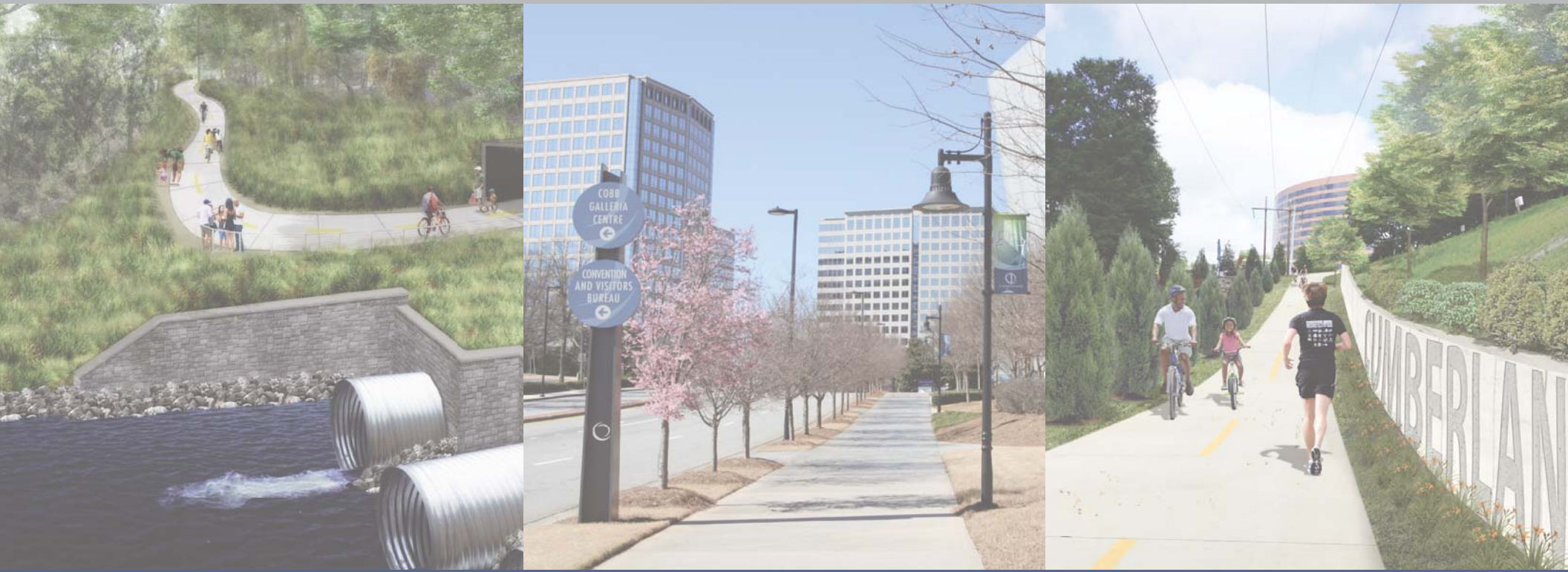




Bicycle Connectivity Implementation Plan



October 2016 | Executive Summary

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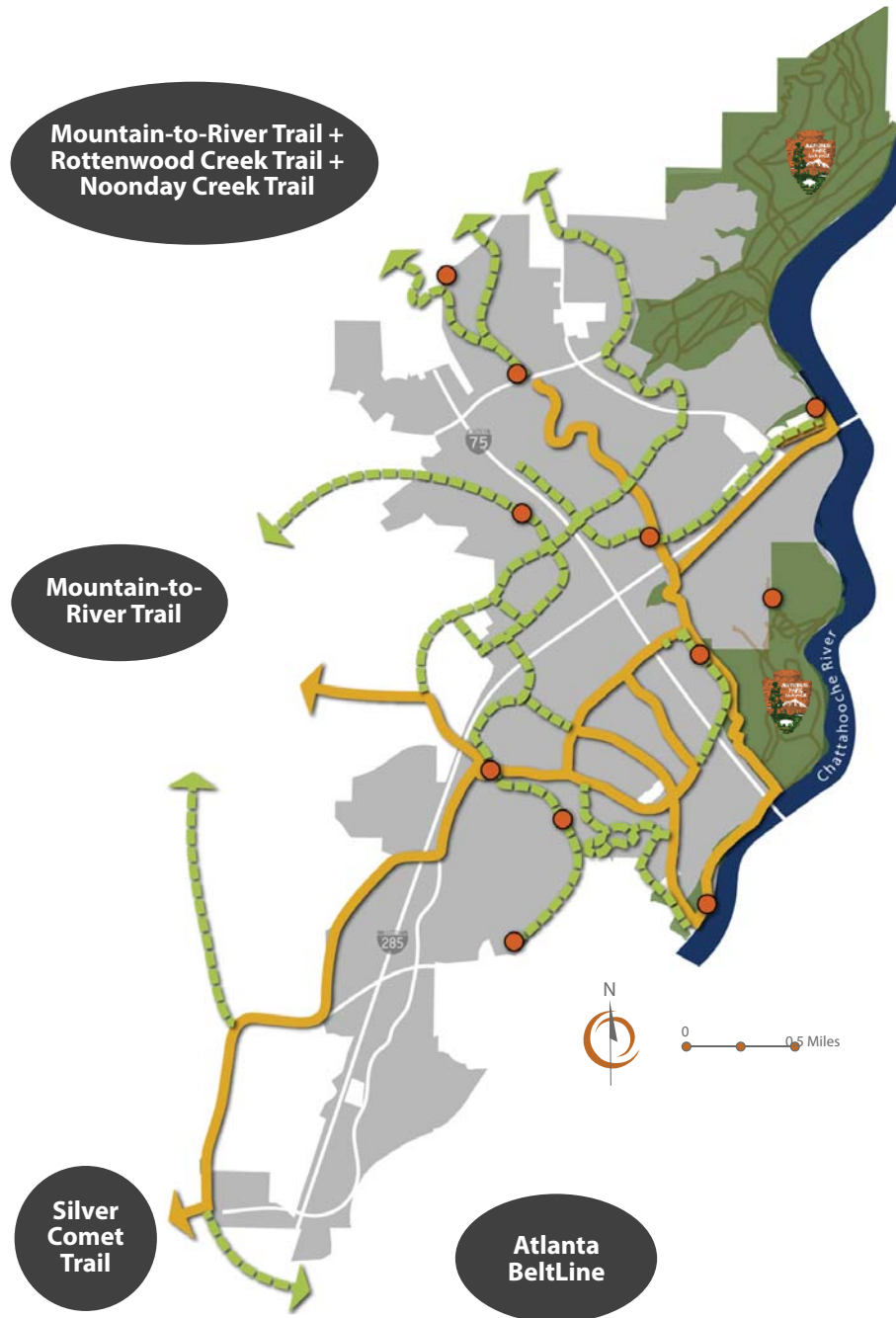
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Advisory Committee:

This project was guided by the following Advisory Committee Members:

Name	Affiliation
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Brian Thronton	Executive Director of Real Estate and Engineering of RaceTrac Petroleum
Byron Rushing	Bike Ped Coordinator of Atlanta Regional Commission
Cecelia Tanner	CBRE Property Manager Assistant of Wildwood Center
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Daniel Cummings	Planning & Development Specialist of City of Marietta
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Jim Wilgus	Cobb DOT Director (Interim)
John Freymouth	Cobb Cherokee Area Manager of Georgia Commute Options
John "Gip" Johnston III	Senior Manager, Corporate Facilities of Home Depot
Justin Balmes	Resident of Apartment Community
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Mason Zimmerman	CCID Board Member of Pope & Land Enterprises, Inc.
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Megha Young	Planner of GS&P
Mike Plant	CCID Board Member of Atlanta Braves
Noelle Lloyd	Community Outreach of CCID
Ricardo Vera	Outreach Manager of Georgia Commute Options
Terri Anulewicz	City Councilmember of City of Smyrna

A 10 Year Community Vision



60 Miles

Greenway + Urban Trails In and Around the Cumberland Area

10 Miles Proposed by CCID

12 Miles Proposed by Partners

38 Miles Built

11 Trailheads

And Access Points

\$100 Million

Community Value

Cumberland CID Bicycle Plan: Implementation Costs

Strategy 1

Striping Enhancements

\$8,800

Strategy 2

Wayfinding + Trailmarking
Enhancements

\$924,000

Strategy 3

Proposed Existing + New
Multi-Purpose Trail Projects +
Trailheads and Access Points

\$47.4 M

Total

Implementation Costs

\$48.4 M

*Total does not reflect 12 miles of Partner Trails

Executive Summary Overview

The Cumberland CID Bicycle Connectivity Implementation Plan (Cumberland Bicycle Plan) establishes a bicycle framework that will help the Cumberland CID remain competitive in the region. This 60 mile framework, valued at a little over \$100 million will enhance the area's quality of life and help continue to attract commercial and residential investment into the area by:

- Creating **safe, connected, and beautiful environments** for pedestrians, cyclist, and multi-modal users in the district, and
- Creating a true **“walkable live, work, and play”** environment that enhances access to places for people to recreate.

With 38 miles of greenway and urban trails already built, the Cumberland CID is well on its way to completing this transformational plan. In fact, based on the leveraged dollars that the Cumberland CID has invested in the existing trail network, one could say that the Cumberland CID has already placed a large down payment on this plan. This down payment has helped create a system that is already valued at about **\$30 million**.

Once complete, the Cumberland Bicycle Plan will safely, comfortably, and efficiently connect Cumberland CID residents, workers, and visitors to residential areas, commercial nodes, transit stops, parks and greenspaces, and to a vast network of regional trails. **All without adversely affecting traffic operations in the study area.** Residents and visitors will be able to access this system from eleven different trailhead locations and access points located throughout the Cumberland CID.

The implementation of this plan will also provide the Cumberland CID with multiple economic, social, and environmental benefits.

These benefits range from:

- Increasing property values,
- Increasing tourism and tourism spending,
- Improving air quality,
- Reducing health care costs due to increased physical activity.

Furthermore, based on the CID's track record of leveraging public dollars through local investments, this interconnected system valued at over \$100 million, could be implemented at a fraction of the cost. The following Executive Summary provides an overview of how this can be accomplished for the betterment of the community, the Cumberland CID, and the region.

Figure 1 - Proposed Multi-Purpose Trail to Vinings



Project Introduction

The Metro Atlanta region has seen a surge in urban and greenway trails within the last decade. Every community and virtually all new, proposed developments brag about their walkability and bikability.

The Cumberland CID is a burgeoning market experiencing explosive growth with a variety of options. Located slightly north of Atlanta in Cobb County, the Cumberland community is a perfect candidate for an expansive system of urban and greenway trails that will provide critical, non-motorized connections to the metro region for both leisure and commuter use.

The Cumberland Bicycle Plan will provide a framework and set forth an implementation plan to complete critical bicycle connections inside the Cumberland CID and to destinations within and abutting the Cumberland community. This will be accomplished by using appropriate context-sensitive bicycle facilities that collectively create a high-quality bicycle network.

The implementation strategy produced from this plan will lead to safely connecting residences, employment, services, retail, transit, and recreational destinations, while linking completed urban trails and greenways that provide local and regional connectivity.

Figure 2 - Cobb Galleria Parkway



Assessment of Existing + Planned Conditions

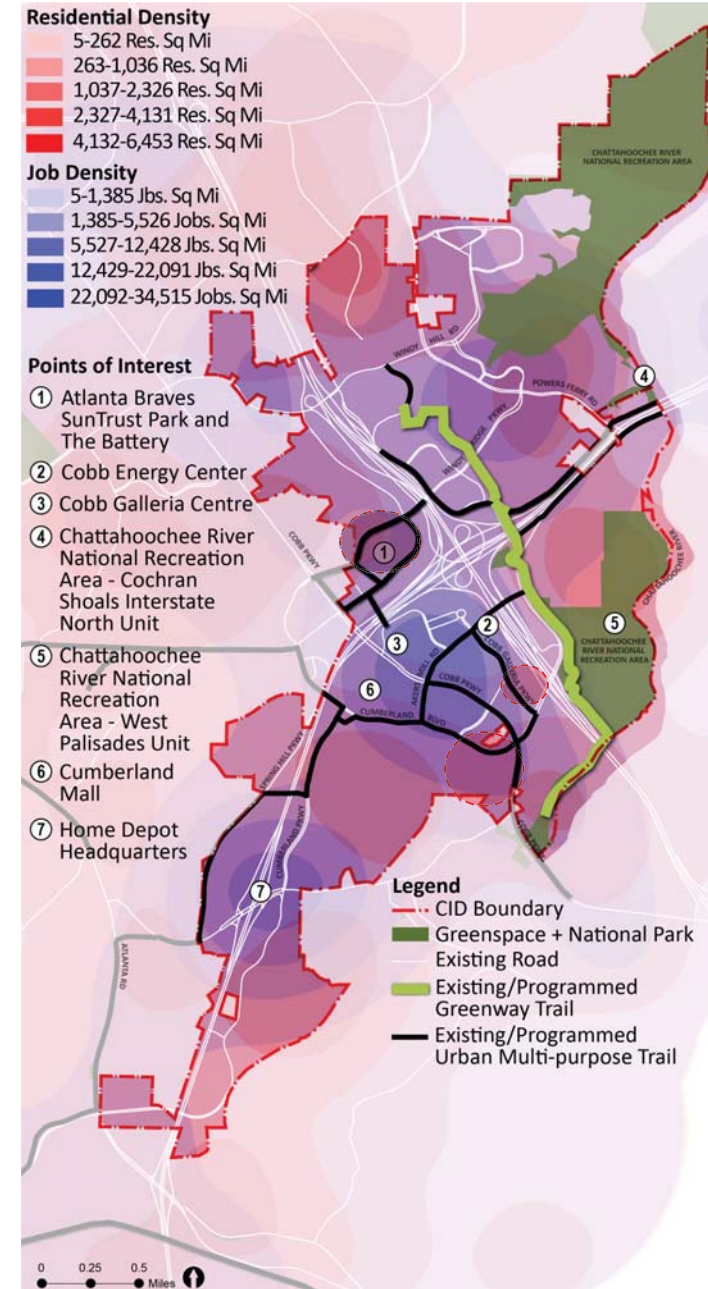
In order to improve bicycle connectivity and create direct connections in the Cumberland community, it is important to understand the major destinations within the community. These areas serve as area attractions and places people wish to visit that if connected with a high-quality bicycle network, may encourage more people to walk or bike to these locations. Specific points of interest are:

1. Atlanta Brave's SunTrust Park and The Battery
2. Cobb Energy Center
3. Cobb Galleria Centre
4. Chattahoochee River National Recreation Area - Cochran Shoals Interstate North Unit
5. Chattahoochee River National Recreation Area - West Palisades Unit
6. Cumberland Mall
7. Home Depot Headquarters

Figure 3 illustrates the origin and destination areas within the community. It also illustrates existing, programmed (funded), and proposed (not funded) bicycle and pedestrian infrastructure. This infrastructure is primarily comprised of shared-use paths adjacent to roadways without a buffer separating pedestrians and bicyclist from vehicles.

Given traffic volumes of many of the roads within the Cumberland area, it will be necessary to create a bicycle network that provides users with high-quality bicycle facilities that achieves the separation from traffic that the majority of users prefer.

Figure 3 - Existing Bicycle Network + Origin, Destination, and Points of Interest



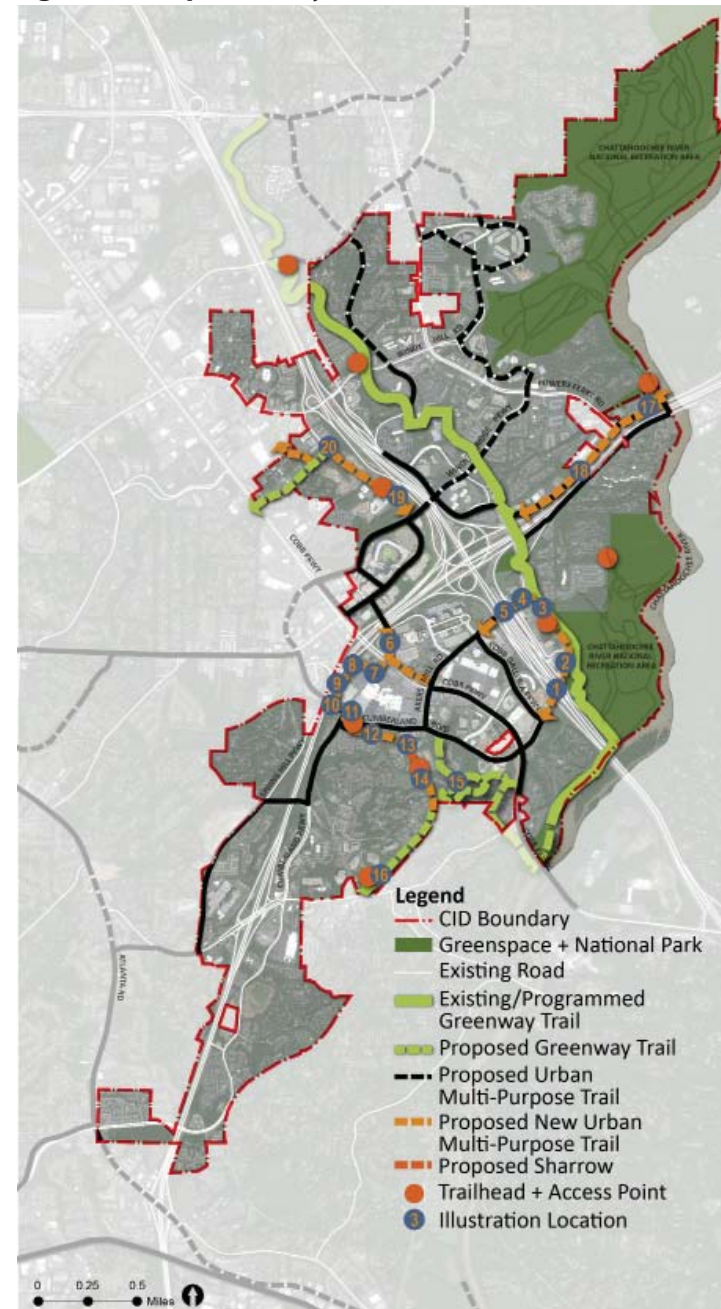
Bicycle Connectivity Plan

The Cumberland Bicycle Plan proposes to transform the existing network of shared-use paths within the CID into a system of high-quality, multi-purpose trails. This will be achieved by completing 3 strategies:

- **Strategy 1: Marking** existing, and currently unmarked shared-use paths **with centerlines to designate them as multi-purpose trails.**
- **Strategy 2:** Adding **more signage and wayfinding** to make the system more visible and user-friendly for residents and visitors.
- **Strategy 3: Developing** a system of **10' - 12' wide urban trails with 5' wide landscape buffers, 10'-12' greenway trails,** and **trailheads** that provide direct access to residential areas, commercial nodes, and points of interest.

Figure 4 illustrates the proposed Cumberland Bicycle Plan. The following pages explain each of the proposed strategies.

Figure 4 - Proposed Bicycle Framework



Strategy 1 Prioritization

Strategy 1 proposes marking existing unmarked shared-use paths with centerlines to designate them as multi-purpose trails. This designation will help create visual awareness of the CID's existing shared-use paths while also enhancing user safety.

Figure 7 shows an example of an existing shared-use path along Interstate North Parkway approaching Windy Hill Road, SE and how a simple centerline can convert this shared-use path into a safer, more visible multi-purpose trail.

Figure 6 lists all the existing urban trails within the CID that are currently not marked with a centerline and prioritizes their marking based on metrics established for the project. The total cost for this first strategy is approximately \$8,800.

Figure 5 - Multi-Purpose Trail Centerline



Figure 6 - Prioritized Shared-Use Paths to be Marked as Multi-Purpose Trails

Facility Name	Status	Length (Miles)	Total Costs
Circle 75 Pkwy. Trail Segment (South)	Programmed (By Partners)	0.7	\$841
Cumberland Connector: Mountain to River Trail	Existing	1.8	\$2,218
Circle 75 Pkwy. Segment (North)	Programmed (By Partners)	0.6	\$750
Windy Ridge Trail Segment (West)	Programmed (By Partners)	0.7	\$822
Interstate North Pkwy. Trail (near I-285)	Existing	0.3	\$310
Akers Mill Road (West) Trail	Existing	0.9	\$1,069
Cobb Parkway Trail (South)	Existing	0.6	\$673
Cobb Galleria Pkwy. Trail (West Side)	Existing	0.7	\$862
Cobb Galleria Pkwy. Trail (East Side)	Existing	0.7	\$862
Interstate N. Pkwy. Bob Callan Trail Connector	Existing	0.3	\$341
		7.3	\$8,723

Figure 7 - Existing Shared-Use Path + Example of Proposed Multi-Purpose Trail Centerline

Existing Shared-Use Path



Proposed Multi-Purpose Trail Centerline



Strategy 2 Prioritization

Strategy 2 proposes adding more signage and wayfinding, branded crosswalks, and custom wall markings along existing urban and greenway trails.

These proposed trail elements will make the system more visible and user-friendly for residents and visitors. Additionally, they will add to the area's sense of place and help promote bicycling and walking in the area.

Figure 8 illustrates existing signage and wayfinding within the Cumberland CID. This signage and wayfinding was developed a few years ago and is a great example of trail and community branding. These elements will be carried forward to future projects.

Figure 8 - Existing Signage, Wayfinding, and Branding



Figure 10 illustrates examples of wayfinding, custom wall markings, and branded crosswalks proposed as part of Strategy 2. Figure 9 lists all the existing greenway and urban trails within the CID where these improvements are proposed and prioritizes their enhancement based on metrics established for the project. The total cost for this second strategy is approximately \$924,000.

Figure 9 - Prioritized Signage, Wayfinding, Branding, and Marking Projects

Facility Name	Status	Length (Miles)	Signage + Wayfinding Costs	Branded Crosswalk Costs	Wall Marking Costs	Total Costs per Trail
Bob Callan Trail, Phase 2a	Programmed	0.8	\$16,530	-	-	\$16,530
Akers Mill Rd. (East) Trail	Existing	1.1	\$21,723	\$63,000	\$30,000	\$114,723
Bob Callan/Rottenwood Creek Trail	Existing	2.0	\$40,189	-	\$8,000	\$48,189
Silver Comet Cumberland Connector	Existing	1.5	\$30,534	\$27,000	-	\$57,534
Cumberland Connector: Mountain to River Trail	Existing	1.8	\$36,969	\$81,000	-	\$117,969
Circle 75 Pkwy. Trail Segment (South)	Programmed (By Partners)	0.7	\$6,151	\$27,000	-	\$33,151
Circle 75 Pkwy. Segment (North)	Programmed (By Partners)	0.6	\$14,015	\$63,000	-	\$77,015
Windy Ridge Trail Segment (West)	Programmed (By Partners)	0.7	\$13,704	\$45,000	-	\$58,704
Interstate North Pkwy. Trail (near I-285)	Existing	0.3	\$5,159	\$9,000	-	\$14,159
Akers Mill Rd. (West) Trail	Existing	0.9	\$17,814	\$63,000	-	\$80,814
Cobb Pkwy. Trail (South)	Existing	0.6	\$11,215	\$72,000	-	\$83,215
Cobb Galleria Pkwy. Trail (East Side)	Existing	0.7	\$14,363	\$81,000	-	\$95,363
Cobb Galleria Pkwy. Trail (West Side)	Existing	0.7	\$14,363	\$81,000	-	\$95,363
Interstate N. Pkwy. Bob Callan Trail Connector (near I-75)	Programmed	0.7	\$5,681	\$18,000	\$7,500	\$31,181
Total		13.1	\$248,410	\$630,000	\$45,500	\$923,910

Figure 10 - Proposed Custom Wall Markings, Wayfinding, and Branded Crosswalks

Proposed Custom Wayfinding Wall Markings

Proposed Wayfinding Light Fixture Banners



Proposed Branded Crosswalks



Strategy 3 Prioritization

Strategy 3 is the most aggressive and therefore impactful strategy. It is comprised of 3 components, greenway trails, urban trails, and trailheads and access points. **Strategy 3 proposes developing a system of 10' - 12' wide urban trails with 5' wide landscape buffers, 10' - 12' greenway trails, and trailheads** that provide direct, safe, and comfortable access to residential areas, commercial nodes, and points of interest within the community.

These proposed trail improvements will further make the system more visible and user-friendly for residents and visitors while also fostering a safer and more walkable and bikable community.

Strategy 3 will also build on existing regional connections and will develop new regional trail connections to the Mountain-to-River Trail, Rottenwood Creek Trail, Noonday Creek Trail, Silver Comet Trail, and the Atlanta BeltLine.

Greenway Trails

Greenway trails are a component of Strategy 3. Figure 13 includes an example of a new proposed greenway trail. It illustrates how an existing utility corridor can be transformed into a multi-purpose trail that connects the Cumberland area to the Vinings community. Figure 12 lists all the greenway trail projects and prioritizes their implementation based on the metrics established for the project. The total cost for implementing the greenway trails component of Strategy 3 is approximately \$21.8 Million.

Figure 11 - Bob Callan Trail, Phase 2b Rendering



Figure 12 - Prioritized Greenway Trails

Facility Name	Status	Length (Miles)	ROW	Design Costs	Construction Costs (2016)	Total Costs
Bob Callan Trail, Phase 2b	Programmed	1.2	\$1,190,000	\$637,900	\$3,700,000	\$5,527,900
Stillhouse Trails	Proposed	1.9	\$1,000,000	\$550,000	\$4,000,000	\$5,550,000
Vinings Trail	New Proposed	0.8	\$251,377	\$498,616	\$4,117,200	\$5,868,707
Camp Bert Adams Lake Trail	New Proposed	0.4	\$67,292	\$51,653	\$390,645	\$607,961
Circle 75 to Cobb Pkwy. Trail	New Proposed	0.6	\$180,785	\$355,719	\$2,936,000	\$4,186,807
Total		4.9	\$2,689,454	\$2,093,888	\$15,143,845	\$21,741,375

Figure 13 - Existing Utility Corridor + Proposed Vinings Greenway Trail

**Existing
Utility
Corridor**



**Proposed Custom
Wayfinding Wall
Markings**

**Proposed
Multi-Purpose
Trail**



Urban Trails

Urban trails are a second component of Strategy 3. Figures 15 - 18 illustrate examples of existing street cross sections that are proposed to be modified to develop these urban trails. They are created by re-allocating space within the right of way from vehicles and trucks to pedestrians and cyclist. Travel lanes are reduced to acceptable minimums, curb and gutters are replaced with narrow header curbs, median widths are reduced or where necessary, removed all together, and where possible, travel lanes are removed. Collectively, these modifications have the potential to create a substantial amount of new found space

within the right of way that can be reallocated for pedestrians and cyclist in the form of 10' - 12' wide multi-purpose trails and 5' wide landscape buffer with trees to separate trail users from vehicle and truck traffic. All without adversely affecting traffic operations in the study area.

Figure 14 lists all the urban trail projects and prioritizes their implementation based on metrics established for the project. The total cost for implementing the urban trails component of Strategy 3 is approximately \$19.1 Million.

Figure 14 - Prioritized Urban Trails

Facility Name	Status	Length (Miles)	ROW	Design Costs	Construction Costs (2016)	Total Costs
Circle 75 Pkwy. Trail	New Proposed	0.2	-	\$89,865	\$781,440	\$1,057,718
Akers Mill Rd. Trail	New Proposed	0.4	-	\$129,812	\$1,128,800	\$1,527,887
Cumberland Trail from Cobb Galleria Pkwy. to Bob Callan	New Proposed	0.6	-	\$252,540	\$2,196,000	\$2,972,396
Terrell Mill - Windy Hill Rd. Connector Trail	Programmed	0.6		\$103,700	\$1,037,000	\$1,368,840
Windy Ridge Trail Segment (East)	Programmed	0.5	-	\$88,400.0	\$884,000	\$1,166,880
Interstate North Pkwy. Trail	New Proposed	0.6	-	\$274,448	\$2,386,500	\$3,230,247
Cumberland Trail	New Proposed	0.5	\$81,066	\$176,179	\$1,461,500	\$2,073,628
Cobb Pkwy.	New Proposed	0.3	-	\$97,212	\$845,320	\$1,144,183
Windy Hill Rd. Trail	New Proposed	0.4	\$132,002	\$103,130	\$782,000	\$1,213,842
Galleria to Cumberland Trail	New Proposed	0.2	\$27,835	\$109,400	\$610,000	\$897,447
Wildwood Pkwy. Trail	Proposed	1.0	-	\$182,512.0	\$1,825,120	\$2,409,158
	Total	5.3	\$240,903	\$1,607,198	\$13,937,680	\$19,062,226

Figure 15 - Existing Cumberland Boulevard Cross Section

Overton Rise Apartments

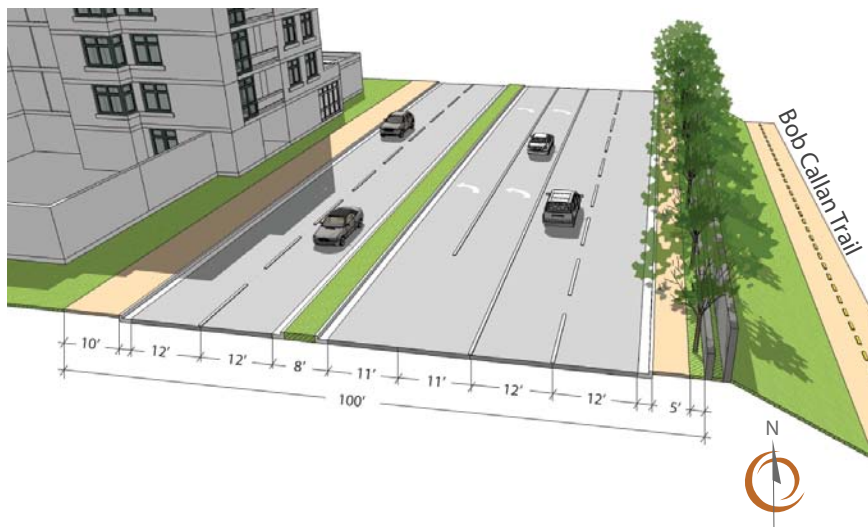


Figure 16 - Proposed Cumberland Boulevard Cross Section

Overton Rise Apartments

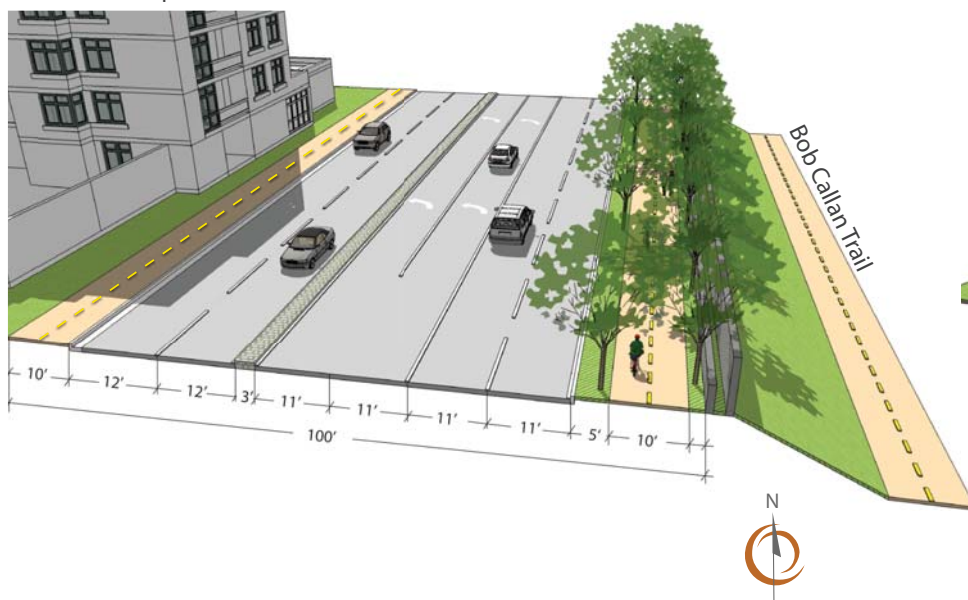


Figure 17 - Existing Interstate North Parkway Cross Section - West of Powers Ferry Road

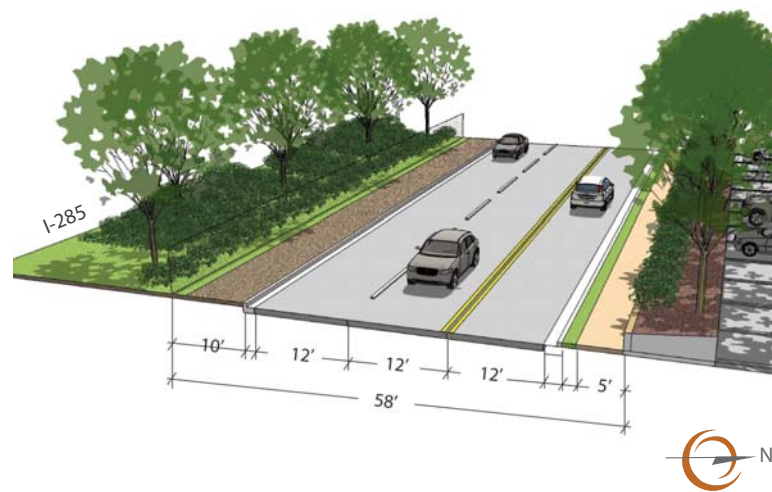
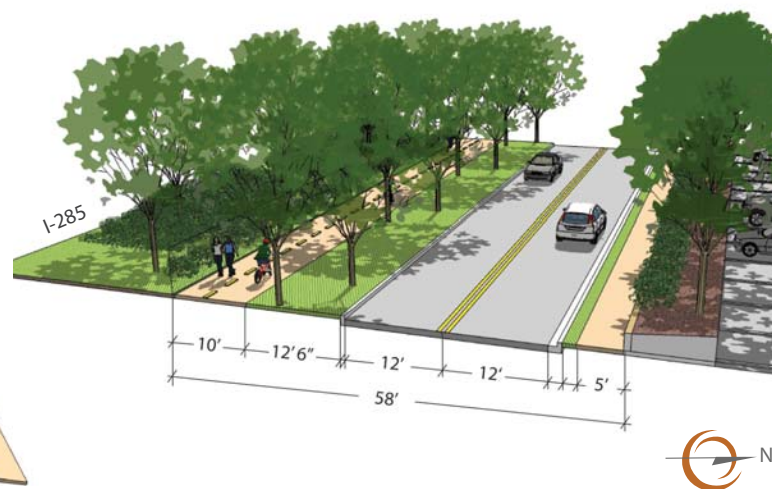


Figure 18 - Proposed Option for Interstate North Parkway Cross Section - West of Powers Ferry Road



Trailheads and Access Points

Trailheads and access points are the last component of Strategy 3. These include Major Trailheads, Minor Trailheads, and Pedestrian Access Points. Figures 20 - 21 illustrate examples of some of the trailheads included in the Cumberland Bicycle Plan. These projects were not ranked. Instead, their enhancement and/or implementation would parallel the implementation of the trail adjacent to it. The total cost for implementing the trailheads and access points component of Strategy 3 is approximately \$6.5 Million.

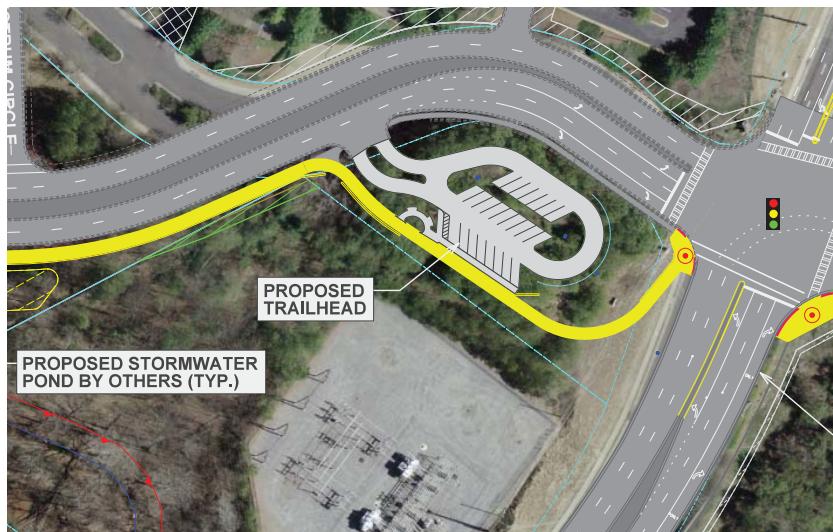
Figure 19 - Trailheads and Access Points

Facility Name	Facility Type	Status	Size	ROW	Design Costs	Construction Costs (2016)	Total Costs
Cobb Transfer Center Access Point	Pedestrian Access Point	Existing (By Partners)	-	-	-	-	-
Vinings Trail Access Point	Pedestrian Access Point	Proposed	800 sf	\$2,000	\$3,000	\$24,000	\$33,000
Camp Bert Adams Lake Trailhead	Minor Trailhead	Proposed	0.10 Acres	\$10,000	\$4,000	\$24,000	\$45,000
Circle 75 Parkway Trailhead	Minor Trailhead	Proposed	0.10 Acres	\$10,000	\$4,000	\$24,000	\$45,000
Cumberland Trailhead	Minor Trailhead	Proposed	0.10 Acres	-	\$4,000	\$24,000	\$45,000
West Palisades C.R.N.R.A. Unit Rehabilitation	Major Trailhead	Existing (By Partners)	14 Acres	-	\$254,600	\$5,000,000	\$5,254,600
West Palisades C.R.N.R.A. Unit - North Entrance	Minor Trailhead	Existing (By Partners)	-	-	-	-	-
Chochran Shoals North C.R.N.R.A Trailhead	Major Trailhead	Existing (By Partners)	-	-	-	-	-
Bob Callan Trailhead - Interstate N. Pkwy.	Minor Trailhead	Existing	0.5 Acre	-	\$5,000	\$50,000	\$63,250
Bob Callan Trailhead - Windy Hill Rd.	Minor Trailhead	Proposed	1.2 Acres	\$120,000	\$28,800	\$288,000	\$502,300
Bob Callan Trailhead - Terrell Mill Rd.	Minor Trailhead	Proposed	1.2 Acres	\$120,000	\$28,800	\$288,000	\$502,300
Total				\$262,000	\$332,200	\$5,722,000	\$6,490,450

**Figure 20 - Enhancements to Major Trailhead
Chattahoochee River National Recreation Area - West
Palisades Unit (Partnership)**



Figure 21 - Proposed Minor Trailhead near the Windy Hill & Terrell Mill Connector roadway and Bob Callan Trail Phase II: Segment B



Summary

In a time where every community and virtually all new, proposed developments seek enhanced walkability and bikability, the Cumberland Bicycle Plan establishes a bicycle framework that will help the Cumberland CID remain competitive in the region. This will be achieved with the following strategies:

Strategy 1	Striping Enhancements	\$8,800
Strategy 2	Wayfinding and Trailmarking Enhancements	\$924,000
Strategy 3	Multi-Purpose Trail and Trailhead Projects	\$47.4M
	<ul style="list-style-type: none"> Proposed Greenway Trails Proposed Urban Trails Proposed Trailhead Projects 	<ul style="list-style-type: none"> \$21.8 M \$19.1 M \$6.5 M
Total Implementation Costs		\$48.4 M

**Total does not reflect 12 miles of Partner Trails*

Collectively, these strategies will safely, comfortably, and efficiently connect Cumberland area residents, workers, and visitors to residential areas, commercial nodes, transit stops, parks and greenspaces, and to a vast network of regional trails. All without adversely affecting traffic operations in the study area, and leading to a variety of social, environmental, and economic benefits.

Most remarkable of all is that, given the Cumberland CID's track record of leveraging public dollars through local investments, this 60 mile interconnected system valued at over \$100 million, could be implemented at a fraction of the cost for the betterment of the community, the Cumberland CID, and the region.

