



Chamblee Trail Master Plan

Adopted: April 18, 2023

Prepared by:

PATH Foundation
KAIZEN Collaborative

Prepared for:

City of Chamblee, GA

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Table of Contents

Executive Summary

| | | |
|---|--|----|
|  | 01 Introduction | 5 |
|  | 02 Master Planning Process | 7 |
| | Overview of the Trail Planning Process | 7 |
| | Steering Committee | 7 |
| | Data Collection and Field Work | 8 |
| | Planning Goals | 9 |
| | Proposed Trail Types | 10 |
| | Summary of Master Plan Development | 13 |
| | Public Outreach | 13 |
|  | 03 Chamblee Trail Network | 16 |
| | Overview | 16 |
| | Overall Trail Network | 17 |
| | Zone #1 Northside Loop | 21 |
| | Zone #2 Westside Connector | 31 |
| | Zone #3 Eastside Connector | 40 |
| | Zone #4 Southside Connector | 48 |

| | | |
|---|---|----|
|  | 04 Implementation Strategy | 56 |
| | Overview | 56 |
| | Funding Resources | 56 |
| | Model Project Criteria and Recommendations | 56 |
| | Phase 2 and 3 Criteria and Recommendations | 58 |
| | Cost Summary | 60 |
| | Chamblee Trail Network Implementation Committee | 61 |
| | Implementation Milestones | 61 |
|  | 05 Branding & Design Standards | 63 |
| | Overview | 63 |
| | Trail System Naming & Logo | 63 |
| | Trail Signage Standards | 64 |
| | Trail Amenities & Furnishings | 67 |
| | Construction Standards | 69 |

Executive Summary

Trails are capturing the imagination of the Atlanta region, as they afford opportunities for improved health, greener commutes, and linear greenspace. Local governments with their public and private funding partners are bringing the benefits of trails to the communities they serve.

Chamblee's single-family home neighborhoods, townhome and apartment communities, and commercial districts were designed for the automobile. For most Chamblee residents this means that the simple enjoyments of biking and walking can only be done in their immediate neighborhoods – and sometimes not even there.

The *Chamblee Trail Master Plan* will help reconnect Chamblee residents to desired destinations within their community and to each other by implementing a network of trails anchored by greenways. The network was laid out by the PATH Foundation under the direction of City staff and elected officials, and it was vetted with key stakeholders and the public through a series of public meetings. The resulting Plan is action-oriented and proposes taking the next steps on the **model project**—a greenway along a tributary of Nancy Creek in north Chamblee—as soon as this plan is adopted by City Council.

Throughout the plan, greenways are preferred because they provide the safety and enjoyment necessary to entice Chamblee residents outside—far from vehicular traffic both physically and experientially. Where greenways are not possible, the plan calls for side paths. Side paths are 10-12 feet wide, two-way multiuse pathways separated from speeding vehicles by wide landscape buffers.

Greenways and side paths form the core of the Chamblee Trail Network. To reach into neighborhoods along curving suburban streets with low traffic volumes and speeds, the plan calls for calm street design using narrowed vehicular paths with occasional twists called “chicanes,” speed cushions, signage and street markings, and dynamic vehicle speed indicators. These measures are intended to slow down vehicles in the roadway, allowing travelers to feel comfortable walking or biking along the calm street with friends, children, and seniors.



The goal for the Chamblee Trail Master Plan is to develop an implementable comprehensive trail plan that offers safe, viable pathways, connecting key destinations in and around the city for the benefit of residents, businesses, and visitors to Chamblee.

Percent of Chamblee parcels within a 10-minute walk of the trail network:

81%

Trail Network Length:

24.7 mi

greenway :

9.6 mi

sidepath :

9.1 mi

calm street :

6.0 mi

Miles completed by

2024:

1.3 mi

2026:

6.5 mi

2033:

5.8 mi

Total:

13.5 mi

Cost to complete:

\$71,351,000



01. Introduction



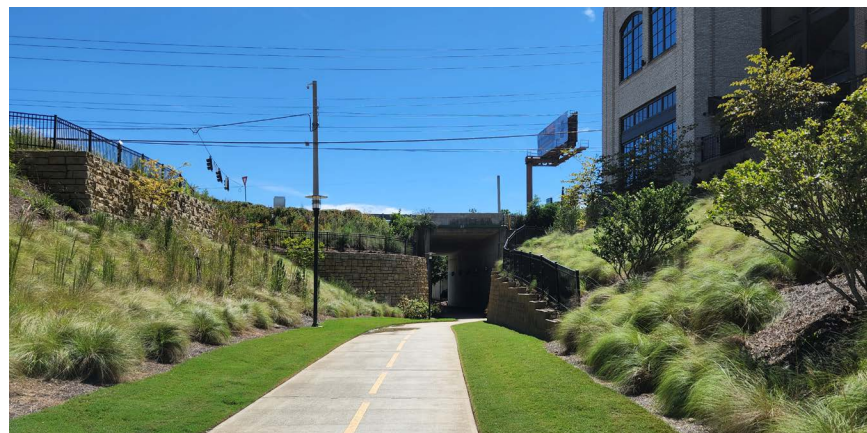
1 Introduction

For much of the 20th Century, American cities invested heavily in highways and road networks that enabled an affluent suburban lifestyle. In the 21st Century, however, as these highways and road networks have become increasingly frustrating to maneuver, people began to seek ways to reduce their car dependency. Multi-use trails provide the perfect antidote, as they empower people to traverse natural settings away from the stress of vehicular traffic, exercising and socializing as they do so. Not surprisingly, multi-use trails are gaining tremendous popularity with planners, and Atlanta has a number of excellent examples—from the Atlanta BeltLine to the Silver Comet Trail to the Peachtree Creek Greenway.

Chamblee leaders have seen the value that high quality trail networks have brought other communities. They understand that young families and growing businesses are demanding the benefits of trail networks as crucial amenities that help them decide where to live and invest. The PATH team understands these needs and supports Chamblee's efforts to create safe and enjoyable spaces to walk, bike and socialize that connect desirable destinations to one another and provide an inviting alternative to driving.

The *Chamblee Trail Network*, elaborated in the following pages will positively enhance the local economy, community and environmental health, and Chamblee's ability to attract and retain employers and the diverse and educated people they depend on. The PATH Foundation has been building greenway trails and supportive trail networks in communities throughout the Southeast for more than 30 years. For the *Chamblee Trail Network*, PATH worked closely with city leaders, neighborhood advocates, business leaders, church congregations, and schools to understand the needs and desires of the community. This plan is the fruit of this collaboration and is intended to guide Chamblee as it grows into one of the most trail-connected cities in Georgia.

The plan is presented in five sections and after this introduction includes: the methodology for placing trails, a description of trail segments by zone within the city, an implementation strategy describing leadership structures and funding strategies, and the branding and design standards that will make the *Chamblee Trail Network* recognizable throughout the Atlanta Region as a high-quality and thoughtful amenity that is the envy of its peer cities.



A section of the existing Rail Trail in Chamblee, Georgia

02. Master Planning Process



2 Master Planning Process

2.1 Overview of the Trail Planning Process

The City of Chamblee's goal is to develop a unified multi-use trail network that connects Chamblee neighborhoods to key destinations within city limits and beyond. To help realize this goal, City staff partnered with The PATH Foundation to create a comprehensive trail master plan and implementation strategy. This trail master planning effort gathers data from the field and public outreach efforts as inputs to a trail network design and selection of a model project to begin building as soon as possible. This design forms the basis for the plan that is intended to be adopted by City Council and to guide city policy and inform community members about the intentions of the City of Chamblee to become a leader in the development of multi-use trails in the Atlanta region.

The project kicked off in July of 2022. The master planning process began with data collection and the formation of the Chamblee Trail Master Planning Steering Committee to guide the PATH team and to help actualize the City's vision. The PATH team quickly reviewed numerous trail-related planning and research documents developed in recent years by the City and other organizations. PATH then did extensive field research to explore potential pathways to connect Chamblee neighborhoods to key destinations. The preliminary findings were vetted with the Steering Committee and key stakeholders.

The initial data gathering phase was followed by the public engagement phase, where feedback from the community was sought at three sets of public meetings that presented the plan in its different stages of development. PATH and the City also met with key stakeholders to vet the proposed trail routes and to discuss any concerns or further opportunities. Throughout the planning process, PATH and the City brainstormed to come up with a name for Chamblee's trail network that reflects the City's past as well as its ambitions for the future.

The *Chamblee Trail Master Plan* is the blueprint for the City's multi-use trail network and is intended to generate the momentum necessary to build approximately 13.5 miles of new trails in the next ten years. Hopefully, in 2030, the City will be well on its way to connecting over



The PATH team answers questions during the public meeting held in the Chamblee City Hall on February 2, 2023

80% of Chamblee parcels to a trail network that connects neighborhoods and key destinations with safe, healthy, and enjoyable ways to travel that do not rely on automobiles. The remainder of this chapter spells out the various trail planning components that interact to form the *Chamblee Trail Master Plan*.

2.2 Steering Committee

The Steering Committee for the *Chamblee Trail Master Plan* met four times over six months between October 2022 and March 2023. The Committee included representatives from various City departments, neighborhoods, major stakeholders, and pedestrian and bicyclist advocacy groups including:

- City Parks & Recreation Dept.
- City Planning & Development Dept.
- City Public Works Dept.
- City Police Dept.
- City Administrative Dept., including City Manager
- City Council
- City Community Engagement Dept.
- Keep Chamblee Beautiful
- Dresden East Civic Association (DECA)
- Keswick Village
- Huntley Hills
- Mid-City District

The Committee's role was to guide and shape the development of the *Chamblee Trail Master Plan* and to ensure that it adhered to the City's broader goals for neighborhood protection, traveler safety, and economic development. The Committee reviewed and approved the vision statement and the plan's goals, and they provided key input into desired destinations, route characteristics, and neighborhood needs.

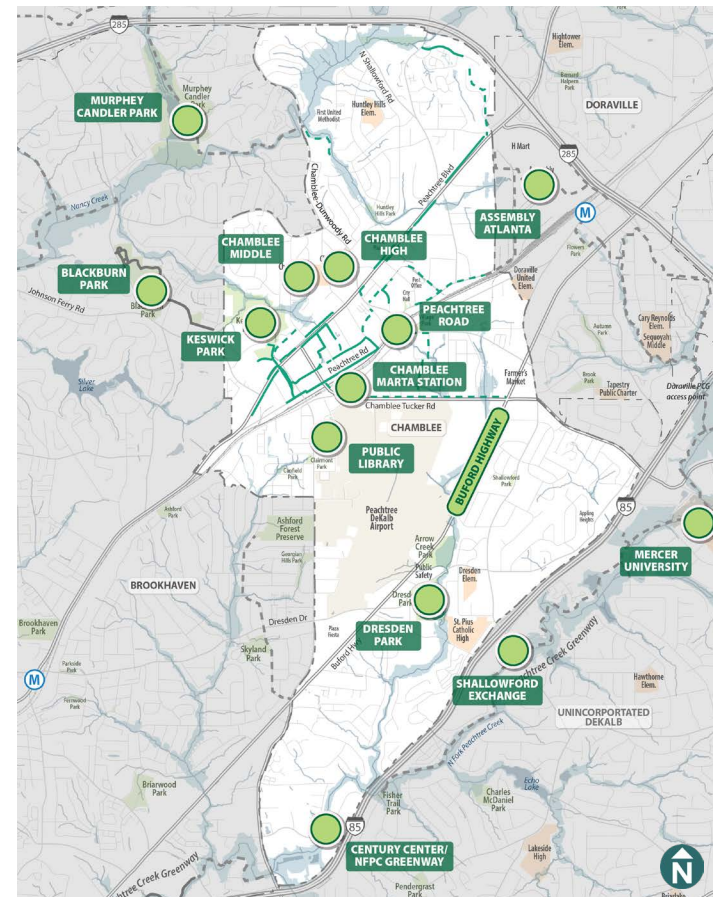
2.3 Data Collection and Field Work

Previous planning and development documents and efforts were assessed by the PATH Team, in addition to current and future development plans. The PATH team relied heavily on extensive field work supported by GIS data provided by the City and the County and commercial mapping applications. GIS data includes parcel information key to understanding ownership and the likelihood of landowners being supportive of trail infrastructure. City and County owned parcels, inclusive of parks and other green space, were the first to be identified to aid in field work mapping, along with key destinations. Parcels and destinations were then overlaid with creek and utility corridors to identify opportunities to explore and vet further in the field.

Field work involved walking or biking along different identified route options to gain a deeper understanding of issues facing potential multi-use trail users including interaction with vehicular traffic, distance from vehicular travel lanes, existence or lack of shade trees, topography and grade challenges, utility conflicts, and overall accessibility. Previously proposed trail connections, coupled with the newly identified routes, were further vetted by focusing on the following criteria:

- Feasibility for construction
- User appeal
- Pedestrian and bicyclist safety
- Connection to desirable destinations
- Connection to existing trails

These criteria allowed the PATH team to comprehensively analyze collected data and conduct initial field work in a trail-oriented holistic approach, which informed further rounds of field work that combed through the City's barriers to find additional opportunities. The planning team's findings were recorded on field maps and into ArcGIS and Google Earth Pro and presented to the Steering Committee for guidance over the course of the *Chamblee Trail Master Plan* timeline.



The above map highlights the major destinations identified by Chamblee residents through public feedback.

2.4 Planning Goals

Having worked with many cities to develop trail master plans, PATH is well equipped to aid cities in the process of finding and realizing their trail planning goals. At a high level, there should be some aspirational goals, but all should be achievable—even if not for many years. The Steering Committee generally agreed with this approach, and they offered direction to the PATH team on emerging goals, adding some local flavor to each. The goals guiding this trail master plan are:

- Connect Chamblee’s neighborhoods to key destinations
- Support economic development
- Connect to transit, especially to Chamblee MARTA Station
- Provide safe and enjoyable pedestrian experiences
- Provide cyclist access to the 60% who are interested but concerned

The first set of goals is clear and typical of master plans. But the last two are new to many people, especially the last one. To describe these, one must consider that trails users are broken into two broad categories:

- **Pedestrians** include walkers, runners, and wheelchair users
- **Cyclists** include bicyclists, unicyclists, scooter riders, roller skaters, and skateboarders. These conveyances may be human-powered or electric.

Pedestrians require safe and enjoyable walking experiences—this means being sufficiently far from vehicle travel lanes on smooth surfaces free of tripping hazards and preferably with shade.

Cyclists need these things too, but cyclists vary in how they interact with the road and trail network. A study from Portland, Oregon¹ categorized cyclists into four types:

- <1% *Strong and Fearless* - those who are fine to ride on the road, even busy roads, in or very near the flow of vehicular traffic.
- 7% *Enthusied and Confident* - those who still feel comfortable riding on the road on a frequent basis, but would prefer less busy roads and perhaps shorter duration of time on the road

¹ Dill, Jenifer, and Nathan McNeil. “Four Types of Cyclists.” *Transportation Research Record: Journal of the Transportation Research Board* 2387.1 (2013): 129-138

- 60% *Interested but Concerned* - those who would use a bike facility if it was separated from vehicles due to safety and comfort concerns.
- 33% *No Way, No How* - those who have no interest and will not change their ways regardless of the transportation infrastructure

PATH understands that Chamblee is not Portland, and there is likely an even higher percentage of Chamblee residents who would fit into the “interested but concerned” category. The PATH team therefore targets the “Interested but Concerned” population of Chamblee, who are most likely to try riding bicycles (or ride their bikes more) if the trail network accommodates their needs. The *Chamblee Trail Master Plan* will focus on providing high quality multi-use trails that are low stress and ideally separated from vehicular traffic.

Overall Goals



Users to Accommodate

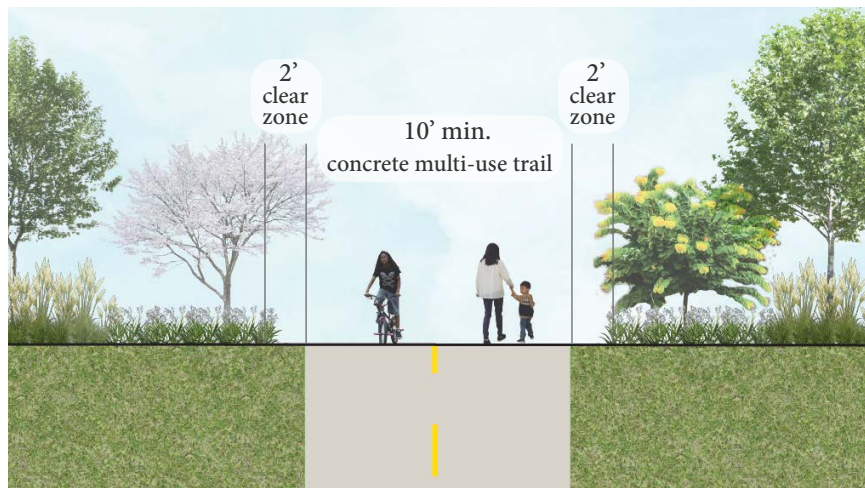


2.5 Proposed Trail Types

There are many ways to design trails to accommodate various user types in different settings—from alleyway treatments where cyclists, pedestrians and vehicles share space to bicycle super highways that move thousands of bikes a day on elevated structures. The PATH team identified three types of trail facilities during the planning process that seem most likely to ensure that the *Chamblee Trail Master Plan* meets the goals of being implementable, safe, viable, and interconnected in a trail network that benefits the largest number of Chamblee residents, businesses, and visitors. The three types are explored below:

Greenway:

Multi-use greenways are the most desired trail type, as they offer the highest quality connections for trail users. Greenways are constructed in parks, along streams, or through undeveloped land. They are typically a minimum of 10 feet wide (12 feet is preferred), hard-surfaced, with design and construction specifications that follow the American Association of State Highway Transportation Officials (AASHTO) regulations. These AASHTO-compliant standards for greenway construction are identified in Chapter 5.



Greenway Trail Typical Section



Greenway Trail Example: Peachtree Creek Greenway, Brookhaven, GA



Greenway Trail Example: Emory PATH, Decatur, GA

Buffered Side Path:

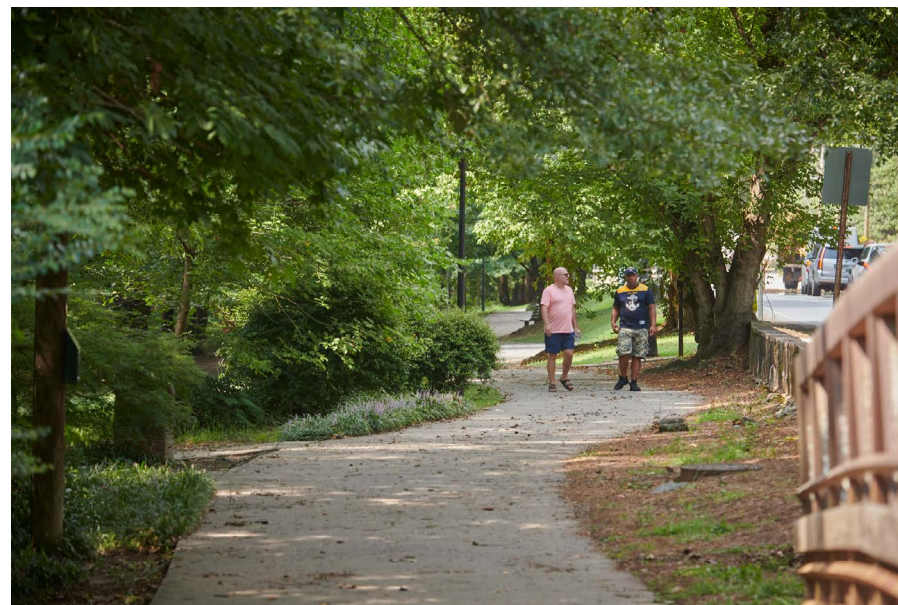
When greenways are not possible, due often to how city land use patterns have evolved, multi-use trails built alongside roads in the public right-of-way are the next best thing. These trails are known as buffered side paths, or simply side paths. Side paths should maintain a minimum width of 10 feet where a 12-foot-wide trail cannot be achieved, and they should have a 5-foot minimum landscaped buffer from the roadway's back of curb. This landscape buffer not only creates a much more pleasant walking and biking environment for trail users, but it also beautifies roadways and keeps them from being seas of asphalt and concrete. Design of side paths needs to carefully consider on-street markings and signage to alert drivers of the presence of pedestrians and bicycles. The City of Chamblee's building code requires developments over a certain size to include multi-use side paths along with other streetscape improvements in their designs.



Side Path Typical Section: Urban Core



Buffered Side Path Example: Freedom Park Trail, Atlanta, GA



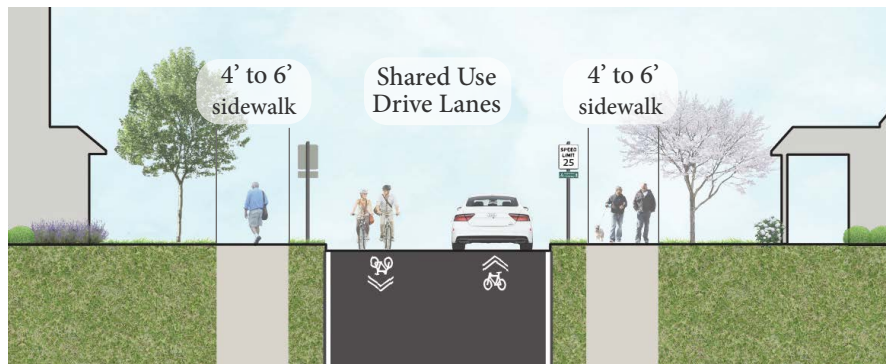
Buffered Side Path Example: PATH Chastain, Atlanta, GA

Calm Street:

When greenways and side paths are not possible, as is often the case in single-family suburban neighborhoods, calm streets can offer some advantage to trail users, providing valuable connections in the broader trail network. Calm streets are typically located on streets with low traffic volume and low speeds and are designed to give priority to pedestrians and bicyclists. Elemental design components of calm streets include signage, pavement markings, speed cushions, travel lane narrowing and other speed/volume management measures that discourage drivers from speeding.

It is preferred that the candidate streets have existing sidewalks or can support new sidewalks. While many local streets with low speeds and traffic volumes offer a basic level of safety for bicyclists, safety can be elevated with design treatments tailored to existing conditions. Design treatments are grouped into measures that provide the following benefits:

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



Calm Street Typical Section



Neighborhood greenway example showing traffic calming elements



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

2.6 Summary of Master Plan Development

The formal master plan development process began with a Steering Committee kick-off meeting, where the PATH team presented trail master plan objectives, introduced proposed trail types, and discussed preliminary findings from the field.

Over nine months, the PATH team conducted additional fieldwork and collected feedback from Steering Committee members, City leadership, and key constituents to refine proposed trail alignments. This information also informed trail design standards, trail signage, and trail amenities.

After four meetings with the Steering Committee and three sets of public engagement meetings, the PATH team presented Steering Committee members with a draft master plan document containing the trail implementation strategy and timeline, cost estimate, proposed trail branding, and design standards. Feedback and comments were collected to further vet the draft report, resulting in final revisions to the *Chamblee Trail Master Plan*.

The PATH team presented the document to the Mayor and City Council in a council work session on April 13th, with individual sessions leading up to April 13th. This was followed by a presentation to City Council for adoption on April 18, 2023.

2.7 Public Outreach

With the direction and guidance of the Steering Committee, the PATH team engaged with Chamblee community members in three sets of public outreach meetings. Each set consisted of two meetings: one in north Chamblee (at Keswick Community Center and City Hall) and one in south Chamblee (at the Chamblee Public Safety Building in Arrow Creek Park). Presentation materials were the same at both locations.

The dates for the public meetings were:

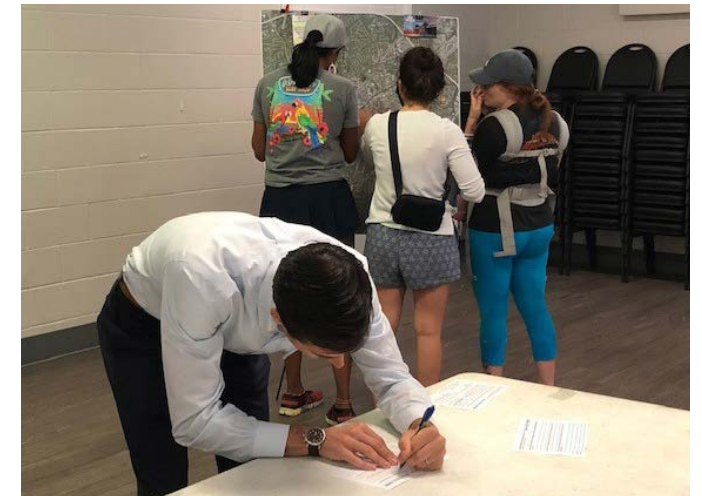
1. August 18th and August 23rd of 2022
2. October 11th and October 20th of 2022
3. January 31st and February 2nd of 2023

The PATH team presented the preliminary Chamblee Trail Master Plan at the third set of community engagement meetings. The meeting outlined the plan updates from the previous public meeting including more information on the proposed trail types, and changes to the proposed trail network. The planning team also shared trail branding ideas and sought feedback.

The second half of the meeting focused on gathering feedback from the community and answering questions about the plan. Comment cards distributed to attendees before the meeting were collected, and an online posting offered those residents unable to attend the meeting an opportunity to review the presentation and provide their input. All public feedback was compiled into a summary and presented to the Steering Committee. While some concerns were communicated, the majority of the attendees and collective feedback were supportive of the master plan.



A PATH member discusses the proposed trail master plan with Chamblee residents at a public meeting.



The PATH Team collected public feedback over the course of three sets of public meetings.



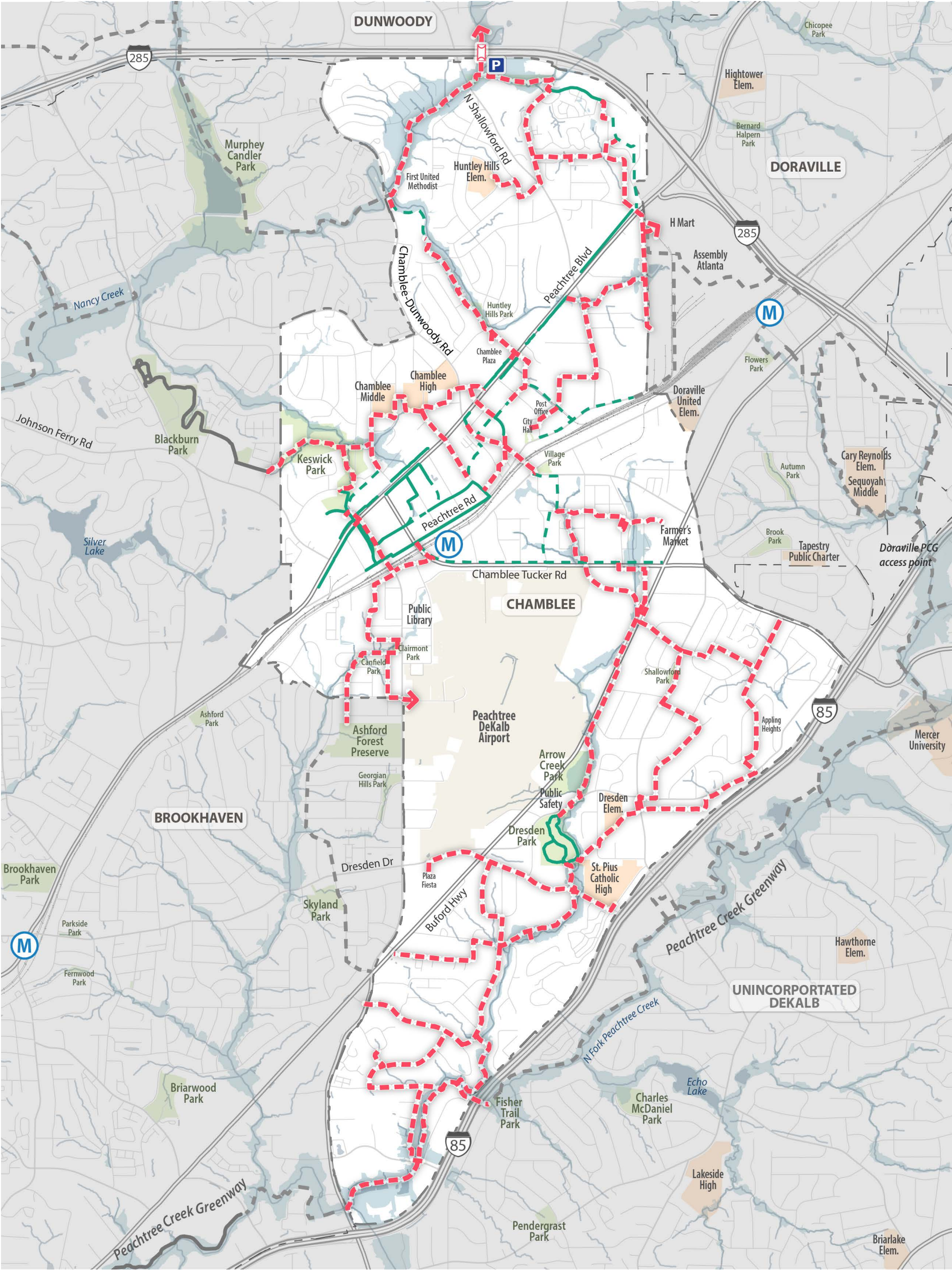
03. Chamblee Trail Network

3 Chamblee Trail Network

Overview

As described in Chapter 2 of the *Chamblee Trail Master Plan*, the project goal is to design a trail network that provides comprehensive access to key destinations, is geographically inclusive, and connects to Atlanta's regional trail network. With this goal in mind and after conducting extensive field research, the planning team identified 24.7 miles of multi-use trails and neighborhood trail connections in Chamblee. The proposed network is shown in its entirety on the adjacent map, and it is described in detail in the following pages.

Overall Trail Network



within Chamblee

- Proposed Trails
- Existing Trails
- Programmed Trails
- Proposed Trailhead

- Existing Regional Trails
- Planned Regional Trails in other Jurisdictions
- MARTA Station

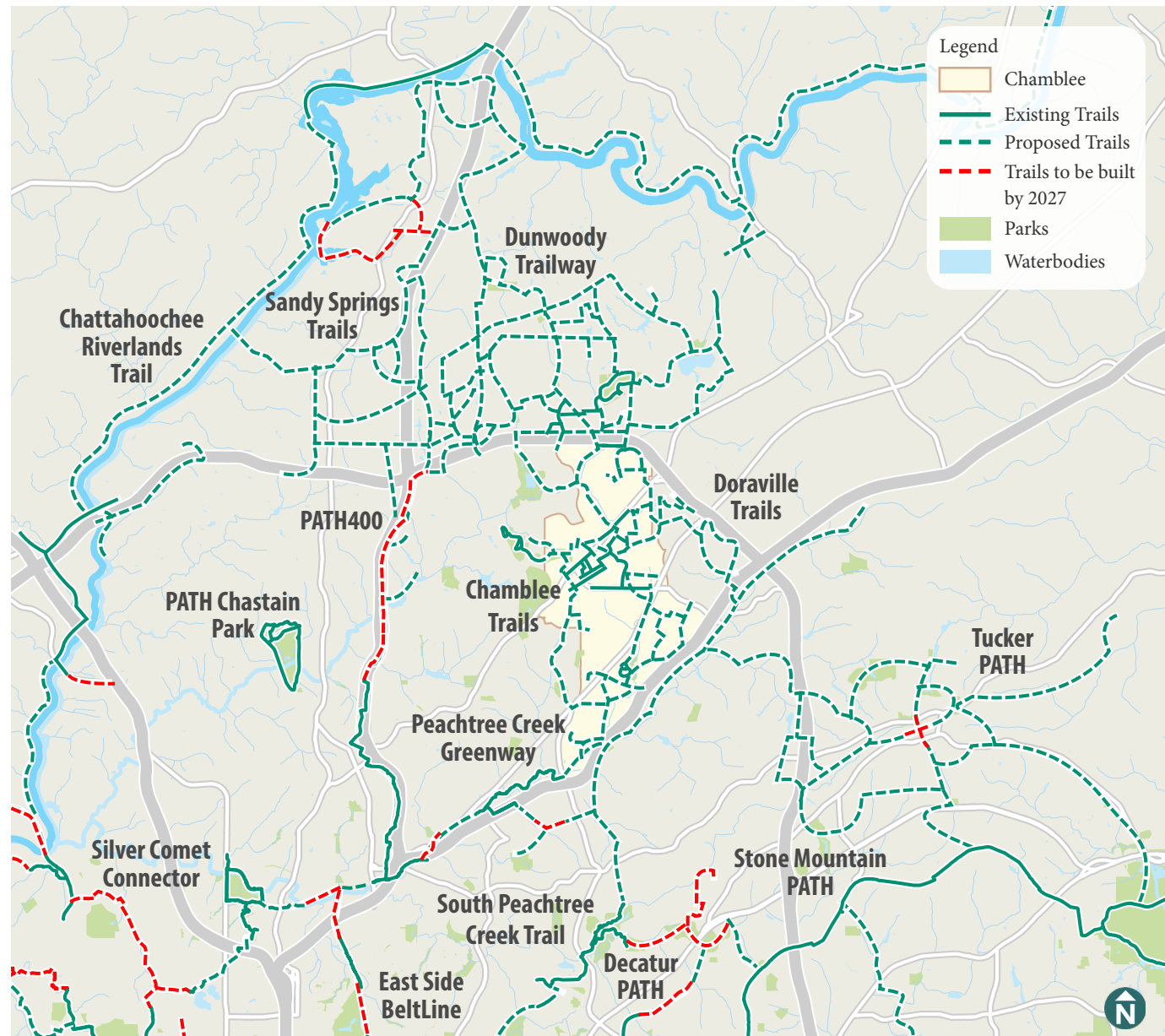
- Chamblee City Limit
- Parks & Open Spaces
- Colleges & Schools

- Waterbodies
- Floodplain



Regionally Connected Trail Network

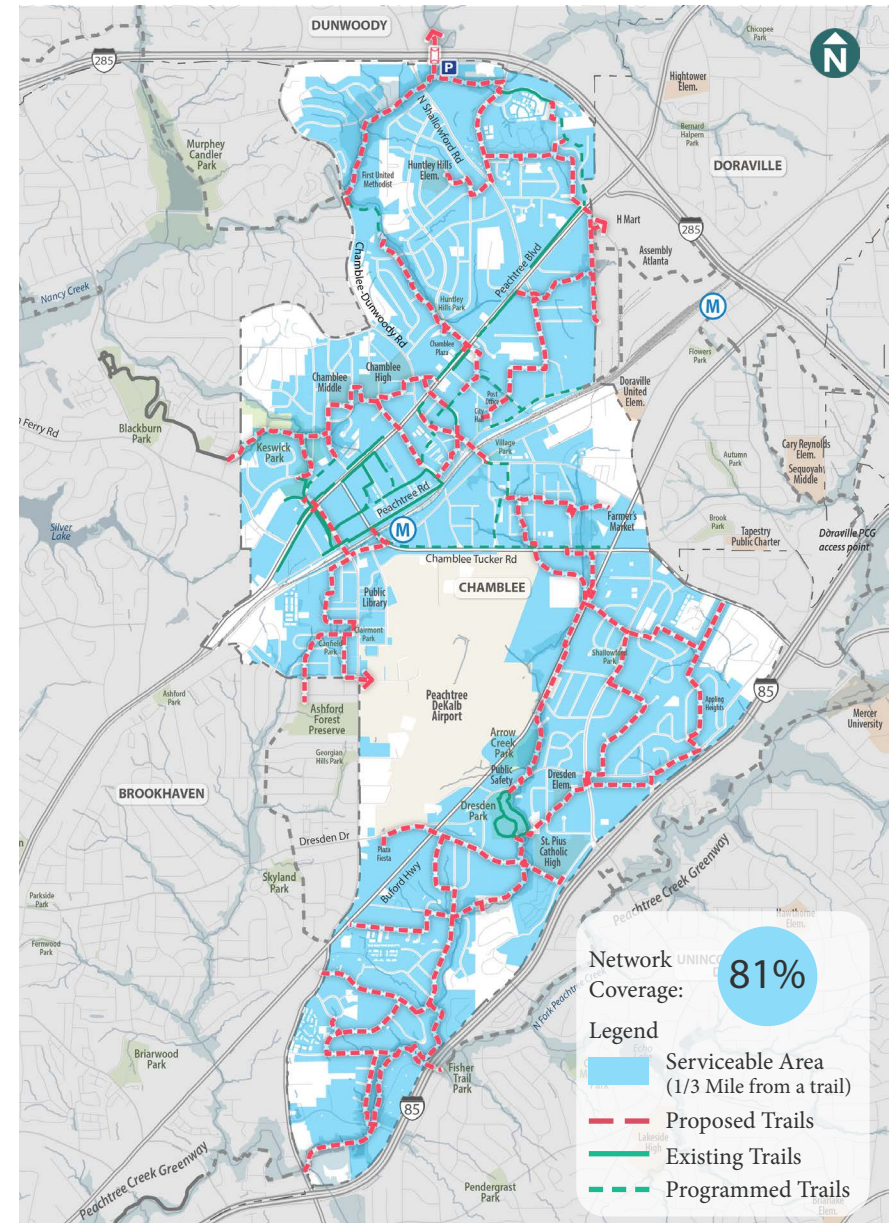
In addition to connecting residents and visitors to desired destinations within Chamblee, the trail network will also link to Atlanta's regional trail network via cross-jurisdictional connections to existing and programmed trails in neighboring communities. The adjacent map shows how the regional network is coming together:



Comprehensive and Inclusive Trail Network

The *Chamblee Trail Network* is designed to provide comprehensive access to key destinations throughout the city and beyond its borders; it is also geographically inclusive in that it touches all neighborhoods in the City. The design incorporates public feedback gathered from three sets of public meetings. As shown in the map to the right, the proposed trail network will provide 81% of Chamblee access to a multi-use trail or trail connector within a 10-minute walk of their homes or businesses.¹

¹ For healthy humans, the average walking speed is between 2 and 4 mph. Using the lower bound to be conservative, the walking distance is calculated as follows: dividing both sides by six, 2 miles per 60 minutes equates to 1/3 mile in 10 minutes.



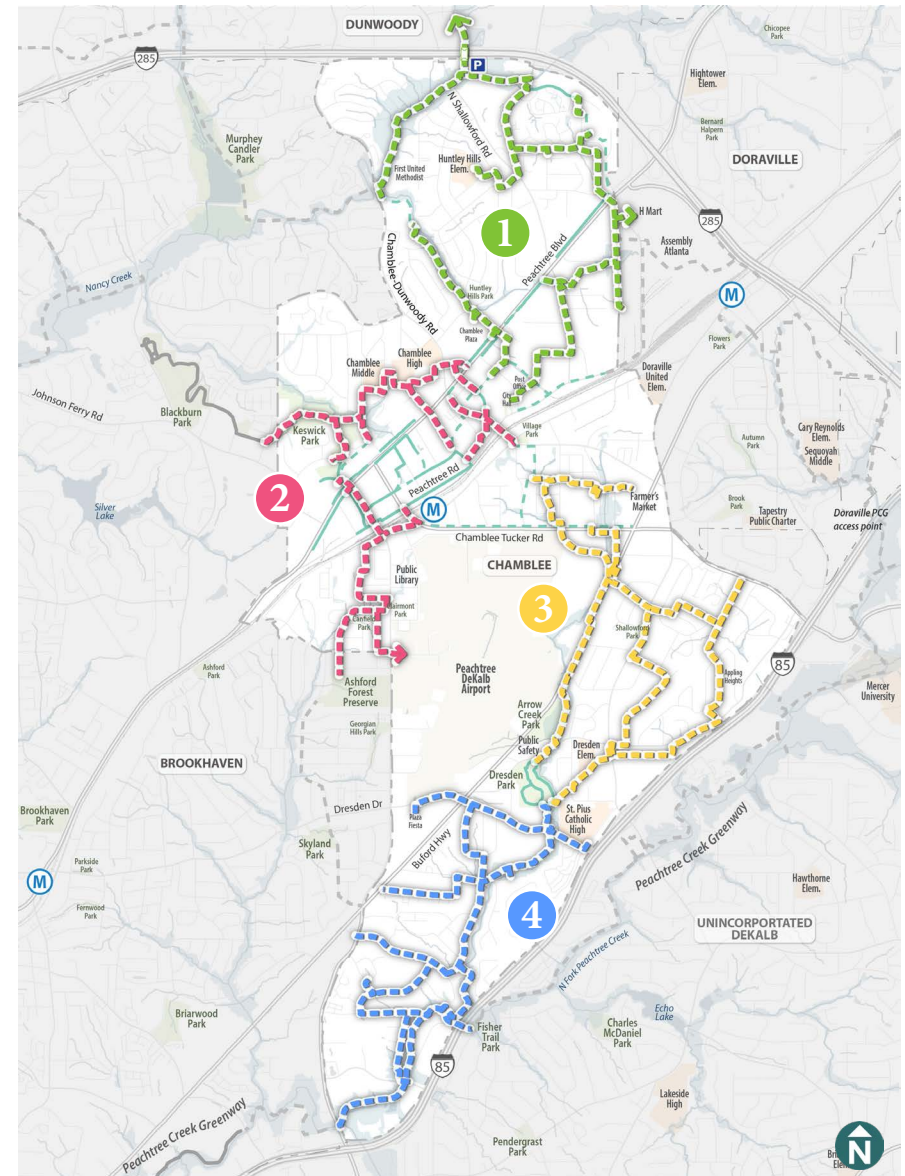
To effectively communicate the detail of the Chamblee Trail Network, the planning team divided the city into four zones, labeled geographically, and shown in the adjacent map.

Each zone will further break down Chamblee's Trail Network into segments, where opportunities and obstacles are detailed. This segmentation will be used to describe the prioritization process that precedes implementation. Each zone description contains a detailed segment map along with vision graphics that give a sense of what the end result should look like. Each zone includes an overview of connecting destinations, total trail distance, opportunities and obstacles, and a preliminary cost estimate.

Trail Zones

| | |
|-------------------------------|----|
| 1 Northside Loop | 21 |
| 2 Westside Connector | 31 |
| 3 Eastside Connector | 40 |
| 4 Southside Connector | 48 |

Proposed Trail Zones



Zone #1 | Northside Loop

Description:

Zone 1, “The Northside Loop,” threads together a mix of City-owned parcels, public right-of-way, and private developments to create a walkable loop that provides connections between neighborhoods, parks, shopping districts, and municipal centers. The Northside Loop will also provide connections to trails in Brookhaven, Dunwoody, and Doraville, making it both a local and regional amenity.

Zone #1 Overview

Connecting Destinations:

Chamblee Plaza, Chamblee First United Methodist Church, Huntley Hills Elementary School, Huntley Hills Park, H-Mart Shopping Center, Assembly Atlanta, Chamblee Town Center, City Hall

Distance: 31,680 Linear Feet (6.0 miles)

Opportunities and Benefits:

- Catalyst for future economic development
- Creates linear parks in areas of the city lacking greenspace and public parks
- Leverages GDOT’s Major Mobility Investment Program (MMIP)
- Effectively connects desired destinations, enabling travel in Chamblee without an automobile

Potential Obstacles:

- Easement acquisition
- Extensive coordination and partnership with GDOT and the City of Dunwoody to realize the pedestrian passageway and stream reclamation of Nancy Creek tributary under I-285

Cost:

| Seg. # | Mileage | Total Estimated Cost |
|--------|---------|----------------------|
| 1a | 0.8 | \$2,905,000 |
| 1b | 0.9 | \$8,074,000 |
| 1c | 0.3 | \$13,472,000 |
| 1d | 0.3 | \$3,504,000 |
| 1e | 0.8 | \$4,418,000 |
| 1f | 0.9 | \$5,405,000 |
| 1g | 1.2 | \$5,679,000 |

Zone #1 | Northside Loop Segments



Segment 1a: This segment connects the Huntley Hills neighborhood with the existing trail fronting Chamblee Plaza, a popular shopping center. It also ties into the Repose Residential Development on the 4100 block of Chamblee-Dunwoody Road, where the developer will construct a greenway trail per City requirements. Segment 1a is comprised of a side path with possible roadway narrowing along a portion of Longview Drive to avoid utility conflicts. It is planned with a mix of calm street and side paths along Ensign Drive, with traffic calming measures and connections to the Huntley Hills Train Park.

Segment 1b: Segment 1b of the Northside Loop continues from the planned Repose Residential Development as a greenway adjacent to Nancy Creek and its tributaries to a proposed trailhead at the city's northern border on the DeKalb County parcel off Savoy Drive. This trail alignment uses City-owned "FEMA" parcels² and DeKalb County parcels, relying minimally on easements (or property acquisitions) of private land. It will effectively become a linear park and neighborhood asset for both recreational and commuter transportation by foot or bicycle.

Segment 1c: Branching off of Segment 1b just east of N. Shallowford Rd, trail Segment 1c links Chamblee to neighboring Dunwoody and its greenspace jewel—Brook Run Park. This will be achieved with a pedestrian passageway under I-285 that would "daylight" and ecologically restore the Nancy Creek tributary currently running through a concrete pipe under I-285. This could be accomplished in coordination with GDOT's ongoing Major Mobility Improvement Program (MMIP) and its plans for revamped interchanges, elevated toll lanes, and a reconfiguration of Savoy Drive into an interstate access road. This passageway and the associated ecological restoration will require GDOT to build a bridge that is currently not part of its long-range planning. This segment is presented as an aspirational vision of reconnecting the Top End communities to one another over what is now the largely impenetrable and massive barrier of I-285.

² "FEMA parcels" are those parcels that lie within a floodplain and have been determined by the Federal Emergency Management Administration to be ineligible for any construction activity. Trail construction is generally exempted from this prohibition.

Segment 1d: This segment of the Northside Loop continues Segment 1b as a greenway on the north side of Nancy Creek from the proposed trailhead at the DeKalb County parcel east to N. Peachtree Road. It will ultimately link the Gainsborough and Huntley Hills neighborhoods to Chamblee's Perimeter Park neighborhood. With the alignment running through an undeveloped City-owned parcel, Segment 1d creates an opportunity for a linear park and greenspace while also providing potential for spur trail tie-ins to future redevelopment of the commercial parcels along Savoy Drive. Heading south, once the greenway reaches N. Peachtree Road, it becomes a side path in the public right-of-way on the west side of the road for a short distance before crossing Perimeter Park Drive at grade and merging into the existing side path trail. Bicycle and pedestrian-friendly intersection improvements include rectangular rapid flashing beacons (RRFB) or a high-intensity activated (HAWK) signal, as shown on page 74.

Segment 1e: Comprised of a mix of greenways and sidepaths that stem off of Segment 1d and 1h trails, the Northside Loop's Segment 1e links the residential and apartment/townhome neighborhoods east of N. Peachtree Road to the planned Toll Brothers mixed-use development—Chamblee Park. On the north end, the trail connects the existing Perimeter Park side path through an office complex to the side path (required by the City) within the Chamblee Park development. The trail then branches west from Chamblee Park as a greenway spur to tie into Segment 1h at N. Peachtree Road. The main greenway trail continues south along the creek to Peachtree Boulevard.

The City of Chamblee should coordinate on the "Gateway Improvement Project" with other stakeholders to ensure that Segment 1e is incorporated into the planned realignment of the complicated intersection at Peachtree Boulevard, North Shallowford Road, and Peachtree Road. Current conditions at this intersection are uninviting for cyclists and pedestrians. The conceptual planning being managed by the Chamblee Doraville CID shows safer at-grade crossings through the creation of a 4-leg intersection. South of Peachtree Boulevard, the trail continues on the west side of Peachtree Road (within the City of Chamblee) to an at-grade crossing (with a HAWK signal) to the H-Mart Shopping Center entrance. At this point, bicyclists and pedestrians would have access to Assembly Atlanta's planned trail network at a new

entrance on the newly constructed Magnolia Drive. Assembly Atlanta representatives have indicated that pedestrians and bicyclists will be able to access the Doraville MARTA station via trails, sidewalks and a new sidepath to be built along the west side of Motors Industrial Way to New Peachtree Road.

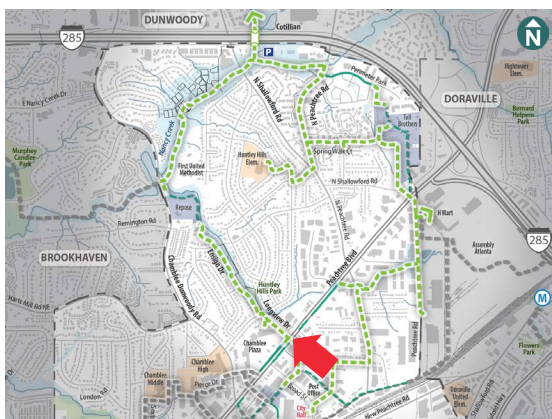
Segment 1f: The Northside Loop's Segment 1f continues Segment 1e as a side path along Peachtree Road from Magnolia Drive south to the Maker's Way entrance to Assembly Yards. The side path design has similar challenges and opportunities on either side of Peachtree Road. This segment should be designed in coordination with stakeholders and City staff at Chamblee and Doraville. At the Nancy Creek tributary, the Segment 1f trail becomes a greenway along the south side of the stream and connect through privately owned parcels back to Peachtree Boulevard, where it ties into the existing side path. South of Maker's Way, the trail follows the existing 10-foot-wide trail on the east side of Peachtree Road (in Doraville) and intersects an Assembly Atlanta-programmed trail at a realigned Studio Way. The developer's trail crosses Peachtree Road into Chamblee city limits just past the existing abandoned rail spur. At this point, the trail resumes as a side path on the north side of Peachtree Road where it connects with the programmed trail outlined in the Peachtree Road Streetscape and Rail Trail Plan³ (2017). The programmed trail will provide direct access into Chamblee Town Center and is proposed for completion in 2027.

Segment 1g: Segment 1g will complete the Northern Loop by connecting to Segments 1a and 1f in the Chamblee Town Center. Segment 1g begins as a side path on the east side of N. Peachtree Road with an at-grade crossing at Tally Street, where the trail converts to a calm street with a proposed sidewalk. Upon intersecting Ingersoll Rand Drive along Irvindale Way, the trail splits into two routes. The Irvindale Way route transitions back to a side path by repurposing excess width in the right of way to enable safe access across Broad Street to City Hall. The other route merges with the Phase 3 Rail Trail back to Peachtree Road to the south and along the Curry Realty parcel to the north. Leveraging former railroad grade differences, a pedestrian bridge crosses over Broad Street

³ <https://chambleega.com/525/Adopted-Plans> click on Peachtree Road Streetscape and Rail Trail Plan and scroll to pages 36 and 37 for Segments 6 and 7.

and extends through private development to American Industrial Way. An additional bridge spanning the Curry Realty parcel will bring the trail back to Peachtree Boulevard, with potential re-development at the Suesandalon, LLC parcels aligning the trail at the signalized Peachtree Boulevard and Longview Drive intersection. This three-leg intersection was identified as one of the least uncomfortable crossings of Peachtree Boulevard because it is relatively narrow.

Segment 1h: The Northside Loop's Segment 1h continues south as a side path on the east side of N. Peachtree Road (which has fewer above-ground utility interactions than the west side). It requires a narrowing of N Peachtree Road (currently a 50-foot-wide paved swath with only two travel lanes) to calm traffic and provide space for the side path. This trail design aligns with the City's plans for a roundabout at the intersection of N. Peachtree and N. Shallowford Roads. Segment 1h continues into the Huntley Hills neighborhood on Ellwyn Drive as a calm street, with planned sidewalk infill projects in the Huntley Hills neighborhood to create trail connections leading to Huntley Hills Elementary School.



Zone #1 | Longview Drive at Chamblee Plaza

Overview

The image below illustrates a side path condition on Longview Drive that connects into existing side path along Peachtree Boulevard. This pathway connects pedestrians and cyclists to the Chamblee Plaza Shopping Center and to the Huntley Hills Neighborhood.

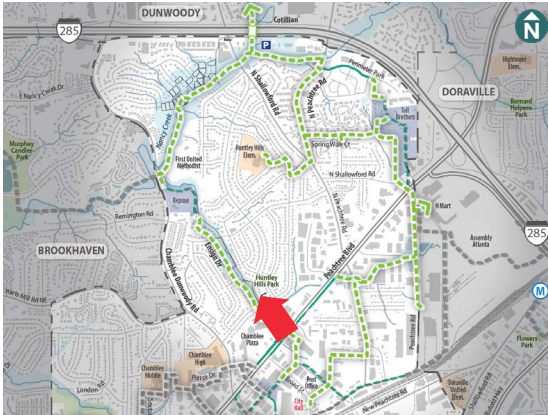
Proposed Trail Type

Side path



Existing conditions of Longview Drive and Chamblee Plaza, looking northwest.





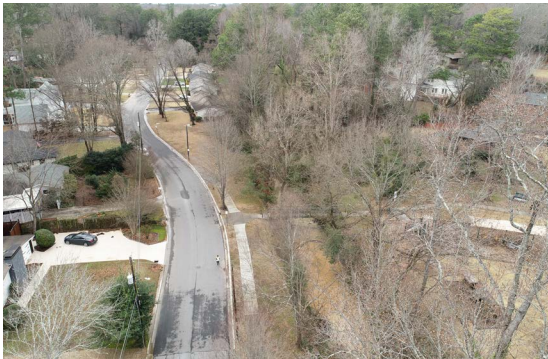
Zone #1 | Ensign Drive

Overview

The image below illustrates a side path condition along Ensign Drive with a connection to Huntley Hills Train Park. At the intersection with Stark Lane, the trail transitions to a calm street.

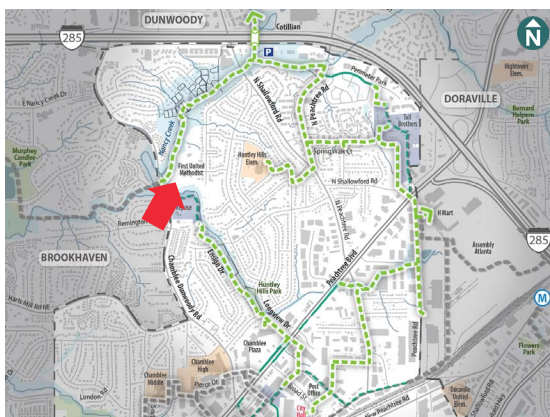
Proposed Trail Type

Side path to Calm Street



Existing conditions of Ensign Drive along Huntley Hills Park, looking northwest.





Zone #1 | Chamblee First United Methodist Church

Overview

The image below illustrates a greenway that follows along the Nancy Creek Corridor through the Chamblee First United Methodist Church property.

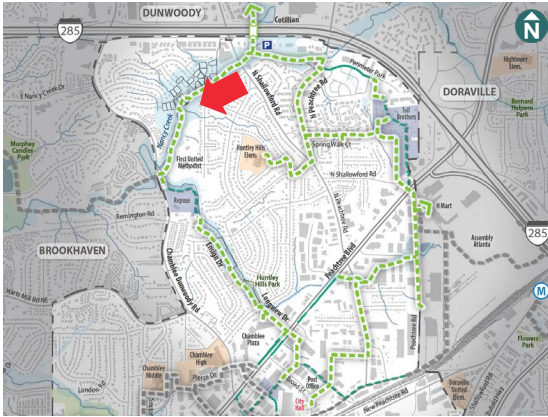
Proposed Trail Type

Greenway



Existing conditions of Chamblee First United Methodist Church, looking northeast along Chamblee Dunwoody Road.





Zone #1 | Nancy Creek Corridor at Gainsborough Club

Overview

The image below illustrates a greenway condition along the Nancy Creek Corridor, connecting to the Gainsborough neighborhood and club pool.

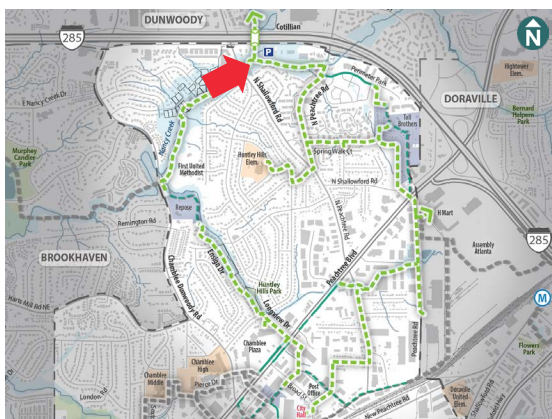
Proposed Trail Type

Greenway



Existing conditions the Nancy Creek corridor alongside Gainsborough Club pool, looking southwest.





Zone #1 | I-285 Highway Bridge

Overview

The image below illustrates a development scenario with a bridged condition on I-285 that allows for the daylighting of Nancy Creek and a trail connection to Dunwoody.

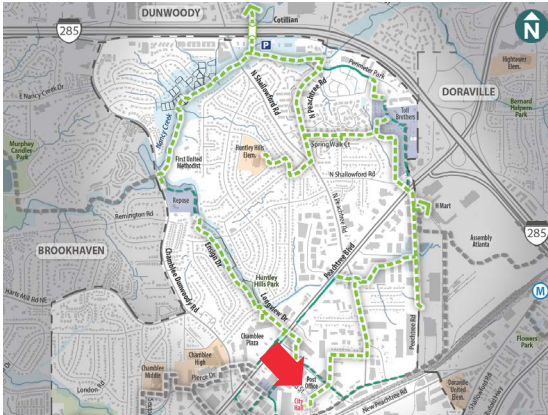
Proposed Trail Type

Greenway



Existing conditions of Savoy Drive, looking northeast.





Zone #1 | Broad Street Bridge

Overview

The image below illustrates the opportunity to separate pedestrian and cyclist traffic from automobiles in the city center by a bridge across Broad Street.

Proposed Trail Type

Greenway



Existing conditions of Broad Street, looking southeast.



Zone #2 | Westside Connector

Description:

Zone 2, the “Westside Connector” in west and central Chamblee, threads neighborhoods, parks, and schools together to create a family-friendly trail network. Westside Connector trails cross the barriers of Peachtree Boulevard, the railroad, and MARTA, which currently severely limit north-south access to key destinations such as central Chamblee, the Mid-City District, and the MARTA station. The trails will also provide access to Brookhaven’s Ashford Preserve and Blackburn Park.

Zone #2 Overview

Connecting Destinations:

Chamblee High School, Chamblee Middle School, Keswick Park, Blackburn Park, Village Park, MARTA, Clairmont Park, Canfield Park, Chamblee Town Center, Dekalb-Peachtree Airport

Distance: 29,568 Linear Feet (5.6 miles)

Opportunities and Benefits:

- Catalyst for trail-oriented economic development
- Direct routes to and between parks
- Supports MARTA ridership and transit-oriented development
- Partnership with Dekalb Board of Education
- A canvas for local artists to tell Chamblee’s story

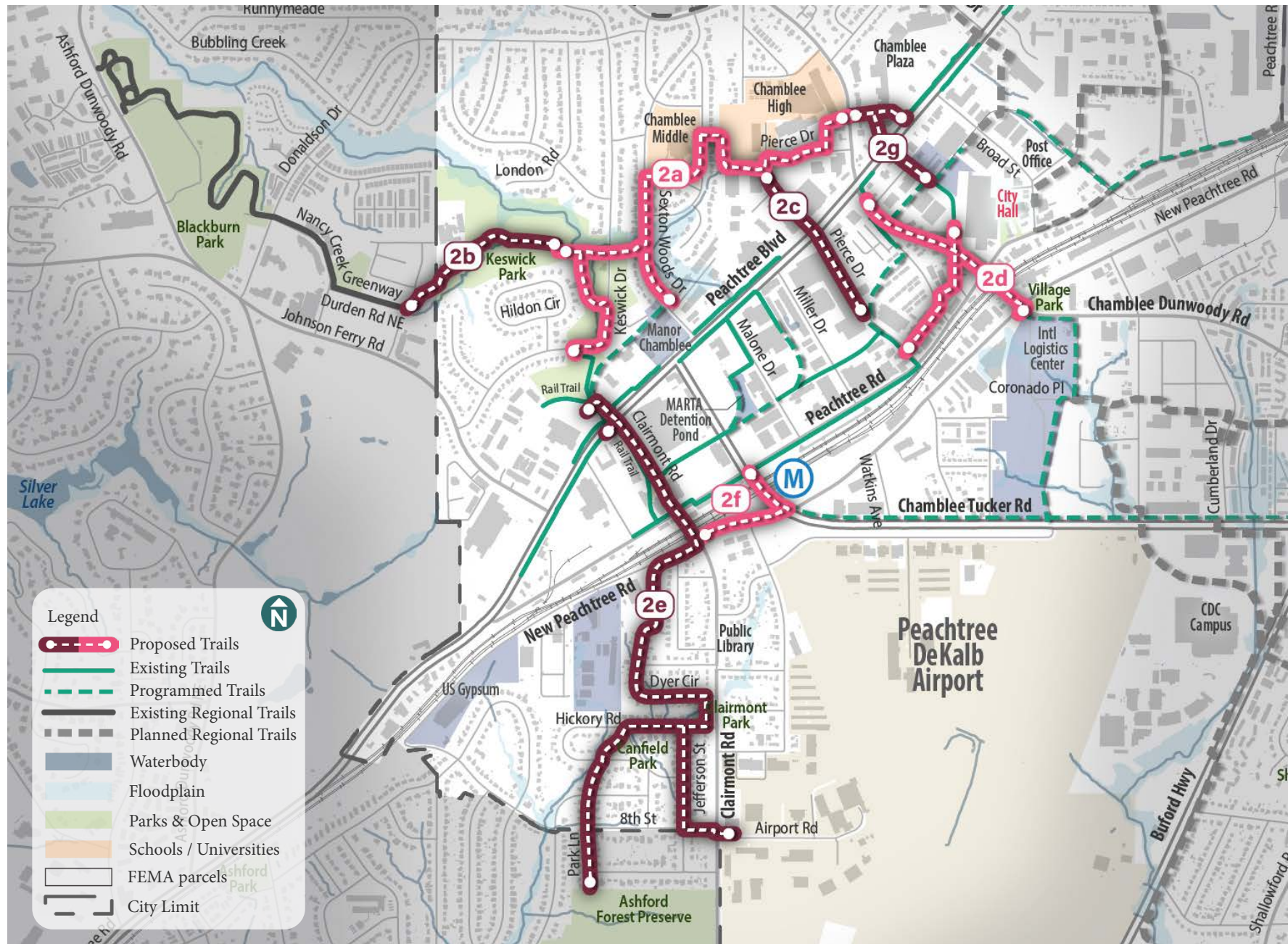
Potential Obstacles:

- Easement acquisition
- Extensive GDOT coordination

Cost:

| Seg. # | Mileage | Total Estimated Cost |
|--------|---------|----------------------|
| 2a | 1.4 | \$7,753,000 |
| 2b | 0.5 | \$3,215,000 |
| 2c | 0.4 | \$2,424,000 |
| 2d | 0.7 | \$4,534,000 |
| 2e | 1.8 | \$5,337,000 |
| 2f | 0.6 | \$3,561,000 |
| 2g | 0.3 | \$5,027,000 |

Zone #2 | Westside Connector Segments



Segment 2a: This segment of the Westside Connector begins in front of Chamblee High School across from Ivy Street and ends at the existing Keswick Park Rail Trail in Keswick Village. A mix of side path, calm street, and greenway trail typologies comprise Segment 2A. Proceeding west, the trail links together both Chamblee High School and Chamblee Middle School with a greenway around North DeKalb Stadium and through the existing gate and trail located at the stadium's western edge. An at-grade crossing takes the trail to the west side of Vanet Road where it becomes a side path, widening the existing sidewalk and landscape buffer to achieve a higher degree of user comfort. It then turns south to Sandlewood Lane along the Chamblee Middle School parcel and the public right of way to Sexton Woods Drive. Placing the trail on the east side of Sexton Woods Drive limits interaction with driveways and utility pole conflicts. A trail spur peels off as a calm street connection south from the Nancy Creek tributary, tying into the Manor Chamblee development's trail on Sexton Woods Drive near Peachtree Boulevard. Back at the Nancy Creek tributary, the main trail crosses Sexton Woods Drive and proceeds west as a greenway, partially on a sewer line easement, running through Keswick Park to meet the existing Keswick Park Rail Trail.

Segment 2b: Segment 2b of the Westside Connector links Chamblee's Keswick Park to Brookhaven's Blackburn Park and provides a unique trail user experience, as it gently touches the Keswick Forest Nature Preserve. Stemming off Segment 2a on the south side of the soccer fields, Segment 2b widens an existing sidewalk and heads west to Keswick Forest. At the existing trailhead, a sensitively installed, elevated boardwalk structure launches towards the north side of Nancy Creek, meandering around old-growth trees as it approaches Ashton Woods Drive near the existing detention pond, and ultimately ties into the existing Nancy Creek Trail in Brookhaven. This segment will be designed with tree and habitat preservation in mind, using top-down "light-touch" construction methods that minimize disruption to the existing soft-surface walking trails.

A spur trail from Segment 2a provides additional, adjacent neighborhood connectivity by leveraging a "paper street"¹ to bridge the gap currently

¹ A "paper street" is a street that shows up on city maps and is public right of way but was never paved as a street with vehicular access.

limiting access between Keswick Park and Hildon Circle in Keswick Village.

Segment 2c: This segment will start with a side path along Pierce Drive from Chamblee High School southeast to the Mid-City District. Reducing the width of Pierce Drive from 30 feet to 22 feet creates enough space within the public right-of-way to build the side path without utility interference. The crossing of Peachtree Boulevard at Pierce Drive offers one of the better cycle-pedestrian crossings of the boulevard. It should be redesigned with bicycle and pedestrian safety in mind. As the trail continues south along the west side of Pierce Drive, it intersects with the planned Chamblee Rail Trail Extension. The end of Segment 2c connects into the existing side path on Peachtree Road, providing access to the MARTA station.

Segment 2d: This segment of the Westside Connector capitalizes on the existing grade-separated bridges under Peachtree Road and the railroad along Chamblee-Dunwoody Road. As identified in Chamblee's 2019 Mobility Plan and the Chamblee Rail Trail Segment 3 Concept Design Study, Chamblee Dunwoody Road will continue the three-lane configuration it has north of Peachtree Boulevard south to New Peachtree Road. This will allow sufficient space for a side path with a generous landscape buffer to protect trail users from the danger and poor user experience of close vehicular traffic proximity. This public right-of-way improvement will create a significant cycle and pedestrian link between the Town Center and central and south Chamblee.

Segment 2d will then cross at the signalized intersection at New Peachtree Road with a proposed removal of the existing turning lane at the northeast corner in front of Village Park. This facilitates a safer crossing by requiring vehicles to slow down as they make the turn. The trail ties into existing sidewalks to connect into Village Park, then crossing into the trail that is part of the City of Chamblee's agreement with the International Logistics Center project's developer.

Segment 2d also provides a link from Segment 2g on American Industrial Way to the existing Rail Trail at Pierce Drive to provide safer bicycle-pedestrian access to and from the MARTA station and the Town Center's restaurants, shops, and businesses. With the existing Peachtree Road

streetscape, and commercial and retail zones limiting the available right-of-way, an identified route brings the trail southwest from American Industrial Way via the Lumen Chamblee development through a few select parcels that would encourage further trail-oriented development. The segment terminates at Pierce Drive with an at-grade crossing to the Rail Trail extension.

Segment 2e: Segment 2e takes advantage of the Clairmont Road bridge over the Norfolk Southern rail lines and MARTA tracks by narrowing the existing travel lanes, potentially eliminating the center “left turn” lane to accommodate a widening of the existing sidewalk on the west side of the bridge into a multi-use side path. This modification will vastly improve the experience of pedestrians and cyclists traveling between Keswick Village, the shops and restaurants along Peachtree Boulevard, and Canfield Park. After crossing New Peachtree Road, the trail becomes a greenway on the edge of a GDOT parcel before transitioning to a calm street. Within the neighborhood, the trail threads together Clairmont Park and Canfield Park before crossing into Brookhaven where cross-jurisdictional collaboration should lead the trail to the Ashford Forest Preserve. A proposed crossing safety improvement and signal upgrade at Clairmont Road and Airport Road to better accommodate pedestrians and cyclists will safely enable trail users to go to Peachtree DeKalb Airport’s Airport Park.

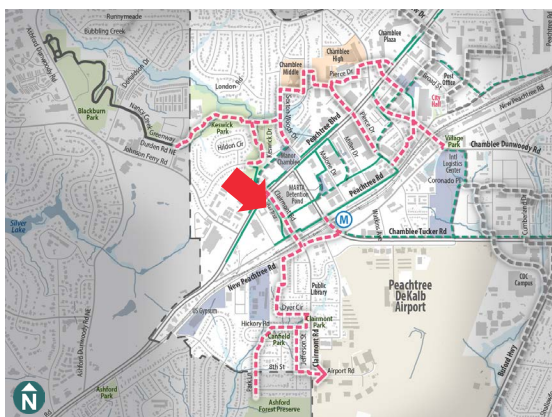
Segment 2f: While beneficial in many other ways, the Norfolk Southern railroad and MARTA tracks effectively cut Chamblee in two and together act as a major barrier to pedestrian and cyclist mobility. Tunneling under or bridging over the tracks in Chamblee is not recommended due to a combination of topography and existing land uses, in addition to the very long timeline and significant expense of negotiating with the railroad and associated federal requirements. Segment 2f ties into the planned multi-use trail from New Peachtree Road to Buford Highway, and then veers southwest along New Peachtree road as a side path until reaching Segment 2e at the Clairmont Road bridge intersection.

This segment reconfigures the wide travel lanes and uninviting sidewalks into narrower travel lanes and a wider multi-use trail on the east side of

Chamblee Tucker Road – a configuration that invites trail users to pass beneath the existing tracks. Reducing the five travel lanes from 12-feet to 11-feet and re-working the existing abutment slope of the underpass will allow for a dedicated trail facility that includes a vehicle barrier to protect trail users and, also importantly, to increase their sense of safety. The multi-use trail may need to separate cyclists from pedestrians at the bridge columns. This upgraded underpass also provides an excellent opportunity for murals that tell Chamblee’s story.

While Segment 2f is short, it provides a key link for a more enjoyable, safe, walkable and bikeable route between the Mid-City district, the MARTA station, and New Peachtree Road. This investment has the potential to encourage more transit and trail-oriented development while supporting alternatives to driving for those who already live nearby.

Segment 2g: The Westside Connector’s Segment 2g links Chamblee High School to central Chamblee and the Chamblee MARTA station. The alignment begins at the front of Chamblee High School and proceeds east to an at-grade crossing of Chamblee Dunwoody Road at Ivy Street. This intersection should be signalized to provide a safe crossing to the school (which may eliminate the need for the HAWK signal approximately 175-feet to the north). The trail continues for a short distance on Ivy Street until it veers south into a short greenway that rises on a ramp prior to bridging Peachtree Boulevard at American Industrial Way. A spur connection ties into the existing side path that fronts Chamblee Plaza. Further opportunity exists to spark trail-oriented development at vacant and surface-lot parcels within the triangle formed by Peachtree Boulevard, Chamblee Dunwoody Road, and Ivy Lane. On the south side of Peachtree Boulevard, the bridge lands on the west side of American Industrial Way as a side path that proceeds south to join the existing side path and programmed Rail Trail Phase 3 Extension on American Industrial Way. Segment 2g would connect into the multi-use trail in Segment 2d and from there to the existing Rail Trail on Peachtree Road with access to the MARTA station.



Zone #2 | Clairmont Road

Overview

The image below illustrates a side path along Clairmont Road, providing a vital trail connection between north and south Chamblee. The cross sections on the following page illustrate the proposed changes in existing lane width to accommodate multi-modal travel.

Proposed Trail Type

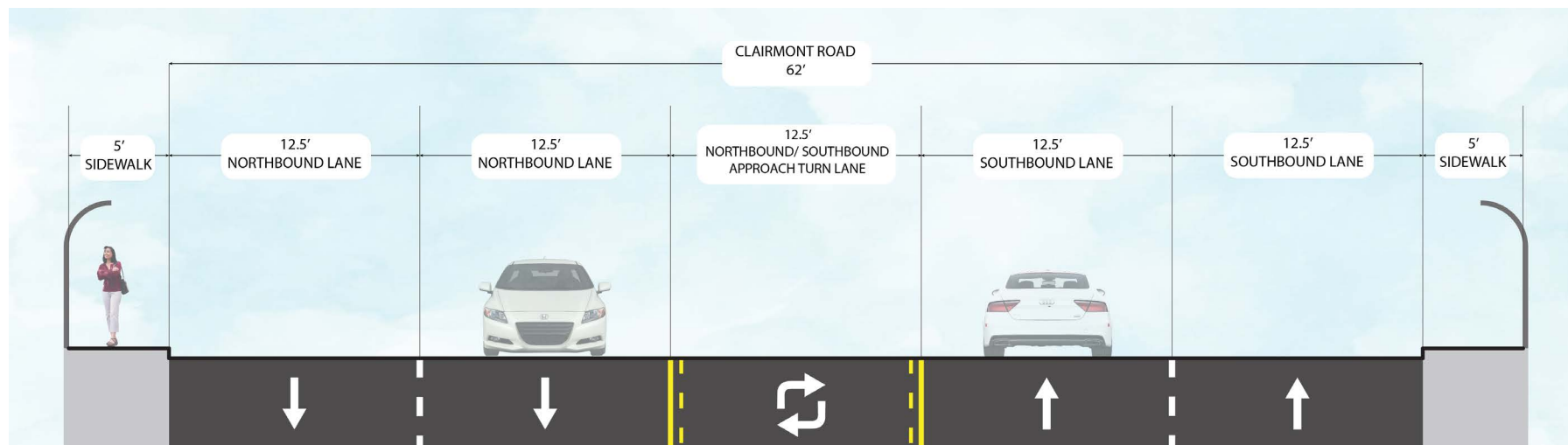
Side path



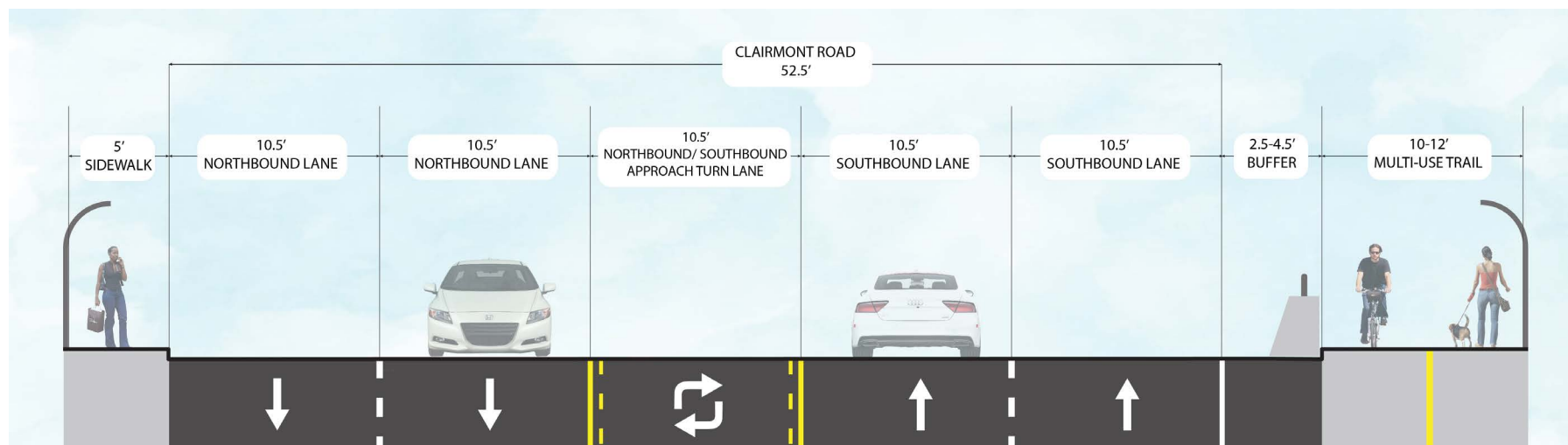
Existing conditions of Clairmont Road, looking southeast.



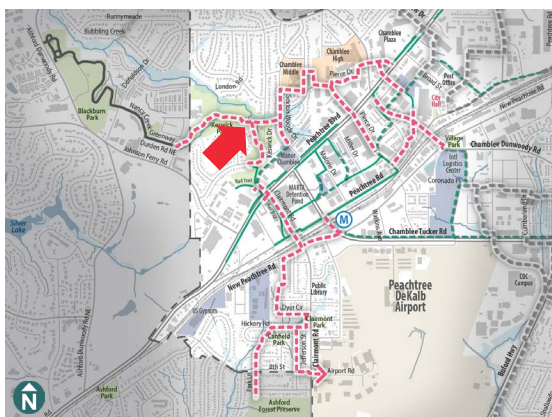
Zone #2 | Clairmont Road



A cross section of existing conditions of Clairmont Road, looking southeast.



A cross section of proposed conditions of Clairmont Road, looking southeast.



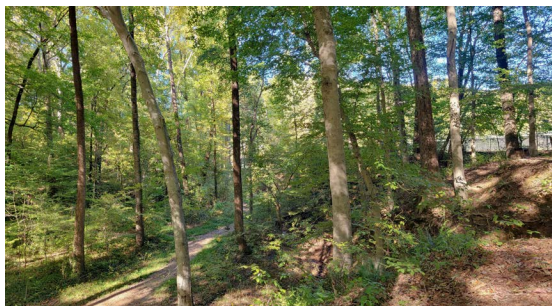
Zone #2 | Keswick Forest Greenway

Overview

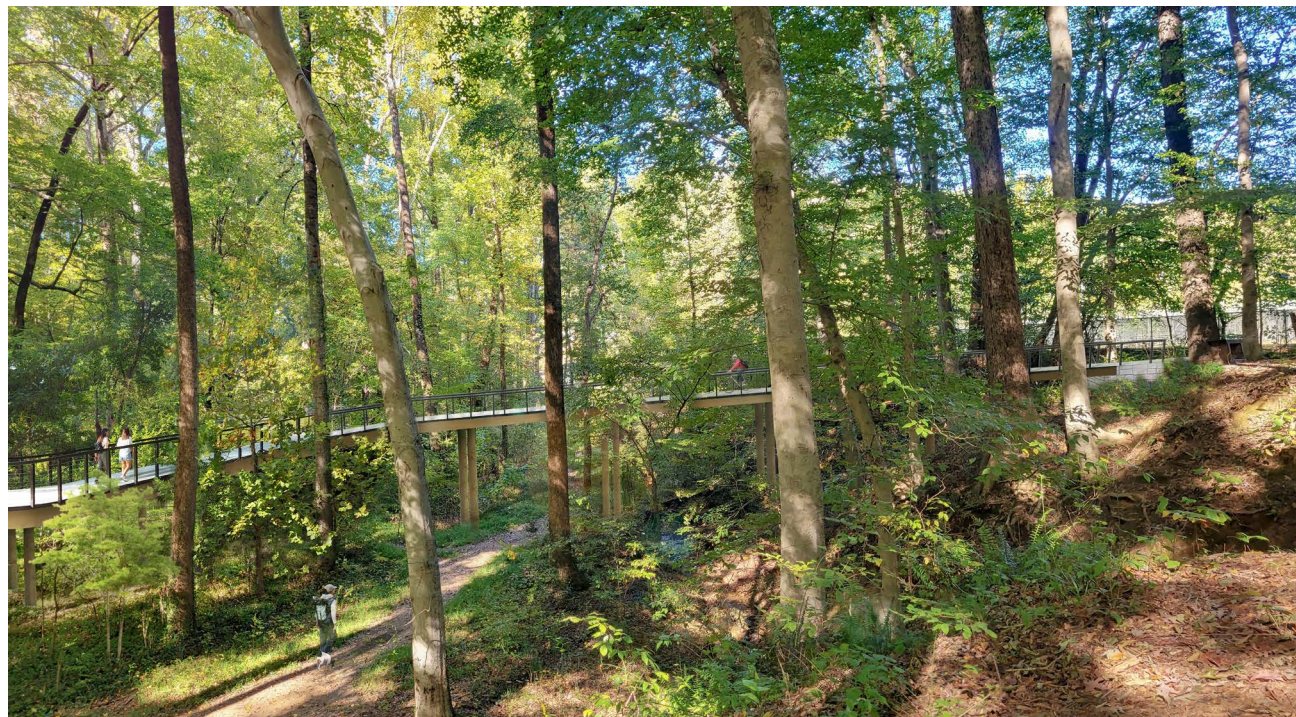
The image below illustrates an elevated boardwalk through the Keswick Forest, offering an ecologically sensitive and visually exciting trail connection.

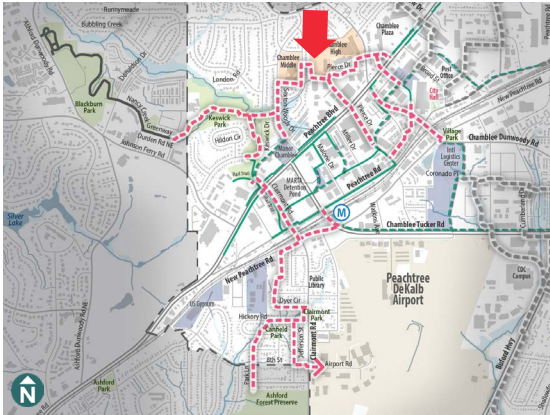
Proposed Trail Type

Greenway



Existing conditions of Keswick Forest footpath, looking northeast.





Zone #2 | Chamblee High School

Overview

The image below illustrates a trail connection along Chamblee High School property with security fencing and a controlled entry point. This section of trail builds along an existing footpath from Vanet Road, providing a vast improvement in pedestrian and cyclist connectivity for safe routes to school.

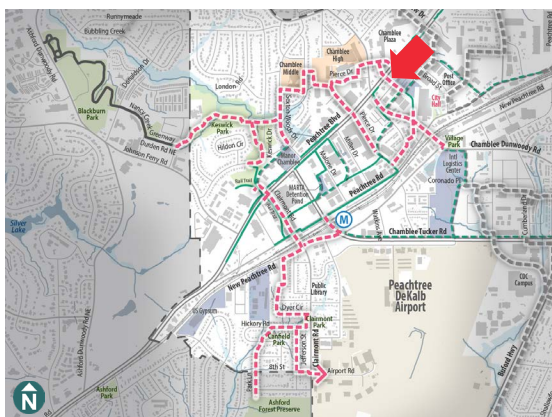
Proposed Trail Type

Greenway



Existing conditions of the Chamblee High School North Dekalb Stadium, looking south.





Zone #2 | Peachtree Boulevard

Overview

The image below illustrates a pedestrian bridge that crosses over Peachtree Boulevard, offering a safe, inviting experience for pedestrians and cyclists

Proposed Trail Type

Greenway



Existing conditions of Peachtree Boulevard, looking southwest



Zone #3 | Eastside Connector

Description:

Zone 3, the “Eastside Connector,” creates opportunities amid the obstacles of busy roads like Buford Highway and barriers like Peachtree DeKalb Airport. Overcoming these hurdles, the Eastside Connector laces together the neighborhoods, schools, and parks in Dresden East and North Dresden to the culturally vibrant areas surrounding Chamblee Tucker Road, Chamblee Dunwoody Road, and Buford Highway. It ultimately provides user-friendly pedestrian and cyclist access to central Chamblee through the trails identified in Zone 2: the Westside Connector.

Zone #3 Overview

Connecting Destinations:

City Farmer’s Market, CDC Chamblee Campus, Buford Highway restaurants, Arrow Creek Park, Public Safety Building, Dresden Park, St. Pius High School, Dresden Elementary, Dynamo Swim Club, Shallowford Park

Distance: 32,208 Linear Feet (6.1 miles)

Opportunities and Benefits:

- Catalyst for future economic development
- Direct access to parks
- Partnership with Dekalb Board of Education & St. Pius School
- Safe routes to school programming

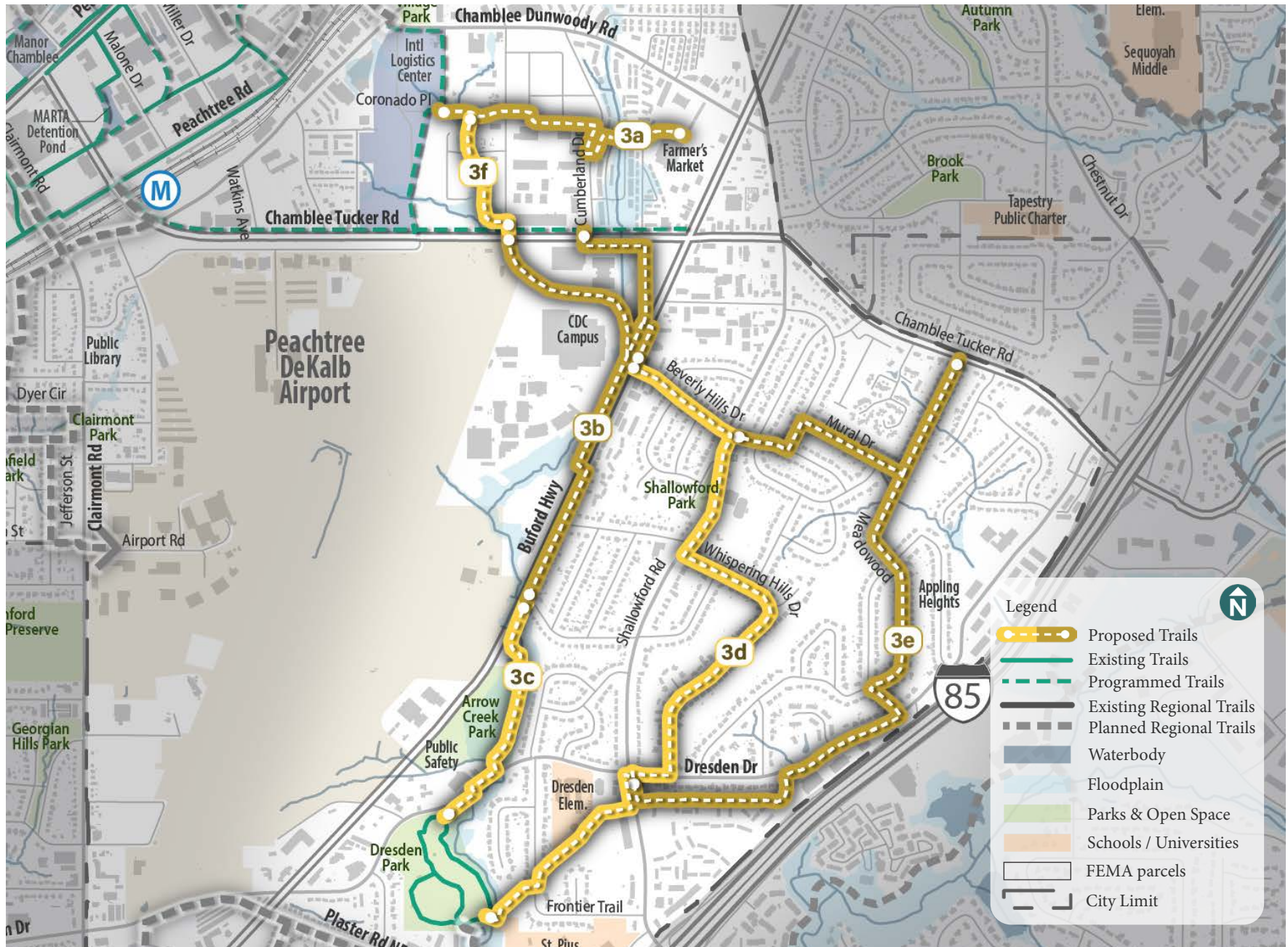
Potential Obstacles:

- Easement acquisition
- Extensive CDC and GSA (Government Services Agency) coordination
- GDOT permitting
- Utility coordination—including Georgia Power permitting

Cost:

| Seg. # | Mileage | Total Estimated Cost |
|--------|---------|----------------------|
| 3a | 0.6 | \$3,444,000 |
| 3b | 1.5 | \$8,910,000 |
| 3c | 0.5 | \$3,709,000 |
| 3d | 1.7 | \$6,107,000 |
| 3e | 1.5 | \$4,210,000 |
| 3f | 0.3 | \$1,426,000 |

Zone #3 | Eastside Connector Segments



Segment 3a: This segment is a greenway that branches off from the programmed trail on Coronado Place at the International Logistics Center development. From here it proceeds due east with a bridge crossing at the North Fork Peachtree Creek tributary. The trail continues east through undeveloped DeKalb County parcels with mid-block crossings on West Hospital Avenue and Cumberland Drive, where the line-of-sight for drivers makes the crossing safest. The trail then interacts with a multi-family residential development to provide access to the City Farmer's Market and adjacent restaurants—a highly desired destination on Buford Highway.

Segment 3b: As Peachtree DeKalb Airport creates a barrier between east Chamblee and north and west Chamblee, Segment 3b envisions an alternative route through the CDC Campus that would break through this barrier. The planning team met with CDC representatives and identified two opportunities for short-term and long-term solutions. The long-term preferred route capitalizes on the IRS-owned parcel within the CDC campus that could include a publicly accessible trail entering the campus from the north off of Chamblee Tucker Road and wrapping around to the east side of the campus to the Beverly Hills Drive entrance. Heading south, the trail follows the east side of the North Fork Peachtree Creek tributary on an elevated boardwalk structure along with security fencing (to secure the property from the trail), before becoming a side path adjacent to Buford Highway. The trail departs the campus at the signalized southern entrance crossing at Buford Highway, continuing as a side path and then a calm street along Buford Drive before reaching Woodside Way.

The short-term alignment, which is more administratively implementable, heads east on Chamblee Tucker Road from West Hospital Avenue via the planned trail in the scoping study referenced in Segment 3f, or alternatively through the parcel owned by Selig Enterprises. The trail then crosses Chamblee Tucker Road at the Cumberland Drive signalized intersection, where it replaces the east bound deceleration lane into the CDC campus with a side path on the south side of Chamblee Tucker Road. Segment 3b then turns south through the currently vacant surface parking lots at the northeastern corner of Chamblee Tucker Road

and Buford Highway potentially encouraging trail-oriented development. The trail splits at the existing HAWK signal on Buford Highway: it continues on the east side of the highway, tying into the existing sidewalk at Beverly Hills Drive (where Segment 3d begins), as well as the west side of the highway, terminating at Woodside Way.

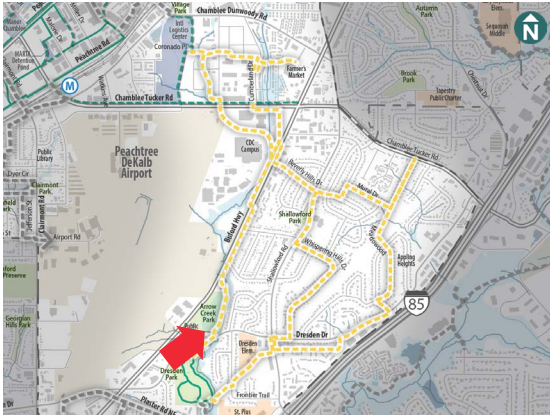
Segment 3c: Segment 3c of the Eastside Connector picks up at Woodside Way and heads south on the west side of the North Fork Peachtree Creek tributary as a greenway to Arrow Creek Park. Within the park, the trail becomes a mostly elevated boardwalk structure that hugs the park's periphery adjacent to the eastern tree line, with spur trails leading to the dog park and programmed recreation spaces. Leaving Arrow Creek Park, the trail bridges over the tributary to a midblock crossing with a HAWK signal on Dresden Drive before entering into Dresden Park. An alternate route assumes trail-oriented redevelopment of the parcels off of Bragg Street and Dresden Drive with the addition of a new signalized intersection to provide safe pedestrian and bicyclist access to Dresden Park's main entrance.

Segment 3d: Segments 3b, 3c, and 3d together create a loop from Dresden Park back to Beverly Hills Drive while providing connections to schools and neighborhoods. Due to traffic complexity and limited right of way, segment 3d is an alternating series of greenway, side path, and calm street trails. It begins as a greenway that crosses at the existing park pedestrian bridge near St. Pius High School, then turns north to run through the Georgia Power easement across Frontier Drive. The trail follows the west side of the utility easement and passes by the back side of Dresden Elementary before approaching Shallowford Road as a side path to the intersection of Shallowford Road and Dresden Drive. A spur connection is recommended to give a direct link to the St. Pius parking lot and to the baseball stadium. The trail becomes a calm street on Whispering Hills Drive and then transitions back to a side path along Shallowford Road on the east side to the Beverly Hills Drive intersection. A desired connection to Shallowford Park requires a traffic study evaluating the possibility of installing a HAWK signal. At Beverly Hills Drive, within the 60-foot right-of-way, the trail continues on the west side of the road where there are fewer curb cuts and utility conflicts. Narrowing the 13-foot-wide lanes

to 11 feet would allow an ample landscape buffer and ensure sufficient space for the multi-use trail.

Segment 3e: Segment 3e of the Eastside Connector creates another loop off of segment 3d to serve the Dresden community. The trail begins at the southeast corner of the intersection of Dresden Drive and Shallowford Road and proceeds as a greenway tucked behind the Bedford Park Apartment Homes. Proceeding east, the trail transitions to a side path for approximately one-quarter mile on the south side of Dresden Drive to a three-way stop at Appling Drive. Where topography and existing utility conflicts pose a challenge, the planning team recommends placing the side path on the north side of Dresden Drive with a mid-block crossing, which could be constructed within existing public right of way. From Appling Drive, the trail proceeds north as a calm street to Meadowood Lane and enters the Georgia Power parcel to provide a greenway to Mural Drive and a direct route to Chamblee Tucker Road. The mainline trail winds west, as a calm street, back to segment 3d at the Beverly Hills Drive and Shallowford Road intersection.

Segment 3f: This segment heads south after the bridge crossing from Segment 3a, traveling along the tributary's eastern side and arriving at the signalized intersection of West Hospital Avenue and Chamblee Tucker Road. Currently a scoping study is being conducted for a potential side path trail along Chamblee Tucker Road in this area. The trail follows the scoping study's route east to the intersection of Cumberland Drive and Chamblee Tucker Road.



Zone #3 | Arrow Creek Park

Overview

The image below illustrates an elevated boardwalk through Arrow Creek Park that connects to the Arrow Creek Community Center, as well as Dresden Park to the south and Buford Highway to the north.

Proposed Trail Type

Greenway



Existing conditions of Arrow Creek Park, looking northeast.





Zone #3 | CDC Campus

Overview

The image below illustrates a side path condition along Buford Highway that transitions into a greenway through the CDC Campus.

Proposed Trail Type

Side path & Greenway



Existing conditions of the CDC Campus west end along Buford Highway, facing north.





Zone #3 | City Farmer's Market

Overview

The image below illustrates a side path condition that connects neighborhoods from the west to the City Farmers Market Shopping Complex. This trail connection improves an existing dirt footpath along the same corridor.

Proposed Trail Type

Side path



Existing conditions of the north side of City Farmers Market, looking west.





Zone #3 | Dresden Elementary

Overview

The image below illustrates a greenway through the Georgia Power Easement, which offers a safe route to school for Dresden Elementary students.

Proposed Trail Type

Greenway



Existing conditions of Dresden Elementary along the Georgia Power easement, facing northeast.



Zone #4| Southside Connector

Description:

The strategy for Zone 4, the “Southside Connector,” brings local and regional bicycle and pedestrian connections to Chamblee. South Chamblee’s land uses vary from low to high density residential and include office commercial and industrial districts. The Southside Connector provides access to nearly 7 miles of trail, connecting the Wakefield Forest and Clairmont neighborhoods to key destinations such as Plaza Fiesta, Century Center, and the planned Peachtree Creek Greenway. Currently those neighborhoods are separated from these destinations by disjointed local street grids and busy arterial roadways. A key goal for the Southside Connector is to tie into the Peachtree Creek Greenway, which will provide Chamblee residents with pedestrian and cyclist access to Brookhaven and ultimately Atlanta to the south, as well as provide access to the Briarcliff neighborhoods, Doraville, and Gwinnett County to the north. Some of the trail segments within this zone also create opportunities for linear parks in a part of the city with relatively little publicly available open space.

Zone #4 Overview

Connecting Destinations:

Plaza Fiesta, Dresden Park, St. Pius High School, Century Center, Peachtree Creek Greenway

Distance: 36,432 Linear Feet (6.9 miles)

Opportunities and Benefits:

- Propel economic development
- Direct access to existing parks
- Opportunities to expand greenspace in landlocked lots and linear corridors
- Safe routes to school programming
- Establish regional connections beyond Chamblee borders

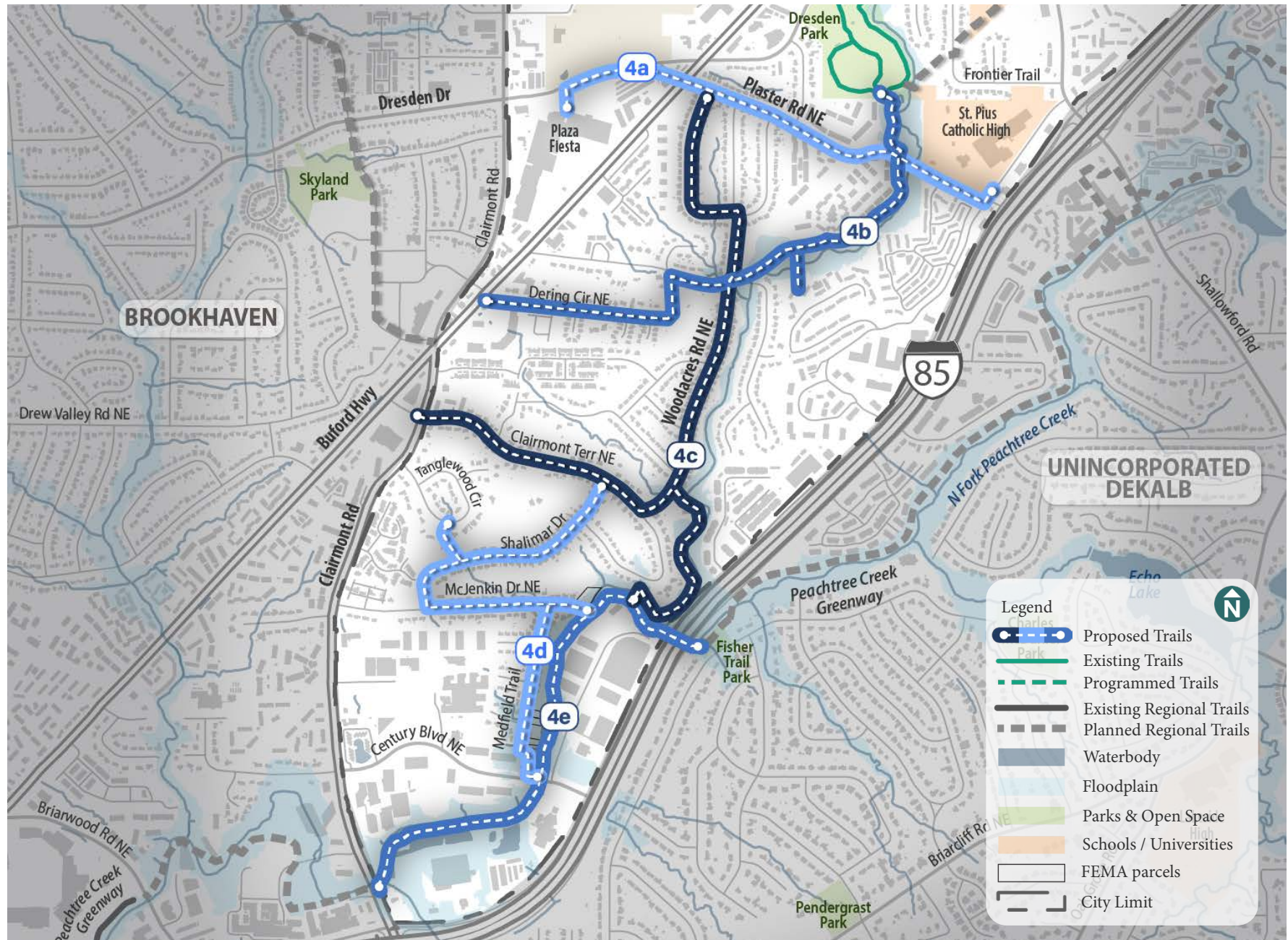
Potential Obstacles:

- Easement acquisition
- GDOT permitting
- Utility coordination—including Georgia Power Company and Colonial Pipeline

Cost:

| Seg. # | Mileage | Total Estimated Cost |
|--------|---------|----------------------|
| 4a | 1.0 | \$5,519,000 |
| 4b | 1.4 | \$5,249,000 |
| 4c | 1.9 | \$5,219,000 |
| 4d | 1.4 | \$3,756,000 |
| 4e | 1.2 | \$8,500,000 |

Zone #4 | Southside Connector Segments



Segment 4a: This South Connector segment is a side path along Dresden Drive and Plaster Road that creates a safer east-west link between St Pius High School and the major destination of Plaza Fiesta. The trail begins at the entrance to St. Pius High School on Johnson Road, then turns west and follows the south side of Plaster Road. The side path is largely within public right of way. It upgrades the existing sidewalk to a multi-use trail with a landscape buffer that enhances safety by separating trail users from vehicular traffic. The trail intersects Segment 4b near the tributary, with a link into Dresden Park, then continues to Buford Highway where the GDOT Buford Highway Safety Improvements Project's sidewalks will tie into the trail, giving residents more dignified access to MARTA bus routes along the corridor. The trail then crosses at the signalized intersection at Plaster Road and Buford Highway, requiring a lane reconfiguration on the western approach of Plaster Road and signal improvements for pedestrian and cyclist safety. The trail proceeds west along the south side of Dresden Drive and proposes to repurpose a row of parking in order to tie directly to the Plaza Fiesta entrance. The trail will create an alternative way for Chamblee residents to access Plaza Fiesta and support any future reprogramming of the site.

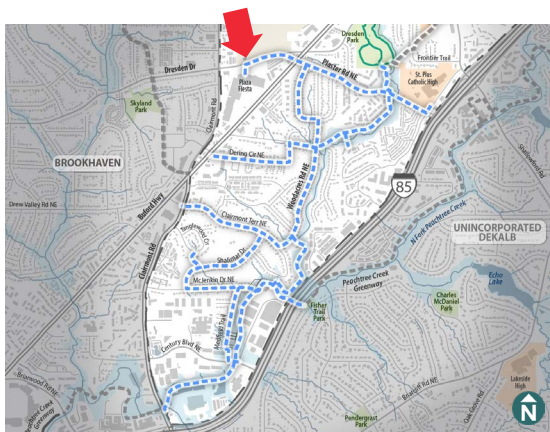
Segment 4b: Beginning in Dresden Park, the trail picks up from the trails of the Eastside Connector, follows south along the tributary and through a short section of the Georgia Power utility easement, crossing Plaster Road mid-block where the line of sight is best suited for trail user safety. The greenway proceeds south and west along the tributary and connects to the multi-family parcels before again passing through a Georgia Power parcel and terminating at the intersection of Woodacres Road and Capehart Circle. Trail users will then safely transition to a calm street that heads west on Capehart Circle, then south on Dering Circle. The trail follows along Dering Circle as it continues west toward Buford Highway, capturing the existing sidewalks with additional calm street design recommendations for bicyclist safety to connect into the Crossroads Village Shopping Center.

Segment 4c: Trail user experience is crucial in the Southside Connector's Segment 4c, given the challenging built environment where single family residential land uses are prominent. This segment diverges south from

Segment 4a's Plaster Road side path at Warwick Circle as a calm street. Turning south on Woodacres Road, the trail intersects Segment 4b at Capehart Circle and follows Woodacres Road south to the road's cul-de-sac terminus. Steering Committee members identified a greenway connection opportunity at this location where the trail splits in two through remnant green space. One route proceeds east and south along a tributary and North Peachtree Creek before bridging the creek and tying into the planned Peachtree Creek Greenway. This connection provides direct access to Century Center along with potential public open space at an existing land-locked parcel. Further floodway modeling would need to be conducted for this section of trail. The second branch of Segment 4c continues south as a greenway for a short distance to Clairmont Terrace where it becomes a calm street moving west to the existing signalized intersection at Clairmont Road. This design bridges a gap between south Chamblee neighborhoods and connects Chamblee residents to a grocery-store-anchored shopping center in Brookhaven. With cross-jurisdictional coordination, Brookhaven and Chamblee could enhance access to surrounding businesses and restaurants and ultimately form an inviting and safe trail route to Brookhaven's Skyland Park.

Segment 4d: This segment carves out pedestrian and cyclist access to key destinations from neighborhoods with no outlet streets and other design challenges. Segment 4d begins as a calm street at the intersection of Clairmont Terrace and Shalimar Drive and heads west on Shalimar Drive to the Georgia Power utility corridor. While grade and acquisition challenges exist, and require further study and coordination with utility stakeholders, the trail would become a greenway along the utility corridor south to Mcjenkin Drive. A spur trail heads northwest along the tributary connecting the Tanglewood neighborhood where it joins Tanglewood Circle as a calm street. At Mcjenkin Drive, the trail transitions back to a calm street heading east, with a pedestrian bridge at the end of Mcjenkin Drive connecting to the Peachtree Creek Greenway. Due to floodplain condition, this location is best suited for a bridge connection to Peachtree Creek Greenway. A parallel calm street trail connection on Medfield Trail provides access to the parcels on the west and breaks through by leveraging an existing foot path at the cul-de-sac to provide safe access to Century Boulevard and the Peachtree Creek Greenway.

Segment 4e: Southside Connector Segment 4e requires multi-jurisdictional collaboration for the planned Peachtree Creek Greenway with Brookhaven and DeKalb County on the front end, but it is paramount for Chamblee citizens and visitors as a highly sought after destination and means of future regional connectivity. It also establishes a linear park and additional passive green space that South Chamblee lacks. The Chamblee portion of the Peachtree Creek Greenway Trail begins at Clairmont Road with at-grade access. Further coordination with Brookhaven is required to establish the timeline for connecting the Brookhaven portion to Chamblee under Clairmont Road. The greenway follows the sewer corridor east along the south side of Peachtree Creek, travels under Century Boulevard and I-85, and crosses Chamblee city limits into unincorporated DeKalb County ending at Fisher Trail Park.



Zone #4 | Plaza Fiesta

Overview

The image below illustrates a side path condition along Dresden Drive, with an enhanced trail connection to the Plaza Fiesta Shopping Center.

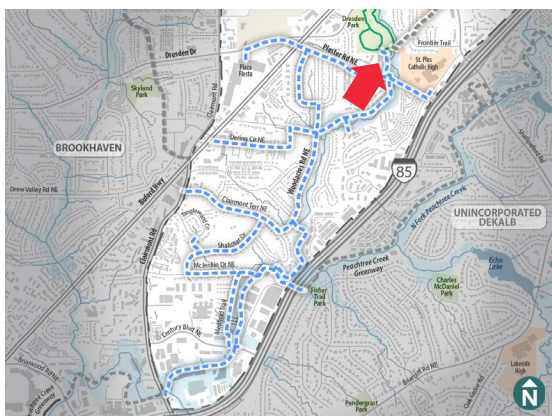
Proposed Trail Type

Side Path



Existing conditions of the north side of Plaza Fiesta, looking south.





Zone #4 | Bloom Apartments to Dresden Park

Overview

The image below illustrates a greenway connection from Dresden Drive through the Georgia Power Easement on Bloom Apartments property to Dresden Park. The greenway then crosses over Arrow Creek, continuing northeast along the Georgia Power Easement.

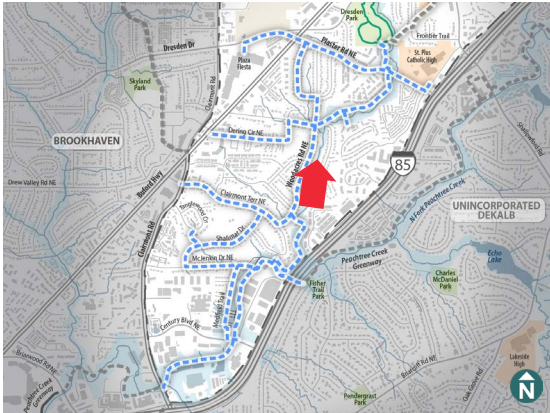
Proposed Trail Type

Greenway



Existing conditions of Bloom Apartments, the Georgia Power easement, and the southern end of Dresden Park, looking northeast.





Zone #4 | Woodacres Road

Overview

The image below illustrates a calm street scenario along Woodacres Road. Calm street interventions include signage, pavement markings, and central medians designed to slow automobile traffic.

Proposed Trail Type

Calm Street



Existing conditions of Woodacres Road, looking north.





04. Implementation Strategy

4 Implementation Strategy

4.1 Overview

This chapter recommends strategies with specific steps that will ensure a timely and orderly implementation of the Chamblee Trail Master Plan. It is critically important that the momentum established in the recently completed master planning effort be immediately followed by action. To this end, the PATH team proposes a three-phase, ten-year approach, illustrated in the above table. This chapter will describe the four-phase approach in detail and then estimate the costs and identify funding resources for the first three phases. The importance and structure of an Implementation Committee will be defined and the chapter will end with implementation milestones as a series of next steps.

| Project Phase | Build Years |
|---------------|-------------|
| Model Project | 1-2 |
| Phase Two | 3-6 |
| Phase Three | 7-10 |
| Phase Four | 10+ |

4.2 Funding Resources

Local funding is strongly preferred for implementing trail networks—especially for the first several projects. Federal and state money is, of course, very useful for building out a trail network, but it needs to be programmed several years in advance. It is best used for later Phase 2 and Phase 3 segments. The City of Chamblee should develop a multi-year grants strategy that includes back-up plans for when grant applications are not successful. Well-thought-out local funding and grant strategies are highly attractive to private donors and form the basis of a successful public-private partnership, which can be leveraged to maintain momentum and keep the overall network plan on track. Here are funding sources to consider when trails are built:

Local Funding Sources

- Allocations within City/County budgets for parks, transportation, sewer and water
- Bond referenda
- Sales surtax funds
- Development impact fees
- In-kind products and services
- Philanthropic grants
- Transportation Special Purpose Local Options Sales Tax (TPLOST)

State of Georgia Funding Sources

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

Federal Funding Sources

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

4.3 Phase 1: Model Project Criteria and Recommendation

The key to advancing a trail network is to construct a model project or model projects while the ink is drying on the master plan. The model projects need to meet criteria informed by the goals of the *Chamblee Trail Master Plan* in order for the trail network to become a key component of Chamblee's identity.

Using the criteria below, and in consultation with the Steering Committee, the PATH team recommends beginning the *Chamblee Trail Network* at the greenway component of the Northside Loop, including the segments near the Chamblee First United Methodist Church and the Gainsborough Pool Club. This project should begin survey, engineering and design upon plan adoption with the goal to begin construction in 2024.

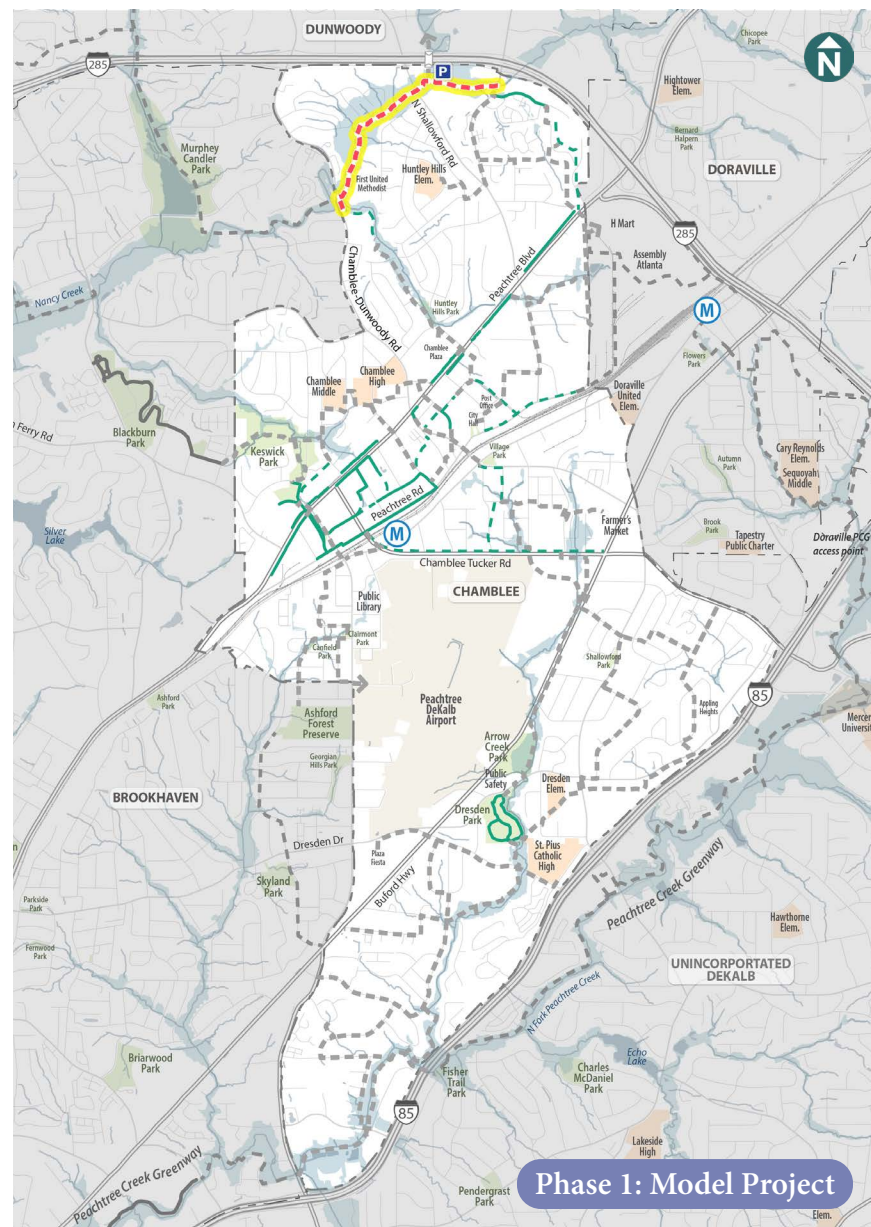
The implementation of the model project was discussed at the fourth Steering Committee meeting held on February 23, 2023. The PATH team presented the criteria for selecting a successful model project along with the suggested model project (comprised of two segments):

- **Northside Loop, Segment 1b** from Chamblee Dunwoody Road to North Shallowford Road along a Nancy Creek tributary. This segment will build off a programmed multi-use trail soon to be completed by 2024 and connects to the City of Chamblee's newest greenspace — Savoy Park off of North Shallowford Road. This close-to-a-mile-long greenway trail creates a linear park, leverages City-owned FEMA properties, and it requires very little land acquisition.
- **Northside Loop, Segment 1d** extends from Segment 1b to the east as a greenway trail within the future Savoy Park property. It creates a trailhead to provide parking access for both park and trail users.

A successful model project:

- **Connects desirable destinations**
- **Provides access** to many Chamblee residents
- **Creates an inviting trail user experience**
 - Limited vehicular traffic interaction
 - Substantial roadway separation
 - A varied design including bridges, boardwalks, and landscaping
- **Is quick to start building**
 - Minimal land acquisition
 - Manageable construction
 - City or County permitting only
 - Estimated cost covered by local funding
- **Begins construction within 2 years**

The suggested model project of Segment 1b and Segment 1d in the north of Chamblee are highlighted in yellow.



4.4 Phases 2 and 3 Criteria and Recommendations

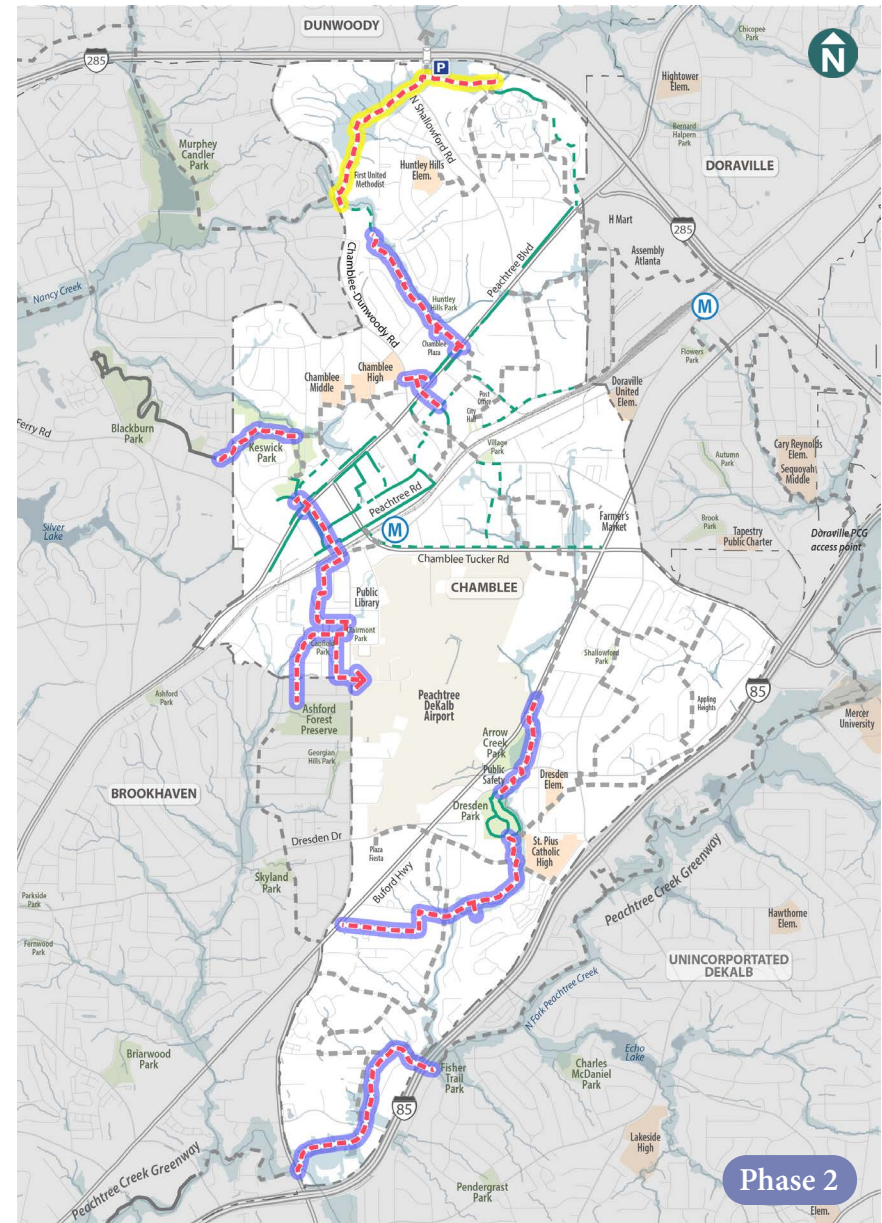
The subsequent phases of the Chamblee Trail Network should ideally be designed and built in successive waves where there is one active project in each phase of the implementation process: design, permitting, and construction. In this way, as the ribbon cutting happens for the first project, a second project is coming out of permitting and ready for construction, while simultaneously another project is finishing design and moving into permitting, creating space for another project to enter design. This conveyor belt approach assures that trail network momentum is maintained and that public enthusiasm is rewarded while allowing existing city staff to ensure project standards are met.

The network segments recommended by PATH in consultation with the Steering Committee are prioritized using the following criteria:

A network segment is prioritized if it

1. Establishes a desirable community connection, where the segment
 - connects to existing or programmed trail segments,
 - connects residents to established destinations such as parks, schools, public facilities, and shopping centers, and
 - responds to community desires for trail connections.
2. Can be easily built within the phase timeline, where the segment has
 - straight-forward land acquisition,
 - estimated costs within available local funding,
 - realistic opportunities for additional funding, and
 - manageable build complexity.

The suggested segments within Phase Two of implementation are highlighted in purple.



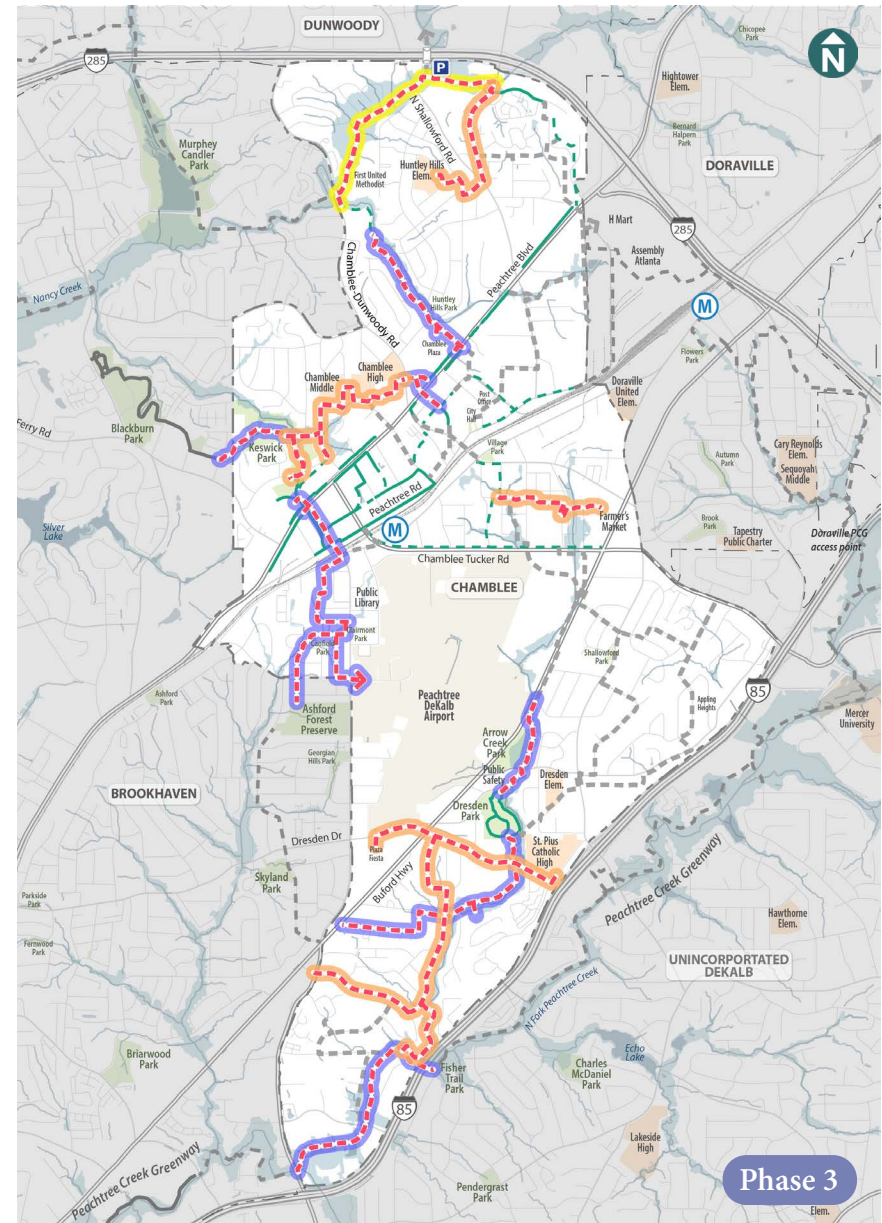
The first of the Phase 2 projects should ideally begin design in Year 2 (while the model mile is being built) so that the conveyor belt of projects can keep moving through Years 3, 4, 5 and 6. Once this pattern is established, and assuming funding is identified and flowing properly, Phase 3 projects can follow suit, with design beginning in Year 6 and construction beginning in year 7 and so on.

4.5 Phase 4 Criteria and Recommendations

The remaining trail segments not included in Phases 1 through 3 fall into the category of Phase 4. These segments make up the long-term vision for Chamblee's multi-use trail network, and they are not intended to be completed within the first 10 years of master plan implementation.

Phase 4 projects will require an update to the funding strategy beginning in Year 8 to prepare for implementation in Year 10 and beyond. Assuming successful implementation and public support, funding should be flowing, and Phase 4 projects will be able to enter into design beginning in Year 9, with construction beginning in Year 10 and so on until the plan is complete.

The suggested segments within Phase Three of implementation are highlighted in orange.



4.6 Cost Summary

The adjacent chart summarizes the preliminary cost estimates for all segments identified in the first three phases. The preliminary cost estimates include pre-construction engineering as well as the physical construction cost for the segment in question.

Cost estimates come with the following considerations:

- The estimated costs for public right-of-way, easement and property acquisition are not included.
- Estimated Planning and Engineering (P&E) cost includes surveying, design and engineering for construction, permitting, bidding, and construction administration of the project.
- Estimated Construction Cost is based on material and labor pricing from December 2022 – January 2023 using the trail design standards, landscaping, trail amenities, and signage for the *Chamblee Trail Network* identified in this plan. Costs for lighting & security camera system are not included.

The charts break down the mileage, P&E and Construction costs for the three phases. The fourth phase is excluded, as the timeframe is too long for cost estimates to be valid. PATH recommends updating this master plan at Year 8, and estimates for Phase 4 costs should be completed at this time.

| Phase 1: Model Project | | | | |
|--|------------|------------------|---------------------|---------------------|
| Trail Segments | Mileage | P&E | Construction | Total |
| Segment 1b | 0.9 | \$349,000 | \$7,725,000 | \$8,074,000 |
| Segment 1d | 0.3 | \$300,000 | \$3,204,000 | \$3,504,000 |
| Phase 1 Total | 1.3 | \$649,000 | \$10,929,000 | \$11,578,000 |
| * Segments 1b & 1d include stream bank restoration | | | | |

| Phase 2 | | | | |
|---|------------|--------------------|---------------------|---------------------|
| Trail Segments | Mileage | P&E | Construction | Total |
| Segment 1a | 0.8 | \$239,000 | \$2,666,000 | \$2,905,000 |
| Segment 2b | 0.5 | \$229,000 | \$2,986,000 | \$3,215,000 |
| Segment 2e | 1.8 | \$317,000 | \$5,020,000 | \$5,337,000 |
| Segment 2g | 0.3 | \$299,000 | \$4,728,000 | \$5,027,000 |
| Segment 3c | 0.5 | \$241,000 | \$3,468,000 | \$3,709,000 |
| Segment 4b | 1.4 | \$283,000 | \$4,966,000 | \$5,249,000 |
| Segment 4e | 1.2 | \$416,000 | \$8,084,000 | \$8,500,000 |
| Phase 2 Total | 6.5 | \$2,024,000 | \$31,918,000 | \$33,942,000 |
| * Segment 4e includes trail lighting and security cameras per Peachtree Creek Greenway design standards | | | | |

| Phase 3 | | | | |
|----------------------|------------|--------------------|---------------------|---------------------|
| Trail Segments | Mileage | P&E | Construction | Total |
| Segment 1h | 0.8 | \$225,000 | \$3,671,000 | \$3,896,000 |
| Segment 2a | 1.4 | \$376,000 | \$7,377,000 | \$7,753,000 |
| Segment 3a | 0.6 | \$251,000 | \$3,193,000 | \$3,444,000 |
| Segment 4a | 1.0 | \$254,000 | \$5,265,000 | \$5,519,000 |
| Segment 4c | 1.9 | \$266,000 | \$4,953,000 | \$5,219,000 |
| Phase 3 Total | 5.8 | \$1,372,000 | \$24,459,000 | \$25,831,000 |

| | | | | |
|--------------|-------------|--------------------|---------------------|---------------------|
| TOTAL | 13.5 | \$4,045,000 | \$67,306,000 | \$71,351,000 |
|--------------|-------------|--------------------|---------------------|---------------------|

4.7 Chamblee Trail Network Implementation Committee

The *Chamblee Trail Master Plan* planning effort not only led to the creation of this document, it also brought together city staff, city political leaders, members of the public, and trail advocates to work together to create a vision for a trail-connected Chamblee. This is a very useful resource that should not be wasted. As such, PATH recommends that the Master Plan Steering Committee evolve immediately into The Chamblee Trail Network Implementation Committee to take action on the North Loop Model Project.

In addition to its existing members, the Chamblee Trail Network Implementation Committee should add politically savvy and/or well-connected individuals who can raise public and private funding for the project. It should also invite individuals with knowledge of the construction and/or project management processes to ensure implementation challenges are managed with an eye towards budget and schedule thus maintaining and growing the respect and confidence of Chamblee residents paying for the projects. The committee roles could look like this:

- Master Planning Steering Committee members to ensure continuity
- City of Chamblee staff from appropriate departments
- Pro bono real estate or right-of-way specialists
- Pro bono attorney
- Fundraising Specialist/Foundation Representative
- Police/Fire representatives
- Design/construction team member

4.8 Implementation Milestones

The key milestones for implementing the Chamblee Trail Master Plan are listed below. The good news is that we can already scratch off the first one!

- ~~Master Plan Adoption by the City of Chamblee Council~~
- Establish Chamblee Trail Network Implementation Committee
- Allocate real estate acquisition, P&E, and construction funding for the Northside Loop Model Project
- Acquire key parcels and easements
- Complete P&E for the Northside Loop Model Project
- Advance the Model Project to construction
- Put subsequent projects on the implementation conveyor belt (one in design, one in permitting and one in construction) to maintain trail program momentum
- Annually review the segments in Phases 2 and 3 and adjust the order and schedule as new funding, property, and city project information becomes available
- Get out there and enjoy the amazingness of Chamblee's Trail Network!

05. Branding & Design Standards



5 Branding & Design Standards

5.1 Overview

The following section provides a variety of details, standards, and ideas to use when implementing the **Chamblee Trails Master Plan**. These include:

- Trail System Naming and Logo
- Trail Signage Standards
- Trail Amenities and Furnishings
- Trail Section Details
- Intersection Details
- At-Grade Crossing Standards
- Enhanced Crosswalks
- Pocket Park
- Tree Root Bridging and Tree Protection
- Bridges and Boardwalks
- Fences and Handrails
- Structural Slab Crossing

The proposed trails should be designed and constructed in accordance with guidelines developed by various governmental agencies. All standards proposed for the Chamblee Trails Master Plan are intended to meet or exceed these guidelines:

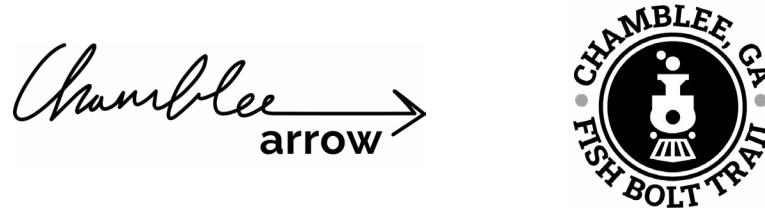
- The Georgia Department of Transportation Standard Specifications and Supplemental Specifications, Current Edition (GDOT Design Manual)
- 2010 Americans with Disabilities Act (ADA) Standards for Accessible Design
- Architectural Barriers Act (ABA) Accessibility Standards
- AASHTO Guide to Development of Bicycle Facilities, 2007
- MUTCD (Manual on Uniform Traffic Control Devices), 2009, Revision 3
- NACTO Urban Bikeway Design Guide, 2014

5.2 Trail System Naming and Logo

A consensus was not reached on a name and logo for the Chamblee trail

network¹ during the trail master planning process and within the plan's contracted timeframe. The Steering Committee, therefore, agreed to continue exploring naming options with the support of branding consultants.

Two sample branding options that appeared to have relevance for the Chamblee trail system were explored: *The Chamblee Arrow Trail* and *The Fishbolt Trail*. Both options were positively received by the Steering Committee.



Logo concepts were developed for two potential branding options: the Chamblee Arrow Trail and the Fishbolt Trail.

The Chamblee Arrow Trail comes from the name of Chamblee's Arrow Creek, the namesake for Chamblee's Arrow Creek Park. The logo for the Chamblee Arrow evokes a sense of whimsy coupled with a dynamic sense of movement. With its minimalist aesthetic, the Chamblee Arrow offers a timeless yet energetic branding option for Chamblee to consider.

The Fishbolt Trail name pays homage to the rich history of railroads in Chamblee. The existing *Chamblee Rail Trail* in downtown Chamblee is broadly recognized by the public, and a continued connection to this railroad theme in trail naming appears to be well supported by the community. The Fishbolt Trail logo uses iconography and typography inspired by 20th century railroads, offering a traditional aesthetic that aligns with the existing brand identity of Chamblee.

¹ In the absence of a decision regarding the naming convention and logo, this document refers to the Chamblee Trail Network.

5.3 Trail Signage Standards

The proposed sign types for the *Chamblee Trail Master Plan* include information kiosks, secondary directional signs, regulatory signs, and mile markers. All signs are to be constructed with replaceable panels of aluminum, fabricated with direct printed texts/graphics. Two feet of clearance must be provided between the sign and the trail edge. Sign posts are to be in-ground and mounted into a concrete footer unless otherwise noted on construction details during construction.

- **Kiosk Signs** – information signs to be placed at trailheads along the *Chamblee Trail Network*. Sign panels will provide information on trail rules, trail etiquette, recognition/acknowledgments, and/or a trail map with distance information to major destinations.
- **Secondary Directional Signs** – signs for identifying access points to the trail system from neighborhoods, commercial areas, or shared use parking areas. Sign panels will contain the Chamblee Trail Network logo and provide directional information.
- **Regulatory Signs** – the most frequent signs along the trail network. Sign panels will vary depending on information needed for the trail user to safely navigate the trail network.
- **Mile Marker Signs** – markers located at each one-mile distance along the trail, branded with the *Chamblee Trail Network* logo. Sign panels will display location-specific information of trail distance (in miles and kilometers) as well as trail elevation.

Signage Concepts

While keeping with the existing design sensibilities of Chamblee, the two following sign concepts offer distinctive flavors for Chamblee Trail Network branding. Both designs share a color palette that follows the city standard.



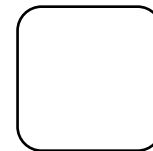
The Chamblee City logo



Lapis Lazuli
#005798
C 98, M 72, Y 12, K 1
R 0, G 87, B 152



Xanthous
#EEB21E
C 6, M 31, Y 100, K 0
R 238, G 178, B 30



White
#FFFFFF
C 0, M 0, Y 0, K 0
R 255, G 255, B 255



Ecru
#C6B784
C 24, M 24, Y 56, K 0
R 198, G 183, B 132

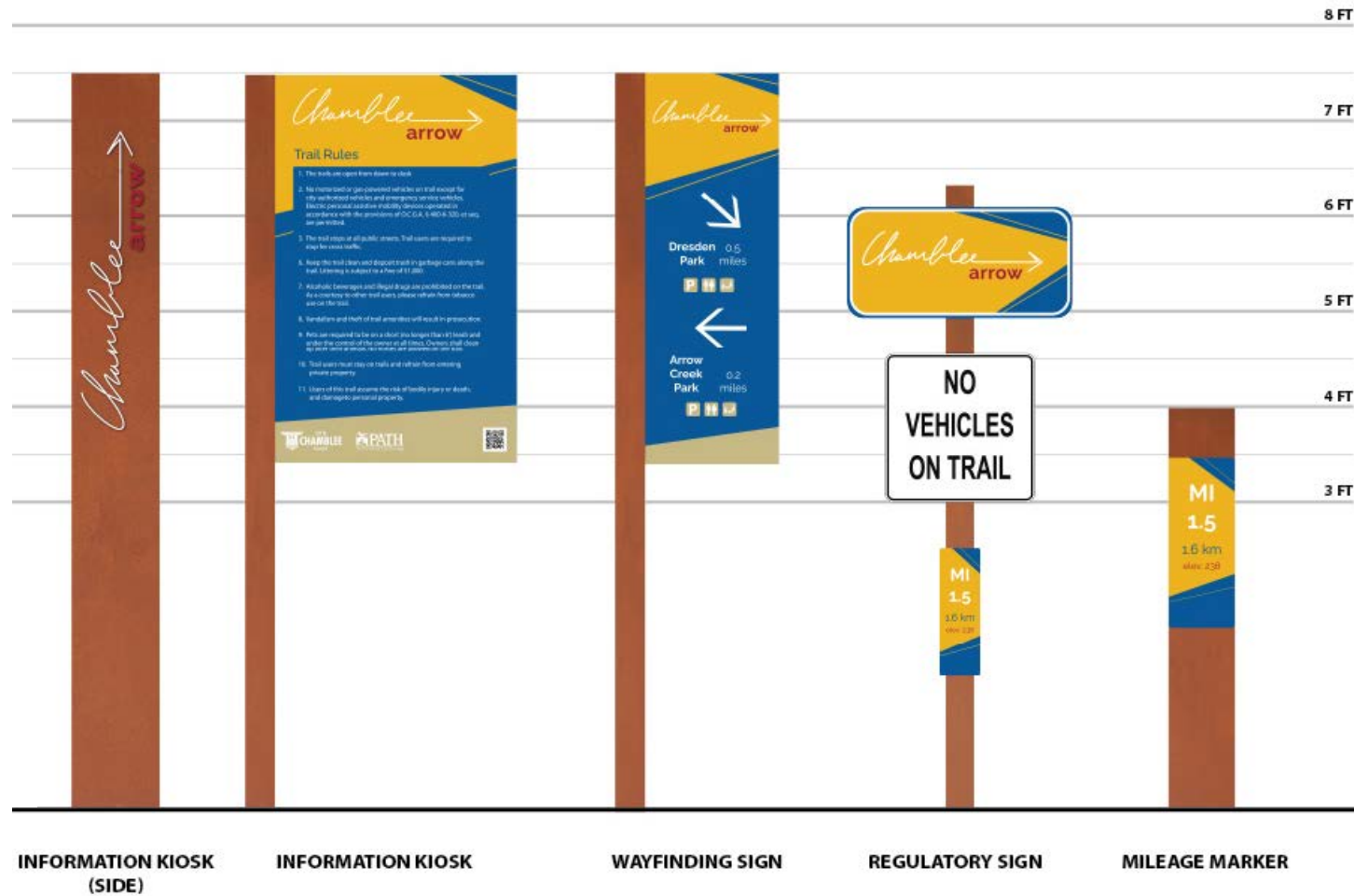


Madder
#A32035
C 24, M 100, Y 78, K 18
R 163, G 32, B 53

City standard color palette

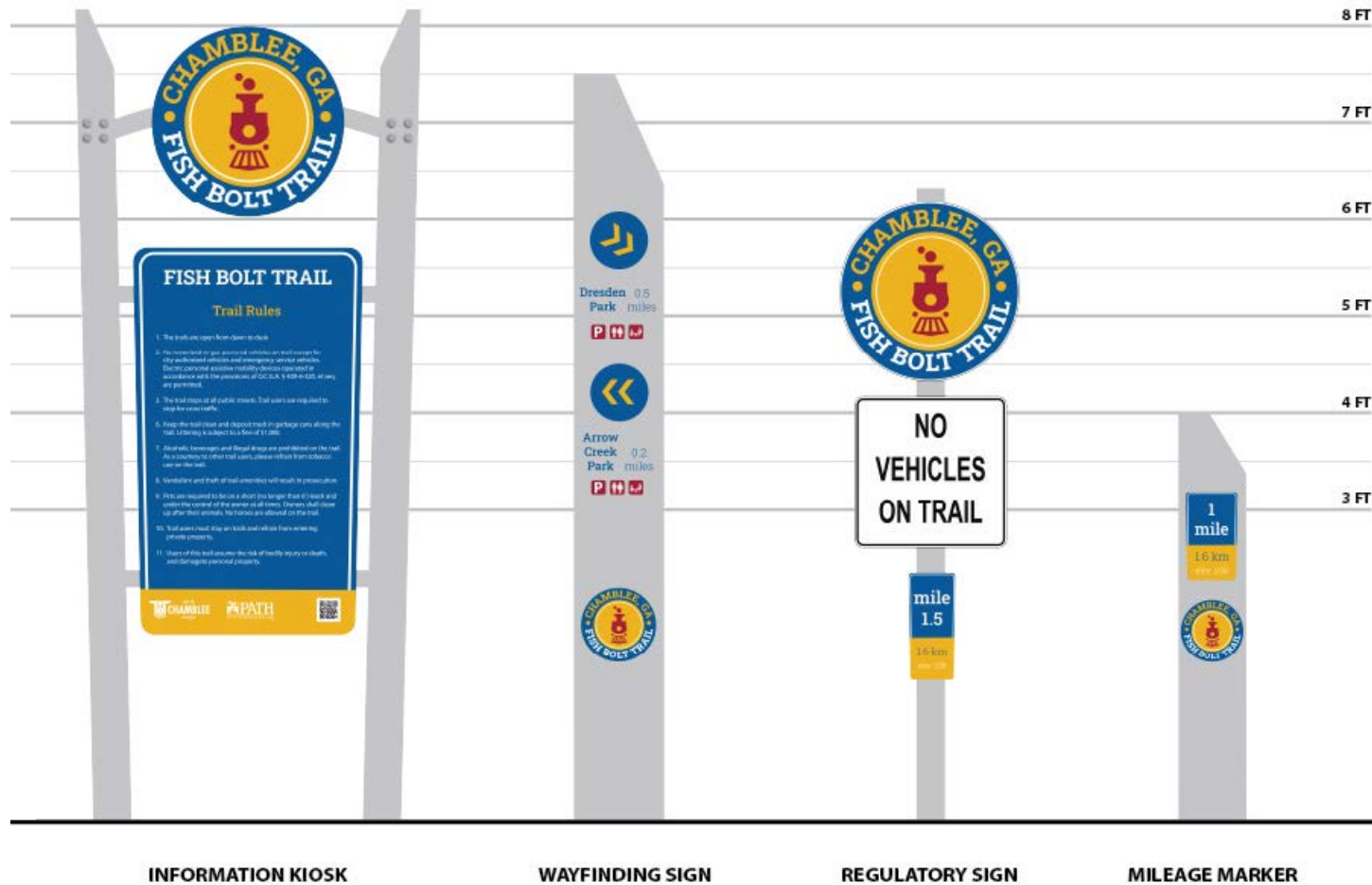
The Chamblee Arrow

The signage concept for the Chamblee Arrow Trail reflects the logo's modern aesthetics through clean, geometric shapes, and the incorporation of textured, earthy materials. Kiosk and wayfinding signs cantilever from a single pylon of weathered steel, offering a visually light touch. An aluminum laser-cut logo hovers on the side of each pylon, offering three-dimensional interest and cohesive brand recognition across signage.



The Fishbolt Trail

The signage concept for the *Fishbolt Trail* adheres more closely to Chamblee's existing signage and branding. Silver powder coating and large, exposed bolts echo Chamblee's historical ties to the railroad, achieving a sleek look that still upholds a traditional sensibility. Kiosk posts flare out to provide a playful element to a relatively austere design.



5.4 Trail Amenities & Furnishings

As a complement to Chamblee's existing standards for park amenities, the following trail amenities are recommended for the Chamblee Trail Network.

Furnishings



Bench Series 58-60 (City standard)

by Dumoor

Description: 6-foot bench with powder coated black metal and center armrest, surface mount.

Cycle Sentry Collection

by Victor Stanley

Description: Standard u-shaped bike rack, in-ground mount, steel powder coated black.



Ironsites Collection SD-242 (City standard)

by Victor Stanley

Description: Two 36-gallon liners with vertical steel bars, powder coated black.

Additional Amenities



Fixit Service Station

by Dero

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



Deluxe Single Pull Dog Station

by Jazzy
model #84

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



Serenade DEX Light Post (City standard)

by Philips Lumec

Example of pedestrian light pole standard in the city.

5.5 Construction Standards

Greenway Trails

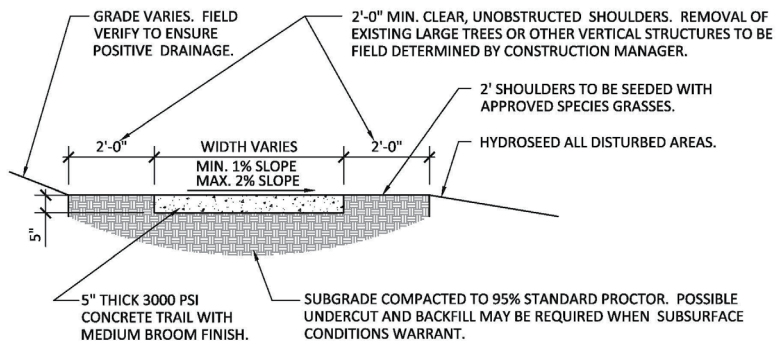
Multi-use greenway trails with a 12-foot-wide concrete surface provide for low long-term maintenance. All trails are to have 4" x 12' yellow centerline stripe and include stop-ahead markings when approaching an intersection.

NOTES:

1) 4"x (TRAIL WIDTH) ALTERNATING YELLOW CENTERLINE STRIPING TO BE INSTALLED ALONG ENTIRE LENGTH OF TRAIL CENTERLINE.

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

3) EXPANSION JOINTS TO BE LOCATED ALONG TRAIL MIN. EVERY 100' IN PLACE OF CONTROL JOINT.



GREENWAY TRAIL CROSS SECTION
NOT TO SCALE



Example of a greenway trail in Dekalb County, Georgia

Greenway Trails (Continued)

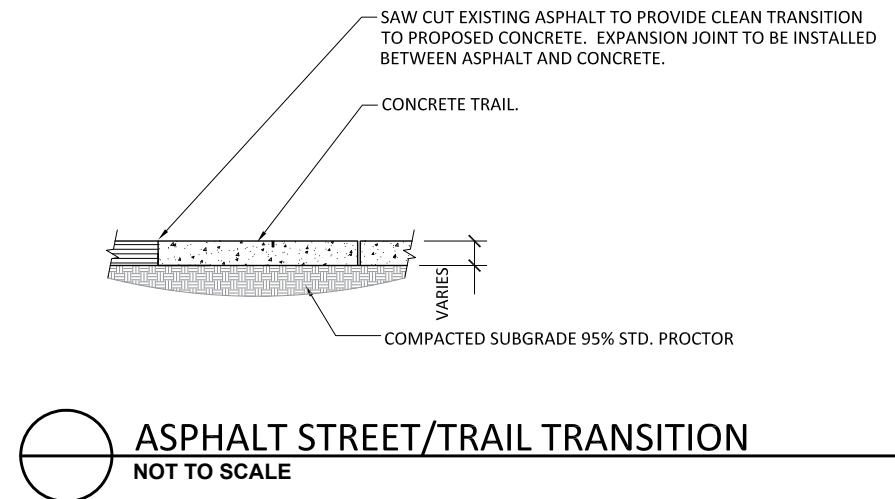
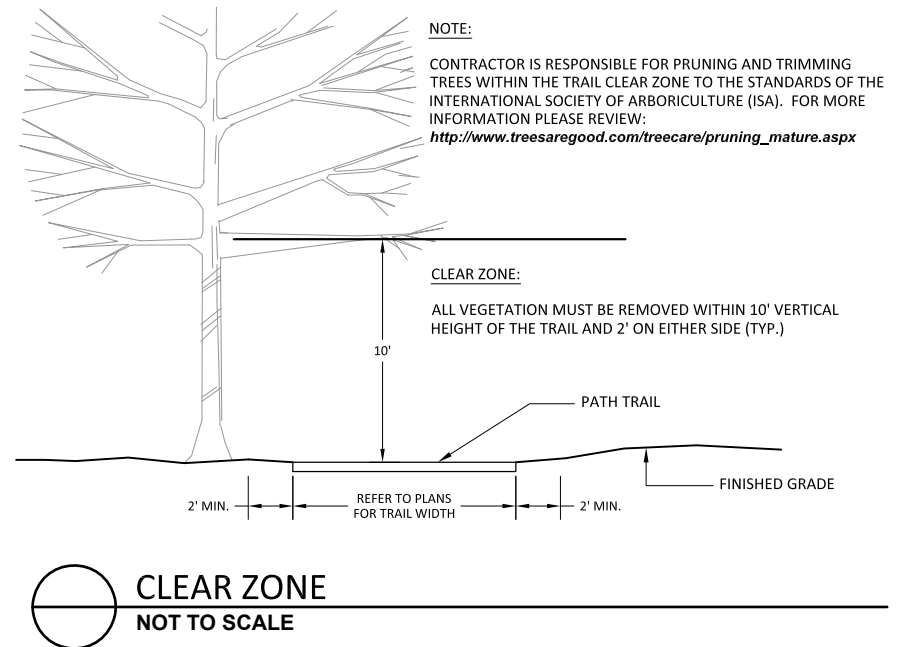
Standard greenway trail shall include a 2-foot min. clear zone on either side of the trail and a 10-foot min. vertical clearance from trail surface.



Example of a greenway trail in Carrollton, Georgia

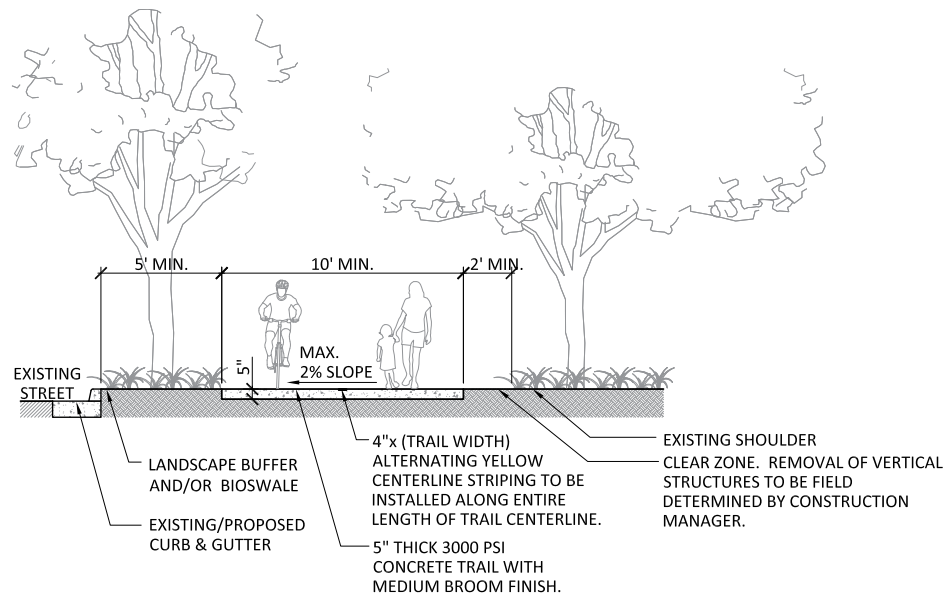


Example of a greenway trail in Dunwoody, Georgia



Side Paths

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



 **SIDE PATH CROSS SECTION**
NOT TO SCALE



Chamblee has already begun to incorporate sidepaths into the city fabric, such as on Peachtree Road, pictured above.

Calm Streets

All calm streets should have MUTCD standard Shared Lane Markings to alert motorists to the presence of pedestrians and bicyclists within the roadway and to warn trail users that they are sharing the roadway with motorists. Traffic calming elements such as chicanes, central islands, speed cushions, and signage are selected in a street-specific manner to create these shared-use travel corridors.



A combination of signage, striping, and physical street calming measures help make Calm Streets safer and more inviting to pedestrians and cyclists.

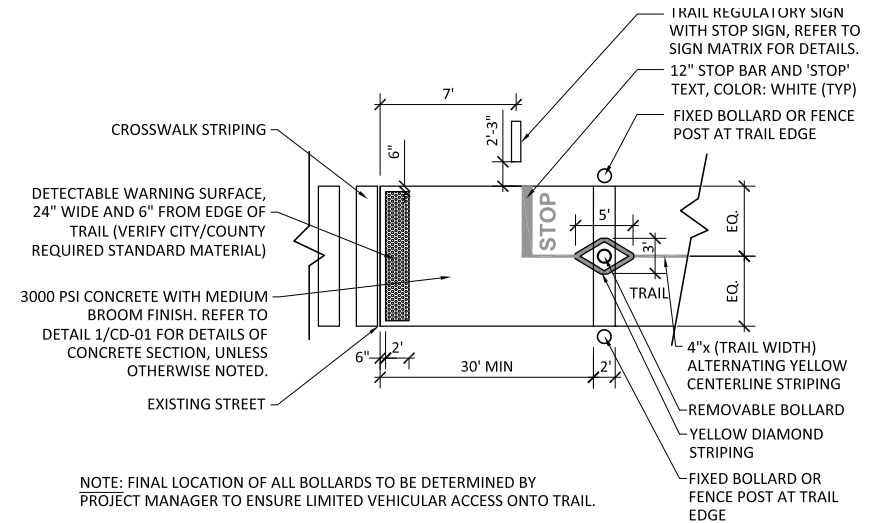


Intersection Details

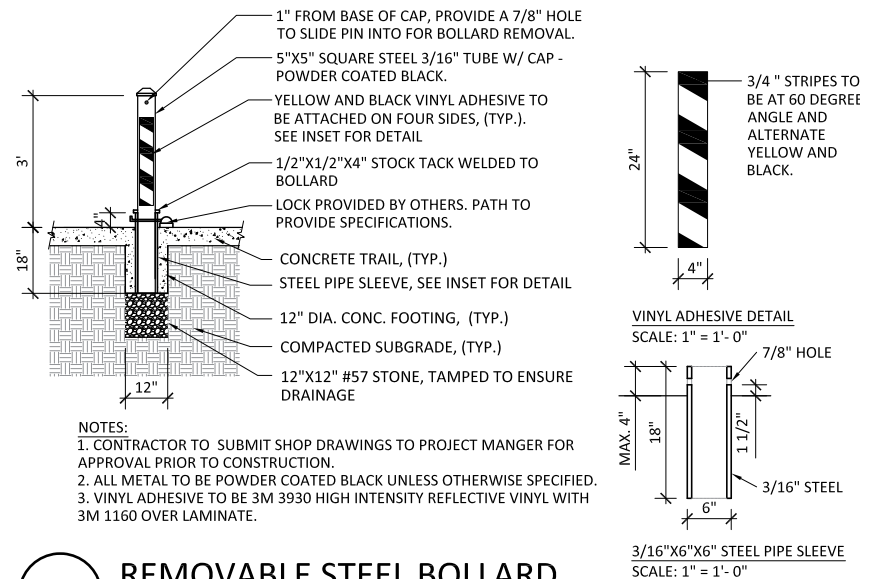
Typical trail intersection includes signage, bollards, and pavement striping.



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



STANDARD INTERSECTION: PLAN VIEW NOT TO SCALE



REMOVABLE STEEL BOLLARD NOT TO SCALE

At-grade Crossing Standards

The U.S. Federal Highway Administration (FHWA) promotes a series of pedestrian safety countermeasures through the Safe Transportation for Every Pedestrian (STEP) initiative. This initiative outlines road diets, pedestrian hybrid beacons (PHBs), pedestrian refuge islands, raised crosswalks, and crosswalk visibility enhancements as beneficial for safe pedestrian crossings. It is critical for the Chamblee Trail Network to adopt these standards to ensure safe trail crossings.



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

Resource: FHWA



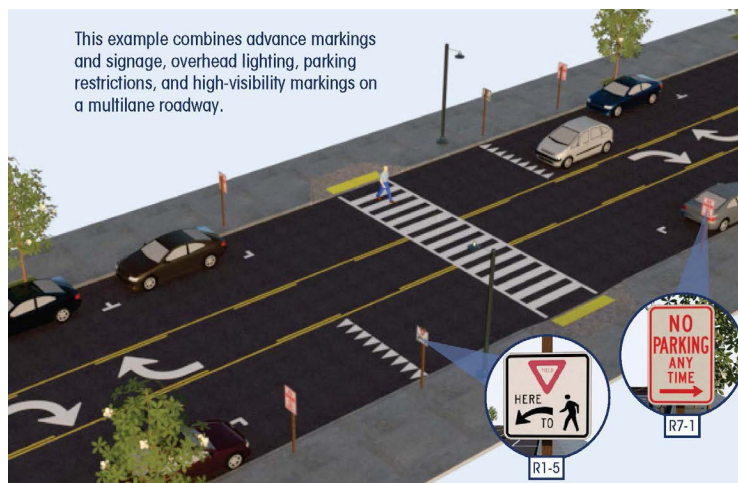
A pedestrian Hybrid Beacon should be considered at locations where the trail needs to cross high-speed roads and/or multiple lanes of traffic.



Example of a HAWK signal at trail crossing.

Enhanced Crosswalks

A vibrant crosswalk strengthens pedestrian safety by heightening motorist awareness of trail crossings—a need especially critical in areas where drivers may not be accustomed to seeing cyclists and pedestrians. Additionally, enhanced crosswalks provide opportunities for trail branding.



Resource: FHWA

Chamblee, Georgia



Green-striped crosswalk on Commerce Drive in Decatur, Georgia



Artistic crosswalk in downtown Decatur, Georgia

Pocket Park Standards

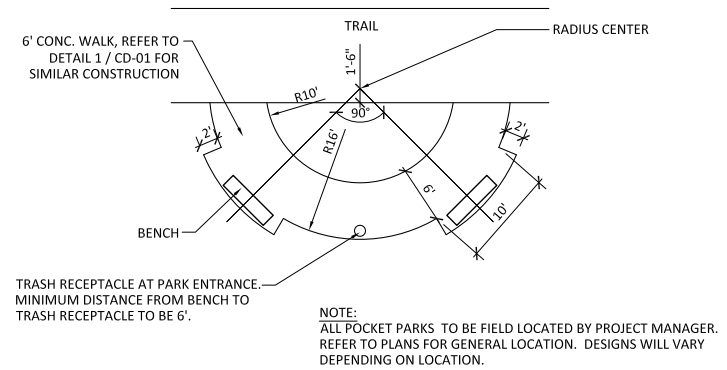
Pocket parks are key amenities in the Chamblee Trail Network, as they provide trail users with a place to rest and to meet with friends and neighbors. Standard furnishing and signage will be placed at pocket park locations to provide seating and information about the trail network. PATH recommends that Chamblee provide one pocket park for every one mile of trail.



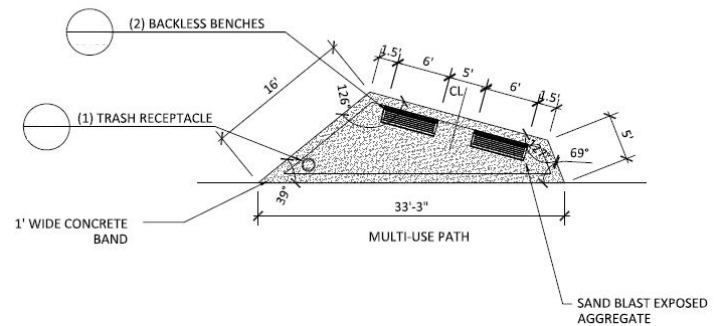
Pocket Park Example



Pocket Park Example



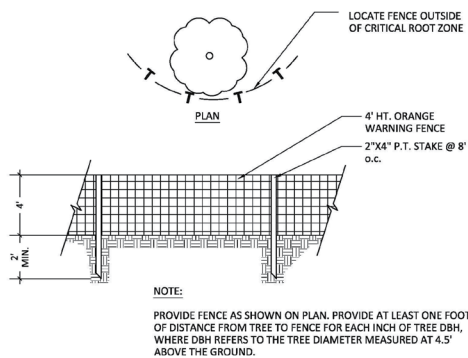
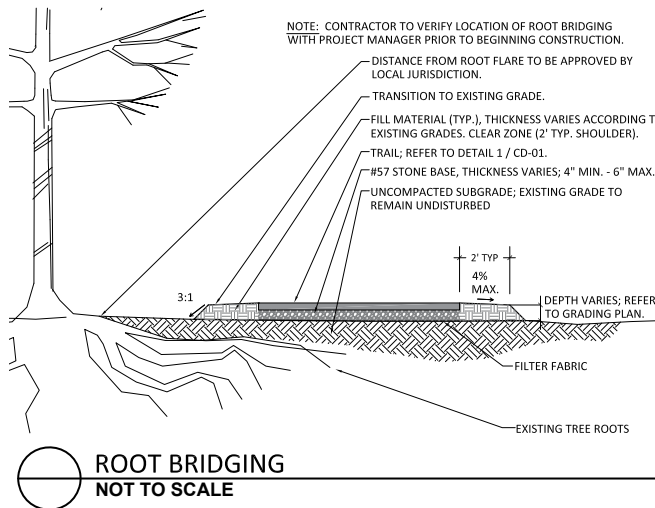
POCKET PARK
NOT TO SCALE



POCKET PARK
NOT TO SCALE

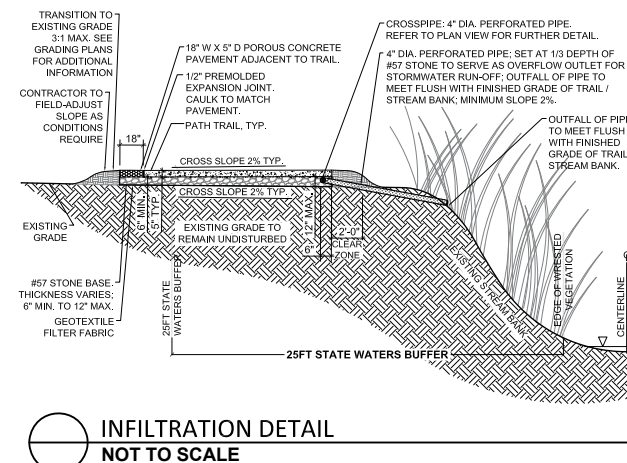
Tree Root Bridging and Tree Protection

Root bridging ensures that the placement of trail concrete does not damage tree roots while enabling trail users more intimate experiences of wooded settings. Tree protection fencing is to be used as per City of Chamblee standards and requirements.



Infiltration

An infiltration system allows water to drain across the trail away from a nearby creek into a gravel drain, allowing runoff to infiltrate under the trail prior to entering the creek. This approach can be used where the trail is near the limits of a stream buffer.



Tree root bridging allows the trail to come in close proximity to specimen trees without causing harm. A trail edge of porous concrete aids infiltration.

Bridges and Boardwalks

This page shows examples of a prefabricated bridge and a concrete boardwalk structure.



Bridges with painted finishes are timeless and suitable for urban environments



Prefabricated steel bridge allows the trail to cross above existing roads and waterways.



Concrete boardwalk structures built with top-down construction methods provide durable, minimally invasive, and ecologically sensitive trail connections through wetlands and established forests.

Fences and Handrails

This page shows examples and details for trail handrails. Handrails may be selected to reflect trail branding.



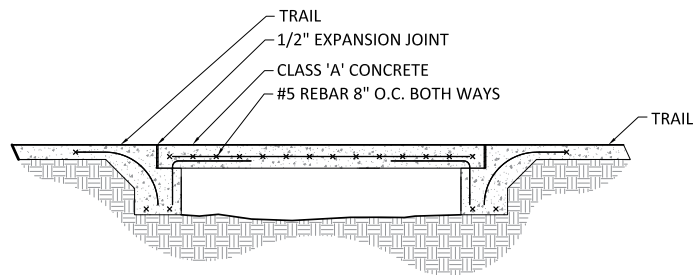
An example of the cable handrail with corten steel posts and top rail.



Post & Cable railing provides a safe trail edge while acting as a visually lighter option.

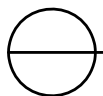
Structural Slab Crossings

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



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

NOT TO SCALE

