

# AEROATL GREENWAY MODEL MILE

## **EAST POINT**

PROJECT FEASIBILITY STUDY









***The opinions, findings, and conclusions in this publication are those of the author(s) and not necessarily of the Department of Transportation, State of Georgia or the Federal Highway Administration.***

***Prepared in cooperation with the Department of Transportation, Federal Highway Administration and the Atlanta Regional Commission.***



# AEROTROPOLIS ATLANTA ALLIANCE


Dear Friends,

The document in your hands—the AeroATL Greenway Model Mile Feasibility Study—is a community-driven plan for implementing a network of trails, parks, and greenways in metro Atlanta’s airport region. It is the culmination of the partnership between the Aerotropolis Atlanta Alliance and Aerotropolis Atlanta Community Improvement Districts.

In 2012, the Aerotropolis Atlanta Alliance’s founders came together to bring balance to metro Atlanta’s growth, advancing quality-of-life improvements and meaningful development on the Southside. The Aerotropolis Atlanta Blueprint built upon this idea, proposing the AeroATL Greenway Concept, a master network of trails around the airport that connects to the Atlanta BeltLine and other regional trail networks. The concept gained traction with the community for its potential to connect neighborhoods to key businesses and institutions, provide safe alternatives to driving, and spark a new direction in the region’s growth.

In 2020, we embarked on implementing the award-winning AeroATL Greenway Master Plan with seven local governments in the airport area. The AeroATL Greenway Model Mile Feasibility Study organizes seven of our local partners to engineer, fund, and build a “model mile” of the overall Master Plan network in their community—the first seven of many more to come that will one day better connect these communities to each other.





Throughout the plan's creation, we have taken to heart the African proverb, "If you want to go fast, go alone. If you want to go far, go together." It is in this spirit of collaboration and due to the dedicated community leaders, their staff, our board, the consultant team, and the many community stakeholders that we can say we have begun to bring balance to our growth.

The completion of this plan signifies a new day for Aerotropolis Atlanta. A literal path forward for us to connect our lives to the places we live and work. A network of communities dedicated to a better future for everyone. A way of moving forward together.

Onward and upward together,



Shannon James

President & CEO, Aerotropolis Atlanta Alliance



# AeroATL Model Mile

## PROJECT FEASIBILITY STUDY

### ACKNOWLEDGMENTS:

#### PROJECT TEAM

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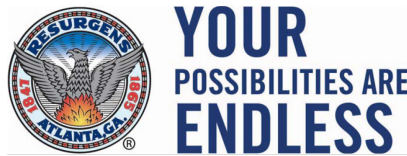






## THANK YOU

This project was made possible by the hard work and dedication of many business owners, community members, stakeholders, government officials, and others that gave their time and efforts.



# AeroATL Model Mile

## PROJECT FEASIBILITY STUDY

### ACKNOWLEDGMENTS:



**YOUR  
POSSIBILITIES ARE  
ENDLESS**



### CITY OF ATLANTA ELECTED OFFICIALS

#### ***Mayor***

Mayor Keisha Lance-Bottoms

#### ***City Council***

Council President Felicia A. Moore

District 1: Carla Smith

District 2: Amir R. Farokhi

District 3: Antonio Brown

District 4: Cleta Winslow

District 5: Natalyn Mosby Archibong

District 6: Jennifer N. Ide

District 7: Howard Shook

District 8: J.P. Matzigkeit

District 9: Distin R. Hillis

District 10: Andrea L. Boone

District 11: Marci Collier Overstreet

District 12: Joyce Sheperd

Post 1: Michael Julian Bond

Post 2: Matt Westmoreland

Post 3: Andre Dickens

### CLAYTON COUNTY ELECTED OFFICIALS

#### ***Board Chairman***

Chairman Jeffrey E. Turner

#### ***Board of Commissioners***

District 1: Sonna Singleton Gregory

District 2: Gail Hambrick

District 3: Felicia Franklin Warner

District 4: Vice Chairman DeMont Davis





## **CITY OF EAST POINT ELECTED OFFICIALS**

### ***Mayor***

Mayor Deana Holiday Ingraham

### ***City Council***

Ward A: Lance Robertson

Ward A - At Large: Sharon Shropshire

Ward B: Thomas Calloway

Ward B - At Large: Karen Rene

Ward C: Myron B. Cook

Ward C - At Large: Nanette Saucier

Ward D: Stephanie Gordon

Ward D - At Large: Joshua B. Butler, IV



## **CITY OF FOREST PARK ELECTED OFFICIALS**

### ***Mayor***

Mayor Angelyne Butler

### ***City Council***

Ward 1: Kimberly James

Ward 2: Dabouze Antoine

Ward 3: Hector Gutierrez

Ward 4: Latresa Akins-Wells

Ward 5: Alan Mears

# AeroATL Model Mile

## PROJECT FEASIBILITY STUDY

### ACKNOWLEDGMENTS:



### CITY OF HAPEVILLE ELECTED OFFICIALS

#### **Mayor**

Alan Hallman

#### **City Council**

Councilman at Large Travis Horsley

Alderman at Large Mike Rast

1st Ward: Mark Adams

2nd Ward: Chloe Alexander



### CITY OF SOUTH FULTON ELECTED OFFICIALS

#### **Mayor**

William "Bill" Edwards

#### **City Council**

District 1: Catherine Foster-Rowell

District 2: Carmalitha Gumbs

District 3: Helen Z. Willis

District 4: Naeema Gilyard

District 5: Corey A. Reeves

District 6: Khalid Kamau

District 7: Mark Baker





## UNION CITY ELECTED OFFICIALS

### ***Mayor***

Mayor Vince Williams

### ***City Council***

Christina Hobbs

Brian K. Jones

Angelette Mealing

Mayor Pro Tem Shayla J. Nealy

# **EAST POINT**

# **AeroATL Model Mile**

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# EXECUTIVE SUMMARY





# GREENWAY CATALYSTS

***Seven Model Miles. Seven Communities. One Initiative. The seven model miles represent the first step toward building a more connected, equitable Aerotropolis community.***

As an outgrowth of the AeroATL Greenway Plan, seven communities were selected to complete a model mile feasibility study. Each community embarked on a planning process that examined the feasibility of creating a model mile greenway/multi-use trail that will spark development of an interconnected network of trails throughout the Aerotropolis region.

These trail feasibility studies examined the proposed trail alignment at a detailed level, including analyzing the existing conditions, researching relevant existing plans and studies,

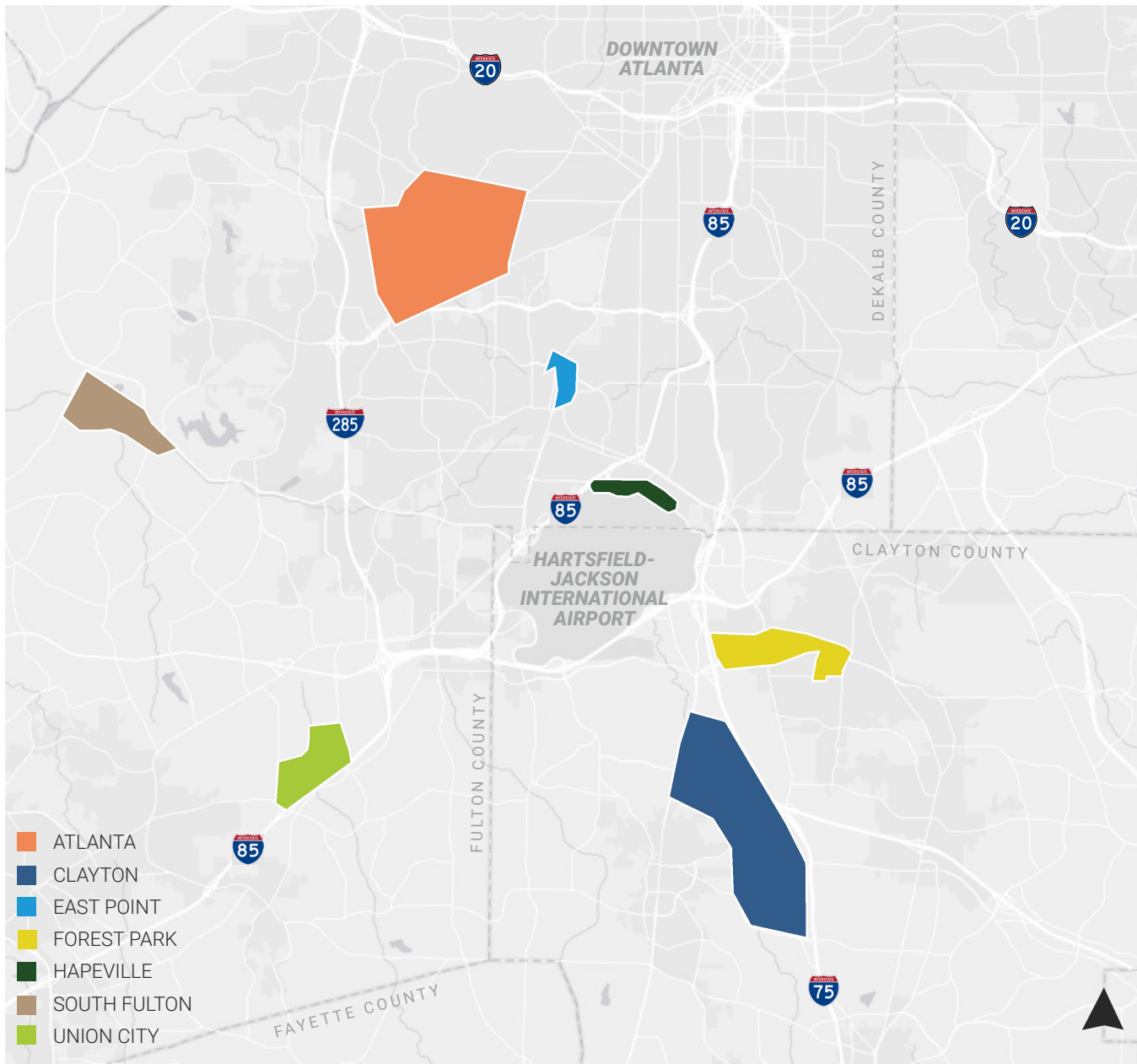
conducting a desktop screening of environmental and cultural resources, and identifying alignment options. This process was supported by a public engagement process that complemented the research in order to select and refine a preferred alignment.

This approach helped to educate each community about the level of effort needed to design and construct the trail, including the financial implications and the resulting benefits.



## 2018 AEROATL GREENWAY PLAN VISION

*"A comprehensive and inviting trail network that contributes to the quality of life and economic vitality of Aerotropolis communities by giving residents, employees, and visitors safe, direct and enjoyable options for getting around the airport area."*





## **WHAT IS THE GREENWAY MODEL MILE FEASIBILITY STUDY?**

The Atlanta Regional Commission awarded the Aerotropolis Atlanta Community Improvement Districts (CIDs) a Livable Communities Initiative (LCI) grant in 2019 to complete the AeroATL Greenway Model Mile Feasibility Study. This feasibility study is the next phase of the AeroATL Greenway Plan completed in the fall of 2018.

There are nine key partners, including the Aerotropolis Atlanta Alliance (the Alliance) and the Aerotropolis Atlanta CIDs, and seven communities: the City of Atlanta, Clayton County, the City of East Point, the City of Forest Park, Hapeville, the City of South Fulton, and Union City. Together, the Alliance, the CIDs, and the municipalities identified a model mile multi-use path segment in each of their respective communities to further evaluate the potential for construction.

Throughout this feasibility study process, each of the model mile communities took an in-depth look at how the trail should be best configured to maximize economic growth, connectivity, physical and mental health, community pride and identity, and the environment, which are critical elements of the AeroATL Greenway Plan.

The model miles are the first step in connecting the Aerotropolis region and the communities within it, one of the most important factors expressed by community leaders and community members alike. Providing safe, alternative means of transportation and recreation is a game-changer for the south side of the Atlanta Metropolitan area, which surrounds the busiest airport in the world. Shifting focus and resources to this historically underfunded and under-resourced region will begin to close the equity gap and provide opportunities for the communities to improve quality of life and work toward achieving their highest potential with fewer obstacles.

# THE PROCESS

These feasibility studies help advance each community's model mile toward design and construction. The project began in November 2019 and concluded in February 2021 with all seven communities adopting. Each municipality's feasibility report documents the process undertaken to achieve community consensus regarding the alignment of the model mile in the respective communities. These studies analyzed each proposed trail in detail. The work included researching and mapping existing conditions, reviewing previous plans, documenting and analyzing the alignments in situ, implementing a public involvement plan, developing and refining alternatives, estimating costs, selecting a preferred alternative, and conducting a feasibility assessment. The results of these tasks are documented and summarized in each community's model mile feasibility study.

## **PUBLIC OUTREACH IN A GLOBAL PANDEMIC**

The global COVID-19 pandemic struck in early 2020 as the public engagement phase of the project was beginning. The Pond and Company project team worked with the Alliance, the CIDs, and each community to adapt to the changing world. The team worked collaboratively through bi-weekly project management team meetings, project advisory group meetings, and virtual public forums to facilitate an iterative public process with a focus on building consensus among community

members and interest groups. Adaptations due to COVID-19 meant shifting the planned in-person public open house meetings to online virtual meetings. Instead of conducting two in-person meetings, as originally planned, the team hosted seven separate virtual meetings in late February, one for each community, to present the findings of the existing conditions and technical analysis. In late August, the team again hosted seven virtual public meetings to review the alignment alternatives. Finally, in mid-December two virtual public meetings presented the preferred alignments for all communities.

Web-based tools augmented the virtual meetings to further enhance public engagement. Pigeonhole Live collected real-time feedback during the virtual meetings, and websites for each community created with Social Pinpoint gathered comments from residents. The community websites were also integrated with the Alliance Greenway Plan project website. The websites used a survey to collect feedback and a mapping tool, which allowed community members to add pins to a map along with comments and feedback. The project team updated all websites and project information throughout the project process. Each community's ability to adapt and be flexible amid the pandemic was critical to maintaining the project schedule and grant deadline. The Alliance and the CIDs promoted the project and public meetings on their websites and LinkedIn, and

the communities promoted the events on their respective websites and social media pages. Finally, in December 2020 through February 2021, the project team scheduled briefings with elected officials, and each community's council voted to adopt their feasibility report documents.

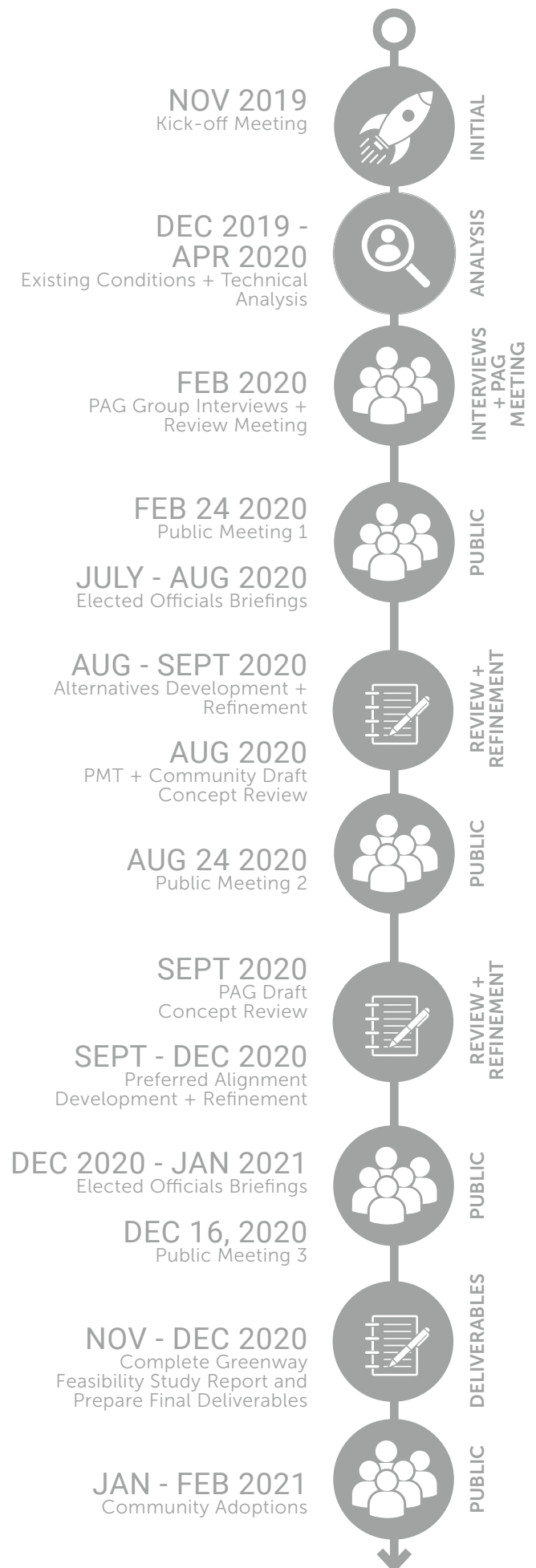
## IMPLEMENTABLE RECOMMENDATIONS

The Greenway Plan Model Mile Feasibility study sets up each model mile for the next step of implementation, which includes producing detailed design and construction documents. The goal of this study was to develop feasible alignments with public input by working closely with each community, the Alliance, and the CIDs. Each model mile plan includes a chapter that clearly outlines recommendations for implementation, including key points of interest along the corridor, phasing and prioritization, potential funding sources, project costs, and a design and engineering sequence for final implementation tasks.

## PROJECT TIMELINE

To meet the requirements of the LCI funding, it was critical to establish a project schedule, identify major milestones along a project timeline, conduct community outreach, and develop a report by the end of 2020. Four overarching cornerstones organized the process:

- Existing conditions and technical analysis
- Public involvement
- Alternatives development, refinement, and preferred alignment selection
- Final deliverables














# THE SEVEN

This section contains a brief overview of each of the seven communities. The chart on the next two pages provides an at-a-glance summary of each community's preferred model mile trail and its major elements, features, and estimated costs. The chart is not meant as a comparison as each trail embodies specific assets and challenges unique to each community.

The overviews of the seven communities outline the major benefits of each model mile and provide a snapshot of each trail alignment and design. Each community is explored in greater detail within its own feasibility report.

# AEROATL MODEL MILE SUMMARY CHART

|  | ATLANTA  | CLAYTON COUNTY   | EAST POINT  |
|--|--|--|---|
|  <b>LENGTH OF TRAIL</b>         | 8,650 LINEAR FEET /<br>1.65 MILES  | 5220 LINEAR FEET /<br>.99 MILE   | 4,380 LINEAR FEET /<br>.83 MILES  |
|  <b>DIRECT CONNECTIONS</b>     | 3 NEIGHBORHOODS<br>2 COMMERCIAL DISTRICTS<br>1 PARK<br>1 GREENSPACE<br>1 SCHOOL<br>1 EXISTING TRAIL<br>3 YOUTH & FAMILY CENTERS<br>5 MARTA STOPS                           | 1 HOSPITAL<br>1 CIVIC<br>2 SCHOOLS<br>1 MARTA BUS ROUTE<br>1 MARTA BUS STOP                  | 3 NEIGHBORHOODS<br>20+ BUSINESSES<br>2 COMMERCIAL DISTRICTS<br>1 PARK<br>3 GREENSPACES<br>2 EXISTING TRAILS<br>1 SCHOOL<br>1 MARTA TRANSIT STATION    |
|  <b>ENVIRONMENTAL</b>         | MODERATE STREET TREES<br>IMPACTED INCLUDING<br>SPECIMEN TREES  | LESS THAN 1% IMPACT TO<br>WETLANDS   | LESS THAN 10 TREES<br>IMPACTED<br>NO WETLAND/FLOODPLAIN<br>IMPACTS  |
|  <b>AMENITY OPPORTUNITIES</b> | ADAMS PARK LIBRARY<br>ADAMS PARK<br>ALFRED 'TUP' HOLMES<br>GOLF COURSE<br>2 NEW TRAILHEADS<br>PUBLIC ART LOCATIONS<br>CAMPBELLTON BRT/LRT<br>CASCADE RD COMPLETE<br>STREET | CONNECTION TO FLINT<br>RIVER<br>WILDLIFE SIGHTINGS<br>SMAL TRAILHEAD<br>PUBLIC ART LOCATIONS | HISTORIC DOWNTOWN<br>NEW TRAILHEAD<br>(MILLEDGE STREET)<br>JEFFERSON RECREATION<br>CENTER<br>BRYAN PARK<br>FUTURE WAREHOUSE<br>DISTRICT REDEVELOPMENT |
|  <b>ESTIMATED COST</b>        | PHASE I: \$6,374,780<br>PHASE II: \$387,700<br>TOTAL: \$6,762,480  | TOTAL: \$5,465,911.00  | PHASE I: \$1,899,388<br>PHASE II: \$2,101,612<br>TOTAL: \$4,001,000   |



| FOREST PARK  | HAPEVILLE   | SOUTH FULTON  | UNION CITY   |
|--|---|---|--|
| 11,300 LINEAR FEET /<br>2.15 MILES   | 8000 LINEAR FEET /<br>1.5 MILES   | 11,868 LINEAR FEET /<br>2.24 MILES  | 12,200 LINEAR FEET/<br>2.3 MILES   |
| 50+ BUSINESSES<br>1 MARKET<br>2 PARKS<br>2 YOUTH &<br>FAMILY CENTERS<br>3 GOVERNMENT<br>FACILITIES<br>7 MARTA BUS STOPS                                  | 1 NEIGHBORHOOD<br>20 BUSINESSES<br>1 MIXED-USE<br>DEVELOPMENT<br>2 CIVIC<br>3 TRANSIT<br>2 MARTA BUS ROUTES | 7 BUSINESSES<br>1 GREENSPACE<br>1 YOUTH &<br>FAMILY CENTER<br>2 ENTERTAINMENT<br>VENUES<br>1 EXISTING TRAIL                                 | 5 NEIGHBORHOODS<br>20 BUSINESSES<br>3 COMMERCIAL DISTRICTS<br>4 SCHOOLS<br>1 MARTA PARK AND RIDE                             |
| MINIMAL STREET TREES<br>IMPACTED   | MINIMAL ENVIRONMENTAL<br>IMPACTS  | MINIMAL<br>WETLAND IMPACTS  | 35 TREES IMPACTED<br>MINIMAL WETLAND<br>IMPACTS  |
| STARR PARK<br>MAIN STREET DOWNTOWN<br>BILL LEE PARK<br>ATLANTA STATE FARMERS<br>MARKET<br>FOREST PARK CITY HALL<br>NEW TRAILHEAD<br>PUBLIC ART LOCATIONS | FINDING THE FLINT<br>PROJECT SITE<br>DELTA FIGHT MUSEUM<br>PUBLIC ART LOCATIONS<br>GREEN INFRASTRUCTURE     | WOLF CREEK<br>AMPHITHEATER<br>WOLF CREEK LIBRARY<br>WOLF CREEK MULTI-USE<br>TRAIL<br>CAMP CREEK<br>2 NEW TRAILHEADS<br>PUBLIC ART LOCATIONS | GLADYS S. DENNARD<br>LIBRARY AT SOUTH FULTON<br>NEW TRAILHEAD AT MARTA<br>PARK AND RIDE LOT<br>PASSIVE RECREATION<br>AT POND |
| PHASE I: \$5,775,000<br>LATER PHASE: \$2,100,000<br>TOTAL: \$7,875,000   | TOTAL: \$2,706,648  | PHASE I: \$11,000,000<br>PHASE II: \$3,300,000<br>TOTAL: \$14,300,000   | PHASE I: \$2,120,088<br>PHASE II: \$1,829,258<br>TOTAL: \$3,949,346  |

# ATLANTA

The Atlanta Model Mile is poised to drive community development by connecting community amenities and creating a social spine through the Adams Park Neighborhood. The trail connects people directly to businesses along Campbellton Road, the Adams Park Library, the Alfred 'Tup' Holmes Golf Course, Adams Park, the Adams Park Recreation Center, Cascade Elementary School, and the Cascade Business District (CBD). It also promotes transit-oriented development by linking the planned Campbellton Road Bus Rapid Transit (BRT) and future Light Rail Transit (LRT) to the CBD.

The goals the City of Atlanta community deemed important are:

- Safety: include pedestrian facilities and traffic-calming elements to improve safety along the corridors for all users.
- Mobility: establish a model mile greenway that connects Campbellton Road to the Cascade Heights Business District.
- Equity: incorporate public art, safe gathering spaces, and interpretive opportunities to tell the story of Adams Park.







Aerial view of the trail at Delowe Drive and Venetian Drive.



Looking east from the corner of Delowe Drive and Venetian Drive.



Looking northwest from the corner of Delowe Drive and Venetian Drive.



# CLAYTON COUNTY

The Clayton County Model Mile will provide infrastructure for bicycles and pedestrian mobility near the Flint River; the two anchors at either end of the trail are Charles W. Drew High School to the north and Southern Regional Medical Center to the south. This trail segment supports education and healthy lifestyles for residents, students, the Southern Regional workforce, and patients of Southern Regional. It provides users access to exceptional natural habitats and is a useful recreational and mobility resource for anyone who lives and works in the area.

The goals Clayton County deemed important are:

- Safety: provide infrastructure for nonmotorized transportation to improve safety along the corridor for those travelling by means other than a personal vehicle or public transit.
- Mobility: establish a model mile greenway that provides access to important local destinations, namely schools and the medical center.
- Opportunity: the trail will open-up access to land that few know is there; this access will enhance mental and physical well-being and provide educational opportunities.







Proposed pedestrian trailhead entrance.



# EAST POINT

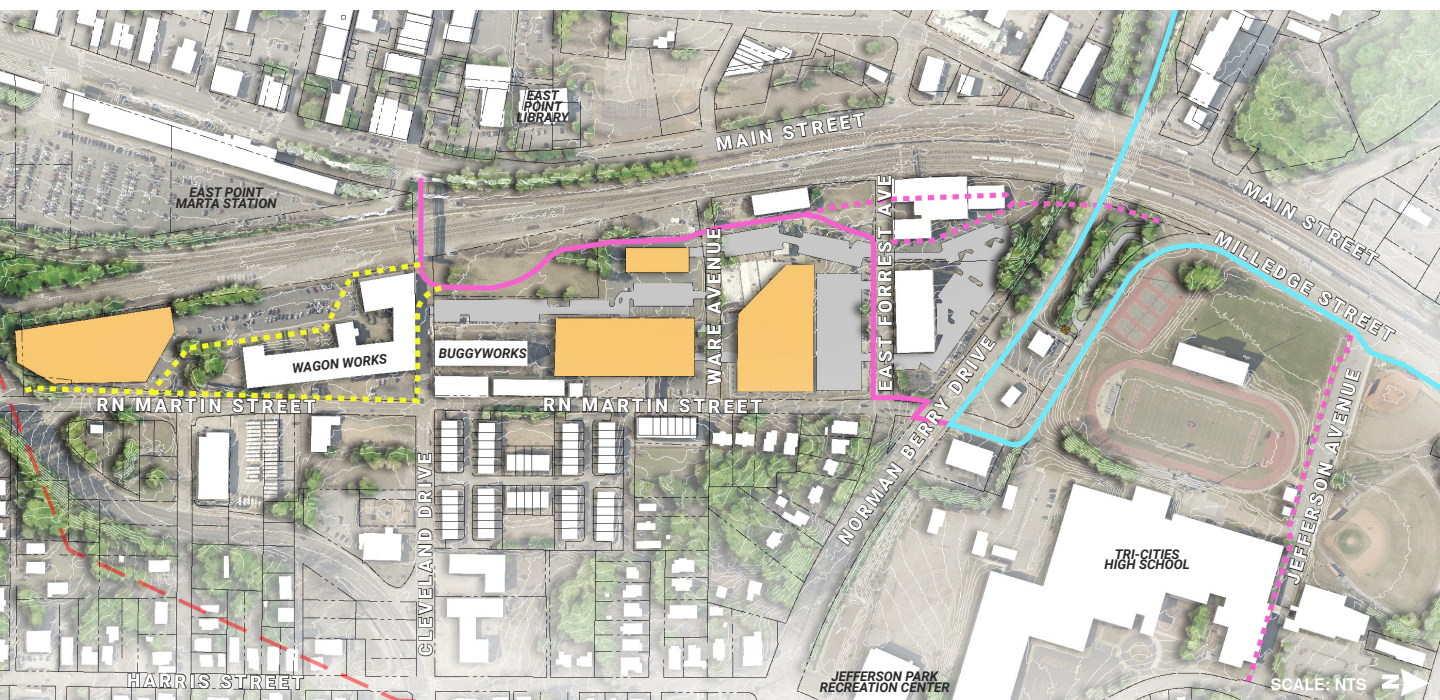
The East Point Model Mile will provide a trail experience embedded into the redevelopment of the historic collection of buildings along the north-south MARTA and CSX rail lines known as The East Point Warehouse District and renamed by the developer as East Point Exchange (EPX). It is rich with placemaking opportunities, mobility and transportation connectivity, and historic features.

The trail extends through downtown East Point and through private property, including the historic Buggyworks and Wagonworks buildings, connecting to Tri-Cities High School near the northern terminus of the segment and the newly completed East Point PATH Trail. The private property owner-developer of the East Point Exchange project intends to honor the historical significance of the existing structures and wants

to integrate the property into the trail to create a regional mixed-use destination. The trail connects to the MARTA pedestrian bridge, and a future phase will provide a pedestrian bridge over Norman Berry Drive.

The goals the East Point community deemed important are:

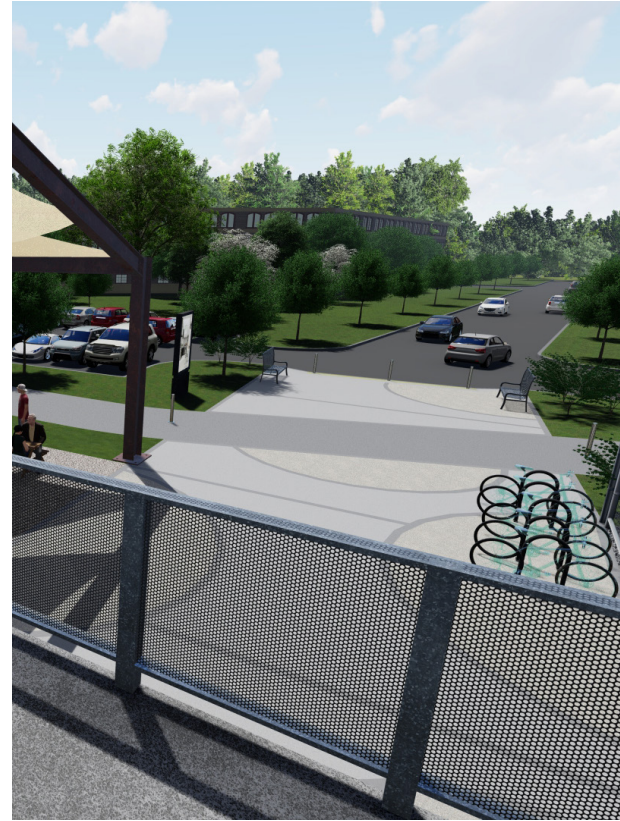
- Mobility: expand mobility options to access downtown East Point, Tri-Cities High School, residential areas, and employment centers.
- Revitalization: catalyze redevelopment of the Warehouse District.
- Safety: create safe connections to downtown East Point, the existing PATH Trails, and Tri-Cities High School.







View of "The Couch," a flexible outdoor space for community and private events.



View from the proposed "Beacon" platform.



Proposed view of "The Couch" flexible space adjacent to the East Point Model Mile multi-use trail.



# FOREST PARK

The Forest Park Model Mile will provide infrastructure for bicycles and pedestrian mobility in an area where the City hopes to spur economic development and give those not in cars or buses a means to safely travel to their jobs. The model mile connects downtown Forest Park and commercial establishments on Main Street to the regionally significant State Farmers Market. The trail helps to improve the visual character of Forest Parkway and Main Street and connects multiple civic spaces. The trail design also includes the development of a flexible park space with the ability to accommodate food trucks.

The goals the Forest Park community deemed important are:

- Support workforce development: use the trail to connect people to jobs in the industrial/commercial corridor along Forest Parkway.
- Connect: link community spaces together as a cohesive network.
- Image: improve the image and visual character of Main Street and Forest Parkway.







Aerial view of the flexible park space and adjacent trail.



Proposed multi-use trail and adjacent park space.



Flexible park space.

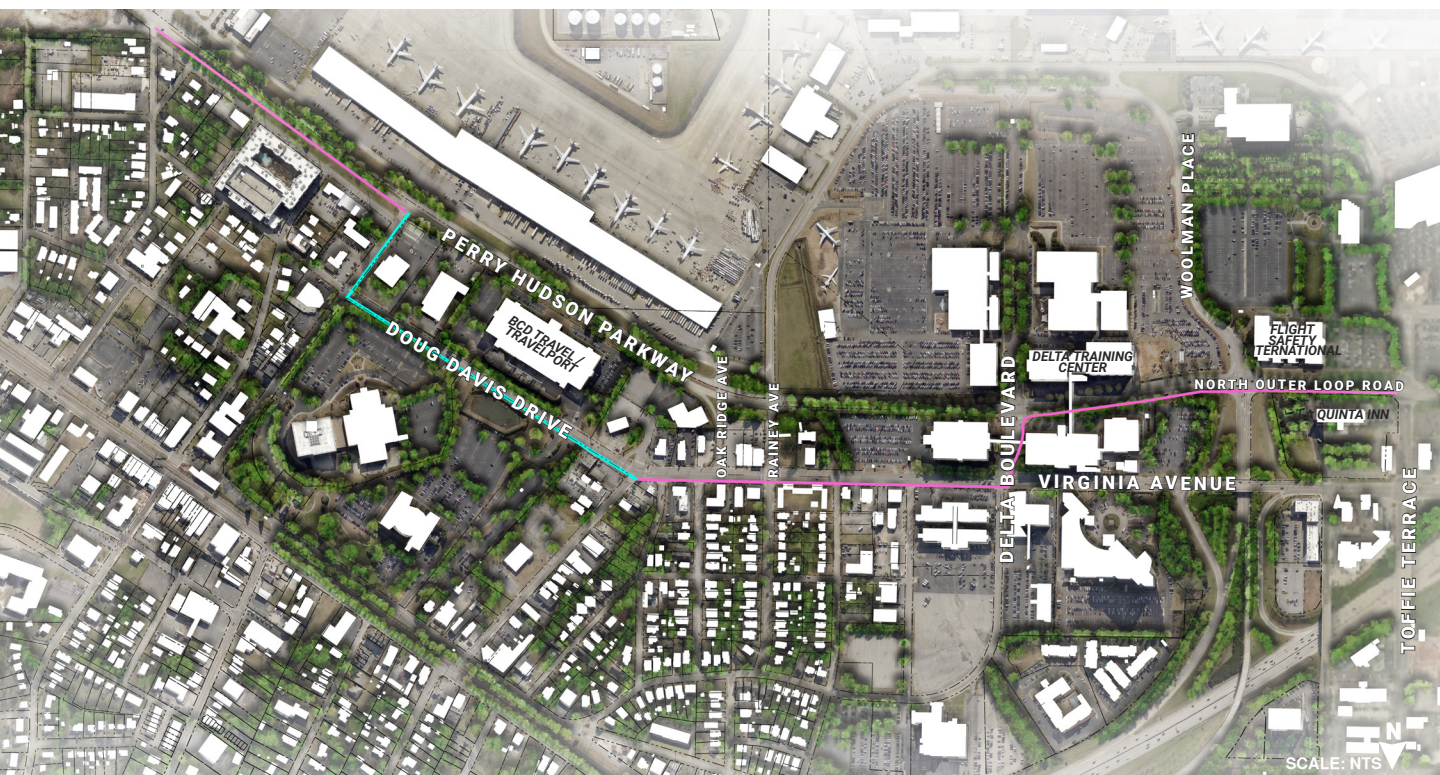


# HAPEVILLE

The Hapeville Model Mile will provide a more equitable means of travel for those not in cars, trucks, or buses, and will broaden the way users move through this rapidly redeveloping area by broadening the network of pedestrian and bicycle infrastructure. The trail connects the Delta Headquarters to downtown Hapeville and multiple airport employment centers, restaurants, and support services. This model mile has the distinction of intersecting the headwaters of the Flint River and will provide access to the future Flint River Park on the Delta campus. Finding the Flint is an important initiative, and this model mile has the opportunity to support the Flint River awareness campaign through design and destination.

The goals the Hapeville community deemed important are:

- Provide a safe route of passage: install sidewalks, crosswalks, and pedestrian safety measures in the sections of the corridor lacking this infrastructure.
- Expand mobility options: improve safety along the corridor by providing infrastructure for those traveling by means other than a personal vehicle or public transit.
- Placemaking: enhance the experience and quality of life along the corridor, including among the adjacent employers, downtown Hapeville, and the development happening along the corridor.







Aerial view of the Virginia Avenue streetscape.



Proposed streetscape looking east along Virginia Avenue.



Proposed streetscape improvements and multi-use trail looking west down Virginia Avenue toward Delta Boulevard.

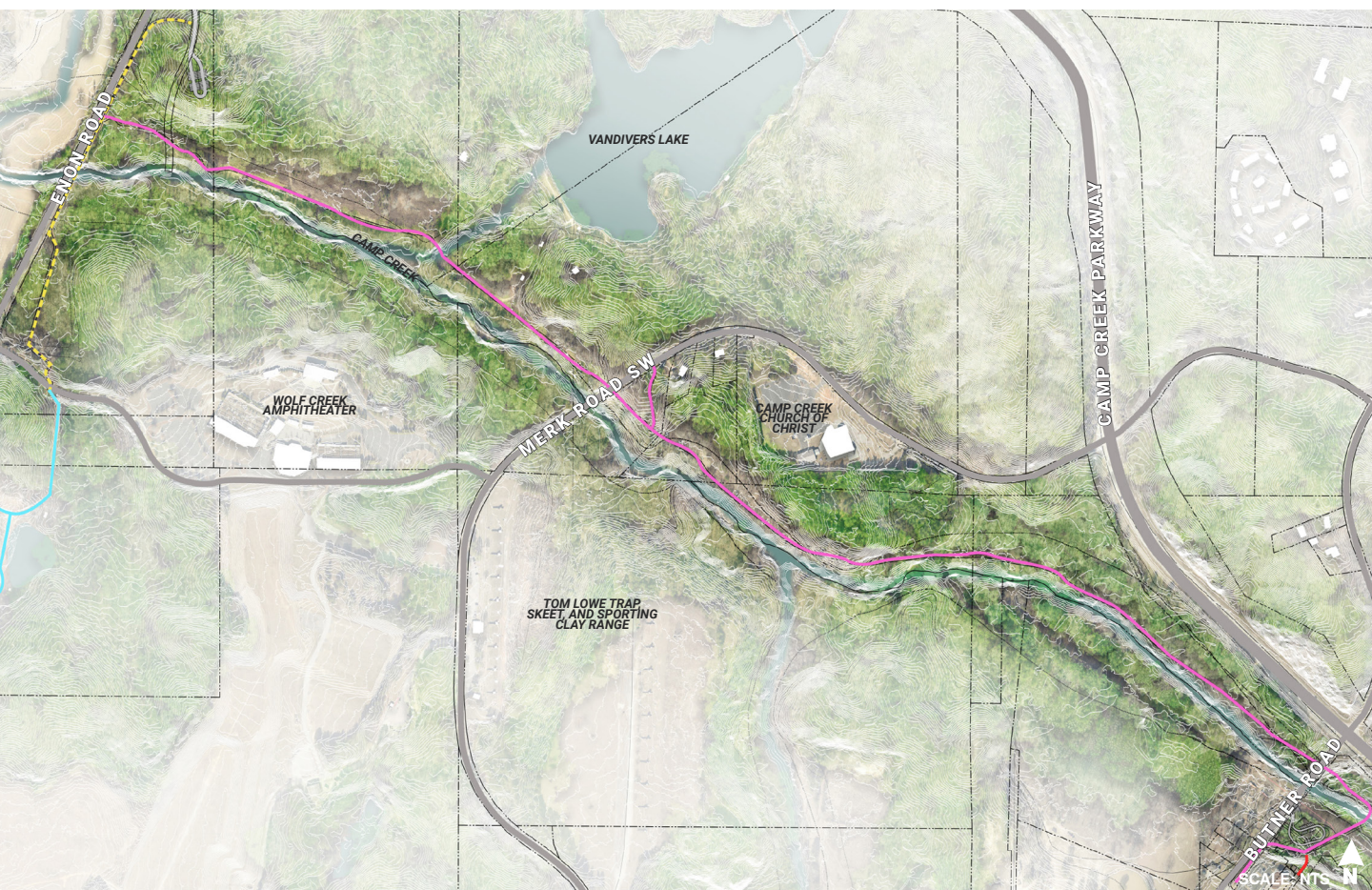


# SOUTH FULTON

The South Fulton Model Mile will provide infrastructure for bicycles and pedestrian mobility in an area of the city that lacks nonmotorized transportation and recreational options. The South Fulton Model Mile will open a rich natural area to residents and visitors. The trail follows the north bank of Camp Creek between Butner Road and Enon Road and connects people directly to Camp Creek, the Wolf Creek Amphitheater, the Wolf Creek Multi-Use Trail, the Wolf Creek Library, the Wolf Creek Golf Course, and The Shops at Camp Creek Village. Two trailheads, located where the model mile intersects both Enon Road and Butner

Road, provide destination points and trail access. The goals in the South Fulton community deemed important are:

- **Connect:** connect the Wolf Creek Multi-Use Trail to Butner Road.
- **Utilize Open Space:** make the most of underutilized open space and connect people to nature.
- **Safety:** Promote and enhance safety along the trail by adding a pedestrian bridge along Enon Road and a tunnel under Butner Road.







Aerial view of the Butner Road trailhead.



Multi-use trail looking toward the bridge over Camp Creek.



The multi-use trail looking toward signage, sculpture, parking lot, and Butner Road.



# UNION CITY

The Union City Model Mile is poised to drive community development by connecting to Morning Creek and serving as a cultural and social spine through the region.

The trail provides connectivity for the office and light industrial businesses along the corridor, Hapeville Charter School, Banneker High School, Fulton College and Career Academy, and the Gladys S. Dennard Library at South Fulton. The greenway connects people to the Morning Creek corridor off Royal South Parkway, providing opportunities for outdoor education and recreation. Plans for the second phase leverage the Morning Creek corridor as a nature trail and passive park space for residents and commuters.

The goals the Union City community deemed important are:

- **Connect:** expand mobility options for the surrounding residents to access employment, schools, and the MARTA Park and Ride Lot on the south end of Royal South Parkway near Feldwood Road.
- **Preserve:** create access to natural areas along the corridor and preserve them for enjoyment by residents and visitors.
- **Safety:** incorporate safe crossings to access the model mile from the trailhead at the MARTA Park and Ride Lot, along with other safety measures to ensure a level of comfort for all users of the trail.







Aerial view of the MARTA trailhead and road crossing.



Looking south along the proposed multi-use trail.



View of the trailhead illustrating safe pedestrian connections, public art opportunities, wayfinding signage, and bioretention plantings.



# EXISTING CONDITIONS







# INTRODUCTION

***This section of the report provides a summary of the existing area through which the proposed model mile of trail will travel.***

The goal of the East Point AeroATL Model Mile trail is to promote the creation of transit-oriented development (TOD) around the East Point MARTA station. It also aims to safely connect Tri-Cities High School to the East Point MARTA station and Main Street via the existing James L. Jackson Pedestrian Bridge at the Buggy Works and Wagon Works buildings.

This model mile is proposed to run through a right-of-way adjacent to the CSX/Norfolk Southern railroad line. The owner of the Buggy Works and Wagon Works buildings adjacent to the east side of the rail line envisions the model mile as a means to promote and encourage new development and redevelopment, such as a food hall, restaurants, markets, and retail, which will

serve the community and act as an extension of downtown East Point across the MARTA rail and railroad lines. Culture Labs, a commercial real estate consulting firm, is assisting Kairos Development Corporation envisioning the redevelopment of the area from Norman Berry Drive to Irene Kidd Parkway.

This model mile lends itself to creative placemaking and historic preservation. There is an opportunity to activate the existing greenspace behind the Buggy Works building into a community gathering space surrounded by new restaurants and retail space. The use of green infrastructure is also a priority in the development of the East Point Model Mile trail.

# EXISTING PLANS + STUDIES REVIEW

East Point completed various studies funded by the City and the Atlanta Regional Commission to identify ways to revitalize the downtown. The plans outline policies the City can pursue to create a pedestrian-friendly environment and economic opportunities, such as by improving transportation, creating reinvestment initiatives, and updating local ordinances.

## ***Comprehensive Plan Update (2017)***

The Comprehensive Plan Update focuses on land use and future development and includes most of the issues identified in the 2012 Comprehensive Plan. The findings in the plan, which were garnered from public participation, that relate to the model mile corridor include the desire for increased pedestrian safety and park access, more public art, and more greenspace. Currently, dedicated bike paths, multi-use trails, bike lanes within the city and connections to destinations outside the city are nonexistent. The Comprehensive Plan Update outlines various options for mobility and connectivity, including improving the connectivity between road networks, transit, and bike paths; investing in multi-use trails; and establishing greenway corridors that are conducive to walking and biking.

## ***Transit Oriented Development Plan (2012)***

The 2012 City of East Point Transit Oriented Development (TOD) Plan builds on a few

previous studies, including the 2005 Livable Centers Initiative (LCI) Study. The goal of the TOD Plan is to develop a model for a thriving mixed-use downtown that is economically viable and attractive to residents and businesses. The TOD Plan provides recommendations and implementation strategies for land use, mobility, and urban design. The focus area of the study is the redevelopment of The Commons Area, the East Point MARTA Station parking lot, and the Government Center Complex Expansion.

## ***Livable Centers Initiative (LCI) Study (2005)***

The City of East Point initiated the 2005 Downtown Livable Centers Initiative Study to support the City's goal to implement transportation projects that improve connectivity throughout downtown and nearby neighborhoods, thus increasing the livability of the area. Outcomes from the LCI study included rezoning almost all parcels in the downtown area to commercial redevelopment and instituting a Downtown Architectural Overlay District for these zoned areas to create a unified and attractive downtown district. New development must follow these architectural guidelines. The study advocated making several changes to the downtown, including creating a municipal complex; adding various types of residences, a grocery store, and a drug store; creating a civic space or a greenspace. In May 2019, the City completed Phase I of the

government complex, which included building a new city hall. Phase II involves renovating the historic City Auditorium.

### ***East Point PATH Trails Master Plan (2016)***

The East Point PATH Trails Master Plan, by the PATH Foundation and KAIZEN Collaborative, identifies 24.5 miles of potential bicycle and pedestrian trails throughout the city. The proposed trail network would link downtown, city parks, neighborhoods, destination points, and employment centers. Various PATH trails cross through the model mile study area. The 16 trails outlined in the PATH Master Plan are names using the numerical order of the trails; for example, Path #1 is named EP PATH #1 (Sumner Park to Tri-Cities). Both EP PATH #3 (Wagon Works to Downtown) and EP PATH #4 (Buggy Works to Tri-Cities High School) closely coincide with the model mile alignment to connect downtown to Tri-Cities High School. EP PATH #1 (Sumner Park to Tri-Cities High School) is currently constructed and follows the five-year implementation strategy from the Master Plan. This trail will connect to the model mile trail and provide an east-west connection. Once the remaining PATH trails are completed, the PATH network of multi-use trails will enhance connectivity in and around downtown East Point and boost activity at destination nodes.



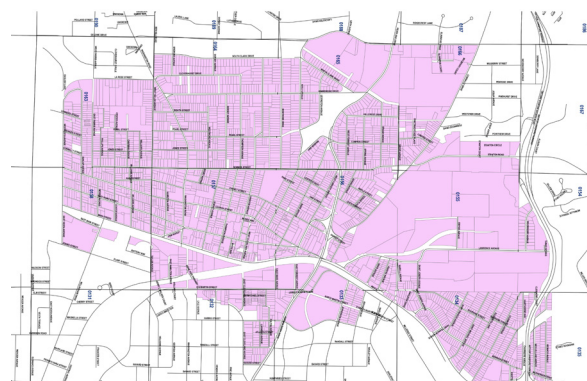
The Comprehensive Plan Update.



The East Point PATH Trails Master Plan.

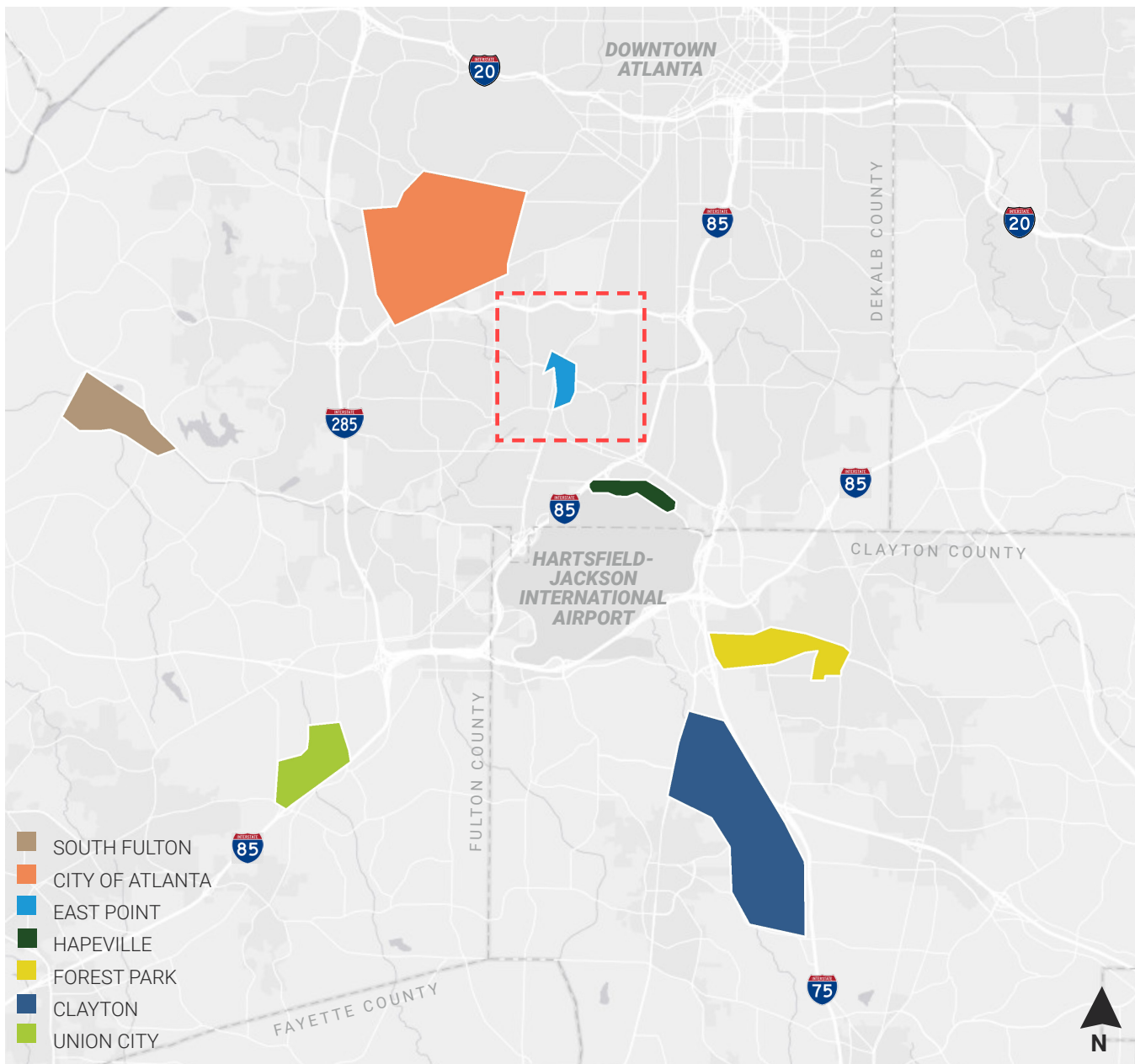


The East Point TOD Plan.



The study area for the Livable Centers Initiative, 2005.



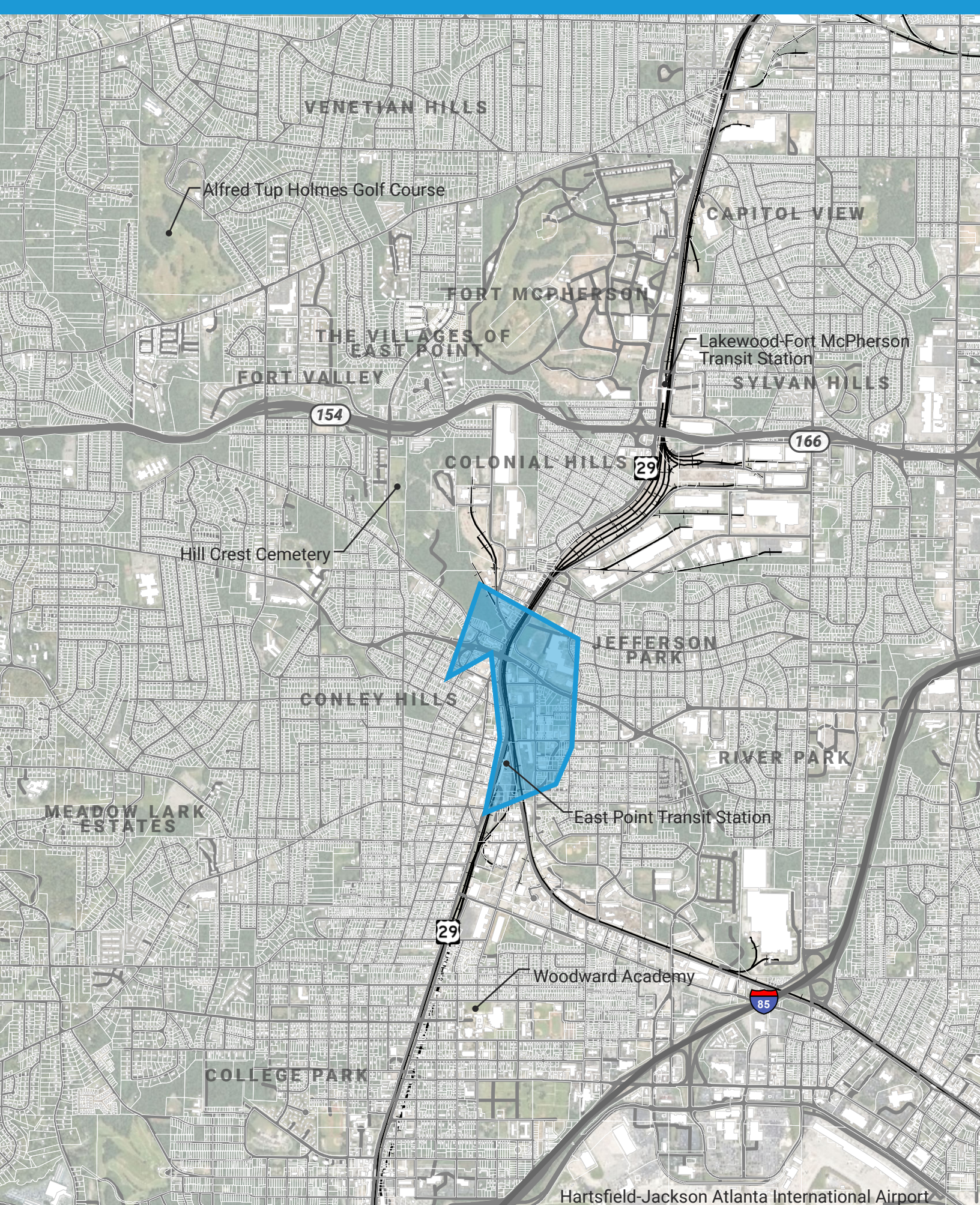


# STUDY AREA

Located just north of College Park and south of Atlanta, the East Point city limits are bounded by large roadways on three sides: Interstate 285 to the west, Interstate 85 to the east, and State Routes 154 and 166 on the north.

The model mile study area runs north-south encompassing downtown East Point from Bryan Park to the East Point MARTA Station. Main Street/Highway 29 and the railroad tracks that run parallel to the highway bisect the study area.







# SITE PHOTOS



Vacant buildings east of the railroad are obstacles to providing a sufficient buffer between the trail and the railroad.



A view of a typical right-of-way in the corridor that shows how close the existing buildings are to the railroad tracks.



The James L. Jackson Pedestrian Bridge connecting Cleveland Avenue to the East Point MARTA Station.



The model mile trail will require a pedestrian bridge adjacent to the railroad overpass at Norman Berry Drive.



Some pedestrians currently reach the MARTA station by crossing the railroad tracks at this informal access point.





Existing stairs from Norman Berry Drive to Milledge Street lead into a vacant parcel that is partially fenced.



Billboards in disrepair south of Norman Berry Drive could be repurposed.



A road diet and multi-use path along Norman Berry Drive implemented from the East Point PATH Trails Master Plan.



A view from the location of the proposed pedestrian bridge, which will provide a gateway opportunity and excellent views.



Concrete barriers at the MARTA rail line make east-west crossings difficult.



# HISTORIC + CULTURAL RESOURCES

The study area includes multiple historical resources, cultural landmarks, and destinations. Their presence will influence the trail's alignment and support the preservation of and connectivity to these locations. A desktop environmental screening was conducted to identify archaeological, historical, and environmental resources in the study area. This complemented on-site investigations of the corridor.

## ARCHAEOLOGICAL + HISTORICAL RESOURCES

There have been several archaeological surveys completed since 1979. The most recent survey showed no archaeological sites within the study area.

The corridor currently runs parallel to a historic Georgia trolley line, a now defunct trolley line that began in Atlanta with a branch diverging at Willingham Drive running to Hapeville and the main line continuing south to Roosevelt Highway and ending near Riverdale Road. Under a programmatic agreement between the Federal Highway Administration, Georgia Department of Transportation (GDOT), and Georgia State Historic Preservation Office (SHPO), Georgia trolley archaeological sites within East Point are considered ineligible for National Register of Historic Places (NRHP) listing.

The study area includes a portion of the East Point Industrial District, which has been listed on the NRHP since 1985. The East Point Historic District represents a late-19th- to mid-20th-century industrial district.

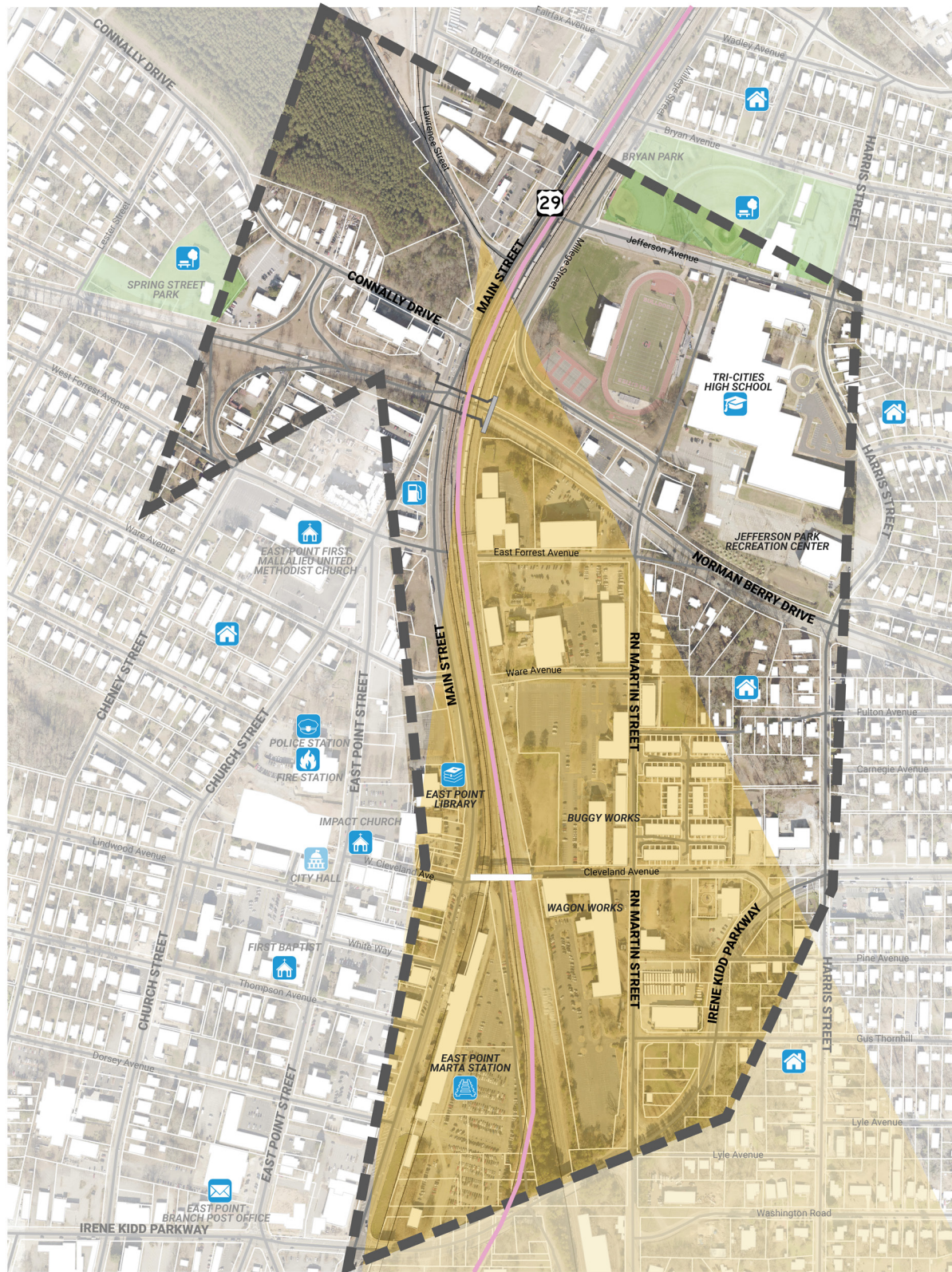
## DESTINATIONS + LANDMARKS

### *East Point MARTA Station*

The MARTA station, located on Main Street in downtown East Point, is a focal point of the study area. The station lies on MARTA's Gold rail line (Doraville to Hartsfield-Jackson Atlanta International Airport). In addition, access to local bus routes 78, 84, 192, and 193 is available from the station. The pedestrian bridge from the Buggy Works and Wagon Works buildings to the MARTA station is the southern terminus for the model mile. The open space at the pedestrian bridge connecting to the MARTA station provides an ideal trailhead for recreation and further connectivity to surrounding neighborhoods.

### *Academic Facilities*

Tri-Cities High School is in the northeastern portion of the study area. The East Point Branch of the Fulton County Library also lies just inside the study area on the western side of Main Street. Providing pedestrians safe routes to these institutions will offer students, faculty, and library patrons an alternative mode of travel.



# legend

- |                    |  |                |
|--------------------|--|----------------|
| --- study area     | --- proposed pedestrian bridge                               | church         |
| parcels            | eligible/listed national historic registered (NHRP) property | library        |
| structures         | historic Georgia trolley                                     | police station |
| roads              | transit station  | fire station   |
| parks / greenspace | residential homes  | gas station    |
| railroad tracks    | post office  | park           |
| overpass           |  |                |



### ***Office & Industrial Buildings***

The historic Jefferson Station, Buggy Works, and Wagon Works, which all function as office buildings, are located within the study area and serve as contributing structures to the NRHP East Point Industrial District. There are also two industrial buildings located between E. Forrest Avenue and Ware Avenue. These buildings evoke a sense of place that is unique to East Point and serve as landmarks within the proposed trail network. Their architecture is reminiscent of East Point's industrial period and create a destination point along the corridor. Kairos Development Corporation owns office and retail space within the Buggy Works and Wagon Works area.

### ***Jefferson Park Recreation Center***

The recreation center is located adjacent to Tri-Cities High School along Norman Berry Drive at the eastern boundary of the study area. It serves not only as an important resource for the East Point community but also as a popular place for Tri-Cities High School students to spend time after school. The facility includes office space for the City of East Point Parks & Recreation Department as well as a full-court basketball gym. Proposed trails through the study area are primed to connect various recreational opportunities, including the recreation center, and increase usage along the corridor.







# PARKS, OPEN SPACE, AND EXISTING + PROPOSED TRAILS

The proximity of the model mile corridor to downtown East Point and along developed properties leaves limited areas of open space. The largest areas of open space available for connecting trails are Bryan Park and Tri-Cities High School to the north and a large greenspace near the Buggy Works and Wagon Works.

## PARKS

The study area contains a park and school athletic facilities, with a park located outside the study area that offers an opportunity for connection. Located at the northeast corner of the study area, Bryan Park is an approximately one-acre pocket park. It includes amenities such as a playground, a volleyball court, and grills. The park is a welcomed space for recreation for residents of Jefferson Park neighborhood east of the study area. Proposed trails from the PATH Trails Master Plan suggest a connection opportunity from the Tri-Cities High School area to Brookdale Park, located east of the study area. The park is small, but it provides a good anchor point for trail intersections or a gateway into nearby communities.

## OPEN SPACE

An open greenspace, currently owned by the Central of Georgia Railroad Company, is located

on the southern end of the study area near the Buggy Works and Wagon Works multi-office building complex. The space is classified as a utility/vacant lot. Previous visioning exercises identified the space as a potential greenspace for public art, community activities, and events. The greenspace is easily connected to downtown via the pedestrian bridge.

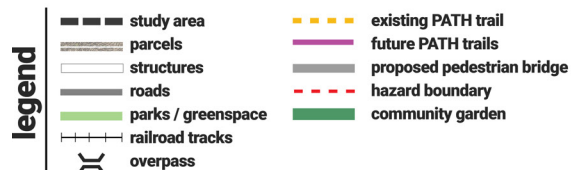
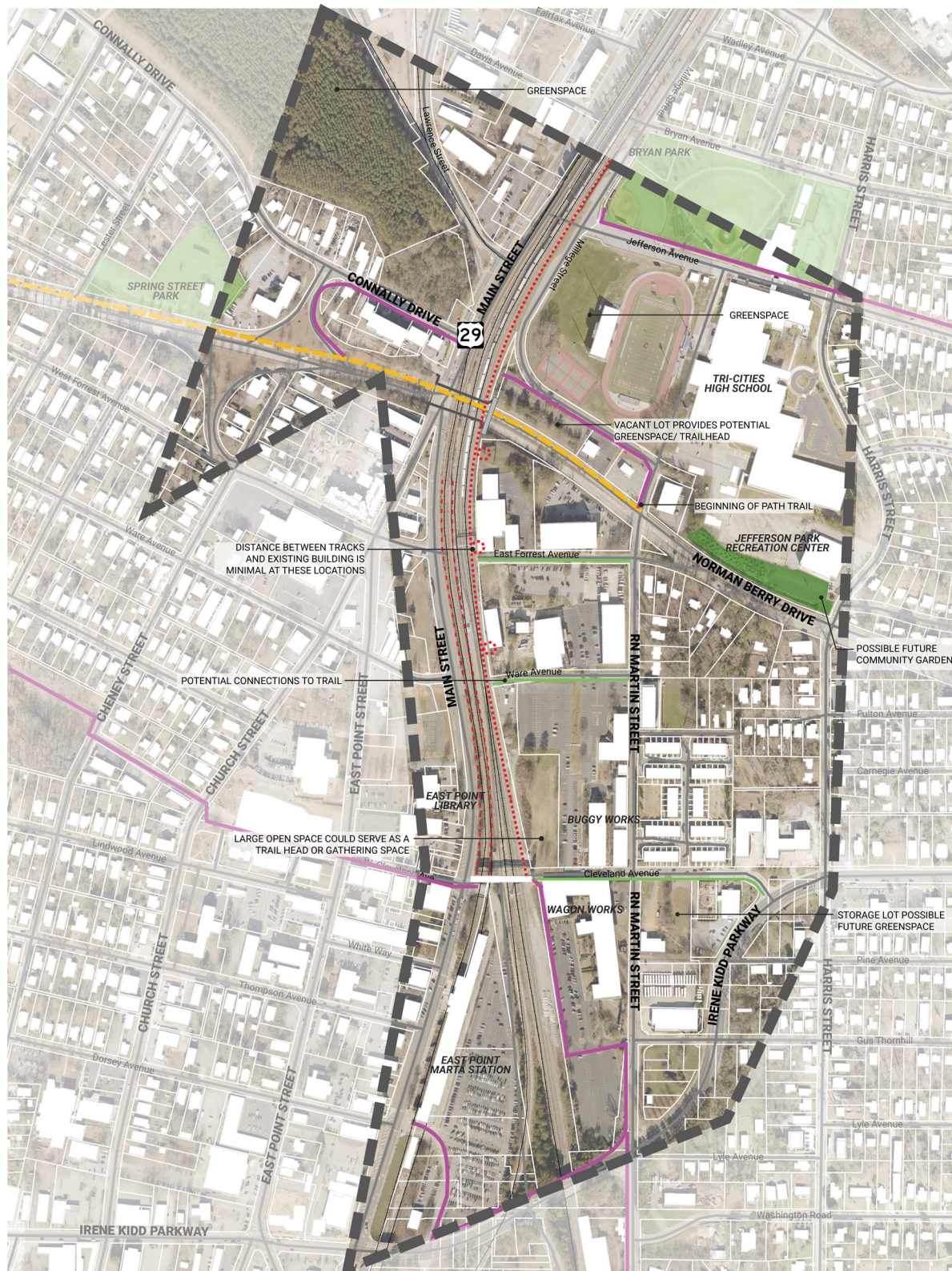


Adjacent Tri-Cities High School ballfields. View from Jefferson Avenue.



Open space at the parking lot of Buggyworks and Wagonworks.









A concept for the pocket park. The image is from the East Point PATH Master Plan by the PATH Foundation and KAIZEN Collaborative.



A concept for the pocket park. The image is from the East Point PATH Master Plan by the PATH Foundation and KAIZEN Collaborative.



## TRAILS

There is one existing trail within the study area boundary. It runs along Norman Berry Drive and can serve as the centerpiece for all future connecting trails near downtown East Point.

### ***PATH Multi-Use Trails***

The 2016 East Point PATH Master Plan helped establish a desired connection from Tri-Cities High School to the James L. Jackson Pedestrian Bridge. EP PATH #3 (Wagon Works to Downtown) and EP PATH #4 (Buggy Works to Tri-Cities High school) reflect this planned north-south connection. Existing PATH multi-use trails along Norman Berry Drive and Milledge Street were recently constructed providing opportunities to connect to the proposed model mile. A PATH trail along Milledge Street currently provides a connection from Norman Berry Drive to the high school. Future PATH trails are proposed to connect in various locations within the study area.



The beginning of the PATH trail at Norman Berry Drive and Milledge Street.



A view of the PATH trail at Norman Berry Drive looking west from Main Street.



# ENVIRONMENTAL RESOURCES

Elements of the natural environment are a valuable component in the study area's urban context. Pond conducted a desktop environmental screening of the study area, which identified ecological and hydrological resources. This was supported by a review of available GIS data and site visits to build a more complete picture of the area's ecology.

Pond screened for streams, wetlands, open water, and floodplain zones. This screening is for planning purposes only. A full delineation of regulated resources and buffers is needed prior to project permitting and construction.

## HYDROLOGY

The only hydrological resource of note is a one-acre AE floodplain zone located along Norman Berry Drive on the eastern side of the study area in front of the Jefferson Park Recreation Center. AE represents a 100-year floodplain area, but its location will have minimal impact on the trail design and construction.

## ECOLOGY

### *Protected Species*

As a part of the environmental screening, Pond consulted the US Fish and Wildlife Service's (USFWS) Information, Planning, and Conservation System (IPaC) for information regarding potential

impacts to federally protected species related to implementation of the proposed project. The USFWS IPaC list identified five listed species within Fulton County. The presence of a few species, such as gulf moccasinshell (*Medionidus penicillatus*), oval pigeon toe (*Pleurobema pyriforme*), and shinrayed pocketbook (*Lampsillis subangulata*), still need to be determined. Additional on-site investigations may be required during preliminary design.

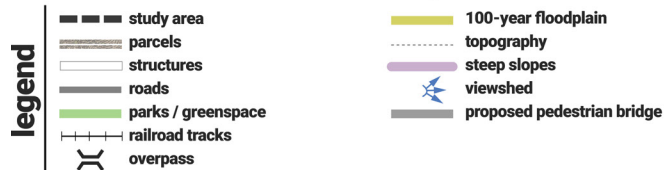
### **Vegetation**

The proposed model mile corridor lies along a railroad right-of-way. There are no significant areas of vegetation to note other than a mix of trees and undergrowth on the southern end of the railroad bridge. At the existing abandoned billboard south of Norman Berry Drive there is only scrub vegetation.



The only floodplain area found is in front of the Jefferson Park Recreation off Norman Berry Drive.







# TRANSPORTATION NETWORK

The study area encompasses downtown East Point and is divided into four quadrants by major transportation corridors. Norman Berry Drive runs east-west and Main Street parallels the railroads and MARTA rail line running north-south. The typical city block urban street grid layout is prominent within the study area. There are many local roads, an expansive sidewalk network, and numerous bus stops that connect to the East Point MARTA station.



The pedestrian bridge at Cleveland Avenue.

## ROAD NETWORKS

Norman Berry Drive was formerly a four-lane roadway with a center raised median and a posted speed limit of 40 mph. The outer westbound lane is now a multi-use trail. Main Street/U.S. 29 is another highly traveled route through the study area. It is the main north-south vehicular corridor and parallels the MARTA and Norfolk Southern/CSX railroad tracks. Smaller local roads such as Cleveland Avenue, Ware Avenue, West Forrest Avenue, and Jefferson Avenue connect perpendicular to the model mile corridor east of the study area.

## PEDESTRIAN INFRASTRUCTURE

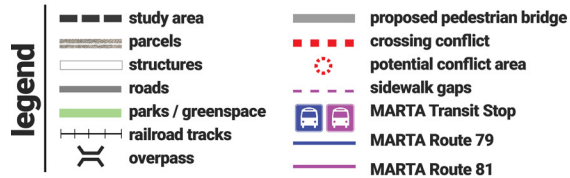
Sidewalks on the east side of the tracks are more inconsistent than those in downtown. Some new residential developments and renovated parcels along RN Martin Street have increased pedestrian access by adding to the sidewalk network for a more walkable experience. The most pedestrian-friendly east-west connection to downtown is via the pedestrian bridge. A wide brick walkway serves as the main path between the Buggy Works and Wagon Works buildings.

## RAILROADS + MARTA

Coordination with both Norfolk Southern and CSX railroads is a priority to ensure the feasibility of constructing the model mile trail. Redevelopment near the railroad corridor and on railroad property will need extensive coordination. Currently, no barriers exist to keep pedestrians from crossing the railroad tracks. Safety precautions are necessary to ensure a more comfortable experience near the corridor.

The East Point MARTA Station is a central hub for residents to connect to the transit system; the station provides approximately 1,000 parking spaces. The MARTA lines connect East Point to the airport (south) and to downtown Atlanta (north). The transit connectivity the MARTA system offers is a benefit; however, the many concrete barriers in this area restrict east-west access for most of the study area.







# UTILITIES

There are numerous utilities located within the study area, including sanitary and stormwater sewers, drainage pipes, water lines, and utility poles with overhead telecommunication and electrical lines. For this study, the project team conducted a desktop screening and site visits to identify existing utility infrastructure from available data and visual confirmation. As the project moves forward, additional study and survey of the site are necessary to further verify the presence of existing utilities, particularly those underground.

Most utilities in the proposed trail corridor are related to the railroad operations. These include utility and right-of-way markers. Sewer lines and overhead utilities are present within the trail corridor only along Main Street beginning north of Norman Berry Drive. Roadway lighting is intermittent on nearby streets such as East Forrest Road, Ware Avenue, and Cleveland Avenue. The lighting only serves for vehicular traffic and may be insufficient for trail usage within an urban area.

A cell tower with perimeter fencing is located on railroad property off East Ware Avenue near the proposed trail alignment. There is approximately 20 feet of available land for a trail without encroaching on the structure.



Right-of-way marker north of Norman Berry Drive.

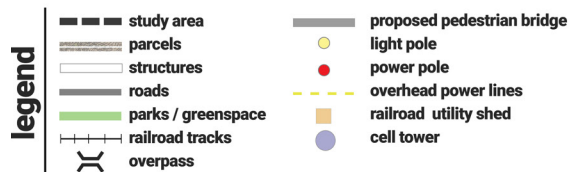
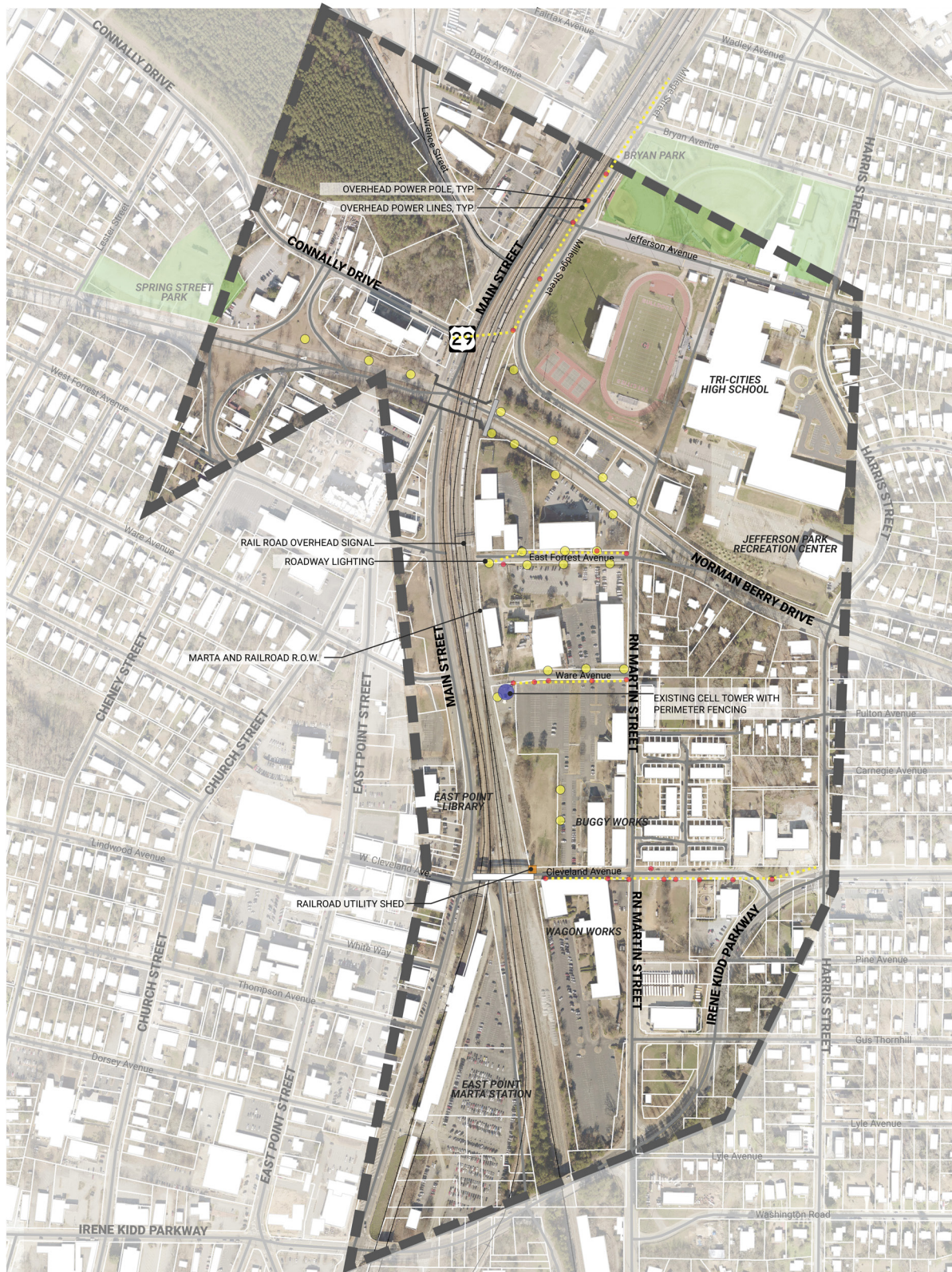


Communications tower near Ware Avenue.

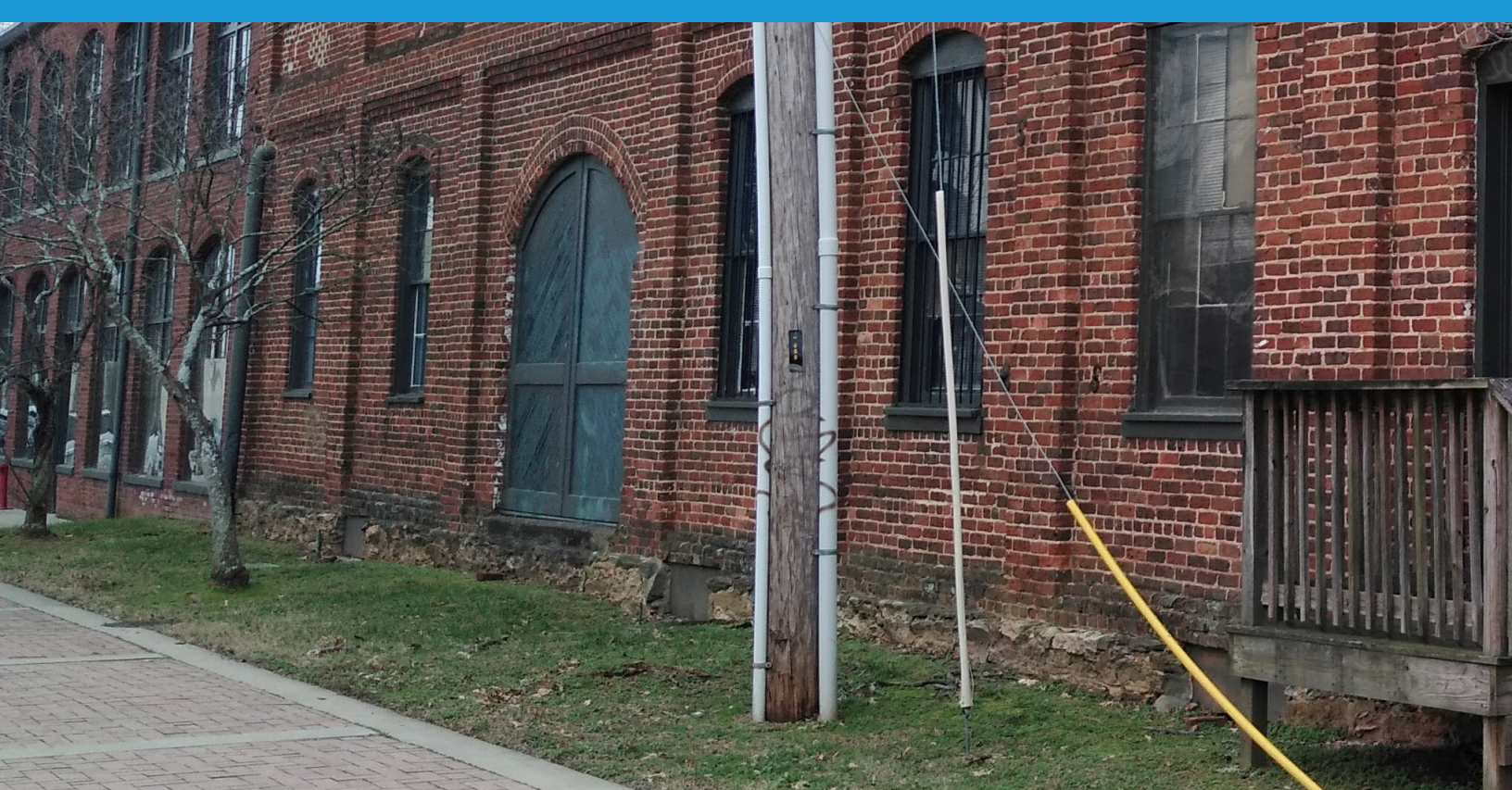


Railroad signals near East Forrest Avenue.







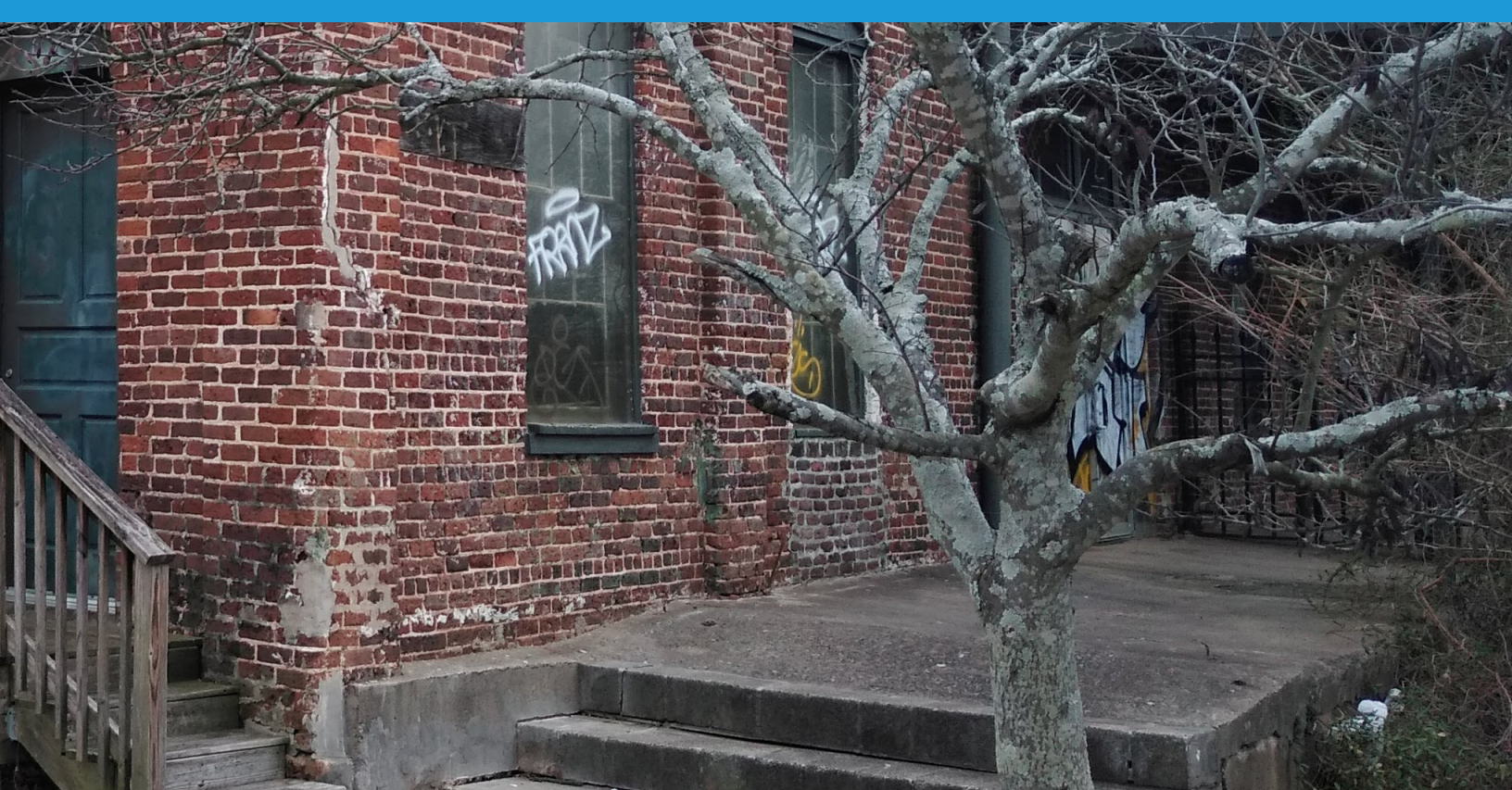


# ANALYSIS SUMMARY

The model mile corridor for East Point can generate interest, economic investment, and quality placemaking and make critical connections in the City's multi-modal transportation network. In summary, the East Point Model Mile Trail will serve the study area and the broader community. The following key issues will inform the design of the trail.

- The model mile may serve as an economic development tool to further boost interest in the area by creating new opportunities for greenspace and commercial real estate that may also serve as trailheads.
- The proposed model mile corridor lies mostly within a railroad right-of-way. It will be necessary to coordinate with railroads in the concept design phase.
- Any trail alignment should extend the connectivity of the many elements of the existing transportation networks, including the MARTA rail line and PATH Foundation trails.
- The owners of property within the corridor envision new development and redevelopment of existing properties within the corridor while implementing creative placemaking to document the history of the area.
- The trail will serve as an extension of the PATH Foundation trail network as identified in previous studies.
- Should permission to construct a trail be granted, the amount of space within the railroad right-of-way is limited and will affect the overall design concept.
- The portions of the trail within the railroad





right-of-way may need additional buffers for safety.

- The City has previously coordinated with the railroads to gain approval for constructing the existing pedestrian bridge; therefore, it is likely that the railroads will be willing to work with the City on the design and construction of the model mile trail.
- Trail crossings at major roadways and along the railroad will be investigated to identify the safest pedestrian crossings and buffers.
- Above-ground utilities are prevalent through the study area and may impact trail design and the cost of the final alignment.
- Varying topographic conditions can impact trail alignment, accessibility, and costs.



# ALTERNATIVES







# OVERVIEW

**This section of the report provides a summary of the process to determine the preferred alignment for the East Point AeroATL Model Mile Trail.**

The design team identified the three proposed alignments for East Point through results of the existing conditions analysis, a site visit and ground truthing, and feasibility. Potential right-of-way acquisition, expanding on an existing trail network, connectivity to downtown, and incorporation of planned development in the study area are guiding

factors that informed these alternatives. Input gathered from the public, key stakeholders, and city employees, along with a side-by-side matrix comparison of each alignment route, ultimately decided the preferred model mile alignment.



# RAILROAD ALIGNMENT

The Railroad Alignment is a combination of two planned trails, the East Point PATH #3 (Wagon Works to Downtown) and East Point PATH #4 (Buggy Works to Tri-Cities High School), found in the East Point PATH Master Plan prepared in 2016.

## ALIGNMENT ROUTE

Starting at the existing James L. Jackson Pedestrian Bridge connecting Cleveland Avenue to the East Point MARTA Station, the proposed alignment extends north on an off-road trail running parallel to the existing railroad tracks. It crosses Norman Berry Drive over a pedestrian bridge adjacent to the railroad overpass. The trail continues adjacent to Milledge Street, ending at the intersection with Jefferson Avenue. An alternate section of the trail runs along Jefferson Avenue through Tri-Cities High School and connects to the East Point PATH #5 trail (Tri-Cities High School to Brookdale Park) at the intersection of Harris Street and Jefferson Avenue. This section would eventually connect with future PATH trails to further expand connectivity to downtown East Point.

## ANALYSIS

### Pros

- The alignment connects Tri-Cities High School to the Jefferson Park neighborhood and downtown East Point.
- The proposed pedestrian bridge across Norman Berry Drive serves as a gateway for vehicular travelers and as a safe crossing for pedestrians and bicyclists.

### Cons

- Acquisition of property from the railroad is required.
- A barrier along the railroad corridor is required as a safety feature to protect trail users.
- In several locations the alignment abuts existing buildings, which are to be preserved, creating a narrow corridor that has an enclosed feeling.





# PRECEDENT IMAGES



Interpretive signage, such as this example from Snoqualmie Falls, Washington, could be used in places along the model mile trail to help explain the historical significance of the area.



The existing iron fence at the Buggy Works would be continued along the trail next to the railroad to provide an adequate barrier.



Whether they are temporary or permanent, artwork along the trail, such as this art installation at Race Street Pier in Philadelphia, Pennsylvania, can create interest and provide beacons of reference.





This cross-section depicts potential conditions for the multi-use trail along Milledge Street and Jefferson Avenue. The trail is separated from the roadway with a landscape buffer.



Existing conditions of Milledge Street adjacent to the railroad.





This cross-section depicts potential conditions of the trail between the large open space and the railroad corridor.



Existing conditions of the greenspace near the pedestrian bridge.



Typical Sections: Railroad Alignment

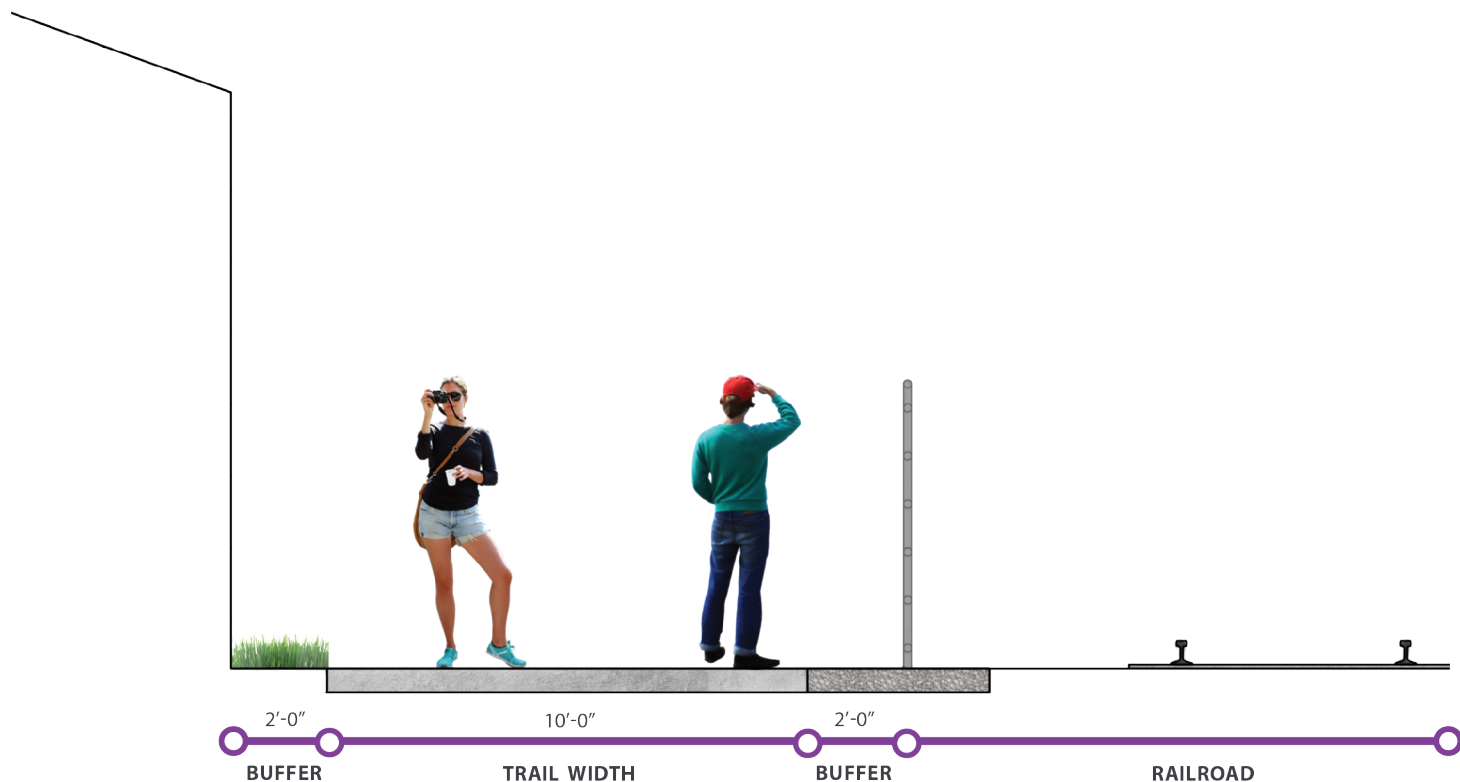


This cross-section depicts the potential conditions at Norman Berry Drive. A pedestrian bridge spanning the roadway and parallel to the railroad overpass would strengthen the connection to Tri-Cities High School.



Existing conditions near the railroad overpass. Scrub vegetation and unused stairs are at the location of the proposed bridge.





This cross-section depicts potential conditions of the trail between the large open space and the railroad corridor. The trail would need to narrow in certain locations to allow room for buffers and above-ground utilities that can not be relocated, such as the railroad traffic signal.



Existing conditions of the railroad corridor. The trail's close proximity to the tracks would require safety barriers.

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# TRAILHEAD CONCEPT SKETCH

ART / SCULPTURE



SHADE STRUCTURE / ART INSTALLATION

PROPOSED PEDESTRIAN BRIDGE

PEDESTRIAN BRIDGE



NORMAN BERRY DRIVE

The sketch above depicts a concept design for a trailhead at Milledge Avenue, which is currently a vacant lot.







# RN MARTIN ALIGNMENT

The RN Martin Alignment does not use the railroad right-of-way or the proposed pedestrian bridge across Norman Berry Drive shown in the PATH Trails Master Plan. Instead, it uses an existing at-grade crossing at Norman Berry to tie into the recently completed trail along Milledge Street to Tri-Cities High School and ending at Bryan Park.

## ALIGNMENT ROUTE

The RN Martin Alignment starts at the east existing pedestrian bridge at Cleveland Avenue and heads north through the open greenspace in front of the Buggy Works. Beyond Buggy Works, the trail continues north between the railroad right-of-way and existing parking, connecting to Ware Avenue. The trail turns east along Ware Avenue and uses a small portion of roadway. Because this road is infrequently used by vehicles, this section may be converted to an advisory-style road-trail configuration until the intersection with RN Martin Street. The trail then crosses RN Martin Street and travels north along the east side of the road. A road diet along RN Martin Street will provide additional buffer and trail width within the existing right-of-way. The trail crosses Norman Berry Drive via the existing crosswalk, and RN Martin Street becomes Milledge Street after it crosses Norman Berry Drive. As the route continues along Milledge Street the trail is either a side path or on-road trail ending at Bryan Park and connecting to the Tri-Cities High School campus. If it is not feasible

to bring the trail through school property, an alternate future section of trail can connect Bryan Park to Jefferson Avenue via Harris Street.

## ANALYSIS

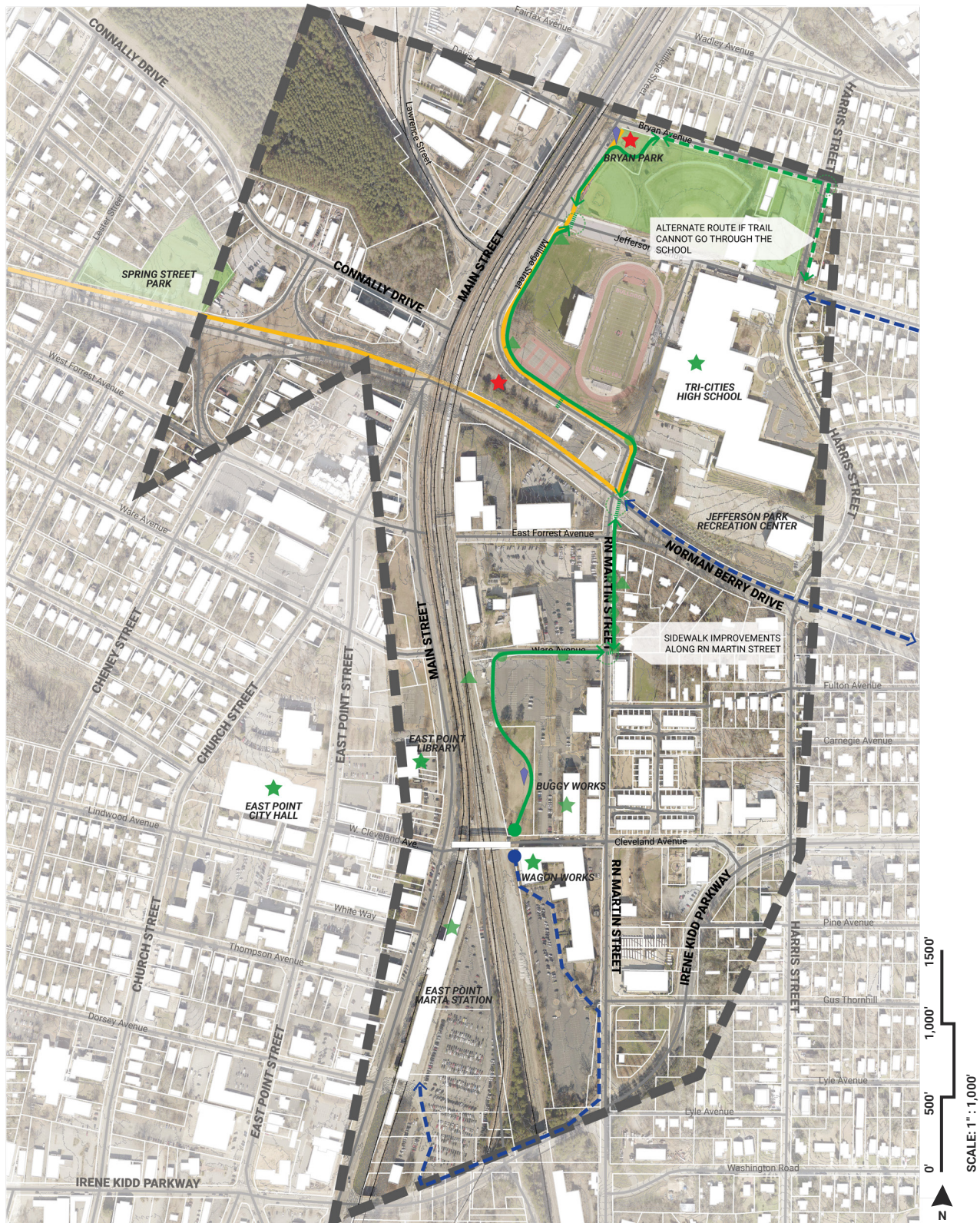
### Pros

- This alignment avoids placing trail along the active railroad corridor.
- It uses the existing crosswalk instead of requiring construction of a pedestrian bridge at Norman Berry Drive.
- The trail meanders through greenspace and an underutilized and expansive parking lot at Buggy Works.
- It provides a connection to Bryan park as a trail terminus.
- This alignment encourages converting the vacant lot at Milledge Street into a trailhead.

### Cons

- A small section of the trail on Ware Avenue will need to use the parking lot.
- It requires crossing RN Martin Street at the midpoint of the trail.
- The trail does not pass through the Tri-Cities High School campus on Jefferson Avenue.





- |        |  |                                   |  |                     |  |                           |
|--------|--|-----------------------------------|--|---------------------|--|---------------------------|
| legend |  | study area                        |  | alternate section   |  | intersection              |
|        |  | parcels                           |  | existing PATH trail |  | proposed crossing         |
|        |  | structures                        |  | proposed PATH trail |  | proposed artwork location |
|        |  | roads                             |  | trailhead           |  |                           |
|        |  | main alignment                    |  | destination         |  |                           |
|        |  | start/end point                   |  | driveway            |  |                           |
|        |  | potential future trail connection |  | unsafe condition    |  |                           |





This cross-section depicts potential conditions of an on-road trail along Milledge Street or Bryan Avenue. At Bryan Park, the trail may deviate from the roadway. Bryan Avenue could be redeveloped to include additional on-street parking.



Existing conditions along Bryan Avenue. If the model mile cannot pass through the high school, Bryan Avenue may be used to connect to the proposed PATH trail on Jefferson Avenue.

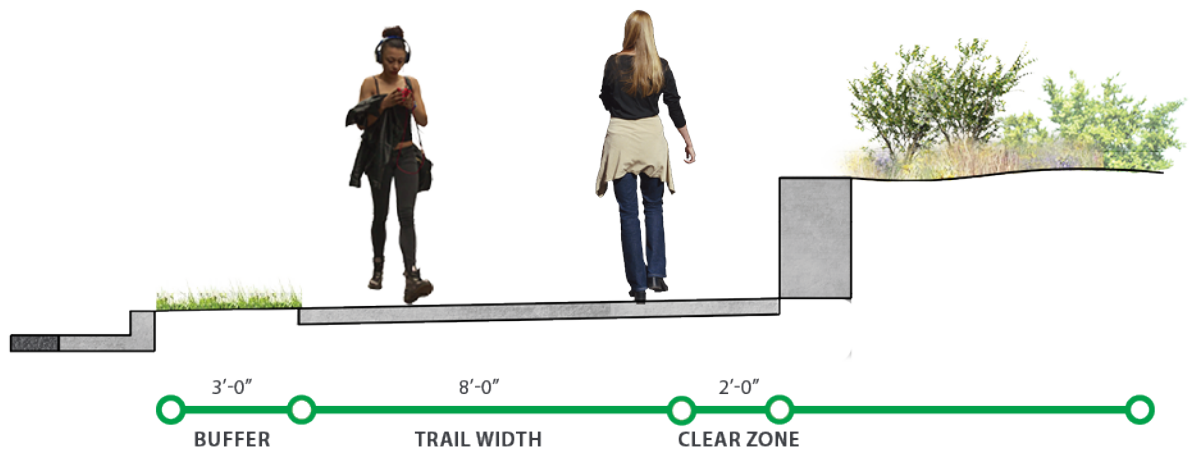


This cross-section depicts potential conditions of the trail through the open greenspace near the existing pedestrian bridge.



Existing conditions at the greenspace between Buggy Works and the railroad corridor. The existing trees are to remain.





This cross-section depicts potential conditions of the trail along RN Martin Street toward Norman Berry Drive. The roadway may narrow to allow for a minimum trail width of eight feet for a short distance while providing a small buffer. Low retaining walls may be necessary to replace existing block walls in front of residential properties.



Existing conditions at the intersection of RN Martin Street and Ware Avenue. The current roadway width here is approximately 32 feet.



This cross-section depicts potential conditions of the trail from the driveway near the communications tower to the intersection of Ware Avenue and RN Martin Street. The road serves as more of a drive for nearby businesses. The low volume allows for the inclusion of an advisory lane that will fall within the right-of-way.



Existing conditions along Ware Avenue. A short 400-foot section may include a six-to-eight foot advisory lane to connect RN Martin Street to the multi-use trail while avoiding utilities and steep terrain.



## PRECEDENT IMAGES



An example of a multi-use trail separated with a landscape buffer and street trees at Tech Parkway in Atlanta, Georgia.



Improvements have been planned for Bryan Park that would complement a connection to the model mile alignment. This example of a new playground is in Johns Creek, Georgia.

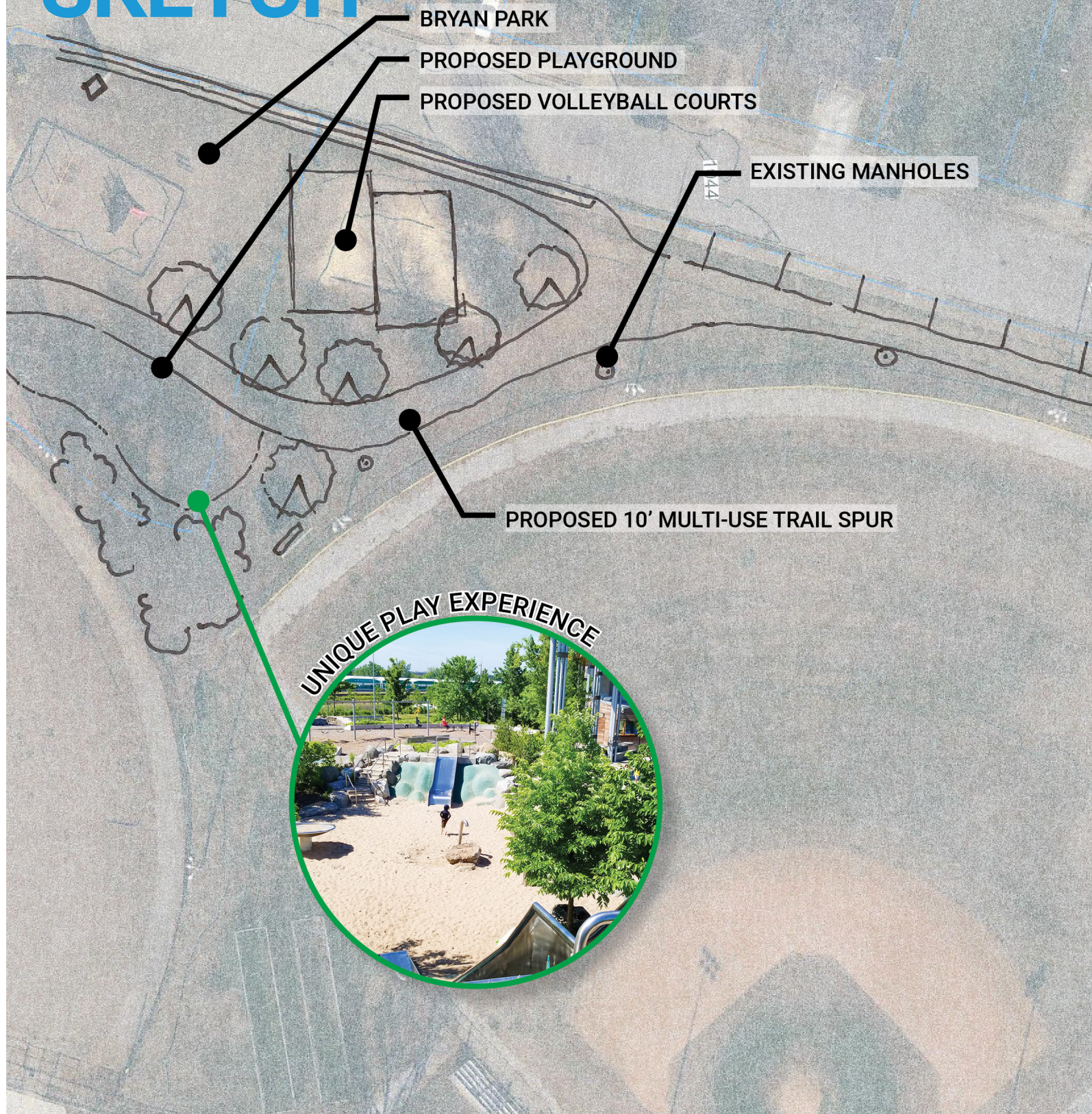


An example of an artwork installation at Suwanee Town Center used to provide interest in the gathering area. Trailheads are prime locations for art and sculpture.

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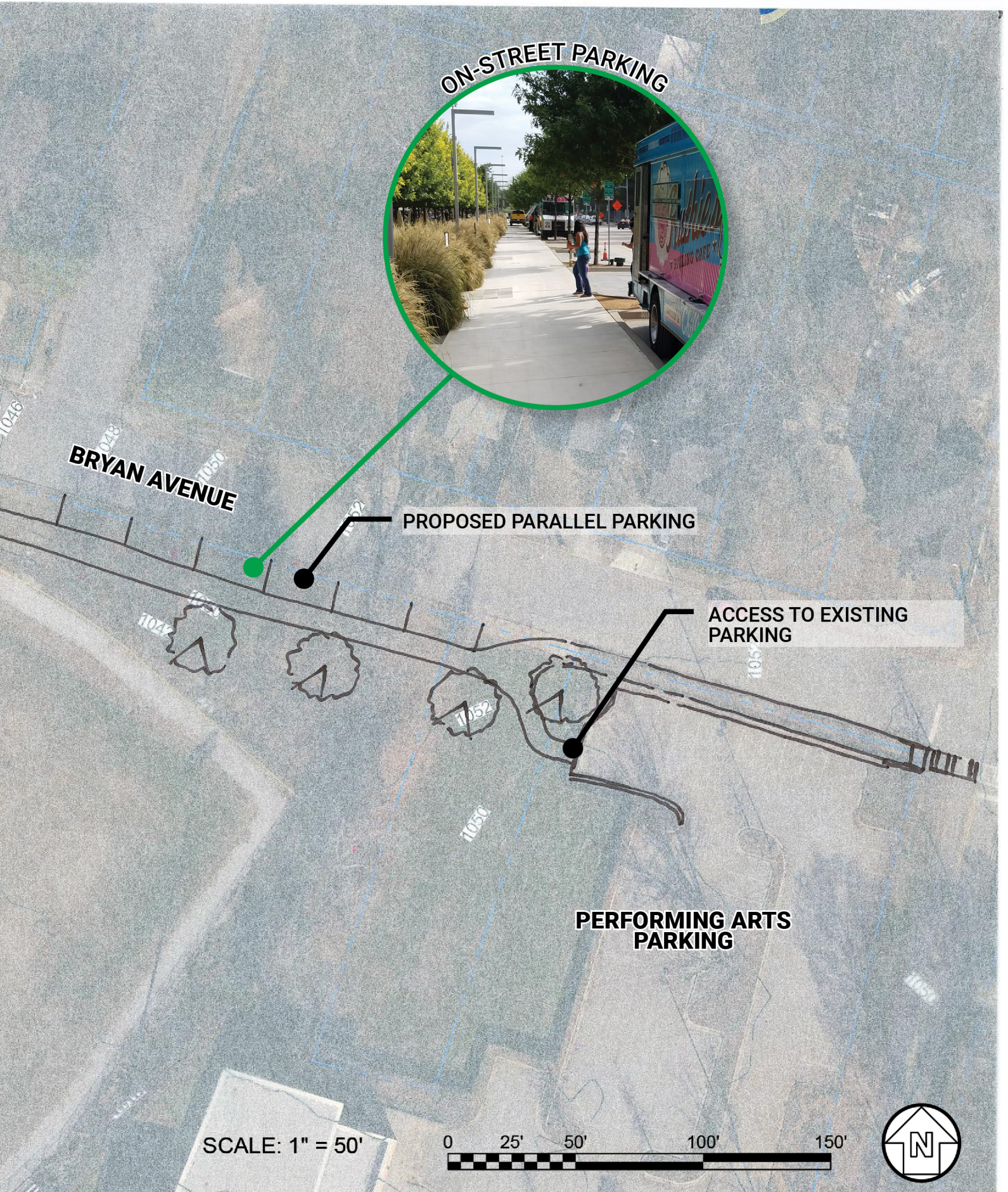


# TRAILHEAD CONCEPT SKETCH



The sketch above depicts a concept design for a trailhead and multi-use trail to be incorporated into future improvements at Bryan Park.







# WAREHOUSE DISTRICT ALIGNMENT

Owners of most of the properties (Kairos Development) are currently in the planning stages with the assistance of Culture Labs, a commercial real estate consultant. Redevelopment and revitalization for the area east of the railroad tracks, north of Irene Kidd Parkway, and south of Norman Berry Drive are all being considered. This district is situated at an important transition zone between downtown East Point and the residential neighborhoods to the east. This alignment provides the opportunity to work with the developer to include the model mile within their property to activate what is currently known as the East Point Warehouse District. The goal is to redevelop the area into a vibrant live-work-play community called the East Point Exchange (EPX). It will include a mix of uses (residential, commercial/retail, office) and activities connected to downtown East Point via the James L. Jackson Pedestrian Bridge. The redeveloped site would incorporate the existing greenspace, preserve and renovate the existing historic buildings, and provide a unique gathering space and experience for East Point residents and visitors.

## ALIGNMENT ROUTE

The trail starts at a potential gateway location at the southwest corner of Irene Kidd Parkway and RN Martin Street and heads north along RN Martin Street. The on-road trail turns into the Wagon Works parking lot and continues north near the existing pedestrian bridge. It then jogs

around existing buildings to reach the proposed pedestrian bridge over Norman Berry Drive. A proposed trailhead with parking is located on the north side of the pedestrian bridge at street level with Norman Berry Drive. The trail continues on Milledge Street and turns east on Jefferson Avenue to provide a future connection to the PATH trail toward Brookdale Park in the Jefferson Park neighborhood. Alternate routes on the north and south end are provided as options to end the trail at a destination point such as Bryan Park and to maneuver around challenging corridors.

## ANALYSIS

### Pros

- A private-public endeavor allows for sharing of costs and benefits of a multi-use trail.
- The proposed development builds on the site's history and unique character to provide a functional pathway and social destination with gathering space.
- Various nodes of activation within the site provide interest and add value to development, redevelopment, and historic preservation opportunities.

### Cons

- The design for the East Point Exchange development is in the concept phase. This alignment will be subject to changes in the developer's footprint and plans.
- To realize the full concept plan and trail alignment, a few properties within the site would need to be purchased.







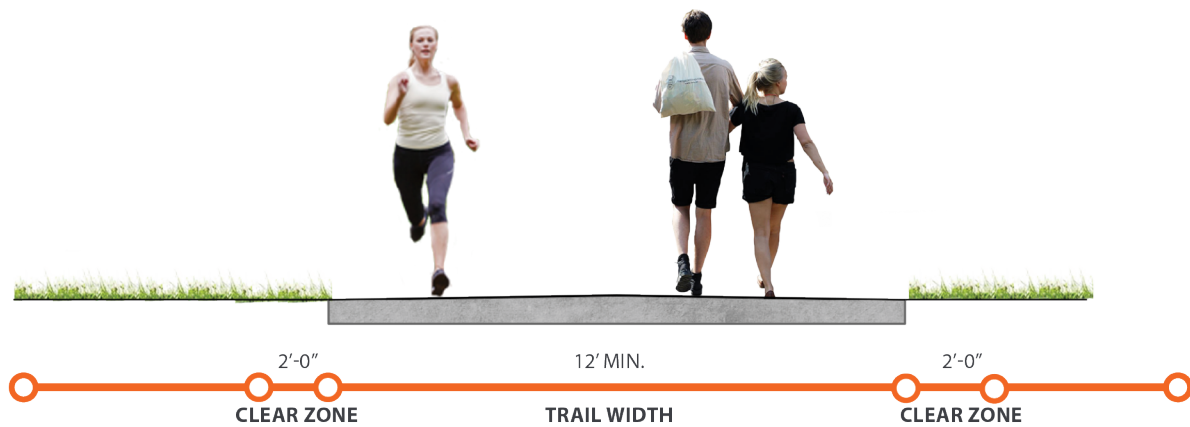


This cross-section depicts potential conditions of the trail along Milledge Street and Jefferson Avenue. A barrier and landscape buffer would be required when adjacent to the roadway. To implement a minimum 10-foot-wide trail with a landscape buffer, a road diet will be required along Jefferson Avenue.



Existing conditions along Jefferson Avenue. The alignment at this location would eventually connect to a future PATH trail identified in the East Point PATH Trails Master Plan.



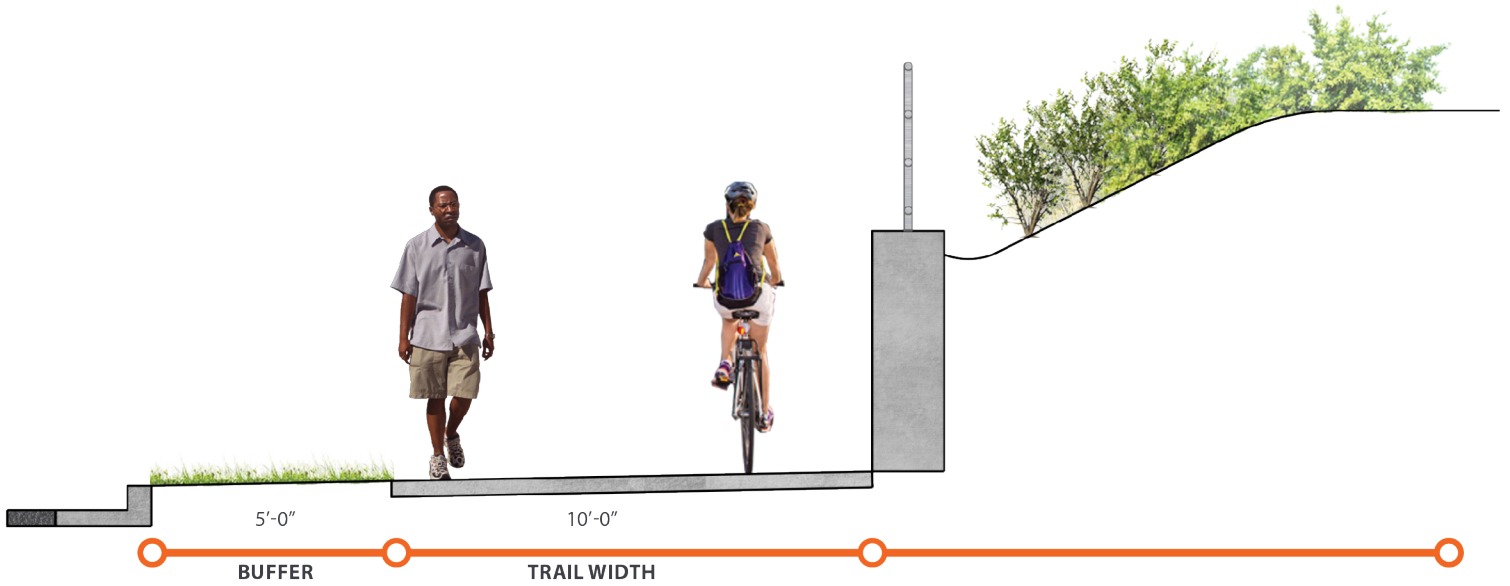


This cross-section depicts potential conditions of the trail within the Warehouse District through open space. The area is under concept development at this time. A minimum 12-foot width is desired.



Existing conditions typical of the sites around East Forrest Avenue and Ware Avenue. Large parking lots will provide ample space for an off-road trail to meander around buildings, which will remain.





This cross-section depicts potential conditions of the trail along RN Martin Street toward Irene Kidd Parkway. This option would avoid using the railroad corridor and instead routes the trail through the Wagon Works building and courtyard.



Existing conditions along RN Martin Street near Wagon Works. Utilities and topography challenges are found along this section.





This cross-section depicts potential conditions of the trail along RN Martin Street toward Irene Kidd Parkway at the southern gateway entrance. Steep terrain and the guardrail pose a challenge to for locating a 10-to-12-foot-wide trail.



Existing conditions at the intersection of RN Martin Street and Irene Kidd Parkway. An adjacent trail will need to provide a wide path and avoid steep slopes.





This cross-section depicts potential conditions of the trail at the proposed pedestrian bridge over Norman Berry, similar to the Railroad Alignment.



Existing conditions near the railroad overpass. Scrub vegetation and unused stairs are at the location of the proposed bridge.



## PRECEDENT IMAGES



The BeltLine is an example of a multi-use trail that helped to spur redevelopment and transform an area of the city.



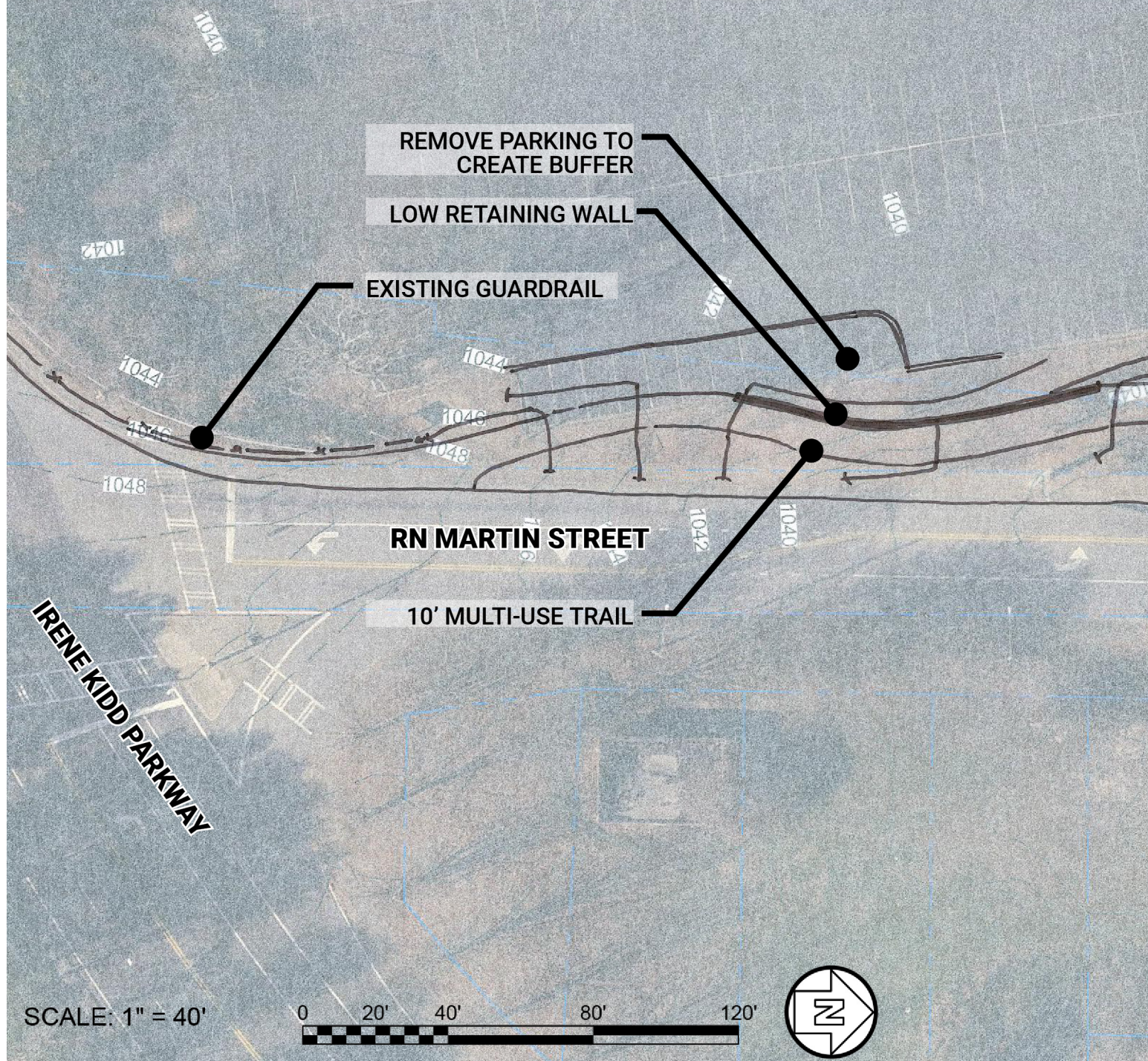
An example of a mural in Denver, Colorado, used on large industrial building to create interest as a placemaking element. A few locations along the model mile could integrate this type of artwork while staying true to the nature of the site.



An example of a large greenspace at Klyde Warren Park in Dallas, Texas, used for various types of social gatherings. The spaces like this may be programmable on certain days for events such as screen on the green.



# TRAILHEAD CONCEPT SKETCH



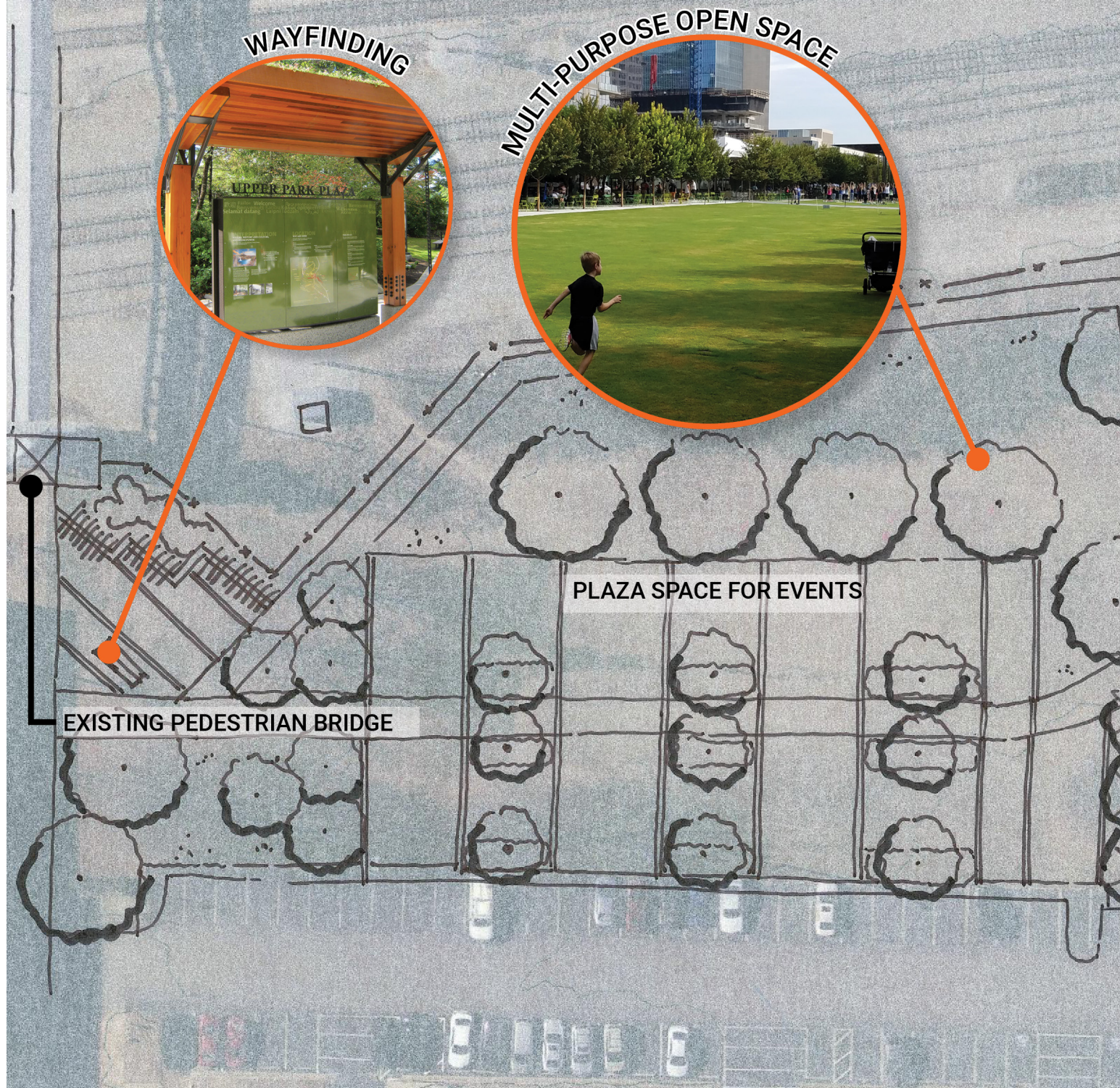
The sketch above depicts a quick concept design for an on-road multi-use trail to continue along RN Martin Street from Cleveland Avenue. Retaining walls and additional buffers may be required to buffer above-grade utilities and minimize the impact of the trail on the adjacent structures.





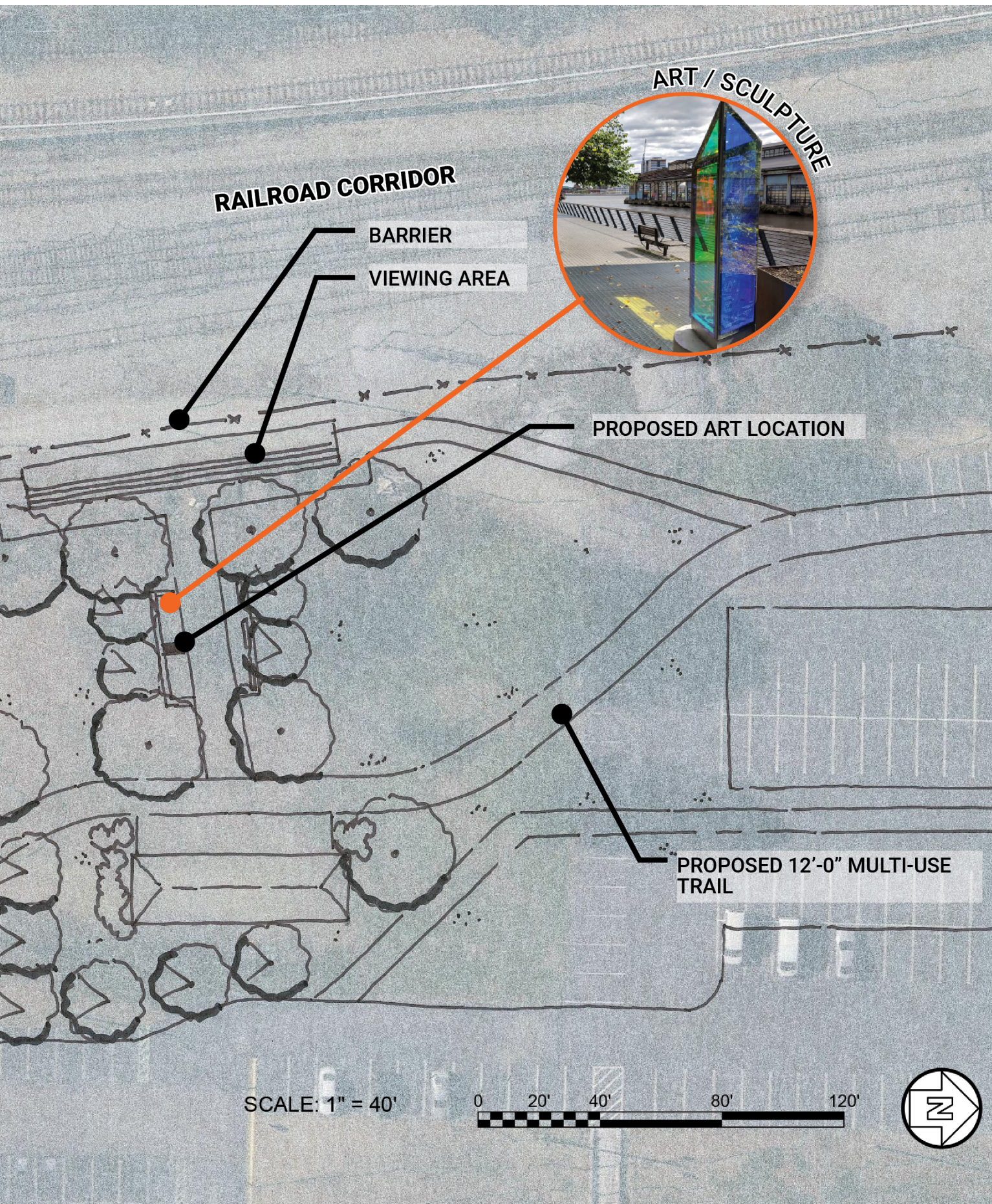


# TRAILHEAD CONCEPT SKETCH



The sketch above depicts a quick concept design for the open space near the existing pedestrian bridge at Cleveland Avenue. Trail elements include a plaza space for events, a train viewing platform, and art installations.







# COMPARISON MATRIX

The matrix on the next page provides a side-by-side comparison of each alignment to help determine the preferred alignment. The matrix identifies trade-offs by providing quantitative data for each alignment. The design team identified seven criteria for evaluating the opportunities and constraints along the alignments. These criteria are as follows:

**Conflict Points:** This criterion is defined by the number of driveways and intersections that the trail crosses. Less conflicts create a more cohesive and safer trail user experience.

**Length of Trail:** This is a simple quantitative criterion that compares the total length of each alignment. Typically, longer trails are preferred to create a larger trail network.

**Connections:** Creating direct and easy connections to neighborhoods, commercial districts, and civic uses makes for a highly useful and desirable trail. The more connections a trail has, the more users it will draw.








**Environmental Impact:** Environmental impacts are the effects the trail design has on trees, wetlands, and floodways/floodplains. The intent is to avoid large impacts to reduce costs and conserve the natural conditions of the trail.

**ROW Impacts:** Reducing the amount of property impacts and easement acquisition can reduce trail coordination and costs.

**Off-Road vs On-Road Trail:** Off-road trails can create better experiences away from congestion, vehicles, and noise. On-road trails can create more direct and quicker connections.

**Infrastructure Impacts:** Reducing the impact on the infrastructure, such as utilities, stormwater, and transportation systems, can reduce coordination and costs.



|   | East Point<br><b>railroad</b><br>trail alignment   | East Point<br><b>rn martin</b><br>trail alignment                                 | East Point<br><b>warehouse district</b><br>trail alignment                             |
|---|--|---|--|
| <br><b>CONFLICT POINTS</b>             | 2 DRIVEWAYS<br>2 INTERSECTIONS   | 13 DRIVEWAYS<br>3 INTERSECTIONS   | 0 CONFLICT POINTS AS<br>DESIGN IS SOLIDIFIED   |
| <br><b>LENGTH OF TRAIL</b>             | 2,684 LINEAR FEET /<br>.5 MILES  | 3,928 LINEAR FEET /<br>.74 MILES  | 3,395 LINEAR FEET /<br>.64 MILES   |
| <br><b>CONNECTIONS</b>                 | 4 NEIGHBORHOODS<br>2 COMMERCIAL DISTRICTS<br>3 CIVIC<br>1 TRANSIT                                      | 4 NEIGHBORHOODS<br>2 COMMERCIAL DISTRICTS<br>5 CIVIC<br>1 TRANSIT                 | 4 NEIGHBORHOODS<br>2 COMMERCIAL DISTRICTS<br>4 CIVIC<br>1 TRANSIT                      |
| <br><b>ENVIRONMENTAL IMPACT</b>      | NO TREES IMPACTED  | 12 STREET TREES<br>IMPACTED<br>SPECIMEN TREE<br>PRESERVED                         | <10 TREES IMPACTED   |
| <br><b>ROW IMPACTS</b>               | 5<br>PROPERTIES  | 12<br>PROPERTIES  | 1<br>PROPERTY REDEVELOPED<br>BY OWNER  |
| <br><b>OFF-ROAD VS ON-ROAD TRAIL</b> | 40%<br>TRAIL ON ROAD   | 70%<br>TRAIL ON ROAD  | 85%<br>TRAIL OFF ROAD  |
| <br><b>INFRASTRUCTURE IMPACTS</b>    | UPGRADE STORMWATER<br>INFRASTRUCTURE<br>RELOCATE UTILITIES<br>RAILROAD BARRIERS<br>ADDITIONAL LIGHTING | UPGRADE STORMWATER<br>INFRASTRUCTURE<br>RELOCATE UTILITIES<br>ADDITIONAL LIGHTING | REVITALIZATION OF<br>WAREHOUSE DISTRICT WITH<br>PRESERVATION OF HISTORIC<br>PROPERTIES |





# ALIGNMENT SUMMARY

The project team presented the three alternatives to city staff, key stakeholders, and the public in order to obtain feedback regarding each alignment. After assessing this input, completing the comparison matrix, and coordinating with each of these groups, the project team identified the preferred alignment for the East Point Model Mile.

From these three alternatives, the following elements helped to define the final preferred alignment.

- Coordination with the developer and designers of the East Point Exchange is crucial to the successful implementation of the model mile.
- Connections to existing and proposed PATH trails will create a larger network of destinations and stronger connections to downtown East Point.

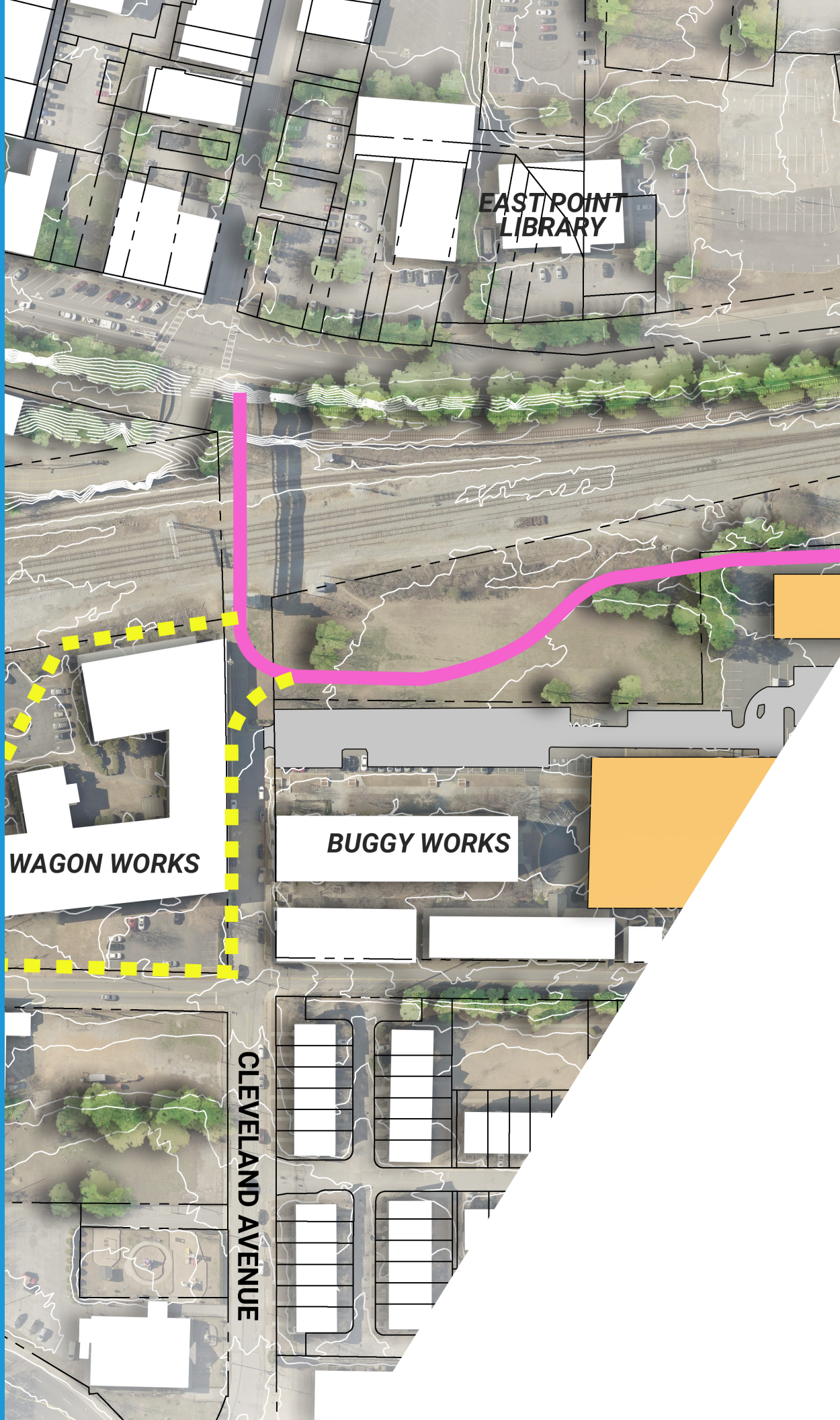




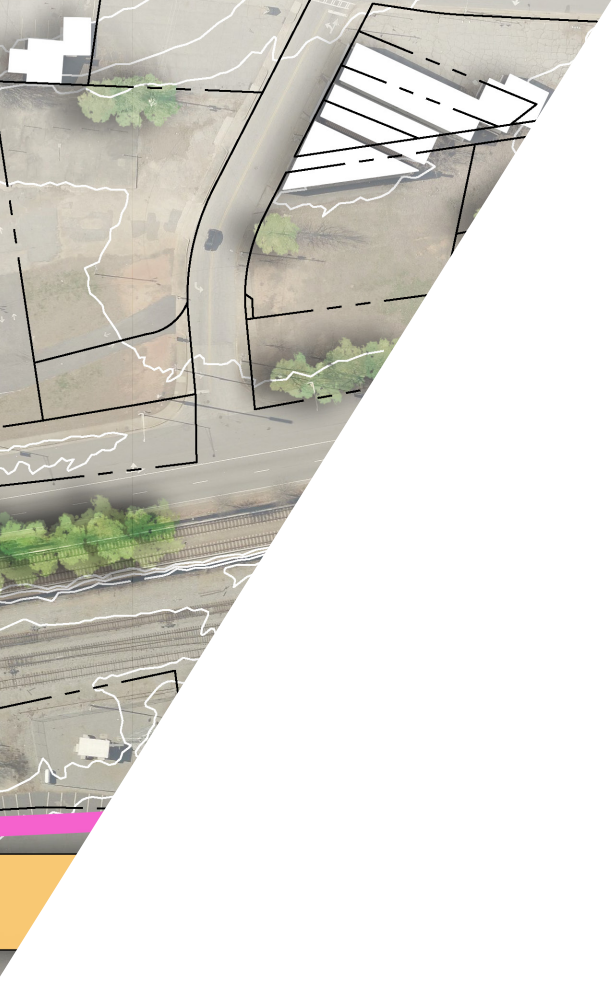
- The project team identified two trailheads: one at the vacant lot at Milledge Street and Norman Berry Drive and another at Bryan Park.
- The pedestrian bridge at Cleveland Avenue will remain a focal point and one of the termini for the model mile. It will provide the desired connection to downtown from the East Point Exchange development.
- A second pedestrian bridge over Norman Berry Drive will be included as a future phase (Phase II). An at-grade connection via RN Martin Street to Norman Berry Drive is desired in the short term.



# PREFERRED ALIGNMENT







# OVERVIEW

***Public outreach and feedback, field verification, contextual research, and analysis all contributed to the development of a preferred alignment that will serve as East Point's Model Mile Trail.***

Review of the alternatives for the East Point Model Mile emphasized connecting to Tri-Cities High School and the existing PATH trails in the area. While the project team worked to develop alternatives, the City completed construction of the PATH trails along Norman Berry Drive and Milledge Street. The completion of the trail along Milledge Street affected the approach for the preferred alignment. The desire to connect the PATH trail network influenced the decision to cross Norman Berry Drive at the existing crosswalk.

The preferred alignment is divided into two phases. The first phase identifies a preliminary route through the proposed redevelopment area, referred to as the East Point Exchange (EPX). The second phase is a continuation of trail spurs off the model mile to continue to the north and an on-road trail along Jefferson Avenue. South of Cleveland Avenue are additional trail connections that are under consideration by the EPX developer and its design team and are therefore subject to change.



# PREFERRED ALIGNMENT

The AeroATL East Point Trail Plan depicts the preferred alignment. The preferred alignment is organized into two phases with logical termini. Phase I is the model mile, and phase II consists of trail spurs from the main alignment. Below are concise descriptions of each phase.

## PHASE I

The existing pedestrian bridge at Cleveland Avenue provides one of the logical termini for the model mile trail. The preferred alignment heads north through the existing open space between the existing communications tower and future buildings, per the EPX conceptual site plan, and then crosses Ware Avenue. On the EPX concept plans, the end of Ware Avenue is envisioned as a reactivated space known as the Beacon and The Couch. An on-road trail travels alongside The Couch (a renovated event space) and due east along East Forrest Avenue. The trail then follows the last portion of RN Martin Street and crosses over Norman Berry Drive to meet the existing PATH trail on the opposite side of Norman Berry Drive. The corner of Norman Berry Drive and Milledge Street is the north terminus of the model mile.

- **Trail Termini/Public Spaces:** The trail termini are the pedestrian bridge at Cleveland Avenue, which connects to downtown East Point, and the East Point PATH trail at Milledge Street.
- **Trail Length:** Approximately 1,820 linear feet of concrete trail, for a total of approximately 0.35 miles.
- **Trail Types:** 10-12 feet of concrete on-road path with a planting buffer and a minimum of 12 feet of concrete off-road path and throughout the EPX development.
- **Challenges:** The overall alignment takes into consideration the possibility of a public-private partnership between the City of East Point and the EPX developer. Additional property acquisition and the final site design may affect the proposed alignment. There are locations along the preferred alignment where steep topography and above-ground utility conflicts will need to be addressed.

## PHASE II

Trail spurs off the preferred model mile alignment are potential future connections and are included as a part of phase II. There are two spurs extending north of the model mile at East Forrest Avenue and Jefferson Avenue. The spur north of



East Forrest Avenue has two options in how it could be integrated with the future development and includes a pedestrian bridge over Norman Berry Drive as an alternative safe crossing. Just off Milledge Street is a proposed trailhead with parking, art installations, and a pavilion. The spur along Jefferson Avenue requires further coordination with Tri-Cities High School and would continue connection to Brookdale Park via the East Point PATH Trail #5 as shown in the East Point PATH Trails Master Plan.

There are two trails identified as 'future trails by others' south of Cleveland Avenue. These trails are also options that require design integration with the future development, to connect south to Irene Kidd Parkway. This connection would mean another connectivity point to downtown East Point, Main Street, and the MARTA transit station via Irene Kidd Parkway.

The final design and alignment of these phase II trail spurs and future trails by others will be determined by the EPX developer and design team.

- **Trail Termini/Public Spaces:** A planned public space is at the trailhead off Milledge Street adjacent to the railroad. The trail terminus for phase II is from the existing model mile to the proposed pedestrian bridge and trailhead north of Norman Berry Drive. A second portion is along Jefferson Avenue through Tri-Cities High School.
- **Trail Length:** Approximately 1,250 linear feet of trail and 180 linear feet of pedestrian bridge, for a total of 1,430 linear feet, for approximately 0.27 miles of total trail.
- **Trail Type:** 12 feet of concrete off-road trail, 10-12 feet of concrete path along the roadway with a planted buffer, and a 12-foot-wide pedestrian bridge separate from the roadway.
- **Challenges:** There are no environmental challenges such as floodplains or wetlands present along the phase II alignment. The section along Jefferson Avenue will require a road diet, and access through Tri-Cities High School will need further coordination.



# AEROATL EAST POINT PREFERRED ALIGNMENT PLAN VIEW









# TRAIL ELEMENTS

Connecting outdoor gathering and recreational spaces that currently exist or that may develop in the future is a key technique to creating a trail system that is embraced by the community. The following features and elements help to make users feel safe and give the trail a sense of place, a connection to nature, and an additional means of building community through recreation.

## SAFETY & SECURITY

User safety and security are two of the most important features to consider when designing a multi-use trail. Components like safety railings, visibility, site lighting, and traffic-calming measures are just a few elements that greatly affect how visitors feel when moving along a trail. When combined, these elements create a more welcoming environment. Safety and security measures in phase I and phase II include:

Proper lighting illuminates all potential obstructions and improves comfort and visibility. Lighting along the model mile will be provided by adjacent redevelopment along the trail within the East Point Exchange for access and visibility both day and night. Lighting at the trailhead will be required for added safety. The proposed pedestrian bridge over Norman Berry Drive will serve as a safe crossing. Lighting can transform it

into an art piece with the use of lights to provide a unique experience and create visual attraction.

Bollards, the trail entry design, and other safety measures should be carefully considered to discourage vehicular use of the trail at certain locations. Bollards will be located at certain locations that required controlled access such as the pedestrian bridge and the communications tower off Ware Avenue. These locations should use removable or collapsible bollards.

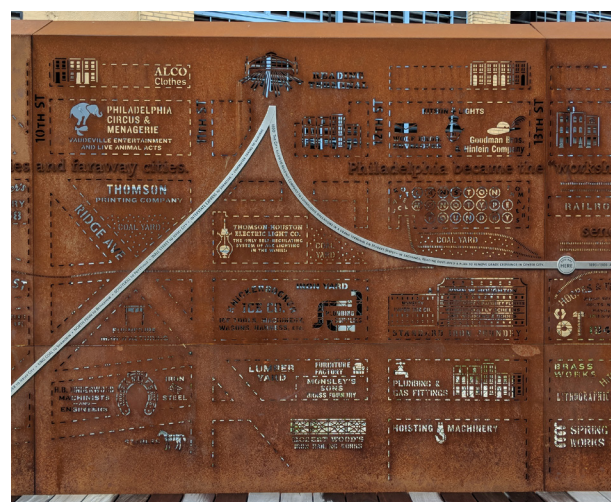
Safety railings should also be used in situations where grades greater than a 3:1 slope or drop-offs greater than 30 inches are adjacent to the trail. There are steep slopes that will require a retaining wall along the on-road path on East Forrest Avenue. A safety railing will be required above the wall to avoid potential conflicts.

The proximity of the railroad corridor to the trail will require the extension of a barrier fence similar to the existing fence south of the Wagon Works. In locations where high pedestrian traffic is anticipated, such as The Couch, a barrier fence with gates for maintenance should be installed. The barrier should reflect the character of the area, and its location should be coordinated with the railroad.



A rectangular rapid flashing beacon (RRFB) may be implemented at a mid-block crossing, such as the crosswalk between the PATH trail and trailhead at Milledge Street. An RRFB enhances safety by reducing pedestrian and driver conflicts using additional signage prior to a crossing and flashing lights when activated for crossing.

In future design phases, interpretive signage should be developed and designed through trail designers working with the community. Signage that captures and presents the area's history and culture would bring a richness to the trail. The signage could highlight the history of the East Point Industrial District with its significance in architecture, local history, and industry. The signage could also feature specific stories about the site and the people who worked there in the past. There are many prominent personalities from East Point's history that could be incorporated into the East Point Exchange and the model mile as a memorial using interpretive signage.





## ART

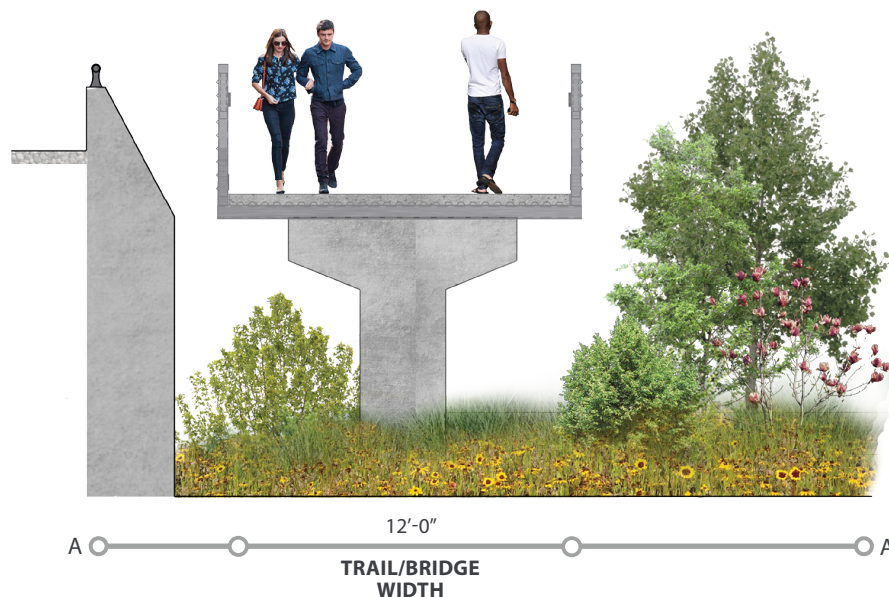
There is a desire to incorporate art along the trail in multiple forms such as murals, interactive and collaborative art pieces, and sculptures. Ideas for art installations along the trail should be generated by community members. Community officials, in partnership with trail designers, should set up community workshops to identify and develop art locations, develop community art projects, and select community artists to participate in and help lead the process. The art workshops could also be concurrent with the interpretive signage effort. In addition to permanent physical art installations, community art events or pop-ups could help boost trail usage and provide another way for community members to engage with the model mile.

Within the East Point Exchange property, gateways and activity notes will include creative placemaking and programming. Impermanent sculptures and creative use of materials that are unique to the district will be used to create a

sense of curiosity and attraction within the district. There is also an opportunity to create a unique pedestrian experience at the pedestrian bridge that speaks both to the City of East Point and the East Point Exchange development.

## AESTHETIC STORMWATER ENHANCEMENTS

Improving water quality and implementing green infrastructure can also be a component of this project by integrating best management practices along the trail. Strategies such as rain gardens and bioretention best management practices can slow slowing water velocity, filter pollutants, and provide an aesthetic amenity with vibrant native plantings. Additional stormwater practices that will be used in conjunction with the trail include infiltration trenches, vegetative swales, filter strips, and permeable pavements. These stormwater practices can be used along stretches of the trail with drainage challenges and within the trailheads.



This cross-section depicts a portion of the across Norman Berry Drive.



## TRAILHEAD

Trailheads serve as a logical terminus and provide access to the trail while creating a meeting space for trail users. The Milledge Street trailhead includes permeable concrete parking spaces, a small pedestrian plaza, bike racks, a space for sculpture, trail signage, a pavilion, and benches. This trailhead can be accessed from the PATH trail on Milledge Street or the pedestrian bridge over Norman Berry Drive. The materials used will reflect the industrial history of East Point. The trailhead provides a unique opportunity to create a public space where the design and maintenance is controlled by the City of East Point.



Example of a high-visibility crosswalk in Indianapolis embedded with branding imagery for the Indy Cultural Trail.

## BRIDGES

Bridges are used in locations where accessibility in challenging locations is desired. Accessibility challenges can be caused by existing site conditions, such as stream crossings and grade-separated connections over roadways. A pedestrian bridge over Norman Berry Drive that serves as a safe accessible route and a placemaking element has been a vision of the city for a few years. The East Point PATH Trails Master Plan also proposed a bridge crossing over Norman Berry Drive adjacent to the railroad overpass that would serve as a gateway into downtown East Point. The bridge may include features and materials that speak to the area and incorporate characteristics of the proposed East Point Exchange development.



Example of a gathering space at Rail Park in Philadelphia that uses materials that relate to the site.



Example of bollards used as deterrents for vehicular access at Freedom Park, in Atlanta.



# THE COUCH AREA PLAN VIEW



- LEGEND

1

"The Couch"-by others

2

Beacon platfrom-by others

3

Benches

4

Tower access drive

5

12'-0" Multi-Use Trail

6

Bollards

7

Railroad corridor

8

Barrier fencing

9

Aero Signage

10

Bike Racks

11

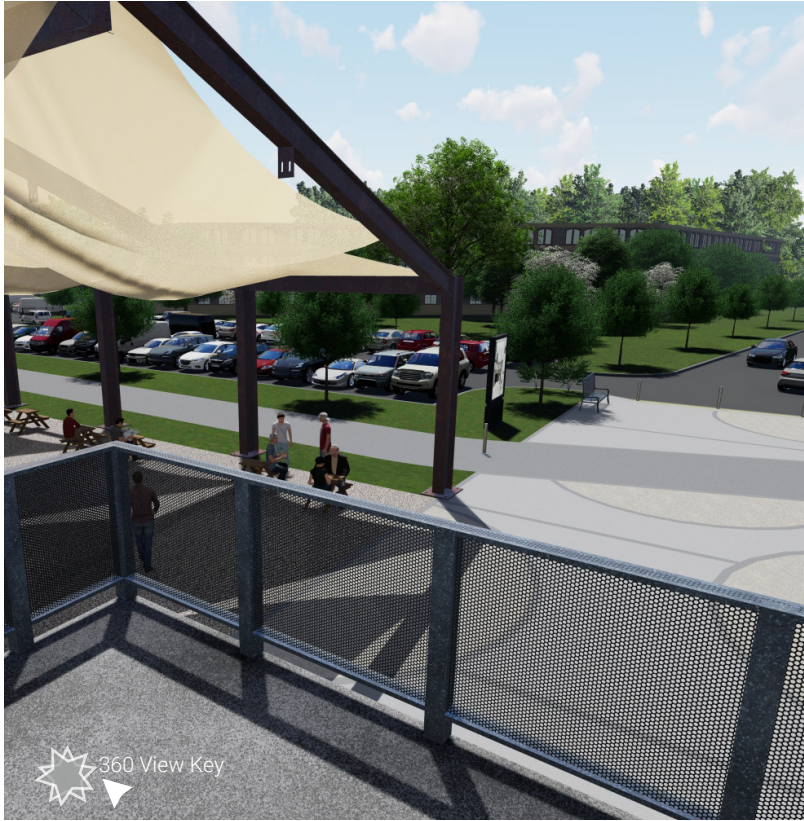
Surface parking- by others

★

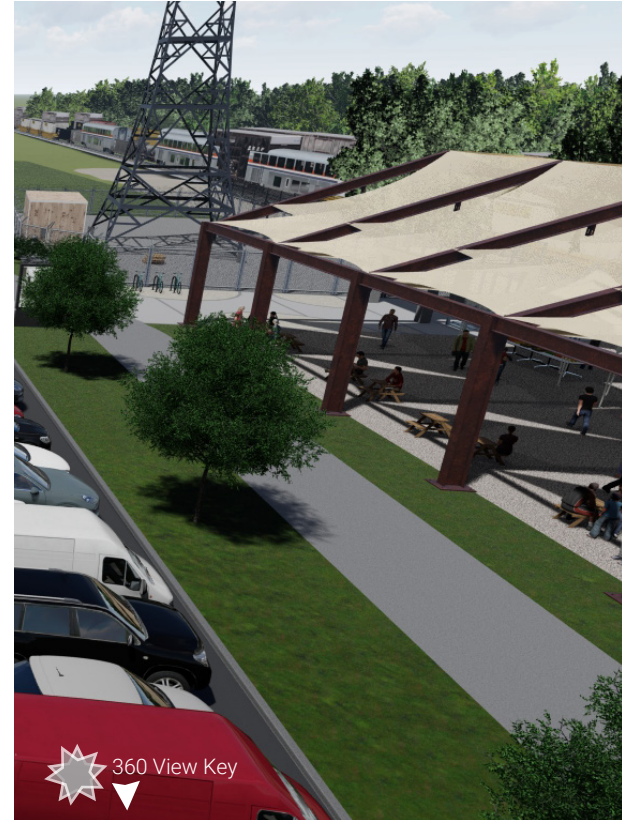
360 View (See Page Right)



## THE COUCH AREA 360 RENDERINGS



A view from a potential platform with access underneath at the end of Ware Avenue.



A view of The Couch area along the model mile trail.



The space on the south side of The Couch may incorporate events such as a farmer's market.

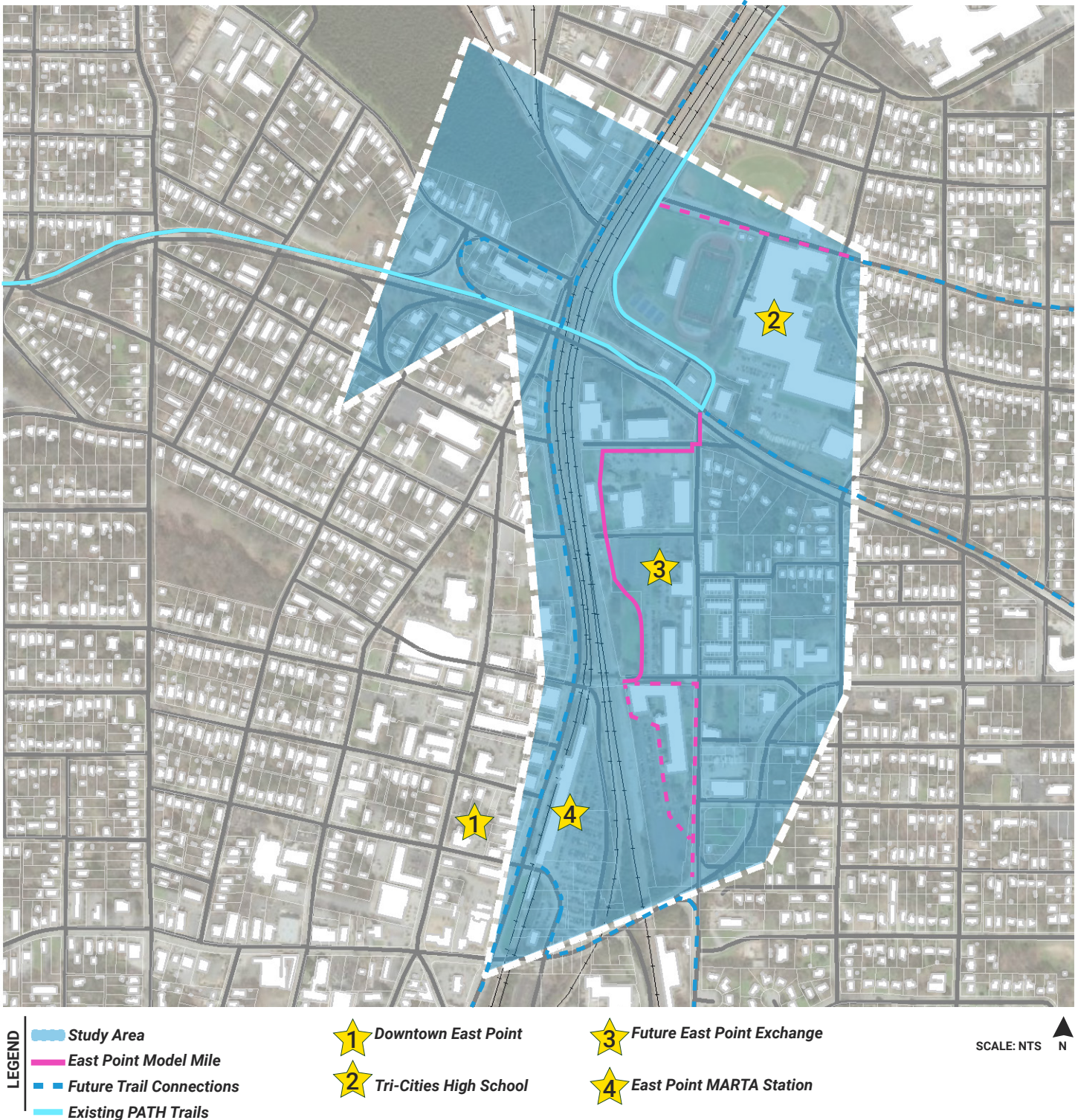


# FUTURE CONNECTIONS & AMENITIES

As the East Point Model Mile develops, it is important to keep in mind potential future connections and amenities, which are important for creating an effective trail system. East Point PATH trails are planned throughout the study area and have been implemented since the adoption of the East Point PATH Trails Master Plan. The growing network of on-road trails offers additional connections to and from surrounding neighborhoods to downtown East Point and the East Point MARTA Station. The redevelopment in the downtown area and the addition of trails offer the community access to more destinations with goods, services, and recreational activities.



# EAST POINT FUTURE CONNECTIONS & AMENITIES MAP





# IMPLEMENTATION





A large blue triangle points from the top left towards the center of the page. To its left, a portion of a modern building with a dark roof and light-colored walls is visible against a clear blue sky with a few wispy clouds.

# FEASIBILITY & BENEFITS

***The East Point Model Mile has the potential to become a prime example of public-private partnerships to revitalize the downtown area.***

Implementing the model mile in the City of East Point will serve as a catalyst for quality development and desired connectivity to downtown and the surrounding communities. While this portion of East Point contains a transit destination, the East Point MARTA station, the surrounding trails will greatly enhance mobility and quality of life for residents by expanding alternative means of travel. The City has already implemented various PATH trails that the model mile can connect to.

Redevelopment of the East Point Exchange (EPX) property provides an opportunity for the City to work closely with the developers to leverage the inclusion of a multi-use trail through this historic district, which plans to offer a live-work-play environment. A key component to realizing this vision is understanding the multiple components of implementation, including phasing and prioritization, project communication, potential funding sources, and projected costs for design and construction.



# KEY STAKEHOLDERS

The advantage of this model mile is that it involves relatively few property owners. Alternatively, it is a dynamic location with ownership transitions and planned redevelopment that needs to consider the trail as part of the overall vision. Key stakeholders include:

- **Norfolk Southern/CSX:** A redevelopment of the entire district will impact current railroad property and access to the railroad corridor. The preliminary design of the model mile should be closely coordinated with the railroad companies to formulate agreements and synchronize the plans from all stakeholders. Engaging Norfolk Southern and CSX early and continuously will be important to ensure feasibility of the trail.
- **Kairos Development Corporation:** Kairos currently owns office and retail space in the area with plans to redevelop a larger footprint within the development known as East Point Exchange. The preferred model mile is currently within the area planned for development by Kairos. They are currently developing concept plans to initiate public outreach with the support of Culture Labs. Culture Labs is a consultant for Kairos helping with brand content development. The redevelopment designs will build on the site's history and unique character.
- **Utility Companies:** Close coordination with utility companies such as Georgia Power, Atlanta Gas Light, and City of East Point departments (electric, water, sewer, and traffic) is needed if the trail is to be constructed.
- **Department of Public Works:** The Department of Public Works will ultimately manage design and construction of the trail. Multiple departments will need to work together to ensure this project is on a capital improvements list and is funded.
- **Local Property Owners:** Engaging the property owners, business owners, and government officials during preliminary design will help to maximize the benefit of the trail and will be important in how to best approach future phases of the trail.



# PRIORITIZATION

The preferred alignment is divided into two phases. Phase I involves building the main model mile in the same timeframe as the East Point Exchange to connect with the current PATH trails system at Norman Berry Drive. Phase II involves building connecting trails from the model mile, the PATH extension at Tri-Cities High School, and additional trail amenities such as trailheads. Acquiring the underutilized surface parking lot off Milledge Street and transforming it into a trailhead with parking and adding a pedestrian bridge over Norman Berry Drive are desired elements that may take longer to implement and would be considered a phase II goal.

Phase II also includes extending the trail south of the Wagon Works surface parking lot, which is planned to be turned into a mixed-use development with new condominiums and retail. This path is considered a future trail and the alignment has not been determined. Continual coordination between the City, the developer of the East Point Exchange, and the PATH Foundation is necessary to creating the trail network. For this study, these future trails are not considered in the project costs.

A survey and any National Register of Historic Places (NRHP) regulations will be critical to starting the design of the model mile. They will help validate the actual locations of the trail, bridges, walls, and safety railings and understand the impacts to the existing structures, rights-of-way, and easements.



# POTENTIAL FUNDING SOURCES

Identifying public investment opportunities and further vetting potential funding sources is a first step East Point can take to bring the model mile vision to fruition. The Aerotropolis Alliance will assist the model mile communities in identifying funding, a critical resource for opportunities and assistance. .

Using local and private funding sources is the best approach to help realize the construction of the trail within the next three-to-five years. Specifically, the following actions can be taken:

- Coordinate with the PATH Foundation on the preferred model mile alignment to ensure proper integration of trails.
- Partner with the developer of the East Point Exchange to finalize design, create development incentives, and begin design and construction of the trail and trail elements
- Prioritize direct connections to the James L. Jackson pedestrian bridge, East Point MARTA Station, and downtown East Point.
- Work with East Point's Department of Economic Development and the Public Works Department to apply for grants to implement many of the Livable Centers Initiatives' recommended transportation, pedestrian, and cycle-related improvements.

- List the model mile on the City's CIP and offset additional funding needs with TSPLOST and the existing Tax Allocation District (TAD) funds. This assumes the Fulton County TSPLOST will be approved again by voters in 2022.

If TSPLOST/TAD funds are not an option or additional funds are needed, another reasonable option is the Georgia Transportation Infrastructure Bank (GTIB) for construction funds. To be eligible, plans for the trail would need to be complete.

Federal funding is highly competitive and requires lengthier project timelines due to federal regulations. Federal funding through the Atlanta Regional Commission (LCI, CMAQ, TAP, etc.) should only be pursued when local funding sources are not available for the model mile. Federal dollars can support future scoping and feasibility studies of later phases of the East Point trail network.



# PROJECT COST

The project team developed a preliminary opinion of probable cost for the preferred alignment. The following costs are line items for the key elements of the project. The costs represent standard

calculations for 2020. Costs may vary based on several factors including final design, funding source, and construction let date.

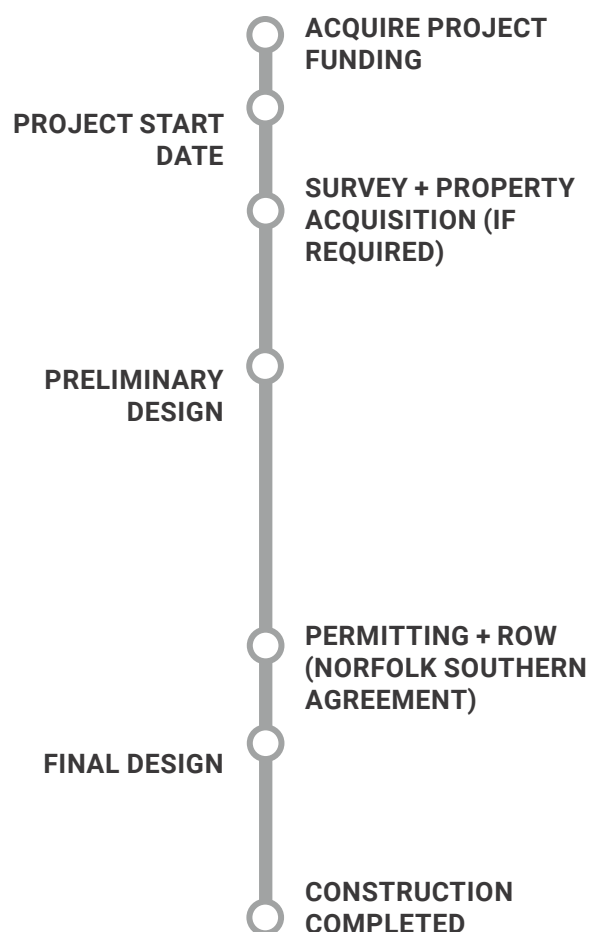
| OVERALL PROJECT COST          | PHASE I     | PHASE II    | COMBINED    |
|-------------------------------|-------------|-------------|-------------|
| CONSTRUCTION                  | \$1,010,835 | \$1,340,885 | \$2,351,720 |
| UTILITIES                     | \$156,000   | \$-         | \$156,000   |
| ROW ACQUISITION               | \$358,546   | \$264,600   | \$623,146   |
| ENGINEERING & INSPECTION (5%) | \$50,540    | \$67,044    | \$117,584   |
| DESIGN FEE (12%)              | \$121,300   | \$160,906   | \$282,206   |
| CONTINGENCY (20%)             | \$202,167   | \$268,177   | \$470,344   |
| ESTIMATED SUBTOTAL            | \$1,899,388 | \$2,101,612 | \$4,001,000 |

| INFLATION COSTS: 3.5% INCREASE PER YEAR |      |             |
|---|------|-------------|
|   | 2021 | \$4,141,035 |
|   | 2022 | \$4,285,971 |
|   | 2023 | \$4,435,980 |
|   | 2024 | \$4,591,239 |
|   | 2025 | \$4,751,933 |



# DESIGN AND ENGINEERING SEQUENCE

The timeline assumes the project will obtain approval and acquire project funding. Critical tasks in the timeline include a topographic and boundary survey of the project as well as the final concept design for the East Point Exchange. Culture Labs and Kairos Development Corporation have yet to present their conceptual plans to the public. Since most of the model mile trail will be built within the proposed EPX development, the model mile trail is directly tied to the development's construction schedule. Once funding is identified for design and trail construction, it is assumed the path can be complete within three years of initiating the design.





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# APPENDIX



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# APPENDIX - A



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## Environmental Screening Survey

Project Name: Aerotropolis Trails, East Point

County: Fulton

Consultant Firm: Pond and Company

Date: February 12, 2020

### **Project Description:**

The project consists of defining the alignment and long-term vision of the model mile Aerotropolis trail within the screening boundary. The desktop screening study identifies the environmental and cultural resource constraints at the concept level.

### **General Land Use Description:**

The proposed Aerotropolis Trails (East Point) project area totals approximately 174 acres and is located in Fulton County, Georgia (Figure 1). The screening area is developed (high density) and consists of residential, commercial, institutional, and industrial land use.

### **Ecology:**

*Author:* Sara Duquette

*Ecological Resources Identified:* Yes

*Resource Type Evaluated:* Streams, Wetlands, Open Waters, Floodplains, T&E/Habitat

*State Buffered Waters:* No

*Jurisdictional Waters:* No

*FEMA floodplain:* Yes

### **Streams/Wetlands/Floodplains:**

A desktop screening was conducted January 2019 to identify environmental resources located within the screening area. These resources were not delineated and are approximated on the attached *Environmental Screening Map* (Figure 2). This information is for planning purposes only and a full delineation of the regulated resources and buffers should be performed prior to project permitting and construction.

**Table 1. Aquatic Resource Summary**

| Resource Type        | Number Present | Linear footage (lf)/acreage (a)<br>within the study area |
|----------------------|----------------|--|
| Streams              | 0              | 0  |
| Wetlands             | 0              | 0  |
| Open Water           | 0              | 0  |
| Floodplain Zone (AE) | -              | 1.0 ac   |
| Floodplain Zone (A)  | -              | 0  |

### **Protected Species:**

As a part of the environmental screening, the US Fish and Wildlife Service's (USFWS) Information, Planning, and Conservation System (IPaC) was consulted for information regarding potential impacts to federally protected species related to implementation of the proposed project. The USFWS IPaC list identified five (5) listed species within Fulton County. Refer to the following table for federally protected species.



**Table 2. Federal Threatened and Endangered Species Summary**

| Common Name             | Scientific Name                | Federal Status | Habitat Requirements  | Potential Presence within Project Area   |
|-------------------------|--------------------------------|----------------|---|--|
| <b>Fauna</b>            |                                |                |   |  |
| northern long-eared bat | <i>Myotis septentrionalis</i>  | T              | will roost in tree cavities and under exfoliating bark during Summer; Winter hibernation takes place in tight crevices in caves and mines | No, the project area is not within the range of this species.                                  |
| gulf moccasinshell      | <i>Medionidus penicillatus</i> | E              | small streams to large rivers in sandy, cobble, or gravel substrates with moderate flow   | TBD  |
| oval pigtoe             | <i>Pleurobema pyriforme</i>    | E              | small streams to large rivers in sand or gravel substrates with moderate flow   | TBD  |
| shinyrayed pocketbook   | <i>Lampsilis subangulata</i>   | E              | medium sized streams to large rivers in sandy to muddy substrates with slight to moderate current   | TBD  |
| Cherokee darter         | <i>Etheostoma scotti</i>       | T              | small to medium-sized streams in association with gravel and cobble substrates, moderate to swift stream flow                             | No, species is endemic to Etowah River Basin; the project is in the Chattahoochee River Basin. |

E = Endangered, T = Threatened, TBD = To Be Determined

#### **Archaeology:**

Author: Nicole DeFrancisco

Resources Identified: yes

A literature and document search were conducted in order to gather pertinent background information regarding the subject screening area and its surroundings. This research included inspections of the Georgia Archaeological Site File (GASF), Georgia's Natural, Archaeological, and Historic Resources GIS (GNAHRGIS) database (GNAHRGIS 2020), and the National Register of Historic Places (NRHP) (National Park Service 2020).

Research of the GASF identified 15 previous archaeological surveys and one previously recorded archaeological site within a 1-mile radius of the screening area (Figure 3). Of the previous 15 archaeological surveys identified, seven (GASF Reports 2234, 2253, 8866, 8903, 9296, 10066, and 12843) lie within or cross portions of the screening area. Most of these surveys were conducted for various road improvement projects, although one (2234) represents a report conducted for a rail corridor. The sole previously recorded archaeological site (9FU247) does not lie within the screening area limits, and its NRHP eligibility was listed as unknown. Site 9FU247 represents an artifact scatter and structure foundation associated with Camp Jesup, which was an early twentieth century military camp. For additional information on the previous archaeological surveys and previously recorded archaeological sites identified, refer to Tables 3 and 4.

**Table 3. Previous Archaeological Surveys Conducted within a 1-Mile Radius of the Project Area**

| <b>GASF Report Number</b> | <b>Report Title</b>  | <b>Reference</b>        |
|---------------------------|--|-------------------------|
| 2234                      | Phase I Archaeological Survey of The Macon-Atlanta Rail Corridor   | Hamby 2001              |
| 2253                      | An Archaeological Survey of Fourteen Intersection Improvements in the City of East Point, Fulton County, Georgia   | Braley 2002             |
| 4730                      | A Cultural Resource Reconnaissance of Specified Areas at Fort McPherson, Fort Gillem, and the Forscom Recreation Area at Lake Allatoona                                  | Loftfeld 1979           |
| 5382                      | Phase I Archaeological Survey of Semmes Street Improvement Project, Fulton County, Georgia   | Pietak 2009             |
| 5705                      | Archaeological Assessment of Project NHS-M001-00(732), Fulton County   | McIntosh and Duff 2002  |
| 5725                      | Archaeological Assessment of Project NH-9329(11), Douglas and Fulton Counties  | Entorf and Fleming 2002 |
| 5757                      | Archaeological Assessment of Project MR-9075(4, 5, 6), Fulton County   | Rotenstein 1986         |
| 5930                      | Addendum to Phase I Archaeological Survey of Semmes Street Improvement Project, Fulton County, Georgia   | Pietak 2010             |
| 8192                      | Archaeological Evaluation, Emergency Repair of Greenbrier Parkway, Continental Colony Parkway, and Alison Court, Fulton County, Georgia, FHWA Emergency Response Program | Blackwelder 2011        |
| 8866                      | SR14 from south of CS 6029/Norman Berry Drive to CS 3586/Spring Street, Fulton County, Georgia   | McKay 2013              |
| 8903                      | Phase I Archaeological Survey of the East Point Resurfacing Project, Fulton County, Georgia  | Green 2015              |
| 9296                      | Phase I Archaeological Survey of the East Point Intersection Upgrades and Streetscaping Improvements, Fulton County, Georgia   | Pappas 2009             |
| 9947                      | Second Addendum to Phase I Archaeological Survey of Semmes Street Improvement Project, Fulton County, Georgia  | Pietak 2017             |
| 10066                     | Geophysical Survey Report: Phase I Archaeological Survey of the East Point Resurfacing Project, Fulton County, Georgia   | Green and Moss 2016     |
| 12843                     | Notification of Concept Change, Project #IXAM-9082(1) and MR-9082(5), Fulton County, Widening of Cleveland Ave.  | Bowen 1991              |

**Table 4. Previous Archaeological Sites Recorded within a 1-Mile Radius of the Project Area**

| <b>Site Number</b> | <b>Site Name</b> | <b>Components</b>  | <b>NRHP Eligibility</b> | <b>Recording Entity/Date</b> |
|--------------------|------------------|--|-------------------------|------------------------------|
| 9FU247             | Camp Jesup       | Early 20th century military camp artifact scatter and structure foundation | Unknown                 | Geraldine Baldwin/1993       |

**History:**

*Author:* Nicole DeFrancisco

*Structures 50+ years Identified:* yes

Inspections of the GNAHRGIS database (GNAHRGIS 2020) did not identify any previously recorded historic resources within 1-mile of the project area beyond the below referenced historic districts. However,



searches of the database did detect a former section of historic Georgia Power (GP) trolley tracks within the 1-mile search radius (Figure 3 and Table 5). The College Park - Hapeville streetcar line, dating to ca. 1902, passes through the survey area along Main Street, with an associated branch diverting southeast from the main route toward Hapeville along Willingham Drive (Sullivan et al. 2012). Under a programmatic agreement among the Federal Highway Administration, GDOT, and the Georgia SHPO, GP trolley (or streetcar) archaeological sites within Atlanta are considered ineligible for NRHP listing. For further information concerning this previously recorded historic resource, refer to Table 5.

**Table 5. Historic Trolley Resources Within a 1-Mile Radius of the Project Area**

| Route ID Number | Name (Line No.)             | Location  | Description   |
|-----------------|-----------------------------|---|---|
| 1211001400      | College Park-Hapeville (20) | From Westview Drive SW and Lee Street SW in Atlanta: South/southwest on Lee Street SW to Main Street through East Point. The route diverges at Willingham Drive, with one branch heading southeast toward Hapeville, and another continuing southwest onto Roosevelt Highway to just past Riverdale Road. | Historic streetcar line formed in 1902 by Georgia Railway and Power (Sullivan et al. 2012). Converted to the first trackless trolley line in 1937 (Southeastern Railway Museum 2020). |

**Table 6. Previously Listed NRHP Resources Within a 1-Mile Radius of the Project Area**

| NRHP ID Number | Name                           | Address and/or Location  | Description                                       | NRHP Eligibility Status |
|----------------|--------------------------------|--|---|-------------------------|
| 93208134       | College Park Historic District | Within the College Park city limits, either side of Main Street: Vesta Ave. on the north, Yale Ave. on the south, Madison Street on the east, Harris St. and Washington Road on the west | Late 19th to mid-20th century historic district   | Listed 1996             |
| 93208156       | East Point Industrial District | Vicinity of Martin Street, Norman Berry Drive, Taylor Street and Central of Georgia Railroad   | Late 19th to mid-20th century industrial district | Listed 1985             |

Research of the NRHP (National Park Service 2020) identified two previously listed historic districts (College Park and East Point) within the 1-mile search radius (Figure 3, Table 6). Of the two districts, only East Point Industrial District (NRHP ID Number 93208156) intersects with the current screening area, specifically in its southern and central portion. East Point Historic District represents a late nineteenth to mid-twentieth century historic industrial district, which is listed on the NRHP for significance in architecture, industry, and local history.

If you have any questions or require any additional information, please contact me at 470.387.8936 or [Duquettes@pondco.com](mailto:Duquettes@pondco.com).

Sincerely,

A handwritten signature in black ink that reads "Sara Duquette". The signature is fluid and cursive, with the first name "Sara" and last name "Duquette" clearly legible.

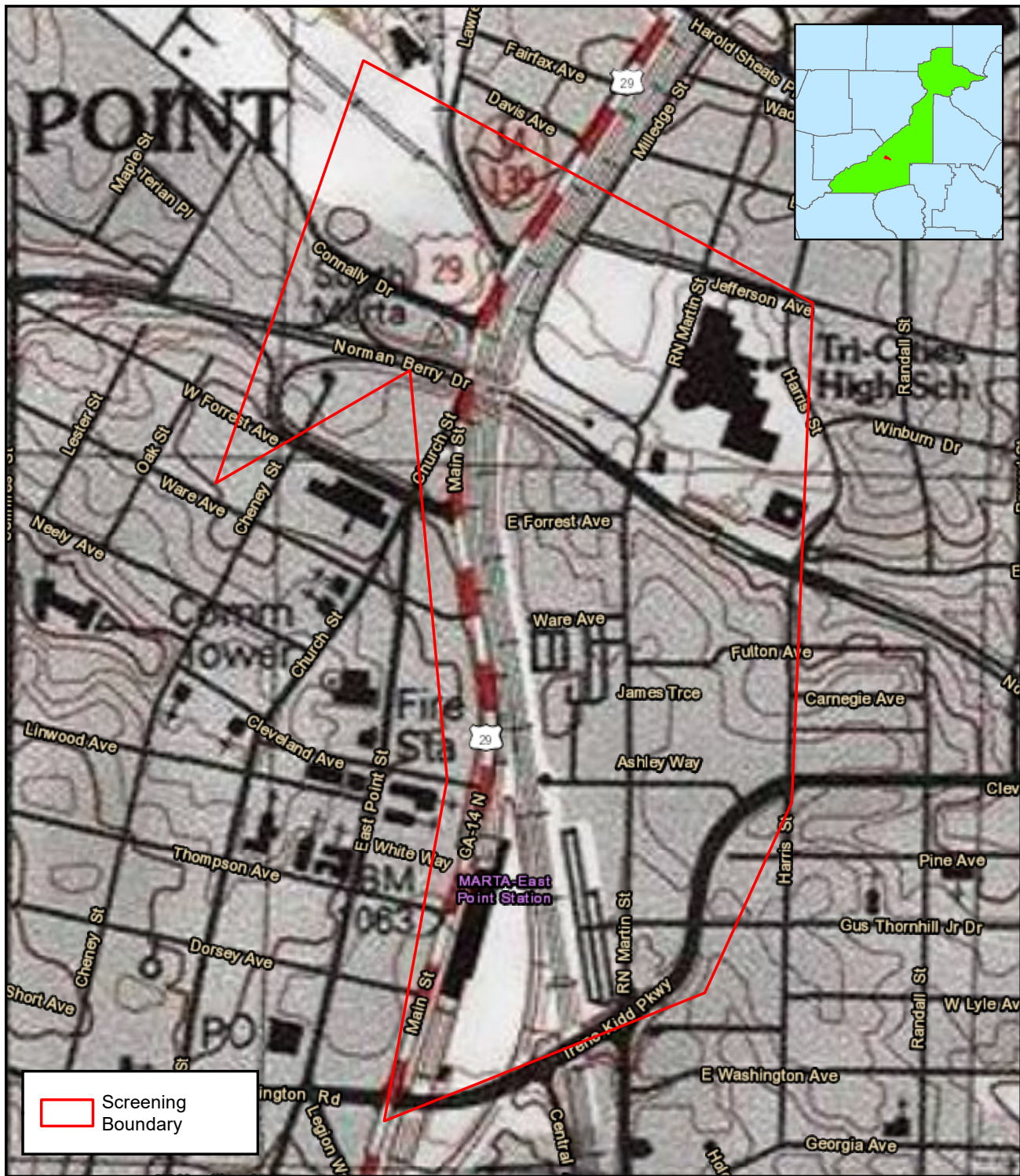
Sara Duquette  
Scientist III

Enclosures:

Attachments: Figures

Architects  
Engineers  
Planners  
Constructors





Service Layer Credits: Esri, HERE, Garmin, (c) OpenStreetMap contributors

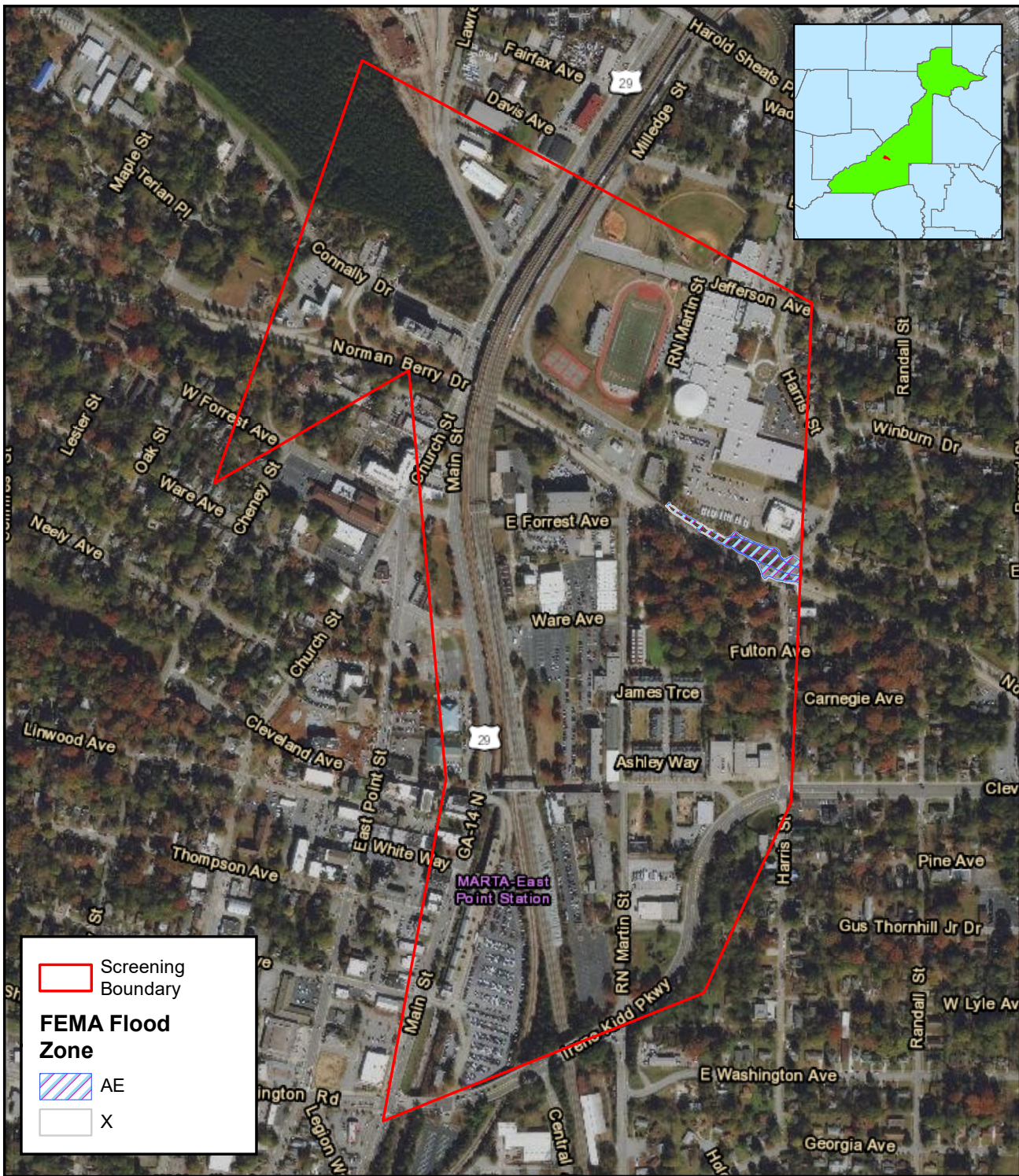
Figure 1  
Site Location Map



0 250 500 1,000 Feet

Aerotropolis Trails  
East Point  
Fulton County  
February 2020





Service Layer Credits: Esri, HERE, Garmin, (c) OpenStreetMap contributors

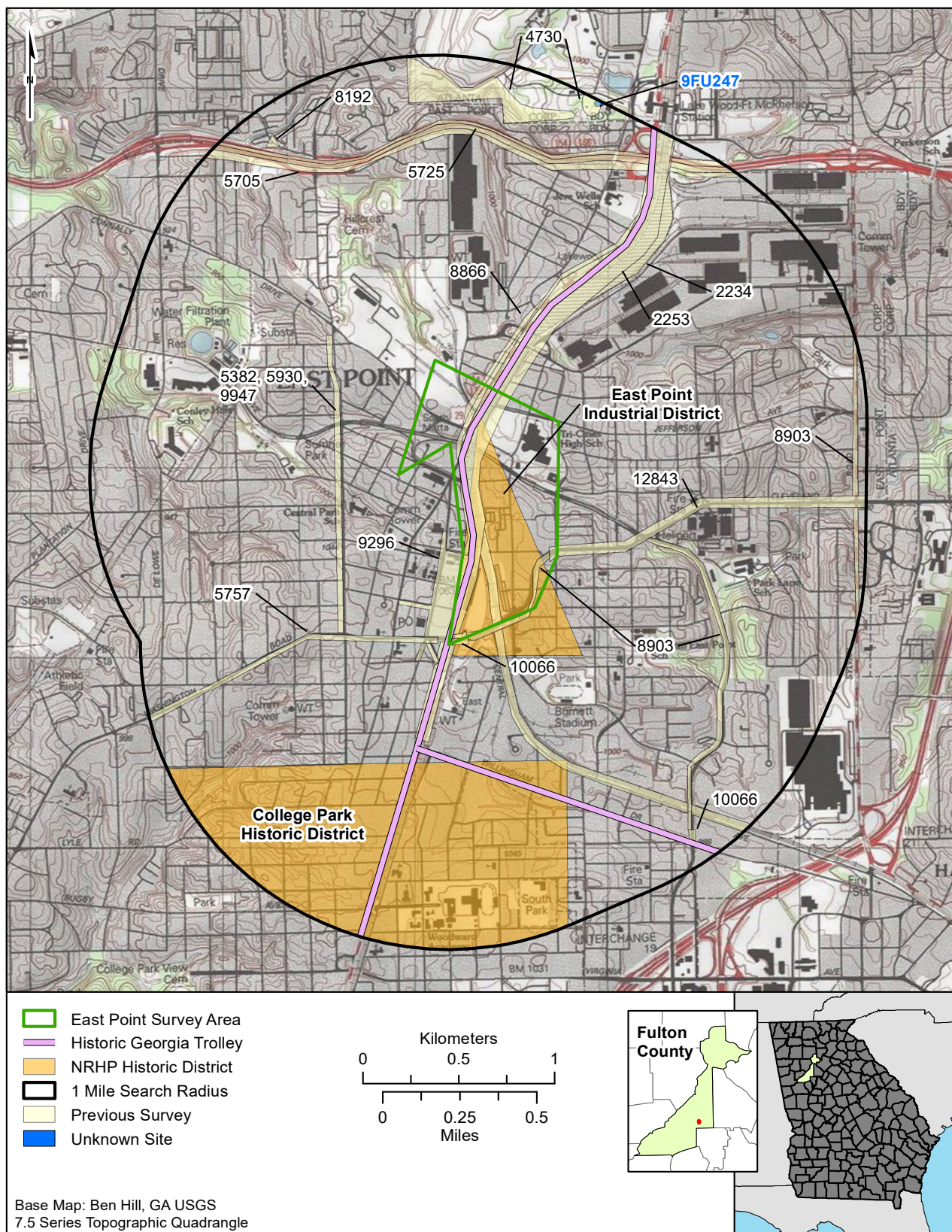
Figure 2  
Environmental Screening Map



0 250 500 1,000 Feet

Aerotropolis Trails  
East Point  
Fulton County  
February 2020





# APPENDIX - B

## AeroATL Model Mile Feasibility Study Virtual Public Forums

### Schedule & Attendance

| Municipality         | Date      | Time           | # Attendees |
|----------------------|-----------|----------------|-------------|
| City of South Fulton | 4/21/2020 | 2:00 - 3:00 PM | 24          |
| City of East Point   | 4/21/2020 | 4:00 - 5:00 PM | 35          |
| City of Atlanta      | 4/22/2020 | 3:00 - 4:00 PM | 28          |
| City of Hapeville    | 4/23/2020 | 2:00 - 3:00 PM | 22          |
| City of Union City   | 4/23/2020 | 4:00 - 5:00 PM | 15          |
| Clayton County       | 4/28/2020 | 2:00 - 3:00 PM | 23          |
| City of Forest Park  | 4/28/2020 | 3:00 - 4:00 PM | 15          |
|                      |           |                | 162         |

### Summary

This first round of public meetings was initially scheduled as two in-person meetings. Due to the COVID-19 pandemic, these meetings were moved to a virtual/dial in format. All meetings were facilitated by a Consultant Team project manager and followed the same agenda:

- Introduction
- Pigeonhole: How To & Poll
- Overview of Goals & Criteria
- Progress to Date
- Existing Conditions
- Virtual Site Tour
- Interactive Poll
- Interactive Q & A
- Next Steps

Each meeting was recorded and can be found at <https://aeroatl.org/special-projects>. A summary of the interactive poll results and questions/answers recorded at each meeting is included below.



# City of East Point

## City Of East Point Model Mile Poll Session

| Question: What is your current association with the City of East Point? |                                   |       | Total votes (19) |  |
|---|-----------------------------------|-------|------------------|--|
| No  | Answer options                    | Votes | % of Total       |  |
| 1   | Resident                          | 12    | 63.2%            |  |
| 2   | Business Owner                    | 2     | 10.5%            |  |
| 3   | Government Employee               | 2     | 10.5%            |  |
| 4   | Elected Official                  | 0     | 0.0%             |  |
| 5   | Just Interest in the Trail System | 3     | 15.8%            |  |

| Question: Do you actively use trails/greenways in East Point or other surrounding communities? |                |       | Total votes (19) |  |
|--|----------------|-------|------------------|--|
| No   | Answer options | Votes | % of Total       |  |
| 1  | Yes            | 17    | 89.5%            |  |
| 2  | No             | 2     | 10.5%            |  |
| 3  | I don't know   | 0     | 0.0%             |  |

| Question: What type of trail design elements would you like to see? (Select your top two choices.) |  |       | Total votes (36) |  |
|--|--|-------|------------------|--|
| No   | Answer options                                       | Votes | % of Total       |  |
| 1  | Lighting   | 11    | 30.4%            |  |
| 2  | Emergency call box                                   | 5     | 13.9%            |  |
| 3  | Physical barrier between the trail and the rail line | 2     | 5.6%             |  |
| 4  | Signage  | 2     | 5.6%             |  |
| 5  | Artwork/sculpture                                    | 11    | 30.6%            |  |
| 6  | Landscaping  | 5     | 13.9%            |  |
| 7  | Other  | 0     | 0.0%             |  |

| Question: What types of land uses/amenities would encourage you to use the trail? (Select your top two choices.) |                                    |       | Total votes (35) |  |
|--|------------------------------------|-------|------------------|--|
| No   | Answer options                     | Votes | % of Total       |  |
| 1  | Outdoor gathering space/greenspace | 11    | 31.4%            |  |
| 2  | Park                               | 1     | 2.9%             |  |
| 3  | Retail/shopping opportunities      | 6     | 17.1%            |  |
| 4  | Restaurants                        | 3     | 8.6%             |  |
| 5  | Food Hall                          | 3     | 8.6%             |  |
| 6  | Outdoor/open market area           | 9     | 25.7%            |  |

|   |       |   |      |
|---|-------|---|------|
| 7 | Other | 2 | 5.7% |
|---|-------|---|------|

| Question: Please rate the level of comfort you would have as a pedestrian or bicyclist along this trail? |                            | Total votes (19) |            |
|--|----------------------------|------------------|------------|
| No   | Answer options             | Votes            | % of Total |
| 1  | 1 - Very uncomfortable     | 4                | 21.1%      |
| 2  | 2 - Somewhat uncomfortable | 3                | 15.8%      |
| 3  | 3 - Neutral                | 2                | 10.5%      |
| 4  | 4 - Somewhat comfortable   | 4                | 21.1%      |
| 5  | 5 - Very comfortable       | 6                | 31.5%      |

## City Of East Point Model Mile Q & A Session

**Q: Can we use East Forest to connect to the existing trail, allowing to save funds for funding for a future bridge across Langford Pkwy?**

A: We have identified some spurs off of the main north/south alignment and there is the possibility of having a safe crossing at an existing intersection with the trail.

**Q: Does the plan include any improvements or renovations to the existing pedestrian bridge?**

A: Improvements to the pedestrian bridge that connects to the MARTA station are not a part of this planning process. However, conversations have occurred regarding needed renovations to the structure.

**Q: What is the City's timeline for building the remainder of the model mile south of Norman Berry? Is that funded?**

A: The construction on the remainder of the PATH model mile is funded and is expected to be completed by mid-June, if the weather permits.

**Q: Are there any restrictions from the railroad for building the trail so close to the tracks?**

A: If we maintain the current alignment, we will have to initiate conversations with the railroad on ways to make this safe and to give a level of comfort to users. Railroad companies are not typically in favor of new development within their right of way. It is ideal to begin conversations early. If it is not allowed, the trail alignment may have to be altered.

**Q: How would this model mile connect to the other cities' model miles? For instance, will it continue into College Park?**

A: College Park is not a partner in this study. However, they were participants in the larger AeroATL Greenway Plan which is the impetus to this study. That plan does show connectivity to College Park and is available at [www.aeroatl.org](http://www.aeroatl.org).

**Q: Did the team consider a routing on the other side of the railroad tracks, for instance by taking a lane away from US 29/Main St through downtown East Point?**



A: There are future plans in the larger PATH Master Trails Plan to add a 2-way cycle track in this area.

**Q: Who owns the land for the current proposed path for the trail, the railroad or the owner of those buildings?**

A: For the currently proposed alignment, property owners include a combination of government and railroad owned properties.

# APPENDIX - C

## AeroATL Model Mile Feasibility Study Virtual Public Forums

### Virtual Forum Schedule

| Municipality         | Date      | Time           |
|----------------------|-----------|----------------|
| Clayton County       | 8/26/2020 | 2:00 - 3:00 PM |
| City of Hapeville    | 8/26/2020 | 4:00 - 5:00 PM |
| City of Forest Park  | 8/27/2020 | 1:00 - 2:00 PM |
| City of Union City   | 8/27/2020 | 3:00 - 4:00 PM |
| City of South Fulton | 8/28/2020 | 1:00 - 2:00 PM |
| City of Atlanta      | 9/9/2020  | 6:00 - 7:00 PM |
| City of East Point   | 9/16/2020 | 6:00 - 7:00 PM |

### Summary

In response to the continuing COVID-19 pandemic, the second round of public meetings were held in a virtual/dial in format. The purpose of this round of meetings was to give an overview of the alignment(s) being considered and to get some preliminary feedback. All meetings were facilitated by a Consultant Team project manager and followed the same agenda:

- Introduction
- Overview of Goals & Criteria
- Alignment Overview
- Alignment Q&A
- Next Steps

Each meeting was recorded and can be found at <https://aeroatl.org/special-projects>. A summary of the questions/answers recorded at each meeting is included below.

### City of East Point

#### City Of East Point Model Mile Q & A Session

**C:** I like that the purple alignment is more of a straight shot, and appreciate that the orange alignment does come across more points of interest, but do not like that there are more potential points of conflict between cars and pedestrians/cyclists and it appears to be curvy, which may deter users.

**R:** For context, the orange route was drawn the way it was because the attempt was to avoid as many sharp turns as possible in order to favor cyclists. When you walk the site, it's almost 1 mile, and you don't



notice the curves as much. The route has a good flow but they are undetectable when at lower walking speeds. Most won't notice the subtle curves when walking and biking.

**C: I agree, a combination of the alignments will be a good idea. Much of the green alignment is already existing and is easy to incorporate but I can see there being other alignments constructed along with the green one.**

**Q: Regarding the existing pedestrian bridge, is this being incorporated into a part of the plan? It's not too pleasant and is difficult to access up and down on a bike. Are any improvements planned for this bridge?**

A: The City will be enhancing the bridge with respect to art and aesthetics to make it more attractive to users. We want to also increase safety and to make it more appealing to the public as it can serve as a gateway to the area. By having more traffic on the bridge, it will add to the level of safety here as well. As far as access, the plan is to make the elevator operable again to improve and increase accessibility. We believe that once it is more useful, it will be more of a destination for the public.

**Q: Is there a plan for a ramp to the pedestrian bridge?**

A: Not at this time. Once these improvements begin to take place, we will revisit the idea of accessibility and the feasibility of a ramp.

**Q: I've heard that MARTA is planning a rail line from Clayton County/Lovejoy that will tie into the East Point MARTA station. If so, how will this impact the trail?**

A: Yes, that project is moving forward to create a connection from a Clayton County line and it would connect here in East Point. However, we do not believe that, once constructed, it would be in conflict with the Model Mile trail. We are in conversations with MARTA to ensure that there are no issues with tying into current and future projects at or near this site.

**Q: The wider the trail, the better. As a cyclist, it's easier to use the trail with pedestrians and other users. Will this be an 8 – 10 ft trail or wider?**

A: We agree. With the trail going through this property, the owners are in favor of a trail as wide as 16ft. On road, we will also try to make the trail as wide as possible (10 – 12 ft). Culture Labs did explore a route through the site that kept all bike/ped traffic separated but it was difficult to make that happen throughout the site. Instead, a handful of spurs or hybrid options can address safety and also create opportunities for engagement with the public and the site.

# APPENDIX – D

## AeroATL Model Mile Feasibility Study Virtual Public Forums

### Virtual Forum Schedule

December 16, 2020

Session #1: 11:00 AM – 12:00 PM

Session #2: 6:00 PM – 7:00 PM

### Summary

In response to the continuing COVID-19 pandemic, the third and final round of public meetings were held in a virtual/dial in format. The purpose of this round of meetings was to present draft alignment concepts and to get public feedback before the study is finalized. Both sessions were facilitated by the Consultant Team and followed the same agenda for each Model Mile:

- Project Goals
- Existing Conditions
- Preferred Alignment
- Plan Views
- Typical Sections
- Trail Streetscapes
- Cost Summary
- Q & A Session

Each session was recorded and can be found at <https://aeroatl.org/special-projects>. A summary of the questions, answers, and comments recorded at both sessions is included below.

### Session #1: Questions & Comments

**Q: To be well used, trails need destinations...How can the Hapeville trail connect to downtown?**

A: This Model Mile is a part of a larger network that, when built, will connect to downtown Hapeville and will provide connectivity for people at the Delta campus and some of the more isolated areas. It will go a long way to improve connections to downtown. A specific spur connection to downtown Hapeville is outside of the scope of this study but is an idea that should be built upon.



**Q: For Forest Park, do you see the path continuing in the future over the interstate? or would it turn down Frontage Rd?**

A: We looked at several different ways to cross the interstate. Crossing at the intersection at Forest Parkway is less desirable because of the potential conflicts (slip lanes, on ramps/off ramps, heavy traffic). A grade separated crossing further north would be a better and safer option. There is also a potential opportunity to cross near Mud Creek, but there are grade elevation changes on the west side of the highway that would also need to be resolved.

**Q: When is this project projected to become a reality?**

A: Each community will have its own timeline for implementation. This study emphasizes the use of local funding wherever possible versus federal funding because federal funding lengthens the timeline and can be more competitive. Each municipality is different but are all actively working to build the trails. The CIDs will continue to push these projects to maintain momentum so that they are implemented.

**Q: I like the schoolwalk best for Clayton. Connecting to the homes behind the school. Would like to see thoughts on how this could connect to the potential Flint River projects.**

A: The boardwalk alignment is located within the floodplain of the Flint River. Earlier in the study process, we looked into alternatives closer to the river, but it is not the safest or most cost-effective opportunity at this time. There is an alternative with a spur overlook to the Flint River that could give users a closer view of the river. Eventually, the system will connect to the Flint River sites near the airport.

**Q: What are the plans & ongoing costs related for upkeep and maintenance? This includes regular trash pickup & upkeep of vegetation as well as paint refresh, pressure wash, etc.--avoid looking run down.**

A: Upkeep and maintenance costs will be the responsibility of each community, as well as safety and monitoring. We encourage each community to think about such operational costs on the back end. Each community is well aware that these infrastructure costs are important.

**Q: Isn't there already bike lanes on Delowe through the park?**

A: Yes, there are existing bike lanes but they are substandard width and are rarely used. They are only 2 ft in some places, very narrow and there is no buffer between the bicyclists and the automobile drivers. Speeds are also very high on Delowe, and over time the unused bike lanes have become de facto sidewalks since sidewalks do not exist in the area. This trail would make this area safer for pedestrians and cyclists and will be a better use of public right of way.

**Q: what are the future plans for Union City? Would this continue on Buffington? Where would it continue on the north side? Flat Shoals is a crazy busy road.**

A: There are some intersection improvements and sidewalks planned for the Buffington Road and Royal South Parkway intersection. The scope of this plan is to focus on Royal South Parkway. Where the trail ties into in the future could be addressed in a future study, but there is a real interest by the City to build a larger network.

**Q: I love the EP plans. I'm not sure the pedestrian bridge over the tracks will be used as much as we hope. Elevators are slow and stinky and no ramp for bikes. How can we make it more accessible?**

A: We are aware of the inoperable elevators and the issues with people using them for reasons other than accessing the bridge. We've had conversations with the City and there are plans to make the bridge more appealing. The hope is that adding art investments, activity to the area with the trail, and through redevelopment that would reduce the incidences of people misusing the bridge and other public spaces.

**C: For EP, I agree with moving the trail to the east side of Marta to get the PATH off of Main and not causing congestion with MARTA commuters.**

**Q: What are your plans for continued community engagement? How will you ensure residents do not get displaced?**

A: We're at the end of this project but each community's desire as they move forward with the engineering plans will be to implement their own community engagement strategy. There will be continued engagement with each individual community as they move these Model Mile projects forward. The CIDs are also going to continue to advocate for this project to keep it in the forefront and will continue to engage the public.

Regarding displacement, in a physical sense, these trails won't impact property directly but as redevelopment occurs, we do want to maintain equity and ensure that long term residents do not get displaced. Each community is very sensitive to this and will be an ongoing part of our discussion.

## **Session #2: Questions & Comments**

**Q: Are the trail rights-of-way on public property, or do some of the plans have the trails on private land? Are the private landowners onboard with the plans you're proposing? (Like to grant an easement?)**

A: Each Model Mile is different. Where possible, we work within the public right of way, whether it's on Forest Parkway where we could reclaim the shoulder or in Hapeville on Virginia Avenue where we are working within the public right of way. We have a mixture of land owners, some public and some private.



So, a part of the strategy in each community working forward will be to work directly with private property owners as needed.

**Q: In these design proposals, to what extent did you consider keeping the trail grades relatively level? I believe that having the trails' grades be too challenging will discourage casual use.**

A: Yes. All of the trails that you are seeing are less than 2 – 5 % slope. We try to avoid following corridors where possible and we factor in ADA accessibility into the trail design. There are places where the trails follow roads that are adjacent to curbs where we have limited ability to address these challenges, because you are working with the grade of the road. We've attempted to minimize these instances and have tried to make the trail accessible to a diversity of people.

