



# Doraville PCG Study

Prepared for: The City of Doraville  
Prepared by: PATH Foundation  
Adopted April 20, 2022



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# Doraville Peachtree Creek Greenway Study

Adopted  
April 20, 2022



Prepared by:



# Acknowledgment

## *The Doraville PCG Study - Working Group*

### *City of Doraville*

Chris Eldridge	City Manager
Crystal Dawson	Department of Parks & Recreation - Director
Dan Holcomb	Neighborhood Association Representative
Lance Morsell	Department of Economic Development - Specialist
Austin Shelton	Planning & Community Development - Senior Planner
Naomi Siodmok	Planning & Community Development - Director

### *Peachtree Creek Greenway Inc.*

Betsy Eggers	Founder/Board Member
Chris Hester	Executive Director
Vicki Hood	Board Chair

### *PATH Foundation*

Greta deMayo, PLA	Executive Director
Claire Kern, PLA	Trail Planner
Jonathan McCaig	Project Manager

### *KAIZEN Collaborative*

Nico Shen, PLA	Point of Contact / Project Manager
Tony Madore	Trail Planning Support Staff

# Overview

## Introduction

The City of Doraville is eager to promote opportunities for a transportation and recreation greenway. This planning study will also jump-start the city's opportunity for regional connectivity by connecting the city center and MARTA station to the planned Peachtree Creek Greenway. The future trail system will cater to and enhance not only its immediate community, while also providing much needed opportunities for regional connectivity to the Atlanta BeltLine, PATH 400, and future Gwinnett County trail developments.

The City of Doraville has partnered with the PATH Foundation to strategize multi-use trail development within Doraville Council District 1. The non-profit organization, Peachtree Creek Greenway, Inc. (PCG Inc.), provided their array of skills and valuable knowledge of the corridor and community. This trail system will be a token of partnership and collaboration between PATH, PCG Inc., and the City of Doraville.



*PATH team members and meeting attendees discussing the preliminary findings during the open house discussion after the public meeting presentation.*

## Overview of the Trail Study Process

The trail study process begins with data collection and the organization of a working group to guide the PATH planning team. The PATH team reviewed planning documents, performed extensive field research, and vetted their findings with the working group and key constituents. The Doraville PCG Study incorporated input from the working group and general public at key points in the five-month study process. Utilizing one public meeting with both in-person and virtual attendees, community members and stakeholders had the opportunity to review and provide feedback on the proposed trail alignment.

After two meetings with the working group, two meetings with Georgia Department of Transportation, and one public meeting, the PATH team presented the draft study document to the working group. Feedback and comments were collected and discussed during an additional meeting resulting in final revisions to the Doraville PCG Study.

The draft document was presented to City Council during a work session and was adopted on April 20, 2022.

Conducted in tandem with DeKalb County's *North Fork Peachtree Creek Greenway Comprehensive Study*, the *Doraville PCG Study* will serve as the blueprint for multi-use trail connectivity within the City of Doraville with an implementation goal to build the approximately 4 miles of new trails in the next 10 years. The complete greenway will connect users to the Doraville MARTA station while providing residents recreational opportunities and alternative transportation options.

### Working Group

PATH established a working group to guide the Doraville PCG. The working group included individuals from the following organizations:

- Department of Planning and Community Development
- Office of the City Manager
- Department of Parks and Recreation
- Peachtree Creek Greenway Inc.
- Northwoods Area Neighborhood Association (NANA)

*(a list of individual working group members is included on the Acknowledgment Page)*

Three meetings were held between PATH and the working group via zoom during the five-month collaborative process. The working group established the overall goals for the study, provided feedback towards preliminary findings, aided in public outreach, and reviewed planning decisions. A draft study report was circulated to collect feedback from the working group in the beginning of December 2021 prior to incorporating final revisions to the document.

### Study Goal

After the working group was established, the members spent the first meeting establishing a goal for the project. The Doraville PCG Study goal is to enhance mobility for all users and connect the Doraville community to transit, local destinations, and the greater Atlanta region with a transportation and recreation greenway. This trail study will further develop greenways and buffered side paths to ensure quality connections between desired destinations.

### Doraville PCG Trail Study Goal

To enhance *mobility for all users* and connect the Doraville community to transit, local destinations and the greater Atlanta region with a *transportation and recreation greenway*.

### Data Collection and Field Work

The PATH team used the goal of the study to initiate what data needed to be gathered. Using DeKalb County and the City's GIS data, assessment of current and future planning and development efforts, as well as feedback from the working group, PATH's analysis of existing and proposed trail connections within the study area focused on the following criteria:

- Feasible for construction
- Appeal to all users
- Safety of cyclists and pedestrians
- Connections to desirable destinations
- Connections to existing and future trails

Over a five-month period, the PATH team met the criteria above after conducting field work and analyzing data to fully identify trail opportunities and challenges. Field work also allowed for additional trail opportunities to be found, like spur trails and alternate routes. By the end of the field work and data collection, the PATH team has examined if the proposed trail routes were feasible, appealing, safe, and served the goal of the study.

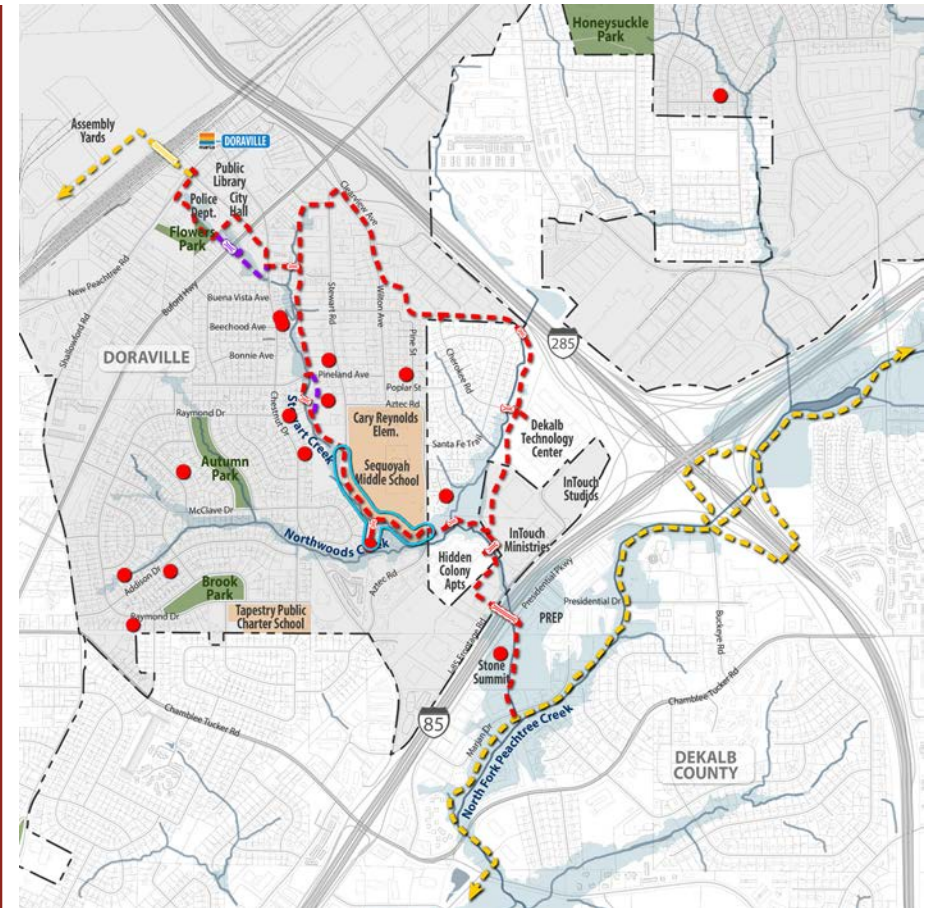
### Major Stakeholder Meetings

After identifying proposed trail alignment and presenting the preliminary findings to the work group, the team met with Georgia Department of Transportation Bridge Office and District Office to further vet the proposed trail options with interaction of GDOT right-of-way. Dialogue between the team and GDOT staff engineers provide essential feedback on the high-level planning of the trail to overcome major barriers like Interstate 85 and State Route 13 (Buford Highway). GDOT received the proposal positively for the trail opportunities presented.

### Public Engagement

The PATH team, along with PCG Inc. and City of Doraville hosted a public meeting on November 9th, 2021 at the Chestnut Drive Church of Christ. The meeting, hosted in both virtual and in-person format, provided participants with information about the study goals, the opportunities the proposed trail will bring, and an overview of the proposed trail alignments.

Involvement of the public was a key goal of the public meeting. The second half of the meeting focused on gathering feedback from the community and discussing the details of the plan. A live question and answer session concluded the meeting, followed by an open house discussion with display boards of the proposed plan. Comment cards distributed to the attendees before the meeting were collected, compiled into a summary, and presented to the working group. The meeting was recorded and live streamed via Zoom and was posted on the city's website to gain additional feedback and to allow a chance for those that could not attend in person to provide their input.



The map displayed above shows markups provided by the meeting attendees showing where they live and any suggestions they had within the study area. Spur connections to Drury Court and Cherokee Road were well received. This input and feedback from the community helped shape the study to provide quality connections to desired destinations.

# Doraville PCG Study

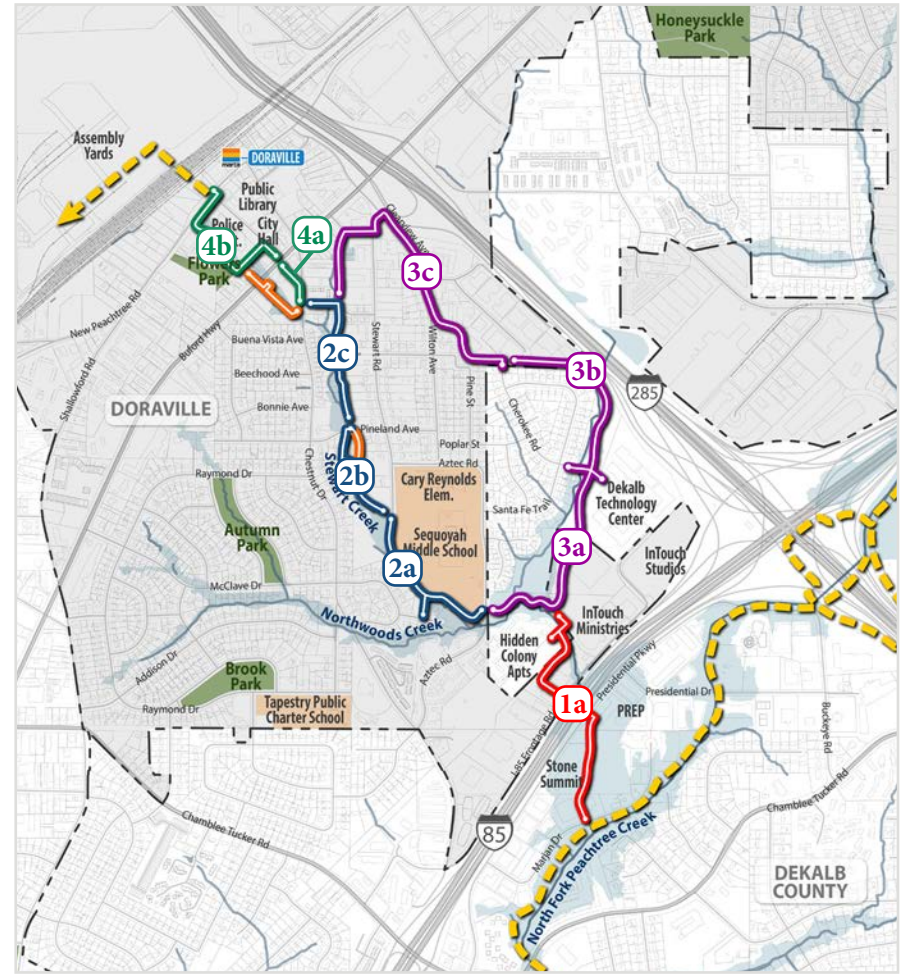
The Doraville PCG Study identified 3.6 miles of bicycle and pedestrian connectivity opportunities. The study achieves the goal of discovering multi-use trail options between the city center and the planned Peachtree Creek Greenway across I-85 while also providing a loop trail. The future trail will connect residents to the city center, MARTA station, commercial hubs, schools and greenspaces while providing opportunities to safely cross I-85 and Buford Highway.

The proposed trails are divided into four (4) segments, which then are further broken down to phases for ease of implementation. **The names and lettering represented for each segment are working names only and do not imply a suggested order of implementation.** The Doraville PCG phases within this study are as follows:

Segments	Page #
Segment 1   Marjan Drive to Stewart Creek .....	6
Segment 2   Western Loop - Aztec Road to Chestnut Drive .....	10
Segment 3   Eastern Loop - Aztec Road to Chestnut Apartments.....	14
Segment 4   Chestnut Drive to New Peachtree Road.....	18

The following pages present each trail phase in more detail with a preliminary cost estimate.

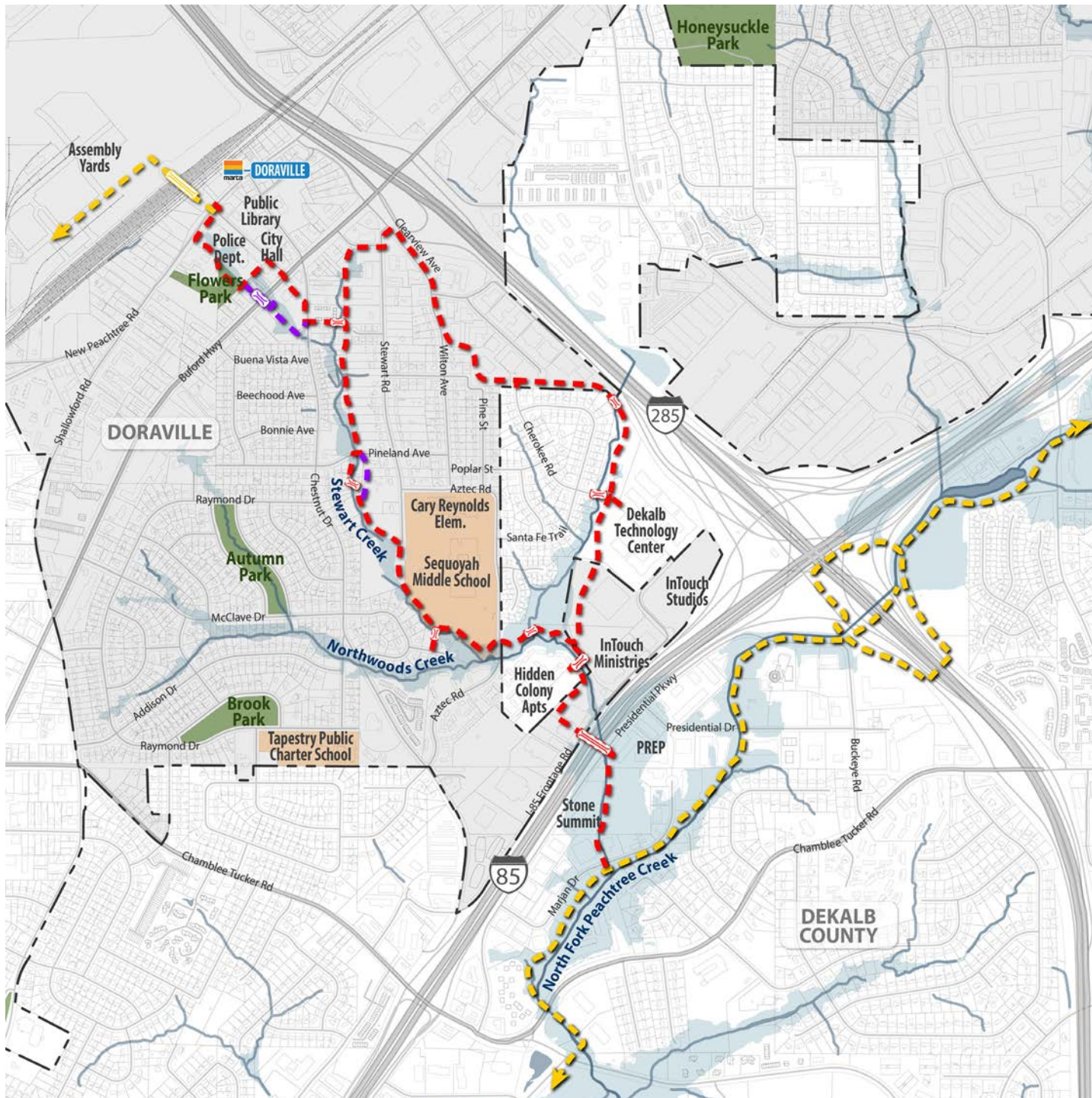
## Proposed Trail Segment Map



### Legend

- |   |   |   |
|---|---|---|
| <span style="color: red;">█</span> Segment 1    | <span style="color: orange;">█</span> Trail Alternative | <span style="color: lightblue;">█</span> Floodplain         |
| <span style="color: blue;">█</span> Segment 2   | <span style="color: yellow;">█</span> Future Trail      | <span style="color: green;">█</span> Park & Open Space      |
| <span style="color: purple;">█</span> Segment 3 | <span style="color: brown;">█</span> School             | <span style="border: 1px dashed black;"> </span> City Limit |
| <span style="color: green;">█</span> Segment 4  |   |   |





**Doraville PCG Study**  
 Prepared by: PATH Foundation  
 DRAFT: Dec, 2021

- Legend
- Proposed Trail
  - Trail Alternative
  - Future Trail
  - Proposed Bridge
  - Floodplain
  - Park & Open Space
  - School
  - City Boundary



# Segment #1 | Marjan Drive to Stewart Creek

## Description

The Doraville PCG Study begins along Marjan Drive in unincorporated DeKalb County. Completing this segment will connect the Doraville communities to the Peachtree Creek Greenway and many more regional amenities. A mid-block at-grade crossing is proposed at Marjan Drive. The trail then follows along the western side of the tributary to the lower parking lot of Stone Summit Rock Climbing Gym on the east side of I-85. Aligned between the parking lot and the tributary, the trail will begin increase elevation to cross over Presidential Pkwy and I-85.

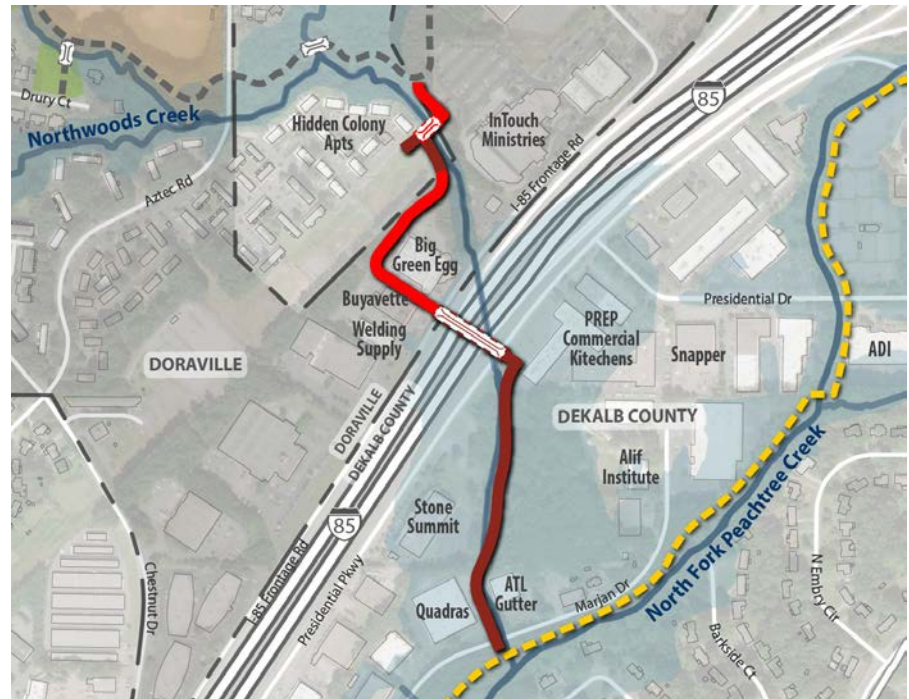
Once across to the west side of I-85, the trail will return to grade utilizing green space between existing building and parking area. The trail will then traverse through the wooded slope abutting the utility corridor northeast before reaching the Hidden Colony Apartments. A trail bridge is proposed to bring the users to the east side of the tributary. Once across, segment 1 will continue north as a greenway until it ties into phase 3a. (see segment map on page 4)

Due to the complexity of constructing the I-85 bridge and approaching structures, segment 1 is seen as one complete phase (phase 1a) to be implemented. The City of Doraville and DeKalb County will have the opportunity to work collaboratively during the design and construction process of this segment. Each municipality will be financially responsible for the portion(s) of trail within their individual jurisdictions.

Segment 1 provides Doraville residents much needed access to regional connectivity via the Peachtree Creek Greenway. Large key property owners and stakeholders on the east side of I-85 have already expressed their interest and/or support of this segment. Securing support from businesses and property owners within the city of Doraville limit will be vital to the success of this trail connection.

## Trail Segment by Jurisdiction

The map displayed below shows Segment 1 broken down by jurisdiction.



Legend

█ Doraville      █ Dekalb County

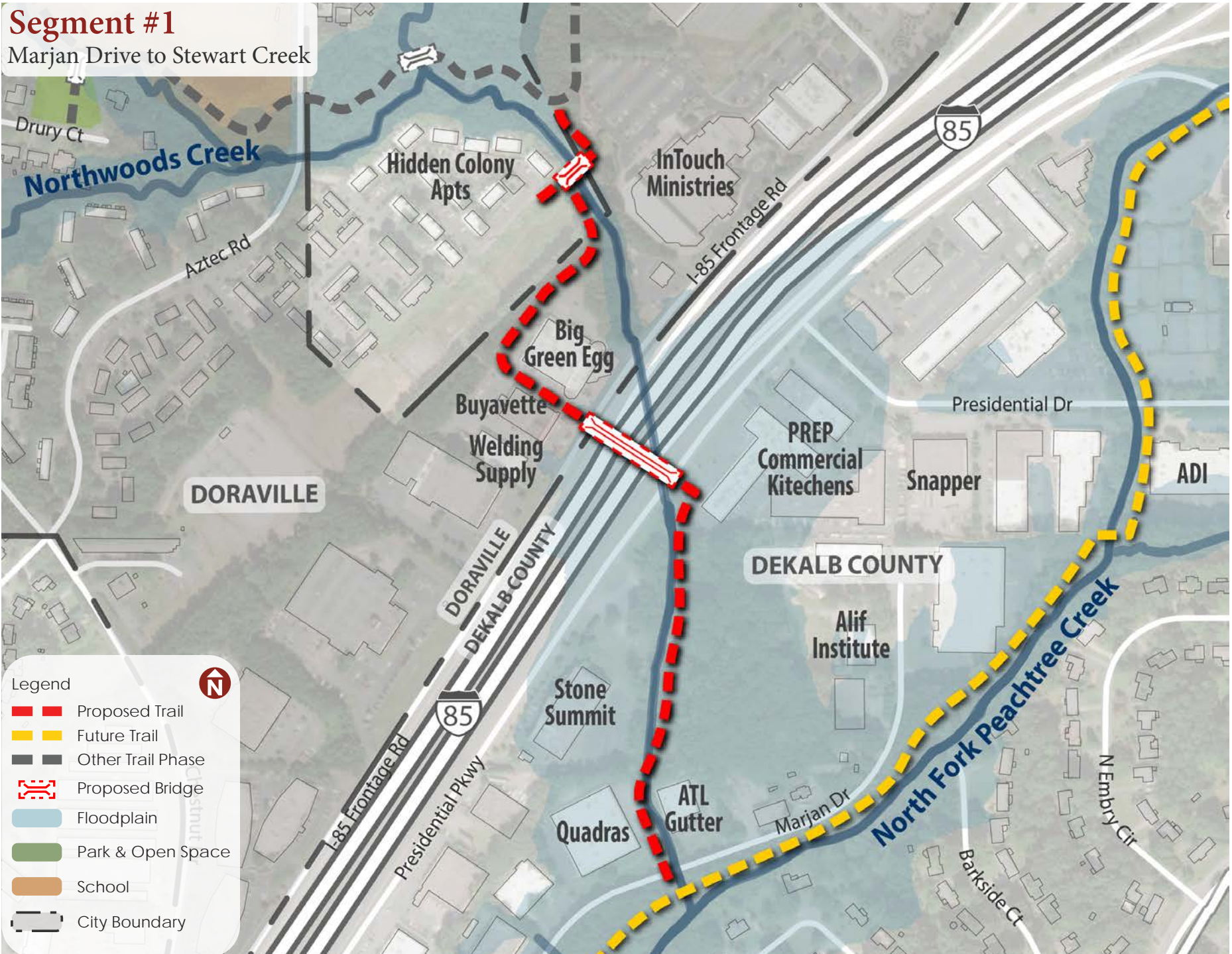


### Phase 1a - Marjan Drive to Stewart Creek

Planning & Engineering	\$ 328,000.00
Construction Cost ( Summer 2021)	\$3,434,000.00
<b>Total Cost to Implement</b>	<b>\$3,762,000.00</b>

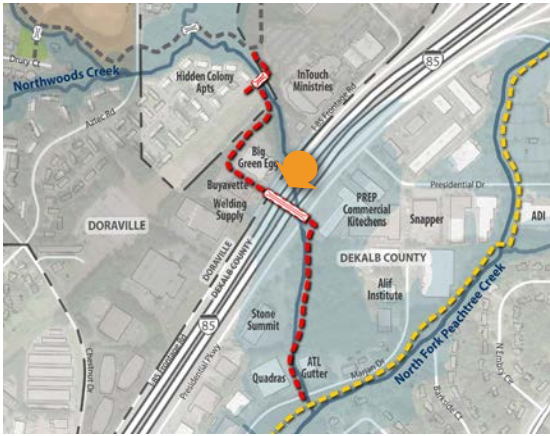
# Segment #1

Marjan Drive to Stewart Creek



Legend

- Proposed Trail
- Future Trail
- Other Trail Phase
- Proposed Bridge
- Floodplain
- Park & Open Space
- School
- City Boundary

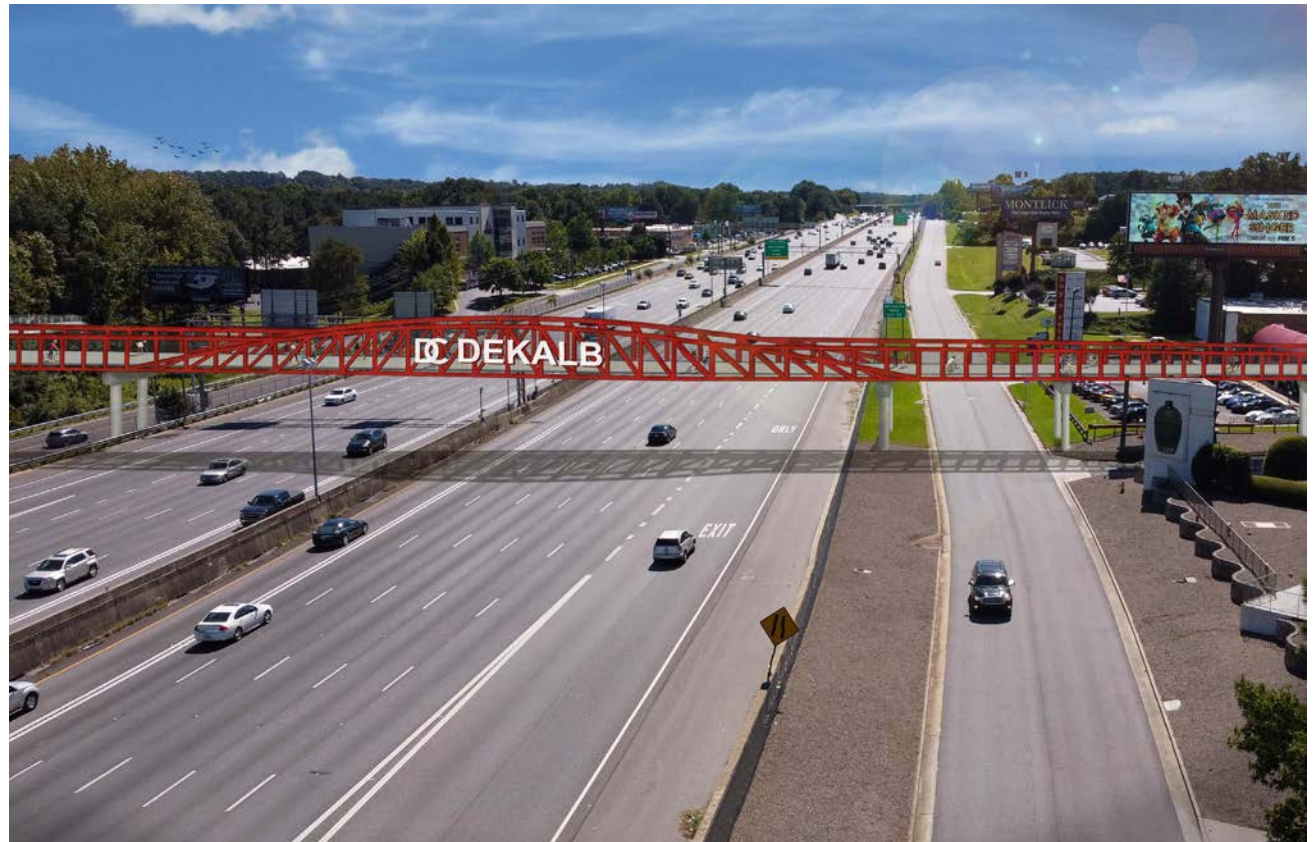


## Segment #1 | Bridge over I-85

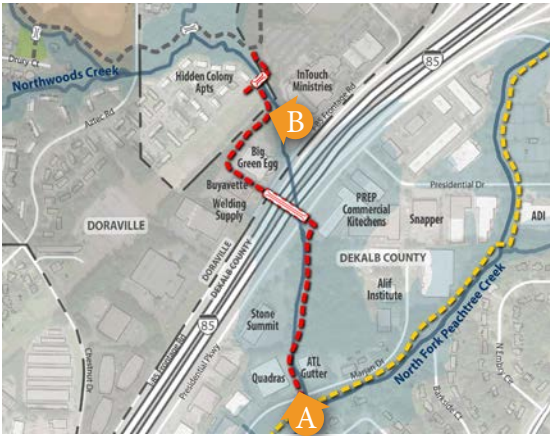
The vision graphic below depicts an approximately 300' prefabricated pedestrian bridge over I-85. The trail will ramp up behind Stone Summit rock climbing gym in order to attain the required 17'-6" clearance needed to cross the interstate. Structural supports can be placed within existing landscape areas. Once on the north side of the interstate, the trail will ramp down between existing buildings before continuing north. This segment of trail will offer users regional connectivity to the Peachtree Creek Greenway from the City of Doraville.



Existing conditions of I-85 in DeKalb County, facing southwest



## Segment #1 | Existing Conditions



**A** Existing conditions of the Quadras parking lot adjacent to the creek from, facing northwest from Marjan Drive. The 10' to 12' wide trail will occupy the area along the existing retaining wall and curb.



**B** Existing conditions of tributary between InTouch Ministries and Hidden Colony Apartments. The trail is proposed to align the southern edge of the utility corridor within the wooded area before turning north along the tributary and connecting to the apartments.

# Segment #2 - Aztec Road to Chestnut Drive (Western Loop)

## Description

Segment 2 is an excellent opportunity for a greenway trail in the heart of the community. Constructing this segment will provide a recreational amenity accessible for residents and a safe opportunity for students to commute to school. Segment 2 has been parsed out into three segments, 2a, 2b, 2c, for ease of implementation. All three phases require multiple easement acquisition, while phase 2a entails the least acquisition from private residential properties.

Phase 2a begins with an improved, raised crossing and pedestrian activated signal device - Rectangular Rapid Flashing Beacon (RRFB) at Aztec road to the south of Sequoyah Middle School. Once on school property, the trail will follow the curvature of the creek along the south and western edges of the existing field. A spur connection to Drury Court is included within this phase. Phase 2a will end at the base of Stewart Road with an access point from the dead-end street. At the time of this trail study, DeKalb County School District was conducting a comprehensive master plan, which called for the possible redevelopment of the school property. Timely coordination and periodically monitoring future plans will be critical for allowing the school district to provide feedback and incorporate the proposed trail connectivity at this location.

Phase 2b continues following the eastern bank of the creek from Stewart Road to Pineland Avenue. There are two alternatives identified for the trail to reach Pineland: Option 1 will cross the creek and utilize the available bank area on the west side until it reaches the street; Option 2 will utilize the unbuildable areas within the floodplain on the east side of the creek in order to reach Pineland. Phase 2b will end with an at-grade crossing of Pineland Avenue.

Phase 2c will continue north from Pineland Avenue towards Chestnut Creek Condominiums and Stewart Court. The trail is proposed as greenway at grade to meander through large trees and stay within the floodplain of the creek. West of Stewart Court, the trail will use the under-utilized space between private fences to get through. The trail will bridge across the creek at the northeast corner of Chestnut Apartments and continues west to Chestnut Drive. Retaining walls will be used for this short connection due to existing steep terrain.

Phase 2a - Aztec Rd to Stwart Rd (School)	
Planning & Engineering	\$ 146,000.00
Construction Cost ( Summer 2021)	\$1,429,000.00
Total Cost to Implement	\$1,575,000.00

Phase 2b - Stwart Rd (School) to Pineland Ave	
Planning & Engineering	\$ 122,000.00
Construction Cost ( Summer 2021)	\$1,002,000.00
Total Cost to Implement	\$1,124,000.00

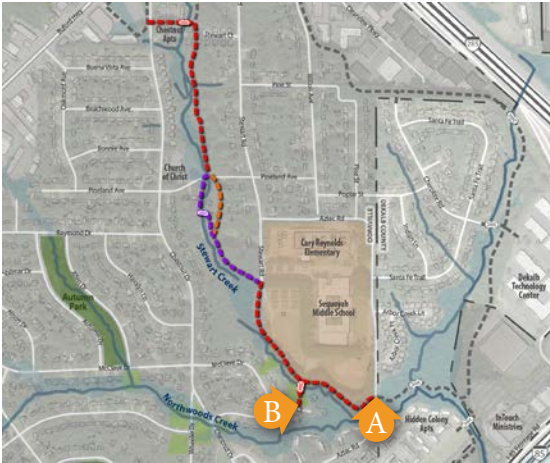
Phase 2c - Pineland Ave to Chestnut Dr	
Planning & Engineering	\$ 168,000.00
Construction Cost ( Summer 2021)	\$1,336,000.00
Total Cost to Implement	\$1,504,000.00

## Segment #2

### Aztec Road to Chestnut Drive (Western Loop)



## Segment #2 | Existing Conditions



**A** Existing conditions of Aztec Road at the driveway of Hidden Colony Apartments facing north. The existing at-grade crossing will be relocated north for better line of sight and upgraded as a raised crossing with RRFB signal to create a safer crossing condition.



**B** Existing conditions of the Drury Court cul-de-sac, facing east. The greenspace shown to the left of the image, is owned by the City of Doraville, creating an easier opportunity for a neighborhood access point to the main trail.

## Segment #2 | Existing Conditions



**C** Existing conditions of the southern end of Stewart Road, facing south.



**D** Existing conditions of the Chestnut Drive, facing north. The future trail will thread between multi family housing properties to an at-grade crossing.

# Segment #3 | Aztec Road to Chestnut Apartments (Eastern Loop)

## Description

Segment 3 makes up the eastern part of the loop trail, and is divided into of three phases with opportunities for neighborhood connectivity. This segment lies within both city and county jurisdictional boundaries, therefore, will require a joint effort to implement. Each jurisdiction will be financially responsible for the portion(s) of trail within their individual boundaries. Completing the loop trail will provide an exciting amenity, offering recreational and athletic opportunities for both Doraville and DeKalb County residents.

Beginning at the improved crossing along Aztec Drive, phase 3a travels east along the north side of Stewart Creek. The trail will then curve north and meander behind InTouch Ministries and Dekalb Technology Center outside of the Doraville city limit. A bridge over the creek will connect the trail to south end of Cherokee Road.

Phase 3b begins with an additional trail connection to DeKalb Technology Center that will tie-in to phase 3a. From here, the trail continues following the creek northward before circumnavigating around the Santa Fe Trail neighborhood and back within the city boundary south of I-285. The trail will need to bridge across to the west side of the creek and stay along the adjacent residential properties as it transitions to become a ramp and climb 30'. Once higher, the strip of greenspace surrounding the Clearview Industrial Park will provide ample space for the greenway to then tie-in to Phase 3c at the north end Cherokee Road.

Phase 3c begins at the north end Cherokee Road as a neighborhood connection. A top down boardwalk will carry trail users between existing industrial buildings, offices, and residential properties. The trail will then transition to a sidepath along Wilton Avenue and Clearview Avenue. Two at grade crossings along Clearview Avenue and Stewart Road will send the trail southwest towards Chestnut Drive. Coordination with St Martins Episcopal School will further solidify the trail's interaction with any future development along Stewart Road.

## Trail Segment by Jurisdiction

The map displayed below shows Segment 1 broken down by jurisdiction.



### Legend

█ Doraville      █ DeKalb County



#### Phase 3a - Aztec Rd to Cherokee Rd (East)

Planning & Engineering	\$ 187,000.00
Construction Cost ( Summer 2021)	\$1,676,000.00
<b>Total Cost to Implement</b>	<b>\$1,863,000.00</b>

#### Phase 3b - Cherokee Rd (East) to Cherokee Rd (North)

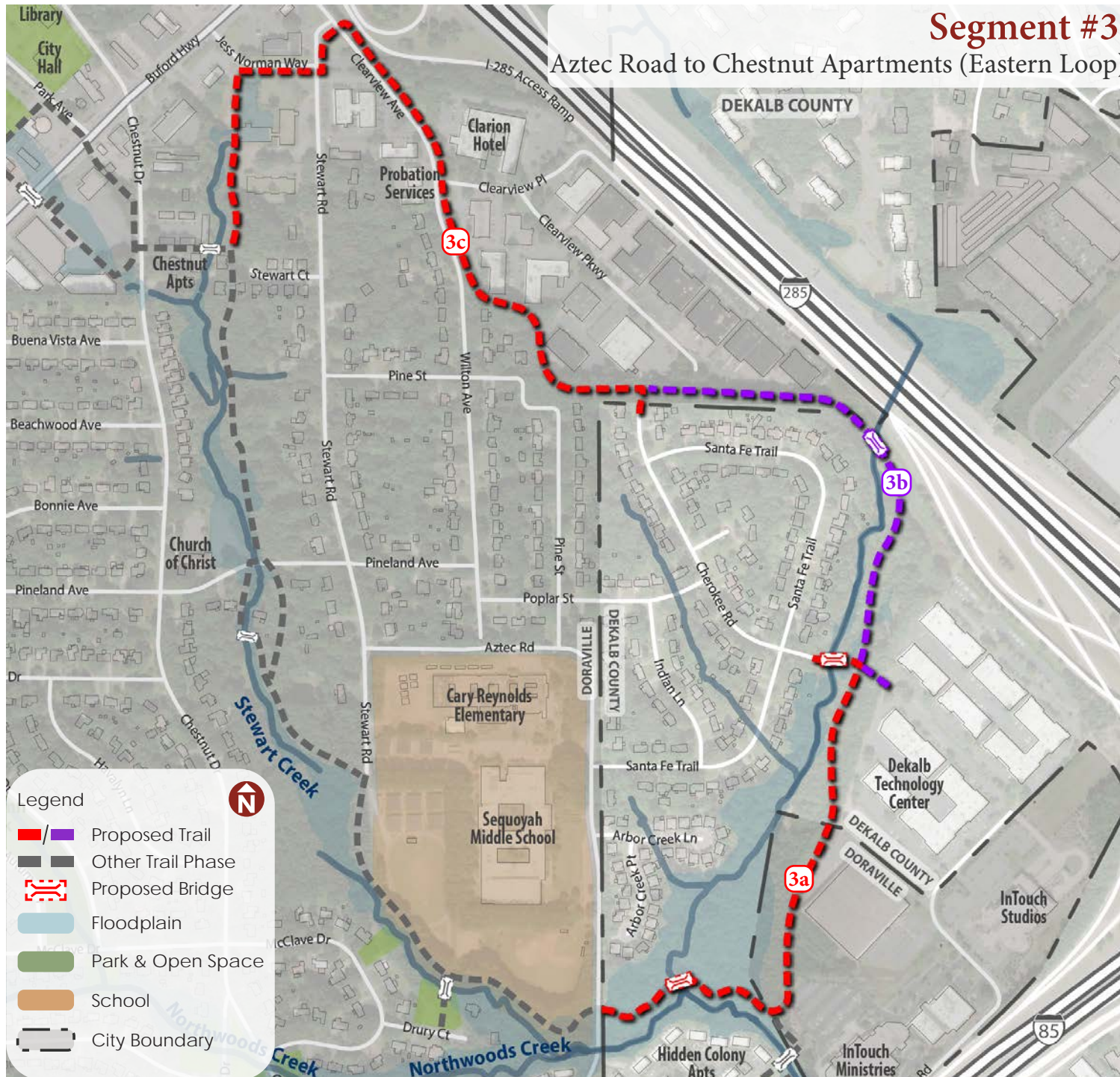
Planning & Engineering	\$ 220,000.00
Construction Cost ( Summer 2021)	\$2,373,000.00
<b>Total Cost to Implement</b>	<b>\$2,593,000.00</b>

#### Phase 3c - Cherokee Rd (North) to Chestnut Apt

Planning & Engineering	\$ 237,000.00
Construction Cost ( Summer 2021)	\$3,420,000.00
<b>Total Cost to Implement</b>	<b>\$3,657,000.00</b>

### Segment #3

### Aztec Road to Chestnut Apartments (Eastern Loop)



## Segment #3 | Existing Conditions

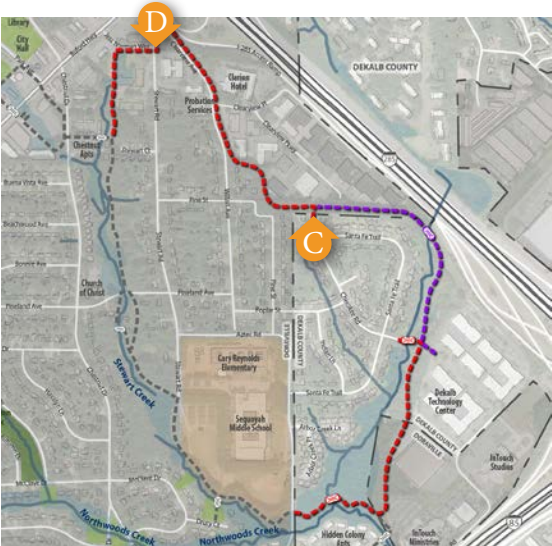


**A** Existing conditions of the sewer easement extending from Hidden Colony Apartments, facing northeast. The proposed trail will occupy greenspace away from the apartment buildings with adequate lighting and security measures in place.



**B** Existing conditions of greenspace along I-285, facing southeast. The proposed trail will follow the tree line away from the interstate and off federal property.

# Segment #3 | Existing Conditions



**C** Exiting conditions of the north end of Cherokee Road, facing north. This area offers a great opportunity for a neighborhood connection along the eastern loop. Users will have access to restaurants and services via the future trail.



**D** Existing conditions of the intersection of Stewart Road and Jess Norman Way, facing southwest. The greenspace in this image is owned by the St. Martins Episcopal School. The City of Doraville should work with the property owner to help influence a quality trail connection as plans for the redevelopment of the land evolve.

# Segment #4 | Chestnut Drive to New Peachtree Road

## Description

Segment 4 will grant users access to shops, restaurants, services and public transit throughout the Doraville City Center. Safe, dedicated crossings along Buford Highway and New Peachtree road will allow cyclists and pedestrians to move freely across major vehicular barriers.

Phase 4a connects Chestnut Apartments to the Doraville MARTA Station and City Center. Two possible options have been identified for crossing Buford Highway. The preferred route turns north along Chestnut Drive, climb up to an improved at-grade crossing at the intersection of Park Avenue and Buford Highway between existing buildings. In light of the future realignment of Chestnut Drive, this crossing could be converted to a mid-block crossing with a High-Intensity Activated crossWalK signal (HAWK signal) and center refuge. Further coordination with the commercial property across from Park Ave is encouraged to implement a trail connection within the future redevelopment. A second possible connection will turn south from Chestnut Drive and ramp up to a pedestrian bridge over Buford Highway within available greenspace. Multiple structural ramps will be needed to achieve the minimum vertical clearance needed for the bridge. For this reason, the study’s Working Group deemed this alternative to be less preferable.

Phase 4b threads between the Police department and Flowers Park. Structures or retaining walls will be used to allow the trail to climb up the elevation to Flowers Park. An overlook area with seating and other trail amenities could be incorporated at the high point in the park. The trail will occupy existing greenspace while ramping up to New Peachtree Road. At the intersection of Park and New Peachtree, the modified intersection will connect trail users to city hall, the library, and the Doraville MARTA station.

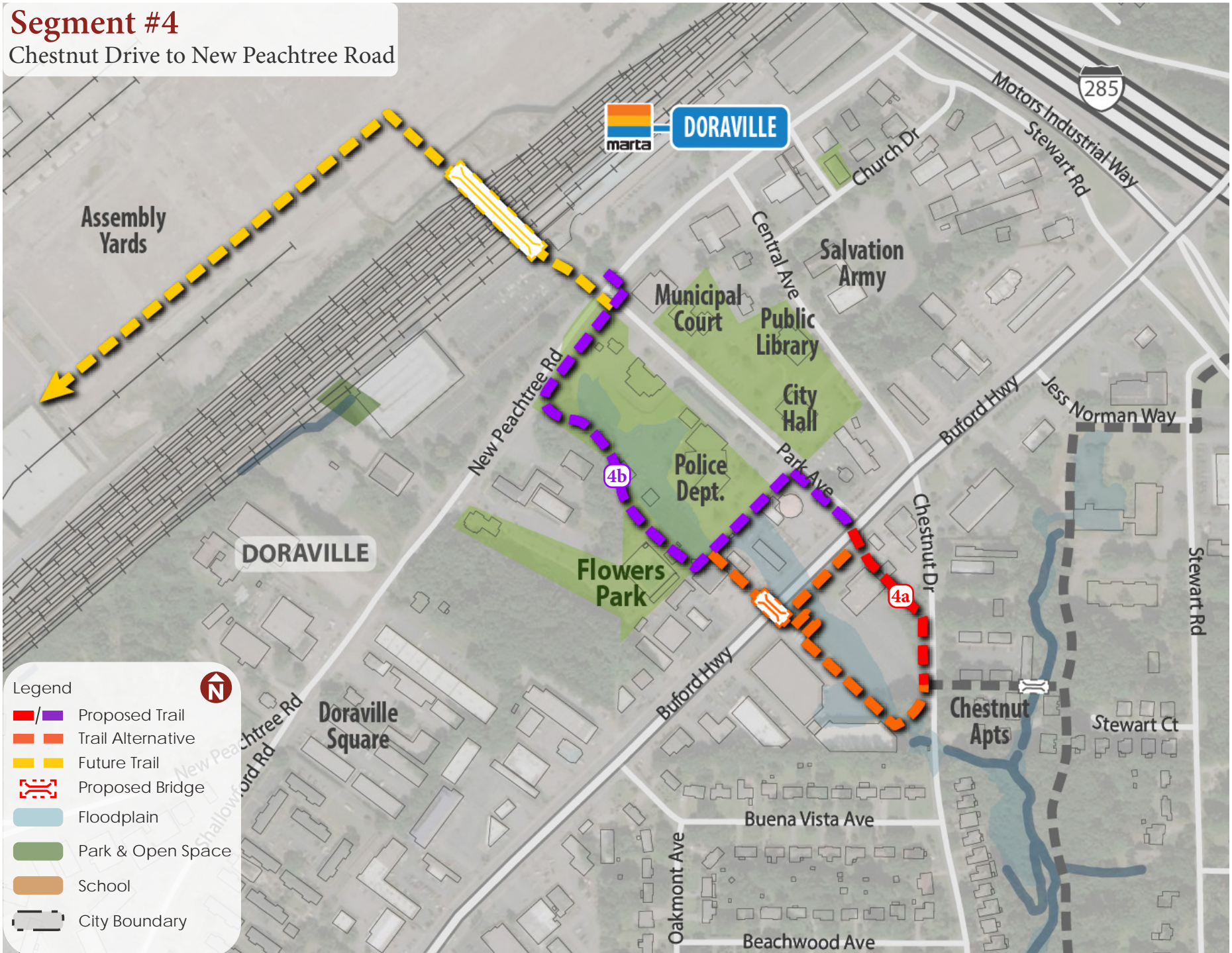
This study also envisions a future opportunity for the Doraville PCG to cross the active rail lines and connect the city center to the future redevelopment of the Assembly Yards. The city will need to further explore this connection as concept plans develop. Once realized, the Doraville PCG will be able to reach more communities within the city limit. It is important to note however, that the preliminary cost of this future connection is not included in this study.

Phase 4a - Chestnut Dr. to Buford Hwy	
Planning & Engineering	\$ 95,000.00
Construction Cost ( Summer 2021)	\$749,000.00
Total Cost to Implement	\$844,000.00

Phase 4b - Buford Hwy to New Peachtree Road	
Planning & Engineering	\$ 167,000.00
Construction Cost ( Summer 2021)	\$1,705,000.00
Total Cost to Implement	\$1,872,000.00

# Segment #4

Chestnut Drive to New Peachtree Road





## Segment #4 | Bridge Over Buford Highway to City Center

The vision graphic below depicts a Buford Highway crossing alternative via a pedestrian bridge over the major vehicular artery. From Chestnut Drive, a greenway trail will occupy reclaimed greenspace before ramping up to the necessary 17'-6" clearance needed to cross Buford Highway. Once across, the trail will ramp down between Flowers Park and the Police Department as the trail meanders up to New Peachtree Road. The graphic also depicts the potential redevelopment of Assembly Yards beyond the Doraville MARTA Station.



Existing conditions of Buford Highway, the Doraville City Center and Assembly Yards from Chestnut Drive, facing North



## Segment #4 | Existing Conditions



**A** Existing conditions of the intersection of Park Avenue and Buford Highway, facing north. The proposed trail will add an additional crossing opportunity for trail users at this intersection. Any future redevelopment in this area may also benefit the trail.



**B** Overlook opportunity at Flowers Park looking down to existing retention pond and the City Center.

# Implementation Strategy

## Model Project

After meeting with the working group and the general public, the PATH team identified the model project of the Doraville PCG Study. PATH presented the criteria for selecting a successful model project to the working group along with suggested phases for implementation in 2022/2023.

Phase 2a was presented as the suggested model project based on the selection criteria and support garnered from the public.

This phase can act as a standalone project that brings recreational opportunities for residents, a safer commute to school, and will progress the study goal of creating a regionally connecting greenway. Phase 2a requires minimal acquisition and sets the stage for the loop trail and future connection to the planned PCG across I-85. Survey, engineering, and design should be initiated for the model project as the plan is accepted by the City of Doraville.

### What makes a successful model project?

- Demonstrates amenities
- Worthy stand-alone project
- Minimal acquisition
- City/County-wide support
- Control over implementation timeline

## Preliminary Cost Estimate

The chart on this page shows the cost estimate summary for each segment identified in this study. This preliminary cost estimate includes planning & engineering (P&E) and construction costs for the mainline trail. Easement and property acquisition costs are not included but should be considered prior to beginning implementation.

Estimated engineering cost includes cost for surveying, designing for construction, permitting, bidding, and construction administration of the project.

Estimated construction costs are based on material and labor pricing from summer 2021 using Peachtree Creek Greenway trail standards. Those standards include, landscape, security cameras, trail lighting, trail amenities, and signage on mainline trails and spur connections.

## Cost Summary

The total cost for implementation of the 3.6 miles of Doraville PCG is \$17.2M. Total cost for P&E is approximately \$1.5M. Total cost for construction is \$15.6M. Average construction cost per mile is \$4.3M.

Mileage	Trail Implementation Phases	P&E	Construction	Total
0.5	Phase 1a - Marjan Drive to Stewart Creek	\$328,000	\$3,434,000	\$3,762,000
0.4	Phase 2a - Aztec Rd to Stuart Rd (School)	\$146,000	\$1,429,000	\$1,575,000
0.3	Phase 2b - Stuart Rd (School) to Pineland Ave	\$122,000	\$1,002,000	\$1,124,000
0.3	Phase 2c - Pineland Ave to Chestnut Dr	\$168,000	\$1,336,000	\$1,504,000
0.5	Phase 3a - Aztec Rd to Cherokee Rd (East)	\$187,000	\$1,676,000	\$1,863,000
0.4	Phase 3b - Cherokee Rd (East) to Cherokee Rd (North)	\$220,000	\$2,373,000	\$2,593,000
0.7	Phase 3c - Cherokee Rd (North) to Chestnut Apt	\$237,000	\$3,420,000	\$3,657,000
0.1	Phase 4a - Chestnut Dr. to Buford Hwy	\$95,000	\$749,000	\$844,000
0.3	Phase 4b - Buford Hwy to New Peachtree Road	\$167,000	\$1,705,000	\$1,872,000
<b>3.6</b>	<b>Total</b>	<b>\$1,670,000</b>	<b>\$17,124,000</b>	<b>\$18,794,000</b>

# Recommended Model Project | Stewart Road to Aztec Road





### *Funding Strategy*

It is recommended that every effort be made to identify funding locally for developing initial trail phases rather than relying on funding from Washington or Atlanta. The use of federal/state funding can be programmed several years in advance for extending the initial phases of the system. A public-private partnership should be created to fund development and expedite delivery of trail segments. Here are funding sources to consider when trails are built:

#### *Local Funding*

A variety of opportunities for local funding should be considered, including:

- Allocations within city/county budget
- Bond referendums
- Sales surtax generated fund
- Development impact fees
- In-kind products and services
- Philanthropic grants

#### *State of Georgia Funding*

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

### *Federal Funding*

Federal grants and funding program opportunities for pedestrian and bicycle projects include:

- Metropolitan Planning Organization (MPO) prioritizes and distributes federal transportation funding through the Regional Transportation Investment Generating Economic Recovery Discretionary Grant Program (TIGER)
- 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) through FHWA

### Formation of an Implementation Committee

The Working Group, which helped guide the trail study process needs to evolve into a new Implementation Committee. Upon adoption of the Doraville PCG Study, the committee will be tasked with overseeing and encouraging implementation of the trail system.

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

- Key Working Group members to ensure continuity
- City of Doraville / DeKalb County staff from appropriate departments
- Pro bono real estate or right-of-way specialist
- Pro bono attorney
- Fundraising Specialist/Foundation Representative
- Police/Fire representatives
- Design/construction team member

The Implementation Committee should assume oversight of the project as soon as the City adopts the final study.

### Next Steps

- Adoption by the City of Doraville Council
- Establish Implementation Committee
- Allocate acquisition, P&E, and construction funding for Model Project(s)
- Complete P&E for Model Project(s)
- Acquire key parcels.
- Advance Model Project(s) to construction
- Review Implementation Priority plan and advance remaining segment(s) toward implementation.