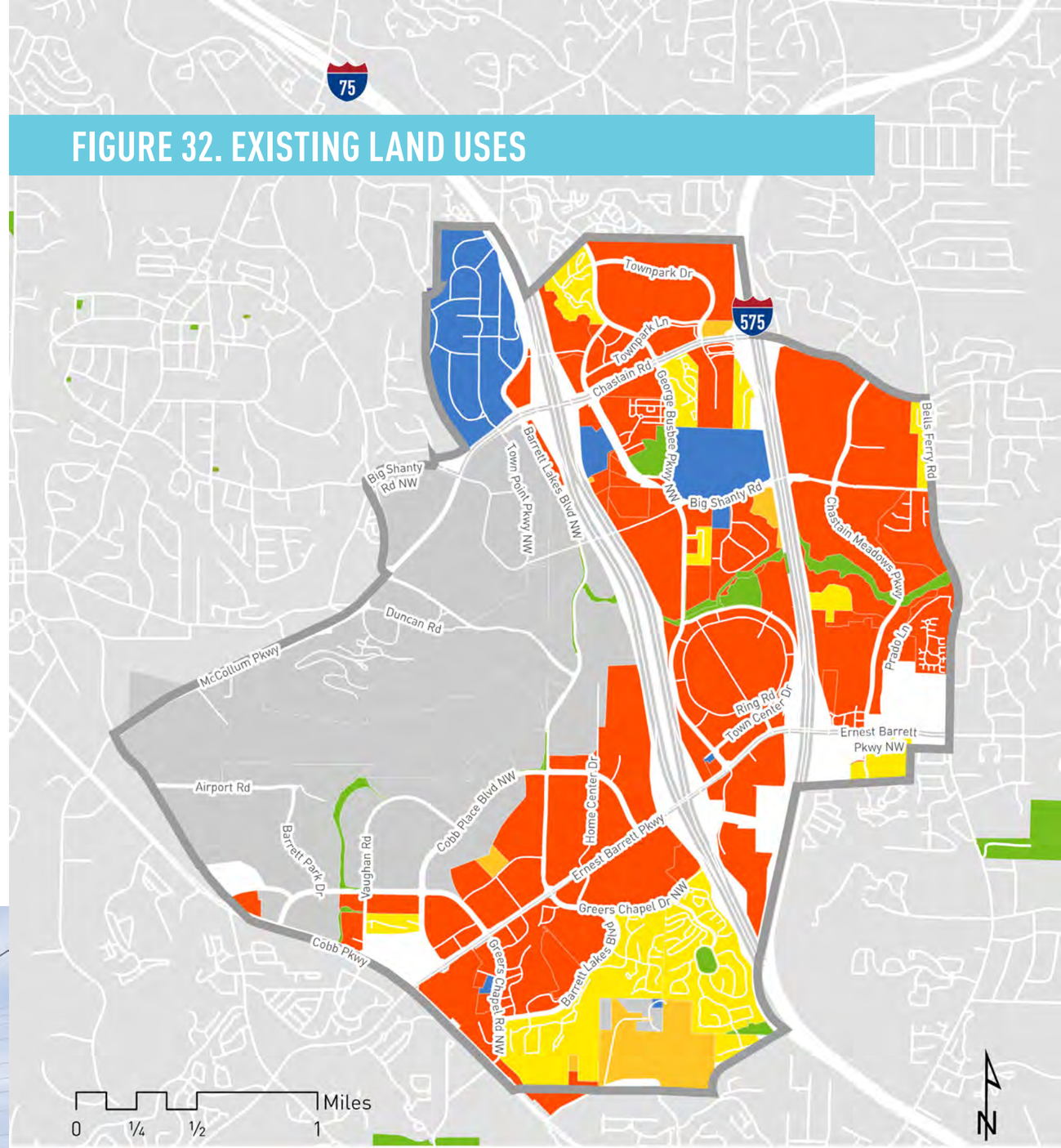
10% of the Town Center CID is office land use and is located primarily in office parks in the center and north portions of the district.

Greenspace + Parks

While making only 4% of land use, greenspace/parks are important amenities for the CID. Currently, the district has Aviation Park, a three-acre park located adjacent to the Cobb County International Airport, and the CID has plans to cultivate existing greenspace into parks.

Apartments at Busbee Pkwy and Big Shanty Rd

FIGURE 32. EXISTING LAND USES



Future Land Use

Commercial

The biggest gains in land use will be the promotion of commercial development throughout the northeastern and eastern portions of the CID, as well as along Ernest Barrett Parkway in the South. Future commercial land use will mix with existing residential, office, and institutional uses, creating the conditions for these land uses to support programming for regional activity centers and community and neighborhood activity centers.

Regional activity centers (RACs) evolve in areas that have quality access for the metropolitan region such as at intersections of major Interstate systems. It is common in regional activity centers to have a low degree of internal open space, a high floor area ratio, and development occurring on large tracts of land as a campus or unified development. The concentration of uses in these areas, as mentioned above, aims to contain high-density retail, office, and services to act as an employment center that draws people from throughout the metropolitan area. RACs also seek urban design strategies to make centers more pedestrian friendly by incorporating sidewalk, pedestrian amenities, pedestrian islands, and other facilities to ease pedestrian mobility while also maintaining adequate vehicular service.

Community and neighborhood activity centers aim to support more concentrated commercial/retail activities and a slightly higher residential density compared to what exists in the surrounding community. These areas also tend to have open space or other areas to promote public gathering and social interaction. Like regional activity centers, pedestrian activity is an important factor in the viability of community and neighborhood activity centers because it allows people that live in and around the center the ability to accomplish daily trips without using an automobile. Pedestrian facilities in these areas strive to be developed in a manner that provides a level of safety in its interaction with vehicular traffic, as higher density use produces more opportunities for pedestrian and vehicular conflicts and accidents. Planning for pedestrian infrastructure alongside planning for density is key to ensuring public safety and a diversity of travel modes to community and neighborhood amenities.

Residential and Institutional

Future residential and institutional land use is not expected to grow significantly, as less than 60 acres will be designated purely for residential land development and approximately 35 acres will remain solely institutional. Areas with existing housing stock and institutional facilities will likely take on a more mixed-use character with increased commercial development, as stated above, through regional activity center and commercial and neighborhood activity center programming.

Industrial

Industrial land use will grow a little more than 40 acres over future land development. This land use will incorporate more sections of the western side of the CID around Cobb County International Airport and the Vulcan Quarry.

Park, Recreation, and Conservation

Park, Recreation, and Conservation (PRC) areas are a mixture of land uses that include undeveloped, natural, environmentally sensitive, recreational uses, significant landmarks, and areas with significant historical interest. These include areas also include any floodplain, wetlands, steep slopes, wildlife management areas, protected open space, pocket parks, linear greenspace linkages, multi-use trails, historic properties, and historic districts. Park, recreation, and conservation areas are expected to increase with the addition of Town Center Park located between Fifth Third Bank Stadium and the Town Center Mall and the expansion of existing trail networks.

Transportation, Communications, and Utilities

In general, the transportation, communications, and utilities land use seeks to provide for uses such as power generation plants, railroad facilities, communication towers, airports, etc. Future transportation land use will grow in the Town Center CID by roughly 15 acres with additional development.

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CHAPTER 6

APPENDIX

SUPPLEMENTAL DATA

In addition to data presented in the existing conditions section, the appendix includes supplemental data. While the project team did not explicitly include this data in the prioritization scheme, the supplemental data may prove useful in decision making processes.

Furthermore, this section includes comprehensive prioritization scoring tables for sidewalks, crossings, and transit stops.

Intersection Density

Street connectivity is a key indicator of walkability, and intersection density is an element of urban form that points to how connected a street network is. Over the years, research has consistently linked greater intersection density, and by extension a connected street network, and higher rates of walking. In general, street networks in a dense grid pattern are more likely to be walkable, while those that feature cul-de-sacs are less connected. The greater number of intersections in a grid pattern offers more opportunity to shorten a walking trip, as illustrated in Figure A. This graphic shows two street networks at the same scale and the shortest distance on the network between two equidistant points.

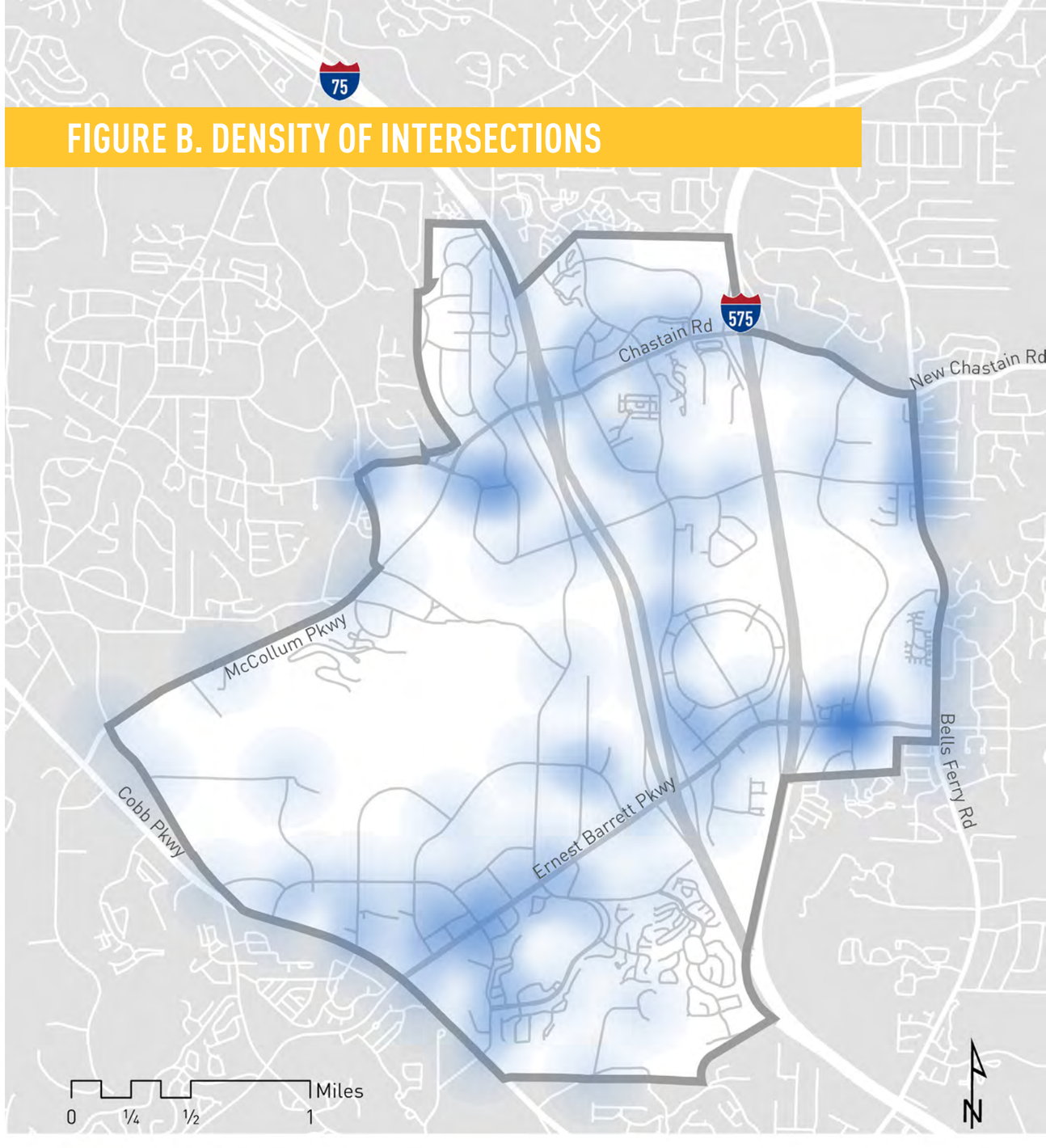
On the following page, Figure B shows a heat map of intersection density in Town Center. Because this study is not addressing residential subdivisions or the Kennesaw State University campus, those areas have been excluded from this analysis.

Overall, there is limited intersection density in the CID. Three of the main thoroughfares, Ernest Barrett Parkway, Chastain Road, and George Busbee Parkway, feature more intersections than other roads. Many of these intersections are shopping center entrances, which can be especially dangerous for pedestrians, as drivers are often not watching for foot traffic. Bells Ferry Road has a greater concentration of intersections south of Chastain Road, which are primarily residential streets.

Intersection density is not a perfect measure, especially in a suburban area such as this, but it does highlight the lack of comfortable and convenient walking options on the current street network. Given appropriate demand, new streets that provide new connections would greatly improve walkability in Town Center.

Figure A. Street Networks with Different Levels of Connectivity.

FIGURE B. DENSITY OF INTERSECTIONS



Source: ARC

SUPPLEMENTAL DATA

Relative Propensity to Walk and Bike

The question of demand for pedestrian and bicycle infrastructure can be examined through an analysis that identifies areas with high propensity for walking and biking. In 2016, as part of the development of a regional bicycle and pedestrian framework entitled Walk. Bike. Thrive!, ARC analyzed several location-based features to characterize propensity to walk and bike across metro Atlanta. The following elements were included in this analysis:

Figure D shows the results of this analysis in Town Center. The areas with the greatest demand reflect employment centers, transit routes, and commercial hubs. In particular, areas around Chastain Road between I-75 and I-575 and on either side of Ernest Barrett Parkway indicate a higher propensity to walk and bike. As this analysis was conducted in 2016, some new multi-family residential developments may not be included.

LIVE
Areas with higher population density have higher rates of walking and biking. Population density was analyzed at the census block level to identify areas of high and low population density.

WORK
Like population density, higher densities of workers translates to higher propensity for people to walk and bike. Employee density was analyzed at the block level to identify areas for high and low population density.

PLAY
Trails and parks are attractors and generators of walking and biking activity. Proximity to trails and parks was analyzed.

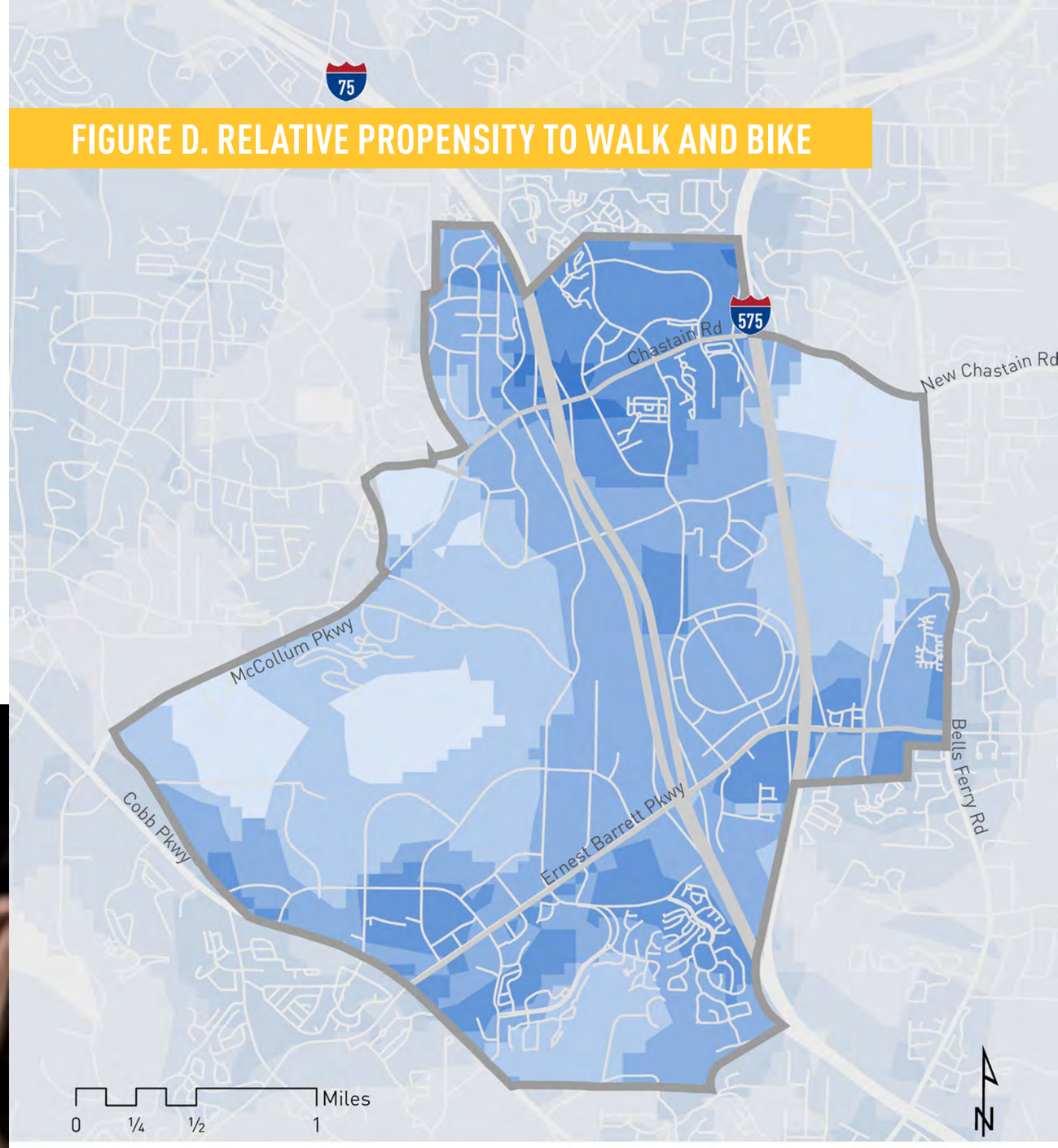
TRANSIT
More than 3/4 of all transit trips start or end with a walking trip

LEARN
Schools are a significant source of walking and biking by populations that either can't drive because they are not old enough or are more likely to walk or bike for economic reasons. Proximity to elementary, middle, and high schools, as well as universities, was analyzed.

SHOP
Retail shopping areas are also attractors for walking and biking trips. Density of retail jobs, which can be used as a proximity for density of stores, was used to analyze areas with higher retail density.

Figure C. Elements of Walking and Biking Demand. *Walk. Bike Thrive! 2016.*

FIGURE D. RELATIVE PROPENSITY TO WALK AND BIKE



Relative Propensity to Walk and Bike

Higher

Lower

Source: ARC's Walk. Bike. Thrive! (2016)

PRIORITIZATION SCORES

Table A. Sidewalk Prioritization Summaries

Rank	Road Name	Condition (1=missing, 0=poor)	Pedestrian Involved Crashes Within 1/4 Mile	Schools Within 1/4 Mile	Trail Access Points Within 1/4 Mile	Transit Stops Within 1/4 Mile	Student Housing Within 1/4 Mile	Multi-Family Housing Within 1/4 Mile	Grocery Stores Within 1/4 Mile	Healthcare Facilities Within 1/4 Mile	Pedestrian Risk Score	Total Score
1	Town Center Dr	1	6	0	0	4	0	0	2	7	1	21
2	Barrett Pkwy	0	10	1	0	3	0	1	1	0	3	19
3	Prado Ln	1	8	0	0	4	0	3	1	0	1	18
4	Town Center Dr	1	2	0	3	4	2	1	0	0	3	16
5	Mall Blvd	1	2	0	0	3	0	0	2	5	1	14
6	Busbee Pkwy	1	2	0	2	5	1	0	0	0	3	14
7	Cobb Pkwy	1	1	0	1	2	0	3	1	2	2	13
5	Mall Blvd	1	2	0	0	2	0	0	2	5	1	13
8	Town Center Dr	1	2	0	0	1	0	2	2	4	1	13
9	Cobb Place Blvd	0	5	0	0	2	0	0	2	0	3	12
7	Cobb Pkwy	1	1	0	1	2	0	3	1	1	2	12
10	Cobb Pkwy	1	2	0	2	4	0	1	0	0	1	11
11	Auto Park Dr	1	1	0	1	4	0	0	0	1	3	11
12	Busbee Dr	0	4	0	0	2	1	0	0	2	1	10
10	Cobb Pkwy	1	0	0	1	4	0	1	1	0	2	10
13	Cobb Place Pkwy	1	2	0	1	3	0	0	2	0	1	10
13	Cobb Place Pkwy	1	2	0	1	3	0	0	2	0	1	10
14	Roberts Blvd	0	2	0	1	4	0	0	0	0	2	9
15	Barrett Lakes Blvd	0	2	0	0	2	0	1	0	0	3	8
16	Chastain Rd	1	3	0	1	0	0	0	0	0	3	8
17	Barrett Park Dr	1	2	0	1	2	0	1	0	0	1	8
18	Cobb Pkwy	1	0	0	0	0	0	5	0	0	2	8
19	Cobb Pkwy	1	0	0	0	0	0	5	0	0	2	8
20	Cobb Place Ln	1	3	0	0	1	0	0	2	0	1	8
21	Auto Park Dr	1	1	0	1	2	0	0	0	0	3	8
22	Cobb Place Dr	1	1	0	0	3	0	0	0	2	1	8
23	Cobb Place Dr	1	1	0	0	3	0	0	0	2	1	8
24	Chastain Rd	1	3	0	0	0	0	0	0	0	3	7
25	Auto Park Dr	1	1	0	1	3	0	0	0	0	1	7
26	Cobb Place Pkwy	0	1	0	0	4	0	0	1	0	1	7
27	Barrett Lakes Blvd	0	1	0	0	0	0	3	0	0	2	6
28	Cobb Place Ln	1	1	0	0	1	0	0	2	0	1	6
29	Old 41 Hwy	1	0	0	0	0	0	1	0	0	3	5
30	Old 41 Hwy	1	0	0	0	0	0	1	0	0	3	5
31	Duncan Rd	1	2	0	1	0	0	0	0	0	1	5
32	Duncan Rd	1	2	0	1	0	0	0	0	0	1	5
33	Chastain Rd	1	0	0	0	0	0	0	0	0	3	4
34	Cobb Place Blvd	0	0	0	1	2	0	0	0	0	1	4
35	Bells Ferry Rd	1	0	0	2	0	0	0	0	0	1	4
36	Cobb Pkwy	1	0	0	0	0	0	1	0	0	2	4
37	Big Shanty Rd	1	2	0	0	0	0	0	0	0	1	4
38	Big Shanty Rd	1	2	0	0	0	0	0	0	0	1	4
39	Roberts Rd	1	0	0	0	0	0	1	0	0	2	4
40	Roberts Rd	1	0	0	0	0	0	1	0	0	2	4
41	Airport Rd	1	0	0	0	0	0	0	0	0	3	4
42	Airport Rd	1	0	0	0	0	0	0	0	0	3	4
43	Bells Ferry Rd	1	0	0	2	0	0	0	0	0	1	4
44	Cobb Place Blvd	0	0	0	2	0	0	0	0	0	1	3
45	McCollum Pkwy	1	1	0	0	0	0	0	0	0	1	3
46	McCollum Pkwy	1	1	0	0	0	0	0	0	0	1	3
47	McCollum Pkwy	1	1	0	0	0	0	0	0	0	1	3
48	McCollum Pkwy	1	1	0	0	0	0	0	0	0	1	3
49	McCollum Pkwy	1	1	0	0	0	0	0	0	0	1	3
50	Big Shanty Rd	1	1	0	0	0	0	0	0	0	1	3
51	Town Pt	1	0	0	0	0	0	0	0	0	1	2
52	McCollum Pkwy	1	0	0	0	0	0	0	0	0	1	2
53	Bells Ferry Rd	1	0	0	0	0	0	0	0	0	1	2

Source: ARC

PRIORITIZATION SCORES

Table B. Crossing Prioritization Summaries

Rank	Road Name	Condition (1=missing, 0=poor)	Pedestrian Involved Crashes Within 1/4 Mile	Schools Within 1/4 Mile	Trail Access Points Within 1/4 Mile	Transit Stops Within 1/4 Mile	Student Housing Within 1/4 Mile	Multi-Family Housing Within 1/4 Mile	Grocery Stores Within 1/4 Mile	Healthcare Facilities Within 1/4 Mile	Pedestrian Risk Score	Total Score
1	Barrett Pkwy + Prado Ln	1	10	0	0	4	0	1	1	0	3	20
2	Barrett Pkwy + I-75 NB Ramp	1	7	0	0	3	0	0	2	2	3	18
3	Barrett Pkwy + I-75 NB Ramp	0	7	0	0	3	0	0	2	2	3	17
4	Barrett Pkwy + Chastain Meadows Pkwy	1	6	0	0	3	0	2	0	0	3	15
5	Chastain Rd + I-75 SB Ramp	1	11	0	1	0	0	0	0	0	2	15
6	Chastain Rd + I-75 SB Ramp	0	11	0	1	0	0	0	0	0	2	14
7	Busbee Pkwy + Ring Rd	1	4	0	0	3	0	0	1	3	2	14
8	Barrett Creek Blvd + Barrett Creek Pkwy	1	6	0	0	3	0	2	0	0	1	13
9	Barrett Pkwy + I-75 SB Ramp	1	6	0	0	2	0	0	1	0	3	13
10	Vaughn Rd + Barrett Corners Dr	0	2	0	3	4	0	0	1	0	2	12
11	Busbee Pkwy + Townpark Ln	1	2	0	0	2	0	1	0	4	2	12
12	Vaughn Rd + Barrett Corners Dr	1	2	0	2	4	0	0	1	0	2	12
13	Chastain Rd	1	2	0	0	3	0	1	0	3	2	12
14	Frey Rd + Parliament Garden Way	1	7	1	0	1	0	0	0	0	2	12
15	Vaughn Rd + Bexley Pl	0	2	0	2	5	0	0	0	0	2	11
16	Chastain Rd + I-75 NB Ramp	0	4	0	0	3	1	0	0	0	3	11
17	Frey Rd + Campus Loop Rd	1	6	0	0	1	1	0	0	0	2	11
18	Chastain Rd + I-75 NB Ramp	1	3	0	0	4	0	0	0	0	3	11
19	Chastain Rd + I-75 NB Ramp	0	3	0	0	4	0	0	0	0	3	10
20	Townpark Ln + Townpark Way	1	2	0	0	2	1	0	0	3	1	10
21	Roberts Blvd + Cobb Place Blvd	0	2	0	1	3	0	0	0	0	2	8
22	Roberts Blvd + Cobb Place Blvd	0	2	0	1	3	0	0	0	0	2	8
23	Barrett Pkwy + Barrett Lakes Blvd	1	1	0	0	2	0	0	0	0	3	7
24	Chastain Rd + I-575 SB Ramp	1	0	0	0	0	0	0	0	3	3	7
25	Barrett Lakes Blvd	1	1	0	0	0	0	3	0	0	2	7
26	Chastain Rd + I-575 SB Ramp	0	0	0	0	0	0	0	0	3	3	6
27	Cobb Pl Dr	1	0	0	0	2	0	0	0	2	1	6
28	Roberts Blvd + Cobb Pl Dr	0	1	0	0	2	0	0	0	1	2	6
29	Cobb Pl Dr	1	0	0	0	2	0	0	0	2	1	6
30	Chastain Rd + I-575 SB Ramp	0	0	0	0	0	0	0	0	2	3	5
31	Greers Chapel Rd + Lodge Rd	1	0	0	0	0	0	1	0	1	2	5
32	Town Center Dr + Ring Rd	0	1	0	0	0	0	2	1	0	1	5
33	Barrett Lakes Blvd + Executive Ln	0	0	0	0	0	0	2	0	0	2	4
34	Chastain Rd + I-575 NB Ramp	1	0	0	0	0	0	0	0	1	2	4
35	Town Center Dr + Ring Rd	0	0	0	2	0	0	0	0	0	2	4
36	Big Shanty Rd + Wetherbyrne Rd	1	2	0	0	0	0	0	0	0	1	4
37	Busbee Pkwy + Townpark Dr	1	0	0	0	0	0	1	0	0	2	4
38	Chastain Rd + Chastain Meadows Pkwy	1	0	0	0	0	0	0	0	0	2	3
39	Chastain Rd + I-575 NB Ramp	0	0	0	0	0	0	0	0	1	2	3
40	Chastain Rd + Chastain Lakes Dr	1	0	0	0	0	0	0	0	0	2	3
41	Old 41 Hwy + Roberts Rd	1	0	0	0	0	0	1	0	0	1	3
42	Old 41 Hwy + Airport Rd	1	0	0	0	0	0	0	0	0	2	3
43	Bells Ferry Rd + Lloyd Dr	1	0	0	1	0	0	0	0	0	1	3
44	Cobb Place Blvd + Vaughn Rd	1	0	0	1	0	0	0	0	0	1	3
45	Chastain Rd + I-575 NB Ramp	0	0	0	0	0	0	0	0	0	2	2
46	Bells Ferry Rd + Big Shanty Rd	1	0	0	0	0	0	0	0	0	1	2

Rank	Road Name	Condition (1=missing, 0=poor)	Pedestrian Involved Crashes Within 1/4 Mile	Schools Within 1/4 Mile	Trail Access Points Within 1/4 Mile	Transit Stops Within 1/4 Mile	Student Housing Within 1/4 Mile	Multi-Family Housing Within 1/4 Mile	Grocery Stores Within 1/4 Mile	Healthcare Facilities Within 1/4 Mile	Pedestrian Risk Score	Total Score
47	Barrett Park Dr + Airport Rd	1	0	0	0	0	0	0	0	0	1	2
48	McCollum Pkwy + Old 41 Hwy	0	0	0	0	0	0	0	0	0	2	2
49	McCollum Pkwy + Old 41 Hwy	0	0	0	0	0	0	0	0	0	2	2
50	McCollum Pkwy + Old 41 Hwy	0	0	0	0	0	0	0	0	0	2	2
51	McCollum Pkwy + Old 41 Hwy	0	0	0	0	0	0	0	0	0	2	2
52	McCollum Pkwy + Cessna Ln	1	0	0	0	0	0	0	0	0	1	2
53	McCollum Pkwy + Vulcan Materials Rd	0	1	0	0	0	0	0	0	0	1	2
54	McCollum Pkwy + Big Shanty Rd	0	1	0	0	0	0	0	0	0	1	2
55	McCollum Pkwy + Big Shanty Rd	0	1	0	0	0	0	0	0	0	1	2
56	McCollum Pkwy + Big Shanty Rd	0	1	0	0	0	0	0	0	0	1	2
57	McCollum Pkwy + Duncan Rd	0	1	0	0	0	0	0	0	0	1	2
58	McCollum Pkwy + Duncan Rd	0	1	0	0	0	0	0	0	0	1	2
59	McCollum Pkwy + Chastain Rd	0	1	0	0	0	0	0	0	0	1	2
60	McCollum Pkwy + Chastain Rd	0	1	0	0	0	0	0	0	0	1	2
61	McCollum Pkwy + Big Shanty Rd	1	0	0	0	0	0	0	0	0	1	2
62	McCollum Pkwy + Ben King Rd	1	0	0	0	0	0	0	0	0	1	2
63	Bells Ferry Rd + Kathryn Dr	1	0	0	0	0	0	0	0	0	1	2
64	Bells Ferry Rd + Brookhaven Dr	1	0	0	0	0	0	0	0	0	1	2
65	Bells Ferry Rd + Bellestone Way	1	0	0	0	0	0	0	0	0	1	2

Source: ARC

PRIORITIZATION SCORES

Table C. Transit Stop Prioritization Summaries

Rank	Stop Name	Route Signage Present (0=yes, 1=improvement needed)	Schedule Present (0=yes, 1=no)	Pedestrian Involved Crashes Within 1/4 Mile	Pedestrian Risk Score	Total Score
1	Barrett Pkwy + Prado Ln	0	1	9	3	13
2	Barrett Pkwy + Bells Ferry Rd	0	0	8	3	11
3	Barrett Pkwy + Chastain Meadows Pkwy	0	0	5	3	8
4	Barrett Pkwy + Cobb Place Blvd	0	1	5	2	8
5	Barrett Pkwy + Busbee Pkwy	0	0	5	2	7
6	Busbee Pkwy + Town Center Dr	0	0	4	3	7
7	Barrett Pkwy + Cobb Place Blvd	0	1	3	2	6
8	Busbee Pkwy + Garden Ridge	0	1	2	2	5
9	Busbee Pkwy + Town Center Dr	0	1	2	2	5
10	Vaughn Rd + Cobb Pkwy	0	1	2	1	4
11	Barrett Pkwy + Barrett Lakes Blvd	0	1	1	2	4
12	Busbee Pkwy + Big Shanty Rd	1	0	1	2	4
13	Roberts Blvd + Cobb Place Blvd	0	1	0	2	3
14	Roberts Blvd + Cobb Place Blvd	0	1	0	2	3
15	Busbee Park-n-Ride	1	0	0	1	2

Source: ARC

Atlanta Regional Commission