Fairburn

Connectivity & Gateway Livable Centers Initiative

Fairburn
Situated to Succeed

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March 2025

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CREDITS

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MAYOR AND COUNCIL

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Mayor Pro Tem

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CEO, Go Soccer In the Streets-Fairburn

Jason Jones
Concerned Citizen

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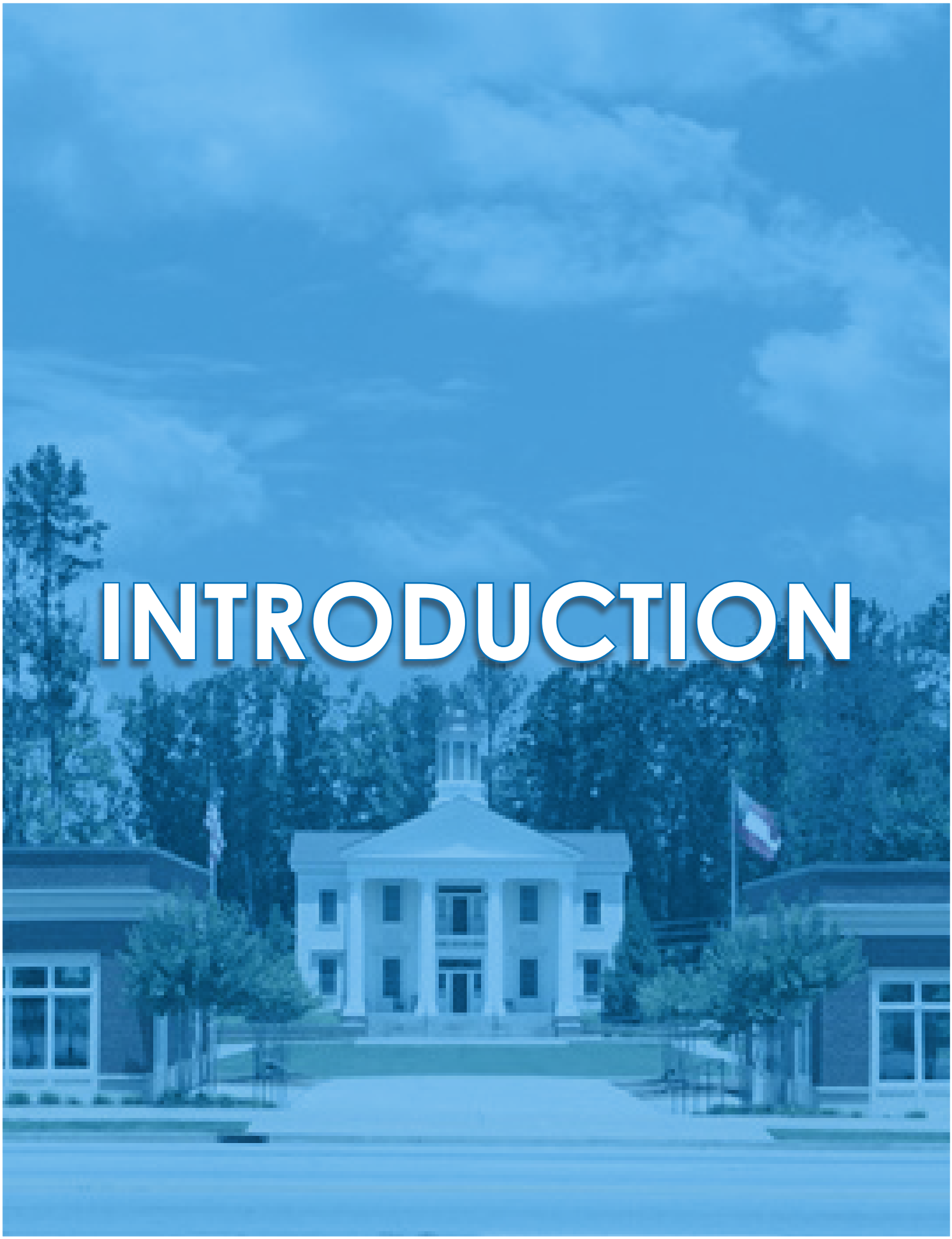

INTRODUCTION

INTRODUCTION

BACKGROUND & CONTEXT

The City of Fairburn is thriving and is on a remarkable path of growth and development. With dedicated leadership and a strategic vision for the future, Fairburn is building on past achievements to create a vibrant and sustainable community. With a series of recent accomplishments and ongoing momentum, Fairburn's future looks brighter than ever. Rich in history within the Atlanta metropolitan area, Fairburn was established as a railroad town in 1871 and served as the county seat of the former Campbell County, which was later consolidated into Fulton County in 1932. The Old Campbell County Courthouse, built shortly after the Civil War, stands as a tribute to this history. Recognized on the National Register of Historic Places for its classical architectural style, the courthouse preserves an important chapter of Fairburn's heritage.

Today, the city continues to build on this historical foundation, establishing itself as a vibrant small-town community that values both growth and character. As part of the Livable Centers Initiative (LCI), Fairburn is focused on enhancing connectivity and walkability along the downtown corridor on Highway 29, which is a key route for industrial and commercial traffic. The city aims to balance the economic function of the corridor with the safety and enjoyment of pedestrians and cyclists of all ages and abilities, creating an inviting and accessible downtown experience.

Figure 1. Downtown Fairburn Street View

Fairburn's Educational Campus, located just a half-mile north of downtown, represents a vital opportunity for growth. This district includes prominent educational facilities such as Georgia Military College, Campbellton Elementary School, and the newly opened STEM-focused Global Impact Academy. South of Downtown are thriving apartment communities, a Youth Center, and other community amenities. The heart of downtown includes a small green space, retail, restaurants, a theatre, and other gathering spaces. The LCI study attempts to connect the entire corridor so that each may thrive.

Another central component of the LCI study is the design of a new "Gateway" to Fairburn—a welcoming landmark that marks entry into the city. This gateway could be a sign, monument, park, or other significant feature, providing a distinctive arrival experience into Downtown Fairburn.

The City of Fairburn has already laid a strong foundation through prior planning initiatives, including a Downtown Master Plan developed in partnership with the Atlanta Regional Commission in 2021. Further supporting these efforts, U.S. Senator Jon Ossoff has endorsed a proposed pedestrian bridge over the railroad tracks, advancing Fairburn's commitment to improved accessibility and safety.

Through these strategic initiatives, the City of Fairburn is moving toward a future that honors its historic character while creating an inviting, prosperous community for future generations.

Figure 2. Fairburn Street View at Traffic Stop

WHAT IS AN LCI PROJECT?

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

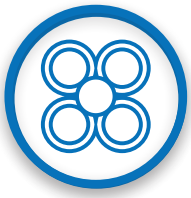
Once an LCI plan has been adopted by the governing jurisdiction LCI recommendations are eligible for competitive transportation funding grants through the ARC. Selection Criteria for LCI projects are shown below.

LCI SELECTION CRITERIA

Study Need & Innovation

Support LCI Program Goals

Address LCI Program Priority Issues



Commitment and Ability to Implement

Geographic Diversity

Inclusive Engagement

WHAT IS CONNECTIVITY?

Connectivity is the degree to which different parts of an area are linked by a network of transportation routes, pathways, and communication systems. High connectivity ensures that people, goods, and services can move efficiently and easily across an urban area. This facilitates better access to amenities, economic opportunities, and social interactions. A well-connected environment enhances mobility, reduces travel time, and improves overall urban functionality, making it easier for communities to thrive and interact.

WHAT IS A GATEWAY?

A gateway is a location, structure, or landmark that serves as an entry point to a city, neighborhood, or district. It is often designed to create a sense of arrival and establish the identity of the area. Gateways can take the form of physical structures such as arches, bridges, or distinctive buildings, or they can be more symbolic, marked by changes in street design, landscaping, or signage. By defining transitions between spaces, gateways help shape the experience of entering a new environment and contribute to the overall character of a place.

THE STUDY AREA

The study area aligns with the Fairburn Downtown Overlay District and includes the Educational Campus to the north-east, Downtown in the center, and Holly Hill Memorial Park to the south-west. Broad Street/ US-29 runs north-east to south-west through the study area, intersected by Campbellton/Hwy 92 at the core of the study area.

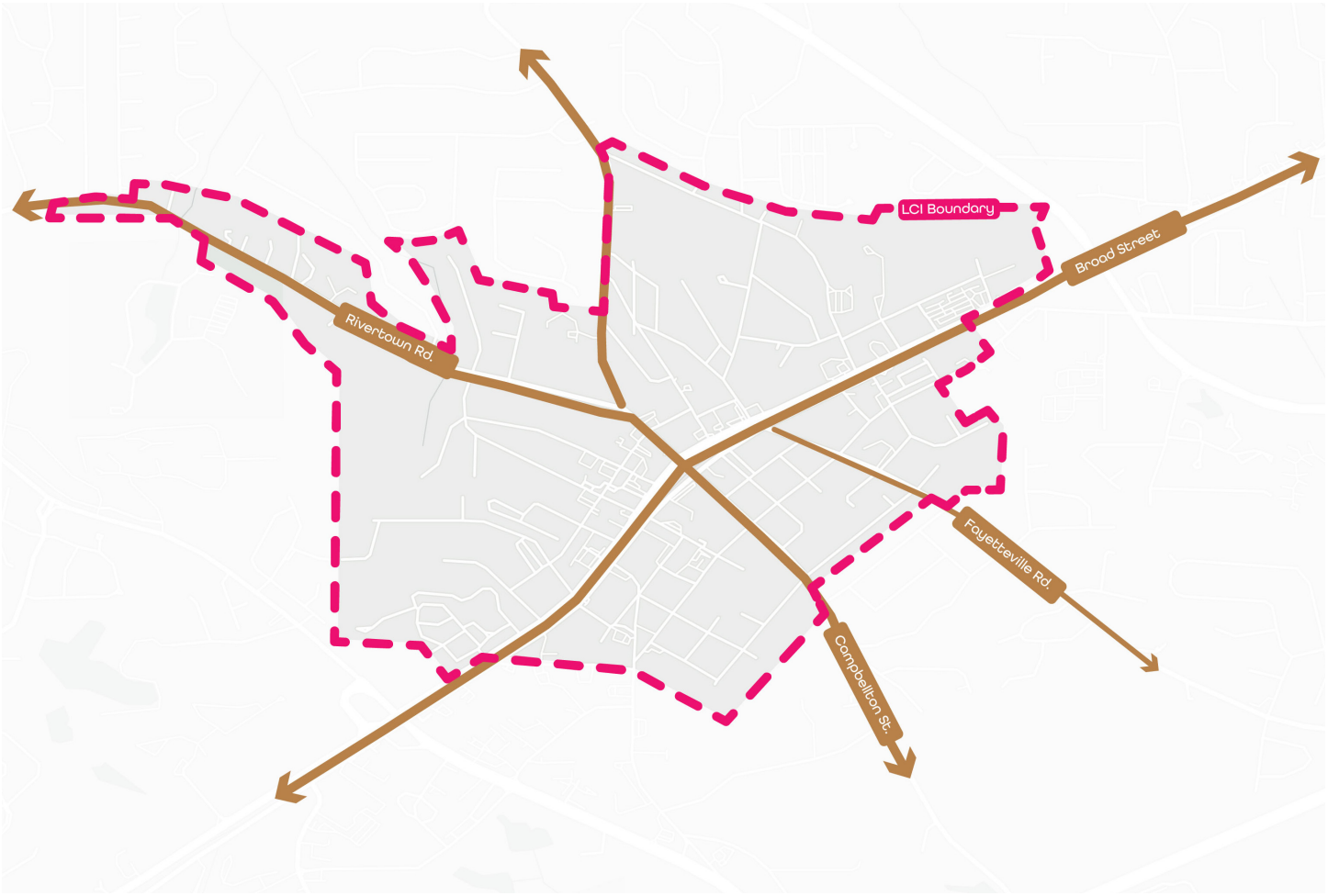


Figure 3. City of Fairburn Study Area

THE PROCESS

The planning process for the Fairburn Connectivity and Gateway LCI was divided into three phases:

Vision and Analysis: This phase involved a project kickoff meeting with the client's leadership team to discuss the project's vision, mission, and goals. It included data collection, a study area tour, stakeholder interviews, case study research, community engagement, and site analysis to form a thorough understanding of the project and establish a guiding vision.

Design Workshop: A community design workshop kicked-off the design phase. During this session, the client and consultant team worked closely with community members to develop design concepts for the three key nodes: Educational Campus, Downtown, and Milo Fisher Park. Following, a full-day design workshop brought together the consultant team, client leadership, and key stakeholders. The objective was to further develop the concepts to meet the needs of all parties involved.

Post-Design Workshop: The post-workshop phase focused on refining the design concepts and technical details to ensure its realism and feasibility. Tasks included finalizing the site plan concepts, creating renderings, identifying implementation strategies, and producing the final document. Key to this phase was community engagement, which was taken into consideration for concept development and final recommendations.

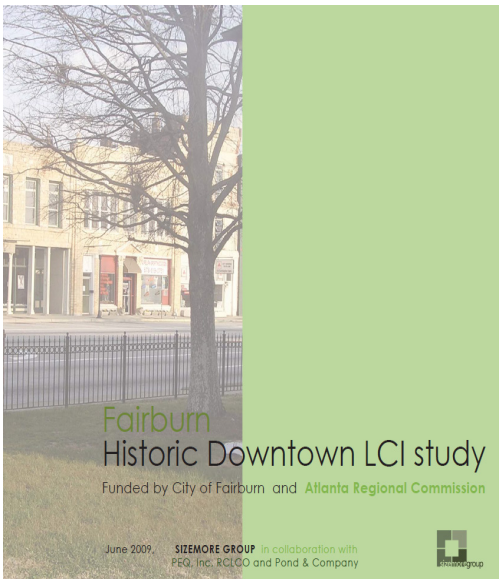

ANALYSIS

ANALYSIS

Fairburn has undergone numerous planning initiatives that will shape future growth and development. This section highlights key findings from previous studies that provide insights into the city's economic development, housing market, transportation improvements, and urban planning strategies.

EXISTING PLANS AND STUDIES

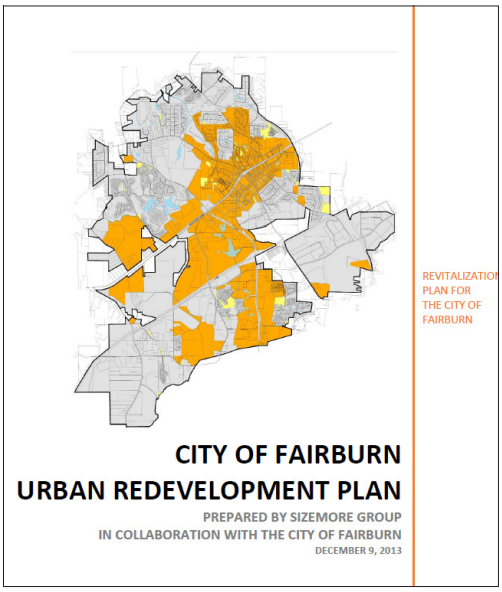
This section highlights the key findings from major plans that are relevant to this planning study. These reports and studies provide insight into Fairburn's economic development, housing market, and transportation improvements. They contain recommendations and strategies that inform decision-making, guide policy implementation, and support the city's growth and development. Below is a summary of significant previous studies and plans.



01 Fairburn Historic Downtown LCI Study (2009)

The LCI study concentrated on revitalizing Fairburn's Historic Downtown, gathering input from stakeholders and the community through outreach, surveys, design workshops, and open-house meetings. It details redevelopment opportunities, encompassing costs, timelines, and responsible parties, while preserving Fairburn's traditional character. Community feedback regarding what to preserve, create, or alter played a crucial role in shaping key development recommendations and directives.

Figure 4. Fairburn Historic Downtown LCI study
Source: City of Fairburn Historic Downtown LCI



02 City of Fairburn Urban Redevelopment Plan (2014)

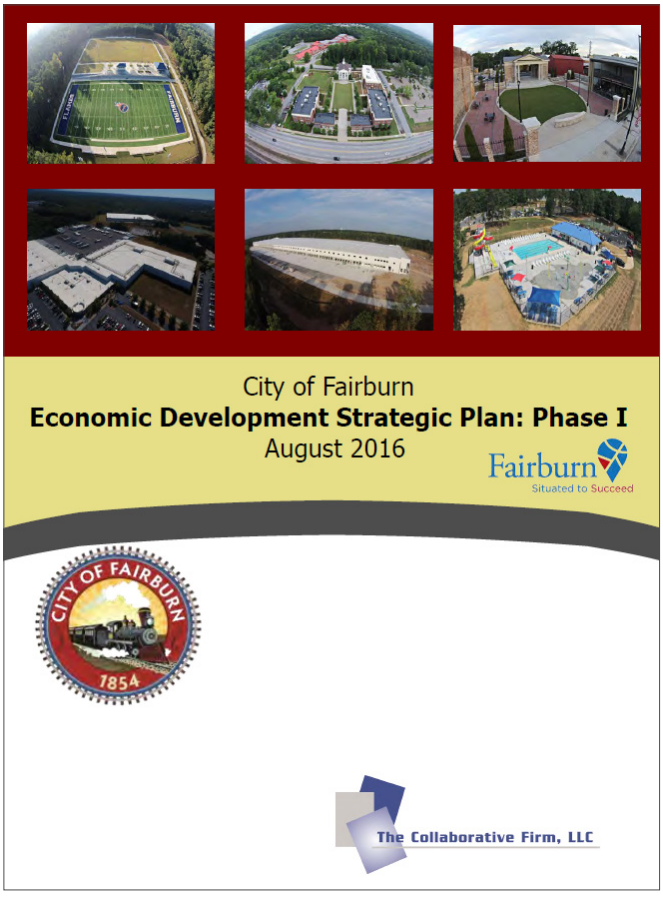
The Urban Redevelopment Plan outlines a strategy to revitalize Fairburn's historic downtown. It defines the redevelopment area and identifies opportunities for enhancing commercial corridors, supporting small businesses, rehabilitating neighborhoods, and preserving architectural compatibility. The plan promotes residential and business redevelopment through collaboration with local, regional, and state agencies.

Figure 5. City of Fairburn Urban Redevelopment Plan (2014)
Source: City of Fairburn

03 Fairburn Plan 2035 Comprehensive Plan (2014)

Fairburn's 2035 Comprehensive Plan outlines the city's future goals and priorities, focusing on land use, housing, economic development, transportation, and community work programs. The plan promotes healthy, vibrant communities and was shaped by input from eight community meetings, addressing key areas like parks, downtown development, Highway 74, and other opportunities.

Figure 6. Fairburn Plan 2035 Comprehensive Plan (2014)
Source: City of Fairburn



04 City of Fairburn Economic Development Strategic Plan: Phase 1 (2016)

This document serves as a guide to enhance Fairburn's economic well-being by setting goals, objectives, and strategies to attract new businesses, retain existing ones, create job opportunities for residents, and market the city's assets locally and globally.

Figure 7. City of Fairburn Economic Development Strategic Plan: Phase 1 (2016)
Source: City of Fairburn

05 South Fulton Community Improvement District (2018)

The Multimodal Transportation Study focuses on supporting freight movement while improving mobility for residents and commuters. Goals include boosting the local economy, aligning workforce strategies with freight growth, enhancing safety, and reducing freight impacts on land use.

Key actions include preserving freight routes on State Routes 92, 138, and 74, expanding Oakley Industrial Boulevard, improving MARTA routes, enhancing sidewalks, and adding bike and pedestrian connections. Proposed projects also include truck wayfinding systems and a multimodal hub with bike share, car share, and transit options to balance freight needs with community mobility.

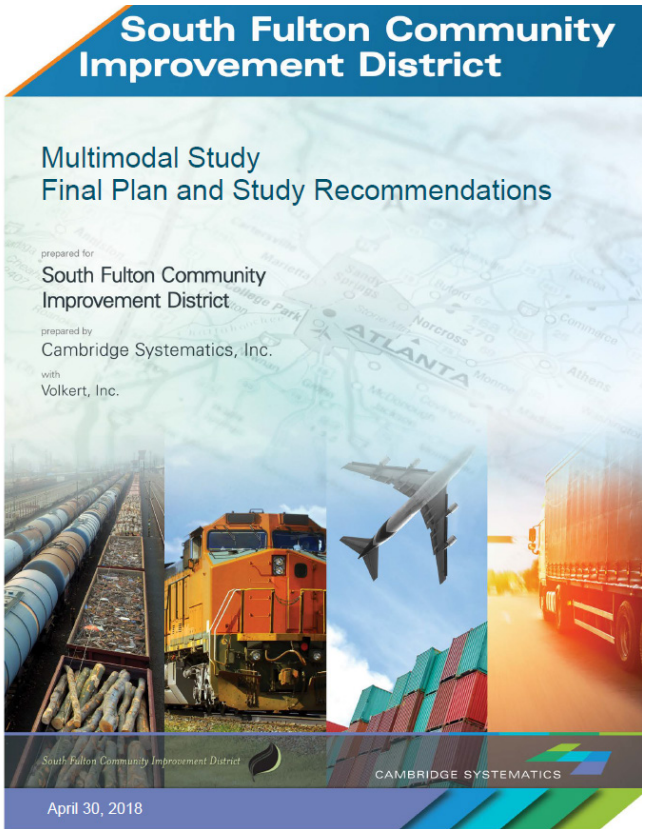


Figure 9. South Fulton Community Improvement District
Source: City of South Fulton

06 South Fulton Community Improvement District (2020)

This plan outlines strategies to improve freight traffic in Fairburn and South Fulton County using Intelligent Transportation Systems (ITS). Heavy traffic near the intermodal terminal and key roads has caused congestion and infrastructure issues, impacting businesses and the community.

Proposed solutions include better freight management, queuing areas, alternative routes, and driver wayfinding to ease congestion. Investments are phased to enhance access to the intermodal terminal and improve overall traffic flow

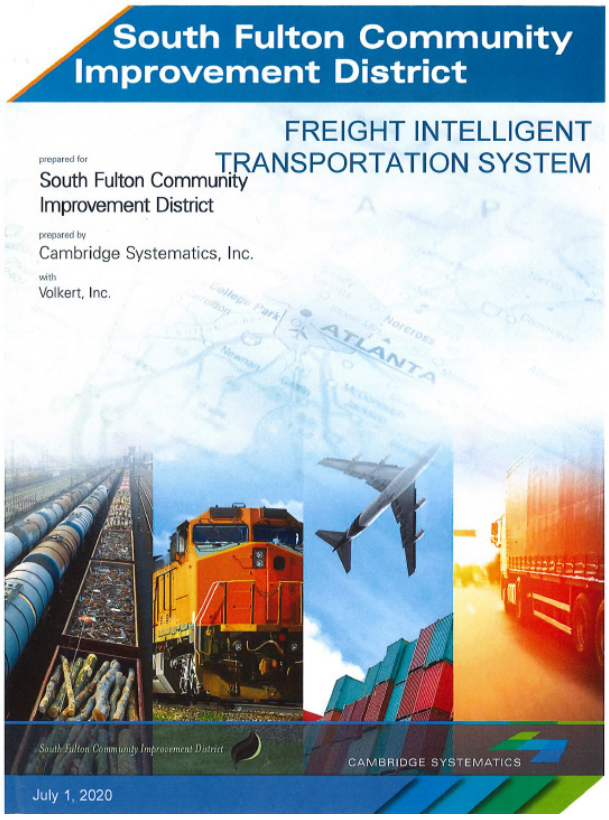


Figure 8. South Fulton Community Improvement District (2020)
Source: City of South Fulton

07 City of Fairburn Downtown LCI Master Plan (2021)

This study guided the Downtown Development Authority, Mayor, and City Council in using Fairburn's historic roots to create a vibrant, connected downtown square. The focus is on fostering spaces where residents can live, work, and play while enhancing the downtown core and pedestrian-friendly areas.

Key actions include expanding the educational hub with campus greens and community spaces, improving safety through freight and roadway upgrades, and using creative placemaking to create unique, engaging community spaces.

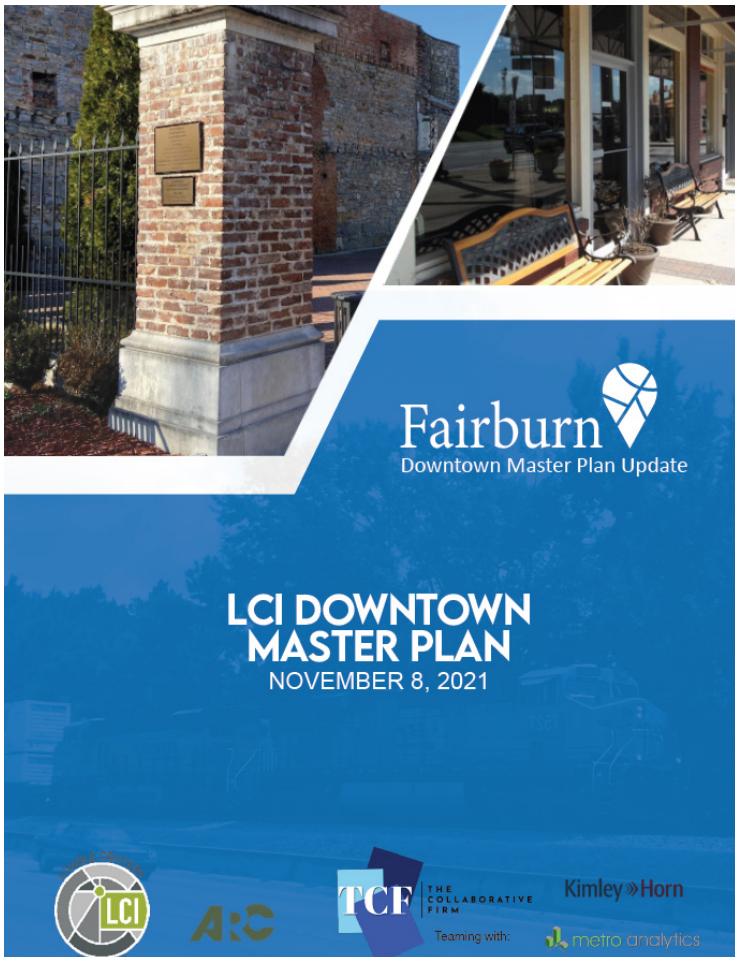


Figure 10. City of Fairburn Downtown LCI Master Plan (2021)
Source: City of Fairburn

08 Atlanta Aerotropolis Blueprint 2.0 (2024)

The Atlanta Aerotropolis Blueprint focuses on developing the area around Hartsfield-Jackson Atlanta International Airport into a thriving economic hub. This area includes the City of Fairburn. Blueprint 2.0 highlights the Educational Campus in Downtown Fairburn as its Western Gateway Community Site.

Figure 11. Atlanta Aerotropolis Blueprint 2.0 (2024)
Source: Atlanta Aerotropolis

09 Economic Development Strategic Plan (2024)

)The City of Fairburn, Georgia, finalized its 2024 Economic Development Strategic Plan. This five-year blueprint aims to guide local economic initiatives and enhance the quality of life for residents

Figure 12. Howell Avenue Extension Project (20-004).

Timeline of Studies within the Last Decade

2014: Fairburn Plan 2035 Comprehensive Plan; City of Fairburn Urban Redevelopment Plan

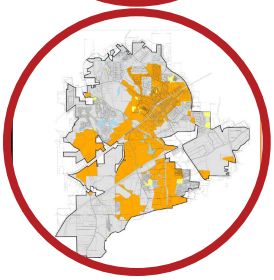
2016: City of Fairburn Economic Development Strategic Plan: Phase 1

2018: South Fulton Community Improvement District

2020: South Fulton Community Improvement District

2021: City of Fairburn Downtown LCI Master Plan

2024: Atlanta Aerotropolis Blueprint 2.0

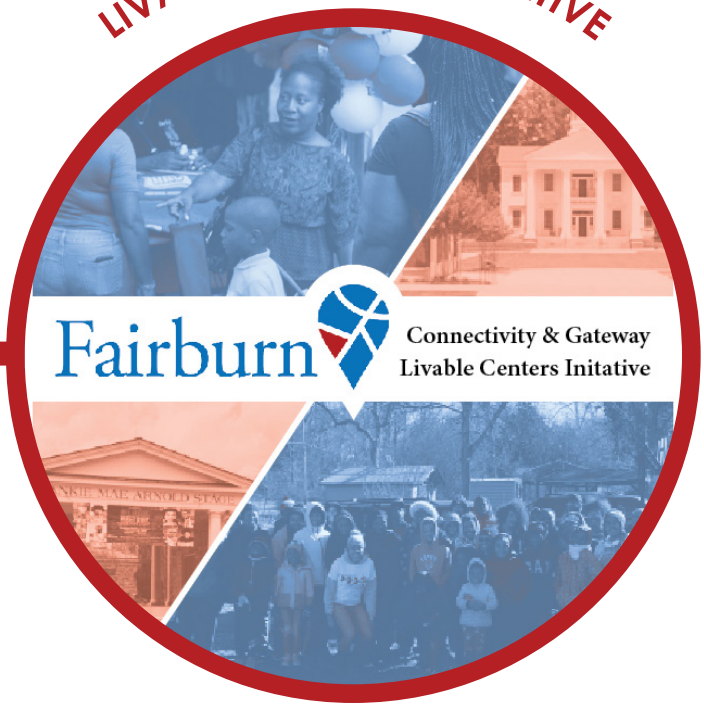


Economic Development Strategic Plan (2024)

'24

'21

CITY OF FAIRBURN CONNECTIVITY & GATEWAY LIVABLE CENTERS INITIATIVE

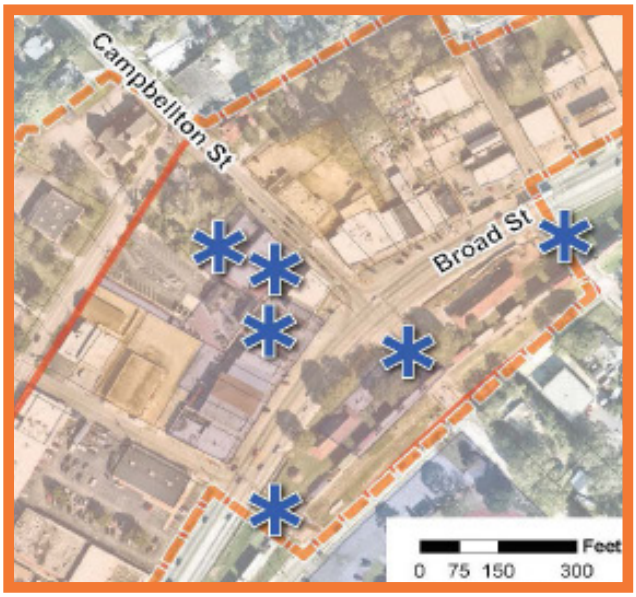


2025

EXISTING CONDITIONS

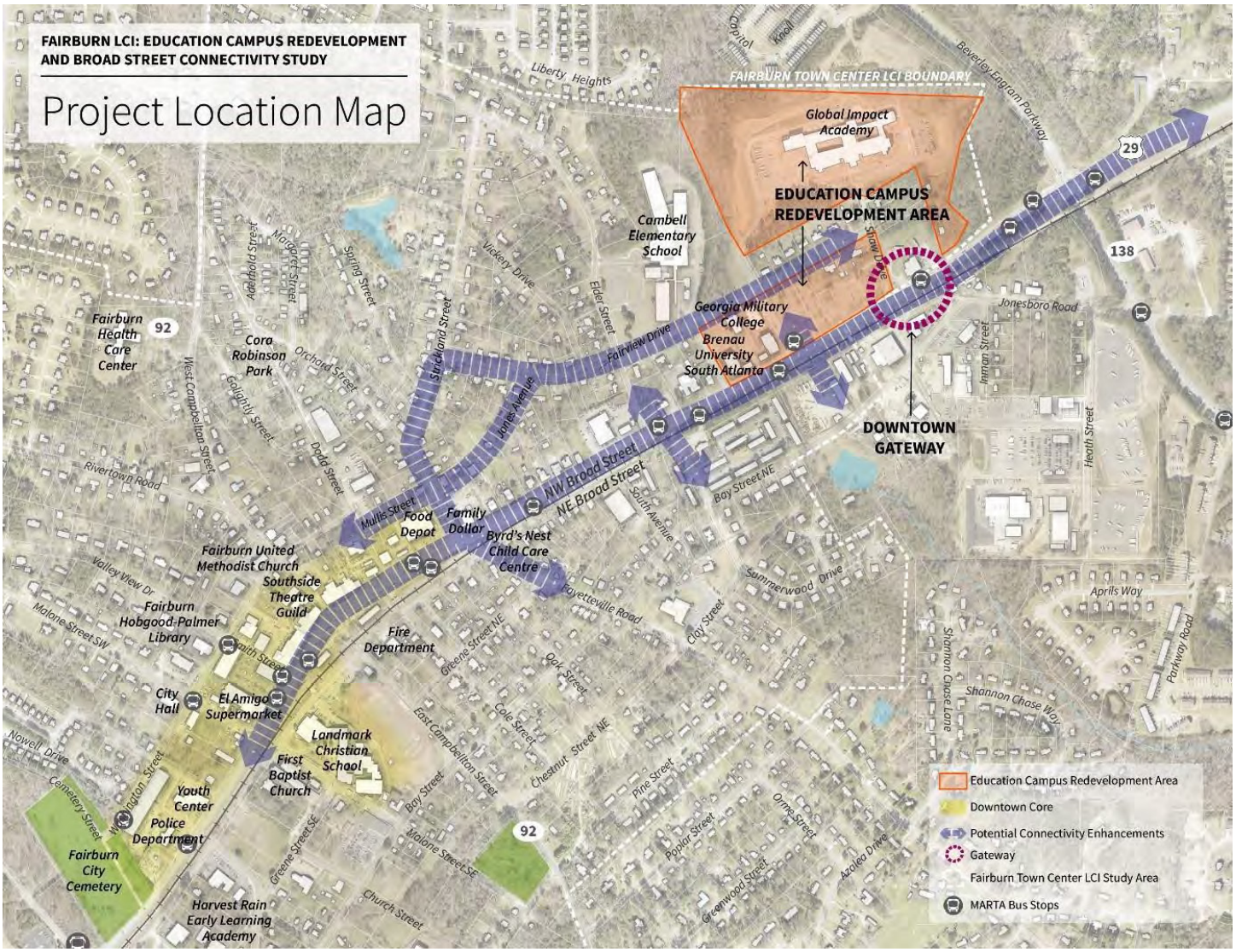
Downtown Overlay

The map below illustrates the Downtown Overlay, which is directly aligned with the LCI Boundary. It presents the finalized version of the previous LCI, highlighting placemaking opportunities and key catalytic sites within the LCI area.



Study Area Map

This area shows the two focus areas of this project are the Education Area for the Gateway, and for the Broad Street corridor - connectivity along the main street. The idea is to have the front face of the buildings facing Washington Street and Fairview, and Mullis Street. We are looking to improve the pedestrian and cyclist experience throughout the downtown area.



Fairburn Overlay Ordinance

The Fairburn Highway 29 Overlay Zoning District is rooted in urban design and development guidelines set up by earlier plans, aiming to foster a vibrant and cohesive downtown. This ordinance is designed to attract development that aligns with the city's vision for growth, including increasing residential density and revitalizing retail spaces. This analysis evaluated the overlay's effectiveness in achieving its goals, its alignment with community needs, and its potential to support long-term economic and urban development. Key considerations include its impact on land use, architectural standards, pedestrian connectivity, and the integration of mixed-use developments. This study will also identify opportunities for improvement to ensure the overlay continues to catalyze downtown revitalization. Some restrictions and regulations outlined by the overlay district guidelines include:

- *Restrictions on Night Clubs and Related Venues:* Excluding nightclubs, lounges, and bars will limit activity and reduce the vibrancy of the district. This should be revisited to see if some entertainment uses could be safely integrated within the overlay.
- *Parking Requirements:* For non-residential developments, the requirement for bike parking (one bike space per 20 car spaces) needs evaluation. Similarly, the cap of three minimum and 50 maximum bike parking spaces could be revisited for relevancy.
- *National Register Building Conformity:* To preserve the architectural character of downtown Fairburn, it is essential to identify which buildings or structures are listed on the National Register.
- *Sign Ordinance Flexibility:* Existing signage regulations prohibit animated, flashing, rotating signs, feather flags, and pole/pylon signs, which may limit certain types of commercial expression. A review of these restrictions could find opportunities to support business visibility while maintaining community standards.
- *Decks, Patios, and Clearance Standards:* Encouraging outdoor gathering and dining through the addition of decks and patios is a positive step. However, the current standard of five feet of clearance may be excessive, and the required three-foot table diameter could be limiting.

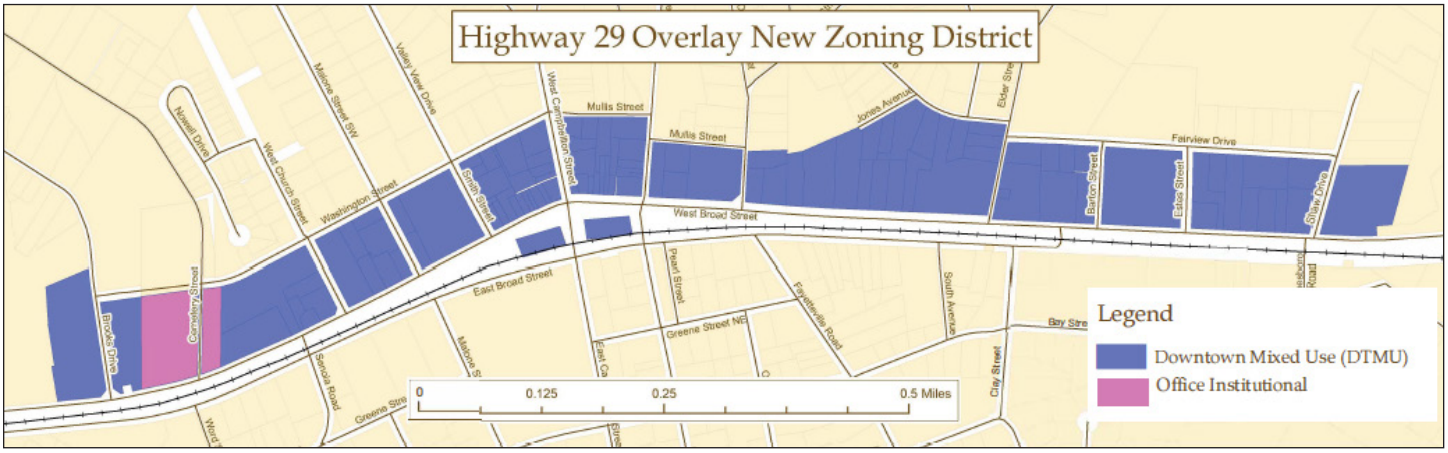


Figure 13. Highway 29 Overlay New Zoning
Source: Fairburn Municode

Downtown Overlay Analysis

District Boundaries and Node Designations

- Boundary Accuracy: Do the existing boundaries for the Educational and Civic nodes still accurately represent the intended land uses? Currently, the Educational Node has increasingly attracted government facilities, while the Civic Node is still underdeveloped. Authorized Principal Uses and Node-Specific Standards
- Office Space Limitation in Educational Node: The current cap for office use in the Educational Node is set at 25,000 square feet, which may be restrictive given the expanding presence of government offices in this area.
- Retail Space Limitation in Educational Node: Similarly, retail uses are limited to 45,000 square feet. This could constrain opportunities to attract larger retail establishments, such as a grocery store, which aligns with the community's retail needs.
- Institutional Uses in Civic Node: Currently, institutional uses are only allowed in the Civic Node, but further analysis may be called for to decide whether expanding this use category to other nodes could enhance development flexibility.

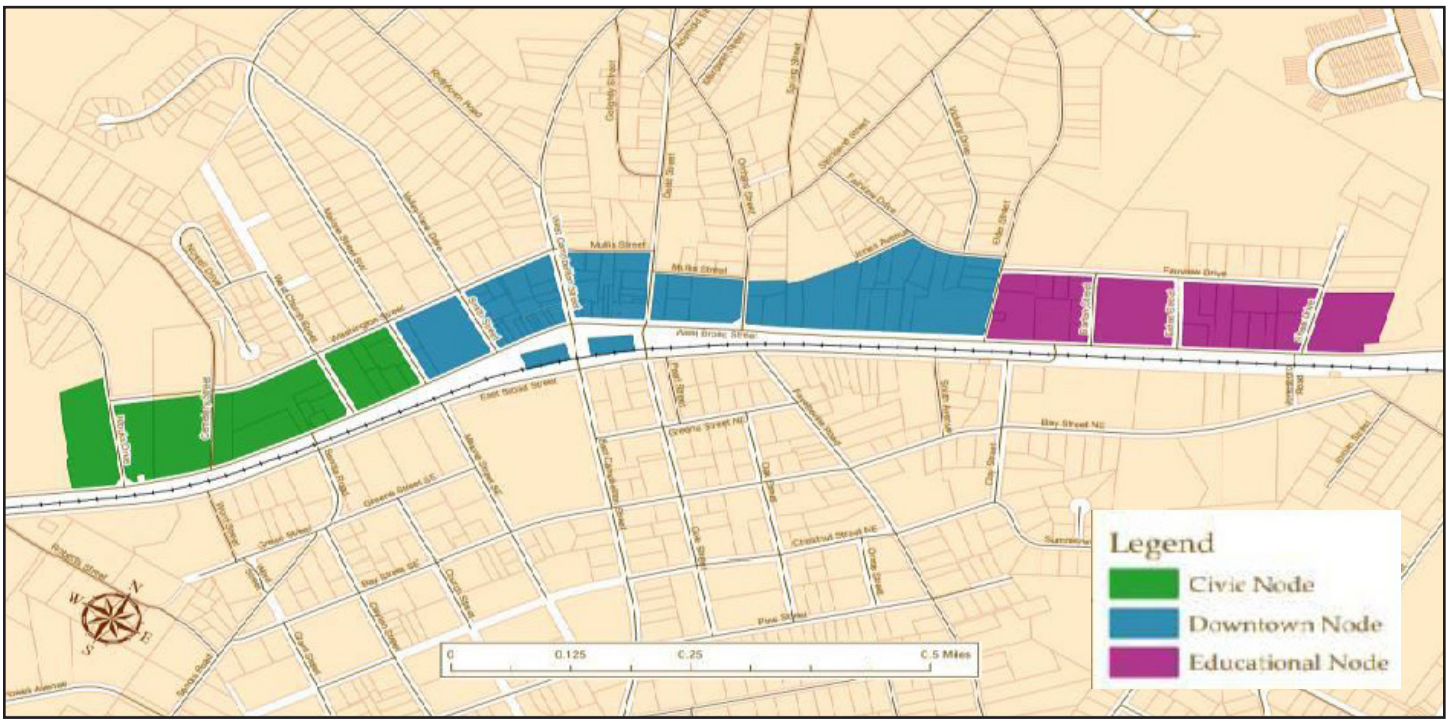


Figure 14. Highway 29 Overlay District Nodes
Source: Fairburn Municode

Additional Zoning and Development Standards

- Live-Work Units: The current limit of five employees for live-work units may be overly restrictive, particularly as demand for flexible workspaces grows.
- Restrictions on Night Clubs and Related Venues: Excluding nightclubs, lounges, and bars will limit activity and reduce the vibrancy of the district. This should be revisited to see if some entertainment uses could be safely integrated within overlay.
- Single-Use Developments and Window Standards: Standards requiring clear, untinted glass windows on building facades are noted, but they may be impractical for some single-use developments.
- Parking Requirements: For non-residential developments, the requirement for bike parking (one bike space per 20 car spaces) needs evaluation. Similarly, the cap of three minimum and 50 maximum bike parking spaces could be revisited for relevancy.

Architectural and Historic Preservation Considerations

- National Register Building Conformity: To preserve the architectural character of Downtown Fairburn, it is essential to identify which buildings or structures are listed on the National Register. This will ensure that any new construction or renovation projects are consistent with historical aesthetics.
- Façade Preservation Standards: Are there specific guidelines for the preservation of building façades downtown? This includes not only the front-facing facades but also those visible from side and back streets.

Landscape and Signage Regulations

- Landscape Requirements: The ordinance currently mandates a continuous landscape strip of at least five feet along all public streets, including State Highways. The feasibility and consistency of this requirement should be examined.
- Sign Ordinance Flexibility: Existing signage regulations prohibit animated, flashing, rotating signs, feather flags, and pole/pylon signs, which may limit certain types of commercial expression. A review of these restrictions could identify opportunities to support business visibility while maintaining community standards.

Outdoor Gathering Spaces

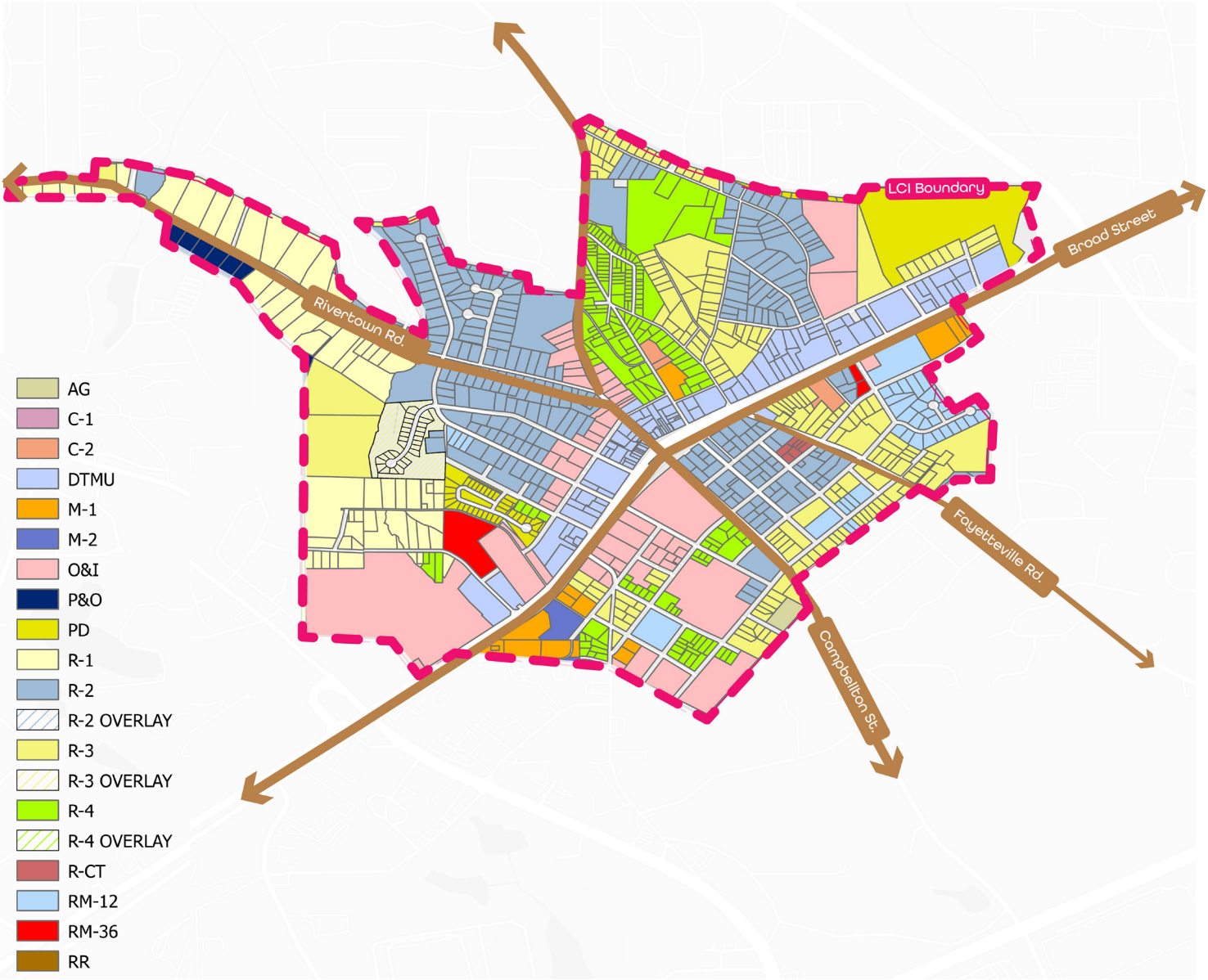
- Decks, Patios, and Clearance Standards: Encouraging outdoor gathering and dining through the addition of decks and patios is a positive step. However, the current standard of five feet of clearance may be excessive, and the required three-foot table diameter could be limiting.

This review is intended to start a discussion on potential amendments to the Highway 29 Overlay Zoning District ordinance to better reflect Fairburn's evolving needs. Further input from the Zoning Director and city stakeholders will be crucial in refining these recommendations.

ZONING AND LAND USE ANALYSIS

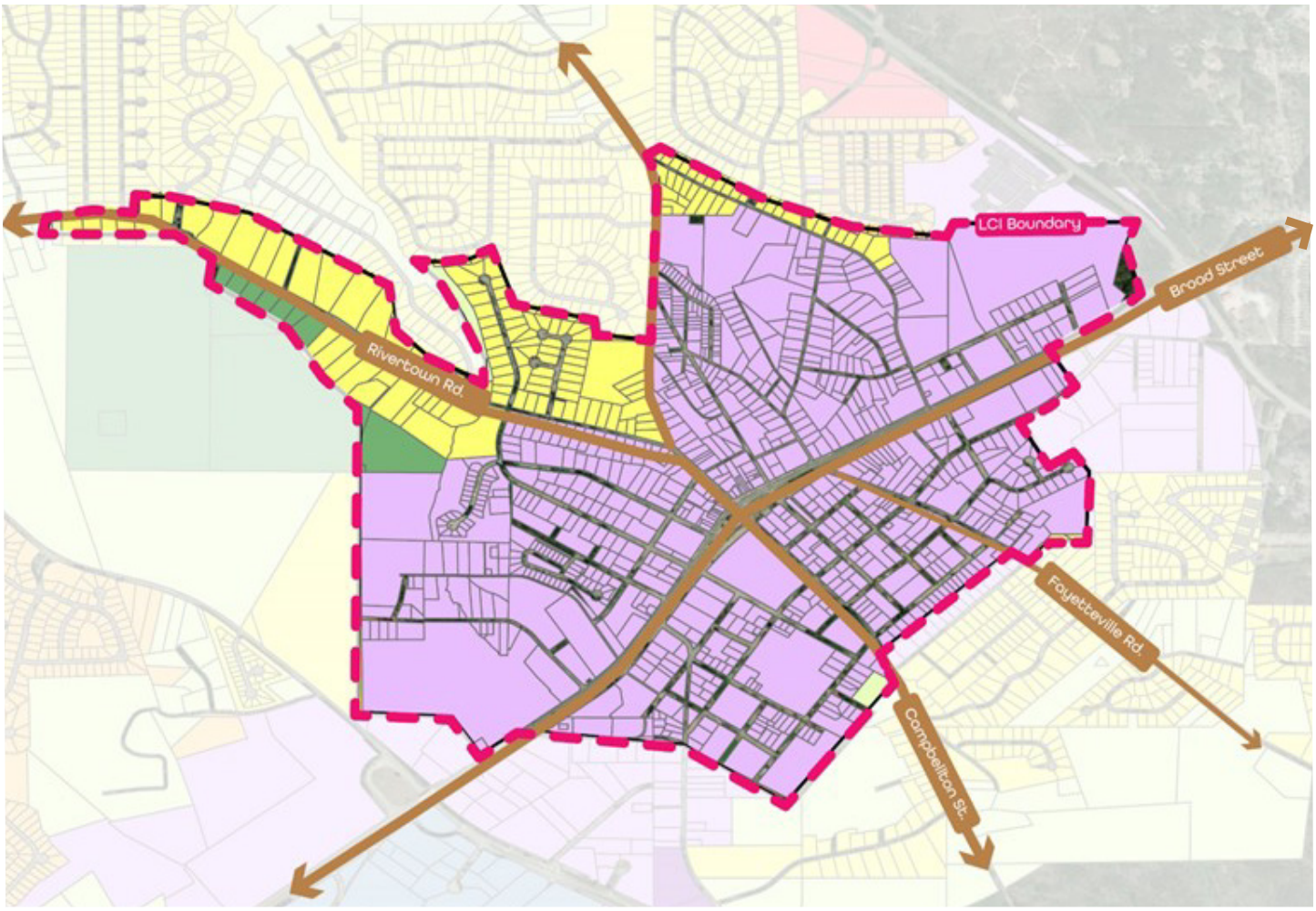
Zoning Map

This map indicates the zoning designations throughout the Downtown Fairburn LCI boundary area.



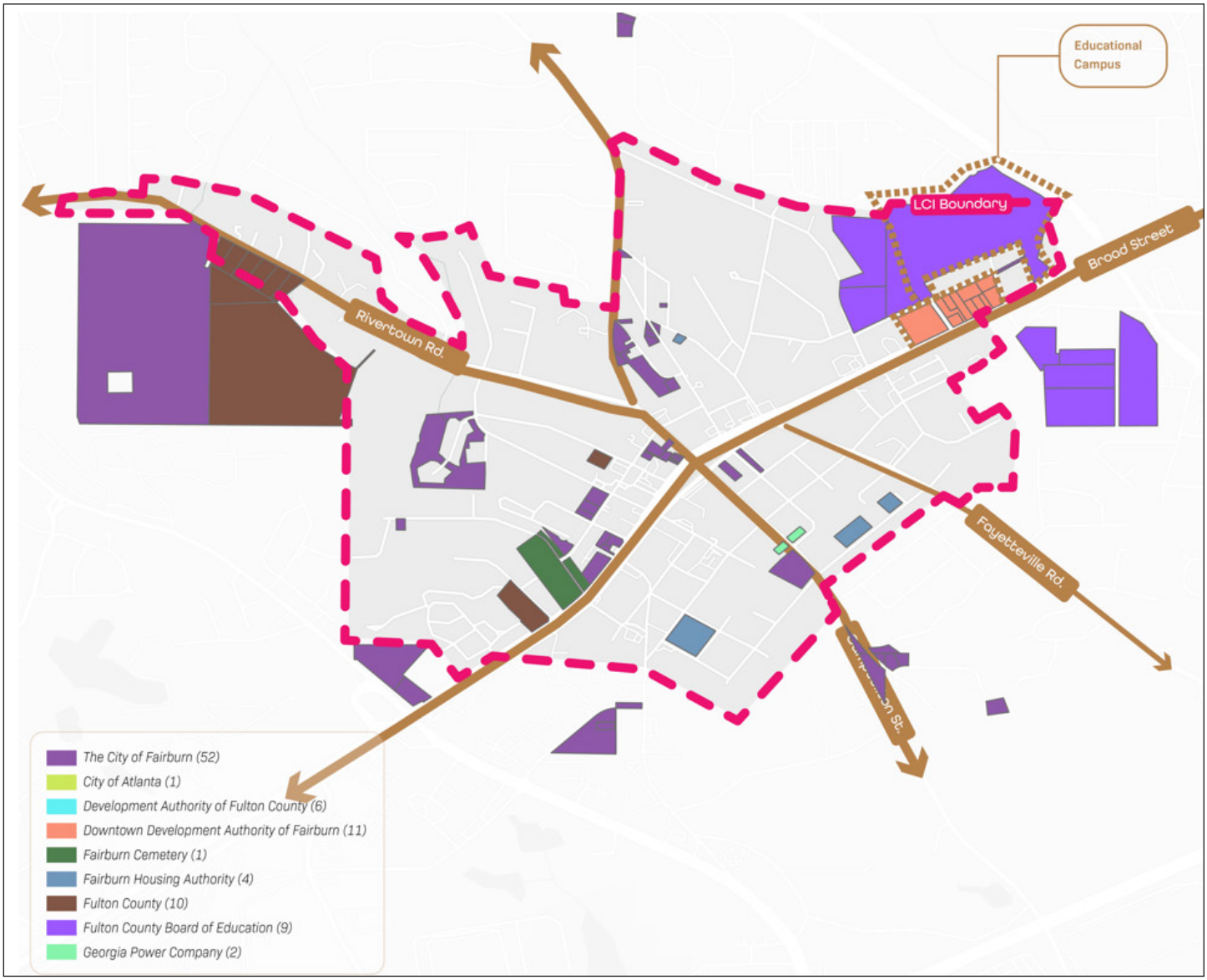
Land Use Analysis

This map indicates the land use designations throughout the Downtown Fairburn LCI boundary area.



Public Property Ownership Map

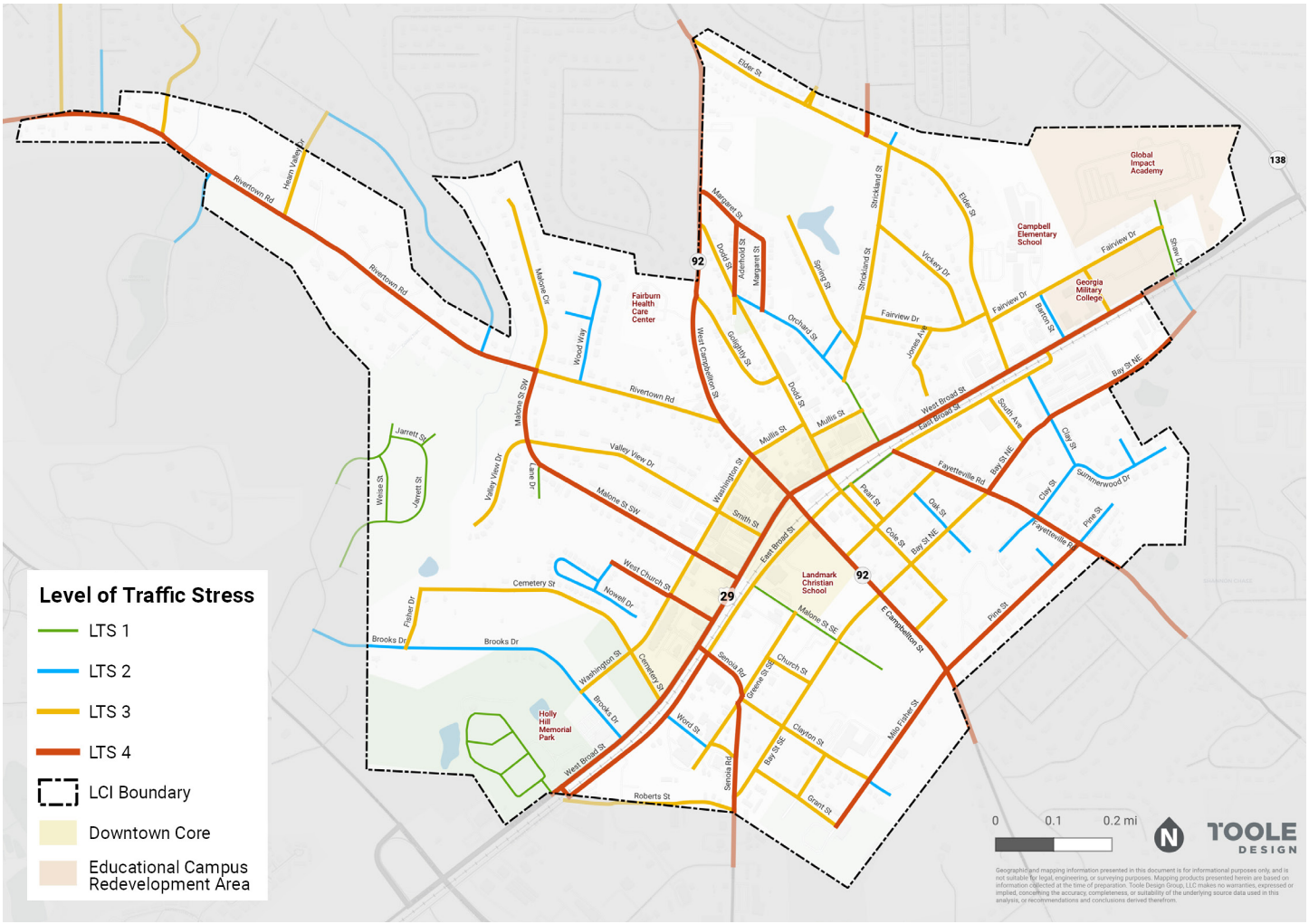
The map below highlights properties owned by public organizations, highlighting potential parcels within the LCI boundary that may be well-suited for the proposed interventions of the Fairburn LCI Downtown Project.



TRANSPORTATION ANALYSIS

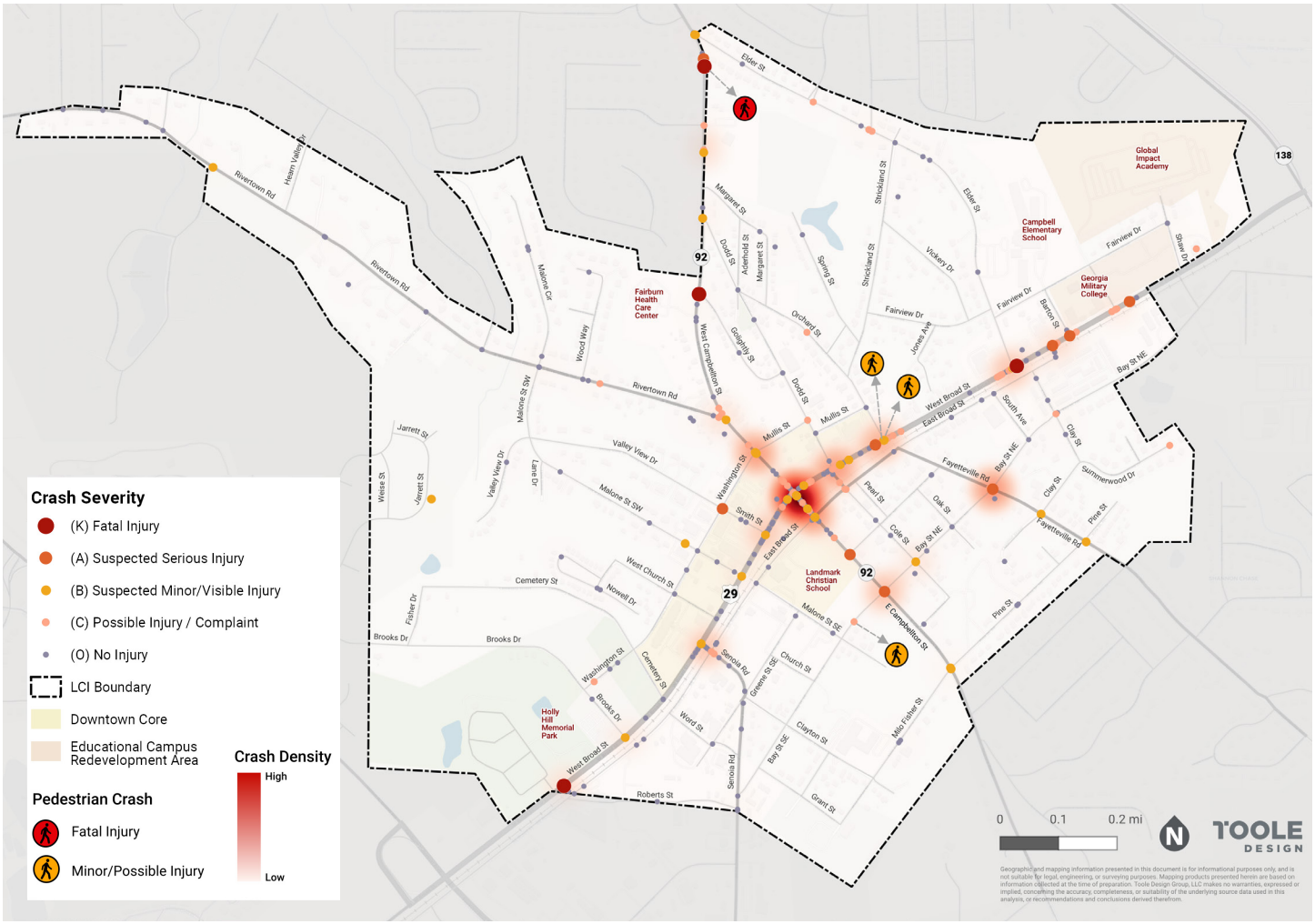
Level of Traffic Stress

The map below indicates the level of stress cyclists feel on the streets of Downtown Fairburn.



Crash Map

Below is a crash map of the study area. Broad Street/US29 at Campbellton/SR92 is an area of concern due to the high level of crash occurrences.



Bicycle Trails Plan Improvements

This map shows the proposed phasing of the bicycle trails investment for the Downtown Fairburn area.

EXISTING AND UNDERWAY CITY PROJECTS

Corridors & Local Road Improvements

The following corridors and roads have been identified as key areas for improvements:

- *West Campbellton Drive:* This improvement adds approximately 2,500 feet of pedestrian infrastructure, which respects their right to safety and accessibility through ADA access and community inclusivity. These include adjacent connection improvements to Pinehurst Dr, Sir Charles Dr, White Bird Way/Red Fox Ct, Elder St, and Winding Brook Way.
- *Proposed Duncan Park Right of Way:* The right of way development for Duncan Park Road has provided a new access point to Duncan Park. This new right of way connects the existing community park to a new right of way access perpendicular to Virgin B Smith Rd, tracking towards the south.
- *Shaw Drive Pedestrian Improvements:* Shaw Drive Pedestrian Improvements provides pedestrian-friendly access to Broad Street for students of Global Impact Academy and Campbell Elementary School. These include new sidewalks for pedestrians with improvements to existing homes' driveway aprons on the existing streets.
- *Washington Street Pedestrian Improvements:* The Washington Street Pedestrian Improvements add sidewalks on the south side of Washington Street, connecting Valley View Drive to Highway 92. These enhancements improve pedestrian access while adding landscaping and curb appeal to Fairburn's downtown.

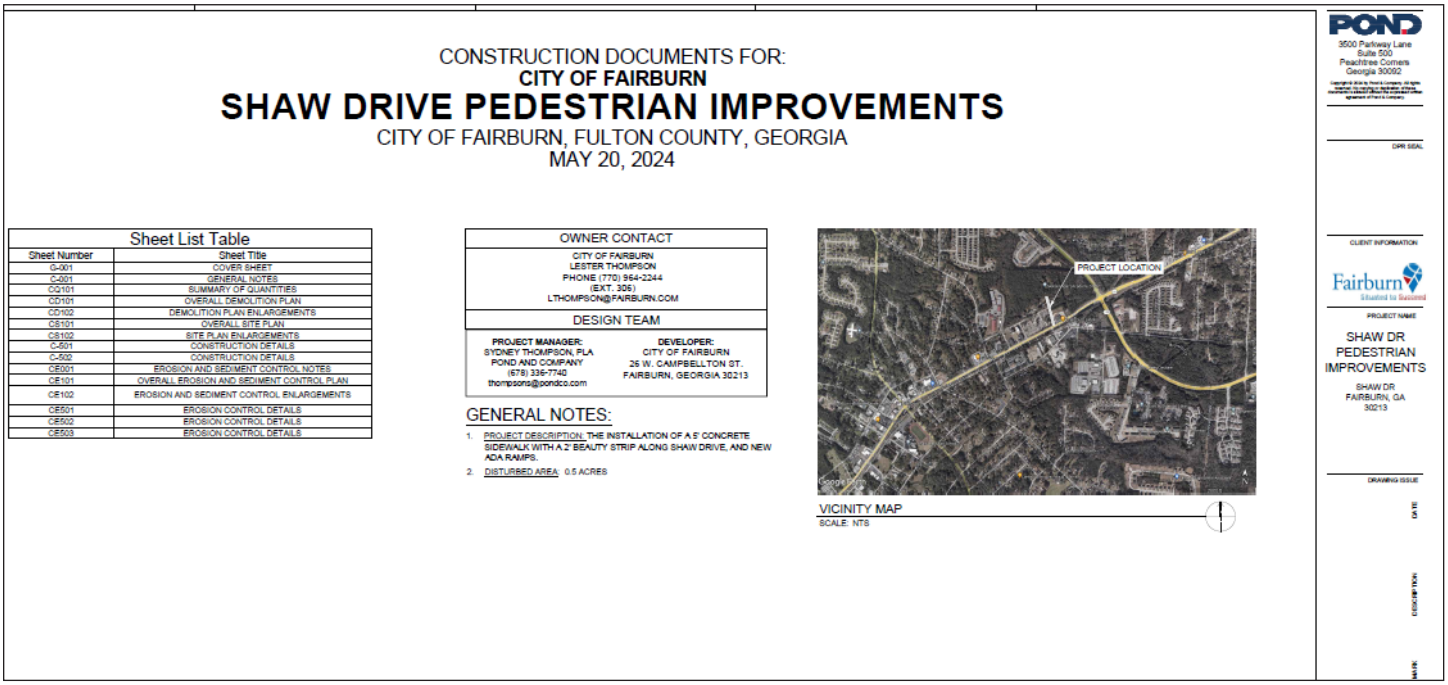


Figure 15. Shaw Drive Pedestrian Improvements Construction Documents.=

MARKET ANALYSIS

The Fairburn Livable Centers Initiative (LCI) Market Analysis provides a comprehensive review of the demographic, economic, and real estate conditions shaping the LCI and the city's growth. The study focuses on Fairburn's Historic Downtown and the surrounding commercial areas, assessing opportunities for revitalization and development. This executive summary highlights key findings and outlines recommended implementation steps to maximize economic potential. Refer to the appendix of the full market report

Key Findings

- Demographics and Workforce
  - The Fairburn LCI area has experienced a 45.3% population growth since 2010, aligning with broader regional expansion.
  - The area's median household income of $59,412 is below both city and county averages.
  - A significant youth population (25%) is present, yet the area lacks young adults (ages 18-24) compared to regional benchmarks.
  - Educational attainment is low, with only 14% of residents holding a four-year degree.
  - Employment within the LCI area is limited, with only 5 residents that both live and work locally, indicating a lack of local job opportunities.
  - An imbalance of home and work location add further pressure on transportation systems and existing infrastructure.

Population Growth Since 2010

45% growth in Fairburn LCI area

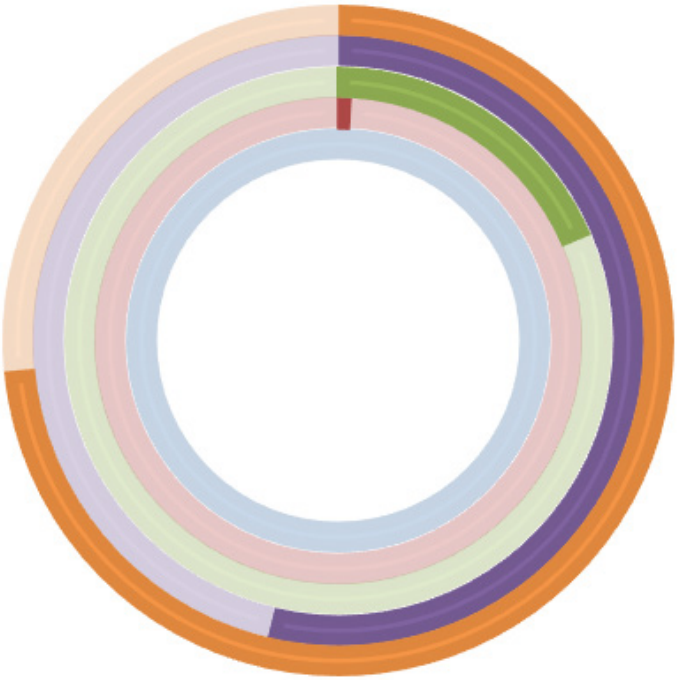
54% Growth in the City of Fairburn

25% Growth in Southern Fulton County

Living & Working within LCI area

Commuting In

Commuting Out



Fairburn LCI's Share of the City of Fairburn

Office - 74%

Retail - 54%

Multi-family - 19%

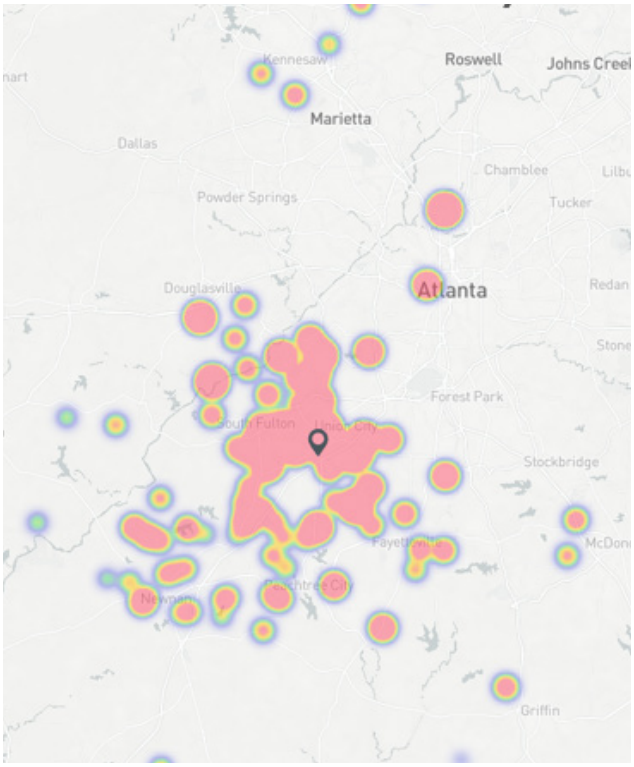
Industrial/Flex - 1%

Hospitality - 0%

- Real Estate Market
  - Residential Market:
    - » The LCI has the lowest median home value ($210,803) in the region.
    - » Housing stock is aging, with 50% renter-occupied units and a median home age of 26 years.
    - » Only five new homes have been sold in the past five years, highlighting a lack of new residential inventory.
  - Retail Market:
    - » Retail represents 30% of commercial space, with Hudson Plaza being the largest retail center.
    - » Downtown Fairburn has a low visitor frequency, averaging just two visits per person per year.
    - » The city captures only one-third of its retail market potential, losing substantial consumer spending to outside areas.
  - Office and Industrial Market:
    - » Office space makes up 10% of the LCI's commercial inventory, but availability is nearly nonexistent (0.4% vacancy rate).
    - » The industrial sector is underdeveloped, with existing inventory primarily focused on warehouse and distribution.

- Market Opportunities and Challenges
  - a. Housing Growth and Diversification
    - » Future demand projects 1,500 additional residential units over the next decade, yet current zoning does not support the entirety of demand for town-homes, condominiums, or multifamily units.
    - » Senior housing and workforce housing are critical areas for expansion.
    - » Appropriate residential intensity is needed to balance the density of housing within the area.
  - b. Retail Expansion and Downtown Activation
    - » There is demand for 60,000 to 100,000 square feet of retail, particularly in grocery stores, dining, and health/personal care sectors.
    - » Improving downtown foot traffic and creating a stronger sense of place are essential to attract businesses. Increased dwell time in the core of Fairburn will be necessary to sustain existing and future retailers.
  - c. Office and Industrial Development
    - » Although current demand for new office is limited, a co-working space in a mixed-use environment could establish Fairburn as an attractive small-business hub.
    - » While industrial growth within the city overall has been strong in recent years, growth within the LCI is constrained by space limitations and outdated facilities. New industrial growth within the LCI is inappropriate for the future vision, but attention to redevelopment opportunities or creative uses for older industrial and flex spaces should be a priority.

Fairburn	***112.9k***	***2.1***	***69***
	Annual Visits	***Visit Frequency***	***Average Dwell Time (min)***
Hapeville	***417k***	***2.6***	***93***
	Annual Visits	***Visit Frequency***	***Average Dwell Time (min)***
College Park	***738k***	***2.9***	***68***
	Annual Visits	***Visit Frequency***	***Average Dwell Time (min)***



Market Implementation Recommendations

To capitalize on market opportunities and address challenges, the City of Fairburn should pursue the following action steps:

1. Housing Strategy
    - Update zoning regulations to support diverse housing types, including town-homes and mixed-use developments.
    - Encourage public-private partnerships for affordable and senior housing projects.
    - Revitalize aging housing stock through targeted incentive programs.
2. Downtown Revitalization and Retail Growth
    - Enhance placemaking initiatives, including streetscape improvements and public gathering spaces. Increasing visitation should be a priority.
    - Develop incentive programs for small businesses and entrepreneurs to invest in Downtown Fairburn.
    - Leverage the Educational Campus to create synergies between student activity, local businesses, city programming, and municipal uses. Consider using existing space for pop-ups or markets.
3. Commercial Expansion
    - Introduce mixed-use developments that integrate office, retail, and residential spaces.
    - Work with land owners of underutilized space: outdated commercial uses, vacant storefronts, and low density commercial. Key connections between activity areas will be needed to retain existing and businesses and attract future businesses in Downtown Fairburn.
    - Improve infrastructure to support modern commercial development, like broadband access, water and sewer capacity, and transportation improvements.

The Fairburn LCI area holds potential for economic development, residential expansion, and commercial revitalization. Strategic investments in housing, retail, and office space, along with policy adjustments, can transform Fairburn into a vibrant, economically sustainable community. By implementing these recommendations, the city can enhance its appeal for residents, businesses, and visitors, fostering long-term growth and prosperity.


COMMUNITY
ENGAGEMENT

COMMUNITY ENGAGEMENT

The Fairburn LCI Initiative provided multiple opportunities for community engagement, ensuring that a wide range of perspectives were included in the planning process. A Planning Advisory Group (PAG), consisting of key stakeholders, met before each community meeting to help shape discussions. Stakeholder roundtable discussions were held with educators, real estate developers, and small business owners, while key interviews with city leadership gathered insights on the district's vision. Three community meetings allowed residents to take part in interactive exercises and provide feedback on development priorities. Additionally, pop-up events at local gatherings, including Fairburn's National Night Out and the Global Impact Academy, helped engage a broader audience, including high school students, to understand how they interact with Downtown Fairburn.

Figure 16. Community Meeting #2 Group Meeting

STAKEHOLDER INPUT

Project Advisory Group

The Planning Advisory Group (PAG) met prior to each community meeting. PAG members were selected stakeholders reflecting a spectrum of residential, educational, and business interests in the Downtown Fairburn area. The PAG met three times - each time prior to a community meeting so that they could help inform the presentation for the community.

Stakeholder Roundtable Discussions

These discussions were conducted virtually to enlist the unique perspectives of specific interest groups, including educators, real estate developers, and small business owners. The consultant team presented the project to the Fairburn Downtown Development Authority and asked for their feedback.

Key Stakeholder Interviews

The consultant team conducted one-on-one interviews with Mayor Avery and City Council members to gather their insight on the plan and their vision for the Downtown Fairburn district.

Figure 17. Conversations during an Internal Workshop

COMMUNITY MEETINGS

A series of community meetings were organized to engage the Fairburn community regarding the project.

Community Meeting #1

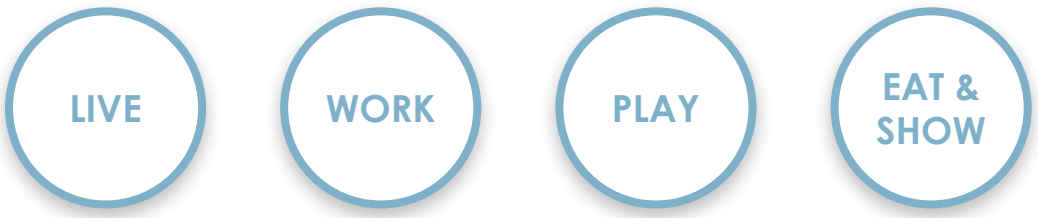
The first meeting was intended to explain the project to the local residents and capture their ideas for Downtown Fairburn.

During Community Meeting #1, sentiments of the local community were captured by conducting dialogue with the participants. A visual preference survey was used for participants to indicate what kinds of "gateway" they would like to see specifically at the educational campus site.

Community Meeting #1 Visual Preference Board Key Takeaways

- Attendees indicated that they mostly "eat and shop" and "play" downtown near the Campbellton and Broad intersection.
- Highest preferences indicated for the Gateway is entertainment district, retail, mixed-use, park and greenspace, and signage.
- Least Preferences indicated for the Gateway were monuments/artwork, jobs district, and housing.

To understand where people gathered along the Downtown Fairburn corridor, a dot exercise was done with the following categories: Live, Work, Play, Eat & Show.



The majority of dots indicated that "playing" or "eating and shopping" occurred near the Broad Street and Campbellton intersection. Few people indicated that they either "lived" near the Broad Street corridor, and there were zero indications from attendees that anyone "worked" along the corridor.

Community Meeting #2

Community Meeting #2 was a workshop where community residents were asked to draw the improvements that they would like to see in their city. Participants commented on five street cross-sections in the downtown area in an exercise called "Build-A-Section". This feedback aided in creating safety countermeasures to improve the pedestrian experiences throughout the downtown district. The following cross-sections were assessed:

1. Broad Street
    - Shaw Drive to Strickland St
    - Dodd St to Smith St
    - Malone St to Senoia Rd
2. Smith Street - Washington St to Broad St
3. Strickland Street - Mullis St to Broad St
4. Highway 92/Campbellton Street - Rivertown Rd to Broad St
5. Dodd Street - Mullis St to Broad St

Figure 18. Conversations during Community Meeting 1

Additionally, community members commented on the potential site plans for the three focus areas. These areas were established during the previous LCI, and had been a priority of the current leadership administration. The focus areas are:

1. The Educational Campus - Gateway District
2. Central Downtown
3. Property near Landmark Christian

Community Meeting #3

The third community meeting provided an opportunity for community members to learn about the draft recommendations and share input. The team shared a presentation and allowed time for comments. This presentation was shared online and received over 900 views.

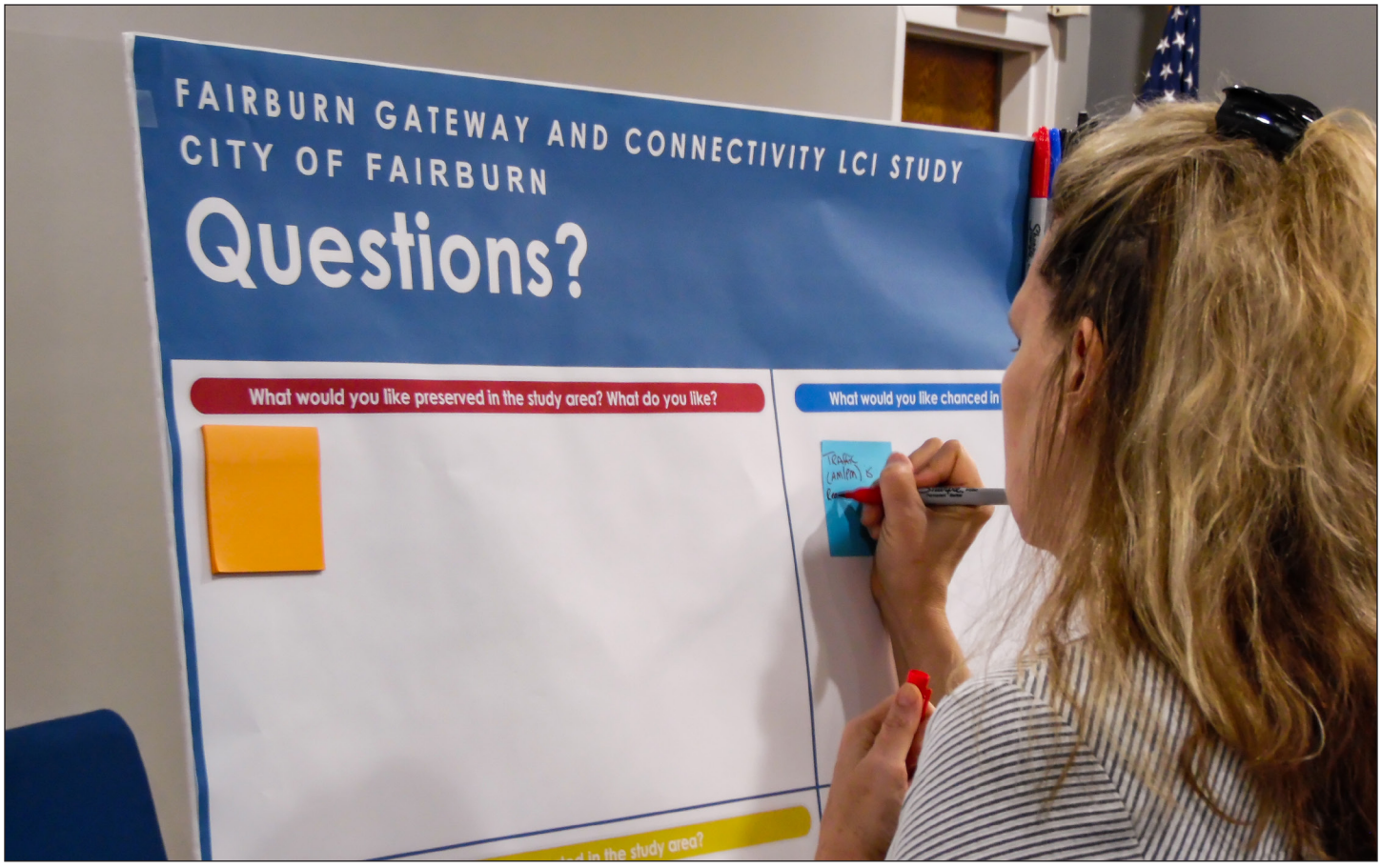


Figure 19. Conversations during Community Meeting 2

Pop-Ups

The consultant team organized two pop-up events as part of the project. The first took place during Fairburn's National Night Out event, informing attendees about the newly initiated downtown study. Another pop-up was held at the Global Impact Academy, providing an opportunity to gather insights from high school students about their activities and movement patterns in Downtown Fairburn.

Key takeaways from student participation included:

- Frequent gatherings at Oz Pizza after school
- Hanging out at BP after school
- Walking through the GMC campus while avoiding Broad Street
- A desire for more activities and attractions downtown
- Interest in remaining involved in the planning process

The consultant team also spent an afternoon walking Broad Street, from the educational campus to the downtown core. Observations included:

- *Inconsistent Sidewalks:* Areas near the Educational Campus had 3ft wide sidewalks, while areas near the downtown core had wider sidewalks. Some sidewalks were in good shape, while others were in disrepair.
- *No Sidewalks on Southside of Broad Street:* While there is an unexpected "walking lane" that is at the same grade as the traffic lane, this is no sidewalk. It provides no distinction from the driving lane, which presents a hostile relationship between pedestrians and cyclists and the high-volume traffic along State Route 92. It should be noted that northbound bus riders must walk to and from the bus stops installed on this side of the highway. A rider was observed choosing to walk in the grass to avoid walking in the road.

Figure 20. Global Impact Academy students engaging during a pop-up event

PROJECT GOALS

Goals are broad and long-range desired outcomes. Community policies and planning efforts should aim to achieve these goals and require implementable actions to be realized.

Goal 1: Establish a Distinct Gateway Feature - Design and implement a beautiful and functional gateway element that distinguishes Downtown Fairburn.

Goal 2: Enhance Accessibility and Connectivity - Improve walkability and bikeability with safe, accessible routes; Implement infrastructure projects such as sidewalks, pedestrian bridges, etc.

Goal 3: Increase Housing Opportunities - Expand housing options to provide sufficient units to attract high-quality retail and restaurant establishments.

Goal 4: Boost Community and Visitor Engagement - Strengthen downtown programming, building on the success of events like Third Fridays, to entertain residents and visitors; Leverage attractions like the Georgia Renaissance Festival site .

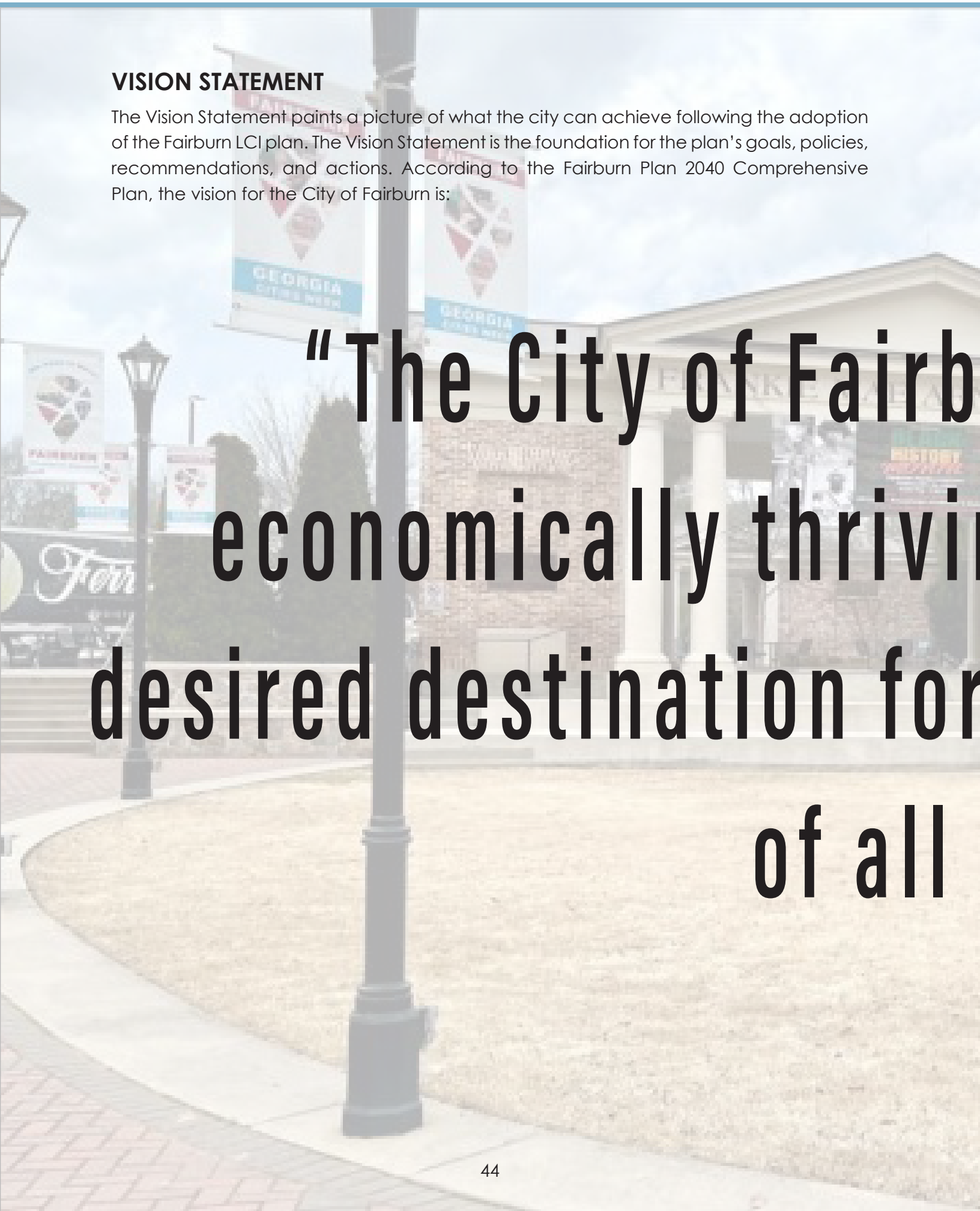
Goal 5: Develop Inviting Public Spaces - Create comfortable, weather-protected spaces equipped with adequate seating, lighting, and safety features to accommodate residents, workers, schoolchildren, and visitors.

Goal 6: Promote Safety and Accessibility for All Users - Ensure that public spaces and streets prioritize safety for pedestrians and cyclists, balancing the needs of local traffic with increased accessibility.

Goal 7: Foster an Inclusive and Welcoming Environment Focused on Family-First - Create places that are enjoyable and appropriate for individuals, small groups, and large crowds, serving the diverse needs of residents, workers, and visitors.

VISION STATEMENT

The Vision Statement paints a picture of what the city can achieve following the adoption of the Fairburn LCI plan. The Vision Statement is the foundation for the plan's goals, policies, recommendations, and actions. According to the Fairburn Plan 2040 Comprehensive Plan, the vision for the City of Fairburn is:



"The City of Fairb economically thrivi desired destination for of all

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ages."

RECOMMENDATIONS

RECOMMENDATIONS

This section presents a comprehensive framework of recommendations designed to transform the Fairburn LCI Plan into reality. Grounded in community input and aligned with the City's long-term vision, these strategies focus on enhancing downtown Fairburn's identity, accessibility, and overall vibrancy. The outlined vision, goals, and development concepts provide a clear roadmap for future growth, guiding infrastructure improvements, public space enhancements, and economic development initiatives.

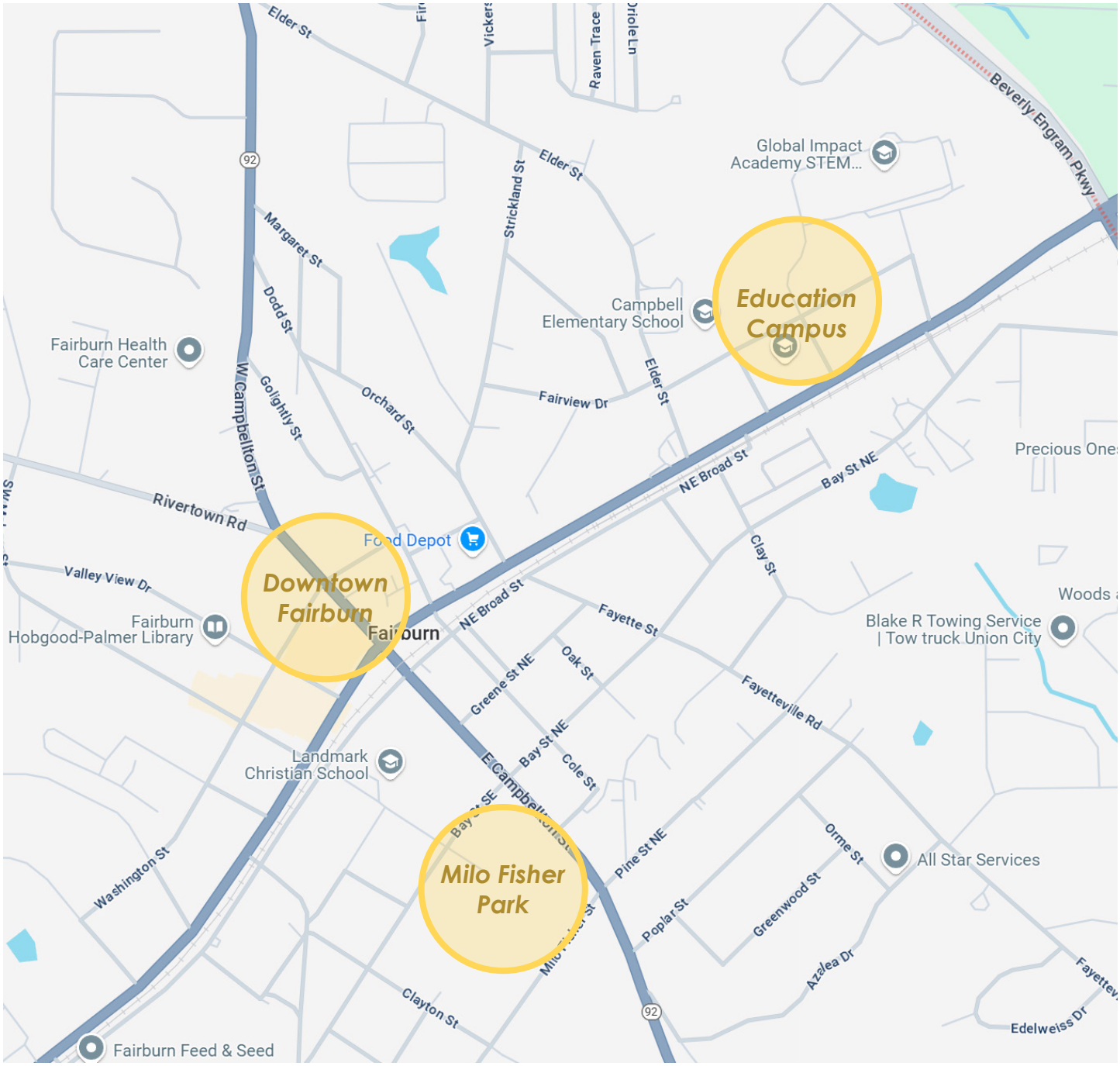


Figure 21. Study Area Map

DEVELOPMENT CONCEPTS

Educational Campus Development Concept

The vision for this location aims to create a vibrant character of the Educational Campus in Downtown Fairburn by introducing unique placemaking elements, adding residential and retail options, and improving pedestrian and cycling accessibility.

A key initiative is to establish a signature gateway feature that warmly welcomes visitors to the downtown area. This main gateway will take the form of a "Welcome to Fairburn" mural, placed on the back of a proposed amphitheater stage and green house structure. The mural will serve as a distinctive element alongside the potential amphitheater, park, and recreational and retail facilities. The park and amphitheater will serve as a focal point for community gatherings and enhance the educational experiences for students at both the Global Impact Academy and Campbell Elementary School.

This catalytic development could catalyze the establishment of a special-use tax district, creating a grand entrance that signals to residents and visitors that they have entered Fairburn.

Another significant element of this plan is a traffic circle to be constructed at the intersection of Broad Street and Shaw Drive. This traffic circle is designed to improve traffic flow for both industrial and passenger vehicles by reducing the need for frequent stops and minimizing idling. Additionally, it will create a safety zone for pedestrians trying to cross Broad Street. Once again, this element will incorporate public art and placemaking, reinforcing the arrival experience in Downtown Fairburn.

Opposite the traffic circle is a small collection of parcels that could be transformed into a creative arts and entertainment-based nook on the south side of Broad Street. Currently, these parcels include warehousing and other light industrial features, providing an excellent foundation for creating a mixed-use live-work enclave for artists and family-friendly entertainment. This enclave, combined with the improvements on the opposite side of Broad Street, will create a threshold-effect spanning the full width of Broad Street, thus strengthening the downtown gateway.

Central to this design is the theme "Family Focus Fairburn," which addresses the connectivity and accessibility needs of families linked to the nearby Global Impact Academy and Campbellton Elementary School. This goal focuses on providing activities for parents, grandparents, and children while ensuring safe routes for walking and cycling.

To help the desired connectivity, multipurpose trails are recommended to connect to a proposed larger trail network extending throughout Downtown Fairburn and up to Lincoln Drive. This trail network also includes a greenway from the Government Administration Campus to the planned Amphitheater Park, responding to public feedback about the need for parks and walking trails in the area.

Private developers are eager to bring residential and retail development to the Educational Campus. One proposed development includes a 30,000-square-foot grocery store and a mixed-use space featuring up to 5,000 square feet of ground-level retail, accompanied by a nearby pocket park. This undeveloped space is well-suited for both the grocery store and other public amenities. To support

these new retail offerings, our plan adds over 130 residential units in the form of townhouses and multi-family units, which could be available for sale or lease.

The vision for this area prioritizes the creation of a walkable environment filled with appealing amenities for individuals of all ages, particularly beneficial for families connected to the nearby schools. A recreation facility that promotes healthy living for all ages would be a valuable addition to this area, encouraging active lifestyles for both children and adults.

The ultimate result will be the creation of an active mixed-use environment that adds vitality to the Educational Campus and offers a unique blend of residential housing types and tenures (rentals, ownership, etc.).

Educational Campus Placemaking Concepts

The "Welcome to Fairburn" mural at the back of the amphitheater and the traffic circle are main gateway and placemaking elements for this LCI project, positively contributing to the new sense of place in Downtown Fairburn.

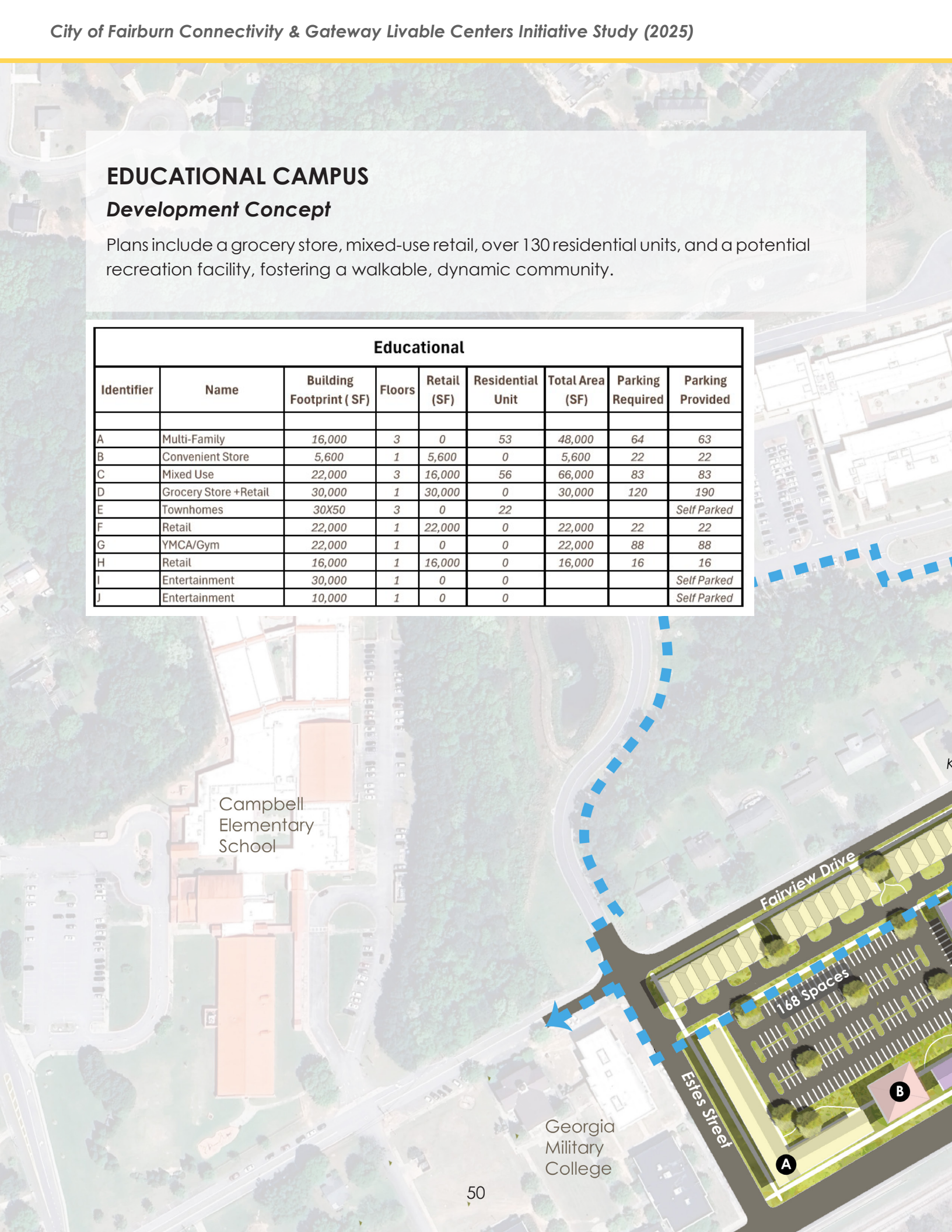
Figure 22. Global Impact Academy

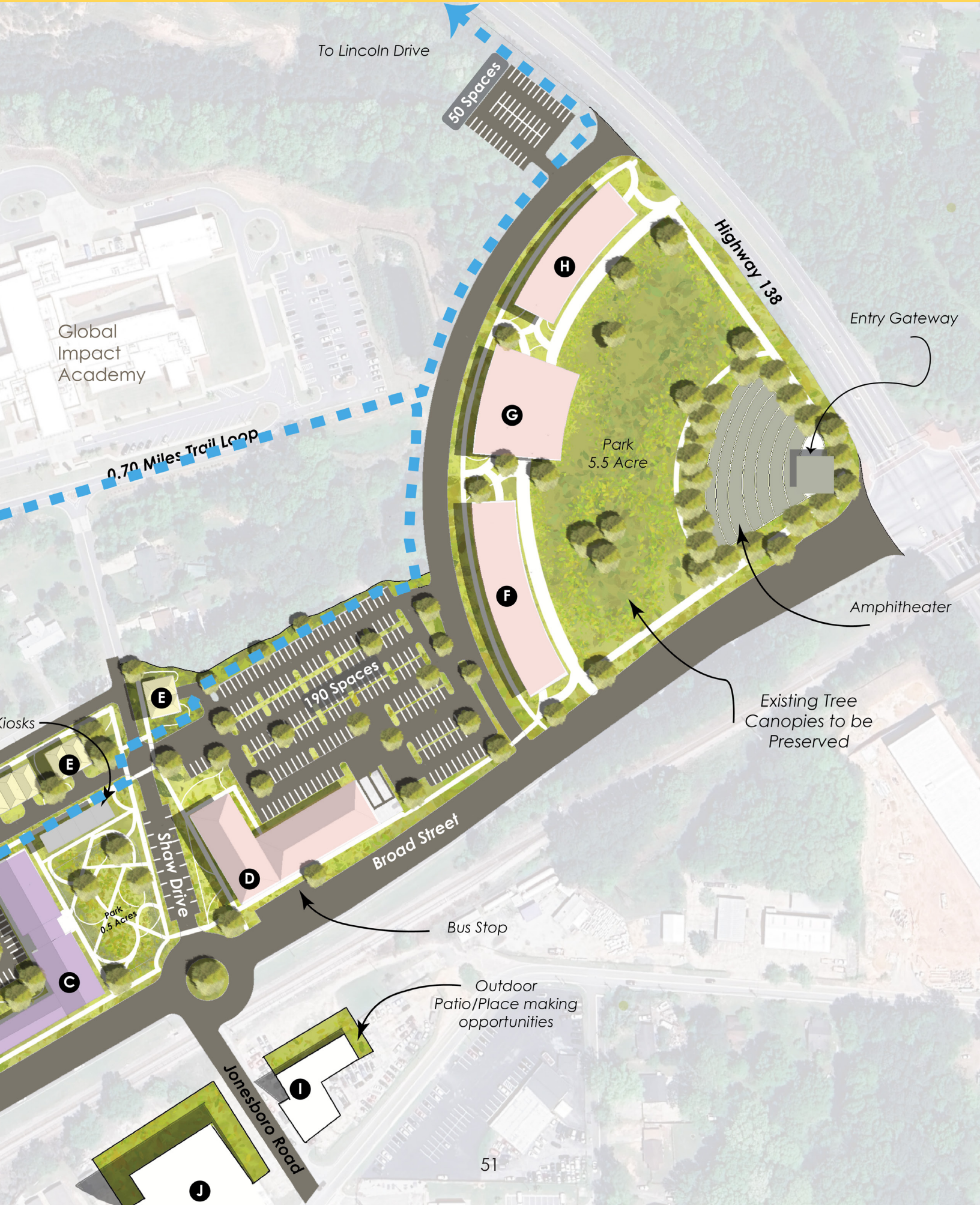
EDUCATIONAL CAMPUS

Development Concept

Plans include a grocery store, mixed-use retail, over 130 residential units, and a potential recreation facility, fostering a walkable, dynamic community.

Educational								
Identifier	Name	Building Footprint (SF)	Floors	Retail (SF)	Residential Unit	Total Area (SF)	Parking Required	Parking Provided
A	Multi-Family	16,000	3	0	53	48,000	64	63
B	Convenient Store	5,600	1	5,600	0	5,600	22	22
C	Mixed Use	22,000	3	16,000	56	66,000	83	83
D	Grocery Store +Retail	30,000	1	30,000	0	30,000	120	190
E	Townhomes	30X50	3	0	22			Self Parked
F	Retail	22,000	1	22,000	0	22,000	22	22
G	YMCA/Gym	22,000	1	0	0	22,000	88	88
H	Retail	16,000	1	16,000	0	16,000	16	16
I	Entertainment	30,000	1	0	0			Self Parked
J	Entertainment	10,000	1	0	0			Self Parked




To Lincoln Drive
50 Spaces
Highway 138
Entry Gateway
Global
Impact
Academy
0.70 Miles Trail Loop
H
G
Park
5.5 Acre
F
Amphitheater
190 Spaces
E
E
Kiosks
Existing Tree
Canopies to be
Preserved
Shaw Drive
Broad Street
D
Park
0.5 Acres
Bus Stop
C
Outdoor
Patio/Place making
opportunities
I
Jonesboro Road
J


Welcome To
Fairburn!


WELCOME TO FAIRBURN


GROCERY

Downtown Fairburn Development Concept

Downtown Fairburn is beloved for its historic charm, characterized by vintage transom windows, ornamental cornices, kick-plates, and continuous lintels. The town's earliest structures were train depots built in 1849 to serve the Atlanta and LaGrange Railroad, later renamed the West Point Railroad. Since 1892, a mix of brick and frame buildings lines what is now Broad Street, once known as Main Street. The town center was also previously anchored by the two-story Fairburn Hotel.

Today, many of these historic buildings have been re-purposed to meet modern needs while preserving their unique character. Oz Pizza now serves as its main hub, as it is a place for students to hang out after school and for families to gather for dinner.

The goal for the Downtown Concept Plan is to create a more vibrant, walkable, and pedestrian-friendly environment for all ages. One key strategy is to set up a safer, preferred pedestrian corridor along Mullis and Washington Streets, away from the fast-moving traffic on Broad Street. These quieter side streets provide a more inviting environment for foot traffic.

The plan also envisions expanding the Frankie Arnold Stage into a larger gathering space. This enhancement would create a vibrant destination within downtown, improve the appearance of the rear facades of Broad Street's historic buildings, and contribute to a better public space. The introduction of double-loaded retail buildings will help attract businesses and create fresh retail opportunities, which residents have expressed a strong desire for. Additionally, the City of Fairburn excels at hosting special events and celebrations, and an expanded Frankie Arnold Stage area would be ideal for local farmers' markets, food trucks, concerts, and larger regional events such as the annual Renaissance Festival.

To support increased activity downtown, we plan to encourage restaurants and bars to extend their operating hours into the evening. Given the anticipated growth, the idea of reintroducing a "Hotel Fairburn" also seems fitting for downtown once again.

As part of the connectivity enhancements for the project, a new multi-use trail would link the Fairburn Youth Center and the Manor at Broad Street Senior Center to downtown's retail and gathering spaces, ultimately extending to the Educational Campus. This initiative, aligned with the "Family First Fairburn" theme, presents excellent opportunities for placemaking. Through an "Adopt-a-Trail" program, youth groups, seniors, retailers, and other stakeholders could personalize segments of the trail, making it a shared community asset.

Downtown Fairburn will serve as the nexus of the recommended trail system in the city, where trails from the Youth Center to the Educational Campus, and from Milo-Fisher Park and Duncan Park will intersect.

Furthermore, we aim to introduce diverse housing options in downtown Fairburn. Plans include a cottage-court development featuring 42 single-family townhomes with shared driveways, along with six mixed-use buildings providing 230 multi-family residential units. This level of residential density will help ensure that downtown remains active and vibrant throughout the day and evening.

Downtown Fairburn Placemaking Concepts

Numerous placemaking opportunities exist within the downtown area. The enhancements to the Frankie Arnold Stage area will create a communal environment. Improving the facades of the rear of the historic buildings with general cleaning, paint, or murals will add tremendous value and make the area attractive. Leveraging local students, youth groups, and artists will help enliven the path network throughout Downtown – but especially on Mullis and Washington Streets, where new pedestrian activity is encouraged.

Milo Fisher Park Development Concept

The City of Fairburn and Landmark Christian School (LCS) are the main stakeholders in this area. The property owned by the City is designated exclusively for park use, ensuring that it remains a dedicated green space. Due to the natural topography, where stormwater often drains, this site is best suited for informal, unstructured activities as opposed to organized sports. This use aligns with LCS's future activities for this area.

The proposed 3-acre Milo Fisher Park will feature a short walking trail, offering opportunities for low-impact outdoor recreation. Planned amenities include small playgrounds and communal seating areas, such as benches, to encourage small gatherings and community interaction.

Connectivity is still a key focus for this area. The extension of Malone Street to Milo Fisher Street will enhance both pedestrian and vehicular circulation. Additionally, a new multi-use trail along Campbellton Road (Highway 92) will extend north toward Duncan Park, improving accessibility between nearby neighborhoods, Downtown Fairburn, and the Educational Campus.

There is also potential to introduce "gentle density" by incorporating 28 single-family townhouses adjacent to the park. Other housing options, such as cottage courts, duplexes, and triplexes, should be explored to provide attainable and diverse housing choices near Downtown Fairburn.

Milo Fisher Park Placemaking Concepts

Highlighting artwork from LCS students or local artists along the trail or in Milo Fisher Park would help instill a sense of place in this small park south of Broad.

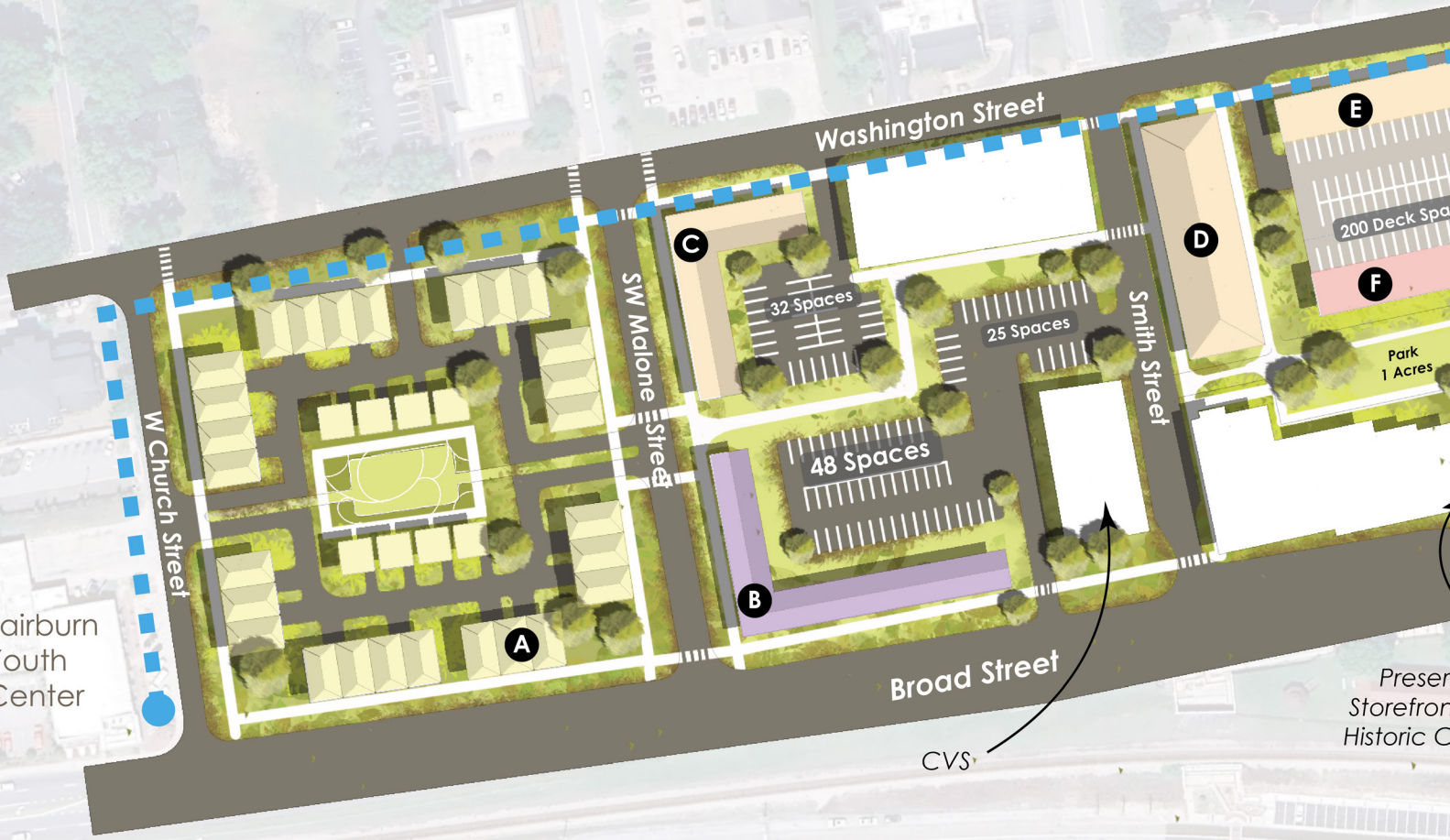
DOWNTOWN FAIRBURN

Development Concepts

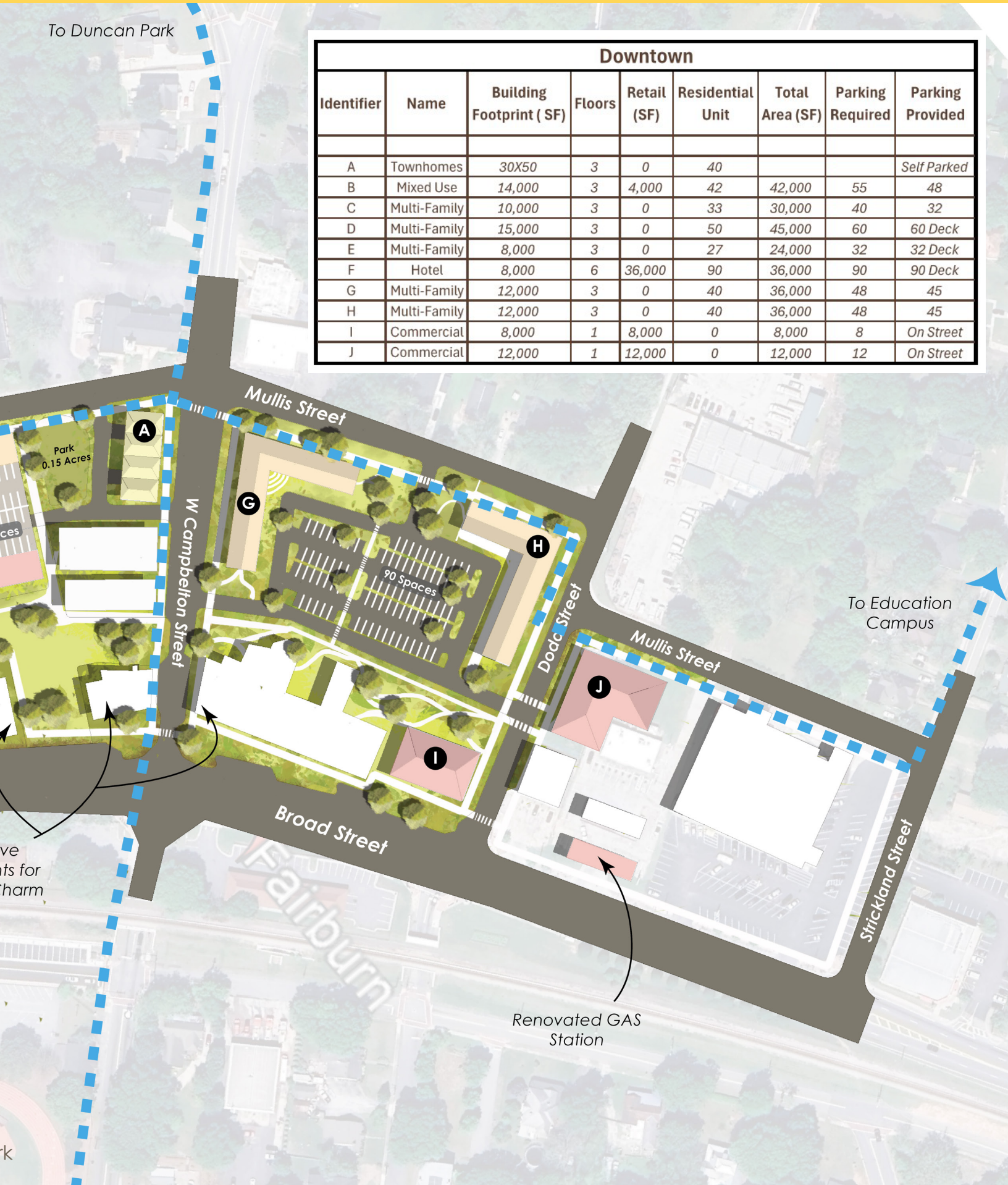
Key initiatives include a multi-use trail, diverse housing options, extended business hours, and a potential "Hotel Fairburn," ensuring a vibrant, active downtown for residents and visitors.

Placemaking Concepts

Enhancing the Frankie Arnold Stage area, revitalizing historic building facades, and engaging local artists and youth in placemaking will create a more vibrant, attractive, and pedestrian-friendly downtown



Downtown								
Identifier	Name	Building Footprint (SF)	Floors	Retail (SF)	Residential Unit	Total Area (SF)	Parking Required	Parking Provided
A	Townhomes	30X50	3	0	40			Self Parked
B	Mixed Use	14,000	3	4,000	42	42,000	55	48
C	Multi-Family	10,000	3	0	33	30,000	40	32
D	Multi-Family	15,000	3	0	50	45,000	60	60 Deck
E	Multi-Family	8,000	3	0	27	24,000	32	32 Deck
F	Hotel	8,000	6	36,000	90	36,000	90	90 Deck
G	Multi-Family	12,000	3	0	40	36,000	48	45
H	Multi-Family	12,000	3	0	40	36,000	48	45
I	Commercial	8,000	1	8,000	0	8,000	8	On Street
J	Commercial	12,000	1	12,000	0	12,000	12	On Street



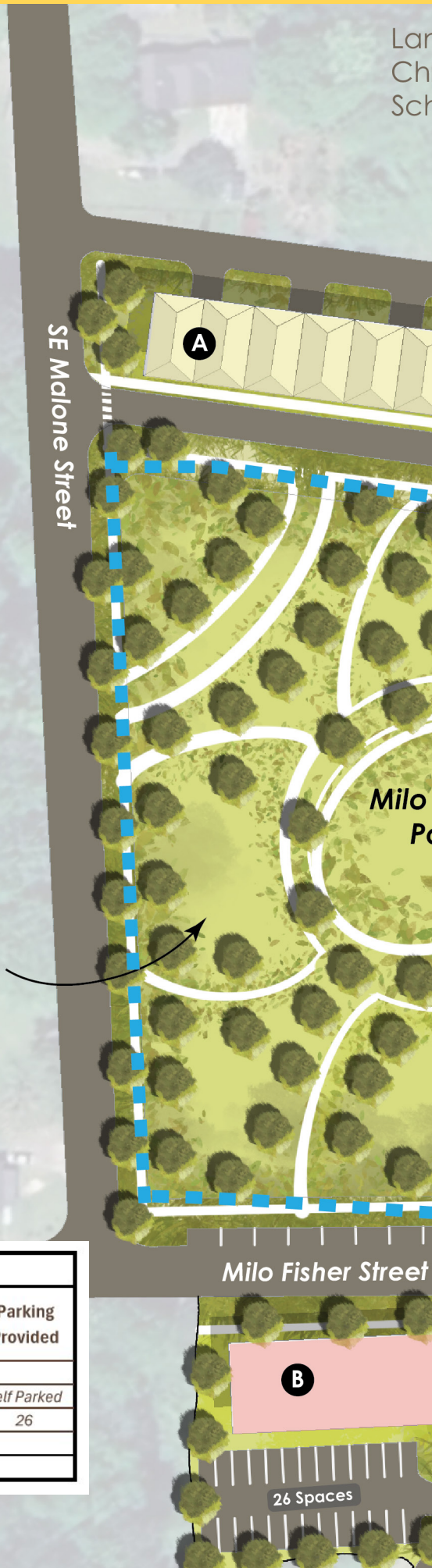
MILO FISHER PARK

Development Concepts

Develop of Milo Fisher Park into a green space featuring walking trails, playgrounds, and communal seating, while improving connectivity through a Malone Street extension and a multi-use trail.

Placemaking Concepts

Highlighting artwork from LCS students or local artists along the trail or in Milo Fisher Park would help instill a sense of place in this small park south of Broad.



Milo Fisher								
Identifier	Name	Building Footprint (SF)	Floors	Retail (SF)	Residential Unit	Total Area (SF)	Parking Required	Parking Provided
A	Townhomes	*30X50*	*3*	*0*	*10*			*Self Parked*
B	Commercial	*8,000*	*1*	*8,000*	*0*	*8,000*	*8*	*26*


ndmark
ristian
hool
To Duncan
Park
Highway 92
Cole Street
Fisher
ark
Highway 92
Pine Street NE

TRANSPORTATION RECOMMENDATIONS

The Fairburn LCI study area has been extensively studied and planned over the last two decades. For this Gateway and Connectivity Study, the recommendations are focused on updating previous recommendations to include design principles that focus on making bicycling and walking available to all users, regardless of age or gender, with best practices and new recommendations based upon the updated existing conditions assessment. The recommendations are grouped into projects that are identified from crashes using safety countermeasures, projects that would complete a priority bicycle and pedestrian network, and other transportation recommendations updated with design principles from previous planning efforts.

Figure 23. Aerial - Howell Avenue Extension Project

Safety Countermeasures

Projects and recommendations were identified for locations with KSI (killed and serious injury) or pedestrian crashes. Specific Proven Safety Countermeasures are identified at each crash location to help prevent future crashes. The Federal Highway Administration's (FHWA) Proven Safety Countermeasures are a collection of 28 countermeasures and strategies effective in reducing roadway fatalities and other serious injuries.[1] The figure below shows the KSI and Pedestrian crashes analyzed for Countermeasure recommendations. The tables on the following spreads show each crash with the analysis of the crash and short/long-term recommended improvements.

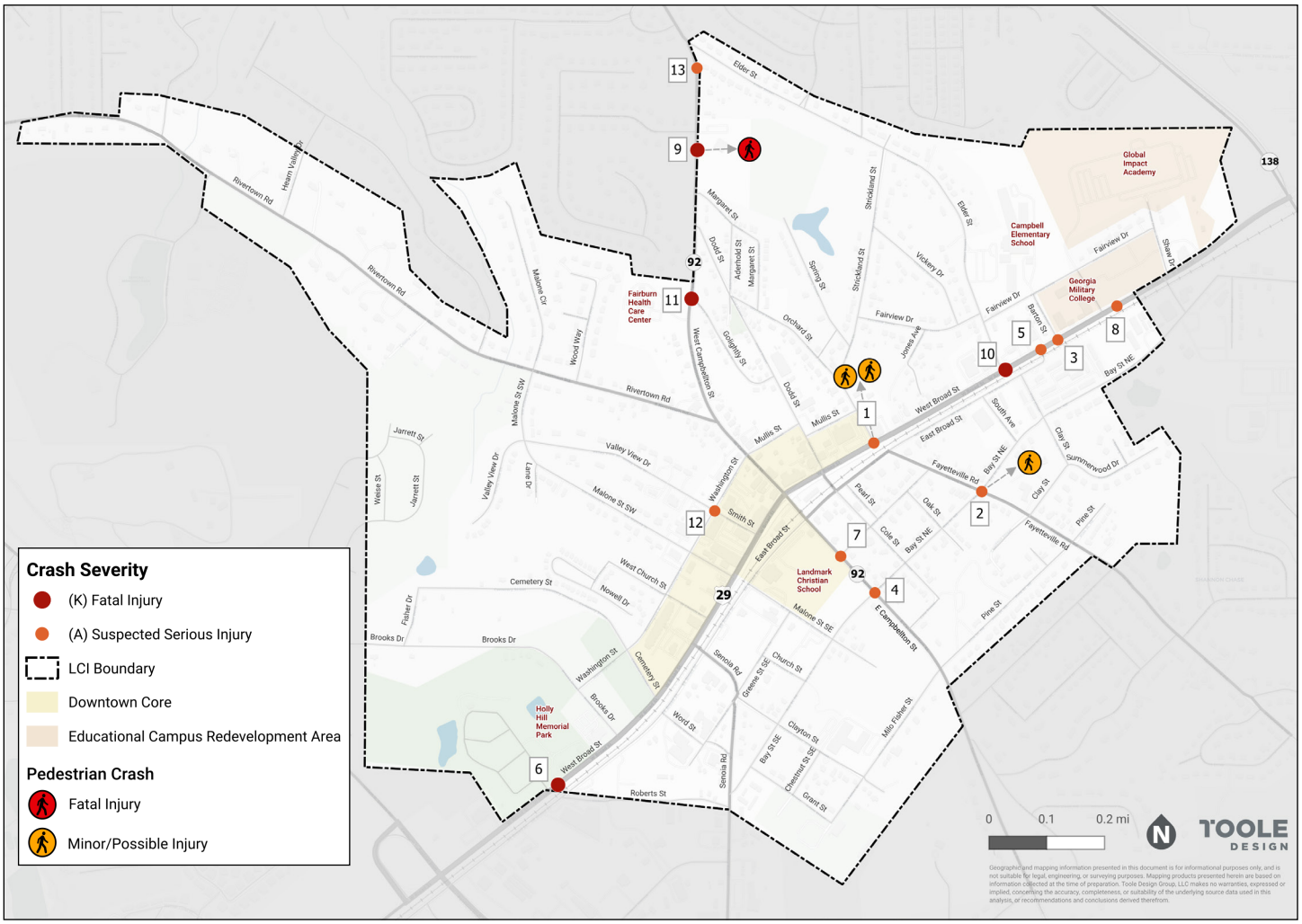


Figure 24. KSI and Pedestrian Crash Map
Source: Toole Design

1. https://highways.dot.gov/safety/proven-safety-countermeasures

Crash Location ID	Type	Location
1	Two Pedestrian Crashes	Broad Street/ Strickland Street

Analysis	Recommendations	
	Short-Term	Long-Term
• Vehicles are not stopping at stop sign/stop bar because of sight distance (to left), meaning they need to pull up into crosswalk. • Pedestrian crossing where there is no signalized or protected crossing.	• Move stop sign to sign pole instead of decorative pole. • Add hardened centerline on W Broad Street/US 29 to prevent left turns out of Family Dollar, reinforce the right in right out. • Add a signal or Pedestrian Hybrid Beacon (PHB) to give pedestrians a protected crossing.	• Road diet Broad Street to allow for center two-way left turn lane/median for left turn storage.

Crash Location ID	Type	Location
2	One Pedestrian Crash Two Serious Injury Crash	Bay Street/ Fayetteville Road

Analysis	Recommendations	
	Short-Term	Long-Term
• Sight distance issue with the brush on the "northwest" corner. • Vehicles are running over the curb when turning right from Fayetteville Road to go NB on Bay Street.	• Remove or clear bush for a better sight line. • Study intersection for an all-way control stop. If not warranted, add signage such as Cross Traffic Does Not Stop (W4-4P) on Bay Street and adding signage like W2-1 and/or striping for drivers on Fayetteville Road.	• Upgrade/install lighting at this intersection. • Add a higher curb reveal on the NE and SE corner. • Adjust angle of Bay Street and Fayette Street through a roundabout or a lane/ road shift with medians (concrete splitter islands) or striping (turn-lane or tapered striping). • Roundabout

Crash Location ID	Type	Location
3	One Serious Injury Crash	Broad Street/ Barton Street

Analysis	Recommendations	
	Short-Term	Long-Term
• Visual obstructions are within sight line of vehicles turning left from Broad Street. • Elderly driver (65+)	• Relocate or remove visual obstructions (tree) that fall within sight line of vehicles turning left from Barton Street. • Mark stops bar on Barton Street. • Adjust stop bar/stop sign and crosswalk based on sight distance so vehicles are not stopping in the crosswalk.	• Install/upgrade lighting for better visibility. • Consider one-way pairs with Barton Street and Estes Street and signalize Estes Street. • Road diet Broad Street to allow for center two-way left turn lane/median for left turn storage.

Crash Location ID	Type	Location
4	One Serious Injury Crash	Hwy 92/ Bay Street

Analysis	Recommendations	
	Short-Term	Long-Term

• Young driver (>18)
• Failed to yield at stop sign
	• Lower speed limit and install school zone signage on E Campbellton street.
	  o Other municipalities have installed these for private schools.
	• Speed management on E Campbellton Street and advanced warning signage.
	  o Flashing light for Greene Street to indicate vehicles are coming
		• Build recommended typical section that reduces the lane widths on E Campbellton Street.
		• Scope and design a roundabout in coordination with Landmark Christian and GDOT.

Crash Location ID	Type	Location
5	One Serious Injury Crash	Broad Street/ E Broad Street

Analysis	Recommendations	
	Short-Term	Long-Term
• Driver following too closely	• Reduce speed limits. • Inspect the clear zone - add guardrail or curb along Broad Street to prevent vehicles running off the road.	• Road diet with medians • Install/Upgrade lighting.

Crash Location ID	Type	Location
6	One Fatal Crash	Broad Street/ Roberts Street

Analysis	Recommendations	
	Short-Term	Long-Term
• Left turn crash, failure to yield	• Reduce speed limits.	• Road diet with medians • Consider alternate left-turn strategies (Restricted Crossing U-Turns or Median U-Turns). • Install/Upgrade lighting.

Crash Location ID	Type	Location
7	One Serious Injury Crash	Greene Street/ Hwy 92

Analysis	Recommendations	
	Short-Term	Long-Term
• Young driver (>18) • Failure to yield at stop sign	• Lower speed limit and install school zone signage on E Campbellton street. o Other municipalities have installed these for private schools. • Speed management on E Campbellton Street and advanced warning signage. o Flashing light for Greene Street to indicate vehicles are coming	• Road diet with medians

Crash Location ID	Type	Location
8	One Serious Injury Crash	Broad Street/ 1000' from Jonesboro Road

Analysis	Recommendations	
	Short-Term	Long-Term
• Elderly driver (65+) • Lost control of vehicle	• Inspect the clear zone - add guardrail or curb along Broad Street to prevent vehicles from running off the roadway. • Rumble strip if physical barrier or guardrail is not installed.	• Road diet

Crash Location ID	Type	Location
9	One Pedestrian Fatality	West Campbellton Street/ South of Winding

Analysis	Recommendations	
	Short-Term	Long-Term
• Pedestrian hit pushing bicycle on the side of the road at curve. • Hit and run	• Add rumble strip or a safety edge to the roadway. • Replace chevron curves with high visibility. • Consider use of high friction surface treatment at curve.	• Build a separated bicycled and pedestrian facility. • Install/upgrade lighting. • Install a barrier from traffic coming around the curve.

Crash Location ID	Type	Location
10	One Fatality	Broad Street/ Elder Street

Analysis	Recommendations	
	Short-Term	Long-Term
• Failure to yield at left turn. • Signal has no protected left turn signal timing.	• Signal backplates with retroflected borders. • Ensure the yellow change interval is appropriately timed to reduce red light running. • Request a GDOT audit to their signal timing.	• Road diet with medians that include a left turn lane on Broad Street to Elder Street.

Crash Location ID	Type	Location
11	One Fatality	West Campbellton Street/ Golightly Street

Analysis	Recommendations	
	Short-Term	Long-Term
• Driving under the influence	• No design recommendations	

Crash Location ID	Type	Location
12	One Serious Injury Crash	Washington Street/ Smith Street

Analysis	Recommendations	
	Short-Term	Long-Term
• Police chase	• No design recommendations	

Crash Location ID	Type	Location
13	One Serious Injury Crash	West Campbellton Street/ Elder Street

Analysis	Recommendations	
	Short-Term	Long-Term
• Police chase	• No design recommendations	

Bicycle/Pedestrian Network

The bicycle and pedestrian network is identified through combining the recommendations from the previous LCI efforts and creating/updating recommendations with a focus on connectivity to downtown and gateways. Public engagement in this process revealed that connectivity to/from Duncan Park by bicycle is an important community consideration, especially for those living south of the railroad. Another important insight from the public survey includes discouraging freight traffic on local streets. The Priority Bicycle Network provides important connectivity between the gateways, downtown, and development sites. The figure below highlights the proposed Bicycle/Pedestrian Network. Appendix A includes a spreadsheet with all transportation projects, both those newly proposed and updated from previous LCI planning processes.

All bicycle facility recommendations use the National Association of City Transportation Officials (NACTO) All Ages and Abilities Bicycle Facility Guide, which focuses on recommendations that consider traffic conditions such as speed, volume, and lanes.[2] Many of these streets are included in Fairburn's Bicycle Trails program, which includes adding sharrows and signage. It is recommended that these bicycle facilities be upgraded with buffered, protected, or separated facilities based on the streets' traffic volumes and speeds. The Priority Bicycle Network includes five typical sections that consider available right-of-way and pavement width to accommodate the recommended facilities, which can be taken into further scoping and design.

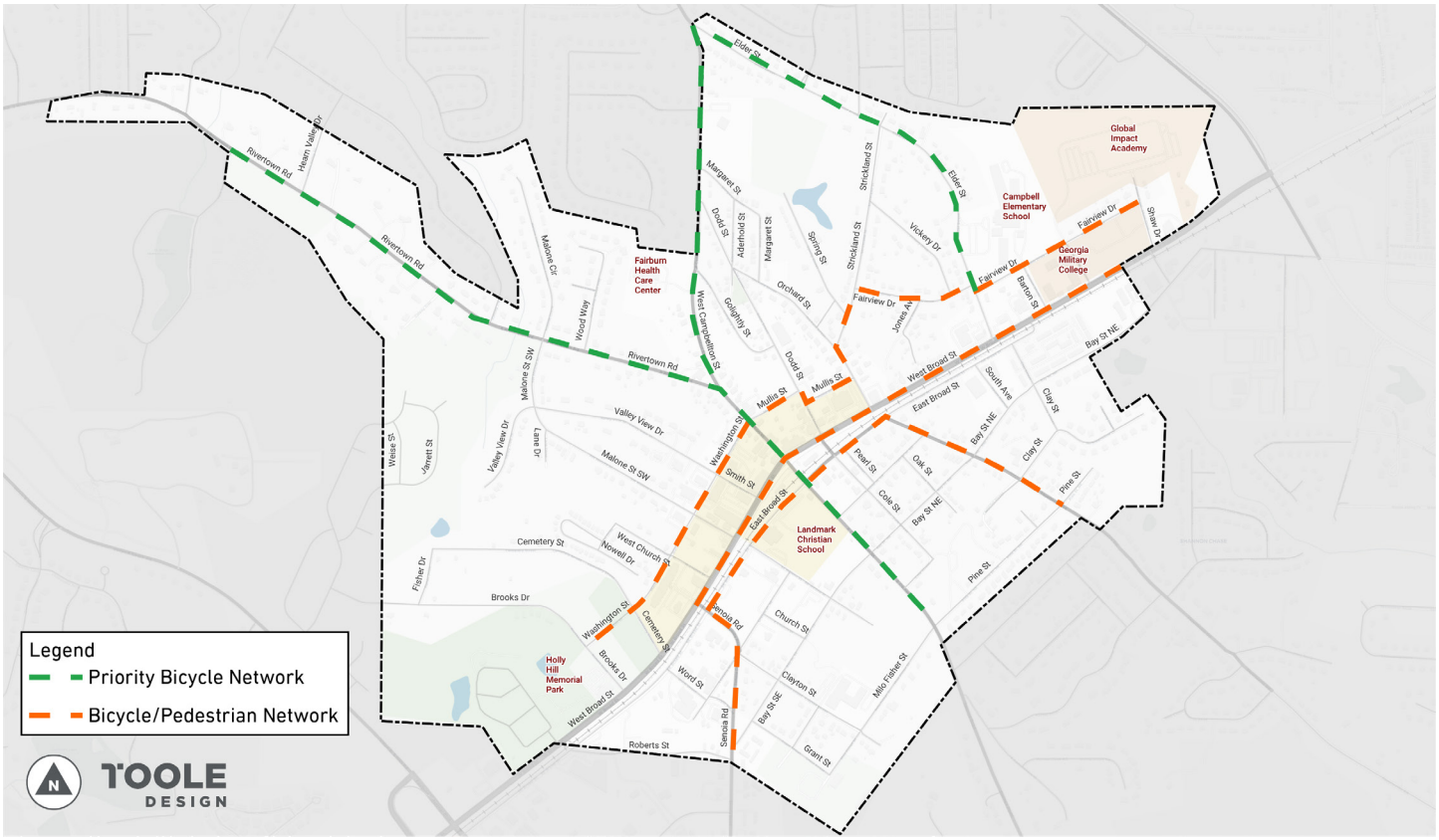


Figure 25. Bicycle and Pedestrian Network
Source: Toole Design

2. https://nacto.org/publication/urban-bikeway-design-guide/designing-ages-abilities-new/choosing-ages-abilities-bicycle-facility/

Priority Bicycle Network

The priority bicycle network is shown in the figure below and expanded upon in the following sections.

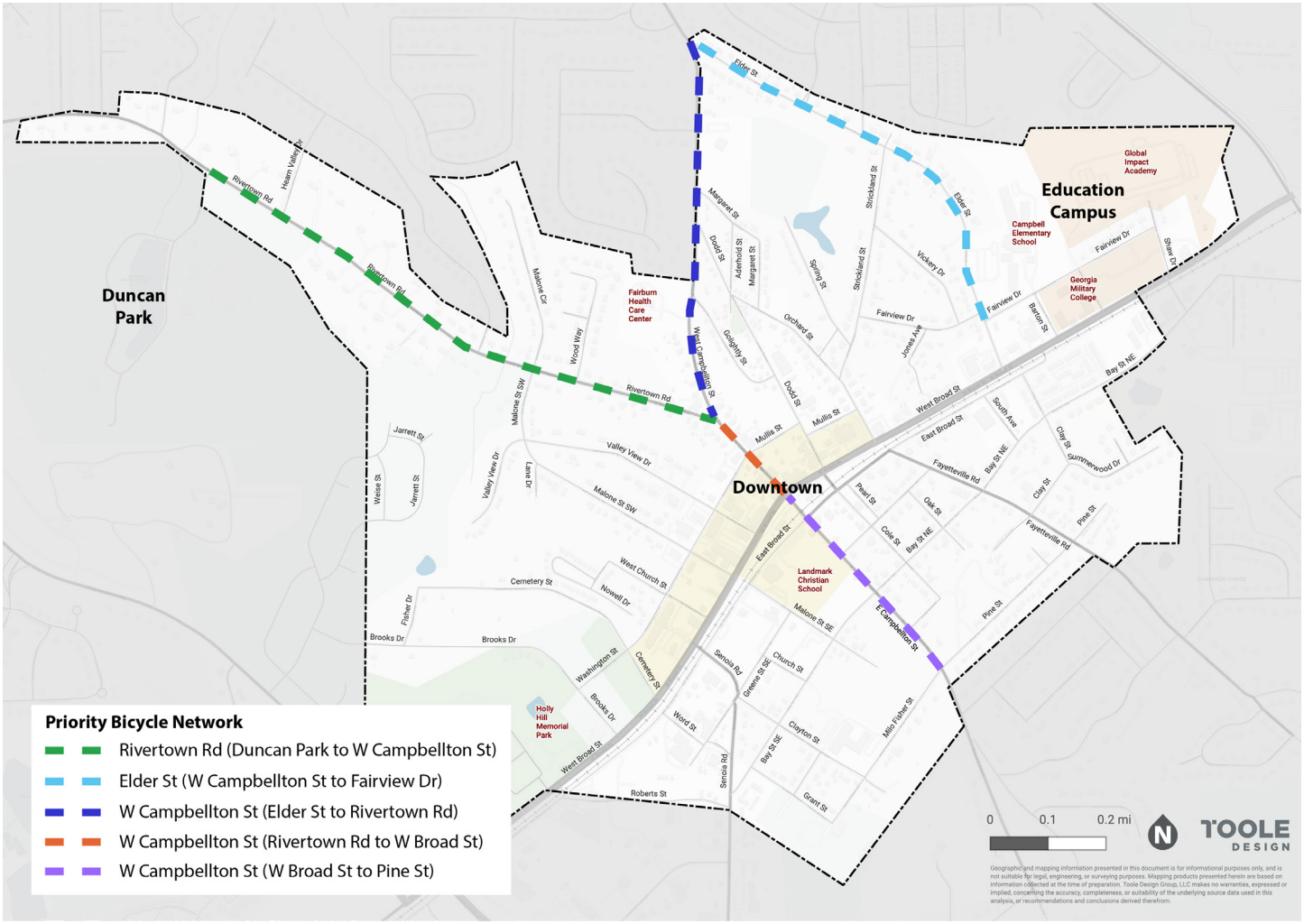


Figure 26. Priority Bicycle Network
Source: Toole Design

Rivertown Road (Duncan Park to West Campbellton Street)

Rivertown Road is a two-lane residential road with wide setbacks, mature trees on private property and a posted speed limit of thirty-five miles per hour, as shown below. An existing typical section from Duncan Park towards the downtown, terminating at West Campbellton Street is shown on the following page.

The recommended facility type for this roadway is a protected bicycle facility. With the limited right-of-way available, a shared use path is recommended to be designed and constructed along the south side of the street. The south side has less driveways and street crossings, creating a safe and comfortable bicycling experience. It is also the same side of the street as Duncan Park. There are large, mature trees within private property providing shade to bicyclists and pedestrians along most of the roadway. The recommended width for a shared use path is ten feet on Rivertown Road.

Figure 27. Looking south from Duncan Park on Rivertown Road
Source: GoogleMaps

Where there are right-of-way constraints, utility conflicts, or constructibility (grading) concerns the shared use path can narrow to eight feet, the minimum allowable width. The figure below shows the proposed typical section for Rivertown Road (Duncan Park to West Campbellton Street).

With the construction of the shared use path, a pedestrian crossing at Malone Circle with Rectangular Rapid Flashing Beacons (RRFB) is recommended.[3] On the north side of Rivertown Road, a sidewalk is recommended between Wood Way to Malone Circle and Colony Trial to Malone Circle that will connect adjacent neighborhoods to a safe crossing that provides access to the proposed shared use path to Downtown and Duncan Park. The following table lists the recommended projects for Rivertown Road.

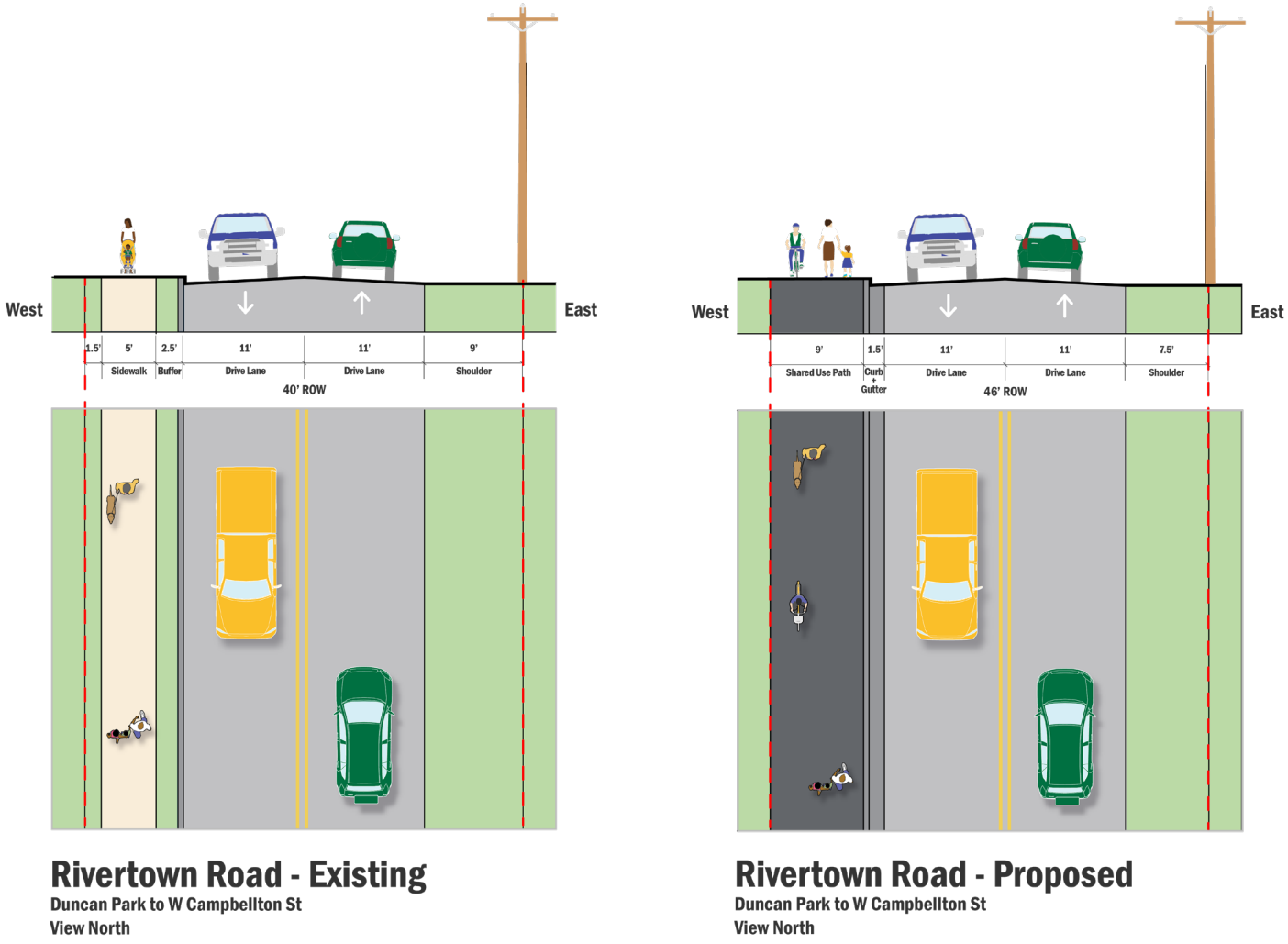


Figure 28. Rivertown Road Existing and Proposed Typical Sections
Source: Toole Design

3. MUTCD Section 9E.13 Paragraph 05

Rivertown Road Transportation Projects

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

The roadway should be built with curb and gutter adjacent to the shared use path and eleven foot travel lanes. There are acceleration and deceleration lanes present that should be removed based on the traffic volumes and speeds not meeting GDOT design criteria minimum requirements.[4] Deceleration and acceleration lanes encourage faster driver speeds that is unsafe for pedestrians, bicyclists, and motorists. The figure below shows the projects proposed for Rivertown Road.

Figure 29. Rivertown Road Recommendations
Source: Toole Design

4. GDOT Regulations for Driveway and Encroachment Control Manual 4.9.1.1 Minimum Requirements for Right Turn Deceleration Lanes

West Campbellton Street (Rivertown Road to Broad Street)

This is the shortest section of West Campbellton Street, going from the intersection of Rivertown Road to Broad Street. It is two lanes with a wide painted shoulder that is sometimes used to park closer to down-town and a makeshift right turn lane near Washington Street. The right-of-way is sixty feet, and the edge of pavement to edge of pavement is a generous forty-two feet.

There is no AADT data available for this specific section of West Campbellton Street, but north of the Rivertown Road/West Campbellton Street intersection is 5,000 for Rivertown Road and 10,500 for West Campbellton Street. The intersection of Broad Street and West Campbellton Street was mentioned often in public engagement as a congestion issue due to the signal timing. This intersection is GDOT-controlled, and it is recommended that the City of Fairburn coordinate with GDOT to conduct signal audits to ad-dress congestion concerns at this intersection.

Figure 30. West Campbellton Street looking north from Washington Street (left); Quick Build Two-Way Cycle Track in Atlanta, GA (right)
Source: GoogleMaps

It is recommended to use the existing extra pavement width for a two-way protected cycle track on the west side of the street and restriping the east side of the street for formalized on-street parking. A two-way cycle track will allow a seamless flow from the proposed shared use paths from the north on Rivertown Road and West Campbellton Street. It is also recommended to reduce the travel lanes to two eleven-foot lanes, as shown below. This is one of the streets in Fairburn with adequate pavement width to avoid a fully reconstructed streetscape. The protected cycle track could even have an interim phase with paint and curb stops being used. It is recommended not to implement the quick build until after the shared use path on Rivertown Road is under construction. This section is too short to be effective without more connectivity to Duncan Park.

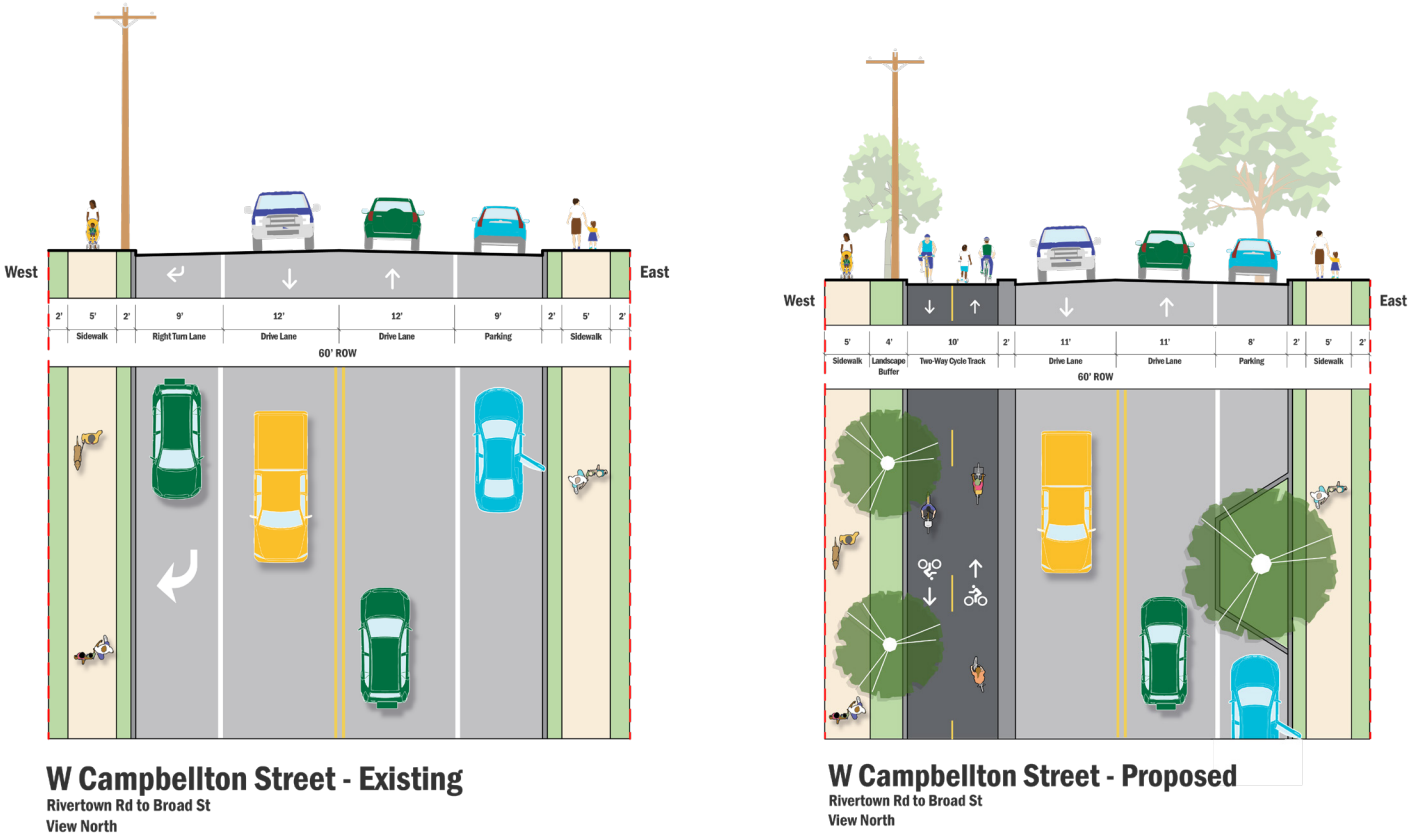


Figure 31. West Campbellton Street Existing and Proposed Typical Section
Source: Toole Design

The intersection of Rivertown Road and West Campbellton Street should be analyzed for a roundabout, which is a safer intersection control for all users. The intersection should be designed to transition bicyclists from the proposed shared use paths to the two-way cycle track. Due to the congestion of the signal at Broad Street and West Campbellton Street, the roundabout should be implemented with improved signal timing and intersection improvements along Broad Street for the roundabout to be the most effective during peak hour traffic.

West Campbellton Street (Rivertown Road to Broad Street) Transportation Projects

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

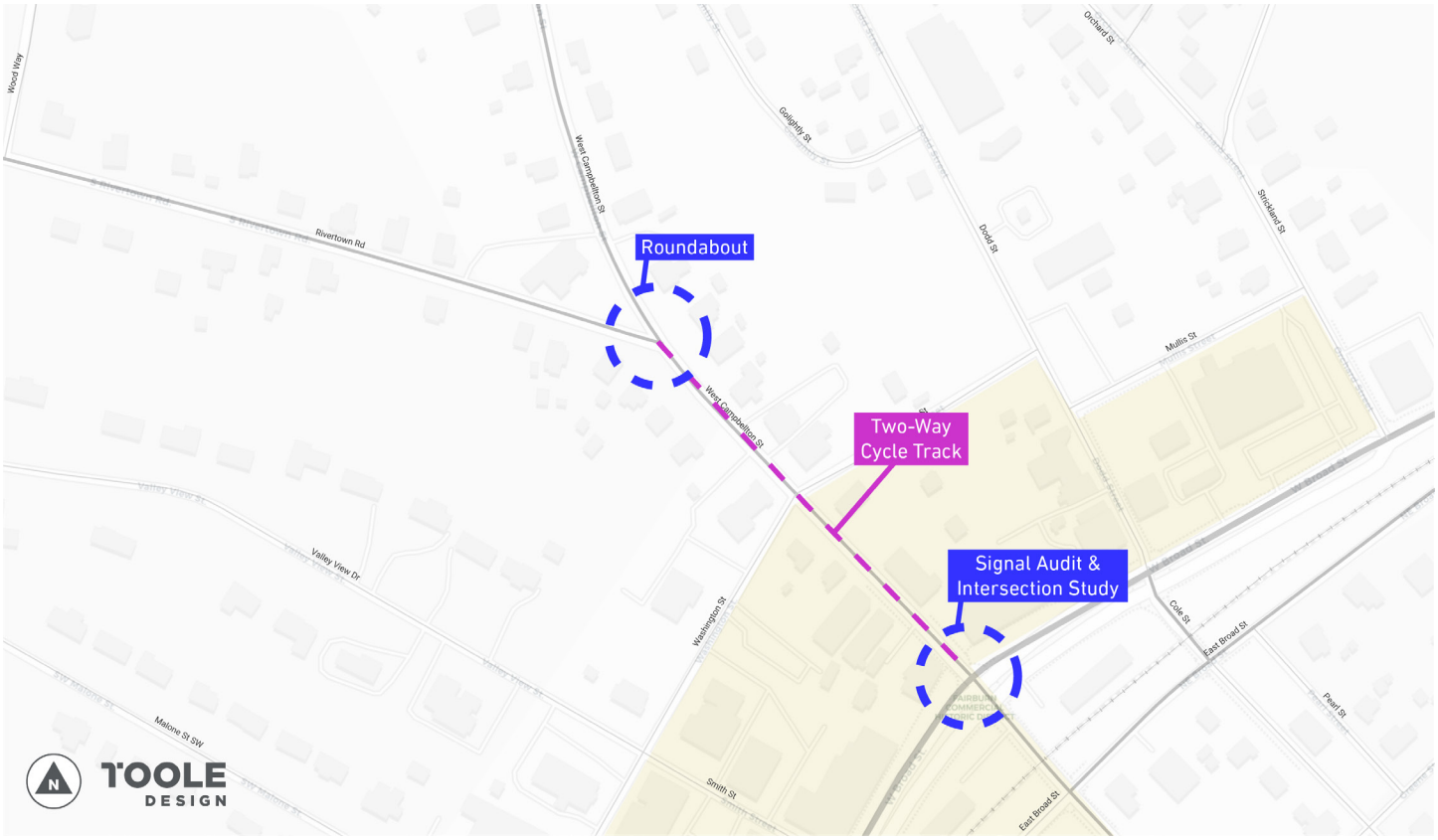


Figure 32. West Campbellton Street (Rivertown Road to Broad Street) Recommendations
Source: Toole Design

West Campbellton Street (SE Broad Street to Pine Street)

West Campbellton Street, moving south from SE Broad Street, is owned and operated by GDOT and is part of the regional freight network. Balancing the needs of freight, vehicular traffic, bicycles, and pedestrians are important considerations for this redesign. The current design encourages high speeds and a lack of pedestrian safety due to the wide pavement widths, lack of pedestrian crossings, and poor sidewalk conditions. It is sixty feet of right-of-way, thirty feet of available pavement width, and has a sidewalk on the east side of the street as shown below. The AADT is 8,880 with 4% truck traffic, and the posted speed limit is thirty-five miles per hour.

A ten-foot shared path on the west side of the street is proposed. This allows a continuous bicycle facility on the west side of the street north up to Duncan Park and the neighborhoods north of the railroad. It is recommended to reduce the pavement width to eleven feet to provide a landscaped buffer between the road and shared use path. Narrowing the lanes and pavement width helps slow the speeds of vehicles. The sidewalk should be reconstructed on the east side of the street. An existing and proposed typical section is shown on the following page.

Figure 33. West Campbellton Street looking north from Pine Street
Source: GoogleMaps

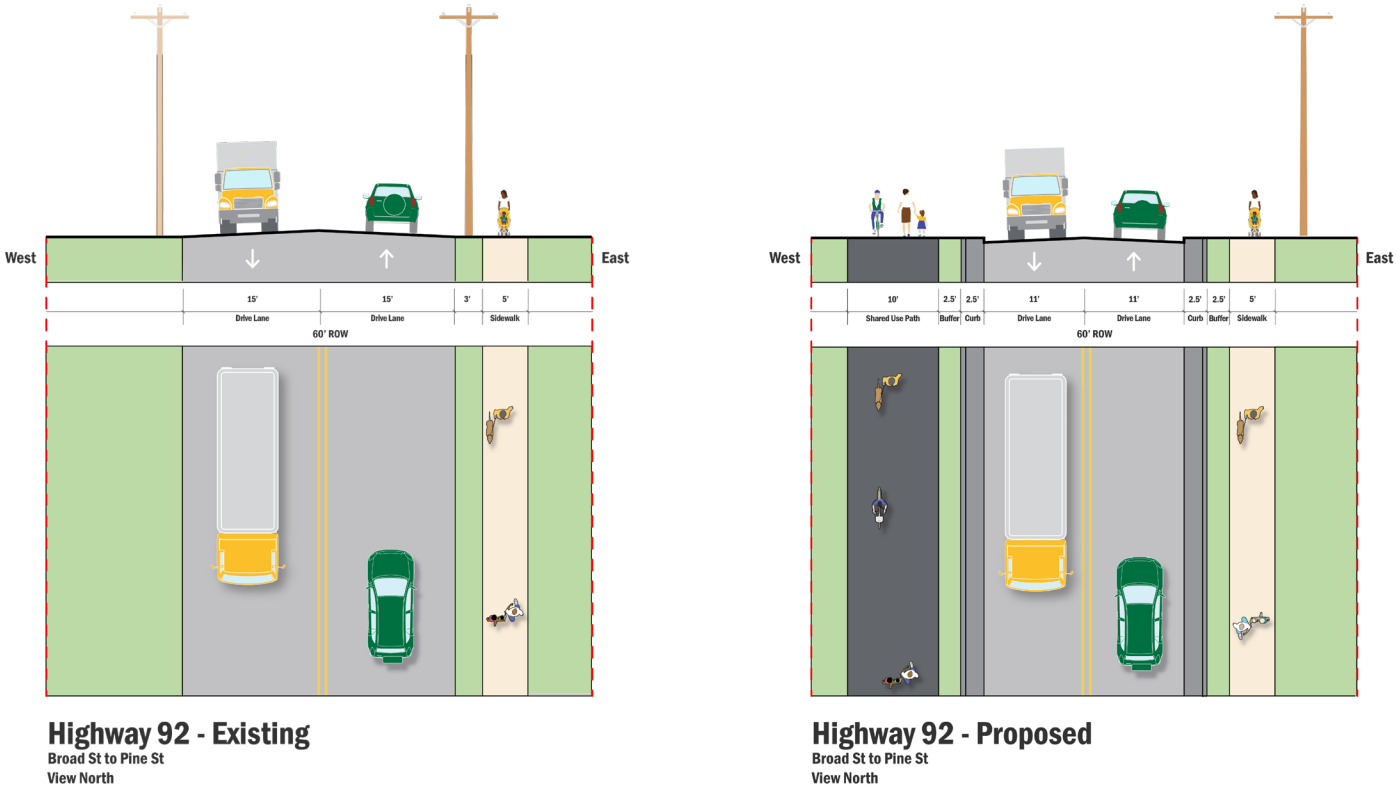


Figure 34. Highway 92 Typical Sections
Source: Toole Design

A common concern from the public survey is the signal timing at E Broad Street/West Campbellton Street and Broad Street/West Campbellton Street. Both signals are owned and operated by GDOT and improvements to those signals during peak hour congestion will need to be audited by GDOT.

Additional transportation recommendations include a Pedestrian Hybrid Beacon (PHB) at the intersection of Bay Street and West Campbellton Street due to the speeds and volumes of West Campbellton Street and a roundabout to be coordinated with Landmark Christian School and GDOT at that intersection of Highway 92 and Bay Street. There also needs to be a study completed of the railroad underpass between Broad Street and SE Broad Street to determine how to best move pedestrians and bicyclists safely and comfortably through both intersections and the underpass. All recommendations can be seen in the figure and table on the following page.

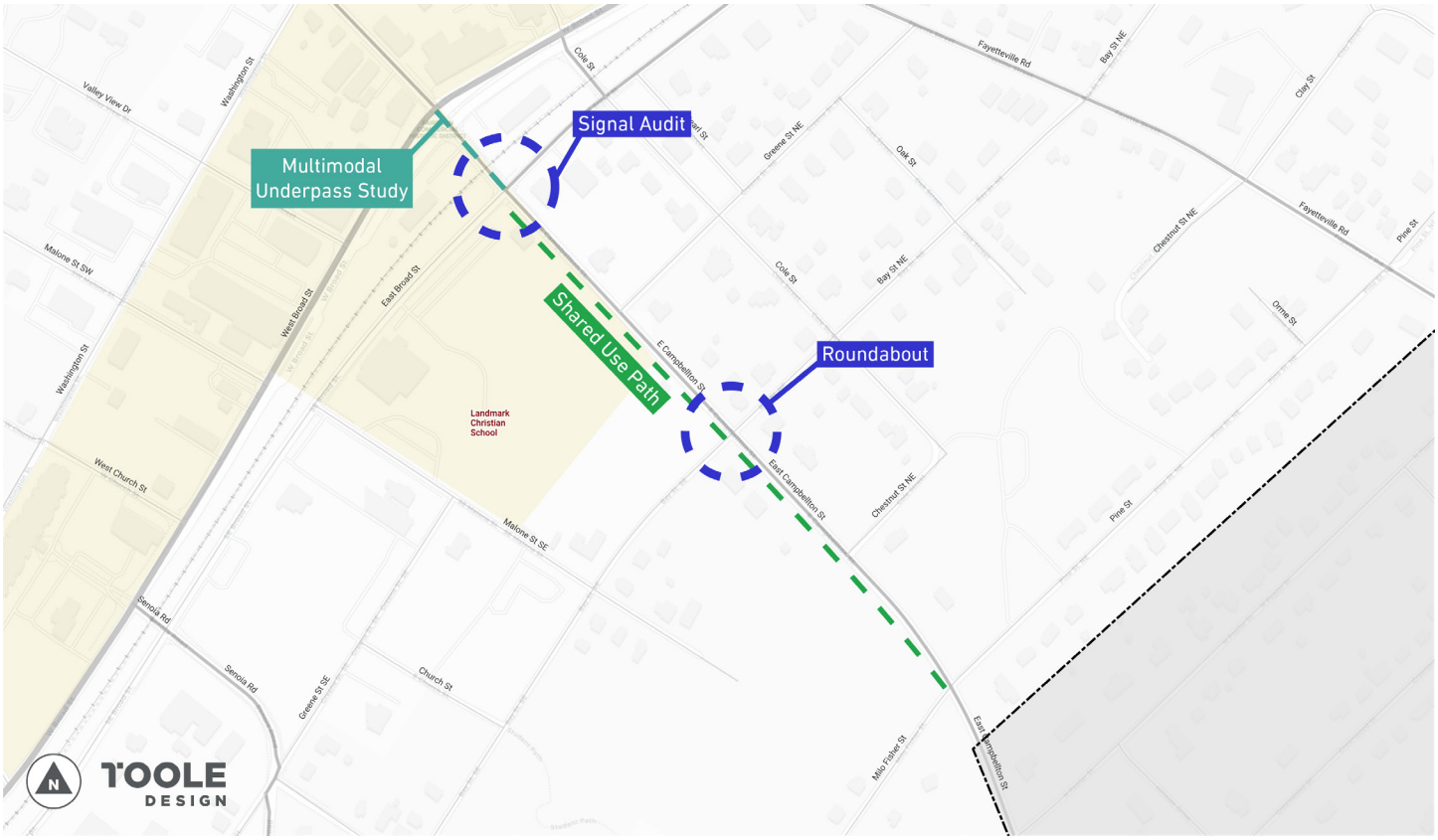


Figure 35. Highway 92 Transportation Recommendations
Source: Toole Design

Highway 92 Transportation Projects

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

Elder Street (West Campbellton Street to Fairview Drive)

Elder Street is a two-lane street with thirty feet of available right-of-way, though the city has shown there are sections with forty feet of available right-of-way. In scoping and design, confirming the right-of-way will be pivotal to understanding the design impacts. There is an existing five-foot sidewalk on the southwest side of the street that appears to be built partially in private right-of-way based on available parcel data. The existing and proposed typical section can be seen in the figure on the following page. Elder Street is a residential street with single-family homes lining both sides of the roadway. Campbell Elementary is at the intersection of Fairview Drive and Elder Street. If the right-of-way is only thirty feet, it is recommended to shift the centerline of the roadway and rebuild it with curb for the long term.

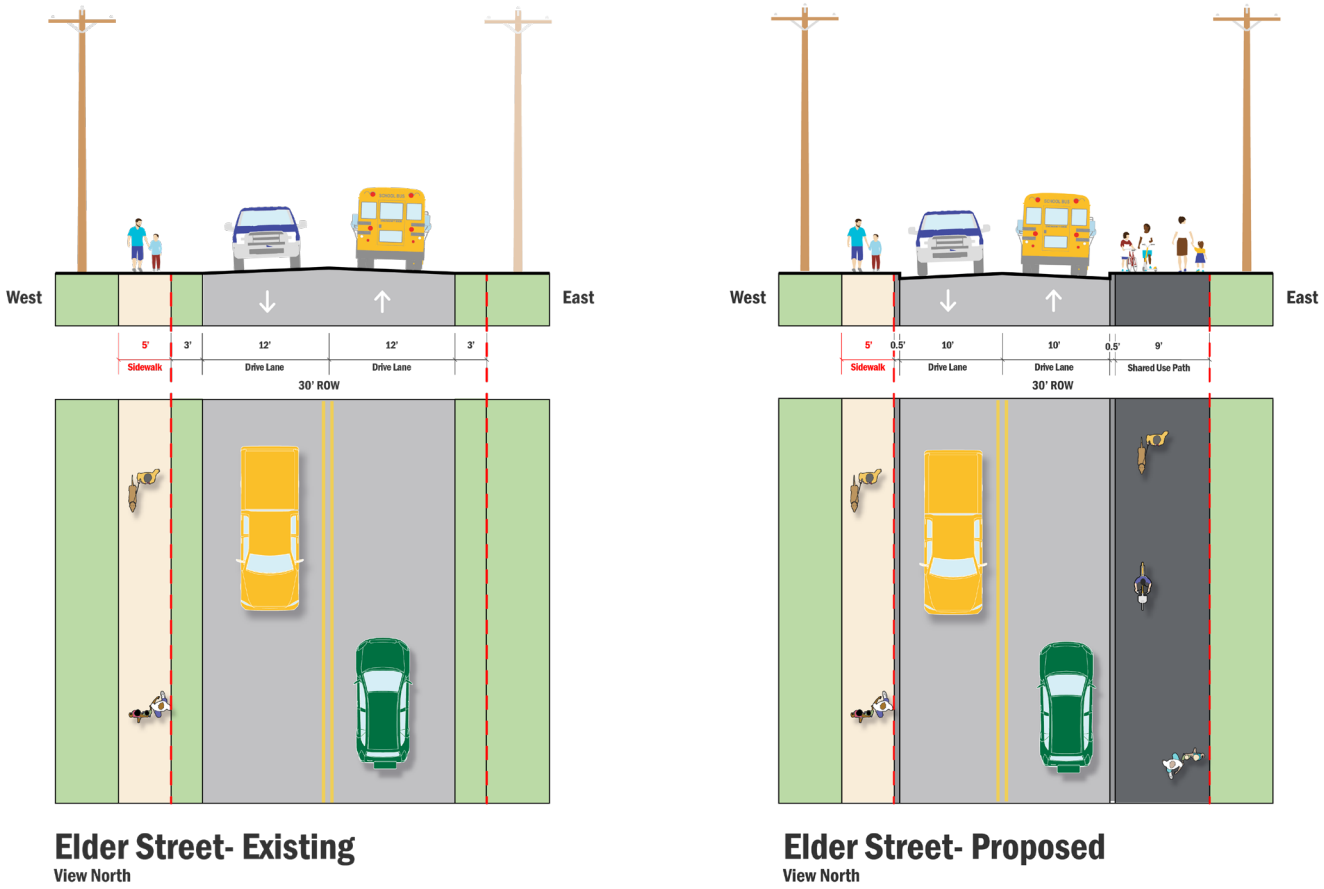


Figure 36. Elder Street Typical Sections
Source: Toole Design

Shifting the centerline of the roadway would allow for a twenty-foot pavement width, two ten-foot travel lanes, and an eight-foot shared use path on the north side of the street connecting to the Elementary School. Providing maximum protection between the street and potential bicycle users is critical here since they would be elementary school-aged children. Narrowing the pavement width also provides important traffic calming to keep speeds at or below twenty-five miles per hour. Additional traffic calming recommendations include vertical deflection like speed tables, speed bumps, or speed cushions. Recommendations are visualized on the following page.

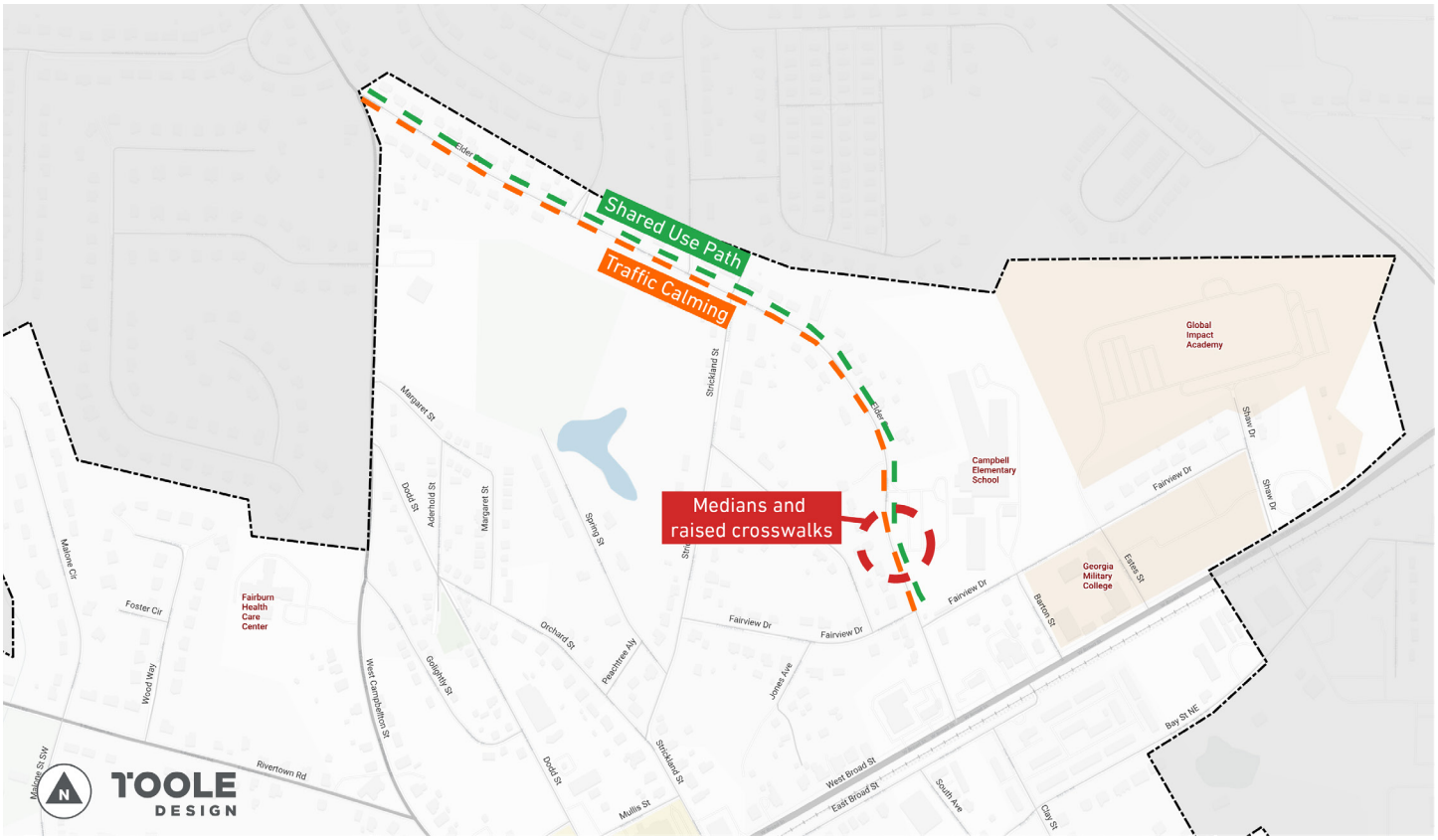


Figure 37. Highway 92 Transportation Recommendations
Source: Toole Design

Elder Street Transportation Projects

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

West Campbellton Street (Elder Street to Rivertown Road)

This section of West Campbellton Street is north of the intersection of the Rivertown Road/West Campbellton Street towards Elder Street. It is a two-lane street with a speed limit of thirty-five miles per hour. There are inconsistent sidewalks that currently switch sides of the street. The AADT is 10,500 with a 6% truck volume. The figure below shows the existing street where the sidewalk is on the west side. This section of West Campbellton Street is locally owned and not part of/or recommended as a critical urban freight corridor.[5] Focusing on designs that discourage freight and encourage bicycling and pedestrian traffic will improve the safety of the roadway and slow speeds.

There have been three KSI crashes on this street, with one of those being a pedestrian walking their bicycle. Due to the high traffic volumes and speeds, a protected bicycle facility such as a shared-use path is recommended. The shared use path is recommended to be designed and constructed on the west side of the street to accommodate pedestrian and bicycle traffic that is separated from vehicular lanes. The shared use path can be a minimum of eight feet, though ten feet is preferred and should be built where space allows. The lanes should be consistently eleven feet wide with the construction of curb and gutter adjacent to the shared use path. The existing and proposed typical sections are illustrated on the following page.

Figure 38. West Campbellton Street looking north from Golightly Street
Source: GoogleMaps

5. Multimodal Final Plan and Study Recommendations, South Fulton Community Improvement District

All acceleration and deceleration lanes present should be removed from the corridor since they are not recommended for streets at thirty-five miles per hour.[6] Due to the higher traffic volumes on this road, the crossing at West Campbellton Street and Dodd Street should be upgraded to a Pedestrian Hybrid Beacon (PHB).[7] The existing crosswalks at Golightly Street and Margaret Street could be upgraded to Rectangular Rapid Flashing Beacons (RRFBs), but their proximity to Dodd Street could reduce driver compliance by installing additional upgrades nearby. Prioritizing upgrades at the crossing at Dodd Street will encourage pedestrians and bicyclists to use the existing sidewalks to access the safest crossing. Proposed projects for this portion of West Campbellton Street are listed on the following page.

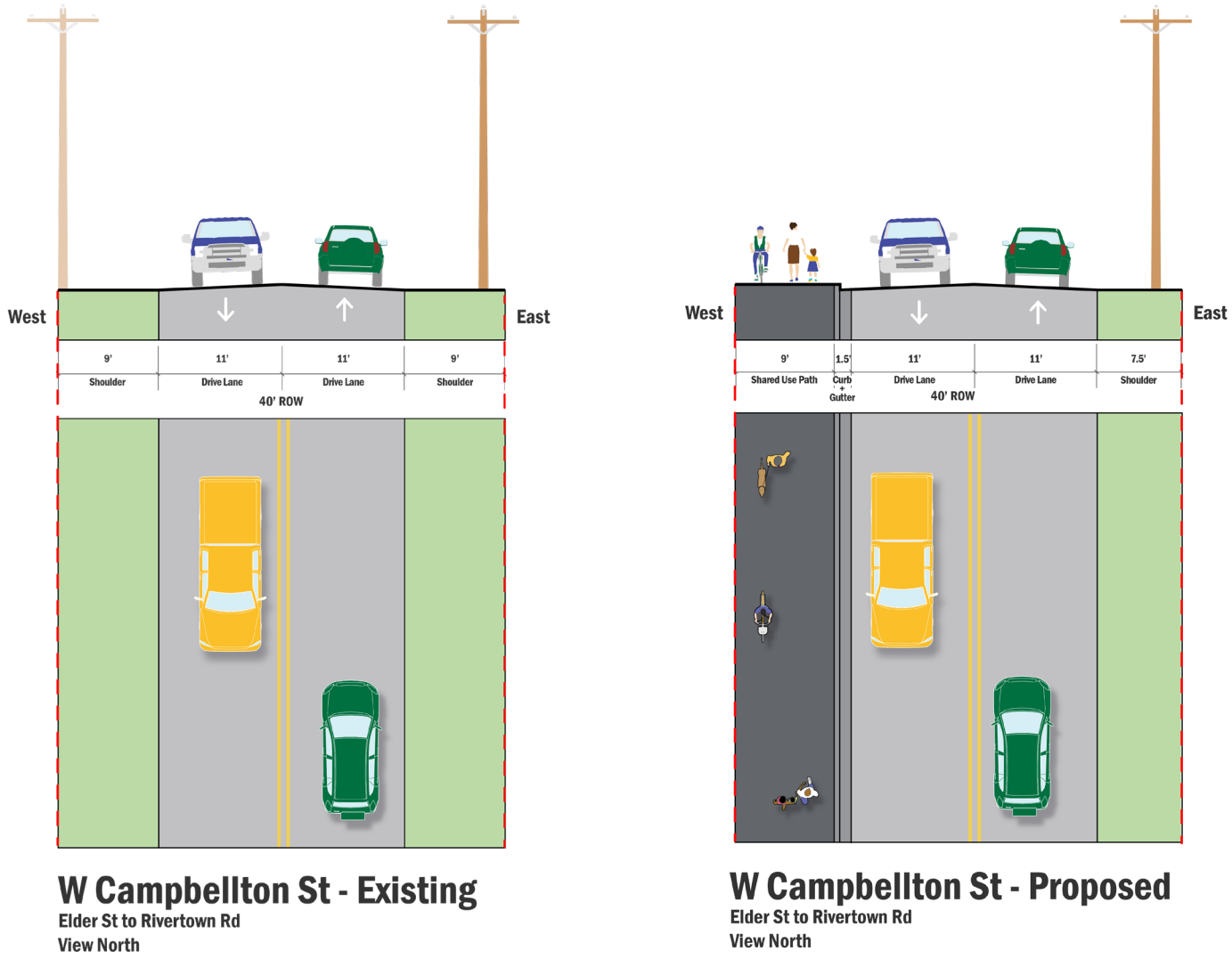


Figure 39. West Campbellton Street (Elder Street to Rivertown Road) Typical Sections
Source: Toole Design

6. GDOT Regulations for Driveway and Encroachment Control Manual 4.9.1.1 Minimum Requirements for Right Turn Deceleration Lanes

7. https://www.fhwa.dot.gov/innovation/everydaycounts/edc_5/docs/STEP-guide-improving-ped-safety.pdf

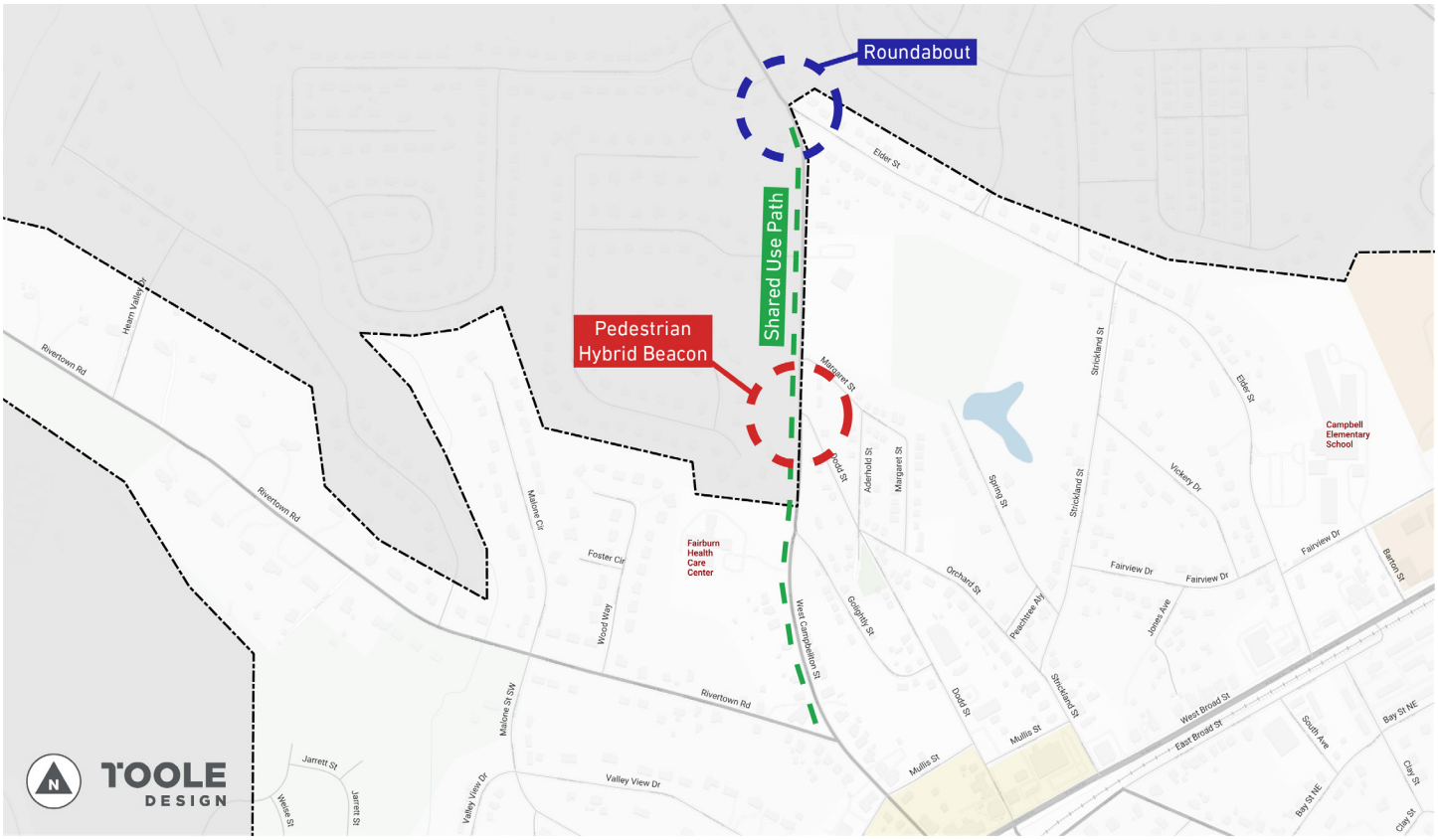


Figure 40. West Campbellton Street Recommendations
Source: Toole Design

West Campbellton Street Transportation Projects

Extent	Recommendation
Elder Street to Rivertown Road	Design and construct concept from the typical section with a shared use path on the west side of the street, build curb and gutter. Remove acceleration and deceleration lanes when adding curb and gutter to maintain 11' travel lanes with a 22' pavement width.
Elder Street/West Campbellton Street	Study different intersection traffic calming improvements which could include a roundabout with raised pedestrian/bicycle crossings or other low-cost solutions like Y-Intersections with a Pedestrian Hybrid Beacon (PHB) for pedestrian/bicycling crossing West Campbellton Street.
Dodd Street/West Campbellton Street	Add a Pedestrian Hybrid Beacon (PHB) crossing Campbellton Street to proposed shared use path.

Bicycle and Pedestrian Network

Additional transportation projects have been identified through the public engagement process, review of previous LCIs, and the connectivity assessment between the Gateways and Downtown.

Figure 41. Bicycle and Pedestrian Network
Source: Toole Design

Bicycle and Pedestrian Projects

Location ID	Extent	Recommendation
1	Fairview Drive: Shaw Drive to Elder Street	Reduce travel lanes to 10'. Add conventional, buffered, or protected bicycle lanes.
2	Fairview Drive: Elder Street to Strickland Street	Reduce travel lanes to 10'. Scope and design conventional bicycle lanes. If AADT is under 1,500 a bicycle boulevard can be considered with a speed reduction of under 20 mph.
3	Strickland Street: Fairview Drive to Orchard Street	Reduce travel lanes to 10'. Scope and design conventional bicycle lanes. If AADT is under 1,500 a bicycle boulevard can be considered with a speed reduction of under 20 mph.

Location ID	Extent	Recommendation
4	Mullis Street: Orchard Street to West Campbellton Street	Reduce travel lanes to 10'. Scope and design conventional bicycle lanes. If AADT is under 1,500 a bicycle boulevard can be considered with a speed reduction of under 20 mph.
5	Washington Street: West Campbellton Street to Cemetery Street	Reduce travel lanes to 10'. Scope and design conventional, buffered, or protected bicycle lanes. If AADT is under 1,500 a bicycle boulevard can be considered with a speed reduction of under 20 mph.
6	Broad Street: Senoia Road to Shaw Drive	Continue to coordinate with GDOT on the proposed road diet, median installations, and shared use path on the south side of the street. Continue to coordinate on pedestrian crossing improvements at Senoia Road/Broad Street with a signal or Pedestrian Hybrid Beacon (PHB).
7	Senoia Road: Broad Street to Bay Street	Reduce travel lanes to 11'. Add protected bicycle lanes or reduce speed limits to 25 mph. With speed reduction, a buffered bicycle lane can be considered.
8	E Broad Street: Senoia Road to West Campbellton Street	Reduce travel lanes to 11'. Add protected bicycle lanes or reduce speed limits to 25 mph. With speed reduction, a buffered bicycle lane can be considered.
9	E Broad Street: West Campbellton Street to Fayetteville Road	Reduce travel lanes to 11'. Add protected bicycle lanes or reduce speed limits to 25 mph. With speed reduction, a buffered bicycle lane can be considered.
10	Fayetteville Road: E Broad Street to Pine Street	Reduce travel lanes to 11' and reduce speed limits to 25 mph. Add conventional, buffered, or protected bicycle lanes and sidewalks.

Broad Street Pedestrian Underpass

Pedestrians are currently crossing the railroad between the intersection of Broad Street/Strickland Street and E Broad Street and Fayette Street. There is a dirt path from where pedestrians are seen making frequent trips from the MARTA stop on Broad Street to cross the railroad near Fayette Street. To provide a safer crossing, Figure 20 illustrates the proposed projects to help create a safer and more comfortable crossing for pedestrians that includes an underpass at the railroad tracks. There can be two phases to the project, Phase 1 focusing on upgrading the intersection at Strickland Street and Broad Street to be more pedestrian friendly while building a sidewalk along the south side of Broad Street from the MARTA bus stop to the intersection. The second phase of work is the scope, design, and construction of the pedestrian/bicycle underpass at the railroad.

Bicycle and Pedestrian Underpass Projects

Phase	Extent	Recommendation
1	MARTA Bus Stop to Strickland Street/Broad Street Intersection	Build a sidewalk.
	Strickland Street/Broad Street	Conduct a signal study and build a signal or PHB.
2	Railroad at Strickland Street and Fayetteville Road	Scope, design, and construct a pedestrian/bicycle underpass connecting Fayetteville Road/Broad Street/Strickland Street.
	Fayetteville Road/E Broad Street	Build a RRFB to new underpass.

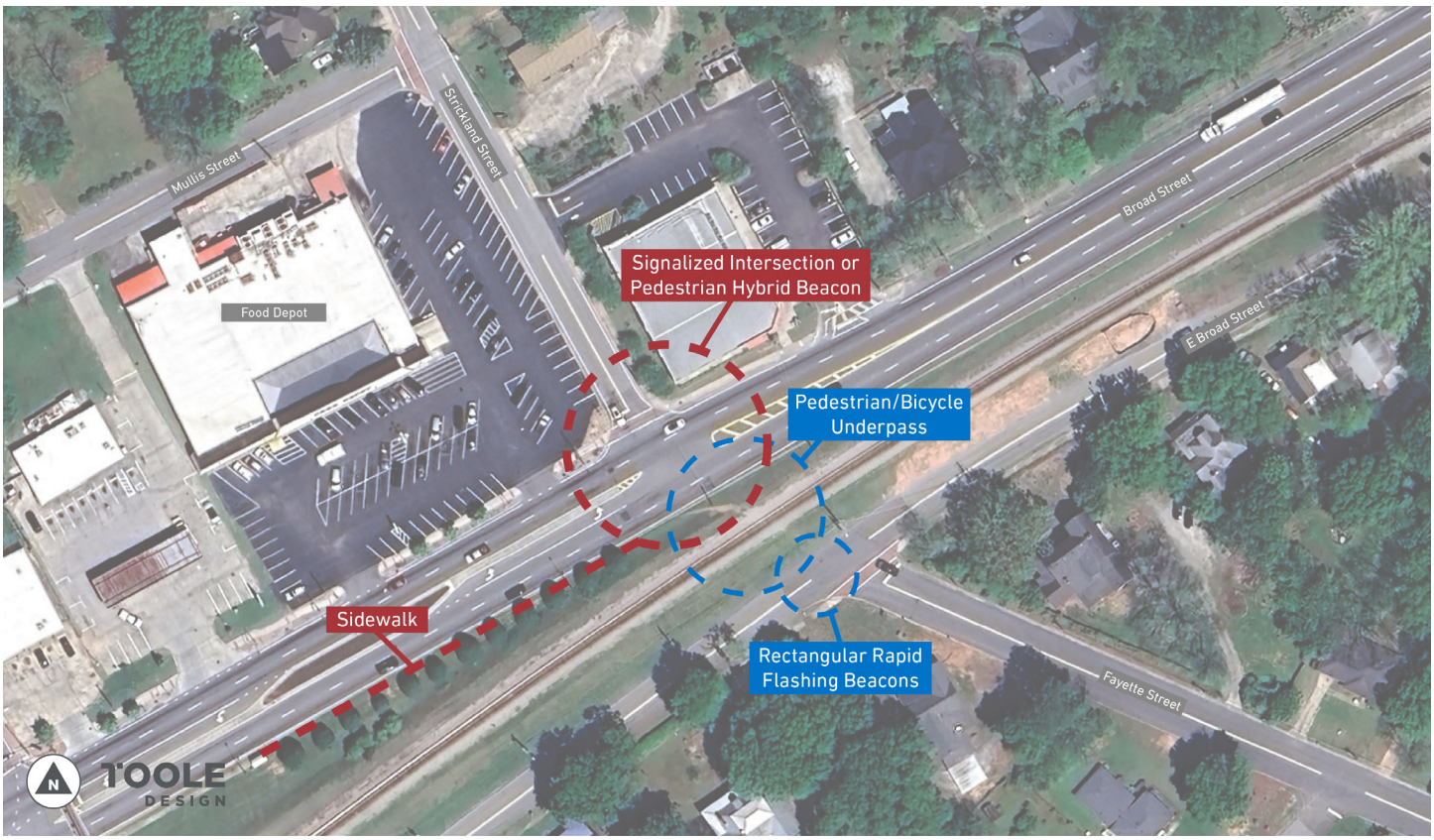


Figure 42. Broad Street Pedestrian Underpass Recommendations
Source: Toole Design

Transportation Programs and Policies

Based on the existing conditions, safety analysis, and connectivity analysis, there are some additional policy and program recommendations that the City can do to encourage safe bi-cycling and walking. One of the most important programs to invest in is a Fairburn Bicycle and Pedestrian Master Plan. The LCI area has been studied for bicycle and pedestrian improvements, but the City of Fairburn could benefit from a Plan that includes an analysis of the City as a whole, design standards that apply updated AASHTO and NACTO guidelines across the board for the City, and education/outreach efforts on safe bicycling and walking. Another study that could be beneficial to the City is a Downtown Parking Study to analyze parking needs as they stand today, and how proposed development will meet those needs. It will also incorporate an analysis of parking design standards that could provide the best recommendations for the pull-in/pull-out parking on Broad Street that sees a high number of crashes.

From the safety analysis, focusing on safety programs and design standards that reduce left turn conflicts on Broad Street is important. The locations on Broad Street with no medians show high left turn crash numbers. This can be resolved through concentrating left-turning traffic to cross streets with signalized intersections, converting driveways with direct access to Broad Street to right in/right out only, and implementing Restricted Crossing U-Turns or Median U-Turns, which are both approved solutions from GDOT.

Finally, incorporating programs that involve Campbell Elementary School to encourage children and their families to bike and walk during bike months in May and October are important opportunities. These can include bike buses, which are a group of people who cycle together on a set route to help transfer children from their homes to the school's front steps. It functions the same as a school bus, but instead of sitting on a bus, the kids and adults travel the streets to school together in mass.

Another successful program to consider during bike month is temporary traffic gardens. Traffic gardens are scaled-down streets and traffic elements that are free of vehicles to provide children an opportunity to practice their bicycling skills, learn important roadway safety, and have fun, as shown on the following page.

Figure 43. Bike Bus
Source: Toole Design

Figure 44. Traffic Gardens
Source: Toole Design

IMPLEMENTATION

IMPLEMENTATION

This section provides a structured approach to turning the master plan's vision into reality, outlining both immediate and long-term actions. The 100-Day Action Plan identifies strategies which are low-investment and high-impact within a short timeframe. An included implementation matrix serves as a roadmap for sustained progress, detailing estimated costs, potential funding sources, responsible parties, and recommended timelines.

100-DAY ACTION PLAN

The 100-Day Action Plan shows the first steps for implementing project and program recommendations. These tasks are designed to be low/no-cost and can be started immediately. While the City of Fairburn should take the lead on many of these actions, successful execution will require coordination with public agencies, the private sector, and state and local governments.

Action Items	Cost	Office of Primary Responsibility	Partnerships, Examples, Other Notes.
Adopt the Study	Staff Time	City Manager	
Celebrate National Bicycle Day with a Fun Ride and/or Bike Safety Workshop	Staff Time	Economic Development	
Coordinate street-based events with Renaissance Festival organizers	Staff Time	Festival Organizers	Parade
Continue discussions with investors and developers to implement the Educational Campus redevelopment, per recommendations within this plan	Staff Time	Planning and Zoning	
Identify grants, funding, and programmatic resources, including a Special Service District for recommendations within this plan	Spreadsheet	City Manager/ Economic Development	
Identify projects to apply for supplemental LCI or TIP funds	Staff Time	Planning and Zoning	Creative crosswalks: Street art meets safety enhancement | Smart Cities Dive
Identify strategic parcels to acquire and/ or partner with to facilitate the vision for the Gateway and Connectivity LCI projects	Staff Time	City Manager	
Explore funding opportunities for a city-wide Fairburn Bicycle and Pedestrian Trail Master Plan	Staff Time	Planning and Zoning	
Plan, organize, execute a walk/bike to school event during National Bike Month and Biketober	Staff Time	Economic Development	Walk & Bike to School
Set up quarterly meetings with GDOT	Staff Time	Community Development / Public Works	DeNard, Paul <pdenard@dot.ga.gov>; Perry, Landon <laperry@dot.ga.gov>; lkay@dot.ga.gov
Temporarily close streets to vehicles for events or during certain hours to create safe pedestrian zones (i.e. Atlanta Streets Alive)	Staff Time	Economic Development	Atlanta Streets Alive; (Washington) DC Open Streets

IMPLEMENTATION MATRIX

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

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

Priority	Description/Action	Cost	Year					Responsible Party	Funding Source
			2025	2026	2027	2028	2029		
3: Promote diverse housing options									
3A	Allow property owners to use Accessory Dwelling Units (ADUs) for both primary occupancy and rental use, enhancing affordability, flexibility, and housing availability	Staff time		X				Planning and Zoning	N/A

Priority	Description/Action	Cost	Year					Responsible Party	Funding Source
			2025	2026	2027	2028	2029		
4: Educational Campus									
4A	Acquire key properties to create gateway elements from Georgia Department of Transportation	TBD	X					City Manager	City of Fairburn / SPLOST
4B	Complete trail design and implementation for proposed trail connectivity per this plan	$1,500,000 - 3,000,000		X	X	X		Public Works and Community Development	City of Fairburn / SPLOST
4C	Acquire key properties for pocket park	TBD		X				City Manager	City of Fairburn / SPLOST
4D	Explore the potential funding mechanisms for new park and amphitheater	Staff time	X					City Manager	City of Fairburn

Priority	Description/Action	Cost	Year					Responsible Party	Funding Source
			2025	2026	2027	2028	2029		
5: Downtown Fairburn									
5A	Acquire key properties for housing and trail elements	TBD		X				City Manager	City of Fairburn / SPLOST
5B	Increase maximum height for downtown facilities	Staff time	X					Planning and Zoning	N/A
5C	Acquire key properties for expanded Frankie Arnold Stage/Courtyard	TBD	X					City Manager	City of Fairburn / SPLOST

Priority	Description/Action	Cost	Year					Responsible Party	Funding Source
			2025	2026	2027	2028	2029		
6: Milo Fisher Park									
6A	Seek Design for Milo Fisher Park and Walking Path	$50,000-100,000		X				Parks and Recreation	City of Fairburn / SPLOST
6B	Extend Malone Street to Milo Fisher Street	TBD			X			Public Works and Community Development	City of Fairburn / SPLOST
6C	Acquire key properties for multi-use path to Duncan Park	TBD			X			City Manager	City of Fairburn / SPLOST

Transportation Implementation Action Items

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

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

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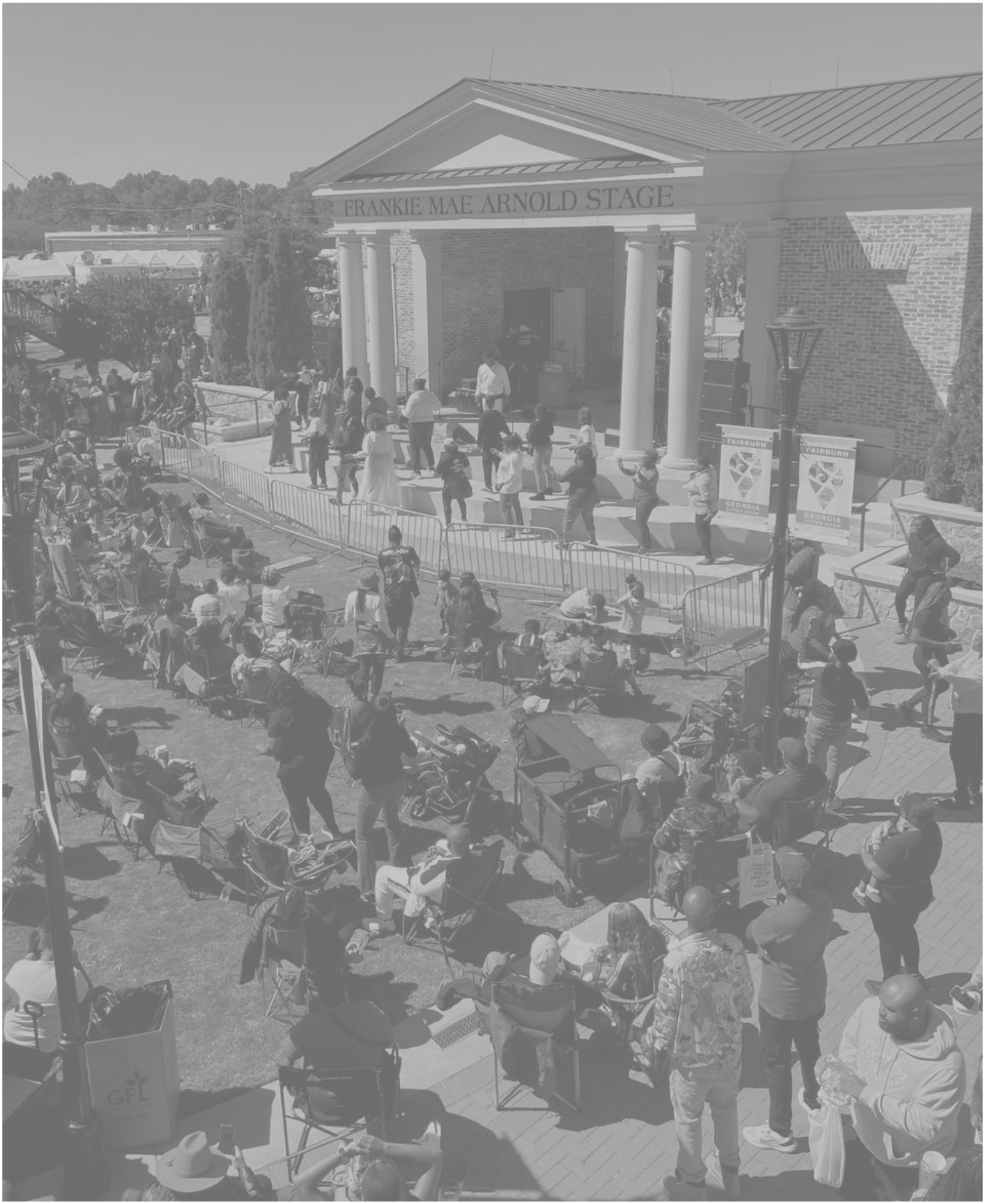

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