



# Complete Streets & Trails Plan **DRAFT**

City of Oxford, Georgia

Adopted \_\_\_\_\_ 2022

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# Acknowledgements

## Mayor and City Council

David Eady, Mayor  
Lynn Bohanan, Post 1  
George Holt, Post 2  
Laura McCanless, Post 3  
Avis Williams, Post 4  
Jim Windham, Mayor Pro-Tem, Post 5  
Jeff Wearing, Post 6

## Steering Committee

Bill Andrew, City Manager  
Laura McCanless, Councilmember  
Melissa Hage, Sustainability Committee Chair  
Daniel Parson, City Resident  
David Huber, City Resident  
Michael McQuaide, City Resident

## NEGRC Staff

Mark Beatty, PGS Division Director  
Jon McBrayer, GIS Planner  
Carol Flaute, Community Planner

## University Of Georgia

Dr. John Calabria, Associate Professor  
Emily Dolatowski, Student  
Joel Evan Scherr, Student

PREPARED BY THE NORTHEAST GEORGIA REGIONAL COMMISSION



# INTRODUCTION

This plan provides a blueprint to local decision-makers and advocates for investing in transportation choices and conservation corridors. It is presented as a combination complete streets and trails plan because these two areas are closely linked.

Funding for this planning effort is derived from a contract between the Northeast Georgia Regional Commission, who prepared the plan and facilitated the process, and the Georgia Department of Transportation.

The City of Oxford is home to more than 2,100 people, at a density of approximately 1,000 people per square mile. The city is projected to undergo a modest annual growth rate of 0.52% from 2021–2026, which is lower than the annual growth rates projected for Newton County (1.38%) and the State of Georgia (1.05%) for the same period (Esri BAO).

At present, the city has limited pedestrian and bicycle facilities. Sidewalks are primarily located on the Oxford College of Emory University campus and along portions of the city's major north-south connector, Emory Street (State Route 81). There is an existing 1.2-mile multi-use trail on the west side of the city, with connections to the college. Beyond these areas, there are few facilities supporting travel by bicycle or on-foot within the city. Connections to destinations outside the city also present challenges; most notably, Oxford is adjacent to Covington, but these two cities are separated by Interstate 20. This plan identifies corridors that will provide the greatest benefit to intra-city connectivity and also addresses connectivity with outside destinations, such as Covington and Newton County.

## PURPOSE AND PLANNING PROCESS

This document serves as a guide to facilitate local decision-making and investment toward non-automobile transportation and outdoor recreation. The planning process that informed this document was designed to include on- and off-road facilities for walking, jogging, and/or bicycling. As a result, the City of Oxford will have one comprehensive framework to reference when considering these closely-related facilities and will be better equipped to strategically connect the community.

The availability of alternative transportation options provides many benefits to the overall health of a community. Having access to a diversity of active mobility options has been shown to reduce air pollution, lower obesity levels, stimulate economic productivity, lower transportation costs per household, and generate job creation (Speck, 2012). Specifically, multi-use trail construction in the region has been estimated to generate a total economic impact of \$1.33 for every dollar spent (GDOT, 2021). These are benefits that the City of Oxford would like to see in its community moving forward.

The contents of this document were guided by the City of Oxford Sustainability Committee, elected officials, and City staff. This committee was established to provide oversight, input, and information to the planning team. NEGR staff worked closely with these elected officials, staff, and advocates to obtain the most current data available, seek direction on project priorities, and develop goals and objectives. Opportunities for public input were also advertised by the City of Oxford to elicit feedback on the final draft of the proposed alignments before local adoption.

## GOALS

Implementation of this plan will be accomplished using several tools, including, but not limited to, public investment, private investment, local zoning ordinances, public-private partnerships (PPP), and non-profit advocacy. The location and type of facility are designated and prioritized in this plan; however, site-specific designs are not provided due to the variety of options available per facility type. This allows Oxford to adapt to contextual situations when implementing each project. Cost estimates provided in this plan are general and would require a site-specific determination of cost per project, which should be taken into account when budgeting for projects.

The goals listed below should be referenced by the City of Oxford and private developers when making design decisions. The goals of the City of Oxford are multi-faceted, and each facility should accomplish some, if not all, of them.

- *Bicycle and pedestrian facilities will be safe and comfortable to use for all age groups.*
- *City staff and elected officials will strive to improve civic pride and public health.*
- *A local outdoors-based culture and economic niche will be developed.*
- *Where practical, all bicycle and pedestrian facilities will be ADA-accessible.*
- *Miscellaneous components of a bicycle or pedestrian route (such as benches, bicycle racks, repair stands, signage, safety refuge areas, and mid-block crossings) will be incorporated where applicable.*
- *Local road repaving projects will require an evaluation to determine where pedestrian and bicycle facilities can be incorporated according to proposed routes.*
- *New developments will cater to the pedestrian and cyclist experience and provide safe access on the street-level.*
- *Level of accessibility for all user types will be used as a metric to determine the success of new projects.*
- *All off-street facilities will be integrated in an environmentally sensitive manner as to protect, maintain, and expand the city's tree canopy.*

## PRIORITIZATION MODEL

The planning process identified many routes that would provide connective benefits to the community along corridors that are considered most appropriate to retrofit for the proposed facilities. This is critical to the implementation of the greater network and to more quickly advance the City of Oxford as a community where walking and biking can be modes of choice. The specific form of each proposed route will be determined during the design phases of individual corridors.

This plan segregates bicycle and pedestrian networks into priority categories. Priorities were determined based on several factors, outlined below. As the routes were developed, the bicycle lane and trail routes were categorized into two tiers for implementation purposes. Priority one is the highest priority in regards to implementation while priority two is the lowest. Priority levels are in place to assist the City with planning and development, but they should not prevent the City from pursuing and implementing trails in lower priorities, should the right opportunity for partnership, funding, and implementation arise. Sidewalks are included as one tier. The method of implementation and maintenance of sidewalks varies, such that the City should, instead of prioritizing, employ public and private resources when and where opportunities arise, regardless of location.

In total, there are 5.8 miles of proposed on-street bicycle facilities, 7.2 miles of proposed trails, and 4.7 miles of proposed sidewalks.



## FACILITY COST ESTIMATE OVERVIEW

NOTE: Cost estimates do not include property acquisition, permitting and inspection, project management or administration, special site remediation, or the cost of ongoing maintenance. All designs should reference Section 40-430 of the local ordinance for street design and public space standards.

### On-Street Bicycle Lane ≈ \$96/Linear Foot (LF)

- Includes green bicycle lane markings
- Each lane requires 3'–5' of existing paved roads
- New signage (assume 1 sign per 500')
- Lanes are assumed to be at-grade with street



Bicycle Lane Example ; Athens, GA

### Paved Trail At-Grade ≈ \$170/LF

- Includes medium grading, soil erosion and sediment control, site clearing, concrete pavement, signage, and landscaping
- Cost estimates are based on a trail width of 12'



Paved Trail Example - Athens, GA

### Unpaved Trail At-Grade ≈ \$55/LF

- Includes medium grading, soil erosion and sediment control, site clearing, concrete pavement, signage, and landscaping



Natural Surface Trail Example; Jekyll Island, GA

### Minor Trailhead ≈ \$165,000/site

- Includes site preparation, drainage improvements, concrete paving, kiosks, signage, electric utilities, and landscaping



Minor Trailhead Example; Arabia Mountain, GA

### Sidewalk ≈ Varies by Sidewalk Width

- For example, approximately \$110/LF if 5' wide or \$134/LF if 8' wide
- Includes site preparation, concrete paving, landscaping, and utility adjustment



Sidewalk Example; Oxford, GA

## Priority One Bicycle Lanes and Trail Routes (BR1 and T1)

- Priority one routes include on-street bicycle lanes and off-street paths, such as the East Oxford Trail along Dried Indian Creek and main connectors to that path from the central portions of the city. Also, this priority tier includes a main connector trail from the Oxford campus to the existing Oxford Greenway.
- Priority one trails are suggested to be paved, 12-foot-wide, multi-use paths.
- Priority one facilities include 3.2 miles of on-street bicycle lanes and 2.5 miles of trail.
- Refer to page 6 for a map of priority one bicycle lanes and trails.

## Priority Two Bicycle Lanes and Trail Routes (BR2 and T2)

- Priority two routes include off-street paths and on-street bicycle lanes that are intended to bolster intra-city connectivity and connections into the Newton County planned trail system.
- Priority two trails are suggested to be 8'-12' in width, as deemed necessary per project (Note: cost estimates are based on a trail width of 12').
- Priority two facilities include 2.6 miles of on-street bicycle lanes and 4.5 miles of trail.
- Not all trails categorized as priority two are required to be paved. Natural surface trails can offer a more affordable option in certain settings (e.g., conservation areas, wooded areas, riparian zones).
- Refer to page 8 for a map of priority two bicycle lanes and trails.

## Sidewalks (SW1)

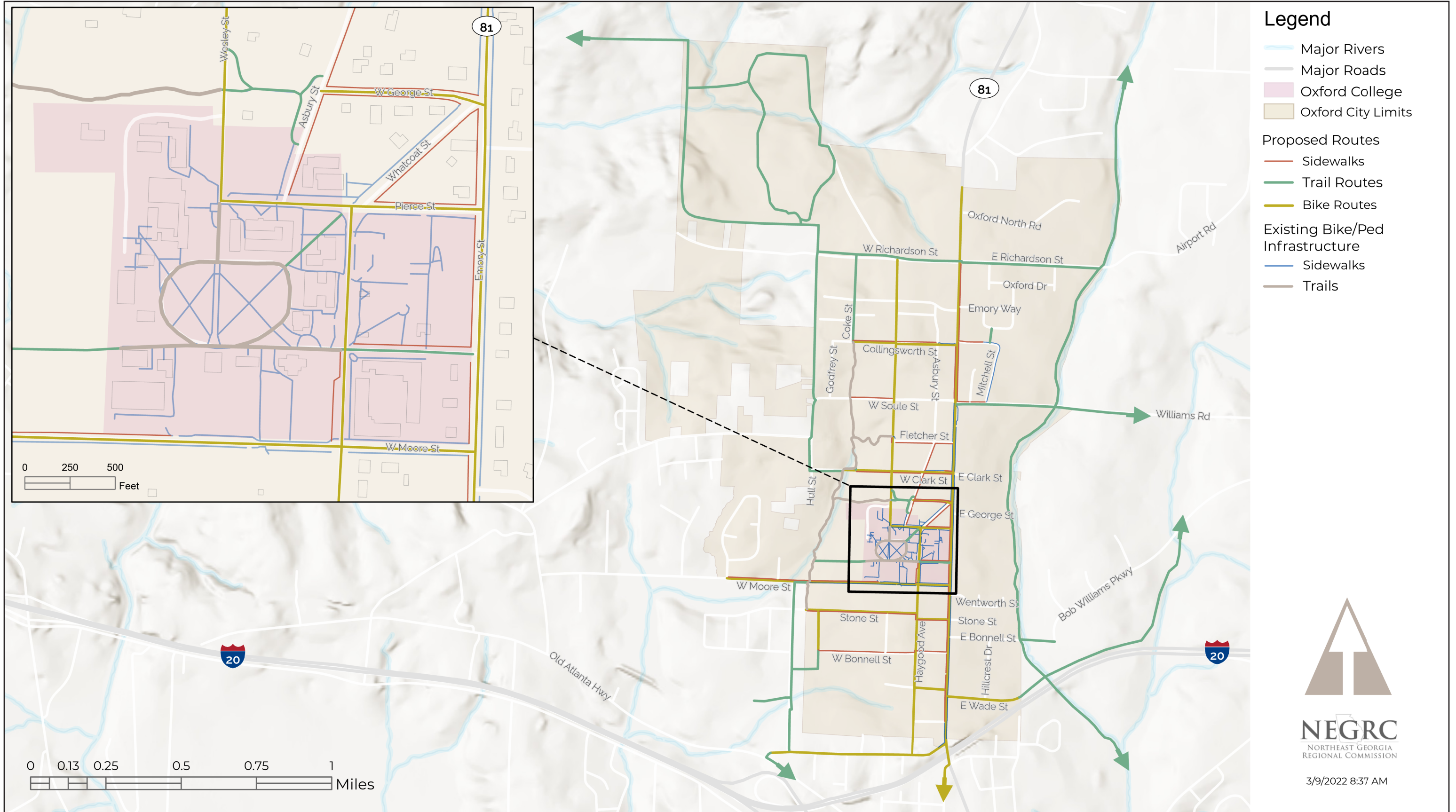
- Included are 4.7 miles of new sidewalks connecting existing and proposed sidewalks and trails.
- Width requirements for sidewalks vary depending on their location within the city:
  - By local ordinance, a minimum width of 6' is required within the Town Center District (TCD), with 8' width recommended along the west side of Emory Street.
  - For the rest of the city, a width of at least 5' is recommended.
- Refer to page 10 for a map of proposed sidewalks.



Rendering of the East Oxford Trail along Dried Indian Creek, Oxford, GA



**MASTER MAP**

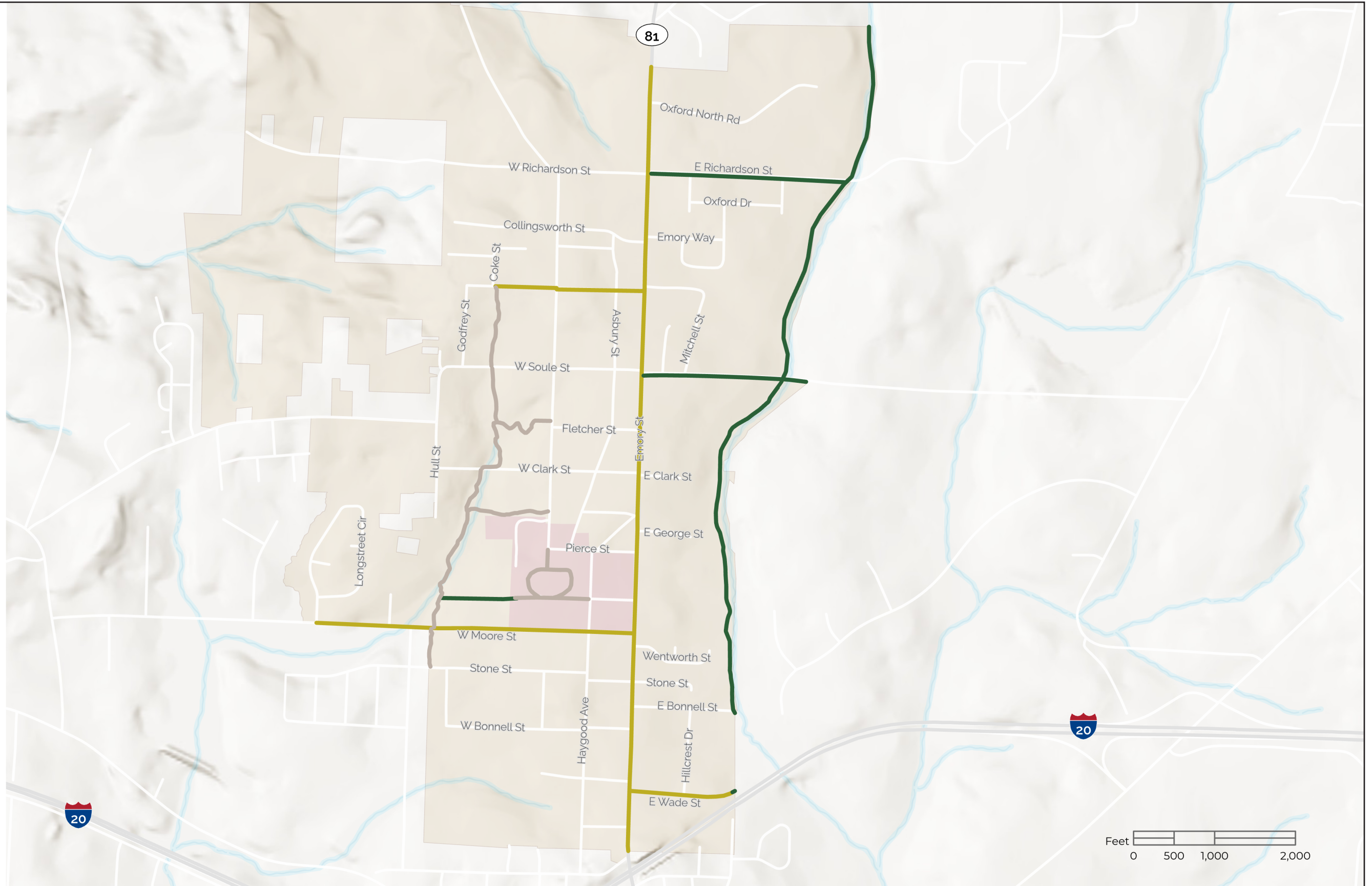


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**PRIORITY 1 BICYCLE LANES AND TRAIL ROUTES MAP**

**Legend**

- Major Rivers
- Major Roads
- Oxford College
- Oxford City Limits
- Priority 1
  - Priority 1 Trail Routes
  - Priority 1 Bicycle Routes
- Existing Bike/Ped Infrastructure
  - Trails



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**PROJECT TIER OVERVIEW**

Priority Name	Description	Distance (linear feet)	Distance (miles)	Cost Estimate
Priority 1 Bicycle Lanes and Trails	Off-street paths and on-street bicycle lanes, which include a new greenway, connections to it from central portions of the city, and connection between Emory campus and the existing greenway	29,925	5.67	\$3,848,254.72
Priority 2 Bicycle Lanes and Trails	Off-street paths and on-street bicycle lanes intended to bolster intra-city connectivity and connections into the Newton County planned trail system	37,815	7.16	\$4,476,683.21
Sidewalks	Sidewalks to improve pedestrian connectivity within the city	24,788	4.69	\$2,774,256.05
		<b>92,527</b>	<b>17.52</b>	<b>\$11,099,193.98</b>

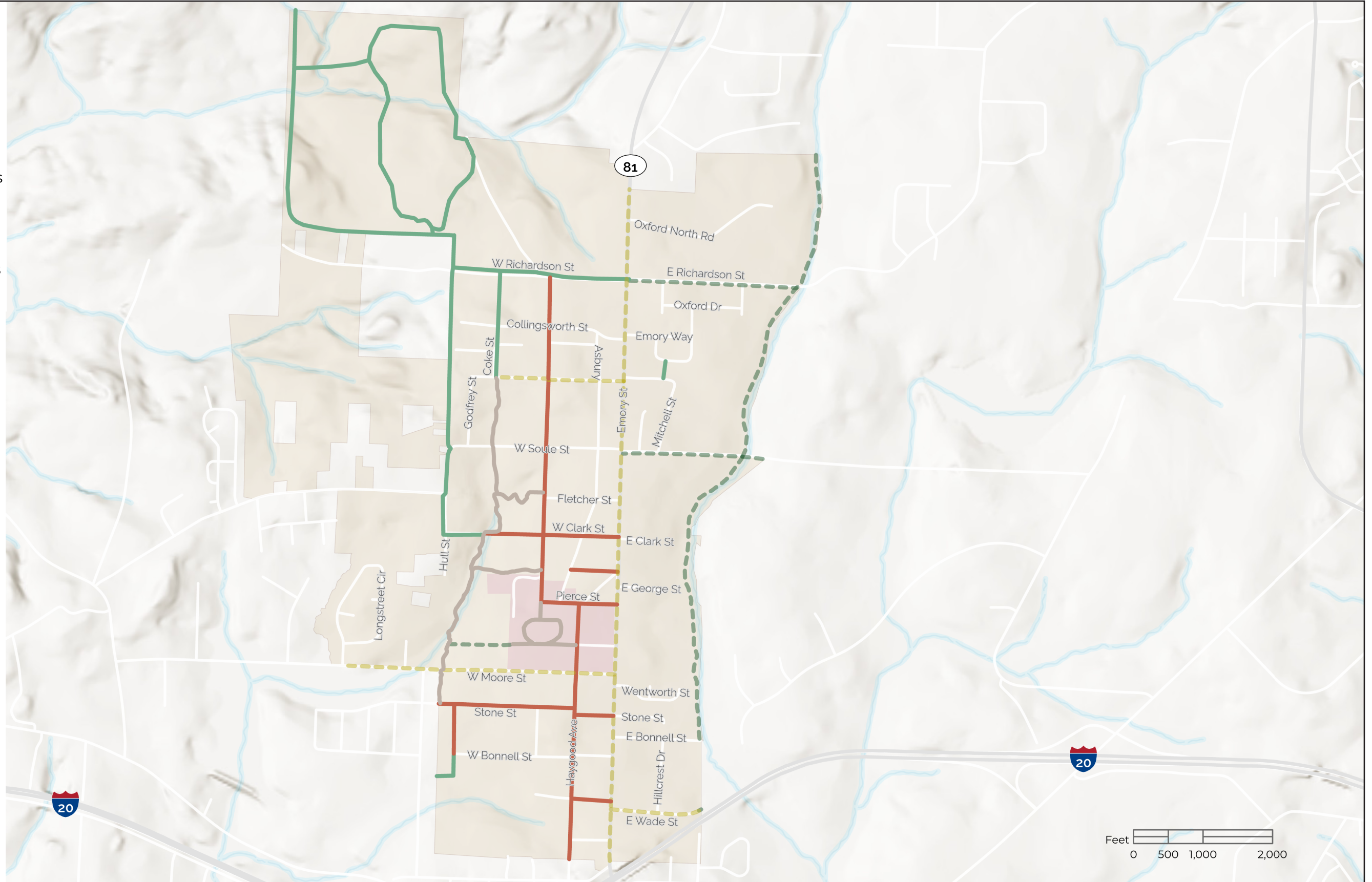
**PRIORITY 1 BICYCLE ROUTES AND TRAILS PROJECT TABLE**

Project #	Tier	Project Name	Description	Distance (linear feet)	Distance (miles)	Cost Estimate
1	BR1	Highway-81 Bicycle Lanes	On-street bicycle lanes on Highway-81 for the entire portion within city limits	9,685	1.83	\$929,763.81
2	BR1	East Wade Street Bicycle Lanes	On-street bicycle lanes from Hwy-81 to the East Oxford Trail along Dried Indian Creek	1,283	0.24	\$123,149.61
3	BR1	West Watson Street Bicycle Lanes	On-street bicycle lanes from Highway-81 to existing Oxford Greenway trail	1,854	0.35	\$177,952.76
4	BR1	West Moore Street Bicycle Lanes	On-street bicycle lanes from Highway-81 to Longstreet Circle	3,921	0.74	\$376,377.96
5	T1	East Oxford Trail along Dried Indian Creek	Greenway trail system along the western bank of Dried Indian Creek for the entire portion within city limits	9,114	1.73	\$1,549,409.50
6	T1	West Campus Connection	Trail segment from west Oxford College campus to the existing Oxford Greenway trail	951	0.18	\$161,745.41
7	T1	East Richardson Connector	Trail segment that connects Hwy-81 to the East Oxford Trail along Dried Indian Creek and the Covington Municipal Airport	2,411	0.46	\$409,940.96
8	T1	East Soule Street Connector	Trail segment that connects Hwy-81 to the East Oxford Trail along Dried Indian Creek	705	0.13	\$119,914.70
				<b>29,925</b>	<b>5.67</b>	<b>\$3,848,254.72</b>

**PRIORITY 2 BICYCLE LANES AND TRAIL ROUTES MAP**

**Legend**

- Major Rivers
- Major Roads
- Oxford College
- Oxford City Limits
- Priority 2
  - Priority 2 Trail Routes
  - Priority 2 Bicycle Routes
- Priority 1
  - Priority 1 Trail Routes
  - Priority 1 Bicycle Routes
- Existing Bike/Ped Infrastructure
  - Trails



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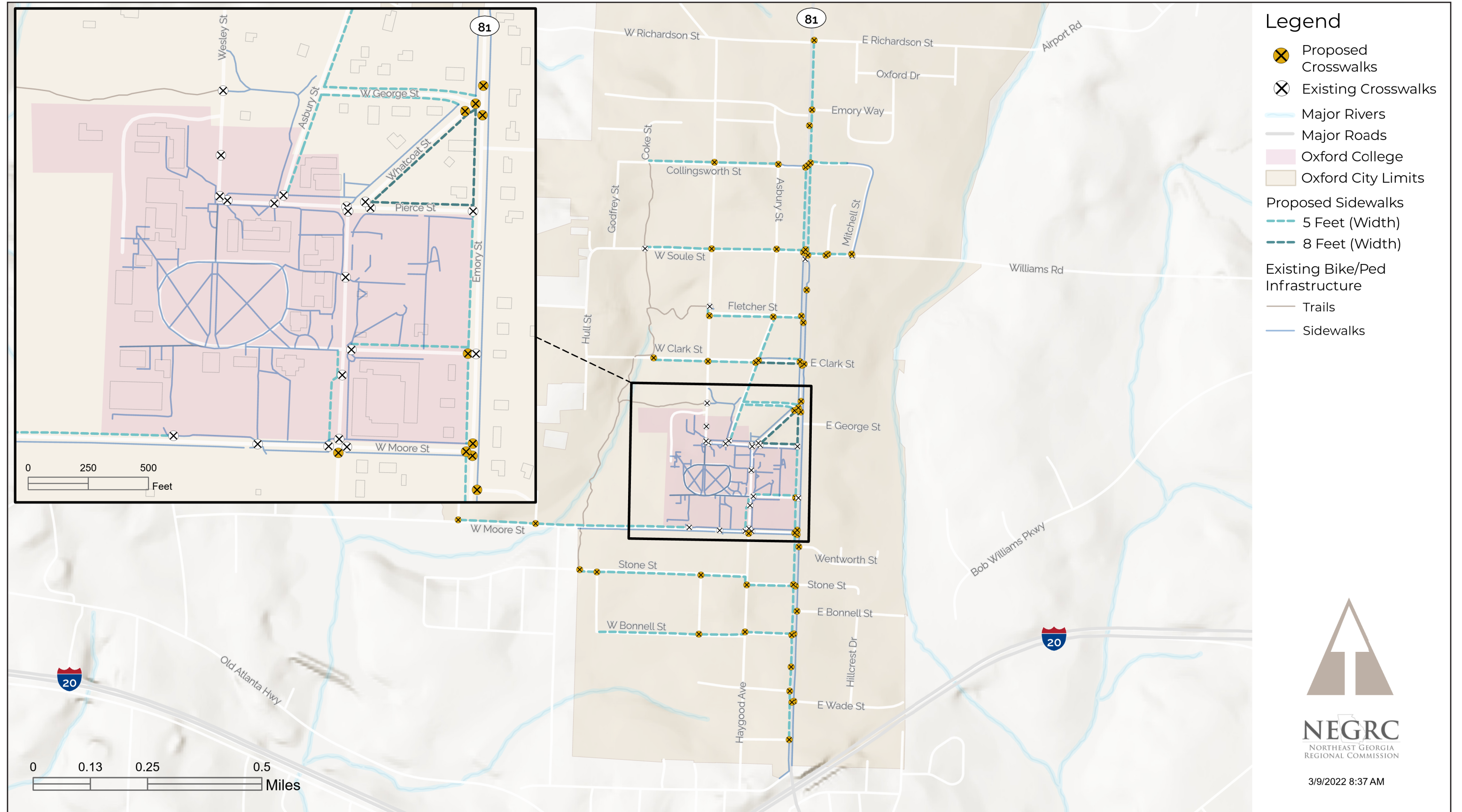




**PRIORITY 2 BICYCLE ROUTES AND TRAILS PROJECT TABLE**

Project #	Tier	Project Name	Description	Distance (linear feet)	Distance (miles)	Cost Estimate
1	BR2	Wesley Street Bicycle Lanes	On-street bicycle lanes from Richardson Street to Pierce Street	4,659	0.88	\$447,244.11
2	BR2	Haygood Avenue Bicycle Lanes	On-street bicycle lanes from Pierce Street to city limits	3,684	0.70	\$353,700.80
3	BR2	Pierce Street Bicycle Lanes	On-street bicycle lanes from Highway-81 to Wesley Street	1,089	0.21	\$104,566.93
4	BR2	West George Street Bicycle Lanes	On-street bicycle lanes from Highway-81 to Asbury Street	673	0.13	\$64,566.93
5	BR2	Stone Street Bicycle Lanes	On-street bicycle lanes from Highway-81 to Haygood Avenue, and Haygood Avenue to the western city limits	2,313	0.44	\$222,047.25
6	BR2	Queen Ann Street Bicycle Lanes	On-street bicycle lanes from West Bonnell Street to Stone Street	932	0.18	\$89,448.82
7	BR2	West Wade Street Bicycle Lanes	On-street bicycle lanes from Highway-81 to Haygood Avenue	571	0.11	\$54,803.15
8	T2	Northwest Oxford Trail Loop	Natural surface trail loop that connects to Hull Street and the Northwest Newton Trail System	8,015	1.52	\$440,830.07
9	T2	Northwest Oxford Trail Connector	Trail segment connecting the Northwest Oxford natural surface trail to the Northwest Newton Trail System	6,152	1.17	\$1,045,767.75
10	T2	Hull Street Trail	Trail segment that connects the Northwest Oxford Trail Connector to the existing trail on West Clark Street	4,928	0.93	\$837,729.69
11	T2	West Richardson Street Trail	Trail segment connecting Hwy-81 to the Hull Street Trail and Northwest Newton Trail System	2,464	0.47	\$418,864.84
12	T2	Coke Street Trail	Trail segment extending the existing northern end of the Oxford Greenway trail from West Watson Street to West Richardson Street	1,529	0.29	\$259,908.14
13	T2	East Watson Street and Oxford Way Connector	Paved trail segment that connects East Watson Street to Oxford Way	249	0.05	\$42,388.45
14	T2	Queen Ann Street Connector	Paved trail segment that connects Queen Ann Street to Carlton Trail Northwest	558	0.11	\$94,816.28
				<b>37,815</b>	<b>7.16</b>	<b>\$4,476,683.21</b>

**SIDEWALKS MAP**



**SIDEWALKS PROJECT TABLE**

Project #	Tier	Project Name	Description	Distance (linear feet)	Distance (miles)	Cost Estimate
1	SW1	North Hwy-81 East Side (Emory Street)	Sidewalk on the East side of Hwy-81 from E/W Richardson St to E/W Soule St	2,336	0.44	\$256,955.39
2	SW1	North Hwy-81 West Side (Emory Street)	Sidewalk on the West side of Hwy-81 from E/W Richardson St to E/W Soule St	902	0.17	\$99,245.41
3	SW1	West Waston Street	Coke Street to Hwy-81 intersection	1,709	0.32	\$188,024.94
4	SW1	East Watson Street	Sidewalk on East Watson St	423	0.08	\$46,555.12
5	SW1	East Soule Street	From Hwy-81 to Mitchell St	453	0.09	\$49,875.33
6	SW1	West Soule Street	From College Walk (trail) to Wesley St	747	0.14	\$82,191.52
7	SW1	Wesley Street	From the sidewalk next to Old Emory Church to Fletcher Street	108	0.02	\$11,898.99
8	SW1	Fletcher Street	From Wesley St to Hwy-81	948	0.18	\$104,297.90
9	SW1	Stone Street	From College Walk (trail) to Hwy-81	2,447	0.46	\$269,117.46
10	SW1	West Bonnell Street	From Queen Anne St to Hwy-81	2,192	0.42	\$241,076.12
11	SW1	Moore Street (West section)	From Longstreet Circle to Oxford College (beginning of existing sidewalk)	2,579	0.49	\$283,697.52
12	SW1	Haygood Ave	From Oxford College (end of the existing sidewalk) to Hwy-81	653	0.12	\$71,853.68
13	SW1	Hamill Street	From Haygood Ave to Hwy-81	488	0.09	\$53,722.54
14	SW1	South Hwy-81 (Emory St)	From George St to West Marchall Street	3,103	0.59	\$341,332.03
15	SW1	Asbury Street	From Fletcher St to Pierce St	1,438	0.27	\$158,179.14
16	SW1	West Clark Street	From College Walk (trail) to Ashbury St	1,068	0.20	\$117,434.39
17	SW1	George Street	From Asbury St to Hwy-81	1,209	0.23	\$132,952.76
18	SW1	South Hwy-81 (Emory St) in TCD	TCD, From George St to Pierce St	399	0.08	\$53,503.28
19	SW1	West Clark Street in TCD	TCD, From Asbury St to Hwy-81	580	0.11	\$77,727.04
20	SW1	Whatcoat Street	TCD, From Pierce St to Hwy-81	581	0.11	\$77,858.93
21	SW1	Pierce Street	TCD, From Haygood Ave/Whatcoat St to Hwy-81	424	0.08	\$56,756.56
				<b>24,788</b>	<b>4.69</b>	<b>\$2,774,256.05</b>

## APPENDIX

### PUBLIC INPUT SUMMARY

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#### **REFERENCES**

Esri (Esri BAO). ArcGIS Business Analyst Online. Retrieved January 2022. <https://bao.arcgis.com/esriBAO/>

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