

AEROATL GREENWAY MODEL MILE FEASIBILITY STUDY

RIVER PARK

HARTSFIELD-JACKSON
INTERNATIONAL AIRPORT



AEROTROPOLIS[®]
ATLANTA

LAND HERE. TAKE OFF.

EAST POINT



COLLEGE PARK

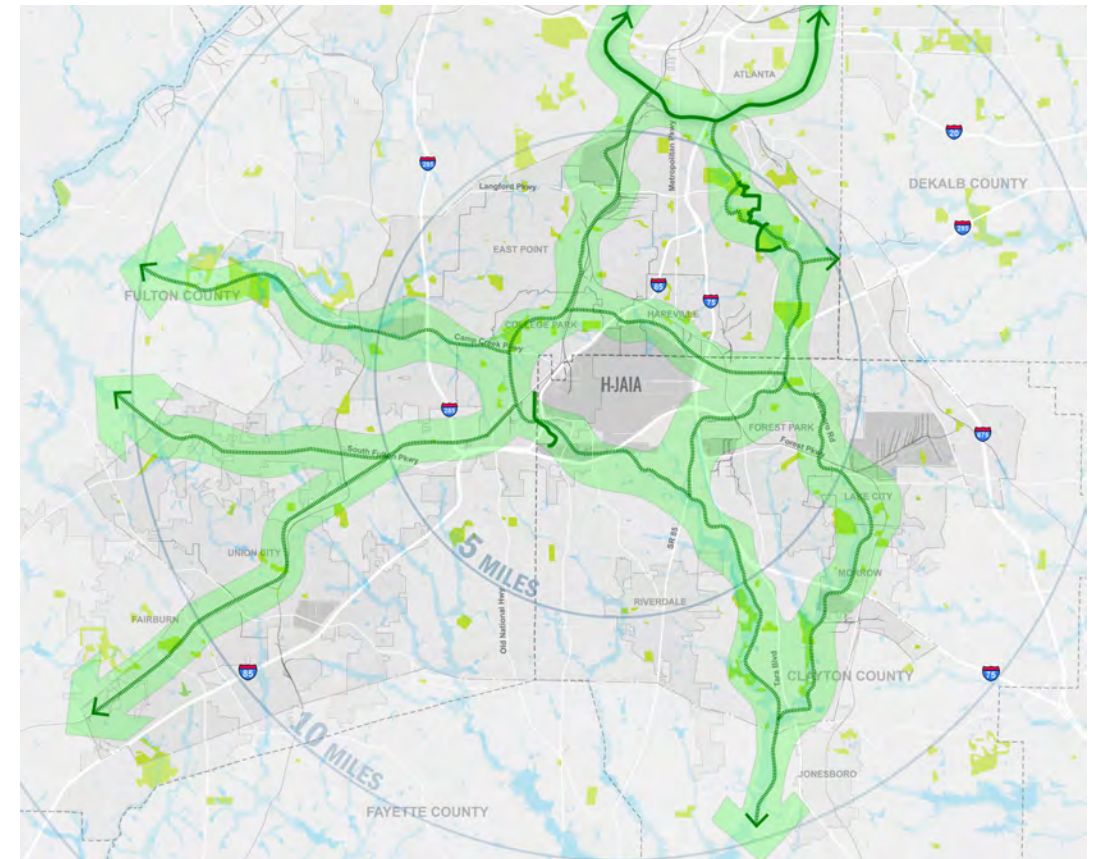


Background

- ARC funded the Aerotropolis Atlanta Blueprint in 2014
- Over an 18-month process, stakeholders developed a vision for quality growth and development in the airport area
- A key piece of the vision was the “AeroATL Greenway Concept” that would connect communities, improve quality of life, and help attract businesses

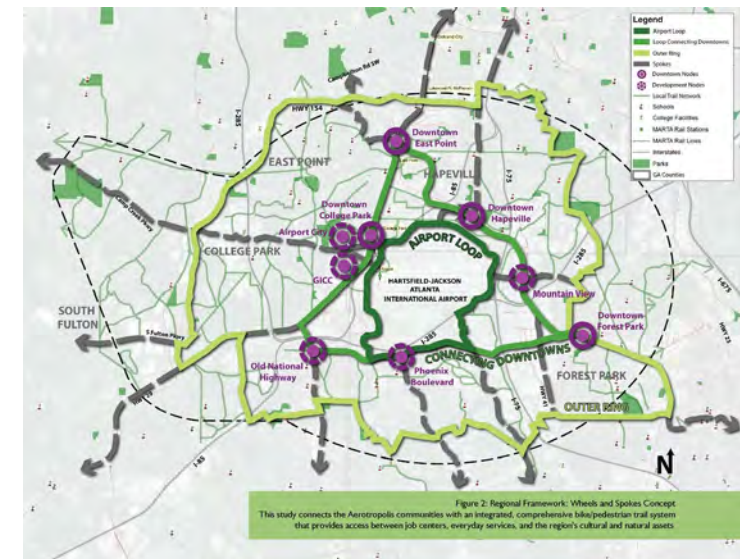


Aerotropolis Atlanta Blueprint's Big Idea

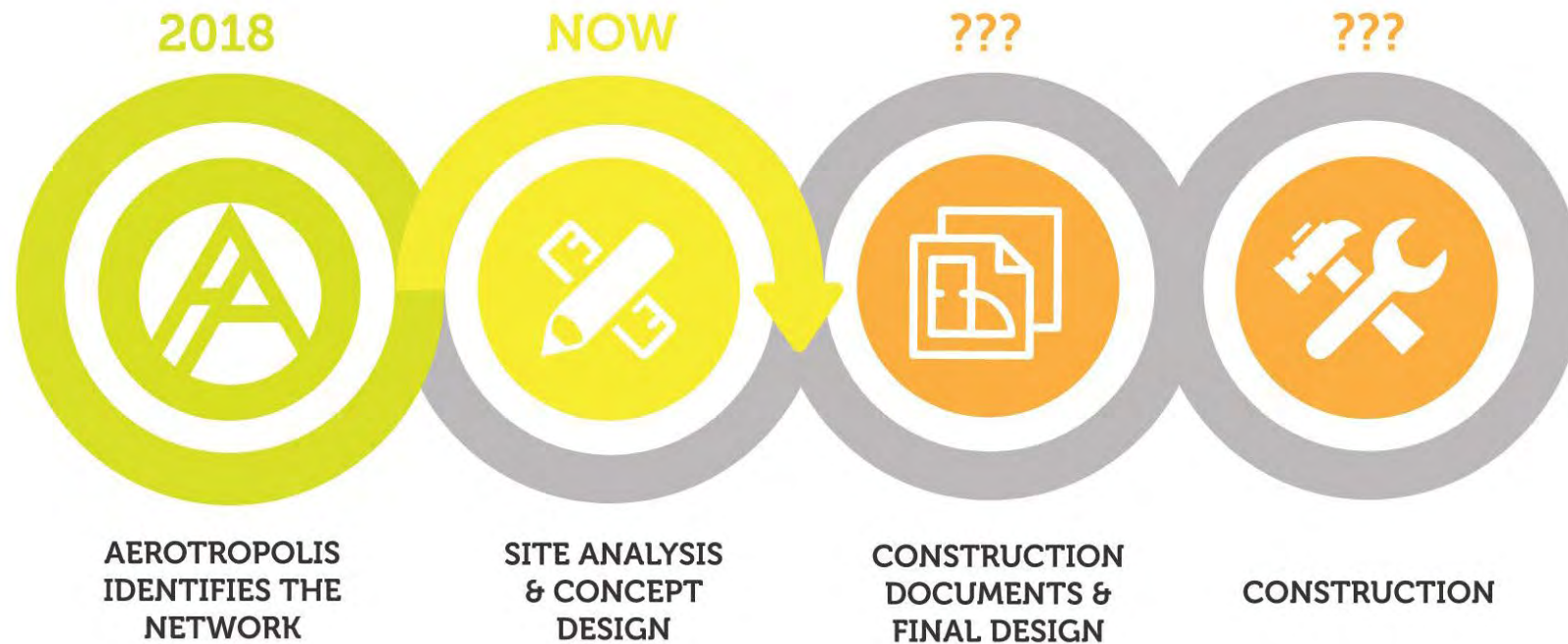


AeroATL Greenway Plan

- In 2018, the LCI program funded the development of a master plan that identified a large network of trails that would connect the many communities of South Metro Atlanta
- First time a joint study of this size – 10 local government, CIDs, and non-profit partners:
 - College Park, East Point, Forest Park, Hapeville, South Fulton, Clayton County, Fulton County, Hartsfield-Jackson, AeroATL, & AeroATL CIDs
- Won an award from GPA for innovative plan process



Where are we now?



AeroATL Model Mile Feasibility Study



**YOUR
POSSIBILITIES ARE
ENDLESS**



**EAST
POINT**
GEORGIA



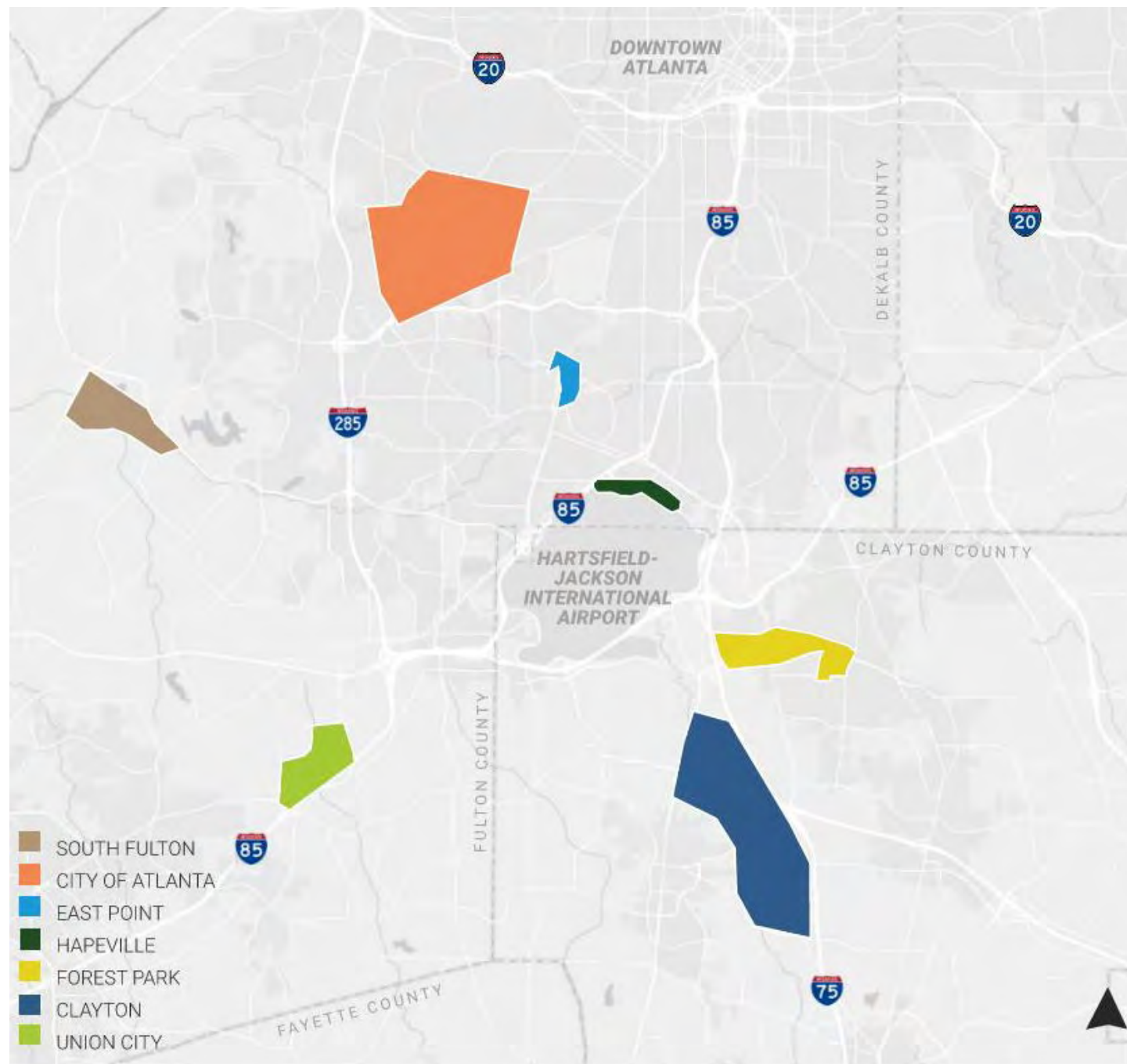
POND



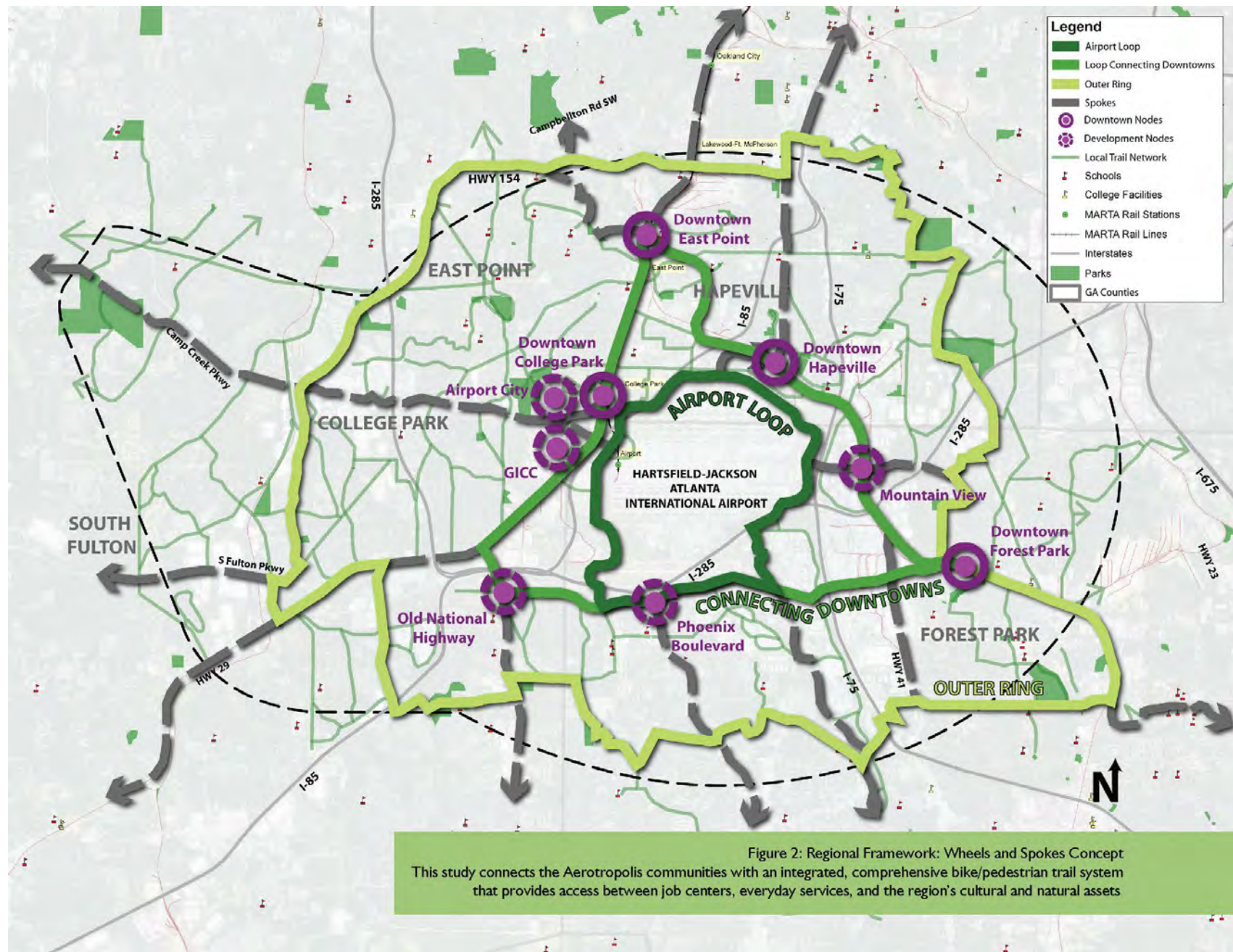
2020 AeroATL Model Mile Feasibility Study

- Atlanta, Clayton County, East Point, Forest Park, Hapeville, South Fulton, Union City
- Focused on developing feasibility studies for **seven model mile communities**, including defining a preferred route with supporting design concepts, cost estimates, and a recommended funding strategy
- Currently all local partners are in the process of adopting final versions to begin implementation





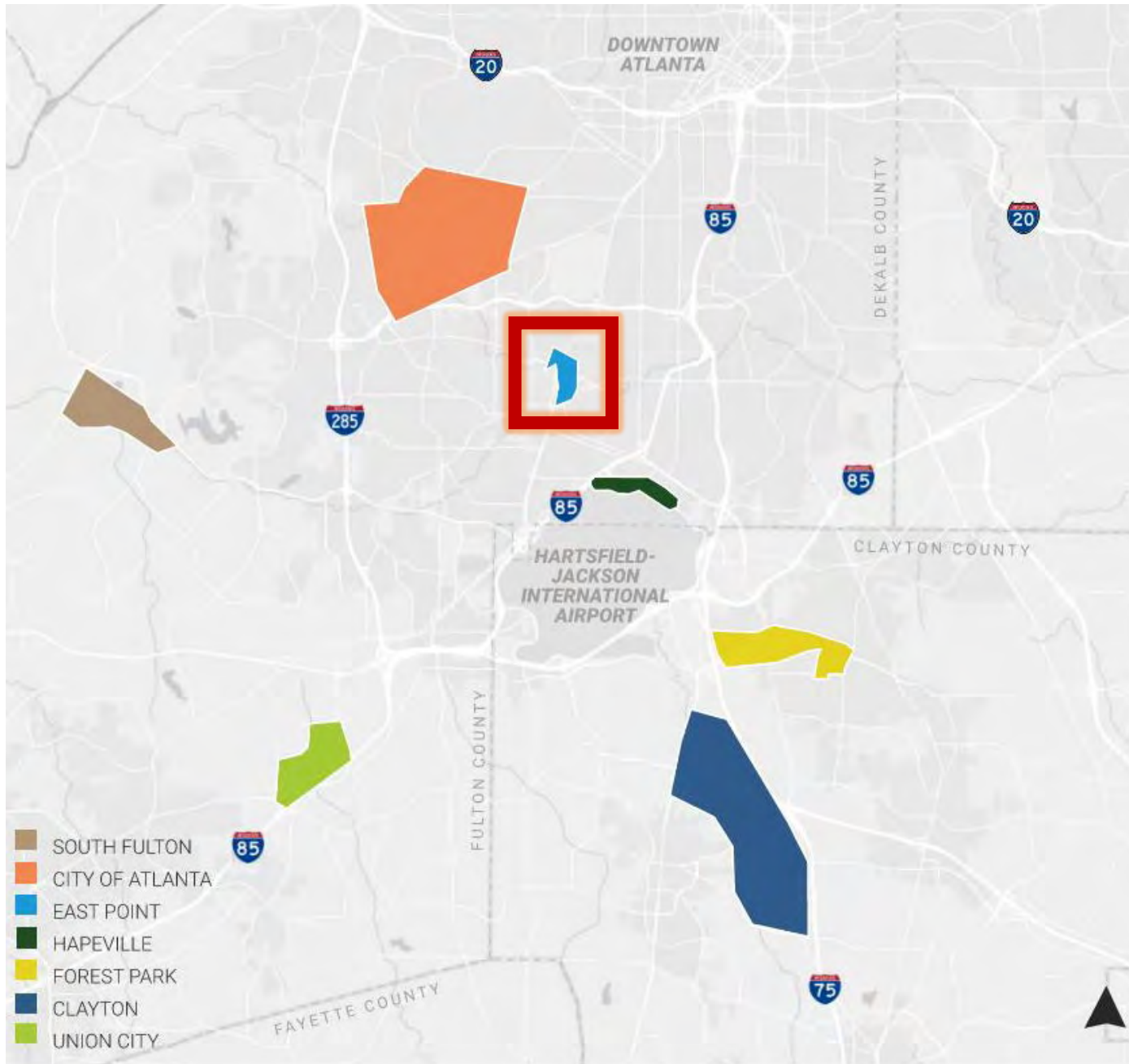
7 Model Mile Project Areas



Model Mile Highlights



EAST POINT



Project Goals

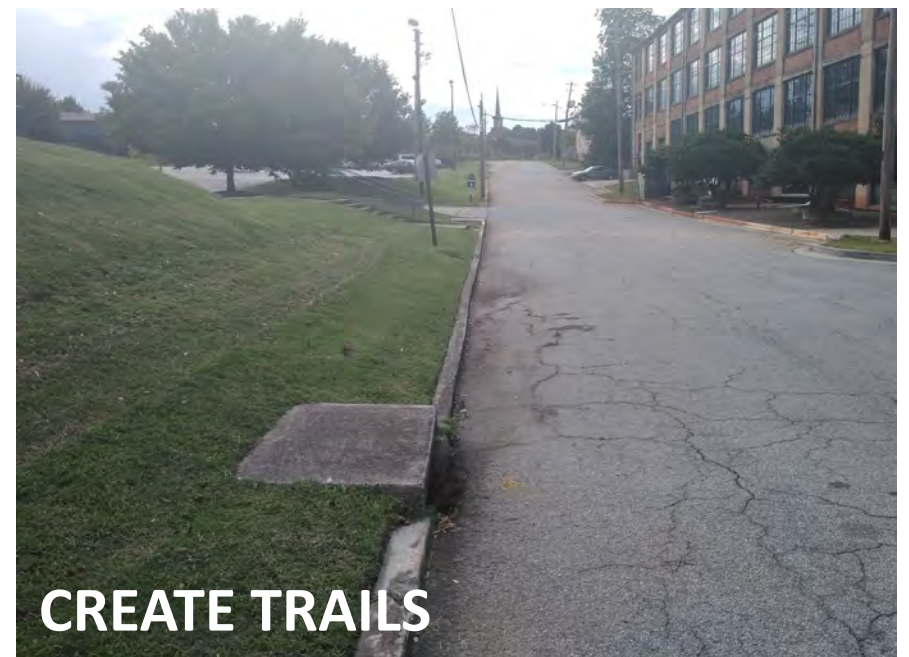
Expand mobility options.

Catalyze redevelopment of the Warehouse District.

Connect to Downtown
East Point and the existing
PATH trail segments.

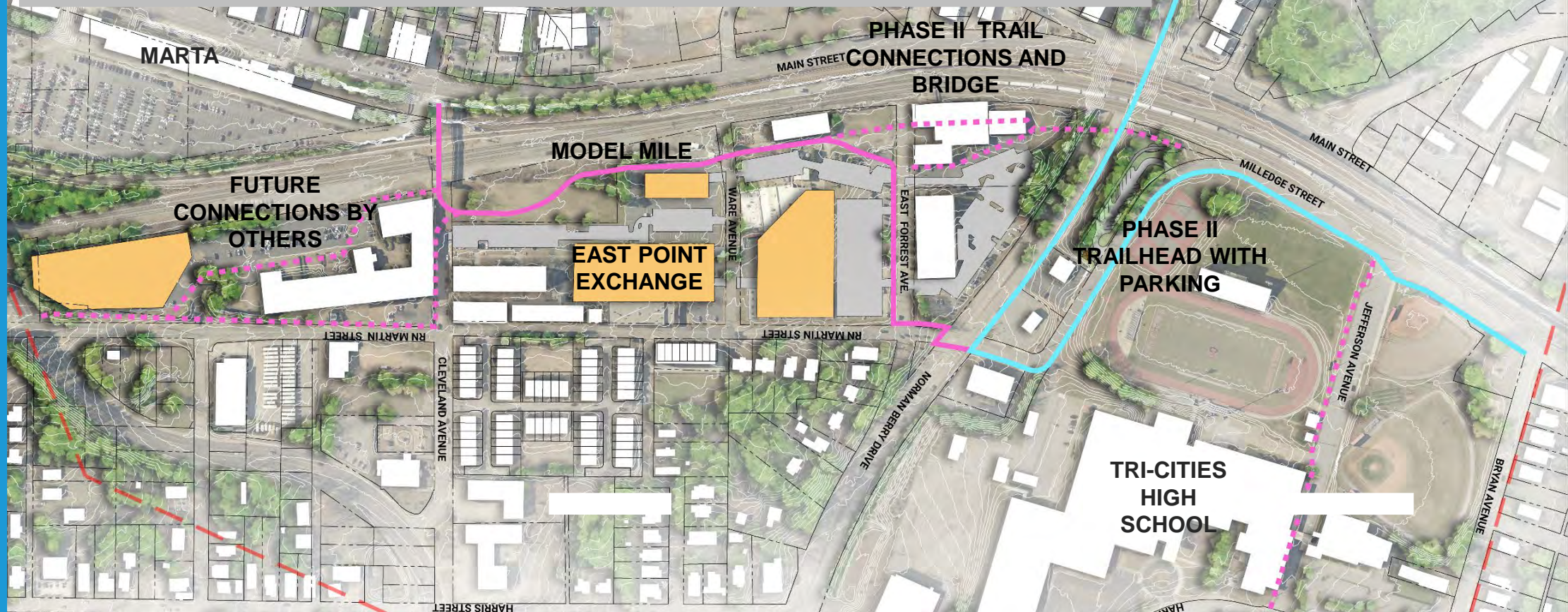
Develop a preferred model
mile concept.

EXISTING CONDITIONS



PREFERRED ALIGNMENT

- Trail length:
 - Phase I- Approximately .6 miles
 - Phase II- Approximately .4 miles
- Phase I model mile is mostly within the East Point Exchange redevelopment area.
- Phase II is additional trail north to Tri-Cities High School with pedestrian bridge and trailhead
- Design elements include:
 - Concrete surface trails
 - Pedestrian bridge
 - Trailheads with parking
 - Wayfinding and placemaking elements along the trails
 - Signage, materials, art, and wayfinding complementing East Point Exchange



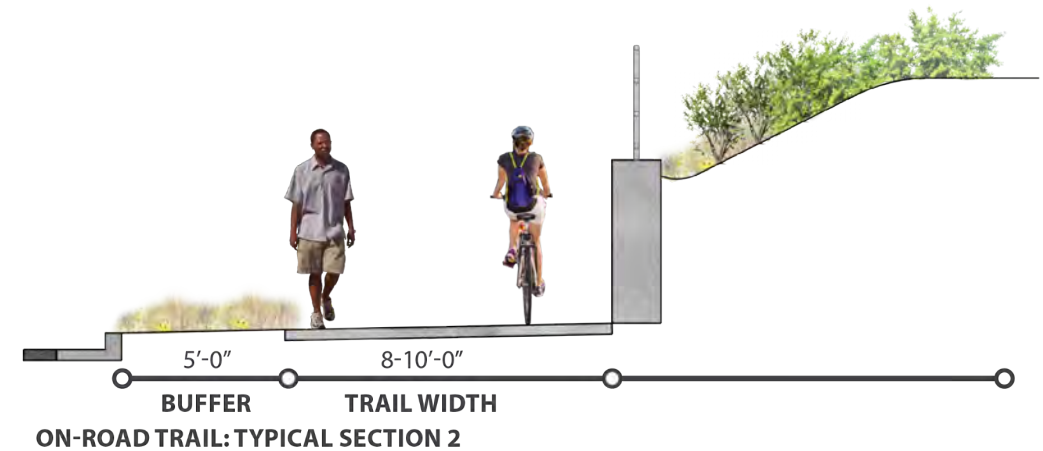
SECTIONS



ON-ROAD TRAILS SIMILAR TO PATH TRAIL AT NORMAN BERRY DR.



RETAINING WALL REQUIRED AT STEEP SLOPES (E. FORREST AVE.)



SECTIONS



OFF-ROAD TRAIL THROUGH OPEN SPACE AT PEDESTRIAN BRIDGE



PHASE 2 PEDESTRIAN BRIDGE OVER NORMAN BERRY DR.



BEACON + COUCH AREA





COST SUMMARY

Cost Summary

Phase I Model Mile	\$1,845,000
Phase II (Trailhead, pedestrian bridge, and on-road trail at Tri-Cities HS):	\$2,062,000

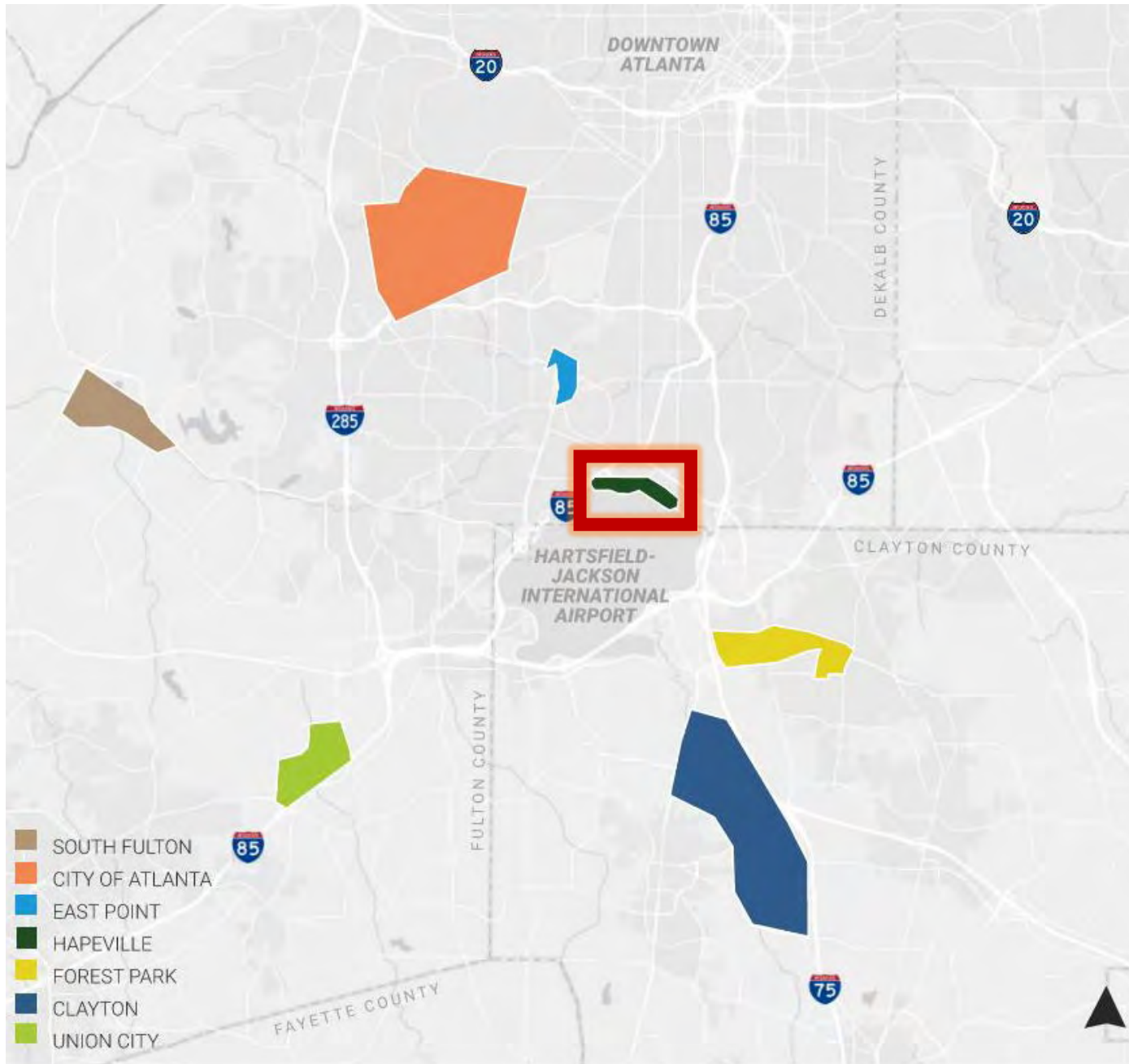
All trail costs include:

- Construction costs
- Rights-of-way and easement acquisition
- Utilities relocations and adjustments
- 20% construction contingency fee
- Design fees
- Engineering and inspection fees

Important to Remember:

Materials and costs will be refined during preliminary design process

HAPEVILLE



Project Goals

Provide a safe route of passage in an area lacking sufficient sidewalks, crosswalks and bike and pedestrian facilities/amenities.

Include trail elements that promote/enhance safe travel by means other than a single occupant vehicle.

Develop a preferred model-mile concept.

EXISTING CONDITIONS

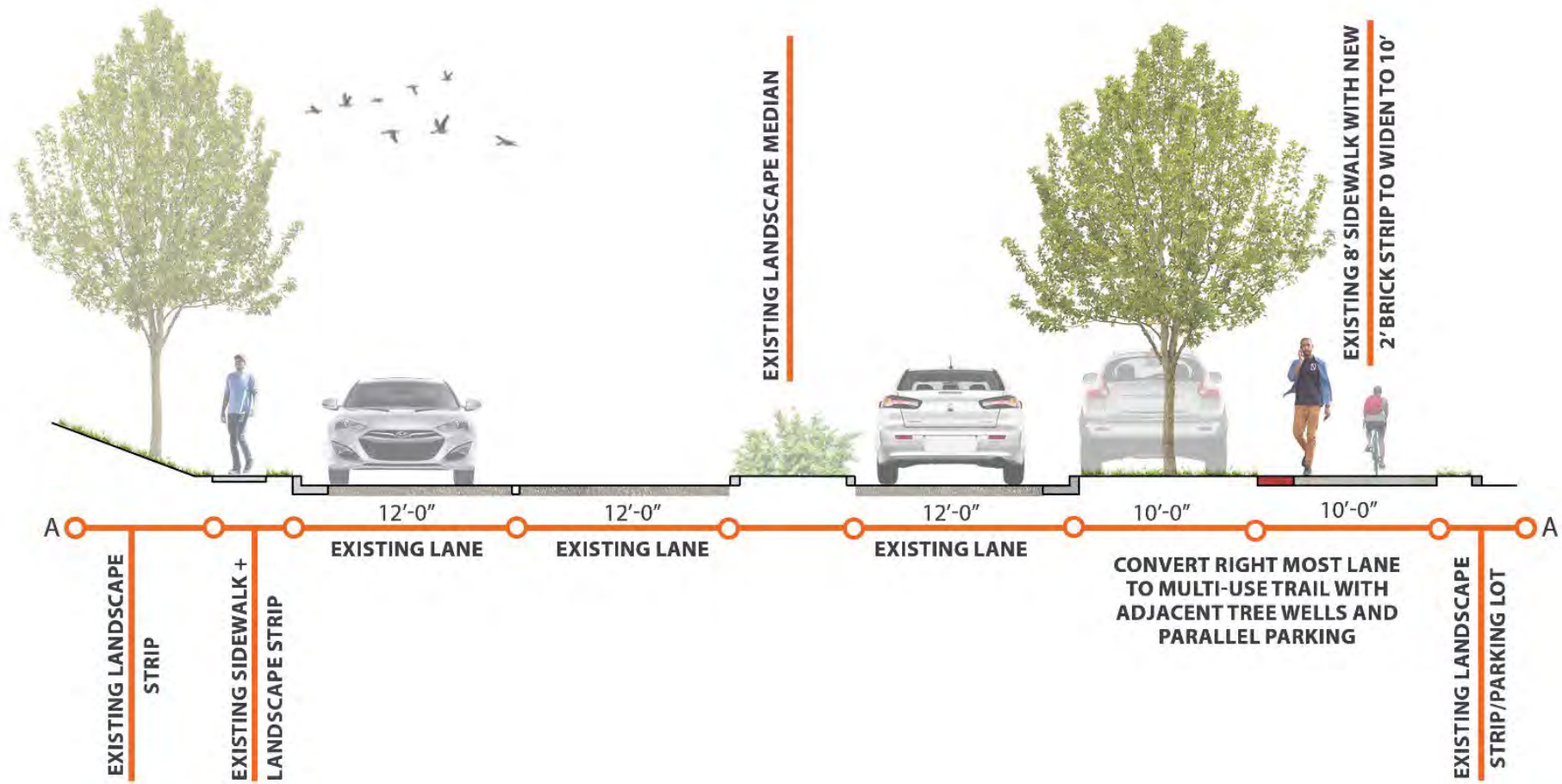


- Trail Length: 1.5 Miles
- Future connections include:
 - Tom. E. Morris Sports Complex
 - Arches Brewing Company
 - The City of College Park
 - AeroATL East Point Model Mile Terminus
- 10 Properties affected by temporary construction easements.
- Design elements include:
 - Concrete surface trails
 - Parallel Parking w/ tree islands
 - Connections to existing pedestrian infrastructure

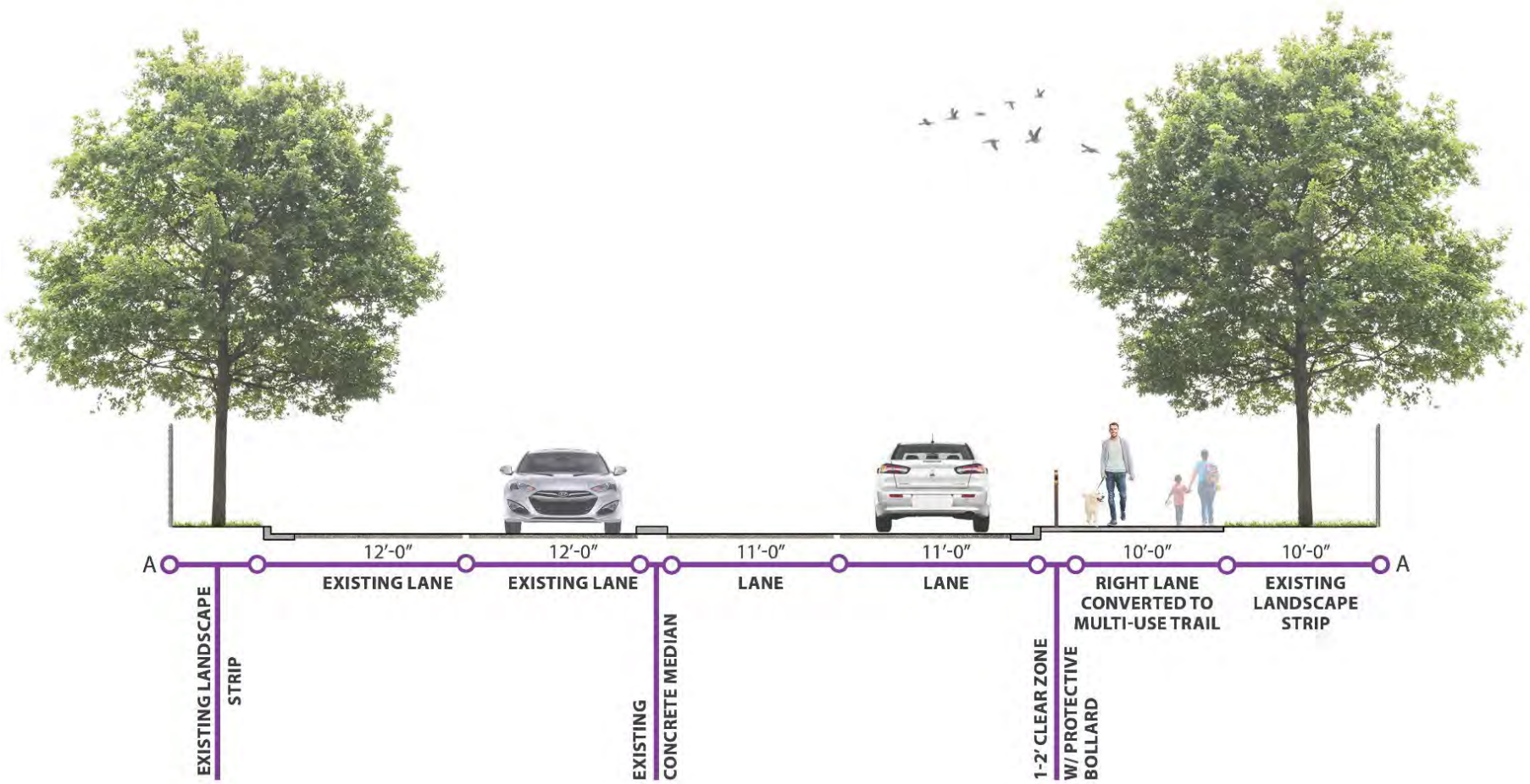
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SECTIONS – VIRGINIA AVE.



SECTIONS – N. OUTER LOOP



STREETSCAPE PLAN VIEW



MULTI-USE TRAIL, PARALLEL
PARKING, AND TREE ISLANDS

VIRGINIA AVENUE

DELTA BOULEVARD



COST SUMMARY

Trail Cost:

AeroATL Hapeville Model Mile Trail:

\$2,706,000.00

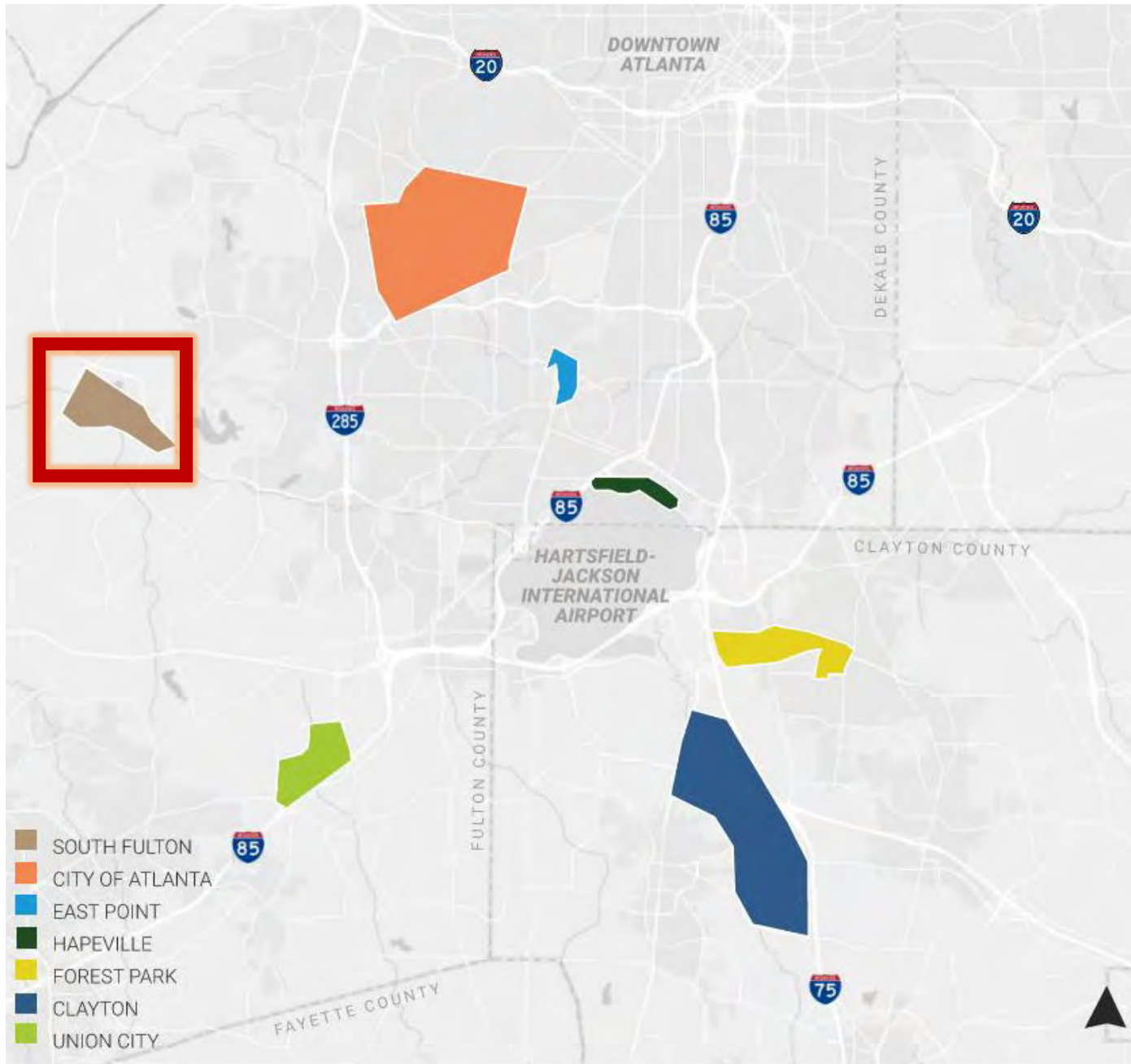
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- Construction costs
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- 20% contingency fee
- Design and engineering fees
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SOUTH FULTON



Project Goals

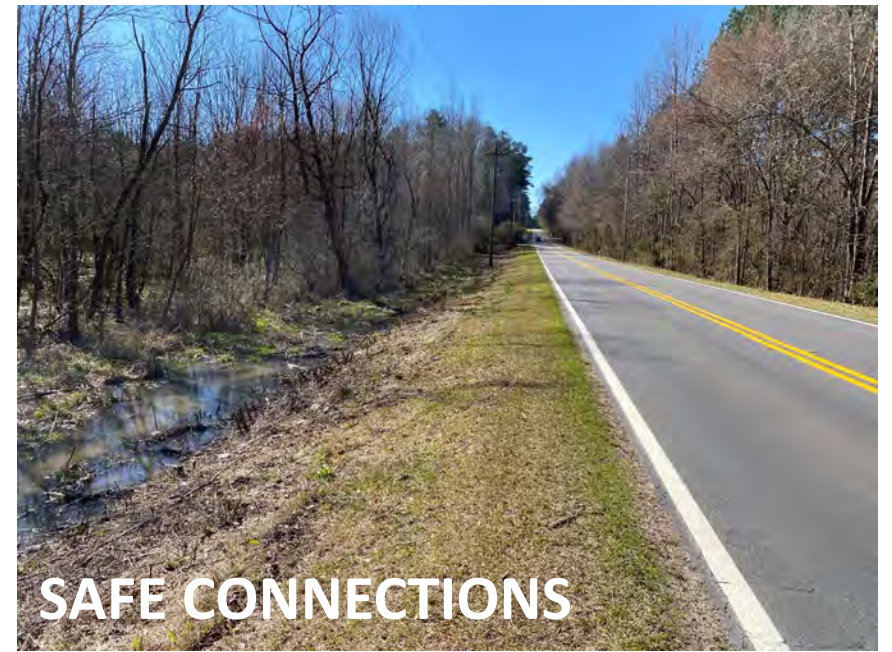
Connect the Wolf Creek Multi-Use Trail to Butner Road.

Utilize underutilized open space and connect people to nature.

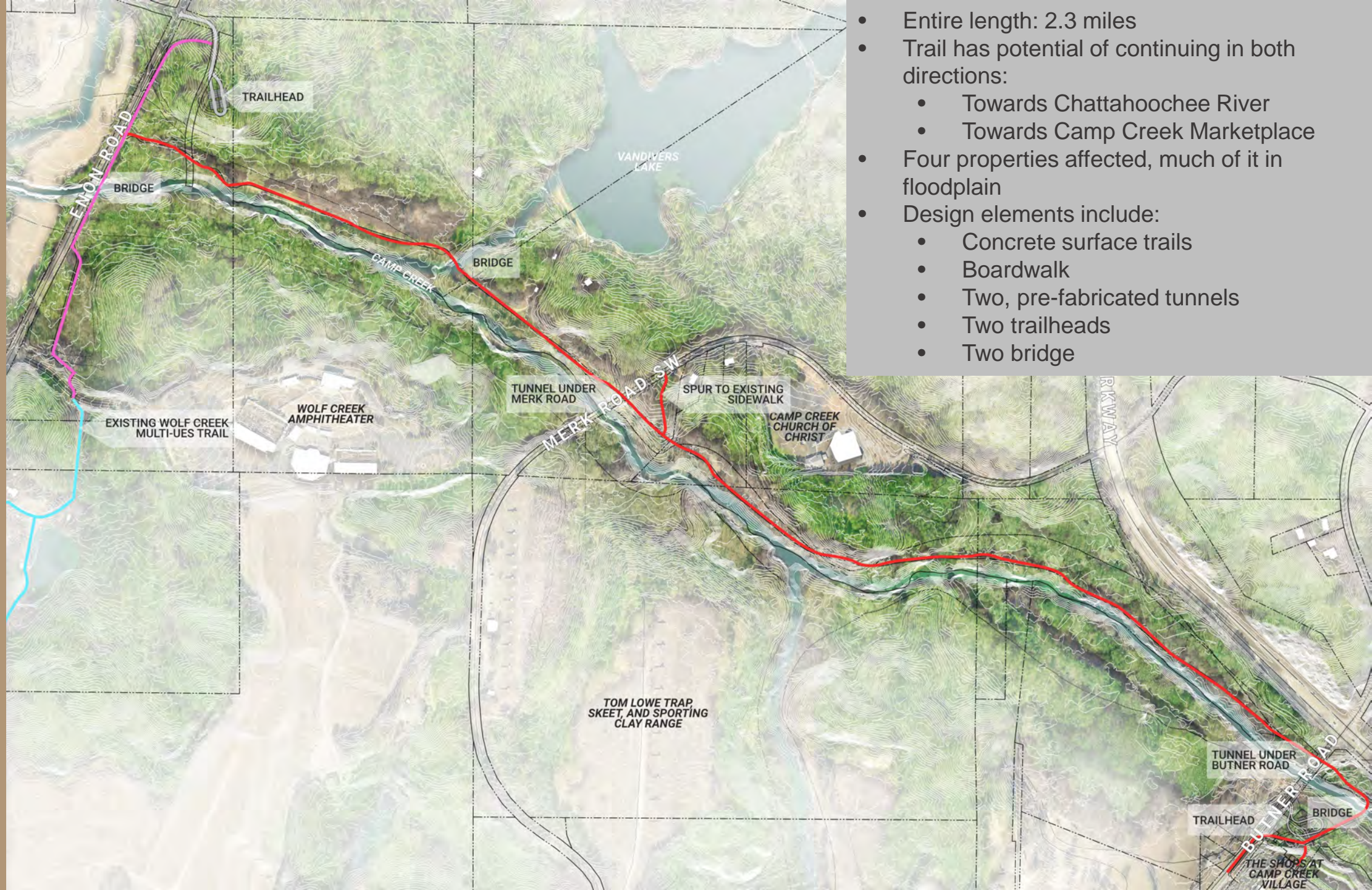
Include trail elements that promote and enhance safety along the trail.

Develop a preferred model-mile concept.

EXISTING CONDITIONS



PREFERRED ALIGNMENT



- Entire length: 2.3 miles
- Trail has potential of continuing in both directions:
 - Towards Chattahoochee River
 - Towards Camp Creek Marketplace
- Four properties affected, much of it in floodplain
- Design elements include:
 - Concrete surface trails
 - Boardwalk
 - Two, pre-fabricated tunnels
 - Two trailheads
 - Two bridge

SECTIONS

**LOOKING WEST BETWEEN CAMP
CREEK AND CAMP CREEK
PARKWAY**



**CROSS-SECTION OF PROPOSED
BOARDWALK THROUGH
EASEMENT**



BUTNER ROAD TRAILHEAD



Shops at
Camp Creek
Village

Restroom
Pavilion

Parking,
Signage,
Public Art

Camp Creek

Model
Mile



COST SUMMARY

Trail Costs:

Enon Road to Butner Road (Primary Trail): \$11,000,000

Enon Road (Trailhead to Wolf Creek Trail): \$3,300,000

All Trail Costs Include:

- Construction costs
- Rights-of-way and easement acquisition
- Utilities relocations and adjustments
- 20% contingency fee
- Design and engineering fees
- Construction engineering and inspection fees

Important to Remember:

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Next Steps





Next Steps

- Continue to support our local government partners as they begin implementation to connect the network
- Seek and leverage funding opportunities to aid its development
 - Explore conversations with PATH Foundation Greta deMayo, Executive Director and Ed McBrayer, Executive Advisor
- Be a good resource partner



Why it matters to us

- This is about equity – the southside lags behind the northside in miles of trails and greenways planned and built
- The goal of the AeroATL Greenway Concept aligns with the goals of so many on the southside – local governments, residents, business community, Finding the Flint, etc.
- It's a great tool for convening and promoting regionalism

An aerial, black and white photograph of an airport. The image shows a large, complex system of runways, taxiways, and parking lots. Numerous aircraft are visible parked in the terminal area. The surrounding landscape includes some industrial buildings and greenery. The text is overlaid in the center of the image.

THANK YOU

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