

**Smart Pedestrian Planning:
Integrating Community Needs into Data Driven Decisions**

Georgia Smart Communities Challenge 2020

Region

A Metro-Atlanta Community

Proposal Government Lead

Clayton County, GA

In Collaboration With

City of Lake City
City of Morrow

Point of Contact

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Jonesboro, GA 30236

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1 Project Narrative

Since the invention of the automobile, municipal planners have struggled to balance the increase in demand for paved roadways with retaining safe walkways throughout the community. As stated in the 2017 STRIDE final report “Even the most robust transportation networks depend on first and last segments that are traveled by foot, whether that is by walking to a car parked in a driveway or stepping off a bus onto a busy street corner to complete the last few hundred yards of a commute. As cities age and grow, sidewalk networks require maintenance and new connections.” In addition to first and last mile connectivity, a robust pedestrian infrastructure network creates vibrant public spaces that promote economic development, enhance social capital and provide public health benefits. Clayton County currently has a 37% adult obesity rate and 34% physical inactivity rate, which are both above the state average of 32% and 28% respectively. This makes walkability a key approach in providing equitable opportunities for physical activity.

The absence of a decision-support system for transport project prioritization can limit or bias project selection and implementation in a fiscally constrained environment. Furthermore, a perception of inequity is likely to be introduced if repair projects are undertaken in certain areas and not in others. Smart asset management systems can be used to assess community impacts of asset investment strategies by combining asset condition data and repair plans with parcel level or other sub-regional demographic information. Identifying how transportation investment benefits and costs are distributed within the County is critical, given that Clayton County serves more than 1.2 million trips per day (6.1% of the regional total) in this very diverse County. These trips also include about 42,000 walk trips and an additional 15,000 walking access trips to transit services per day (ARC, 2020), which heightens the need to be able to assess the distributional benefits of sidewalk investments at the local spatial scale. In response to this need, we propose to develop an evidence-based approach for Smart Pedestrian Planning in Clayton County. This includes the development of a smart pedestrian asset management system, identification of appropriate smart technologies to support walkability, community metrics and a project prioritization methodology that meets community needs.

1.1 Vision

Why is walking important?

Walking is important because it...



Supports sustainable growth and is good for the environment.

Walking produces no greenhouse gas emissions. It's the most sustainable and healthy mode of transportation!



Makes Clayton County a better place to visit.

Visitors expect quality walking infrastructure to get around the county and experience what it has to offer.



Has social benefits...

Especially to residents who are not able or can no longer afford to drive, and helps people live full, independent lives by providing access to work, shopping, medical appointments, and social activities.



Makes Clayton County's residents healthier.

The Centers for Disease Control recommends at least 22 minutes a day of moderate aerobic activity. This can be achieved simply by walking to shops, work, or transit.



Attracts talent and makes the county more competitive

Millennials, a growing segment of Clayton County's population, want mobility options like walking, biking, and transit, and are less focused on cars than previous generations.



Clayton County has a diverse citizen base, and in response to this diversity and differences in modal preference, it is embracing the development and enhancement of a shift back to pedestrian-friendly streets. Enhancing the quality of county sidewalks not only attracts more pedestrians, but also helps to create enjoyable public spaces where people want to spend their time. Making walkability and mobility a priority is something that everyone can support. It provides a solution for multiple generations of citizens, young and old.

The old models of data collection and decision-making (e.g. manual audits) are inefficient and do not adequately address the communities' sidewalk needs. The county believes that there are smarter, more holistic ways to determine how best to serve the mobility needs of its citizens. Population density assessments and community outreach only tell part of the story. What other assets are available to enable the county to better decide? How can sidewalks be elevated to "Smart Pedestrian Corridors" that encourage healthy behaviors and enhance quality of life? Smart technology that enables existing assets (like a light pole) to serve dual functions as both its primary intended purpose (street lighting) and as well as a mounting point for a smart sensor, is a good first step in identifying what we need to know. Smart technology enables new ways of "knowing" and sensing our environment including the ability to combine physical measurements with qualitative data (such as perceptions). How we obtain that information and how the information is presented enhances informed decision-making and better use of our taxpayer funds, providing a long-term benefit to our citizens.

1.2 Framework

Our vision for this opportunity is framed by one main question. How can we make the pedestrian experience “Smarter” and more appealing to citizens of all socioeconomic status? Smart Mobility is a powerful tool to achieve a more sustainable future. Ultimately, we are trying to:

- Provide better walkable routes throughout the Clayton County that are inherently safe
- Create a successful transportation asset management program for pedestrian infrastructure, to help public agencies better balance community preferences and equitably and efficiently maintain/expand pedestrian corridors.
- Develop a smarter and safer pedestrian plan that considers multiple sources of input
- Improve utilization of transportation assets that can lead to smarter, data driven solutions

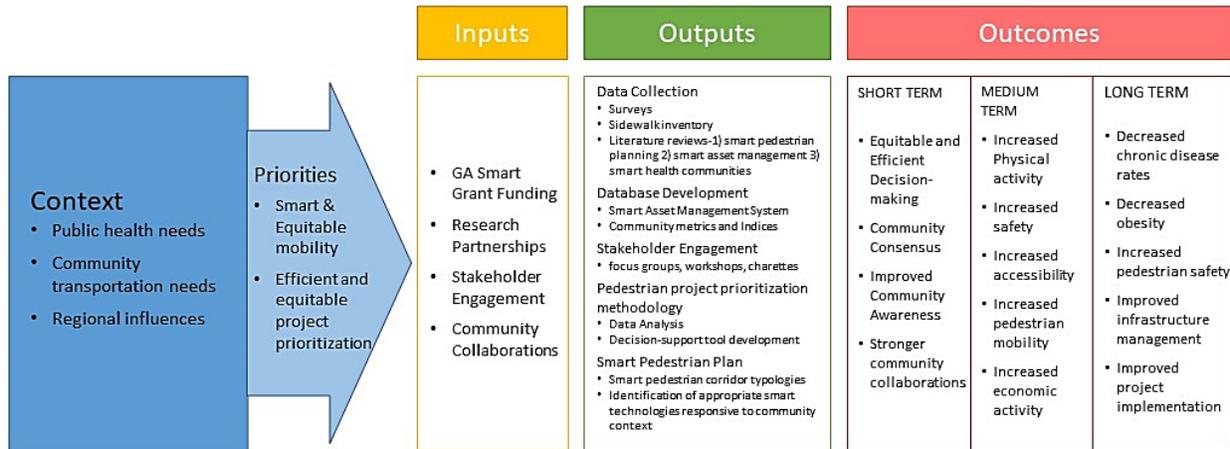


Figure 1. Logic Model describing the various components of the project framework and anticipated outcomes with respect to Smart Pedestrian Mobility.

1.3 Plan

A project of this magnitude requires extensive planning and coordination on a daily basis. The County’s project lead will establish a primary working committee that will be made up of decision makers from each municipality and the Georgia Tech research team.

During the first 90 days of the project, there will be two different major activities getting underway. First, the team will be dedicated to reviewing case studies, technical reports and research articles around three primary topics: 1) smart pedestrian planning 2) smart asset management 3) smart/healthy communities. Collectively, this literature review will guide the team on utilization of smart technologies, their applications, and their impacts/benefits relevant to Smart Pedestrian Planning. This will primarily be conducted by the Georgia Tech research team with input from the project working committee when requested. We will use findings from previous regional studies to assist in making recommendations.

Additionally, the Clayton County team will be creating a stakeholder engagement plan. A Stakeholder Engagement Plan is a formal strategy to communicate with project and community stakeholders to achieve their support for the project. It will specify the frequency and type of communications, media, contact persons, and locations of community engagement events. Staff will be dedicated to developing a presentation to be given to each municipality’s governing body and we will begin to engage the Clayton County School System to determine a process in which students will be interviewed and hired as data gathers and data analysts. This is critical in ensuring

the data that used is accurate and clean. Funding for the Clayton Data team will be provided by the grant.

The following 120 days will be used for data gathering. Setting up the smart asset management system and a comprehensive sidewalk inventory will be the foundational step in this process. Georgia Tech researchers will generate the asset management system into which field data collectors will enter pedestrian infrastructure feature and condition data. The team will select pilot locations that represent different neighborhood typologies, based on stakeholder input, in which the system will be applied in the form of case studies, serving as prototypes for eventual countywide expansion.

The next step will be stakeholder engagement to identify community preferences with respect to mobility, accessibility, and safety objectives that should contribute to project prioritization. We will arrange for community work sessions and meetings with county and municipal leadership, as well as citizens. This may include the use of existing standing meetings with community groups and homeowners' associations to present options and gather feedback. During this entire period, team members and neighborhood volunteers will be canvassing the pedestrian landscape in selected case study areas to verify the presence of pedestrian assets (sidewalks, ramps, curb cuts, crosswalks, signals, etc.), record asset characteristics (width, slope, cross-slope, material composition), assess asset connectivity, and inspect asset condition under ADA design standards.

The next 60 days will be spent by the entire project team, led by the Georgia Tech researchers, analyzing the data and creating reports based on the information and trends discovered during data gathering. The team will develop action plans for each selected case study area that recommends repairs, new asset construction, and technology applications to reflect the field findings.

In the final 60 days of the project, the team will present our findings to regional stakeholders, including Clayton County commissioners, city council members, planning agency staff, etc. This is the time when we demonstrate the project findings and use it to propel the County into "Smart Pedestrian Planning" innovator within the region. We will explore further methods of funding our recommendations. We will wrap the project with a final assessment that will include an action item list of "next steps in planning" section to yield a comprehensive inventory of pedestrian assets throughout the County, quantify the costs of ongoing asset management, prioritize asset repair and construction of new assets, and seamlessly integrate pedestrian planning into the regional planning process.

1.4 Research

Three primary research and data inputs will be used to develop the Smart Pedestrian Planning case studies described in the previous section. These include: 1) sidewalk inventories to develop the pedestrian asset management system 2) stakeholder input to inform community priorities and preferences 3) metrics to quantify community and contextual characteristics to inform typology development. Fig 2. Illustrates the research framework and the various domains/activities that will contribute to the development of the Smart Pedestrian Plans. The subsequent paragraphs briefly describe the rationale and methodology that will be used to execute the research.

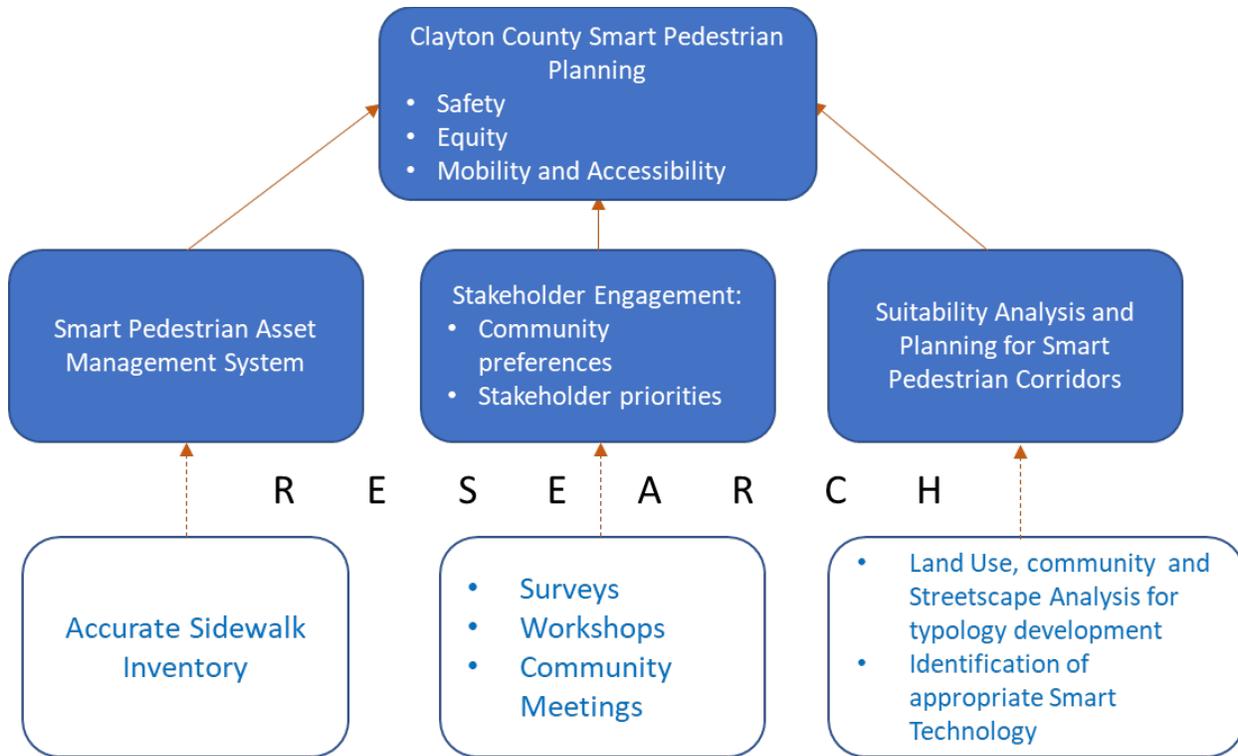


Figure 2. Research Framework to inform Smart Pedestrian Plan typologies

Smart Pedestrian Asset Management System: The Georgia Tech Civil and environmental Engineering team will support this project by developing the pedestrian asset management system and the initial inventory of pedestrian infrastructure assets. Georgia Tech staff will employ their existing semi-automated GIS process to generate sidewalk networks that are completely independent from existing roadway networks (Li, et al., 2018; Khoeini, et al., 2015). The sidewalk network consists of links (representing physical sidewalk and crosswalk sections), and nodes (representing physical locations where sidewalk and crosswalk sections meet). For example, the field-verified sidewalk network prepared for Midtown Atlanta by the Georgia Tech team is illustrated in Figure 3, where each sidewalk link runs parallel to the adjoining property lines and roadways. In the asset management system, the links and nodes carry detailed pedestrian infrastructure data. For example, sidewalk links carry spatial data related to sidewalk availability (present/absent), width, material composition, thickness, slope, cross-slope, condition, etc. Crosswalk links carry information regarding crosswalk presence, width, pavement condition, marking types, marking materials, etc. The asset management system also contains nodes to represent the placement of other discrete pedestrian assets (i.e., sidewalk elements), such as pedestrian ramps, driveway curb cuts, and pedestrian signals. Element nodes carry relevant information regarding presence, dimensions, slope, cross slope, signage, lighting, etc. The Georgia Tech semi-automated methodology uses parcel-level land use data and roadway centerline data as inputs into GIS scripts that generate an initial sidewalk network. All of the initial sidewalk network must be post-processed to ensure spatial-accuracy. The Georgia Tech team will train County GIS staff to perform all spatial QA/QC analysis and spatial reconciliation (a considerable labor effort), and GT faculty and staff will oversee these QA/QC analyses to ensure data quality. Once the asset management system is in place, County staff or volunteer crews can collect video inventories of the sidewalks and crossings and inspect sidewalk sections, pedestrian ramps, signalized

intersections, driveway curb ramps, and other elements to inventory feature presence and condition. The results of these inspections can be integrated directly into the asset management system, tracked by unique element ID. For example, the ramp inspections conducted by the Georgia Tech team in Midtown Atlanta and the coded inspection results can be seen in Figure 3.

To assess connectivity, the researchers will be using the National Center for Sustainable Transportation’s SidewalkSim Pedestrian Routing Shortest Path Calculator. The SidewalkSim shortest pedestrian path calculator is part of Georgia Tech's Python-based TransportationSim modeling suite. Rather than carrying sidewalk information as part of roadway links in a GIS system, and tracking which side of each road includes sidewalks, SidewalkSim employs a sidewalk network that is completely independent of the surrounding roadway network. The independent sidewalk network for Clayton County described earlier will be structured to include relevant sidewalks, pathways, roadway crossings, and grade-separated pedestrian pathways as links in the pedestrian network. SidewalkSim allow users to find the least-cost walking path between any origin-destination pair and to identify gaps in the pedestrian network. SidewalkSim uses Dijkstra’s shortest path (lowest cost) algorithms, where users can optimize path selection by minimizing travel distance, travel time, energy use, or any specified cost function. For example, cost penalties can be applied for wheelchair travel when ramps are absent or do not meet ADA slope or cross-slope standards.

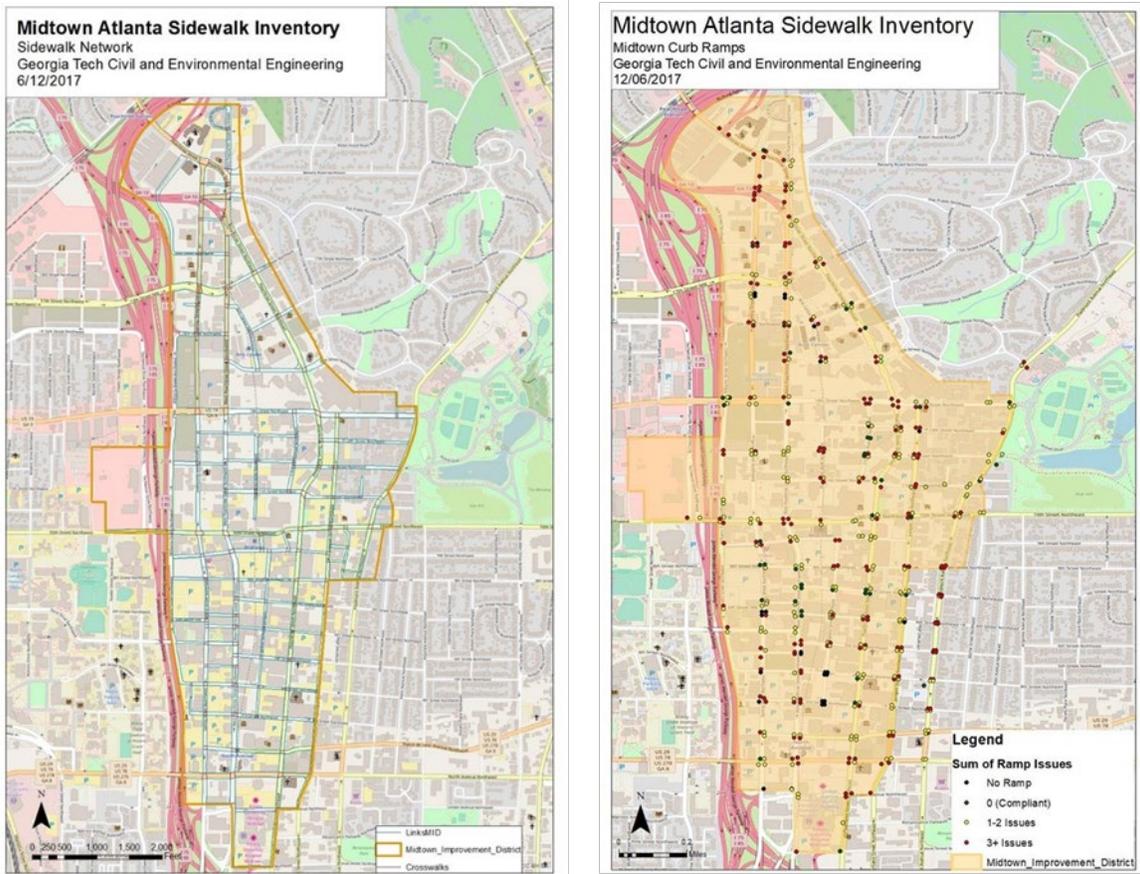


Figure 3. Midtown Atlanta Sidewalk Inventory (Left) and Midtown Atlanta Ramp Inventory and Inspections (Right)

Stakeholder Engagement: The Center for Quality Growth and Regional Development (CQGRD) team will design a robust stakeholder engagement strategy to understand community needs, preferences, and barriers to pedestrian mobility (i.e. senior county leadership, city leadership, citizen groups and business community leaders). We will use surveys and other qualitative data collection instruments to capture community input. The primary objectives for stakeholder engagement will be to collect data on the following themes:

- Community aspirations for walkability
- Community barriers to walkability
- Community perspectives on equity and access
- Community perspectives on pedestrian safety
- Locational preferences for recreational (leisure-time physical activity) vs functional pedestrian behaviors (active transportation)
- Community preferences for smart pedestrian technologies and applications

Suitability Analysis: Suitability Analysis is technique used in geospatial analysis used to compare and rank candidate sites for a particular purpose, based on a set of pre-determined criteria. The CQGRD team will use this methodology to select the case study areas for the development of the smart pedestrian asset management system. Typically, several geospatial layers are overlaid, and composite scores (weighted or unweighted) are generated to aid comparison between sites. We will use socioeconomic, demographic, land use and other data that capture community-level contextual attributes to create the overlays. We will explore various data aggregation techniques such as simple additive methods to more complex data reduction techniques such as Principal Components Analysis to adequately capture correlations and other data patterns. The final objective is to combine data and analysis from all three components to create the typologies for developing the Smart Pedestrian Plans. In the long term, this method can be incorporated as “costs” into the Smart Asset Management System and the least cost path algorithm to help citizens optimize their path selection.

2 Execution Plan

2.1 Cost Plan

Clayton County’s Smart Pedestrian Planning project is divided into four main phases, each supported by specific funding source.

Project Month	Expenditure	Amount	Source
September 2020 – November 2020	Creation of Stakeholder Engagement Plan Development – Materials and Incentives Clayton Data Onboarding and Training	\$15,000	Clayton County Local Match
December 2020 – March 2021	Research with Georgia Tech and Data Gathering Activities by Clayton Data Team	\$80,000	Georgia Smart Communities Challenge Grant

April 2021 – May 2021	Data Analysis Report and Presentation Creation and Analysis	\$20,000	Georgia Smart Communities Challenge Grant
June 2021 – July 2021	Project Presentations to Stakeholders and Community Engagement Events to Present Results and Next Steps	\$10,000	Clayton County Local Match

Georgia Tech’s research spending plan will be as followed:

Project Month	Expenditure	Cost	Source
August 2020 – July 2021	Research with Georgia Tech Research Partners	\$50,000 (detailed below)	Georgia Smart Communities Challenge Grant
	Dr. Catherine Ross, Harry West Professor and Director at the Center for Quality Growth and Regional Development and Research Scientist	\$15,000	
	Dr. Arthi Rao at the Center for Quality Growth and Regional Development	\$15,000	
	Dr. Randall Guensler, Professor School of Civil & Environmental Engineering	\$20,000	

The Clayton County team will use the funds from the local match to fund all community outreach preparation and events. Additionally, the local match funds will be used to facilitate the onboarding of the student data collection teams and will require visits to high schools and orientation sessions with students from each school.

2.2 Personnel Plan

Detrick Stanford will serve as the projects point-of contact. He is Clayton County’s Chief Operating Officer and is authorized to commit personnel and financial resources on behalf of Clayton County. Prior to his stint as Chief Operating Officer, Detrick was the Director of Clayton County’s Parks and Recreation department. He has significant experience in working with internal and external organizations. He has committed 10% of his time to this project.

Detrick Stanford, MPA
 Clayton County Chief Operating Officer
 112 Smith Street
 Jonesboro, GA 30236

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Jason Brookins will serve as the project's lead. He is Clayton County's Director of Information Technology. He has significant experience in managing large technology projects with internal and external partners. He is committed to normally using 50% of his time to the project. When necessary, he will commit 100% of his time to this project.

Jason Brookins, CGCIO

Clayton County Director of Information Technology

1383 Government Circle

Jonesboro, GA 30236

404-391-0846

jason.brookins@claytoncountyga.gov

Nicole Horne is Clayton County's Youth Services Administrator. She has a diverse background in ADA laws and compliance. She will be responsible for organizing and working with the County's Youth Commissioners and students from Clayton County on data gathering techniques and scheduling. She is committed to normally using 50% of her time to the project. When necessary, she will commit 100% of her time to this project.

Nicole Horne, MPA

Clayton County Youth Services Administrator

112 Smith Street

Jonesboro, GA 30236

nicole.horne@claytoncountyga.gov

Keith Rohling is Clayton County's Assistant Director of Transportation and Development. He has a diverse background in community planning, project management and budgeting. He is committed to normally using 25% of his time to the project. When required, he will commit 100% of his time to the project.

Keith Rohling, PE, PTOE

Clayton County Assistant Director of Transportation and Development

7960 N. McDonough Street

Jonesboro, GA 30236

keith.rohling@claytoncountyga.gov

Clayton County has three GIS specialists that will be dedicated to this project during phases two and three. When engaged, they will commit 100% of their time to this project.

The Georgia Tech Research Team

The Georgia Tech research team includes: Dr. Randall Guensler from the School of Civil and Environmental Engineering, and Drs. Arthi Rao and Catherine L. Ross from the Center for Quality Growth and Regional Development (CQGRD) in the College of Design, along with Georgia Tech graduate students.

Dr. Randall Guensler has directed more than \$20 million in university research and managed the interdisciplinary DRIVE lab research team. Dr. Guensler's research focuses on sidewalk

infrastructure, vehicle and person activity monitoring, vehicle operating conditions, system performance monitoring, data communications and visualization, travel behavior, demand management, emissions modeling, and environmental impact assessment. Dr. Guensler and the GT research team created the Sidewalk Sentry™ System in 2012-2014 and have collected data for more than 2,000 miles of sidewalks. Dr. Guensler directed the \$3 million ARPA-E TRANSNET program, which included the simulation of travel activity in the Metro Atlanta Region, including activity by non-automobile modes, and the Commute Atlanta \$2.3 million joint value pricing initiative sponsored by the FHWA and Georgia DOT which included the collection and analysis of second-by-second vehicle speed, position, and engine operating data from 470 vehicles in representative Atlanta households (1.8 million vehicle trips on a second-by-second basis). Development of tools for data management, data analysis, and privacy protection became major research activities. Dr. Guensler served as Chairman of the Transportation Research Board committee on Transportation and Air Quality from 1997 to 2002. Over the past twenty years, he has served on various EPA and National Academy of Sciences committees and panels charged with the assessment of vehicle emissions impacts and identification of research needs. He teaches the Introduction to Transportation Planning, Environmental Impact Assessment, and Sidewalks courses at Georgia Tech.

Dr. Arthi Rao, Research Scientist II at CQGRD will assist with the training sessions for data collection activities and in the data analysis. Dr. Rao's research interests focus on social/spatial analytics, equity and access. She uses methods including spatial clustering, data mining/classification techniques and hierarchical modeling in her research. She has integrated these methods to create decision-support tools for academic and industrial applications. Dr. Rao regularly collaborates with researchers at The Morehouse School of Medicine, Georgia Tech and the American Planning Association as a subject matter expert on healthy communities' research and geospatial methods. She has published in journals on the topics of Health Impact Assessment (HIA), sustainability, walkability analysis, regional planning, and therapeutic landscapes. She is the research lead for Smart Neighborhoods Macon-Bibb County, one of the winning communities in the GA Smart 2019 cohort. She will perform the suitability analysis, perform literature reviews, participate in design and execution of stakeholder engagement and planning for smart pedestrian corridors.

Dr. Catherine L. Ross is Regents Professor and Harry West Professor and director of the Center for Quality Growth and Regional Development (CQGRD) in City and Regional Planning (SCARP) and Civil Engineering (CEE) at Georgia Institute of Technology. She has directed approximately 42 million dollars of funded research projects, from January 2012 to May 2017, Dr. Ross served as the Deputy Director of the National Center for Transportation System Productivity and Management, a \$14 million research program. She has published extensively and is an internationally known transportation and urban planner. Dr. Ross is one of the world's experts on Megaregions and sustainability – bringing together regions and cities on transportation, water, energy, land development and health creating places that compete in a global world. She will provide general project administration, and work on suitability analysis and planning for smart pedestrian corridors and stakeholder engagement. Dr. Ross served as the Executive Director for the Georgia Regional Transportation Authority and a board member of the Metropolitan Transit Atlanta Rapid Transit Authority (MARTA). She has served as a senior policy advisor for the Transportation Research Board (TRB) of the National Academy of Sciences and recently served on the executive committees of TRB and the Eno Transportation Foundation. She currently serves

as Vice-Chairman of the Board of Directors of the Auto Club Group (ACG) the second largest member club of the American Automobile Association (AAA) in the United States.

2.3 Schedule

Date	Organization/Community Interest Group	Location
1/12/2021	District 1 Community	Carl Rhodenizer Recreation Center
1/26/2021	District 2 Community	Virginia Burton Gray Recreation Center
2/9/2021	District 3 Community	Southwest Intergeneration Center
2/23/2021	District 4 Community	Lake Spivey Recreation Center
2/24/2021	A.C.T.I.O.N. Community Network	TBD
3/9/2021	City of Jonesboro	TBD
3/23/2021	City of Riverdale	Riverdale Towne Center
4/13/2021	City of Morrow and City of Lake City	The Morrow Center
4/17/2021	County Youth Groups	South Clayton Recreation Center
4/27/2021	Rotary Club	TBD

The objectives of the meetings will be to:

- Educate the community on what it means to be a SMART community
- Obtain citizen input regarding improved access to essential areas through the development of sidewalks
- Engage community in the decision-making process

At the conclusion of the community meetings, the project team will develop a dashboard based on information collected from the citizens and project needs. The dashboard will be accessible to the community on the county’s website and will be updated monthly.

2.4 Collaboration

Clayton County feels that it is best to collaborate with the cities located within the county because the citizens are not aware of boundaries when they are out and if we can provide a seamless integration of city and county initiatives to work collaboratively to establish new sidewalks that provide a sense of safety and security when walking. Everyone is a citizen of Clayton County and all citizens of Clayton County should benefit from the efforts of this smart initiative.

The county believes that establishing a partnership with the Georgia Tech Research Institute through the Georgia Smart Communities Grant program is a tremendous way to jump start our sidewalk masterplan process. Georgia Tech’s use of data gathering techniques and ideas, data

modeling and using different types of data to make informed decisions, as demonstrated in past Georgia Smart Community projects in regards to transportation and mobility for the metro Atlanta area, show that they have the tools and the talents to help communities make the smart decisions.

2020 Georgia Smart Communities Challenge



Project Point of Contact
Detrick Stanford
Clayton County
Chief Operating Officer

Project Lead
Jason Brookins
Clayton County



**Clayton County
Project Team Members**
Nicole Horne
Keith Rohling

**Georgia Tech Research
Partners**
Dr. Randall Guensler
Dr. Arthi Rao
Dr. Catherine Ross
Masters-level Graduate
Students

**Committed County
Municipal Partners**
City of Lake City
City of Morrow

Community Partner
Rotary Club of Lake
Spivey/Clayton County

Appendix A Letters of Support



City of Lake City

5455 JONESBORO ROAD
LAKE CITY, GEORGIA 30260

MAYOR

Ronald M. Dodson

COUNCIL MEMBERS

Chris Craven
Lorraine Hoover
Chyna Kyles
John B. Sowell

TELEPHONE
(404) 366-8080
(404) 366-8059
Fax: (404) 366-0654

RE: *The Georgia Smart Communities Challenge*

Mr. Stanford,

This letter serves as commitment of our support for the county's Smart Pedestrian Planning Project proposal for the 2020 Georgia Smart Communities Challenge. We understand that in order to create a more comprehensive pedestrian plan, the cities and the county must work hand in hand to ensure that our priorities line up with the community's needs and desires. As the Mayor of the City of Lake City, I recognize the importance of having a safe, healthy walkable community and I welcome this partnership between the City of Lake City and Clayton County.

We are excited about the potential of the project initiative and the tremendous impact it may have on the quality of life of all citizens in our city and all of Clayton County. We look forward to working with you and your team.

Sincerely,

Ron Dodson, Mayor

"The City of Friendly People"



June 11, 2020

Detrick Stanford
Chief Operating Officer
Clayton County
112 Smith St.
Jonesboro, GA 30236

Georgia Smart Communities Challenge

Dear Mr. Stanford:

The City of Morrow is excited to support Clayton County's Smart Pedestrian Plan proposal. Transportation is critical to this county. In almost every measure of prosperity, the Clayton County community suffers. The County's poverty rate is 5% higher than the state of Georgia, our property values are considerably lower than the rest of the state, and our income levels have experienced less growth. Graduation rates in this county lag behind Georgia by almost 10%.

Statistically, Clayton County's population is among the most likely to use public and active transportation (self-propelled/human powered). We must work on initiatives that help to create jobs and access to jobs, access to medical care, attract higher quality housing development, retain retail sales tax, even strengthen our school system. A strong transportation system that creates access to services and amenities as well as job centers and activity centers can be one such initiative.

Mobility is paramount to the success of a community. Pedestrians in Clayton County are growing in number and must have active transportation within a comprehensive transportation plan in order to access the services, amenities, and opportunities they need. Morrow looks forward to working with Clayton County in any way to help this initiative succeed.

Sincerely,



Sylvia Redic
City Manager

Appendix B Documentation of Financial Support

JEFFREY E. TURNER
CHAIRMAN
DEMONT DAVIS
VICE-CHAIRMAN
SONNA GREGORY
COMMISSIONER
GAIL B. HAMBRICK
COMMISSIONER
FELICIA FRANKLIN WARNER
COMMISSIONER

Clayton County Board of Commissioners

Finance Department

112 SMITH STREET
JONESBORO, GEORGIA 30236
PHONE: (770) 477-3221
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RAMONA BIVINS, CFO

To: ARC's Livable Center's Initiative (LCI)

From: Ramona Bivins, CFO
Clayton County Board of Commissioners – Finance

Date: June 11, 2020

Dear Sir/Madam:

Please be advised that Clayton County Board of Commissioner would like to apply for the Georgia Smart Communities Grant program. The County will provide \$25,000 in matching funds, and we are willing to contribute an additional \$25,000 in-kind service.

You may contact me via email at Ramona.Bivins@Claytoncountyga.gov or via phone at 770-477-3222.

Thank You,


Ramona Bivins, CFO
Clayton County Board of Commissioners

Appendix C Letters of Understanding from NGOs

ROTARY CLUB OF LAKE SPIVEY / CLAYTON COUNTY

President
Troy Hodges

President Elect
Sonya Gaither



Secretary
Judith Bennett

Treasurer
Gina McCombs

June 12, 2020

Mr. Jason Brookins
Director
Clayton County Information and Technology

RE: Georgia Smart Communities Challenge

Dear Mr. Brookins

Please let this serve as our support for the Smart Pedestrian Planning project proposal for the 2020 Georgia Smart Communities Challenge.

On behalf of the Lake Spivey / Clayton County Rotary Club, I support this project and understand the importance of providing better walkable routes throughout Clayton County that are inherently safe. We look forward to having a safe, healthy walk-able community and anything that the Lake Spivey / Clayton County Rotary Club can do to support the initiative we will eagerly support.

I/We are looking forward to the partnership.

Warm Regards,

A handwritten signature in blue ink that reads "Troy Hodges".

Troy Hodges
President Lake Spivey/Clayton County Rotary Club

Every Wednesday at 7:30am

Mailing Address

**PO Box 2450
Jonesboro, Georgia 30237**



Website:
rotarycluboflakespiveyclaytoncounty.org

Email:
rotarylakespiveycc@gmail.com

Appendix D References and Citations

ARC, Atlanta Regional Commission (2020). ABM2020 Baseline Model Run. Atlanta, GA.

Boyer, D., H. Cheng, C. Dyess, D. Walls, and R. Guensler (2017). Sidewalk, Ramp, Curb Cut, Crosswalk, and Pedestrian Signal Condition Data Collection and Analysis for Midtown [Atlanta, Georgia]. Prepared for Midtown Alliance. Georgia Institute of Technology, School of Civil and Environmental Engineering. Atlanta, GA. December 2017.