



PI 0016053 DeKalb County – Peachtree Creek Greenway Trail from Atlanta to N Druid Hills Rd – Phase II



Public Meeting

December 6, 2021



Meeting Format

➤ Staff Introductions

➤ Presentation

➤ Open House

➤ Comment Cards

- Drop in comment box before leaving
- Email to PCGphasellcomments@brookhavenga.gov
- Mail (address is on comment card)

➤ Comments are due by Wednesday, December 22

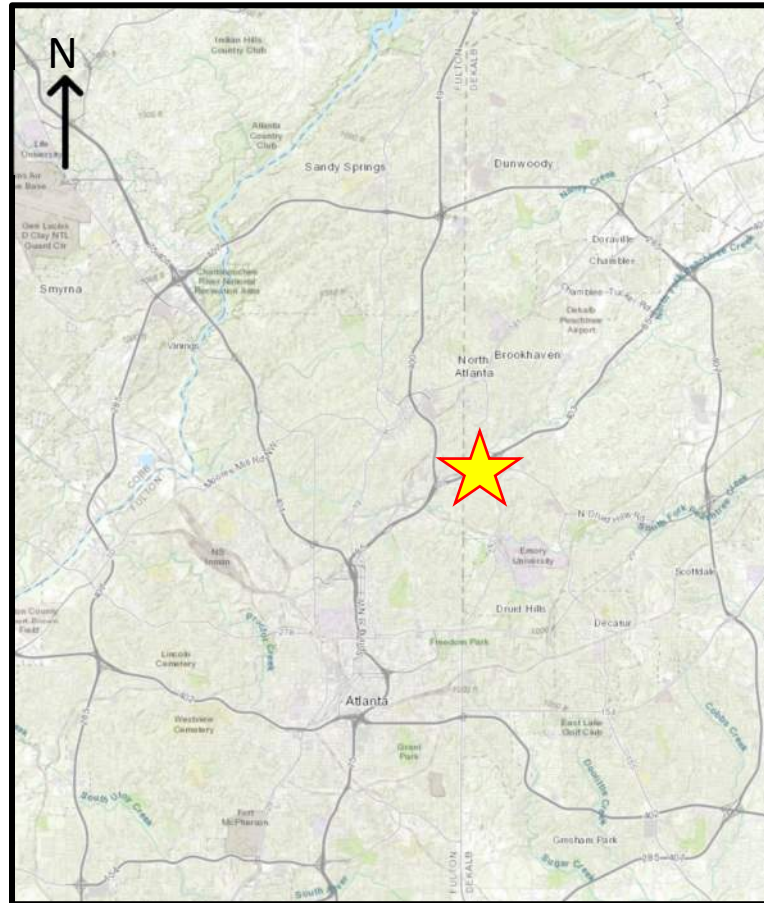
➤ Meeting materials can be found online at

<https://www.brookhavenga.gov/publicworks/page/peachtree-creek-greenway-phase-ii>

Meeting Agenda

- **Project Background**
- **Scope + Schedule**
- **Proposed Design**

Project Background - Location



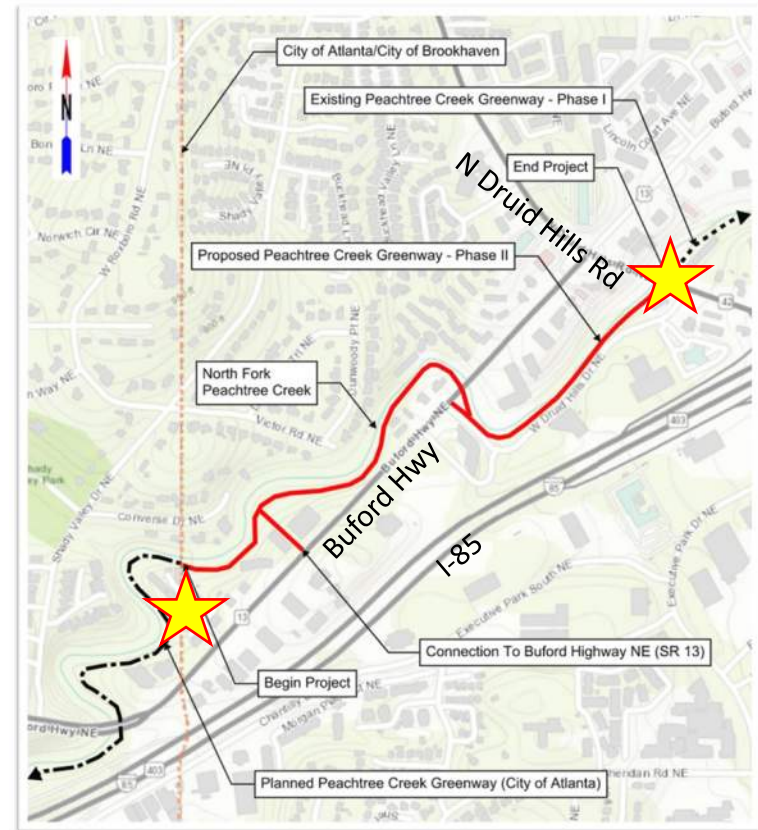
Project Background

- Peachtree Creek Greenway Master Plan, 2016

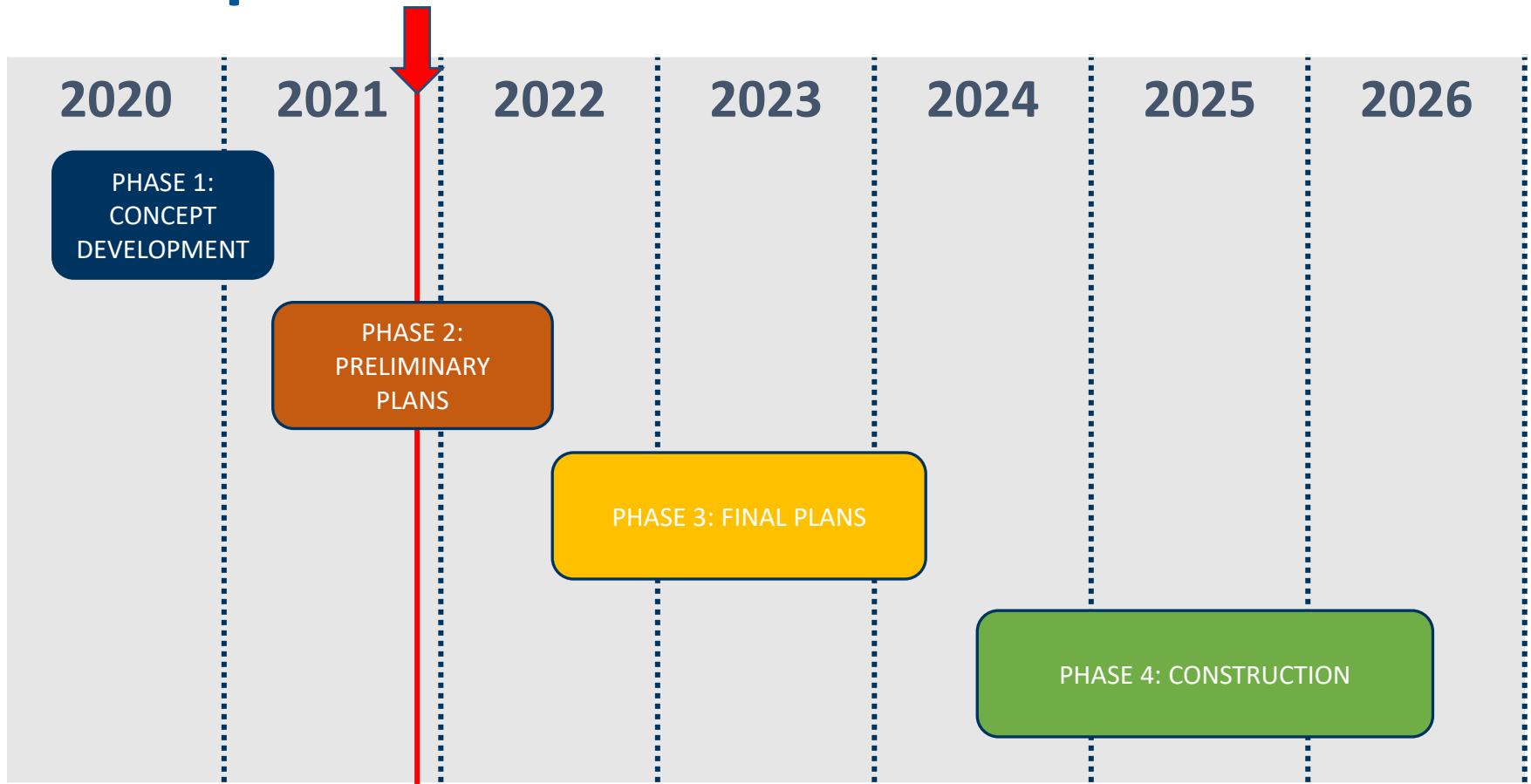


Project Background

- The proposed Peachtree Creek Greenway – Phase II is a 14' wide concrete shared-use path approximately 1 mile in length. The trail extends the existing Peachtree Creek Greenway – Phase I.
- The project begins at the City of Brookhaven/City of Atlanta border and ends at the Peachtree Creek Greenway – Phase I at North Druid Hills Road.



Scope + Schedule



Scope + Schedule - Project Funding

Phase	Programmed Phase Cost	Funding Year	Fund Source
PE	\$600,000	2019	Federal/Local Gov't (TAP)
UTL	\$50,000	2024	Federal/Local Gov't(TAP)
ROW	\$100,000	2023	Federal/Local Gov't(TAP)
CST	\$3,000,000	2024	Federal/Local Gov't(TAP)

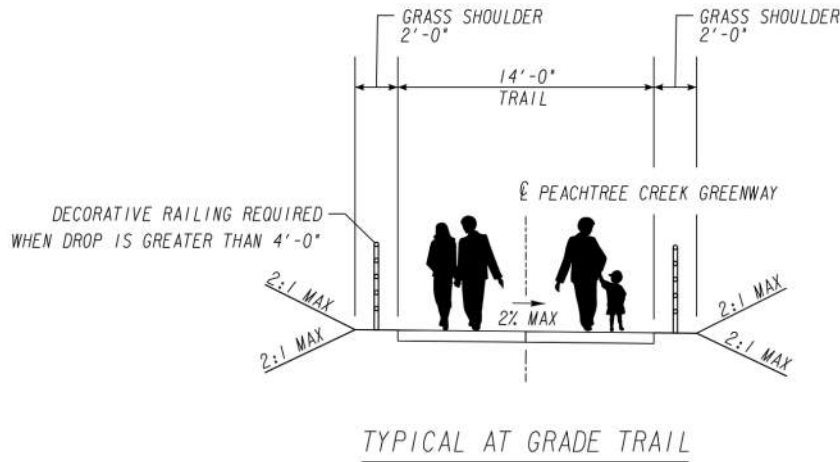
- UTL Cost Estimate is \$614,430.
- ROW Cost Estimate is \$5,482,000 (12 parcels – mostly commercial).
- Construction Cost Estimate is \$18,992,000.
- City is seeking additional federal and/or state funding.

Proposed Design

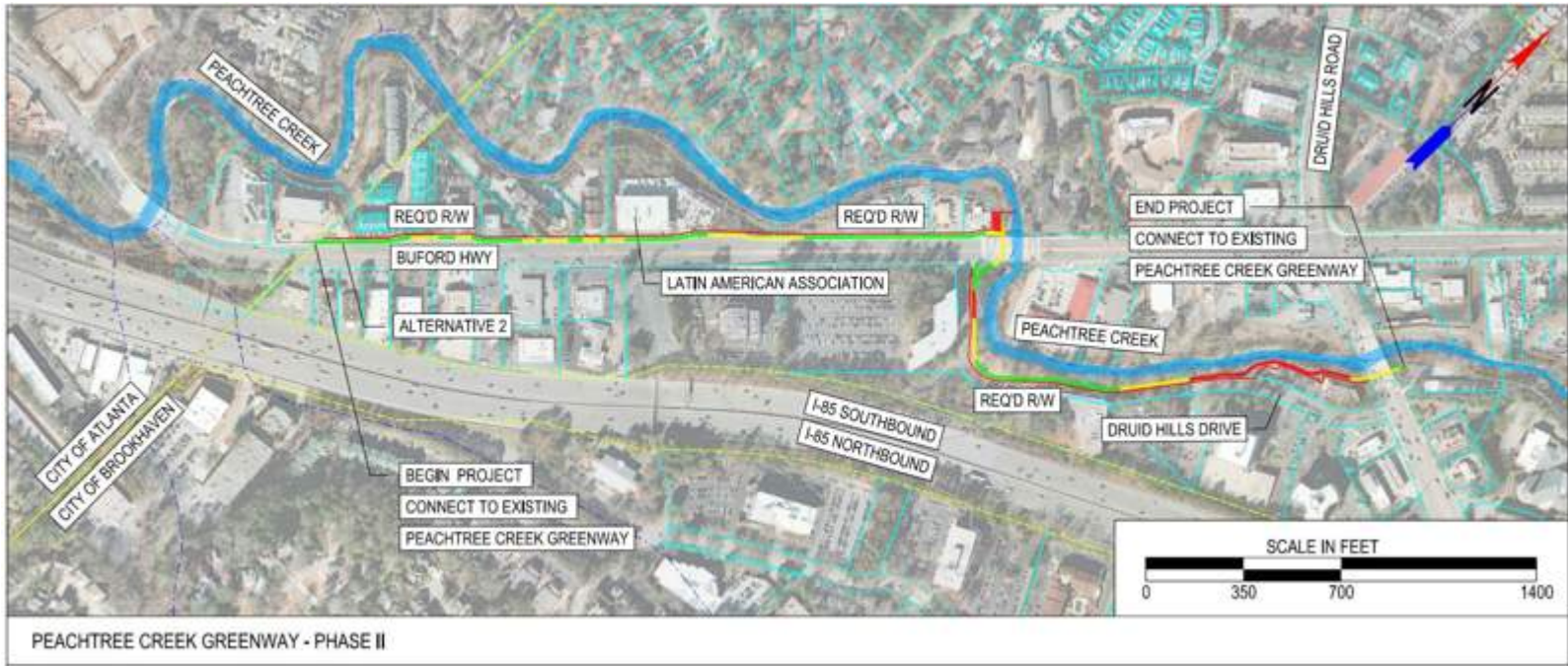
Mainline Design Features:

Peachtree Creek Greenway Trail		Functional Classification: Shared-use Path	
Feature	Existing	*Policy	Proposed
Typical Section:			
- Trail Width(s) (-ft)	N/A	10'-14'	14'
- Outside/Inside Shoulder Width (-ft)	N/A	2'	2' – 5'
- Cross Slope (%)	N/A	1-2%	1-2%
- Outside/Inside Shoulder Slope (%)	N/A	6:1	1-2%
Design Speed (mph)	N/A	18 MPH	18 MPH
Minimum Horizontal Curve Radius (-ft)	N/A	60-ft	60-ft
Maximum Superelevation Rate (%)	N/A	2%	2%
Maximum Grade (%)	N/A	5%	5%
Design Vehicle	N/A		Bike
Pavement Type	N/A		Concrete

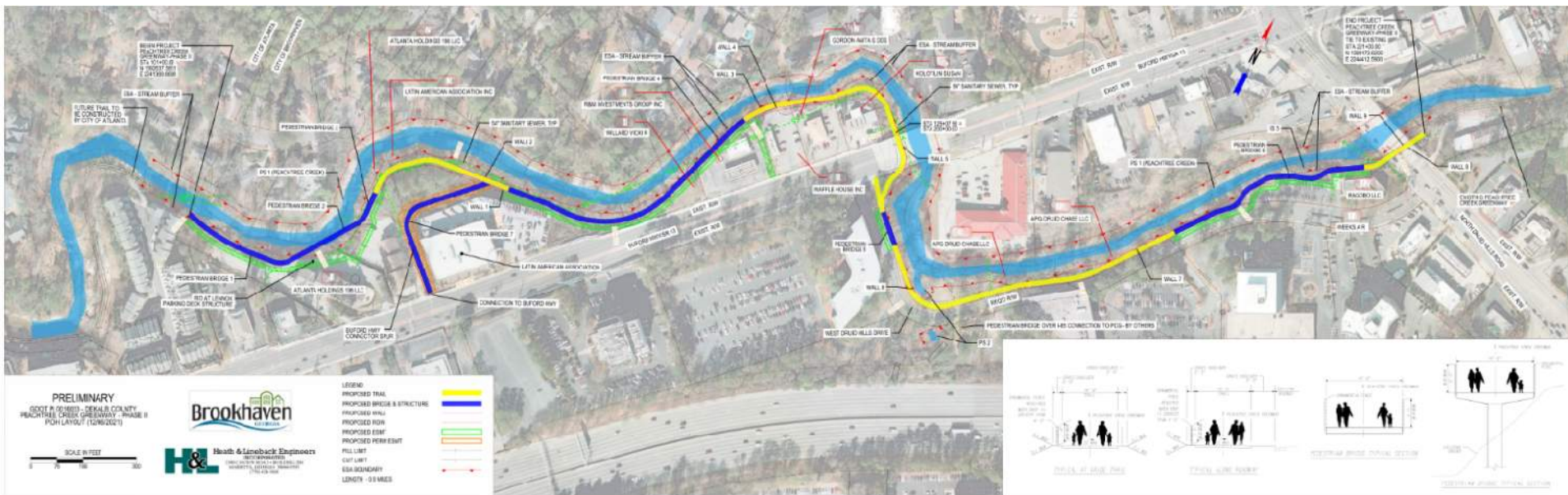
*According to current GDOT Design Policy and AASHTO Guide for the Development of Bicycle Facilities, 2012, if applicable



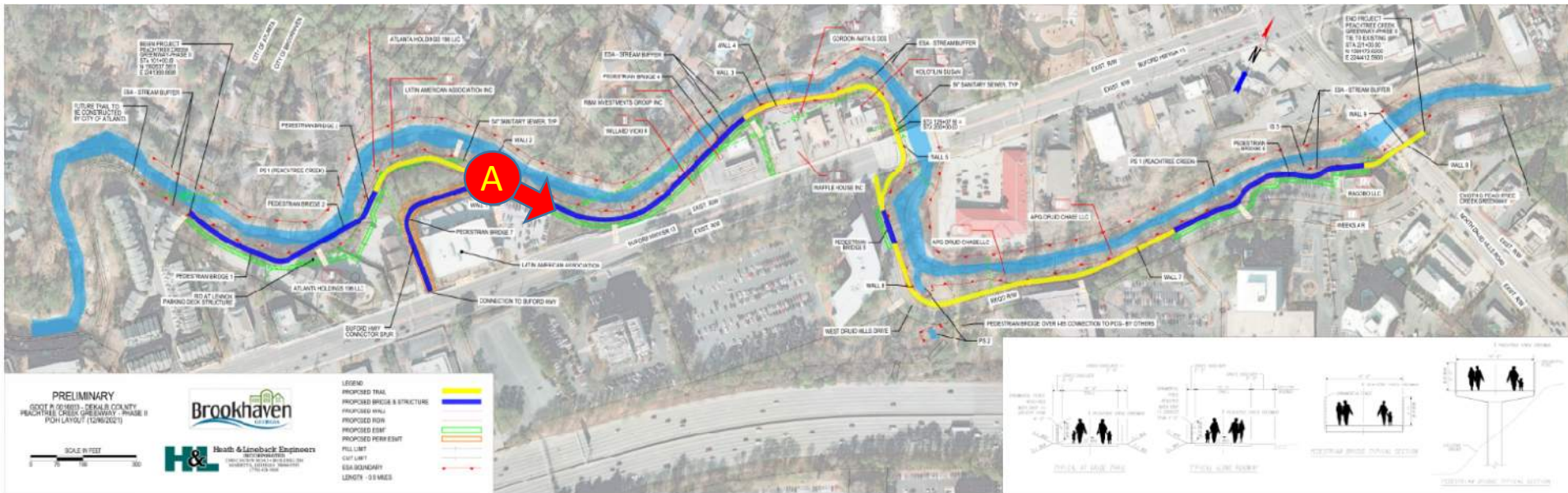
Proposed Design – Alternative 1



Proposed Design – Preferred Alternative



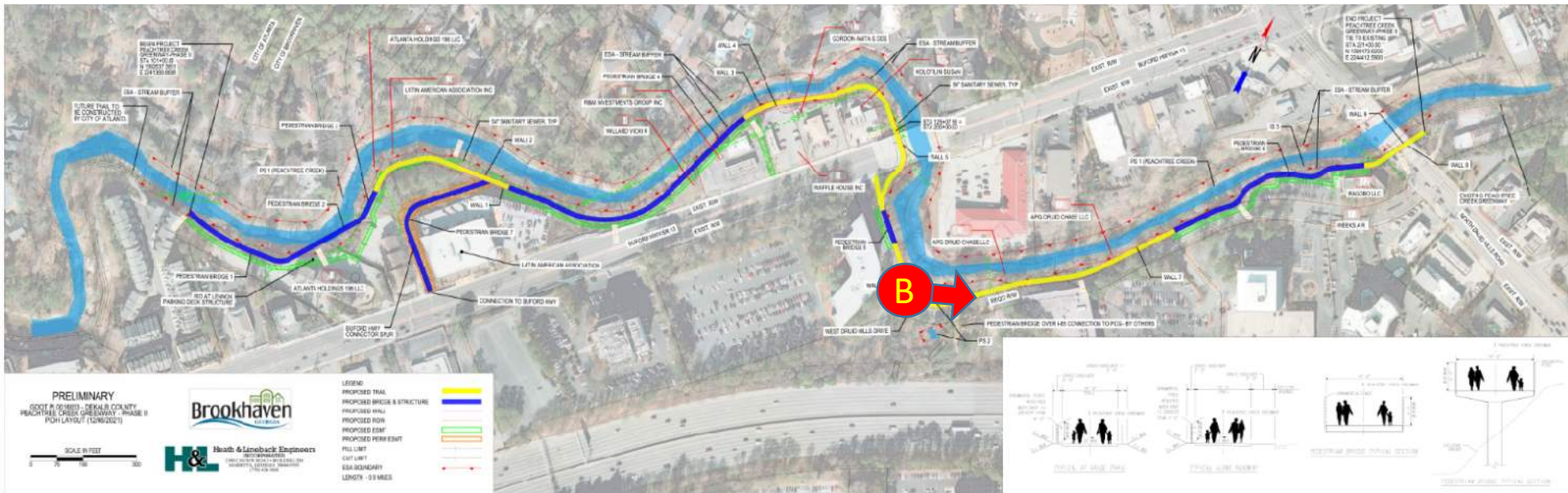
Proposed Design – Preferred Alternative Diseño propuesto – Alternativa Preferida







Proposed Design – Preferred Alternative Diseño propuesto – Alternativa Preferida







Proposed Design – Safety and Security

- Lighting
- Cameras
- Police patrol
- Eyes on the trail
- Signage and wayfinding
- Multiple access points
- Screening

Proposed Design – Aesthetics





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