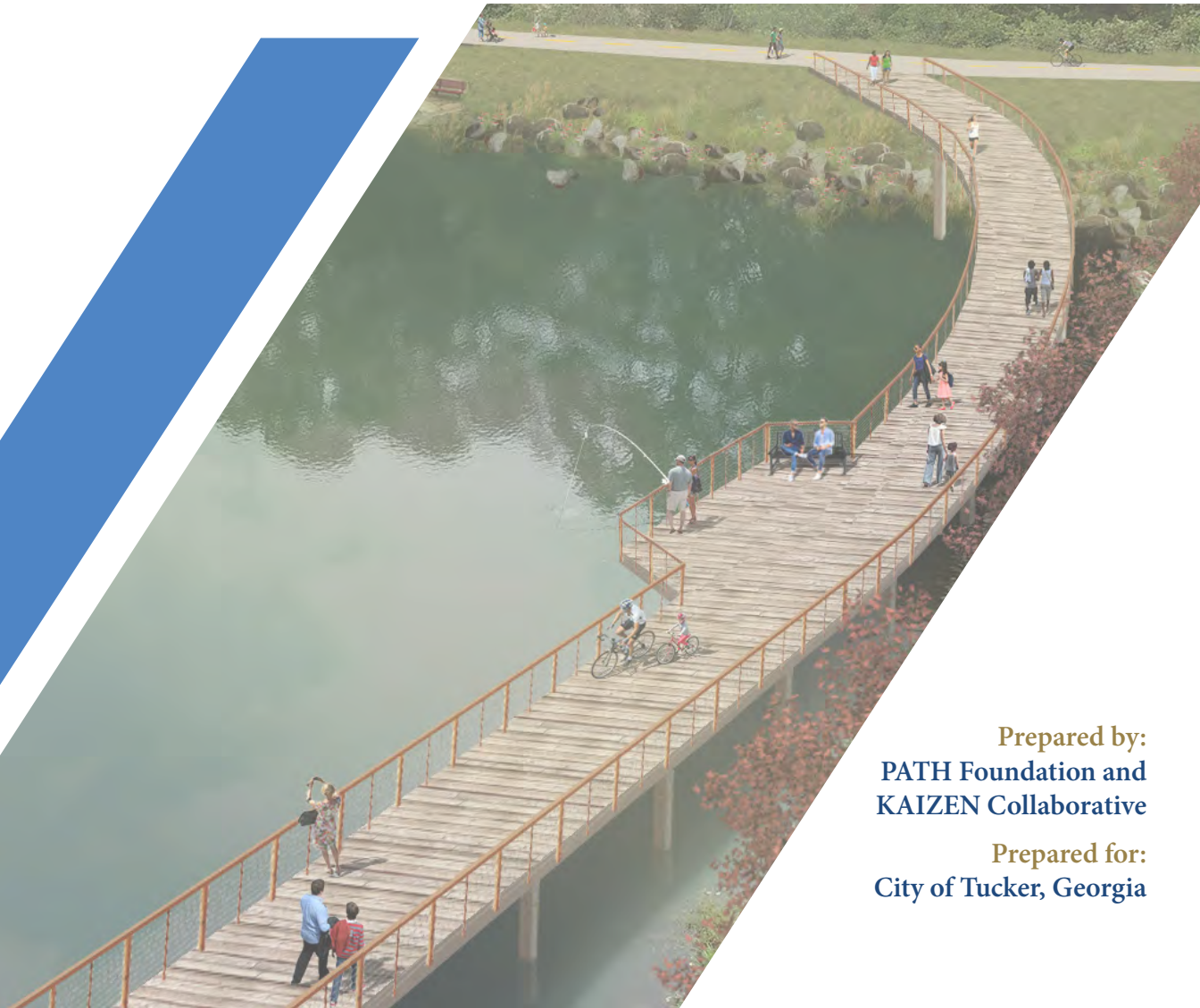




Tucker PATH

Trail Master Plan and Implementation Strategy



Prepared by:
PATH Foundation and
KAIZEN Collaborative

Prepared for:
City of Tucker, Georgia

Tucker PATH

Trail Master Plan and Implementation Strategy

Adopted April 08, 2019

Prepared for:



Prepared by:



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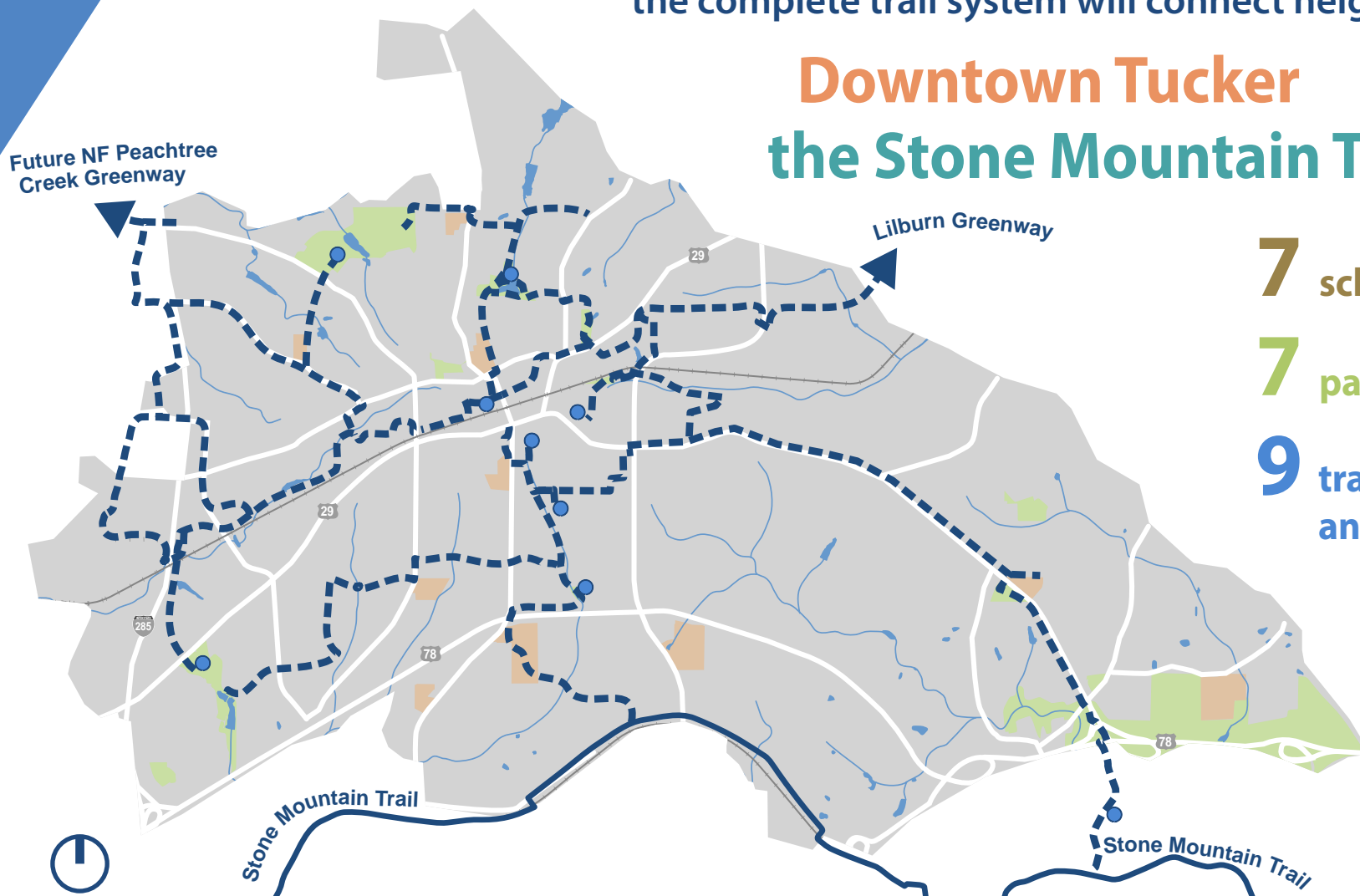
32 Miles

Greenway Trails, Side Paths, and
Neighborhood Greenways

with **2.3** Miles to be built in **5** years

the complete trail system will connect neighborhoods to

Downtown Tucker
the Stone Mountain Trail/Park



7 schools

7 parks

9 trailhead
and access points

Executive Summary

The Tucker PATH master plan identifies 31.7 miles of bicycle and pedestrian facilities that will connect the commercial area of downtown Tucker to surrounding neighborhoods, parks, schools, and existing trails. Several segments of the proposed plan are greenway trails that weave through forests alongside streams, providing new neighborhood connections. Others are sidepaths utilizing road right-of-ways but separated from traffic. Still others are underutilized streets redefined to accommodate cars, bikes, and people.

Tucker is like most American cities. It was planned around cars, trucks, and trains rather than people on foot or on a bike. A retrofit that provides a safe venue for people walking and biking must utilize discarded alleys, creek corridors, and the edges of private property in order to connect. This plan identifies feasible alternatives for retrofitting the city of Tucker with a bike and pedestrian trail system that minimizes acquisition while providing safe routes between places people want to go.

The PATH team suggests immediate implementation of the model project to help promote the Tucker PATH trail system and build support for the project. The implementation strategy recommends building three segments (2.3 miles) of the plan within five years at an estimated cost of \$ 4.5 million.

A plan means nothing if it is never implemented. Now is the time to build trails in Tucker. Let's make this effort worthwhile.

Ex

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1 Introduction

The area in DeKalb County, Georgia known as Tucker, is reinventing itself. Tucker became an incorporated city a couple of years ago which has invigorated the citizenry and set the stage for an exciting transformation. Long-time residents of the old, unincorporated Tucker are suddenly energized; participating in planning committees, leading focus groups, and helping the new leadership plan and design a new Tucker.

One of the many improvements requested by the citizenry is better pedestrian and bicycle connectivity. As a result, city leaders reached out to the PATH planning and design team to develop a trail master plan that is consistent and complementary to the transportation and parks plans being developed concurrently. The team of PATH and Kaizen Collaborative, with incredible assistance from the citizen-led steering committee, combed the city in search of greenway opportunities and creative ways to connect downtown Tucker to nearby trails and surrounding neighborhoods.

This one was not easy! Tucker is all but built out. There is a busy railroad cutting the city in half, and major highways surrounding the downtown commercial area. As a result, all segments of the proposed 31 mile-long master plan require at least some acquisition.

The plan, when implemented, connects the vibrant downtown commercial area to nearby neighborhoods, parks, and schools. The Stone Mountain Trail connecting Stone Mountain Park to the Atlanta BeltLine and downtown Atlanta will be connected to Main Street, Tucker. The city will have a new way to get about town.

A plan should be judged by its' ability to encourage implementation. The PATH planning team suggests several exciting projects in this document that should initiate trail development in Tucker. It is now in the hands of the energized leadership and the invigorated citizenry.



The Stone Mountain Trail pedestrian bridge over I-285 is located 5 miles south to Downtown Tucker



Opportunity to activate the forgotten alleyway through the center of Downtown

02

Planning Considerations



2 Planning Considerations

2.1 Planning Process

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

The PATH/KAIZEN team developed the *Tucker PATH Master Plan* by reviewing previous planning documents, coordinating with two other ongoing planning processes with the city - the Tucker Comprehensive Park Plan and Transportation Plan - researching in the field, searching for routes to connect key destinations, and then vetting their findings with a Steering Committee organized by the city and community leaders. The committee offered guidance, vetted the selection of the trail amenities and signage, and organized one public meeting to provide feedback on the proposed trail system.

The *Tucker PATH Master Plan* will serve as the blueprint for the City of Tucker's multi-use trail development with an implementation goal to build approximately 36.1 miles of the *Tucker PATH* in the next seven years.

2.2 Steering Committee

The planning team advised the city on the formation of a steering committee. The role of the steering committee is to assist during the planning process by establishing overall goals for the trail system, approving branding and trail standards, monitoring the quality of the trail plan, and providing local input on changes to the trail plan as it develops.

The *Tucker PATH Master Plan* Steering Committee met monthly for four months. The Steering Committee included representatives from the following departments, organizations, businesses and municipalities:

- City of Tucker Parks & Recreation
- City of Tucker



Representatives of KAIZEN facilitating a steering committee work session to identify opportunities for trails

- Kaiser Permanente Crescent Medical Center
- Friends of Henderson Park (FOHP)
- GDOT Office of Program Delivery
- Smoke Rise Neighborhood
- Tucker-Northlake CID
- Tucker High School
- Tucker Running Club
- Tucker Summit CID
- VHB

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

2.3 Data Collection and Field Work

Using the city and county’s GIS data, assessment of current and future planning and development efforts, as well as feedback from the public, PATH/KAIZEN’s analysis of existing and proposed trail connections within City of Tucker focused on the following criteria:

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

Over a four-month period, the planning team conducted field work and analyzed data to determine if the proposed trail routes were feasible, appealing, safe, and destination driven. The planning team recorded and transferred all information onto field maps and into ArcGIS once validated by the Steering Committee.

2.4 Establishing Planning Goals

With many cities and counties jumping onto the ‘bicycling band wagon’, it is important to understand the behavior and use potential of existing and future trail users. Understanding the characteristics that facilitate the development of the multi-use infrastructure may increase the number of people using trails. A Portland, Oregon study¹ outlined a city’s population into four distinctive types of cyclists as listed below.

Four Types of Cyclist

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

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

Understanding that 93% of the population in a bicycle-centric city such as Portland were not cycling on a roadway, the PATH/KAIZEN team discussed ideas about how to target the core 60% “Interested but Concerned” population of Tucker, which offers the highest potential for increasing the number of people riding bicycles. *Tucker PATH Master Plan* will focus on encouraging this target group to use bicycles more by providing a higher quality bicycle infrastructure that is low stress and separated from vehicles.

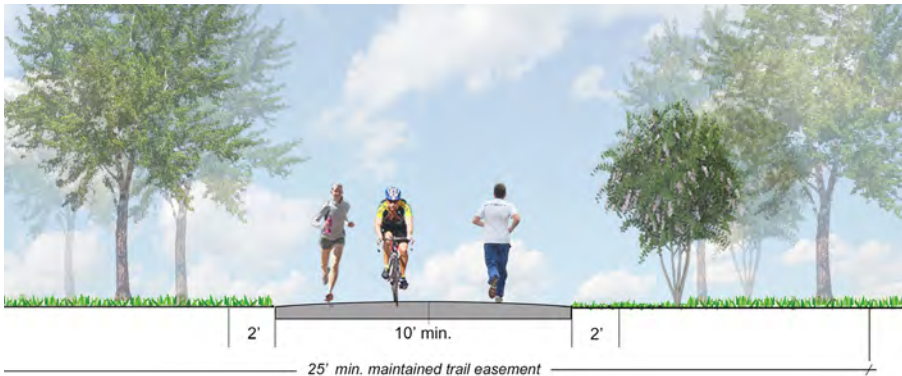
This target led to the planning goal “*to provide a safe, enjoyable, convenient, and attractive trail system for everyone in the City of Tucker*”. Achieving this goal will result in a successful return on the public/private investment, yielding a high number of trail users from City of Tucker’s population who all capture the benefits associated with multi-use trails.

2.5 Trail Types

Four types of trail facilities were identified from a multi-use trail perspective during the planning process to ensure the *Tucker PATH* trail system met the goals of being safe, enjoyable, convenient, and attractive. The primary type of trail is a multi-use greenway trail facility and the secondary types include a shared-use side path and a neighborhood greenway.

Greenway Trails:

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



Greenway Trail Typical Section

Shared-use Street (Woonerf):

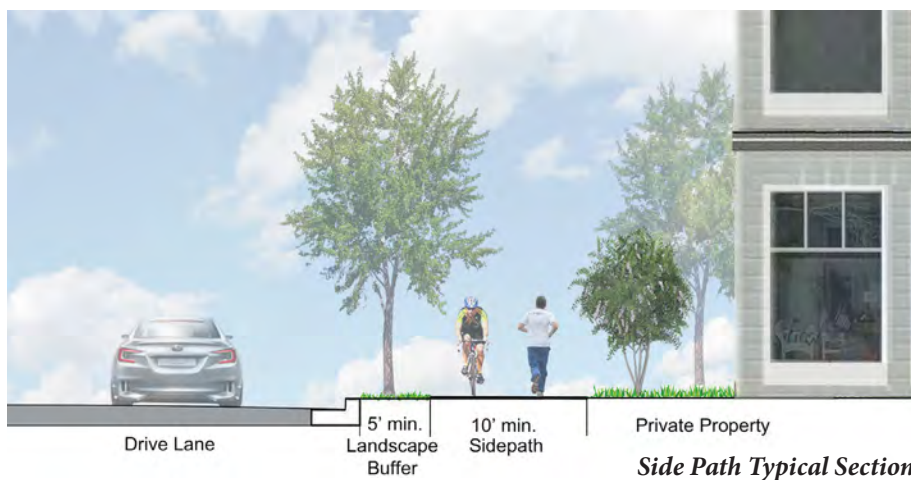
Shared-use streets are streets or squares where cars, pedestrians, cyclists, and other local residents travel together without traditional safety infrastructure to guide them. They prioritize pedestrians, slow vehicular speed by creating the uncertainty for drivers, retrofit a street to be curbsless/flush, and create a sense of space. The design typically includes minimal traffic control signals or markings, site furniture, and landscape medians/bulb-outs. However, the design often varies by specific site conditions.



Examples of a shared-use street, Bell Street, Seattle, WA

Side Paths:

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

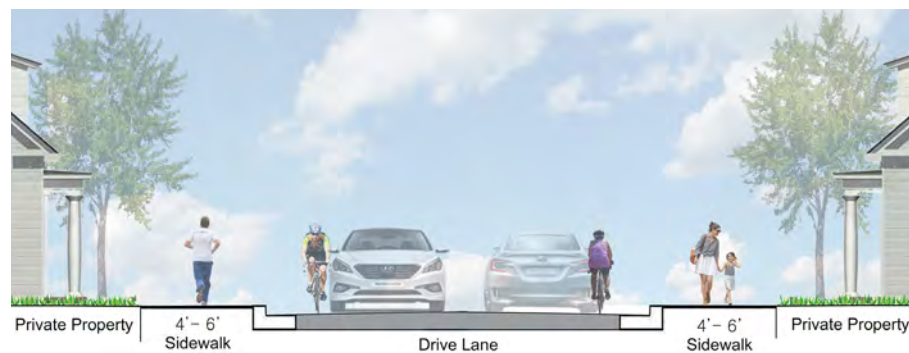


Neighborhood Greenway:

Neighborhood Greenways are streets with low motorized traffic volume and slower speeds, designed and designated to give bicycle travel priority. Neighborhood Greenways use signs, pavement markings, and speed/volume management measures to discourage through-traffic by motor vehicles, as well as creating safe and convenient bicycle crossings of busy arterial streets.

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

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



Neighborhood Greenway Typical Section

2.6 Master Plan Development

The first steering committee meeting for developing the *Tucker PATH Master Plan* was structured as an introductory kick-off. The PATH/KAIZEN's planning team presented the objectives of the master plan, proposed types trails, discussed the initial fieldwork and preliminary planning for the proposed trail connections, and introduced the design standards for the trail system.

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

After two meetings with the steering committee and one public meetings PATH/KAIZEN presented the Steering Committee with the draft master plan document, which included an implementation strategy, a timeline, trail branding, and design standards. Feedback and comments were collected by two additional public meetings to further vet the proposed trail routes, resulting in final revisions to the *Tucker PATH Master Plan*. The city presented the document to the Mayor and City Council on December 10, 2018 for adoption prior to final printing.

2.7 Public Outreach

PATH/KAIZEN team presented the preliminary *Tucker PATH Master Plan* during a public meeting on October 13th at the City Council Chambers in the city of Tucker. During the meeting, the design team outlined the benefits of trails, introduced the proposed types of trails, and shared the master planning process for the *Tucker PATH*. The second half of the meeting focused on gathering feedback from the community and discussing the details of the plan. Comment cards were handed out to the attendees during the meeting, were collected and compiled into a summary by KAIZEN, and then presented back to the Steering Committee group. A majority of the attendees were supportive of the master plan. Some concerns about

disturbing the natural settings within City's Park space were brought up by residents. The meeting was followed up by an online posting to gain additional feedback and allow a chance for those that could not attend to provide their input.



Over 150 residents attended the public meeting for Tucker PATH



A representative of KAIZEN gathering public input on the trail master plan at Tucker Farmers' Market on Main Street

03

Tucker PATH Master Plan



3 Tucker PATH Master Plan

Overview

Based on the considerations from Chapter 2, as well as field work, the *Tucker PATH Master Plan* identifies 31.67 miles of multi-use trail and neighborhood connectivity opportunities that will help the City of Tucker remain competitive in the region and will help develop a trail system that connects residential areas to schools, parks, existing trails, Downtown, and commercial areas.

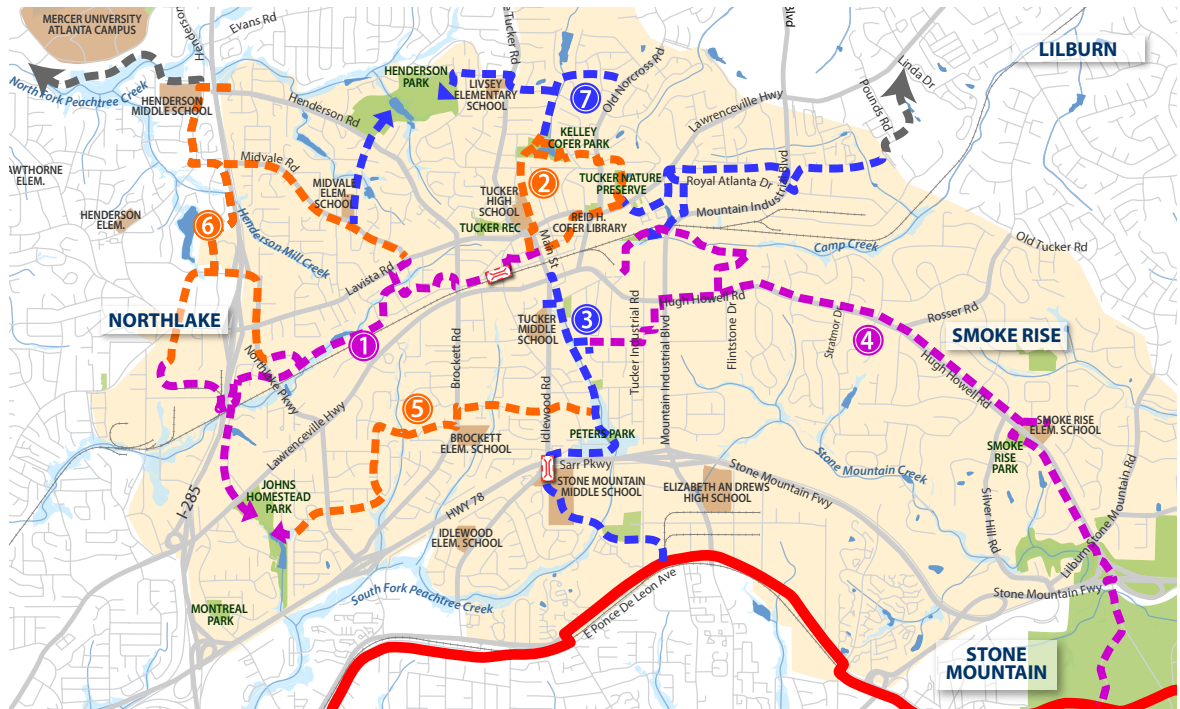
Within the overall master plan, the steering committee has reviewed and divided the proposed trail system into seven (7) segments as listed below. The graphic below depicts the beginning and end of each segment.

The following pages present the each trail segment in more detail, including opportunities as well as potential obstacles that will likely affect decisions regarding the order of implementation. A very preliminary estimate to design and construct each segment is also presented, along with before and after graphics of selected locations along each trail segment proposed.

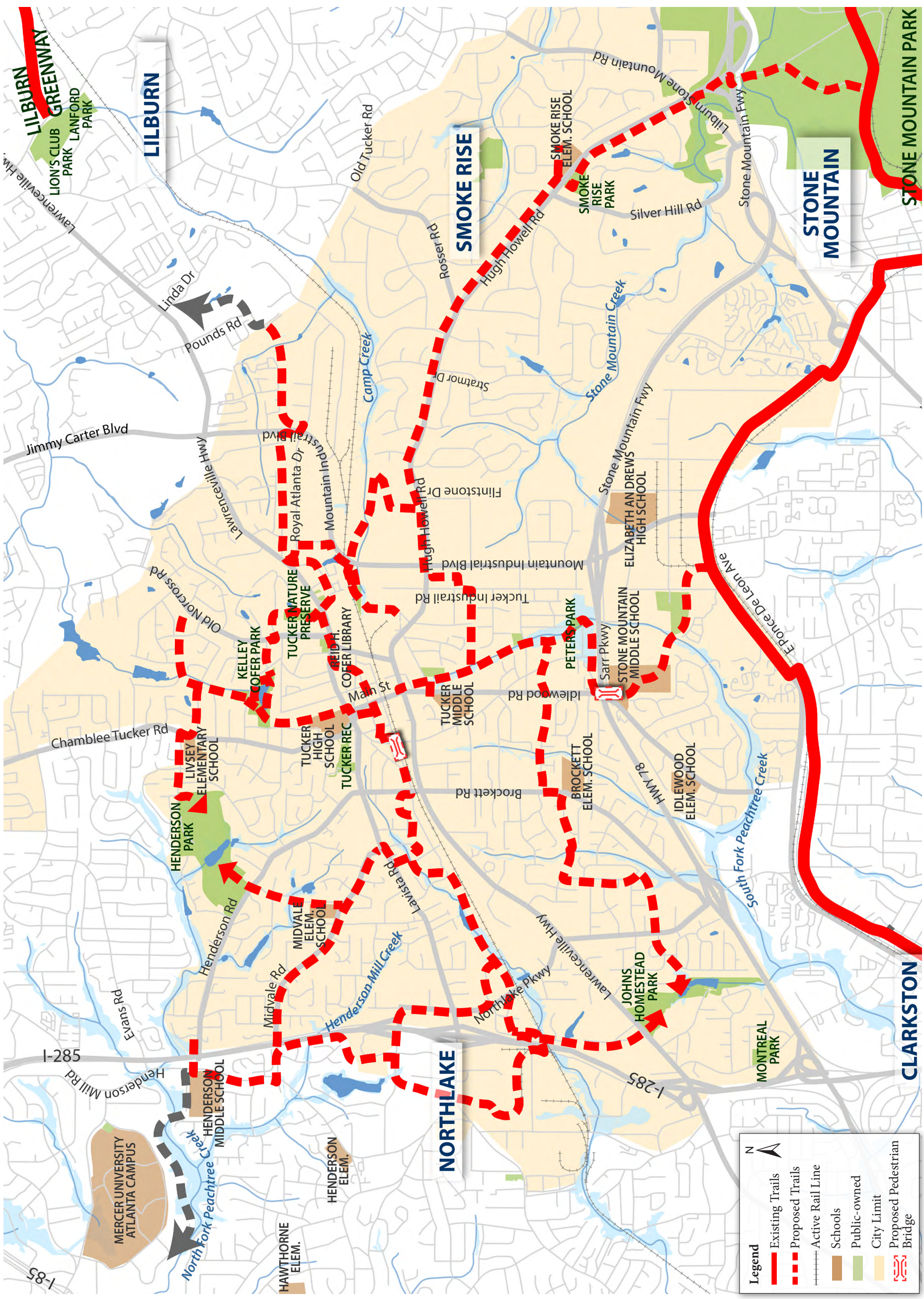
Estimated cost is based on material and labor pricing from Spring, 2018. An estimated cost for easement and property acquisition is not included but should be considered prior to beginning implementation.

Tucker PATH Trail Segments:

- 1 | Downtown to Johns Homestead Park12-20
- 2 | Downtown to Kelley Cofer Park21-28
- 3 | Downtown to Stone Mountain PATH29-34
- 4 | Hugh Howell Road to Stone Mountain Park35-44
- 5 | Johns Homestead Park to SF Peachtree Creek45-47
- 6 | Westside Connector48-51
- 7 | Northside Connector52-55



Tucker PATH Trail Segment Map



Tucker PATH Trail Master Plan



Segment #1 | Downtown to Johns Homestead Park

Description:

Beginning in Downtown Tucker at Main Street, the trail segment #1 follows an existing alley between Railroad Avenue and 1st Avenue providing an opportunity for bicyclists and pedestrians to come into the downtown commercial district along a greenway trail. As the trail segment leaves downtown, it will have an at-grade crossing of 2nd Street and transition to county owned greenspace for a separate trail bridge over Fellowship Road.

The trail bridge will be outside the right-of-way of the CSX railroad but parallel to the rail road bridge. Once the trail bridges over Fellowship Road, it will transition into a neighborhood greenway along Railroad Avenue to Bancroft Circle. At the intersection of Railroad Avenue and Bancroft Circle, a three-way stop for the vehicular traffic is proposed to ensure a controlled crossing. This will allow the trail user to safely cross Bancroft Circle to the north side of Railroad Avenue and to become a side-path to Brockett Road.

The trail will cross Brockett Road at the signalized intersection and follow the west side of Brockett Road north running parallel to the northern edge of the industrial properties adjacent to the existing single family residential neighborhoods. The greenway will become a linear park buffer to enhance the transition of the residential neighborhoods and the adjacent industrial uses.

For connectivity into the adjacent neighborhoods, opportunities for spur connections will be considered during implementation with a connection into the end of Aldah Drive and a spur to LaVista Road and the signalized intersection at Midvale Road.

At the end of the Stephens Court industrial area, the greenway will follow parallel the north side of the CSX active railroad right-of-way through the Oglethorpe Power Corporation campus with a side path connection along E. Exchange Place to Northlake Parkway. The trail will continue to run parallel to the railroad right-of-way west under the Northlake Parkway bridge where it will transition up to Old College Road as a side path to W. Exchange Place and along the DeKalb County Police facility to Crescent Centre Boulevard.

The trail will split and continue west under Crescent Centre Boulevard and I-285 where it is proposed to travel along an abandoned rail corridor crossing Montreal Industrial Way and connecting into Northlake Tower Festival. Future redevelopment of the Northlake Tower Festival will need to incorporate the trail connection as a prominent feature for bicyclists and pedestrians to the signalized intersection at Briarcliff Road and LaVista Road.

The trail will also split to join Crescent Centre Boulevard where modification of the roadway is proposed to eliminate one north-bound lane along the east side of the roadway. The trail will continue as a side-path to the end of Crescent Centre Boulevard where it will transition into a greenway trail and into a neighborhood greenway along Cemetery Avenue to Lawrenceville Highway.

Due to the traffic count and the speed limit along Lawrenceville Highway, a separate bicycle/pedestrian activated “HAWK” signal is proposed for the trail users to safely cross the five-lane highway. Once across, the trail will join into the Johns Homestead Park. The Tucker PATH greenway alignment within the Johns Homestead Park is currently being determined within the City of Tucker’s Park Comprehensive Plan. The May 2, 2016 Preliminary Concept Plan for Johns Homestead Park outlines a paved accessible trail which could transition to the proposed residential development along the west side of the park and cross over the dam to the lower lake to provide a connection to Edinburgh Drive neighborhood.

Segment #1 | Downtown to Johns Homestead Park

Overview:

Connecting Destinations: Downtown Tucker, Johns Homestead Park, Kaiser Permanente Crescent Medical Center, Northlake Plaza

Begins: Main Street

Ends: Johns Homestead Park

Distance: 31,394 LF (5.9 miles)

Opportunities and Benefits:

- Connects the west side neighborhoods to Downtown
- Connects commercial hubs and recreation destinations
- Fosters business opportunities along greenway alley corridor

Potential Obstacles:

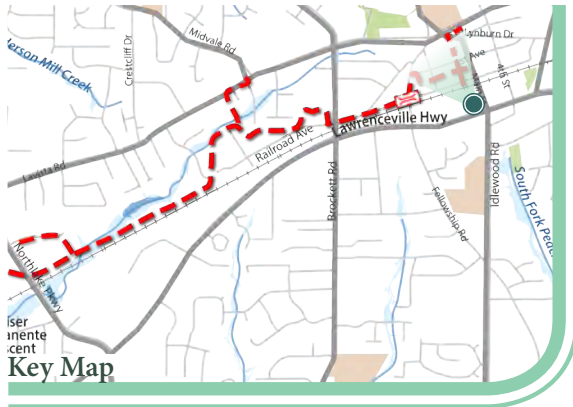
- *Requires multiple easement acquisition*
- Needs local supports on internal trail connection within Johns Homestead Park

Estimated Cost for Implementation:

phase	length	estimated cost
1a	0.4 mi	\$1,068,883.19
1b	1.3 mi	\$2,851,374.16
1c	1.2 mi	\$2,006,991.48
1d	1.2 mi	\$1,447,772.06
1e	1.0 mi	\$1,566,698.29
1f	0.9 mi	\$1,433,817.10

Segment 1 | Downtown to Johns Homestead Park - 5.9 mi

Total Cost to Implement: \$10,375,536.28

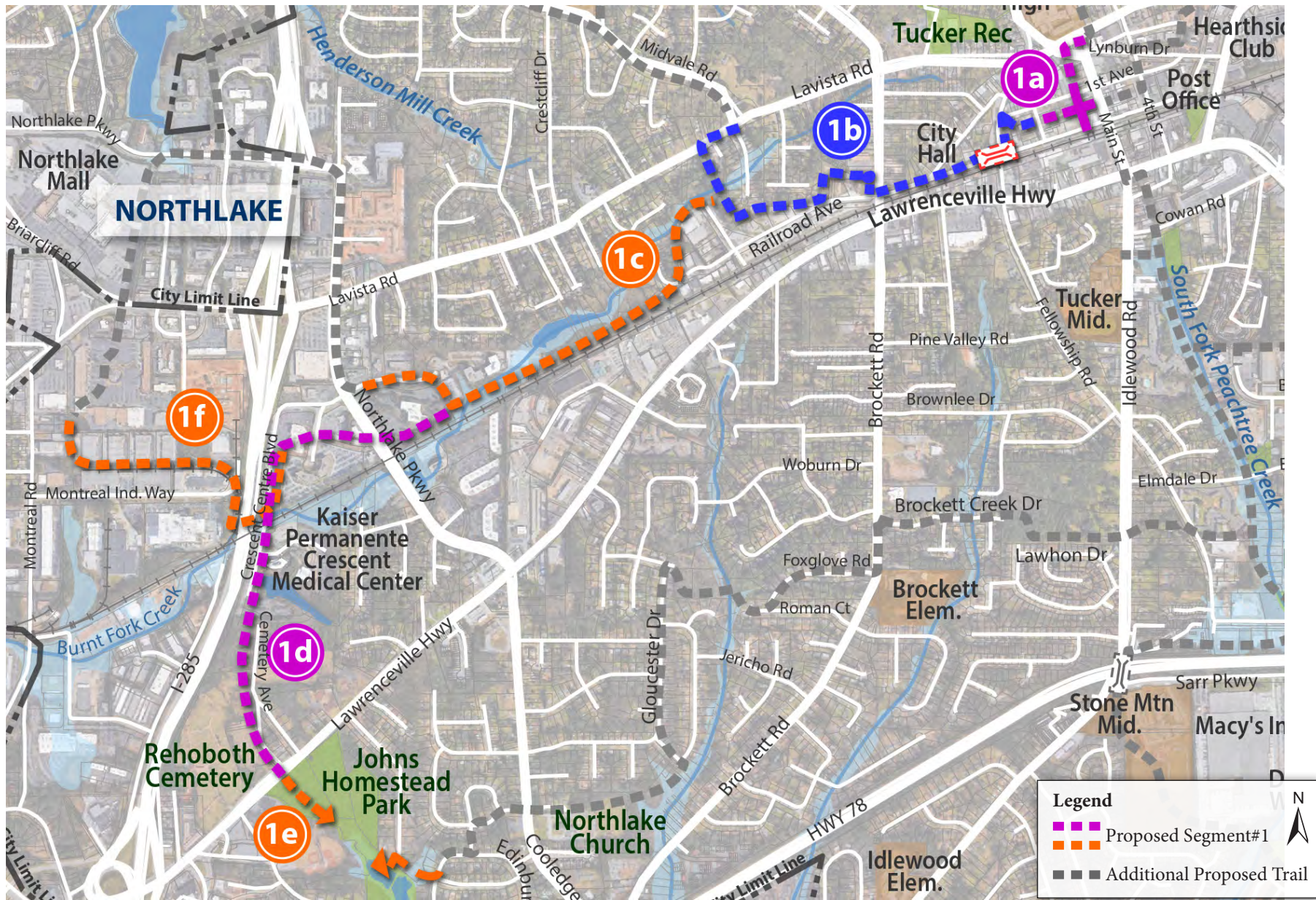


Proposed Greenway and Trail Plaza on Existing Alleyway

The proposed greenway along existing alleyway between Railroad Avenue and 1st Avenue will provide an attractive connection from Downtown to the undeserved industrial areas to the west of Downtown. There are opportunities for a gathering plaza at the northeast corner of one future redevelopment property along with numerous occasions to activate the back of current commercial buildings.



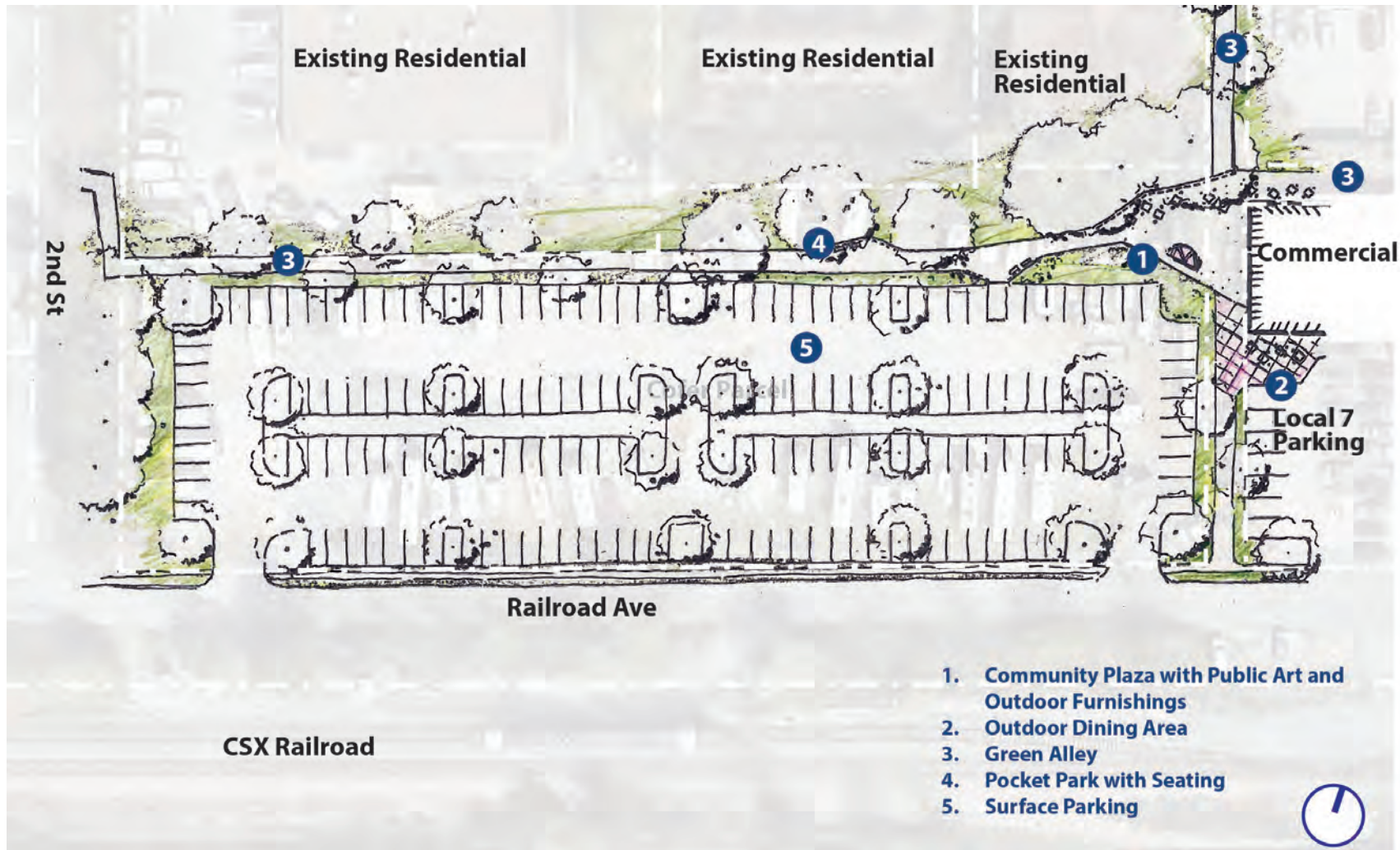
Segment #1 | Downtown to Johns Homestead Park





Proposed Greenway and Trail Plaza on Existing Alleyway

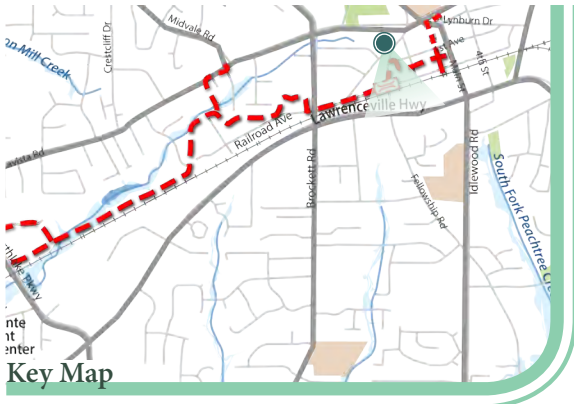
The below graphic illustrate a concept sketch for a gathering space opportunity with the trail connecting through the under-used alleyway based on a previous vision for a surface parking and future public amenity from the *Downtown Tucker Parking Revitalization, 2017* prepared for Tucker-Northlake CID.



1. Community Plaza with Public Art and Outdoor Furnishings
2. Outdoor Dining Area
3. Green Alley
4. Pocket Park with Seating
5. Surface Parking

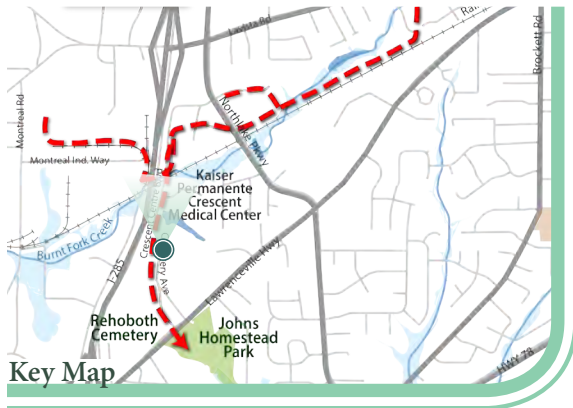


Proposed Pedestrian Bridge over Fellowship Road



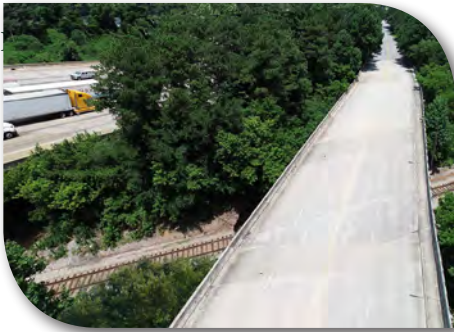
A pedestrian bridge was proposed on Fellowship Road where it underpasses the CSX rail road. It will provide an iconic place within the trail system and connect the greenway on both sides of the road from Downtown to Brockett Road.





Proposed Side-path along Crescent Center Blvd Road Bridge

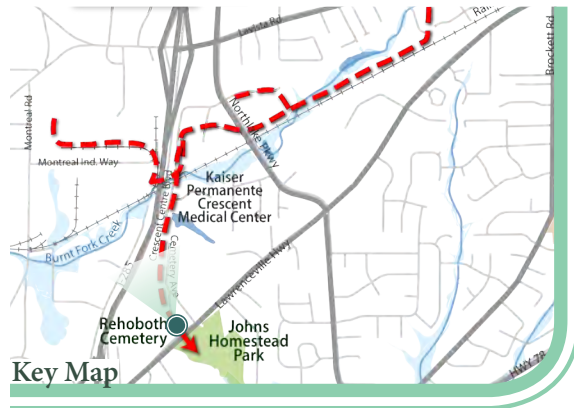
The proposed trail connection along Crescent Center Blvd to Johns Homestead Park considers reducing one traffic lane on north bound and converting it to be a 10-foot wide multi-use path with a 5-foot landscape buffer. The trail will connect under Crescent Center Blvd and I-285 Road Bridge to allow a direction connection between Northlake plaza and the proposed greenway.

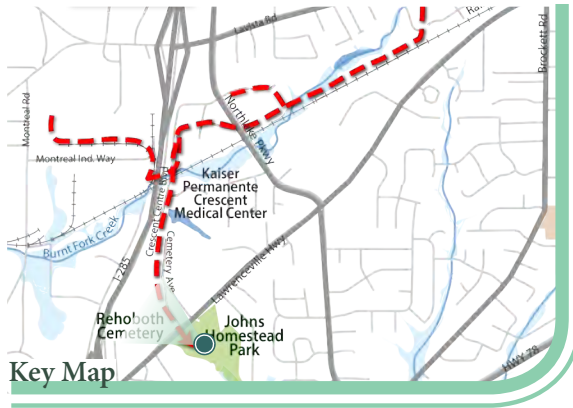


Proposed Neighborhood Greenway through Existing Cemetery Road



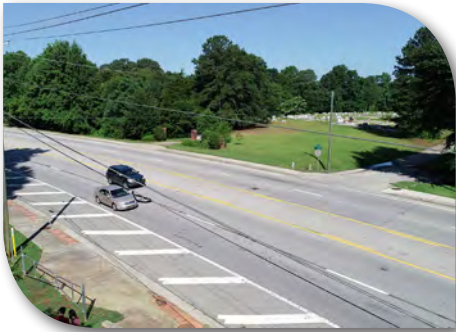
The trail connection between Lawrenceville Hwy and Crescent Center Blvd will utilize the existing road and delineate it as a neighborhood greenway via pavement markings and signs.





Proposed At-grade Crossing on Lawrenceville Hwy

Proposed at-grade crossing on Lawrenceville Hwy includes a pedestrian activated signal device and a pedestrian refuge located at the current center turning lane as illustrated below.



Segment #2 | Downtown to Kelley Cofer Park

Description:

Trail Segment #2 has been referred to as the “Destination Loop” as it will provide a 2.7 mile loop connecting a variety of desired destinations within the City of Tucker. Beginning in Downtown, the trail connection will follow existing city alleyways from 1st Avenue north to Lynburn Drive at LaVista Road and from Main Street east between 1st Avenue and Railroad Avenue. The loop will connect several critical destinations within the Downtown area such as Main Street Restaurants and Retail, the Post Office, Hearthside Club, the Library and Tucker High School.

From Lynburn Drive and Main Street at LaVista Road, the trail will connect from downtown along Tucker High School Campus as a greenway trail between Oak Avenue and Ball Park Drive to Kelley Cofer Park. A variety of opportunities within Kelley Cofer Park should be considered within the City of Tucker’s Park Comprehensive Plan such as a greenway loop trail connection around the pond.

The trail alignment within the Downtown area will be further studied within the City of Tucker’s Downtown Master Plan in order to compliment future development and goals for the downtown area. The trail connection at LaVista Road and Lawrenceville Highway is proposed at the signalized intersection with a Rapid Flashing Beacon proposed for the yield lane west from Lawrenceville Hwy to LaVista Road in front of the Library.

From the Library to the Tucker Nature Preserve, the trail is proposed as a greenway trail connection east of Old Norcross Road. Within the Tucker Nature Preserve, the trail will provide an inviting opportunity for a greenway connection to Sims Court. The trail will become a neighborhood greenway along Sims Court with short a side path connection along Old Norcross Road north to Angie Drive. Along Angie Drive, the trail is proposed as a neighborhood greenway crossing at-grade N. Park Drive and into Kelley Cofer Park.

Overview:

Connecting Destinations: Downtown, Tucker High School, Kelly Cofer Park, Tucker Nature Preserve, Reid H. Cofer Library, Post Office, Hearthside Club

Begins: Existing alley at 1st Avenue

Ends: Freemason Square on Main Street

Distance: 14,246 LF (2.7 miles)

Opportunities and Benefits:

- Provide a northern loop that connects to several recreational destinations, Downtown, and schools.

Potential Obstacles:

- Requires critical acquisition from multiple property owners.

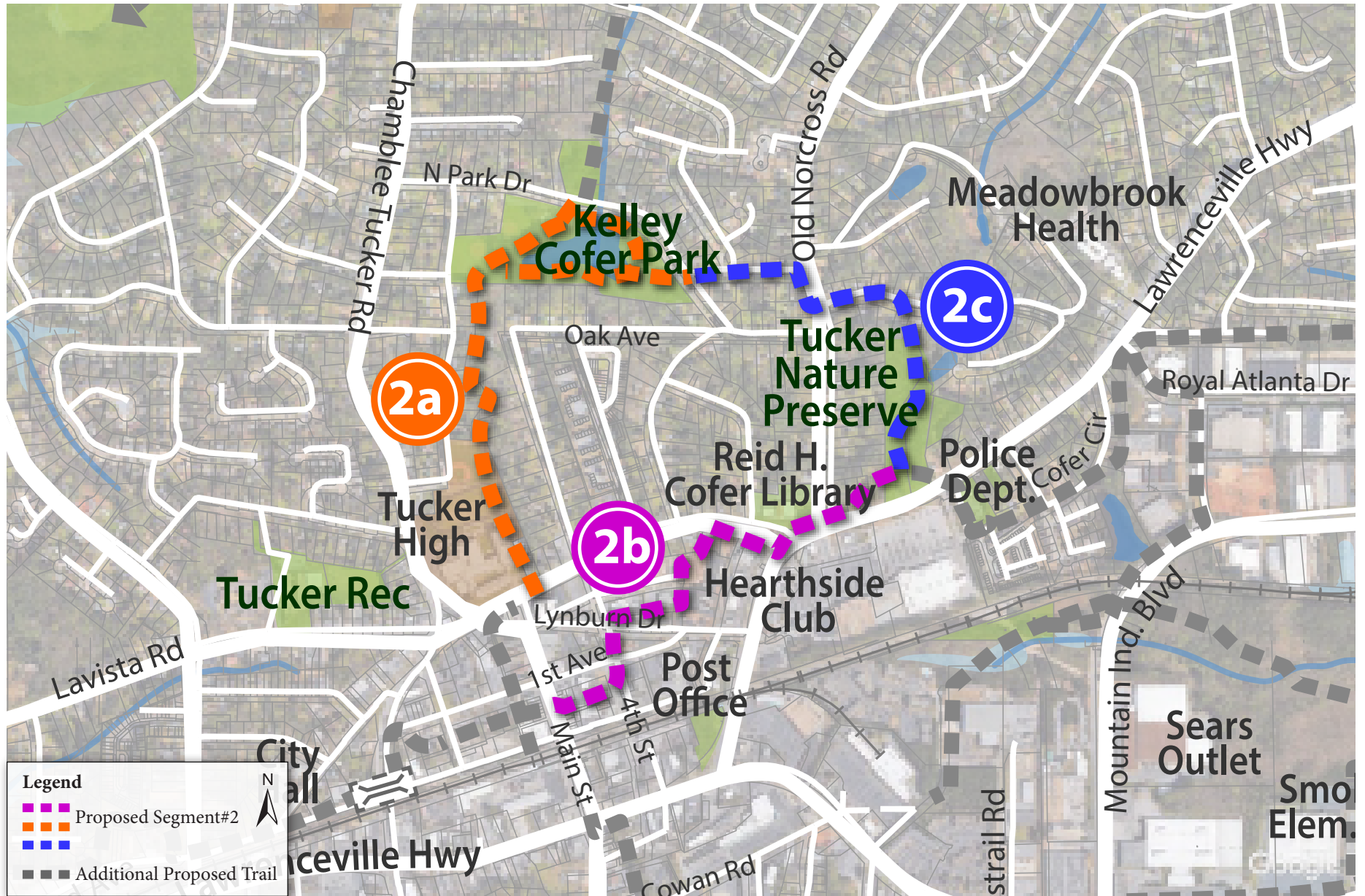
Estimated Cost for Implementation:

phase	length	estimated cost
2a	1.1 mi	\$1,899,476.10
2b	1.0 mi	\$1,842,709.85
2c	0.6 mi	\$1,168,682.64

Segment 2 | Downtown to Kelley Cofer Park - 2.7 mi

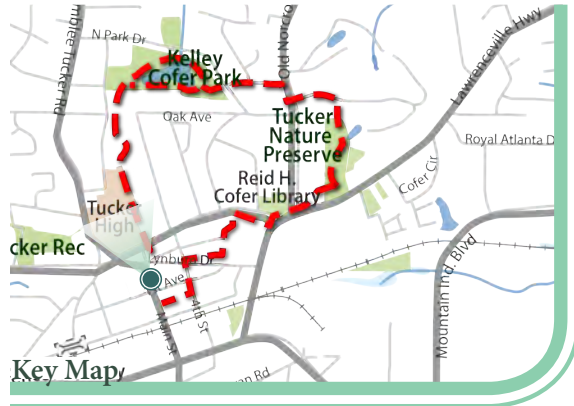
Total Cost to Implement: \$4,910,868.59

Segment #2 | Downtown to Kelley Cofer Park

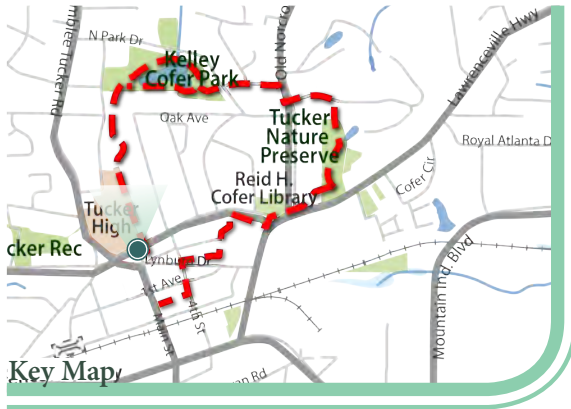


Proposed Shared-use Marking Crossing LaVista Road

The below image illustrates the proposed improvements at the intersection of LaVista Road and Main Street. Traffic signal will need to be studied and phased to allow a lead time for the trail users to cross the street safely.



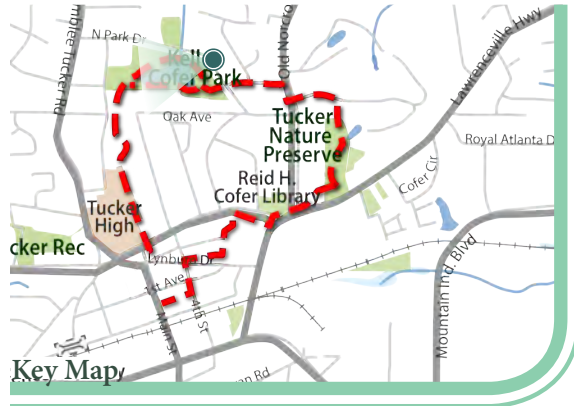
Proposed Trail through Tucker High School



A 10-foot min. side path with a 2-foot min. landscape buffer is proposed along Tucker High School main entrance drive.

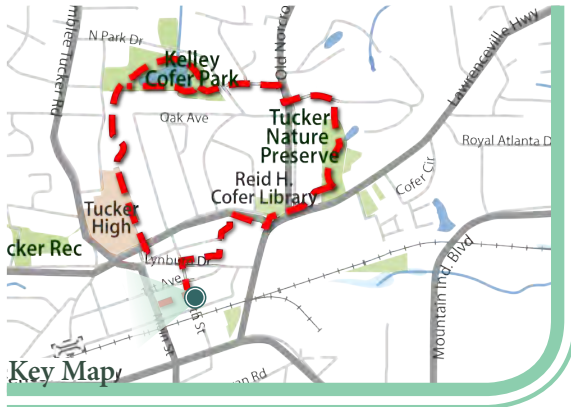


Proposed Loop Trail in Kelley Cofer Park



The proposed trail within Kelley Cofer Park will feature a greenway trail loop around the perimeter of the park and a 350-foot boardwalk structure with observation deck over the lake. It is predicted to become a well-used section within the trail system, as well as a needed supplement to the current park facilities.

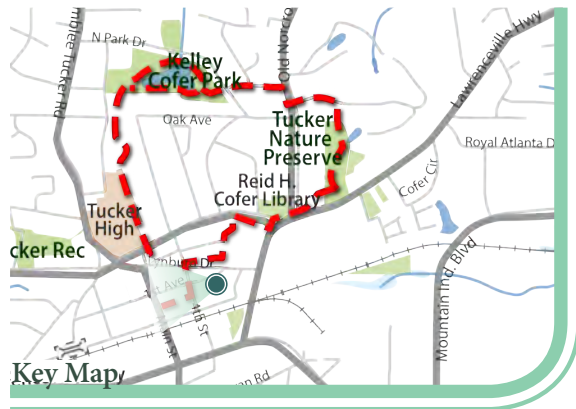




Proposed Shared-use Street between Main Street and 4th Street - regular days

The illustration below shows the potential renovation of the existing alleyway between Main Street and 4th street and the existing Freemason Square. The street will be designed to accommodate pedestrian, bicyclist, and car traffic, as well as different pedestrian activities such as outdoor dining, seating, and bike parking. It will become a land mark of the community and a popular destination of the entire trail system.





Proposed Shared-use Street between Main Street and 4th Street - event days

The illustration below shows the potential uses of the renovated space adjacent to Freemason Square for hosting events, such as farmers markets, local festivals, etc.



Segment #3 | Downtown to Stone Mountain PATH

Description:

Trail Segment #3 provides a 3.2-mile greenway trail connection from Downtown Tucker to the existing Stone Mountain PATH. Beginning at Main Street and Lawrenceville Highway, the proposed markings and striping will allow the bicyclist and pedestrian to travel through the signalized intersection onto a short side path along the south side of Lawrenceville Highway. Then, the trail transitions into a greenway along the back side of the commercial buildings fronting Idlewood Road with an at-grade crossing of Cowan Road. A trailhead with parking lot and rest area is proposed at the county owned parcel south of Cowan Road.

An alternative opportunity was identified on the west side of the Idlewood Road to make the connection from Lawrenceville Highway to the creek corridor. The trail will retrofit the space between the existing commercial building and Lawrenceville Highway, allowing a two-way parking lot and loading accesses to the building. Then, the trail will continue as a greenway along the property boundary heading south and become a sidepath in front of the Tucker Middle School. Street modification will be required to accommodate the sidepath and connect to existing sidewalk. With the proposed at-grade crossing on Idlewood, the trail will transition to a greenway trail along the South Fork Peachtree Creek.

The trail will continue as a greenway trail along the DeKalb County sewer easement adjacent to the SF Peachtree Creek with an at-grade crossing of Elmdale Drive to Peters Park. The trail will parallel the GDOT right-of-way of US78 / Stone Mountain Freeway and cross over US78 with a separate trail bridge adjacent to the Idlewood Road bridge.

Once south of US78, the trail will cross Sarr Parkway at-grade and become a greenway trail along the Stone Mountain Middle School campus and behind the Macy's facility. The trail will bridge over the South Fork Peachtree Creek along the abandoned rail corridor and follow the corridor along the DeKalb County Watershed Department facility with an at-grade crossing of Roadhaven Drive.

The trail will continue along the abandoned rail corridor within the

industrial area and connect into the Stone Mountain PATH along the north side of E. Ponce de Leon Avenue.

Overview:

Connecting Destinations: Tucker Middle School, Peters Park, Stone Mountain Middle School, Stone Mountain PATH.

Begins: Lawrenceville Hwy at Idlewood Road

Ends: Stone Mountain PATH

Distance: 16,991 LF (3.2 miles)

Opportunities and Benefits:

- Provides a greenway connection along creek corridor
- Achieves the goal to connect the Tucker to existing trail system

Potential Obstacles:

- Proposed pedestrian bridge over Hwy 78 projects long period of time to implement
- *Requires some acquisition along Idlewood Road*

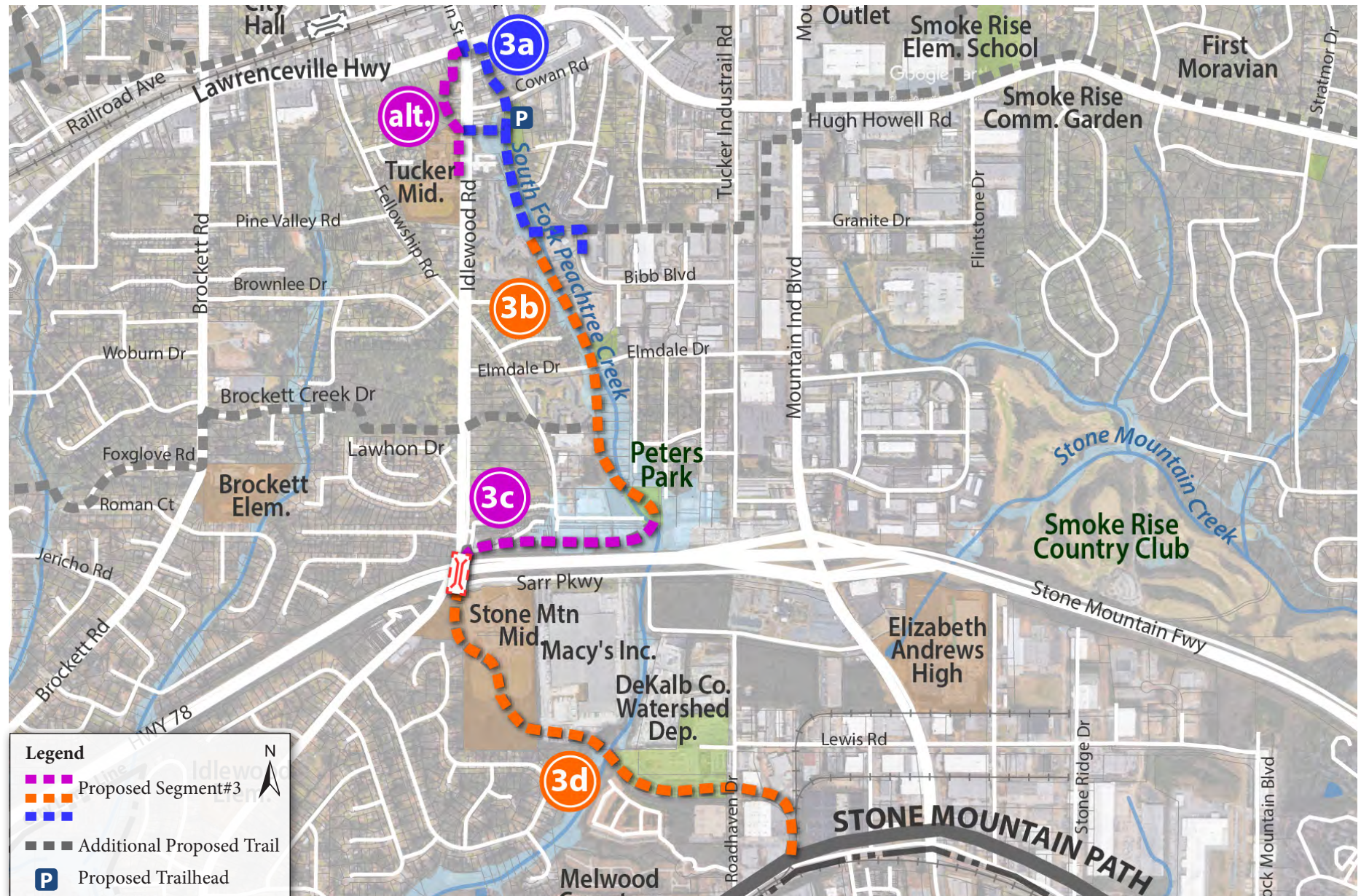
Estimated Cost for Implementation:

phase	length	estimated cost
3a	0.8 mi	\$1,366,627.54
3a(alt.)	0.8 mi	\$1,561,710.22
3b	0.7 mi	\$1,161,784.03
3c	0.5 mi	\$2,240,039.45
3d	1.2 mi	\$1,906,021.27

Segment 3 | Stone Mountain Trail to Downtown - 3.2 mi

Total Cost to Implement: \$6,674,472.29

Segment #3 | Stone Mountain Trail to Downtown





Proposed Improvements at Lawrenceville Hwy and Main Street

The proposed greenway will transition to an on-street shared-use condition at the intersection of Lawrenceville Hwy and Main Street. The image below shows the recommended pavement striping according to MUTCD and NACTO standards.



Proposed Greenway at back of Commercial Buildings

The proposed trail between Cowan Road and Lawrenceville Hwy provide unique opportunities for the adjacent businesses to activate their backyard space with outdoor seatings, decorative murals, landscaping, and accesses to the trail.





Proposed Greenway through Stone Mountain Mid. School

The image below shows an example of a pre-cast steel bridge with concrete abutment wall and a center support. Branding elements are shown on the facade of the retaining wall with sand-blasted letters.



Proposed Greenway through Stone Mountain Mid. School



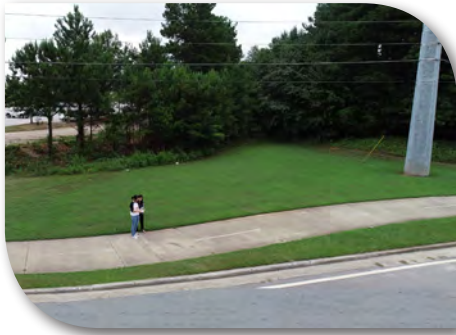
The illustration below shows the proposed greenway through the middle school campus, providing interactive space with the school's exercise fields.





Proposed Trail Tie-in to Stone Mountain PATH

The below image illustrates the proposed trail and pocket park tie-in to the existing Stone Mountain PATH along East Ponce de Leon Avenue. A trail kiosk sign and trail amenities are proposed at this location to establish an inviting and seamless connection from the existing trail to Tucker PATH.



Segment #4 | Hugh Howell Road to Stone Mountain Park

Description:

The proposed trail segment #4 will provide connectivity from the Smoke Rise Neighborhoods to Downtown Tucker and Stone Mountain Park. The trail will begin at South Fork Peachtree Creek as a greenway trail connection east to Tucker Industrial Road providing a greenway buffer between the industrial area to the south and the residential area to the north. The trail will cross Tucker Industrial Road at-grade and follow an existing abandoned rail corridor north with a connection to the commercial along Hugh Howell Road. The trail will be a side path along the west side of Mountain Industrial Boulevard along the Wells Fargo property and will have a double-crossing of the signalized intersection of Mountain Industrial Boulevard and Hugh Howell Road connect to the northeast corner.

The trail will remain a side path along the north side of Hugh Howell road adjacent to the Sears site and the future Smoke Rise Elementary School campus. The trail will become a greenway connection between the school and the Sears site and provide a greenway along Camp Creek transitioning west under the Mountain Industrial Boulevard road bridge over the railroad. Once under the road bridge, the trail will continue west and tunnel under the active railroad spur in order to connect into the residential area and commercial area at the Publix.

From the future Smoke Rise Elementary School campus, segment #4 will continue east along the north side of Hugh Howell Road to the intersection of Silver Hill Road. The trail will spur along Silver Hill Road providing a connection to the old Smoke Rise Elementary School property. At the intersection of Silver Hill Road, the trail will cross over to the south side of Hugh Howell Road and connect along the Smoke Rise Park.

The trail will continue as a side path along Hugh Howell Road crossing over Lilburn-Stone Mountain Road at the signalized intersection. The trail will transition through the west bound access ramp to US78 with a separate bicycle/pedestrian activated “HAWK” signal proposed for the trail users to safely cross the two-lane access roadway. The trail connection would then utilize the Stone Mountain Park west-bound, US78 exit lane in order to transition under US78 and into the park. The current vehicular use of the exit warrants closing the roadway to vehicular traffic and allow the roadway to be used by bicyclists and pedestrians. During high volume events at the park, the roadway could be closed for trail users and utilized for vehicular traffic.

Once into Stone Mountain Park, the trail could continue along the old Hugh Howell Road and Northgate Drive utilizing one lane of the roadway or be a parallel greenway trail connection into the existing Stone Mountain PATH loop around the mountain along Robert E. Lee Boulevard.

Segment #4 | Hugh Howell Road to Stone Mountain Park

Overview:

Connecting Destinations: Smoke Rise Elementary School, Publix, Smoke Rise Park, Stone Mountain PATH,

Begins: South Fork Peachtree Creek

Ends: Stone Mountain Park

Distance: 36,517 LF (7.0 miles)

Opportunities and Benefits:

- Achieves the goal to provide connection to Smoke Rise Neighborhood and elementary school.
- Establishes the opportunity for future development along the abandoned rail corridor between Mountain Industrial Blvd and Tucker Industrial Blvd
- Provides direct connection to Stone Mountain Park

Potential Obstacles:

- *Requires easement acquisition from the property north of Bibbs Blvd*
- Coordination with GDOT is critical to realize the trail crossing on the west bound access ramp to US8.

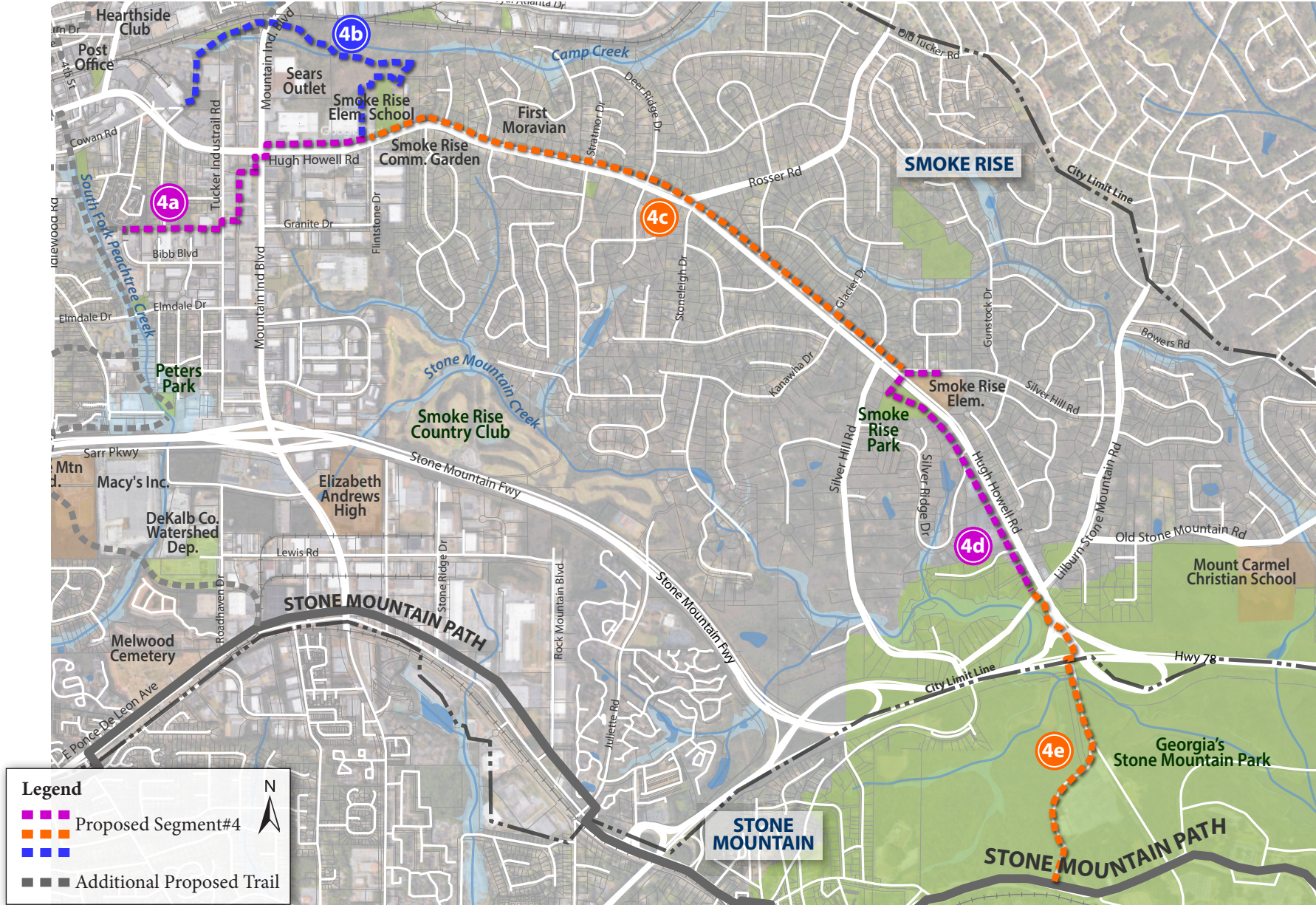
Estimated Cost for Implementation:

phase	length	estimated cost
4a	1.3 mi	\$2,020,628.95
4b	1.4 mi	\$2,454,667.47
4c	1.9 mi	\$3,286,789.70
4d	1.2 mi	\$2,294,175.45
4e	1.1 mi	\$2,286,209.66

Segment 4 | Hugh Howell Road to Stone Mountain Park - 6.9 mi

Total Cost to Implement: \$12,342,471.23

Segment #4 | Hugh Howell Road to Stone Mountain Park



Proposed Trail along the Abandoned Rail Corridor

The proposed trail will utilize the existing abandoned rail corridor between Tucker Industrial Road and Mountain Industrial Blvd to get to Hugh Howell Road. The below image illustrates an opportunity for activating the back of some industrial buildings along the abandoned rail corridor.

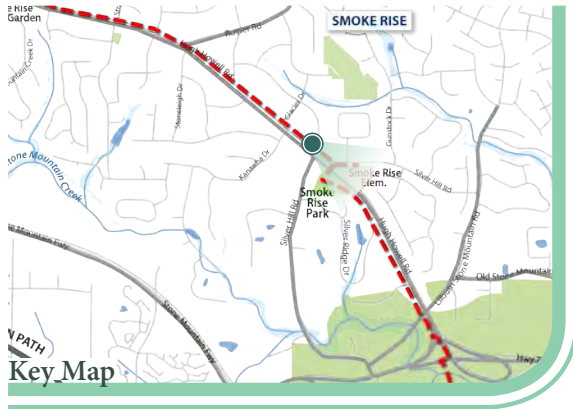


Proposed Side-path along Hugh Howell Road



The proposed sidepath connection along the north side of Hugh Howell Road entails a 10' to 12' wide multi-use path along with a 5' landscape buffer. The below image demonstrates the use of the green strip crosswalk along the side path.



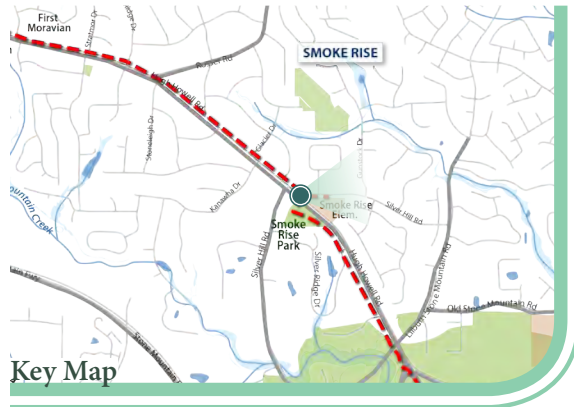


Proposed Condition at the Intersection of Hugh Howell Road and Silver Hill Road

The proposed side path will cross over to the south side of Hugh Howell Road with the traffic signal, while a spur will continue north along Silver Hill Road to connect to the Smoke Rise Elementary School.

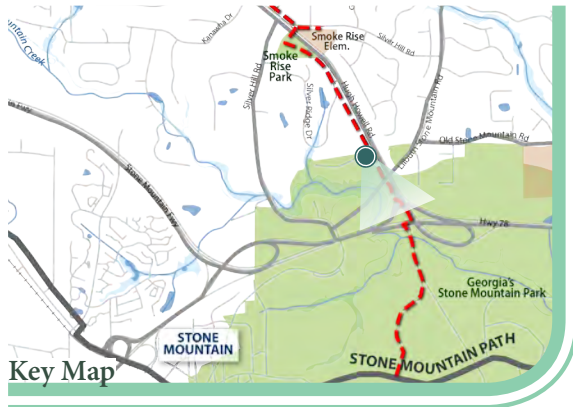


Proposed Side-path to Smoke Rise Elementary School



The below image illustrates the proposed sidepath with crossing improvements along Silver Hill road.





Proposed Sidepath towards Stone Mountain Park

The below image illustrates the proposed side path transitioning into a greenway by crossing over the westbound access ramp to US78 with a HAWK signal. Road signs and striping are proposed in order to alert motorists for the trail crossing.



Proposed Side-path to Smoke Rise Elementary School



The below image illustrates the proposed sidepath with crossing improvements along Silver Hill road.



Proposed Trial



The below image illustrates the proposed side path transitioning into a greenway by crossing over the westbound access ramp to US78 with a HAWK signal. Road signs and striping are proposed in order to alert motorists for the trail crossing.



Segment #5 | Johns Homestead Park to SF Peachtree Creek

Description:

Trail Segment #5 provides connectivity from Johns Homestead Park to Brockett Elementary School and to the South Fork Peachtree Creek corridor. The proposed connection is primarily neighborhood greenway with a proposed at-grade crossing of Cooledge Road, Brockett Road and Idlewood Road. Each road crossing is proposed with a Rapid Flashing Beacon to ensure the trail users safety.

The neighborhood greenway provides connection for all the residential properties between Lawrenceville Highway and US78. Opportunities to work with undeveloped parcels to allow for greenway connectivity within trail segment #5 is recommended.

An approximate 620-linear-foot sidepath is proposed along the west side of Brockett Road from Foxglove Road to the crossing to Brockett Creek Drive. This connection warrants a road-diet for the 10-foot sidepath and the 5-foot landscape buffer. It is recommended to Tucker Transportation Plan to consider incorporating an on-street bike facility and sidewalks along Brockett Road to LaVista Road.

Overview:

Connecting Destinations: Brockett Elementary School, Johns Homestead Park, Peters Park

Begins: Johns Homestead Park

Ends: SF Peachtree Creek Greenway

Distance: 14,764 LF (2.8 miles)

Opportunities and Benefits:

- Provides safe connections for multiple residences with improved at-grade crossing on major streets
- Completes the loop connection from Downtown to Johns Homestead Park
- Connects the South Fork Peachtree Greenway corridor to the Johns Homestead Park
- Provides multiple access points for the adjacent neighborhoods to get to the proposed trail system

Potential Obstacles:

- Requires neighborhood buy-in for implementing the neighborhood greenway on the selected streets
- Requires some easement acquisition

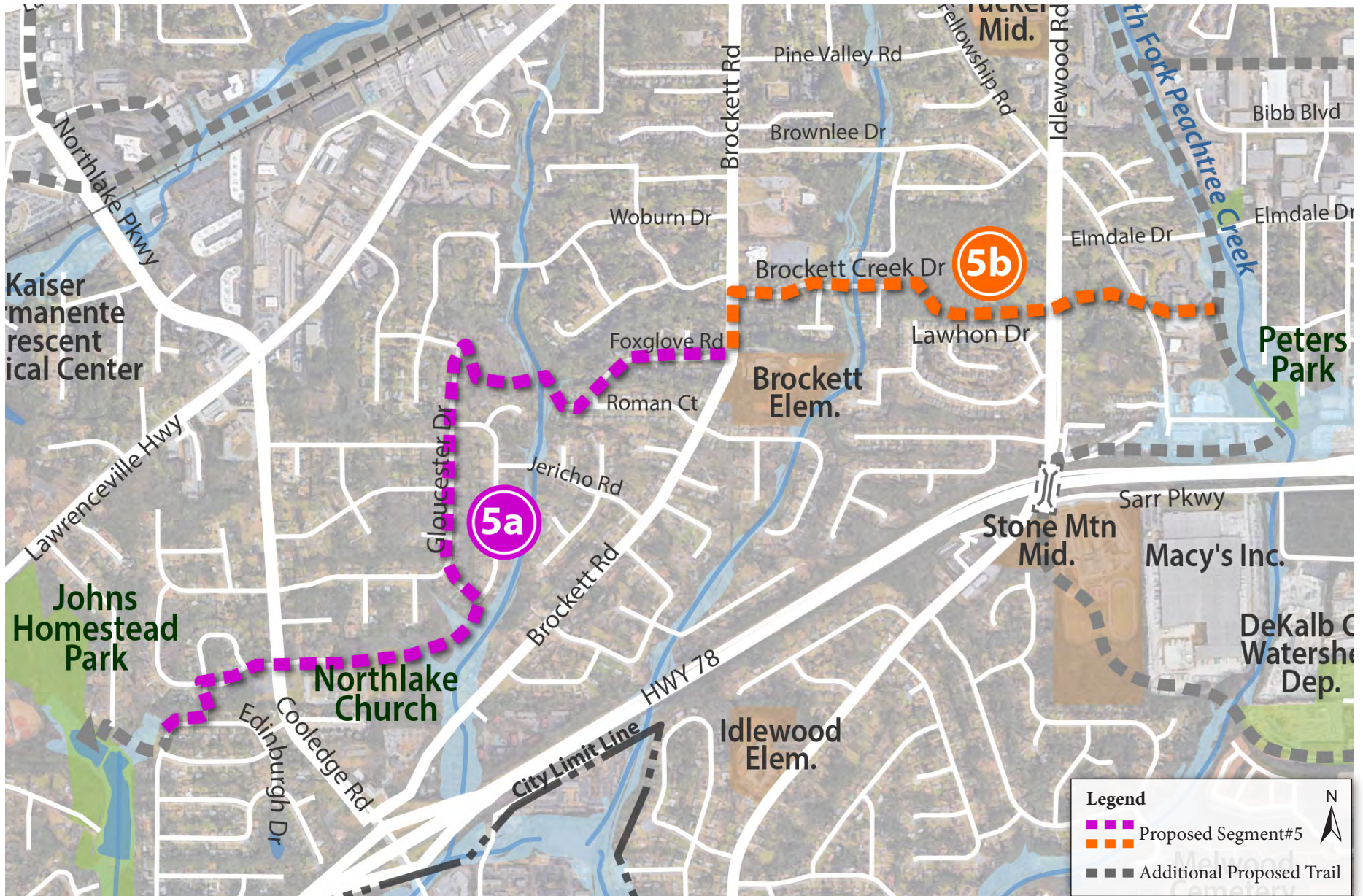
Estimated Cost for Implementation:

phase	length	estimated cost
5a	1.7 mi	\$1,312,885.14
5b	1.0 mi	\$1,434,993.10

Segment 5 | Johns Homestead Park to SF Peachtree Creek - 2.8 mi

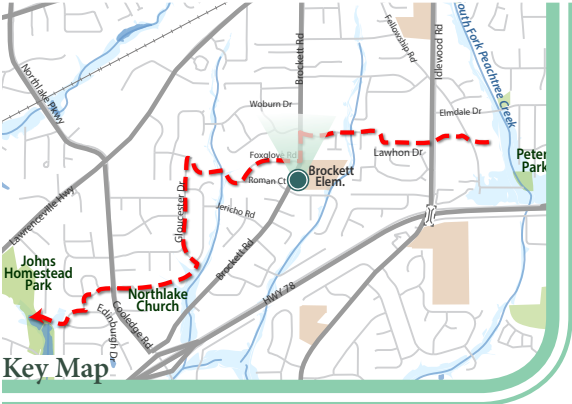
Total Cost to Implement: \$2,747,878.24

Segment #5 | Johns Homestead Park to SF Peachtree Creek



Proposed Sidewalk along Brockett Road

The below image shows the suggestion pavement markings on Foxglove Road and the crossing over to Brockett Elementary School with Rapid Flashing Beacon.



Segment #6 | Westside Connector

Description:

Westside Connector begins at Northlake Pkwy/East Exchange Place on the west end of trail segment #1 phase B. The sidepath will continue north on the east side of Northlake Pkwy with a road-diet, taking one traffic lane off the current street. With the high traffic volume along Lavista Road, the trail will cross over LaVista Road with the signalized intersection and then transition to be on the existing wide sidewalk until it reaches to the northern end of the street. On the road bridge over I-285, the Tucker PATH will follow the south side of Northlake Pkwy to Northlake Mall as a sidepath with roadway modification. The current GDOT I-285 bridge replacement will include the 10 foot sidepath and a 5 foot landscape buffer along the south side of the bridge. Through the Northlake Mall commercial plaza, the proposed greenway trail is intended to become a central amenity for the future redevelopment in this space.

The trail continues north along Parklake Drive as a sidepath and transitions to a greenway trail to follow the property limit to be adjacent to the Perimeter right-of-way until it reaches to Midvale Road. A sidepath is proposed along Midvale Road to run consistently along the southwest side of the road due to overhead power poles primarily being on the northeast side of the road. With future development on the east side of the road, it is recommended for the development to consider incorporating a sidepath with a landscape buffer. This sidepath section will complete a 4-mile loop westside loop trail connection for the City of Tucker’s west side neighborhoods.

The trail also spurs off Midvale Road and runs as a sidepath along Henderson Mill Road to Henderson Road. The path will cross over I-285 by improving the sidewalk width with a concrete barrier curb on the Henderson Road bridge. The sidepath will end at Caraway Drive, where it ties into the proposed sidewalks along Henderson Road to LaVista Road. Meanwhile, a future connection from the north end of the Henderson Mill Road side

path is projected to follow Lansbury Village Drive and become a greenway connection to the planned North Fork Peachtree Creek Greenway.

Overview:

Connecting Destinations: Midvale Middle School, Henderson Middle school, Northlake Mall

Begins: Northlake Pkwy at Exchange Place

Ends: Henderson Road

Distance: 22,894 LF (4.3 miles)

Opportunities and Benefits:

- Allows for multiple access points from surrounding streets among the northwest neighborhoods
- Provides connectivity to schools and parks

Potential Obstacles

- Requires acquisition of properties north of Beaver Street
- Requires easement acquisition the Hollybrook Homes Apartments property

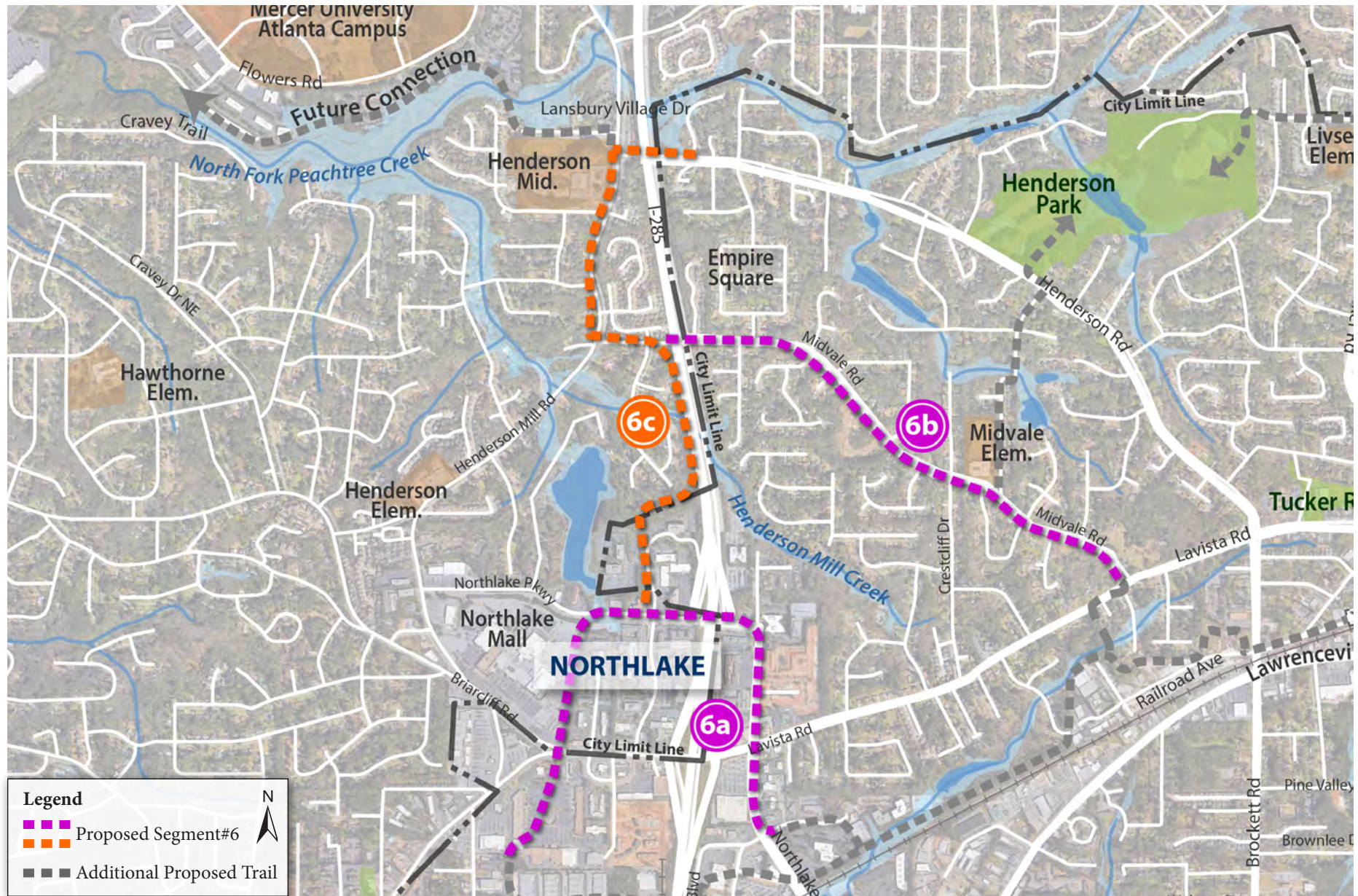
phase	length	estimated cost
6a	1.5 mi	\$2,779,230.53
6b	1.4 mi	\$2,545,884.06
6c	1.4 mi	\$2,437,611.91

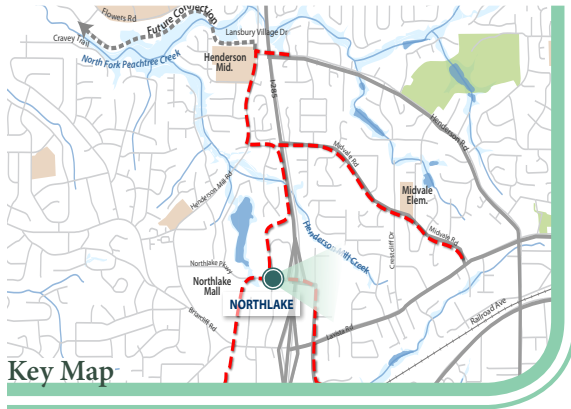
Segment 6 | Westside Connector - 4.3 mi

Total Cost to Implement: \$7,762,726.50

Estimated Cost for Implementation:

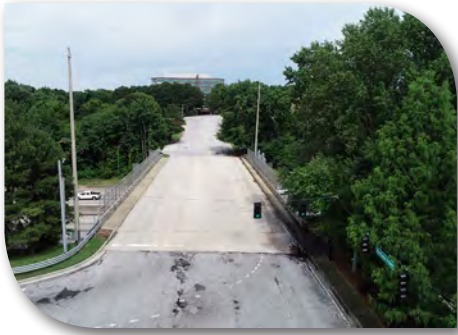
Segment #6 | Westside Connector



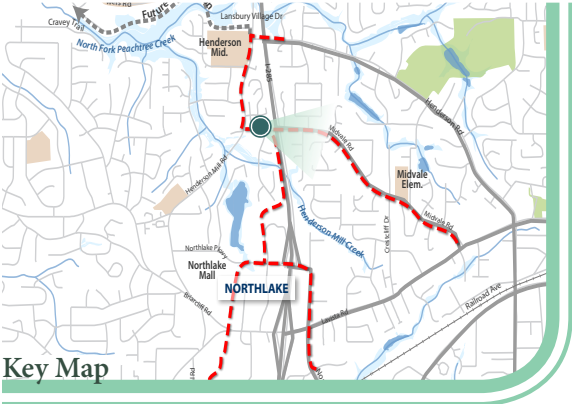


Proposed Sidepath on Northlake Pkwy Road Bridge

The Tucker PATH sidepath will be on the south side of the future Northlake Pkwy Bridge over I-285 (Currently under preliminary design) with a landscape planter to separate the path from vehicular traffic.



Proposed Sidepath along Midvale Road



The below image illustrates the proposed sidepath along Midvale Road under-passing I-285 highway bridge. A at-grade crossing is proposed as shown for pedestrian to transition to the existing sidewalk.



Segment #7 | Northeast Connector

Description:

The Northeast Connector is proposed as a series of sidepaths and neighborhood greenways connecting the City of Tucker’s northeast neighborhoods to parks, schools, and the Tucker PATH trail system. The proposed connection on and along low volume streets will provide a delineated route for residents to get to Henderson Park, Livsey Elementary School, Kelley Cofer Park, Nature Preserve, as well as in the future, the Lilburn Greenway in Gwinnett County.

Trail connections within Henderson Park will be further discussed and defined within the City of Tucker Parks Comprehensive Plan.

Presented as the last segment in this plan, this segment is proposed as a complement to the trail system. Implementing this segment will benefit the overall quality of connectivity throughout the northeast side of the city.

Overview:

Connecting Destinations: Midvale Elementary School, Henderson Park, Livsey Elementary School, Kelley Cofer Park

Begins: Midvale Road and Gleneagles Drive; Tucker Nature Preserve

Ends: Linda Drive

Distance: 30,797 LF (5.8 miles)

Opportunities and Benefits:

- Allows for multiple access points from surrounding streets among the northwest neighborhoods
- Provide connections to schools and public greenspace
- Establishes opportunities for future connection to Lilburn Greenway

Potential Obstacles:

- Needs some easement acquisition
- Needs to be implemented after the completion of other proposed trail segments

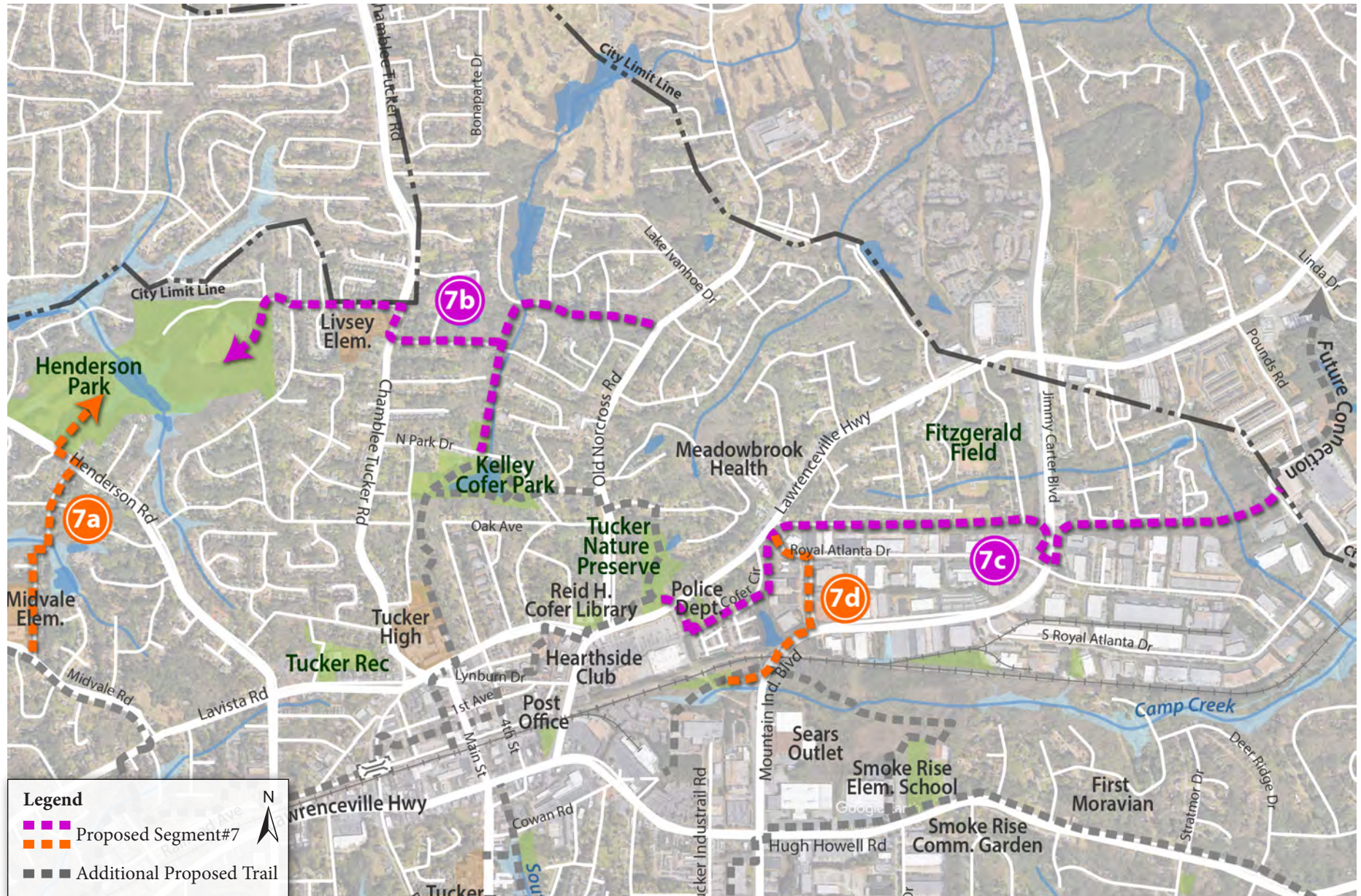
Estimated Cost for Implementation:

phase	length	estimated cost
7a	1.6 mi	\$1,750,751.93
7b	1.5 mi	\$1,687,974.96
7c	2.2 mi	\$3,032,754.69
7d	0.6 mi	\$1,203,572.48

Segment 7 | Northeast Connector - 5.8 mi

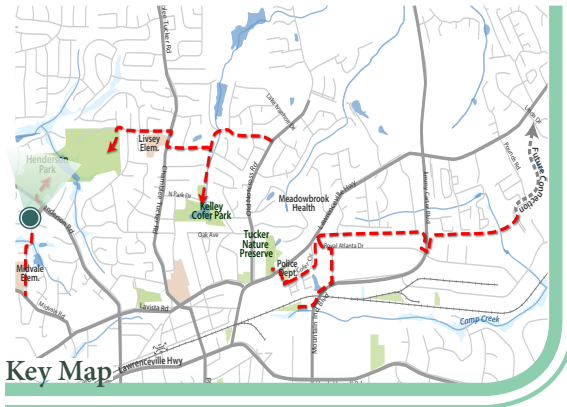
Total Cost to Implement: \$7,675,054.07

Segment #7 | Northeast Connector



Tucker, Georgia

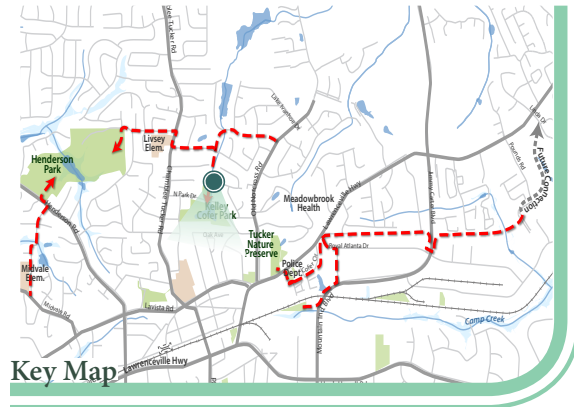
Proposed Trail Connection to Henderson Park



The below image shows the proposed three-way stop condition at the intersection of Henderson Road and Gleneagles Drive. The trail will continue as a greenway through the Henderson Park Community Garden and connect into the park.



Proposed Greenway on Kelley Cofer Park



The proposed sidepath adjacent to the Kelley Cofer Community Garden will make an at-grade crossing over Park Avenue to the park space as shown in the below image.



04

Implementation Strategy



4 Implementation Strategy

Chapter 4 presents a strategy with specific steps to ensure a timely, orderly implementation of this plan, keeping the momentum for the *Tucker PATH Master Plan* moving from a vision to action. The following items will be presented in this chapter:

- Model Projects
- Implementation Prioritization
- Cost Summary
- Formation of an Implementation Committee
- Creation of the *Friends of the Tucker PATH*
- Next Steps

4.1 Model Project

A model project is the first trail segment identified for construction within the master plan. It needs to meet a series of criteria informed by the purpose and objectives of the trail system to become highly-used by the public. It requires local support and dedication to make it happen. In the meetings with the steering committee, the PATH/KAIZEN team recommended identifying the model project of *Tucker PATH* for early implementation in 2020.

A discussion for the selection of the ‘model project’ was formed during the 4th Steering Committee meeting. During the meeting, the PATH/KAIZEN team presented the criteria for selecting a successful model project, as well as prioritizing other trail segments for implementation in the next 5 years. Three model project options were suggested for the steering committee to assess the opportunities and potential obstacles. Then an online survey was sent out for the group to further evaluate each segment. Finally the three segments were determined to be the model projects to move forward for implementation simultaneously. Construction of the model projects, using the branding and specifications presented in this plan, will be extraordinarily beneficial in kick-starting the development of the entire system.

4.2 Implementation Prioritization

The *Tucker PATH Implementation Prioritization Plan* is proposed based on the following criteria:

#1: Connects desired destinations

- Connects to existing trail segments to provide greater trail use and connectivity.
- Connects to established destinations such as downtown, parks, schools, existing trails, neighborhoods, commercial areas.
- Responds to public sentiment to determine the most desired trail connection within the district.
- Locates desired destinations at each end of the trail segments.

#2: Provides an inviting experience that will attract more than 60% of the city’s population

Does the trail segment provide:

- pedestrian and bicycle connectivity with limited interruption by traffic
- Separation from roadways as a greenway trail
- A variety of featured trail elements (i.e. bridges, boardwalks, trailheads, and other amenities)

#3: Offers an ease for implementation

Does the trail segment entail:

- Minimal acquisition
- Manageable level of complexity for construction
- Cost estimate within available local funding
- Local permitting only
- Timeline for beginning construction within 5 years (by 2020 for model project)
- Requirement of private developments located along a proposed trail segment to include construction of the trail segment within the developer’s project.

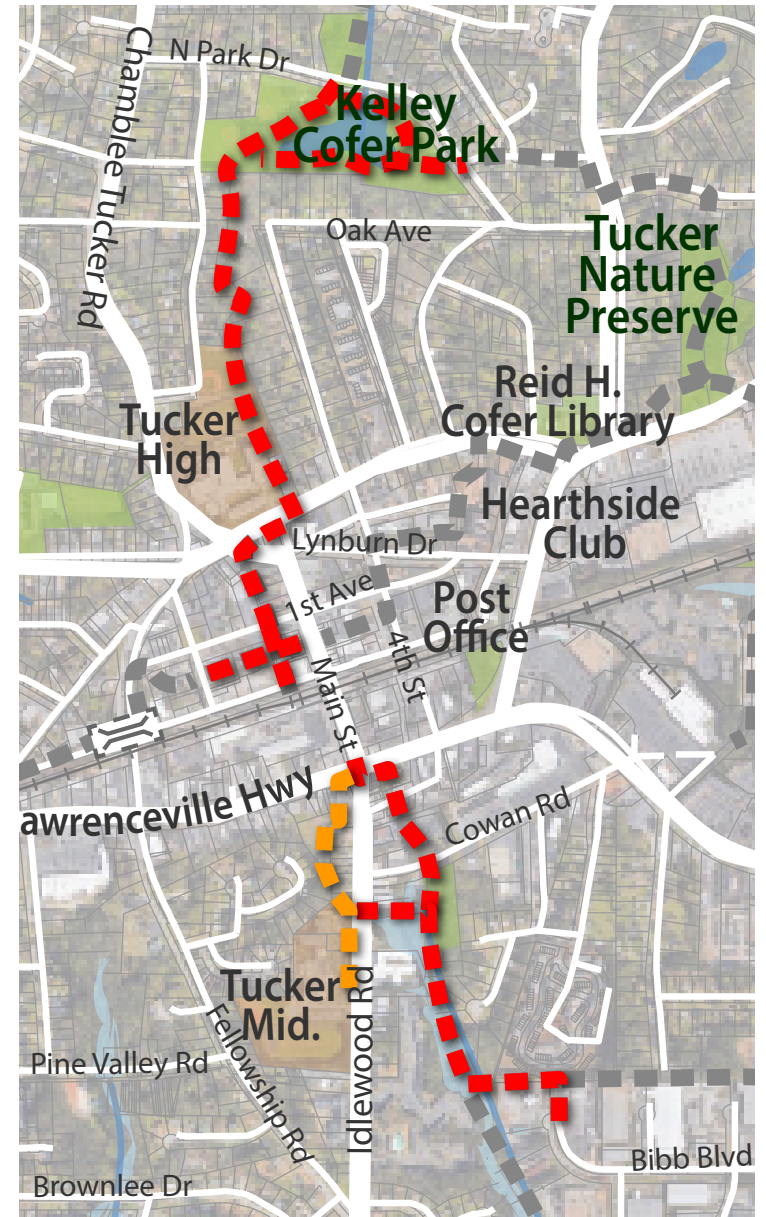


Tier 1 - Model Projects - 5 Years

phase	length	estimated cost
1a	0.4 mi	\$1.1 million dollars
2a	1.1 mi	\$1.9 million dollars
3a	0.8 mi	\$1.4 million dollars
(3a alt.	0.8 mi	\$1.6 million dollars)

Total Cost to Implement: \$4.4 million dollars

Tier 1-Model Projects Enlargement Map

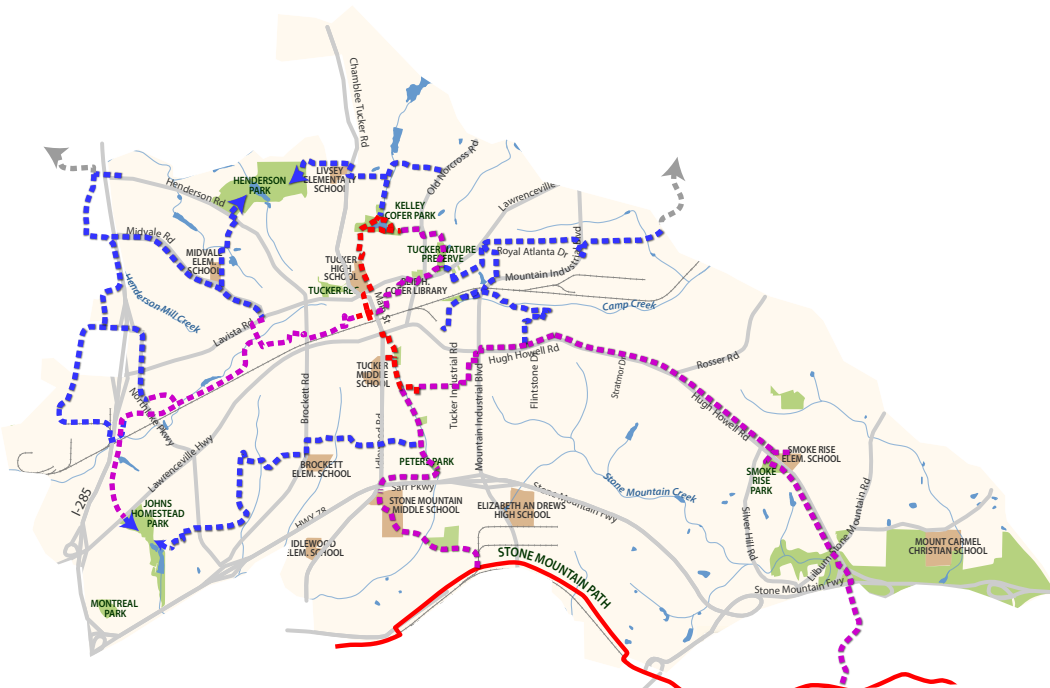




Tier 2 - Primary Segments

phase	length	estimated cost
2b-2c	1.6 mi	\$3.0 million dollars
4a	1.3 mi	\$2.0 million dollars
4c-4e	4.2 mi	\$7.9 million dollars
1b-1e	5.5 mi	\$7.9 million dollars
3b-3d	2.4 mi	\$5.3 million dollars

Total Cost to Implement: \$26.1 million dollars



Tier 3 - Secondary Segments

phase	length	estimated cost
1f	0.9 mi	\$1.4 million dollars
4b	1.4 mi	\$2.5 million dollars
5a-5b	2.8 mi	\$2.7 million dollars
6a-6c	4.3 mi	\$7.8 million dollars
7a-7d	5.8 mi	\$7.7 million dollars

Total Cost to Implement: \$22.1 million dollars

4.3 Cost Summary

The estimated cost for the 31.7 miles is approx. \$52.5 million dollars. Acquisition is not included in the estimate. The Implementation Committee should assess acquisition cost several months prior to the beginning of each trail segment. Below is a summary of the cost to implement the proposed *Tucker PATH* trail system.

Mileage	Segment	Trail Name	P&E	Construction	TOTAL
5.9	1	Downtown to Johns Homestead Park	\$818,170.44	\$9,557,365.84	\$10,375,536.28
2.7	2	Downtown to Kelly Cofer Park	\$369,648.59	\$4,541,220.00	\$4,910,868.59
3.2	3	Stone Mountain Trail to Downtown	\$611,231.29	\$6,063,241.00	\$6,674,472.29
6.9	4	Hugh Howell Road to Stone Mountain Park	\$992,480.23	\$11,349,991.00	\$12,342,471.23
2.8	5	Johns Homestead Park to SF Peachtree Creek	\$219,490.24	\$2,528,388.00	\$2,747,878.24
4.3	6	Westside Connector	\$538,564.50	\$7,224,162.00	\$7,762,726.50
5.8	7	Northeast Connector	\$637,465.07	\$7,037,589.00	\$7,675,054.07
31.7		TOTAL	\$4,187,050.37	\$48,301,956.84	\$52,489,007.21

4.4 Formation of an Implementation Committee

The steering committee, which guided the planning process, needs to evolve into a committee charged with implementation. The job of acquainting the PATH/KAIZEN team with local needs and wants, reviewing the selected routes, and choosing the trail branding has been completed upon adoption of *Tucker PATH Master Plan*. Next, a new committee tasked with encouraging and overseeing implementation must be formed.

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

- Key Steering Committee Members to ensure continuity
- City Manager/staffers from appropriate departments
- Pro bono real estate or right-of-way specialist
- Pro bono attorney
- Fundraising Specialist/Foundation Representative
- Part-time paid employee (Friends Group Executive Director)
- Police/Fire representatives
- Design/construction team member

The Implementation Committee should assume oversight of the project as soon as the city adopts the master plan.

4.5 Creation of the Friends of Tucker PATH

A community support organization should be formed to coordinate Fund Raising, Public Relations and Support, Community Education and Involvement, and Implementation Support. Named “*Friends of the Tucker PATH*,” the group will file for incorporation, appointed a board of directors and apply for 501C3 non-profit status. A website and Facebook page shall be launched to promote the trail system.

Friends of Tucker PATH will be responsible for hiring and funding a full-time Executive Director, who along with representatives of Friends leadership will serve on the Implementation Team.

4.6 Next Steps

- Acceptance of the Tucker PATH Master Plan by the Steering Committee and recommendation to Mayor and City Council for adoption.
- Adoption by the City Council
- Establish Implementation Committee
- Allocate funding for Model Project.
- Advance ordinances re: fines for motorized use of trails and land uses adjacent to trail.
- Identify funding for acquisition of key parcels in plan.
- Acquire key parcels.
- Advance Model Project to construction
- Review prioritization plan and advance 2nd segment toward implementation.

05

Branding and Design Standards



5 Branding and Design Standards

Overview

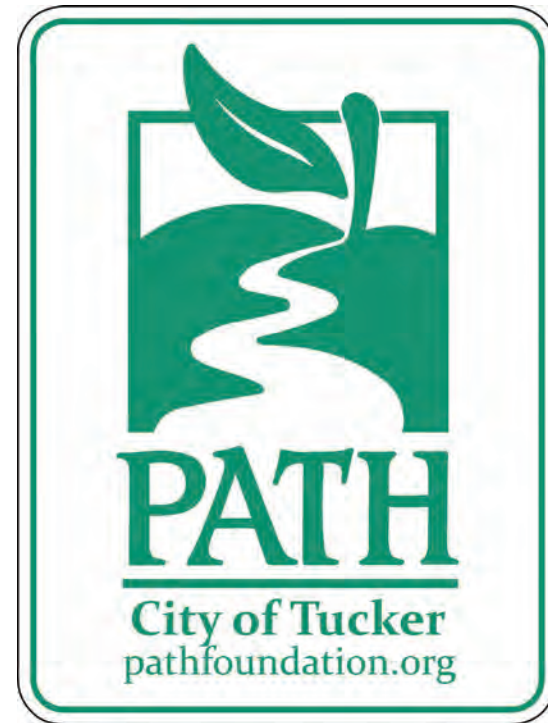
The following section provides the **Tucker PATH** Trail System with a variety of details, standards, and ideas to use when implementing the **Tucker PATH Master Plan**. These include:

- 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
- Shade System - Trees and Shade Structures
- Bridges and Boardwalks
- Tunnels
- Wooden Fences and Handrails
- Structural Slab Crossing
- Infiltration Details

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

- AASHTO Guide to Development of Bicycle Facilities, 2007
- MUTCD (Manual on Uniform Traffic Control Devices), 2009
- ADA (Americans with Disabilities Act) requirements
- NACTO Urban Bikeway Design Guide, 2014

5.1 Trail System Naming and Logo

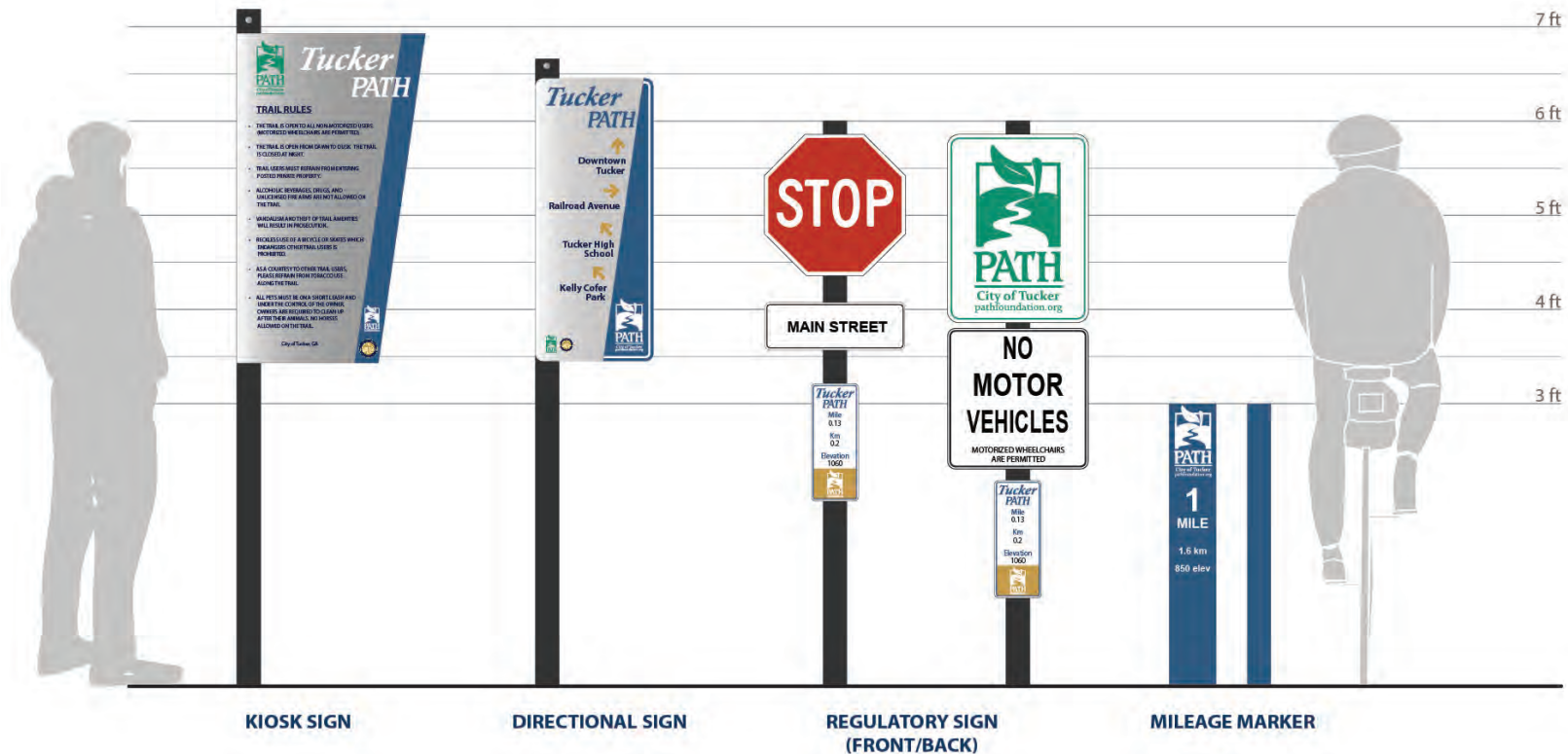


5.2 Trail Signage Standards

In order to inform users to the **Tucker PATH** trail system, the trails needs to have a consistent and clean branded signage system. The proposed sign types for the **Tucker PATH** are information kiosks, secondary directional signs, regulatory signs, and mile markers. The design style and the materials used in the sign structure allows the sign to be in character with both the urban and natural areas of the corridor. The following rendering shows the proposed trail sign family that conveys the overall design intent.

- Kiosk Signs – these are information signs to be placed at trailheads and major trail access points along the **Tucker PATH**. The sign panels will provide information on trail rules, trail etiquette, recognition/acknowledgment, and/or a trail map with distance information to major destinations.

- Secondary Directional Signs – these are signs for identifying access points to the trail system from spur trails to existing neighborhoods, commercial areas, or parking areas. The sign panels will contain the **Tucker PATH** logo and provide directional information.
- Regulatory Signs – these are the most frequent signs along the greenway trail system. The sign panels will vary depending on information needed for the trail user to safely navigate the trail system.
- Mile Marker Signs – these are located at each one-mile distance along the trail and will have the **Tucker PATH** logo. The sign panel will show the distance in miles and kilometers and also include the elevation of the trail at that location.



5.3 Trail Amenities and Furnishings

As a complement to the existing amenities in the city parks and Downtown Tucker, the following pages present the proposed site furnishing and trail amenities for the *Tucker PATH*.

The proposed bench and trash receptacle take on a contemporary, streamlined style and are formed of durable metal material.



Steelsites RB Collection

by Victor Stanley

Description: 6-foot bench with recycled solid steel bar, powder coated black, with back and backless option, surface mount.



Dynasty Collection

by Victor Stanley

Description: S36-gallon side-door opening litter receptacles with vertical steel bars, powder coated black.

5.3 Trail Amenities and Furnishings (continued)



Cycle Sentry Collection
by Victory Stanley
Description: Standard u-shaped bike rack, in-ground mount, steel powder coated black.



Bike Bike Rack
by Dero
Description: An eye-catching, functional piece of street art the provides branding elements.



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 bags, Commercial-grade aluminum, durable powder coated/UV protected finish in black.

5.4 Trail Section Details

The following section drawings depicts the typical sections for the proposed greenway trail, side path, and greenway alley.

Greenway Trails

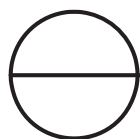
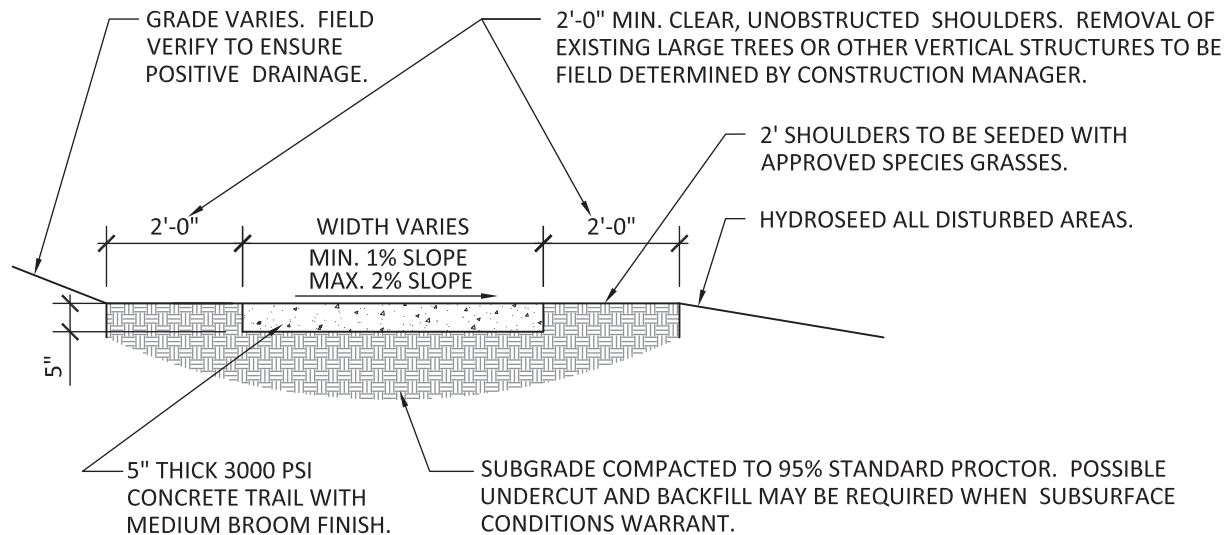
Multi-use greenway trails with a preferred 12-foot wide concrete surface provide low long-term maintenance. All trails to have 4" x 8' painted centerline stripe.

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.



TRAIL CROSS SECTION

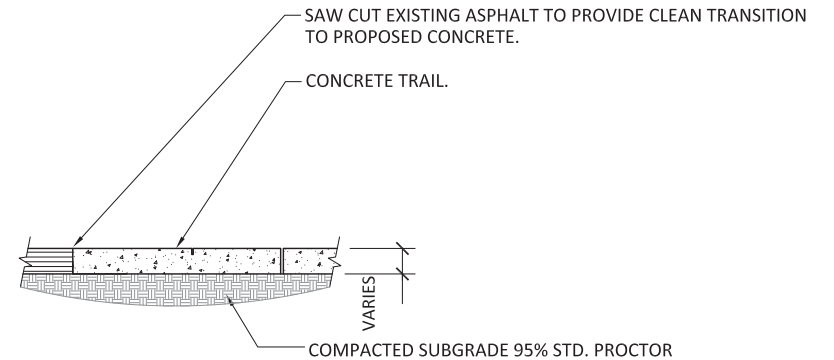
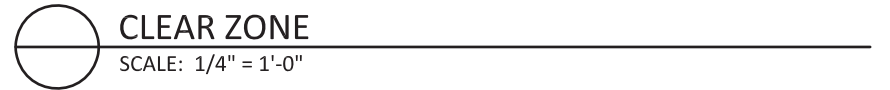
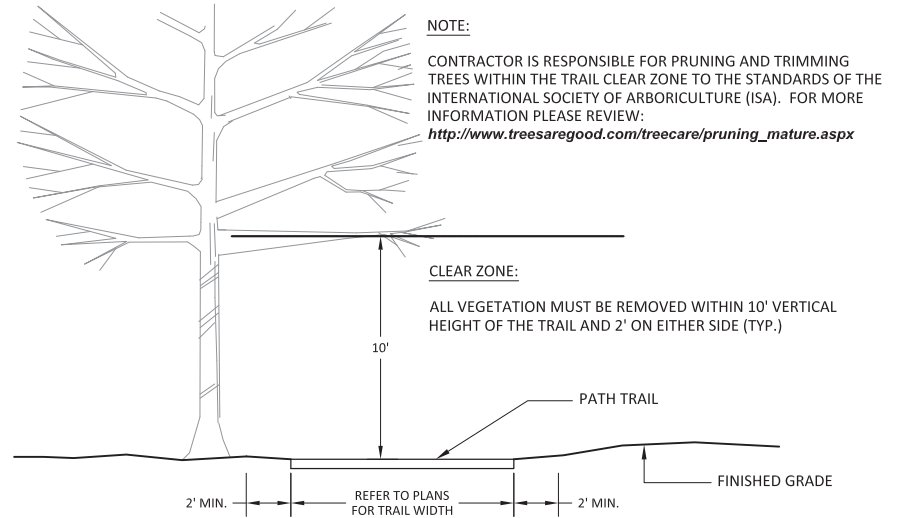
SCALE: 1/2" = 1'-0"

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.

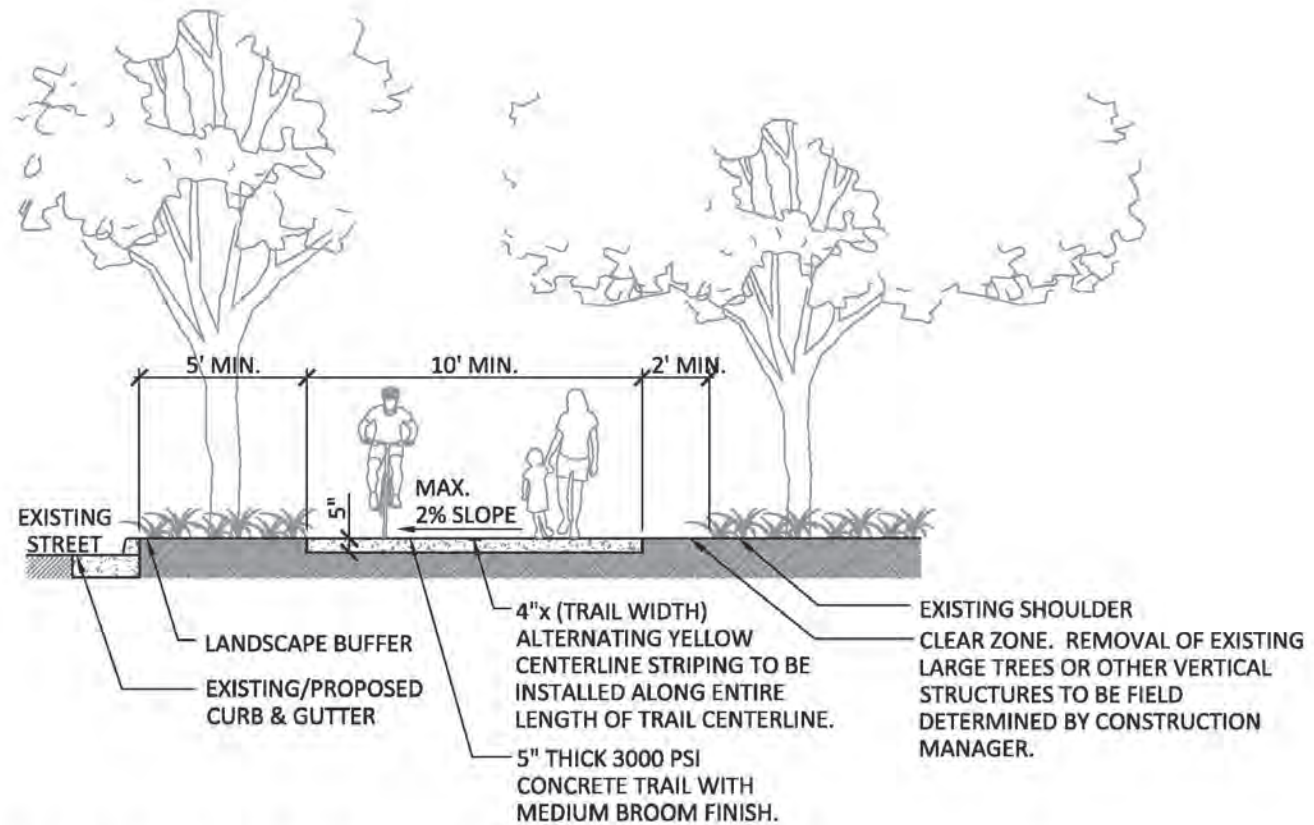


Example of a greenway trail in Carrollton, Georgia



Side Paths

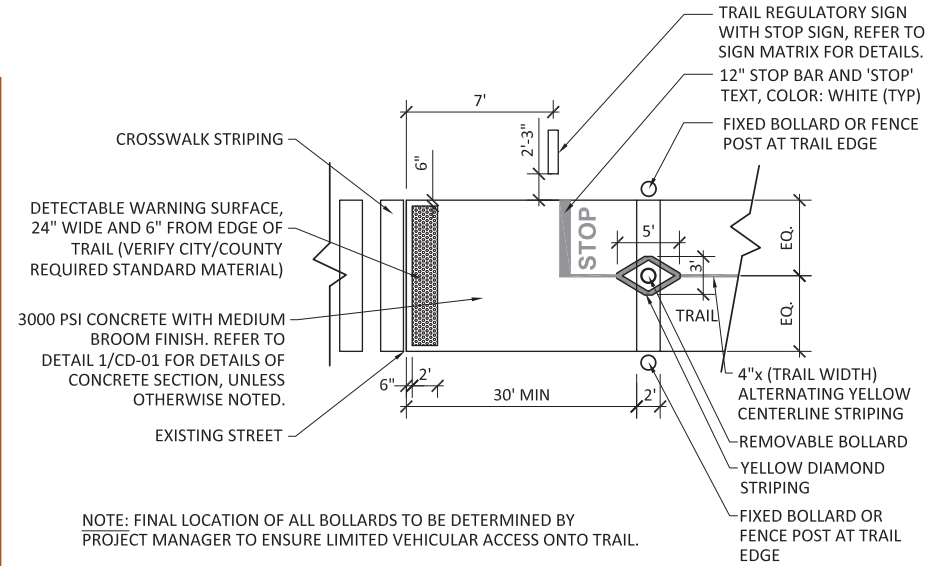
The typical section of a side path recommends a 10-foot min. trail with a 5-foot min. landscape buffer with 2-foot wide curb and gutter or 6" header curb.



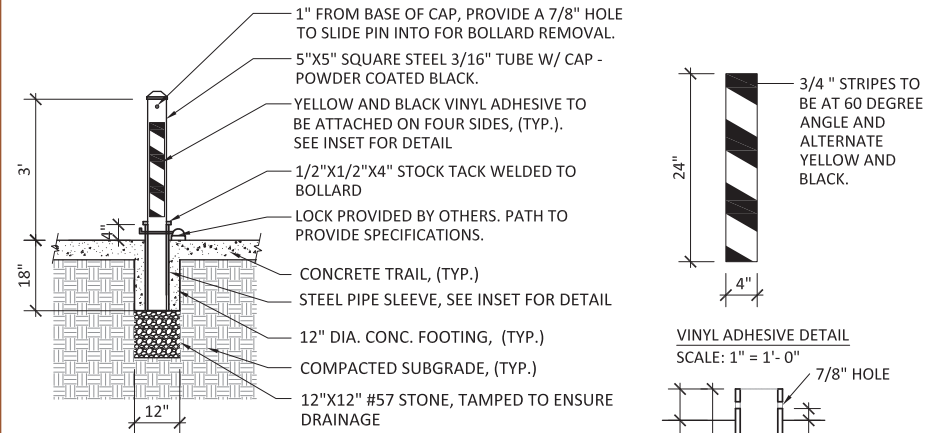
SIDE PATH CROSS SECTION
SCALE: 1/4" = 1'-0"

5.5 Intersection Details

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



STANDARD INTERSECTION: PLAN VIEW
SCALE: 1/8" = 1'-0"



NOTES:
1. CONTRACTOR TO SUBMIT SHOP DRAWINGS TO PROJECT MANGER FOR APPROVAL PRIOR TO CONSTRUCTION.
2. ALL METAL TO BE POWDER COATED BLACK UNLESS OTHERWISE SPECIFIED.
3. VINYL ADHESIVE TO BE 3M 3930 HIGH INTENSITY REFLECTIVE VINYL WITH 3M 1160 OVER LAMINATE.

REMOVABLE STEEL BOLLARD
SCALE: 1/2" = 1'-0"

5.6 At-grade Crossing Standards

U.S. Federal Highway Administration is promoting a series of pedestrian safety countermeasures through the Safe Transportation for Every Pedestrian (STEP) initiative. It outlines road diets, pedestrian hybrid beacons (PHBs), Pedestrian refuge islands, raised crosswalks, and crosswalk visibility enhancements as beneficial options for safe pedestrian crossing. It is critical for the *Tucker PATH* to adopt these standards to ensure safe trail crossing.



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

Resource: FHWA

Tucker, Georgia



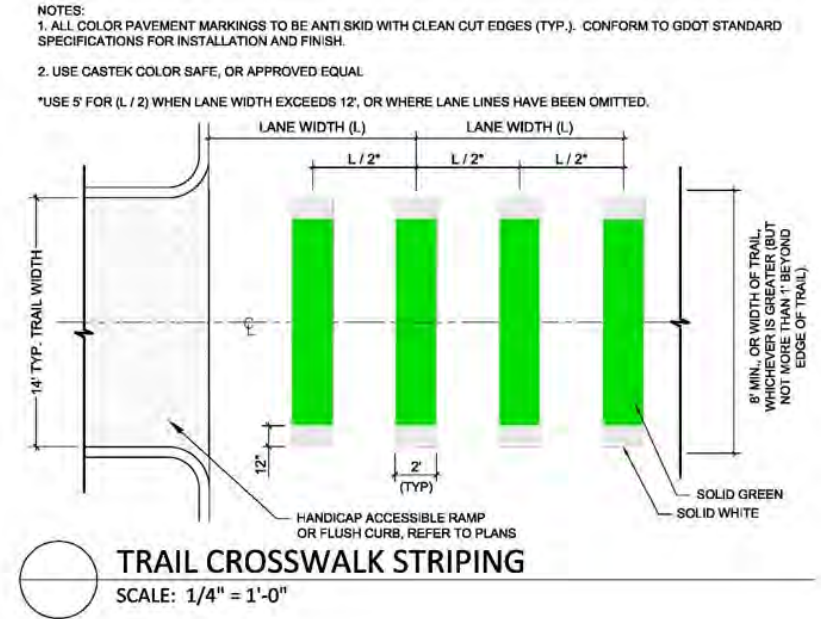
A pedestrian Hybrid Beacon should be considered at locations where trail needs to cross high speeds and multiple lanes of traffic.



Example of a HAWK signal at trail crossing

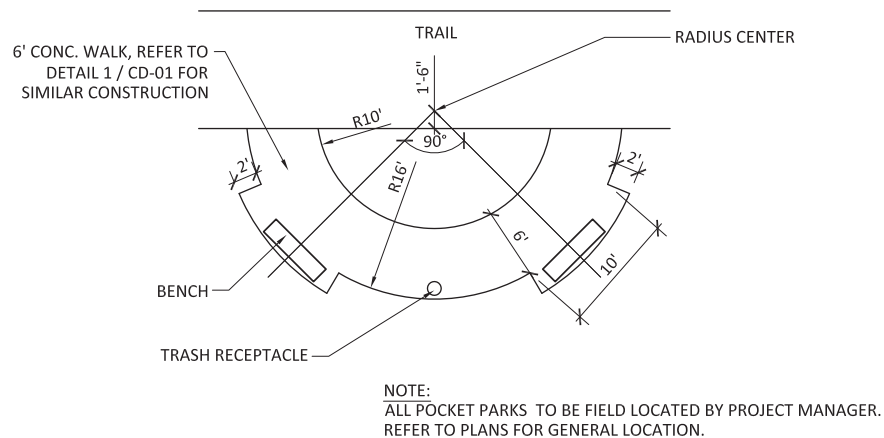
5.7 Enhanced Crosswalks

A strong and vibrant crosswalk enhances pedestrian safety by heightening motorist awareness of the crosswalk. It is important for the City of Tucker to consider incorporating the crosswalk enhancements in car centric areas such as Downtown and industrial areas. The image below demonstrates the suggested green striping crosswalks, which could become part of the trail identification elements as well.



5.8 Pocket Park

Pocket parks are important amenities for the *Tucker PATH* as they provide rest areas for trail users and a meet-up location with friends and neighbors. Standard furnishing and signage will be placed at pocket park location to provide seating and information about the trail system. It is recommended to provide a pocket park every one-mile distance of a trail.



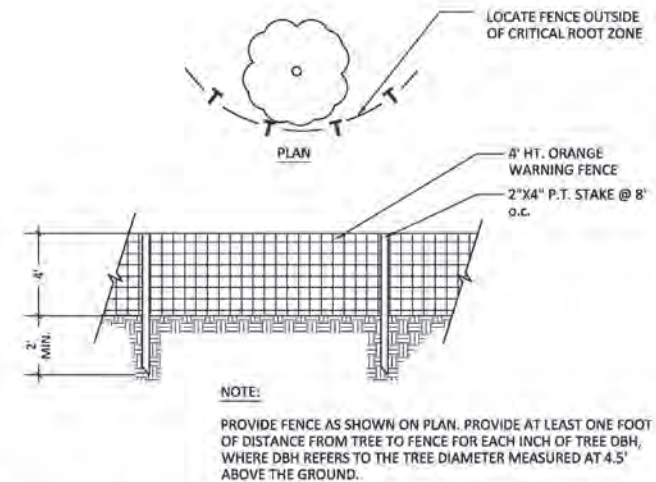
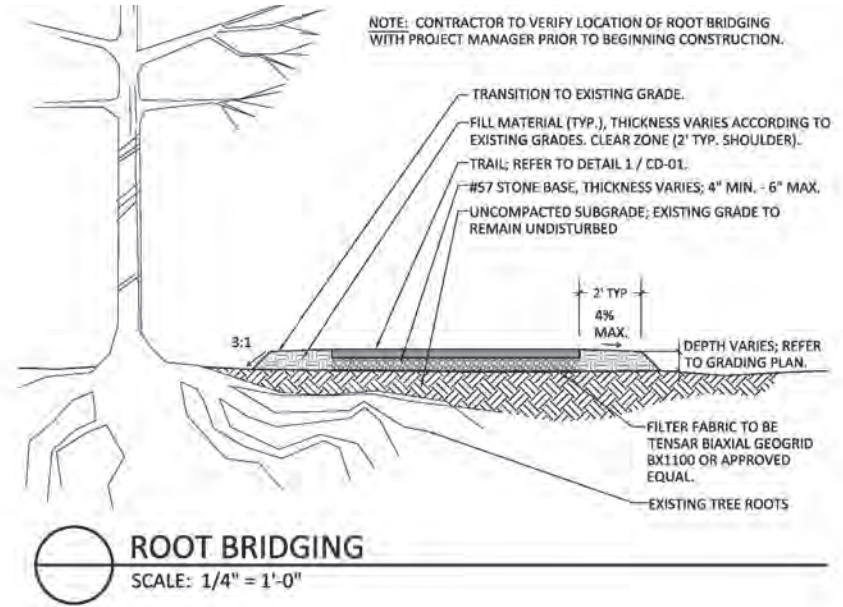
Example of a pocket park in a natural setting



Example of a pocket park in an urban environment

5.9 Tree Root Bridging and Tree Protection

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



TREE PROTECTION FENCE
SCALE: 1/4" = 1'-0"

5.10 Bridges and Boardwalks

This page shows examples of a typical custom bridge, a prefabricated bridge and a wooden boardwalk structure.



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



Bridges with painted finishes are timeless and suitable for urban environments



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



Wooden boardwalk structure for crossing lakes and wetlands.

Tucker, Georgia

5.11 Tunnels

This page shows examples of the multi-use trails going under roadway and railroad bridges.



A canopy protective structure over the trail is required when going beneath active railroads



Multi-use trail going under a roadway



Box culvert structure allows the trail to pass under a roadway

5.12 Wooden Fences and Handrails

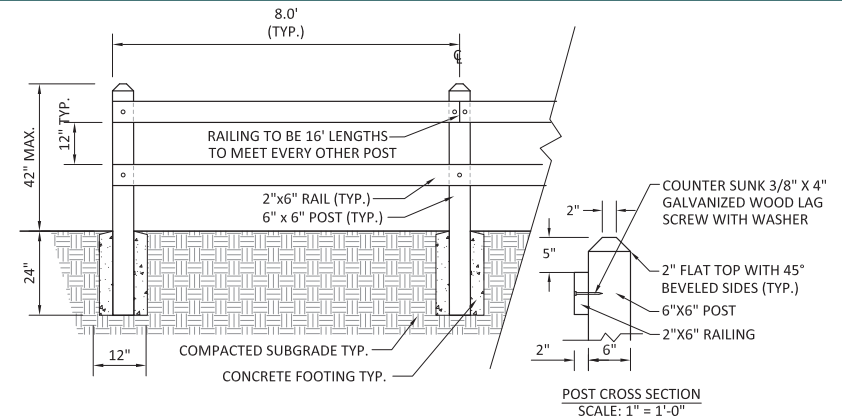
This page shows examples and details of a wooden fence and a cable handrail. Two-panel wooden fences are typically installed at trail access point to delineate space between the trail and the street. The steel handrail post with galvanized cable can establish a semi-transparent look along the edge of trail.



An example of the cable handrail with cor-ten finish



Two-panel wooden fence provides separations between the trail and the parking lot driveway.



NOTES:

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

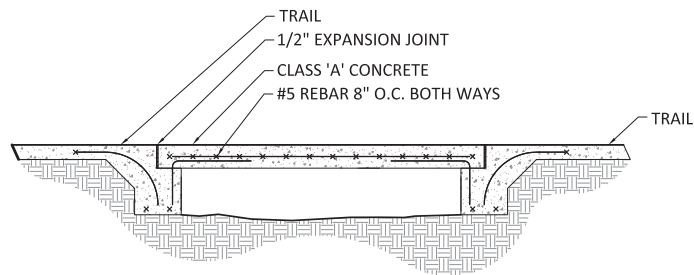


2 PANEL WOOD FENCE

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

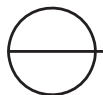
5.13 Structural Slab Crossings

Structural slab is an environmental friendly solution of creating the drainage swale under the trail. This page shows the construction detail and examples of the structural slab crossing.



NOTES:

1. CONTRACTOR TO PROVIDE SHOP DRAWINGS COMPLETED BY A LICENSED STRUCTURAL ENGINEER PRIOR TO CONSTRUCTION, FOR APPROVAL BY OWNER AND LANDSCAPE ARCHITECT.
2. TOTAL HEIGHT FROM TOP OF TRAIL SURFACE TO LOW POINT OF SWALE IS NOT TO EXCEED 30".



STRUCTURAL SLAB CROSSING

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

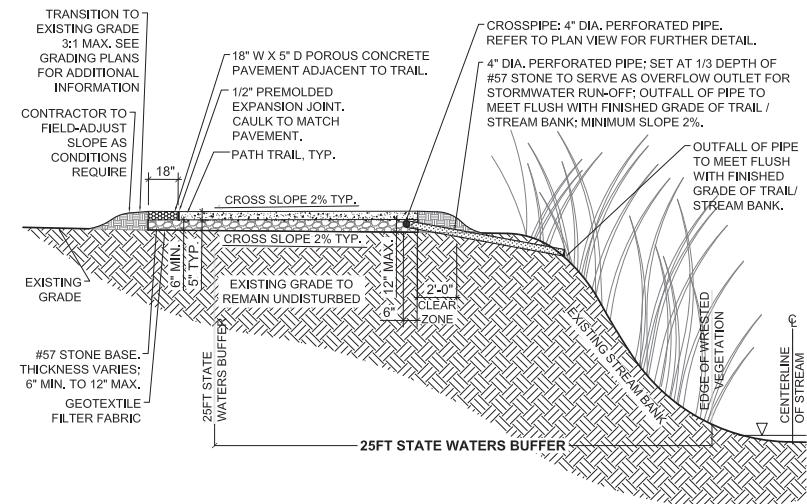


5.14 Infiltration Details

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.



An example of incorporating the pervious concrete strip along the trail edge



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

Appendix: Steering Committee Members

City of Tucker

Cindy Jenkins	Assistant City Manager
Ken Hildebrandt	City Engineer
Rip Robertson	Parks & Recreation
Sonja Szubski	City-Community Connector
Tim Lampkin	City Planner

Steering Committee Members

Anna Lippy	Tucker High School
Beth Ganga	Tucker-Northlake CID
Claire Hayes	Friends of Henderson Park
Erin Thoresen	Gresham Smith
Gloria Johnson	Kaiser Crescent Centre
Ian Nufer	
Jennifer Kaduck	Tucker Summit CID
Joel Seskin	AGCO Corporation
Kathie Walker	Tucker Running Club
Kimberly Nesbitt	State Program Delivery Administrator
Lisa Shiness	Friends of Henderson Park
Malisa Anderson-Strait	District 2 Residents Representative
Mark Slawson	Winding Woods
Rebekah Coblenz	Tucker Summit CID
Rebecca Burnett	
Rita Maloof	District 2 Residents Representative
Stephen DeBarun	District 1 Residents Representative
Tim Preece	VHB