EASTPOINT PATH

Prepared by: **PATH** Foundation and **KAIZEN** COLLABORATIVE

Prepared for: City of East Point, Georgia

Date: October 27, 2016

East Point PATH

City of East Point Trail System Master Plan & Implementation Strategy

October 27, 2016

Prepared for the City of East Point, Georgia by:

PATH FOUNDATION.org

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Executive Summary

Competition is fierce among Atlanta's edge cities to lure employers and retain the younger generation of educated employees. Cities across the metro are converting from car-centric, bedroom communities to vibrant nodes with the live-work-play environment that is so attractive to today's young people. They are drawn to the density and diversity which pushed people away from the city decades ago.

The fact that East Point has not been a popular spot for new development since the great depression provides an opportunity to install transformational infrastructure near the center of the city before anticipated development takes place.

This master plan proposes to energize the east side of the tracks across from downtown by creating a linear park and trail that will spur development and improve north-south pedestrian and bicycle connectivity through the city. Utilizing the existing connection over the railroad, the new trail and anticipated development will certainly boost activity in the commercial area on the west side of the tracks. This trail segment will become the centerpiece for transforming East Point into a preferred location for new employers and the educated millenials they wish to employ.

With the east side of the tracks as a destination of choice, this plan focuses on connections from schools, neighborhoods, and employment centers to the heart of the city so all citizens of East Point can access a vibrant, successful city center. The infrastructure suggested in this plan is designed for the average person who prefers to walk and bike separated from traffic. The plan also beckons visitors from airport hotels to walk or bike to restaurants downtown with a trail to Virginia Avenue.

This plan was crafted with implementation in mind. The city needs to select a few projects, acquire a few key parcels, and proceed with construction to show the community that this is a build-it program rather than a plan-it program. The opportunity for East Point to become a regional destination for employers, young employees, and visitors is there for the taking.

Trail users throughout the State of Georgia enjoy walking and biking on greenway trails such as this trail at Panola Mountain State Park.

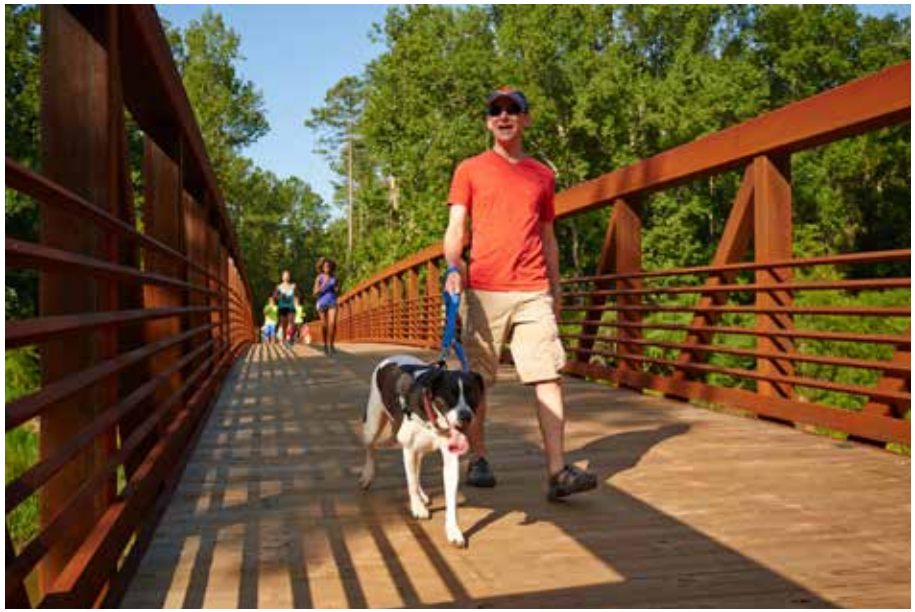
1 Introduction

Ribbons of greenspace and trails that weave through neighborhoods, alleyways, and parklands are a great way to reconnect citizens of cities which sold their souls to accommodate car travel. Virtually every American city gave up on human-scale connectivity during the twentieth century and spent their resources overloading public rights-of-way with infrastructure for motorized travel.

The PATH/KAIZEN Planning and Design Team suggests it is time to repurpose some of the public rights-of-way to create safe and enjoyable spaces for walking, biking, and socializing in East Point, Georgia. The team has also scoured the city to identify corridors that must be pieced together and converted into linear parks with trails. The combination of repurposing some existing public right-of-way and cobbling greenspace corridors together will give the citizens of East Point a whole new way to move about the city.

The East Point Line will have a positive effect on adjacent property values, the overall health of the community, and the ability of the city to attract and retain employers and the educated young people they wish to employ. Building a system of connected greenways throughout the city will give East Point a competitive edge over sister cities for decades to come.

The time is now to build the East Point PATH!



The 200th mile of trail constructed by the PATH Foundation within Georgia in 2014.

The "2013 Silver Comet Trail Economic Impact Analysis and Planning Study" reported $60 million dollars annually are spent with the three counties along the greenway trail.

2 Methodology

Planning Process

The PATH/KAIZEN Trail Planning and Design Team was summoned by a group of individuals interested in pursuing greenway trail development in East Point, Georgia. It was agreed the city needed a trail master plan and an implementation strategy in order to kickstart the process.

East Point PATH was developed by having PATH/KAIZEN in the field, searching for routes to connect key destinations. Then they reviewed their findings with a steering committee organized by the city and community leaders. The committee offered guidance, selected the name of the trail system and logo, and organized a public meeting to vet the proposed trail system.

East Point PATH will serve as the blueprint for the City of East Point's multi-use trail development for the next 5+ years with an implementation goal of building approximately 9.6 miles of the ***East Point Path*** system within the time frame.

Steering Committee

PATH/KAIZEN advised the city during the formation of a steering committee, establishing overall goals for the greenway trail system, approving branding and trail standards, and providing local input into trail destinations and routes.

The ***East Point Path*** Steering Committee met three times over a three month period. The Steering Committee contained representatives from the following departments, organizations, businesses and municipalities:

- City of East Point
- Ethic Inc.
- East Point Citizens
- East Point Housing Authority
- East Point Parks & Recreation Advisory Liason
- East Point Velodrome Association, Inc.

(A list of individual Steering Committee Members is included as the Appendix)

Representatives from KAIZEN present the prelimanary master plan and branding ideas to the steering committee during the monthly meeting.

Data Collection and Field Work

Using the city's GIS data, assessment of current and future planning and development efforts, and feedback from the public, analysis of existing and proposed trail connections within East Point focused on the following criteria:

- Is the trail route feasible for construction?
- Is the trail route appealing to all users?
- Is the trail route perceived as safe?
- Does the trail route connect desirable destinations?

Over a four-month period, PATH/KAIZEN conducted field work and analyzed data to determine if the proposed trail routes were feasible, appealing, safe, and

destination-driven. Once validated by the steering committee, the design team recorded and transferred all information onto field maps and into ArcGIS.

Establishing Planning Goals

With many cities and counties jumping onto the 'bicycling band wagon,' PATH/KAIZEN began the planning process by establishing goals with the steering committee for the ***East Point Path.*** As a comparison, a Portland, Oregon study outlining that city's population into four distinctive types of cyclists was discussed.

Four Types of Cyclist - Portland, Oregon

<1%	Strong and Fearless
7%	Enthused and Confident
60%	Interested but Concerned
33%	No Way, No How

Understanding that 93% of the population in a bicycle-centric city such as Portland were not cycling on a roadway, PATH/KAIZEN discussed ideas about how to target the core 60% "Interested but Concerned" population within the ***East Point Path Master Plan***.

This target led to the planning goal of ***"connecting people with the community in a more intentional, complete and organic way"***. Achieving this goal will result in a successful return on the public/private investment. A high number of trail users from East Point's population will benefit from the East Point PATH.

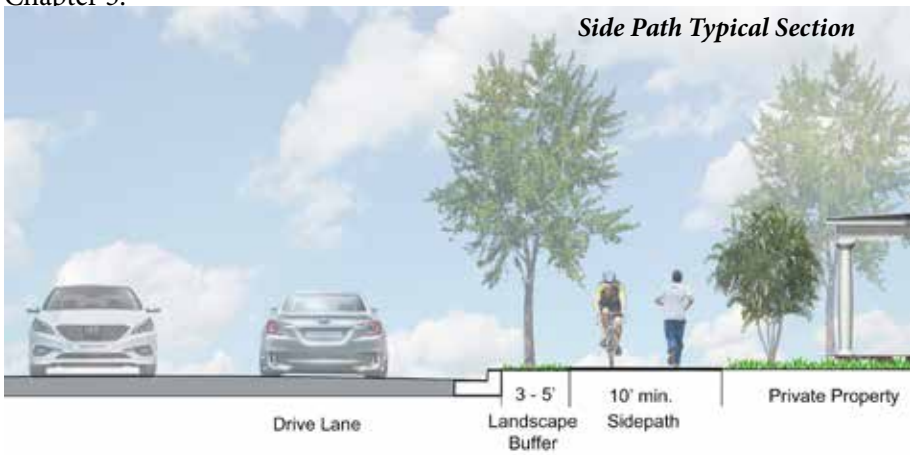
Trail Facility Types

Three types of trail facilities were identified during the planning process to ensure the ***East Point Path*** system met the goals of safety, fun, convenience, and attractiveness. The two primary types of trails are multi-use 'greenway' trails and 'side-path' trail facilities. A third type, 'cycle tracks', are proposed for areas that are more dense urban corridors.

Greenway Trail Typical Section

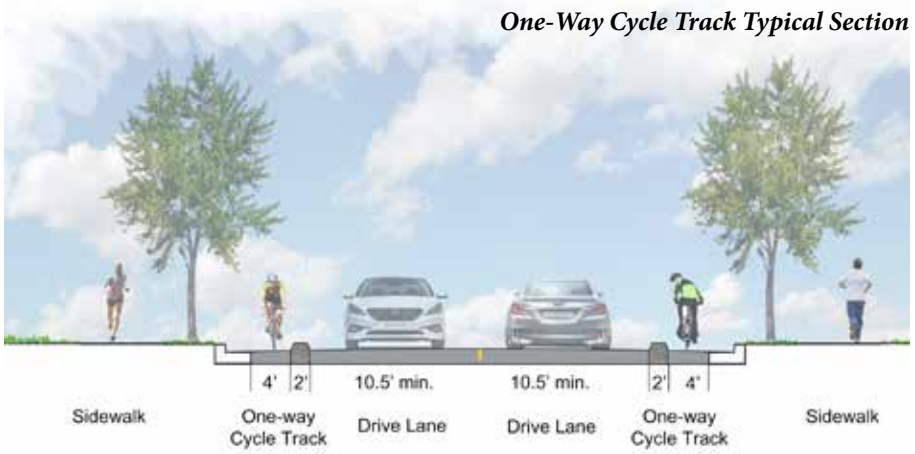
Greenway Trails:

Greenway trails often refer to trails used by all non-motorized travelers and are constructed in green areas such as parks, stream corridors, undeveloped land, etc. Greenway trails should be a minimum of ten feet wide, hard surfaced, with design and construction specifications following the American Association of State Highway Transportation Officials (AASHTO) regulations. The steering committee for ***East Point PATH*** has agreed upon a set of standards for building greenway trails consistent with AASHTO guidelines whitch are identified in Chapter 5.



Side Path Typical Section

One-Way Cycle Track Typical Section



Side Paths:

Many cities, including East Point, find themselves retrofitting their city with trails rather than having them included as part of the infrastructure with new development. As a result, shared-use trails alongside roads in existing public right-of-way, called side paths, are oftentimes the only option for making the desired connections. Side paths should have a 5 foot landscaped buffer from the roadway and markings on the trail to heighten awareness that bicycles and other users are present.

Cycle Tracks:

A cycle track is an exclusive bike facility that combines the user experience of a separated path with the on-street infrastructure of a conventional bike lane. A cycle track is physically separated from motor traffic and distinct from the sidewalk. Cycle tracks have different forms, but all share common elements: they provide space that is intended to be exclusively or primarily used for bicycles, and they are separated from motor vehicle travel lanes, parking lanes, and sidewalks. In situations where on-street parking is allowed, cycle tracks are located to the curb-side of the parking (in contrast to bike lanes).

Cycle tracks may be one-way or two-way, and may be at street level, at sidewalk level, or at an intermediate level. If at sidewalk level, a curb or median separates them from motor traffic, while different pavement color/texture separates the cycle track from the sidewalk. If at street level, they can be separated from motor traffic by raised medians, on-street parking, or bollards. By separating cyclists from motor traffic, cycle tracks can offer a higher level of security than bike lanes and are attractive to a wider spectrum of the public.
http://nacto.org/

Two-Way Cycle Track Typical Section

Neighborhood Greenways:

Neighborhood Greenways are streets with low motorized traffic volumes and speeds, designated and designed to give bicycle travel priority. Bicycle Boulevards use signs, pavement markings, and speed and volume management measures to discourage through trips by motor vehicles and create safe, convenient bicycle crossings of busy arterial streets.

Many local streets with low existing speeds and volumes offer the basic components of a safe bicycling environment. These streets can be enhanced using a range of design treatments, tailored to existing conditions and desired outcomes, to create bicycle boulevards. Design treatments are grouped into measures that provide the following benefits.

Route Planning: Direct access to destinations
Signs and Pavement Markings: Easy to find and to follow
Speed Management: Slow motor vehicle speeds
Volume Management: Low or reduced motor vehicle volumes
Minor Street Crossings: Minimal bicyclist delay
Major Street Crossings: Safe and convenient crossings
Offset Crossings: Clear and safe navigation
Green Infrastructure: Enhancing environments

**** For more information on the types of bike facilities and design guidelines consult the NACTO publication Urban Bikeway Design Guide.*** *http://nacto.org/*

Master Plan Development

The first steering committee meeting for developing ***The East Point PATH Master Plan*** was structured as an introductory kick-off as PATH/KAIZEN presented their initial fieldwork and preliminary planning for the proposed trail connections along with the design standards for the trail system.

Through three months of additional field work and collection of the steering committee's feedback, PATH/KAIZEN began refining the proposed trail alignments within the master plan and created the trail system logo along with trail design standards. The Steering Committee guided and approved the trail design standards in order to create branding for ***The East Point PATH*** trail system.

After three meetings with the steering committee and two public meetings, PATH/KAIZEN presented the Steering Committee with a draft of the master plan document including an implementation strategy, timeline, and trail design standards. Feedback and comments were collected and final revisions were made to ***The East Point PATH*** plan. The city presented the document to the Mayor and City Council on November xx, 2016 for adoption prior to final printing.

Public Meeting

The PATH Foundation and KAIZEN Collaborative presented the ***The East Point PATH Plan*** during two public meetings coordinated and hosted by City of East Point on September 13th and 14th, 2016, at the Jefferson Park Recreation Center and Woodward Middle School. During the meeting, the design team outlined the benefits of trails and shared the master planning process for ***The East Point PATH*** trail system, then presented the master plan and design standards. The second half of the meeting focused on gathering feedback from the community and discussing details of the plan. A vast majority of the approximately 50 attendees was supportive of the plan.

Representatives from PATH/KAIZEN and City of East Point answer questions during the public meeting at Jefferson Recreation Center.

Attendees at Jefferson Recreation Center for East Point PATH public meeting.

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3 Trail Master Plan

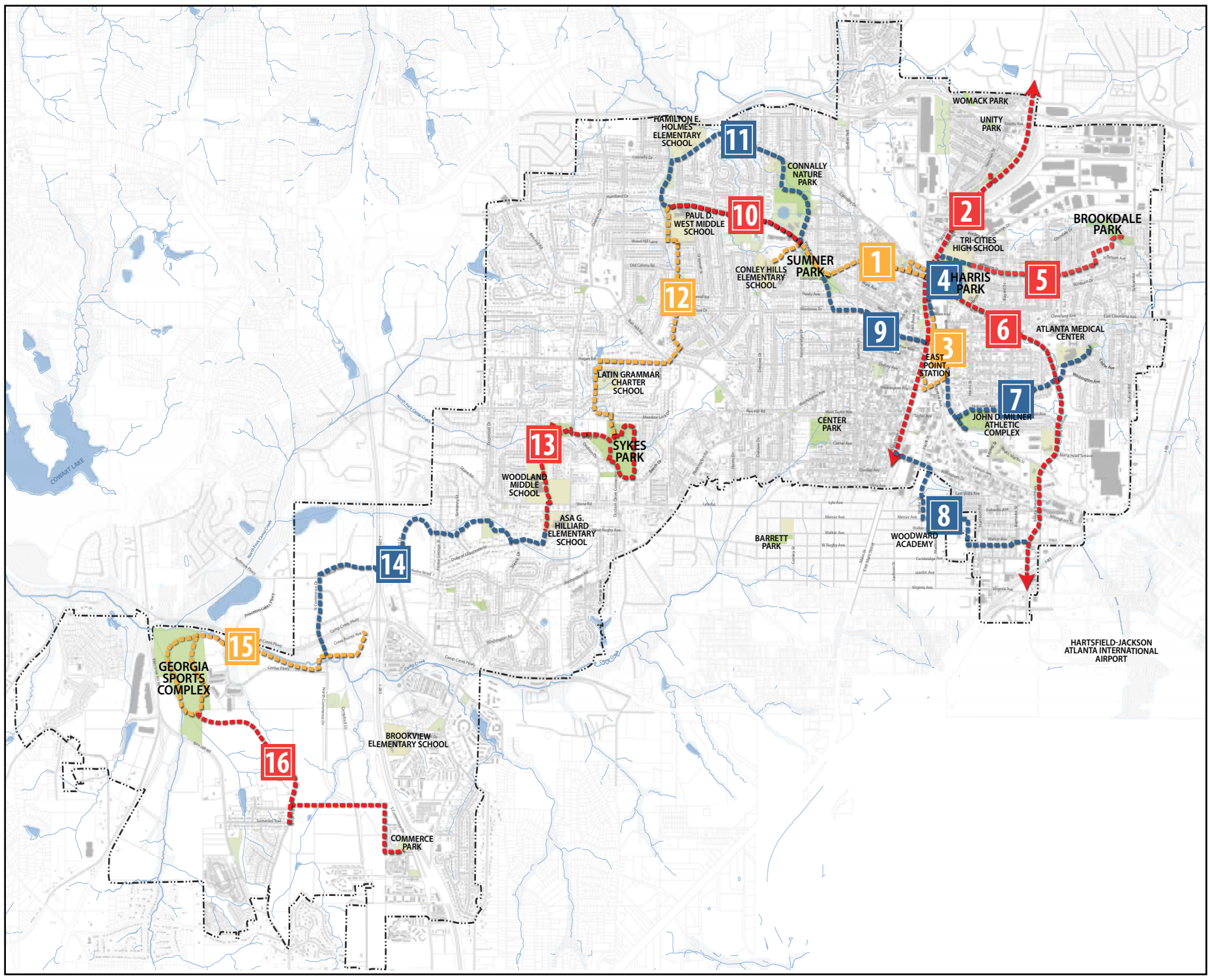
Overview

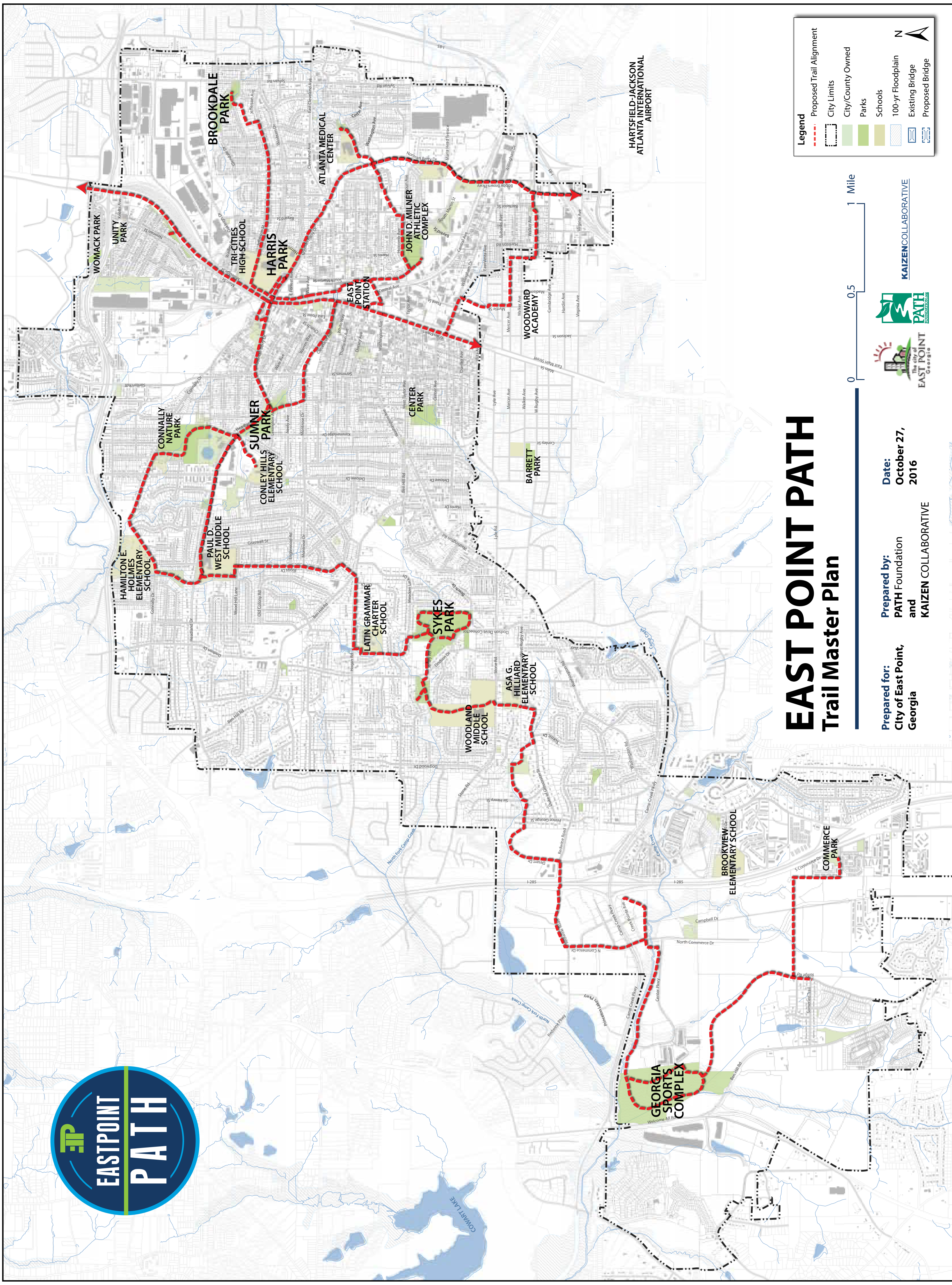
The East Point PATH identifies 24.5 miles of bicycle and pedestrian trail connectivity opportunities primarily within the city limits of East Point. The plan achieves the goal of connecting the downtown business district, city parks, neighborhoods, major visitor areas and employment centers identified in the initial planning meetings.

The East Point PATH trail system has been portioned for ease of implementation into 16 trail segments. The names presented for each trail segment are working names only. ***The East Point PATH*** segments within the master plan are:

The following pages present each segment with a brief description and overview of the existing and planned conditions, opportunities and benefits of the proposed plan, potential obstacles, and an estimated cost for implementation. The trail segment map shows the proposed trail alignment. The index numbers on each map correspond to vision graphics after the trail map.

East Point PATH Trail Segments Key Map




EAST POINT PATH
Trail Master Plan
Prepared for:
City of East Point, Georgia
Prepared by:
PATH Foundation
and
KAIZEN COLLABORATIVE
Date:
October 27, 2016
Legend
Proposed Trail Alignment
City Limits
City/County Owned
Parks
Schools
100-yr Floodplain
Existing Bridge
Proposed Bridge
N
0
0.5
1 Mile
KAIZENCOLLABORATIVE
PATH FOUNDATION.org
The city of EAST POINT Georgia
EASTPOINT PATH
BROOKDALE PARK
ATLANTA MEDICAL CENTER
HARTSFIELD-JACKSON ATLANTA INTERNATIONAL AIRPORT
WOMACK PARK
UNITY PARK
TRI-CITIES HIGH SCHOOL
HARRIS PARK
JOHN D. MILNER ATHLETIC COMPLEX
EAST POINT STATION
WOODWARD ACADEMY
CONNALLY NATURE PARK
SUMNER PARK
CONLEY HILLS ELEMENTARY SCHOOL
CENTER PARK
BARRETT PARK
HAMILTON E. HOLMES ELEMENTARY SCHOOL
PAUL D. WEST MIDDLE SCHOOL
LATIN GRAMMAR CHARTER SCHOOL
SYKES PARK
ASA G. HILLIARD ELEMENTARY SCHOOL
WOODLAND MIDDLE SCHOOL
BROOKVIEW ELEMENTARY SCHOOL
COMMERCE PARK
GEORGIA SPORTS COMPLEX
COWART LAKE
I-85
I-285
Camp Creek
North Fork Camp Creek

EP PATH #1 | *Model Mile* - Sumner Park to Tri-Cities

Description:

Norman Berry Drive runs through the heart of East Point connecting the highly used Sumner Park, downtown East Point, and the Virginia Avenue hotel and restaurant district. This chosen model project for the *East Point PATH* meets several of the steering committee's goals of connecting city parks, downtown, and local schools. With Headland Drive currently under design for new sidewalks and roadway improvements, it is imperative that the city incorporate the trail component along Headland for the connection to Paul D. West Middle School (pg. 43) to meet this model mile project. This will create a highly visual project that will help to spur on excitement and support from the community to help implement the rest of this plan.

This segment begins on the north side of Sumner Park at the intersection of Headland Drive and Kimmeridge Drive as a 10' wide side path, running adjacent to Headland Drive to the east. At Warren Way the trail crosses at the signal to the north side of Norman Berry Drive, and becomes a 10' wide side path with a three to five foot wide landscape buffer. This segment includes a spur trail along Connally Drive and ends at Main Street, providing opportunities for future connection to the proposed cycle tracks along Main Street. This segment continues along Norman Berry to Milledge Street where it will turn north and follow Milledge Street to Jefferson Avenue, where it will end at Harris Park and Tri-Cities High School.

Overview:

Connecting Destinations: Sumner Park, Tri-Cities High School
Begins: Norman Berry Drive at the intersection of Kimmeridge and Headland Drive
Ends: Harris Park and Tri-Cities High School at Jefferson Avenue
Distance: 7,124 LF (1.35 miles)

Opportunities and Benefits:

- Connects to the popular Sumner Park
- Improves the streetscape aesthetics along Norman Berry Drive
- Increases safety for pedestrians and safe routes to school
- Connects to Tri-Cities High School
- Spur to Main Street will increase foot traffic to downtown

Potential Obstacles:

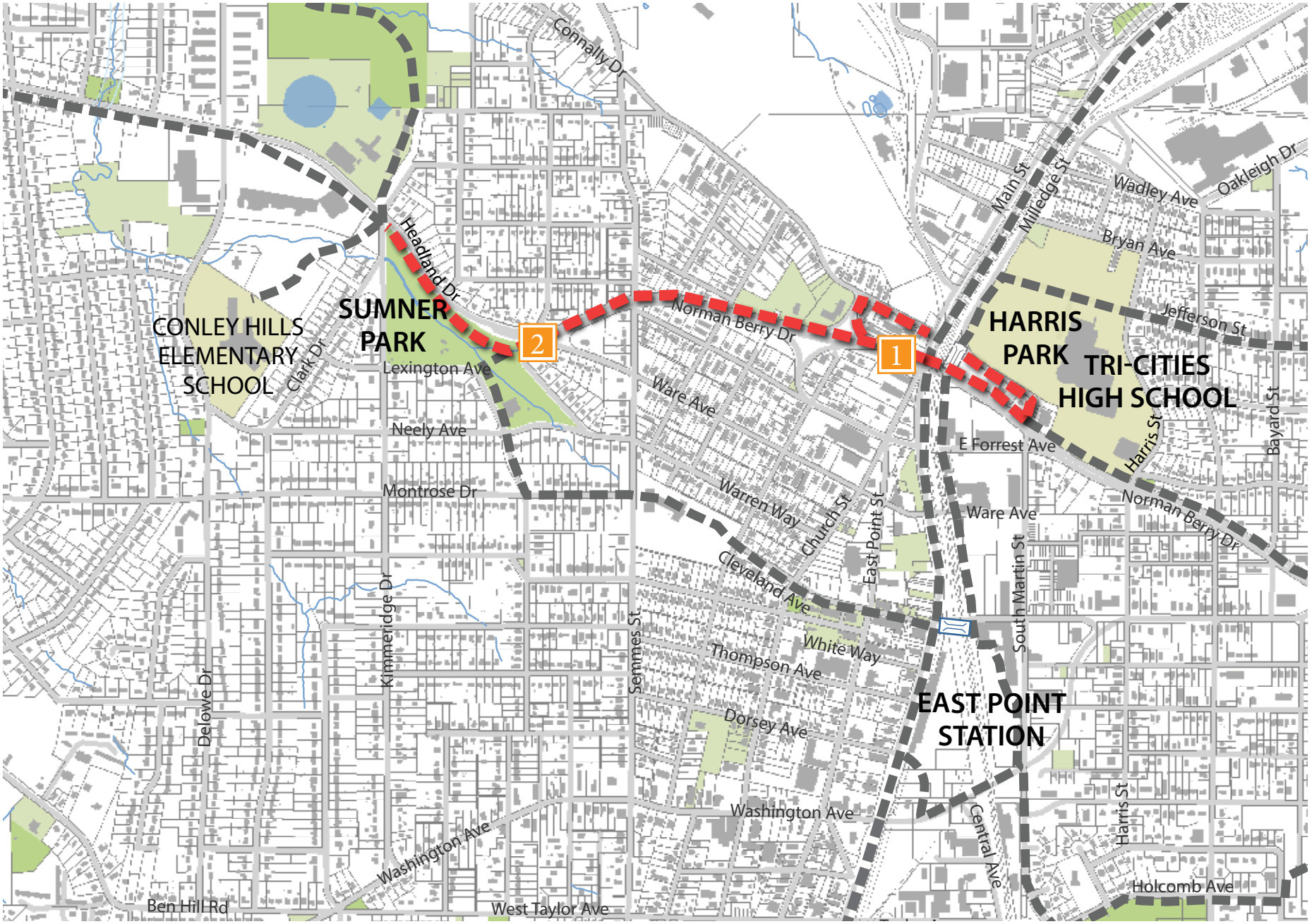
- Securing funding for the model mile project
- Finding the best connection to Tri-Cities from Norman Berry Drive
- Limited width with some topography challenges between Headland Drive and Velodrome

Estimated Cost for Implementation:

EP PATH #1 | Sumner Park to Tri-Cities High School		
Planning & Engineering	$	141,465.51
Construction Cost (2016)	$	1,644,425.20
Contingency @15%	$	282,683.43
Construction Management	$	98,665.51
Total Cost to Implement	$	2,167,239.66

Estimated costs based on material and labor pricing from 1st quarter 2016. An estimated cost for easement and property acquisition is not included but should be considered prior to beginning implementation.

Model Mile - Sumner Park to Tri-cities



Proposed Trail on Norman Berry Drive

Existing conditions on Norman Berry Drive looking west.

Proposed 10’ wide side path with landscape buffer along the north side of Norman Berry Drive looking west. By utilizing the full width of the right of way and condensing the drive lanes down to 10.5’ in width, this trail facility can be achieved.

Proposed Trail on Norman Berry Drive to Headland Drive

Existing conditions on Norman Berry Drive looking west towards Sumner Park on Headland Drive.

Proposed side path transitions from the north side of Norman Berry Drive to the south side of Headland Drive utilizing the existing pedestrian signals. The proposed intersection improvements include customized crosswalks, trail signs, and landscaped islands.

EP PATH #2 | Main Street Connector

Description:

The Main Street connector is proposed to be a two-way cycle track on the east side of the street, within the right-of-way, utilizing a concrete buffer curb to separate the path from vehicular lanes. Downtown East Point has undergone an LCI Master Plan process which proposes a road diet and implements a portion of this two-way cycle track on the east side of the street. The design team sees this as a strong concept and strongly urges the city to build this cycle track along with the LCI Main Street project as the first phase of this trail segment.

From downtown, the next phase of this segment will extend the cycle track along Main Street to the north, eventually crossing into the City of Atlanta and connecting into the future BeltLine trail. Looking south of downtown, the design team proposes to extend the two-way cycle track to Willingham Drive. This leaves future opportunity to connect further south into College Park.

Overview:

Connecting Destinations: Future connetion to Atlanta Beltline and College Park
Begins: Main Street at intersection with Knotts Avenue
Ends: Main Street at intersection with Willingham Drive
Distance: 12,937 LF (2.45 miles)

Opportunities and Benefits:

- Provides regional connectivity
- Allows for multiple access points from surrounding streets
- Establishes future opportunity to connect to downtown East Point
- Connects bike commuter with MARTA and other employment areas
- Requires no acquisition of property

Potential Obstacles:

- A multi-jurisdictional effort is required with College Park and City of Atlanta to make the regional connectivity desired for this segment

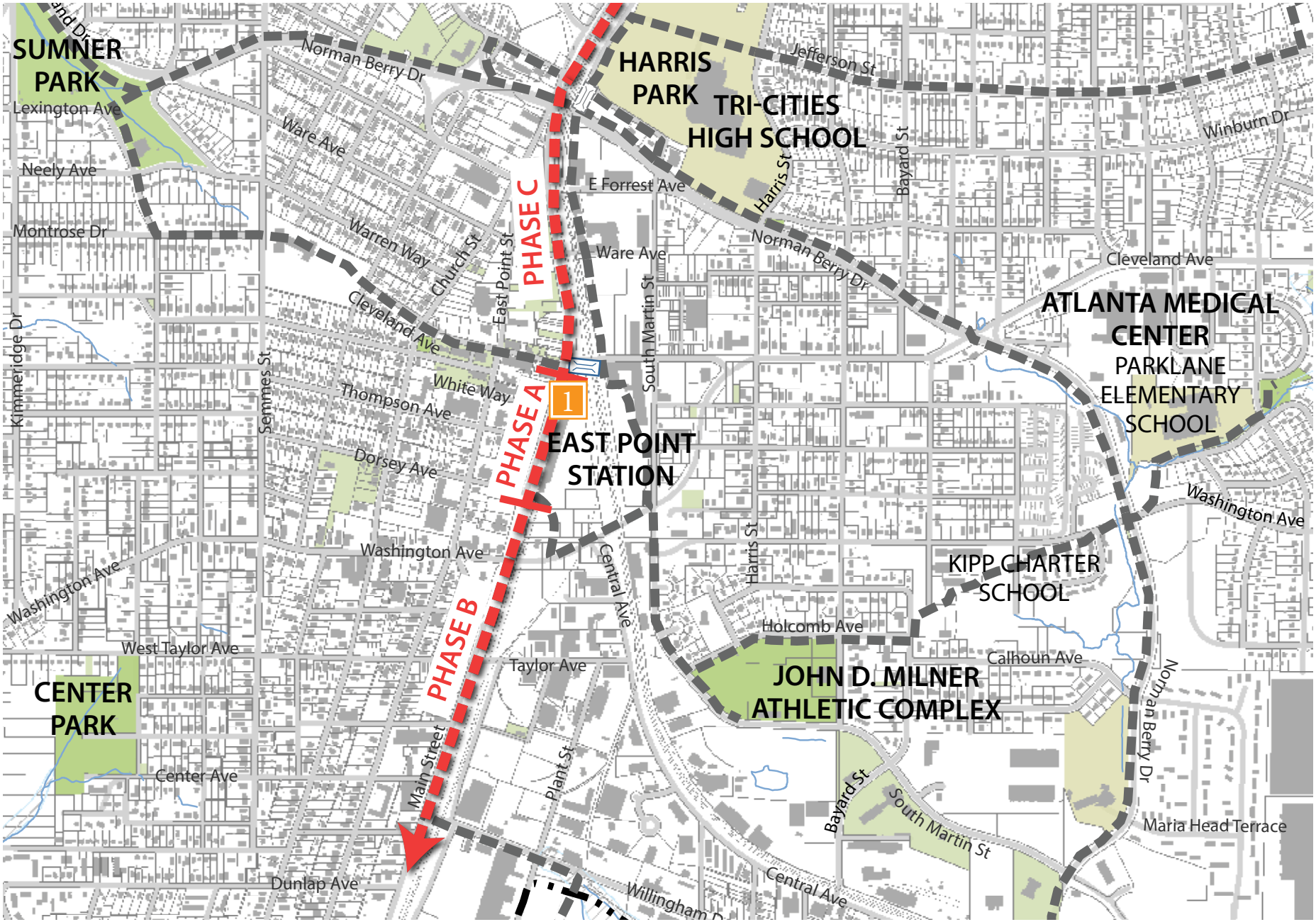
Estimated Cost for Implementation:

EP PATH #2 | Main Street Connector		
Planning & Engineering	$	196,684.30
Construction Cost (2016)	$	2,121,405.00
Contingency @15%	$	366,806.04
Construction Management	$	127,284.30
Total Cost to Implement	$	2,812,179.64

Estimated costs based on material and labor pricing from 1st quarter 2016. An estimated cost for easement and property acquisition is not included but should be considered prior to beginning implementation.

Main Street Connector (North)

Main Street Connector (South)



Proposed Trail through Downtown East Point

Bird's eye view from the pedestrian bridge looking south showing the existing conditions of Main Street at downtown East Point.

Proposed design suggests a road diet to include a two-way cycle track on eastside of the street, customized crosswalks, and on-street parking space with landscape buffer on the west side of the street.

EP PATH #3 | Wagon Works to Downtown

Description:

The proposed trail segment from the Wagon Works development to downtown will provide a critical link between the east and west sides of East Point. The connection is proposed as a multi-use trail from the Wagon Works development to Irene Kidd Pkwy to the south. At Irene Kidd Pkwy the trail turns west and becomes a side path along the north side of the road and continues to the intersection with Main Street and the future cycle track along the east side of the road.

The opportunities for the East Point PATH to cross the railroad are limited, which makes this segment critical in the overall connectivity outlined within the East Point PATH.

Overview:

Connecting Destinations:
Begins: Ware Avenue South side of East Point MARTA station
Ends: South side of East Point MARTA station at Main Street
Distance: 3,174 LF (0.60 miles)

Opportunities and Benefits:

- Provides connectivity between the east and west sides of East Point
- Establishes future opportunity to connect across Norman Berry to Tri-Cities High School
- Creates better access and increased visibility to the east side

Potential Obstacles:

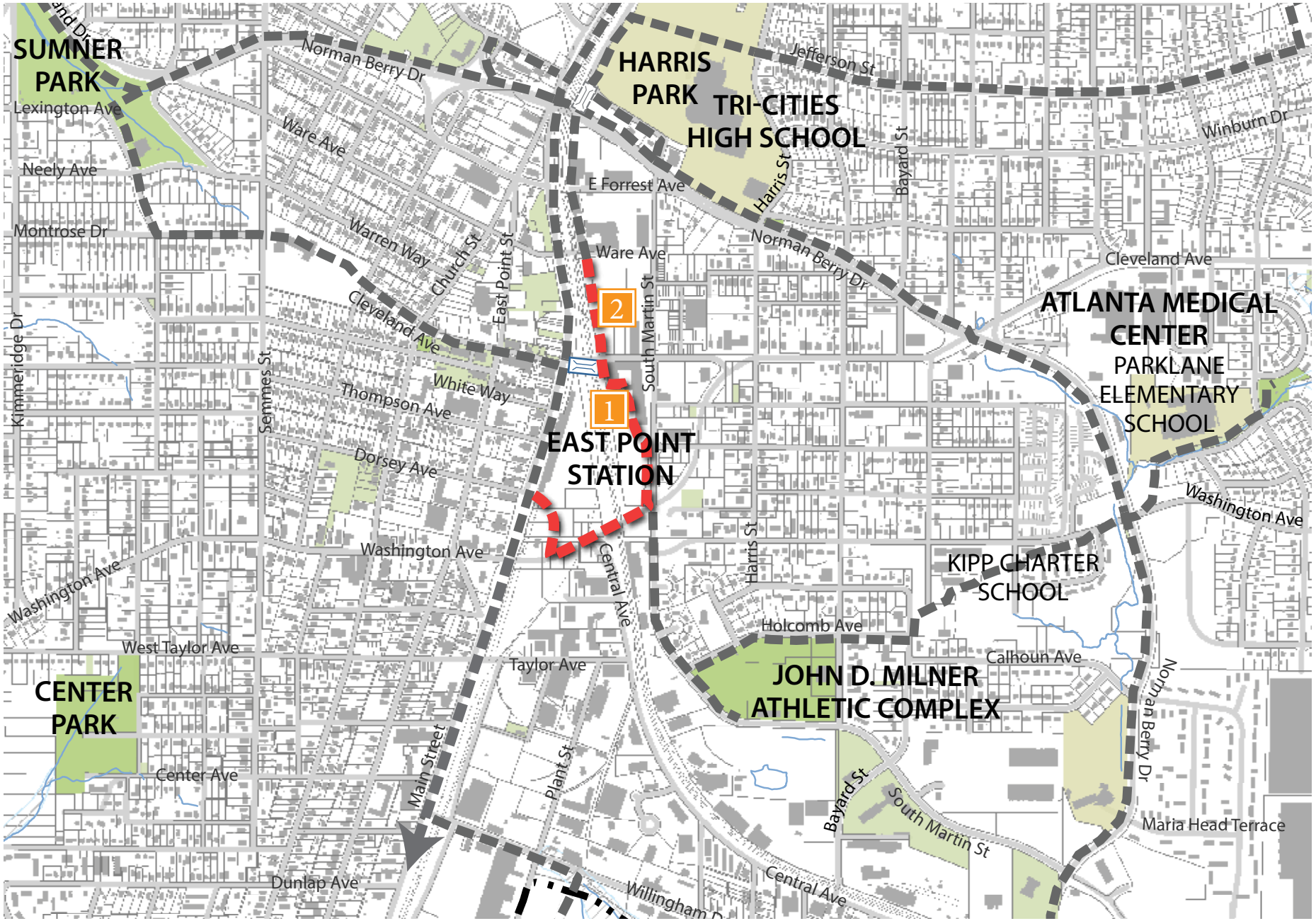
- Requires some acquisition

Estimated Cost for Implementation:

EP PATH #3 | Wagon Works to Downtown		
Planning & Engineering	$	104,203.92
Construction Cost (2016)	$	1,326,732.00
Contingency @15%	$	226,580.98
Construction Management	$	79,603.92
Total Cost to Implement	$	1,737,120.82

Estimated costs based on material and labor pricing from 1st quarter 2016. An estimated cost for easement and property acquisition is not included but should be considered prior to beginning implementation.

Wagonworks to Downtown



Proposed Trail along the Wagonworks Warehouse

Existing condition of the Wagon Works warehouse at the east side of the rail line.

Proposed trail along the warehouse with landscaping improvements, trail amenities, and brick paving.

Proposed Public Pocket Park

Existing condition of the vacant greenspace adjacent to the Buggy Works development and the pedestrian bridge to downtown.

Proposed trail going through the greenspace, creating a place for public art, community activities, and events.

Proposed Public Pocket Park hosting events

Existing condition of the vacant greenspace adjacent to the Buggy Works development and the pedestrian bridge to downtown.

The proposed greenspace and the trail can be utilized for hosting events.

EP PATH #4 | Buggyworks to Tri-Cities High School

Description:

The proposed segment between downtown and Tri-Cities High School is a critical link in the East Point PATH. It provides a safe, linear crossing to the high school while also connecting people to an area that is poised for redevelopment and economic growth around the Buggyworks property.

Beginning at the Buggyworks property, this segment starts at the existing Pedestrian Bridge to downtown. It begins by going through the large greenspace adjacent to the current Buggyworks building and heading north following an abandoned rail spur. In order to be feasible, some acquisition through this property will be required. Once it reaches Norman Berry Drive, a pedestrian bridge is proposed to span the north side creating a gateway for vehicular travelers entering downtown East Point, while also making a safe connection to the high school. The trail will continue north along the Tri-Cities High School property to Jefferson Avenue. The trail will become a 10-foot side path with a 5 foot buffer on the north side of Jefferson Avenue and head east to the intersection with Harris Street.

Overview:

Connecting Destinations:
Begins: Ware Avenue
Ends: Tri-Cities High School on Jefferson Avenue
Distance: 2,920 LF (0.55 miles)

Opportunities and Benefits:

- Provides safe connectivity across Noman Berry Drive
- Creates a beautified gateway entrance into downtown East Point
- Establishes future connectivity to the northeast neighborhoods of East Point
- Creates an alternative option of transportation for students commuting to Tri-Cities High School

Potential Obstacles:

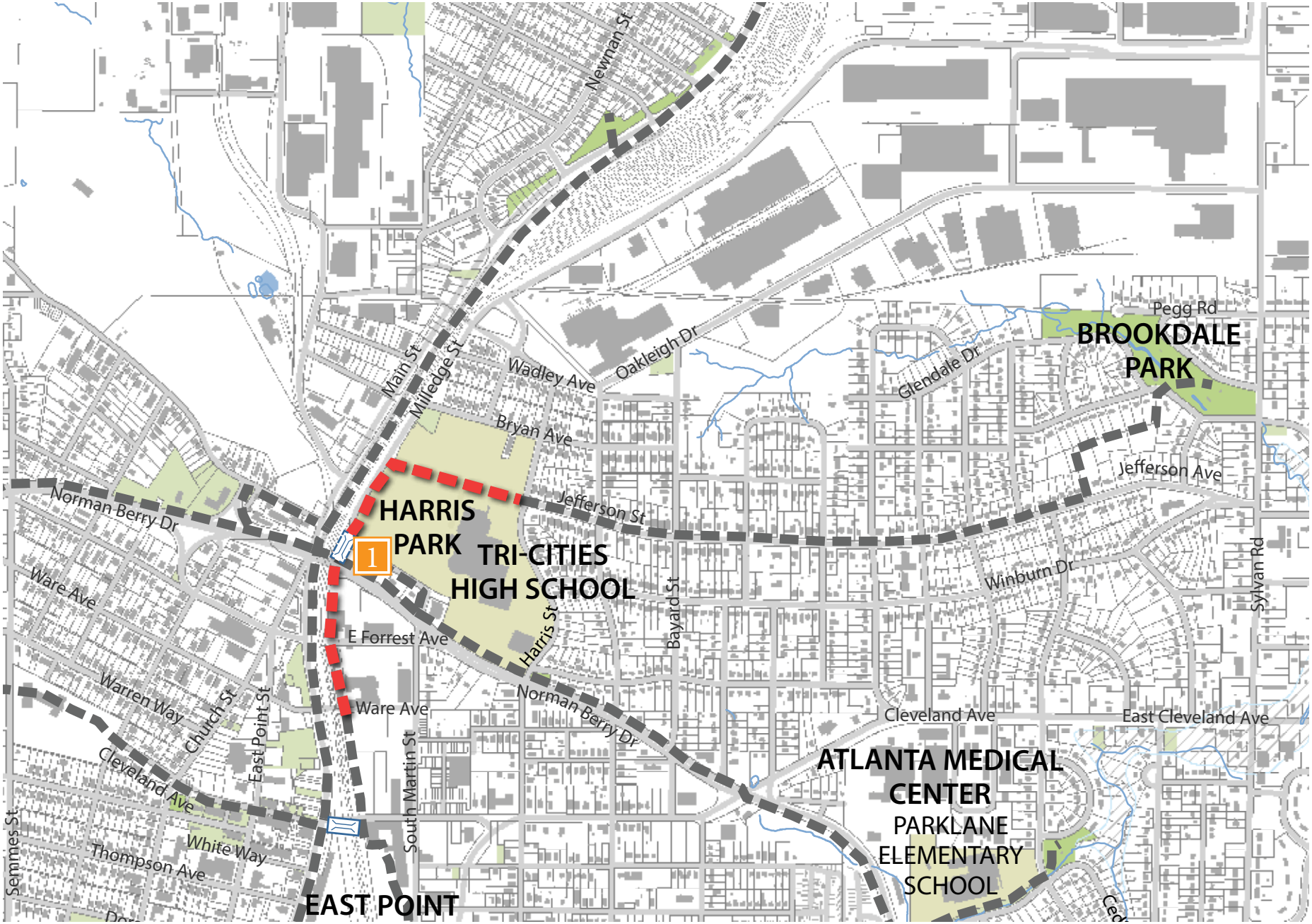
- Requires some acquisition

Estimated Cost for Implementation:

EP PATH #4 | Buggyworks to Tri-Cities High School		
Planning & Engineering	$	81,918.90
Construction Cost (2016)	$	1,085,315.00
Contingency @15%	$	184,852.92
Construction Management	$	65,118.90
Total Cost to Implement	$	1,417,205.72

Estimated costs based on material and labor pricing from 1st quarter 2016. An estimated cost for easement and property acquisition is not included but should be considered prior to beginning implementation.

Buggyworks to Tri-Cities High School



Proposed Pedestrian Bridge to Tri-Cities High School

Existing sidewalk on Norman Berry Drive.

Proposed pedestrian bridge crossing Norman Berry Drive, connecting east downtown to Tri-Cities High School. The proposed road diet and side path along Norman Berry can be seen going below the bridge.

EP PATH #5 | Tri-Cities High School to Brookdale Park

Description:

The trail segment connecting Tri-Cities High School to Brookdale Park will provide a critical connection, linking one of the city's largest and most well-established neighborhoods to one of the larger parks within the city limits. This connection predominantly follows Jefferson Avenue which cuts directly through the middle of the neighborhood, allowing easy access to the trail for local residents.

This segment begins at the intersection of Harris Street and Jefferson Avenue. The trail segment begins as a 10' wide side path with a 5' wide landscape buffer along the north side of Jeffereson Avenue. This will require a road diet with minimum 10.5' lane widths and the elimination of parking along the north side of the street. The side path continues east along Jeffereson Avenue until reaching the block between Constance Street and Sylvan Terrace. Much needed greenspace exists behind the properties on the northern part of the street. For a safer and more enjoyable trail experience, the design team proposes to acquire an easement to utilize this greenspace and connect to Brookdale on the northeast side of this block. The trail will connect to an existing pedestrian bridge within the park, leading to an existing parking area where a proposed trailhead will be located.

Overview:

Connecting Destinations:
Begins: Tri-Cities High School on Jefferson Avenue
Ends: Brookdale Park
Distance: 5,254 LF (1.0 miles)

Opportunities and Benefits:

- Provides connectivity to the neiborhoods in northeast East Point
- Allows for multiple access points from surrounding streets
- Establishes a safe connection to Tri-Cities High School
- Improves the streetscape aesthetics

Potential Obstacles:

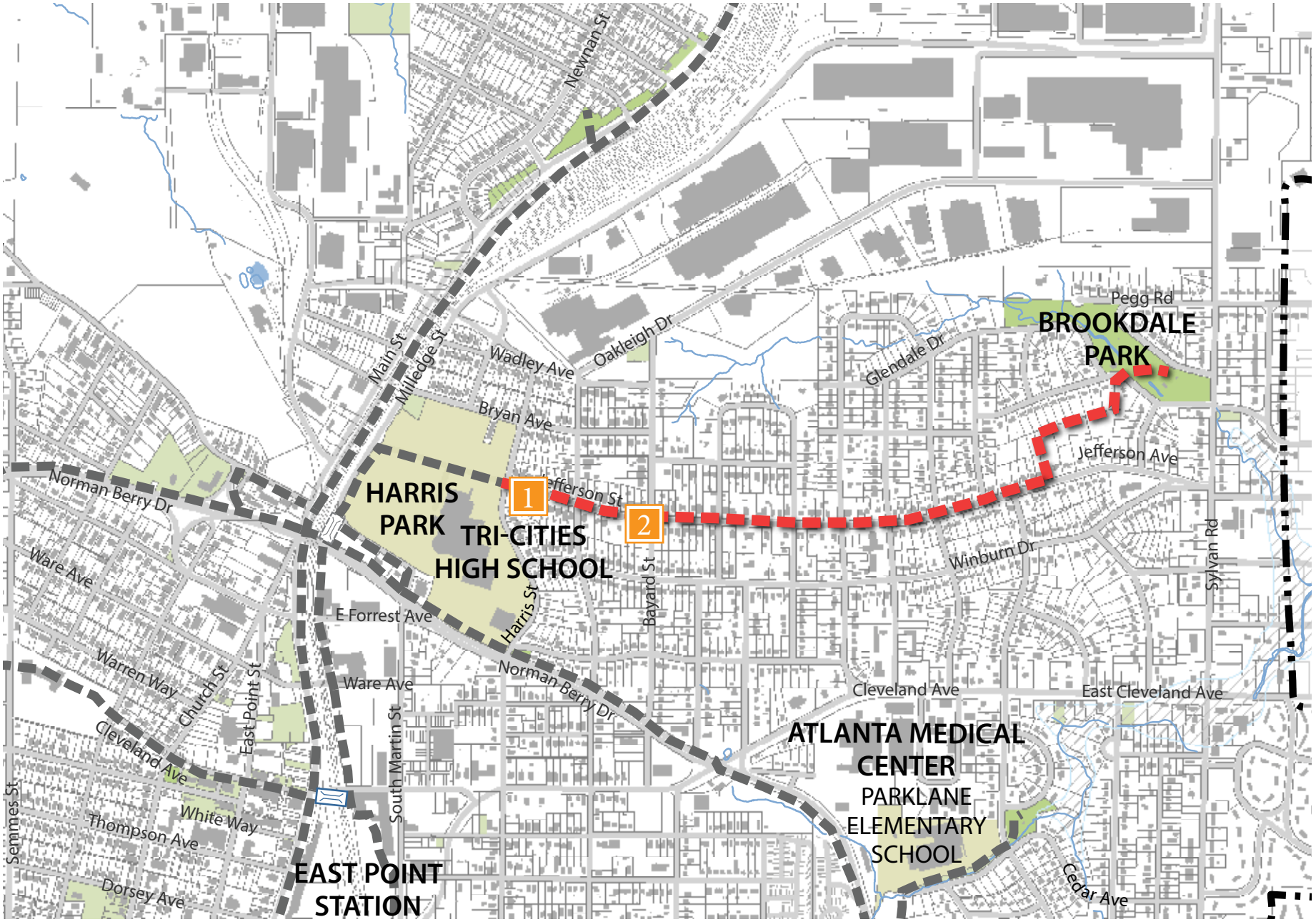
- Requires some acquisition

Estimated Cost for Implementation:

EP PATH #5 | Tri-Cities High School to Brookdale Park		
Planning & Engineering	$	87,139.13
Construction Cost (2016)	$	1,135,652.10
Contingency @15%	$	193,639.55
Construction Management	$	68,139.13
Total Cost to Implement	$	1,484,569.90

Estimated costs based on material and labor pricing from 1st quarter 2016. An estimated cost for easement and property acquisition is not included but should be considered prior to beginning implementation.

Tri-Cities High School to Brookdale Park



Proposed Trail to Tri-Cities High School

Existing condition at the west end of Jefferson Avenue looking to Tri-Cities High School.

Proposed road diet to accomodate the 10’ wide side path and 5’ wide landscape buffer connecting through Tri-Cities High School with customized crosswalks.

Proposed Trail on Jefferson Avenue

Existing condition on Jefferson Avenue looking east.

Proposed 10’ wide side path with a 5’ wide landscape buffer along Jefferson Avenue to provide strong pedestrian and bicylist connectivity for the adjacent neighborhood.

EP PATH #6 | Tri-Cities High School to Virginia Avenue

Description:

This trail segment continues from the east end of the model mile trail on Norman Berry Drive and meets the steering committee's goal of connecting downtown, city parks, and the Virginia Avenue hotel and restaurant district. The trail is proposed as a side path along the north side of Norman Berry Drive from Tri-Cities High School to the intersection with Bobby Brown Parkway. The trail will continue onto Bobby Brown Parkway on the west side to the intersection with Virginia Avenue. As this is a long corridor, the design team proposes that it be implemented in two different phases as seen on the map.

Overview:

EP #6:
Connecting Destinations: connection to Hapeville
Begins: Norman Berry Drive at the intersection with Milledge Street
Ends: Bobby Brown Parkway at the intersection with Virginia Avenue
Distance: 11,276LF (2.14 miles)

Opportunities and Benefits:

- Provides connectivity for visitors in the Virginia Avenue hotel and restaurant district to access downtown East Point
- Allows for multiple access points from surrounding streets
- Improves the streetscape aesthetics along Norman Berry Drive
- Increases safety for pedestrians

Potential Obstacles:

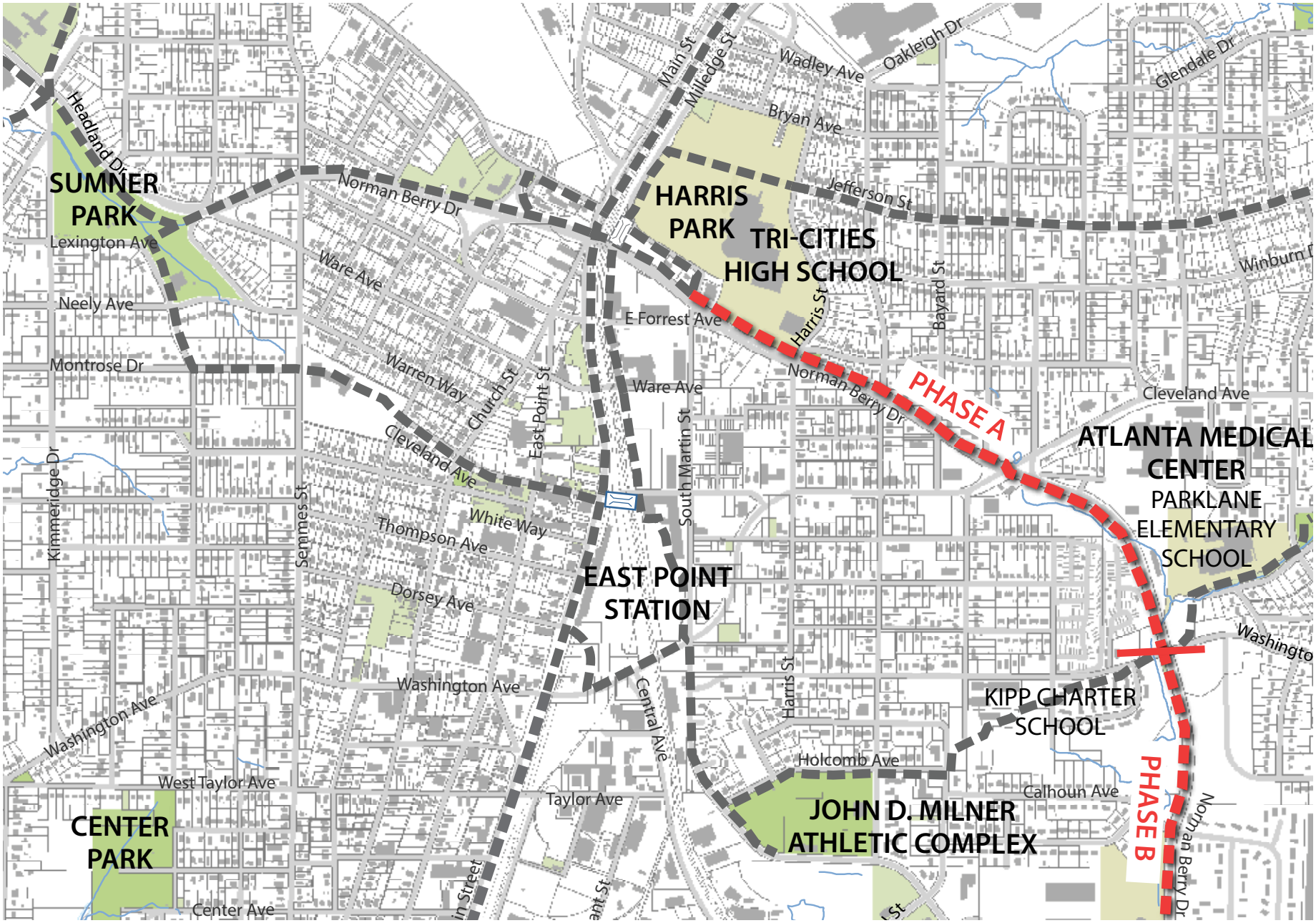
- Limited right of way in some areas

Estimated Cost for Implementation:

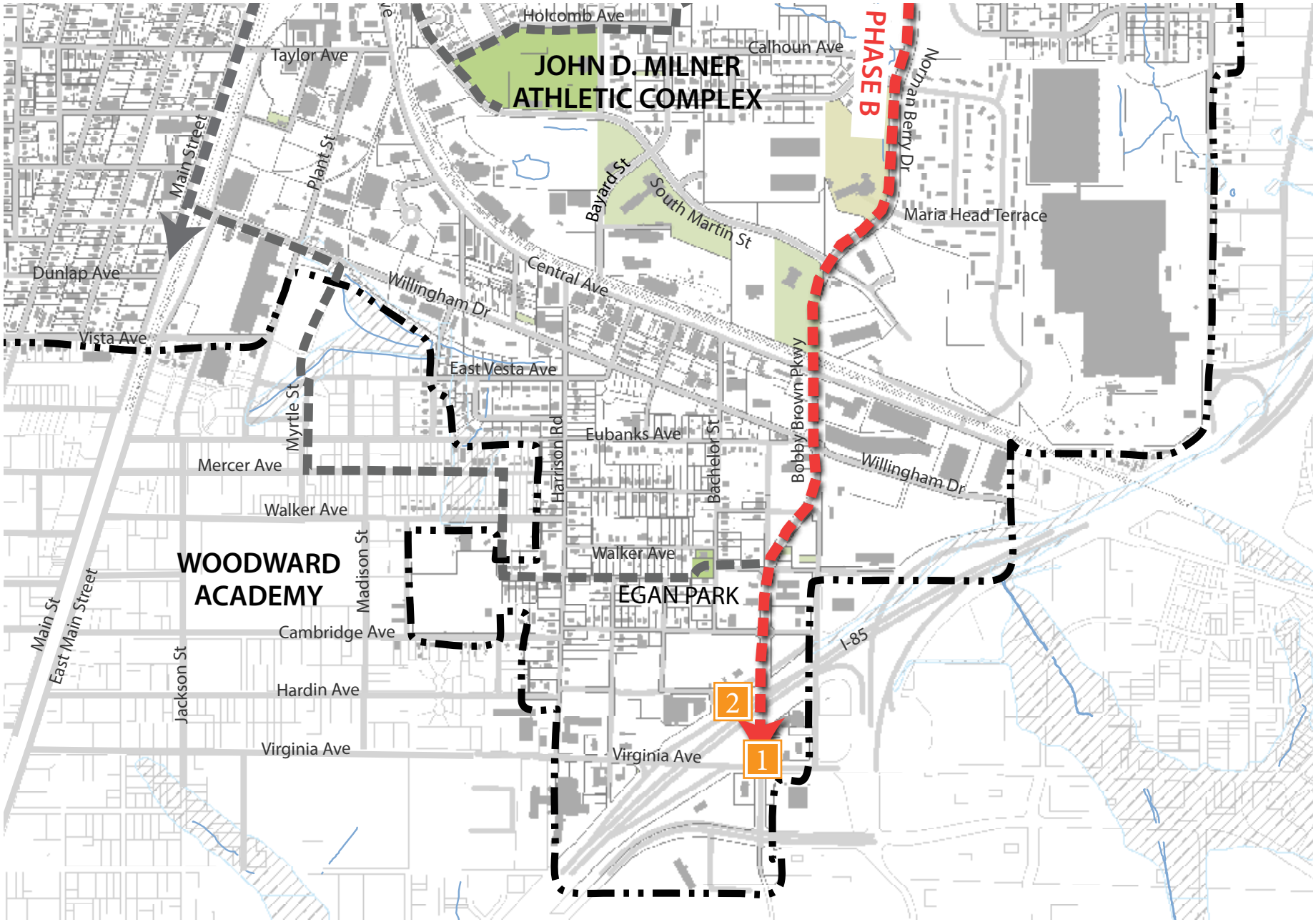
EP PATH #6 | Tri-Cities High School to Virginia Avenue		
Planning & Engineering	$	190,330.55
Construction Cost (2016)	$	2,575,509.20
Contingency @15%	$	438,055.55
Construction Management	$	154,530.55
Total Cost to Implement	$	3,358,425.85

Estimated costs based on material and labor pricing from 1st quarter 2016. An estimated cost for easement and property acquisition is not included but should be considered prior to beginning implementation.

Tri-Cities High School to Virginia Avenue (North)



Tri-Cities High School to Virginia Avenue (South)



Proposed Trail on Bobby Brown Pkwy Bridge

Existing condition on Bobby Brown Pkwy Bridge over I-85.

Proposed expansion of the exisitng sidewalk to accomodate a 10’ wide side path with brick banding and edging. Customized screens are shown on both side of the bridge to create a more beautified gateway into East Point with trail branding opportunities.

Proposed Trail Branding on Bobby Brown Pkwy Bridge (Daytime)

Before 2 After

Looking west from I-85 to Bobby Brown Pkwy Bridge.

Proposed trail branding opportunity on improved bridge screening panels.

Proposed Trail Branding on Bobby Brown Pkwy Bridge (Nighttime)

Looking west from I-85 to Bobby Brown Pkwy Bridge.

Proposed trail branding night time branding opportunity on improved bridge screening panels.

EP PATH #7 | East Connector

Description:

The East Connector is proposed to be the link between downtown East Point and the east side of the city. Starting at the intersection of Cleveland Avenue and R N Martin Street, this segment travels south along R N Martin Street as a side path on the east side of the road. At Holcomb Avenue, the side path will make an at-grade crossing to the south side of the road and turn east along Holcomb Ave. A spur to the parking area along the northwest corner of the John D. Milner Athletic Complex is proposed at this point. Once the side path reaches Bayard Street it will cross into the Sword of the Word Evangelistic church property as a mult-use trail, moving to the northeast and traversing the parcel owned by the Kipp Fulton Acedemy. The trail continues east adjacent to the Carver Homes vacant apartment buildings along Washington Avenue. The trail then makes an at-grade crossing at Norman Berry Drive and continues into the open green space on the east side of the road. From here, the multi-use trail moves northeast to the Parklane Elementary School property where it will follow along the creek corridor to the south of the property. This segment will end at River Park directly across from Parklane Elementary at the existing parking area.

As an alternative connection if the primary connection is deemed less desirable, the side path trail can continue along South Martin Street until intersects with Norman Berry Drive. It will then merge with the proposed Norman Berry Drive side path at this point.

Overview:

Connecting Destinations: connection to Parklane Elementary School and River Park
Begins: the intersection with Irene Kidd Parkway and North Martin Street
Ends: Spur to River Park
Distance: 7,164 LF (1.36 miles)

Opportunities and Benefits:

- Provides connectivity to major local shools and parks
- Allows for multiple access points from surrounding streets
- Establishes future opportunity to connect to Atlanta Medical Center
- Will help spur redevelopment of vacant apartment complex

Potential Obstacles:

- Requires some acquisition

Estimated Cost for Implementation:

EP PATH #7 | East Connector		
Planning & Engineering	$	113,723.60
Construction Cost (2016)	$	1,182,060.00
Contingency @15%	$	205,006.08
Construction Management	$	70,923.60
Total Cost to Implement	$	1,571,713.28

Estimated costs based on material and labor pricing from 1st quarter 2016. An estimated cost for easement and property acquisition is not included but should be considered prior to beginning implementation.

East Connector

Exisitng conditions of the parking lot at the Wagon Works development- Looking South

Exisitng conditions of the parking lot at the Wagon Works development- Looking North

Existing conditions of John D. Milner Athletic Complex on Martin St

City's standard park signage at River Park

EP PATH #8 | Egan Park to Main Street

Description:

The Egan Park neighborhood is located at the southern end of the city limits and is within walking distance of Woodward Academy and the restaurant district along Virginia Avenue. This connection will serve as one of the main routes to connect the Virginia Avenue corridor to downtown East Point. The best opportunity through Egan Park crosses city boundary lines into College Park for part of this segment. A multi-jurisdictional effort will be necessary to make this portion possible.

The connection through Egan Park begins at Walker Avenue, spurring from the segment along Bobby Brown Parkway. This segment will be a 10' wide side path on the north side of Walker Avenue to Bachelor Street where it will make an at-grade crossing to Egan Park. Once into Egan Park, the trail will meander to the southwest corner of the park where it will enter a city easement and travel onto a neighborhood alleyway called West Rugby Avenue. The alleyway should be resurfaced with asphalt and marked with a sharrows labeled for the EP PATH. Once the trail reaches Harrison Road, it will make an at-grade crossing to the north side of West Rugby Avenue. At this point the trail will transition to a 10' wide side path with a 5' wide landscape buffer. The trail will follow West Rugby Ave until it intersects with Walker Avenue. The trail will make an at-grade crossing to the north side of Walker Avenue and enter the acquired properties as a multi-use greenway tral. At the intersection with Mercer Ave, the trail will turn west as a 10' wide side path with a 3' to 5' wide landscape buffer to the intersection with Myrtle Street. At this point the trail will turn North along the west side of Myrtle Street and continue as a side path until it reaches the South Fulton Community Family track, where it will again become a 10' multi-use trail. Once at Willingham Drive the trail will turn left on the south side and connect to the Main Street trail segment.

Overview:

Connecting Destinations:
Begins: Bobby Brown Parkway at the intersection with Walker Avenue
Ends: Intersection with Willingham Drive and Main Street
Distance: 6,936 LF (1.31 miles)

Opportunities and Benefits:

- Provides connectivity to Woodward Academy and downtown East Point
- Allows for multiple access points from surrounding streets
- Creates connectivity to East Point MARTA station and alternative commuting option for kids getting to Woodward Academy
- Requires some acquisition

Potential Obstacles:

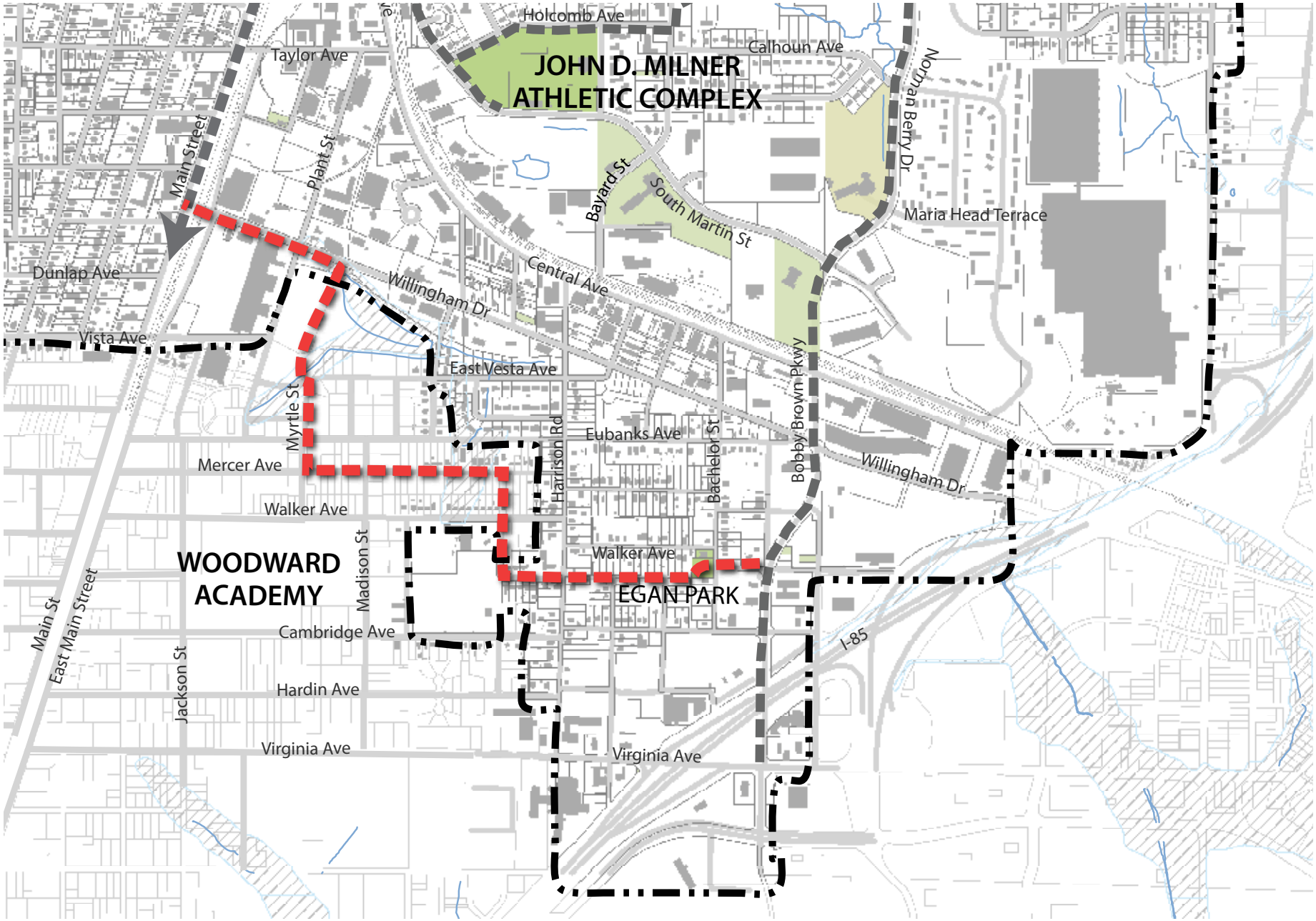
- Requires acquisition of properties north of Walker Ave
- Limited width along Myrtle Street may be challenging and warrant narrowing the trail

Estimated Cost for Implementation:

EP PATH #8 | Egan Park to East Main Street		
Planning & Engineering	$	98,885.71
Construction Cost (2016)	$	1,214,761.90
Contingency @15%	$	207,980.00
Construction Management	$	72,885.71
Total Cost to Implement	$	1,594,513.33

Estimated costs based on material and labor pricing from 1st quarter 2016. An estimated cost for easement and property acquisition is not included but should be considered prior to beginning implementation.

Egan Park to Main Street



EP PATH #9 | Downtown to Sumner Park

Description:

This segment begins in Sumner Park at the intersection of Headland Drive and Warren Way as a 10' multi-use trail spurring off of the proposed "model mile" along Norman Berry. The trail will travel south away from the roadway and through the park, utilizing the existing pedestrian bridge. The trail will make its way to the southwest corner of the park at the intersection of Neely and Lexington Avenue. The multi-use trail makes an at-grade crossing to the south, connecting through a city-owned alleyway to the next block.

At Montrose Drive, the trail segment becomes a 10' wide side path on the north side, heading east to Semmes St. An at-grade crossing is proposed across Semmes Street into a privately owned green space proposed for a tiny house development. An easement will be needed for the multi-use trail to pass through on the north side of this property heading east, where it will do an at-grade crossing to the south side of West Cleveland Avenue. The trail will be a 10' wide side path along Cleveland until it meets Main Street where it connects to the proposed Main Street segment.

Overview:

Connecting Destinations:
Begins: intersection with Cleveland Avenue and Main Street
Ends: Sumner Park at Headland Drive
Distance: 4,730 LF (0.9 miles)

Opportunities and Benefits:

- Provides connectivity within Sumner Park
- Allows for multiple access points from surrounding streets
- Connects east side residents to downtown

Potential Obstacles:

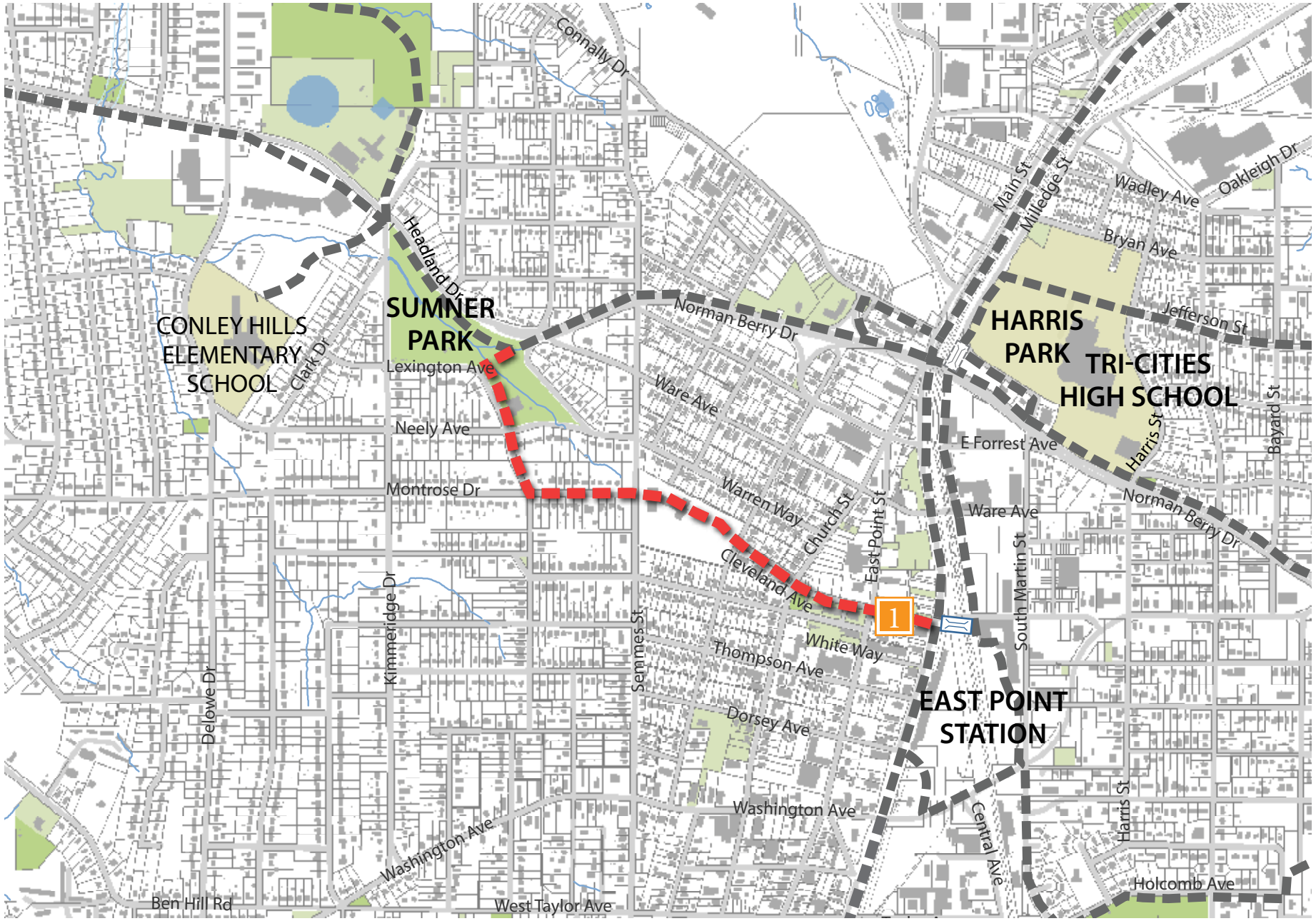
- Requires acquisition of properties

Estimated Cost for Implementation:

EP PATH #9 | Downtown to Sumner Park		
Planning & Engineering	$	94,305.96
Construction Cost (2016)	$	1,041,766.00
Contingency @15%	$	179,786.69
Construction Management	$	62,505.96
Total Cost to Implement	$	1,378,364.61

Estimated costs based on material and labor pricing from 1st quarter 2016. An estimated cost for easement and property acquisition is not included but should be considered prior to beginning implementation.

Downtown to Sumner Park



Proposed Trail along East Point City Hall

Existing condition of City Hall at the intersection of East Point Street and West Cleveland Avenue.

Proposed multi-use trail entering downtown near the old City Hall property. With the development of the new city hall across the street, West Cleveland is proposed to be closed and become greenspace as shown. This intersection also incroporates a customized crosswalk, trail directional sign, and brick edging.

EP PATH #10 | Sumner Park to Paul D. West Middle School

Description:

The Sumner Park to Paul D. West Middle School trail segment provides a side path connection from one of the city's most utilized parks to one of the major schools within the city.

From Sumner Park the trail makes and at-grade crossing at Kimmeridge Drive and continues along Headland as a 10' wide side path with a 5' wide landscape buffer. This will require a road diet with 10.5' minimum lane widths. This side path continues along Headland until it reaches Paul D. West Middle School where it will enter the school property at the west entrance and head south, paralleling the athletic fields and keeping to the high side of the existing retaining walls to the south entrance of the school.

Overview:

Connecting Destinations:
Begins: Headland Drive at the intersection with Clark Drive
Ends: Headland Drive at Paul D. West Middle School
Distance: 4,508 LF (0.85 miles)

Opportunities and Benefits:

- Provides a safer connection to Paul D. West Middle School
- Allows for multiple access points from surrounding streets
- Creates a larger connection for east side residents to access downtown
- Beautifies Headland Drive with improved streetscape

Potential Obstacles:

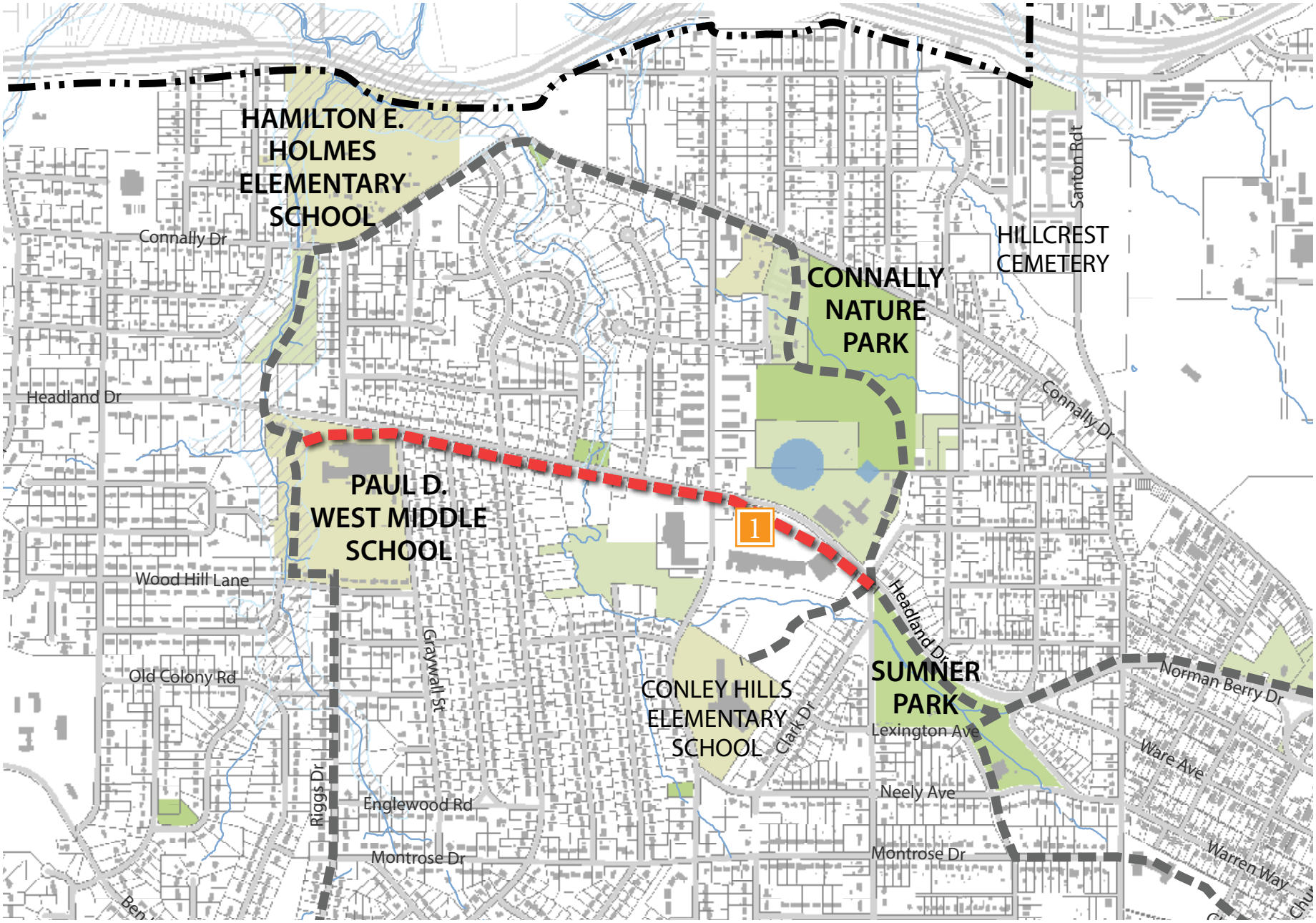
- Inserting the proposed side path design into the City's Headland Drive repavement and side walk project which is already designed is critical, and should be done in a timely frame

Estimated Cost for Implementation:

EP PATH #10 | Sumner Park to Paul D. West Middle School		
Planning & Engineering	$	74,629.20
Construction Cost (2016)	$	743,820.00
Contingency @15%	$	129,461.76
Construction Management	$	44,629.20
Total Cost to Implement	$	992,540.16

Estimated costs based on material and labor pricing from 1st quarter 2016. An estimated cost for easement and property acquisition is not included but should be considered prior to beginning implementation.

Sumner Park to Paul D. West Middle School



Proposed Trail on Headland Drive

Before

After

Existing condition on Headland Drive showing the parking lot entrance for an existing shopping center.

Proposed 10’ wide side path with 5’ wide landscape buffer along Headland Drive with decreased distance to cross entrance to shopping center for safety and more vehicular awareness. Improved streetscape along parking edge to help beautify the area.

EP PATH #11 | Nature Park to Hamilton Holmes Elementary

Description:

This segment begins at the southeast corner of Connally Nature Park where it makes an at-grade crossing at Headland Drive, entering the park. The trail will traverse the city water treatment facility, connect to the existing parking areas, and make an at-grade crossing at the corner of Mulberry Street and Connally Drive to the south side of Connally Drive. The trail segment becomes a 10' wide side path with a 3' to 5' landscape buffer and continues west to Hamilton Holmes Elementary. An at-grade protected mid-block crossing is proposed at the entrance of the school to make for a safer crossing. At the west side of the school property, the segment becomes a multi-use trail turning south and following the west side of an adjacent creek corridor. An easement will be required through one property before the trail reaches Headland Drive. Once at Headland Drive the trail will make an at-grade crossing to the south side of the road. A rapid flashing beacon system is proposed to make this a safer crossing. The trail becomes a 10' wide side path to the entrance of Paul D. West Middle School where it links into the next trail segment.

The spur to Conley Hills Elementary will be a 10' wide side path heading south along the east side of Kimmeridge Drive. The trail will make an at-grade crossing into a mid-block greenspace within the right-of-way near the intersection of Kimmeridge Drive and North Clark Drive. The spur becomes a multi-use trail at this point, traversing to the southwest corner of this greenspace and making an at-grade crossing into an easement connecting to a Georgia Power utility corridor. The trail will enter the school property near the existing basketball courts and meander to the southeast corner of the building where it will end at the front of the building.

Overview:

Connecting Destinations: Connally Natural Park, Conely Hills Elementary School, Hamilton Holmes Elem., West Middle School
Begins: Headland Drive at Connally Natural Park
Ends: Headland Drive at Paul D. West Middle School
Distance: 9,602 LF (1.82 miles)

Opportunities and Benefits:

- Provides connectivity within Connally Nature Park
- Allows for multiple access points from surrounding streets
- Provides a safe connection to the Hamilton Holmes Elementary

Potential Obstacles:

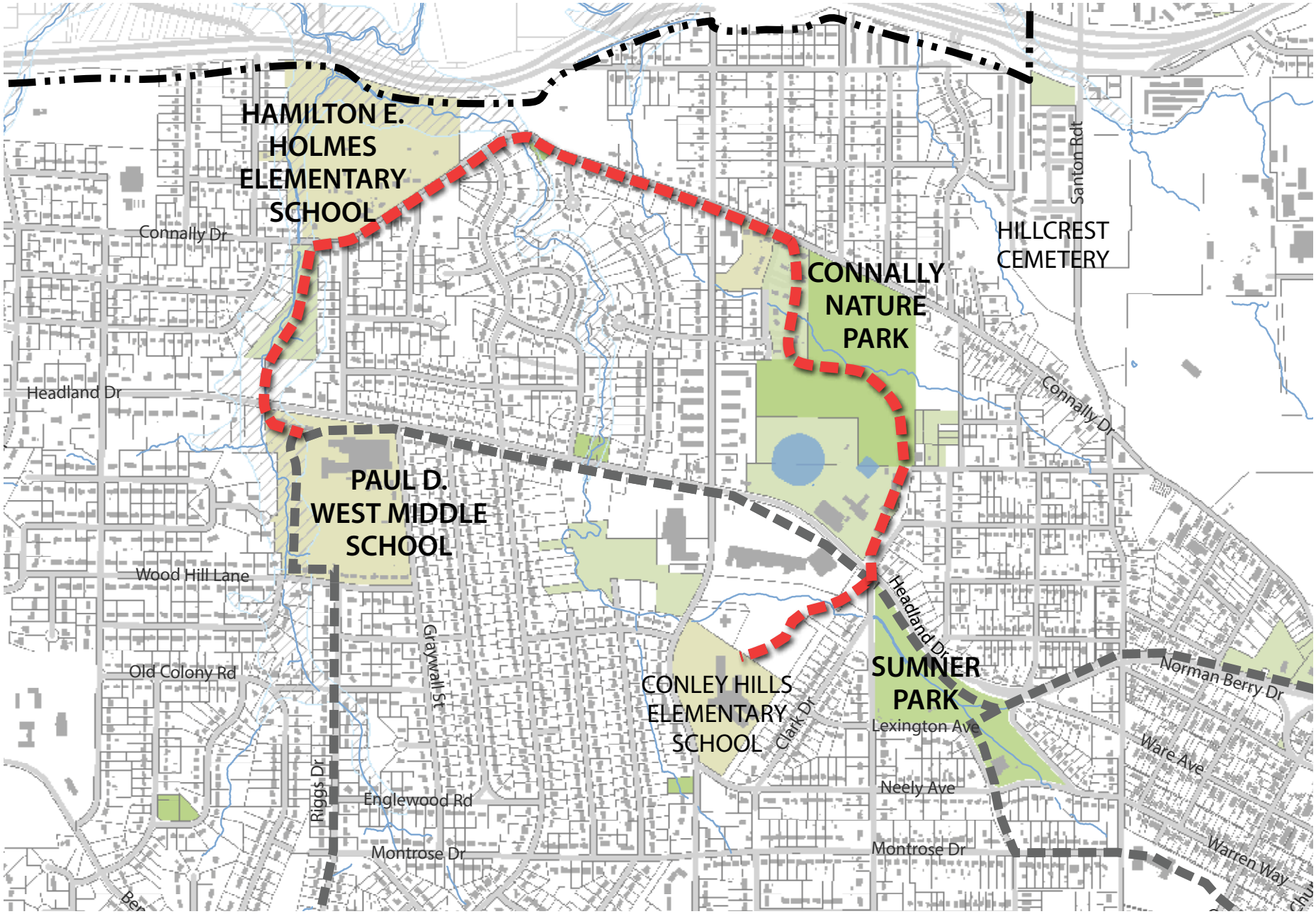
- Limited width along Connally Drive could warrant narrowing the trail width during design.
- Acquisition will be required

Estimated Cost for Implementation:

EP PATH #11 | Nature Park to Hamilton Holmes Elementary		
Planning & Engineering	$	114,610.02
Construction Cost (2016)	$	1,376,833.70
Contingency @15%	$	236,108.06
Construction Management	$	82,610.02
Total Cost to Implement	$	1,810,161.81

Estimated costs based on material and labor pricing from 1st quarter 2016. An estimated cost for easement and property acquisition is not included but should be considered prior to beginning implementation.

Natural Park to Hamilton Holmes Elementary



EP PATH #12 | Paul D. West Middle School to Sykes Park

Description:

The connection from Paul D. West Middle School to Sykes Park connects through a very dense residential neighborhood with no trail connectivity opportunities through public greenspace or utility easements. The existing roadways were assessed to determine which route offered the best opportunity for the trail to utilize public right-of-way. It was decided a neighborhood greenway along Riggs Drive is the best option at this time for connecting this segment into the overall trail system. Starting at the south entrance of Paul D. West Middle School, the segment makes an at-grade crossing at Woodhill Lane onto Riggs Drive. The trail becomes a neighborhood greenway heading south to the intersection of Plantation Drive. Along the east side of Riggs Drive a sidewalk is proposed for those that feel less comfortable utilizing the street for the trail. At Plantation Drive the trail turns right following the north side to the intersection of Hogan Road. The trail segment makes an at-grade crossing to the south side of Hogan Road before turning west and continuing as a 10' wide side path with a 5' landscape buffer to the entrance of the Latin Grammar Charter School. From here the trail will meander through the west side of the school property to the southwest corner of the property where it will bridge across a small creek and go through a vacant parcel to Rolling Brook Trail. An easement will be required through this vacant lot to make this connection possible. Once to Rolling Brook Trail this segment makes an at-grade crossing to the west side of Meadow Lark Drive, and continues south as a side path to one of the bordering adjacent parcels adjoined to Sykes Park on the south side. An easement will need to be acquired through one of these parcels to connect into Sykes Park, and the city should be diligently watching for any properties coming up for sale in this neighborhood.

Overview:

Connecting Destinations: Oak Knoll Elementary School
Begins: Paul D. West Middle School
Ends: Sykes Park
Distance: 9,900 LF (1.88 miles)

Opportunities and Benefits:

- Provides connectivity to Sykes Park
- Allows for multiple access points from surrounding streets
- Provides a safe connection to Oak Knoll Elementary

Potential Obstacles:

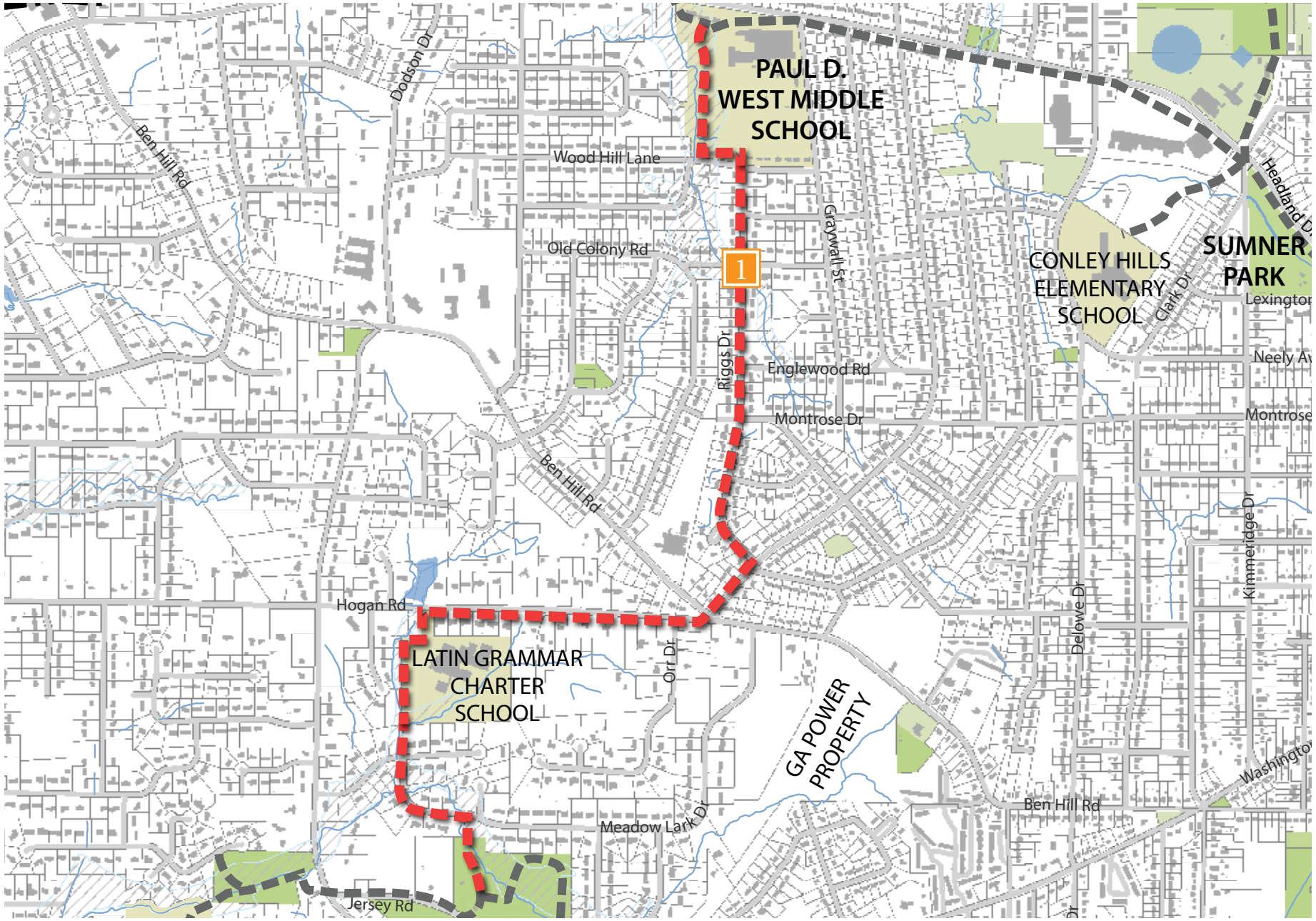
- Limited width along Riggs Drive could warrant narrowing the trail width during design.
- Acquisition will be required

Estimated Cost for Implementation:

EP PATH #12 | Paul D. West Middle School to Sykes Park		
Planning & Engineering	$	137,046.34
Construction Cost (2016)	$	1,560,772.40
Contingency @15%	$	268,719.76
Construction Management	$	93,646.34
Total Cost to Implement	$	2,060,184.85

Estimated costs based on material and labor pricing from 1st quarter 2016. An estimated cost for easement and property acquisition is not included but should be considered prior to beginning implementation.

Paul D. West Middle School to Sykes Park



Proposed Trail along Riggs Drive

Existing condition of Riggs Drive at intersection with Woodhill Lane

Proposed transition to neighborhood greenway along Riggs Drive with traffic calming landscape bulb-outs, road markings, and signagage

EP PATH #13 | Sykes Park to Asa G. Hilliard Elementary

Description:

With Sykes Park being one of the largest greenspaces in East Point and being centrally located within the city, this is an important piece of the overall trail system. This segment looks to connect not only to Sykes Park, but also to two public school facilities nearby. Little acquisition is necessary on most of this segment and is within public property.

This segment begins at the west end of Sykes Park at the dead end of Jersey Road heading west to Dodson Drive. The design team proposes to take part of this existing road and revert it back to greenspace, creating room for the multi-use trail. At Dodson Drive the trail will turn north, staying on east side of the road as a 10' wide side path with a 5' landscape buffer until the entrance of the adjacent city owned greenspace. The trail will make an at-grade crossing into this greenspace and meanders to the southwest corner of the parcel, entering onto the Woodward School property. From here the multi-use trail meanders through the Woodward school property to the south side, making an at-grade crossing at Stone Road, and entering into the ASA G. Hilliard Elementary. This segment will end by connecting to the walkway leading to the front entrance of the building.

Overview:

Connecting Destinations: Woodland Middle School
Begins: Sykes Park
Ends: Asa G. Hilliard Elementary School
Distance: 9,020 LF (1.71 miles)

Opportunities and Benefits:

- Provides connectivity within Sykes Park
- Allows for multiple access points from surrounding streets
- Adjacent neighbors on the northwest side of Sykes are very friendly to trails
- Connects two major area schools with Woodland Middle School and Asa G. Hilliard Elementary

Potential Obstacles:

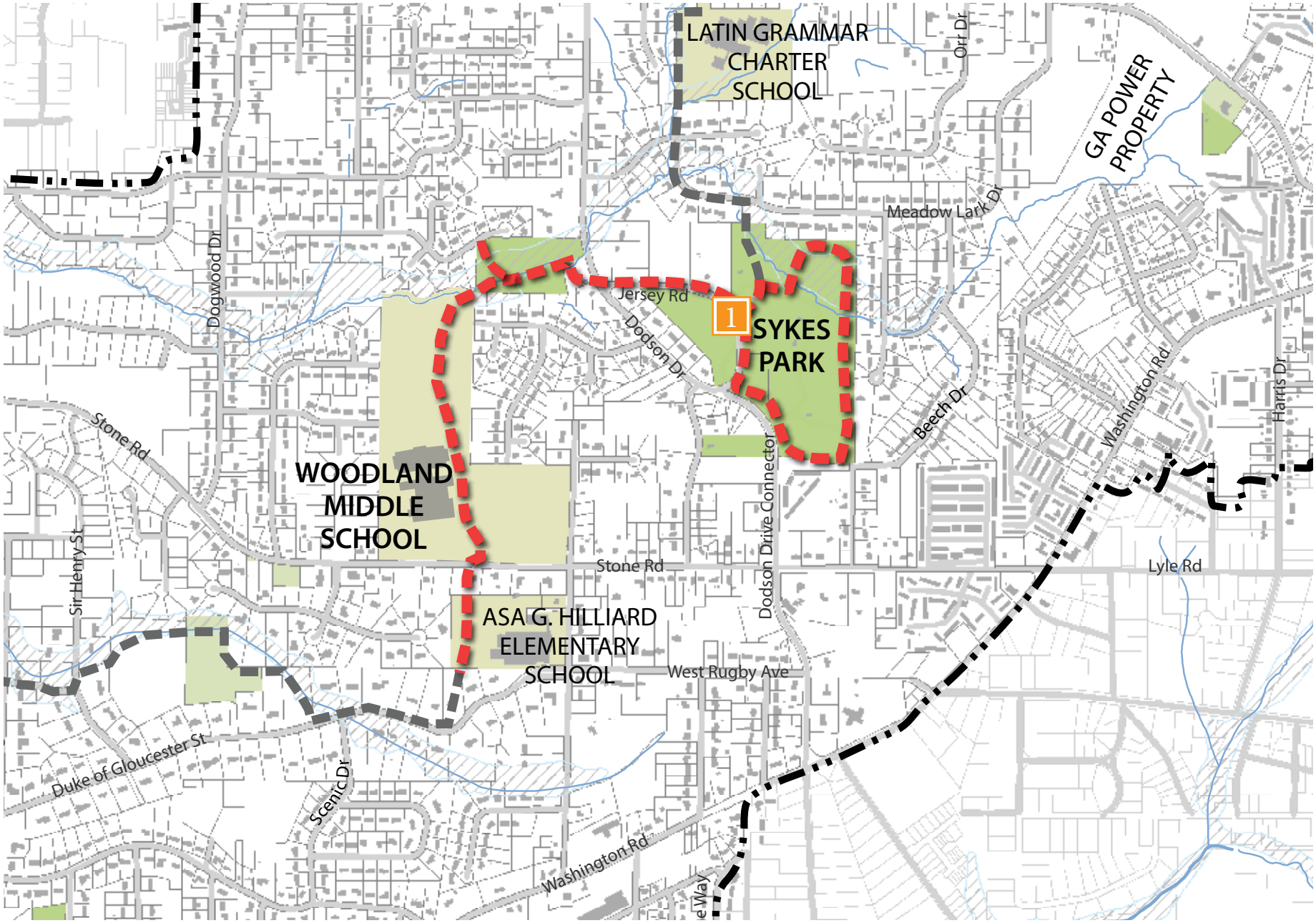
- Requires acquisition of some properties

Estimated Cost for Implementation:

EP PATH #13 | Sykes Park to Asa G. Hilliard Elementary		
Planning & Engineering	$	118,545.10
Construction Cost (2016)	$	1,119,085.00
Contingency @15%	$	195,716.28
Construction Management	$	67,145.10
Total Cost to Implement	$	1,500,491.48

Estimated costs based on material and labor pricing from 1st quarter 2016. An estimated cost for easement and property acquisition is not included but should be considered prior to beginning implementation.

Sykes Park to Asa G. Hilliard Elementary



Proposed Trail to Sykes Park

Existing condition of the entrance to Sykes Park.

Proposed trail entering Sykes Park with an entrance sign.

EP PATH #14 | Camp Creek Connector

Description:

Connecting the trail system to the southwest area of the city is a challenging task with little to no public property to work within. This area is a very residential, built out environment and working with local residents will be crucial to make this segment viable.

This segment begins as a multi-use trail at ASA G. Hilliard Elementary and meanders to the southwest corner of the property. Once the trail reaches the Duke of Gloucester street, it becomes a 10' wide side path on the north side of the road. The trail will continue west for approximately 1,600 feet to a vacant parcel on the north side where it will gain an easement through the property to access a city-owned greenspace parcel. Once into this parcel the multi-use trail will meander to Sir Henry Street where it will make an at-grade crossing onto a public easement through the neighborhood and cross into undeveloped property until it reaches Redwine Road Southwest. As Interstate 285 is a major barrier for the trail system to connect across, Redwine Road bridge offers an opportunity for the trail to pass along the south side of the road as a side path. The Redwine Road bridge is proposed to be modified to accommodate the trail and two 10' wide travel lanes. As the side path continues west it will turn south at North Commerce Drive becoming a side path on the west side of the road. This segment ends by making an at-grade crossing of Camp Creek Pkwy and connecting to the Camp Creek Greenway next to the existing RaceTrac.

Overview:

Connecting Destinations:
Begins: ASA G. Hilliard Elementary School
Ends: North Commerce Drive at Creek Pointe Way
Distance: 1,2260 LF (2.32 miles)

Opportunities and Benefits:

- Provides connectivity across Interstate 285, a major obstacle for the trail in terms of connectivity
- Connects southwest East Point with the rest of the city
- Helps spur development in undeveloped parcels
- Connects to major commercial corridor along Camp Creek Parkway

Potential Obstacles:

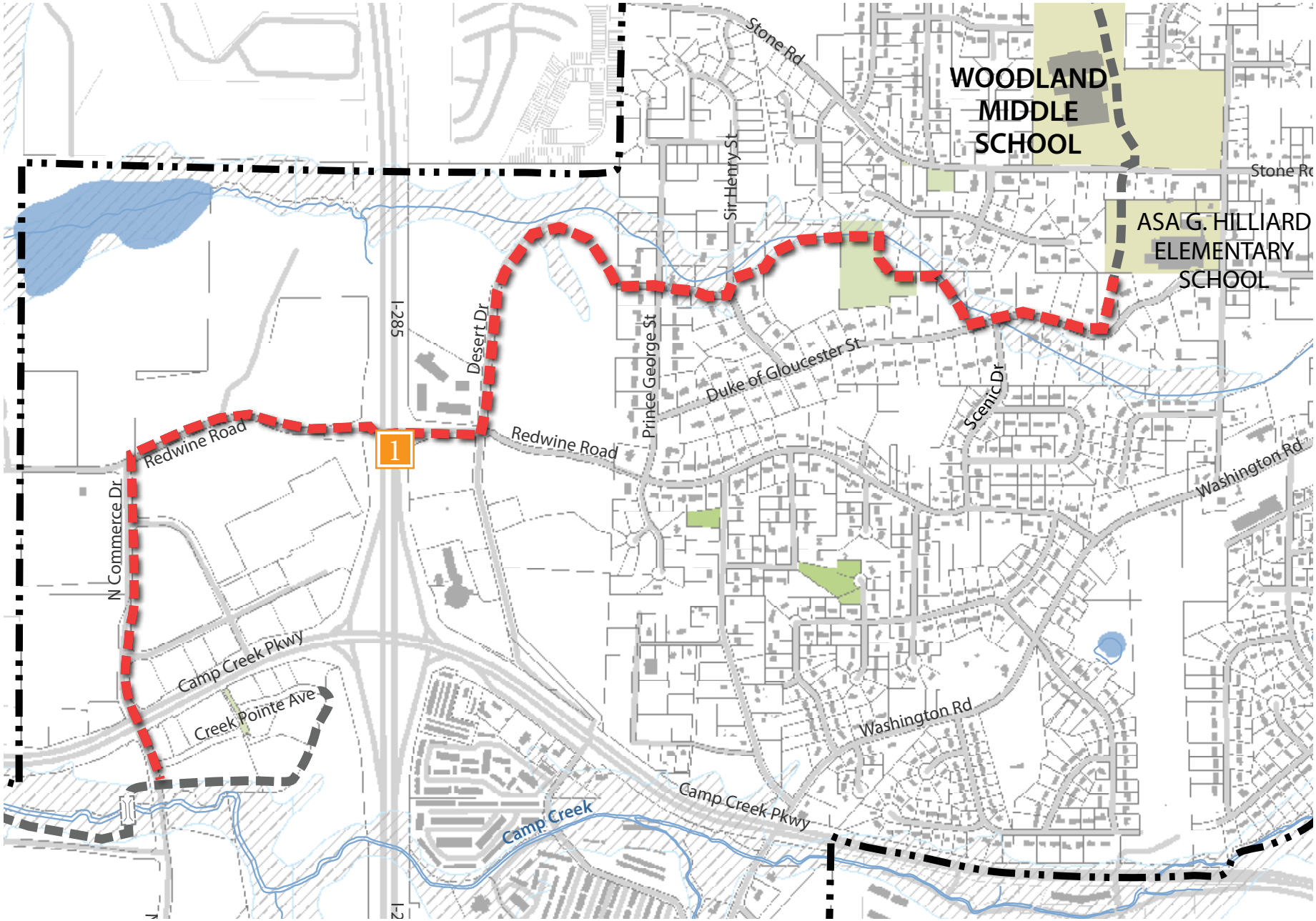
- Acquisition will be required
- Connectivity through this highly political neighborhood may be challenging

Estimated Cost for Implementation:

EP PATH #14 | Camp Creek Connector		
Planning & Engineering	$	192,743.98
Construction Cost (2016)	$	2,109,066.30
Contingency @15%	$	364,253.14
Construction Management	$	126,543.98
Total Cost to Implement	$	2,792,607.39

Estimated costs based on material and labor pricing from 1st quarter 2016. An estimated cost for easement and property acquisition is not included but should be considered prior to beginning implementation.

Camp Creek Connector



Proposed Trail on Redwine Road Bridge

Existing condition on Redwine Road Bridge over I-85 looking west.

Proposed road diet to accomodate the 10' wide side path with brick banding and edging. Proposed improvement of the bridge screening panels offers branding opportunity for the trail system.

EP PATH #15 | Camp Creek Greenway

Description:

This segment has the ideal location for a multi-use greenway trail that many recreational enthusiasts will enjoy. This segment begins near the hotels and restaurants along Creek Point Avenue and travels west along the north side of the creek. The trail goes under North Commerce Drive where it will then bridge across Camp Creek and enter a gas utility corridor. The trail continues west, dipping in and out of this corridor, crossing under Centre Pkwy before entering into the Georgia Soccer Complex property. The multi-use trail then heads south at this point, making a complete loop trail around the soccer complex, and ending at the existing parking area.

Overview:

Connecting Destinations: Two-way
Begins: Spur to Creek Pointe Way
Ends: Georgia Soccer Park
Distance: 1,2260 LF (2.32 miles)

Opportunities and Benefits:

- Provides connectivity to the Camp Creek corridor
- Allows access points to visitors at hotels and restaurants along Camp Creek Parkway
- Easily implementable with large green space parcels, flood plain, public land, and friend land owners
- Provides connectivity to the Georgia Soccer Complex

Potential Obstacles:

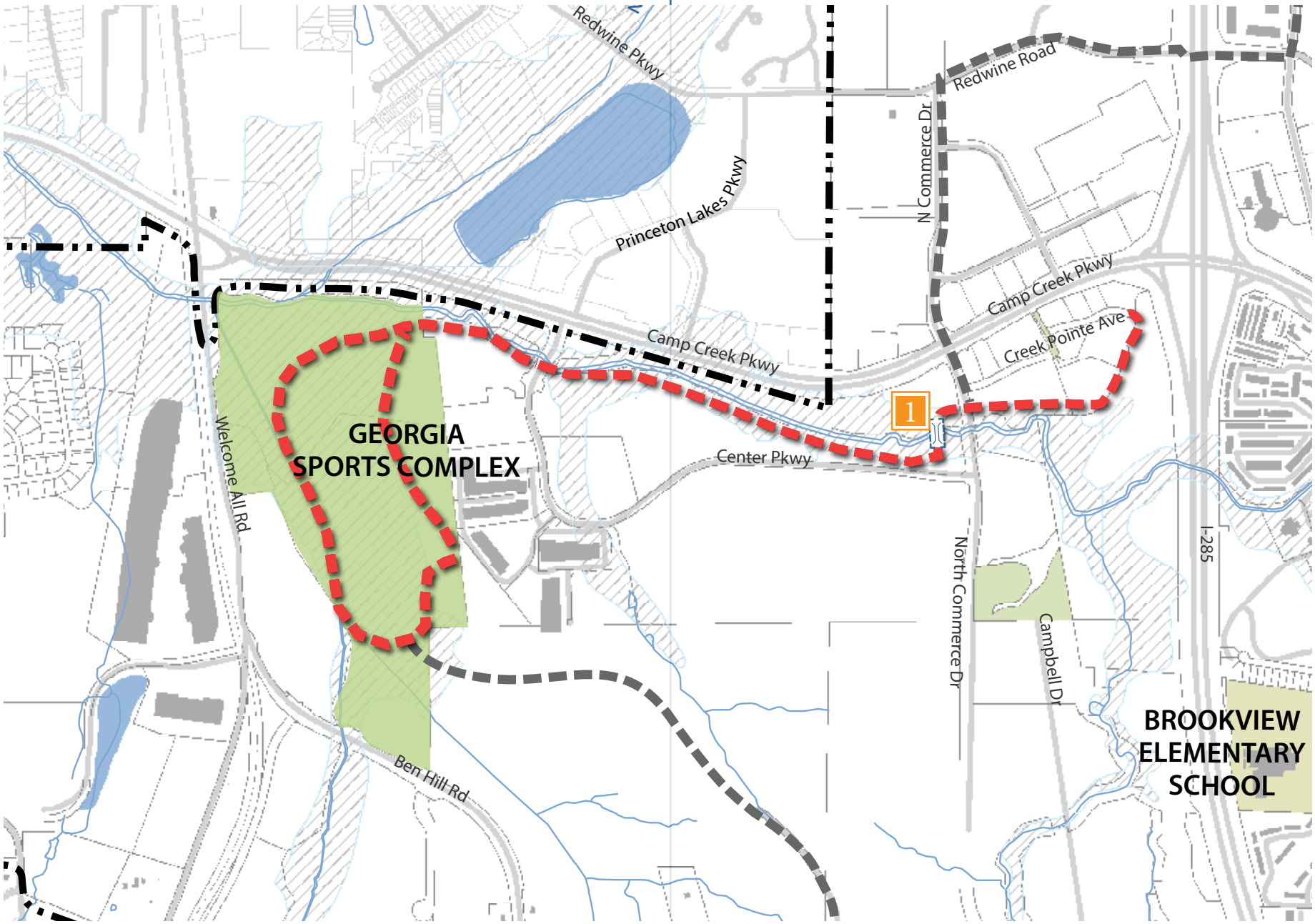
- Requires approval of Duke Realty as they are a major land owner in this area

Estimated Cost for Implementation:

EP PATH #15 | Camp Creek Greenway		
Planning & Engineering	$	176,301.20
Construction Cost (2016)	$	1,835,020.00
Contingency @15%	$	318,213.36
Construction Management	$	110,101.20
Total Cost to Implement	$	2,439,635.76

Estimated costs based on material and labor pricing from 1st quarter 2016. An estimated cost for easement and property acquisition is not included but should be considered prior to beginning implementation.

Camp Creek Greenway



Proposed Spur Trail from Camp Creek

Existing condition along Camp Creek looking west.

Proposed multi-use trail along Camp Creek with connections to adjacent commercial store fronts.

EP PATH #16 | Georgia Sports Park to Commerce Park

Description:

With the new sports complex becoming a major attraction, drawing in people from outside East Point, this is a critical area to expand the trail system. There is an existing greenspace in a new developing area of the city that is slated to become a public park called Commerce Park. This is an excellent opportunity for connectivity with a beautiful greenway trail.

This segment begins at the Georgia Sports Complex parking area and turns southeast, entering into a large parcel owned by Cascade United Methodist Church. Once through this property a spur trail will connect into the neighborhood directly south of this parcel as the main greenway trail heads east towards Duke Realty property. The multi-use trail makes an at-grade crossing at North Commerce Drive and continues until it reaches the dead end of Lavista Road, where it will follow directly into the new Commerce Park.

Overview:

Connecting Destinations:
Begins: Georgia Soccer Park
Ends: Commerce Park
Distance: 1,0310 LF (1.95 miles)

Opportunities and Benefits:

- Provides scenic greenway trail for recreation
- Connects to new neighborhood and park devleopment
- Connects to established neighborhoods bringing an amenity that wll increase property values

Potential Obstacles:

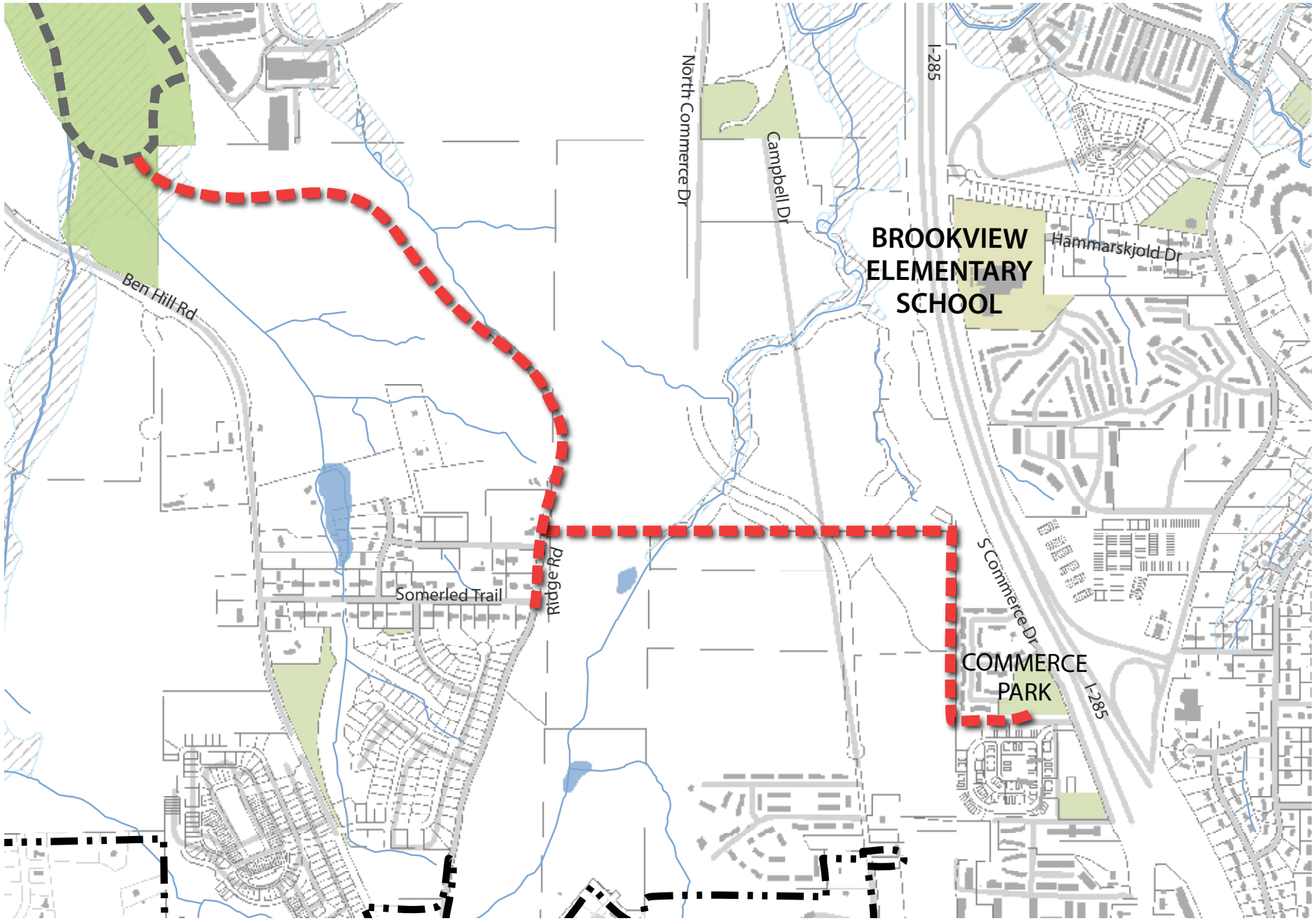
- Acquisition will be needed
- Will need to have Duke Realty on board as they are a major land owner in this area

Estimated Cost for Implementation:

EP PATH #16 | Georgia Sports Complex to Commerce Park		
Planning & Engineering	$	149,641.00
Construction Cost (2016)	$	1,537,350.00
Contingency @15%	$	266,884.80
Construction Management	$	92,241.00
Total Cost to Implement	$	2,046,116.80

Estimated costs based on material and labor pricing from 1st quarter 2016. An estimated cost for easement and property acquisition is not included but should be considered prior to beginning implementation.

Georgia Sports Complex to Commerce Park



4 Implementation Strategy

4 Implementation Strategy

Overview

In the initial meetings with the steering committee, the PATH/KAIZEN Team recommended identifying one segment of the ***East Point PATH*** trail system for early implementation as the 'model mile.' The group recommended the ***Main Street Connector (Cleveland Avenue to Washington Avenue)*** segment of the proposed plan as the city had previously indicated. Construction of this segment, using the branding and specifications presented in this plan, will be extraordinarily beneficial to kickstart the development of the entire system.

Steering Committee Transition

The steering committee, which guided the planning process, needs to evolve into a committee charged with implementation. With adoption of the ***East Point PATH Master Plan,*** they helped acquaint the PATH/KAIZEN team with local needs and wants, reviewed the selected routes, and selected the final logo and amenity package. A new committee tasked with encouraging and overseeing implementation must be formed.

Creation of Friends Group

(paragraph to be written by xxx)

Implementation Committee

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

- Key Steering Committee Members to insure continuity
- City Manager/staffers from appropriate departments
- Pro bono real estate or right-of-way specialist
- Pro bono attorney
- Fundraising specialist/Foundation Representative
- Part-time paid employee
- Design/construction team member

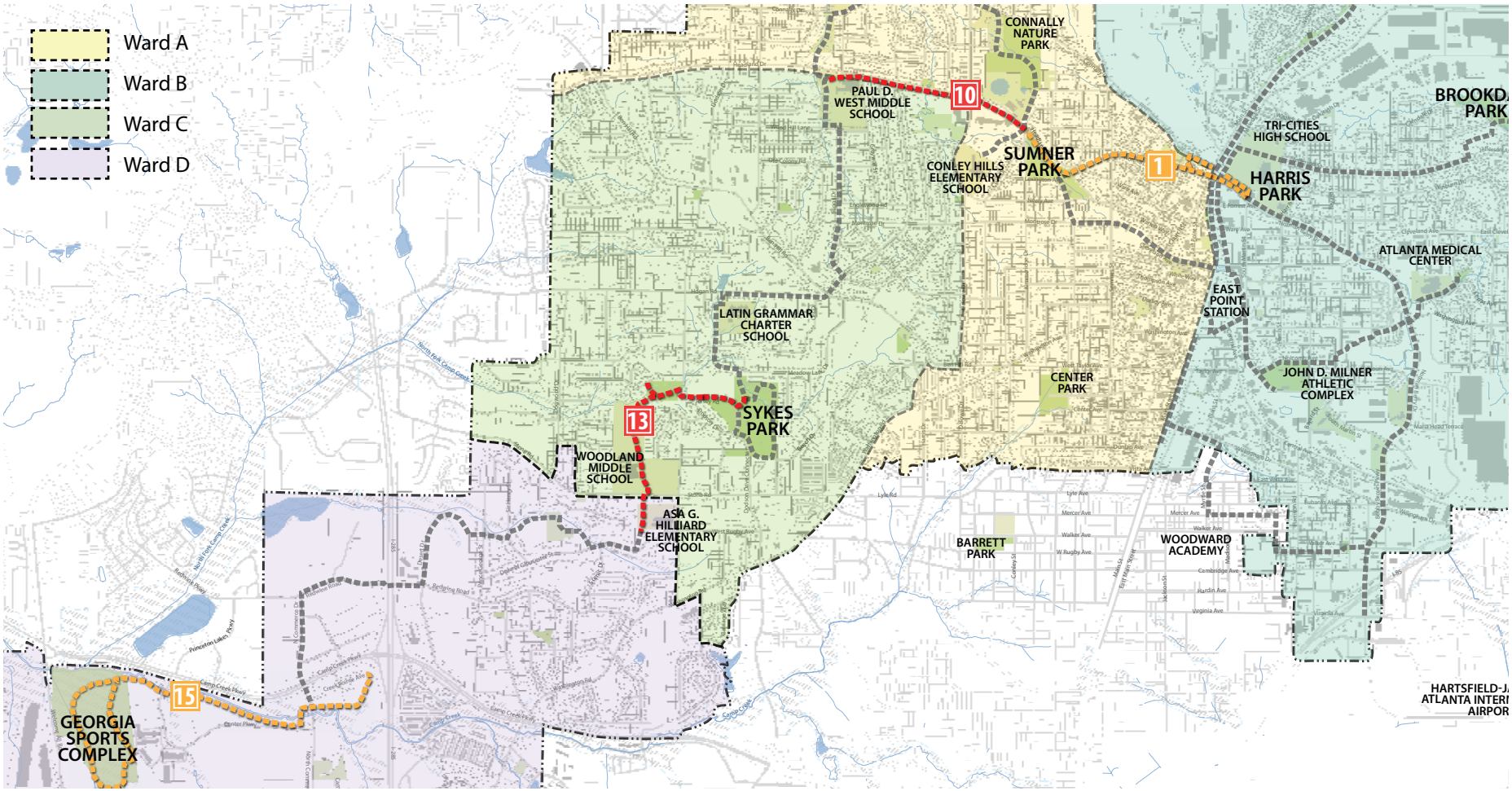
The Implementation Committee should assume oversight of the project as soon as the master plan is sent to the city for adoption.

Model Mile

The first segment for implementation is the Model Mile project (pg. 9). This segment was chosen by the steering committee as the first segment to be implemented for its central location within the city, high visibility to gain public interest, and the ability to connect into an existing roadway project along Headland Drive. The city has committed to improving Headland Drive and include the trail component along the south side of the road for the proposed length between Sumner Park and Paul D. West Middle School. The steering committee viewed this as an opportunity to extend the length and stretch the public dollars to create an even greater impact with this first segment to be implemented.

Prioritization for Implementation

The City of East Point and PATH/KAIZEN have assessed the ***East Point PATH Master Plan*** to outline a successful approach to implementing the ***East Point PATH*** during the next five years (2017-2021). Based on existing development projects, existing and projected funding (public and private), connectivity to downtown East Point, and opportunities to provide trails for each city ward, the following eight (8) trail segments have been identified for implementation upon adoption of ***East Point PATH Master Plan***. This implementation strategy projects approximately 9.6 miles of East Point PATH to be built by the end of 2021 (as shown in color on the map below).



5 Year Prioritization Trail Segments

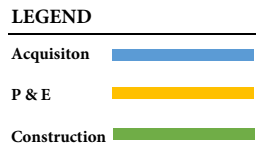
East Point PATH - 5 Year Implementation Strategy

Ward	Segment	Description	Acquisition	P&E	Construction	Contingency	Subtotal	Const. Mgt.	Total
A/B	#1	Sumner Park to Tri-cities High School	$ -	$ 141,465.51	$ 1,644,425.20	$ 282,683.43	$2,068,574.15	$ 98,665.51	$2,167,239.66
A	#10	Sumner Park to Paul D. West Middle School	$ -	$ 74,629.20	$ 743,820.00	$ 129,461.76	$947,910.96	$ 44,629.20	$992,540.16
C	#13	Sykes Park to Asa G. Hilliard Elementary	$ -	$ 118,545.10	$ 1,119,085.00	$ 195,716.28	$1,433,346.38	$ 67,145.10	$1,500,491.48
D	#15	Camp Creek Greenway	$ -	$ 176,301.20	$ 1,835,020.00	$ 318,213.36	$2,329,534.56	$ 110,101.20	$2,439,635.76
		TOTALS	**$0.00**	**$510,941.01**	**$5,342,350.20**	**$926,074.83**	**$6,779,366.05**	**$320,541.01**	**$7,099,907.06**

The estimated cost for the 5-Year implementation of the 6.2 miles would be approx. $7.2 million dollars. Acquisition is not included in the pricing but will need to be assessed by the Implementation Committee prior to beginning each trail segment.

East Point PATH- Implementation Timeline

Segment Number	Trail Description	Start Year	2017	2018	2019	2020	2021
#1	Sumner Park to Tri-Cities High School	2017					
#10	Sumner Park to West Middle School	2018					
#15	Camp Creek Greenway	2019					
#13	Sykes Park to Hillard Elem. School	2021					



Next Steps

- Acceptance of the Master Plan by the Steering Committee and recommendation to the elected officials from the committee and planning department for adoption
- Adoption by the City Council
- Implementation Committee organizes and meets to stage implementation
- Model Mile project advanced to construction
- Advance ordinances re: fines for motorized use of trails and land uses adjacent to trail
- Review prioritization plan and advance 2nd segment toward implementation
- Identify funding for acquisition of key parcels in plan
- Acquire key parcels
- Apply for federal and state funding for segments to be constructed in 2020 and beyond
- Set up 'Friends' group to organize marketing, programs, events, etc

East Point PATH - Cost Summary

Segment	Trail Name	ROW	P&E	Construction	Contingency	Subtotal	Const. Mgt.	Total
#1	Sumner Park to Tri-Cities High School	0	$ 141,465.51	$ 1,644,425.20	$ 282,683.43	$2,068,574.15	$ 98,665.51	$2,167,239.66
#2	Main Street Connector	0	$ 196,684.30	$ 2,121,405.00	$ 366,806.04	$2,684,895.34	$ 127,284.30	$2,812,179.64
#3	Wagon Works to Downtown	0	$ 104,203.92	$ 1,326,732.00	$ 226,580.98	$1,657,516.90	$ 79,603.92	$1,737,120.82
#4	Buggyworks to Tri-Cities High School	0	$ 81,918.90	$ 1,085,315.00	$ 184,852.92	$1,352,086.82	$ 65,118.90	$1,417,205.72
#5	Tri-Cities High School to Brookdale Park	0	$ 87,139.13	$ 1,135,652.10	$ 193,639.55	$1,416,430.78	$ 68,139.13	$1,484,569.90
#6	Tri-Cities to Virginia Avenue	0	$ 190,330.55	$ 2,575,509.20	$ 438,055.55	$3,203,895.30	$ 154,530.55	$3,358,425.85
#7	East Connector	0	$ 113,723.60	$ 1,182,060.00	$ 205,006.08	$1,500,789.68	$ 70,923.60	$1,571,713.28
#8	Egan Park to East Main Street	0	$ 98,885.71	$ 1,214,761.90	$ 207,980.00	$1,521,627.61	$ 72,885.71	$1,594,513.33
#9	Downtown to Sumner Park	0	$ 94,305.96	$ 1,041,766.00	$ 179,786.69	$1,315,858.65	$ 62,505.96	$1,378,364.61
#10	Sumner Park to Paul D. West Middle School	0	$ 74,629.20	$ 743,820.00	$ 129,461.76	$947,910.96	$ 44,629.20	$992,540.16
#11	Nature Park to Hamilton Holmes Elementary	0	$ 114,610.02	$ 1,376,833.70	$ 236,108.06	$1,727,551.78	$ 82,610.02	$1,810,161.81
#12	Paul D. West Middle School to Sykes Park	0	$ 137,046.34	$ 1,560,772.40	$ 268,719.76	$1,966,538.51	$ 93,646.34	$2,060,184.85
#13	Sykes Park to Asa G. Hilliard Elementary	0	$ 118,545.10	$ 1,119,085.00	$ 195,716.28	$1,433,346.38	$ 67,145.10	$1,500,491.48
#14	Camp Creek Connector	0	$ 192,743.98	$ 2,109,066.30	$ 364,253.14	$2,666,063.42	$ 126,543.98	$2,792,607.39
#15	Camp Creek Greenway	0	$ 176,301.20	$ 1,835,020.00	$ 318,213.36	$2,329,534.56	$ 110,101.20	$2,439,635.76
#16	Georgia Sports Complex to Commerce Park	0	$ 149,641.00	$ 1,537,350.00	$ 266,884.80	$1,953,875.80	$ 92,241.00	$2,046,116.80

5 Trail Branding and Design Standards

5 Branding / Design Standards

Introduction

In order to excite and draw trail users to the new trail system, we must have a crisp, clean brand and an inviting amenity package. To create this sense of excitement and pride, the PATH design team developed a logo stating what the trail system does while implying the city understands the need for developing the system. The accompanying amenity package was designed with comfort and sustainability in mind.

Greenway trails should be designed and constructed in accordance with certain guidelines developed by various governmental agencies. All standards proposed for ***East Point PATH*** trail system are intended to meet or exceed the guidelines listed below:

- AASHTO Guide to Development of Bicycle Facilities, 1999
- MUTCD (Manual on Uniform Traffic Control Devices), 2009
- ADA (Americans with Disabilities Act) requirements
- NACTO Urban Bikeway Design Guide, 2011

Trail System Naming and Logo

Discussion of the name of East Point's trail system began during the first steering committee meeting, where naming ideas were collected from the group. During the master planning process, the top 10 naming options were compiled into an online survey for the group to vote on their top 3 preferred names followed by a second survey with the top 4 naming options tallied within a new vote for everyone to select their preferred name for the trail system. The result of the final vote by the steering committee established the trail system name as "***East Point PATH***".

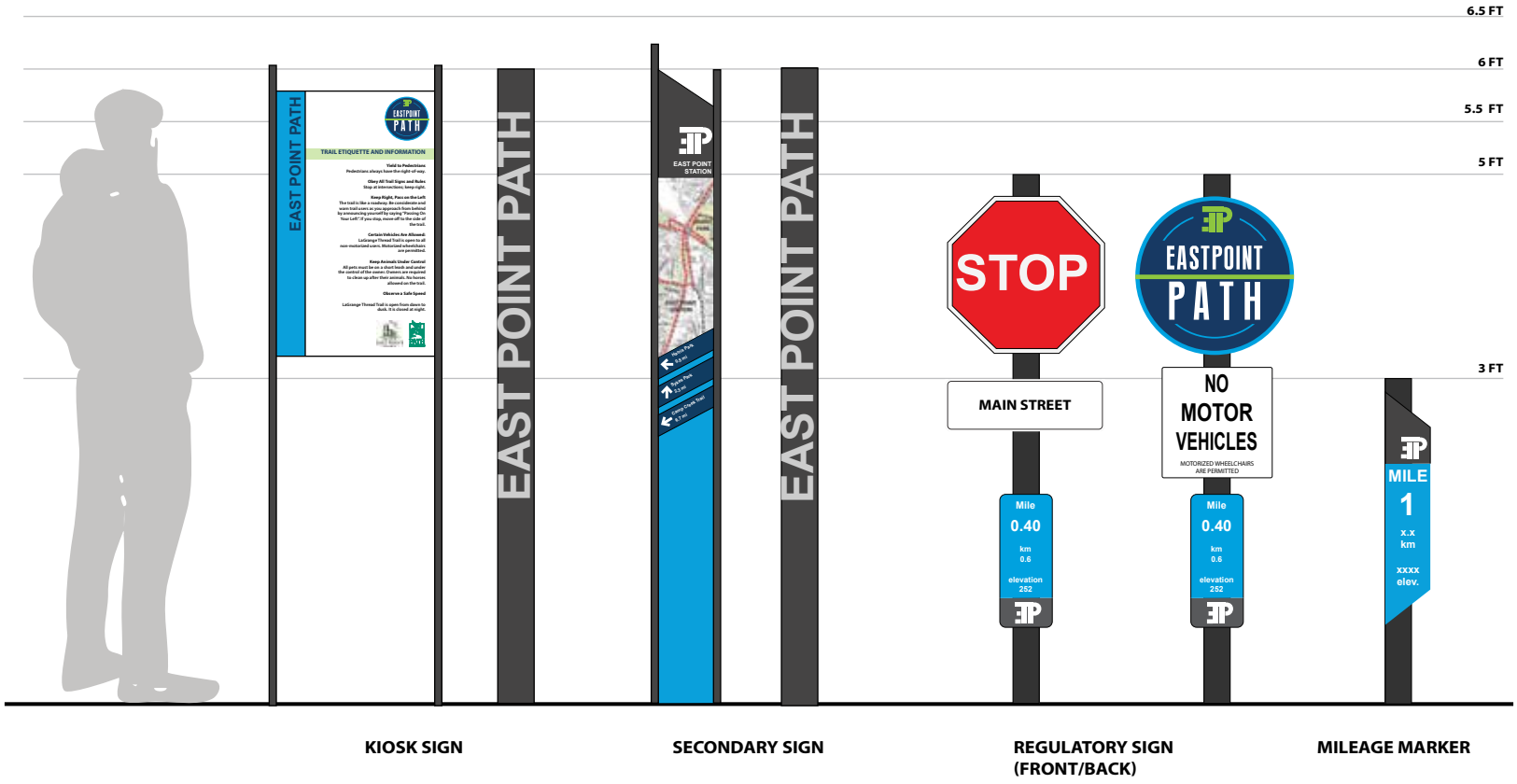
To reinforce the ***East Point PATH*** trail system branding, PATH/KAIZEN developed the trail logo as the first component of the greenway trail system's identity. The logo development began by considering various graphic icons and words reflective of the city's location being the east end of East Point & West Point railroad. More importantly, the logo brings a fresh new image and energy that will help lead East Point into the future. This will be the *PATH* to East Point's future success.

This version of the ***East Point PATH*** logo was chosen as the preferred logo option for the trail system. The symbol "EP" with a reflected "E" indicates the train track going through the city and the idea of the trail connecting the two sides of the city. The colors complement the city's new logo, helping to unify the trail system with the rest of the community. It allows flexibility for layout on banners and signs while providing a strong graphic icon that could stand alone within other marketing materials.

Trail Signage Standards

After finalizing the trail logo, the design team created the trail signage. The sign types for ***East Point PATH*** Trail System are information kiosks, secondary identification signs, regulatory signs, and mile markers. The sign style established by the Steering Committee uses a more linear design in the sign structure to fit into the more urban context of East Point and a bright panel layout allows for the sign to stand out whether it's located in the more urban city core or out in a more natural setting. The following rendering of the trail signage conveyes the overall design intent.

- Kiosk Signs – these are information signs to be placed at trailheads along the ***East Point PATH*** Trail System. The sign panels will provide information on trail rules, trail etiquette, recognition/acknowledgment, and/or a trail map showing the entire trail system.
- Secondary Identification Signs – these are signs for identifying access points to the trail system from spur trails to existing neighborhoods, commercial areas, or shared use parking areas. The sign panels will contain the ***East Point PATH*** Trail System logo and provide directional information.
- Regulatory Signs – these are the most frequent signs along the greenway trail system. The sign panels will vary depending on information needed for the trail user to safely navigate the greenway trail system.
- Mile Marker Signs – these are located at each one-mile distance along the trail and will have ***East Point PATH*** Trail System logo. The sign panel will show the distance in miles and kilometers and also include the elevation of the trail at that location.



Trail Amenities

The trail amenities chosen for the ***East Point PATH*** trail system are made to complement the urban atmosphere within the city. The materials entail a standard blue powder coated metal finish with an overall simple and artistic style. This will promote strong branding throughout the trail system.

Perenne Collection - Fressia bench
by Victor Stanley

model #FRE-20-F (6-ft.)
Description: All-steel bench with end armsrest, horizontal solid steel slats, surface mounted tabs, and blue powder coat.

Steelsites Collection
by Victor Stanley

model #-RB - 36
Description: 36-Gallon litter receptacles with standard tapered formed lid, black plastic liner, and blue powder coat.

Perenne Collection - Fressia bike rack
by Victor Stanley

model #BRWS-101
Description: standard u-shaped bike rack, in-ground mount, and steel powder coated black.

Pet Drinking Fountain
by BYO Recreation

Description: Push button chrome-plated brass valve,
Push button recessed in 3/8" steel plate, Adjustable flow regulation, Welded bottom plate.

Deluxe Single Pull Dog Station
by Jazzy

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

Bike Parking and Fixit Station

There are opportunities for different styles of bike parking throughout East Point, such as MARTA station and schools. Below is the proposed outdoor bike shelter showing the opportunities to incorporate the trail logo and color. The bike racks shown are customized to compliment the trail amenities.

Fixit Service Station
by Dero

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

Aero Bike Shelter
by Brasco

Description: 9’ or 12’ wide canopy roof, steel and aluminum frame powder coated with standard blue, spaces for branding and signage.

Intersection crossing ideas

As part of the ***East Point PATH*** trail master plan, branded crosswalks were explored as a way to enhance user safety at intersections and to brand the proposed trail corridors. Following is the proposed crosswalk design to be applied where the trail intersects with a road. There are opportunities to incorporate school logos, colors, and other branding materials into this crosswalk design to enhance the identities of the community.

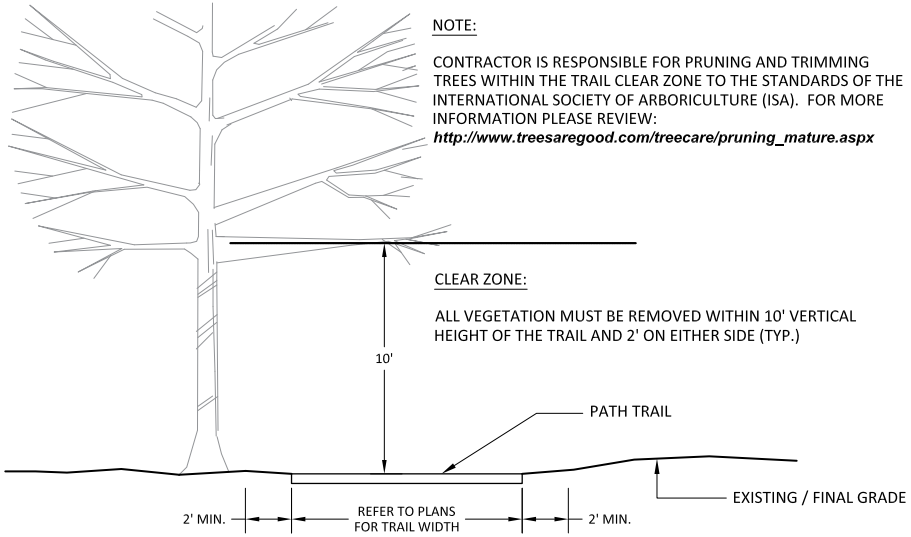
Proposed crosswalk design

Standard Color Options for Proposed Crosswalks (Provided by DuraTherm manufacturer)

WHITE	BURNT ORANGE	SCHOOL GREEN	YELLOW	SKY BLUE	BRICK RED	COLONIAL BRICK	HERITAGE RED	CHESTNUT	KHAKI	SIENNA	SALMON	CINNAMON	SAND	SANTA FE CLAY	SONOMA SAND

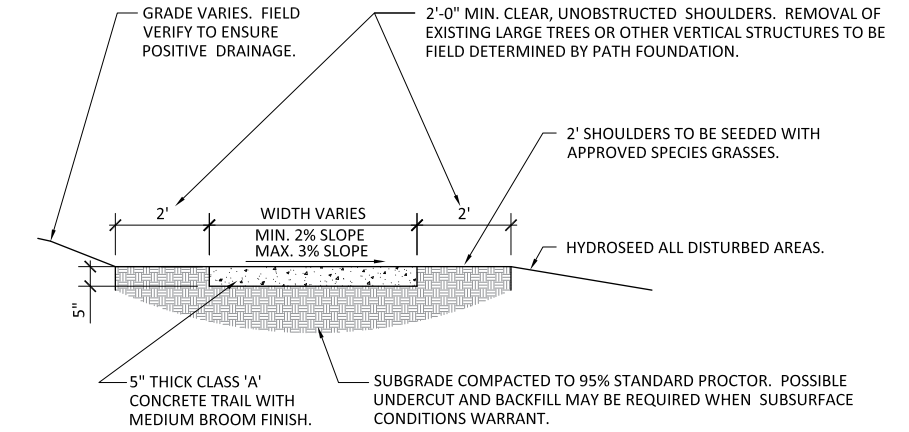
Construction Details and Standards

Multi-use trails with a 12-foot wide concrete surface provide for low long-term maintenance.



CLEAR ZONE

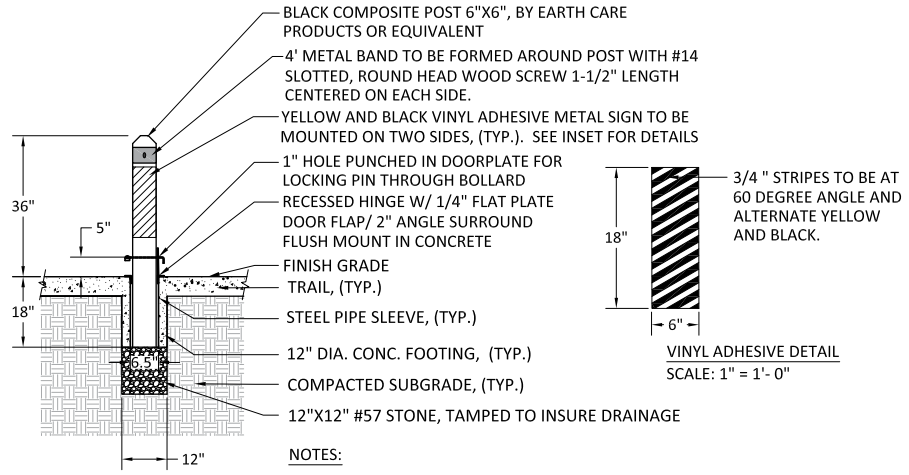
SCALE: 1/4" = 1'-0"



NOTE:
CONTRACTOR TO SAW CUT CONTROL JOINT AT LEAST 1/4 DEPTH OF SLAB ACROSS ENTIRE WIDTH OF TRAIL. CONTROL JOINTS TO BE LOCATED THE SAME DISTANCE APART AS THE WIDTH OF TRAIL (I.E. 12' WIDE TRAIL TO HAVE CONTROL JOINTS EVERY 12' ALONG TRAIL). CONTRACTOR REQUIRED TO REMOVE SAW DUST AFTER CUTTING.

TRAIL TYPICAL SECTION

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



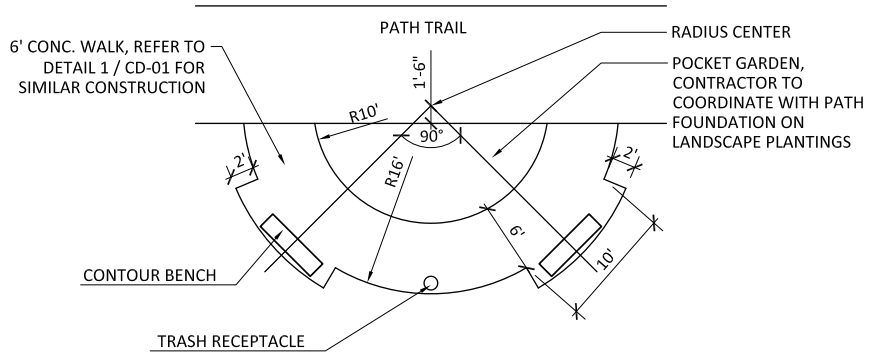
NOTES:

1. CONTRACTOR TO SUBMIT SHOP DRAWINGS TO CONSTRUCTION PROJECT MANAGER FOR APPROVAL PRIOR TO CONSTRUCTION.

2. ALL METAL TO BE ALUMINUM UNLESS OTHERWISE SPECIFIED AND POWDERCOATED BLACK.

REMOVABLE DOOR PLATE BOLLARD

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

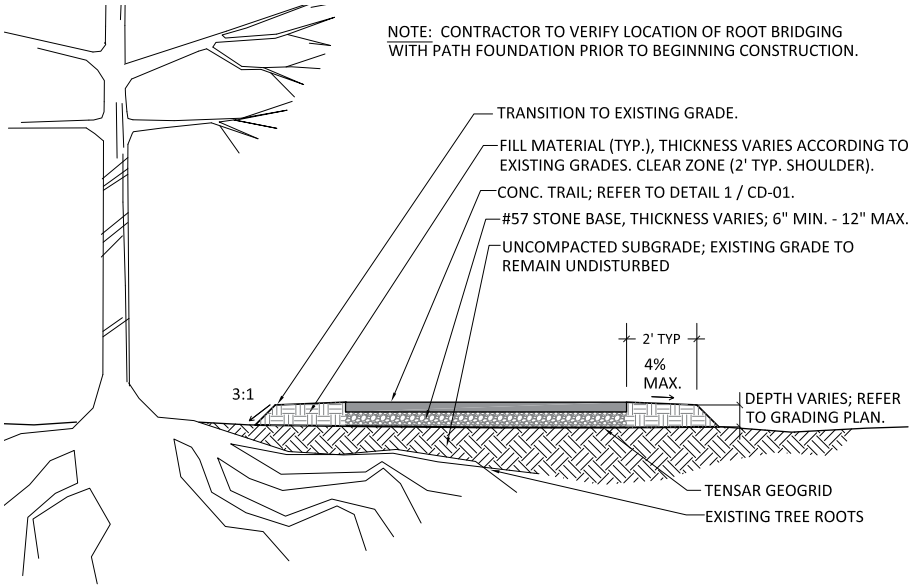


NOTE:
ALL PATH REST AREAS TO BE FIELD LOCATED BY PATH FOUNDATION. REFER TO PLANS FOR GENERAL LOCATION.

POCKET PARK

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

Pocket parks provide opportunities for trail users to enjoy time with friends and neighbors.



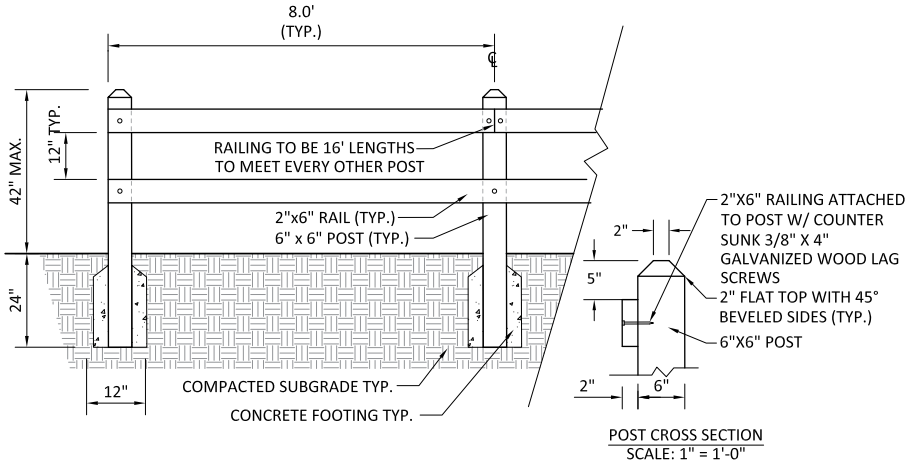
ROOT BRIDGING DETAIL

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

Root bridging insures protection of existing trees and allows the trail to blend into a wooded setting.

Two-panel wood fence along side the trail.

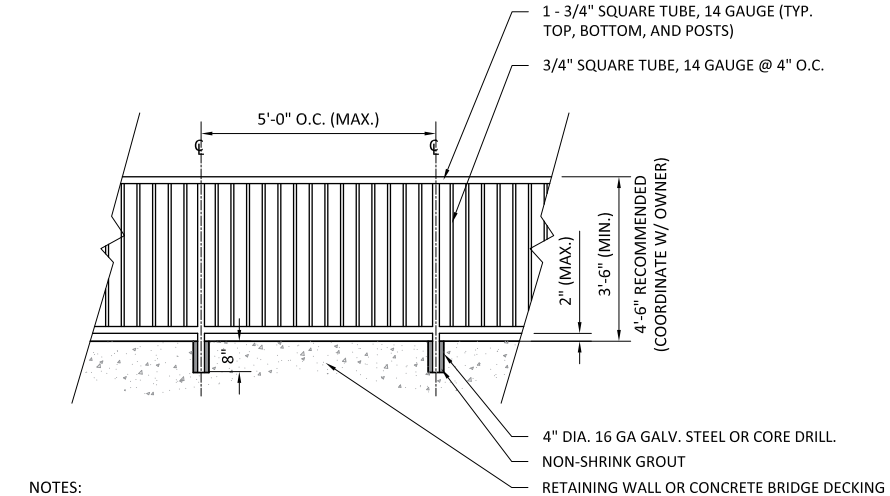
Black powder coated rail along a small bridged portion of the trail.



NOTES:
1. FENCE TO BE CONSTRUCTED WITH PRESSURE TREATED WOOD.
2. RAILING TO MEET FLUSH WITH OUTSIDE EDGE OF LAST POST.
3. REFER TO CONSTRUCTION PLANS FOR FENCE LOCATIONS.

2 PANEL WOOD FENCE

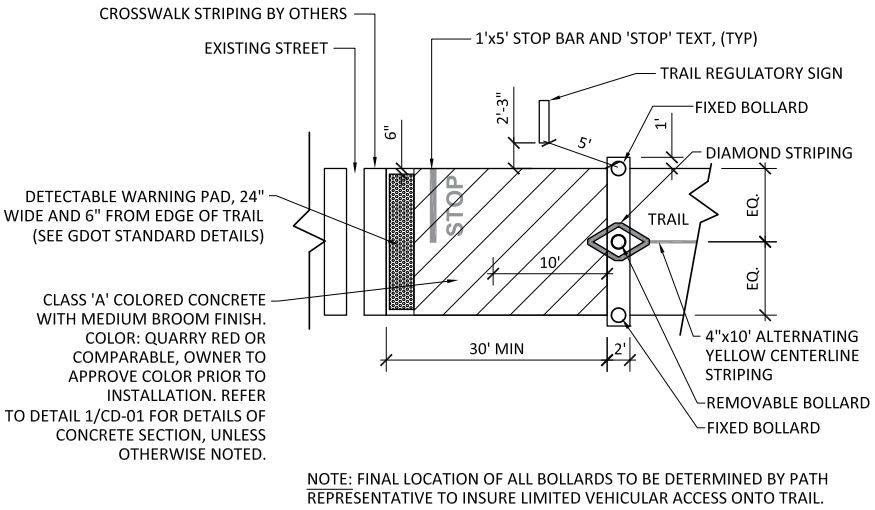
SCALE: 1/2" = 1'-0"



NOTES:
1. ALL STEEL TO BE POWDER COATED BLACK.
2. ALL POSTS SHALL BE PLUMB AND RAILS PARALLEL TO THE GROUND.

HANDRAIL DETAIL

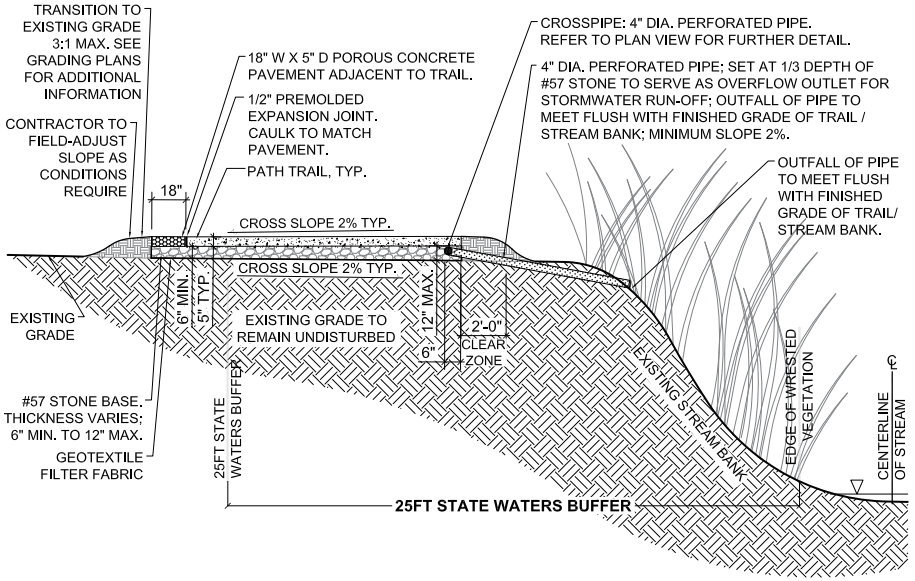
SCALE: 1/2" = 1'-0"



NOTE: FINAL LOCATION OF ALL BOLLARDS TO BE DETERMINED BY PATH REPRESENTATIVE TO INSURE LIMITED VEHICULAR ACCESS ONTO TRAIL.

STANDARD INTERSECTION: PLAN VIEW

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

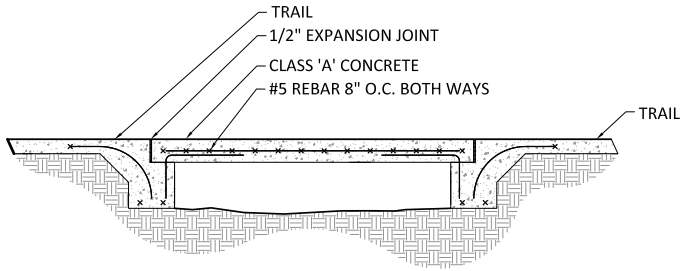


INFILTRATION DETAIL

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

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

Sloping trail away from nearby creek into a gravel drain allows runoff to infiltrate under trail prior to entering creek.



NOTES:

1. CONTRACTOR TO PROVIDE SHOP DRAWINGS COMPLETED BY A LICENSED STRUCTURAL ENGINEER PRIOR TO CONSTRUCTION, FOR APPROVAL BY OWNER AND LANDSCAPE ARCHITECT.

2. TOTAL HEIGHT FROM TOP OF TRAIL SURFACE TO LOW POINT OF SWALE IS NOT TO EXCEED 30".

STRUCTURAL SLAB CROSSING

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

Wooden Boardwalk structure for crossing lakes and wetlands.

Custom steel bridge structures allow the trail to naturally blend into wooded areas.

Mid-block crossings are to be considered when not crossing at a lighted intersection.

Prefabricated steel bridges allow trails to cross above existing roads and waterways.

A modified bridge on Westview Dr SW in Atlanta to accomodate a 10' wide multi-use trail

Canopy protective structure over trail when going beneath railroads.

Multi-use trail going beneath an existing road bridge.

Multi-use trail going beneath an existing road bridge.

Appendix: Steering Committee Members

Bettee Allen	East Point Citizen
Robert Evans	East Point Velodrome Association, Managing Director
Frederick Gardiner	City of East Point, City Manager
Greg Hart	City of East Point, Park Service Administrator
Jonathon Penn	City of East Point, Parks & Recreation Program Director
DeAndre Pickett	City of East Point, Parks & Recreation Advisory Commission
Vincent Reynolds	City of East Point, Public Works Transportation Manager
Rueben Thurman	City of East Point, Finance Department Grants Manager
Wayne Whitesides	Ethic Inc., Owner
Ariann Wilkins	East Point Housing Authority, Special Programs Manager