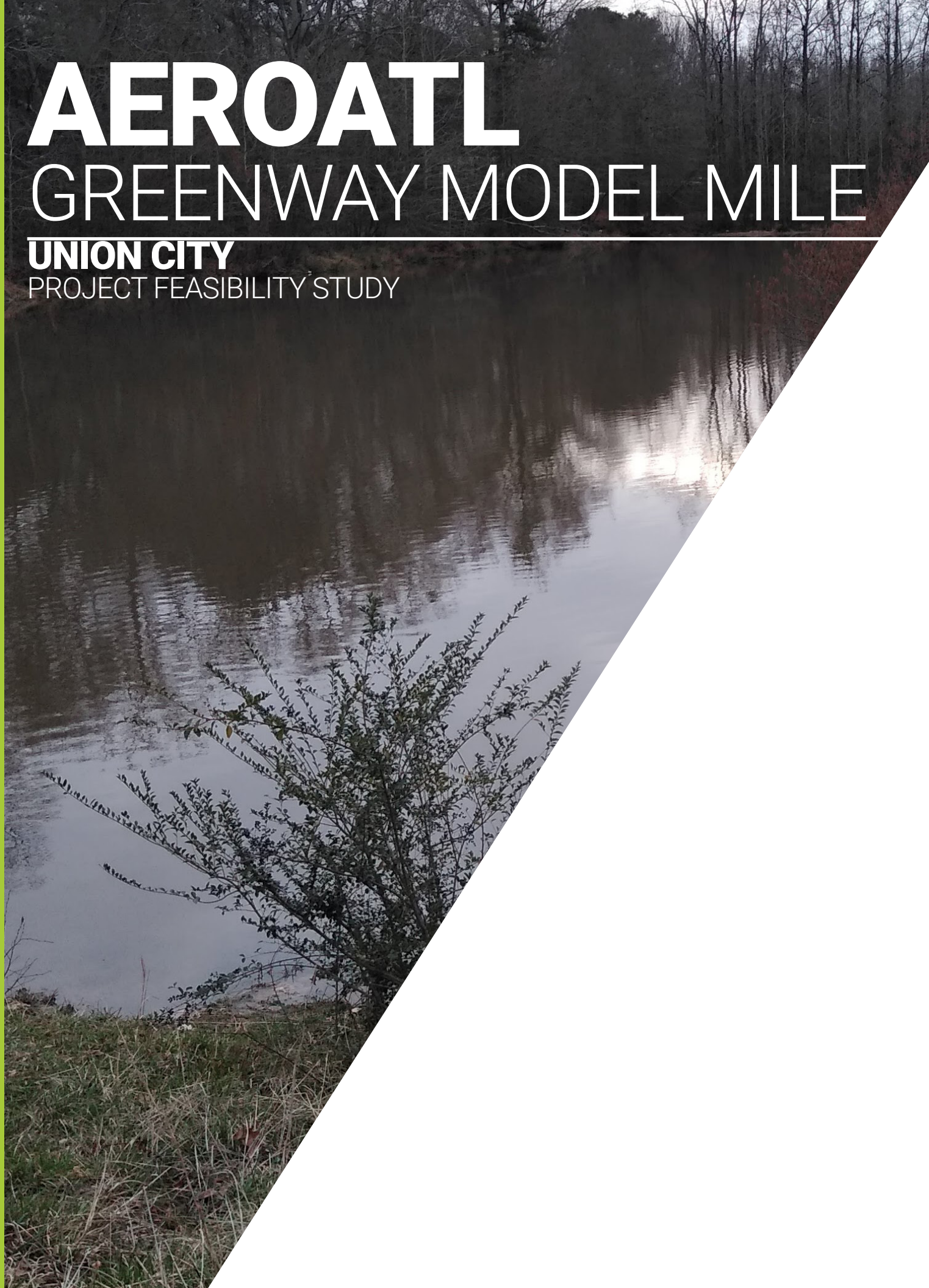
AEROATL
GREENWAY MODEL MILE

UNION CITY
PROJECT FEASIBILITY STUDY



MAY 2021

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

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:

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

UNION CITY
AeroATL Model Mile

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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.

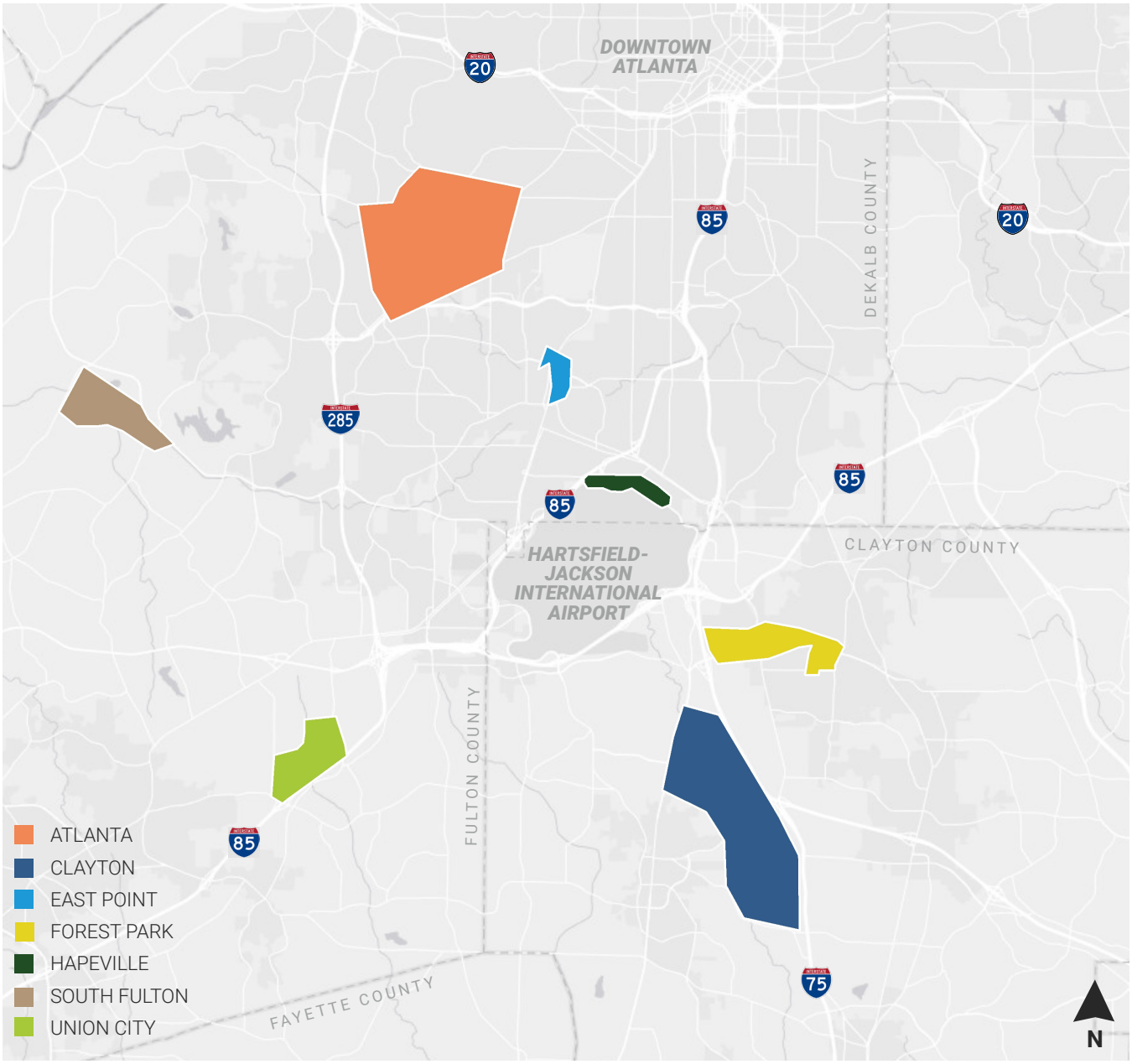
As an outgrowth of the AeroATL Greenway Plan, seven communities were selected to complete a model mile feasibility study. Each community embarked on a planning process that examined the feasibility of creating a model mile greenway/ multi-use trail that will spark development of an interconnected network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

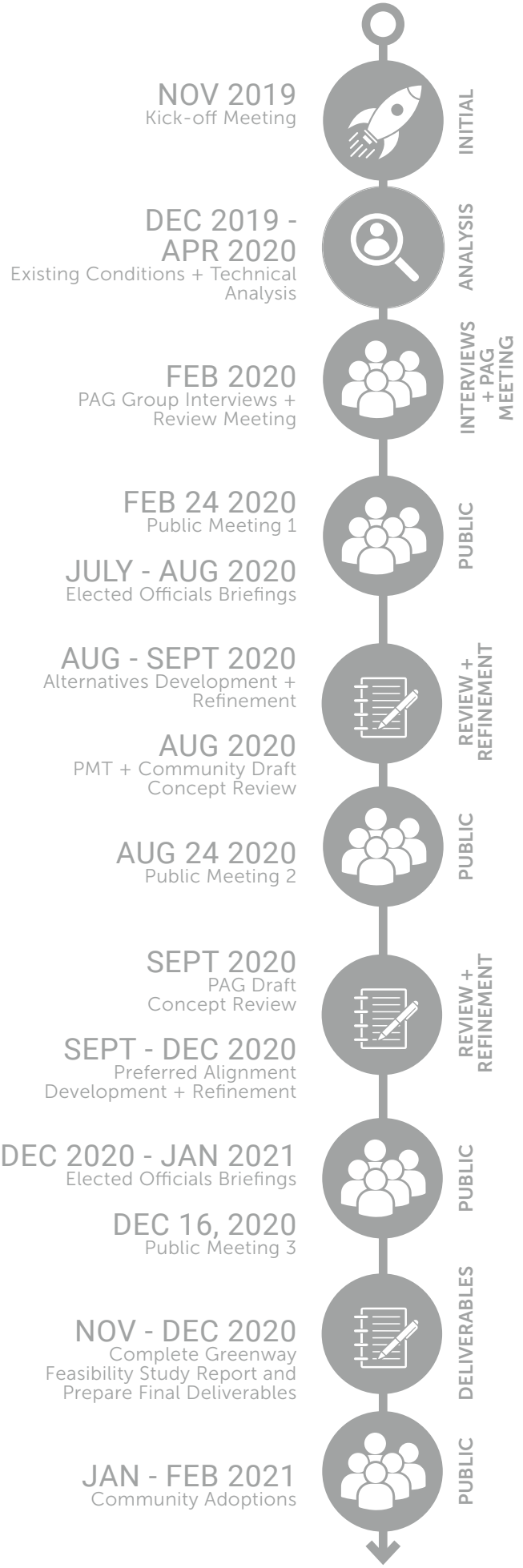
IMPLEMENTABLE RECOMMENDATIONS

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

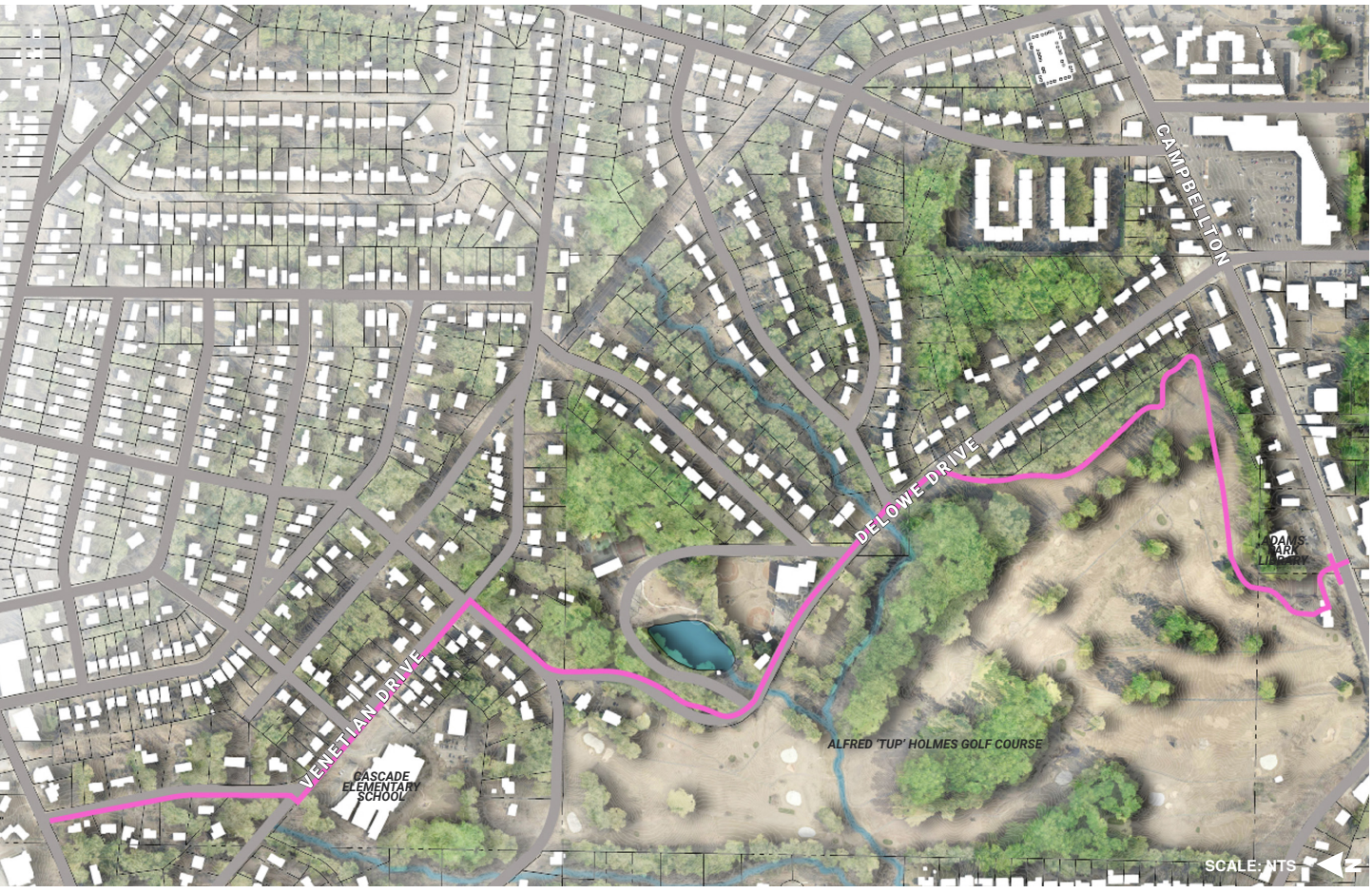
FOREST PARK	HAPEVILLE	SOUTH FULTON	UNION CITY
11,300 LINEAR FEET / 2.15 MILES	8000 LINEAR FEET / 1.5 MILES	11,868 LINEAR FEET / 2.24 MILES	12,200 LINEAR FEET/ 2.3 MILES
50+ BUSINESSES 1 MARKET 2 PARKS 2 YOUTH & FAMILY CENTERS 3 GOVERNMENT FACILITIES 7 MARTA BUS STOPS	1 NEIGHBORHOOD 20 BUSINESSES 1 MIXED-USE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

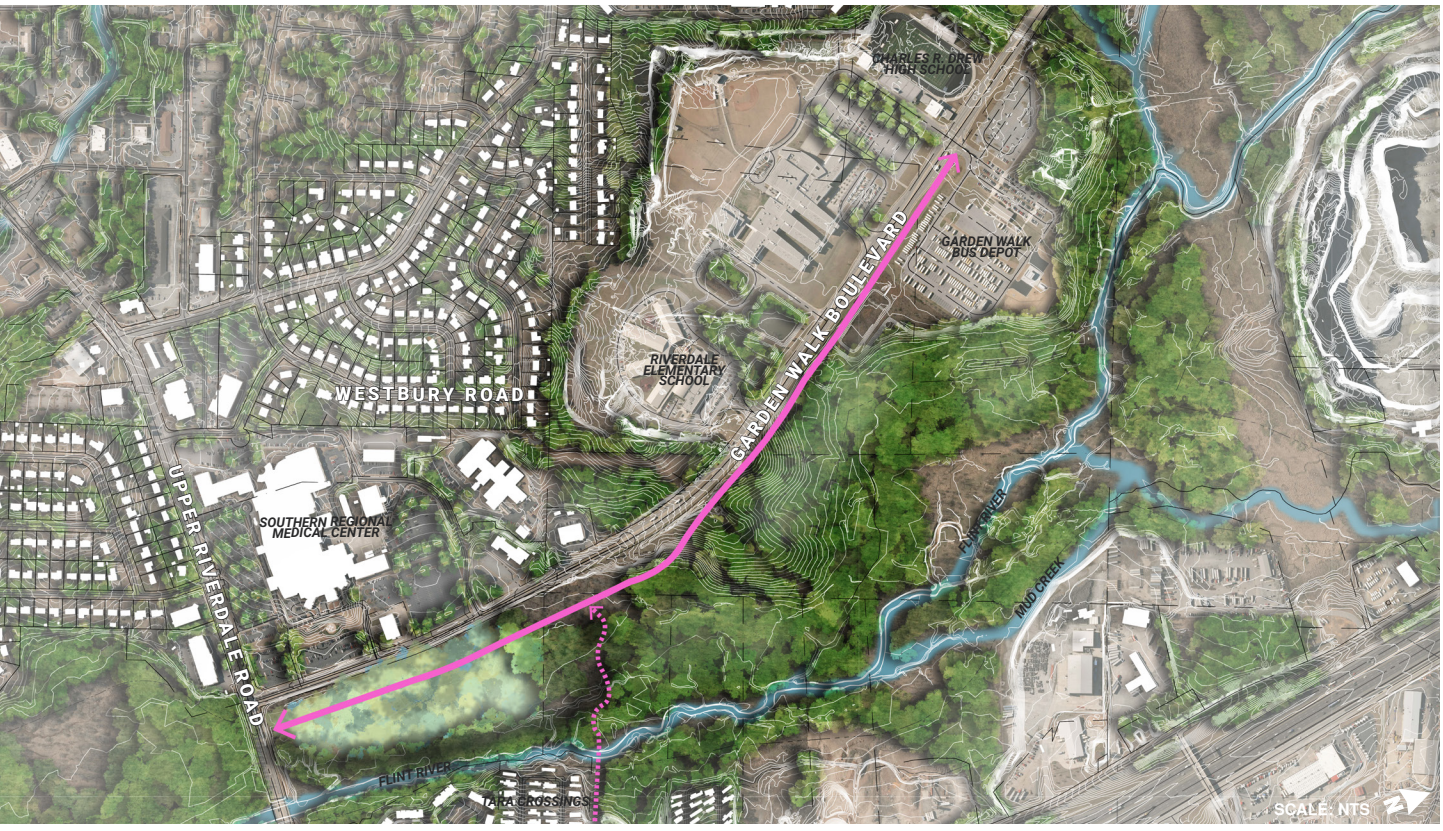
Looking northwest from the corner of Delowe Drive and Venetian Drive.

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.

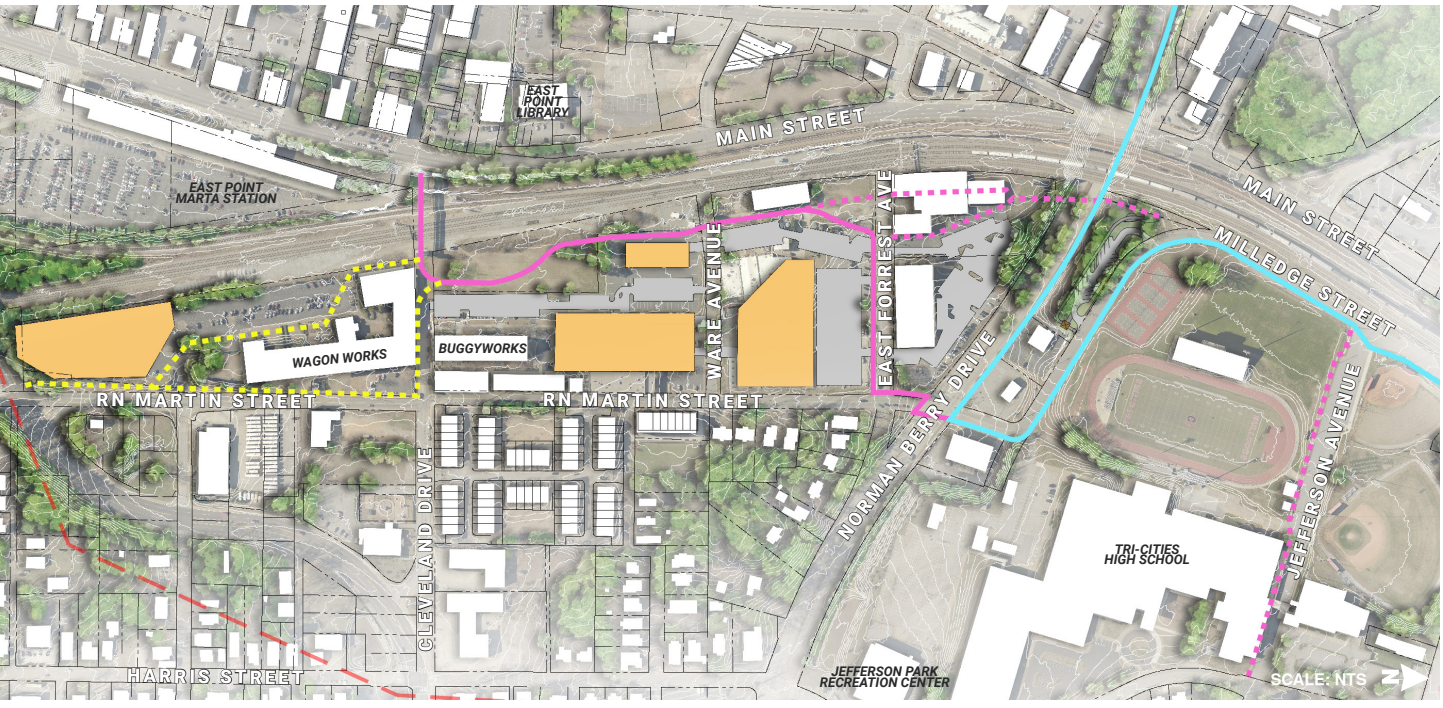
EAST POINT

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.

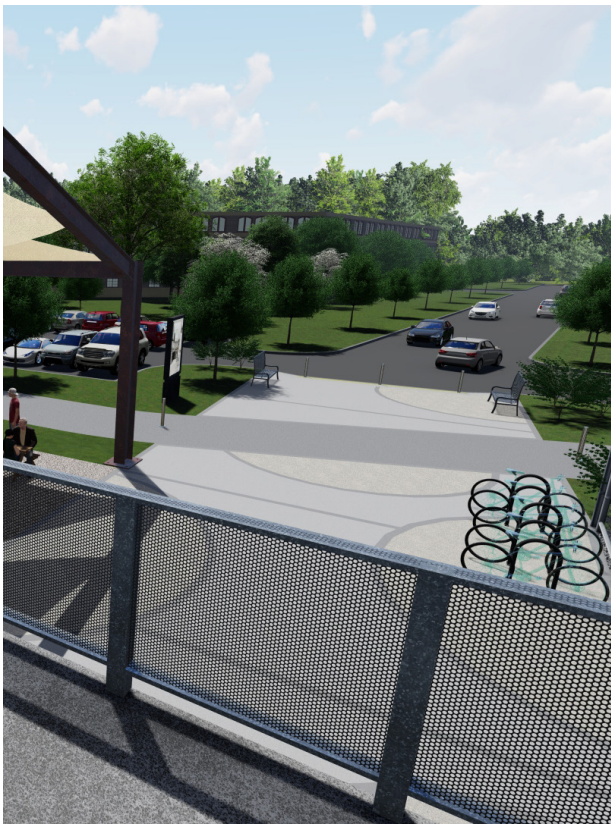
The trail extends through downtown East Point and through private property, including the historic Buggyworks and Wagonworks buildings, connecting to Tri-Cities High School near the northern terminus of the segment and the newly completed East Point PATH Trail. The private property owner-developer of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

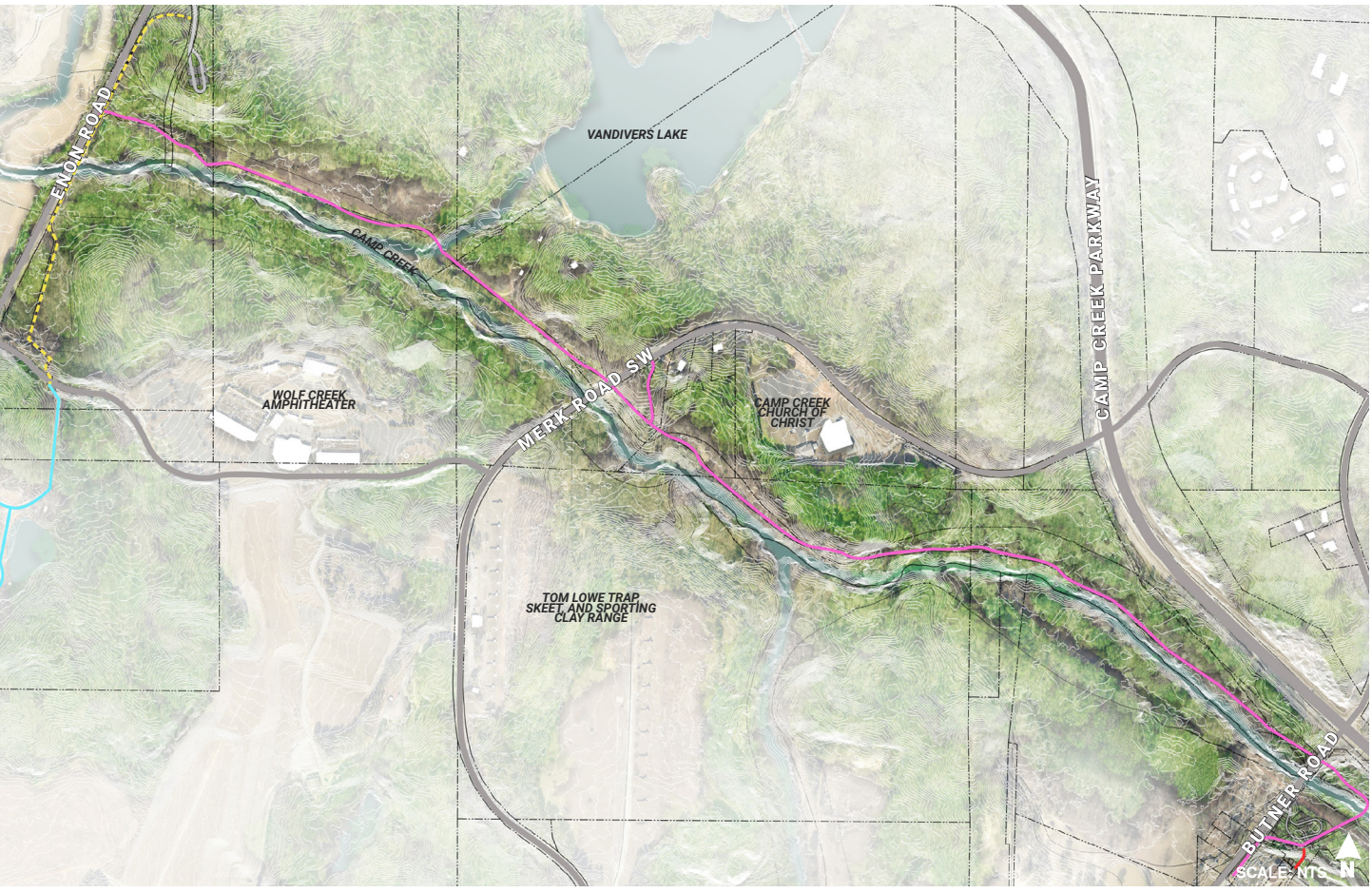
Proposed streetscape looking east along Virginia Avenue.

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

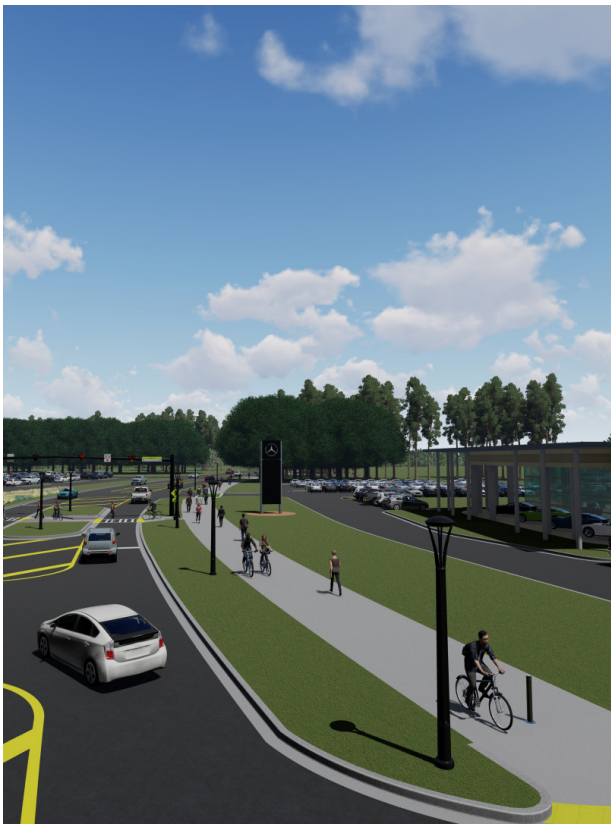
The Union City Model Mile is poised to drive community development by connecting to Morning Creek and serving as a cultural and social spine through the region.

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 Union City Model Mile is to promote alternative methods of transportation while increasing connectivity and outdoor recreational opportunities. The project area for the model mile is in the eastern portion of the City adjacent to Interstate 85. The model mile corridor is located exclusively along Royal South Parkway from Feldwood Road due north to Buffington Road. This multi-use trail can connect the various academic institutions located less than half a mile of the trail corridor and the MARTA Park and Ride at Royal South Parkway, which serves as a major transit hub connecting residents to the region's larger transportation network. At the midpoint of the corridor is Morning Creek and a picturesque pond with multiple specimen oaks that could serve as a valuable greenspace resource. This natural area could be incorporated into the City's objective to enhance access to recreational activities, preserve natural resources, and promote a more walkable and bikeable community.

EXISTING PLANS + STUDIES REVIEW

Union City previously invested in planning management tools to promote a stronger community while envisioning for the future. These planning efforts have allowed the City to invest wisely in infrastructure to accommodate economic growth while protecting natural resources for future generations.

Union City Comprehensive Plan 2010-2030

The Union City Comprehensive Plan prepared by Mactec and adopted in September 2010 includes information regarding economic development, natural and historical resources, existing land use, and future development and plan implementation. The document designated the study area as an industrial district surrounded by single-family and multi-family residences. The Comprehensive Plan was updated to include a set of design standards to protect natural and cultural resources, to promote desired patterns of development, to facilitate economic development, to accommodate a range of housing and transportation options, to prioritize capital expenditures, and to enhance quality of life. Some of the primary issues this plan addressed were the increased need for public transportation or transportation alternatives, opportunities for cyclists, and greenspace, trails, and parks for all age groups. Among its findings, the Plan identified enhancing quality of life by increasing access to parks and recreational activities as a development goal. The Plan recommended identifying and planning a system-wide network of trails to serve the entire community while maintaining existing parks. It also identified the floodplain present in the study area as a primary opportunity for establishing a green corridor for recreation and transportation alternatives.

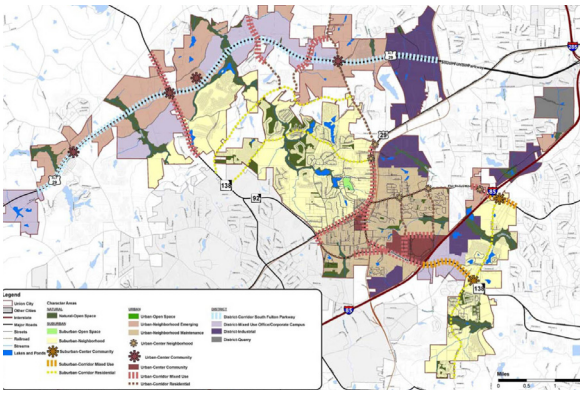
Union City Conceptual Master Plan and Vision For the Future

The Conceptual Master Plan from 2019 by Kimley-Horn and Portman Architects identified key areas within Union City for revitalization from Dixie Lakes through downtown Union City and to the west side of Interstate 85. While most of these key areas are located south of the project boundary, it is important to note that future trail connections could be proposed from Royal South Parkway to these activity nodes via existing greenspace.

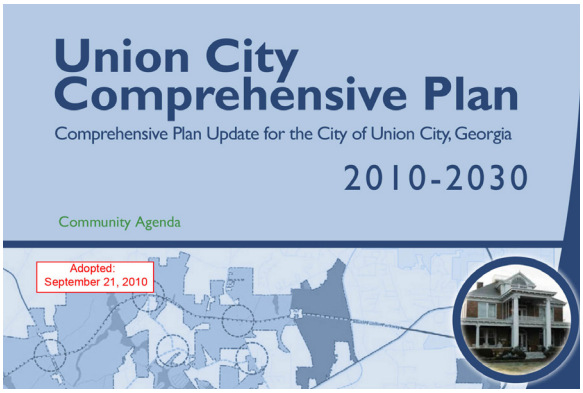
The Master Plan stated certain urban design challenges that relate to multi-use trails and alternative transportation. These include:

- Very low pedestrian street activity
- Lack of public gathering spaces
- No obvious or distinctive gateways into the City
- Limited public transportation
- Loss of natural landscape due to increased development

Three zones, A, B, and C, are identified in the overall conceptual master plan that would reclaim the historic Dixie Lake areas, renew the current city center, and reimagine an area near Mall Boulevard as a commercial mixed-use space. Zone C is designated as a future potential redevelopment area near Mall Boulevard just west of I-85 and is envisioned as commercial mixed-use with a central green corridor surrounded by various building use types. The Conceptual Master Plan illustrates restaurants, office space, retail shops, and multi-family residential complexes to reinforce the need for a live-work-play environment. The model mile is proposed just northeast of Zone C and could eventually connect to Zone C by extending the model mile through large areas of undeveloped land. These areas are a prime opportunity to develop a trail network while adhering to the goals and objectives of the Union City Conceptual Master Plan

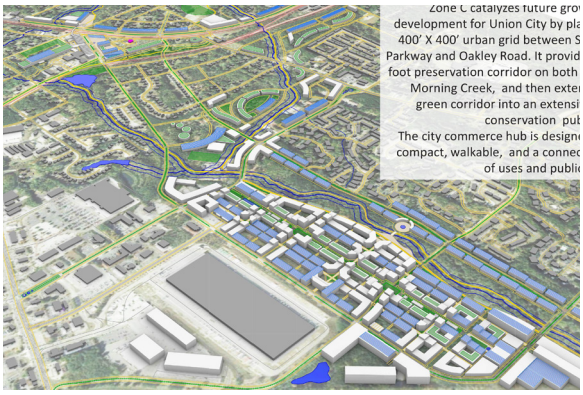


Future development map from the Comprehensive Plan Update.

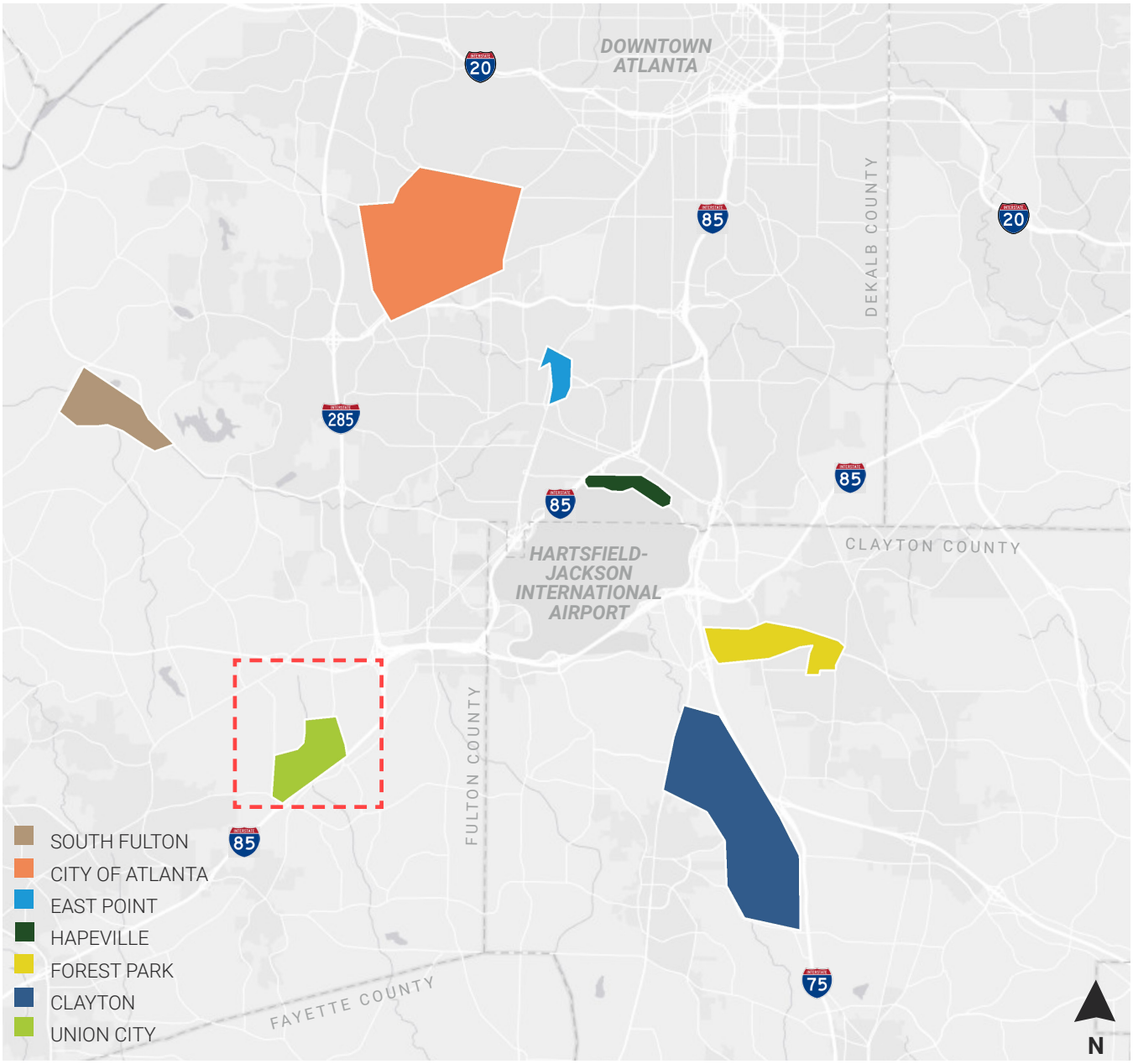


Cover sheet from the Comprehensive Plan Update.

Cover sheet of the Conceptual Master Plan.

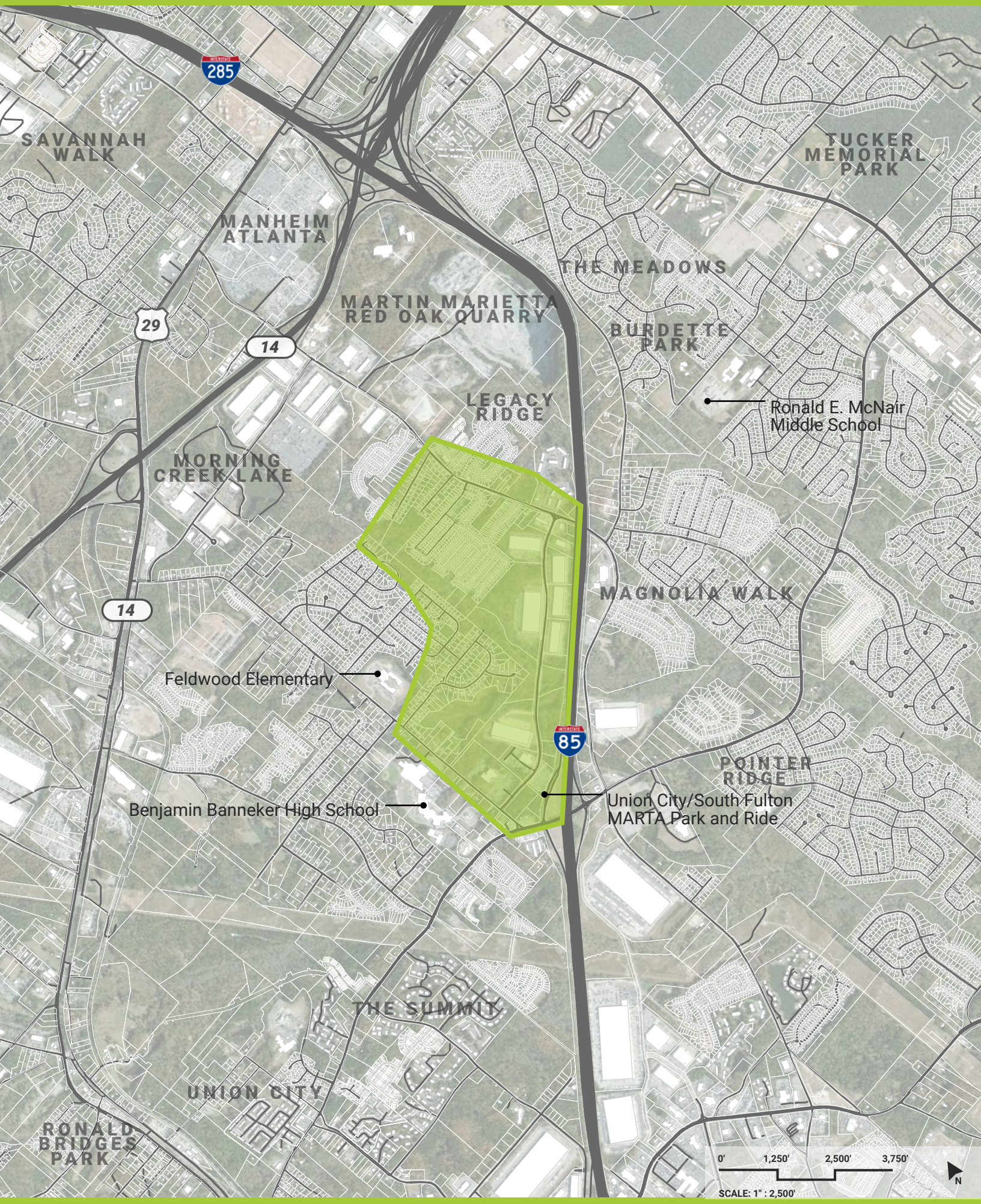


Zone C rendering from the Conceptual Master Plan.



STUDY AREA

The Union City study area is approximately four miles south of Atlanta and adjacent to Interstate 85 in Fulton County. The model mile corridor along Royal South Parkway is approximately 1.25 miles. The study area boundary is encompassed by three roadways: Interstate 85 on the south end, Feldwood Road on the west, and Buffington Road on the east. Single-family homes border the north end of the corridor up to Feldwood Elementary at Pebble Beach Drive and Estes Drive. Large portions of greenspace that remain from lakes, detention ponds, creek buffers, and floodplains comprise the majority of the undeveloped land.


285
SAVANNAH WALK
MANHEIM ATLANTA
TUCKER MEMORIAL PARK
THE MEADOWS
MARTIN MARIETTA RED OAK QUARRY
29
14
BURDETTE PARK
LEGACY RIDGE
Ronald E. McNair Middle School
MORNING CREEK LAKE
14
MAGNOLIA WALK
Feldwood Elementary
85
POINTER RIDGE
Union City/South Fulton MARTA Park and Ride
Benjamin Banneker High School
THE SUMMIT
UNION CITY
RONALD BRIDGES PARK
0'
1,250'
2,500'
3,750'
SCALE: 1" : 2,500'
N

SITE PHOTOS

Maintenance gates in the sewer easement serve as a deterrent for unauthorized use.

The right-of-way at the MARTA Park and Ride Lot provides adequate space for a multi-use trail.

Large commercial and industrial buildings, like the new Royal 85 Business Center, are typical along the corridor.

The sewer easement along Morning Creek is littered from unauthorized dumping.

Portions of Royal South Parkway have gaps in the sidewalks.

Undeveloped property adjacent to the MARTA Park and Ride may include buffer requirements for a multi-use trail when developed.

Sidewalks typical of the existing corridor.

A pedestiran bridge over Morning Creek may not be necessary because of the existing culvert.

Large commercial driveway aprons at industrial buildings will need to maintain clear crosswalk markings and signage for trail users.

Steep slopes along the potential trail may require retaining walls in order provide an adequate width for the trail.

HISTORIC + CULTURAL RESOURCES

The study area includes multiple destinations in and around the study area. Their presence will influence the trail's alignment and support the 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 are no known archaeological or historic resources located within the study area. Based on funding, additional study of archaeological and historic resources may not be required as this project moves into preliminary design.

DESTINATIONS + LANDMARKS

South Fulton/Union City Park and Ride

The South Fulton/Union City Park and Ride is located off Interstate 85 exit 66 (Flat Shoals Road) and serving bus routes 181 and 189. Commuters are connected to the greater MARTA system at the College Park MARTA station. The facility is vast with sufficient parking capacity to serve commuters. A greenway complements transit well.

Academic Facilities

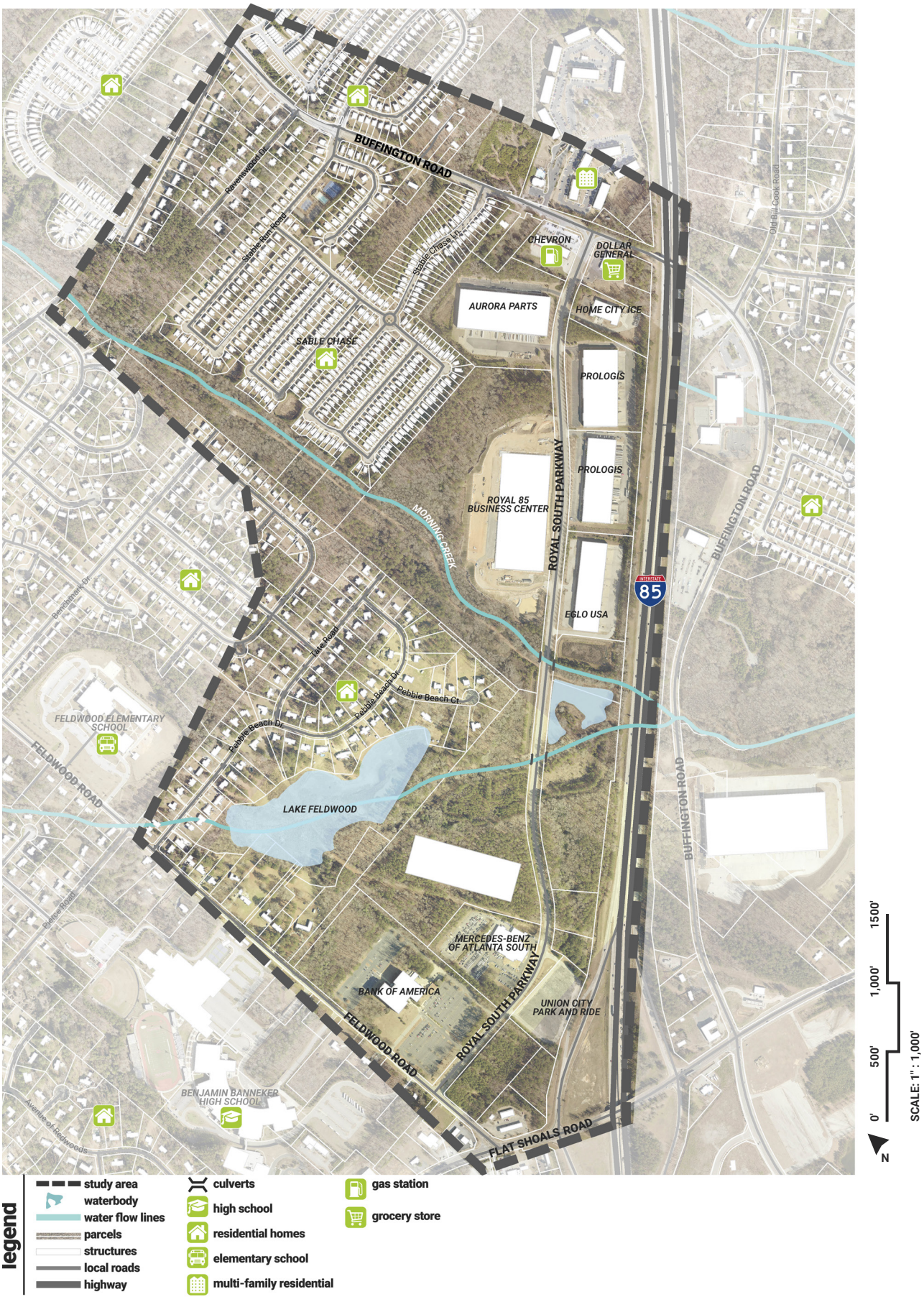
The most prominent destinations just outside the study area are academic facilities: Benjamin Banneker High School, Feldwood Elementary, Fulton County Schools South Learning Center and Career Tech (CTAE), and South Fulton Library. All are located south of the study area near Feldwood Road and Flat Shoals Road. Expansion of the model mile could incorporate these schools, creating outdoor learning opportunities.

Industrial Park

Large industrial complexes such as the Royal 85 Business Center and Prologis serve as employment destinations. These facilities vary in the amount of security for access and available parking for users. The architecture of these buildings is typical of contemporary tilt-up construction. The model mile could serve as a workforce development tool to connect employees to the industrial park.

Waterbodies

Lake Feldwood is situated behind residential lots. It is not visible from Royal South Parkway and offers no public access. The lake sits within a floodplain where no development is allowed. The lake is within a property owned by Lake Feldwood Garden Club Inc. Access into the lake could be through a gas pipeline easement and residential properties. Lake Feldwood is a potential destination and further coordination and discussion with the property owner is necessary. The stream corridors also provide opportunities for trail spurs from the model mile to the nearby neighborhoods.


BUFFINGTON ROAD
Ravenswood Dr.
Stable Run Road
Stable Chase Dr.
CHEVRON
DOLLAR GENERAL
AURORA PARTS
HOME CITY ICE
SABLE CHASE
PROLOGIS
PROLOGIS
ROYAL 85 BUSINESS CENTER
ROYAL SOUTH PARKWAY
MORNING CREEK
EGLO USA
INTERSTATE 85
BUFFINGTON ROAD
Old Bill Cook Road
Benjamin Dr.
Lake Road
Pebble Beach Dr.
Pebble Beach Ct.
FELDWOOD ELEMENTARY SCHOOL
FELDWOOD ROAD
LAKE FELDWOOD
Pierce Road
MERCEDES-BENZ OF ATLANTA SOUTH
BANK OF AMERICA
UNION CITY PARK AND RIDE
ROYAL SOUTH PARKWAY
FELDWOOD ROAD
BENJAMIN BANNEKER HIGH SCHOOL
Avenue of Redwoods
FLAT SHOALS ROAD
BUFFINGTON ROAD
0'
500'
1,000'
1500'
SCALE: 1" : 1,000'
N
legend
study area
waterbody
water flow lines
parcels
structures
local roads
highway
culverts
high school
residential homes
elementary school
multi-family residential
gas station
grocery store

PARKS, OPEN SPACE, AND PROPOSED TRAILS

There are currently no existing trails within the study area; however, the Community Development Department has on file conceptual trail plans for passive recreation near Morning Creek. Such trails may provide a great opportunity to create an amenity area between the Park and Ride lot at the south end of the model mile and business centers to the north. A small network of loop trails for recreation on both sides of Royal South Parkway could create a destination to enhance quality of life and support healthy lifestyles.

PARKS

There are no existing parks within the immediate model mile corridor. The nearest park is Burdette Park a mile northeast of the model mile trail terminus at Buffington Road. Within the Union City Model Mile corridor there is an opportunity to create a small park within an existing natural area that is bisected by Royal South Parkway. These separated greenspaces have large specimen oak trees that have predominantly been left alone. A parklette could be developed within the natural areas, however because the road separates them, a safe pedestrian crossing connecting both greenspaces would be necessary considering the roadway is a four-lane undivided local road with a speed limit of 45 mph.

Specimen oak tree near the sewer easement.

Groupings of specimen trees near the pond.


BUFFINGTON ROAD
Ravenswood Dr
Stable Run Road
Stable Chase Ln
CHEVRON
DOLLAR GENERAL
AURORA PARTS
HOME CITY ICE
SABLE CHASE
STEEP SLOPES. POSSIBLE WALL LOCATIONS
PROLOGIS
PROLOGIS
ROYAL 85 BUSINESS CENTER
ROYAL SOUTH PARKWAY
MORNING CREEK
FLOODPLAIN ALONG SEWER EASEMENT
Old Hill Creek Road
BUFFINGTON ROAD
Benchmark Dr
Lake Road
Pebble Beach Dr
Pebble Beach Ct
EGLO USA
85
FELDWOOD ELEMENTARY SCHOOL
POSSIBLE RECREATION AREA ON BOTH SIDES OF ROYAL SOUTH PARKWAY
FELDWOOD ROAD
LAKE FELDWOOD
Glade Road
MERCEDES-BENZ OF ATLANTA SOUTH
BANK OF AMERICA
UNION CITY PARK AND RIDE
ROYAL SOUTH PARKWAY
FELDWOOD ROAD
BENJAMIN BANNEKER HIGH SCHOOL
Avenue of Redwoods
FLAT SHOALS ROAD
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1500'
SCALE: 1" : 1,000'
N
legend
study area
waterbody
water flow lines
parcels
structures
local roads
highway
culverts
proposed hiking trail
proposed rest area

Conceptual plan for passive recreation provided by the Union City Community Development Department.

TRAILS

The Royal South Parkway Conceptual Plan (see the image on the left) is a conceptual plan prepared by Moreland Altobelli for Union City showing hiking trails west of Morning Creek. Trails within the floodplain must consider the amount of flooding and types of existing soils. Puncheons, pervious paving, or natural paths may be the most logical approach in these areas. Specimen trees and wetland vegetation are located throughout the study area. Improvements in the area must be ecologically sensitive to avoid destruction of natural resources and ensure sound construction.

Undeveloped Land

Currently, there is still available greenspace on both sides of the Park and Ride lot south of Royal South Parkway. Places that are not within the floodplain are prime for redevelopment. If a multi-use trail is planned to traverse in front of future developed properties, incentives to developers can provide ideal conditions for trails, destination points, and standards for implementation.

Entrance to the MARTA Park and Ride Lot from Royal South Parkway.

Mercedes-Benz of Atlanta South on Royal South Parkway.

ENVIRONMENTAL RESOURCES

The natural environment is a major resource within the study area. A desktop environmental screening was conducted of the study area to identify 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. The environmental screening report is located in the document appendix.

View of the creek flowing from Lake Feldwood.

HYDROLOGY

Streams, wetlands, open water, and floodplain zones (AE) are found within the study area. As part of the environmental screening, the U.S. Fish and Wildlife's Services (USFWS) Information Planning, and Conservation System (IPaC) was also used to investigate any potential impacts on federally endangered protected species.

View of Morning Creek south of Royal South Parkway.

Streams, Wetlands, and Floodplains

Morning Creek runs north-south through the middle of the study area. It is an approximately 14-mile-long tributary of the Flint River. Beginning at Morning Creek Lake south of GA-14, the creek flows south to join the Flint River northeast of Fayetteville, Georgia. The state has a 25-foot undisturbed stream buffer. Union City adheres to a required minimum 50-foot undisturbed stream buffer, measured from the top of the stream bank, and a 75-foot buffer in which all impervious surfaces are prohibited. Grading, filling, and earthmoving is minimized within the setback.

View north along the sewer easement near Morning Creek.


BUFFINGTON ROAD
Ravenswood Dr
Stable Run Road
Stable Chase Ln
SABLE CHASE
STEEP SLOPES, POSSIBLE WALL LOCATIONS
CHEVRON
DOLLAR GENERAL
AURORA PARTS
HOME CITY ICE
PROLOGIS
PROLOGIS
ROYAL 85 BUSINESS CENTER
ROYAL SOUTH PARKWAY
FLOODPLAIN ALONG SEWER EASEMENT
MORNING CREEK
EGLO USA
INTERSTATE 85
BUFFINGTON ROAD
Old Bill Cook Road
Benchmark Dr
Lake Ridge
Pebble Beach Dr
Pebble Beach Ct
FELDWOOD ELEMENTARY SCHOOL
FELDWOOD ROAD
LAKE FELDWOOD
MERCEDES-BENZ OF ATLANTA SOUTH
BANK OF AMERICA
UNION CITY PARK AND RIDE
ROYAL SOUTH PARKWAY
FELDWOOD ROAD
Pierce Road
BENJAMIN BANNEKER HIGH SCHOOL
Avenue of Redwoods
FLAT SHOALS ROAD
BUFFINGTON ROAD
0'
500'
1,000'
1500'
SCALE: 1" : 1,000'
N
legend
study area
waterbody
water flow lines
parcels
structures
local roads
highway
base flood elevation
floodway
100-year floodplain
500-year floodplain
topography
freshwater emergent wetland
freshwater forest/shrub wetland
culverts
steep slopes
specimen tree area
viewshed

Designing a multi-use trail within an area that is considered part of a stream's natural undisturbed flow is challenging. Any permanent structure within a floodway or a 100-year floodplain must be shown as having no impact on the stream. Where possible, the final trail design should set structures above the floodplain base elevation and outside of the floodways. Permanent structures like bridges and abutments necessitate additional studies. There are currently two existing culverts spanning Royal South Parkway at Morning Creek and a tributary from Lake Feldwood.

A total of 18.2 acres of wetlands are present near the model mile corridor. Two types of wetlands are present: freshwater emergent wetlands and freshwater forested/shrub wetlands. Forested/shrub wetlands are woody wetlands, and emergent wetlands contain mainly herbaceous marsh and wet meadows. Emergent wetlands are present at Lake Feldwood, and forested/shrub wetlands are found east of Morning Creek and behind the Royal 85 Business Center.

Lakes and Ponds

Three open bodies of water are located within the study area. Lake Feldwood is north of Royal South Parkway and west of Feldwood Road. Lake Feldwood is accessible to residential parcels that are situated at the edge of the floodplain.

Chinese privet along the banks of Morning Creek.

The other two large bodies of water are two unnamed ponds on either side of Royal South Parkway. The two creeks run south on either side of the ponds. Both are completely within flood zone AE and provide a sanctuary for wildlife in a busy corridor of industrial land use.

ECOLOGY

Protected Species

The environmental screening identified three federal threatened and endangered species listed in Fulton County. Additional field study is necessary to determine if the species are present in the area. These species include the Gulf moccainshell (Medionidus penicillatus), oval pigtoe (Pleurobema pyriforme), and shinrayed pocketbook (Lampsilis subangulata).

Vegetation

The study area contains a mixture of moderate vegetation density in areas that are undeveloped. Invasive and native species are prominent throughout the area. Specimen oak trees can be found along the Morning Creek corridor and around the pond at Royal South Parkway. Invasive plants such as Chinese privet (Ligustrum sinense) are common along stream banks as shown in the photo below.

TRANSPORTATION NETWORK

The corridor follows Royal South Parkway, a four-lane local road with a posted speed limit of 45 mph. There is no center turn lane or median, but the roadway width allows for large commercial vehicles to turn into the business centers. Royal South Parkway connects Buffington Road to the north and Feldwood Road to the south. The southern end of the corridor is within 600 feet from the intersection of Feldwood Road and Flat Shoals Road (exit 66 off Interstate 85).

View east at the intersection of Royal South Parkway and Buffington Road.

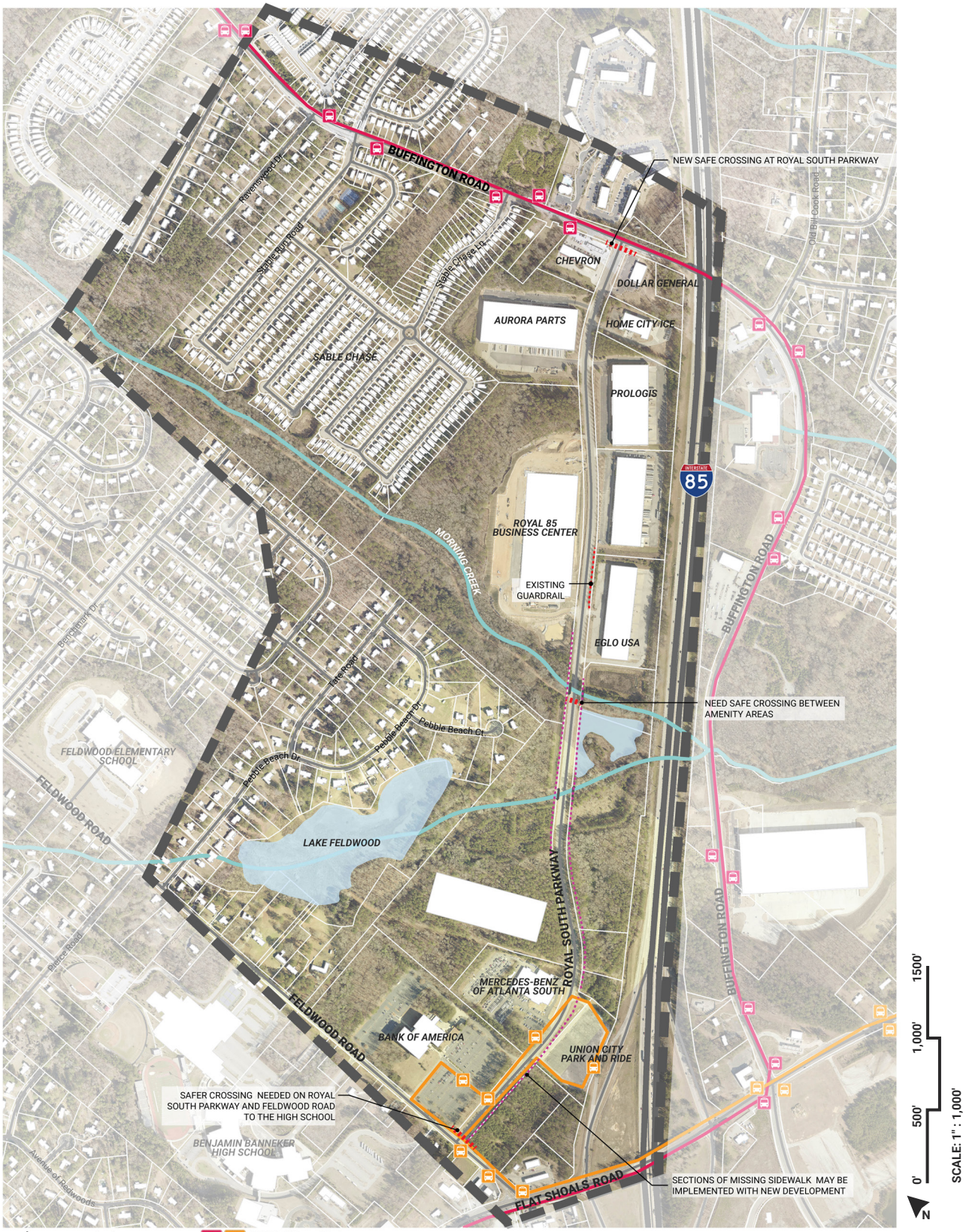
ROAD NETWORKS

The study area is bounded by four roads on three sides. Buffington Road to the north, Feldwood Road and Flats Shoals Road to the south, and Interstate 85 on the east. No minor collector streets tie into Royal South Parkway. The South Fulton/Union City Park and Ride serves as the area's key transit hub to connect to the MARTA transit system. Only two MARTA bus stops are currently available on Royal South Parkway. These serve bus routes 181 and 189 and are located in front of Bank of America and Mercedes-Benz of Atlanta South. Bus routes are more prominent along Flat Shoals Road.

PEDESTRIAN INFRASTRUCTURE

Sidewalks are intermittent and limited to only in front of existing businesses. Five-foot sidewalks on both sides of Royal South Parkway are mainly concentrated on the north end of the corridor near Buffington Road. Large concrete driveway aprons with no crosswalk striping are common along the proposed trail alignment. There are no safe roadway crossings for bicyclists or pedestrians at the trail termini, which are located at the intersections of Royal South Parkway and Buffington Road and Royal South Parkway and Feldwood Road. A traffic signal at Royal South Parkway is included as part of future roadway improvements to Buffington Road.

Guardrail adjacent to a steep drop-off.



legend

- study area
- parcels
- structures
- local road
- highway
- waterbody
- streams/creeks
- MARTA transit stop
- MARTA Route 181
- MARTA Route 189
- culvert
- guardrail
- potential crossing conflict
- sidewalk gaps

UTILITIES

Community utilities are located within the project study area, including sanitary and stormwater sewers, drainage pipes, water lines, and utility poles with telecommunication and overhead power lines.

Only one area along Royal South Parkway contains overhead power. It is located at the southern end of the corridor before the entrance to the MARTA Park and Ride. The rest of the corridor has underground power.

Roadway lighting is present along three-quarters of the model mile. Roadway lighting is inconsistent in the corridor. Many of the current improvements within the right-of-way were implemented concurrently with new development of commercial properties. A photometric lighting assessment is necessary in a future phase to address pedestrian safety and comfort.

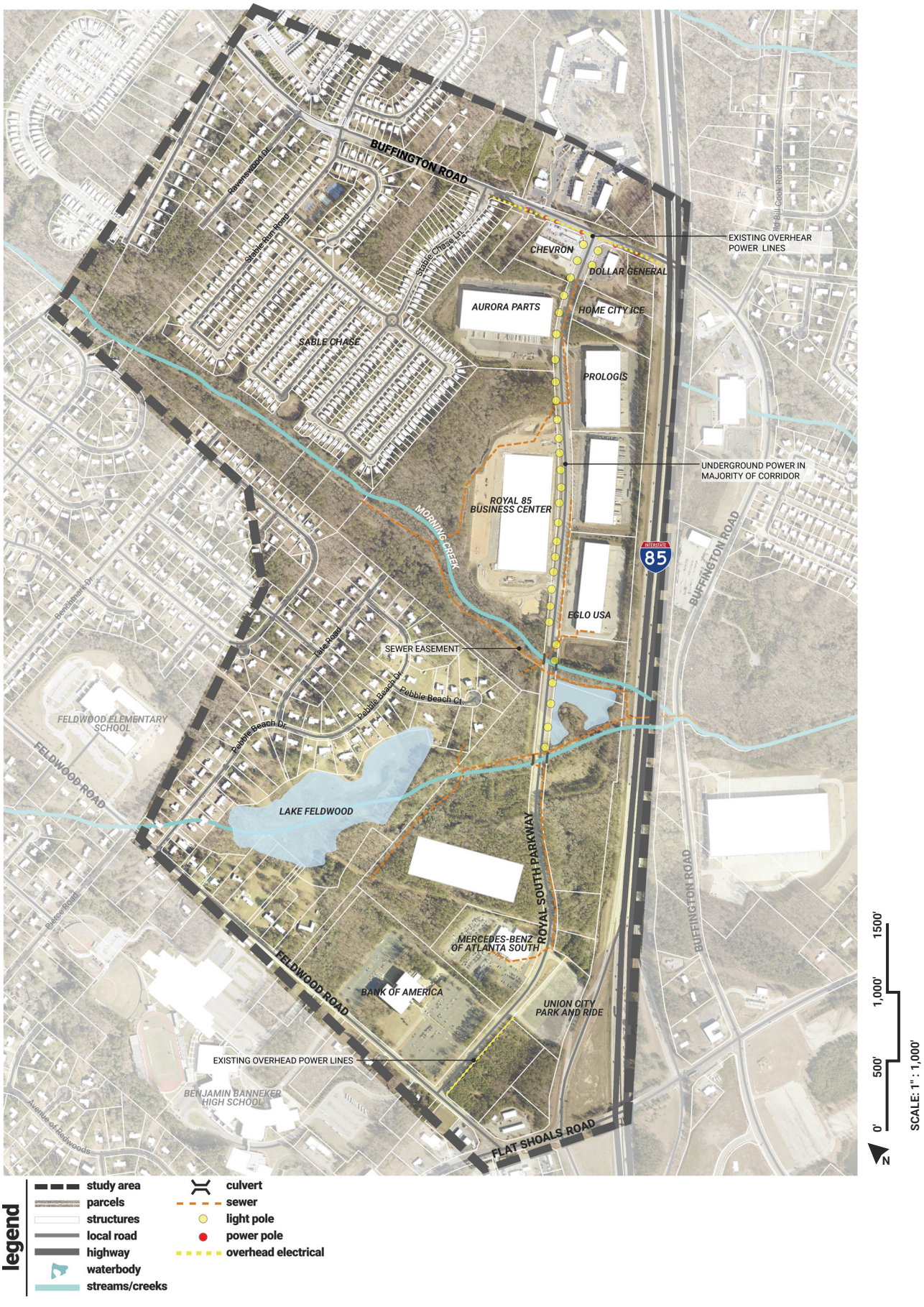
Sewer lines flow down toward Morning Creek and across Interstate 85. Sewer easements that follow the existing streams are maintained by Fulton County and have secured entrances with gates.

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.

Sewer manhole at edge of sidewalk.

Roadway lighting in front of industrial buildings.

Overhead power lines along Buffington Road.


BUFFINGTON ROAD
Ravenwood Dr
Stable Run Road
Stable Chase Ln
SABLE CHASE
CHEVRON
DOLLAR GENERAL
AURORA PARTS
HOME CITY ICE
PROLOGIS
EXISTING OVERHEAR POWER LINES
UNDERGROUND POWER IN MAJORITY OF CORRIDOR
ROYAL 85 BUSINESS CENTER
MORNING CREEK
INTERSTATE 85
BUFFINGTON ROAD
EGLO USA
SEWER EASEMENT
Bentwater Dr
Pebble Beach Dr
Pebble Beach Ct
FELDWOOD ELEMENTARY SCHOOL
FELDWOOD ROAD
LAKE FELDWOOD
ROYAL SOUTH PARKWAY
MERCEDES-BENZ OF ATLANTA SOUTH
BANK OF AMERICA
UNION CITY PARK AND RIDE
EXISTING OVERHEAD POWER LINES
BENJAMIN BANNEKER HIGH SCHOOL
Avenue of Redwoods
FLAT SHOALS ROAD
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0'
500'
1,000'
1500'
SCALE: 1" : 1,000'
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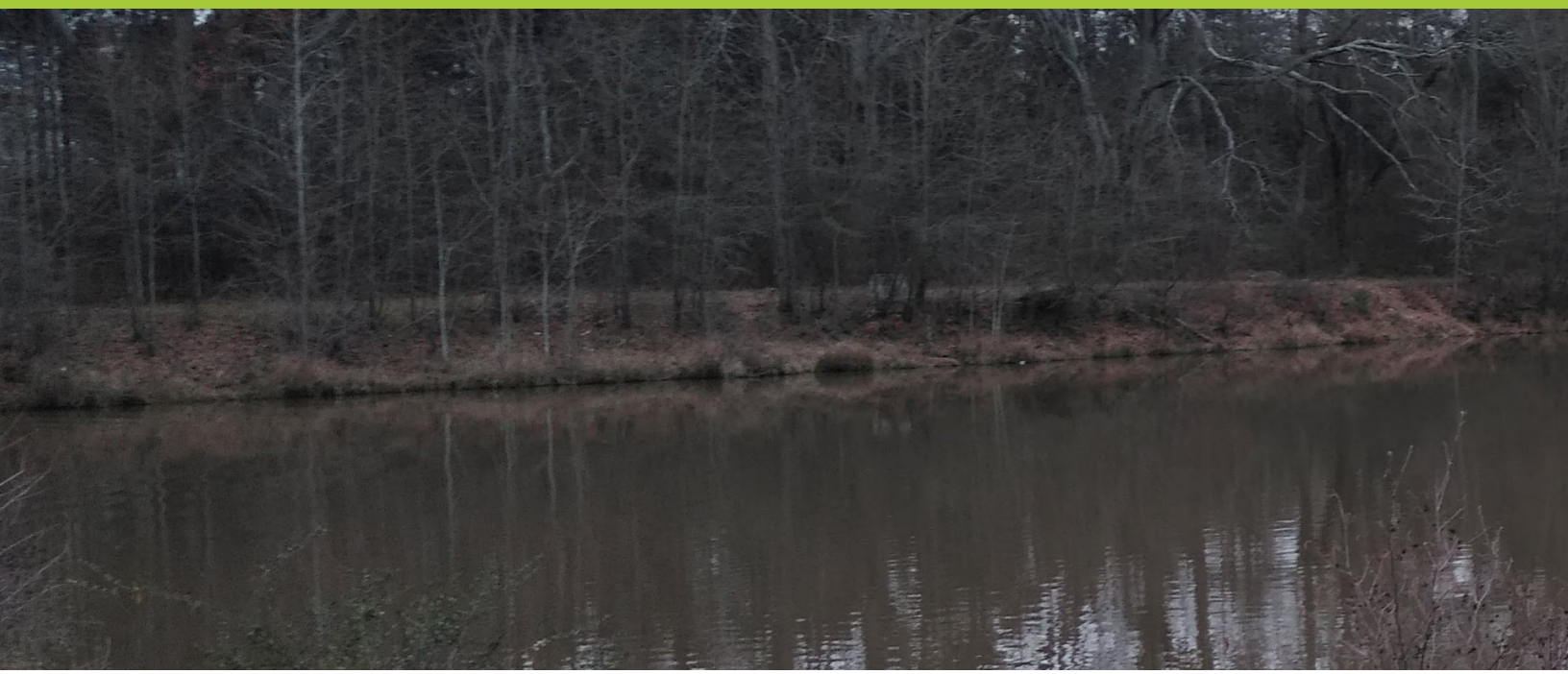
legend
study area
parcels
structures
local road
highway
waterbody
streams/creeks
culvert
sewer
light pole
power pole
overhead electrical



ANALYSIS SUMMARY

The model mile corridor for Union City can serve as the genesis for trails within the City that focus on alternative transportation and enhancing the quality of life for residents. In summary, the Union City Model Mile Trail will serve the study area and the broader community. The following key issues will inform the design of the trail:

- The MARTA Park and Ride connection to a trail alignment should advance the public transportation network.
- A trail corridor would help expand a safe and convenient transportation system for the residential neighborhoods and job centers nearby.
- Morning Creek is a wildlife corridor and potential greenway link to surrounding communities.
- Above-ground utilities are minor within the trail corridor; yet their presence may impact trail design and cost of the final alignment.
- The amount of right-of-way along Royal South Parkway and undeveloped land allow for easier implementation of a trail.

- The trail's proximity to destinations just outside the study area make it an ideal location for a model mile.
- Royal South Parkway's high-speed nature and width pose a challenge to connecting existing natural resources near Morning Creek.
- A large floodplain at the midpoint of the corridor and wetlands present near Morning Creek are both constraints that may impact trail design based on the final alignment.
- The final alignment should protect the large specimen trees and highlight them as a greenspace destination.
- 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 Union City AeroATL Model Mile Trail.

The design team identified the two proposed alignments for Union City through results of the existing conditions analysis, a site visit and ground-truthing, and a feasibility assessment. Potential right-of-way acquisition, preserving natural resources, expanding mobility options, and enhancing safety along the trail were guiding factors that informed these alternatives. Input gathered from the public, key stakeholders, and city employees, along with a side-by-side comparison of each alignment route, ultimately decided the preferred model mile alignment.

SOUTH MORNING CREEK ALIGNMENT

The South Morning Creek Alignment is on the south side of Royal South Parkway. The alignment connects the MARTA Park and Ride Lot to job centers along Royal South Parkway and destinations that are found along Feldwood Road and Buffington Road at the trail termini.

ALIGNMENT ROUTE

Most of the trail may be accommodated within the existing right-of-way, which averages 20 feet from the back of the curb. There are a few sections between existing driveways that contain guardrails or steep grades adjacent to the existing sidewalk. These spaces may constrict the ideal 12-foot width of the trail or require additional grading/retaining walls. The floodplain and natural area at the midpoint of the alignment contain an unnamed pond with specimen trees that could serve as a passive recreation space for trail users. This area may be a future destination point with an off-road trail spur.

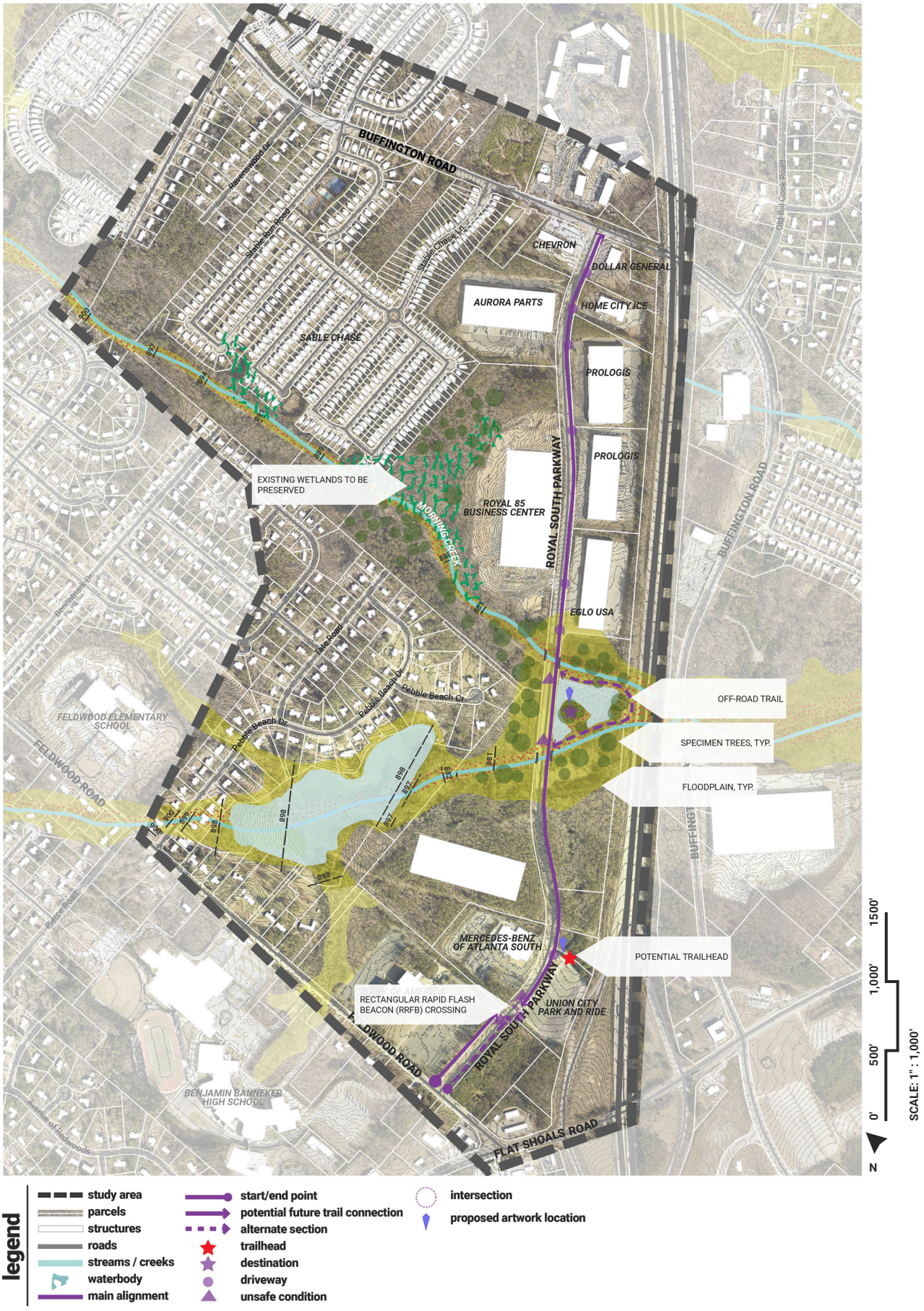
ANALYSIS

Pros

- The trail is on the same side as the MARTA Park and Ride Lot.
- It connects the surrounding residential areas to nearby schools and job centers.
- The natural resource at the midpoint of the alignment near the existing pond provides an opportunity for a passive recreation space tied to the model mile trail.
- It provides the opportunity for an off-road trail loop at the pond.
- It provides the opportunity for a potential trailhead located at the MARTA Park and Ride Lot.
- Specimen trees within the floodplain area serve as attractions for a passive recreation destination.

Cons

- The 45 mph speed limit along Royal South Parkway is not observed by many drivers outside of morning and evening rush hour due to the roadway alignment, topography, and low traffic volume.
- Connecting additional destinations will require a north-south crossing on Royal South Parkway.
- Above-grade infrastructure and steep slopes are located along the alignment closer to Buffington Road.
- There are currently no crosswalks at the trail termini at Feldwood Road and Buffington Road.


BUFFINGTON ROAD
CHEVRON
DOLLAR GENERAL
AURORA PARTS
HOME CITY ICE
SABLE CHASE
PROLOGIS
PROLOGIS
EXISTING WETLANDS TO BE PRESERVED
ROYAL 85 BUSINESS CENTER
ROYAL SOUTH PARKWAY
EGLO USA
OFF-ROAD TRAIL
SPECIMEN TREES, TYP.
FLOODPLAIN, TYP.
FELDWOOD ELEMENTARY SCHOOL
FELDWOOD ROAD
MERCEDES-BENZ OF ATLANTA SOUTH
POTENTIAL TRAILHEAD
RECTANGULAR RAPID FLASH BEACON (RRFB) CROSSING
UNION CITY PARK AND RIDE
BENJAMIN BANNEKER HIGH SCHOOL
FLAT SHOALS ROAD
BUFFINGTON ROAD
0'
500'
1,000'
1500'
SCALE: 1" : 1,000'
N
legend
study area
parcels
structures
roads
streams / creeks
waterbody
main alignment
start/end point
potential future trail connection
alternate section
trailhead
destination
driveway
unsafe condition
intersection
proposed artwork location

This cross-section depicts potential conditions of an off-road trail that follows the perimeter of the existing pond.

The pond south of Royal South Parkway is currently accessed via an easement. This easement creates a logical path for an off-road trail.

This cross-section depicts potential conditions of the on-road trail for the majority of the model mile.

Existing conditions of the roadway shoulder where wide right-of-ways allow for easier implementation of a trail.

This cross-section depicts potential conditions of the on-road trail where a guardrail will need to be relocated to allow the proper minimum trail width of eight feet with a four-foot landscape buffer for short distances.

Existing conditions of a vehicular guardrail where the steep slope behind will require a retaining wall.

This cross-section depicts potential conditions of the trail where a low retaining wall will be needed. A two-foot clear zone at the face of the wall is typical.

Above-grade utilities are present along both sides of the road. These utilities should be adjusted and adjacent slopes graded wherever possible.

This cross-section depicts potential conditions of the on-road trail where the adjacent steep grades do not allow for an adequate buffer and trail width. A barrier or safety rail may be required as a layer of safety.

Existing conditions of the steep slope in front of the Unipart Logistics building where a wall and barrier will be required. A four-to-five-foot buffer and a 12-foot trail may not be feasible on this section.

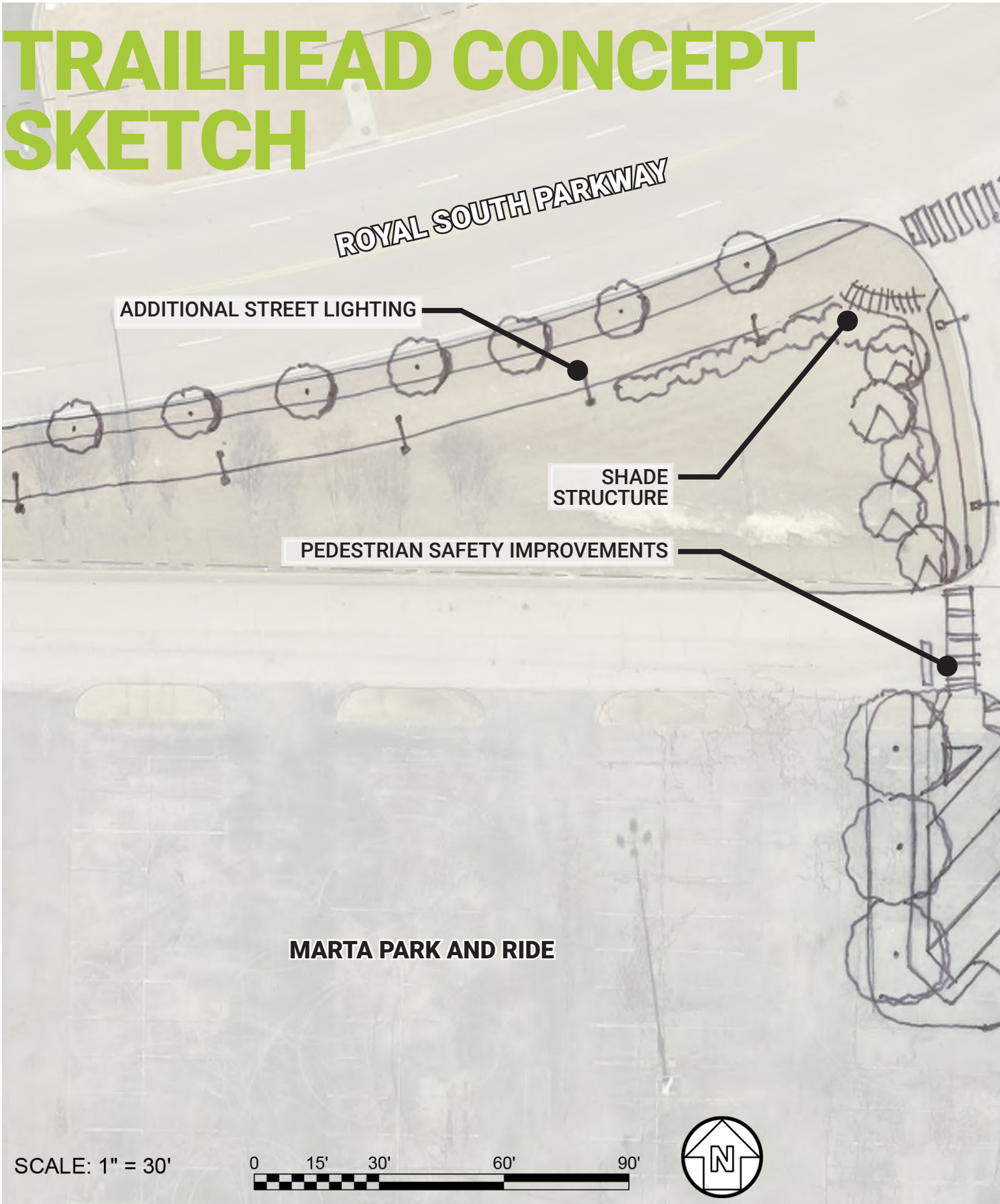
PRECEDENT IMAGES

An example of an off-road multi-use trail through a wooded area on the South River Trail.

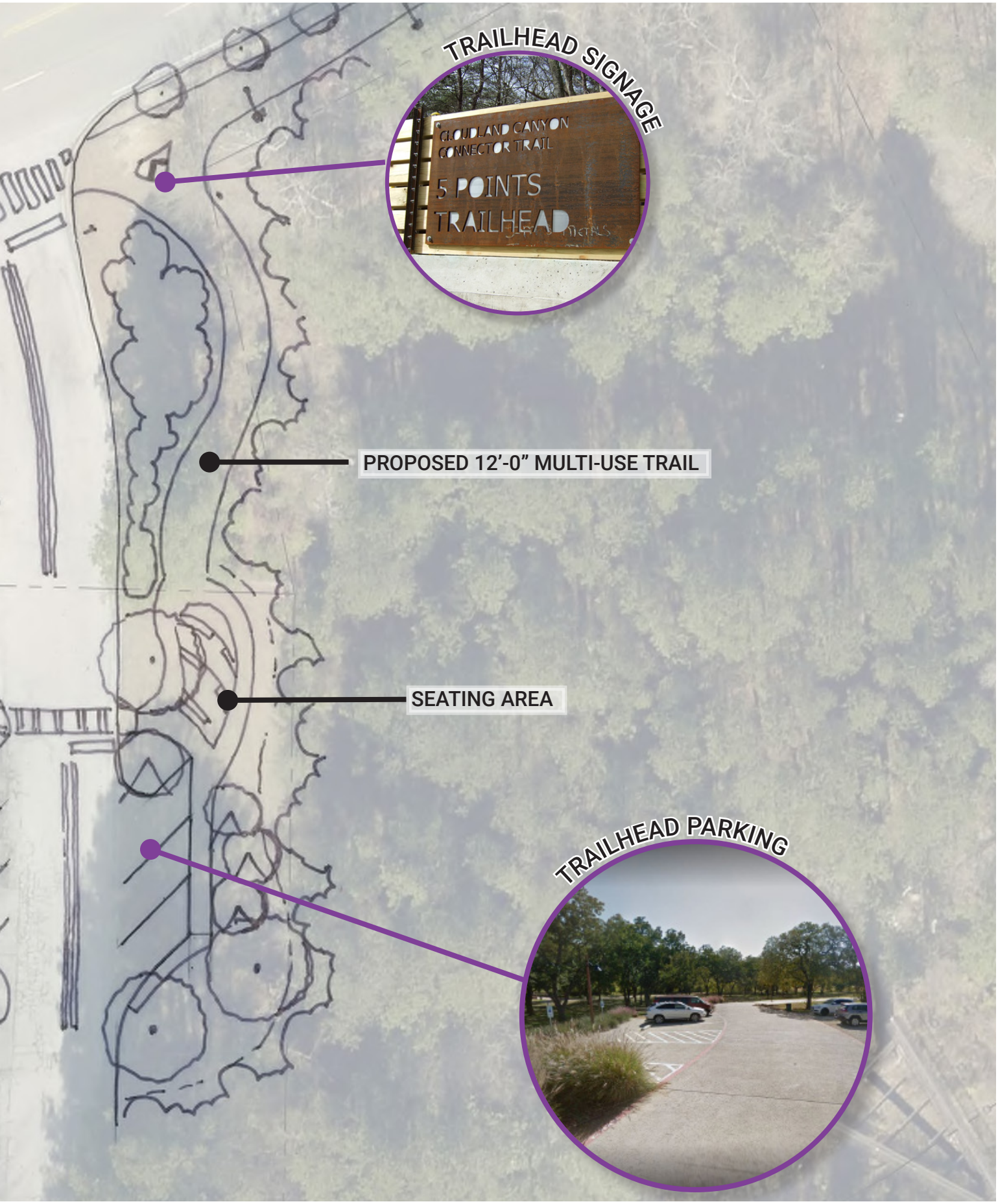
An example of an on-road trail with retaining walls along a PATH trail in Stone Mountain, GA.

An example of pervious pavement used as a best management practice (BMP) to mitigate stormwater runoff at the Toco Hill-Avis G. Williams Library, Dekalb County.

TRAILHEAD CONCEPT SKETCH



The sketch above depicts a quick concept design for the proposed trailhead utilizing the existing MARTA Park and Ride.


TRAILHEAD SIGNAGE
CLOUDLAND CANYON
CONNECTOR TRAIL
5 POINTS
TRAILHEAD
PROPOSED 12'-0" MULTI-USE TRAIL
SEATING AREA
TRAILHEAD PARKING

FELDWOOD ALIGNMENT

The Feldwood Alignment is on the north side of Royal South Parkway. The alignment is similar to the South Morning Creek alignment because it also connects job centers along Royal South Parkway and destinations that are found along Feldwood Road and Buffington Road at the trail termini.

ALIGNMENT ROUTE

The alignment is on the opposite side of the roadway from the MARTA Park and Ride Lot. However, the trail can be located within the current right-of-way with minimal adjustments to existing infrastructure. Union City has a conceptual design for the natural area at the midpoint of the trail near Morning Creek. This area is envisioned to be a passive recreation area with loop hiking trails, rest areas, and open space for impromptu activities such as playing pick-up sports and outdoor games, relaxing, and gathering. This alignment provides a strong link to future amenities available near Morning Creek.

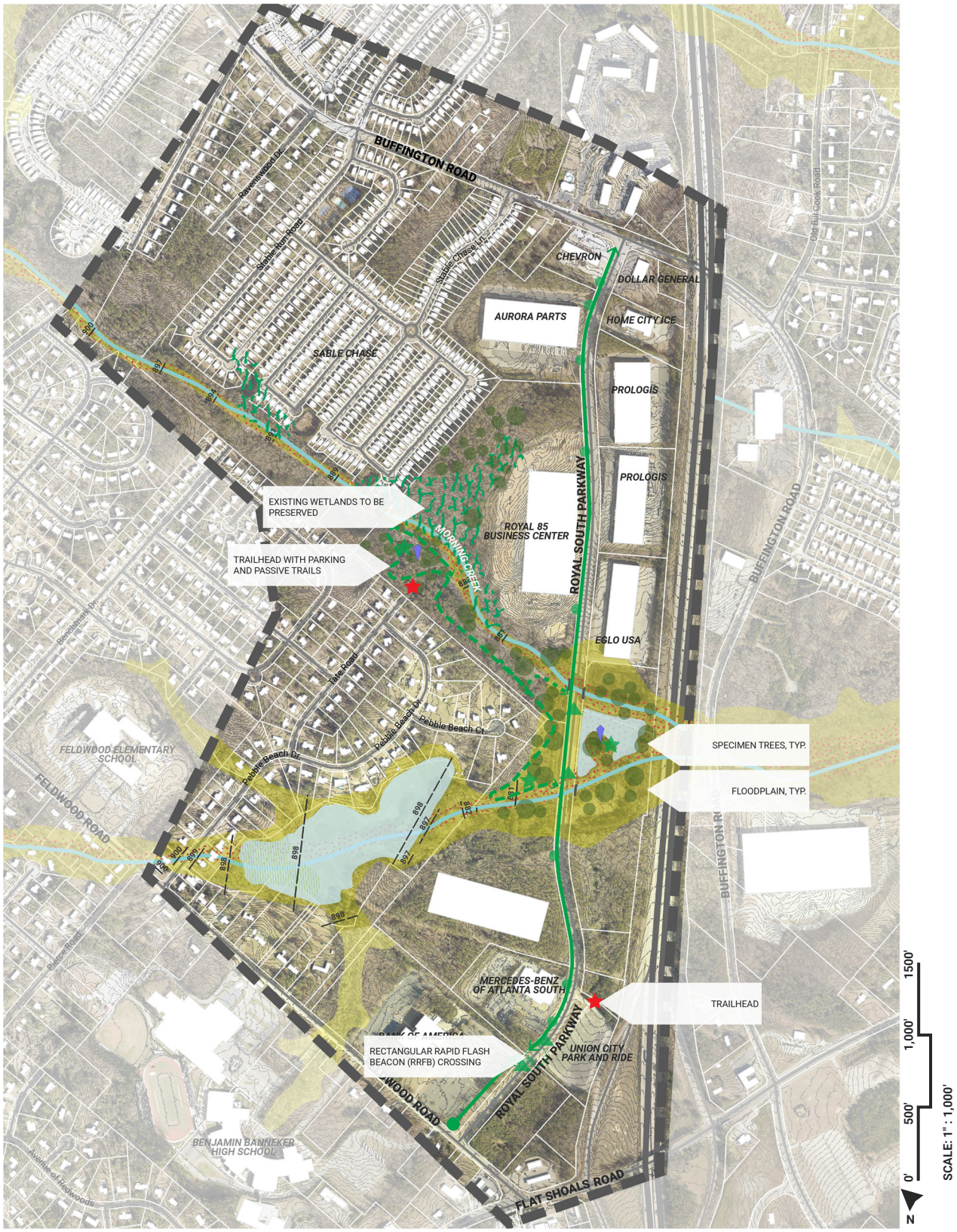
ANALYSIS

Pros

- Minimal obstructions exist to prevent an ideal 12-foot-wide trail along most of the corridor.
- It connects surrounding residential areas to nearby schools and job centers.
- The natural resource at the midpoint of the alignment near the existing pond provides an opportunity for a passive recreation space tied to model mile trail.
- There are opportunities to incorporate passive trails within the Morning Creek corridor, which have already been conceptualized by the City.
- Specimen trees within the floodplain area serve as an attraction for a passive recreation destination.
- Recent development has cleared most of the right-of-way and added sidewalks.

Cons

- The 45 mph speed limit along Royal South Parkway is not observed by many drivers outside of morning and evening rush hour due to the roadway alignment, topography, and low traffic volume.
- There are some infrastructure obstructions and steep grades along this side of the road.
- There are currently no crosswalks at the trail termini.
- A pedestrian hybrid beacon (PHB) and extensive signage will be needed in order provide pedestrians safe passage across Royal South Parkway.



legend

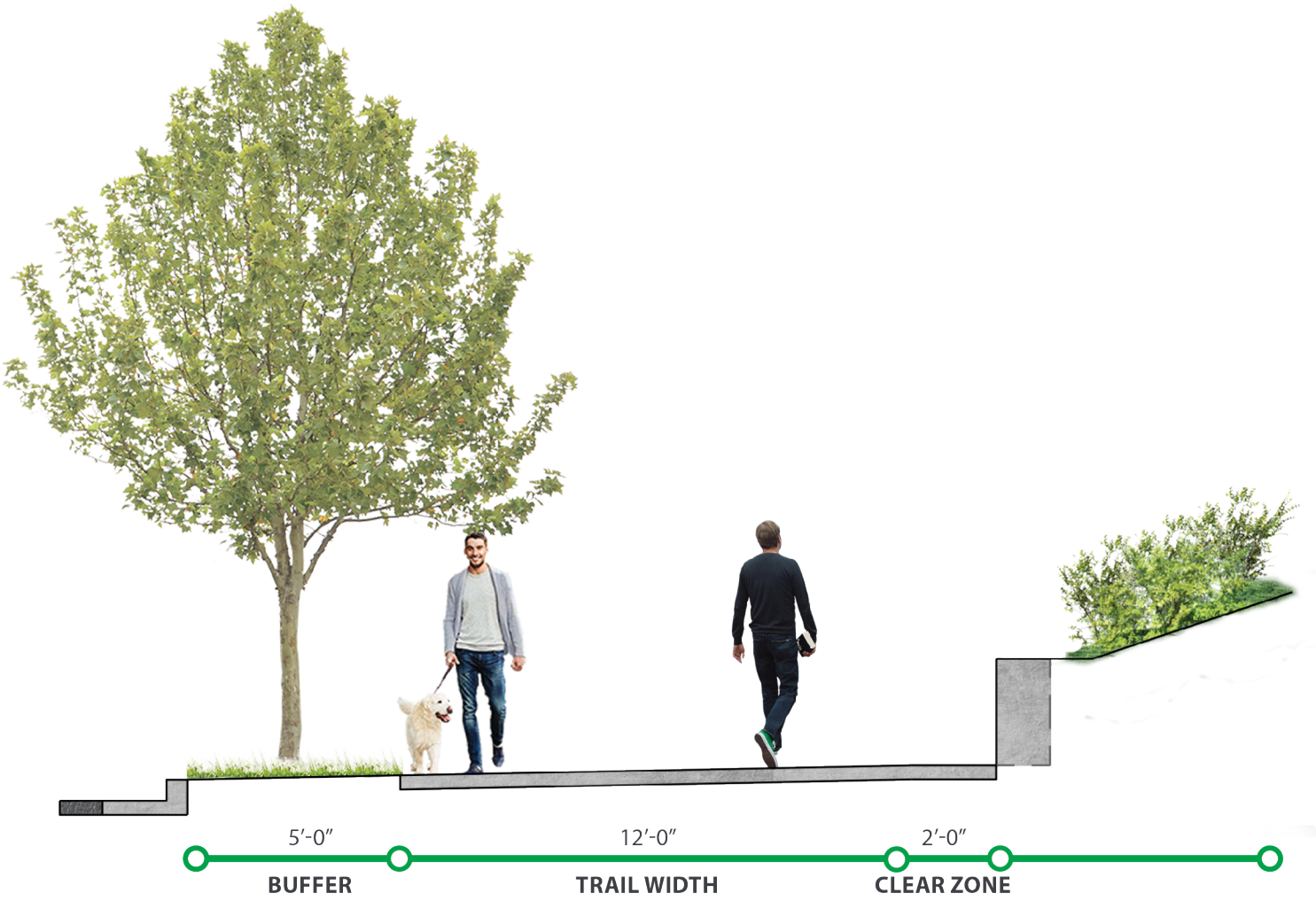
- study area
- parcels
- structures
- roads
- streams / creeks
- waterbody
- main alignment
- start/end point
- potential future trail connection
- alternate section
- trailhead
- destination
- driveway
- unsafe condition
- intersection
- proposed crossing
- proposed artwork location

This cross-section depicts potential conditions of the on-road trail along the majority of the path. A 12-foot-wide trail with a landscape buffer is desired. In some instances, proposed trees may not allow for proper sight distances.

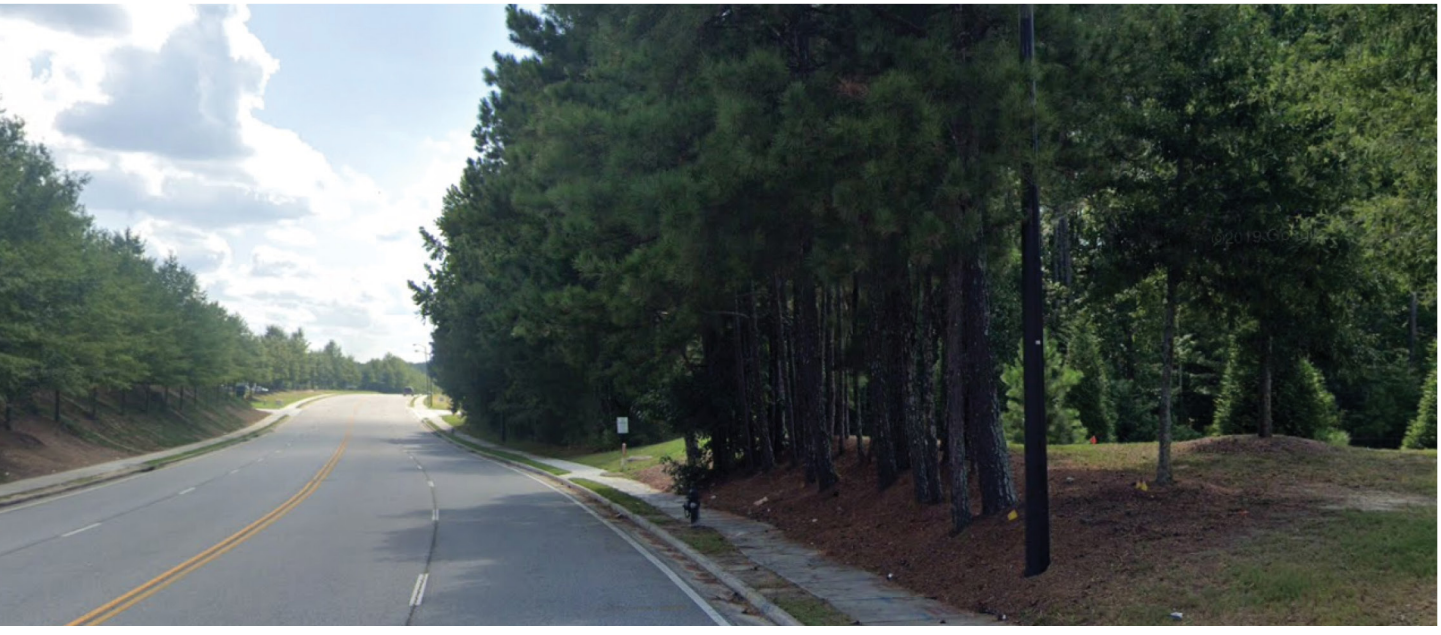
Existing conditions along the north side of Royal South Parkway. A wide right-of-way allows for proper implementation of a trail.

This cross-section depicts potential conditions of the off-road trails in and around the Morning Creek corridor north of the model mile. These trails should follow a layout that will not adversely impact existing specimen trees.

Existing conditions within the floodplain of Morning Creek. Large specimen trees are found throughout.

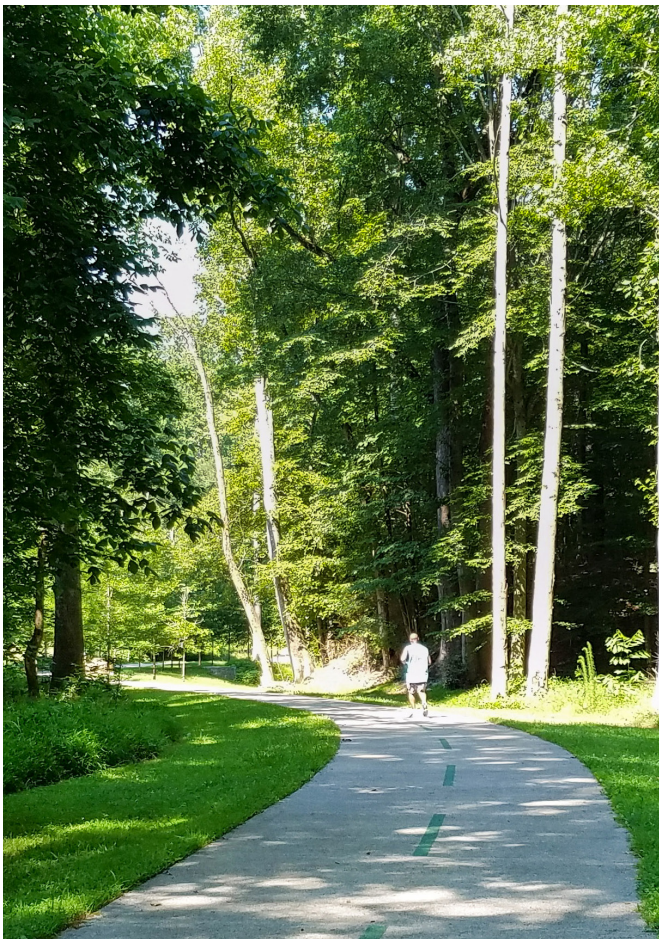


This cross-section depicts potential conditions of the on-road trail where a low retaining wall may be required. A two-foot clear zone will be needed in front of the wall.



Existing conditions at the Aurora Parts and Accessories building where a retaining wall may be required.

PRECEDENT IMAGES

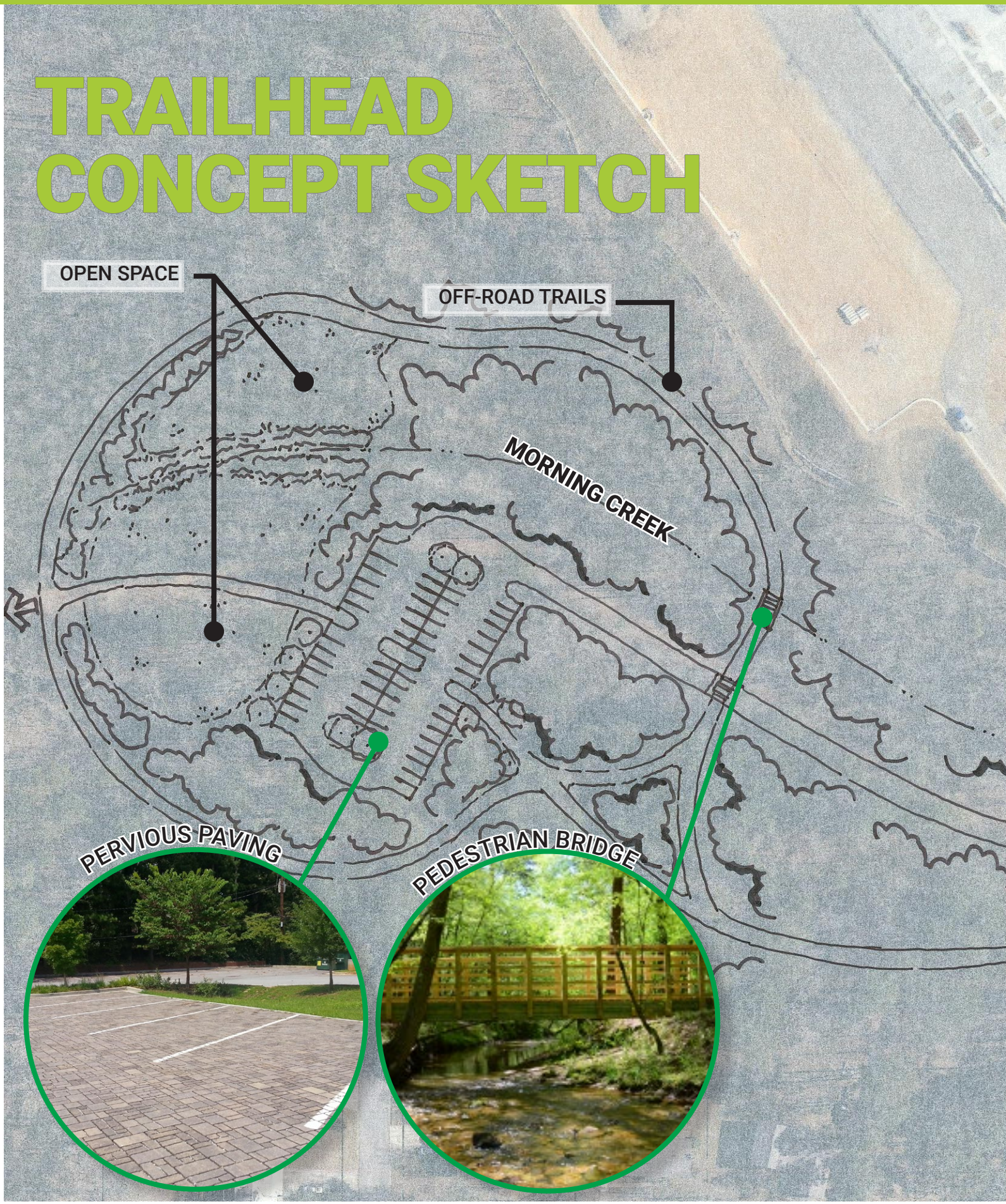


An example of an off-road multi-use trail through a wooded area on the Southwest Beltline Connector.

An example of trailhead entry signage within a natural area at Cloudland Canyon State Park.

An example of an on-road trail with a landscape buffer on a PATH trail near Tech Parkway in Atlanta, GA.

TRAILHEAD CONCEPT SKETCH



The sketch above depicts a quick concept design of the passive recreation area north of Royal South Parkway and along Morning Creek.


ROYAL SOUTH PARKWAY
REST AREAS
APPROXIMATE CANOPY OF SPECIMEN TREES TO REMAIN
SCALE: 1" = 100'
0
50'
100'
200'
300'
N

COMPARISON MATRIX

The matrix below provides a side-by-side comparison of each alignment route. The design team identified seven different 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 the trail crosses. Fewer conflicts create a more cohesive and safer trail experience for users.
- **Length of Trail:** This is a simple quantitative criterion that compares the total length of each alignment. Connections: Creating direct and easy connections to neighborhoods, commercial districts, and civic uses makes for a thoughtful planned trail. More connections increase trail usage.
- **Environmental Impact:** Environmental impacts are the effects the trail design has on trees, wetlands, and floodway/floodplains. The intent is to avoid large impacts in order to reduce costs and conserve the natural conditions of the trail.
- **ROW Impacts:** Reducing the amount of private property impacts and easement acquisition can reduce trail construction 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 quick connections.
- **Infrastructure Impacts:** Reducing the impact on the infrastructure, such as utilities, stormwater, and transportation systems, can reduce coordination and costs.

The matrix helped to determine the preferred alignment by using quantitative data to compare the alignments and identify the trade-offs for each alignment.

	Union City **south morning creek** trail alignment	Union City **feldwood** trail alignment
CONFLICT POINTS	8 DRIVEWAYS 2 INTERSECTIONS	11 DRIVEWAYS 2 INTERSECTIONS
LENGTH OF TRAIL	6,035 LINEAR FEET / 1.14 MILES	6,051 LINEAR FEET / 1.14 MILES
CONNECTIONS	5 NEIGHBORHOODS 3 COMMERCIAL DISTRICTS 4 CIVIC 1 TRANSIT	5 NEIGHBORHOODS 3 COMMERCIAL DISTRICTS 4 CIVIC 1 TRANSIT
ENVIRONMENTAL IMPACT	25 STREET TREES IMPACTED	14 STREET TREES IMPACTED 5% WETLANDS IMPACTED
ROW IMPACTS	11 PROPERTIES	6 PROPERTIES
OFF-ROAD VS ON-ROAD TRAIL	100% TRAIL ON ROAD	100% TRAIL ON ROAD
INFRASTRUCTURE IMPACTS	UPGRADE STORMWATER INFRASTRUCTURE RELOCATE UTILITIES EXTEND HEADWALLS AT MORNING CREEK	UPGRADE STORMWATER INFRASTRUCTURE RELOCATE UTILITIES EXTEND HEADWALLS AT MORNING CREEK

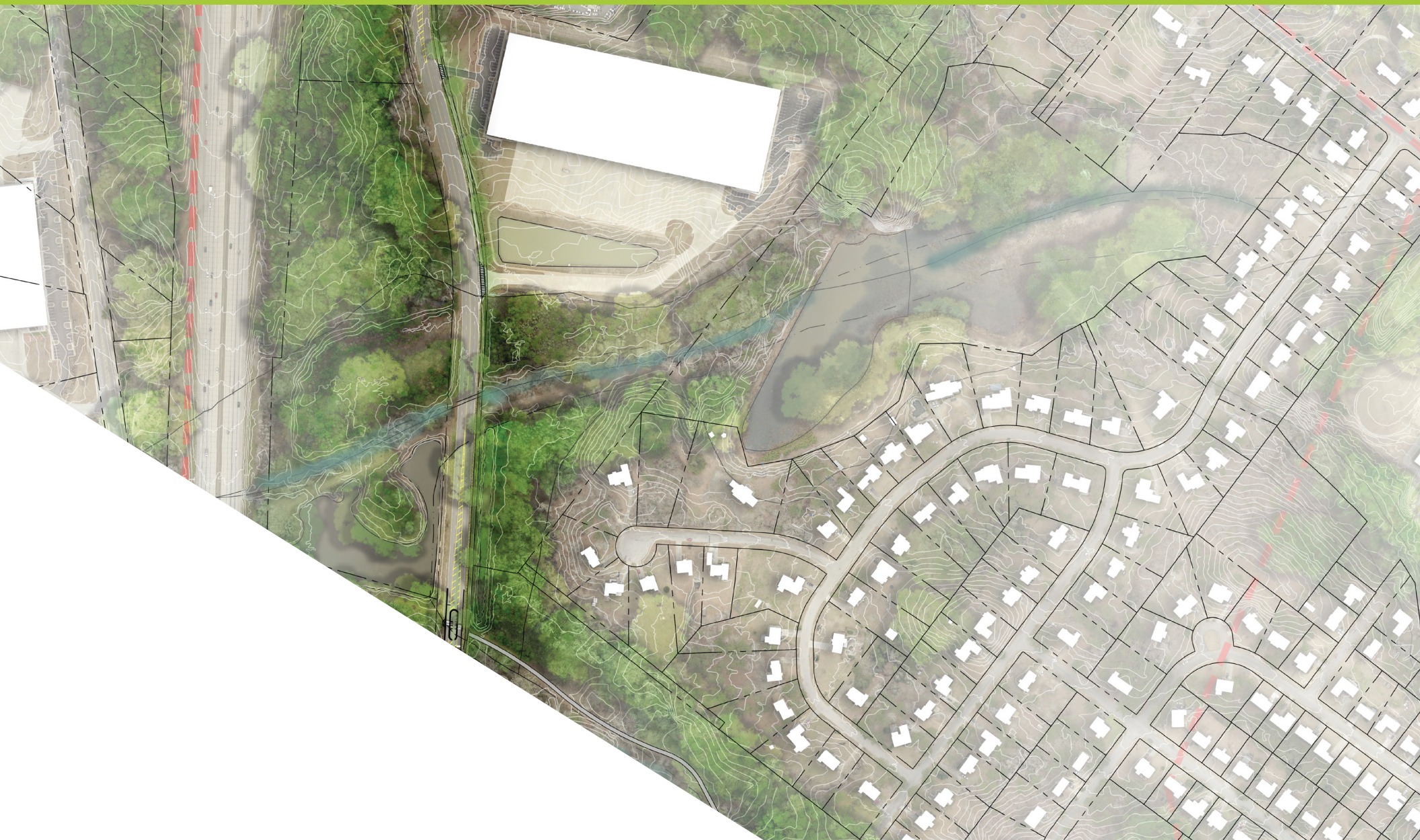
ALIGNMENT SUMMARY

The design team presented the two alignments to the City, key stakeholders, and public to obtain feedback regarding each alignment. After assessing the input from these groups, considering the comparison matrix, and further coordinating with the City, the design team determined a preferred alignment for the Union City Model Mile. The following elements from the two alignments helped to define the final preferred alignment for Union City, which will be discussed in the following section.

- Safety and security measures are needed to increase user comfort and utilization of the model mile.
- Connectivity to surrounding neighborhoods, job centers, and schools near the study area is a priority.

- Access and connection to the MARTA Park and Ride Lot is a priority in order to offer local and regional access to the trail.
- Create safe crossings of Royal South Parkway at the MARTA Park and Ride Lot and the midpoint of the alignment to connect available amenities on either side of the road.
- Locate the trailheads at the MARTA Park and Ride Lot, within the Georgia Department of Transportation (GDOT) right-of-way, and within the Morning Creek floodplain.
- The north side of Royal South Parkway is the preferred placement for the trail because it has fewer above-ground utilities and fewer steep grades.

PREFERRED ALIGNMENT



OVERVIEW

The public outreach and feedback, field verification, contextual research, and analysis all contributed to the refinement of a preferred alignment that will serve as Union City's Model Mile Trail Segment.

Review of both alternatives for the Union City Model Mile emphasized utilizing the entire Royal South Parkway corridor. The existing right-of-way provides enough space for an on-road trail on either the north or south side of Royal South Parkway. The preferred alignment is divided into two phases, with the goal that funding will be secured for both as it is available. The first phase focuses on completing the trail from Feldwood Road to Buffington Road. The second phase is derived from an earlier concept to provide trails, a trailhead with parking, and an open lawn area near Morning Creek. Both phases include traffic calming and safety measures for crossing Royal South Parkway.

PREFERRED ALIGNMENT

The AeroATL Union City Model Mile Trail Plan discussed in this section outlines the preferred alignment and its elements as well as future opportunities. The improvements needed to implement the model mile have been broken into two phases.

PHASE I

The model mile begins at the intersection of Feldwood Road and Royal South Parkway. Here the trail connects with an existing sidewalk network on Feldwood that continues toward Benjamin Banneker High School to the north and Flat Shoals Road to the south. The trail follows Royal South Parkway along the north side due east. In front of the Mercedes-Benz dealership, a mid-block crossing using a pedestrian hybrid beacon will allow the regulation of traffic when users cross the road to and from the existing MARTA Park and Ride Lot located across Royal South Parkway on the south side of the roadway. A trailhead creates a social gathering area and destination point along the alignment. Trail users will be able to share the existing MARTA parking lot, which is currently underutilized.

Much of the trail will have a landscape buffer to separate it from the road for user safety and comfort. In areas where sight visibility is not a concern, the landscape buffer will have trees planted every 50 feet and pedestrian lights between the streetlights. Toward the end of the trail at Buffington Road, the right turn deceleration lane at the Chevron gas station will be removed to allow sufficient buffer and pedestrian lighting.

Key takeaways from this phase include:

- Public Spaces: The trailhead at the MARTA Park and Ride Lot.
- Trail Length: Approximately 5,600 linear feet for a total of approximately 1 mile.
- Trail Types: A concrete path 10-12 feet wide adjacent to the road protected by a planted landscape buffer.
- Challenges: The trail location on the north side of Royal South Parkway poses a challenge for crossing to and from the MARTA Park and Ride Lot. The pedestrian hybrid beacon will allow users to safely cross the roadway. The installation of this safe crossing is an integral feature of the trail's design as there are currently no crosswalks across this 45 mph road.

PHASE II

The second phase of the project takes advantage of the wooded area along Morning Creek, which flows on both sides of Royal South Parkway. It includes a scenic pond on the southern side of the roadway, as well as an existing sewer easement and floodplain areas, which are otherwise undevelopable.

The City has an existing conceptual plan to create a recreational area at this location. Through the model mile study process, the project team expanded the existing concept, which included hiking trails, parking, gazeboes and passive recreation space.

Two bridge crossings at Morning Creek on the northern side of the roadway are part of a loop trail around the trailhead. A pedestrian hybrid beacon at this location will connect the main model mile trail to the pond.

Key takeaways from this phase include:

- Public Spaces: The trailhead with parking is located on the Morning Creek easement. Green infrastructure elements, such as pervious asphalt paving, reduce the impact of impervious coverage in this area. The pond on the southern side of the road can also serve as a destination for social gathering.
- Trail Length: Approximately 6,600 linear feet of trail, or approximately 1.25 miles of total trail.
- Trail Type: A 12-food wide concrete path through the woods. Two pedestrian bridges provide stream crossings and separation from the roadway. Alternatively, the off-road trails can be soft surface trails of mulch or gravel to reduce the impact on existing trees.
- Challenges: There are floodplains and wetlands near Morning Creek that present construction challenges. The trails, bridges, and parking should be situated away from any potential wetland delineation.

AEROATL UNION CITY PREFERRED ALIGNMENT
PLAN VIEW

MATCH LINE


Benchmark Drive
Transit Circle
Sable Run Road
SABLE CHASE
Sable Chase Lane
2
4
4
MORNING CREEK
ROYAL 85
BUSINESS CENTER
AURORA PARTS
CHEVRON
BUFFINGTON ROAD
ROYAL SOUTH PARKWAY
EGLO USA
PROLOGIS
PROLOGIS
HOME CITY ICE
DOLLAR GENERAL
BUFFINGTON ROAD
OLD BILL COOK ROAD

MATCH LINE

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:

- Roadway lighting along portions of Royal South Parkway should be added where the trail crosses driveway entrances and the roadway. Off-road trail portions should be used only from dawn to dusk with lighting situated only at the entrances.
- Bollards could be carefully considered with other safety measures, including trail entry design, to discourage vehicular use of the trail at certain locations. In locations where access is still required for maintenance, removable or collapsible bollards should be used.
- 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.
- High-visibility crosswalk designs are recommended to improve pedestrian safety. In locations where the trail crosses concrete aprons, high-contrast crosswalks should be implemented. Custom pavement markings at key locations may also be an option and provide an opportunity for branding/placemaking designs.
- Pedestrian hybrid beacons provide a traffic-calming measure for crossing locations. Royal South Parkway is not a high-volume road, but the speed at which vehicles travel require an additional layer of traffic regulation when pedestrians are crossing.

Safety and security are often the first concerns of trail users. By employing combined safety and security strategies, communities can create a trail that is comfortable and encourages frequent use, thus additionally increasing safety through greater public presence.

INTERPRETIVE SIGNAGE

In future design phases, interpretive signage should be developed and designed through trail designers working with the community. Signage along the trail that captures and presents the area's history or cultural significance would bring richness to the trail route. The signage could also aid in highlighting Morning Creek and its natural resources. Signage should be programmed with predetermined locations to create a consistent narrative. Interpretive signage can be used to emphasize natural amenities and green infrastructure and provide many opportunities for community engagement and conservation education.

ART

There is a desire to incorporate art along the model mile trail in multiple forms, such as pavement markings, interactive and collaborative art pieces, and sculptures. The initial concept includes several opportunities for public art, including at the MARTA Park and Ride trailhead and in an open area near the pond. Ideas for art installations along the trail should be generated by the community Trail designers should incorporate discussion of art locations into community workshops, develop community art projects, and select community artists to participate in and help lead the process. In addition to permanent physical art installations, community art events or pop-ups could help boost trail usage and provide another way to engage the model mile for Union

Example of an art installation as a focal point near an off-road trail at Freedom Park in Atlanta, Georgia.

Example of a pedestrian bridge at Don Carter State Park in Gainesville, Georgia.

City residents and visitors. Art sculptures may also rotate on an ongoing basis through public art programs to provide ongoing interest year-round.

AESTHETIC STORMWATER ENHANCEMENTS

Improving water quality and habitats in areas feeding into Morning Creek can also be a component of this model mile project by integrating stormwater best management practices along the trail. Strategies such as rain gardens and bioretention areas will slow water velocity, filtrate 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, permeable pavements, and boardwalks (which minimizes the disturbance of the natural flow of water over the land). These stormwater management practices can be used in areas with high visibility to trail users where interpretive signage may be employed to convey the benefits of these best practices.

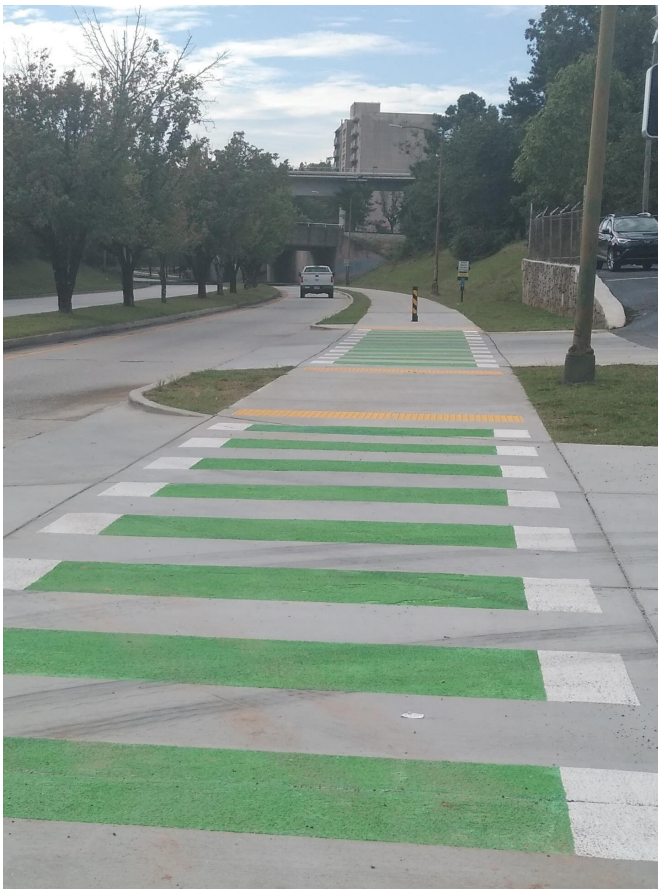
TRAILHEADS

Trailheads create a recognizable entryway to a trail while creating a meeting space for trail users. The trailhead at the MARTA Park and Ride Lot includes permeable pavers, a pedestrian plaza, bike racks, a space for sculpture art, trail signage, interpretative panels, a boardwalk, and seating areas. The recommended landscape consists of native grasses and groundcovers to provide interest and beautification while maintaining visibility. A native landscape not only provides a natural oasis but is also low maintenance. The trailhead at Morning Creek includes a parking lot with pervious asphalt, vegetative swales, off-road trail connections, two wooden bridges, and an open lawn space.

This cross-section depicts a typical on-road trail.

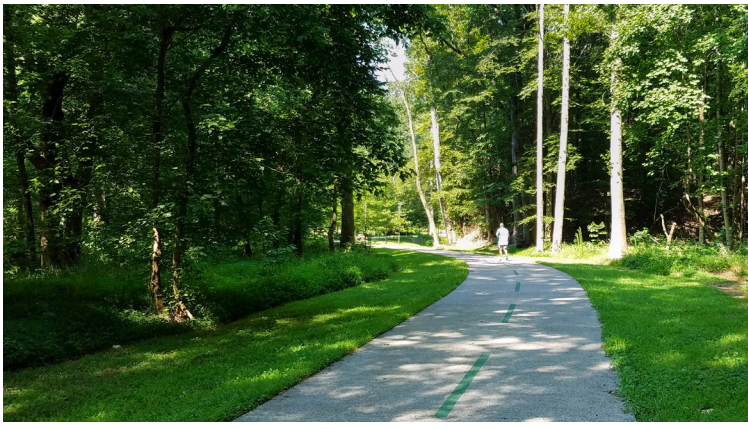
BRIDGES

Bridges are used in locations where accessibility is desired in challenging locations. Accessibility challenges can be caused by existing site conditions, such as stream crossings and grade-separated connections over roadways. The phase II trails are located near the Morning Creek loop through the floodplain area on the north and south side of Royal South Parkway. Two potential locations for bridges crossing Morning Creek are located near the trailhead parking lot. These pedestrian bridges can be wooden with a span of approximately 75 feet. These locations and final trail alignment should be further vetted and explored in future phases to understand the environmental impacts within the floodplain, along with permitting requirements.



Example of a high-visibility crosswalk used at driveway locations along a PATH trail in East Point, GA.

Example of a rain garden adjacent to parking used to treat stormwater in Johns Creek, GA.



Example of a concrete trail through wooded areas on the Southwest Beltline Connector Trail.

MARTA PARK AND RIDE TRAILHEAD PLAN VIEW

LEGEND

1. Entry Signage
2. Trailhead
3. Benches
4. Pavers
5. Mid-block Crossing (PHB)
6. 12'-0" Multi-Use Trail
7. Art Installation
8. Bollards
9. Aero Signage
10. Bike Racks
11. Bioretention
- 360 View (See Page Right)

MARTA PARK AND RIDE TRAILHEAD 360 RENDERINGS

Opportunities for art installations at the trailhead.

A pedestrian hybrid beacon with a wide median would enhance the safety of the street crossing.

The trailhead would incorporate various hardscape materials, wayfinding signage, and bioretention plantings.

FUTURE CONNECTIONS & TRAIL AMENITIES

As the Union City Model Mile develops, it is important to keep in mind potential future connections and amenities in creating an effective trail system. The Union City Conceptual Master Plan from October 2019 envisioned the area west of Interstate 85 and south of Flat Shoals Road as a city commerce hub with mixed-use development and public spaces connected by a greenspace corridor. A pedestrian and cyclist greenway from Dixie Lakes in the east to the Interstate 85 corridor is envisioned to connect three different zones for future development. A future connection from the model mile to these future zones through utility easements and greenspace would help establish a more walkable community, revitalize portions of the city, and increase public recreational facilities.

The 2030 Union City Comprehensive Plan articulated the community's vision for growth and development. Residents identified limited accessibility to the MARTA Park and Ride Lot, opportunities for cyclists to have safe and convenient access to trails, and the overall need for parks, trails, and greenspace as a few of the primary issues needing attention. The model mile and phase II trails can assist the city in making progress toward realizing its vision in the 2030 Comprehensive Plan. Floodplain areas can be used to create an interconnected greenway system, and new recreation areas will improve the quality of life for citizens. The existing utility easement at Morning Creek has potential for future trail connections north of the model mile. The easement extends to Morning Creek Lake north of the city and would also provide access to existing neighborhoods along the path.

Union City has acknowledged the need for renewal of public spaces and increasing accessibility to commercial development from surrounding neighborhoods. The trails and parks may be implemented in conjunction with redevelopment, and in return, more amenities will be located along the network of trails. Targeted growth that incorporates housing, jobs, entertainment, and recreation will strengthen the live, work, play vision for the future.

UNION CITY FUTURE CONNECTIONS & AMENITIES MAP

LEGEND

- Study Area
- Union City Model Mile
- Potential Future Connections

1 City Hall

2 Future Development Areas (Union City Conceptual Master Plan 2019)

3 Benjamin Banneker High School

4 Morning Creek Lake

SCALE: NTS N

IMPLEMENTATION

FEASIBILITY & BENEFITS

The Union City Model Mile has the potential to become a community driver by physically connecting to Morning Creek and acting as a cultural and social spine through this portion of the city.

Implementing the first phase of a trail network in Union City will serve as a catalyst for quality development and needed open space conservation in a rapidly changing community. This area of Union City suffers from a lack of safe, nonmotorized mobility options. Therefore, the first phase of the model mile will greatly enhance the mobility and quality of life for residents by providing an alternative means of travel. The trail will also directly connect people to the Morning Creek corridor off Royal South Parkway. For the second phase, this remaining natural resource should be leveraged as a park-like space for residents and commuters. 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 alignment is that it involves relatively few private property owners. Most of the land that will need to be improved is already on city property. The City will need to coordinate with the five property owners who will be affected and secure buy-in from them. The trail should be presented as an added benefit to these properties. Key stakeholders include:

- **MARTA:** Close coordination with MARTA is needed to manage potential shared parking and create a welcoming appearance to the trailhead. The trailhead is an amenity shared between MARTA and the City that requires continual maintenance. Its appearance reflects on both the City and the MARTA Park and Ride Lot.
- **Mercedes-Benz of South Atlanta:** This business is potentially expanding its footprint and operations to the property adjacent and to the south of the MARTA Park and Ride Lot. Improvements between the Park and Ride Lot and the car dealership will need to be coordinated with the respective property owners. Proposed traffic-calming measures should maintain current access. Engaging the businessowners during preliminary design will help determine the final design for connecting the model mile to the Park and Ride.
- **Department of Public Works:** The Union City Department of Public Works will ultimately procure and manage the trail. Multiple departments will need to work together to ensure this project is on a capital improvements list and is funded. Traffic studies for the inclusion of pedestrian hybrid beacons are required prior to finalization of the design for any pedestrian crossings across Royal South Parkway.
- **Industrial Park Businesses:** A majority of the buildings found along the corridor are industrial commercial buildings. New development should be coordinated to incorporate the trail within the right-of-way instead of a concrete sidewalk. The City should also encourage businessowners and employees to use the trail once constructed and establish areas of rest and meditation for the well-being of employees at these job centers.

PRIORITIZATION

The implementation of the preferred alignment has been divided into two phases. This has been done because the different phases could potentially receive separate funding sources and could be included in other projects. However, the goal is to secure funding for both at the same time. Phase I includes the proposed trailhead at the MARTA Park and Ride Lot, the pedestrian hybrid beacon crossing in front of Mercedes-Benz of South Atlanta, and the model mile along Royal South Parkway from Feldwood Road to Buffington Road. The implementation for this phase should be more straightforward since the trail is within the right-of-way. Coordination efforts should be made between Union City departments (Public Services and Community Development), GDOT, MARTA, and key stakeholders.

Phase II includes the trailhead at Morning Creek with trails and open space for recreation. Improvements within this phase will require permitting and environmental studies, that which should be completed with the final design. Ideally, both projects for phase I and phase II would be on a parallel timeline with that understanding that working within the floodplain and near wetlands will lengthen the construction timeline for phase II. Alternatively, the city has the option to keep all off-road trails in phase II as passive mulch trails, which will have no impact to the existing trees or floodplain.

Conducting a survey and wetland delineation are critical and must be done prior to beginning the design process. This information will help validate the location of the trail, trailheads, and parking and identify the impact these elements will have on the existing ecology, rights-of-way, and easements.

POTENTIAL FUNDING SOURCES

Identifying public investment opportunities and further vetting potential funding sources is a first step Union City can undertake to start bringing the model mile vision to fruition. The Aerotropolis Alliance will assist the model mile communities in identifying funding, which is a critical resource for opportunities and assistance.

Using local funding sources is the best approach to help realize construction of the trail within the next three to five years. Specifically, the City can take the following actions:

- Partner with potential developers to implement necessary setbacks and portions of trail with design elements.
- Partner with the City of South Fulton for potential connections to the model mile.
- List the model mile on the City's CIP (Capital Improvements Projects) and offset additional funding needs with TSPLOST funds (this assumes TSPLOST will be approved again for Fulton County by 2022).
- List the model mile on the Union City TAD (Tax Allocation District) improvement initiatives.
- Engage with MARTA and coordinate improvements at the Park and Ride through its capital expansion program.

If TSPLOST 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 be pursued only when local funding sources aren't available. However, federal dollars can support future scoping and feasibility studies of later phases of the Union City trail network.

PROJECT COST

The project team developed a preliminary opinion of probable costs 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 the date construction begins.

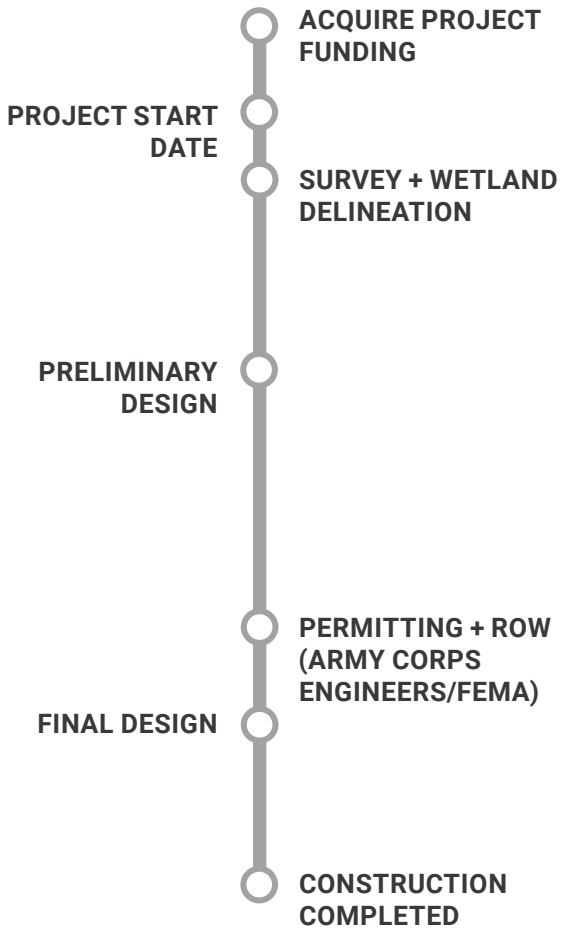
OVERALL PROJECT COST	PHASE I	PHASE II	COMBINED
CONSTRUCTION	$1,501,430	$1,335,225	$2,836,655
UTILITIES	$57,500	$-	$57,500
ROW ACQUISITION	$5,628	$-	$5,628
ENGINEERING & INSPECTION (5%)	$75,072	$66,761	$141,833
DESIGN FEE (12%)	$180,172	$160,227	$340,399
CONTINGENCY (20%)	$300,286	$267,045	$567,331
ESTIMATED SUBTOTAL	$2,120,088	$1,829,258	$3,949,346

INFLATION COSTS: 3.5% INCREASE PER YEAR	
2021	$4,087,573
2022	$4,230,638
2023	$4,378,710
2024	$4,531,965
2025	$4,690,584

DESIGN & ENGINEERING SEQUENCE

The timeline assumes the project will obtain approval and acquire project funding. Critical path items include a topographic and boundary survey of the project as well as wetland delineation. Permitting is unknown at this time, but due to environmental complexities, it can be assumed that permitting will take a minimum of six months. Once funding is identified, trail construction can be completed within three years of initiating project design.

This model mile study identifies a preferred alignment and its vision. At the completion of the planning process, the City will move the project forward to seek funding opportunities, and ultimately, it will be constructed in phases based on funding. Progression from the planning stages to construction and groundbreaking will be a process that will introduce a new set of variables. Those variables could include changes to the built environment, demographic shifts, transportation expansion, and changes in property ownership. Managing change and preserving the culture of the Union City community requires a collective beyond stakeholders and neighborhood advocates. It is important for the community to remain involved and active in this process to maintain the core components of the community's vision for the Union City Model Mile.



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APPENDIX

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APPENDIX - A

Environmental Screening Survey

Project Name: Aerotropolis Trails, Union City
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 (Union City) project area totals approximately 566 acres and is located north of the intersection of I-85 and Flat Shoals Road in Fulton County, Georgia (Figure 1). The screening area consists of residential, commercial, and industrial land use.

Ecology:
Author: Sara Duquette
Ecological Resources Identified: Yes
Resource Type: Streams, Wetlands, Open Waters, Floodplains, T&E/Habitat
State Buffered Waters: Yes
Jurisdictional Waters: Yes
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) within the study area
Streams	2	9,175 lf
Wetlands	4	18.2 ac
Open Water	3	14.3 ac
Floodplain Zone (AE)	-	53.7 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
Fauna				
northern long-eared bat	*Myotis septentrionalis*	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	*Medionidus penicillatus*	E	small streams to large rivers in sandy, cobble, or gravel substrates with moderate flow	TBD
oval pigtoe	*Pleurobema pyriforme*	E	small streams to large rivers in sand or gravel substrates with moderate flow	TBD
shinyrayed pocketbook	*Lampsillis subangulata*	E	medium sized streams to large rivers in sandy to muddy substrates with slight to moderate current	TBD
Cherokee darter	*Etheostoma scotti*	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: Kenny Pearce
Resources Identified: yes

A literature and document search was conducted in order to gather pertinent background information regarding the subject property 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 15 previously recorded archaeological sites within a 1-mile radius of the proposed project area (Figure 3). Of the previous 15 archaeological surveys identified, five (GASF Reports 4951, 5762, 8658, 12740, and 12901) lie within or cross portions of the screening boundary. These five surveys were all conducted for various road improvement projects. None of the 15 previously recorded archaeological sites lie within the screening area limits, and none were recommended eligible for listing on the NRHP. Most of the sites identified outside of the screening area consist primarily of various aboriginal sites dating as far back as the Archaic period and as recent as the Woodland period, but also include nineteenth/twentieth century historic house sites. 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.

GASF Report Number	Report Title	Reference
1671	Phase I Cultural Resources Survey and Inventory of the Proposed Southern Natural Gas Company 30 in O.D. Ocmulgee-Atlanta Loop Line, 16 in O.D. Macon Branch Loop Line, and the Georgia Portion of the 8.625 in O.D. East Tennessee Lateral	Williams et al. 1997
2098	Phase I Cultural Resource Survey of the Proposed 9,000-Foot Fifth Runway at Hartsfield Atlanta International Airport, Clayton and Fulton Counties, Georgia	Cleveland et al. 2000
2333	Archaeological Survey of the Proposed Bridge Replacement at CR 1385 over a Tributary of Morning Creek, Fulton County, Georgia	Patton 2002
4024	Addendum to the Archaeological Survey of the Proposed Bridge Replacement at CR 1385 over a Tributary of Morning Creek, Fulton County, Georgia	Pietak 2007
4951	Archaeological Assessment of Project IM-85-1(359), Coweta and Fulton Counties.	McIntosh and Duff 1999
5566	Archaeological Assessment of Project BRZLB-121(8), Fulton County	Duff 1996
5762	Archaeological Assessment of Project IR-85-1(267), Fulton County	Malphurs 1985
6115	Phase I Cultural Resources Survey and Archaeological Inventory of the Proposed Southern Natural Gas Company South System Expansion III Project Fulton, Clayton, Spalding, Lamar, and Upson Counties, Georgia	Perrault et al. 2009
7591	Phase I Cultural Resources Survey of the 93-acre Buffington Road Site, Fulton County, Georgia	Franz and Bragg 2014
8658	RS-2005, Fulton; Clearinghouse Doc. No. 76-07-08-11	Anderson 1977
9024	Archaeological Assessment TCNS ID #128002 Proposed 195-foot Monopole Telecommunications Structure (199-Foot Overall Height with Appurtenances) Within A 80-Foot by 80-Foot (24-Meter by 24-Meter) Lease Area G8868 (Burdett Park) 5885 Old Bill Cook Road College Park, Fulton County, Georgia	Beazley and Bazzill 2015
12334	Archaeological Assessment of Project CM-0000-00(675), Fulton County	Duff 2004
12583	Archaeological Assessment of Project M000-00(286), Fulton County	Schoeneberg 2000
12740	IM-85-1(383), Coweta/Fulton Counties	Entorf 1997
12901	Phase I Archaeological Survey of Buffington Road Between SR 14/Roosevelt Highway and Interstate 85, Fulton County, Georgia	Scot and Pirtle 2017

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

Site Number	Site Name	Components	NRHP Eligibility	Recording Entity/Date
9FU53	None	Unknown aboriginal lithic scatter		P.M. Quillian/1978
9FU100	None	Unknown aboriginal artifact scatter and post molds	Unknown	P.M. Quillian/1978
9FU417	None	Woodland artifact scatter	Unknown	Robert B. Patton/2002
9FU553	None	Unknown aboriginal artifact scatter	Unknown	E.E. Crowe/2008
9FU593	None	20th century house scatter and chimney	Ineligible	D.M. Franz/2014
9FU594	None	Unknown aboriginal lithic scatter	Ineligible	D.M. Franz/2014
9FU595	None	20th century house scatter and foundation	Ineligible	D.M. Franz/2014
9FU601	None	Late Archaic lithic scatter	Ineligible	Jan Parrish-Jordan/2014
9FU730	None	Unknown aboriginal lithic scatter	Ineligible	George D. Price/nd
9FU731	None	Unknown aboriginal lithic scatter	Ineligible	George D. Price/nd
9FU738	None	Late 19th to late 20th century house site	Unknown	Scot Keith/2017
9FU771	None	Middle Archaic lithic scatter	Ineligible	Stacy Whitacre/2019
9FU772	None	Middle Archaic lithic scatter	Ineligible	Stacy Whitacre/2019
9FU773	None	Mid-19th to mid-20th century	Ineligible	Stacy Whitacre/2019
9FU774	None	Middle Archaic lithic scatter	Ineligible	Stacy Whitacre/2019

History:
Author: Kenny Pearce
Structures 50+ years Identified: yes

Inspections of the GNAHRGIS database (GNAHRGIS 2020) identified 19 previously recorded historic resources within 1-mile of the screening area (Figure 3). Of the previously recorded historic resources only Resource 31653 is located within the screening area. Resource 31653 is a historic residence located in the northeast corner of the screening area on Buffington Road. This resource was believed to potentially meet the criteria for NRHP inclusion. For further information concerning this previously recorded historic resource, refer to Table 5.

Table 5. Previously Recorded Historic Resources Within a 1-Mile Radius of the Project Area.

GNAHRGIS Resource Number	Name	Address/Location	Year Built and Resource Type	NRHP Eligibility Status
31624	Longino House, Elsie Moses Huck Administration Building	3965 Roosevelt Highway/Fulton County	1924; Residence - Italian Renaissance Revival	Appears to meet NRHP criteria (integrity) according to surveyor

GNAHRGIS Resource Number	Name	Address/Location	Year Built and Resource Type	NRHP Eligibility Status
31625	None	3985 Roosevelt Highway/Fulton County	1934; Residence - Craftsman	May meet NRHP criteria (integrity) according to surveyor
31634	Stacks House	4200 Stacks Road/Fulton County	1844; Residence	Appears not to meet NRHP criteria (integrity) according to surveyor
31636	None	5885 Mallory Road/Fulton County	1944; Residence	Appears not to meet NRHP criteria (integrity) according to surveyor
31637	None	5909 Mallory Road/Fulton County	1884; Residence	Appears not to meet NRHP criteria (integrity) according to surveyor
31638	None	6155 Mallory Drive/Fulton County	1944; Residence - Craftsman	Appears to meet NRHP criteria (integrity) according to surveyor
31639	None	6165 Mallory Drive/Fulton County	1884; Residence	Appears to meet NRHP criteria (integrity) according to surveyor
31640	None	4055 Flat Shoals Road/Fulton County	1884; Residence	Appears not to meet NRHP criteria (integrity) according to surveyor
31641	None	4105 Flat Shoals Road/Fulton County	1914; Residence	Appears not to meet NRHP criteria (integrity) according to surveyor
31642	None	5855 Fellwood Road/Fulton County	1944; Residence - English Vernacular Revival	May meet NRHP criteria (integrity) according to surveyor
31643	None	5366 Fellwood Drive/Fulton County	1944; Residence - English Vernacular Revival	Appears to meet NRHP criteria (integrity) according to surveyor
31644	None	5610 Fellwood Drive/Fulton County	1944; Residence	Appears not to meet NRHP criteria (integrity) according to surveyor

GNAHRGIS Resource Number	Name	Address/Location	Year Built and Resource Type	NRHP Eligibility Status
31645	Lamar and Lois Hall House	5385 Feldwood Road/Fulton County	1914; Residence - Craftsman	Appears to meet NRHP criteria (integrity) according to surveyor
31650	Bufford Gaston House	5060 Gwendoline Drive/Fulton County	1944; Residence	Appears to meet NRHP criteria (integrity) according to surveyor
31651	Dickson House	5505 Buffington Road/Fulton County	1914; Residence - Craftsman	May meet NRHP criteria (integrity) according to surveyor
31653	None	5570 Buffington Road/Fulton County	1930; Residence - Dutch Colonial Revival	May meet NRHP criteria (integrity) according to surveyor
31654	Thames House	Thames Road/Fulton County	1894; Residence - Craftsman	Appears to meet NRHP criteria (integrity) according to surveyor
31663	None	5785 Old Bill Cook Road/Fulton County	1944; Residence - Craftsman	Appears not to meet NRHP criteria (integrity) according to surveyor
31665	Lewis House	5640 Old Bill Cook Road/Fulton County	1894; Residence	Appears to meet NRHP criteria (integrity) according to surveyor

Research of the NRHP (National Park Service 2020) failed to identify any previously listed historic properties within the 1-mile search radius.

If you have any questions or require any additional information, please contact me at 470.387.8936 or Duquettes@pondco.com.

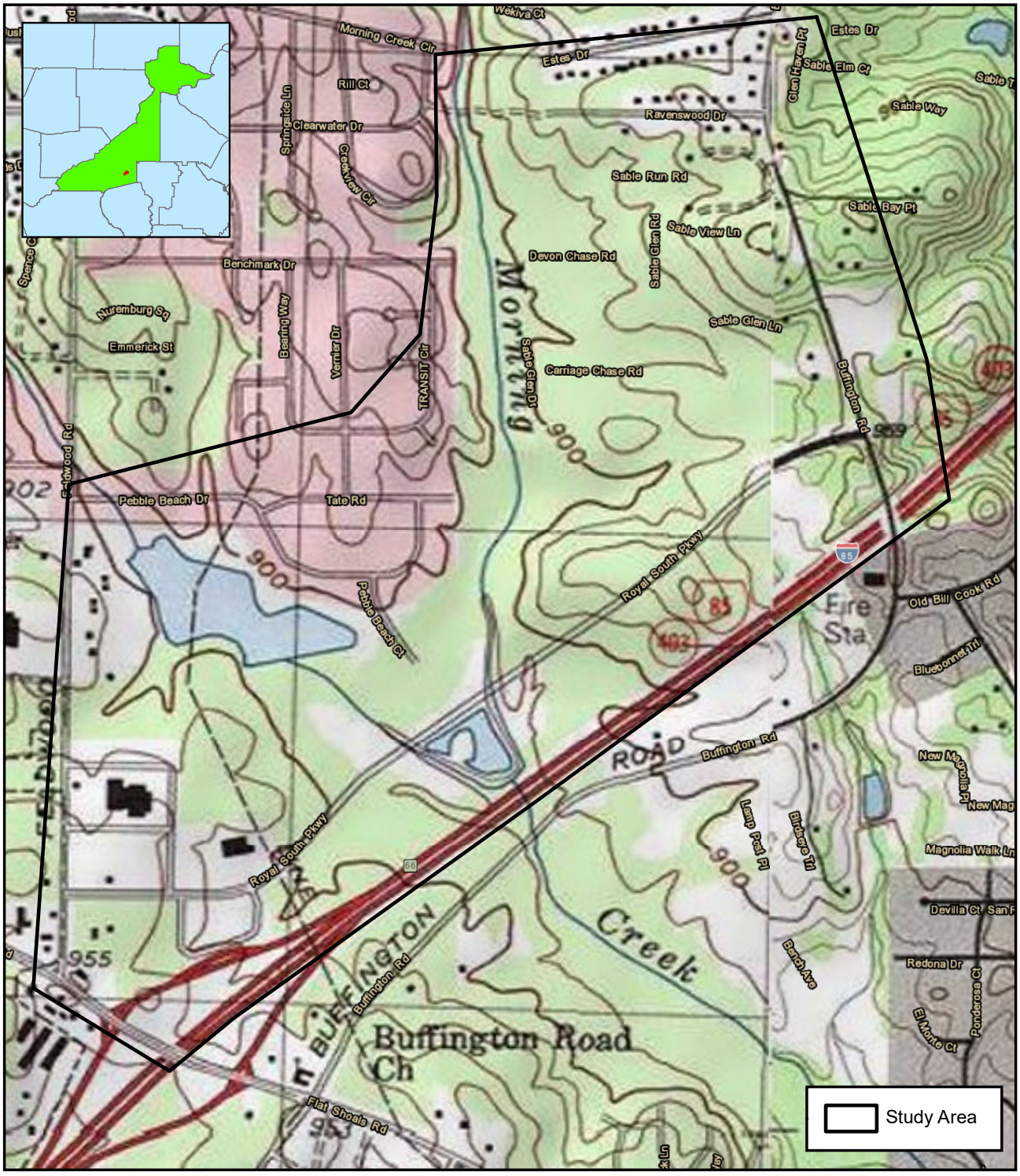
Sincerely,

Sara Duquette

Sara Duquette
Scientist III

Enclosures:
Attachments: Figures

Architects
Engineers
Planners
Constructors

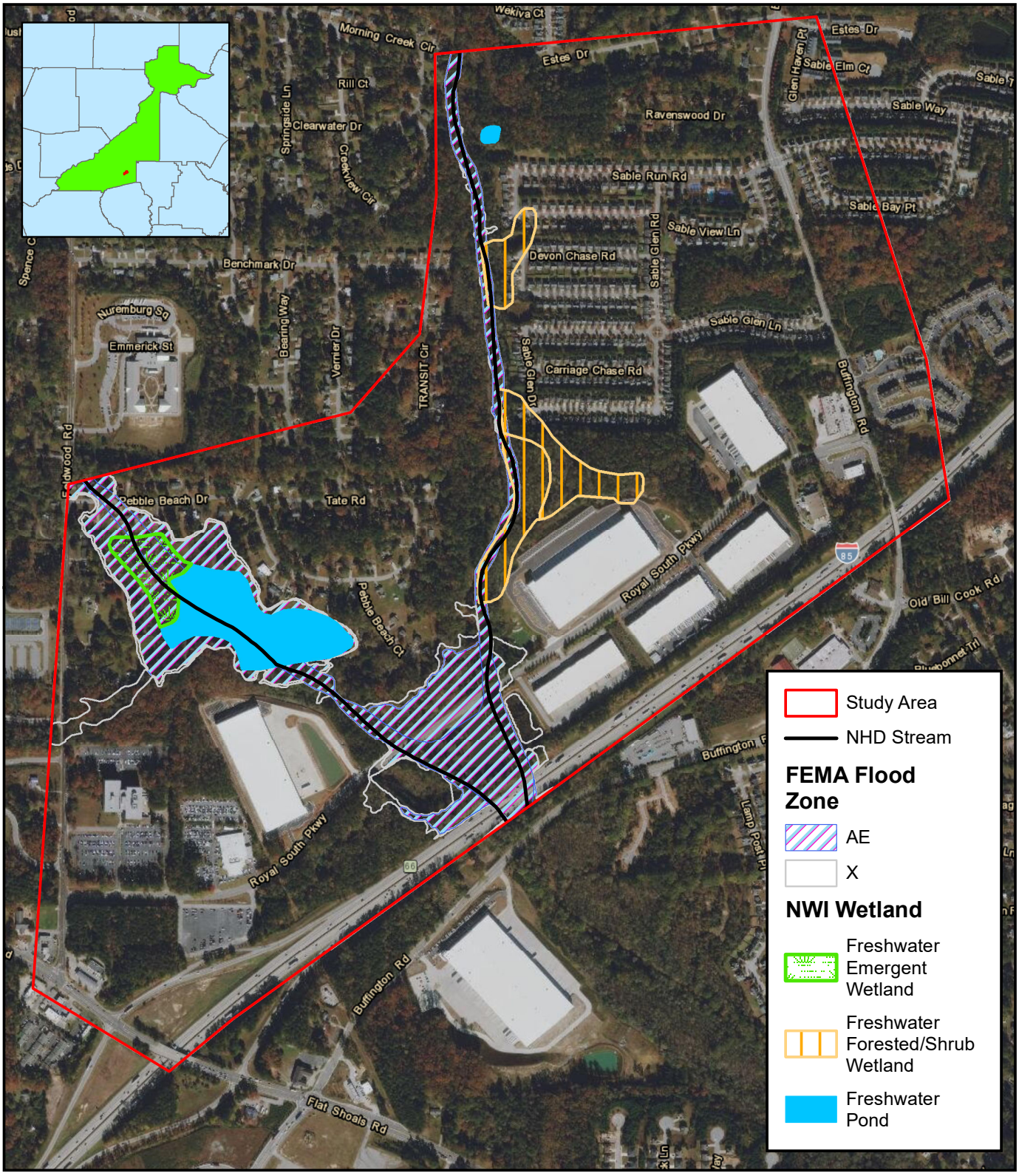


Service Layer Credits: Esri, HERE, Garmin, (c) OpenStreetMap contributors

Figure 1
Environmental Screening Map

POND

Aerotropolis Trails
Union City
Fulton County
February 2020



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

Figure 2
Environmental Screening Map

POND

Aerotropolis Trails
Union City
Fulton County
February 2020

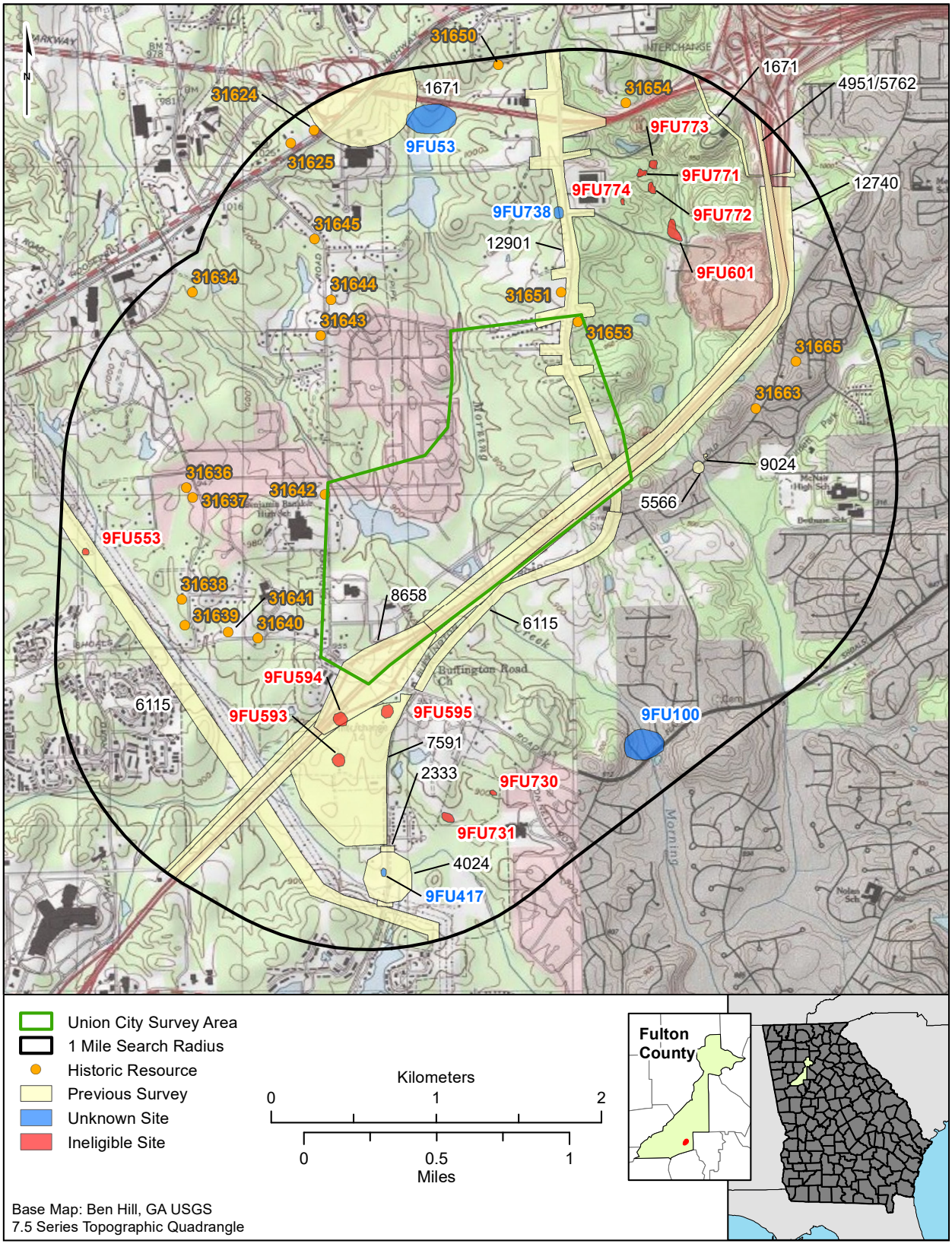


Figure 3. *Topographic map showing previously recorded archaeological sites, previously conducted cultural resources surveys, and previously recorded historic resources located within a 1-mile radius of the project area.*

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 Union City

City of Union City Model Mile Poll Session

Question: What is your current association with Union City?		Total votes (8)	
No	**Answer options**	**Votes**	**% of Total**
1	Resident	1	12.5%
2	Business Owner	0	0.0%
3	Government Employee	1	12.5%
4	Elected Official	0	0.0%
5	Just Interest in the Trail System	6	75.0%

Question: Do you actively use trails/greenways in Union City or other surrounding communities?		Total votes (6)	
No	**Answer options**	**Votes**	**% of Total**
1	Yes	3	50.0%
2	No	3	50.0%
3	I don't know	0	0.0%

Question: What design elements or amenities would you like to see incorporated into the trail?		Total votes (9)	
No	**Answer options**	**Votes**	**% of Total**
1	Lighting	4	44.5%
2	Emergency call box	0	0.0%
3	Signage	1	11.1%
4	Landscape strip adjacent to the trail	2	22.2%
5	Physical barrier adjacent to trail	2	22.2%
6	Other	0	0.0%

Question: Please indicate the level of comfort you have as a pedestrian or bicyclist along this corridor.		Total votes (4)	
No	**Answer options**	**Votes**	**% of Total**
1	1 - Very Uncomfortable	1	25.0%
2	2 - Somewhat Uncomfortable	0	0.0%
3	3 - Neutral	0	0.0%
4	4 - Somewhat Comfortable	2	50.0%
5	5 - Very Comfortable	1	25.0%

Question: What would you like to see along the corridor to bring interest?		Total votes (6)	
No	**Answer options**	**Votes**	**% of Total**
1	New development	1	16.7%
2	Conservation of greenspace	0	0.0%
3	Additional recreation amenities	2	33.3%
4	Streetscapes (additional lighting, landscaping, benches, etc.)	3	50.0%
5	Other	0	0.0%

City of Union City Model Mile Q & A Session

Q: What type of materials are best for a trail?

A: Materials depend on where the trail is located. In this area, we anticipate concrete or asphalt material being used.

Q: What is the timeline?

A: The feasibility study will conclude at the end of this year. From there, it will be up to each individual partner community to acquire funding and to begin planning for implementation.

Q: What about costs?

A: Once we have a basic concept designed for the model mile segment, we can determine an estimated cost. This is based on materials, enhancements, etc. There are many factors that need to be taken into consideration including planning and engineering costs, potential costs for right of way acquisition, and materials.

Q: Can you repeat the start and ending point? Will there be parking?

A: The trail begins at Royal South Parkway from Feldwood to Buffington Roads. Parking is being considered at either end and near the pond area.

Q: What is being done about safety? These trails bring all kinds of elements including homeless and those looking to harm, so what type of ongoing presence will be in place?

A: Lighting would be a big safety element to be added that will serve as a deterrent to some of the crime. We can work with the City to increase police presence.

Q: Will you increase lighting along all of this trail? It's very dark through there at night and I am seriously concerned about safety.

A: We definitely see lighting as being a part of the trail.

Q: A traffic light was slated to be added to Royal Pkwy and Buffington. Is that still happening and will this plan incorporate placement of that light PRIOR to the plan being finalized?

A: Installation of a traffic light at Royal South Parkway is included as part of the larger Buffington Road improvements project. While the exact timing of the road project is unknown at this time, we can create a concept design for the model mile trail that considers a future traffic light at that intersection. Further coordination would be needed once full design, engineering, and construction plans for the model mile trail are prepared when the City is ready to move forward.

Q: Without guarantees with regard to lighting and increased patrols, this is a problematic plan.

A: Thank you for your comment. Your concerns about lighting and increased police presence have been noted.

APPENDIX - C

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 Union City

City of Union City Model Mile Q & A Session

Q: How will inadequate lighting be addressed in the purple alternative?

A: We will look at ways to address lighting. There are light poles on the corridor, but we will recommend improved lighting as a part of the conceptual trail design.

Q: Will the MARTA lot be the only access point in Union City via parking?

A: Right now, that is the location of the trailhead but it would be possible to park in other locations or to access the trail on the north end at Buffington Road. At the MARTA lot location where the trailhead is proposed, we are looking at taking advantage of the corner of that lot as it would be the safest point on the property, since no street crossings would be required to access the multi-use trail.

Q: What about safety? The purple alignment is close to a school. Will you be working with law enforcement to develop a safety plan?

A: A full safety plan would be developed during the implementation phases and would be included in the final design. The City will reach out to the school to make sure that student crossings are safe. There is a potential to add additional crossings and signals near the school as well.

Q: Is the property owned by MARTA or Union City?

A: The lot where the potential trailhead is located is owned by Georgia DOT but is managed by MARTA.

Q: If the property is owned by MARTA, if users park there, will they be in any violation?

A: Since the City will need to purchase the property from MARTA to construct the trailhead, the property would be City owned and users would be able to park there without consequence. The City may also work to coordinate an agreement with MARTA to operate a trailhead on that site, allowing citizens to park on the property.

Q: Regarding lighting, currently there is no lighting on Royal South Parkway especially on the side of the street adjacent to the freeway. Will the plan be to install lighting at certain intervals to ensure safety? There are a number of schools and safety must be a main concern.

A: Yes, that will be a part of the final conceptual design. We will propose more pedestrian scale lighting in this area so that users will feel safe along the corridor. Safety and lighting were the very first asks that the City had of the consultant team. It is at the top of the list and we will not move forward with any plan that does not consider safety as a priority.

Q: Would emergency call boxes be considered?

A: Yes, that is something that can be considered to improve safety and can be included in the conceptual design.

Q: When is implementation expected to occur?

A: This is the feasibility study phase, and we will help the City identify funding sources. Once funding is secured, the City can move forward with construction.

Q: How can I find out more about the project going forward?

A: Please be sure to follow the City of Union City's social media accounts and visit the City's website as well to stay up to date.

Q: If funding cannot be located, is it incumbent upon the cities to implement the trails?

A: For these types of endeavors, there are many funding sources available. The City will find the sources that work best for this particular project. We are confident that we will find the funding sources to implement

without relying upon the citizens. Completing a feasibility study opens the City up to many sources of funding as well and will help align funding sources with the project.

Q: On the green alignment, you mention that the trail can use different sides of Royal South Parkway to take advantage of different aesthetics. In the design, will any of the trail have to cross over the entry/exits of some of the warehouses?

A: Yes, that is one of the constraints that we are looking at. Luckily, there are very wide crosswalks in these new properties and the sight distance is appropriate, however, there are large driveway aprons that we have to cross.

Q: How will the trail remain safe with big-rigs coming through this area and children in the area?

A: We agree. On the typical sections, we show a buffer. We will also recommend high visibility crosswalks and intersections and different treatments that make crossings very visible to drivers and potential conflict points. There are also traffic calming measures that can be used to reduce the speed limit and to improve safety and cautionary protections for the pedestrians and drivers.

C: I would not be in favor of any alignment that would require the user to cross from one side of the street to the other.

Q: If the trails go off road, how will safety be addressed in that scenario for children or anyone using the trail?

A: Safety is one of the biggest concerns that the City has regarding the trail. Lighting, traffic calming, and education will all be considered. We will partner with the school and businesses on this plan. This is still in the conceptual phase so there is still an opportunity to make these adjustments. We will bring all of the players to the table. Nothing is foolproof but this is something that we should continue the conversation about to be sure that we have addressed all of the potential concerns.

Q: On the Silver Comet Trail, at certain points where it crosses roads there are flashing beacons that stop traffic. Is that considered?

A: Yes, these are some of the traffic calming measures that are being considered for any alignment where crossing will be required.

Q: Typically, trails are open from dawn to dusk, is that correct?

A: Technically, yes. Trails are usually considered park spaces and are open from dawn to dusk. This determination would be up to the City. If there is an off-road portion, there could also be a gate that closes the trail. All options will be considered to improve safety.

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APPENDIX - D

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.