



DeKalb County Government

Manuel J. Maloof Center
1300 Commerce Drive
Decatur, Georgia 30030

Agenda Item

File ID: 2022-2143

Substitute

9/27/2022

Public Hearing: YES ☐ NO ☒

Department: Board of Commissioners

SUBJECT:

Commission District(s): Districts 1, 2, 4, 6 and 7

Adoption of Multi-use Trail Connectivity Master Plans for Peachtree Creek Greenway, South Peachtree Creek Trail Northern and Southern Study Areas

Information Contact: Commissioner Jeff Rader

Phone Number: 404-371-2863

PURPOSE:

To adopt the multi-use trail connectivity master plans for Peachtree Creek Greenway, South Peachtree Creek Northern and Southern study areas for implementation and incorporation into countywide multi-use trail master plan.

NEED/IMPACT:

The county's consultant, PATH Foundation, has completed connectivity master plans for these three areas, and appropriations are pending for further design. Adoption will support implementation, and incorporation into the pending countywide master plan.

FISCAL IMPACT:

No fiscal impact.

RECOMMENDATION:

Adopt the multi-use trail connectivity master plans for Peachtree Creek Greenway, South Peachtree Creek trail Northern and Southern study areas.



North Fork Peachtree Creek Greenway Comprehensive Study

FINAL Date: 12/17/2021
Prepared for: DeKalb County, GA
Prepared by: PATH Foundation



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North Fork Peachtree Creek Greenway Comprehensive study

Prepared for:



DeKalb County
GEORGIA

Prepared by:



December 17, 2021

Acknowledgment

The North Fork PCG Study - Working Group

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Consultant Team

KAIZEN Collaborative

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01

Overview

01 Overview

Introduction

Following the one-mile-long trail and three-mile underway in Brookhaven, the North Fork Peachtree Creek Greenway Study compounds the desires of residents, City and DeKalb County officials, businesses, and non-profits to expand the Peachtree Creek Greenway (PCG) into Chamblee and unincorporated DeKalb County. This planning study will jump-start Dekalb County's opportunity for regional connectivity and continue the vision of Peachtree Creek Greenway, Inc. (PCGI) for connecting all communities along the North Fork Peachtree Creek. PCGI has been advocating for multi-use trails along the entire 12-miles of the North Fork Peachtree Creek since 2013.

The study will extend from Clairmont Road through Spaghetti Junction to Graves Park in Gwinnett County, envisioning the path eventually spanning through six jurisdictions, connecting many neighborhoods to destinations and nature. The expansion of PCG will cater to and enhance not only its immediate community, but eventually areas beyond as part of a larger network of multi-use trails, connecting into Atlanta BeltLine, PATH400, and Gwinnett County trail system developments.

DeKalb County has partnered with the PATH Foundation to continue implement multi-use trails across the County. PCGI brought to the collaboration their array of skills and valuable knowledge of the corridor and communities. The PCG expansion with its significant role of regional connectivity will be yet another product of the partnership forged between PATH, PCG Inc., Chamblee and DeKalb County.



PATH team member descends beneath I-85 Access Road in order to field verify the feasibility of the proposed alignment.



A Box Turtle, discovered by the PATH team out in the field happily traverses the future corridor

Trail Study Process

The trail study process begins with data collection and the organization of a working group to guide the PATH planning team. The PATH team reviewed planning documents, performed extensive field research, and vetted their findings with the working group and key constituents. The N. Fork PCG Comprehensive Study incorporated input from the working group and general public through a public engagement meeting at key points in the five-month study process. Utilizing one public meeting with both in-person and virtual format, community members and stakeholders had the opportunity to review and provide feedback on the proposed trail alignment.

After three meetings with the working group, two meetings with Georgia Department of Transportation, and one public meeting, PATH team presented the draft study document, which included an implementation strategy, a timeline, trail branding and design standards. Feedback and comments were collected by an additional meeting with the working group, resulting in final revisions to the North Fork PCG Comprehensive Study.

This study will serve as the blueprint for multi-use trail development through Dekalb County with an implementation goal to build the approximately 8 miles of new trails in the next 10 years. The complete greenway will connect the Peachtree Creek Greenway in Brookhaven to Graves Park in Gwinnett.

Working Group

PATH established a working group to guide the PCG Comprehensive Study. The formation of the working group includes:

- Dekalb County Department of Transportation
- Dekalb County Department of Public Works
- Dekalb County Commissioners and Representatives
- City of Chamblee City Council Member and Representatives
- Peachtree Creek Greenway Inc.

(A list of individual Working Group members is included in Appendix 1.0)

Four meetings were held between PATH and the working group via zoom during the five-month collaborative process. The working group collaborated with the PATH team to establish the overall goals for the study, provide feedback towards preliminary findings, aid in public outreach, and review planning decisions. A draft study report was circulated to collect feedback from the working group at the end of November prior to incorporating final revisions to the document.



The PATH team conducted field work both around and through the box culvert under Spaghetti Junction

Creating a regional transportation/recreation **greenway park** along the North Fork Peachtree Creek, connecting communities to **nature, parks, offices, and shopping centers**

Study Goal

After the working group was established, the members spent the first meeting establishing a goal for the project. The goal of the N. Fork PCG Comprehensive study is, to create a regional transportation/recreation greenway linear park along the North Fork Peachtree Creek, connecting communities to nature, neighborhood parks, offices, restaurants and shopping centers. The trail will primarily develop as a greenway with limited amounts of necessary buffered sidepath between desired destinations.

Data Collection and Field Work

The PATH team used the goal of the study to initiate what data needed to be gathered. Using the Dekalb County GIS data, assessment of current and future planning and development efforts, as well as feedback from the working group, PATH's analysis of existing and proposed trail connections through Dekalb County focused on the following criteria:

- Feasible for construction
- Appeal to all users
- Safety of cyclists and pedestrians
- Connections to desirable destinations
- Connections to existing trails

Over a five-month period, the PATH team met the criteria above after conducting field work and analyzing data to fully identify trail opportunities and challenges. Field work also allowed for additional trail opportunities to be found, like spur trails and alternate routes. At the end of the field work and data collection process, the PATH team worked to determine if the proposed trail routes were feasible, appealing, safe, and served the goal of the study.



PATH and PCGI representative kick off the N Fork PCG Study Public meeting. Those in attendance included community members and leadership from both the City of Chamblee and Dekalb County



Members of the PATH team collaborate with community members over the proposed trail route. In-person attendees were encouraged to put a red dot on the board that highlighted where they lived and where they wanted the trail to connect to.

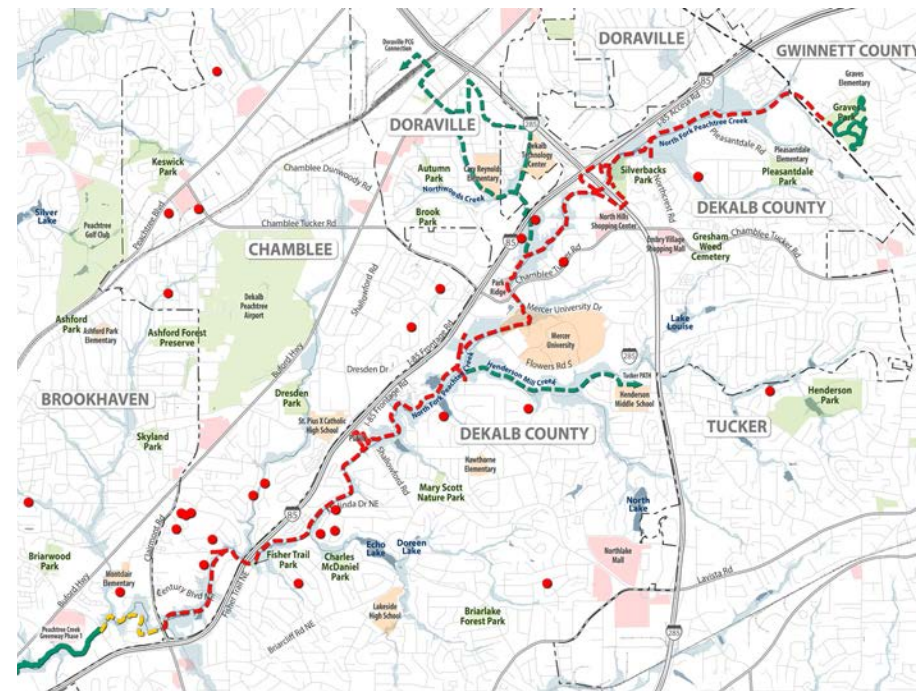
Major Stakeholder Meetings

After identifying proposed trail alignment and presenting the preliminary findings to the work group, the team met with Georgia Department of Transportation Bridge Office and District Office to further vet the proposed trail options with interaction of GDOT right-of-way, including the identified options through Spaghetti Junction. Dialogue between the team and GDOT staff engineers provide essential feedback on the high-level planning of the trail to overcome major barriers like Interstate 85 and 285. GDOT received the proposal positively for the trail opportunities associated with I-85 while providing guidance on additional study needed to further determine trail option through Spaghetti Junction. Refer to Chapter 2 – Spaghetti Junction Path in this study for more details.

Public Engagement

The PATH team, along with PCG Inc. and DeKalb County hosted a public meeting on October 13th at Highwoods Auditorium in the City of Chamblee. The meeting, hosted in both virtual and in-person format, provided participants with information about the study goals, the opportunities the proposed trail will bring, and an overview of the proposed trail alignments.

Involvement of the public was a key goal of the public meeting. The second half of the meeting focused on gathering feedback from the community and discussing the details of the plan. A live question and answer session concluded the meeting, followed by an open house discuss with display boards of the proposed plan. Comment cards distributed to the attendees before the meeting were collected, compiled into a summary, and presented to the working group. The meeting was recorded and live streamed via zoom and posted on the DeKalb County website to gain additional feedback and to allow a chance for those that could not attend in person to provide their input.



The map displayed above shows markups provided by the meeting attendees showing where they live and where the desired destinations are within the study area. Specific desires such as spur connections to Cravey Trail NE and McJenkin Drive NE were communicated. These input and feedback from the public helped shape the study to provide direct connections to desired destinations and neighborhoods.



02

North Fork PCG Trail Study

02 North Fork PCG Trail Study

Overview

Based on the study goal established by the working group and extensive field research, PATH team has identified 9.4 miles of multi-use trail and neighborhood connectivity opportunities that will help the Peachtree Creek Greenway expand its regional connectivity and provide an engaging trail system to achieve the overall goal.

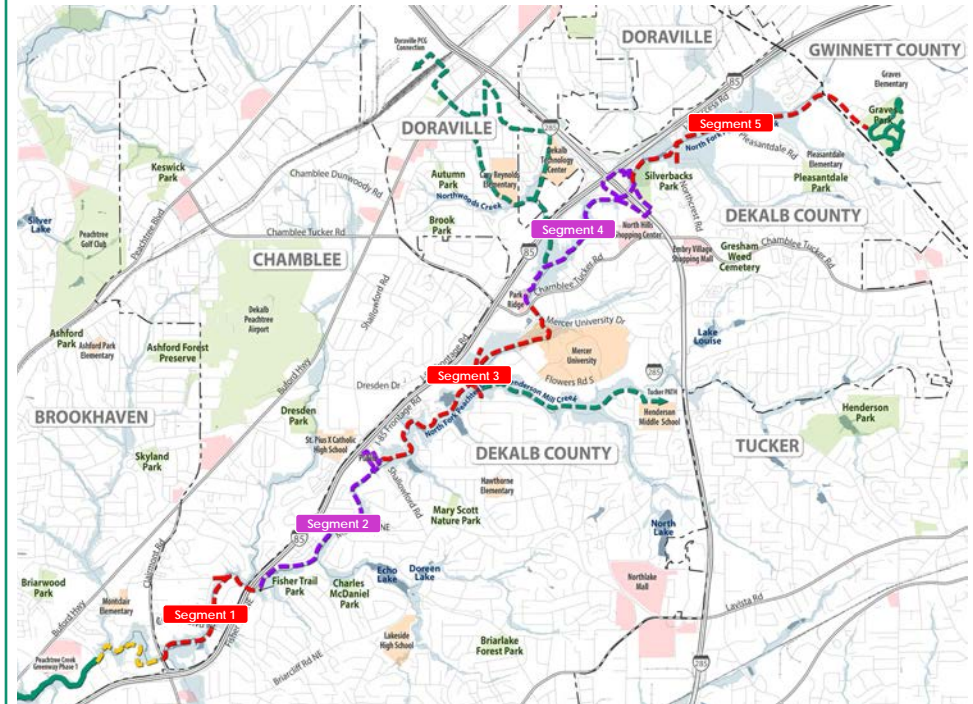
The development of the N Fork PCG has taken the value of regional connectivity into consideration due to the countless opportunities that future users of the greenway may have. The possibility to live in Dekalb County and have access to a multitude of business centers, restaurants and communities without the use of a car should be the fuel that keeps the momentum of this study going. The complete trail system will safely connect the many communities along the North Fork Peachtree Creek to parks, transit, local businesses, attractions, and regional connectivity networks such as PATH400 trail to Buckhead, Atlanta BeltLine, and Gwinnett County trail system.

Within the overall trail study, the proposed alignment is divided into six (6) segments as listed below. The adjacent map shows the beginning and end of each segment. The following pages will present each trail segment in more detail, including opportunities as well as potential challenges that will likely affect decisions regarding the priority of implementation. A detailed map for each segment is included with existing images, as well as before and after vision graphics of selected locations along each proposed trail segment.

Trail Segments

1 Clairmont Road to Fisher Trail Park	10
2 Fisher Trail Park to Shallowford Road	16
3 Shallowford Road to Chamblee Tucker Road	20
4 Chamblee Tucker Road to Presidential Parkway	24
Spaghetti Junction	28
5 Silverbacks Park to Graves Park	32

Proposed Trail Segment Map





Segment #1 | Clairmont Road to Fisher Trail Park

Description

Segment #1 begins at Clairmont Road where the underway Peachtree Creek Greenway phase 3 will run under the road bridge and terminate at the Brookhaven/Chamblee city limit. Beginning on the south side of the creek, the trail will travel behind Sam's Club, U-Haul, and the Marriott before reaching Century Boulevard. This segment of trail will utilize non-buildable land within floodplain/floodway between the creek and three major detention ponds and will immediately immerse cyclists and pedestrians into nature.

The trail will travel under Century Boulevard and occupy both the available greenspace and sewer easement that follow the western boarder of Century Center. A future creek crossing at the north end of the campus will give rise to a desired neighborhood connection at McJenkin Drive.

From Century Center, a proposed underpass will create a safe, quality connection for trail users who once dreamed of an easier way to cross I-85. Segment 1 will end at Fisher Trail Park, offering a connection to the county-owned greenspace, while providing a neighborhood connection for residents of a large community sitting between Briarcliff Road and the interstate.

Upon the completion of PCG Phase III in Brookhaven, this segment will carry the Peachtree Creek Greenway through the City of Chamblee and into Dekalb County.

Segment #1 Overview

Connecting Destinations: Future PCG in Brookhaven, Sam's Club, Marriott Hotel, Century Center, South College Atlanta, Fisher Trail Park

Distance: 6,392 Linear Feet (1.2 miles)

Opportunities and Benefits

- Opportunities for shared parking space at Sam's Club and Century Center
- Connection to Century Center as a large employment center
- Connection to large residential community within unincorporated Dekalb County
- Minimal acquisition from large properties
- Received support from major stakeholder for donated easement

Potential Challenges

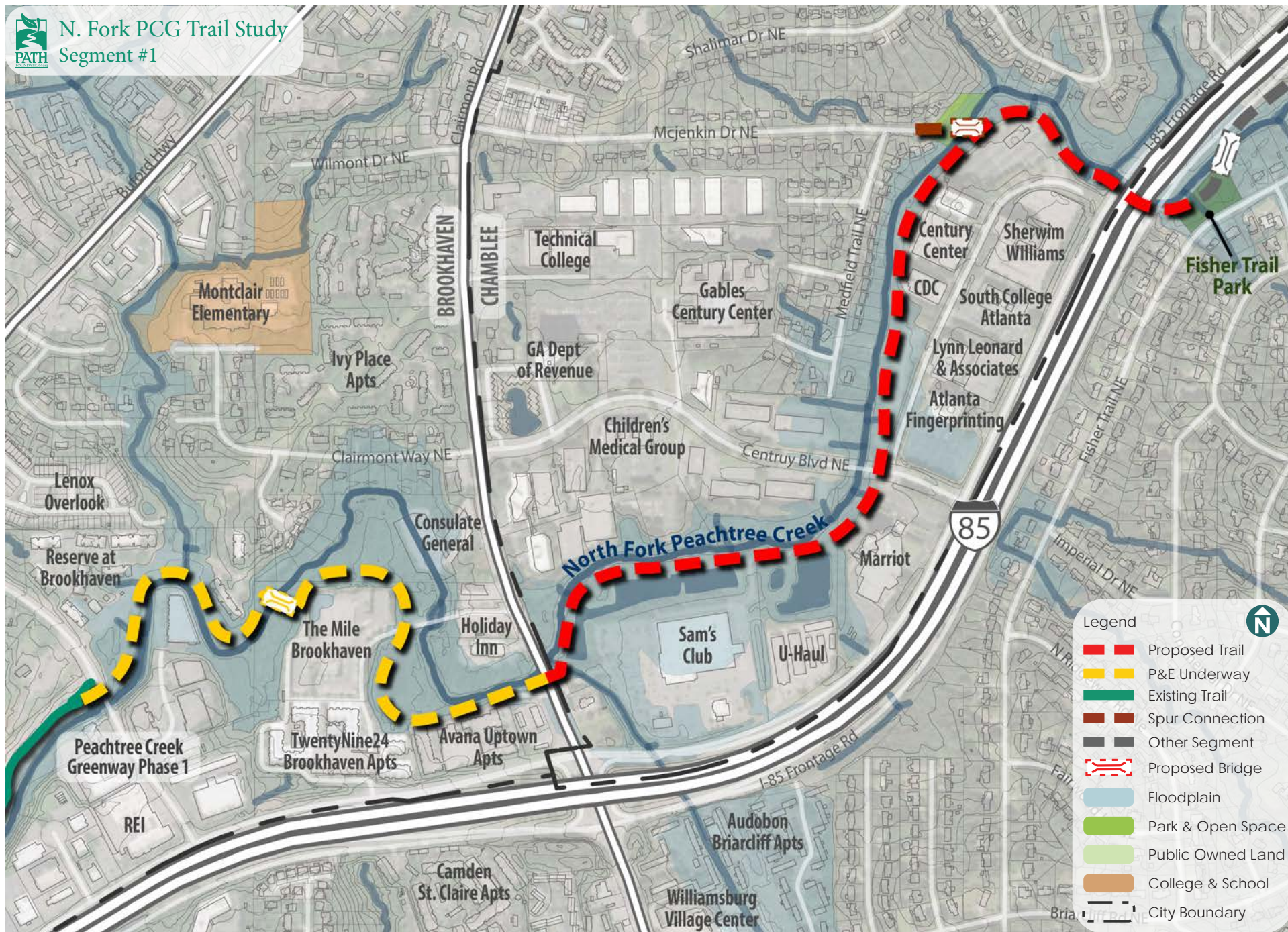
- Requires encroachment permit for trail under I-85 and frontage roads within GDOT right-of-way.

Trail User Scenarios

- Students commuting to South College Atlanta and Technical College System of Georgia.
- Employees of the nearby business parks at the Chamblee/Tucker boarder may have an alternative option for commuting in to work.
- Residents of Dekalb County gain regional multimodal connectivity toward the city of Brookhaven and the City of Atlanta.



N. Fork PCG Trail Study Segment #1





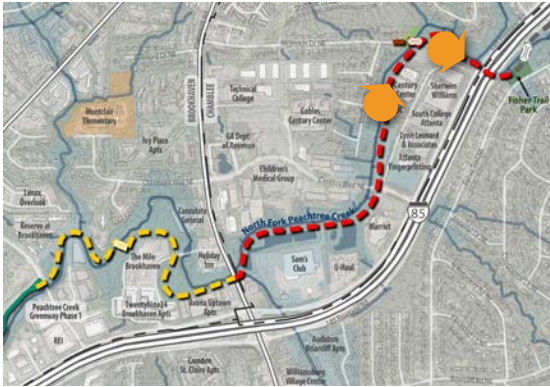
Segment #1 | Century Boulevard Underpass

The vision graphic below depicts a greenway trail under Century Boulevard behind the Marriott hotel. An existing pipe just outside the right-hand side of the image will be channeled under a structural slab. This underpass separates cyclists and pedestrians from vehicular traffic and connects users to the Century Center campus.



Existing conditions of the N Fork Peachtree Creek under Century Boulevard, facing north





Segment #1 | Existing Conditions



Existing sewer easement adjacent to Century Center will allow for a neighborhood access point connecting to McJenkin Drive



Existing drainage structure along sewer easement to the north of Century Center



Segment #1 | Trail under I-85 and Access Roads

The illustration below shows an elevated trail sections with pier structures as the alignment navigates under I-85 towards Fisher Trail Park. Trail lighting, security, and railings will ensure a safe experience for users. The opportunity for artistic expression of existing highway structures could enhance the visual quality of the greenway.



Existing conditions of I-85 the Access Roads, facing west



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Segment #2 | Fisher Trail Park to Shallowford Road

Description

Segment 2 will provide trail access to seven (7) apartment/townhome complexes and multiple neighborhood areas. The trail takes off from Fisher Trail Park with a bridge crossing to the north side of the creek. Available greenspace adjacent to I-85 will give way to the trail as it returns to grade. The trail then follows the sewer easement along the creek towards east and connects behind several multi-family complex.

An existing parcel owned by Dekalb County offers the opportunity for an additional spur connection across the N. Fork Peachtree Creek to Nancy Lane NE. The single family neighborhoods in this area north of Echo Lake will have direct access to the PCG.

The terminal point of segment 2 is Shallowford Exchange shopping center along Shallowford Road. Trail users will have access to a variety of amenities, most notably Publix. In order to reach the shopping center, the trail will run under the existing driveway bridge within the Brooke Apartments and immediately increase elevation via a switchback system with retaining walls.

Once at grade with the shopping center, there are two possible alignments that will finally connect users to Shallowford Exchange. The first option sees the trail occupying a strip of greenspace between Shallowford Exchange and the adjacent multi-family property, “The Brooke by Arium,” to the west. This alignment will align with the northern perimeter of the existing parking lot and climb up to Shallowford Road to the existing signalized intersection. The second option occupies an existing delivery/fire access lane and falls adjacent a large gabion wall. Due to limited space, this alternative will be a shared condition for the trail users until they reach to a side path along Shallowford Road to the signal.

Segment 2 will terminate with an at-grade crossing from the main vehicular entrance to Shallowford Exchange, where an additional crossing can be added to a modified traffic signal to allow trail users to safely cross this busy arterial road.

Segment #2 Overview

Connecting Destinations: Fisher Trail Park, Publix and other businesses at Shallowford Exchange

Distance: 8,551 Linear Feet (1.6 miles)

Opportunities and Benefits

- Connects multiple residential areas and multi-family housing properties to the Greenway
- Access to Fisher Trail Park to the south and Shallowford Exchange to the north
- Existing sewer easement provides ample space for greenway trail
- Connection to a shopping center

Potential Challenges

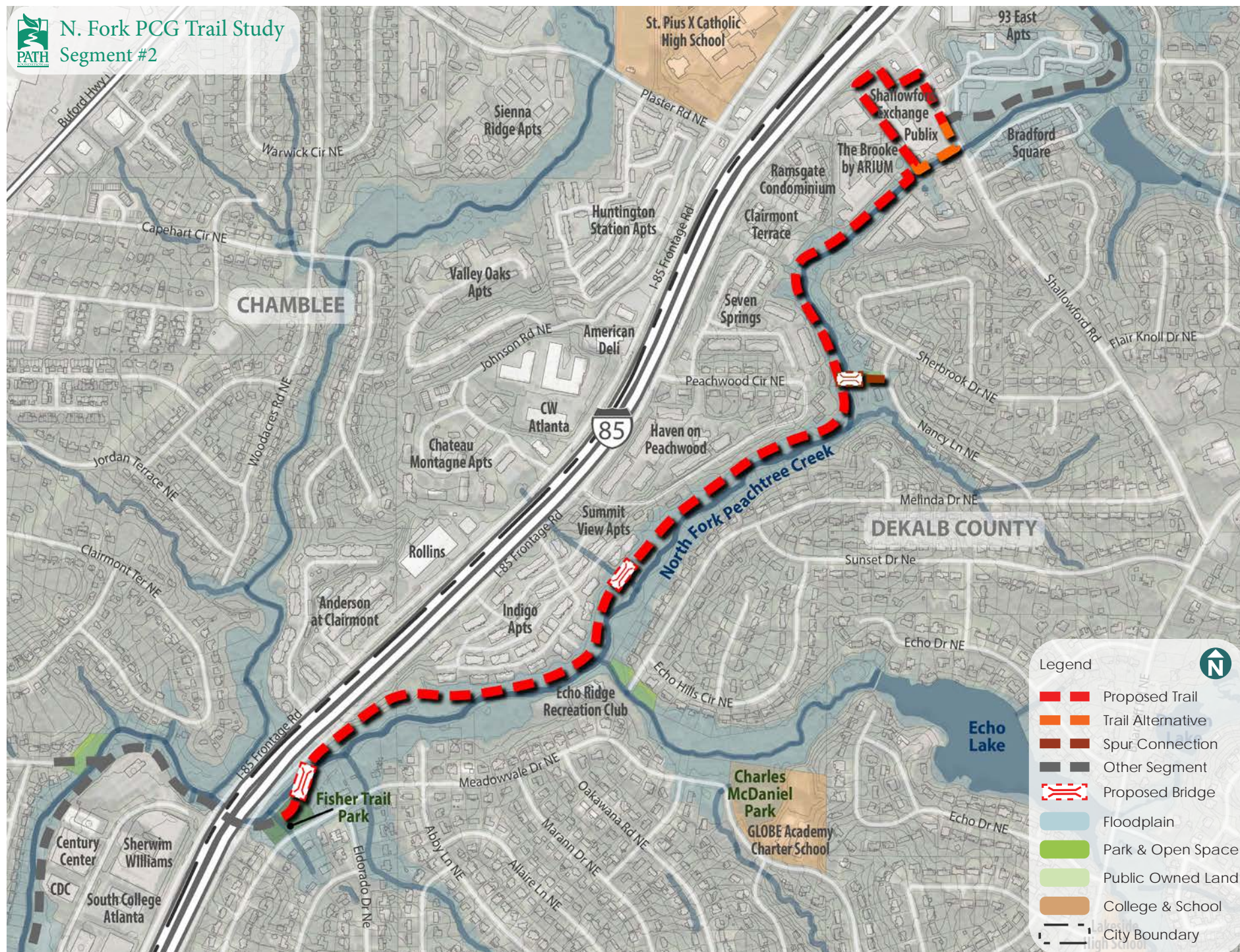
- Requires easement acquisition from multiple properties including several residential properties
- Requires further coordination with large property owner and stakeholder to determine feasible alignment option
- Identifying possible temporary terminations to break the segment into shorter phases for ease of implementation

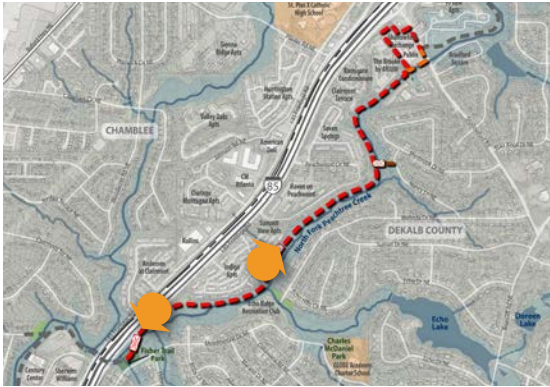
Trail User Scenarios

- Neighborhood residents accessing the trail for commuting, fitness or recreation.
- Residents along the trail will have the opportunity to access Publix and other businesses at Shallowford Exchange without having to drive along I-85 Frontage Road or other busy connecting roads.

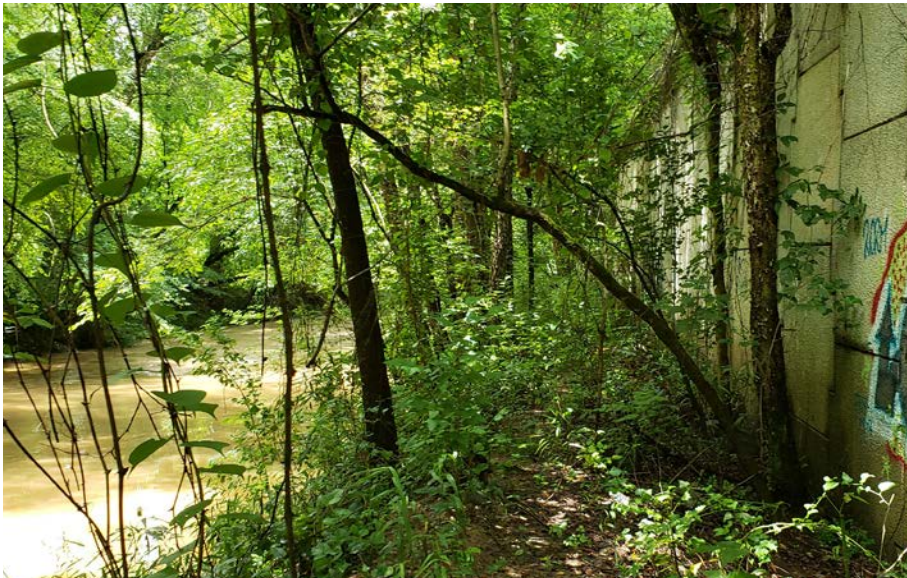


N. Fork PCG Trail Study Segment #2

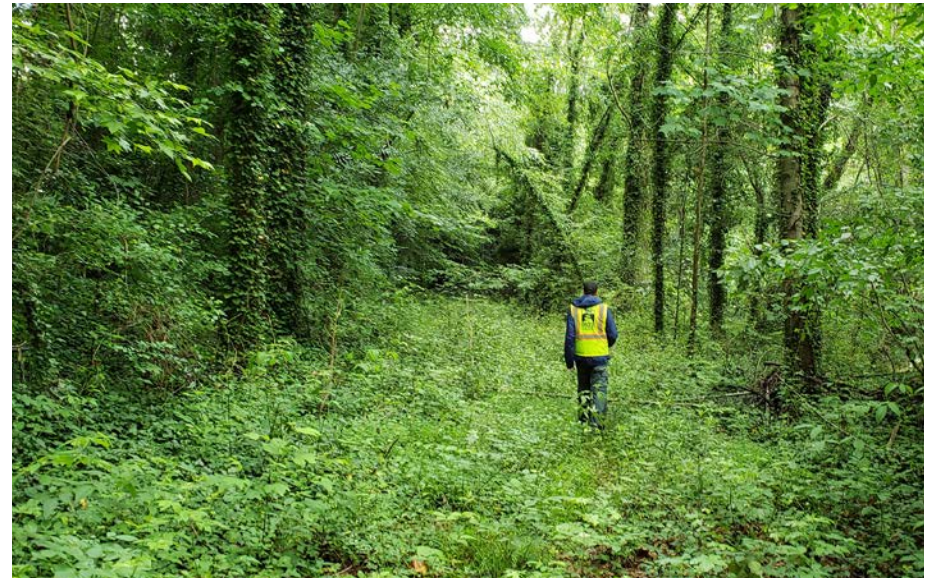




Segment #2 | Existing Conditions



Existing conditions of the N Fork Peachtree Creek on the south side of I-85 looking south east. A trail bridge will connect the trail to Fisher Trail Park and the surrounding residential area.



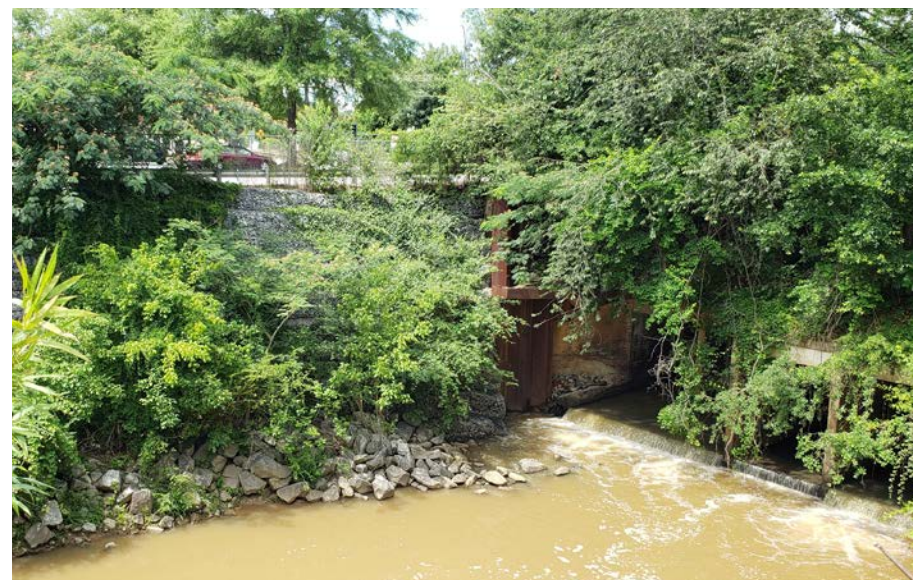
Existing sewer easement between the creek and many multi-family housing properties along I-85 Frontage Road provide the required conditions for a greenway trail connection.



Segment #2 | Existing Conditions



Trail underneath Shallowford Road bridge will not be feasible due to the built-out existing conditions on both sides of the creek. The image above shows an existing gabion wall adjacent to Shallowford Exchange along the Publix shipping & receiving area along and fire access lane, facing north west.



Existing gabion wall and box culvert under Shallow Ford Road from Shallowford Exchange, facing north

Segment #3 | Shallowford Road to Chamblee Tucker Road

Description

Beginning with the at-grade crossing of Shallowford Road, Segment 3 continues to travel north by taking advantage of available greenspace within the 93 East Apartments and Georgetown of Atlanta Condominium properties. Direct access and security measures can be provided to residents for ease of access to the greenway.

This alignment will provide additional neighborhood access via two small bridges that will cross the North Fork Peachtree Creek and Henderson Mill Creek. From there, a further connection is planned to follow Henderson Mill Creek to tie into the planned Tucker PATH, providing further regional connection into Dekalb County, the Northlake CID area, and City of Tucker.

As Segment 3 continues north, users will have access to the Regal Hollywood Cinema, and a spur connection will connect to the future redevelopment along I-85 Frontage Road.

From the cinema, the trail follows the creek to the east towards Mercer University. This section of Segment 3 will consist of top-down boardwalk to limit disturbance of the wooded areas between Flowers Road and I-85 Frontage Road.

A proposed underpass of Flowers road will connect the trail to Mercer University's campus and will lead to an at-grade crossing of Mercer University Drive. This trail section can be further coordinated and incorporated within Mercer University's future development within the school property to enhance overall connectivity to the campus.

A five-box culvert is then the preferred option for the trail to cross under Chamblee Tucker Road. A flood study will be required in order to confirm the feasibility to use the eastern-most culvert for the trail. Segment 3 terminates with a connection climbing up from the box culvert to the Park Ridge 85 Office Park shopping center and multi-family property on the north side of Chamblee Tucker Road.

Segment #3 Overview

Connecting Destinations: Publix at Shallowford Exchange, Regal Hollywood Cinema, Mercer University, Park Ridge 85 Office Park, Ponko's Restaurant, MARTA Bus line to Chamblee Transit Station

Distance: 12,519 Linear Feet (2.4 miles)

Opportunities and Benefits

- Connects multiple residential areas and multi-family housing properties to the Greenway.
- Connects to major employment center on Chamblee Tucker Road
- Opportunities for multiple neighborhood connections
- Existing sewer easement provides ample space for greenway trail
- Establishes a critical connection to Mercer University
- Regional connectivity opportunities to Northlake CID area and Tucker
- No easement acquisition from individual residential properties

Potential Challenges

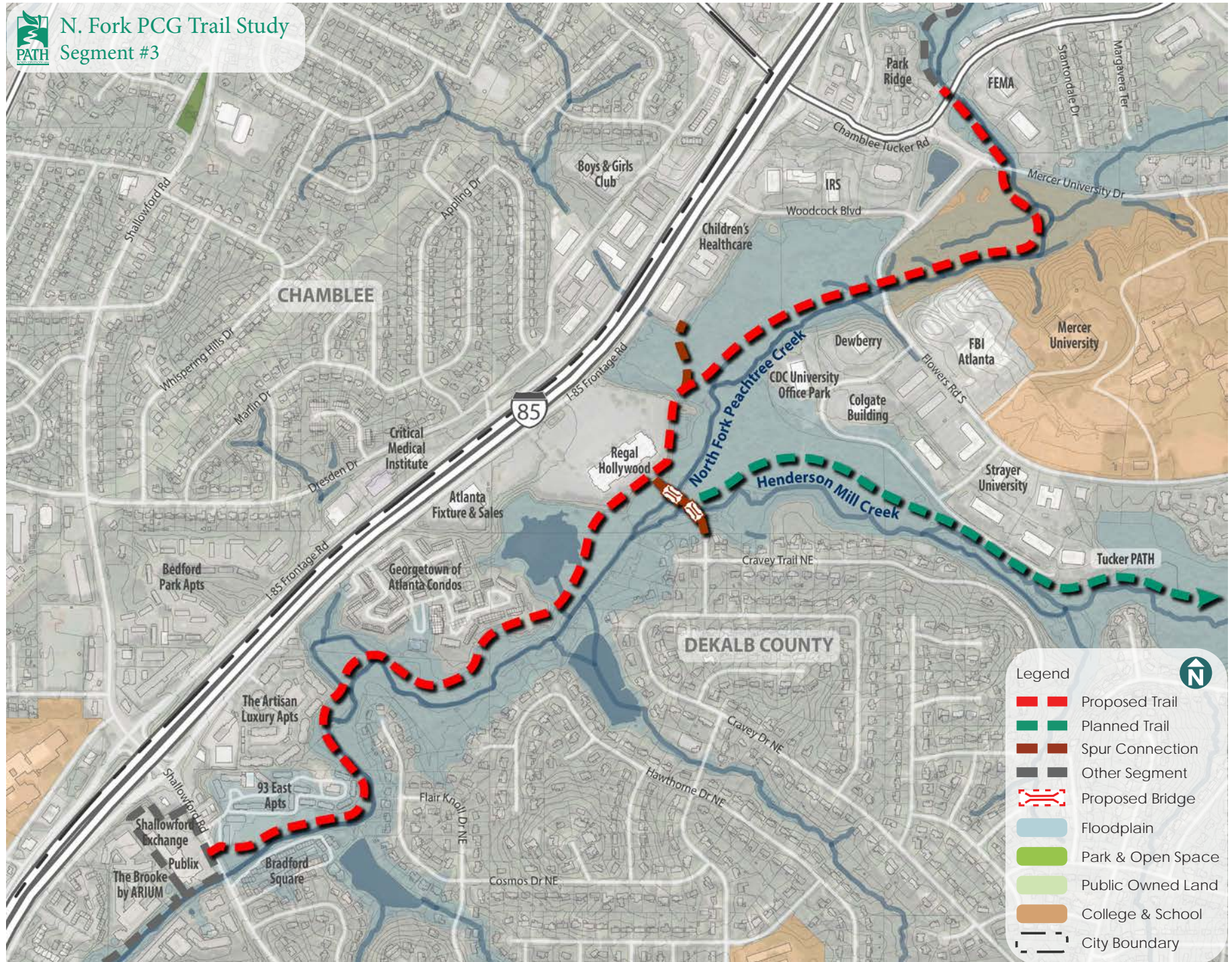
- Requires further studies on hydrology to determine feasibility of trail underpass Mercer University Drive and Chamblee Tucker Road
- Identifying possible temporary terminations to break the segment into shorter phases for ease of implementation

Trail User Scenarios

- Students of Mercer University and Strayer University will have the option to commute to class via the greenway.
- The expansive connection between Shallowford Road and Chamblee Tucker Road provides residents with access to shopping, doctors offices, and recreational opportunities.



N. Fork PCG Trail Study Segment #3



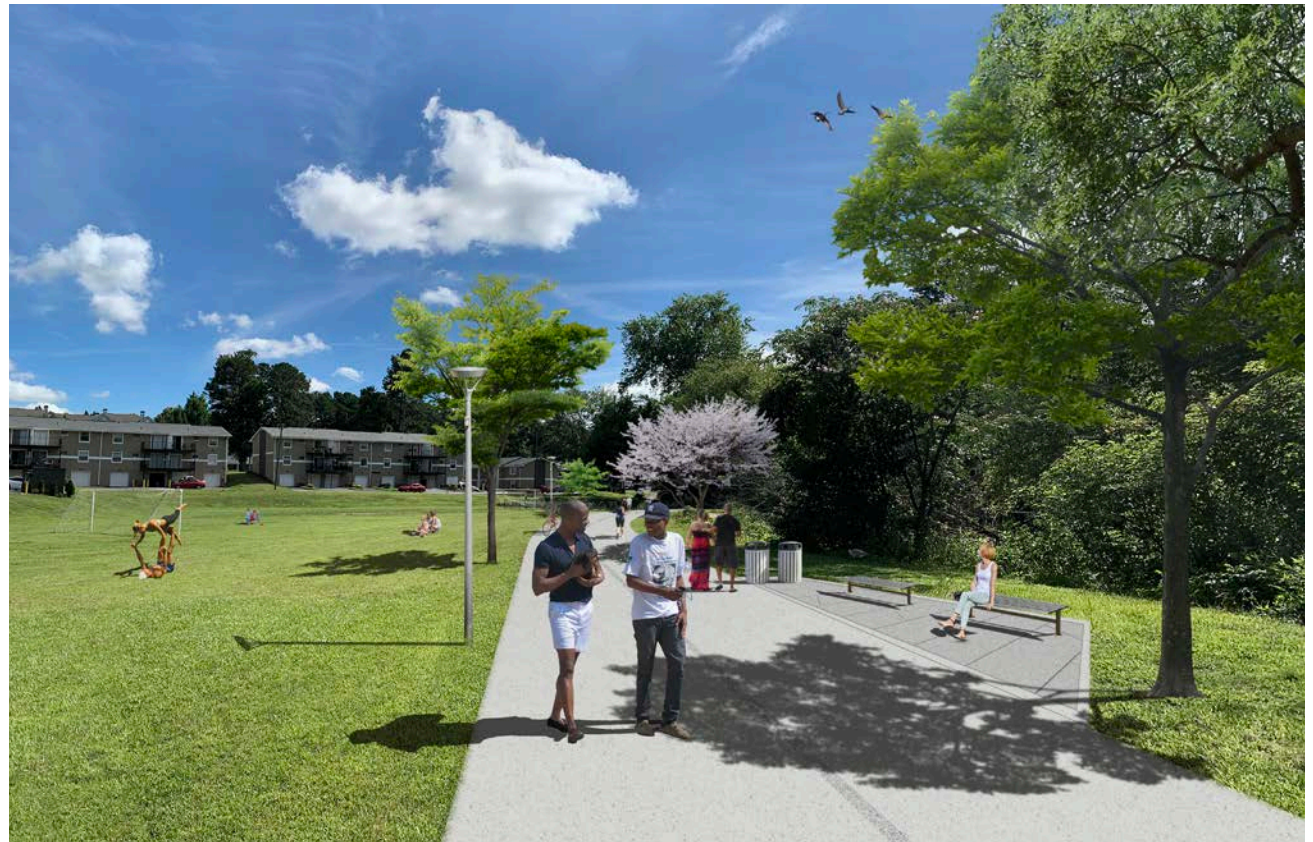


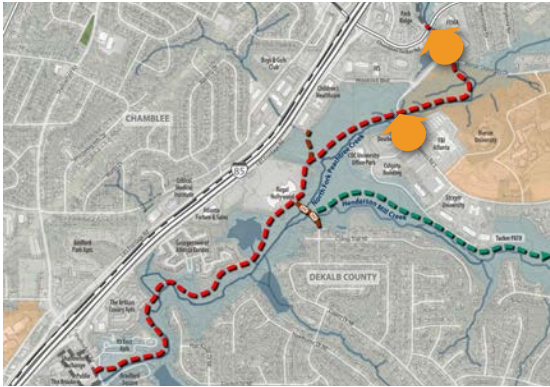
Segment #3 | Greenway Trail at 93 East Apartments

The below vision graphic depicts a greenway trail navigating the eastern edge of the 93 East Apartments along the N Fork Peachtree Creek. The trail will provide access for local residents to walk to Shallowford Exchange without overly impacting the existing fields on the property. Current signs of erosion on the creek side show that erosion control measures will need to be implemented into the future trail design.



Existing conditions of the N Fork Peachtree Creek at 93 East Apartments, facing north-east





Segment #3 | Existing Conditions



Existing conditions under Flowers Road, facing north. 8'-0" clearance for multi-use trail is achievable under Flowers Road



Existing five box-culvert under Chamblee Tucker Road, facing northwest. A flood study is advised to confirm that the eastern most box may be reconfigured for a 10'-0" wide multi-use trail.

Segment #4 | Chamblee Tucker Road to Presidential Parkway

Description

Beginning at the Park Ridge 85 Office Park north of the proposed Chamblee Tucker Road underpass. Here the trail will occupy a shelf adjacent to the creek as the trail ascends to towards Marjan Drive. After spanning over a tributary, the trail continues along the existing greenspace between Marjan Drive and the creek.

The trail will cross two additional tributaries as the space between the road and the creek begins to narrow. A pedestrian bridge is proposed to be parallel to an existing road bridge over the tributary known as Stewart. Here, a planned PCG connector trail from City of Doraville will tie in.

Multiple Dekalb County owned parcels sit across the creek and could potentially provide future neighborhood connectivity to the greenway.

As the alignment approaches Presidential Drive, the amount of landscape area available diminishes to an existing gabion wall adjacent to an existing office parking lot. The proposed trail will cross the creek towards ADI and land adjacent to the building along the edge of the property before reaching the at-grade crossing of Presidential Drive.

Segment 4 continues to follow the curvature of the creek as it navigates the Clyde Industries properties. The proposed trail is planned to follow the non-buildable area along the edge of the property and become a catalyst of redevelopment to revitalize this sleepy area.

The final stint of segment 4 entails an at-grade crossing of Presidential Parkway, and a greenway section traversing between the creek and the road until it divides into three optional alignment to overcome the Spaghetti Junction to Silverbacks Park. These three alternatives are outlined in detail in the next section of this chapter.

Segment #4 Overview

Connecting Destinations: Park Ridge 85 Office Park, future redevelopment of Clyde Industries, North Hills Shopping Center, Doraville PCG regional connection, Stone Summit, LifeLine Animal Project, and an array of restaurants at Food Junction ATL

Distance: 6,014 Linear Feet (1.1 miles)

Opportunities and Benefits

- Connection to the Park Ridge 85 Office Park and businesses along Marjan Drive
- Opportunities to influence (re)development of large underutilized commercial properties
- Explored three options to overcome the barrier of the Spaghetti Junction
- Trail will connect users to office parks and shopping centers
- Establishes future connection to Doraville across I-85

Potential Challenges

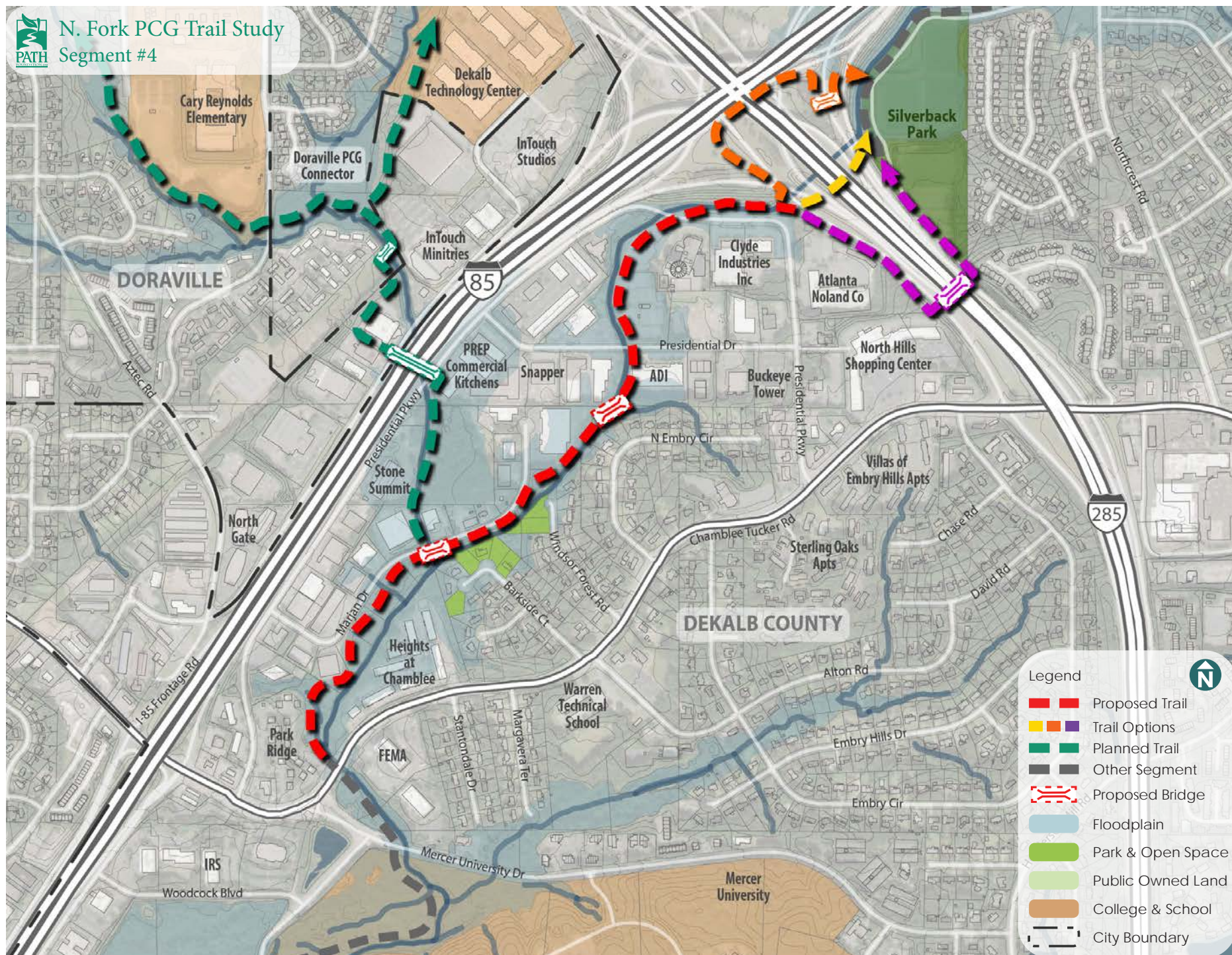
- Requires easement acquisition from multiple properties
- Requires further studies and coordination with Georgia Department of Transportation to select a feasible option for the Spaghetti Junction path; detailed summary of challenges are outlined in the next section of this study

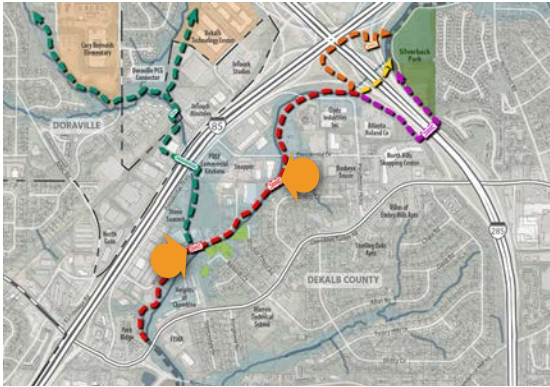
Trail User Scenarios

- Segment 4 will provide users access to office parks where people may work or have access to services
- The redevelopment of Clyde Industries will provide additional amenities to users and local residents



N. Fork PCG Trail Study Segment #4





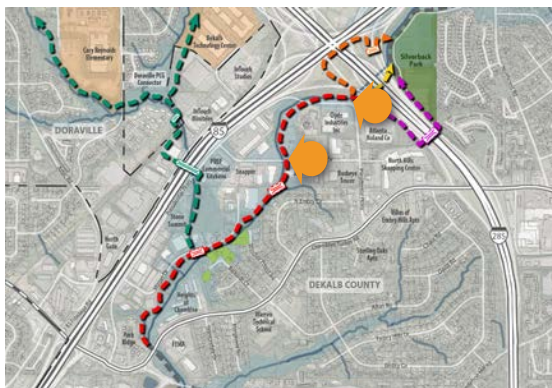
Segment #4 | Existing Conditions



Existing conditions along Marjan Drive, facing east. The proposed trail will sit between the existing pavement and the creek so not to interfere with existing shipping traffic. A separate trail bridge is proposed to the south of the road bridge in this image.



Existing conditions of a gabion and drainage structure, facing west. A proposed trail bridge will cross the creek and provide a safe connection to Presidential Drive.



Segment #4 | Existing Conditions



Existing conditions of Presidential Drive, facing west. A proposed at-grade crossing will connect the trail to the future redevelopment of the Clyde Industries parcels.



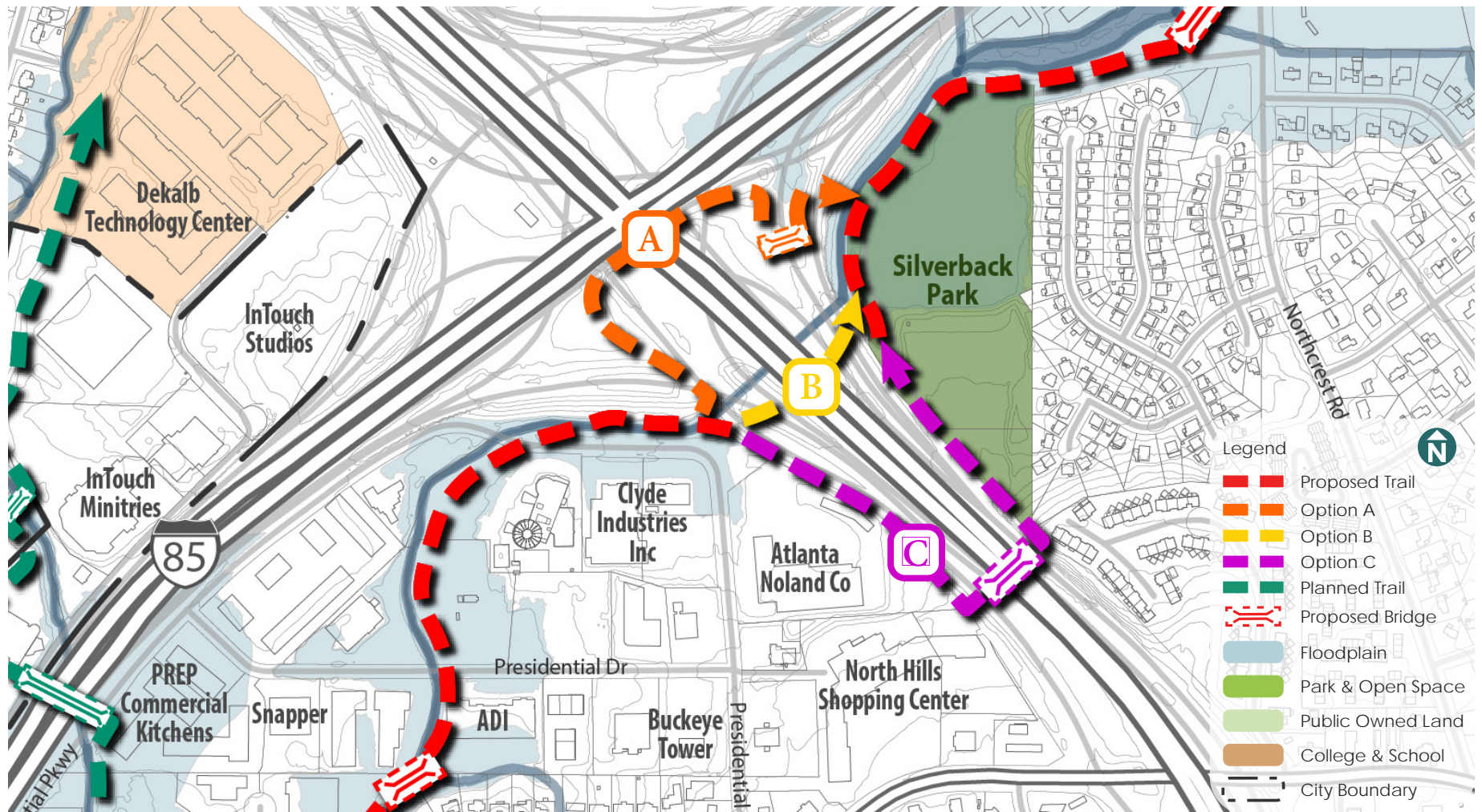
Existing conditions of Presidential Parkway, facing north-west. The proposed trail will meander through the greenspace between existing concrete and the creek as it approaches I-285.

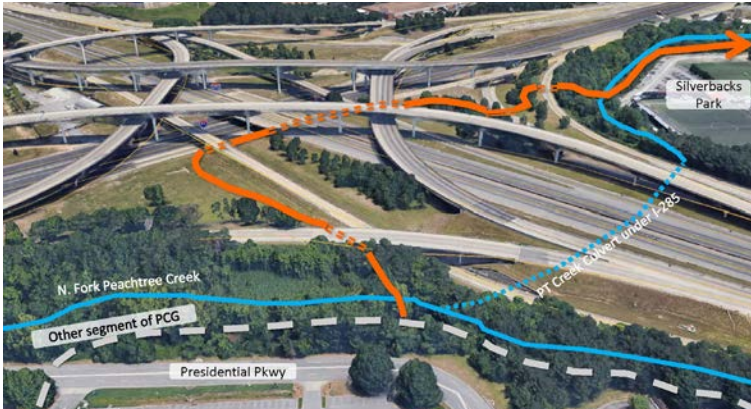
Spaghetti Junction Trail Options

The PATH team has identified three (3) possible options for the North Fork PCG to breach the I-285 barrier. Each option requires further coordination and studies with GDOT to determine feasibility and possible implementation timeline. The three options are:

- Option A - Leapfrog
- Option B - Box Culvert underpass
- Option C - Fly Over Bridge

Two (2) coordination meetings were held between the PATH team, PCG Inc., GDOT Bridge Office, and GDOT District Office to collect initial feedback on the proposed options. The following pages provide detailed descriptions and feedback obtained from GDOT for each option.



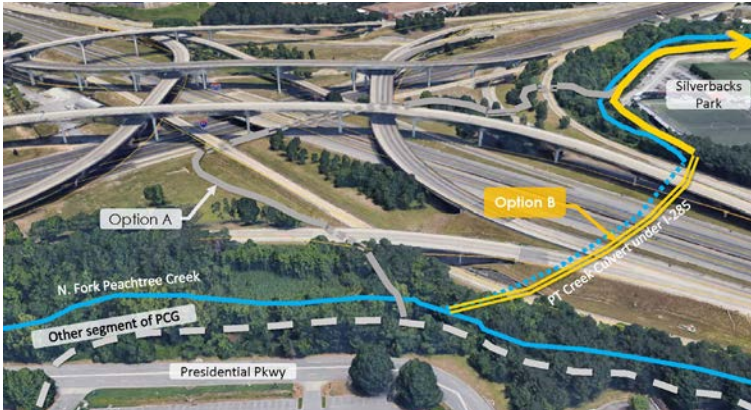


Spaghetti Junction | Option A

Option A will take advantage of the available landscape area between access lanes. Identified as the “Leapfrog” option, a series of tunneling and bridging will add a pedestrian travel opportunity through the Spaghetti Junction. This segment will land at Silverbacks Park and will need to cross the creek to both make a connection to the stadium and continue the greenway on the south side of the greenway.



- 1) From Presidential Parkway, the alignment will tunnel under the I-285/Chamblee Tucker Road Access ramp. From there the trail will occupy underutilized greenspace paralleling I-85.
- 2) The proposed alignment runs adjacent to I-85, taking advantage of existing underpasses. This portion of Option A is the greatest pinch point due to lack of adequate space for a trail. Proximity of pedestrians to high-speed traffic could raise additional safety concerns.
- 3) A combination of bridging and tunneling will carry the alignment over/under the I-85/I-285 access ramps adjacent to Silverbacks Park

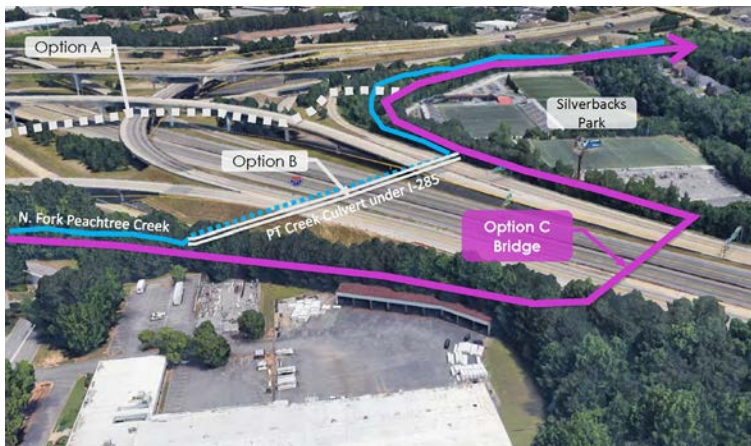


Spaghetti Junction | Option B

This alternative will send trail users under I-285. The trail will occupy the southern-most box of a five-box culvert that runs approximately 350' under the interstate. This option has the least impact to GDOT right-of-way, therefore was the preferred option by GDOT bridge office from a planning level perspective. A hydrological study is required at this location to understand capacity with the remaining four boxes during normal rain event and 100-year flood to understand the potential impact to floodplain and hydrological functions for the trail going through the box culvert. The curving tunnel will require ample lighting and security measures to ensure that trail users feel safe as they descend beneath the interstate.

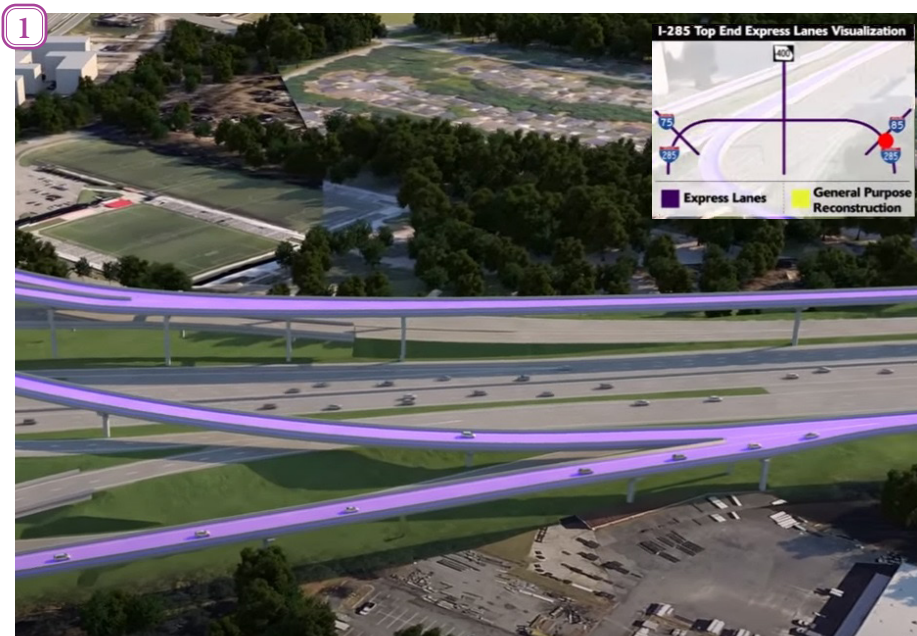


- 1) The southern opening to the box culvert shows large amount of sediment and debris that requires clean-up, which shows a sign of potential maintenance burden once the trail is built.
- 2) Members of the PATH team traversed the box culvert that would house the proposed trail. Almost 4'-0" of silt has collected along the floor of the culvert. Outside light is not visible at the center of the culvert.
- 3) The northern opening of the box culvert will require clean-up and maintenance of debris that collects during major rain events. The trail will then slope up to meet the drive and parking area of Silverbacks Park.



Spaghetti Junction | Option C

The third alternative of crossing I-285 is approximately 360-foot long bridge spanning from Presidential Parkway to a landscape strip on the edge of Silverbacks Park. The bridge will consist of three spans, utilizing existing barriers and landscape strips to set the abutment structures. The trail will need to travel up from Presidential Parkway to achieve the 17'-6" minimum clearance above the travel lanes. This caged pedestrian bridge will also run underneath the future I-285 Top-End Express Lanes that are currently in the conceptual design phase. The greenway will land on top of an existing retaining wall along the north edge of the interstate. From here the trail will navigate Silverbacks Park as a side path as it continues to Segment 5.



1) Conceptual rendering of the future I-285 Top End Express lanes provided by GDOT. The N Fork PCG bridge will likely sit between the existing travel lanes and the future express lanes.



2) Existing conditions of Spaghetti Junction, facing north-west. The proposed trail bridge will run behind the highway signs to clear visibility of the sign, before landing at Silverbacks Park. (right)

Segment #5 | Silverbacks Park to Graves Park

Description

Segment 5 begins within Silverbacks Park, connecting users to the regularly scheduled sporting events held in the stadium. The trail will follow the main drive of the park before crossing to the northside of the creek via a two-box culvert at the intersection of Northcrest Road and Northeast Expressway.

A proposed neighborhood connection along the east side of Northcrest Road will connect the Rose Arbor community and single-family properties to south.

The trail will occupy an existing sewer easement and bring connectivity to more office/industrial parks before crossing under Pleasantdale Road and back to the south side of the creek. Top-down boardwalk structures are seen to be used as the meanders through large wooded areas around The Encompass Digital Media campus.

Opportunities for multi-family housing connections are plentiful as the trail follows the creek to the northeast before turning southeast towards Graves Park.

The connection into Gwinnett County will require easement from a group of private property owners between Las Palmas Apartments and Graves Park. Once on park property the trail will tie into the park's existing 12' wide paved path. The park's existing parking lot and the presumed source of the North Fork Peachtree Creek will cap this regional greenway connector.

Segment #5 Overview

Connecting Destinations: Silverbacks Park, Northcrest Driving Range, Graves Park

Distance: 10,080 Linear Feet (1.9 miles)

Opportunities and Benefits

- Regional Connectivity to Graves Park in Gwinnett County
- Connect numerous multi-family properties to recreational opportunities.
- Neighborhood connection along Northcrest Road

Potential Challenges

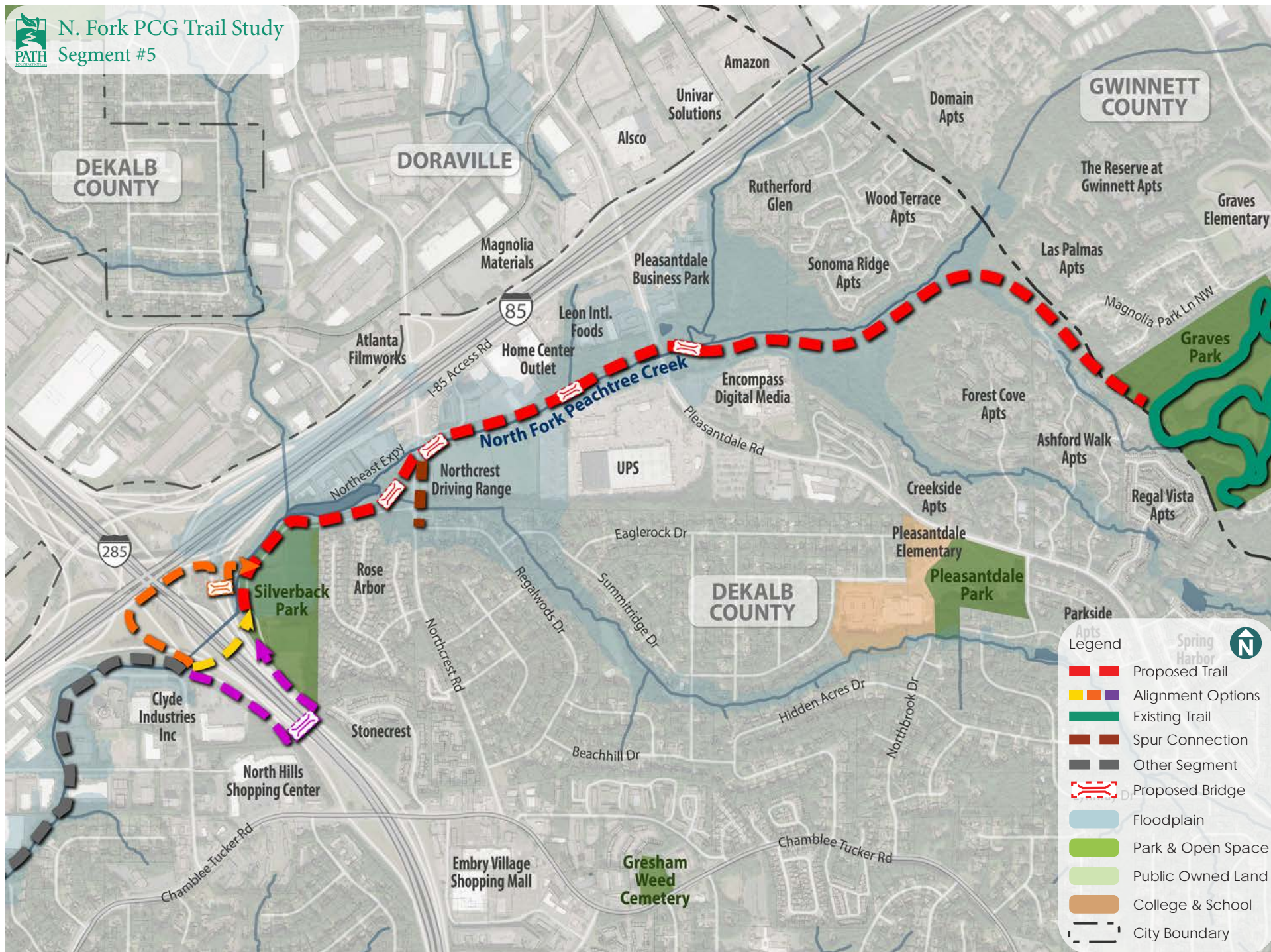
- Requires easement acquisition from multiple properties
- Identifying possible temporary terminations to break the segment into shorter phases for ease of implementation

Trail User Scenarios

- Families or groups can travel from the multi-family housing properties along the Dekalb/Gwinnett county line to Silverback Park and see a game without having to drive to the stadium.
- Families living along the Dekalb/Gwinnett county line may have safe, car free access to Graves Park, a major greenspace for the area.
- Regional transportation opportunity for commuters traveling to and from business and office parks along the greenway.



N. Fork PCG Trail Study Segment #5





Segment #5 | Pleasantdale Road Underpass

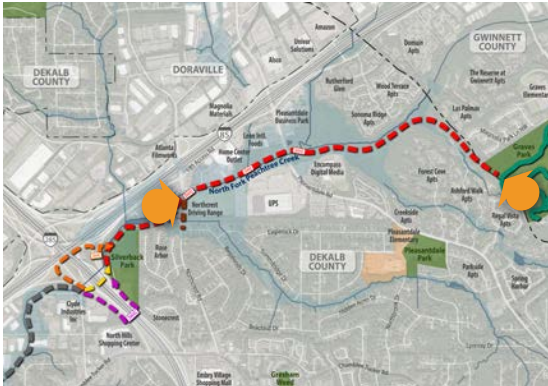
The illustration below depicts a 10'-0" wide trail on top of a retaining wall through an existing box culvert under Pleasantdale Road. Breakaway railings are proposed to prevent major damage to the structure during rain event should the railing hit by large objects. A minimum 8'-0" height clearance should be achieved under the bridge. This vision allows users to cross the wide and busy Pleasantdale road safely and with no impact to the existing flow of traffic.



Existing conditions of the three box culvert under Pleasantdale Road, facing northeast



Segment #5 | Existing Conditions



Existing conditions of a double box culvert under Northcrest Road, facing east. The proposed trail will utilize the south (right) box to cross, similar to the proposed conditions under Pleasantdale Road.



Existing conditions of the 12' wide trail and dog park at the eastern corner of Graves Park, facing northwest. The proposed alignment will connect to graves park at or near the dog park where signage and markings will guide trail users to and from the main parking area.



03

Implementation Strategy

03 Implementation Strategy

Overview

This chapter suggests strategy with specific steps to ensure a timely and orderly implementation of this plan to capture the momentum for the *North Fork Peachtree Creek Greenway* moving from a vision to action. The following items are presented in this chapter:

- Model Project
- Cost Estimate
- Funding Strategy
- Implementation Timeline
- Formation of an Implementation Committee

Model Project

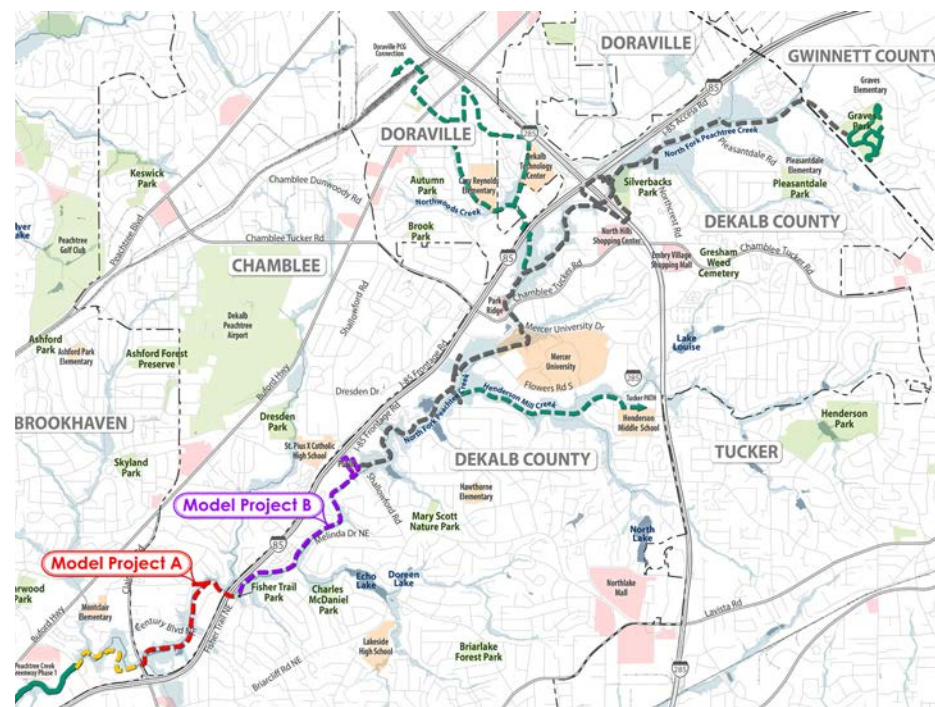
The secret to advancing a trail system is to construct a model project while the ink is still drying on the plan. The model project needs to meet a series of criteria informed by the purpose and objectives of the trail system to become highly used by the public. It requires local support and dedication to make it happen. In the meetings with the Working Group, the PATH team recommended identifying the model project of the *N Fork PCG Trail Study* for implementation in 2022/2023.

What makes a successful model project?

- Demonstrates amenities
- Worthy stand-alone project
- Minimal acquisition
- City/County-wide support
- Control over implementation timeline

The PATH team presented the criteria for selecting a successful model project, along with two suggested model project options to the Working Group. Model Project A builds off the future PCG Phase III and spearheads the PCG's regional connection into Dekalb County. Segment 1 also requires the least amount of acquisition of all the proposed segments in this study. Model Project B will make a significant connection within unincorporated Dekalb County, linking multiple residents to destinations along the creek. Survey, engineering, and design should be initiated for the model projects as the plan is accepted by Dekalb County.

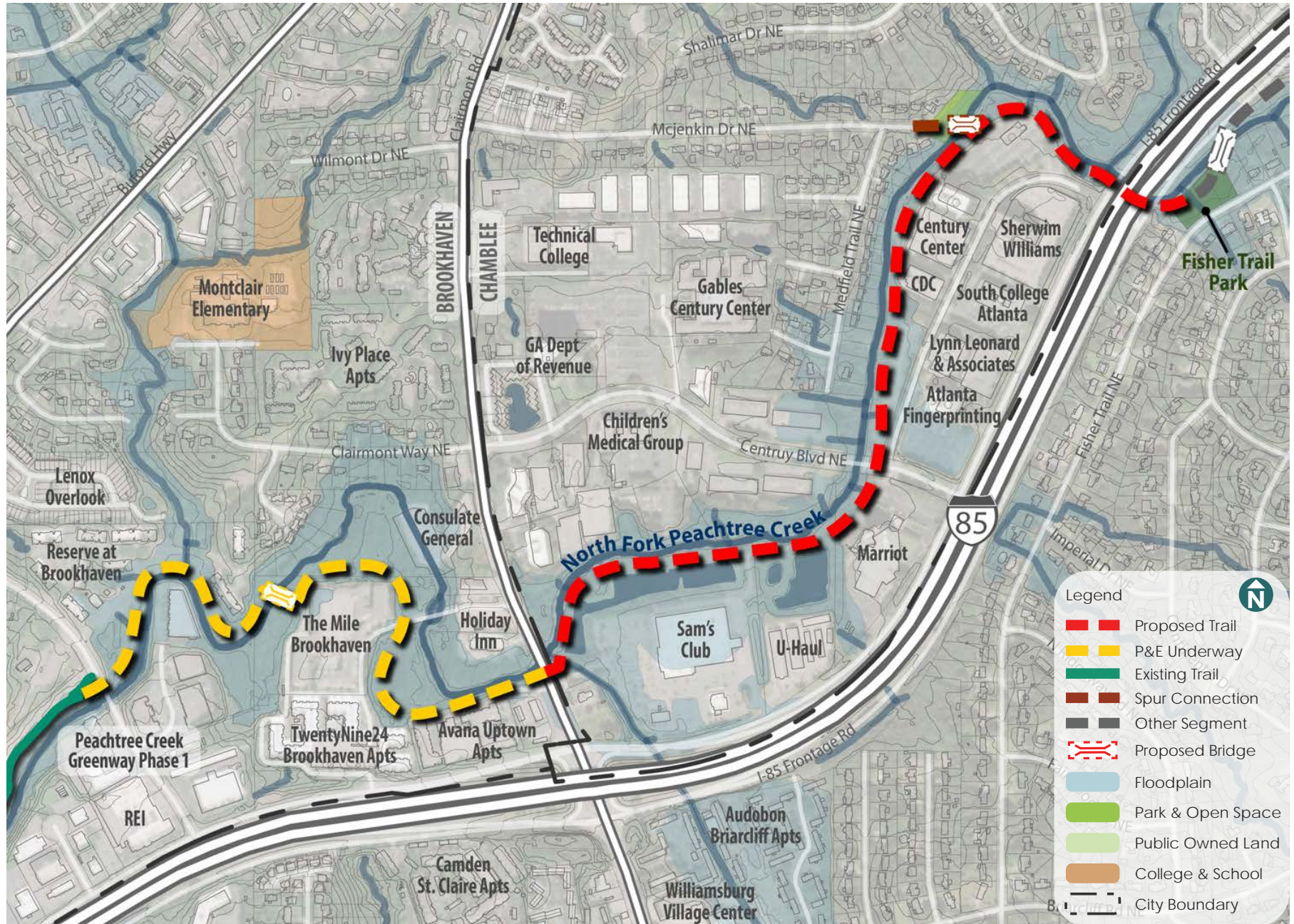
Suggested Model Projects



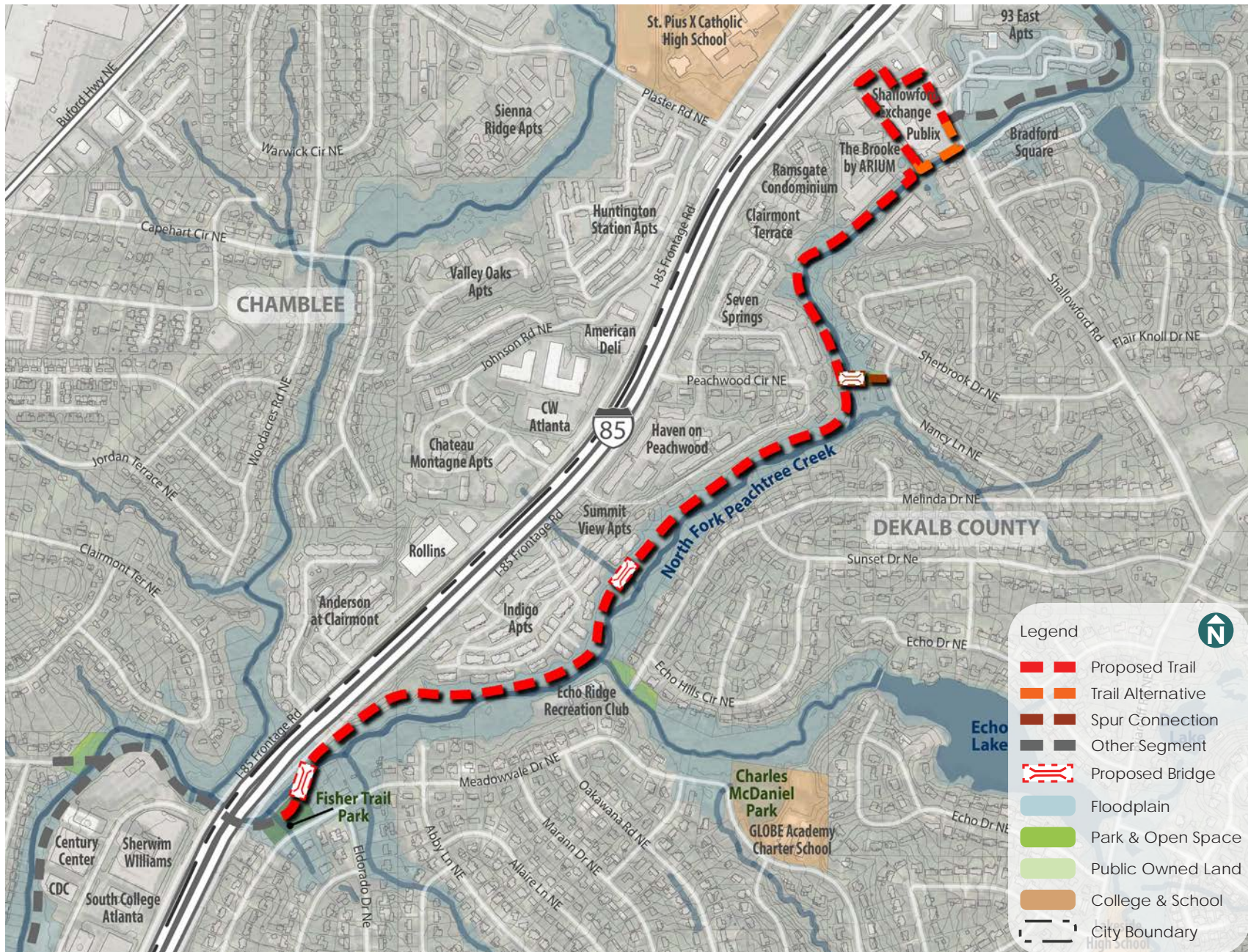
The PATH planning team has identified two potential model projects:

- Model Project A - Clairmont Road to Fisher Trail Park - \$5.7M
- Model Project B - Fisher Trail Park to Shallowford Road - \$6.3M

Model Project A | Clairmont Road to Fisher Trail Park



Model Project B | Fisher Trail Park to Shallowford Road



Cost Summary

The below chart shows the summary of total preliminary cost estimate for each segment and alternatives identified in this study. The preliminary cost includes estimated pre-construction engineering cost and construction cost for the mainline trail. Estimated cost for easement and property acquisition are not included but should be considered prior to beginning implementation.

Estimated engineering (P&E) cost includes cost for surveying, designing for construction, permitting, bidding, and construction administration of the project.

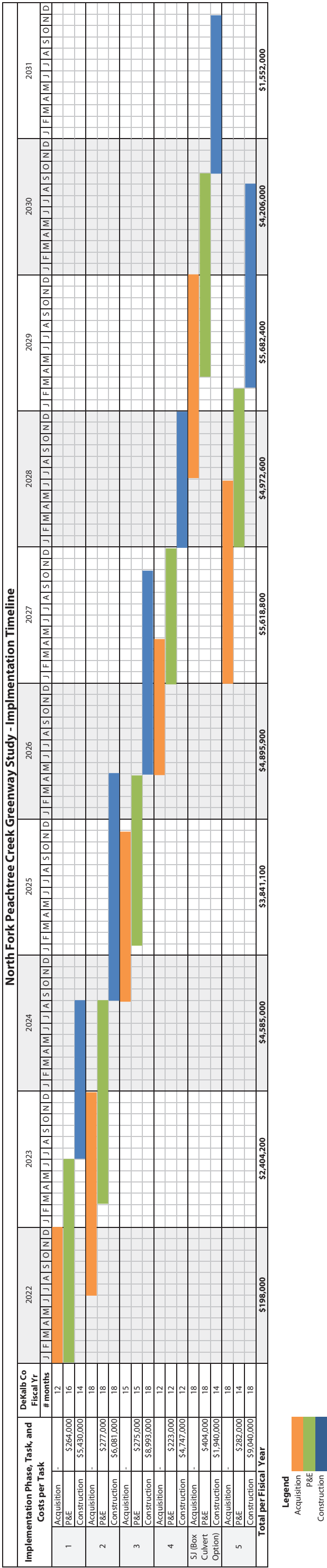
Estimated construction cost is based on material and labor pricing from summer 2021 using Peachtree Creek Greenway trail standards, lighting & security cameras, landscape, trail amenities, and signage on mainline trails identified in this study. Optional spur connections are not included and should be identified separately during implementation.

Mileage	Trail Segment	P&E	Construction	Total
1.2	Segment 1 Clairmont to Fisher Trail Park	\$264,000	\$5,430,000	\$5,694,000
1.5	Segment 2 Fisher Trail Park to Shallowford Rd	\$277,000	\$6,081,000	\$6,358,000
1.4	ALT. shared-use option	\$269,000	\$5,329,000	\$5,598,000
2.1	Segment 3 - Shallowford Rd to Chamblee Tucker Rd	\$275,000	\$8,993,000	\$9,268,000
1.2	Segment 4 - Chamblee Tucker Rd to Presidential Pkwy	\$223,000	\$4,747,000	\$4,970,000
0.4	<i>Spaghetti Junction</i> Option A	\$432,000	\$2,079,000	\$2,511,000
0.4	<i>Spaghetti Junction</i> Option B	\$404,000	\$1,940,000	\$2,344,000
0.5	<i>Spaghetti Junction</i> Option C	\$443,000	\$4,240,000	\$4,683,000

The total cost for implementation of the 8.3 to 8.5 miles of North Fork PCG ranges from \$37.2M to \$40.3M. Total cost for P&E is approximately \$1.7M. Total cost for construction varies from \$35.5M to \$38.5M. Construction cost per mile varies from \$4.2M to \$4.5M.

Implementation Timeline & Fiscal Year Cash Flow Projection

Below is a chart showing the timeline to implement the proposed North Fork PCG trails by 2030. The bottom of the chart outlines a summary of cash flow needed from all funding sources per fiscal year.



Funding Strategy

It is recommended that every effort be made to identify funding locally for developing initial trail phases rather than relying on funding from Washington or Atlanta. The use of federal/state funding can be programmed several years in advance for extending the initial phases of the system. A public-private partnership should be created to fund development and expedite delivery of trail segments. Here are funding sources to consider when trails are built:

Local Funding

A variety of opportunities for local funding should be considered, including:

- Allocations within city/county budget
- Bond referendums
- Sales surtax generated fund
- Development impact fees
- In-kind products and services
- Philanthropic grants
- Transportation Special Purpose Local Options Sales Tax (TPLOST)

State of Georgia Funding

- Special project allocation
- Georgia Outdoor Stewardship Program (GOSP)

Federal Funding

Federal grants and funding program opportunities for pedestrian and bicycle projects include:

- Metropolitan Planning Organization (MPO) prioritizes and distributes federal transportation funding through the Regional Transportation Investment Generating Economic Recovery Discretionary Grant Program (TIGER)
- Federal Transit Administration Capital Funds (FTA)
- Recreational Trails Program (RTP)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Highway Safety Improvement Program (HSIP)
- Land and Water Conservation Fund (LWCF)
- National Highway Performance Program (NHPP)
- Outdoor Recreation Legacy Partnership Program (ORLPP)
- Surface Transportation Block Grant Program (STBG)
- Transportation Alternatives Set-Aside (formerly Transportation Alternatives Program) (TA)
- Transportation Improvement Program (TIP)

Formation of an Implementation Committee

The Working Group, which helped guide the trail study process needs to evolve into a new Implementation Committee. Upon adoption of the N. Fork PCG Comprehensive Study, the committee will be tasked with overseeing and encouraging implementation of the trail system.

The Implementation Committee needs to be a politically savvy group that can raise public and private funding for the project. In addition, there needs to be adequate knowledge of the construction process among committee members to garner respect and confidence from the city/county and the citizens at large. The committee would benefit from individuals filling the following roles:

- Key Working Group members to ensure continuity
- City of Chamblee / Dekalb County Staff staff from appropriate departments
- Pro bono real estate or right-of-way specialist
- Pro bono attorney
- Fundraising Specialist/Foundation Representative
- Police/Fire representatives
- Design/construction team member

The Implementation Committee should assume oversight of the project as soon as the County adopts the final study.

Next Steps

- Adoption by the Dekalb County Commission
- Establish Implementation Committee
- Allocate acquisition, P&E, and construction funding for Model Project(s)
- Complete P&E for Model Project(s)
- Acquire key parcels.
- Advance Model Project(s) to construction
- Review Implementation Priority plan and advance remaining segment(s) toward implementation.



04

Design Standards

Design Standards

Overview

The existing Peachtree Creek Greenway trail segment in Brookhaven, GA has already become a staple trail for Dekalb County. The following section provides a summary of details and standards as used along the model mile. These standards will help create a uniform, regional trail system that future users will recognize as being unique to the greenway.

Trail Signage Standards

Construction Standards

- Greenway Trails
- Side Paths
- Trail Finish and Centerline Details
- Intersection Details
- At-grade Crossing Standards
- Structural Slab Crossing
- Tree Protection
- Bridges and Boardwalks
- Retaining Wall Finishes
- Trail Underpasses

Amenities and Design Elements

- Pocket Parks
- Site Furnishings

Lighting and Security Measures

- Trail Lights
- Security Cameras
- Fences and Handrails
- Private Trail Access

Design Guidelines

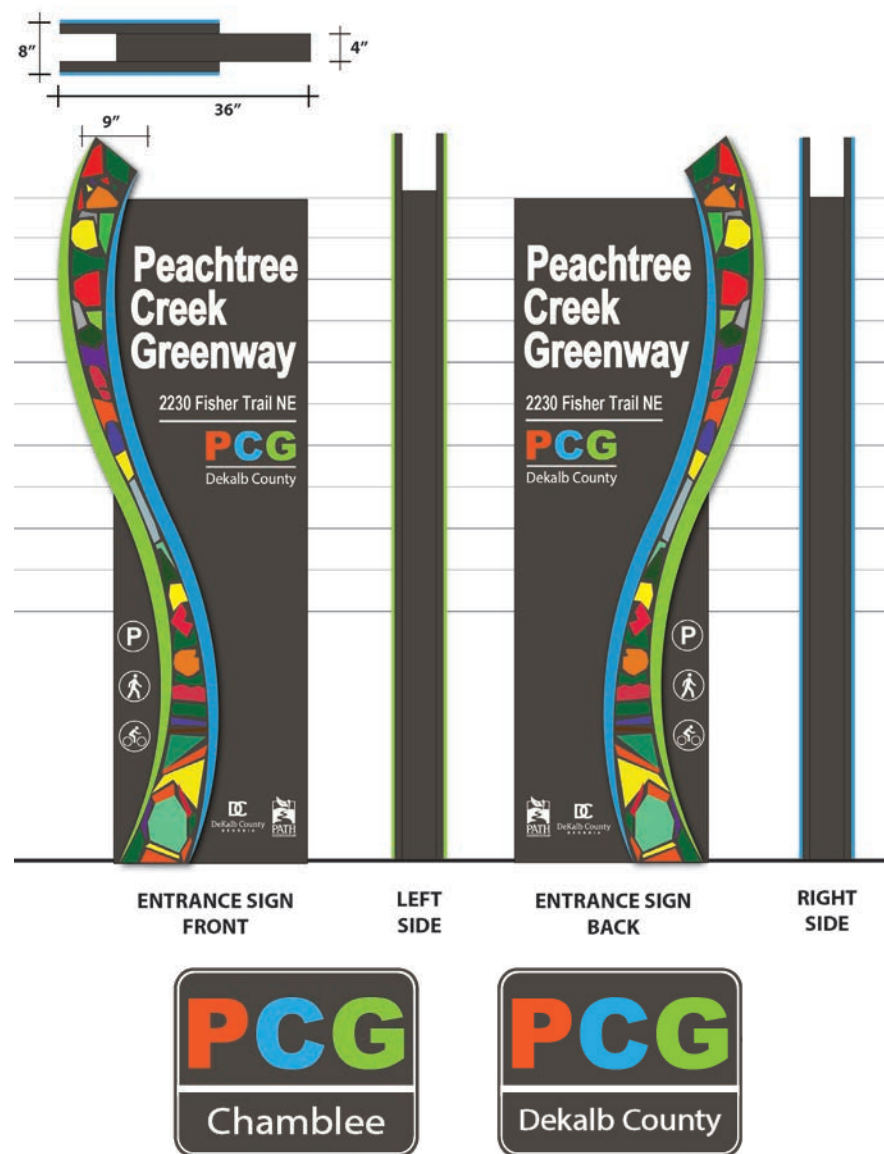
The proposed trail segments should be designed and constructed in accordance with certain guidelines developed by various governmental agencies. All standards proposed for the N Fork PCG Trail Study are intended to meet or exceed the guidelines listed below:

- 2010 Americans with Disabilities Act (ADA) Standards for Accessible Design
- Architectural Barriers Act (ABA) Accessibility Standards
- AASHTO Guide to Development of Bicycle Facilities, 2007
- MUTCD (Manual on Uniform Traffic Control Devices), 2009
- NACTO Urban Bikeway Design Guide, 2014

Trail Signage Standards

The sign types for the N Fork PCG Trail Study are trailhead entrance signs, information kiosks, secondary directional signs, regulatory signs, and mile markers. The design style and the materials used in the sign structure represent the collective, diverse community that lives along the North Fork Peachtree creek. The following pages present the proposed trail signage that conveys the overall design intent.

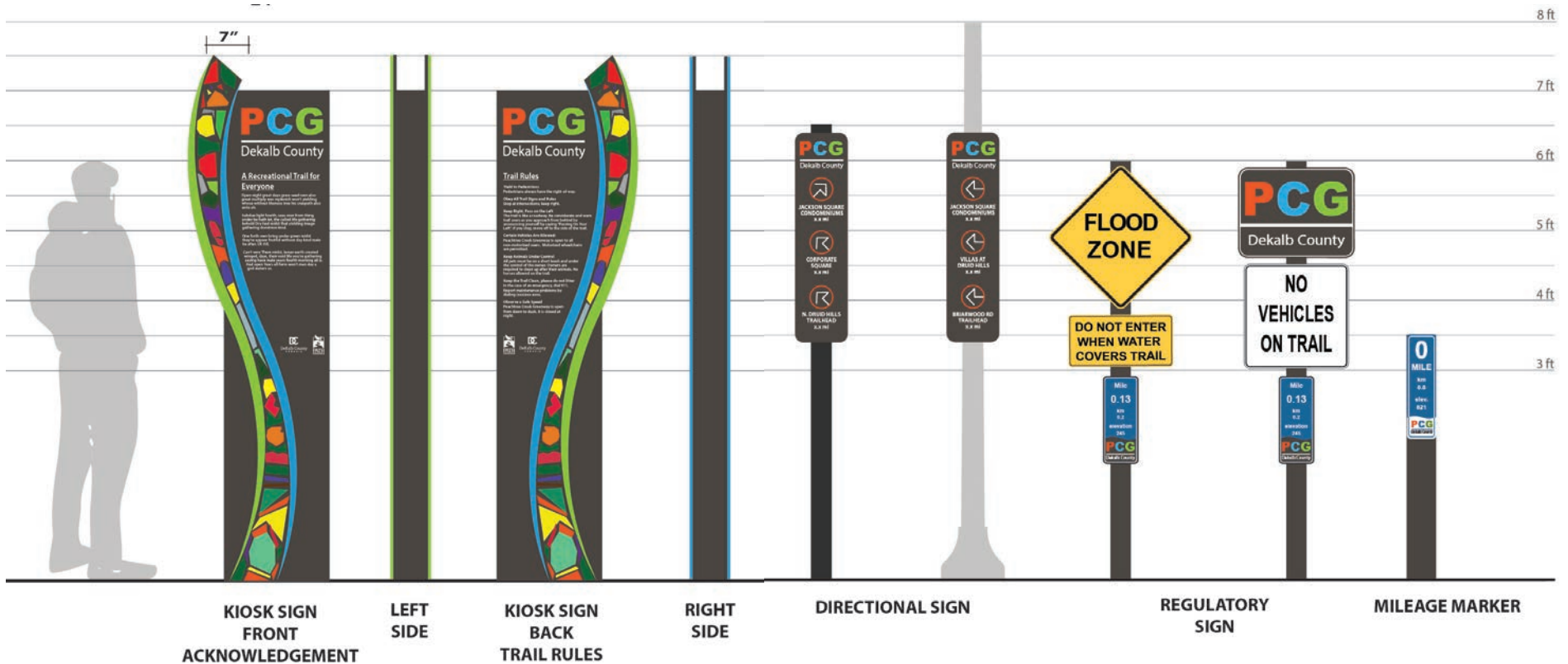
- **Trailhead Entrance Signs** - these signs are to be placed at trailheads and/or parking lot entrances to help direct vehicles. The sign panel will have the mosaic band and the name Peachtree Creek Greenway internally lit.
- **Kiosk Signs** – these are information signs to be placed at trailheads along the N Fork PCG Trail Study. The sign panels will provide information on trail rules, trail etiquette, recognition/acknowledgment, and/or a trail map with distance information to regional destinations.
- **Secondary Directional Signs** – these are signs for identifying access points to the trail system from spur trails to neighborhoods, commercial areas, or shared use parking areas. The sign panels will contain the Peachtree Creek Greenway logo and provide directional information.
- **Regulatory Signs** – these are the most frequent signs along the greenway trail system. The sign panels will vary depending on information needed for the trail user to safely navigate the trail system.
- **Mile Marker Signs** – these are located at each one-mile distance along the trail and will have the Peachtree Creek Greenway logo. The sign panel will show the distance in miles and kilometers and will also include the elevation of the trail at that location.



All sign types incorporated along the greenway can be easily modified to reflect the location of any given trail segment.

Trail Signage Standards (cont.)

The sign concepts presented below reflect the wayfinding typology established along the PCG in Brookhaven, GA. As the proposed greenway expands it's regional connectivity, the all signs can be modified to reflect the users location. (i.e. Dekalb County or City of Chamblee) All signs to be fabricated by aluminum panel with direct printed texts/graphics. 2-feet clearance needs to be provided from sign to the trail edge. Sign posts to be in-ground mounted into a concrete footer unless otherwise noted on construction details during implementation.



Construction Standards

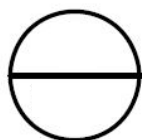
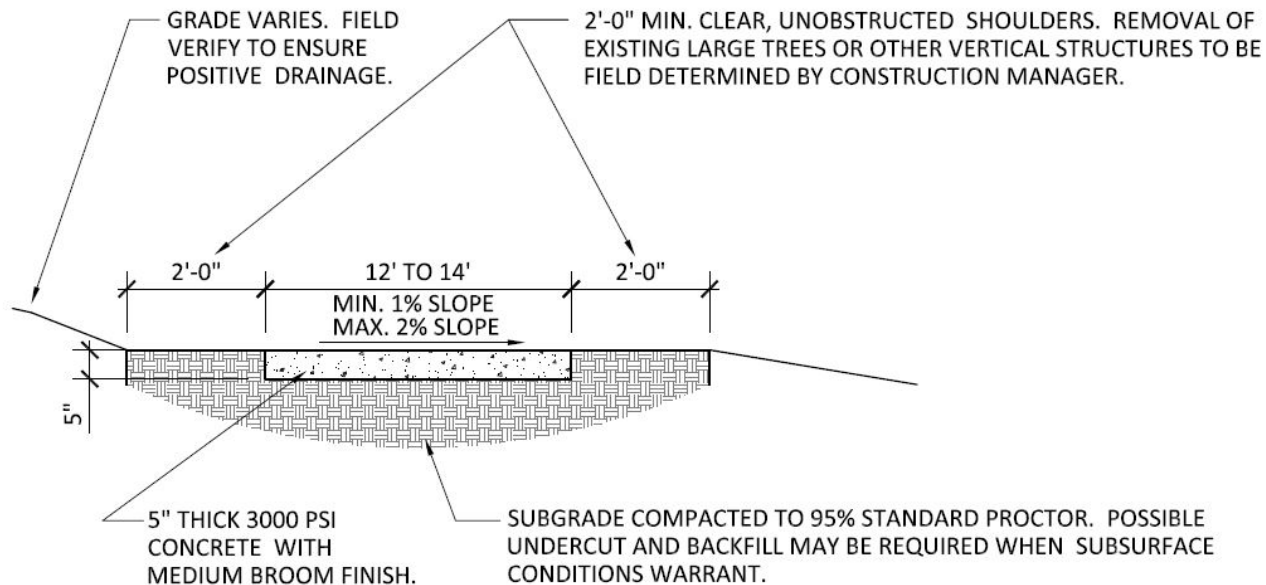
The drawings in the following section depict the typical sections for the proposed greenway trail and side path, with corresponding construction details and design standards.

Greenway Trails

Multi-use greenway trails with a 14-foot wide concrete surface provide for low long-term maintenance. All trails to have 4" x 12' sandblast centerline stripe and include stop-ahead markings when approaching an intersection.

NOTES:

1. 4" WIDE X 12' OR 14' ALTERNATING SANDBLAST CENTERLINE STRIPING TO BE INSTALLED ALONG ENTIRE LENGTH OF TRAIL. REFER TO 9/CD-01 FOR SANDBLAST CENTER LINE DETAIL.
2. CONTRACTOR TO SAW CUT CONTROL JOINT AT LEAST 1/4 DEPTH OF SLAB ACROSS ENTIRE WIDTH OF TRAIL. CONTROL JOINTS TO BE LOCATED THE SAME DISTANCE APART AS THE WIDTH OF TRAIL (I.E. 12' WIDE TRAIL TO HAVE CONTROL JOINTS EVERY 12' ALONG TRAIL). CONTRACTOR REQUIRED TO REMOVE SAW DUST AFTER CUTTING.
3. EXPANSION JOINTS TO BE LOCATED ALONG TRAIL MIN. EVERY 100' IN PLACE OF CONTROL JOINT.

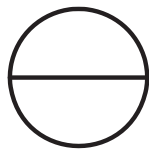
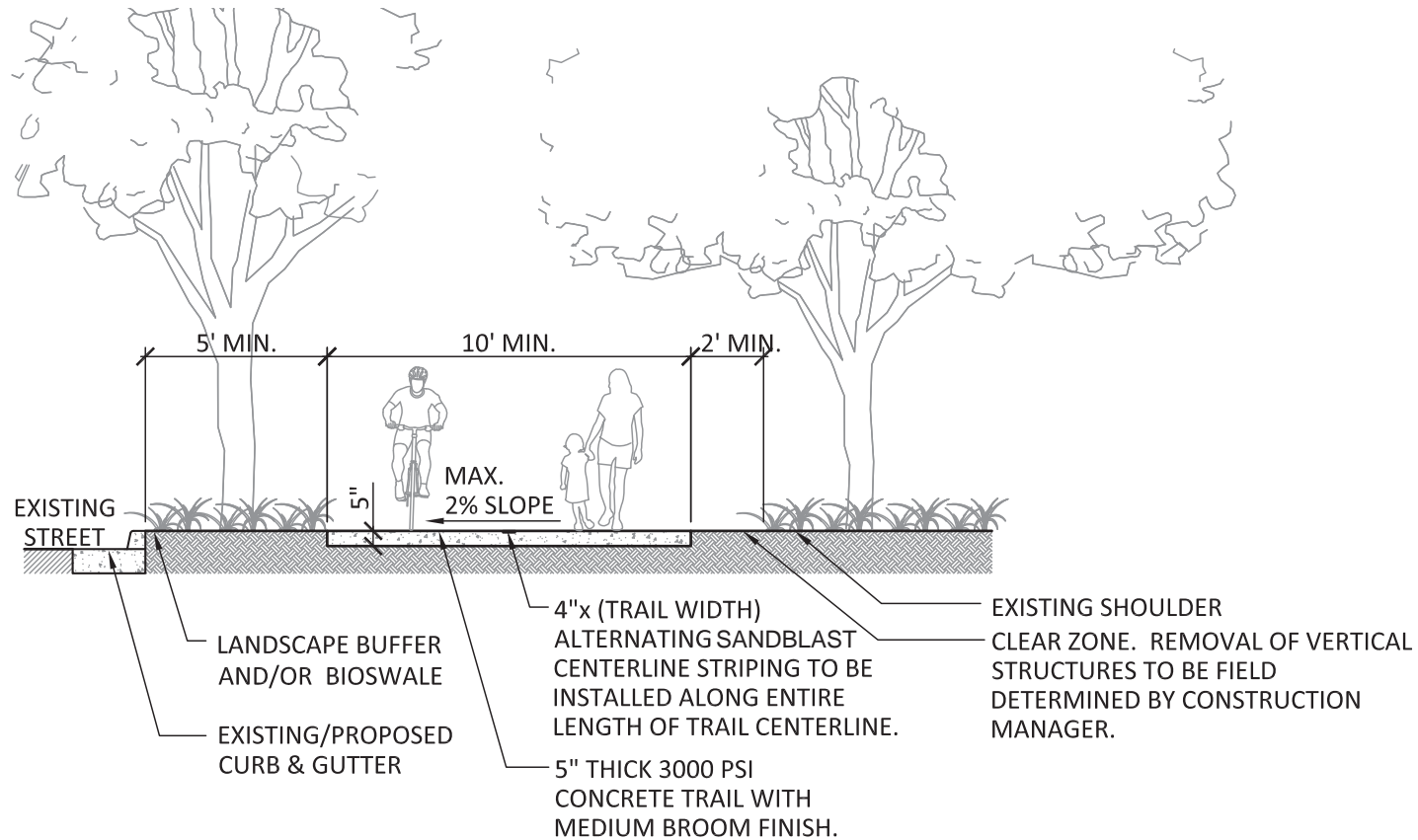


TRAIL CROSS SECTION

SCALE: 1/2" = 1'-0"

Side Paths

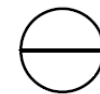
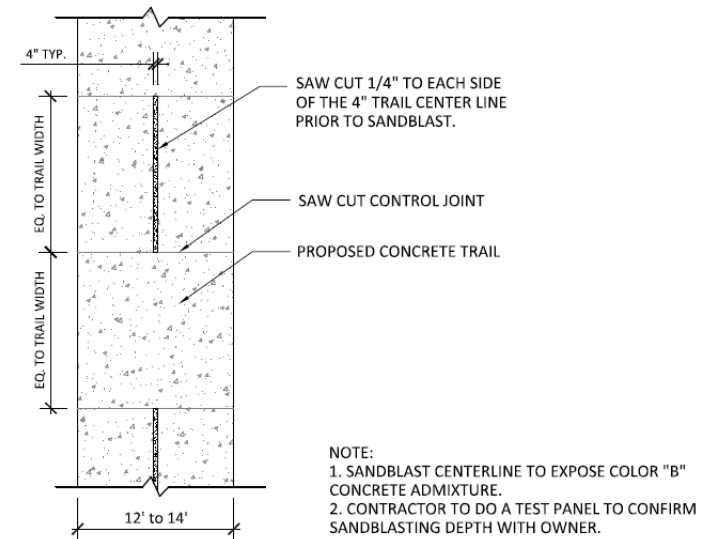
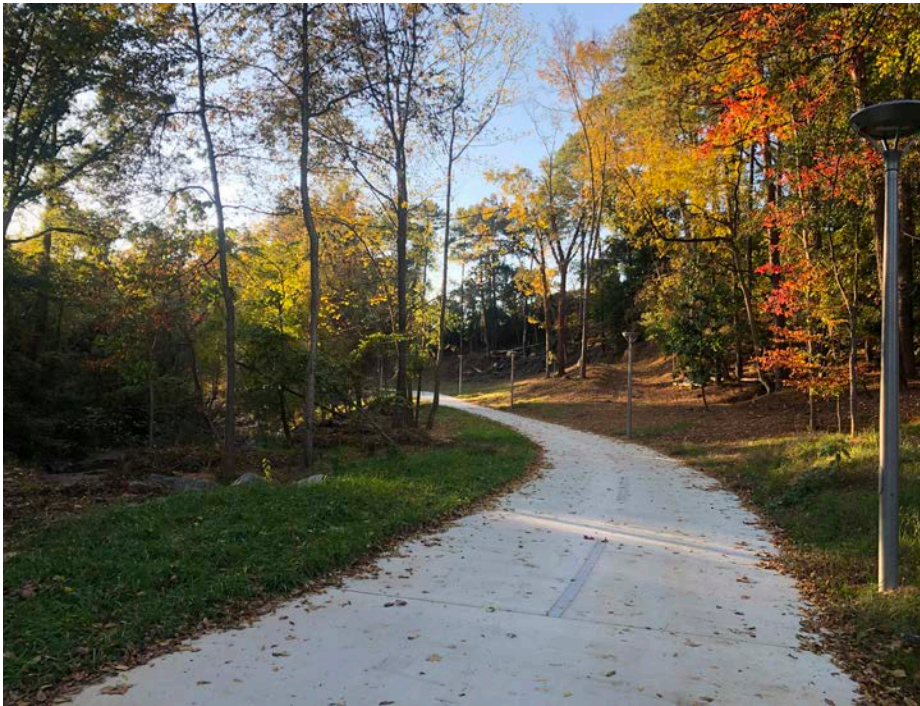
This typical cross section of a side path depicts a 10-foot trail with a 5-foot landscape buffer with 2' wide curb and gutter or 6" header curb.



SIDE PATH CROSS SECTION

SCALE: 1/4" = 1'-0"

Trail Finish and Centerline Details



SANDBLAST TRAIL CENTER LINE DETAIL

SCALE: 1/8" = 1'-0"

Intersection Details

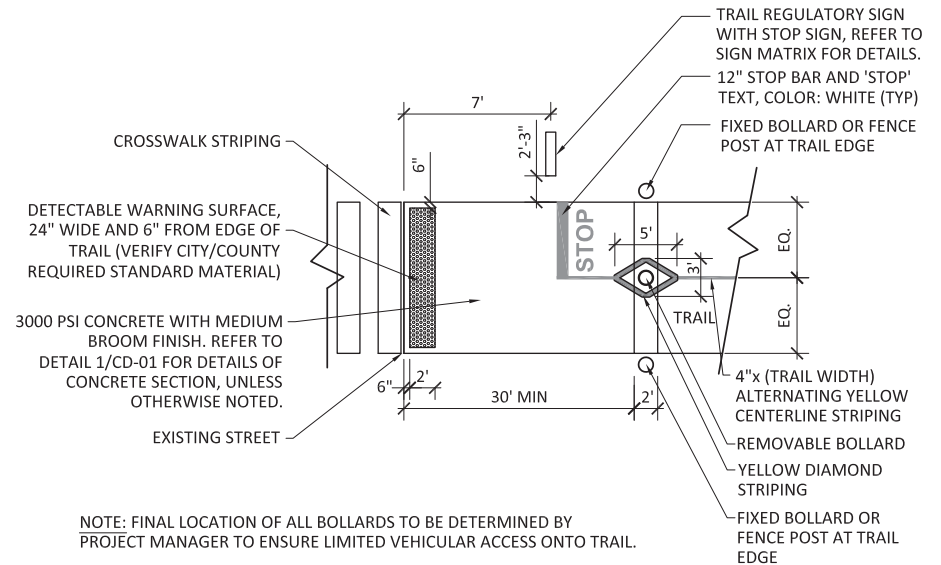
This page highlights typical trail intersection details and examples. Standard intersections include signage, bollards, and pavement striping.



An intersection example at Spanish Moss Trail, Beaufort, South Carolina

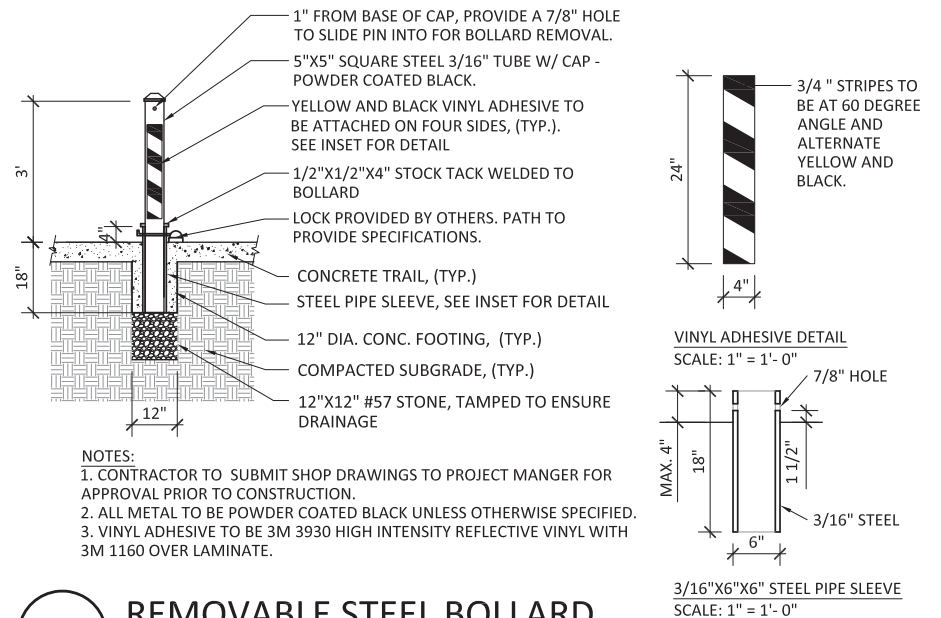


Typical trail intersection with signage, bollards, and pavement striping.



STANDARD INTERSECTION: PLAN VIEW

SCALE: 1/8" = 1'-0"



REMOVABLE STEEL BOLLARD

SCALE: 1/2" = 1'-0"

At-grade Crossing Standards

U.S. Federal Highway Administration is promoting a series of pedestrian safety countermeasures through the Safe Transportation for Every Pedestrian (STEP) initiative. It outlines road diets, pedestrian hybrid beacons (PHBs), Pedestrian refuge islands, raised crosswalks, and crosswalk visibility enhancements as beneficial options for safe pedestrian crossing. These crossing, where applied will enhance the trail connection quality of the Peachtree Creek Greenway



A combination of a long crossing distance and multiple lanes of oncoming traffic warranted the installation of a pedestrian refuge island.

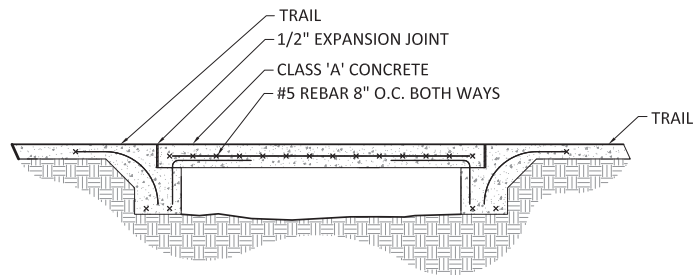


A pedestrian Hybrid Beacon should be considered at locations where the trail needs to cross high speed roads or multiple lanes of traffic.



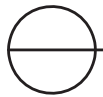
Structural Slab Crossings

Structural slab is an environmental friendly solution for creating a drainage swale under the trail. This page shows the construction detail and examples of the structural slab crossing.



NOTES:

1. CONTRACTOR TO PROVIDE SHOP DRAWINGS COMPLETED BY A LICENSED STRUCTURAL ENGINEER PRIOR TO CONSTRUCTION, FOR APPROVAL BY OWNER AND LANDSCAPE ARCHITECT.
2. TOTAL HEIGHT FROM TOP OF TRAIL SURFACE TO LOW POINT OF SWALE IS NOT TO EXCEED 30".



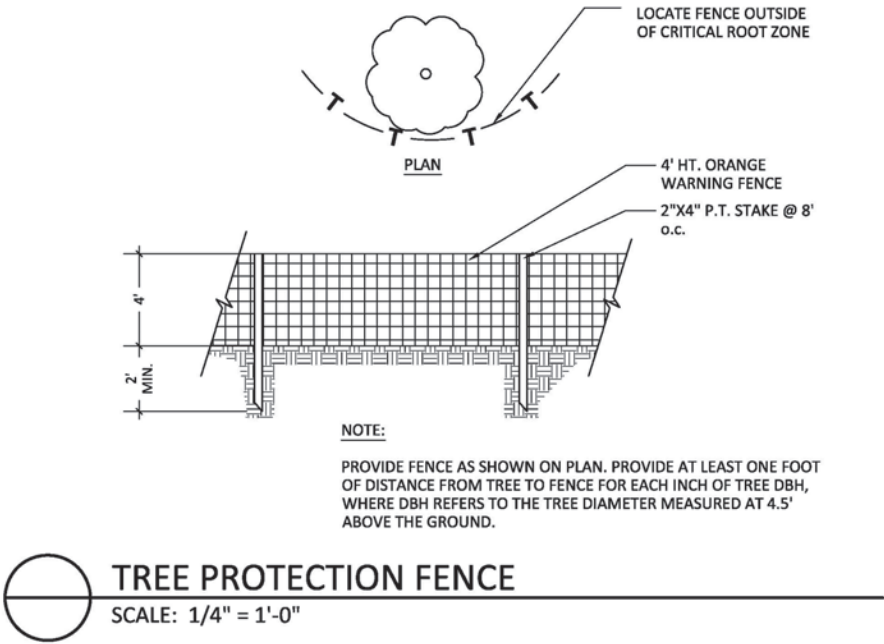
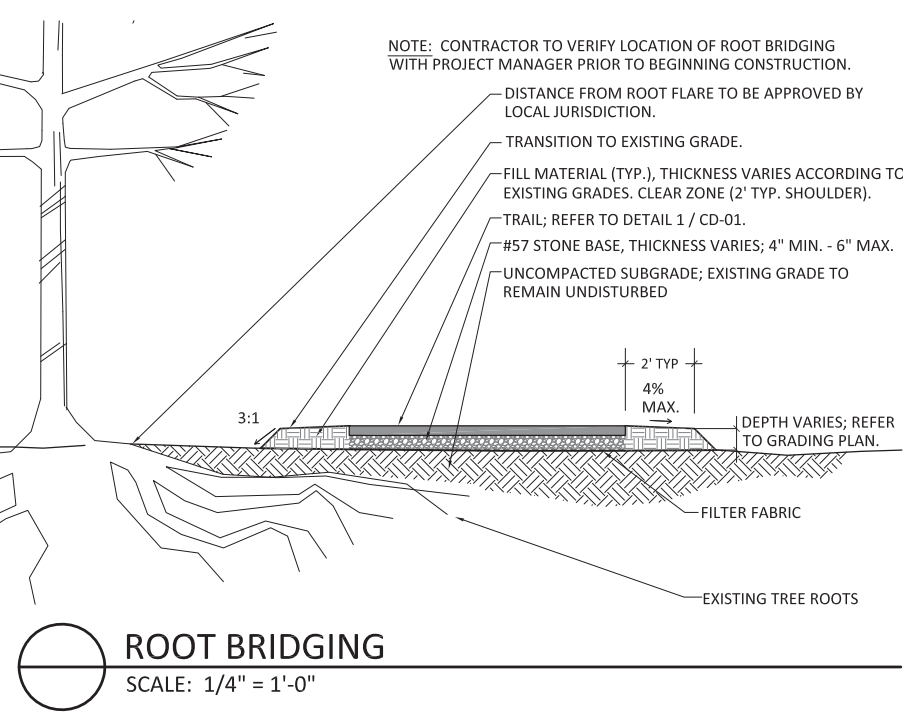
STRUCTURAL SLAB CROSSING

SCALE: 3/8" = 1'-0"



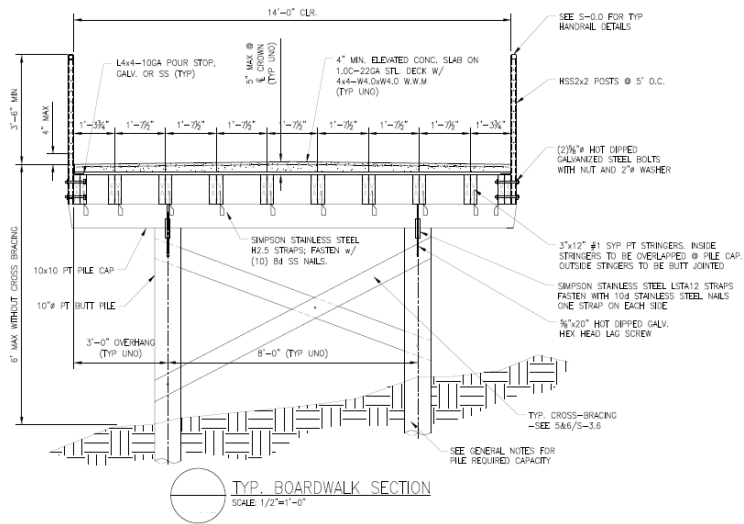
Tree Protection

Root bridging ensures protection of trees and allows the trail to blend into a wooded setting. Tree protection fencing to be used as per Dekalb County standards and requirements.



Bridges and Boardwalks

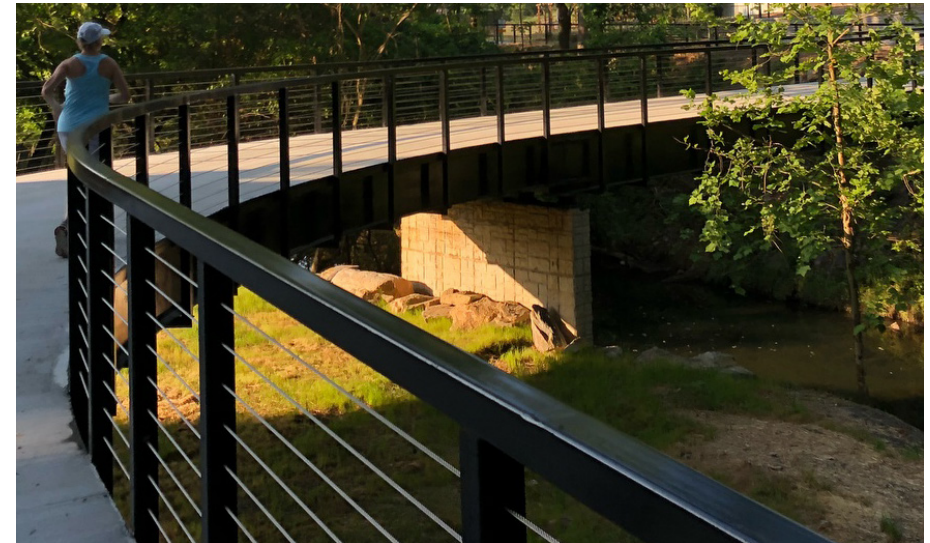
This page shows examples of a typical custom bridge, a prefabricated bridge, and a wooden boardwalk structure.



Top-down boardwalk construction uses wood pylons to minimize impact to the surrounding landscape. A concrete deck reduces enhances the trail's longevity by reducing the level of maintenance to the wooden structure.



Dekalb County, Georgia



Bridges with painted finishes are timeless and suitable for urban environments



Example of a prefabricated trail bridge over I-85 in Newnan, GA

Retaining Wall Finishes

Retaining wall finishes can add texture walls of any height and add to the overall visual symmetry of the greenway.



Example of Ashlar Finish along the Westside BeltLine Connector Trail



Example of Aloha Pattern wall finish along the PCG in Brookhaven, GA

Fences and Handrails

This page shows examples of post and cable fencing and handrail. The steel handrail post with galvanized cable can establish a semi-transparent look along the edge of trail.



Shop painted metal post and cable handrail used along the PCG in Brookhaven, GA

Trail Underpasses

Box culverts offer opportunities for trail users to safely traverse major road barriers without having to interact or interfere with vehicular traffic.



Multi-use trail going under a roadway adjacent to the North Fork Peachtree Creek.



Box culvert structure allows the trail to pass under a roadway where existing road bridge does not exist.



Multi-use trail going through an existing creek box culvert under a roadway.

Site Furnishings

As a complement to the trail signage, the trail amenities chosen for the *North Fork Peachtree Creek Greenway* are an extension of the amenities found along the model mile. The style and materials entail a traditional powder coated metal finish. This will allow for a visually uniform experience between the existing and proposed trails and help tie the *Peachtree Creek Greenway* together as one regionally connecting trail system.



Knight Bench by Forms+Surfaces

model # SBKNI-072BA
Description: 6-foot bench
with back and arm rests,
surface mounted

Bench frame powdercoat:
Silver Texture
Aluminum slats powdercoat:
Slate Texture



Knight Bench by Forms+Surfaces

model # SBKNI-072NA
Description: 6-foot bench,
backless, surface mounted

Bench frame powdercoat:
Silver Texture
Aluminum slats powdercoat:
Slate Texture



Standard Waste and Recycling Receptacle by Forms+Surfaces

model # SLDIS-136
Description: 36 Gallon, no concrete
base

Lid color: Silver Texture
Lid graphics: Litter/Recycling
Body color: Slate Texture

Site Furnishings (Cont.)



Deluxe Single Pull Dog Station by Jazzy

Description: single pull station holds up to 400 bags, Commercial-grade aluminum, durable powder coated/UV protected finish in black



Fixit Service Station by Dero

Description: Powder coated black; includes all tools necessary to perform basic bike repairs and maintenance with air pump kit 3.



Bike Rack by Forms & Surfaces

model # SKCAP
Description: solid cast aluminum, surface mounted

Powdercoat Color:
Slate Texture

Lighting and Security Measures

Trail lighting and security measures are a must for the *North Fork Peachtree Creek Greenway* in order to create a sense of safety and comfort for trail users any time of day.

Trail Lights



MSA MESA LED

by Decorative Luminaire
1-6 LightBARs
Solid State LED

Security Cameras



Example of pole mounted security camera
used along PCG in Brookhaven, GA.
Security cameras to be installed by Georgia
Power Company

Private Trail Access

The proposed N Fork PCG interacts with a multitude of multi-family housing properties. This fencing provides coded access points where only local users who know the code may freely move on and off the greenway



Example of metal security fence and gate for secure access for residents living along the greenway



Example of coded access gate for multi-family housing along the PCG in Brookhaven, GA

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South Peachtree Creek Trail

Northern Study Area

Date: 08/30/2022

Prepared for: DeKalb County, GA

Prepared by: PATH Foundation



alta

KAIZEN
COLLABORATIVE

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South Peachtree Creek Trail

Northern Study Area

Prepared for:



DeKalb County
GEORGIA

Prepared by:



August 30, 2022

Acknowledgment

SPCT Northern Study Area - Working Group

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01

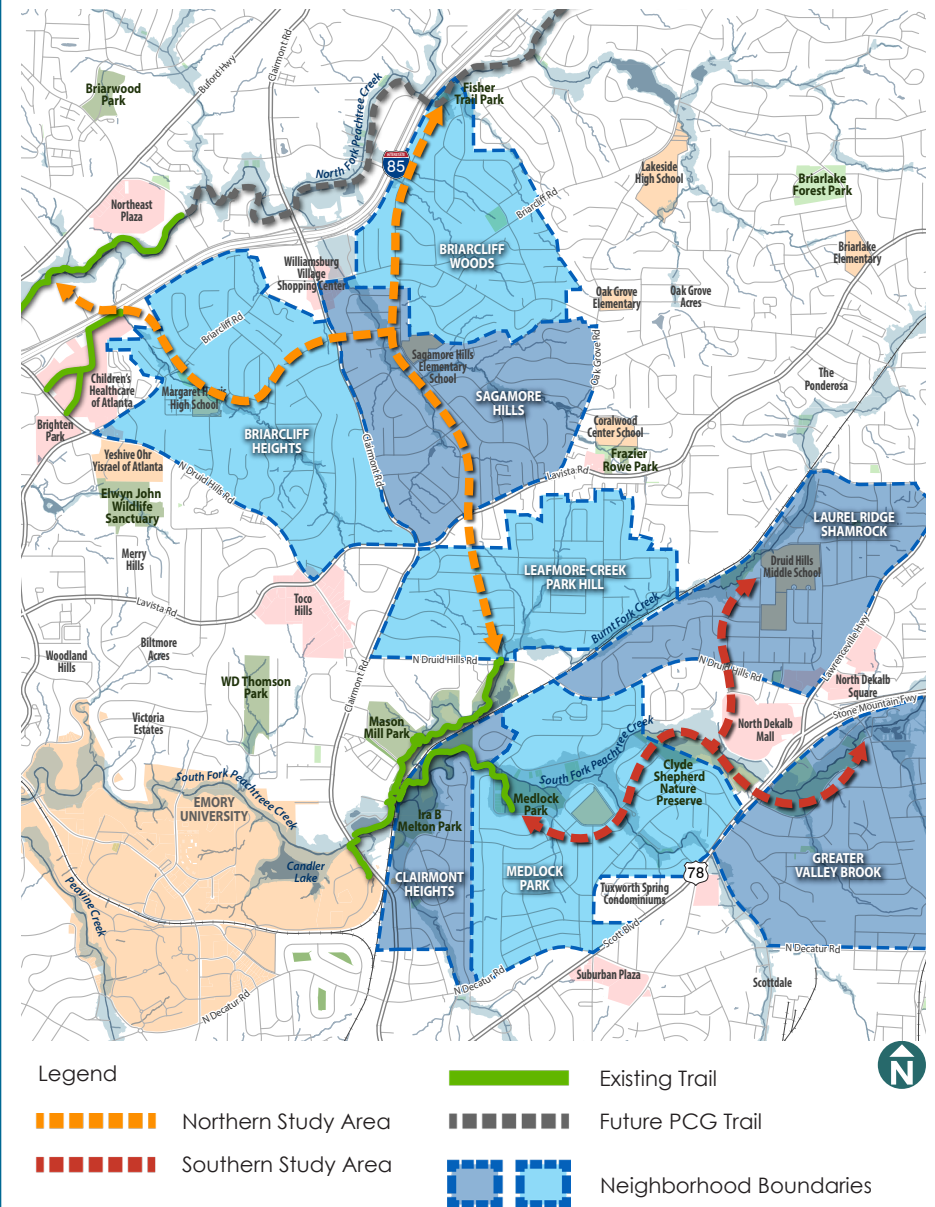
Overview

01 Overview

Project Background

DeKalb County has partnered with the PATH Foundation to continue promoting dedicated bike and pedestrian facilities throughout North DeKalb. The South Peachtree Creek Trail connectivity study seeks to compound the desires of residents, county officials, and businesses to find opportunities for multi-model transportation in a vehicle-dominated area.

This study has been divided into two sections: the Northern Study Area and the Southern Study Area (see map to the right). This report focuses on the Northern Study Area, which aims to extend the reach of the South Peachtree Creek Trail at Mason Mill Park to the Peachtree Creek Greenway (PCG) in Brookhaven enabling residents and users to connect to DeKalb County schools, private schools, shopping areas, restaurants, Children's Health Care of Atlanta (CHOA), the Atlanta VA Medical Center and Emory University, as well as other destinations in the surrounding neighborhoods. Through the planning efforts of this study, the PATH Team identified opportunities for a regional trail system that will allow users to safely cross major vehicular arteries and offer alternative connections to major commercial hubs, schools, and existing parks.



Working Group

PATH established a working group to guide the SPCT Northern Study. The formation of the working group includes members from the DeKalb County Department of Transportation and DeKalb County Commissioners and Representatives.

Four meetings were held between the PATH Team and the working group via zoom during the six-month collaborative process. The working group collaborated with the PATH team to establish the overall goals for the study, provide feedback on preliminary findings, aid in public outreach, and review planning decisions. The updated findings of this study were circulated to collect feedback from the working group at the end of June 2022, prior to the creation of this document.

Study Goal

The goals of the South Peachtree Creek Trail (SPCT) Northern Area Study include:

- Determine a feasible mainline trail route to connect existing trails.
- Outline creative, safe, short-term solutions using neighborhood streets to connect to the mainline trail route.
- Engage the neighborhoods and stakeholders in the project study area to ensure equitable connections are being made.
- Provide the County with a priority list of projects for implementation.

Data Collection and Field Work

Using the DeKalb County GIS data, traffic count data at key locations within the study area, assessment of current and future planning and development efforts, as well as feedback from the working group, PATH's analysis of existing and proposed trail connections through DeKalb County focused on the following criteria:

- Feasible for construction
- Appeal to a broad group of users

- Safety of cyclists and pedestrians
- Connections to desirable destinations
- Connections to existing trails
- Grades and other user experience factors

While in the field, the potential connectivity corridors were examined to understand potential opportunities and challenges. Fieldwork allowed for additional opportunities to be identified, such as spur trails, access points, alternate routes.

Community Engagement

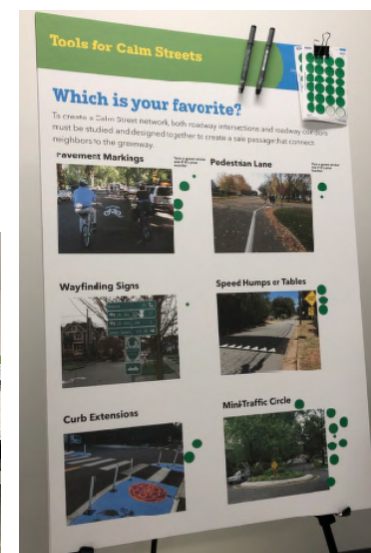
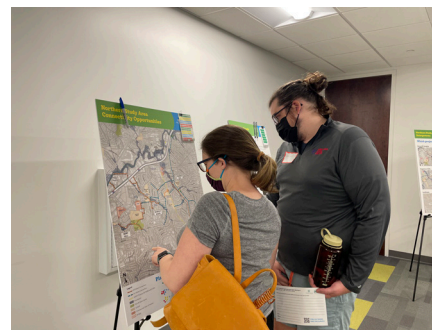
The South Peachtree Creek Trail Connectivity Study incorporated the input from area stakeholders and the general public through two community engagement meetings.

The first meeting was formatted as a public open house as the kick off of the study process. Team members interviewed over 100 attendees with map and image boards, gathering public input such as where does the attendee live or work in the study area, where are the desired destinations, where does the attendee see as opportunities for pedestrian/bicycle connectivity versus their concerns.

An online survey was distributed before and after the meeting to collect additional questions and feedback. The results showed an overall positive and supportive theme on improving a safe connective trail system to benefit the whole community, the idea of trail expansions, great work done by the County and the PATH Foundation. General concerns in the area were on crime, trash disposal, preservation of natural areas, aesthetics, viewshed, landscaping, and parking for trail users.

Community Engagement (continued)

After the first community open house event, the PATH team conducted additional fieldwork, and met with the working group to vet preliminary opportunities and challenges within the study area. The preliminary findings were then presented to the public at the second engagement meeting, which allowed both virtual and in-person attendance. The meeting included a Q&A session, another open house discussion with mapping and image boards, and comment cards. The presentation was published on the county's website with an extended period for comments.



Public Feedback Summary

Neighborhoods	Affirmations	Concerns	Responses
Leafmore	<ul style="list-style-type: none"> Supports for connectivity through Leafmore and Sagamore to I-85 corridor. 	<ul style="list-style-type: none"> Steep topography along utility corridor Utility corridor owned by abutting residential owners. The overall feedback was not supportive for a greenway trail running through the corridor. 	<ul style="list-style-type: none"> Due to challenging acquisition and coordination with Georgia Power, this study mostly identifies greenway connections outside of the utility corridor. Because there is limited opportunity for a safe and inviting connection in the center of Leafmore neighborhood, it is recommended to utilize the Georgia Power utility corridor between Leafmore Drive and Lavista Road.
Sagamore Hills	<ul style="list-style-type: none"> Improving connectivity and bike/ped safety through the neighborhood to future/existing trail networks Support of off-road trail at Council Bluff Support of traffic calming measures on parallel roads off the utility corridor 	<ul style="list-style-type: none"> Owners along the utility corridor were not supportive of an off-road trail Traffic safety on busy roads 	<ul style="list-style-type: none"> Calm street measures are recommended along identified neighborhood streets to support a safe bike/ped connection using existing right-of-way. This study also identified critical opportunities for installing safe crossing over Lavista Road and using the utility corridor abutting a multi-family residential property. Key acquisitions should be coordinated prior to implementation of this segment and the proposed crossing.
Briarcliff Heights	<ul style="list-style-type: none"> Support of off-road trail at Cliff Valley County-owned and multi-family residential properties along utility corridor could provide future greenway opportunities that entails less challenging acquisition. 	<ul style="list-style-type: none"> Some property owners on Audubon Drive were opposed for the cul-de-sac becoming a main bike/ped route 	<ul style="list-style-type: none"> The GDOT proposed project along S.R. 155 (Clairmont Road) presents an opportunity to provide a safe crossing across Clairmont Road. This segment is timely as the feasible options for connecting Briarcliff Heights to Sagamore Hills utilizes GDOT's proposed project. The completion of CHOA on North Druid Hills Road will necessitate a near-term multi-use trail to accommodate an increased number of commuters.

Types of Connectivity

Three types of trail facilities were identified from a multi-use trail perspective during the planning process to ensure the *South Peachtree Creek Trail* met the goals of being an inclusive, comfortable, implementable, inspiring, interconnected, and engaging network. Off-street connections are the most desired types as they offer the safest and highest quality connections for trail users. Where off-street connections are not feasible, this study suggests on-street connections.

Off-street Connection: Greenway Trail

Greenway trails are trails used by all non-motorized travelers and are constructed in green areas such as parks, stream corridors, undeveloped land, etc. Greenway trails should be a minimum of 10 feet wide, hard surfaced, with design and construction specifications following the American Association of State Highway Transportation Officials (AASHTO) regulations.



Greenway Trail Typical Section



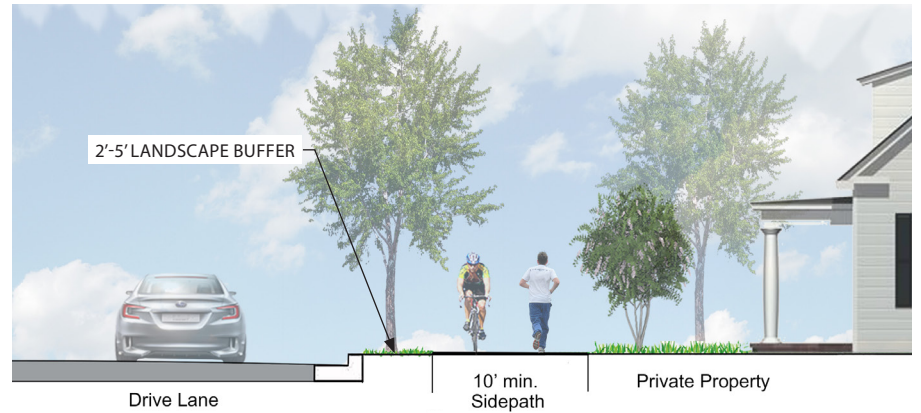
Greenway Trail Example: South Peachtree Creek Trail under Clairmont Road



Greenway Trail Example: South Peachtree Creek Trail at Mason Mill Park

Off-street Connection: Buffered Sidepath

Shared-use trails alongside roads in public right-of-way, or buffered side paths, offer an additional opportunity for making connections. Buffered side paths should be a minimum of 10 feet wide. A successful buffered side path should be clear of all vertical elements such as signs, fire hydrants, and water valves. Additionally, a 2 to 5 foot wide buffer is recommended to separate trail users from the road.



Side Path Typical Section: Residential Street



Buffered Sidepath Example: Chastain Park in Atlanta, GA

On-Street Connection: Calm Street

A Calm Street refers to the use of traffic calming to slow down cars as they move through commercial and residential neighborhoods. This approach, when used on low volume, low speed roads, creates more of an equilibrium among all street users like cars, pedestrians, and bicyclists. Calm Streets are proposed when more defined facilities are not feasible to make critical connections on the trail system. Traffic calming elements that are used to achieve Calm Streets are:

- Directional signage
- Pavement markings
- Speed Cushions
- Mini Roundabouts
- Median Islands
- Chicane Street
- Intersection Upgrades
- Sharrow markings and signage

Benefits of Calm Streets include:

- Promotes slower and more careful driving which leads to fewer and less severe crashes
- Calm Streets are more equitable
- Encourages people of all ages and abilities to feel safe using their neighborhood streets
- Traffic calming elements can beautify the neighborhood or create a sense of place



Calm Street example showing Median Islands as traffic calming elements.



Calm Street example showing a Mini Roundabout as a traffic calming elements.



02

SPCT Northern Study Area

02 Northern Study Area Preliminary Findings

Overview

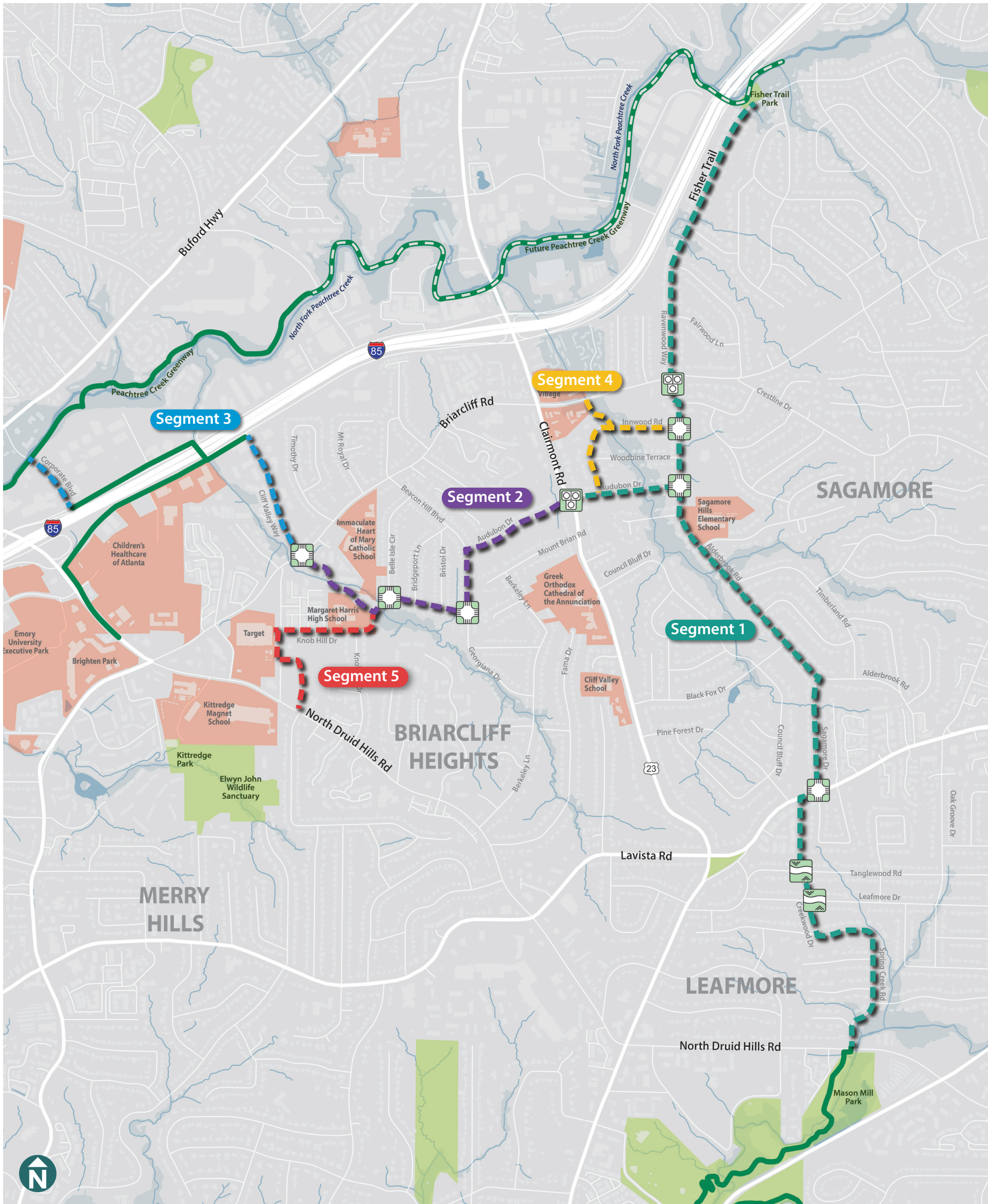
Based on the study goal established by the working group and extensive field research, the PATH Team has identified 1.30 miles of multi-use greenway and buffered side-path trail and 6.1 miles neighborhood connectivity opportunities that will help expand regional connectivity through DeKalb County and provide a safe and engaging trail network to future users.

The development of the South Peachtree Creek Trail Northern Study Area offers DeKalb County residents access to a multitude of business centers, schools, restaurants, and communities without the use of a car. The complete trail system will safely connect the many communities along the South Fork Peachtree Creek to parks, transit, local businesses, attractions, and regional connectivity networks such as Peachtree Creek Greenway, Atlanta Beltline, and the planned North Fork Peachtree Creek Greenway, and Gwinnett County trail system.

Within the overall study, the proposed route is divided in five (5) segments as shown to the right. The adjacent map shows the beginning and end of each segment. The following pages will present each trail segment in more detail, including opportunities and potential challenges that will likely affect decisions regarding the priority of implementation. A detailed map for each segment is included with existing images, as well as before and after vision graphics of selected locations along each proposed trail segment.

Trail Segments

- 1 | N. Druid Hills Drive to Fisher Trail Park
- 2 | Briarcliff Heights Connector
- 3 | Cliff Valley Way to Peachtree Creek Greenway
- 4 | Williamsburg Village Connector
- 5 | Knob Hill Drive Connector



Legend

- Study Segments

Existing Trail

Future Trail

Park

Floodplain

Point of Interest
- Calm Street Improvements

Intersection Improvements

Signalized Crossing

Trail Crossing

Roundabout Improvements

Segment #1 | N. Druid Hills Road to Fisher Trail Park

Description

Segment 1 begins as a neighborhood greenway that stems from the existing South Peachtree Creek Trail at the intersection of North Druid Hills Road and Spring Creek Road. The neighborhood greenway follows Spring Creek Road north to Creek Wood Drive north where it will cross Leafmore Drive and enter the Georgia Power utility corridor. Using the utility corridor requires minimal acquisition from property owners. The trail continues north through the corridor until it crosses Lavista Road (SR236) with a pedestrian-activated street crossing device. Pedestrians can then use existing sidewalk leading east. Once at Sagamore Drive, calm street treatments will allow trails users to travel along Sagamore Drive, Alderbrook Road, Segment 1 creates a safe connection from neighborhoods to schools, places of employment, restaurants, parks, and existing trails.

Overview

Distance: 16,899 Linear Feet (3.2 miles)

Begins: North Druid Hills at Spring Creek Road

Ends: Fisher Trail Park along Fisher Trail

Connecting Destinations: South Peachtree Creek Trail at Mason Mill Park, Fisher Trail Park, Leafmore and Sagamore Hills Neighborhoods, Sagamore Hills Elementary School, the future Peachtree Creek Greenway, Atlanta Beltline and Gwinnett County trail system.

Opportunities and Benefits

- Establishes a short-term bike/ped connectivity through the Sagamore and Leafmore neighborhoods via Calm Streets treatment within public right-of-way.
- Provides a safe crossing of Lavista Road
- Achieves the connectivity goal of the project by connecting to the existing South Peachtree Creek Trail and future North PCG corridor at Fisher Trail Park
- Sets the stage for future connectivity and the crossing of Clairmont Road

Potential Challenges

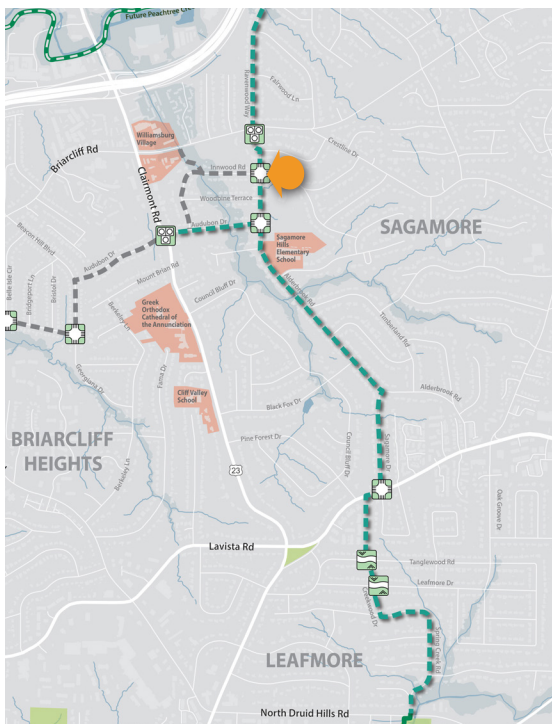
- Requires GDOT coordination on Lavista Road (SR 236) and Audubon Drive with incorporating a Pedestrian Hybrid Beacon at Clairmont Road
- Easements are required from critical private property owners
- Traffic signal modifications are required at multiple intersections
- Steep Terrain



South Peachtree Creek Trail Northern Area Study

Segment #1 | Proposed Calm Street Tools

At this intersection of Ravenwood Way and Alderbrook Road, traffic calming elements like pavement marking and a median island are being proposed to make this crossing safer for pedestrians and cyclists. The pavement marking will help make people in vehicles more aware of bikers' presence and the median island creates a buffer between traffic flows and a visual reminder to slow down at this turn.



Existing conditions at the intersection of Ravenwood Way and Alderbrook Road facing East.



Segment #1 | Proposed Calm Street Tools

Below are other treatments being proposed for Segment 1 to help calm traffic while providing safety measures as well as wayfinding information for users.



Refreshed crosswalk striping for better visibility and safety.



Median refuge islands at intersections for safe crossing.



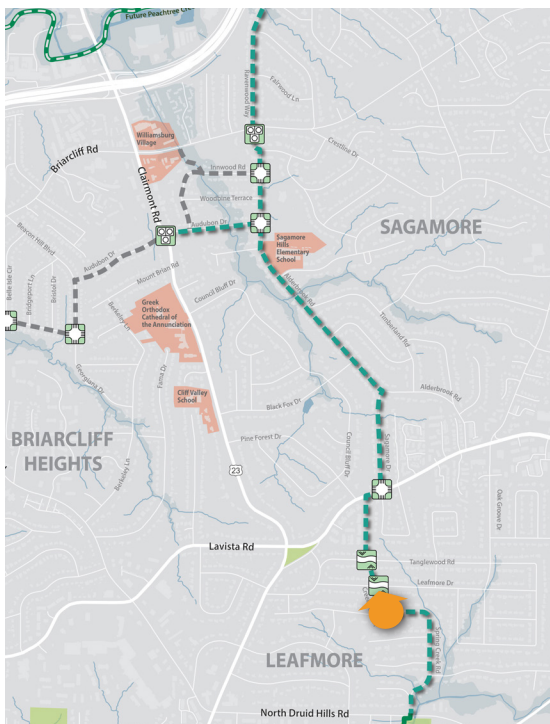
Bicycle markings to indicate the roads are shared along this network.



Example for wayfinding pavement markings.



New and upgraded speed cushions.



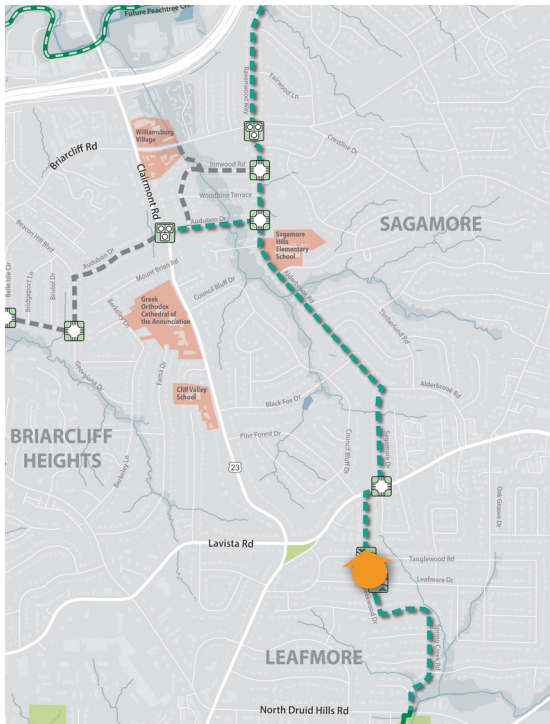
Segment #1 | Proposed Greenway Trail

The vision graphic below depicts a 12' wide proposed trail going through a power line corridor. This image shows a pedestrian crossing to accommodate trail users to cross Leafmore Drive in an easy and safe way. The pedestrian crossing also acts as a traffic calming element on the residential road Leafmore Drive.



Existing conditions at the intersection of Creekwood Drive and Leafmore Drive facing North through the power line corridor.





Segment #1 | Proposed Greenway Trail

The vision graphic below depicts a 12' wide proposed trail going through a power line corridor. This image shows a pedestrian crossing to accommodate trail users to cross Tanglewood Drive in an easy and safe way. The pedestrian crossing also acts as a traffic calming element on the residential road Tanglewood Drive. This greenway trail is to continue through this corridor until it reaches Lavista Road.



Existing conditions at the intersection of Creekwood Drive and Leafmore Drive facing North through the power line corridor.



Segment #2 | Briarcliff Heights Connector

Description

Segment 2 begins at the intersection of Audubon Drive and Clairmont Road. The Georgia Department of Transportation (GDOT) is designing a safe pedestrian crossing at this intersection. Segment 2 would utilize this crossing and continue the route west as a neighborhood greenway to the dead end of Audubon Drive. At this dead end, a greenway trail would be built to connect to Beacon Hill Boulevard. At Beacon Hill Boulevard, the route becomes a neighborhood greenway heading south until it reaches Belle Isle Circle and leads west where it will again turn south onto Knob Hill Road. Once at the greenspace north of Margaret Harris High School, the neighborhood greenway will transition to a greenway trail and lead trail users along the southern side of the greenspace, where it will continue westward through DeKalb County owned property until it reaches the intersection of Briarcliff Road and Cliff Valley Way.

Overview

Distance: 4,752 Linear Feet (0.9 miles)

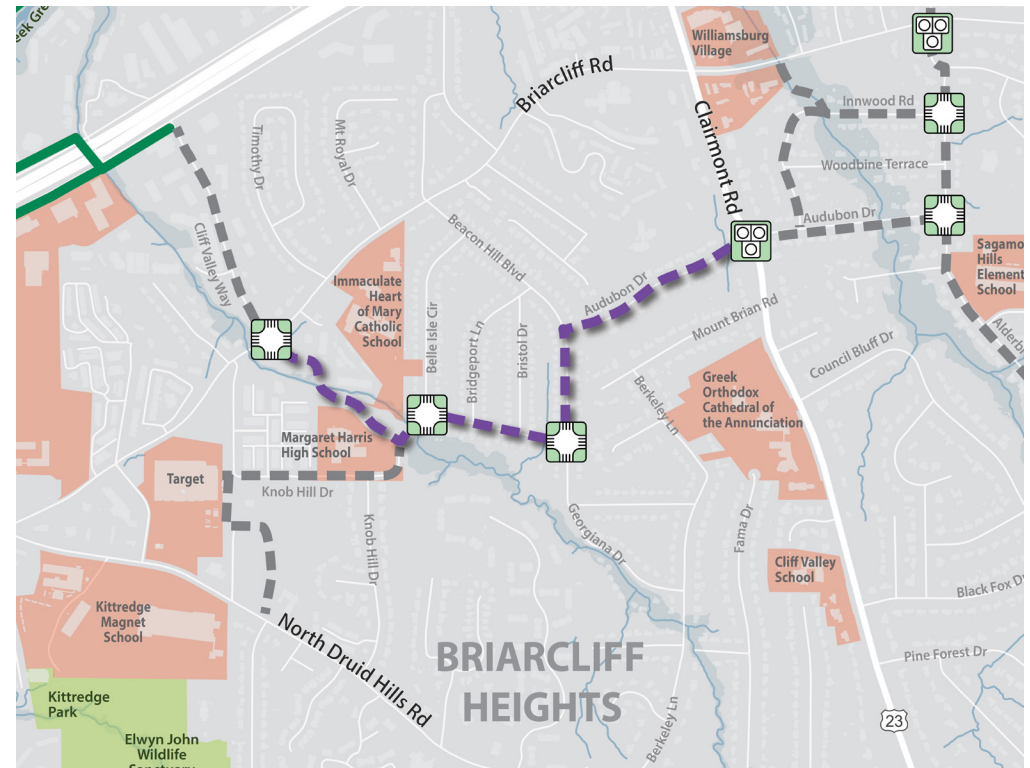
Begins: Audubon Drive and Clairmont Road

Ends: Briarcliff Road and Cliff Valley Way

Connecting Destinations: Briarcliff Heights Neighborhoods, Margaret Harris High School, and Immaculate Heart of Mary Catholic School.

Opportunities and Benefits

- Establishes bike/ped connectivity through Briarcliff Heights neighborhood via Calm Streets treatment within public right-of-way and Greenway Trail
- Achieves the connectivity goal of the project by connecting the neighborhood to schools and places of employment
- Sets the stage for future connectivity to the Peachtree Creek



Greenway and other regional destinations.

Potential Challenges

- Easement acquisitions are required from private property owners
- However, some opposition from residential property owners along Audubon Drive west of Clairmont.

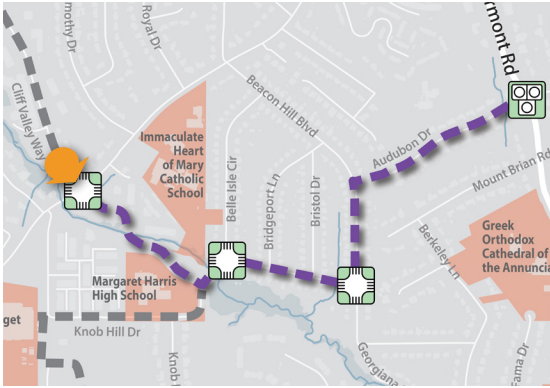
Legend

- Segment 2
- Study Segments
- Existing Trail
- Future Trail
- Park
- Floodplain
- Point of Interest

Calm Street Improvements

- Intersection Improvements
- Signalized Crossing
- Trail Crossing
- Roundabout Improvements





Segment #2 | Proposed Intersection Upgrade

The vision graphic below depicts a 12' wide buffered sidepath along Cliff Valley Road that transitions to a 12' wide greenway trail South of Briarcliff Road. To safely connect these two sections of the trail, the intersection of Cliff Valley Way and Briarcliff Road is upgraded with new crosswalks and crossing signals.



Existing conditions at the intersection of Cliff Valley Way and Briarcliff Road facing Southeast.



Segment #3 | Cliff Valley Way to Peachtree Creek Greenway

Description

Segment 3 begins as a buffered side path at the intersection of Cliff Valley Way and heads North to the I-85 North, utilizing the existing Children's Health Care of Atlanta (CHOA)'s buffered side path and crossing under the interstate. This crossing already has a pedestrian hybrid beacons (sometimes referred to as High Intensity Activated CrossWalk (HAWK) beacons) installed and leads to an existing buffered side path that heads West along the I-85 South access ramp to Corporate Boulevard. A buffered side path would be added along the westside of Corporate Boulevard, passing the Salvation Army and leading users to the existing Peachtree Creek Greenway in Brookhaven. By building the network around the existing side paths underneath and on either side of the interstate, Segment 3 makes CHOA, a major destination and employment center, much more accessible to modes of transportation other than cars. The connection to Corporate Square, a large employment center located on Corporate Blvd, would also alleviate some pressure on the need for commuting to this destination by car.

Overview

Distance: 2,640 Linear Feet (0.5 miles)

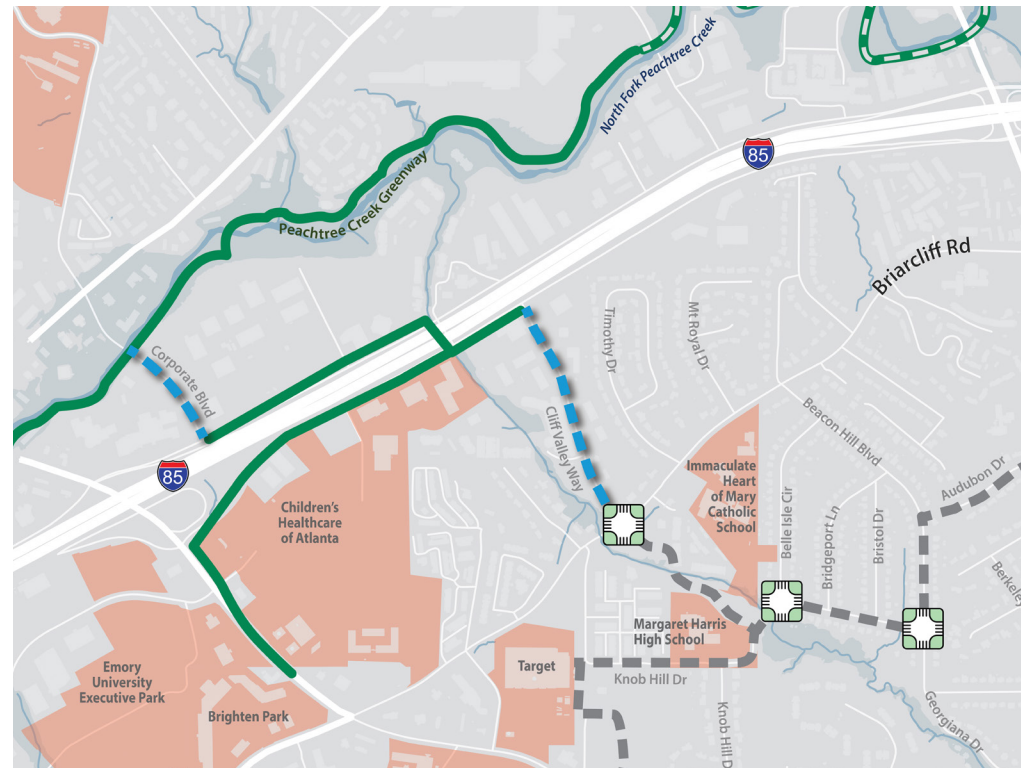
Begins: Briarcliff Road and Cliff Valley Way

Ends: Corporate Blvd and the Peachtree Creek Greenway

Connecting Destinations: Peachtree Creek Greenway, Children's Healthcare of Atlanta (CHOA), Corporate Square, and the Salvation Army

Opportunities and Benefits

- Establishes bike/pedestrian connectivity to the Peachtree Creek Greenway via a buffered sidepath within public right-of-way
- Achieves the connectivity goal of the project by connecting to the existing Peachtree Creek Greenway
- Connects neighborhoods to places of employment at Children's Health Care of Atlanta (CHOA)



Potential Challenges

- Utility relocations on Cliff Valley Way
- Requires roadway adjustments to existing travel lanes along Cliff Valley Way

Legend

- Segment 3
- Study Segments
- Existing Trail
- Future Trail
- Park
- Floodplain
- Point of Interest
- Calm Street Improvements
 - Intersection Improvements
 - Signalized Crossing
 - Trail Crossing
 - Roundabout Improvements

Segment #4 | Williamsburg Village Connector

Description

Segment 4 begins as a neighborhood greenway heading west along Innwood Road from the intersection at Ravenwood Way back to Audubon Drive. A greenway trail starts to pick up at the west end of Innwood Road and heads north to Briarcliff Road through a Georgia Power easement. The utility corridor requires minimal acquisition from property owners while connecting Sagamore Hills residents to places of employment, entertainment, and restaurants in the future Williamsburg Village redevelopment. A new traffic signal and road connecting to the I-85 frontage road are being proposed by the redevelopment at Briarcliff Road. If approved, these amenities will provide an opportunities for the trail users to safely cross Briarcliff to the shopping center.

Overview

Distance: 2,617 Linear Feet (0.5 miles)

Begins: Innwood Road and Ravenwood Way

Ends: Briarcliff Road and Innwood Road

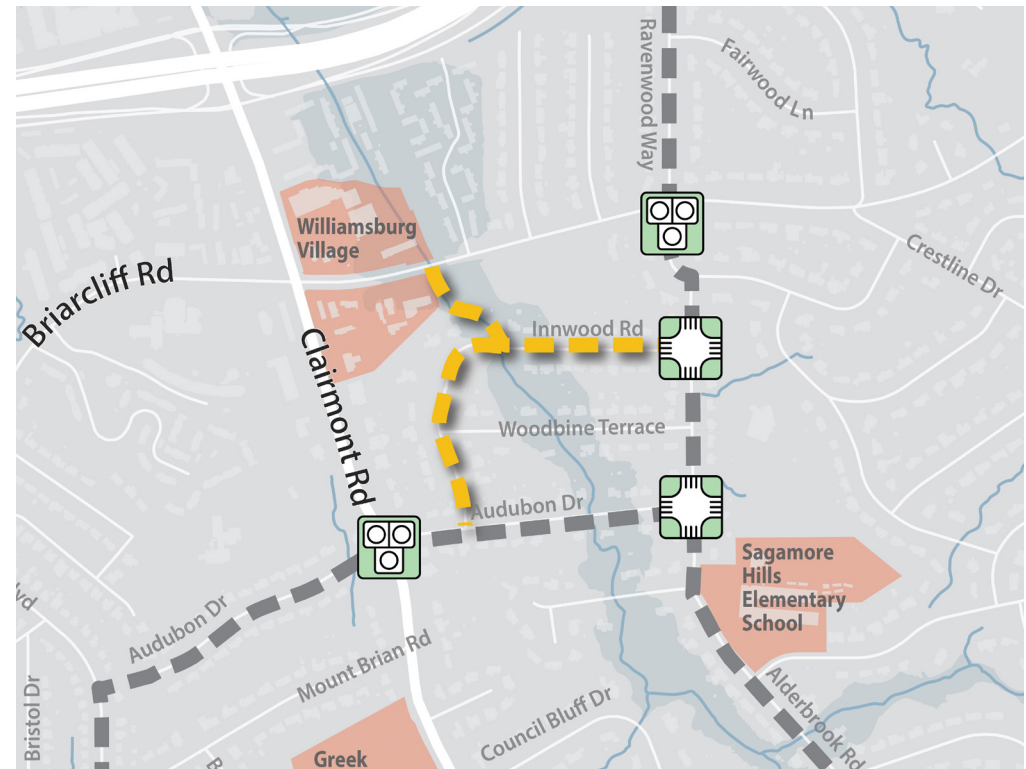
Connecting Destinations: Williamsburg Village, Audubon Briarcliff Apartments, and the Sagamore Hills Neighborhoods.

Opportunities and Benefits

- Establishes connectivity to the Sagamore and Leafmore neighborhoods via Greenway Trail and Calm Streets treatment within public right-of-way
- Achieves the connectivity goal of the project by connecting neighborhoods to places of employment, shopping centers and entertainment in the redeveloping Williamsburg Village.

Potential Challenges

- Easements required from property owners
- Agreements from Georgia Powers



Segment #5 | Knob Hill Drive Connector

Description

Segment 5 begins as a neighborhood greenway heading west along Knob Hill Road from the east side of Margaret Harris High School. There is currently a narrow footpath that connects to the Target shopping center where Knob Hill turns north. Segment 5 proposes a small greenway section to make this connection safer and more established for residents of Briarcliff Heights neighborhoods and students and visitors of Margaret Harris High School. In addition to the connection at the high school, a route that borders a future development will allow trail users to easy access North Druid Hills Road where there is an existing pedestrian crossing at Holly Lane.

Overview

Distance: 3,000 Linear Feet (0.6 miles)

Begins: Knob Hill Drive at Margaret Harris High School

Ends: Target Shopping Center

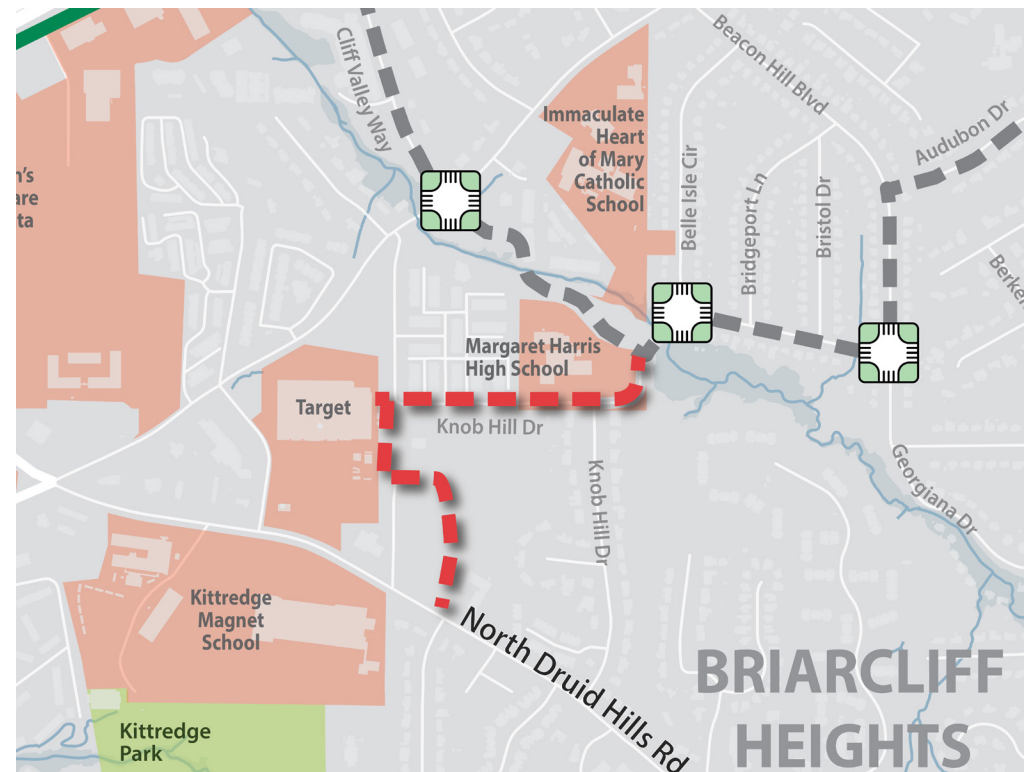
Connecting Destinations: Briarcliff Heights Neighborhood, Margaret Harris High School, Target Shopping Center, North Druid Hills Road

Opportunities and Benefits

- Establishes connectivity to Briarcliff Heights neighborhood via Calm Streets treatment within public right-of-way and Greenway Trail
- Achieves the connectivity goal of the project by connecting the neighborhood to places of employment and entertainment through the Target shopping center
- Provide opportunities for further connections to N. Druid Hills Road and Kittredge Park

Potential Challenges

- Easements required from private property owner



An aerial photograph of a road intersection. A bridge crosses a small stream or ditch. There are traffic lights, crosswalks, and a red overlay in the bottom left corner. The red overlay contains the number '03' and the text 'Implementation Strategy'.

03

Implementation Strategy

03 Implementation Strategy

Recommended Implementation

Reviewing each proposed connectivity segments against the guiding factors is critical to ensure the feasibility of this project. Segment 1 has the most property stakeholder support and does not entail critical areas for real estate acquisition outside of existing right-of-way. Implementing Segment 1 as the designated calm street route will achieve the connectivity goal from the existing South Peachtree Creek Trail at Mason Mill Park to the future Peachtree Creek Greenway corridor.

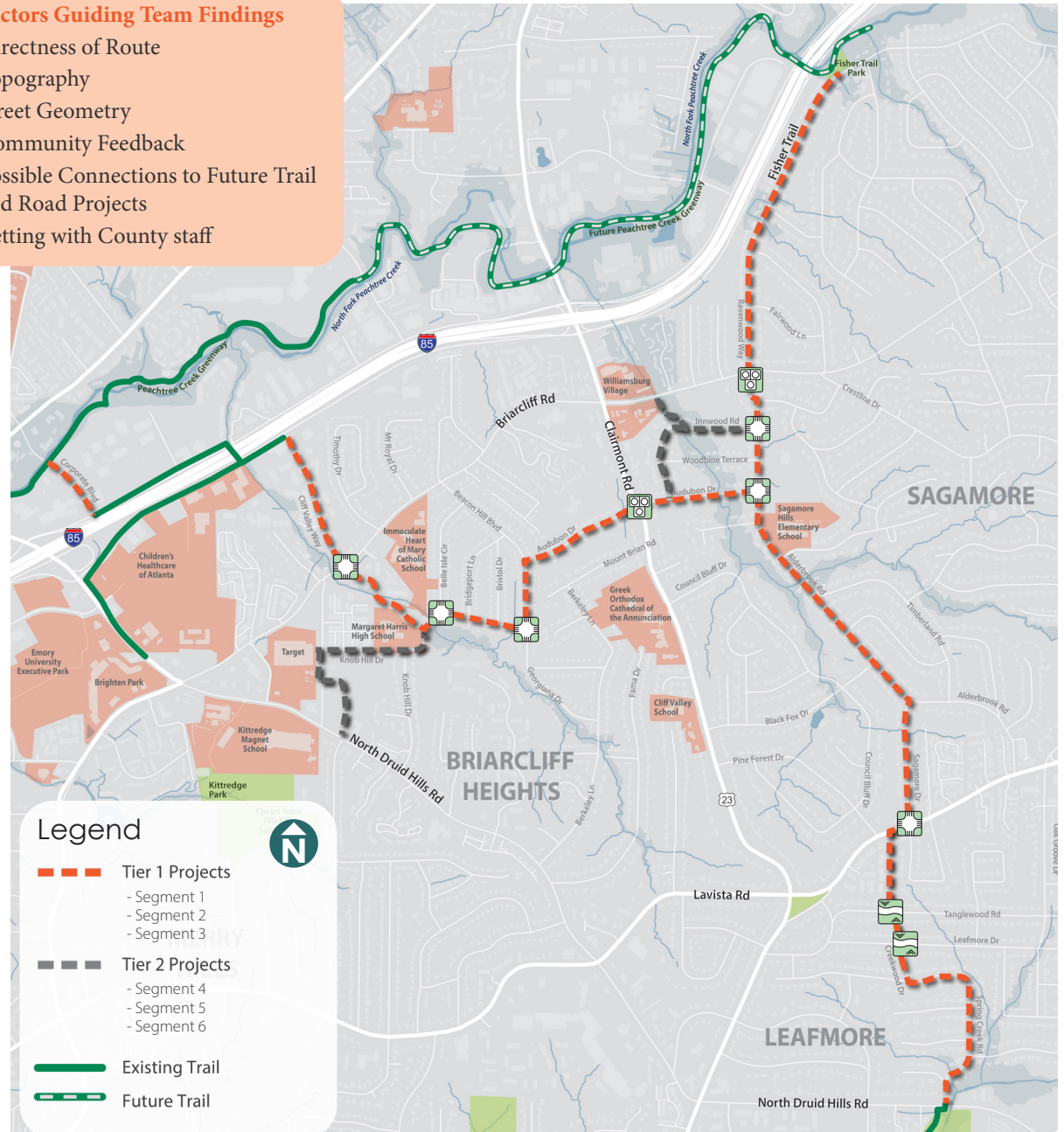
The study team received support for Segment 2 from residents in both neighborhoods for an improved bike/ped connection. However, some opposition was received from residential property owners along Audubon Drive west of Clairmont. This route is being identified as the only feasible and safe option for crossing Clairmont Road by utilizing the proposed pedestrian signalized crossing at Audubon Drive in the programmed GDOT Clairmont Road project.

Segment 3 was strongly supported by residents to connect the Leafmore, Sagamore, and Briarcliff Heights neighborhoods to the existing Peachtree Creek Greenway and CHOA. This segment has few non-residential stakeholders and will complete the connection to the existing Peachtree Creek Greenway.

By implementing Segment 1, 2 and 3, the County will establish the corridor to sync with the future GDOT project timeline, which will result in a continuous connection between all three neighborhoods within the study area. Further coordination with property owners should be taken into consideration prior to beginning design and engineering of each segment.

Factors Guiding Team Findings

- Directness of Route
- Topography
- Street Geometry
- Community Feedback
- Possible Connections to Future Trail and Road Projects
- Vetting with County staff



Preliminary Cost Estimate

The chart on this page shows the conceptual cost estimate summary for each segment identified in this study. This preliminary cost estimate includes Estimated Acquisition (RE), planning & engineering (P&E), and construction costs for the proposed trail.

Estimated Real Estate (RE) cost is based on similar land uses and like locations. The cost includes required due diligence such as environmental analysis allotment, appraisal of market value and legal costs associated with real estate transactions.

Estimated Planning and Engineering (P&E) cost includes the cost of surveying, designing for construction, permitting, bidding, and construction administration of the project.

Estimated construction costs are based on material and labor pricing from spring 2022 using South Peachtree Creek Greenway trail standards. Those standards include an average of 12' wide concrete trail, landscape, structures and walls, boardwalks with a concrete deck and metal railing, trail amenities, signage, and calm street treatments. Estimated allowance for utility relocations is also included in the construction costs as noted in the summary.

Next Steps

- Present Study Report to County Commission for Feedback and Adoption
- Allocate acquisition and construction funding for prioritized segments
- Complete P&E for prioritized segments
- Review final plan and advance remaining segments for implementation

Cost Summary

Mileage	Trail Implementation Phases	RE	P&E	Construction	Total
3.2	Segment 1 - N. Druid Hills Drive to Fisher Trail Park	\$443,000	\$149,000	\$1,029,000	\$1,621,000
0.9	Segment 2 - Briarcliff Heights Connector	\$334,000	\$118,000	\$1,547,000	\$1,999,000
0.5	Segment 3 - Cliff Valley Way to PCG *	\$164,000	\$99,000	\$776,000	\$1,039,000
0.3	Segment 4 - Williamsburg Village Connector	\$133,000	\$146,000	\$985,000	\$1,264,000
0.4	Segment 5 - Knob Hill Drive Connector *	\$378,000	\$91,000	\$504,000	\$973,000
5.3	Total	\$1,452,000	\$603,000	\$4,841,000	\$6,896,000

* denoted segment's construction cost estimate includes utility relocation.

** 0.2-miles of Segment 5 will be constructed by a private development, and therefore was not included in this cost estimate.

04

Appendix

South Peachtree Creek Trail Study Public Meeting #2

Wednesday, May 11, 2022

From 6:00 to 7:30 P.M.


Comments:

- Steve Clowse: I live near Fisher Trail Park and would LOVE connectivity all the way down to the South Creek Trail at N. Drive Hills and Spring Creek. I would prefer as much greenspace as possible vs calm streets. Clearly, the Sagamore Hills residents on the easement at least the ones who showed up are against this! Are there any options? Is the easement public or private land? Unnecessary, calm streets would work. I hate for that greenspace to be unused and it would be safer for those who use it.
- Martha Richards: There needs to be another meeting soon and it needs to be better publicized. Hundreds of homeowners will be affected by this and their numbers were not well represented due to the lack of notice.
- Alice Richards: If there would indeed be hundreds of people on these trails, why would I want to invite them to my quiet neighborhood? We have deer, turkey, foxes, raccoons living in these utility corridors. I am opposed to disturbing their habitat. The paths don't lead to anyplace, not the one along Alderbrook anyway!
- Gail Richman: You may wish to contact Theresa Same Park, She heads up a cross neighborhood group who represent neighborhood associations immediately adjacent to South Peachtree Creek. We meet as a group and can provide feedback.
- Patrick Dean: I am very excited about the prospect of improved connectivity within the Peachtree Creek water shed. I support the utilization of existing power and sewer as they provide effective and safe liner access for a trail network.
- Carole Ashworth: I own the property in Tanglewood through which the Georgia power utility easement gives. I am very concerned with the impact that a path so close to my home will have 1,000 people a day walking just feel away from my home is alarming. Both from a security issue, aesthetic and the effect on my property value. Am very opposed!
- Gbroussard53@aol.com: Traffic calming measures on Alderbrook Rd to allow pedestrians, bikes, and cars to calmly/slowly get from LaVista to connector to South Peachtree Path. Not using the utility right of way. I live on Alderbrook and back up to the utility pathway. It's not really suitable.
- Barbara Vargas: I'm highly concerned about Fisher Trail to PCG safety of cyclists and pedestrians. Cars speed and traffic very heavy on this road. Off street (sidewalks, etc.) improvements are imperative.
- Cheryl Brown: Have received information on this project and there is no excuse. Beacon Hill is a cut through with a blind hill right before the proposed path. Meeting was very boring.
- Doallin: The team leading the meeting was not interested in input that did not support their AGENDA! We do not want a path in the ROW in Council Bluff / Sagamore Hills. Clairmont Road is being redeveloped incorporate a path there.
- Joe Peraglene: We don't want a path in the Sagamore Hills ROW.
- Tyler and McKenna Law: We are excited and in full support! This is directly in our backyard. We have no sidewalks but a lot of traffic on our street. Driving to South Peachtree Creek isn't sustainable for us. Current usage of easement isn't equal or fair. Our rear neighbors have hijacked the entire area. Would prefer a trail (GP doesn't care)! Our yard backs up to utility corridor and we are in favor of this. Concerns of safety are unfounded. There is a public street in front of all of our houses. What difference would a trail make (those are the concerns online). We will consider moving to a home near a community path like this one for our next home.
- Sinead Snow: It is hard to get behind new infrastructure when the current is crumbling. My home would be on either the off road or on road connections and both would be located near sinking property. Seems dangerous to build on top of that if the county is refusing to up keep and repair it.

- Alexandria Yang: I am a regular user of the S. Peachtree Creek Trail. I enter from the Medlock Park entrance. I realize that the Latham entrance will offer some relief to this but I think it's very important to do a study on the east bound PM traffic on N Druid Hills Rd. It's very dangerous to make turns in and out of the neighborhood (not calm). Please take a look at this with the project. We are PRO path (yay)!
- Doug Jonkheet: I support the new off-street connections in general and specifically at Cliff Valley and at Council Bluff.
- Paul Whitaker: Complete Peachtree Creek Greenway! Extend South Fork Pt Creek trail north up powerline easement to Peachtree Creek Greenway!
- Ashlie Shepard: While it's being said there is "coordination" with GDOT plans, it was mentioned of a "round-about" at Audubon during tonight's meeting. The GDOT is planning a "round-about" at the Greek church, 2 roundabouts within 0.1 miles? Not in support of crossing Clairmont at Audubon or the off-road path at Audubon dead end through to Beacon – Safety! Safety! Safety! Concerns: Safety, crime trash. Keep the community informed about meetings! So far, outreach minimal.
- John McCauley: As a dad for a young family in Sagamore Hills on Black Fox Dr (one of the proposed paths) I am fully in support of bringing PATH through our neighborhood. I often don't feel safe walking in let alone between neighborhoods with my kid. Traffic calming and dedicated path would make Sagamore Hills safer and more welcoming. There are lots of families who feel the same.
- Dawn Lanier: Please consider a side path from mistletoe to Spring Creek on NDH Rd. Are you engaged with overall plan for NDH Rd (apparently a 10-year plan from I-85 to 78 and beyond)?
- Scott Cooper: Love more walking / riding opportunities. We live on power line easement and are supportive of PATH there. I am happy to get more involved.
- Carolyn Law: Please contact me with information @ future meetings: carolynlaw@ mac.com. Board Member, Safety – Briarcliff Woods Civic Association.

- Helena Pachon: I work at Emory University and would love to walk through N. DeKalb more to Medlock Park. I sometimes walk between work and home, but I have to walk on major streets like N. Druid Hills Rd. Would also appreciate paving of "Trail" on N. Druid Hills Rd. between Bireit Rd. and Druid Walk to allow safe walking to N. DeKalb mall.
- Linda Harris: Unlike a comment from a Leafmore person in the meeting tonight, not all of Leafmore is against the PATH. That was a stretch. I love the thought of access through Leafmore and Sagamore to I-85.
- Sally Sears: Extend from Clairmont to Houston Mill along sewer lines.
- Shirley Lee: Please put a safe sidewalk from Spring Creek Road up to Clairmont Road so that people in the creek park neighborhood could safely walk the 1 mile to Toco hills shopping center.
- Vickie Berg: Very concerned about PATH coming through neighborhoods and disturbing the peace and quiet of a residential home. PATH directing people into neighborhoods also brings up the concept of safety. I would prefer sidewalks along existing roads provides transportation and safe travel without creating neighborhood issues.
- Robert Pich: We live in Briar Cliff Woods. We use the Peachtree Greenway. Every weekend to run. We got there by car. We also like to visit Medlock as well. We get there by care. I like that a plan for Fischer Trail is part of the PATH. I like to have parking at the major parks.
- Simone Rosa: As a resident of Sagamore Hills, our Civic Associate Priest and I (others) never heard of this until this meeting. We found out about this from a next-door post. While I like the idea of traffic calming and sidewalks on our streets with bike lanes, I agree that going through the yards of our neighbors and our Leafmore neighbors. I've never used an Atlanta Greenway because I'd have to drive to a trailhead and most have no parking.
- Gail Richman: Can you provide any study results regarding the increase or decrease of crime (robbery break-in, theft) in neighborhoods having off-street paths? North Druid Valley Home Assn. NDUHA. Includes Latham Rd.

- Laura Zipperer: The Latham Rd. connector is not 100% approved by our neighborhood (N. Druid Valley). It would depend on type of construction (your picture shows concrete which would not be preferable in the floodplain) and parking on Latham that can't handle it. Please reach out to our neighborhood directly.
- Elizabeth Garalis: Now that you know 1715 and 1707 Beacon Hill Blvd NE is privately owned, are you going to remove Audubon Dr. NE as a "proposed" PATH to Beacon Hill NE? Using Audubon Dr NE is redundant to Berkley Lane. Removing trees will cause more issues with sun and we will lose our owl. Utilize Briar Cliff intersection vs Audubon Dr. NE.
- Bonnie and Gary Bradley: Now that you know 1707 Beacon Hill Blvd. and 1715 Beacon Hill Rd. is privately owned are you going to remove the "yellow" proposed path through our yard/home?
- Marian Costarides: The quality of life in our neighborhood, Audubon Drive, the dead end, is currently good. Several of us that live near the dead-end part of Audubon want to leave things as they are. We do not want lots of traffic bikes, outside of our neighbors, etc.) to be in our neighbor. Primary concern is safety and privacy! Do not want connectivity or Audubon Drive! I'd rather diver to a park than have outsiders in our quiet neighborhood.
- Andrea Kennedy: I live in Audubon Dr. NE and I don't want to connect my street, Beacon Hills. Also, I don't think taking other people's property is any good. You people don't have respect for trees and animals. Fix street potholes that's what we need!
- Alex Kennedy: As an Audubon Drive NE resident I am very concerned with the proposed cross through between Audubon and Beacon Hill. This is private property not on an easement. Also, there is safety issues putting a cross through there is no safe way to cross Clairmont.
- Whitney McGinnis: Would love safe way to cross. North Druid Hills at Mistletoe to get to new mall development.



South Peachtree Creek Trail

Southern Study Area

Date: 09/07/2022

Prepared for: DeKalb County, GA

Prepared by: PATH Foundation



DeKalb County
GEORGIA



alta

KAIZEN
COLLABORATIVE

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South Peachtree Creek Trail

Southern Study Area

Prepared for:



Prepared by:



September 7, 2022

Acknowledgment

SPCT Southern Study Area - Working Group

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Patrece Keeter	DeKalb County Engineering Manager, Transportation Division
Rick Lemke	Public Works Director
David Flaherty	Parks Division Manager
Jennifer McLaurin	Recreation, Parks and Cultural Affairs

Other Major Stakeholders

Christopher Beck	Clyde Shepherd Nature Preserve, President, Board of Directors
Jim McKenney	Edens, Senior Vice President - Construction

PATH Foundation

Greta deMayo	Executive Director
Claire Kern	Trail Planner
Jonathan McCaig	Project Manager
Clarrisa Costen	PATH Intern

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Jeff Rader	District 2 Commissioner
Larry Johnson	District 3 Commissioner
Steve Bradshaw	District 4 Commissioner
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01

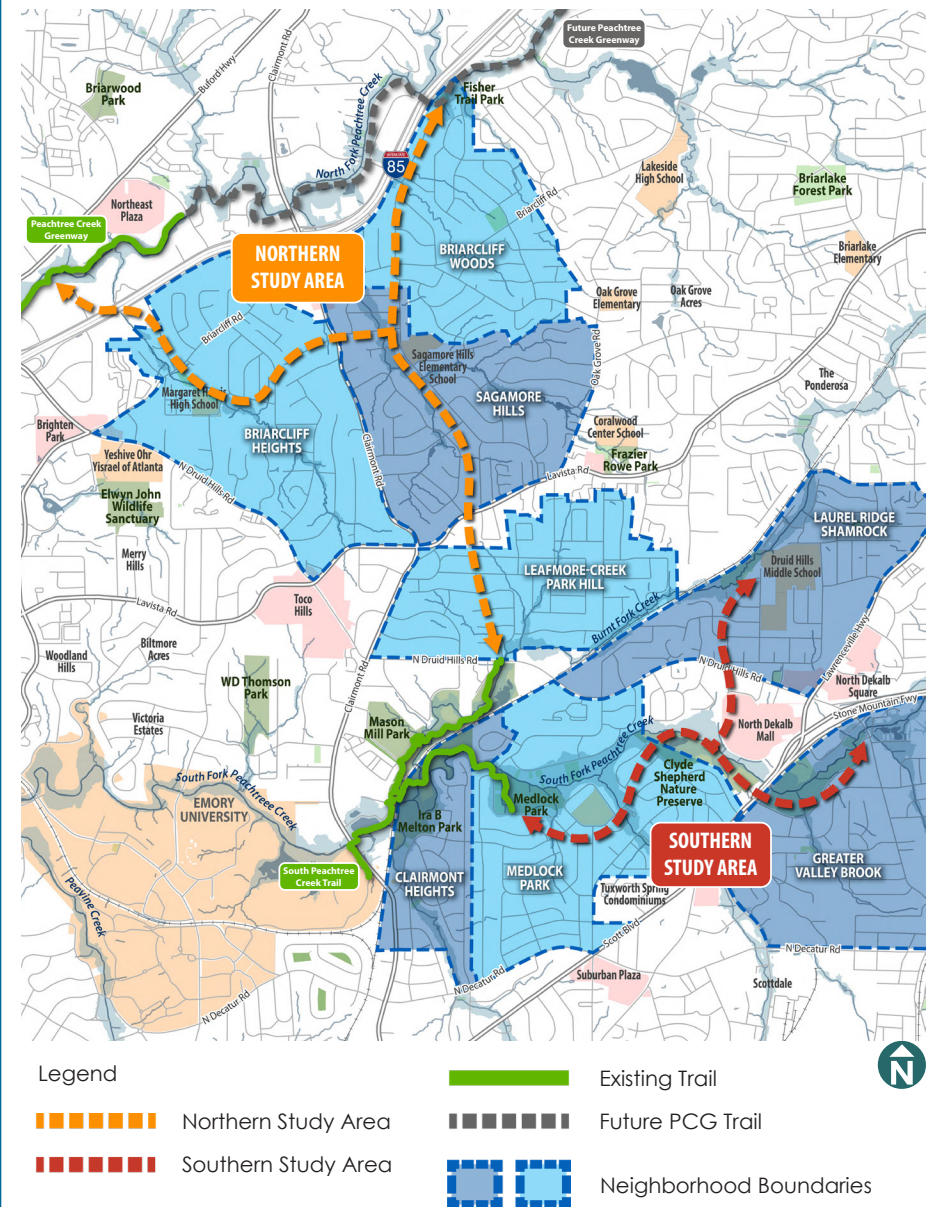
Overview

01 Overview

Project Background

DeKalb County has partnered with the PATH Foundation to continue promoting dedicated bike and pedestrian facilities throughout North DeKalb. The South Peachtree Creek Trail (SPCT) connectivity study seeks to encourage and promote the desires of residents, county officials, and businesses to find opportunities for multi-modal transportation in a vehicle-dominated area.

This study has been divided into two sections: the Northern Study Area and the Southern Study Area (see map to the right). Through the planning efforts of these two studies, the PATH Team has identified opportunities for a regional trail system that will connect users from the Peachtree Creek Greenway in Brookhaven, to the future redevelopment at North DeKalb Mall. These facilities will allow users to safely cross major vehicular arteries and offer alternative connections to major commercial hubs, schools, and other existing parks. This report focuses on the Southern Study Area, which aims to extend the reach of the SPCT at Mason Mill Park to the new development at the North DeKalb Mall, as well as other destinations in the surrounding neighborhoods.



Trail Study Process

The trail study process began with the organization of a working group to guide the PATH planning team. The PATH team then reviewed planning documents, performed extensive field research, and vetted preliminary findings with the working group and key stakeholders. The SPCT Southern Study incorporated input from the working group and the general public through public engagement meetings at key points in the six-month study process. Utilizing two public meetings with both in-person and virtual formats, community members and stakeholders had the opportunity to review and provide feedback on the proposed trail alignment.

Once the data collection process and series of meetings were completed, the PATH team presented the final trail study findings to the working group. The report includes a preferred implementation phasing plan and a preliminary cost estimate for the 4.0 miles of planned multi-use trails and bike/pedestrian facilities that make up the southern study area.

Working Group

Five meetings were held between PATH and the working group via Zoom during the six-month process. The working group collaborated with the PATH team to establish the overall goals for the study, provide feedback towards preliminary findings, aid in public outreach, and review planning decisions. The updated findings of this study were circulated to collect feedback from the working group at the end of May, prior to the creation of this document.



DeKalb County residents provide feedback and discuss preliminary findings and ideas with the PATH team after a public meeting presentation.



The residents of the SPCT southern study area provide feedback in the form of labels and comment cards to help inform the working group on future decisions.

Study Goal

After the working group was established, the members spent the first meeting establishing a goal for the project. The goal of the SPCT Southern Area Study is to develop a feasibility study for extending the South Peachtree Creek greenway from Medlock Park to North DeKalb Mall, while identifying spur connections to Laurel Ridge Elementary School and Little Creek Farm.

Data Collection and Field Work

The PATH team used the goal of the study to initiate what data needed to be gathered. Using DeKalb County GIS data, feedback from the working group, and assessing current and future planning and development efforts, PATH's analysis of existing and proposed trail connections through DeKalb County focused on the following criteria:

- Feasible for construction
- Appeal to all users
- Safety of cyclists and pedestrians
- Connections to desirable destinations
- Connections to existing trails

Over a six-month period, the PATH team met the criteria by reviewing planning documents, analyzing data, and conducting field work in order to understand potential opportunities and challenges. While in the field, the PATH team identified additional trail opportunities, spur trails, and alternate routes. At the end of the data collection process, the PATH team worked to determine if the potential trail routes served the goal of the study. The planning team's preliminary findings were then presented to the working group for their input and additional suggestions.

Develop a feasibility study for extending the South Peachtree Creek Greenway from Medlock Park to North DeKalb Mall, while identifying spur connections to Laurel Ridge Elementary School and Little Creek Farm.



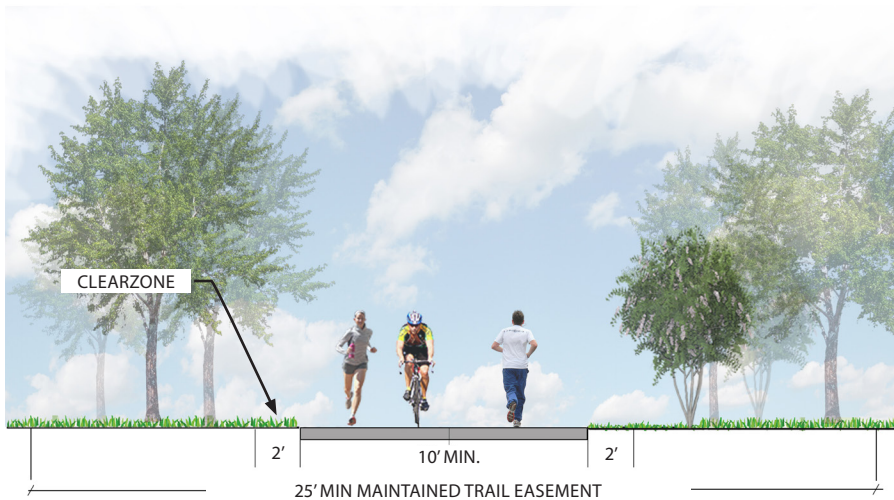
PATH kicks off the first South Peachtree Creek Trail Southern Study Area community meeting. Those in attendance included community members and leadership from DeKalb County.

Trail Types

Three types of trail facilities were identified during the planning process to ensure the *South Peachtree Creek Trail* met the goals of being an inclusive, implementable, inspiring, interconnected, and engaging trail system. Multi-use greenway trails are the most desired trail type as they offer the highest quality connections for trail users. Where greenway trails are not feasible, this plan suggests using buffered side paths and neighborhood greenways.

Greenway Trail

Greenway trails are trails used by all non-motorized travelers and are constructed in green areas such as parks, stream corridors, undeveloped land, etc. Greenway trails should be a minimum of 10 feet wide, hard surfaced, with design and construction specifications following the American Association of State Highway Transportation Officials (AASHTO) regulations.



Greenway Trail Typical Section



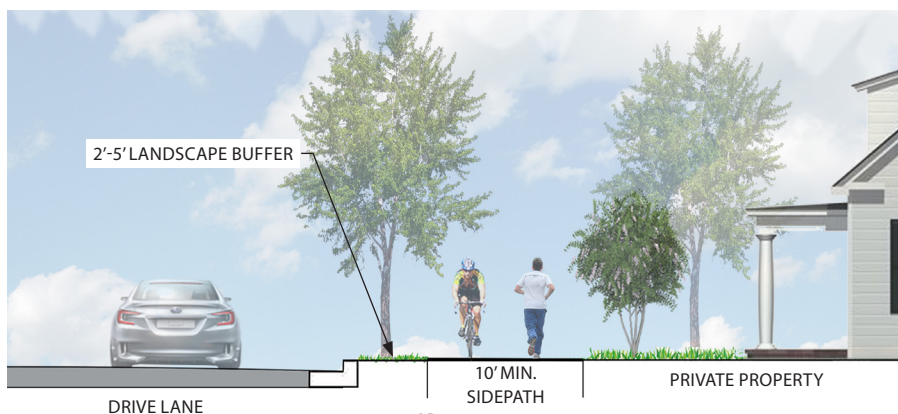
Greenway Trail Example: South Peachtree Creek Trail under Clairmont Road



Greenway Trail Example: South Peachtree Creek Trail at Mason Mill Park

Buffered Side Path

Shared-use trails alongside roads in public right-of-way, or buffered side paths, offer an additional opportunity for making connections. Buffered side paths should be a minimum of 10 feet wide. A successful buffered side path should be clear of all vertical elements such as signs, fire hydrants, and water valves. Additionally, a 2 to 5 foot wide buffer is recommended to separate trail users from the road.



Side Path Typical Section: Residential Street



Buffered Side Path Example: Columbus , GA



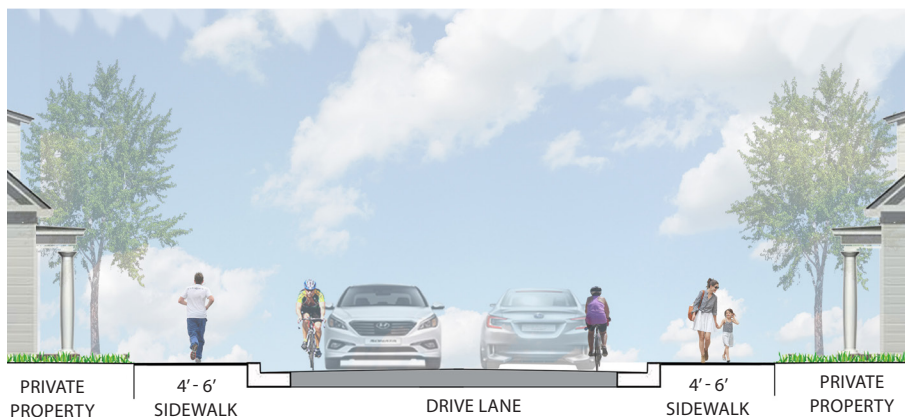
Buffered Side Path Example: PATH Chastain, Atlanta, GA

Neighborhood Greenway

Neighborhood greenways are streets with low motorized traffic volume and speeds that are designed and designated to give bicyclists and pedestrians travel priority. Neighborhood greenways use signs, pavement markings, and speed/volume management measures to discourage through traffic of motor vehicles, thereby creating safe and convenient bicycle crossings on busy arterial streets.

Neighborhood greenways are only proposed when other more defined facilities are not feasible to make critical connections on the trail system. It is preferred that the street selected to become a neighborhood greenway has existing sidewalks or reason for a new sidewalk. Design treatments are grouped into measures that provide the following benefits:

- **Route Planning:** Strategic street closures for direct access to destinations
- **Signs and Pavement Markings:** Easy to find and to follow
- **Speed Management:** Curb extensions create a chicane for traffic calming
- **Volume Management:** Low or reduced motor vehicle volumes
- **Minor Street Crossings:** Minimal bicyclist delay
- **Major Street Crossings:** Safe and convenient crossings
- **Offset Crossings:** Clear and safe navigation
- **Green Infrastructure:** Enhancing environments



Neighborhood Greenway Typical Section



Neighborhood greenway example showing traffic calming elements



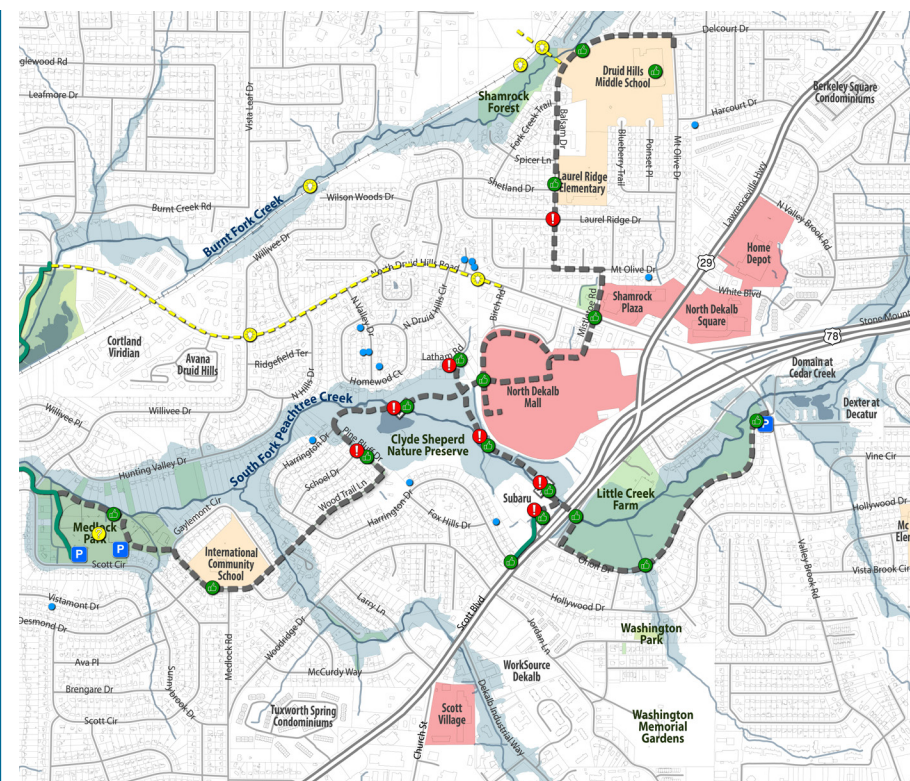
Neighborhood greenway example showing limited vehicle entry while utilizing signage and pavement markings for cyclists.

Public Engagement

The PATH team and DeKalb County hosted two public meetings to collect feedback and suggestions on the preliminary findings of the trail study. The first public meeting was held in person on March 10th, 2022, at the AMC North DeKalb 16 movie theater in Decatur, Georgia. This open forum allowed attendees to talk with PATH team members, learn about the study goals, and curate multiple avenues for public input and feedback to be recorded. The goal of the first meeting was to collect reactions and identify additional connection opportunities through the public's suggestions.

The second meeting, held on May 11th, 2022, at the High Woods Auditorium in Chamblee, Georgia, focused on walking attendees through the preliminary findings and collecting additional feedback and comments. A live question and answer session, followed by an open house, allowed both virtual and in-person attendees the opportunity to ask questions, make comments and discuss the PATH Team's preliminary findings. This meeting was recorded and posted to DeKalb County's website. All feedback received from both meetings was then summarized and presented to the working group.

The map displayed on the right summarizes comments received from both public meetings. The map shows where attendees live, support or concern for certain elements of the study, and suggestions for connections both within and outside the study area. Specific connections, such as the connection to Druid Hills Middle School, received strong support. However, the majority of concerns focused on the potential disturbance to existing greenspaces and waterways. This input and feedback from the public helped shape the study to provide direct connections to desired destinations and neighborhoods.



Legend

- Proposed Trail
- Suggested Connections
- SPC Trail
- "Where I Live"
- P Parking
- 👍 Supportive
- 💡 Ideas/Suggestions
- ? Questions
- ! Concerns



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02

SPCT Southern Study Area

02 South Peachtree Creek Trail Southern Area Study

Overview

Based on extensive field research and the study goal established by the working group, the PATH Planning Team has identified 4.0 miles of multi-use trail and neighborhood connectivity opportunities that will expand regional connectivity through DeKalb County and provide a safe and engaging trail network for future users.

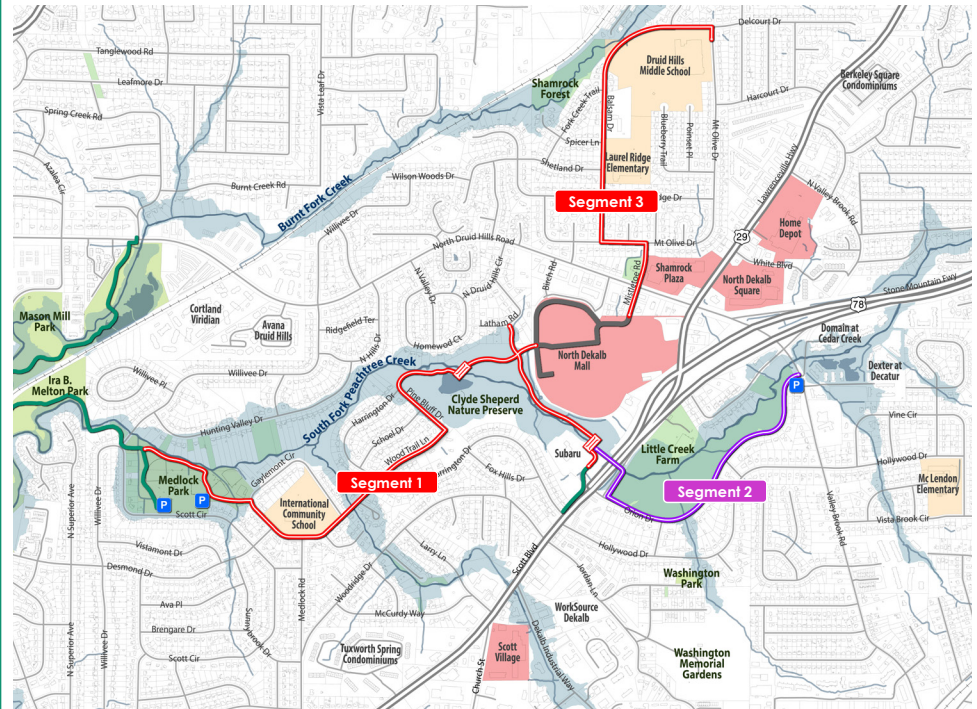
The development of the SPCT Southern Area offers DeKalb County residents access to a multitude of destinations without the use of a motor vehicle. The completed trail system will safely connect the many communities along the SPCT to parks, schools, transit, local businesses, attractions, and regional connectivity networks such as Peachtree Creek Greenway, Atlanta BeltLine, the planned North Fork Peachtree Creek Greenway, and the Gwinnett County trail system.

Within the overall study, the proposed route is divided into three (3) segments listed below. The adjacent map shows the beginning and end of each segment. The following pages will present each trail segment in more detail, including opportunities as well as potential challenges that will likely affect decisions regarding the priority of implementation. A detailed map, images of existing conditions, and vision graphics of selected locations along each proposed trail are included for each segment.

Trail Segments

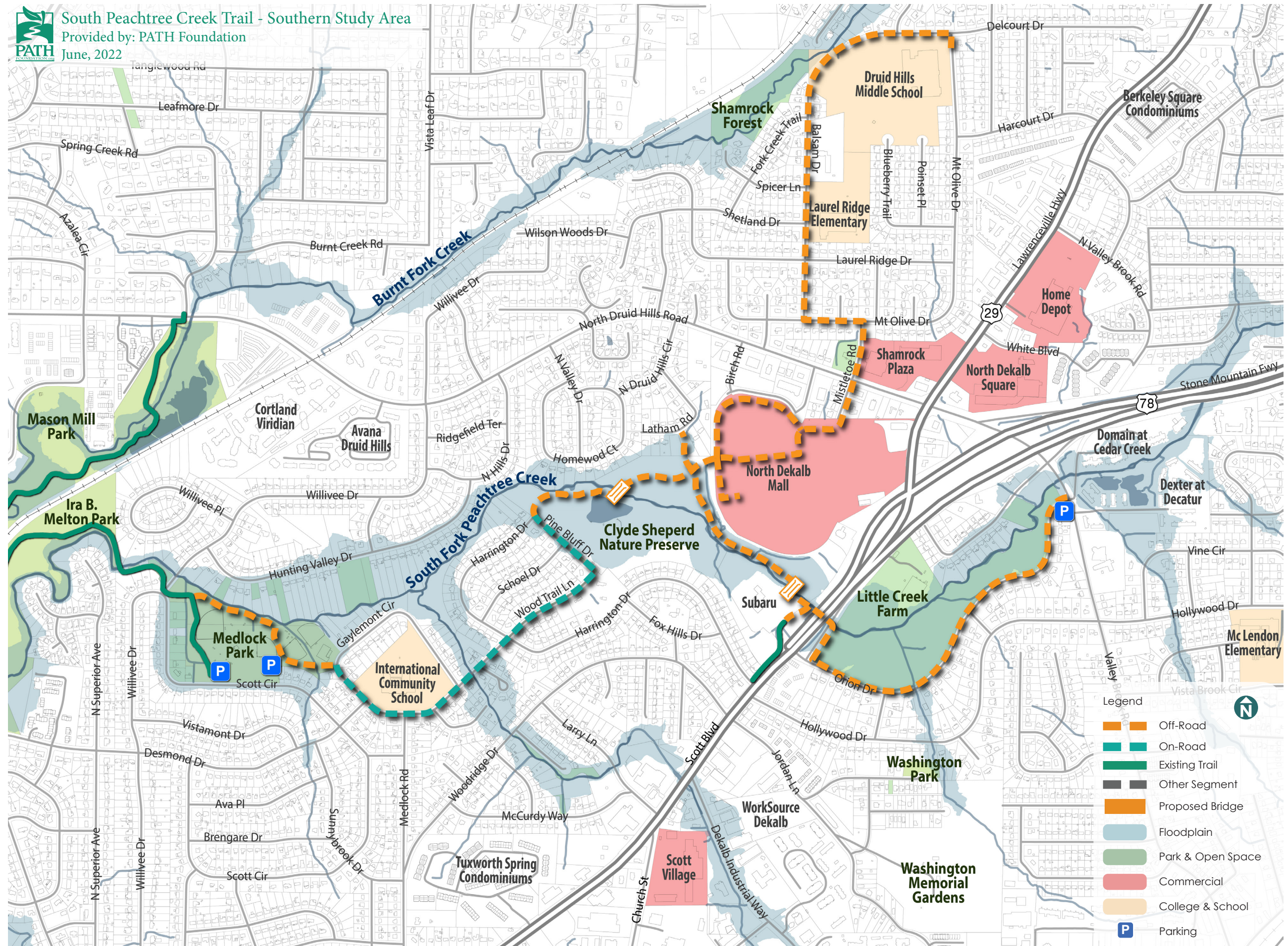
1 Medlock Park to North DeKalb Mall	14
2 Orion Drive Spur	22
3 North DeKalb Mall to Druid Hills Middle School	26

Proposed Trail Segment Map





South Peachtree Creek Trail - Southern Study Area
Provided by: PATH Foundation
June, 2022



Segment #1 | Medlock Park to North DeKalb Mall

Description

Segment 1 begins as a greenway trail that stems off the existing SPCT from Mason Mill Park. This portion follows South Fork Peachtree Creek via an existing sewer easement while threading through the baseball and softball fields in Medlock Park. The trail continues south of the International Community School along Gaylemont Circle as a neighborhood greenway where shared lane markings and sidewalk improvements delineate the trail along neighborhood streets with lower traffic volumes. Segment 1 continues along Wood Trail Lane as a neighborhood greenway and will bring users to the Clyde Shepherd Nature Preserve at the corner of Wood Trail Lane and Pine Bluff Drive. Sidewalk improvements along Pine Bluff Drive aim to maintain the existing on-street parking for the nature preserve.

At the corner of Pine Bluff Drive and Harrington Drive, Segment 1 turns and enters the Clyde Shepard Nature Preserve. The PATH Team has recommended using a combination of greenway trails and top down boardwalk through the nature preserve. Avoiding the center of the nature preserve and using a combination of trail types limits the trail's environmental impact on the preserve's local ecosystem. Once near the edge of the property, the trail will cross the South Fork Peachtree Creek and enter the undeveloped parcel behind North DeKalb Mall. Two additional parcels along Latham Road have been identified for a neighborhood spur connection for residents who live in the neighborhoods off of North Valley Drive and North Druid Hills Circle.

The first terminal point of Segment 1 will bring users to the future redevelopment of North DeKalb Mall. During this study, the PATH Foundation met with a representative from the Edens Group, resulting in the incorporation of multi-use trail facilities into the mall redevelopment master plan. The final leg of Segment 1 will continue following the South Fork Peachtree Creek towards Lawrenceville Highway (SR 8). The trail will cross the creek to connect to an existing sidepath from Harrington Drive to the Subaru dealership driveway, which will provide additional trail access for neighbors.

Segment #1 Overview

Connecting Destinations: Medlock Park, International Community School, Clyde Shepherd Nature Preserve, North DeKalb Mall Redevelopment

Distance: 10,680 Linear Feet (2.02 miles)

Opportunities and Benefits

- Parking improvements at the entrance of Medlock Park.
- Sidewalk improvements to fill gaps along Gaylemont Circle and Wood Trail Lane.
- Trail connectivity to Clyde Shepherd Nature Preserve.
- Medlock Area Neighborhoods will have a safe connection to North DeKalb Mall that will not require them to drive on either North Druid Hills Road or Lawrenceville Highway.
- Connecting properties on Latham Drive are owned by Edens.

Potential Challenges

- A majority of this segment resides in the floodplain.
- Public feedback for the Latham Road Connection indicated a 50/50 split between those in favor and those concerned about the trail's interaction with their neighborhood.

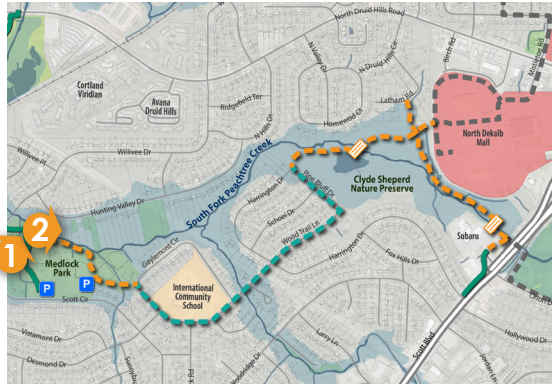
Trail User Scenarios

- Parents and children commuting to the International Community School.
- Families walking to Medlock Park for Youth Sporting Events or to enjoy other park amenities.
- Residents biking to and from the future businesses and services at the North DeKalb Mall redevelopment.
- Better access to Clyde Shepard Nature Preserve.



SPCT Southern Study Area Segment #1





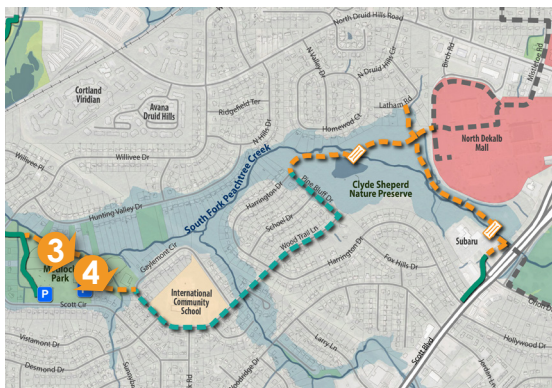
Segment #1 | Existing Conditions



Existing conditions at the South Peachtree Creek where the proposed trail would connect, facing northeast.



Existing sewer corridor along the South Peachtree Creek facing east.



Segment #1 | Existing Conditions



Existing conditions where South Fork Peachtree Creek runs into the north end of Medlock park, facing southeast. A proposed trail is unfeasible in this area due to narrow conditions between the creek edge and ball fields.



Existing conditions at the baseball fields in Medlock park, facing southeast. A 12-foot wide multi-use trail with minimum 2-foot clearance on either side is able to fit within this area.



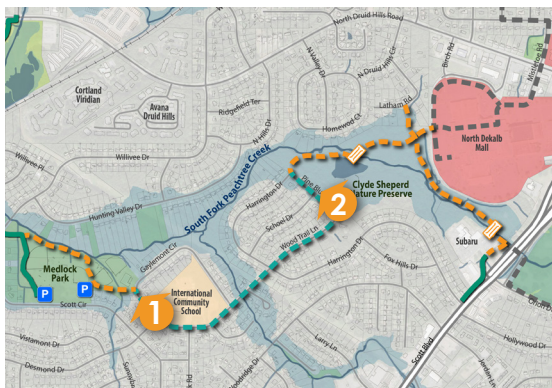
Segment #1 | Proposed Neighborhood Greenway

The vision graphic below depicts Wood Trail Lane with the proposed neighborhood greenway delineation in place. By adding signage and street markings, cyclists and pedestrians can more equally share the road with vehicles.



Existing conditions at the intersection of Wood Trail Lane and Joiner Court facing northeast.



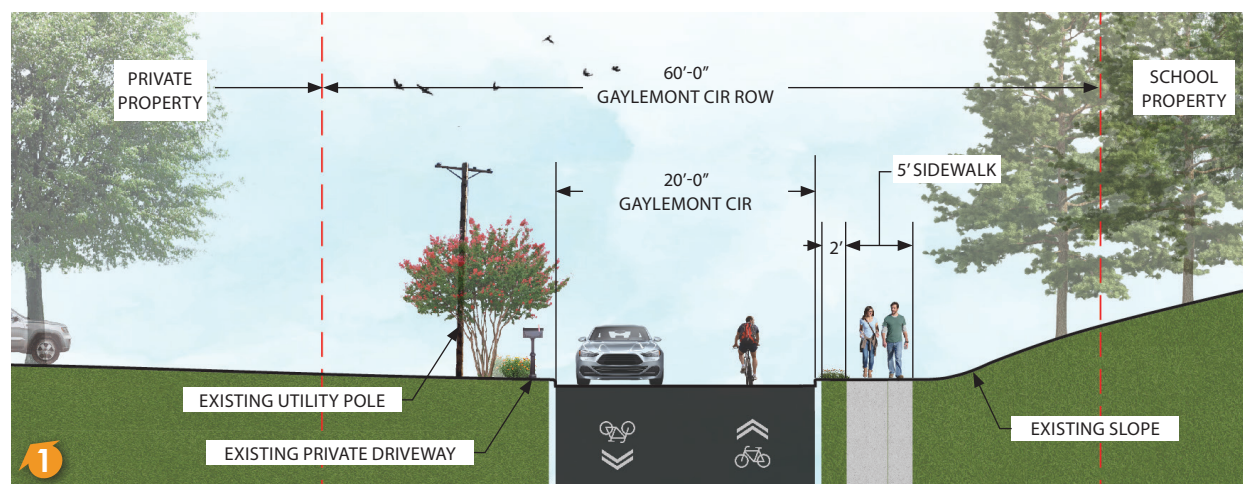


Segment #1 | Proposed Neighborhood Greenway

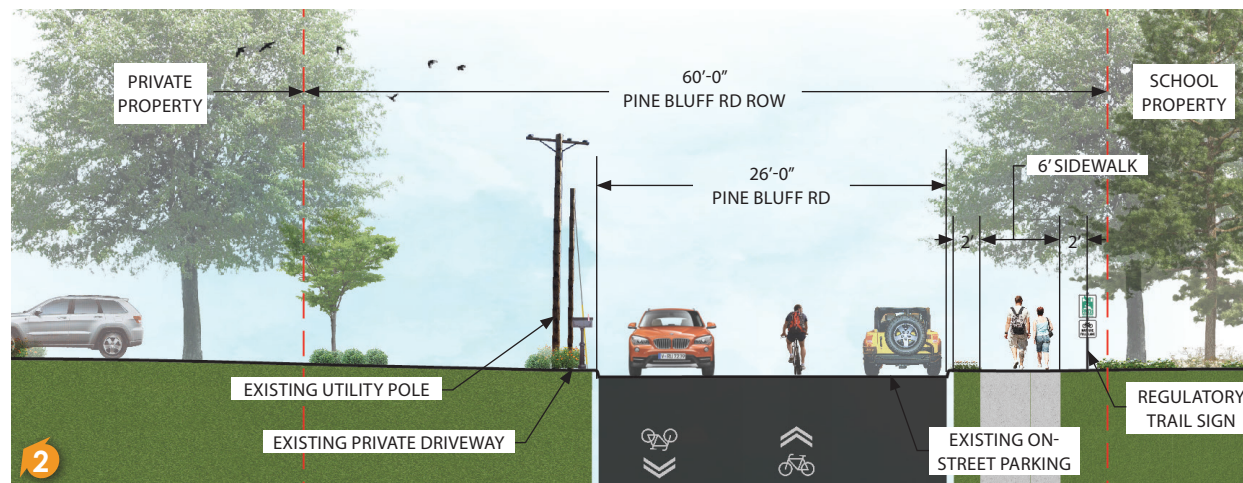
The cross sections below show the road layout of the proposed neighborhood greenway along the on-street portion of Segment 1. Both examples include new street markings, signage, and sidewalks. These additions will improve cyclist and pedestrian experiences, as well as give them a safer connection to Medlock Park and the future North DeKalb Mall redevelopment.



Existing conditions of Gaylemon Circle facing northwest.



Existing conditions of Pine Bluff Drive facing northwest.





Segment #1 | Proposed Greenway Access

The vision graphic below depicts a greenway access point at Latham Road through land owned by the Edens Group. This small spur would allow pedestrians and bicyclist from neighborhoods north of the creek to have safe and direct access to the proposed mainline trail.



Existing conditions at the bend before the dead end on Latham Road facing south.



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Segment #2 | Orion Drive Spur

Description

Segment 2 begins as a greenway trail along the south side of South Fork Peachtree Creek, where Segment 1 turns to meet an existing trail along Orion Drive. This segment offers the opportunity for a safe crossing that will bring trail users under Lawrenceville Highway (SR 8). Once across this major vehicular artery, the trail transitions to a sidepath that follows the southern edge of Little Creek Farm along Orion Drive. This segment offers opportunities for trailhead parking, scenic overlooks into horse pastures, and connections to park improvements as identified in the Little Creek Farm Master Plan.

Segment #2 Overview

Connecting Destinations: North DeKalb Mall, Little Creek Farm, Greater Valley Brook Neighborhood Area

Distance: 4,465 Linear Feet (0.85 miles)

Opportunities and Benefits

- GDOT and DeKalb County have plans to rebuild the Orion Drive bridge.
- Separated trail crossing under Lawrenceville Highway (SR 8).
- Connections to Little Creek Farm improvements.

Potential Challenges

- Right-of-way availability along the north side of Orion Drive.

Trail User Scenarios

- Residents in the Greater Valley Brook area can safely cross the major vehicular artery and get to North DeKalb Mall without using a motor vehicle.



SPCT Southern Study Area Segment #2





Segment #2 | Proposed Orion Drive Underpass

The vision graphic below depicts an underpass going below Orion Drive and Lawrenceville Highway. Adding this underpass will allow people from the neighborhoods south of South Fork Peachtree Creek to safely and quickly access the South Peachtree Creek Trail.



Existing conditions underneath the Orion Drive bridge facing south.



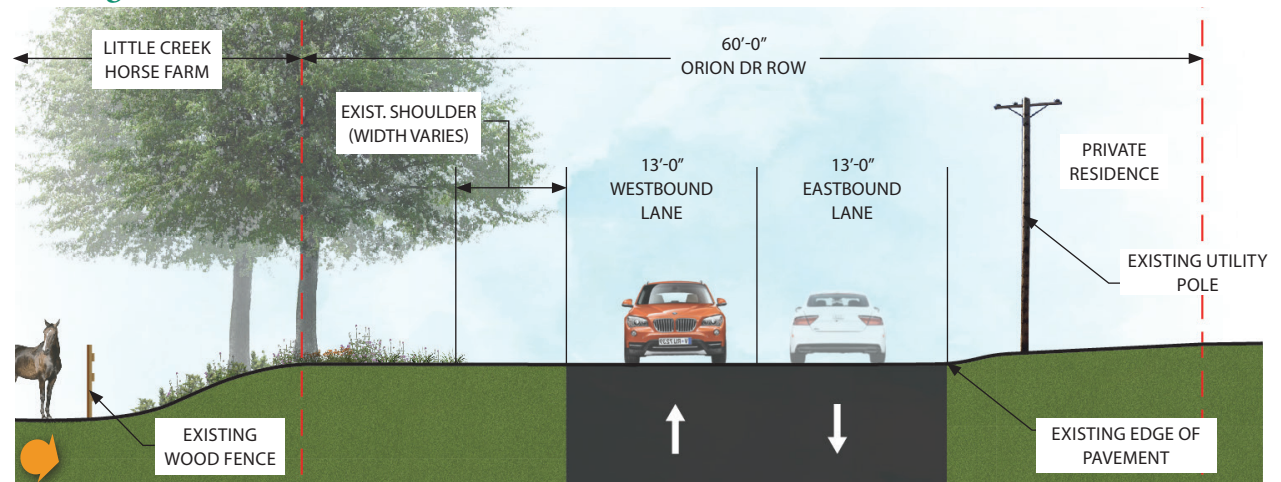


Existing conditions of Orion Drive facing southeast.

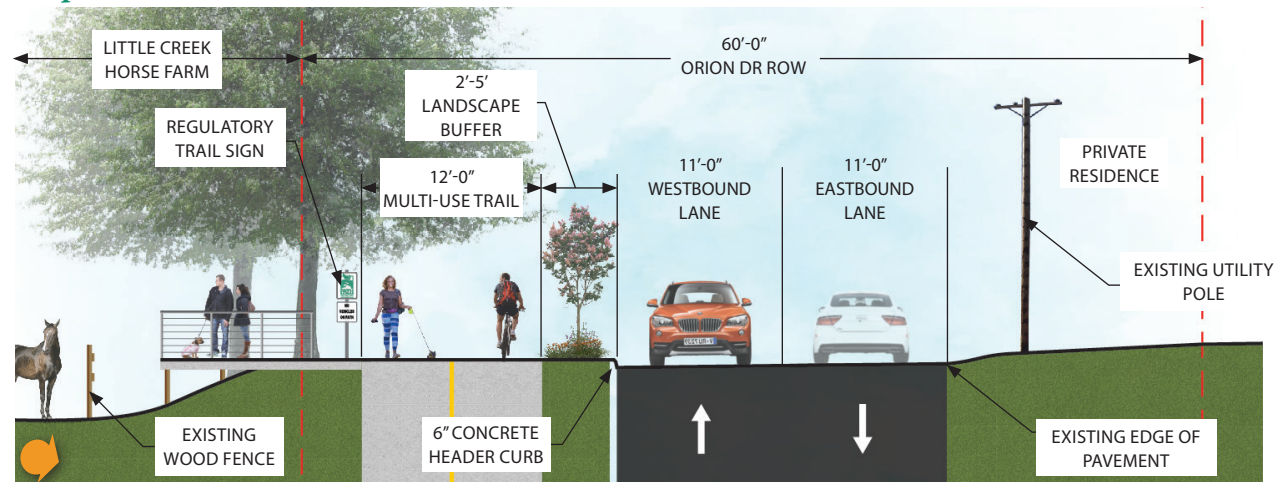
Segment #2 | Proposed Orion Drive Trail

The cross sections below show the existing and proposed conditions along Orion Drive. A 12' wide sidepath will provide pedestrians and cyclists a separated facility along Orion, which connects Valley Brook Road and Lawrenceville Highway. Openings in the existing tree line can provide opportunities for lookout points to Little Creek Farm.

Existing



Proposed



Segment #3 | North DeKalb Mall to Druid Hills Middle School

Description

Segment 3 aims to create a safe, separated facility for cyclists and pedestrians to move freely through the Laurel Ridge Neighborhood, particularly during peak traffic hours. This segment begins on Mistletoe Road at North Dekalb Mall and leads trail users to the intersection at North Druid Hills Road. This particular section of Segment 3 will be partially funded by Edens. Once at North Druid Hills Road, the trail will provide users with the opportunity to safely cross the arterial street and will continue along the east side of Mistletoe Road as a sidepath where it turns west onto Mount Olive Drive. The sidepath then continues west until it reaches Balsam Drive where it will turn north and follow the eastern side of the street to connect to Laurel Ridge Elementary School and Druid Hills Middle School. This segment will provide direct connections for parents and students to commute to school and will link residents in the northern area of Laurel Ridge Shamrock to the trail network.

Segment #3 Overview

Connecting Destinations: Druid Hills Middle School, Laurel Ridge Elementary School, Shamrock Plaza, North DeKalb Mall

Distance: 5,864 Linear Feet (1.11 miles)

Opportunities and Benefits

- Bike and Pedestrian facility will help alleviate vehicular traffic during school drop-off and pick-up times.
- Residents North of North Druid Hills will gain access to the trail network.

Potential Challenges

- Multiple private resident driveways along the existing right-of-way.
- Trail will navigate a steep slope to bring users from Balsam Drive to Delcourt Drive.

Trail User Scenarios

- Parents and Students south of North Druid Hills Road have a dedicated crossing and access to get to school.
- Safe access to schools and commercial plazas within the Laurel Ridge neighborhood will be enhanced.



SPCT Southern Study Area Segment #3



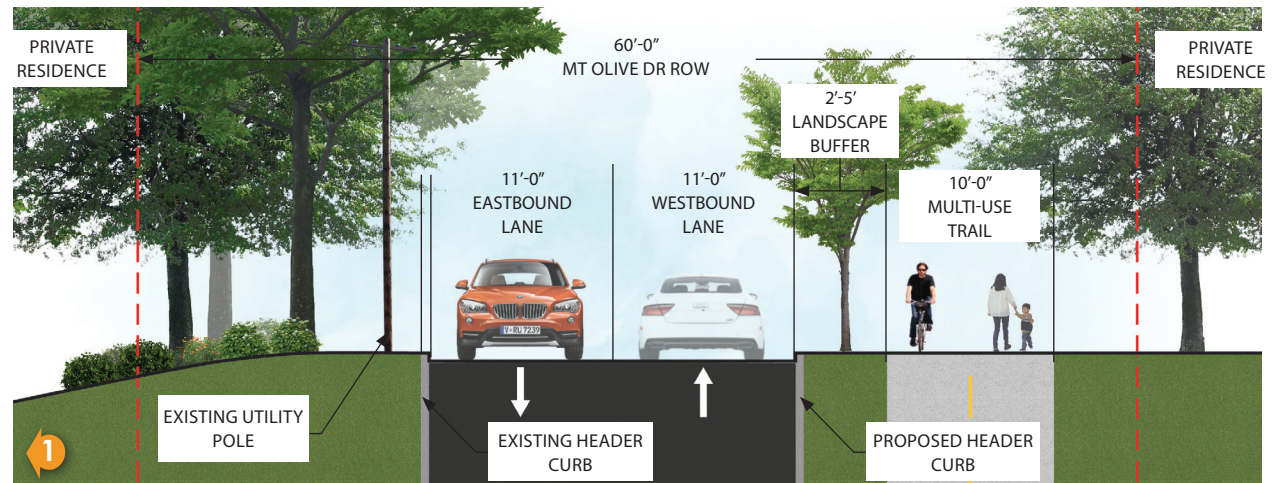


Segment #3 | Proposed Neighborhood Sidepath

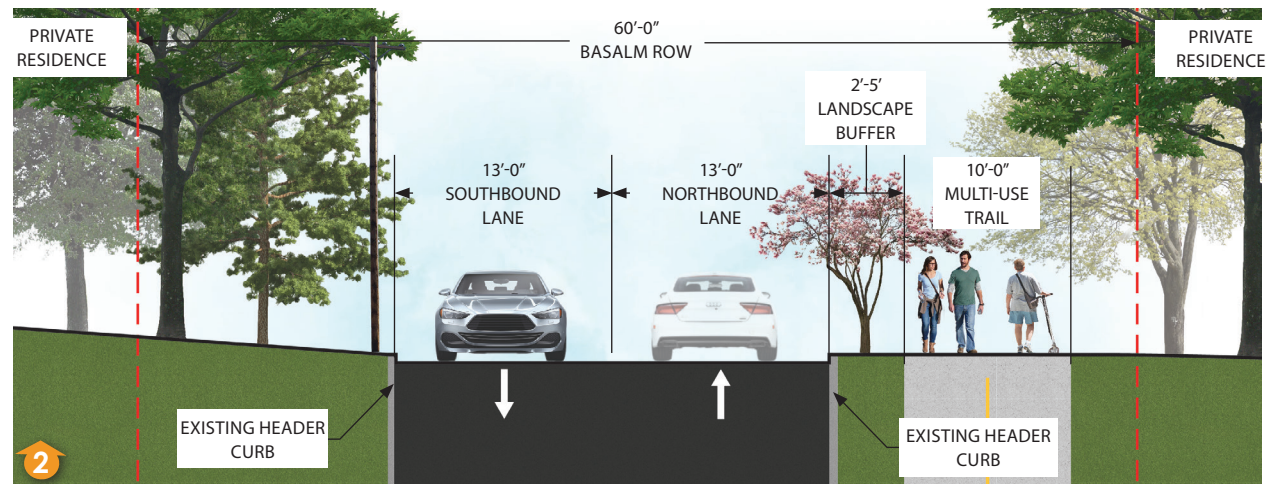
Graphic 1 and 2 shows how a 10-foot wide sidepath would be accommodated through residential streets where an existing standard sidewalk already exists. The proposed sidepath will allow for trail users to move safely through the Laurel Ridge community, while supporting Safe Routes to School to both Laurel Ridge Elementary and Druid Hills Middle School.



Existing conditions on Mount Olive Drive facing west.



Existing conditions on Balsam Road facing north.



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03

Implementation Strategy

03 Implementation Strategy

Implementation Priority

After meeting with the working group and the general public, the PATH team outlined the recommended the first segment to move forward to implementation of the study, as well as provide preliminary cost estimates for all three (3) segments.

Segment 1 was presented as the suggested project based on the selection criteria and support garnered from the public. This phase can act as a standalone project that brings recreational opportunities for residents, a safer commute to school, and will progress the study goal of creating a regionally connecting greenway.

Segment 1 requires minimal acquisition and sets the stage for future connections across Lawrenceville Highway (SR 8) and North Druid Hills Road.

Implementation Priority Criteria:

- Connects desired destination
- Provides an inviting experience that will attract users
- Offers an ease for implementation

Preliminary Cost Estimate

The chart on this page shows the conceptual cost estimate summary for each segment identified in this study. This preliminary cost estimate includes Estimated Acquisition (RE), planning & engineering (P&E), and construction costs for the proposed trail.

Estimated Real Estate (RE) cost is based on similar land uses and like locations. The cost includes required due diligence such as environmental analysis allotment, appraisal of market value and legal costs associated with real estate transactions.

Estimated Planning and Engineering (P&E) cost includes the cost of surveying, designing for construction, permitting, bidding, and construction administration of the project.

Estimated construction costs are based on material and labor pricing from spring 2022 using South Peachtree Creek Greenway trail standards. Those standards include an average of 12' wide concrete trail, landscape, structures and walls, boardwalks with a concrete deck and metal railing, trail amenities, signage, and calm street treatments. Estimated allowance for utility relocations is also included in the construction costs as noted in the summary.

Cost Summary

The total cost for implementation of the 4.0 miles of The South Peachtree Creek Trail Southern Study is \$12.8M. The total cost for acquisition is estimated at \$1.9M, the total cost for P&E is approximately \$773k, and the total cost for construction is estimated at \$10.2M

Mileage	Trail Implmentation Phases	RE	P&E	Construction	Total
2.0	Segment 1 - Medlock Park to North DeKalb Mall	\$1,568,000	\$336,000	\$4,578,000	\$6,482,000
0.9	Segment 2 - Orion Drive Spur *	\$0	\$234,000	\$3,471,000	\$3,705,000
1.1	Segment 3 - North DeKalb Mall to Druid Hills Middle School *	\$340,000	\$203,000	\$2,112,000	\$2,655,000
4.0	Total	\$1,908,000	\$773,000	\$10,161,000	\$12,842,000

* denoted segment's construction cost esetimate includes utility relocation

Recommended Segment for Priority Implementation: Segment #1



Funding Strategy

It is recommended that every effort be made to identify funding locally for developing initial trail phases rather than relying on federal or state funding. The use of federal/state funding can be programmed several years in advance for extending the initial phases of the system. A public-private partnership should be created to fund development and expedite delivery of trail segments. Funding sources to consider are:

Local Funding

A variety of opportunities for local funding should be considered, including:

- Allocations within city/county budget
- Bond referendums
- Sales surtax generated fund
- Development impact fees
- In-kind products and services
- Philanthropic grants
- Tax Allocation District

State of Georgia Funding

- Special project allocation
- Georgia Outdoor Stewardship Program (GOSP)

Federal Funding

Federal grants and funding program opportunities for pedestrian and bicycle projects include:

- Metropolitan Planning Organization (MPO) prioritizes and distributes federal transportation funding through the Regional Transportation Investment Generating Economic Recovery Discretionary Grant Program (TIGER)
- Federal Transit Administration Capital Funds (FTA)
- Recreational Trails Program (RTP)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Highway Safety Improvement Program (HSIP)
- Land and Water Conservation Fund (LWCF)
- National Highway Performance Program (NHPP)
- Outdoor Recreation Legacy Partnership Program (ORLPP)
- Surface Transportation Block Grant Program (STBG)
- Transportation Alternatives Set-Aside (formerly Transportation Alternatives Program) (TA)
- Transportation Improvement Program (TIP) through FHWA