



2013 Oxford Pedestrian Connectivity Study
Prepared for the City of Oxford, Georgia
In collaboration with:



The Center
FACILITATING COMMUNITY
PRESERVATION & PLANNING



University Of Georgia
Metropolitan Design Studio



THE UNIVERSITY OF GEORGIA

CE+D
landscape architecture
historic preservation
environmental planning

COLLEGE OF ENVIRONMENT + DESIGN

Chapter Five: Site Analysis	39 - 43
Chapter Six: Recommendations	45 - 59
Chapter Seven: Appendix	61 - 85



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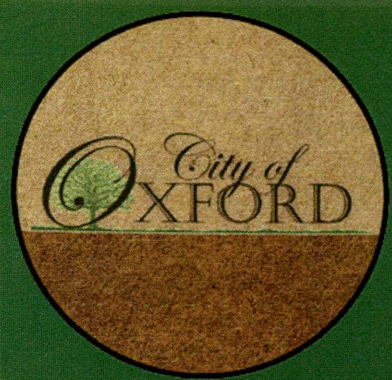
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The UGA Metropolitan Studio:

The College of Environmental Design at the University of Georgia works in conjunction with The Center in Covington, to guide and design development projects in Newton County Ga. The Metropolitan Studio is comprised of Landscape Architecture students in their fourth year of the Bachelor's in Landscape Architecture, and is essentially an internship. We work along side professionals to create comprehensive design solutions.

This spring 2013, we are working with the town of Oxford and Oxford College of Emory University to address the pedestrian and biking networks within the city. We are looking for ways to create safe transitions for pedestrians. We will make suggestions that complement the character of Oxford, and will solve undesirable issues. As Landscape Architects, we will pay special attention to the horticultural aspects as well as the design and engineering needs.



Introduction/Previous Studies

In November 2005, the Northeast Georgia Regional Commission (NEGRC) completed an Active Transportation Plan for Oxford. The Plan authorized previous studies, surveyed residents, and suggested recommendations for improving Oxford's pedestrian, vehicular, and bicycle networks. Survey results showed a majority of residents wanted to be able to walk or bike to City Hall, the Post Office and Oxford college.

- Concurrently, NEGRC staff, with help from the City of Oxford, conducted a resident transportation survey to determine current and potential future use of pedestrian and bicyclist facilities. This survey did not have a statistically significant results. Rather, it adds pertinent details to the data made available by the US Census Bureau and provides anecdotal accounts of residents' habits and needs. (See Appendix for the survey.)
- Most of the 36 survey respondents fit into two broad age categories: 30.6% were 18-34 years of age, and 52.7% were over the age of 55. Only 13.2% of respondents were Oxford College students. Of this group, 50% walk to school regularly, 20% regularly ride their bicycle, and 20% travel by personal automobile.
- Over half (55.6%) of respondents are currently employed, and of those, 55% work at Oxford College and 5% work at Palmer Stone Elementary. Over half of employed respondents travel to work via private automobile (75%), however, a significant proportion of survey respondents walk (25%), bicycle (15%), and carpool (5%). Most of the employed respondents visit work at least once per week (83%).
- According to the 2007 U.S. Census American Community Survey estimates, less than 3% of all residents over the age of 16 walk to work in the United States, less than one-half of one percent ride a bicycle, and roughly 10.4% carpool. Should the transportation survey responses be indicative of the rest of the population of Oxford, the City of Oxford enjoys a higher rate of walking and bicycling than the national average. This potentially gives weight to the case for strengthening the infrastructure for these modes of transportation within the community.
- Survey results show that 55.5% of respondents visit the grocery store at least once or twice per week, and nearly half of respondents (47.2%) visit other types of shopping establishments at least once per week. Just over thirty percent of respondents indicated they dine at restaurants once per week and 25% visit restaurants on a monthly basis. Most visits to doctors' offices take place on a monthly basis (75%). A significant proportion of respondents indicated that they visit entertainment or cultural venues on a monthly basis, though nearly one-quarter of respondents (22.2%) stated that they frequent these destinations once per week.
- It is likely that a significant amount of these trips are made on foot. Over half of respondents (52.7%) indicated that they would like to be able to travel to downtown Oxford, an attractive walking or bicycling destination for 37.5% of respondents. For the majority of survey respondents indicated they would like to be able to walk or bicycle to City Hall (87.5%), the post office (83.3%), Palmer Stone Elementary, and the Oxhouse Science Center were considered. Over half of respondents indicated a desire to walk or bicycle to Cousin's, a popular destination for many residents. This suggests that connecting highly populated residential areas and these destinations would be a beneficial transportation improvement.

Table of Contents

Chapter One: Introduction/Previous Studies	3 - 23
Chapter Two: Areas of Historical Significance Identification	25 - 29
Chapter Three: Residents of Oxford & Students of Oxford College Survey	31 - 33
Chapter Four: Windshield Survey of Oxford	35 - 37
Chapter Five: Site Analysis	39 - 43
Chapter Six: Recommendations	45 - 59
Chapter Seven: Appendix	61 - 65

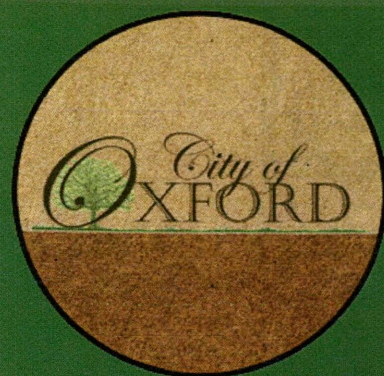


Table of Contents

► Introduction/Previous Studies

Historical Significance
Identification

Residents of Oxford &
Students of Oxford College
Survey

Windshield Survey of Oxford

Site Analysis

Recommendations

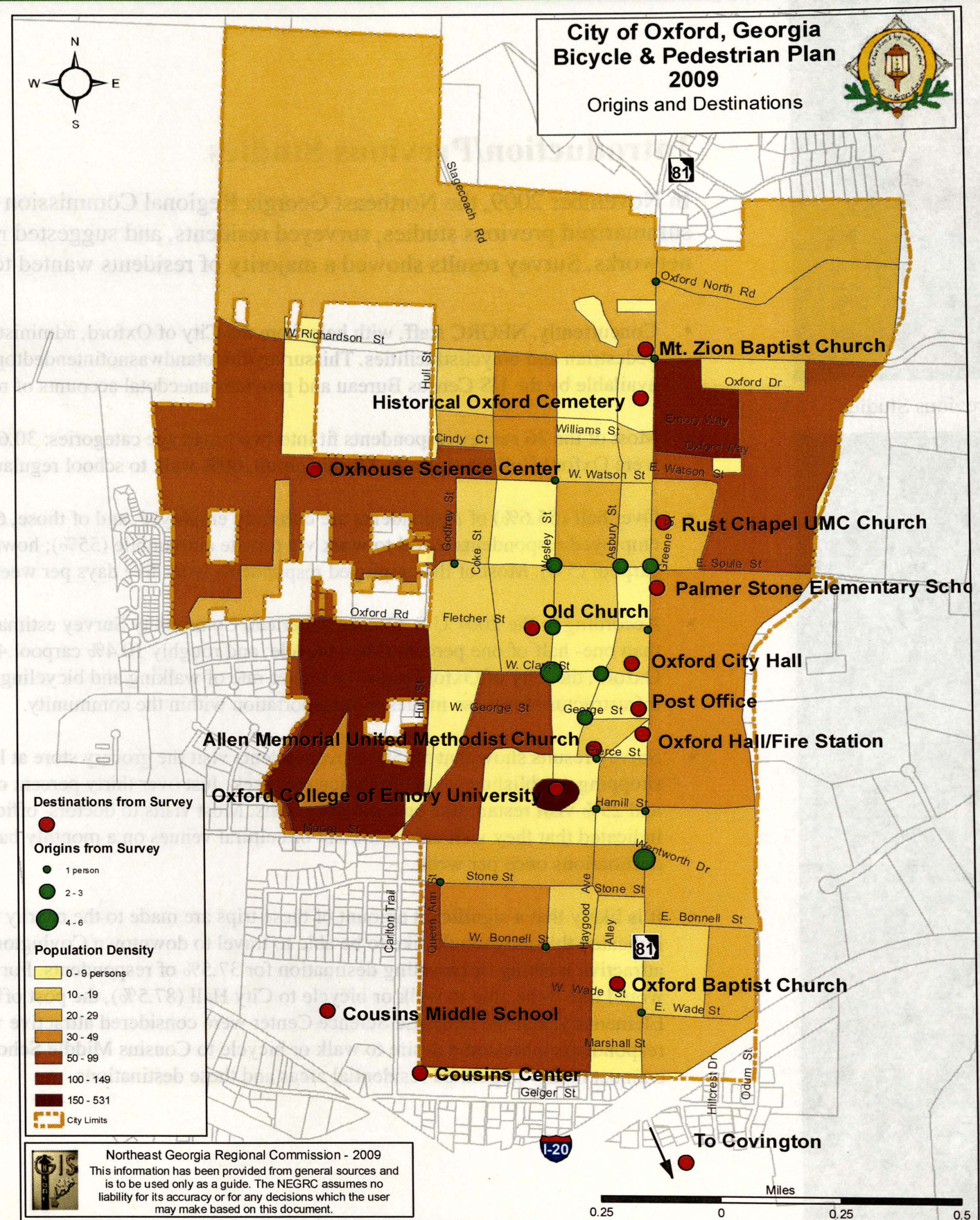
Appendix

Introduction/Previous Studies

In November 2009, the Northeast Georgia Regional Commission (NEGRC) completed an Active Transportation Plan for Oxford. The Plan summarized previous studies, surveyed residents, and suggested recommendations for improving Oxford's pedestrian, vehicular, and bicycle networks. Survey results showed a majority of residents wanted to be able to walk or bike to City Hall, the Post Office and Oxford college.

- Concurrently, NEGRC staff, with help from the City of Oxford, administered a resident transportation survey to determine current and potential future use of pedestrian and bicyclist facilities. This survey did not and was not intended to produce statistically significant results. Rather, it adds pertinent details to the data made available by the US Census Bureau and provides anecdotal accounts of residents' habits and needs. (See Appendix for the survey.)
- Most of the 36 survey respondents fit into two broad age categories: 30.6% were 18-34 years of age, and 52.7% were over the age of 55. Only 13.2% of respondents were Oxford College students. Of this group, 60% walk to school regularly, 20% regularly ride their bicycle, and 20% travel by personal automobile.
- Over half (55.6%) of respondents are currently employed, and of those, 65% work at Oxford College and 5% work at Palmer Stone Elementary. Over half of employed respondents travel to work via private automobile (55%); however, a significant proportion of survey respondents walk (25%), bicycle (15%), and carpool (5%). Most of the employed respondents work five days per week (85%).
- According to the 2007 U.S. Census American Community Survey estimates, less than 3% of all workers over the age of 16 walk to work in the United States, less than one-half of one percent ride a bicycle, and roughly 10.4% carpool. Should the transportation survey responses be indicative of the rest of the population of Oxford, the City of Oxford enjoys a higher rate of walking and bicycling than the national average. This potentially gives weight to the case for strengthening the infrastructure for these modes of transportation within the community.
- Survey results show that 55.5% of respondents visit the grocery store at least once or twice per week, and nearly half of respondents (47.2%) visit other types of shopping establishments at least once per week. Just over thirty percent of respondents indicated they dine at restaurants once per week, 16.7% go twice per week, and 25% visit restaurants on a monthly basis. Most visits to doctors' offices take place on a monthly basis (75%). A significant proportion (52.8%) of respondents indicated that they visit entertainment or cultural venues on a monthly basis, though nearly one-quarter of respondents (22.2%) stated that they frequent these destinations once per week.
- It is likely that a significant amount of these trips are made to the nearby City of Covington (approximately 1.75 miles south) and, in fact, 62.5% of respondents indicated that they would like to be able to travel to downtown Covington on foot or by bicycle. City Pond Park, located just outside the City of Oxford, was an attractive walking or bicycling destination for 37.5% of respondents. For destinations within the City of Oxford, a majority of survey respondents indicated they would like to be able to walk or bicycle to City Hall (87.5%), the post office (93.8%), and Oxford College (84.4%). Religious institutions, Palmer Stone Elementary, and the Oxhouse Science Center were considered attractive walking and bicycling destinations by 25% of respondents each, while just 12.5% of respondents indicated a desire to walk or bicycle to Cousins Middle School. Future walking and bicycling infrastructure connections should be prioritized to connect highly populated residential areas and these destinations.

Active Transportation Plan for the City of Oxford, NGRC, 2009, slide 9



Additionally, several other areas were suggested as possible destinations for walkers and bikers.

Participants in the survey were asked to give information on the frequency with which they engaged in active transportation or bicycle/pedestrian-related recreation in general, within the City of Oxford, and on the existing multi-use trail in Oxford in the past twelve months. Of respondents who walk regularly, a greater percentage does so for exercise or leisure than for transportation in all cases. Of those who bicycle regularly, a slightly higher percentage does so for transportation in general and within the City of Oxford. However, regular bicyclists tend to utilize the multi-use trail in Oxford more often for exercise or leisure (18.8%) than for transportation (3.1%). Just over 28% of respondents claim to run or jog regularly in general, within the City of Oxford, and on the multi-use trail. Very few respondents indicated that they engage in in-line skating or skateboarding in any scenario.

Those who indicated in the survey that they never walk for transportation constitute 21.9% in general, 28.1% in Oxford, and 40.6% on the multi-use trail. In general, 62.5% of survey respondents indicated they never bicycle for transportation, while 78.1% never the multi-use trail in Oxford for this purpose.

When asked what might encourage respondents to walk and/or bicycle more often within the City of Oxford, **81.5% were in favor of expanding the sidewalk network**. A significant proportion of respondents were also in favor of future additions to the multiuse trail, though from previous responses, this path as it exists currently is more likely to be used for exercise and leisure than for transportation unless it one day connects to the City of Covington. Just fewer than 69% of respondents were in favor of improved connectivity to nearby retail and entertainment opportunities, indicating that the addition of pedestrian and/or bicyclist infrastructure to these destinations could increase the number of Oxford residents walking or bicycling for transportation purposes. Significant percentages of respondents were also in favor of constructing or enhancing striped intersection crossings (59.4%), installing on-street bicycle lanes (43.8%) and additional bicycle parking racks (40.6%), and organized Walk/Bike to Work/School Days (25%).

Active Transportation Plan for the City of Oxford, NGRC, 2009, slide 11



With this in mind, NEGRC made fourteen recommendations for improving Oxford's pedestrian and bicycle network. These recommendations were as follows:

1. Add flashing pedestrian yield signage to several intersections along Emory Street.
(George Street, Moore Street, and Soule Street)



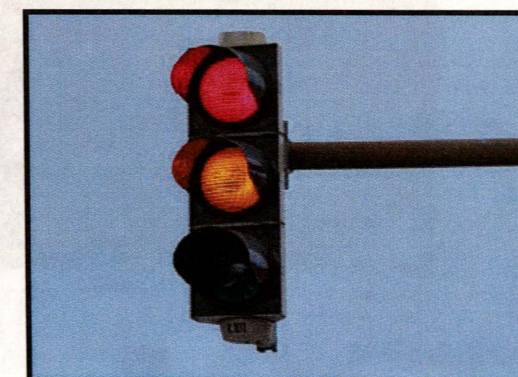
Active Transportation Plan for the City of Oxford, NGRC, 2009, slide 13



Active Transportation Plan for the City of Oxford, NGRC, 2009, slide 13

2. Add colored or textured pavement to crosswalks at intersections listed in item 1.

3. Install a traffic light at George Street and Emory Street.





<http://www.mtc.ca.gov/planning/bicyclespedestrians/tools/countdownSignal/image1.jpg>

4. Install pedestrian countdown timers at crosswalks.

5. Install sharrows along Emory Street to prevent bicycle/vehicular conflicts.



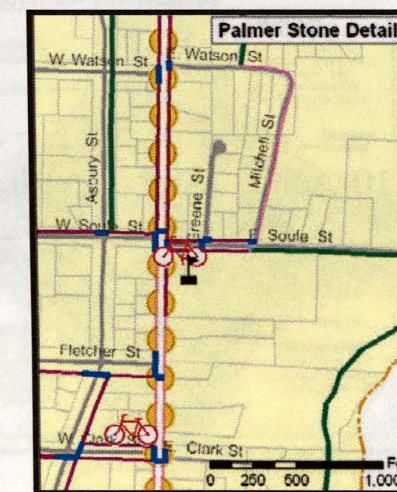
<http://www.transitmiami.com/uncategorized/want-a-sharrow-ask-and-thou-may-receive>



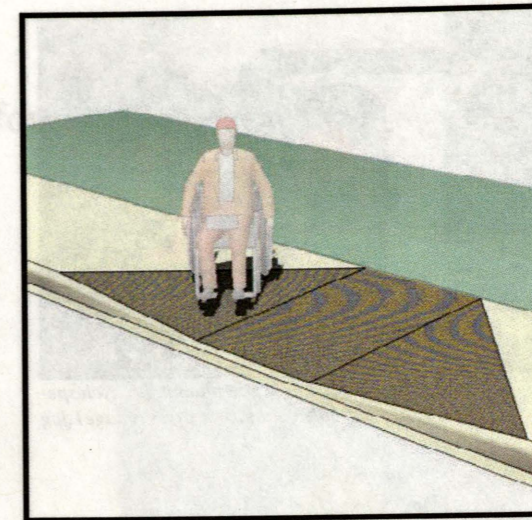
http://guide.saferoutesinfo.org/engineering/on-street_bicycle_facilities.cfm

6. Add bike lanes to Emory Street when it is repaved and widened.

7. Install speed indicator signs along Emory street to show drivers how fast they are travelling.



Active Transportation Plan for the City of Oxford, NGRC, 2009, slide 14



<http://www.formfonts.com/3D-Model/1/2552/1/g2030-pedestrian-paving/>

8. Improve intersection at Palmer Stone School by adding a crosswalk and ADA accessible curb cuts and ramps.



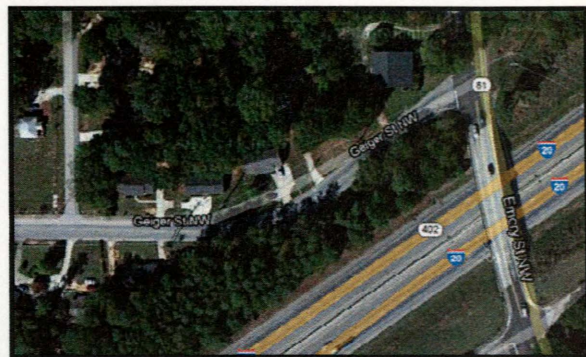
<http://www.biordiconcretes.com/wordpress/tag/sidewalk-vault-waterproofing/>

9. Install a sidewalk along Soule Street adjacent to Palmer Stone School.



<http://www.mccartyflorida.com/blog/2009/09/26/marco-island-fl-new-sidewalk-expansion/>

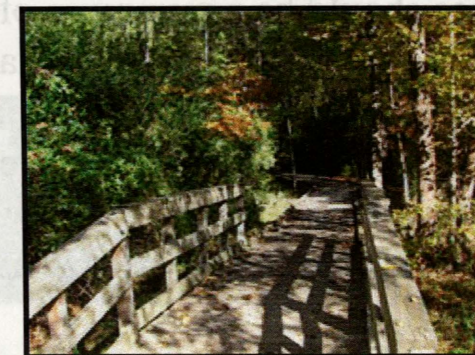
10. Adopt wider sidewalk and trail/path standards. Recommend using a 5' minimum sidewalk width and 10' minimum multi use path width.



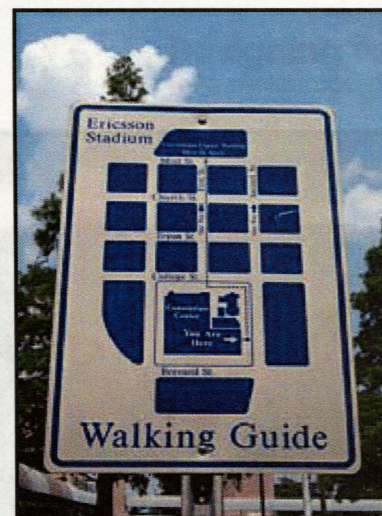
<https://maps.google.com/>

11. Eliminate planned trail connecting Emory Street to Geiger Street in favor of a path along the south side of East Wade Street.

12. Provide a trail connecting Queen Ann Street with Cousins Middle School.



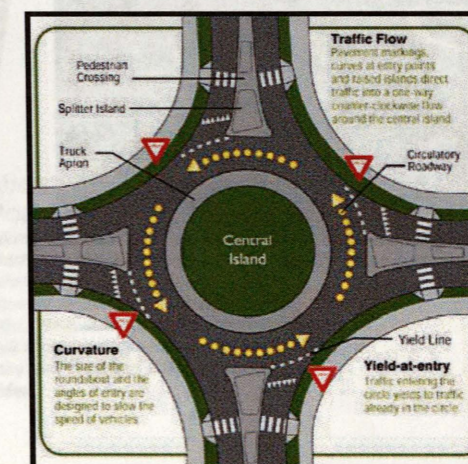
<http://www.newtontrails.org/existing-trails.html>



Active Transportation Plan for the City of Oxford, NGRC, 2009, slide 14

13. Install wayfinding signs along the entire pedestrian network.

14. Begin replacing four way stops in the town with traffic circles.



<http://www.hjblogs.com/roundabouts-to-receive-signs-fine-tuning/>



In 2012, NEGRC prepared a Bicycle and Walking plan for Central Newton County. This plan made the following recommendations for Oxford.

1. Bike lanes should be a minimum of 4-5 feet wide and be marked with directional arrows.
2. Install sharrows on all roads that have a speed of 35 MPH or less.
3. Sharrows should be installed immediately after intersections and no greater than 250 feet apart.
4. Install "share the road" signs where streets connect with multi use trails.
5. Where sharrows are present, road widths should be modified to 12 feet wide.
6. Roads should be 14 feet wide when "share the road" signs are used.



Central Newton County Plan for Bicycling and Walking,
NEGRC, 2012, slide 23



Central Newton County Plan for Bicycling and Walking,
NEGRC, 2012, slide 24



Central Newton County Plan for Bicycling and Walking,
NEGRC, 2012, slide 24



Walkable and Livable Communities Institute

- A 2012 presentation by the WALC (Walkable and Livable Communities Institute) provides several principles of achieving walkability in a community.
- These principles can be best illustrated by looking at an ideal street cross section.

The Parts of a Street

Designing for vehicle speeds of 25 to 35 mph

Help make most drivers feel comfortable traveling 35 mph or slower.

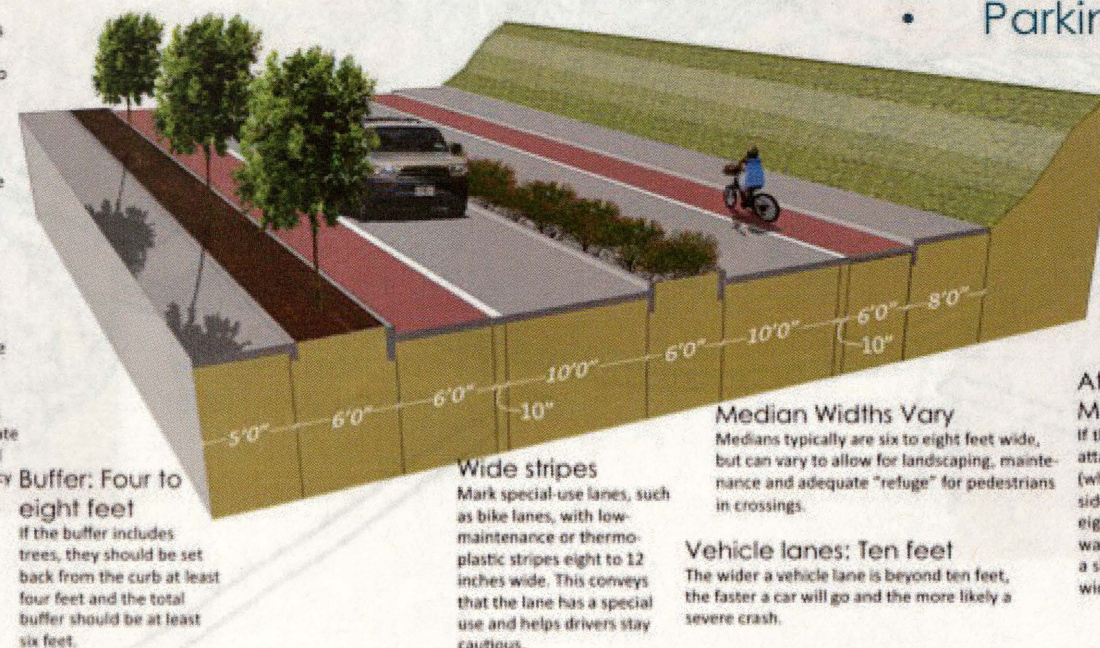
Trees: A vertical wall and buffer
Tall trees of a species appropriate for the area are spaced 15 to 25 feet apart. The vertical wall helps calm traffic and encourages lower vehicle speeds, while creating a buffer between cars and pedestrians.

Bike lane: At least six feet
To function well, bike lanes should be at least six feet wide. Among other things, this provides adequate space for cars to pull over to let emergency vehicles pass.

Buffer: Four to eight feet
If the buffer includes trees, they should be set back from the curb at least four feet and the total buffer should be at least six feet.

Sidewalk:
At least five feet
Eight feet near schools and wider in commercial areas

- Sidewalks
- Bike Lanes
- Vehicle Travel Lanes
- Driveways
- Parking



Wide stripes
Mark special-use lanes, such as bike lanes, with low-maintenance or thermoplastic stripes eight to 12 inches wide. This conveys that the lane has a special use and helps drivers stay cautious.

Median Widths Vary
Medians typically are six to eight feet wide, but can vary to allow for landscaping, maintenance and adequate "refuge" for pedestrians in crossings.

Vehicle lanes: Ten feet
The wider a vehicle lane is beyond ten feet, the faster a car will go and the more likely a severe crash.

Attached Sidewalks: Need More Width

If there isn't a buffer and the sidewalk is attached to the curb, allow for the "shy zone" (where people won't walk) by using a wider sidewalk, at least six feet, but preferably eight. Likewise, if the other side of the sidewalk is bordered by a retaining wall, allow for a shy zone there and make the sidewalk even wider.

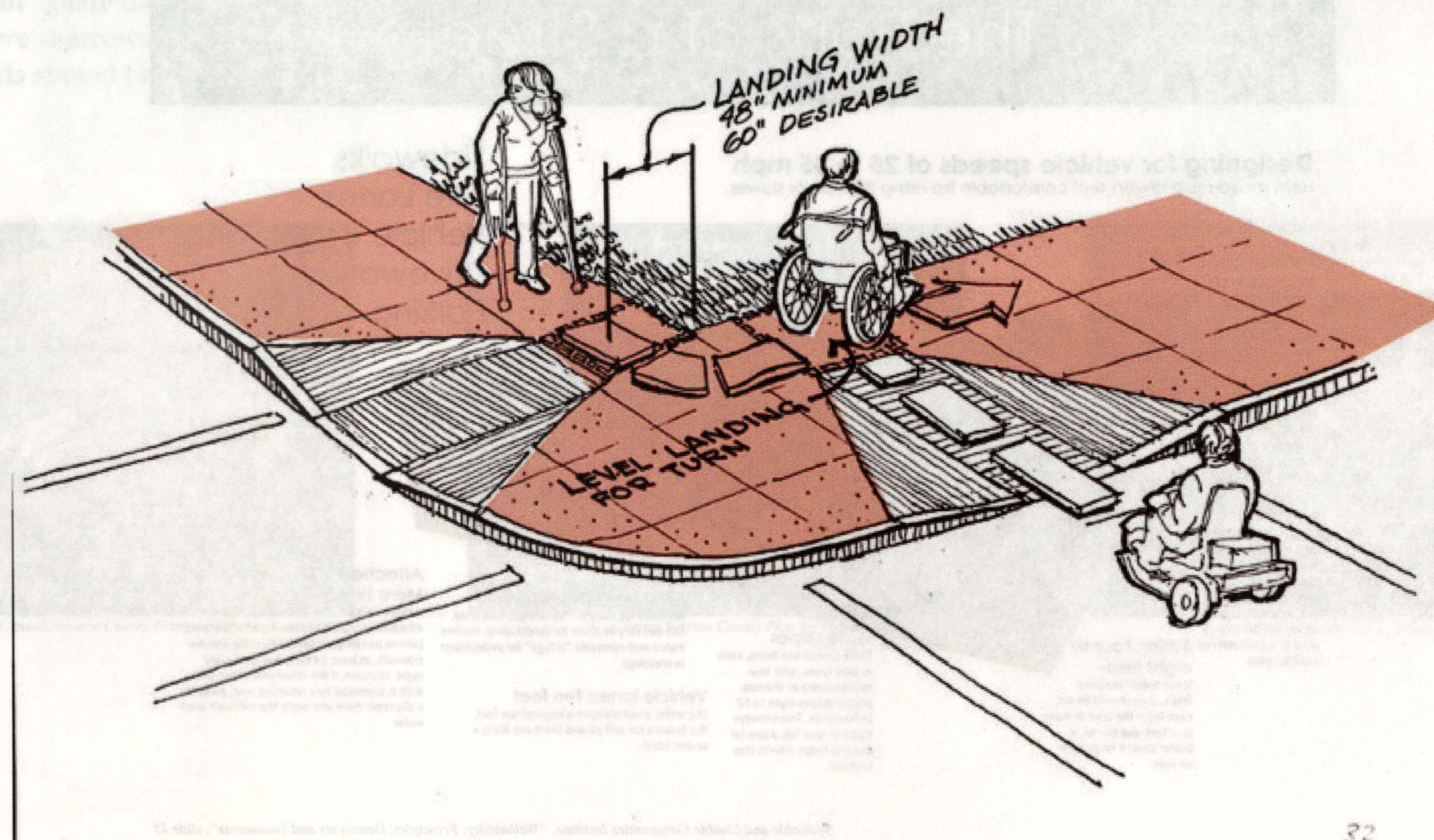
Walkable and Livable Communities Institute, "Walkability: Principles, Deterrents and Treatments", slide 15



- In addition, this presentation suggests other practices to improve pedestrian and bicycle use.
These practices are as follows:

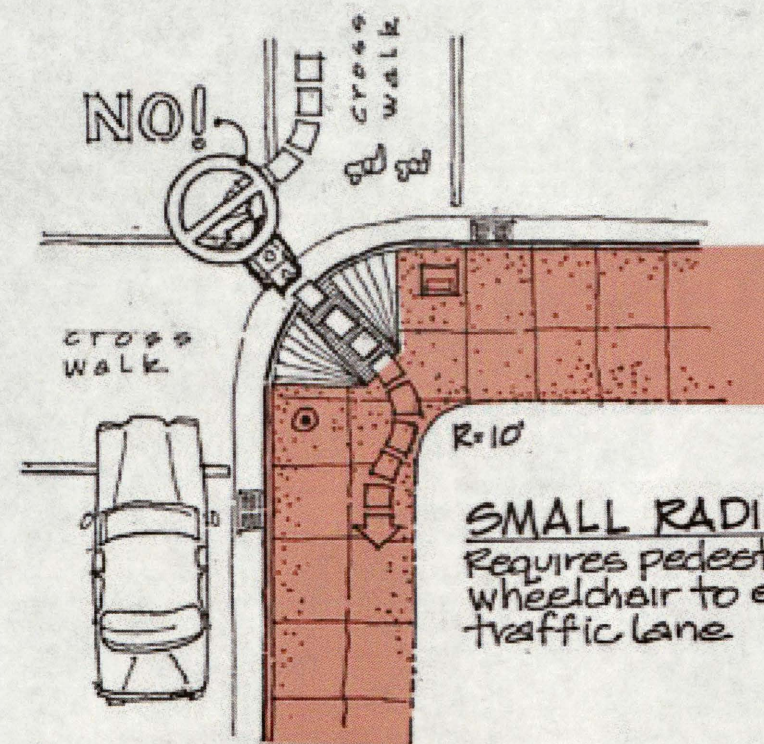
Better functioning curb cuts and handicap access at intersections.

Universal Design

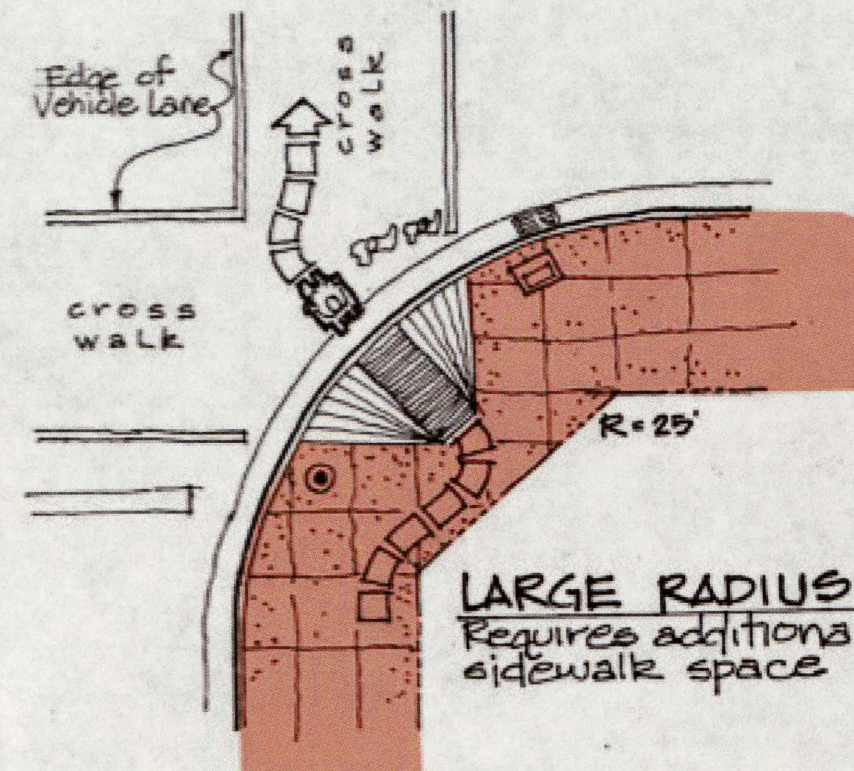


Better functioning curb cuts and handicap access at intersections.

Universal Design



SMALL RADIUS
Requires pedestrian in wheelchair to enter traffic lane



LARGE RADIUS
Requires additional sidewalk space



Providing colored bike lanes.

Colorized Bike Lanes



Walkable and Livable Communities Institute, "Walkability: Principles, Deterrents and Treatments", slide 126

Providing pedestrian refuge island

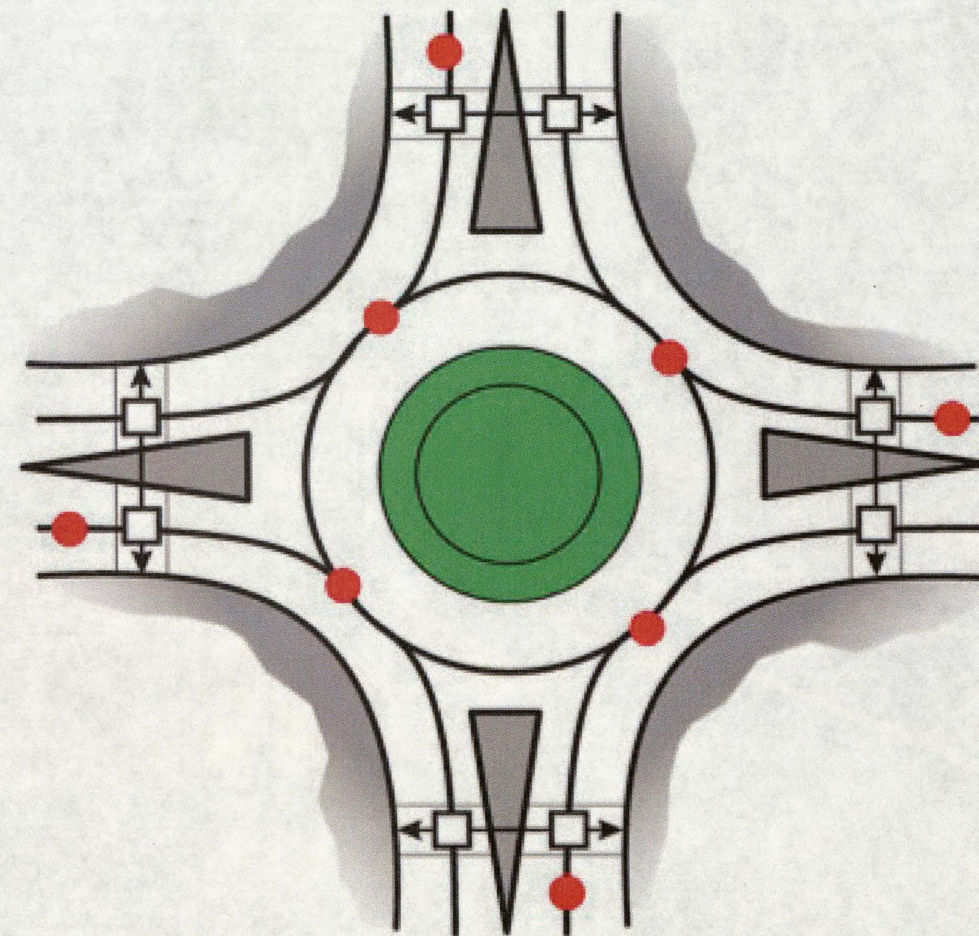
Pedestrian Refuge Island



Walkable and Livable Communities Institute, "Walkability: Principles, Deterrents and Treatments", slide 121

Use of Roundabouts

Roundabouts



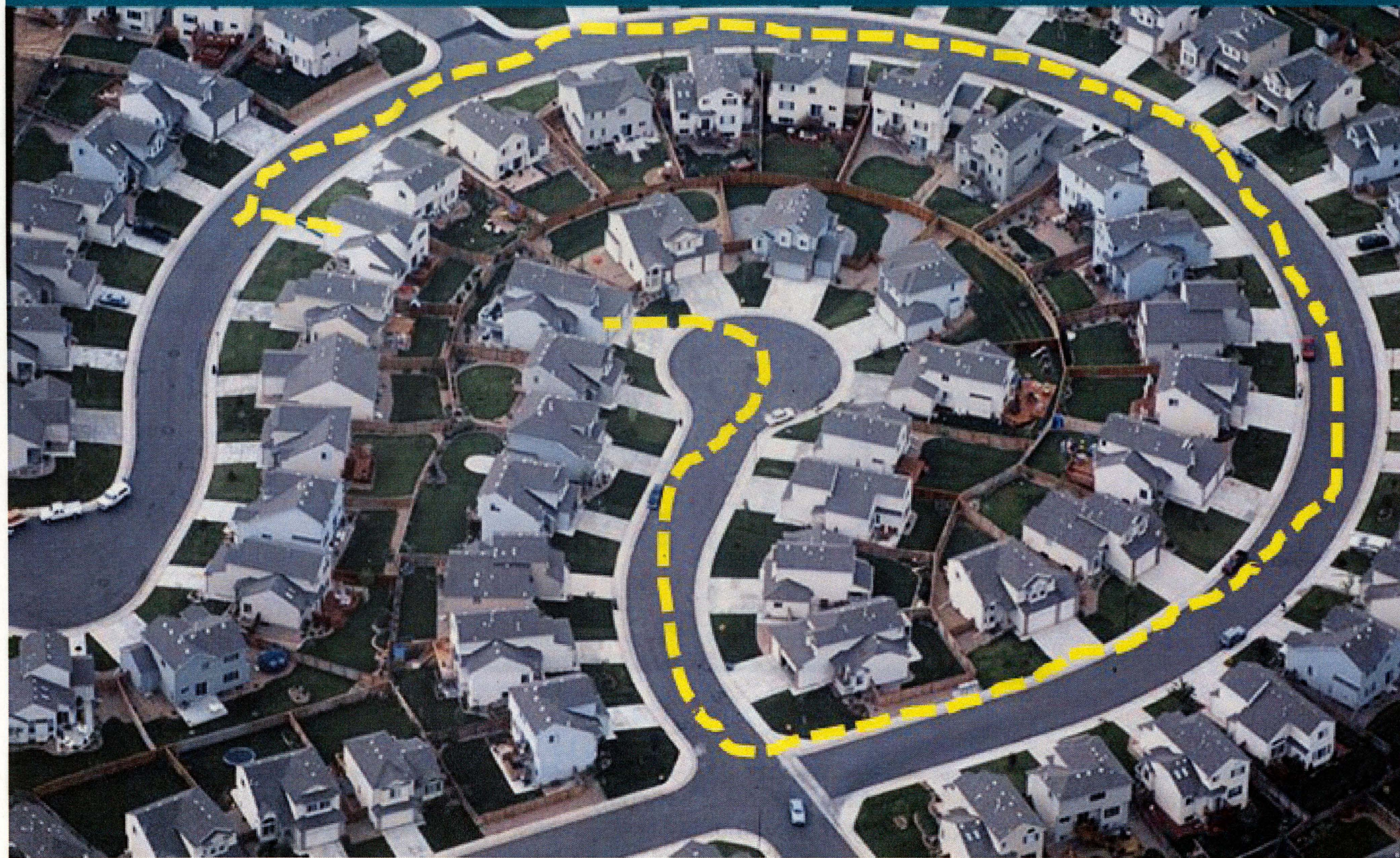
- 8 Vehicle to vehicle conflicts
- 8 Vehicle to pedestrian conflicts

Walkable Communities Inc.
Burden and Walwork, P.E.

Walkable and Livable Communities Institute, "Walkability: Principles, Deterrents and Treatments", slide 38

Improving Connectivity

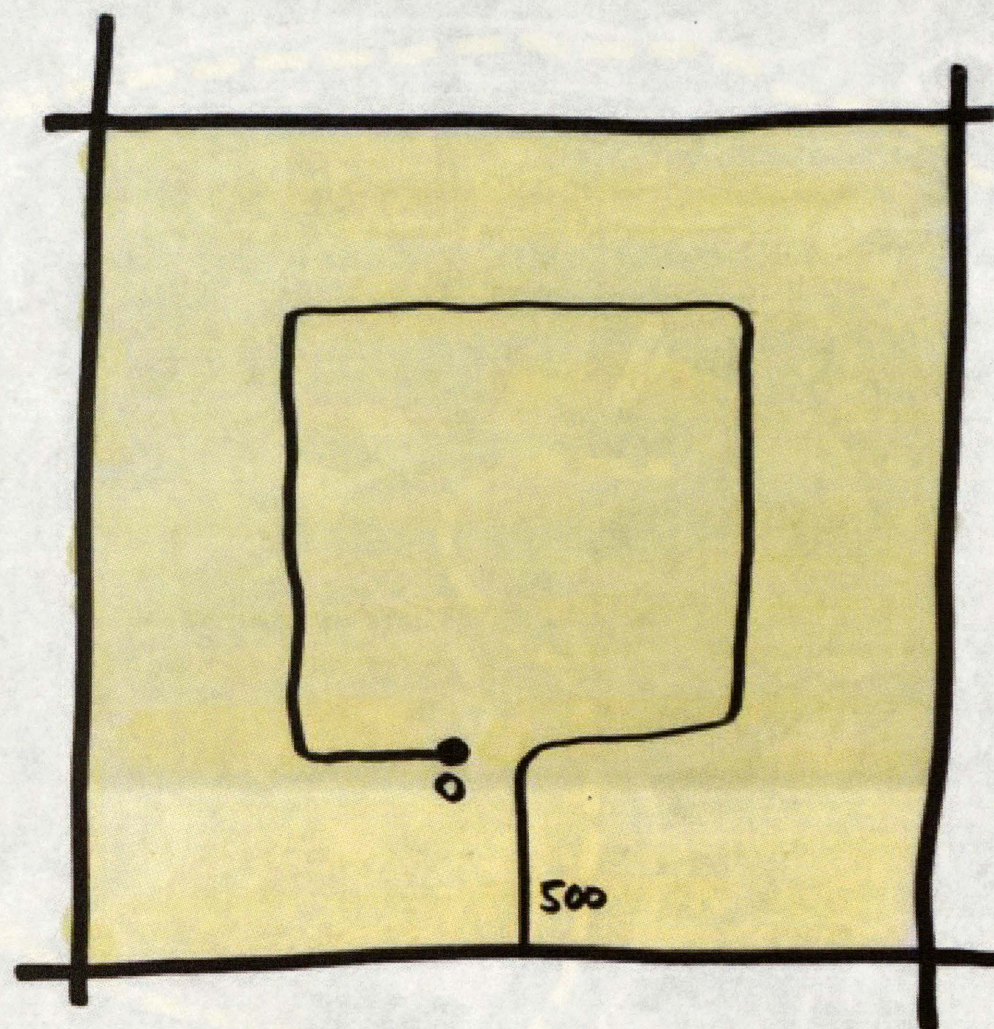
Limited Connectivity



Walkable and Livable Communities Institute, "Walkability: Principles, Deterrents and Treatments", slide 92

Improving Connectivity

Improving Connectivity

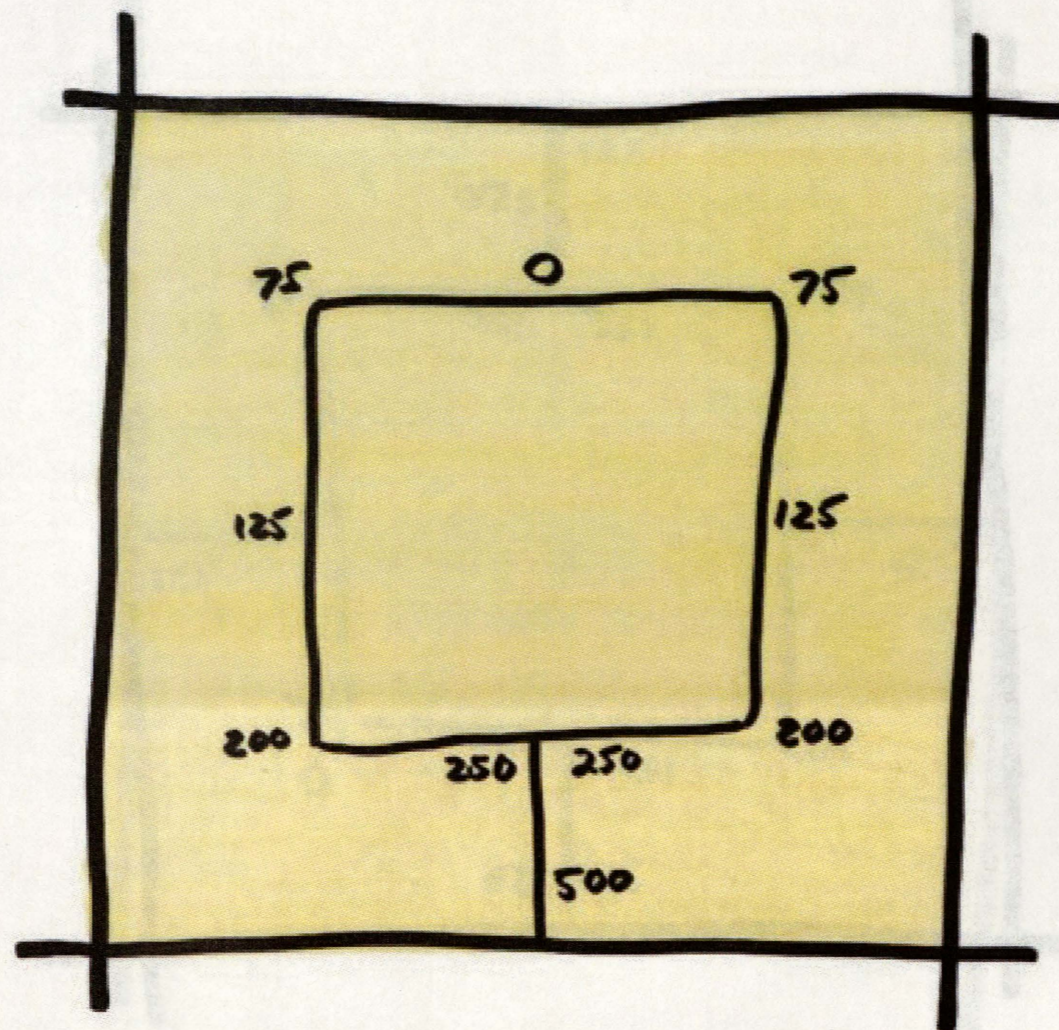


Walkable and Livable Communities Institute, "Walkability: Principles, Deterrents and Treatments", slide 99

- In most conventional sub-divisions, residents have only one way in and one way out. In this hypothetical community, there will be about 500 vehicles per day driving on this street.

Improving Connectivity

Improving Connectivity



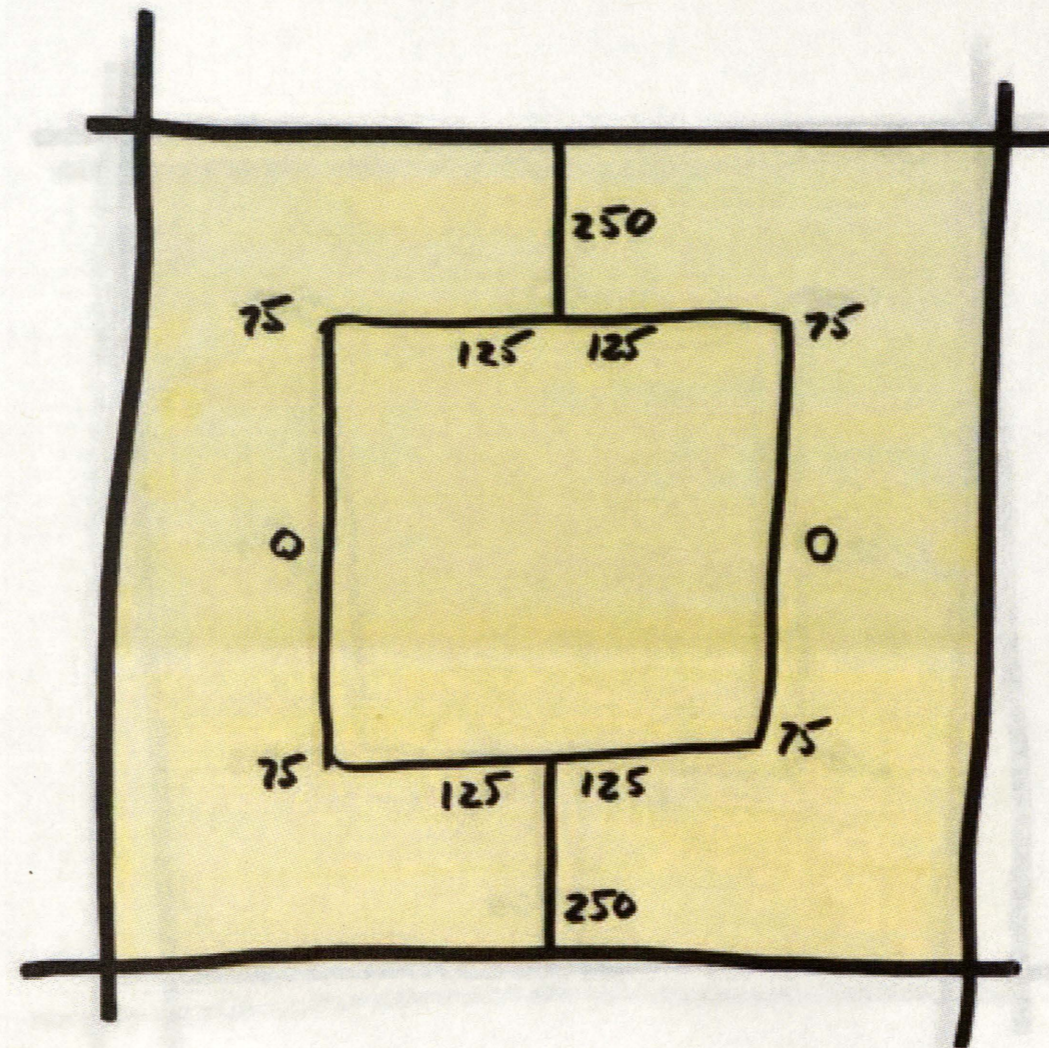
Walkable and Livable Communities Institute, "Walkability: Principles, Deterrents and Treatments", slide 101

- Connecting the streets and removing the cul-de-sac allows more circulation. The amount of traffic will remain the same but will be dispersed more evenly.



Improving Connectivity

Improving Connectivity

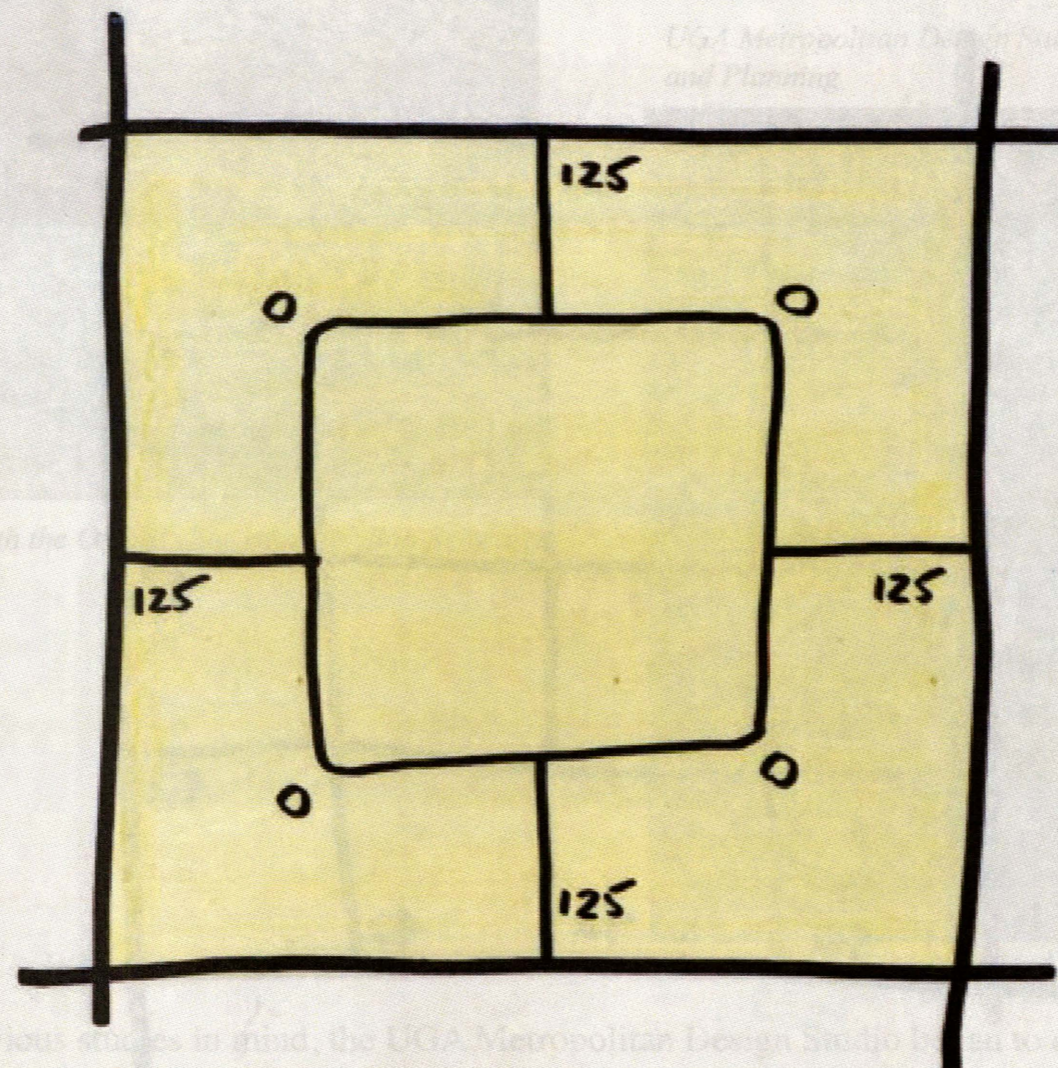


Walkable and Livable Communities Institute, "Walkability: Principles, Deterrents and Treatments", slide 102

- Adding an additional way in and out relieves pressure from the previous main entrance and changes the vehicular distribution patterns.

Improving Connectivity

Improving Connectivity



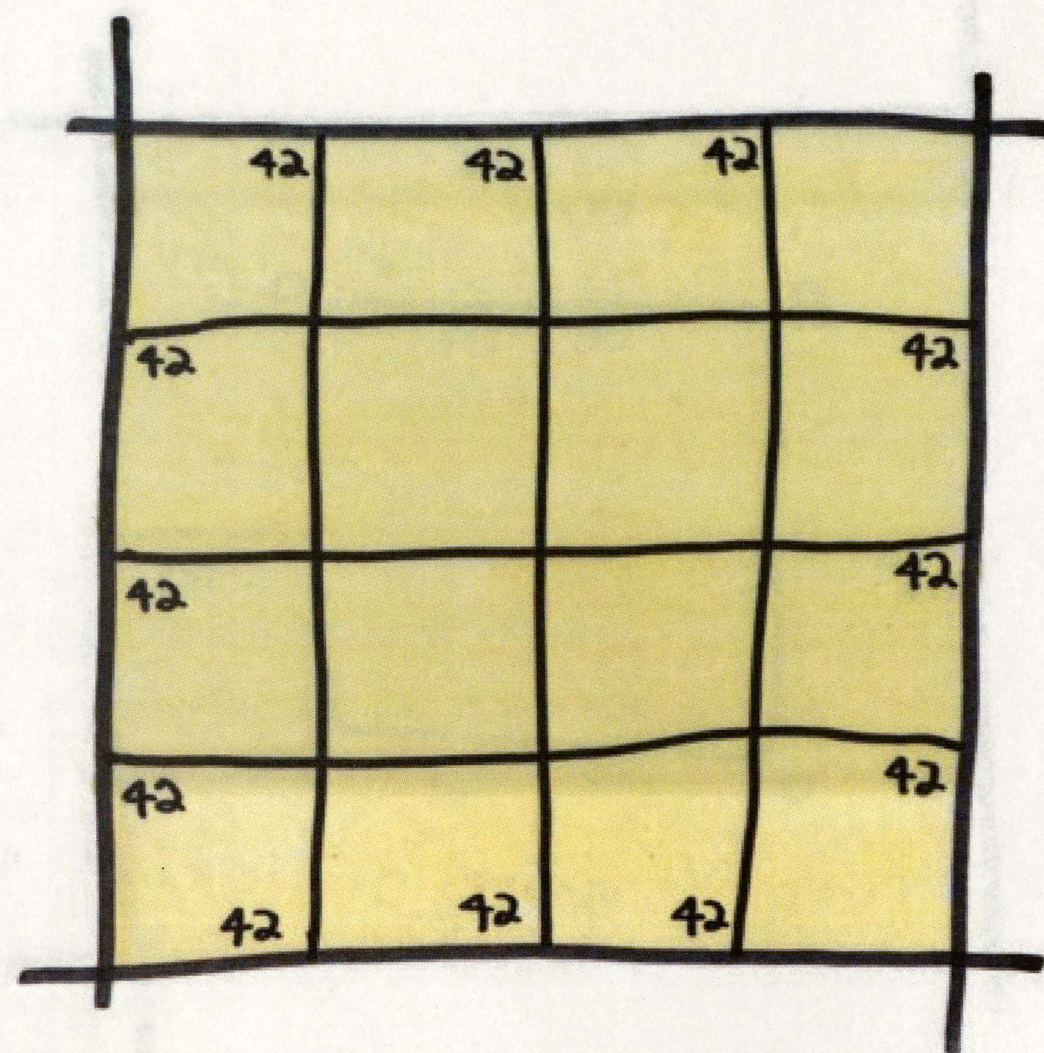
Walkable and Livable Communities Institute, "Walkability: Principles, Deterrents and Treatments", slide 103

- Adding more networks for coming and going has a greater effect on vehicle distribution patterns.



Improving Connectivity

Improving Connectivity



Walkable and Livable Communities Institute, "Walkability: Principles, Deterrents and Treatments", slide 104

- Switching to a grid system reduces the load each street bears. There are more opportunities for travel and drivers can take preferred routes.



UGA Metropolitan Design Studio meeting with the Oxford City Manager Bob Schwartz

UGA Metropolitan Design Studio at The Center for Community Preservation and Planning



With these principles and previous studies in mind, the UGA Metropolitan Design Studio began to determine how to improve walkability in Oxford. Our study has four components. First, we identified areas of historical and cultural significance. Second, we surveyed residents and students of Oxford College. Third, we conducted a windshield survey of the existing road network. Finally, based upon all the information we gathered, we will make some recommendations for improvement.



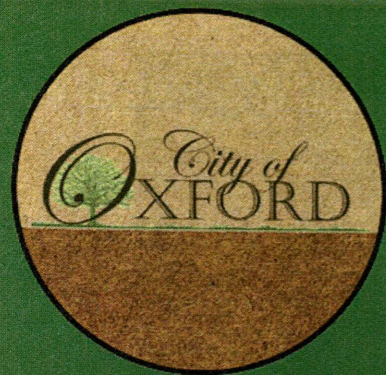


Table of Contents

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Students of Oxford College
Survey

Windshield Survey of Oxford

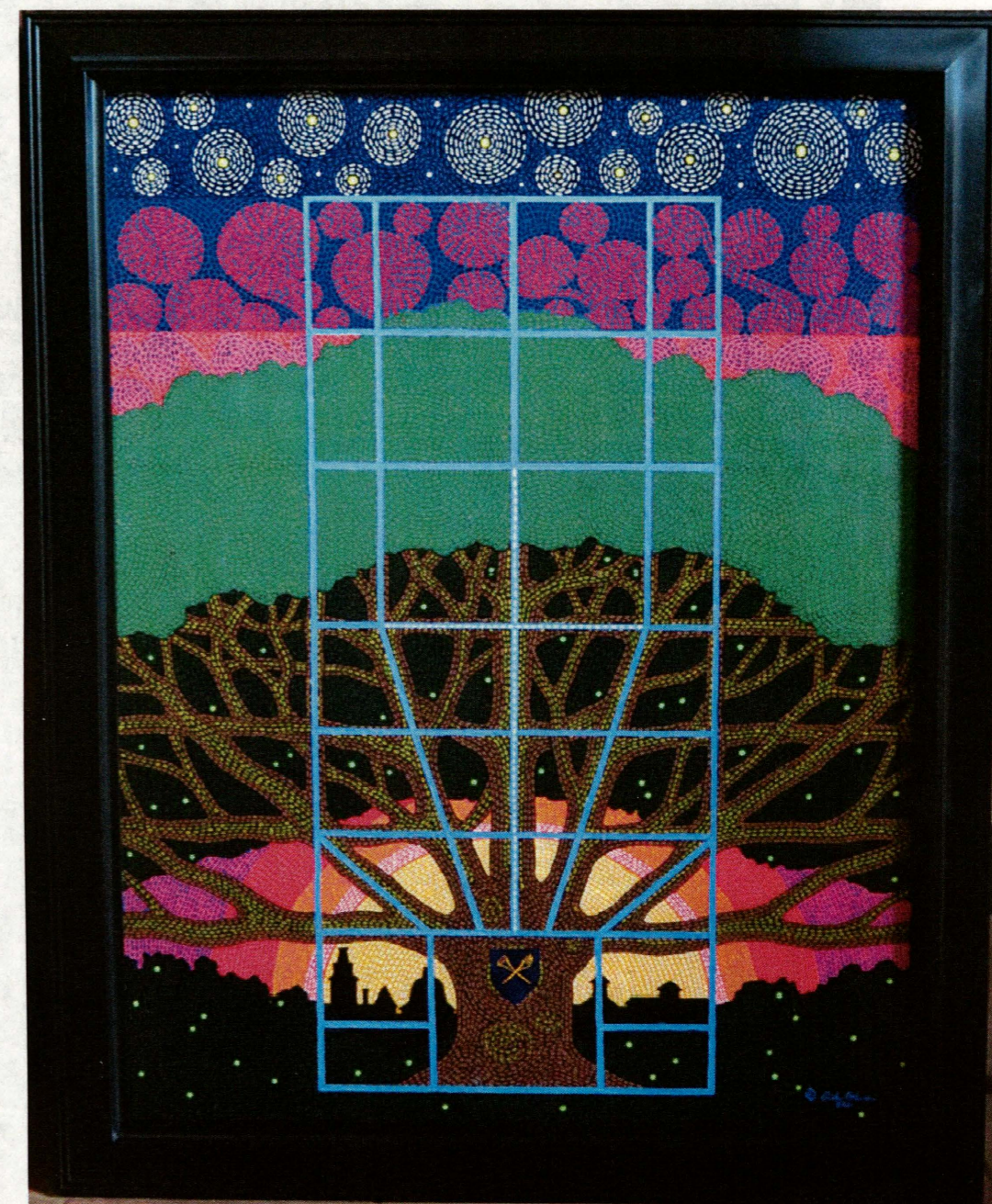
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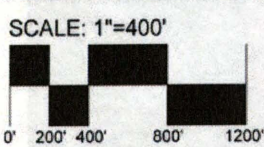
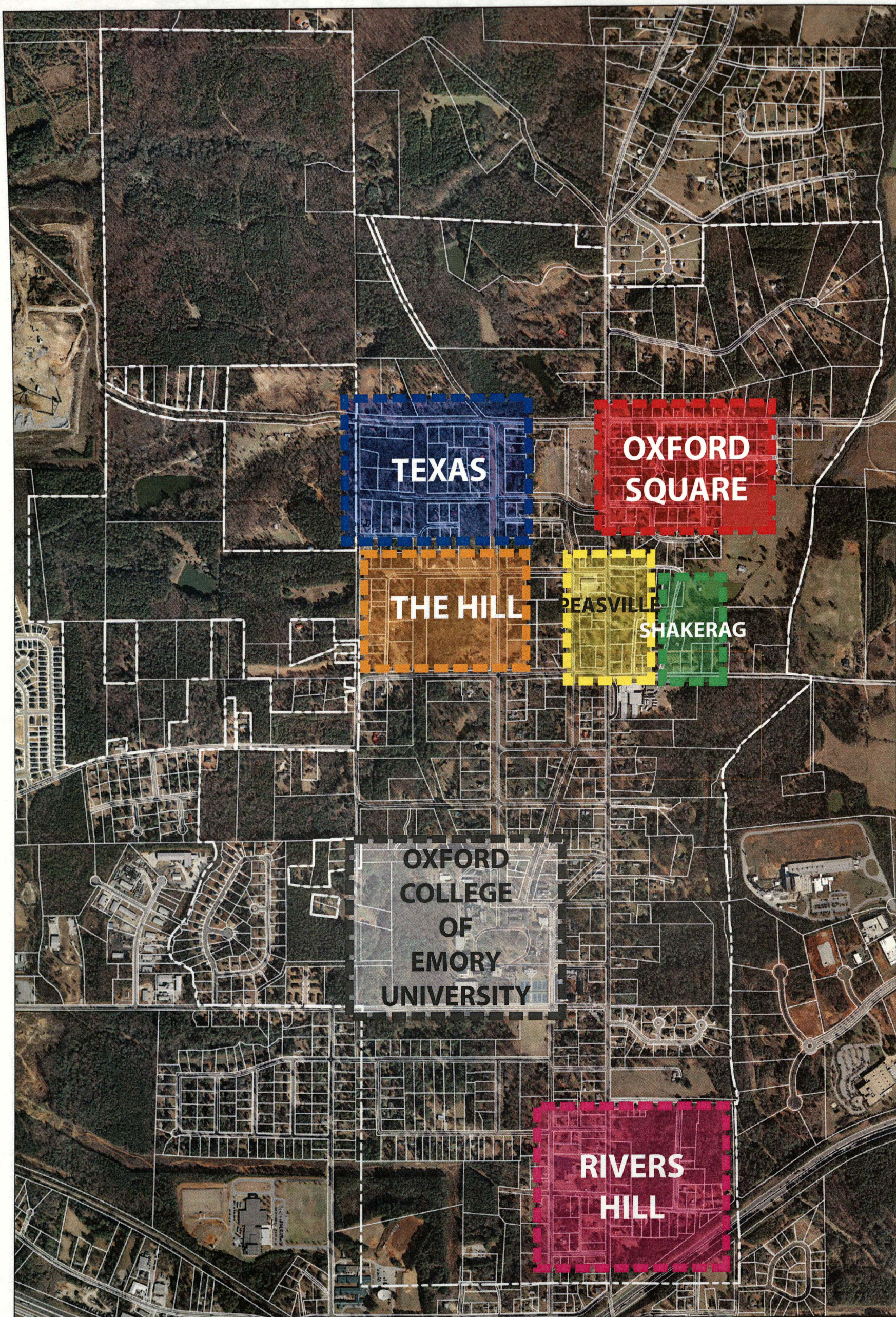
Appendix

A main objective of the Metropolitan Design Studio included tying the pedestrian network with the sites of historical significance in Oxford. Upon analyzing the historical data, we uncovered an opportunity to reestablish the intended experience of traversing the city of Oxford. Our intent is to create spacious boulevard style streets that complement the character Oxford and consider the existing on site conditions.

The City of Oxford commissioned a piece of artwork from professional artist, Lynn Marshall-Linnemeier. This handcrafted mosaic references the original intended layout of the city of Oxford. We drew inspiration from this piece of art to seamlessly integrate History, Art and Culture with sensible connectivity.



Lynn Marshall-Linnemeier, "Oxford at Sunset"



HISTORIC NEIGHBORHOODS
OXFORD, GA

MARCH 6, 2013

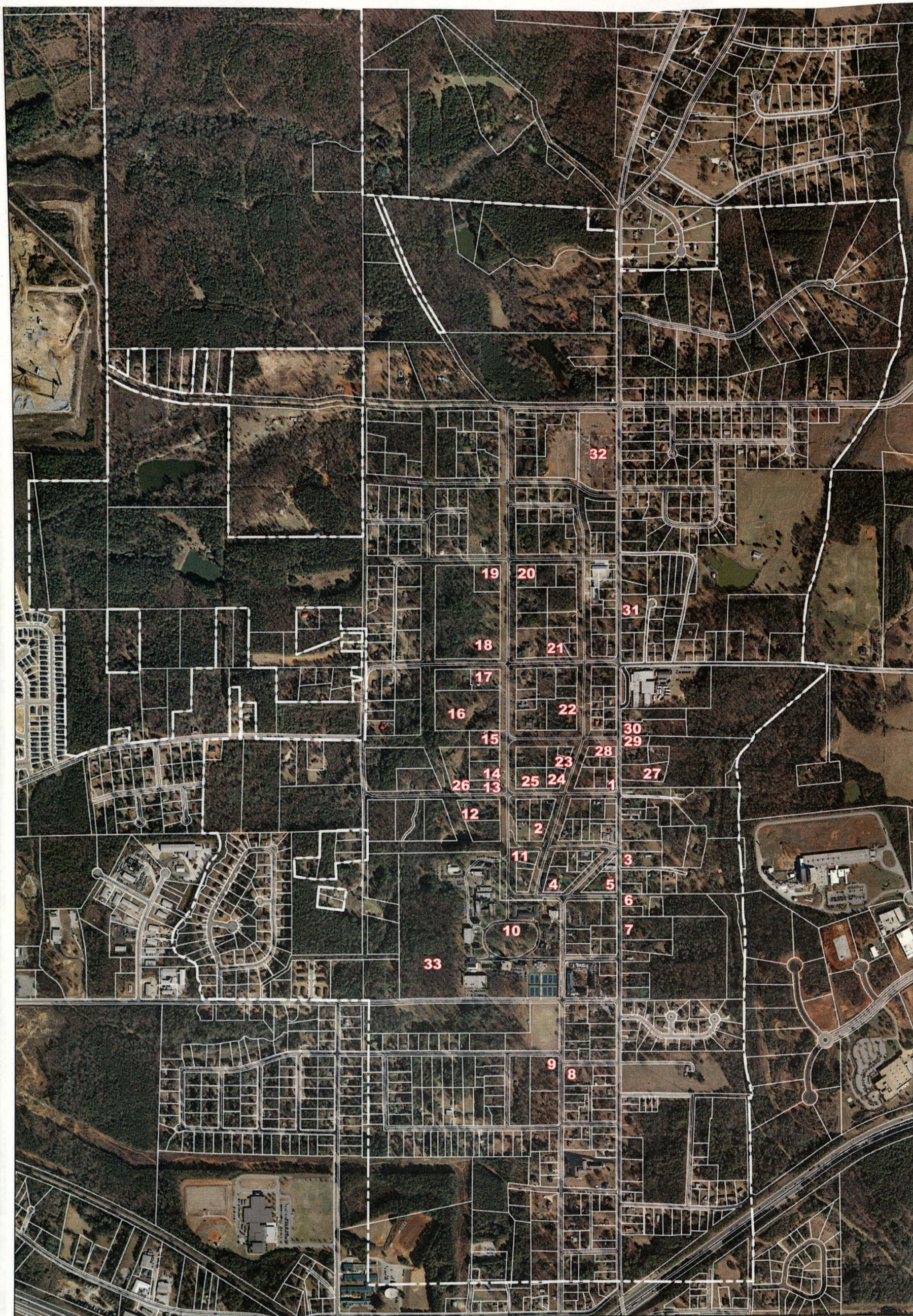


University of Georgia
METROPOLITAN DESIGN STUDIO

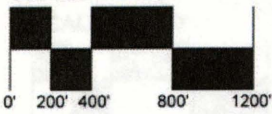
Historical Neighborhoods

We comprised a Historical Neighborhood Map Delineating the historical neighborhoods from our research working with our primary sources, Mr. & Mrs. Davis, Vivian Harris, Anderson Wright, Dewy Perry, and David Eady. We also researched and referred to Erick Oliver's Cornerstone and Grove. The traditional neighborhood names of Peasville, The Hill, Shakerag, Rivers Hill, Texas, and etc. were defined and integrated into the pedestrian network, defining the unofficial historical boundaries.





SCALE: 1"=400'



HISTORIC DESTINATION OXFORD, GA

JANUARY 17, 2013



University of Georgia
METROPOLITAN DESIGN STUDIO

Sites of Historical and Social Significance

We worked alongside members of the community to identify the significant historical sites in the city of Oxford. We composed a Destination Map accurately locating each of these sites. This map was then compared and analyzed with the existing and proposed sidewalk maps and trails system to ensure sensible connections along the pedestrian network.

1. The Henderson Store—U.S. Post Office/McGiboney Building
2. The Harris/Williams/Adams House
3. The Ellis House
4. Allen Memorial United Methodist Church
5. The Stephens/Forney House
6. The Bonnell/Cowan/Turner House
7. The Mabry/Dickey/Izen House
8. The Ficquets/Milligan House
9. The Turner/Budd/Phillips House
10. Oxford College of Emory University
11. The Cobb House, “Cobb’s Cottage”
12. The Haygood/Wearing House, “The Haygood House”
13. The Starr/Park/Wallace House
14. The Paine/McCanless House
15. “Old Church”
16. The Carr/Corley/Watterson House, “High Point at Chestnut Grove”
17. The Hopkins/Bryan House, “The Hopkins House”
18. “The President’s House”
19. The Branham/Sitton House, “The Branham House”
20. The Thomas/Stone/Eady House, “The Stone House”
21. The Giles/Whitsitt House, “Fierol Place”
22. The Capers/Dickson/Branham House
23. The Gaither/Payne House, “Zora Fair Cottage”
24. The Thompson House
25. The Stone/Gladden House, “The Tudie Stone Cottage”
26. The Galloway/Oliver House, “Florida Hall”
27. The Means/Tanner House, “Orna Villa”
28. The Jensen House, “The Old Parsonage”
29. The Sigma Nu House
30. The Giles/Coker House
31. Rust Chapel United Methodist Church
32. Oxford Historical Cemetery
33. “Soldier’s Cemetery”

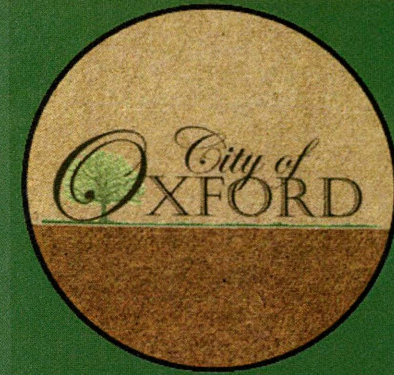


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Appendix

On 2/22/2013 and 2/25/2013 we interviewed local residents (5) and students (64) from Oxford College. Student surveys took place in *Lil's Cafeteria* on the campus of Oxford College during the hours of 12:00 to 6:00 p.m. Local residents were also surveyed by going door to door in the neighborhoods on Stone/Bonnell Streets and the Oxford Square neighborhoods located across from the cemetery. Results from the survey indicated the following:

- 62 students (97%) Would not consider bicycling to Walmart.
- 33 students (52%) Unsafe nighttime/lighting conditions.
- 30 students (47%) Improve lighting on streets.
- 27 students (42%) Unsafe walking on Emory St.
- 24 students (38%) Unsafe bicycling in Oxford.
- 23 students (36%) Sidewalks on both sides of Emory St.
- 22 students (34%) Improve bicycling conditions.
- 20 students (31%) Improve connectivity to Covington.
- 18 students (28%) Unsafe pedestrian crosswalks.

WALKABILITY AUDIT

OXFORD COLLEGE, CITY OF OXFORD, AND UGA
METROPOLITAN STUDIO TEAM UP TO CREATE A

MORE WALKABLE
C O M M U N I T Y

WHERE: LIL'S DINING HALL

WHEN: THURSDAY FEBRUARY 21ST
BEGINS AT 1:30 PM



Walkability Audit Report

64 Oxford College Students Surveyed

February 22, 2013 & February 25, 2013

Mobility Breakdown:

- 23 students (36%) Walking/Car
- 16 students (25%) Walking/Shuttle/Car
- 13 students (20%) Walking/Shuttle/Car/Bike
- 12 students (19%) Walking/Shuttle

Destinations Breakdown:

- 25 students (39%) Walmart
- 21 students (33%) Covington Square
- 12 students (19%) Conyers (Target/Publix)
- 11 students (17%) Waffle House
- 07 students (11%) Moore/Stone St. Trails
- 06 students (09%) Shuttle to Emory (Atlanta)
- 02 students (03%) Post Office
- 02 students (03%) Loganville

Safety Breakdown:

- 33 students (52%) Unsafe nighttime/lighting conditions
- 27 students (42%) Unsafe walking on Emory St
- 24 students (38%) Unsafe bicycling in Oxford
- 18 students (28%) Unsafe pedestrian crosswalks

Suggestions Breakdown:

- 30 students (47%) Improve lighting on streets
- 23 students (36%) Sidewalks on both sides of Emory St.
- 22 students (34%) Improve bicycling conditions
- 20 students (31%) Improve connectivity to Covington
- 11 students (17%) Improve lighting at train tracks/Depot
- 10 students (16%) Better infrastructure (sidewalks/grounds)
- 10 students (16%) Access signage for trails
- 06 students (09%) Add more trails
- 05 students (08%) More shuttle times
- 04 students (06%) Improve lighting at dorm/quad
- 02 students (03%) Slow traffic down
- 02 students (03%) Better mountain bikes & baskets for borrow program
- 02 students (03%) Add historical markers

Resident Interviews

5 Residents Surveyed

February 22, 2013 & February 25, 2013

- Crossing Emory St. to get to sidewalk is unsafe.
- Riding bike to Covington is disrupted by train tracks.
- Would like to see improvements in connectivity to Covington.
- Would like to see some sidewalks and maybe bike lanes.
- Would like some lights on the trails to brighten it up when it's dark.
- Would like the trail to be more open (clean it up?).
- Safety is a concern for the sidewalks and trails.
- Only goes to the trail during the day with her husband.
- There needs to be more lights on all the streets.
- Has trouble taking her grandkids to walk around the neighborhood because child molesters living near the trail head.
- Has been requesting for lights in the neighborhood for some time but the city hasn't done anything.
- Improve infrastructure of sidewalks.
- Wider road at curves.
- Incorporate historical markers.
- Add more street lights.

On February 26, 2013 two members of the studio drove every street in Oxford. Notes and photographs were taken to determine how streets and right of ways could be improved to enhance walkability. In addition, the survey was utilized to understand pedestrian and vehicular connectivity.

We analyzed the existing conditions and recorded our findings based on specific criteria including slope analysis, existing vegetation and hydrology. Compiling this data lead to sound recommendations, which would be the most cost effective and environmentally sensitive.

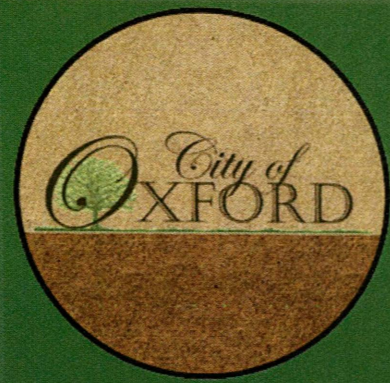


Table of Contents

Introduction/Previous Studies

Historical Significance
Identification

Residents of Oxford &
Students of Oxford College
Survey

► Windshield Survey of Oxford

Site Analysis

Recommendations

Appendix



Moore Street looking west (50' ROW)



Stone Street looking west (50' ROW)

On February 26, 2013 two members of the studio drove every street in Oxford. Notes and photographs were taken to determine how streets and right of ways could be improved to enhance walkability. In addition, the survey was utilized to understand pedestrian and vehicular connectivity

We analyzed the existing conditions and recorded our findings based on specific criteria including slope analysis, existing vegetation and hydrology. Compiling this data lead to sound recommendations, which would be the most cost effective and environmentally sensitive.





Dowman Street looking south (50' ROW)



Stone Street looking west (50' ROW)



Queen Ann Street looking south, malfunctioning drain (50' ROW)

Site Analysis

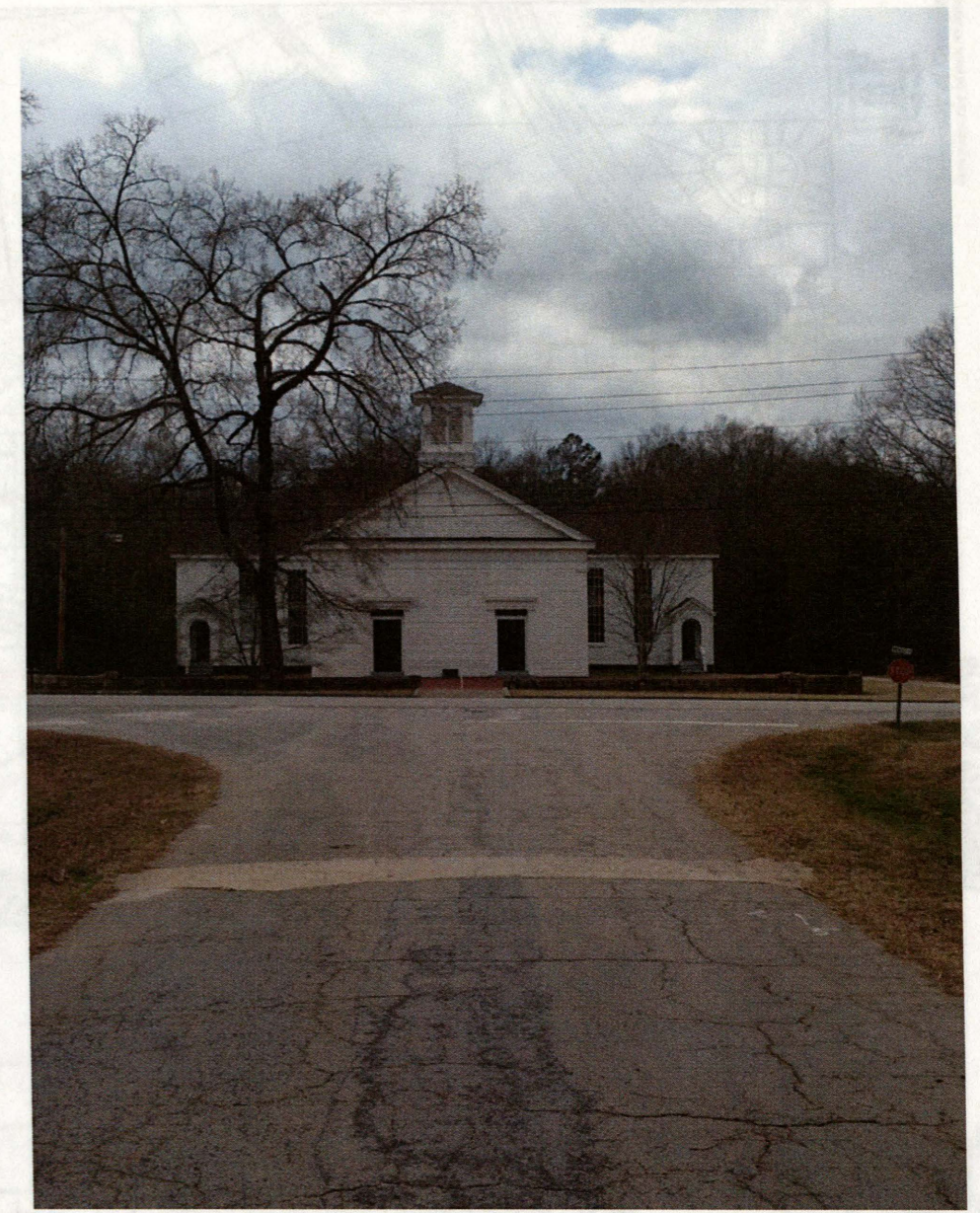
We identified the main North-South arterial corridor as Emory St. Route 81. Next we looked at the existing Collectors and Sub-Collectors to understand the intended network. We studied the initial historic map of the city and realized that Wesley Street was intended to be the main Arterial corridor, and should be reclaimed as the safe North-South Arterial corridor. This should connect with Heywood Street to extend the pedestrian network through Oxford running parallel to 81. It became apparent that this was the wisest choice when looking at the street level conditions and the RFPV map. We identified a new Street Hierarchy network that will vastly improve the quality of life for the citizens and provide a safe pedestrian experience navigating the city streets.



West Bonnell Street looking east (50' ROW)



Wesley Street looking south (160' ROW)



Fletcher Street looking west, "The Old Church" (160' ROW)



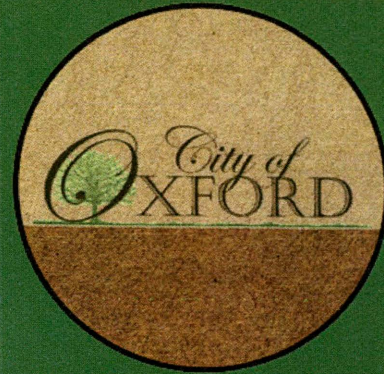


Table of Contents

Introduction/Previous Studies

Historical Significance
Identification

Residents of Oxford &
Students of Oxford College
Survey

Windshield Survey of Oxford

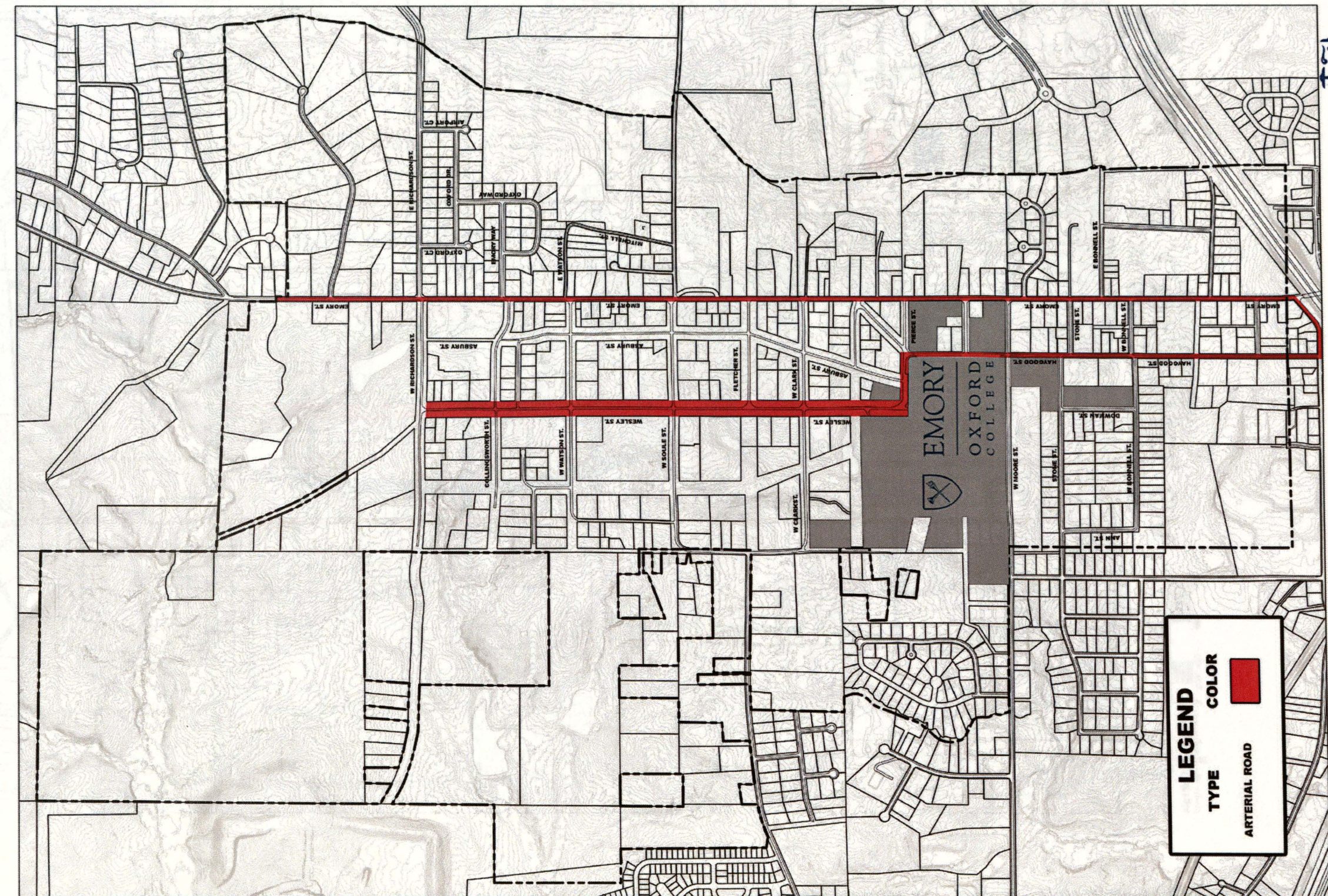
► Site Analysis

Recommendations

Appendix

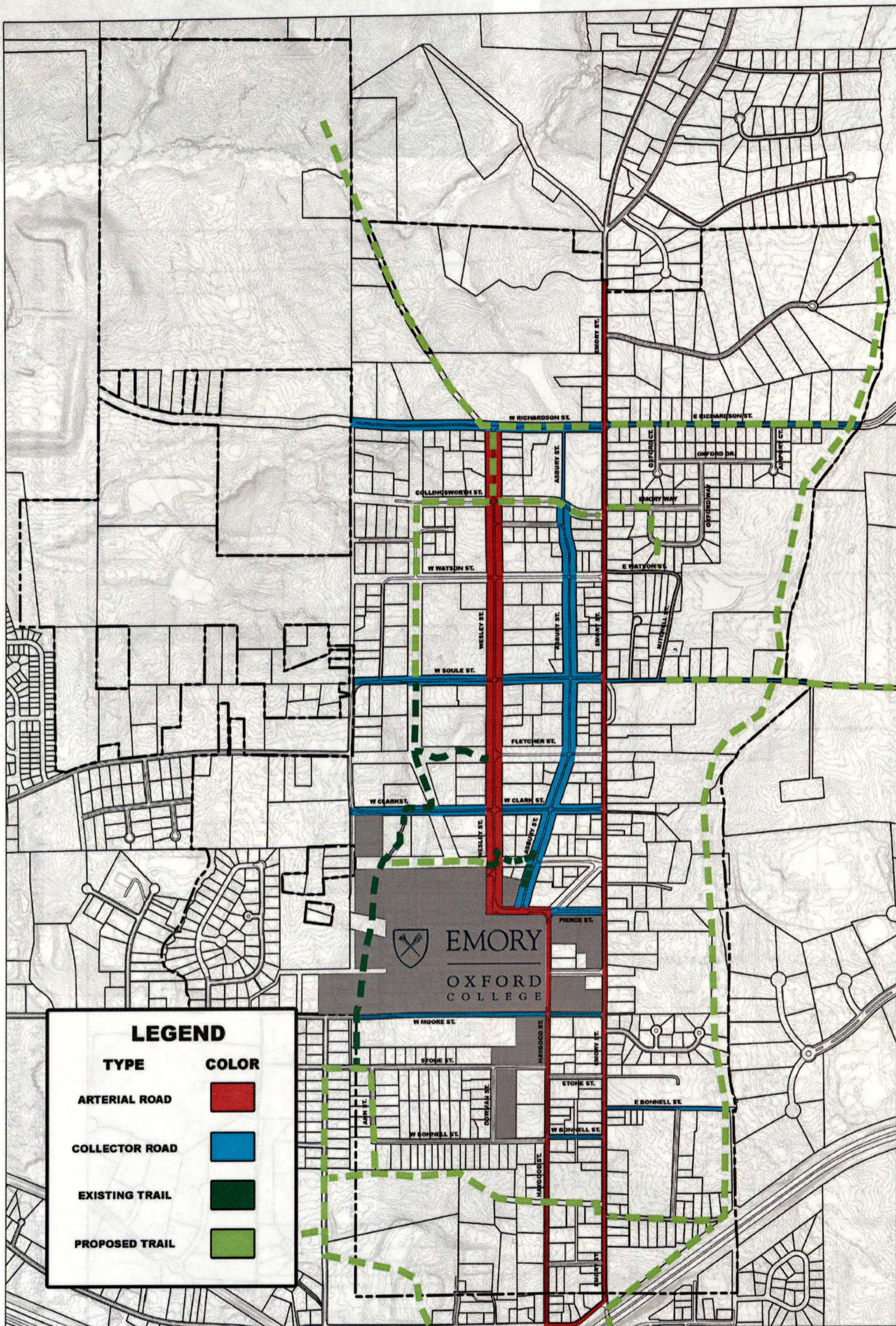
Site Analysis

We identified the main North - South arterial corridor as Emory St. Route 81. Next we looked at the existing Collectors and Sub-Collectors to understand the intended network. We studied the initial historic map of the city and realized that Wesley Street was intended to be the main Arterial corridor, and should be reclaimed as the safe North South Arterial corridor. This should connect with Haygood Street to extend the pedestrian network through Oxford running parallel to 81. It became apparent that this was the wiser choice when looking at the street level conditions and the ROW map. We identified a new Street Hierarchy network that will vastly improve the quality of life for the citizens and provide a safe picturesque experience traversing the city of Oxford.

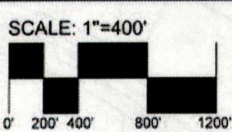
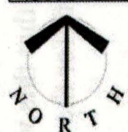


University of Georgia
Metropolitan Design Studio

STREET HIERARCHY
OXFORD, GA
FEBRUARY 28, 2013



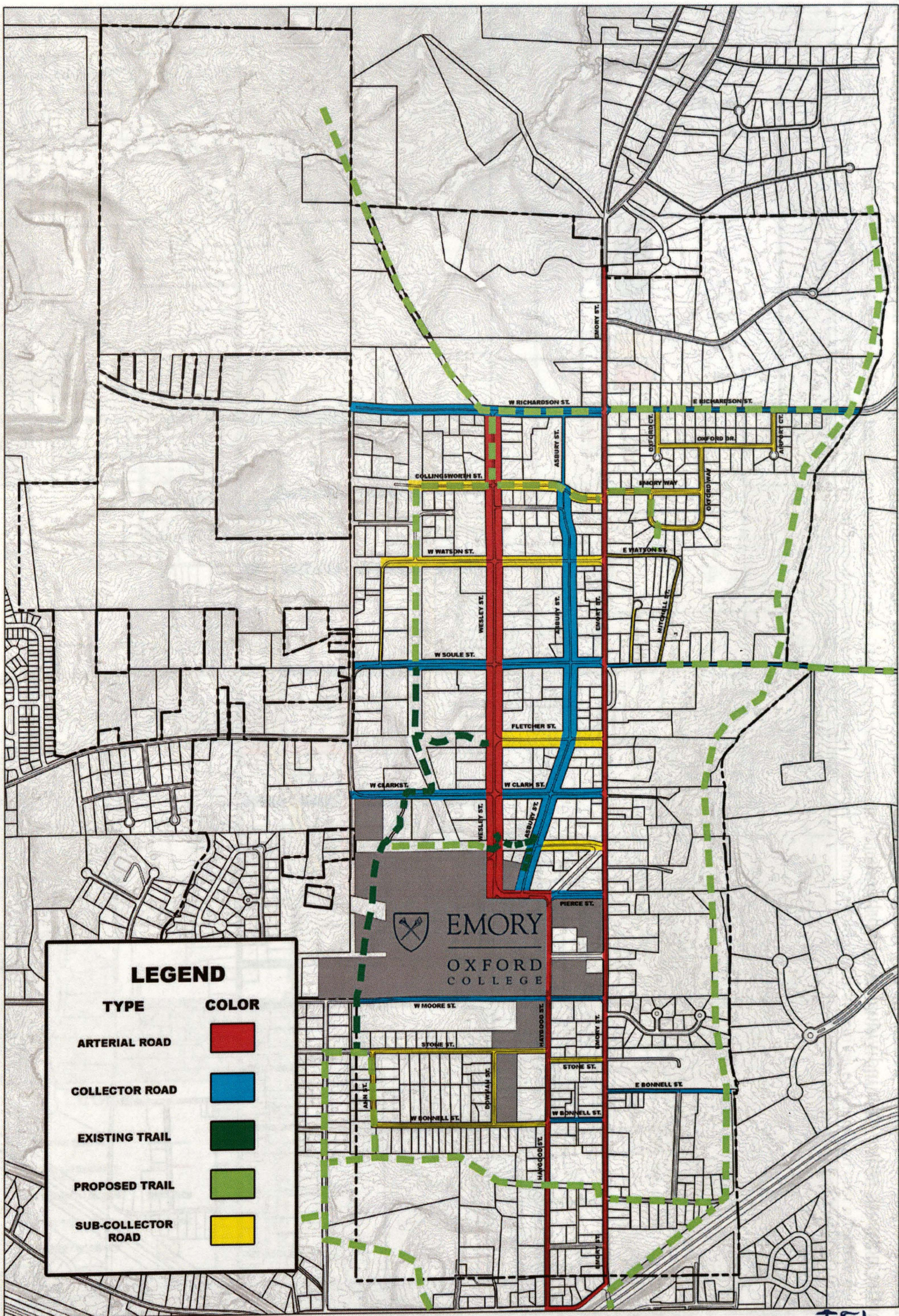
LEGEND	
TYPE	COLOR
ARTERIAL ROAD	Red
COLLECTOR ROAD	Blue
EXISTING TRAIL	Dark Green
PROPOSED TRAIL	Light Green



STREET HIERARCHY **OXFORD, GA** FEBRUARY 28, 2013



University of Georgia
 METROPOLITAN DESIGN STUDIO



SCALE: 1"=400'

0' 200' 400' 800' 1200'

STREET HIERARCHY **OXFORD, GA** FEBRUARY 28, 2013

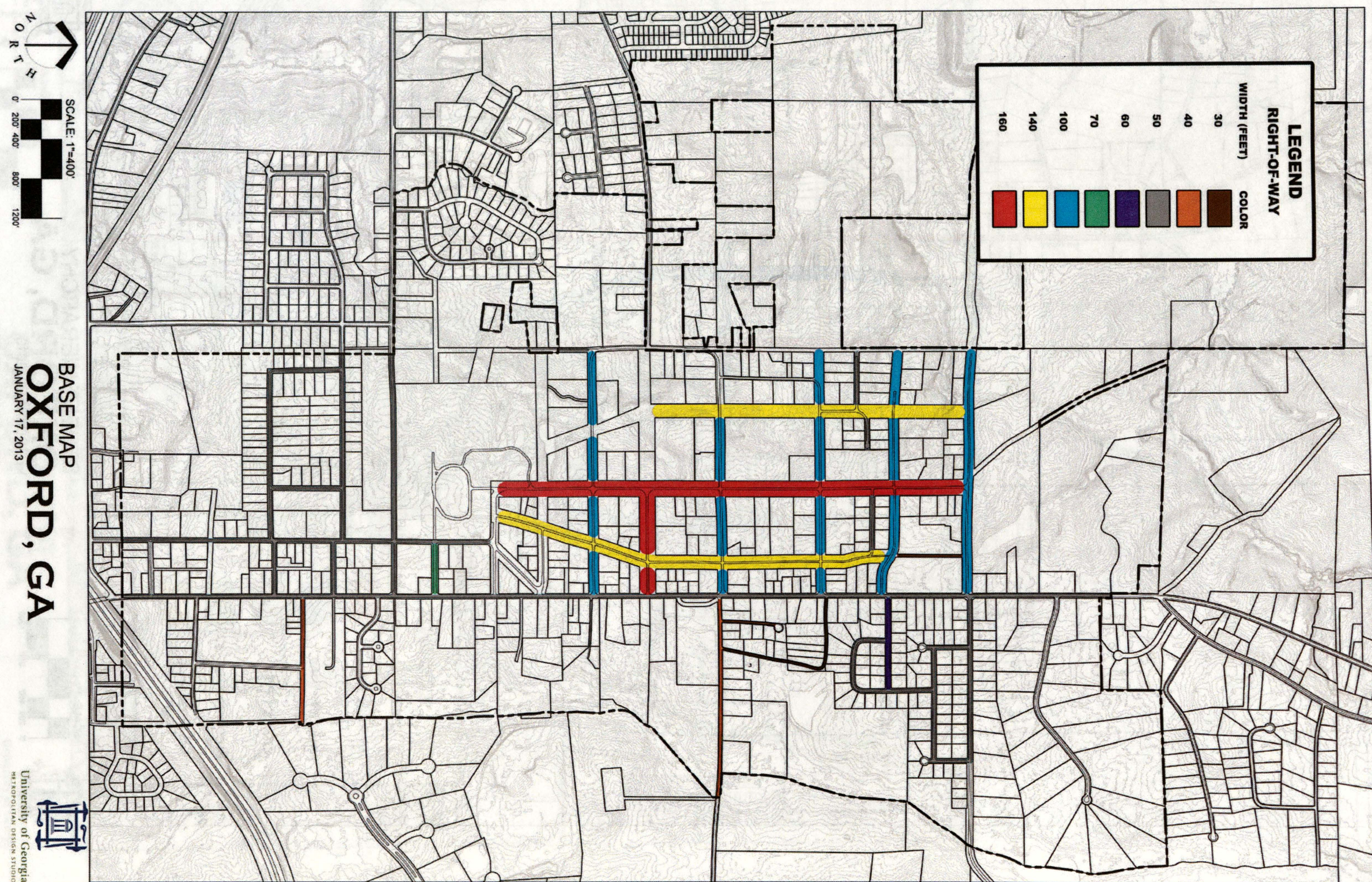


University of Georgia
 METROPOLITAN DESIGN STUDIO



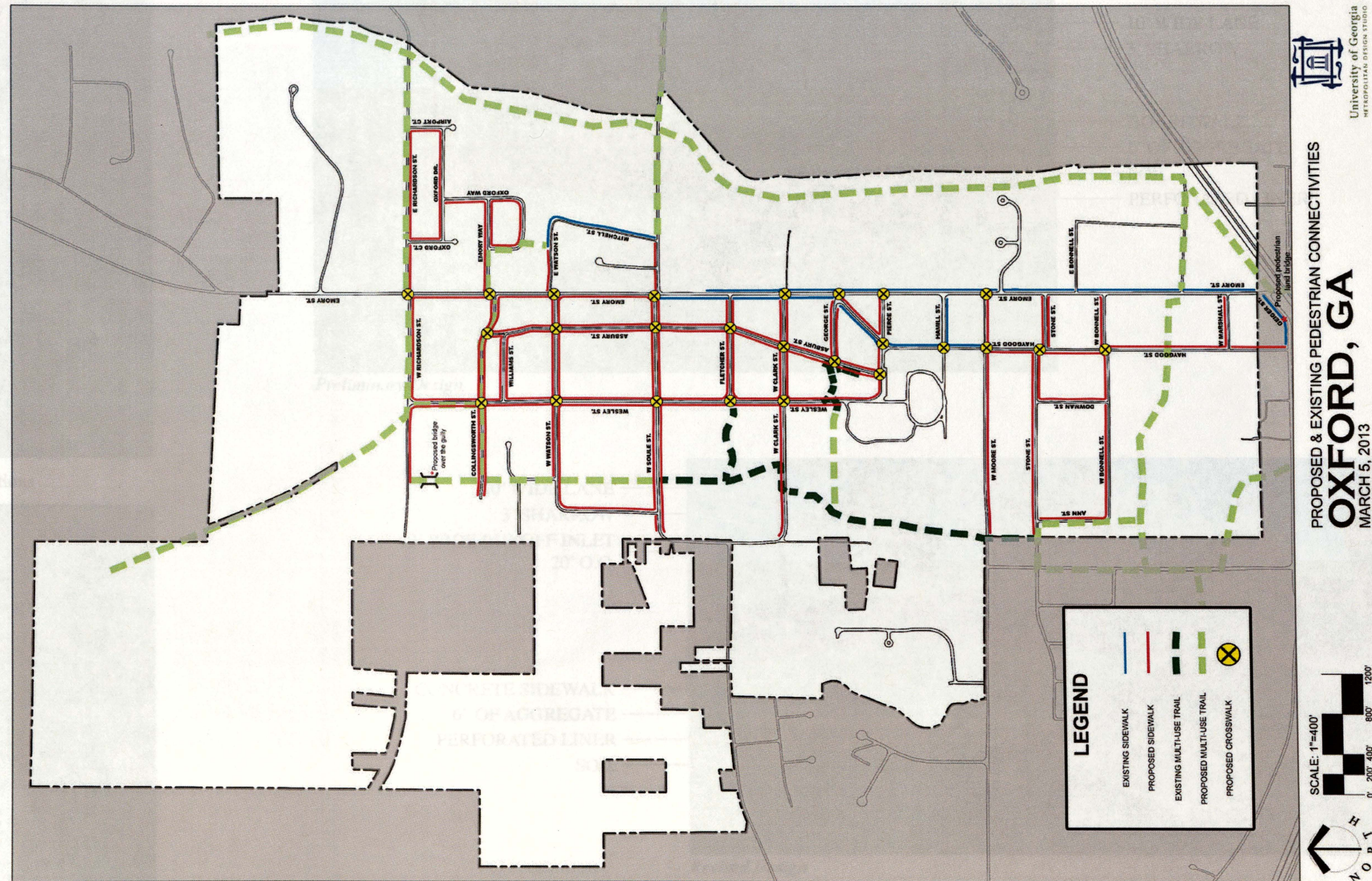


After numerous meetings and communication with representatives from Oxford, we were asked to focus in on the narrowest ROW's. The 50, 40, and 30' ROW's were of specific interest. Next we created a map identifying all of the Right of Ways in the city. This helped us to understand where the design opportunities and constraints were. We realized there are few 30, 40' ROW's within the city limits. This helped us to broaden our understanding on the pedestrian network and we focused our attention on improving the entire network rather than individual neighborhoods.



The Proposed & Existing Pedestrian Connectivity Map was created to display the expanded pedestrian network. This plan integrates previously proposed sidewalks and trail system with the proposed extended networks. This plan focuses on displaying the proposed sidewalk route. The main goal of this proposed network is to enhance the experience of traversing the city of Oxford, and to establish a safe, beautiful pedestrian friendly North - South corridor.

This routing plan formed our design recommendations based upon sound evidence. The suggested sidewalk route was determined through analyzing the on site conditions, the slope analysis and existing vegetation. Utilizing this information lead to informed recommendations that consider the most ecologically sensitive, efficient and cost effective design solutions.



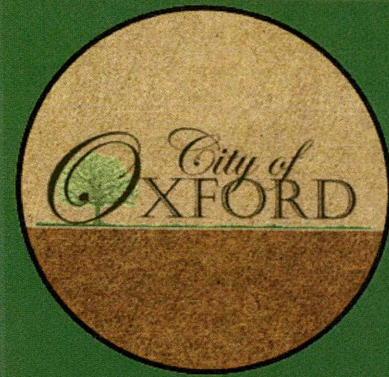


Table of Contents

Introduction/Previous Studies

Historical Significance
Identification

Residents of Oxford &
Students of Oxford College
Survey

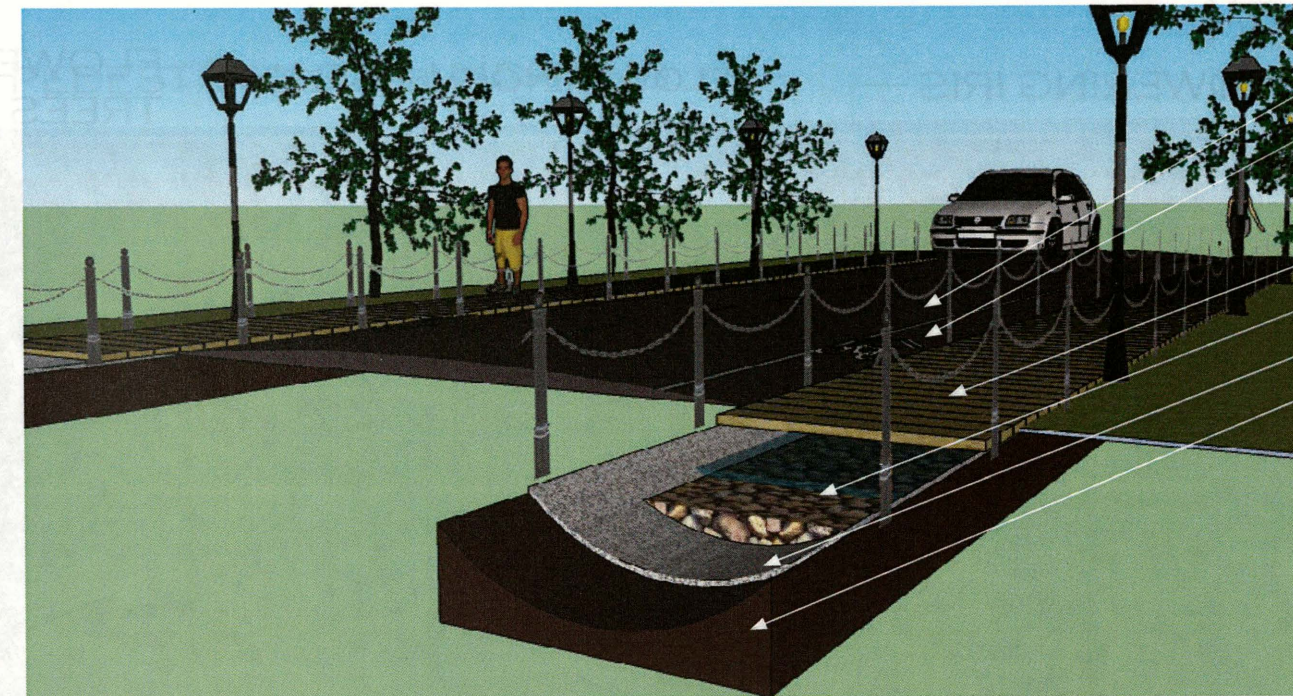
Windshield Survey of Oxford

Site Analysis

► Recommendations

Appendix

Recommendations: 30' Right of Way Template



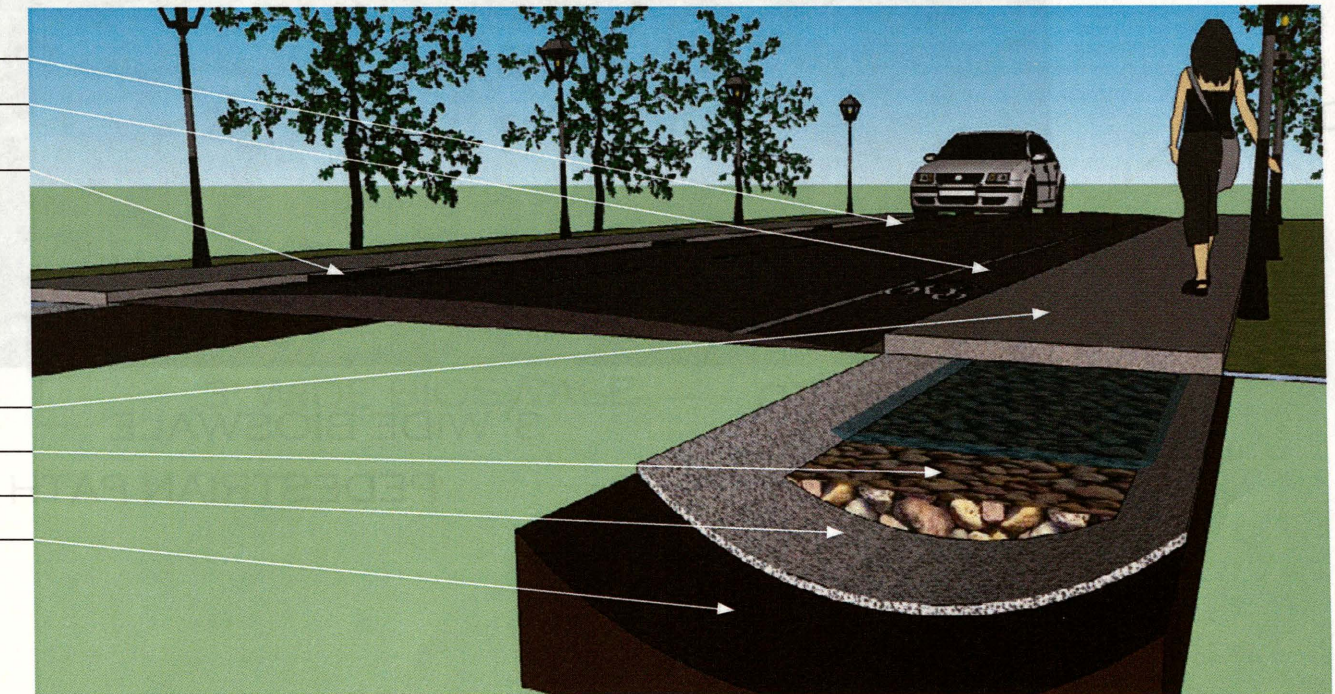
Preliminary Design

10' WIDE LANE
3' SHARROW

BOARDWALK
6" OF AGGREGATE
SOIL
PERFORATED LINER

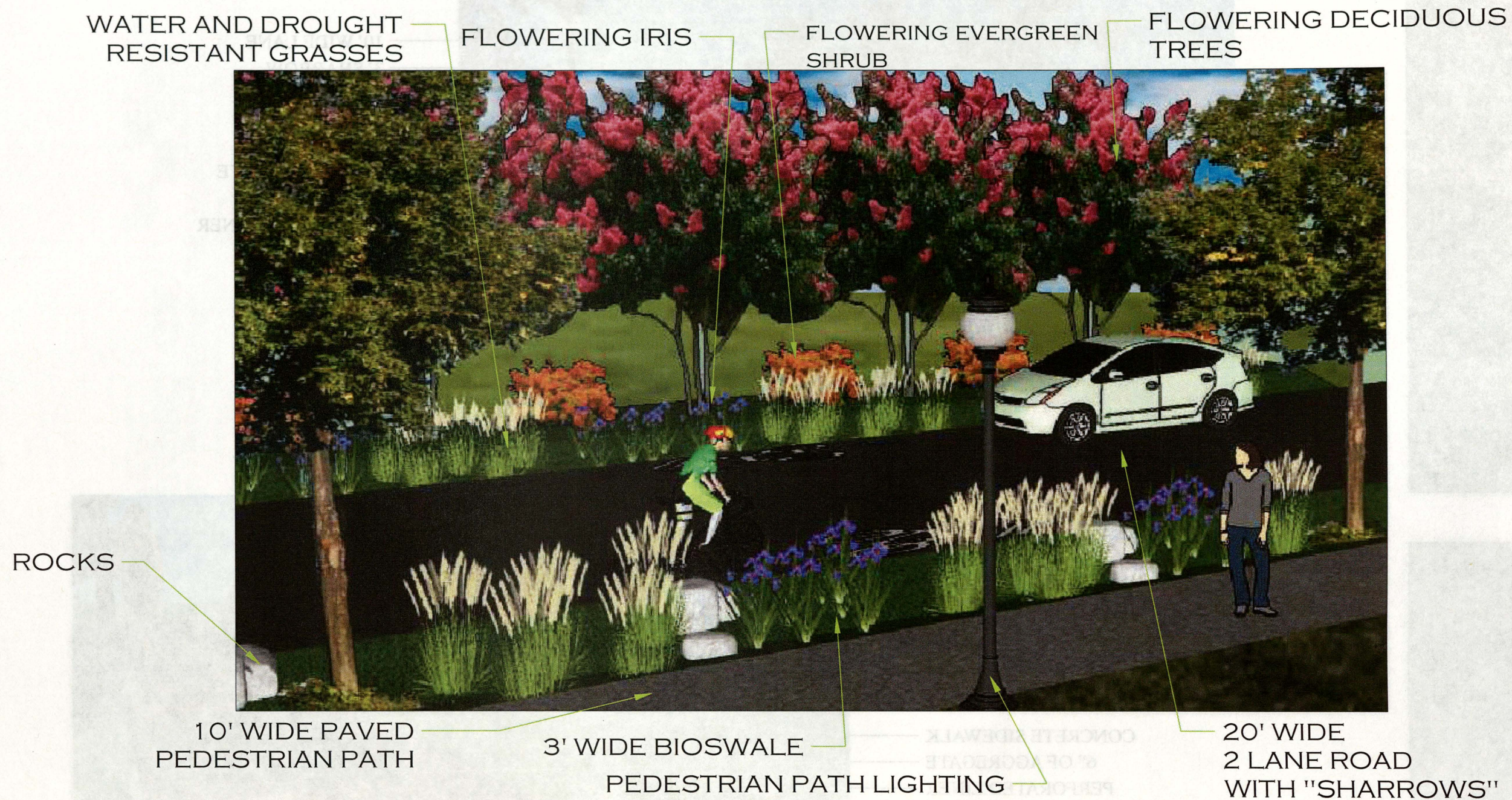
10' WIDE LANE
3' SHARROW
3' WIDE RUNOFF INLET
20' O.C.

CONCRETE SIDEWALK
6" OF AGGREGATE
PERFORATED LINER
SOIL

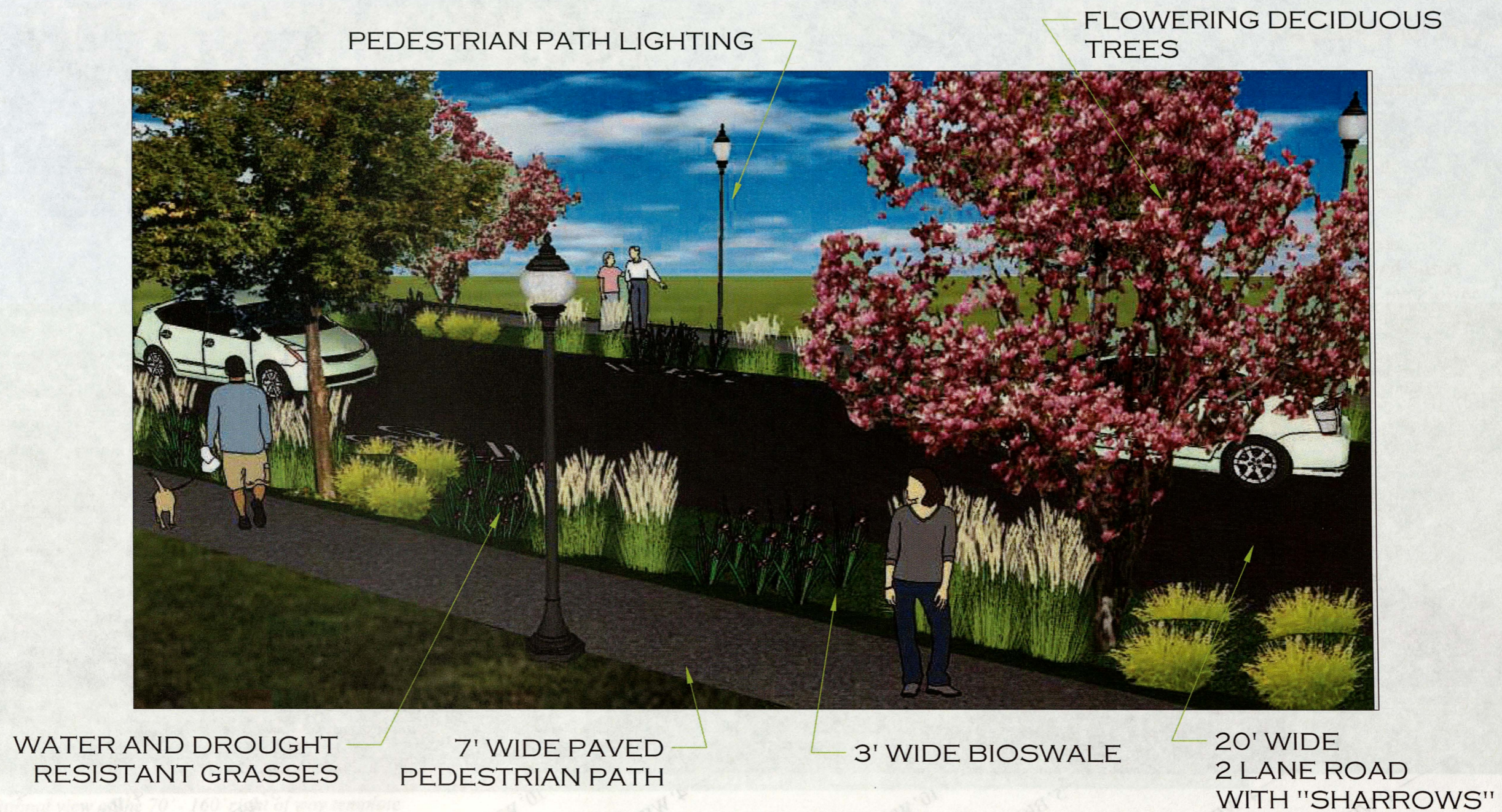


Revised Design

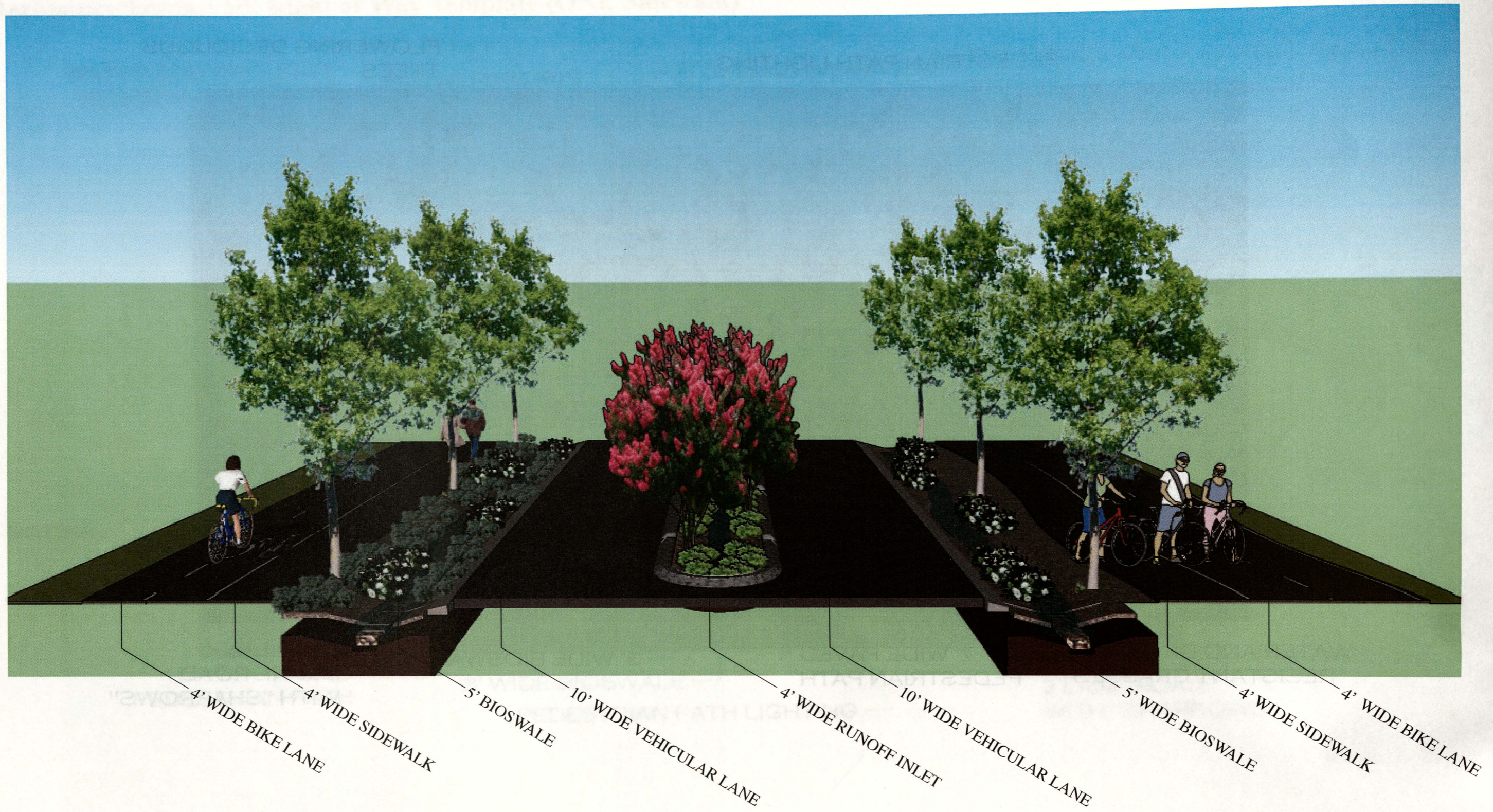
Recommendations: 50' Right of Way Template (ONE Sidewalk)



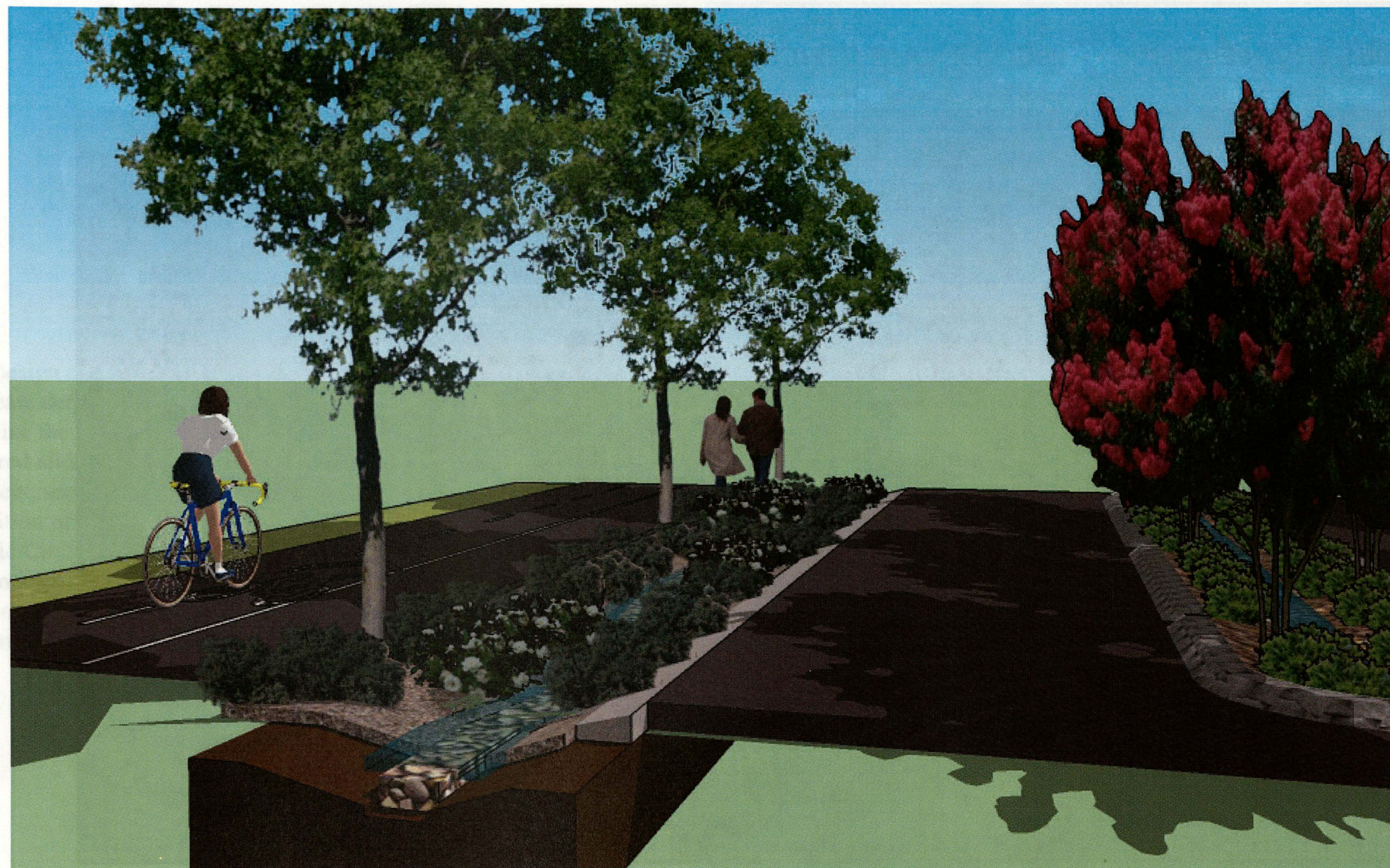
Recommendations: 50' Right of Way Template (TWO Sidewalks)



Recommendations: 70' - 150' Right of Way Template



Recommendations: 70' - 150' Right of Way Template



Additional view of the 70' - 150' right of way template

Suggested Plant Materials

Ornamental Grasses

- Switchgrass
- Inland Seaoats
- Horse Tail
- Muhly Grass

Perennials

- Black-eyed Susan
- Purple Cone Flower
- Daylily
- Iris spp.
- Sunflower

Shrubs

- Fothergilla
- Inkberry
- Wax Myrtle
- Azalea
- Barberry
- Hibiscus

Trees

- Japanese Zelkova
- Littleleaf Linden
- Willow Oak
- Red Maple
- Ginkgo



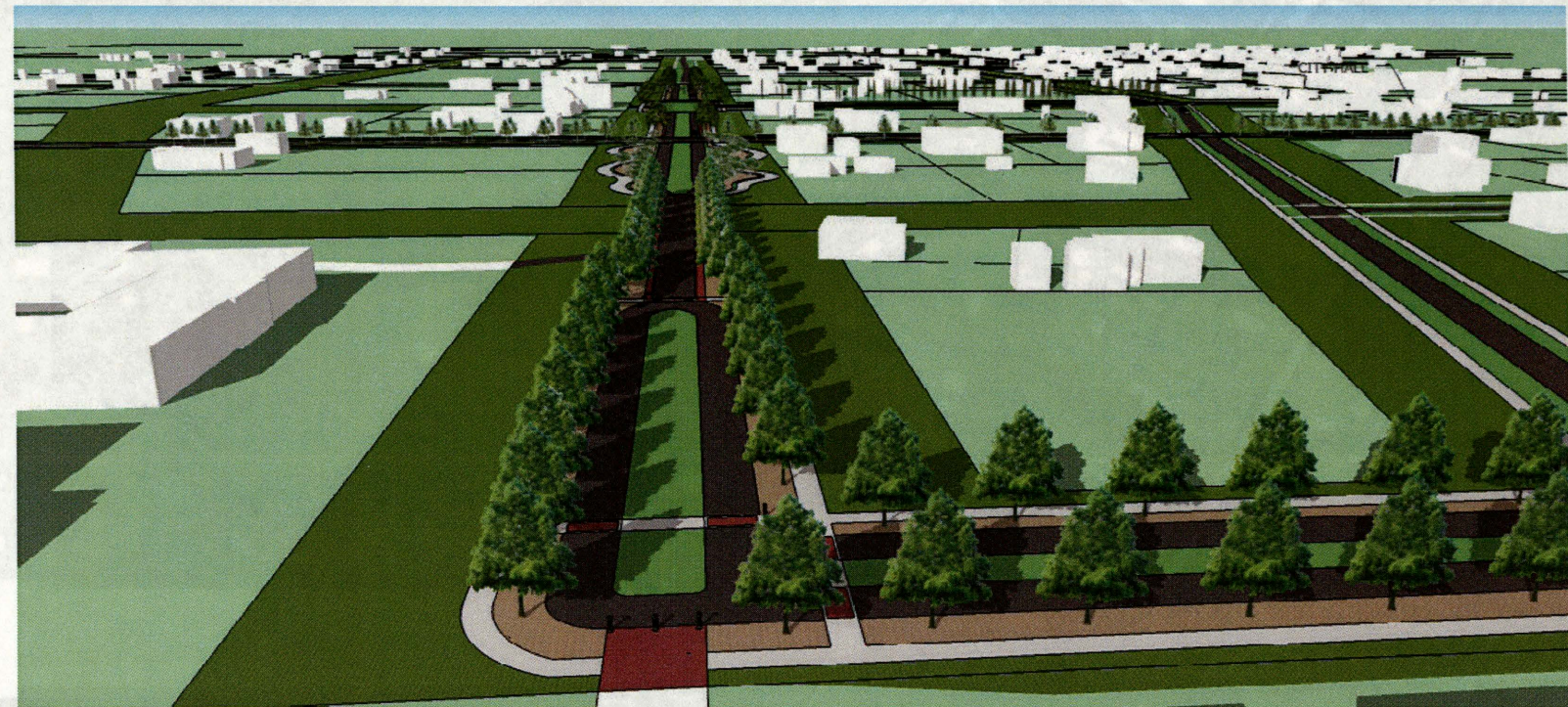
Recommendations: Proposed Fletcher Street Allée Design



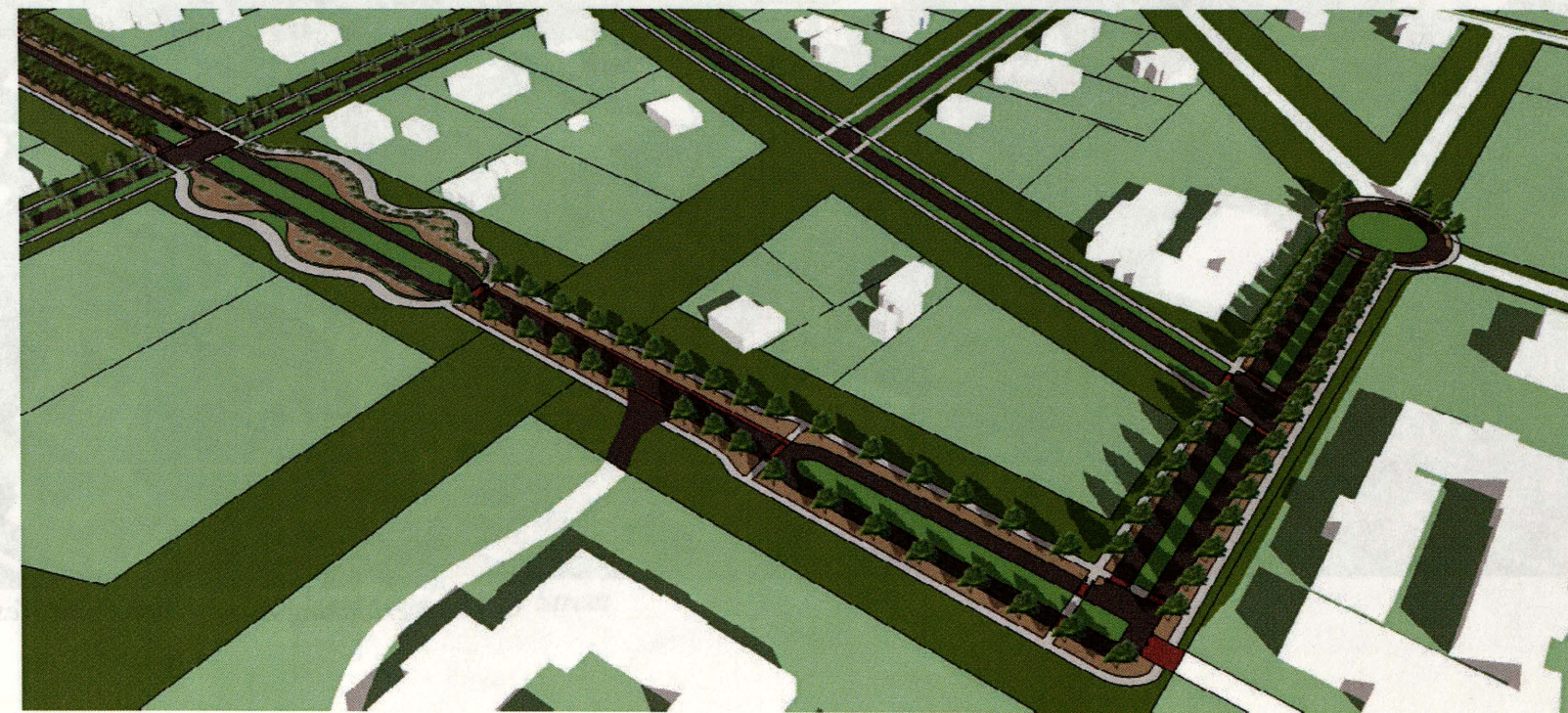
Fletcher Street looking at The Old Church

Recommendations: Proposed Pierce Street & Wesley Street Corridor Design

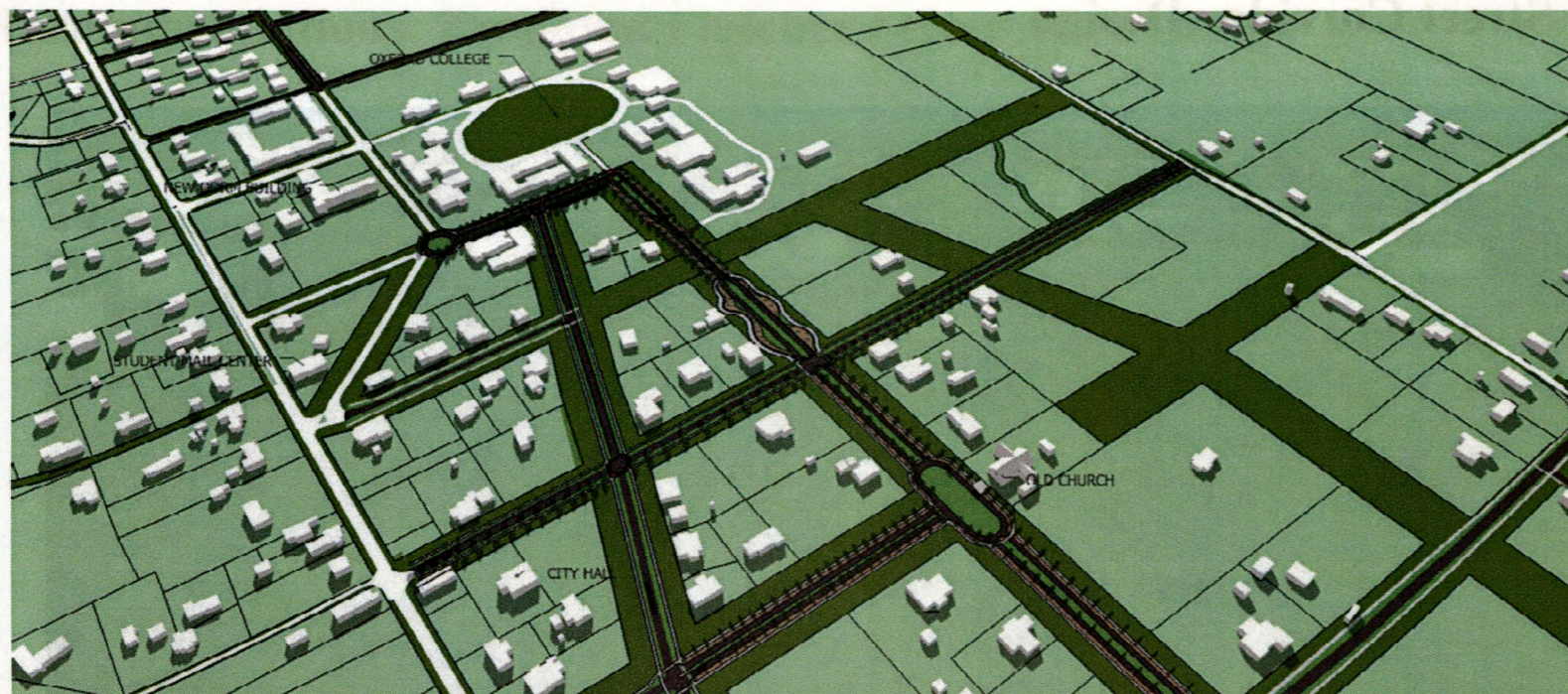
The design of the Wesley Corridor will focus on framing views to create defined terminus focal points. Majestic street trees will line the main boulevards, creating beautiful European inspired allées. Lawn parterres will serve as park-like street dividers, separating the flow of traffic. The awkward transition of certain intersections will be addressed utilizing Traffic Circles. These Roundabouts are designed to create Savannah inspired "Squares". These elements will be combined with other design solutions to create seamless transitions within the proposed pedestrian network.



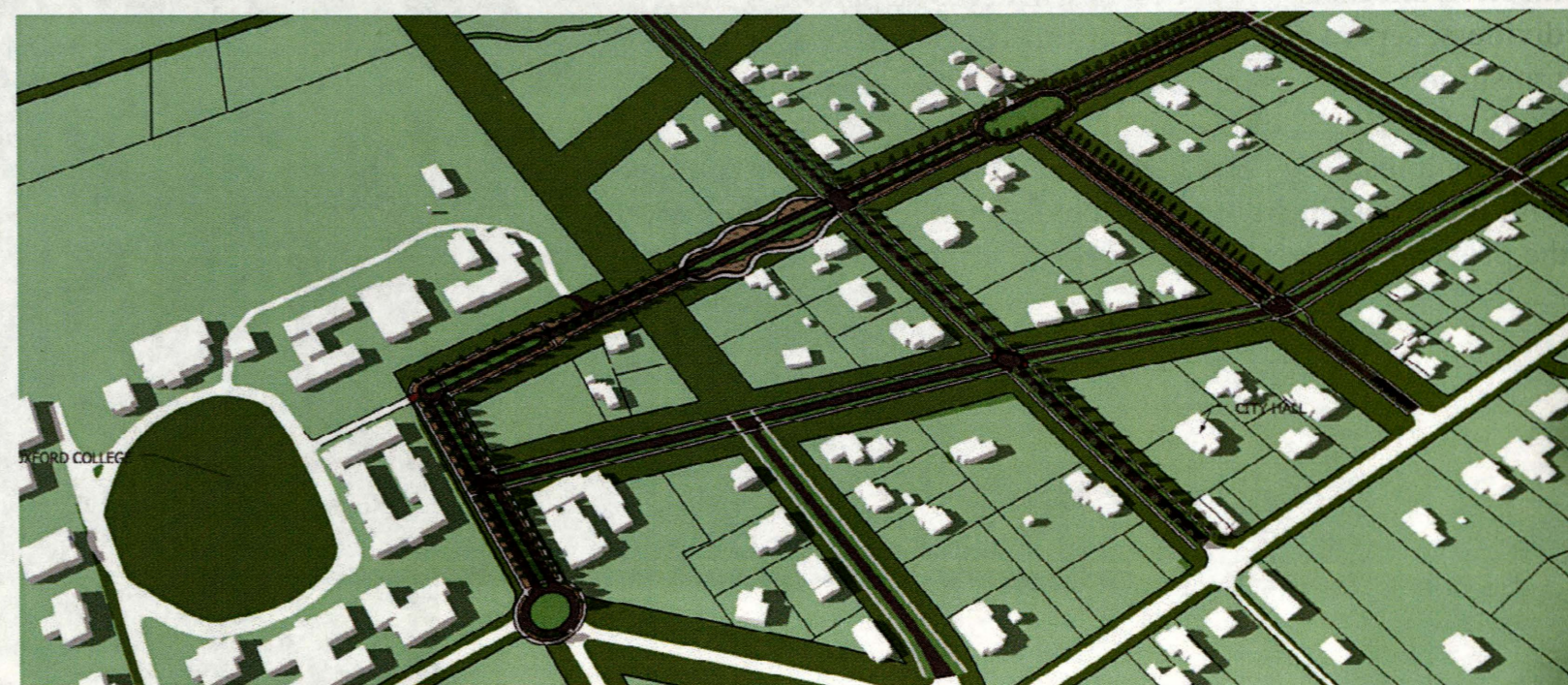
Wesley Street and Pierce Street looking towards North



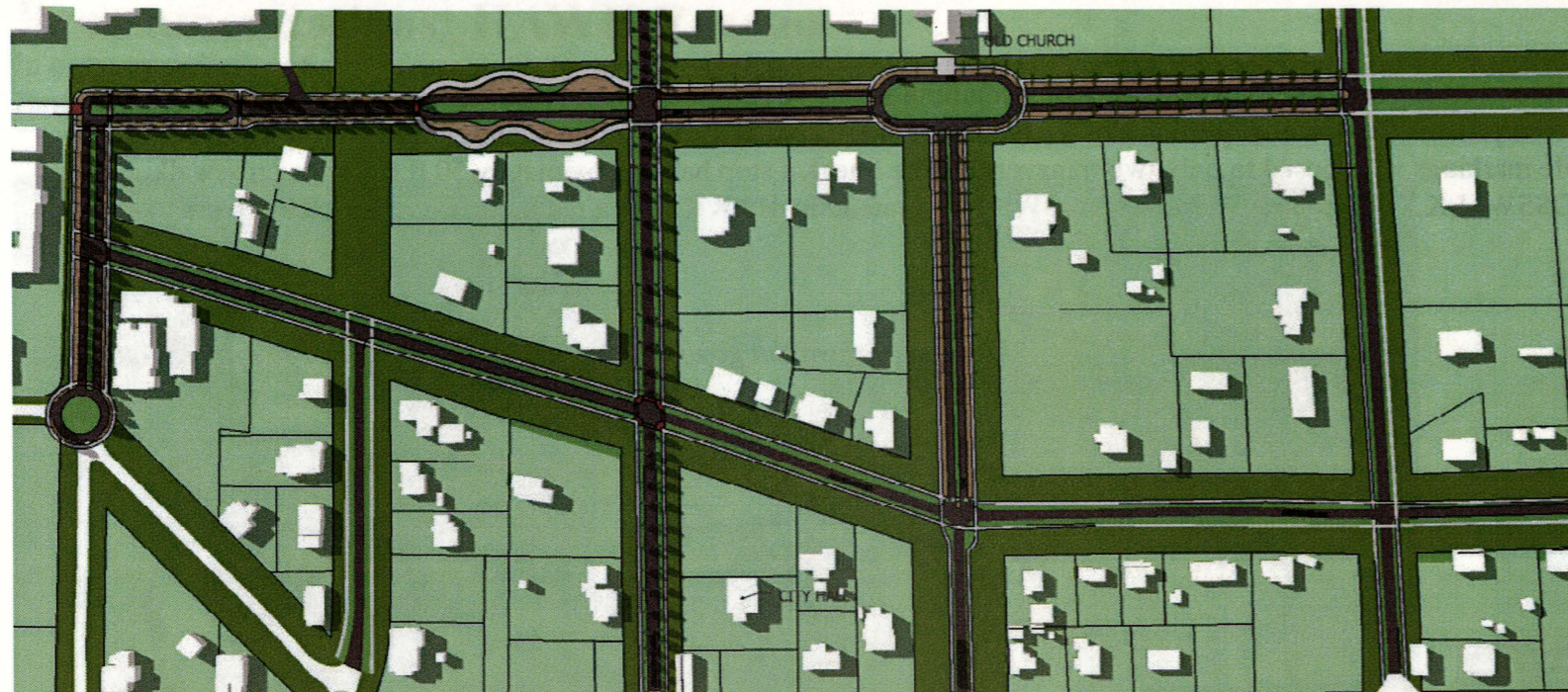
Wesley Street and Pierce Street looking towards Northeast



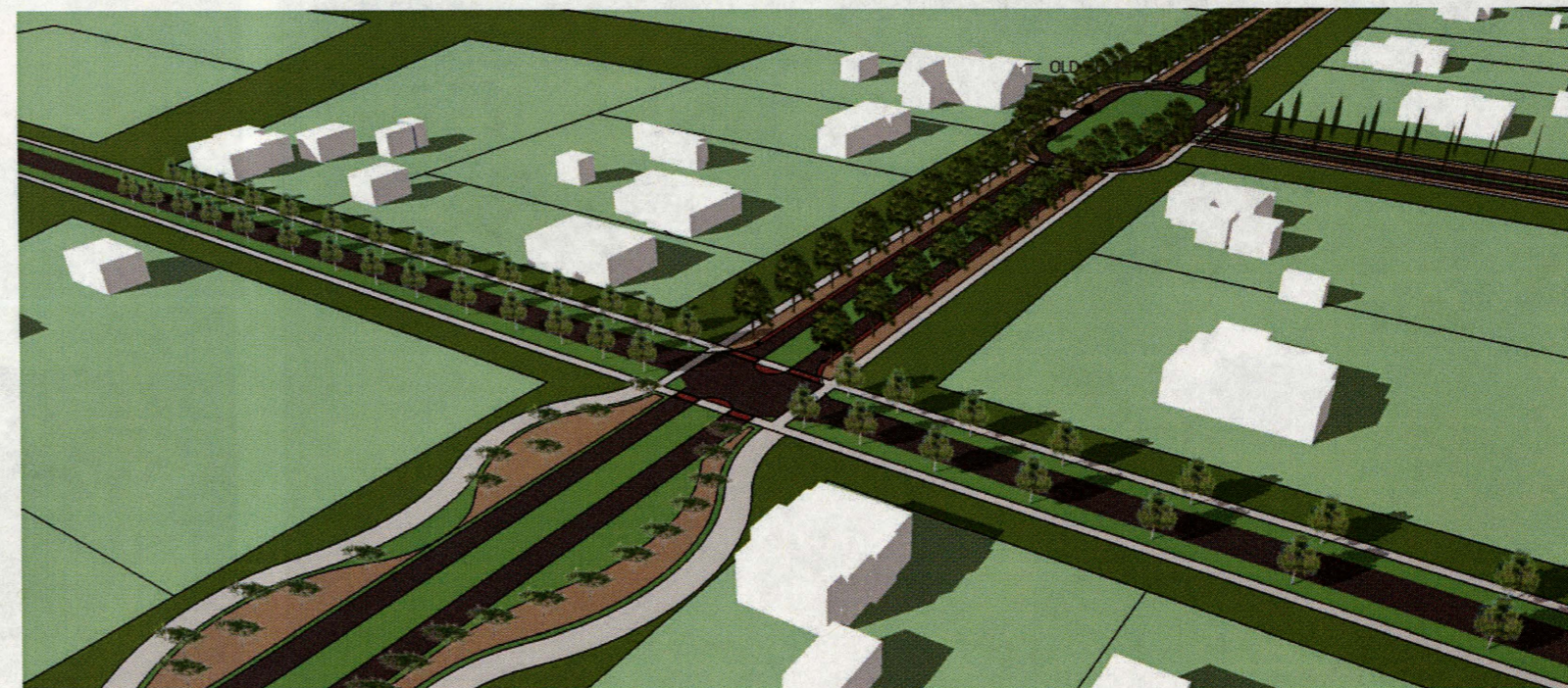
Overlooking Asbury Street and Wesley Street



Overlooking Asbury Street and Wesley Street



Corridor Plan View



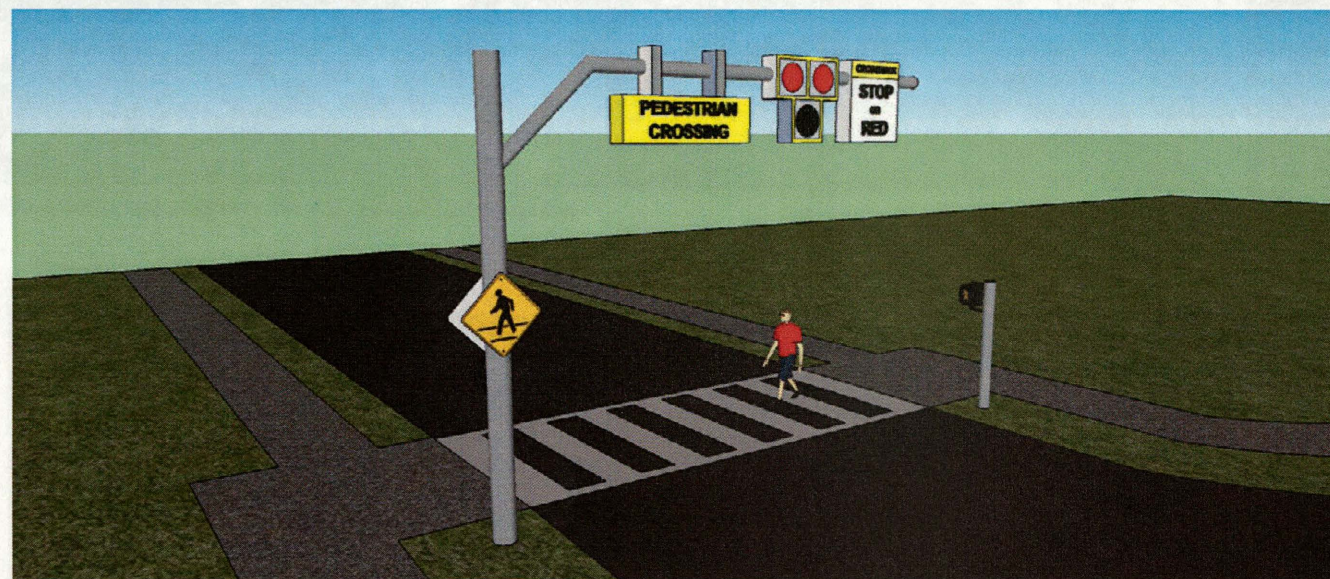
Intersection of Clark Street and Wesley Street



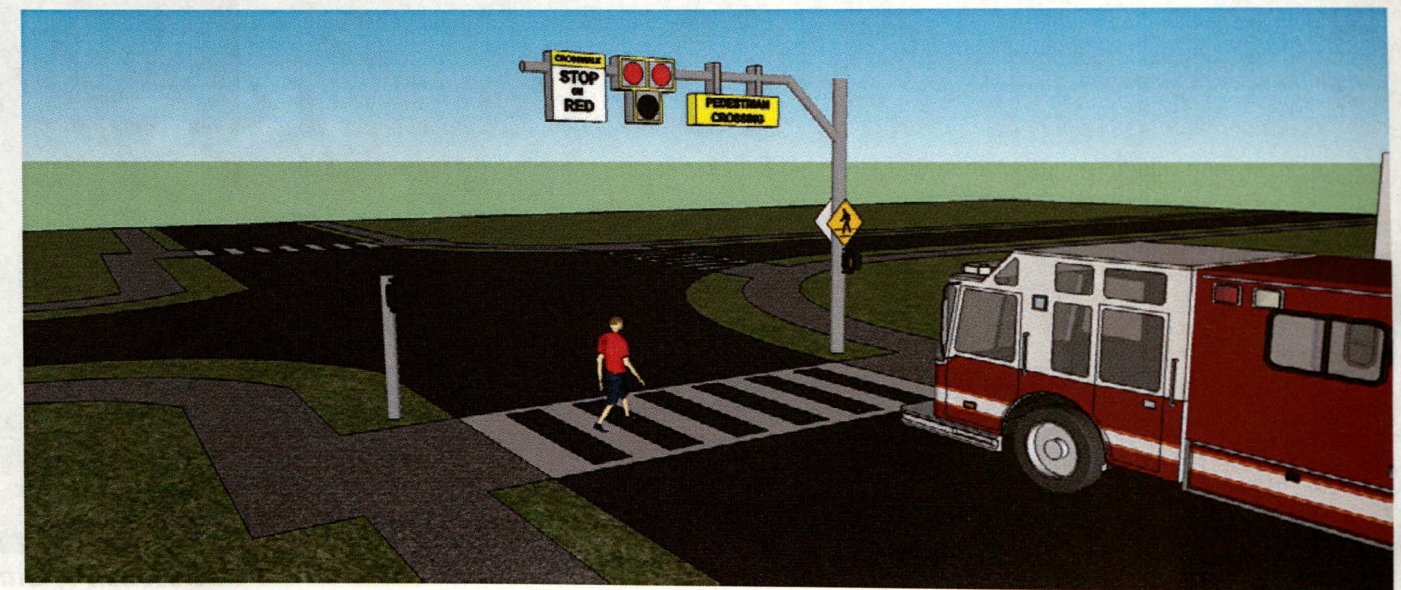
Recommendations: HAWK Beacon

While several roadway treatments are available to address pedestrian concerns, only a few are appropriate for high-speed or wide-crossing conditions. The High-Intensity Activated crosswalk (HAWK) beacon was developed to address these conditions. At a HAWK crossing, drivers receive multiple cues to emphasize the potential presence of a pedestrian. These cues include a unique configuration of the HAWK beacon (two red lenses over a single yellow lens), high-visibility crosswalk markings (ladder-style markings as opposed to only two transverse white lines), a stop bar approximately 50 ft from the crosswalk, 8-inch solid lane lines between through travel lanes, signs that can be illuminated and read "CROSSWALK," and School Warning signs. When activated, the HAWK uses a red indication to inform drivers to stop, thereby creating a time period for pedestrians to cross the major roadway.

<http://www.fhwa.dot.gov/publications/research/safety/10045/index.cfm>



3D Model of HAWK beacon



3D Model of HAWK beacon

Recommendations: HAWK Beacon

In order to encourage better connectivity of the Oxford Square neighborhood to the pedestrian network near the historical Oxford Cemetery, we recommend the HAWK system to be installed at the intersection of Emory Street and Richardson Street.



Current Intersection of Emory Street and Richardson Street

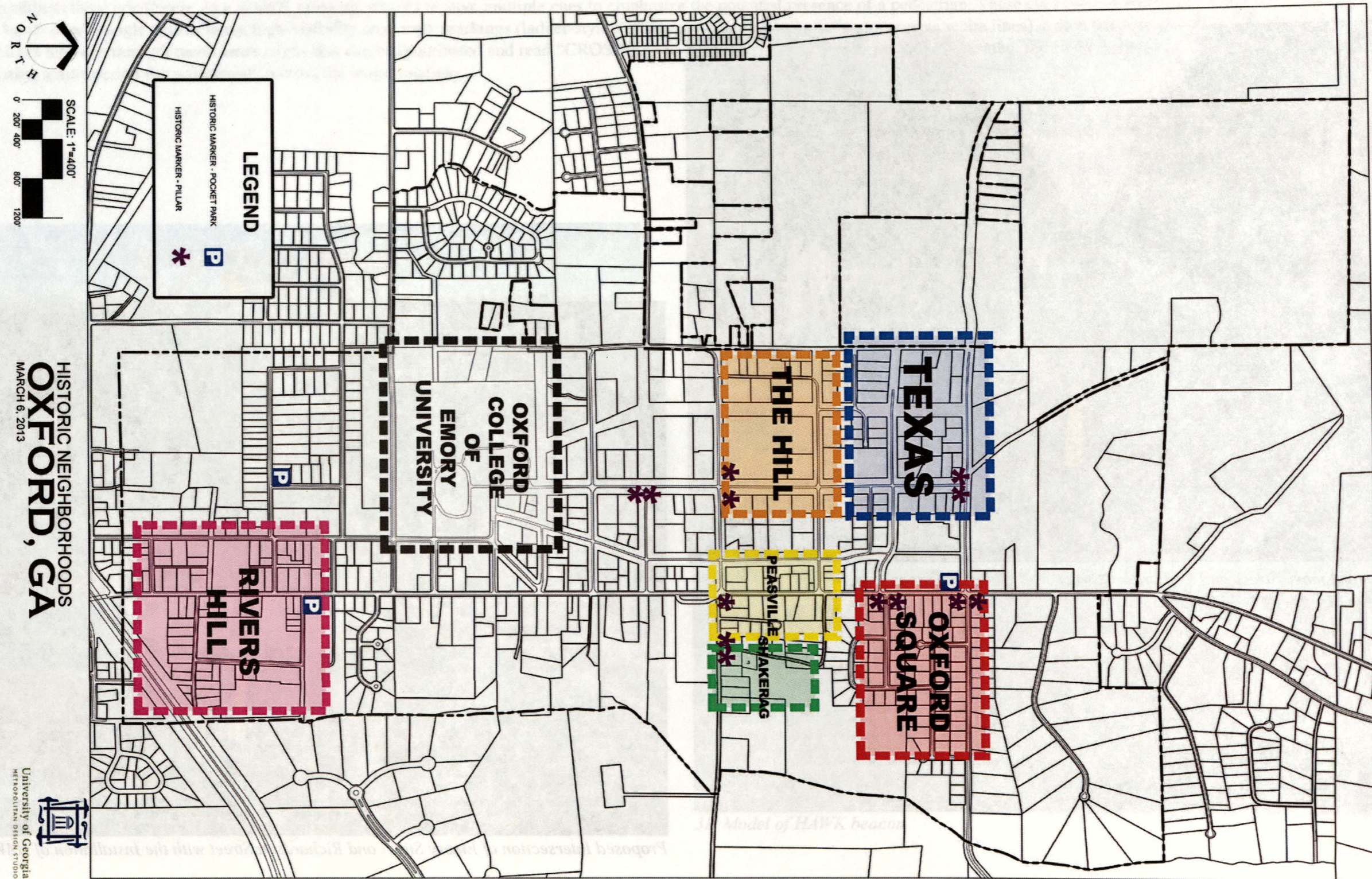


Proposed Intersection of Emory Street and Richardson Street with the Installation of HAWK beacon



Recommendations: Historical Sitting Area Template & Neighborhood Marker

The Historical Sitting Area Template & Neighborhood Marker's Map was created to display the optimal suggested locations for the proposed pocket park sitting areas, and the historical neighborhood entrances.



Recommendations: Historical Sitting Area Template and Neighborhood Street Marker

The park inspired sitting area was designed to incorporate the historical context of Oxford with the expanded pedestrian network. These standard sitting areas are designed to establish and encourage a sense of identity to the individual neighborhoods within Oxford. Each sitting area will incorporate granite pillars and walls, which handsomely reflect the entrances to Oxford College. The proposed sitting area will harmonize with the existing style of the college, but was designed in a completely different motif. This will create a distinct style for the city of Oxford. The sitting areas will become popular destinations that will educate its visitors on the history of Oxford and encourage walkability in a safe, pleasant, and clean environment.



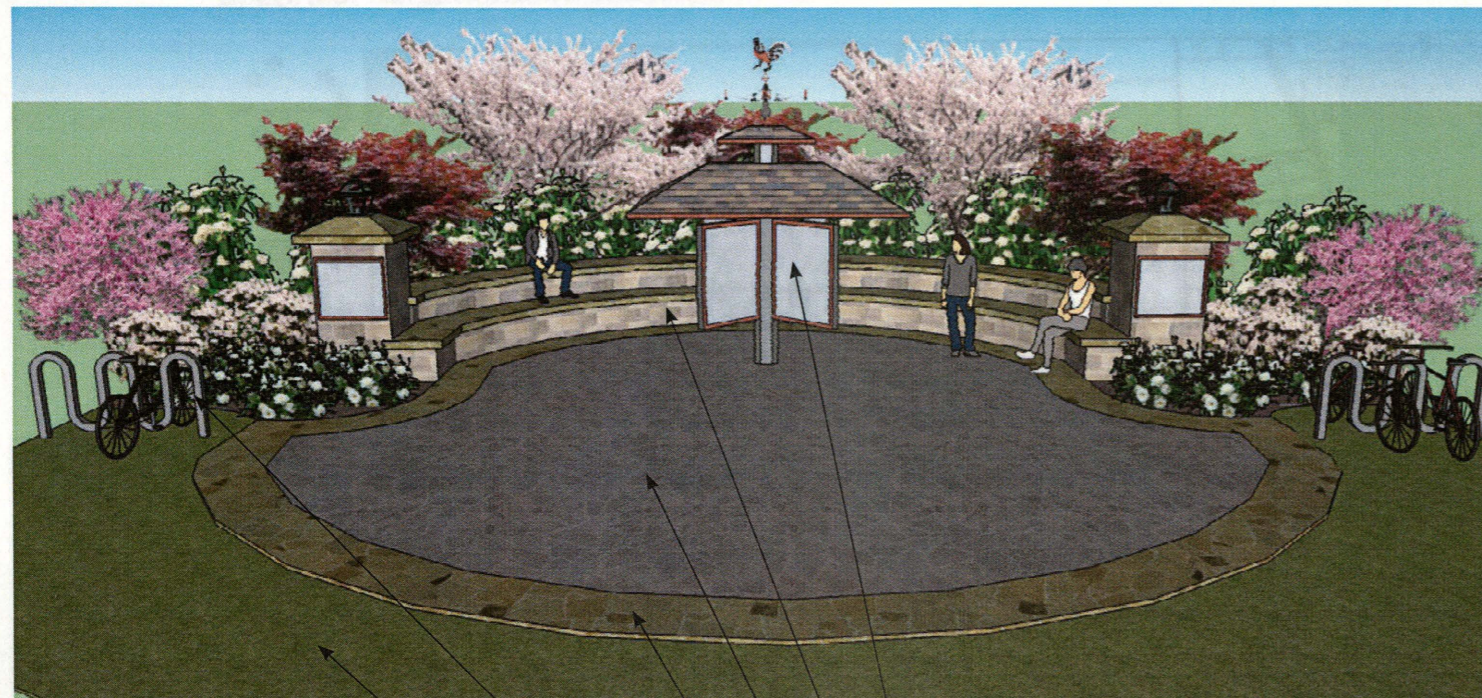
View 1 of Concept 1



View 2 of Concept 1

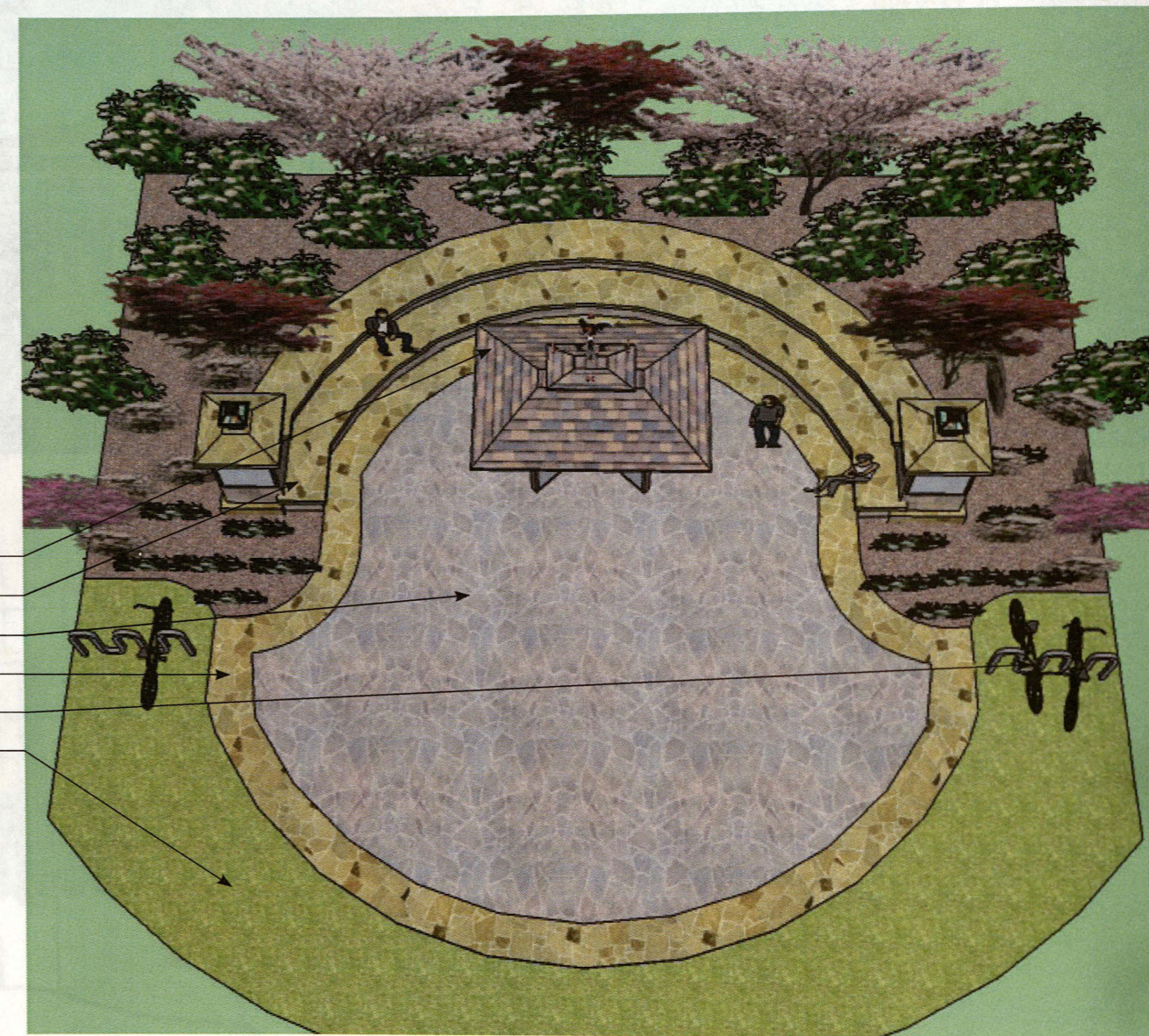


Recommendations: Historical Sitting Area Template and Neighborhood & Street Marker



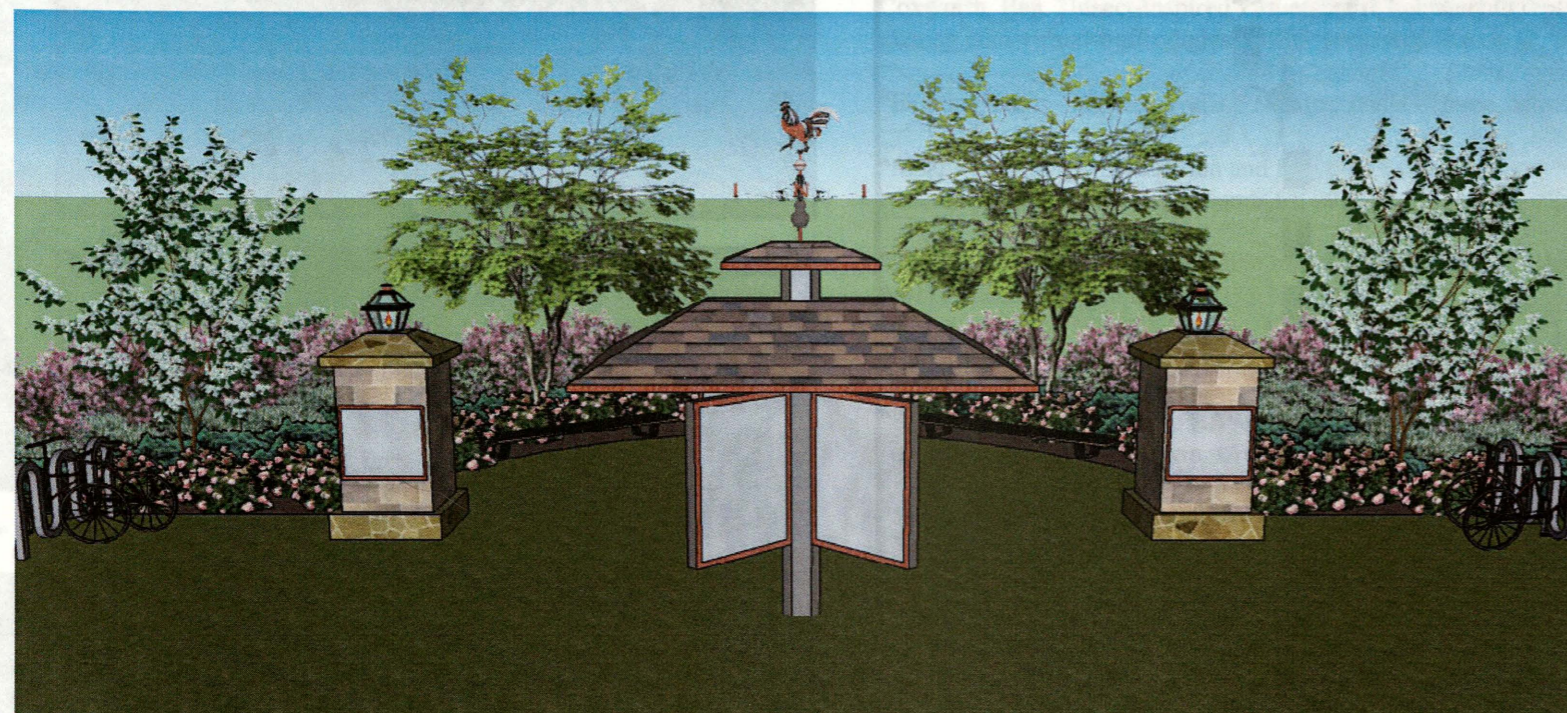
View 1 of Concept 2

- INFORMATION CENTER —
- SEAT WALL —
- BLUESTONE PAVING —
- NATURAL STONE EDGE —
- BIKE RACK —
- LAWN —



View 2 of Concept 2

A conservative pocket park concept includes two granite pillars and an open lawn space, surrounded by landscaping. The pillars will include a plaque integrated into the sides identifying the historical neighborhood name in which it stands. Lanterns may be integrated into the columns. This concept may include an information sign, benches and bicycle racks.



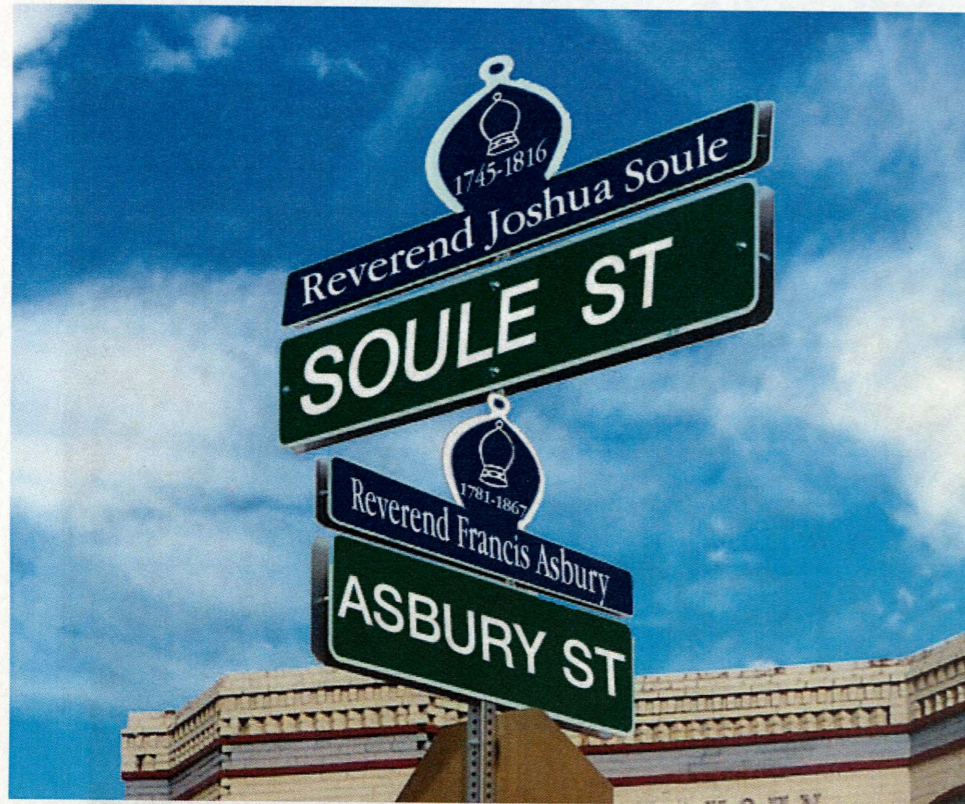
Concept 3



Pillar

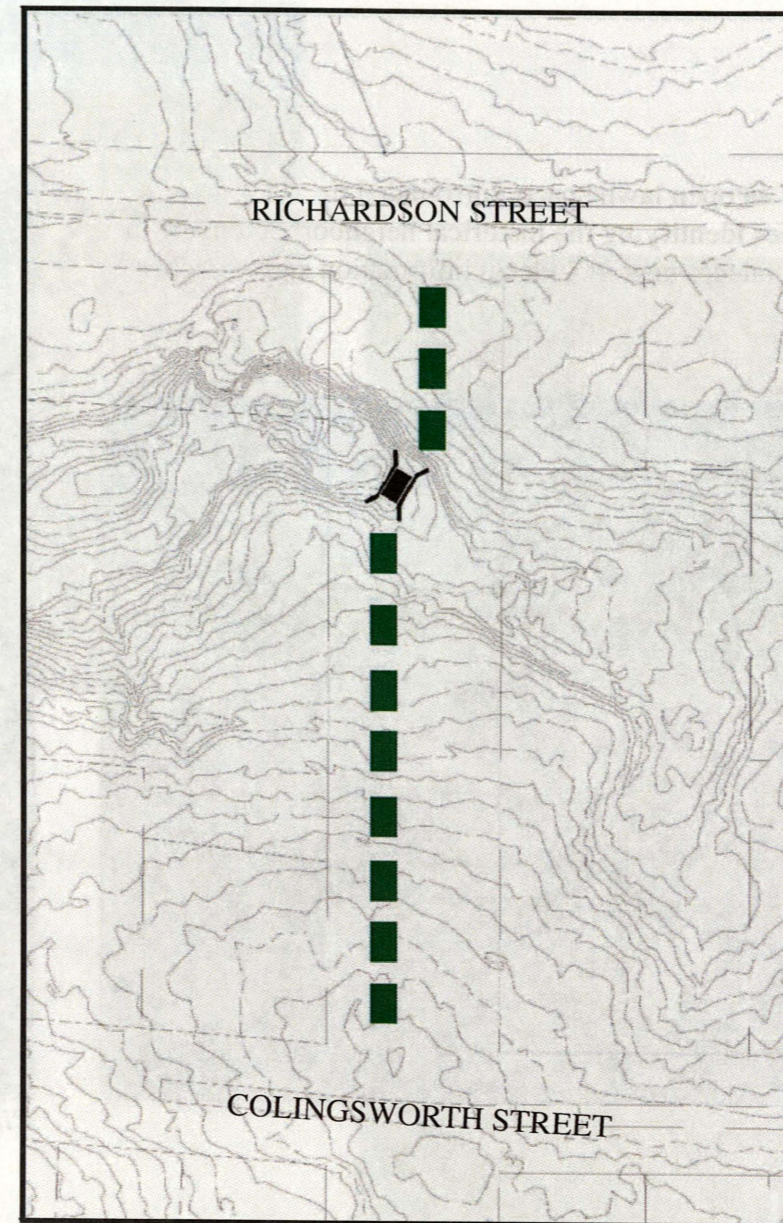


Proposed Bridge



Proposed Oxford Street Signage

To help maintain Oxford's strong historical integrity, we propose that streets named after a bishop and/or reverend be commemorated by modifying existing signage to incorporate background information to provide context for residents and visitors of Oxford. The design for the signage includes an attachment that can be added to the top of existing street signs. The lower portion of the sign will have the full name of the bishop and/or reverend in large white letters with a dark-blue background that can be easily read by pedestrians and motorists. Above the name will be a chess-bishop shaped addition that could include the life span of the bishop along with a small logo that can be incorporated on every historic street sign in Oxford.



Bridge used to continue travel through the gully area between Richardson Street and Colingsworth Street and complete the network.



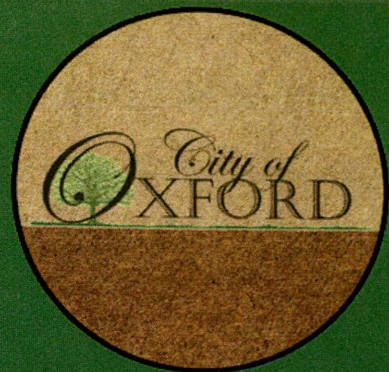


Table of Contents

Introduction/Previous Studies

Historical Significance
Identification

Residents of Oxford &
Students of Oxford College
Survey

Windshield Survey of Oxford

Site Analysis

Recommendations

► Appendix

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Meeting Minutes

Date: Thursday – January 30, 2013 – 10am

Project: Oxford Pedestrian Network

Client: City of Oxford

Parties Present:

City Manager – Bob Schwartz
 Council Chair – Buildings & Grounds – Jim Windham
 David Eady
 Vivian Harris
 Anderson Wright
 Dewy Perry
 Professor – UGA - Donnie Longnecker
 CED Metropolitan Design Studio

Agenda: Identify Key Areas to be addressed

Details:

- Key in on Oxford Square – North East Section
- Need a Sidewalk south from Oxford Square
- Create inviting safe corridor from Oxford Square to the town center
- Access from Cemetery
- Current route- walk west from city hall to I-20
- Safe walkways for people of all ages
- Ask Vivian, Anderson & Dewy to ID the history of Oxford
- Planning Dept. Meeting –Tuesday 12th @ 7pm – Peter Dry LA Whatcoat St.
- Extend the city owned Ravine connecting tanking? pattern up and down
- Path to Walmart needs to be lighted
- City Pine Rd. -> Richardson -> New School -> Stone / Queen Ann
- Oxford Square (was Cotton)
- Cindy to Richardson
- Square to Collingsworth
- Cemetery – Park like feel
- Focus on Coke Street
- Weekly Meetings on Thursdays – Check time with Margaret
- -Presentation – Jim Patrick – Planning Commission
- Be Prepared for a possible presentation
- Rain Garden @ City Hall
- Green Space by City Hall – Farmers Market there
- Low Cost – Low Impact
- Brick Promenade from Whatcoat to City Hall. (Pierce St.) Jim would like
- Press Public

Date: February 7, 2013 – 10am

Project: Oxford Pedestrian Trails – Bicycle Trails

Client: City of Oxford

Parties Present:

City Manager – Bob Schwartz
Council Chair – Buildings & Grounds – Jim Windham
Asst. Athletic Director – Peter Sherrard
Director of Financial Services Oxford College – Emory Margaret Dugan
Professor – UGA - Donnie Longnecker
CED Metropolitan Design Studio

Agenda: Define Ex. Bicycle Trails and Usage Patterns & Determine portions of previous studies to be utilized

Details:

- Peter Sherrard – Director of Bike Oxford Program -
- 14 Existing Bicycles – Sustainable initiative – adding 3-5 bikes per year
- As of now No Charge – will be implementing a small charge
- Approx. 15-20 bike rentals a day (No overnight rentals)
- 800+ students at Oxford campus – few students have vehicles on campus
- Ex. Bike Routes – Emory to QT – (L) 278 to Chick Fil-A – Kroger & Walmart
- (L) by Train tracks to Alcovy (L) – (a four lane rd.) then make a (R) turn before I-20 on (Herring or Industrial) – a side road that dead ends to a stop sign (L) Industrial? -> to Walmart
- GA Law prohibits bicycles from riding on the sidewalks
- Many areas too dangerous to ride in the street –
- Emory St. is too Narrow already”
- Suggested adding painted lanes
- The Jogging & Biking Classes at Emory... Wesley – Stone – Soule are pretty wide, suggested to paint all of the street lines.
- Multi Use Trail – access regularly
- Address Ingress & Egress
- Access point on Moore Street – it's Narrow & Dark, a pass through street.
- It needs a designated parking area – now park behind Williams @ Gym -> walk down Moore.
- Good Example = Soule & Clarke – “Nice, you can park & has defined Pedestrian crossing.
- Moore Street needs connection to trail – safety issues
- Needs side walks – Oxford College will be installing them by the Tennis courts
- Ride for Leadership – School sponsored ride – Emory N. -> to Gum Creek
- Family Weekend 5K run – down Wesley -> Clarke -> Hull -> Cemetery...
- N. Moore -> Multi use trail
- Newtontrails.org
- Oxford needs a Route Map / Bike Route like Athens
- Suggested signs with detailed maps at each trail entrance
- Need adequate Signage & Visuals – Good Example – Downtown Decatur
- Identify Historical sites with markers – incorporate history into trail systems – Old Church, Braymans, President's house, old stores, confederate cemetery, hood hospitals tell Civil war stories
- They would like to do Tours, guided & self guided
- Jim Windham & Professor Longnecker described the need for a set Agenda & Meeting Min's for the proceeding meetings to utilize time efficiently and productively
- Guidance & ideas - they will take it down to a pragmatic level
- Map of entire Newton County – Incorporated Oxford to Newton County
- Rail Road trail system – on back burner – opposition to encouraging people to walk in rear yards – had a million dollar grant & a company that would have paid them for the recovered materials
- When Pedestrian bridge across I-20 is built - a 5' sidewalk will be installed on Emory street (L) side – all the way to Clarke
- '06 Planning Study
- Stone & Bonnell – important – ideas on these streets
- Stone – ex. drainage ditches – retain – No storm water sewer systems
- Oxford Square – get down to specific streetscapes
- 81 – former Palmer Elementary –
- Part of Soule – look at this area
- E. Soule to City Pine Rd. – Ball fields – Tennis
- Don't Pass Oxford
- Don't spend a lot of time on Emory street – we know 5' sidewalks are coming – DOT road
- Making City of Oxford development -> tied to Smart Code
- Zone map that was made – look at land-use plan that city council has -> Smartcode
- Newton / Oxford / Covington continuity that works within 2050 plan
- Check Land-Use Plan in regards to Pedestrian access to ensure our recommendations coincide with proposed future development
- Existing Codes are too restrictive – proposed future code will conform to the 2050 Plan
- ***Bridge Concept for Gully - Note: Ticks & Snakes
- Encourage walking down Ashbury or Asbury? Instead of Emory (Signs)
- George Street – Need to look at if we have time
- Do Not focus on Whatcoat, Pierce, Clark, or Wesley
- Post office is on leased prop.
- Trails & Walkways need to be able to accommodate Golf carts as well – tax funded trails need to be ADA accessible
- NO Narrow trails
- Elaborate stops on trails
- Incorporate a park like feel in the Cemetery
- They liked the clock like memorial, but do not want to implement it because they do not want to encourage a skate park feel
- Ask Adam to interpret the planning ordinances
- Tuesday – 2/12 - Tree Board Meeting @ 5pm, Planning Commission Meeting @ 7pm



Date: Thursday February 14, 2013 – 10am

Project: Rosenwald School Site – Oxford Pedestrian Trails

Client: City of Oxford

Parties Present:

City Manager - Buildings & Grounds - Jim Windham
Oxford College - Margaret Dugan
Vivian Harris
Frank Davis
Mrs. Davis
CED Metropolitan Design Studio

Agenda: Review Historic Destinations & Determine Exact Streets to Examine

Details:

- Change River Hill to Rivers Hill
- The little blue house across from Palmers Stone Elementary, (Austin Usher's House) Needs a Plaque – Bankston Moss owned a store
- The house is partially in the ROW
- N.E. Corner = Blue House -N.W. Corner = Moss store
- Harwell Store – Not Henderson Store, the west side had the Post Office
- Stone Cottage
- Behind the Cobb House is the Nally House – (Elise Hammond – Artist)
- The Huddle House was on the lot above the Ellis house – (Billiards)
- The old Oxford Jail was on the lot above the Huddle House
- Add Martha Forney's house to the Destinations
- Add the old Godfrey house – dates to 1821
- Valerie Godfrey – Corner of Godfrey & Wesley
- We need to get a pamphlet from the 1920's
- Atticus Haygood wrote about the Godfrey Family
- Godfrey & Eady Families among the oldest families in Oxford
- Approx. 70% of Oxford was Black owned
- Betty Mitchell's house – by Florida
- Mrs. Davis "We never heard of black or white, we all tend to each other..."
- Oxford is unique, people were more tolerant of race in Oxford, more so then in other places
- Email Margaret Dugan regarding Walkability Audit & Lunch

Date: Thursday February 21, 2013 – 10am

Project: Oxford Pedestrian Trails

Client: City of Oxford

Parties Present:

City Manager – Bob Schwartz
Council Chair – Buildings & Grounds – Jim Windham
Oxford College - Margaret Dugan
Professor – UGA - Donnie Longnecker
CED Metropolitan Design Studio

Agenda: Walkability Audit

Details:

- The 3 Reasons people visit Oxford is the College, Walkability & History
- Their Goal is for us to Tie these Elements Together
- Focus on the tightest ROW's – They know they have room on the larger ROW's for sidewalks etc.
- Goal of the study is to understand where the students walk & why
- Oxford Square – where do they walk & why
- Are people willing to walk to Covington?
- Encourage walking North & South on Haygood
- (only other N/S Corridor is 81)
- College encourages students not to bring cars to campus
- They offer Bike Rentals, Zip Cars & encourage walk to town
- Oxford College offers a shuttle service to Walmart, the Mall & Atlanta
- Many students use the Atlanta shuttle on weekends
- Jim suggesting 12 mile bus loop through Oxford, the campus & Covington
- 4 -\$25 gift certificates (2) Book store, (2) Ox Grill
- Call Lauren Willis to let the city know any time we intend to walk through any neighborhood.

Date: Thursday February 28, 2013 – 10am

Project: Oxford Pedestrian Network

Client: City of Oxford

Parties Present:

City Manager – Bob Schwartz
Council Chair – Buildings & Grounds – Jim Windham
Professor – UGA - Donnie Longnecker
CED Metropolitan Design Studio

Agenda: Walkability Audit Results & Analysis

Details:

- Note: Look into Ted Conference & Ann Cutty – Body Language
- Safely draw attention to Historical Elements of Oxford
- Results of the Student Surveys suggests they felt unsafe on 81
- Many students cross Haygood going to East Village – We need to develop a better crosswalk system
- Focus on Moore – “it’s very unsafe”
- Quality of life (Ambiance) – attract talented workers to live in the community
- The street names of Oxford were named after the Methodist Bishops and Clergymen who founded the town
- Identify the historical origins on street signs, or possibly add to sitting area templates – Note: Graphics must be non-secular (NO Crosses etc.)
- Give Sample Sizes - Add the number of students to the Walkability Audit results & number of homeowners to the survey results
- Fletcher & Wesley were designed as a cross – Old Church as a focal point
- Encourage Boulevard feel on Wesley & Fletcher (the European Alle feel)
- Fletcher & 81 – Create entrance to Old Church
- Propose Planted Median on Wesley – Bifurcated Medians
- They like the “Canopy Tunnel”
- Try very Creative solutions – think outside the box
- Tuesday March 12th – Present Findings & Recommendations to the Planning Commission
- Monday March 18th – 6pm – Work Session for City Council - Presentation
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