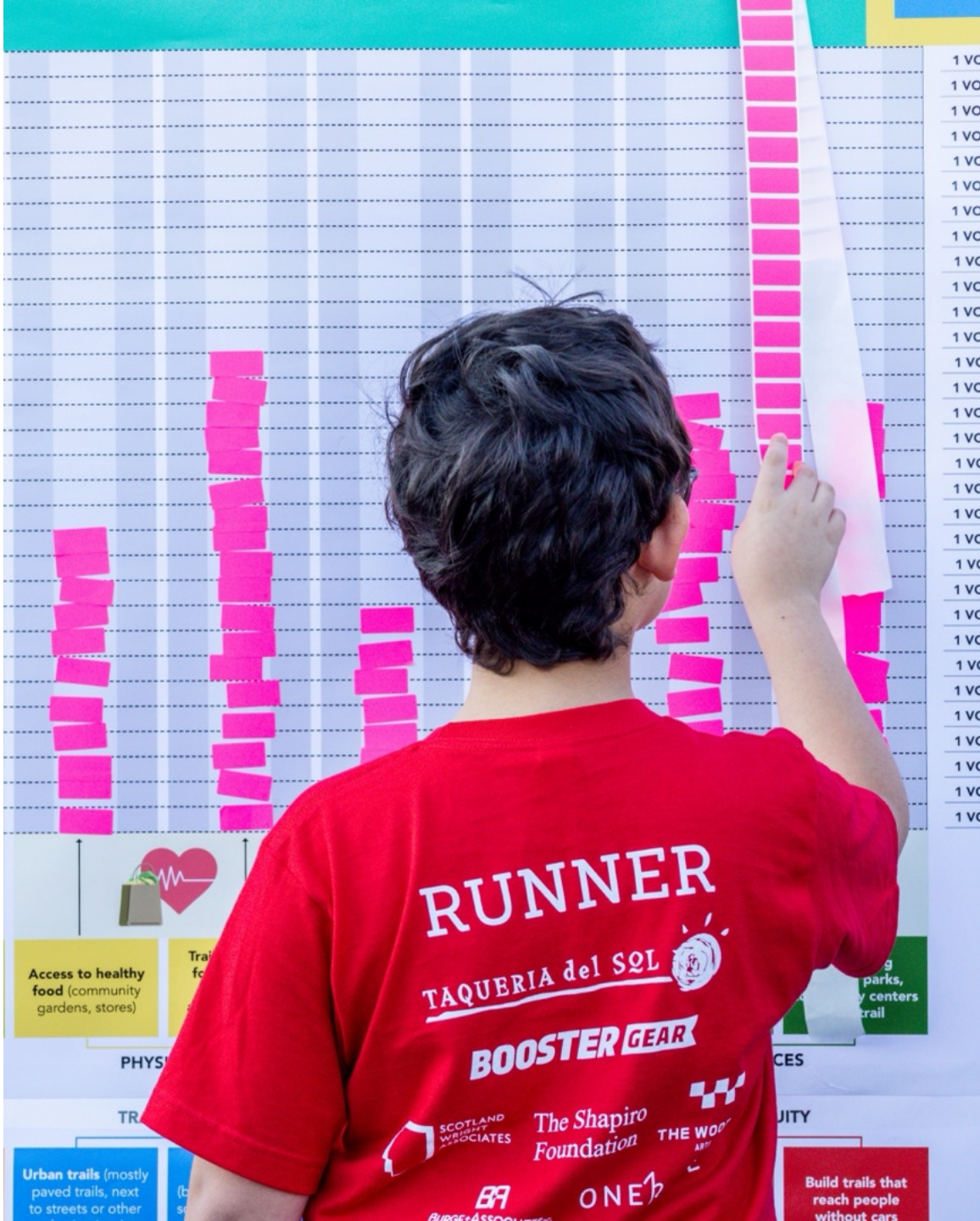


Equitable Greenway Planning in the Most Diverse Square Mile in the United States

March 13, 2025 | 2:00 PM – 3:15 PM



Nice to Meet You!

Panelists

In Memory



Kristin Allin,
Senior Planner, Community
Development
**Atlanta Regional
Commission**



Larry Kaiser,
President
**Collaborative
Infrastructure Services
&
City Engineer for City of
Clarkston**



Ed Caddell,
Community Engagement
Specialist
Sycamore Consulting



Sarah McColley,
Senior Urban Designer
Perkins&Will



Aditi Subramanian, Urban
Designer
Perkins&Will

In Loving Memory



Aditi Subramanian

Urban Designer at
Perkins&Will

April 16, 1997 –
December 1, 2024

The entire project team mourns the loss of Aditi Subramanian, a talented urban designer at Perkins&Will, who was taken too soon in a tragic car crash on December 1, 2024.

She was an advocate for equitable design, dedicating much of her career to improving access to better mobility options and high quality of life for communities across the world.

Aditi was a gifted professional, a kind and caring friend, and a lovely person with a big heart and big aspirations. She is incredibly missed by us all.

Project Team

Perkins&Will

- » Project Management
- » Public Engagement
- » Design

Sycamore Consulting

- » Public Engagement Lead

Perez Planning + Design

- » Trail Design Lead

Trail Connection

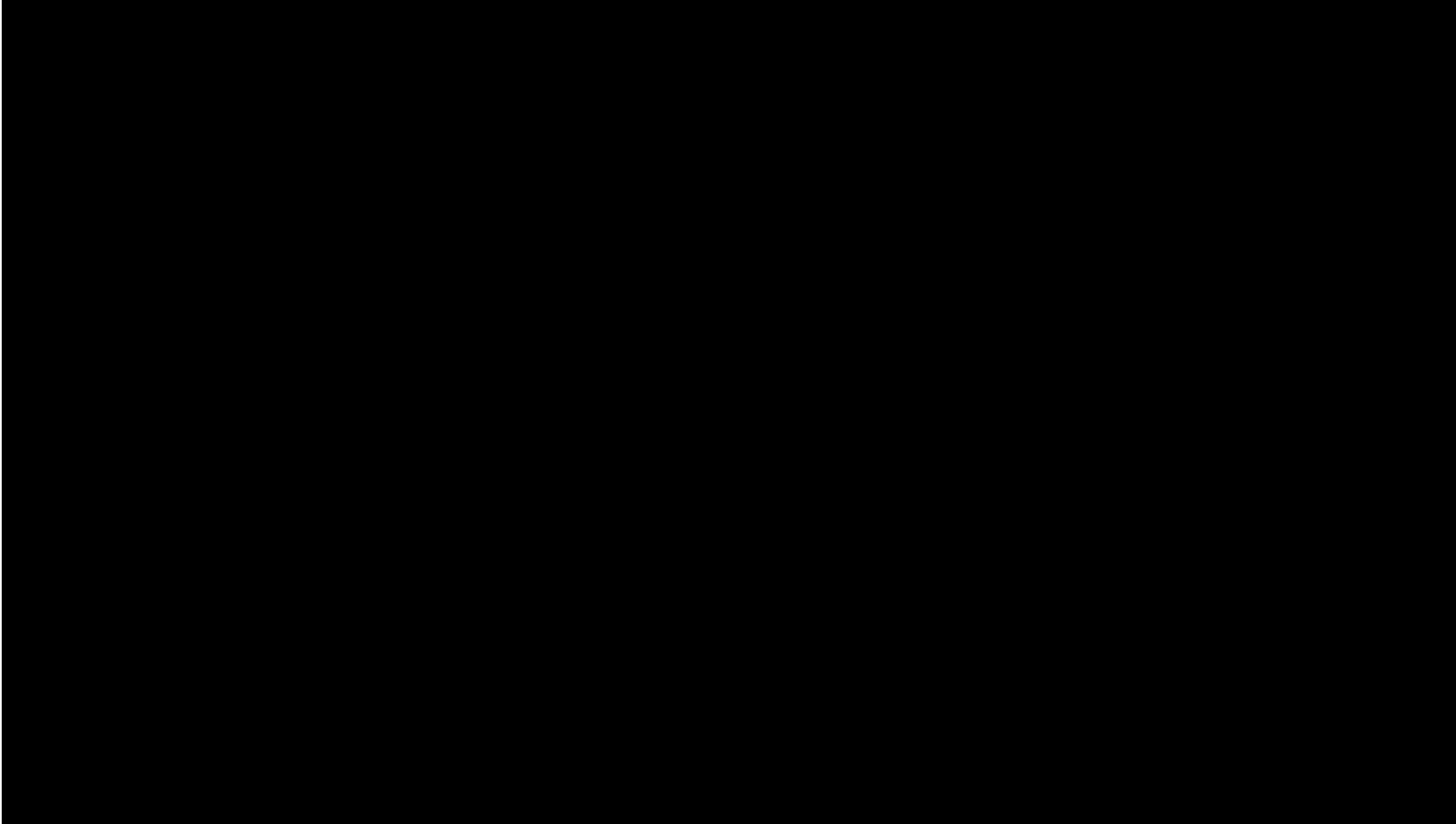
- » Trail Design

Purpose Possible

- » Funding Plan Lead



Love for the City of Clarkston



Patrick Kasele

Executive Director

Twende Porini

Foundation

What We'll Talk About

Engaging Diverse Communities in Rethinking the Public Realm

**Regional
Significance**

People

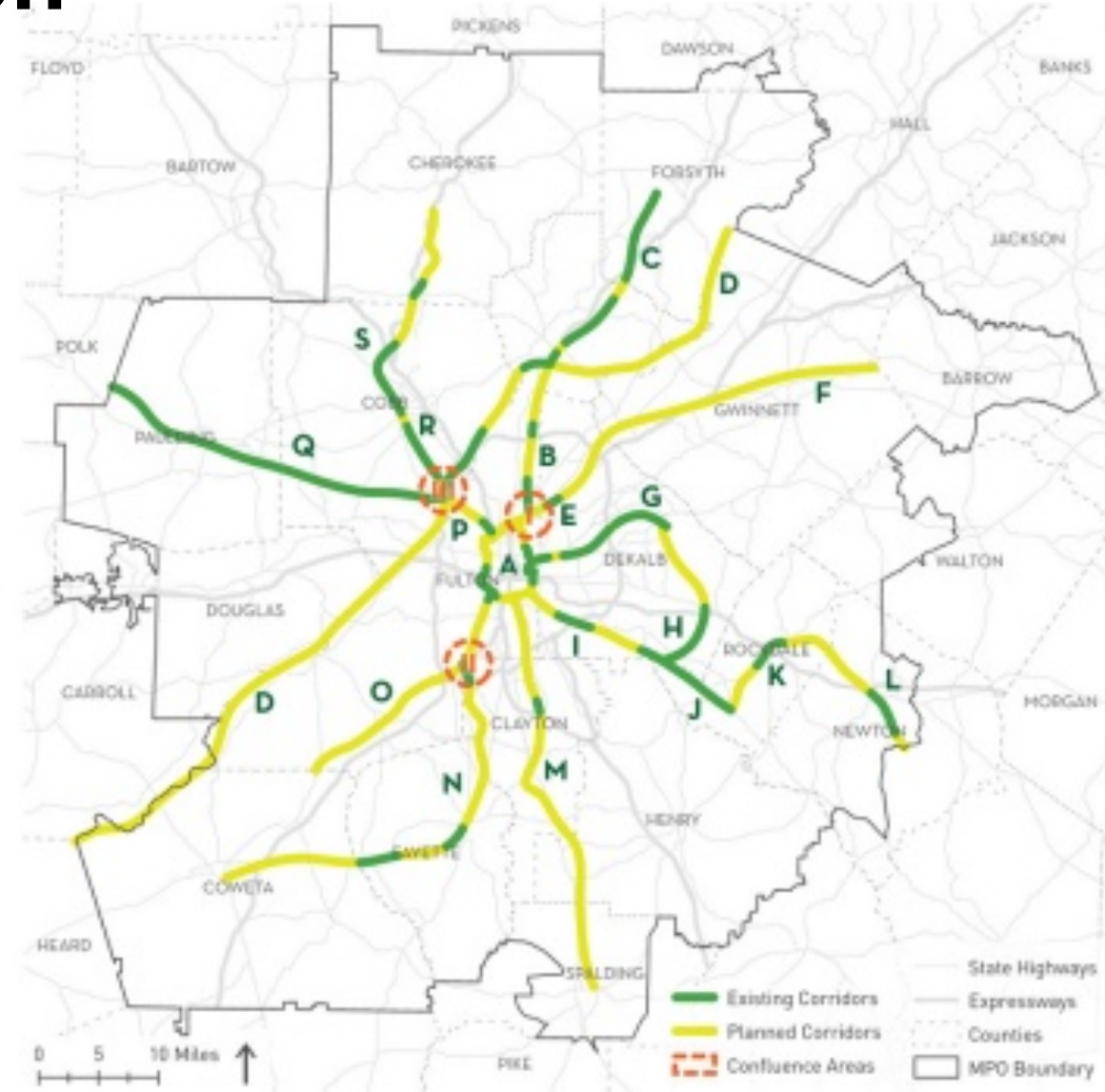
Place

Key Takeaways

Regional Significance

Regional Bike Network Vision

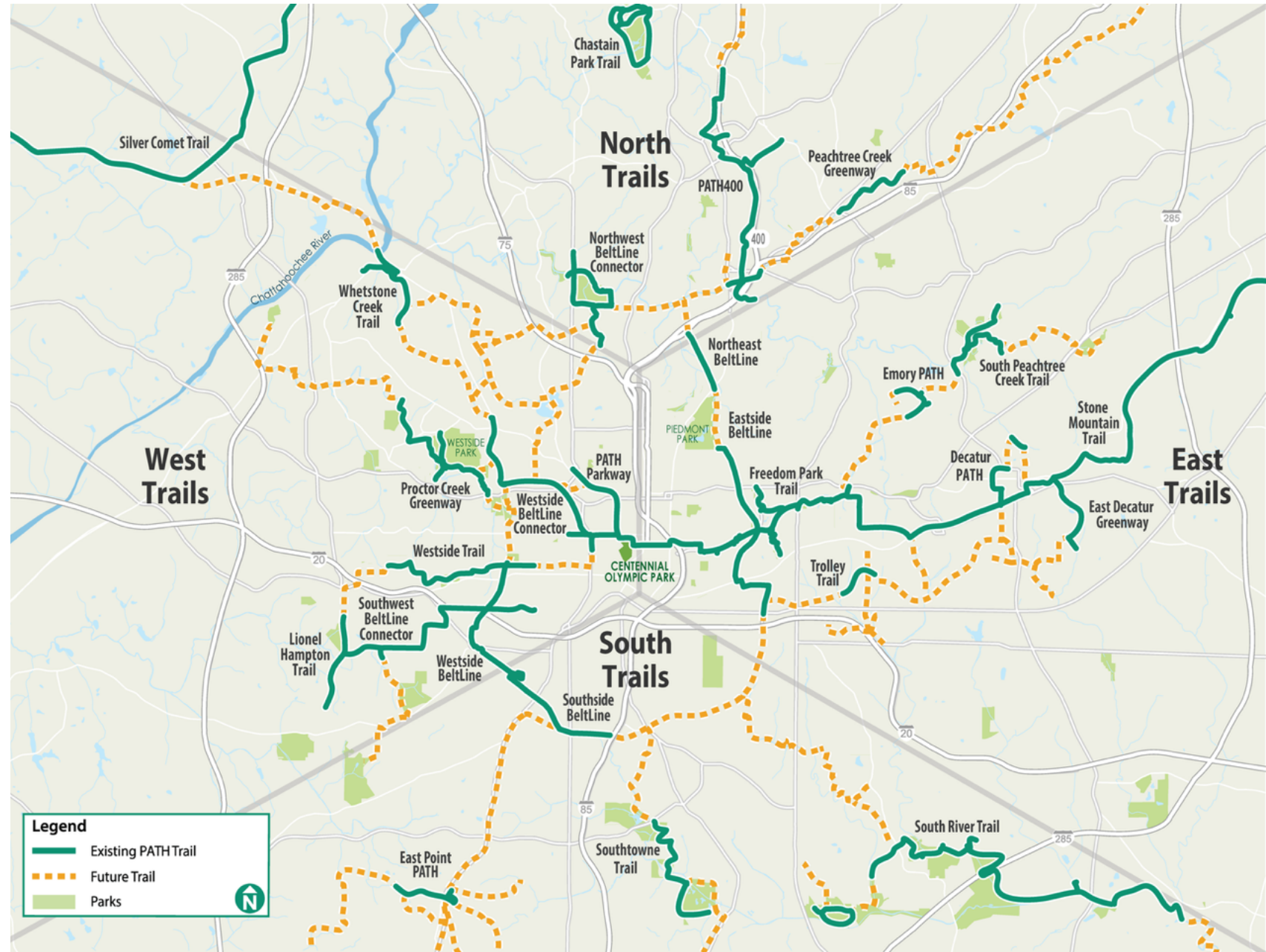
- Metro Atlanta continues to attract large numbers of people from across the country and around the world.
- ARC projects the region will add approximately **1.8 million people** and **650,000 jobs** by 2050.
- Developing a more walkable and bikeable region is key to ARC's goal of creating healthy, safe, and livable communities.
- ARC invests in the Livable Centers Initiative (LCI) and safe streets programs while coordinating the build-out of a regional trail network.
- In 2020, ARC developed the Regional Trail Vision for the purpose of fostering the creation of a comprehensive interconnected trail system across the Atlanta Region.



Atlanta's Transformation

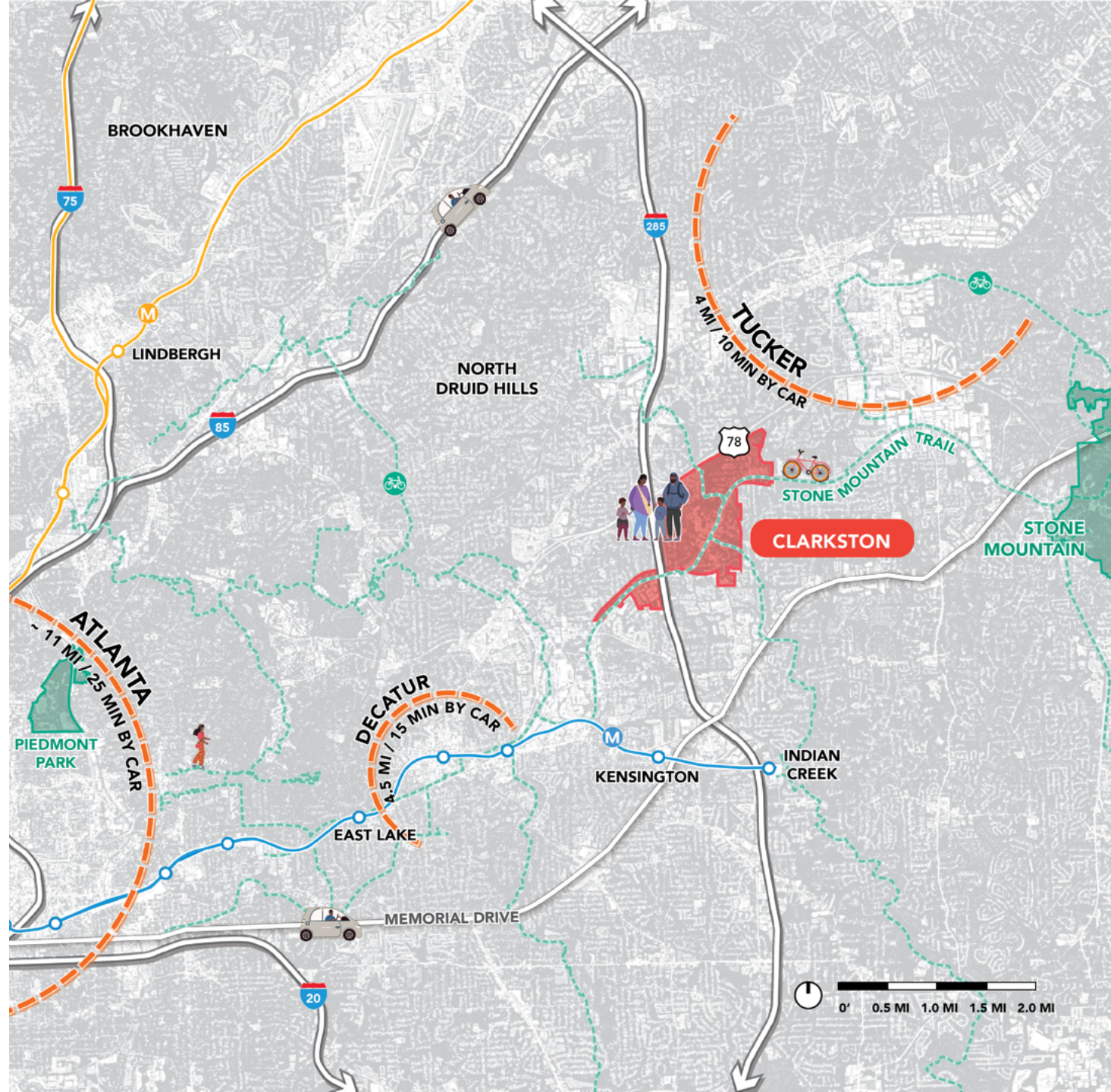
- Communities want to connect to the Atlanta BeltLine
- Trails are a destination and a means of connectivity
- Community ownership through art, placemaking

Map: The PATH Foundation

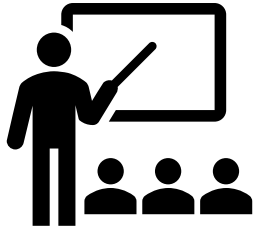


A Diverse Community in the Atlanta Region

- Clarkston is part of the “Welcoming Communities” network
- More than half the population is refugees or immigrants
- Dozens of languages are spoken



LCI By the Numbers (2024)



133

LCI Studies



182

Supplemental or
Tactical Studies



143

Transportation
Projects

\$23.7 M

in Total Study
Funds

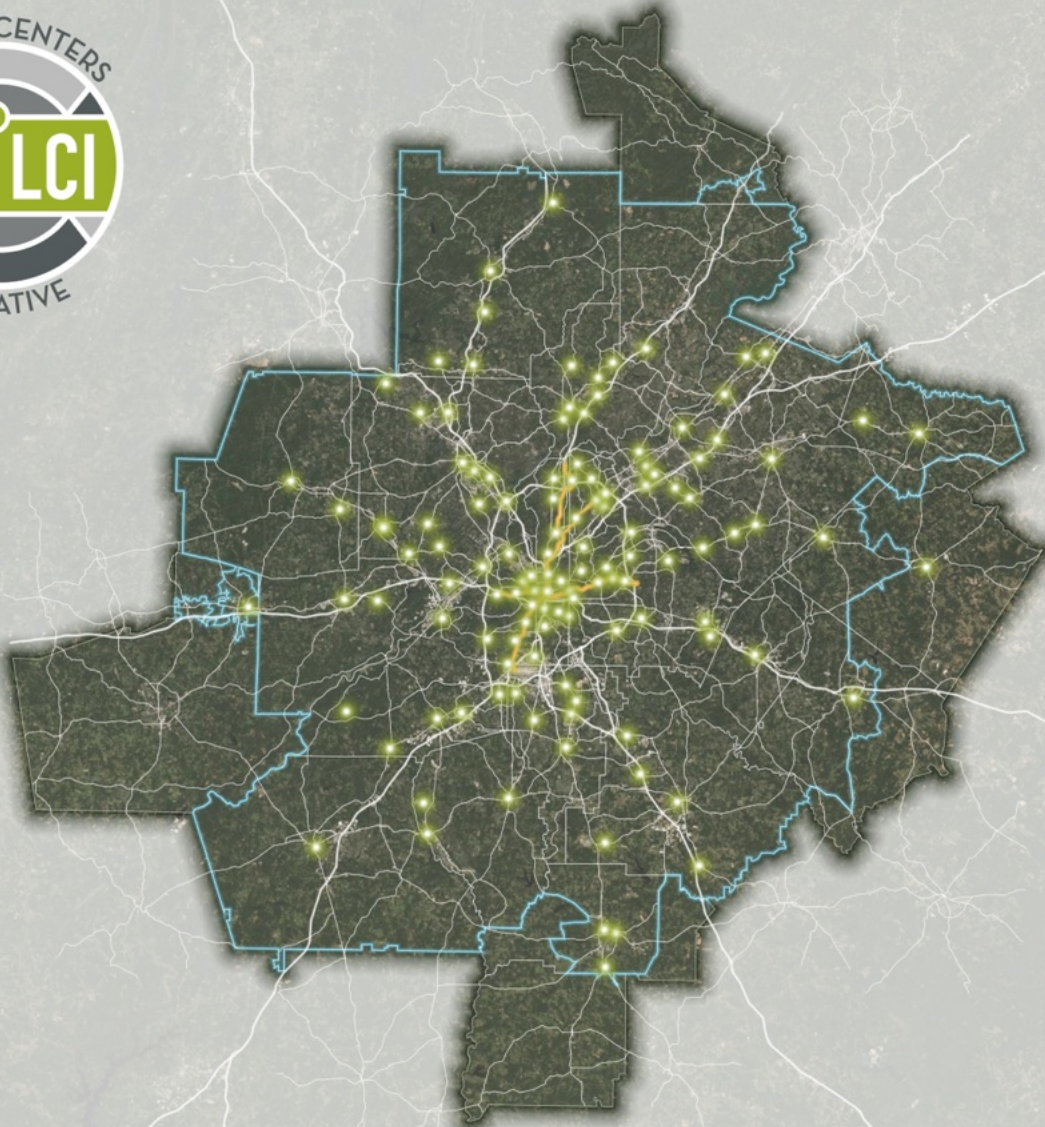
\$357 M

in Transportation
Project Funding

LCI Authorization and Funding

- Funding provided in Regional Transportation Plan (RTP) and programmed in Transportation Improvement Program (TIP)
- Use Federal Transportation Program Funds (STBG – Urban)
- \$2.25 Million per year allotted for studies
- Award approximately \$1.8 Million in grants annually
- \$600 Million for LCI transportation projects to 2050

LCI Impact



12
LCI
AREAS

LCI Goals

- Encourage the co-location of diverse housing, employment, recreational, and cultural amenities at major transit, local, and regional centers for people of all ages, abilities, and income levels;
- Enhance access to a range of travel modes including transit, roadways, walking, and biking and increase connectivity and improve access for all users; and,
- Foster public-private partnerships and sustained community support through an outreach process that promotes the involvement of all stakeholders, including community-based organizations (CBOs) and a wide range of community stakeholders.

Why Clarkston?

- As outlined in the DCA Comprehensive Plan, the Clarkston community has prioritized connected, safe, and comfortable non-motorized recreational facilities.
- Current active transportation network lacks connectivity between Clarkston and adjoining communities, limiting non-motorized access to critical destinations and recreational amenities.
- The *Clarkston Greenway* project is seen as a critical link between the City of Tucker and unincorporated DeKalb as each moves forward with their current and future trail projects.



The Intersection of Trails and Desirable Outcomes

Affordable Housing

Public Health

Environment

- **Offsetting displacement concerns**
- **Recognizing the public health benefits of trails and access to nature**
- **Building trails can benefit and encourage stormwater management and environmental clean-up**
- **Significant funding and champions are needed**

People

Engagement

Diverse Needs

City of Clarkston, GA

- Implementation funding comes from City, DeKalb County SPLOST, federal grants
- Clarkston Greenway LCI Study will make the City eligible for ARC implementation funds, GDOT funding, and Congressional earmark funding
- Community organizations and GSU Clarkston & Georgia Piedmont Technical College Campuses play a huge role in support for residents





Image from Saporta Report, Kelly Jordan


- Willing to try new, innovative things at both the private and public level
- High quality investment in infrastructure and public spaces



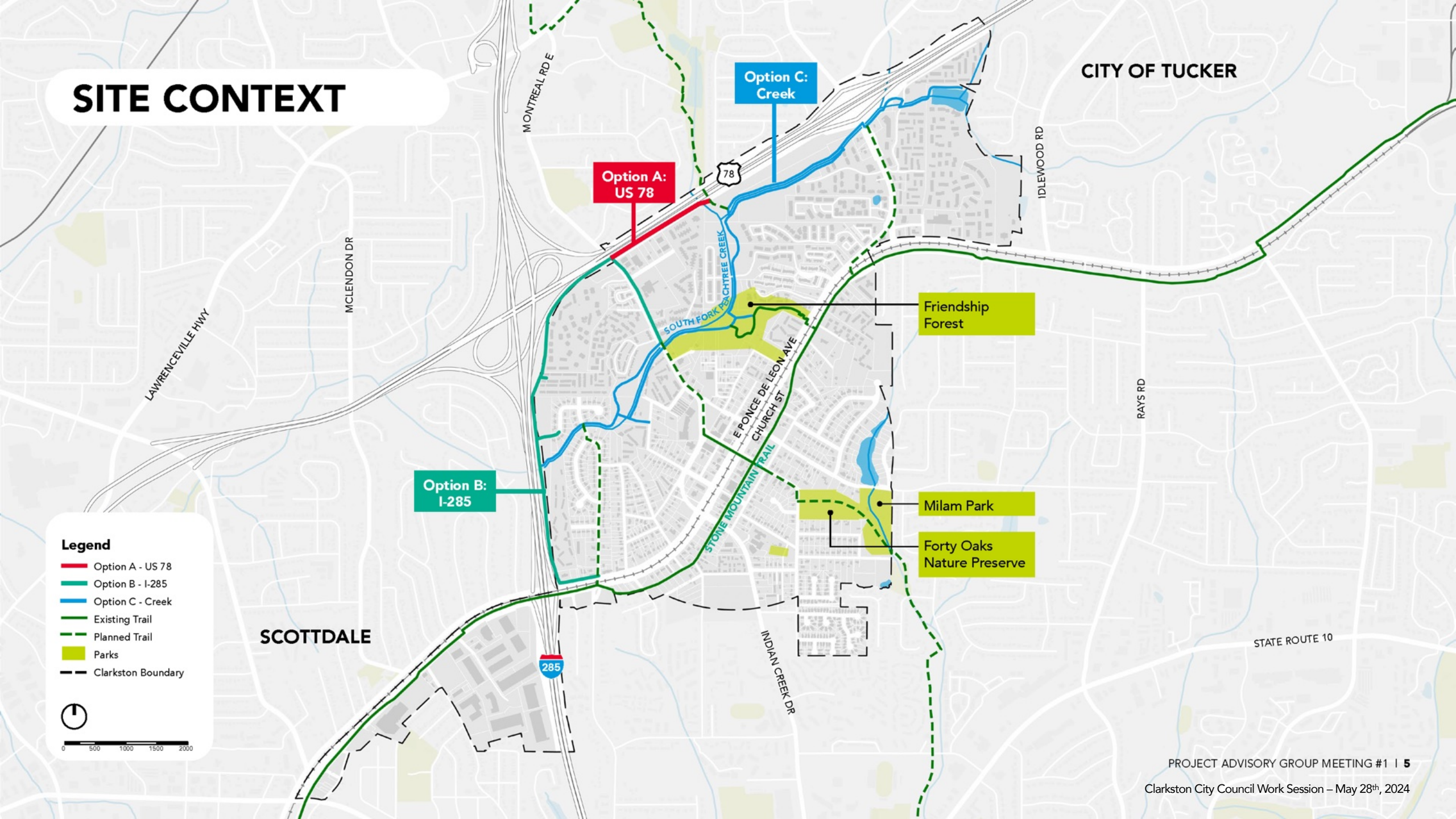
SITE CONTEXT

Legend

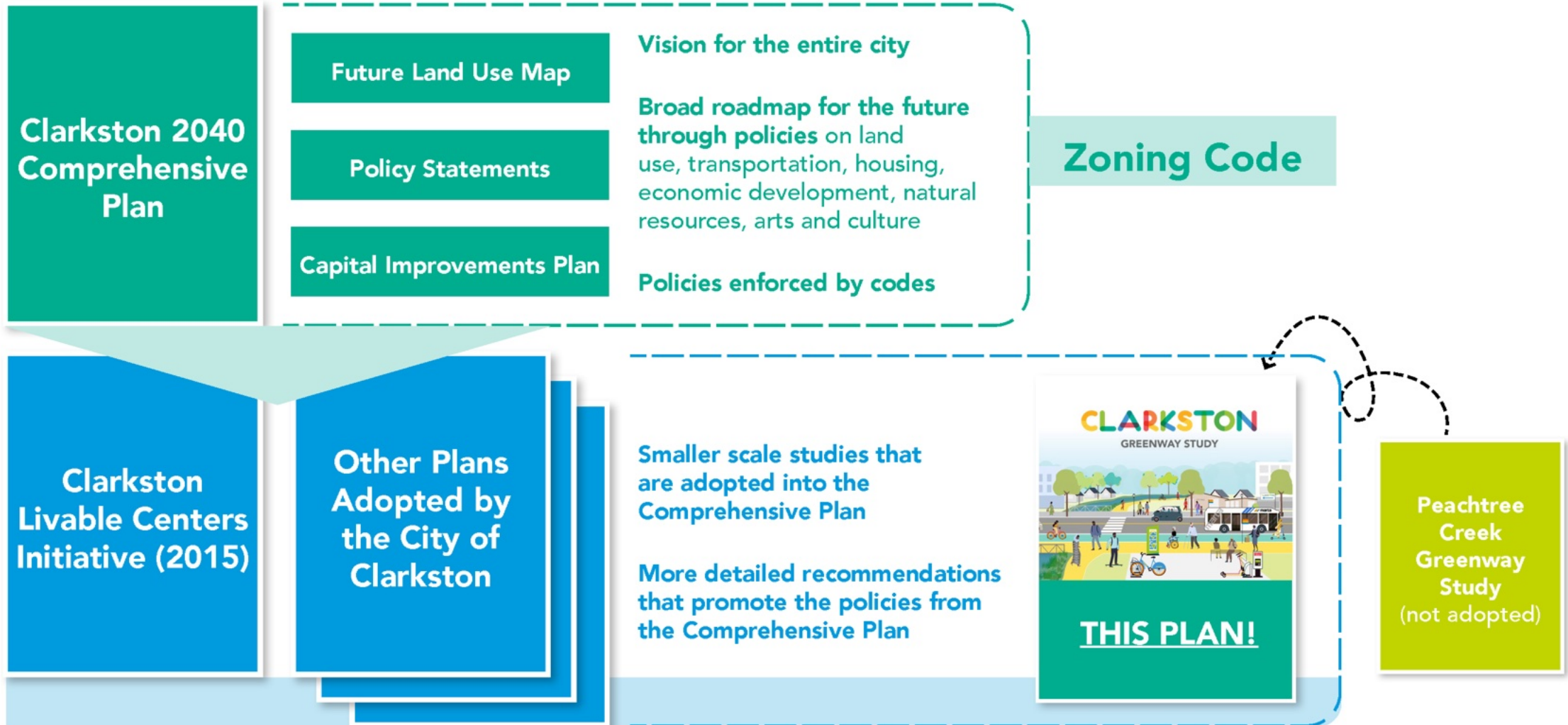
- Option A - US 78
- Option B - I-285
- Option C - Creek
- Existing Trail
- Planned Trail
- Parks
- Clarkston Boundary



0 500 1000 1500 2000



Previous Planning Efforts & Clarkston Greenway



Clarkston Partners & Community Organizations



Engagement Principles

Open Information and Transparency

Clear connections
between feedback and
decisions

Process Design

Engagement drives the
design process at all
levels

Process design is as
important as the outcome

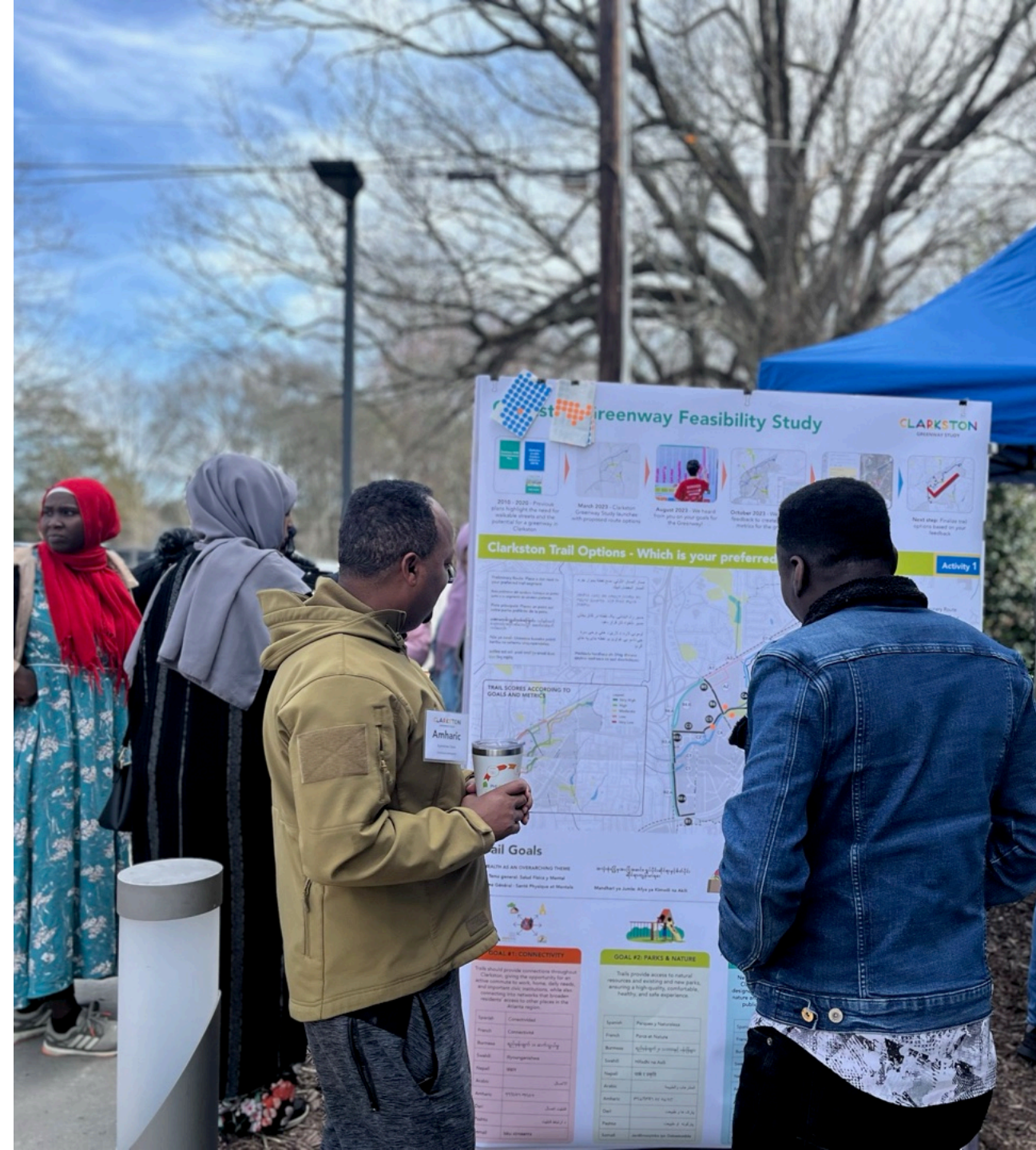
Diverse Settings & Sources

Meet people where they
are

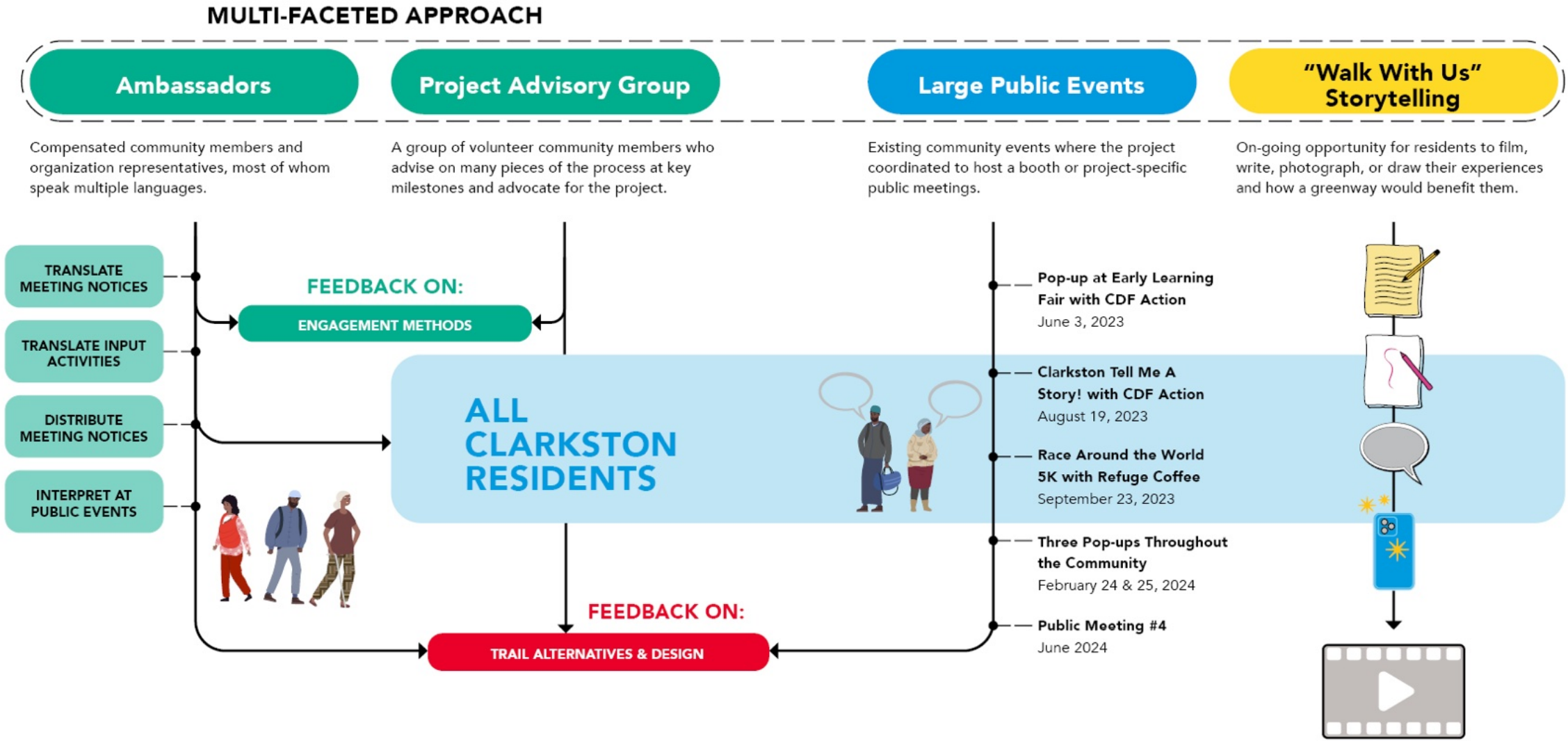
Recognize the importance
of diverse perspectives

A Unique Approach for Clarkston

- Ensuring marginalized and historically excluded communities feel welcome
- Building trust through community partnerships
- Employing community members for translation, interpretation, and spreading the word
- Creating an interactive online presence parallel to in-person events
- Engagement evolved as the project progressed



Engagement Drives the Process



CLARKSTON

GREENWAY STUDY



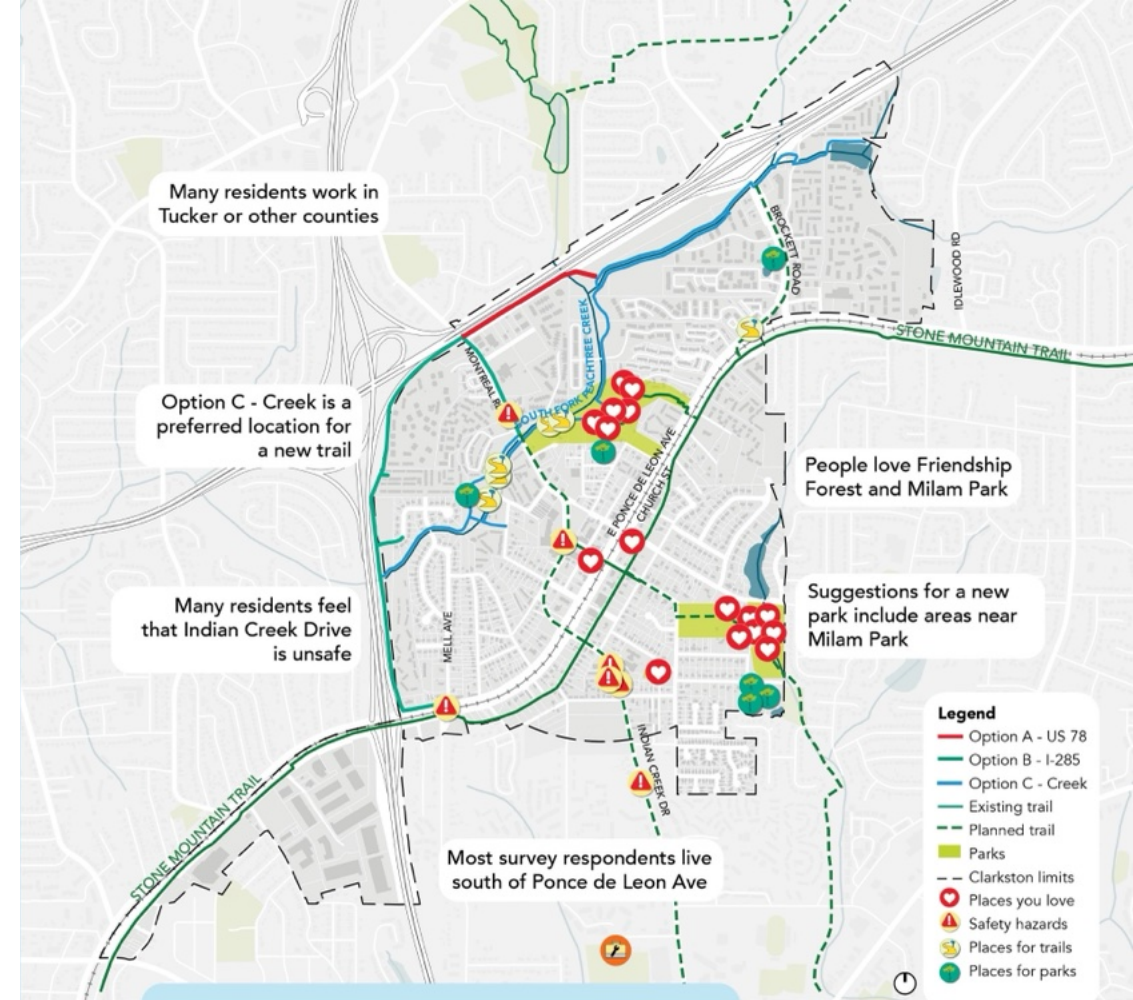
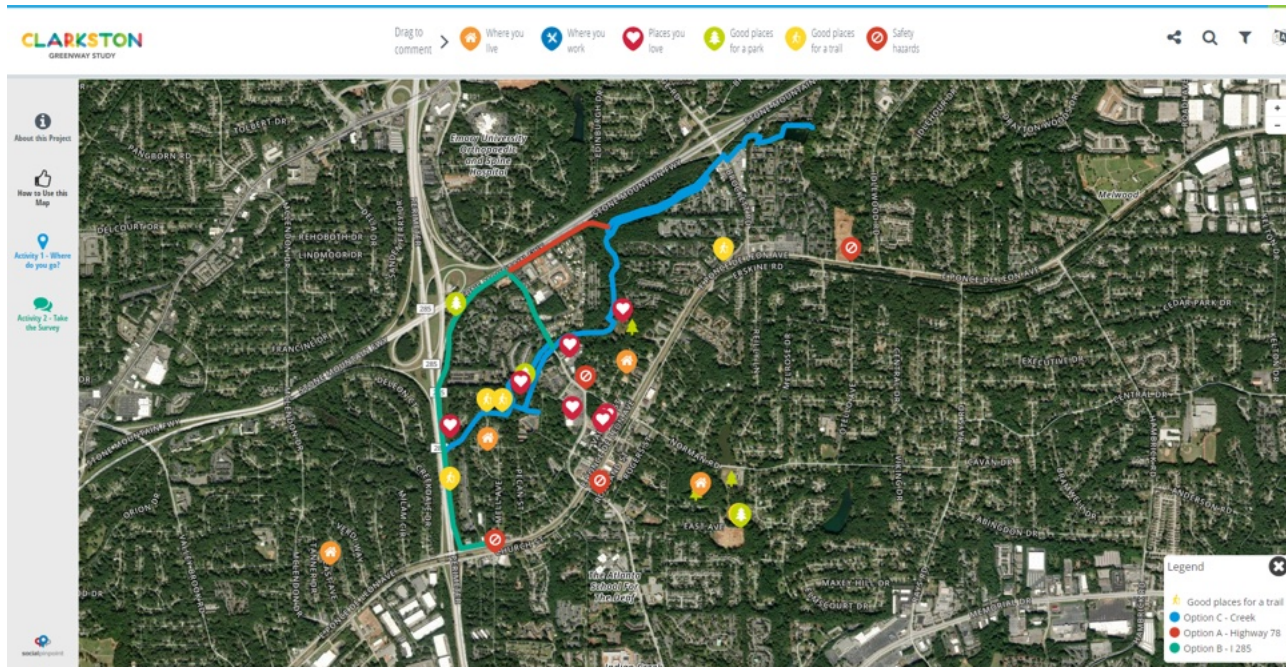
Our Great Ambassadors Team





Photo: Refuge Coffee, Olivia Bowdoin

Feedback Results



"Friendship Forest is an excellent public space. Placing a cycling / pedestrian path through would enable easier access and a peaceful commute for residents cycling to work or errands."

"Option C could link several apartment clusters where hundreds of people live, providing access to nature within minutes."

Journey Mapping

Understanding mobility patterns and challenges while moving around Clarkston

How do you currently commute?



How would you like to commute in the future?



Biggest challenges faced while using these modes



WALK

Safety
No or bad sidewalks
Too far away

CYCLE

Safety
Too few connections

MARTA

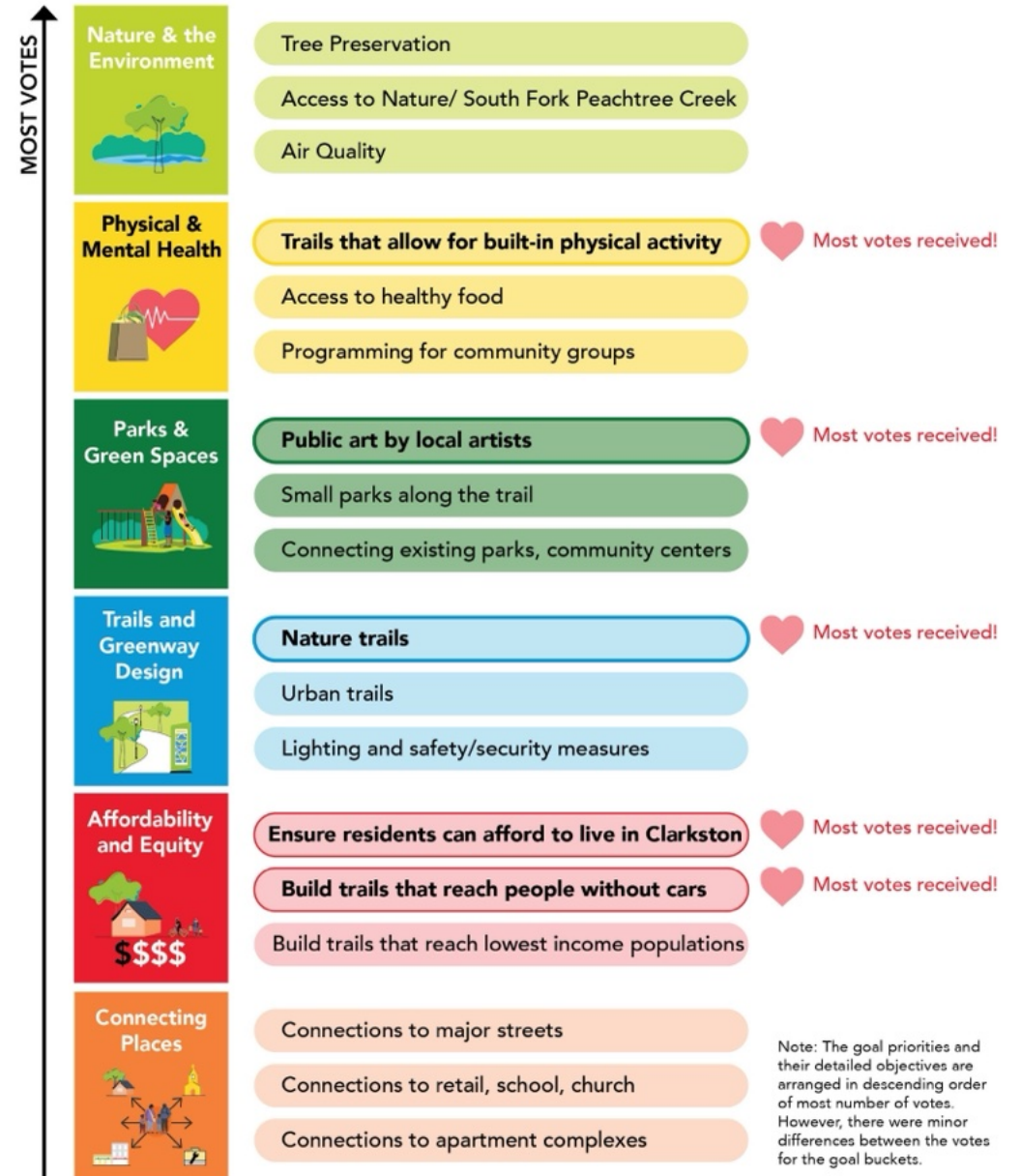
Too far away
Too few connections

"I love having a grocery store nearby but the shopping center is very car oriented and walking there is not very pleasant"

"I currently extend my bike commute by a couple miles to avoid Brockett's dangerous traffic and take Idlewood instead. Option C [...] would create a safer and faster route for Clarkston bike commuters working in the Tucker area, or vice versa."

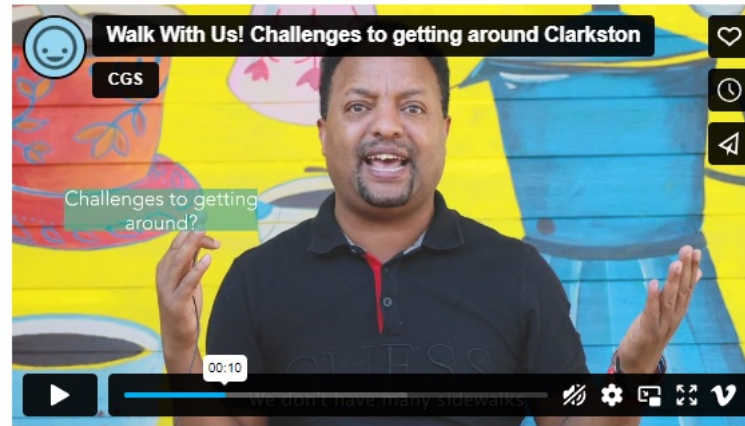
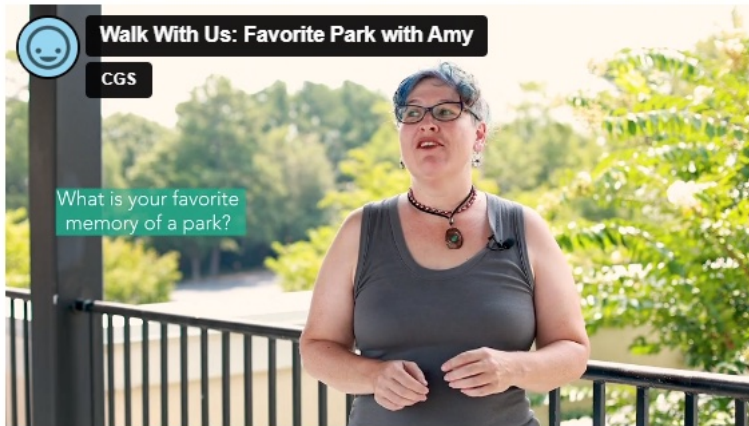
Goal Setting

Understanding greenway priorities for residents.



“Walk With Us” Storytelling Project

30-second Ambassador videos on the project website



Final video was revealed at the final public event at the Juneteenth Festival!

Translated Executive Summary (10 languages)

FALANSEYNTA GOBOLKA IYO TUSMAYEAYNTA CAAFIMAADKA

Chapter 1 | Executive Summary

Chapter 1 | Executive Summary

Somali

د خلکو ګډون د پروسه پرمختګ وګړي

Chapter 1 | Executive Summary

Chapter 1 | Executive Summary

Pashto

सार्वजनिक सेलरता

Chapter 1 | Executive Summary

Chapter 1 | Executive Summary

Nepali

EVALUATION ET DEFINITION DES OBJECTIFS

Chapter 1 | Executive Summary

Chapter 1 | Executive Summary

French

مسیر نهایی پیشنهاد شده

Chapter 1 | Executive Summary

Chapter 1 | Executive Summary

Dari

လမ်းကြောင်းဖိုင်နိုင့်ပွဲ ပရိဘောဂ

Chapter 1 | Executive Summary

Chapter 1 | Executive Summary

Burmese

خطة التنفيذ

Chapter 1 | Executive Summary

Chapter 1 | Executive Summary

Arabic

የ 100 ቀን የተገባር እቅድ

Chapter 1 | Executive Summary

Chapter 1 | Executive Summary

Amharic

MADHUMUNI YA MRADI NA MUKTADHA WA TOVUTI

Chapter 1 | Executive Summary

Chapter 1 | Executive Summary

Swahili

RESUMEN DEL ANÁLISIS

Chapter 1 | Executive Summary

Chapter 1 | Executive Summary

Spanish

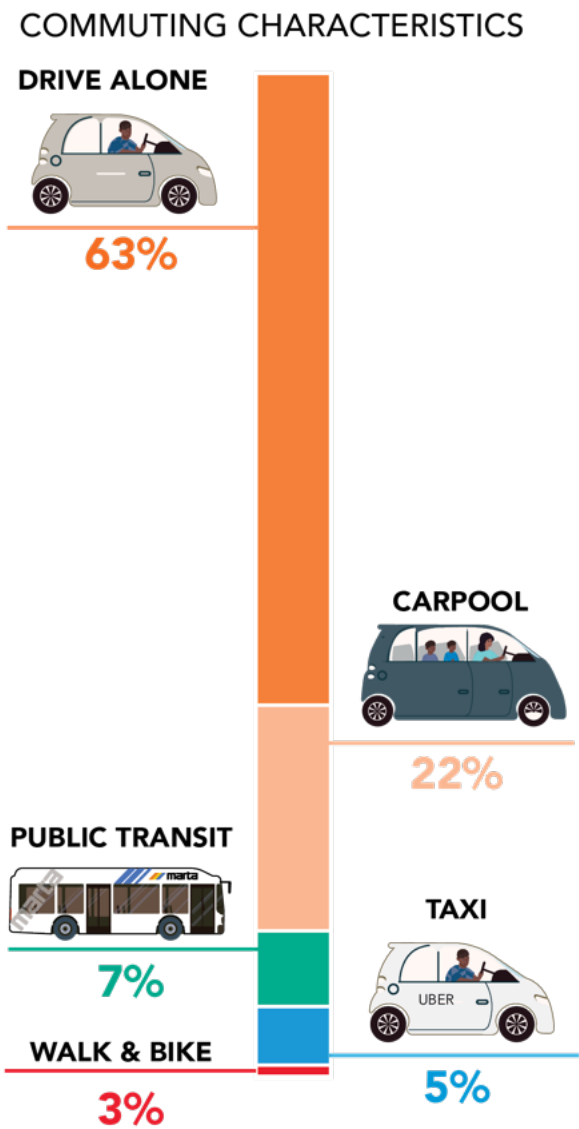
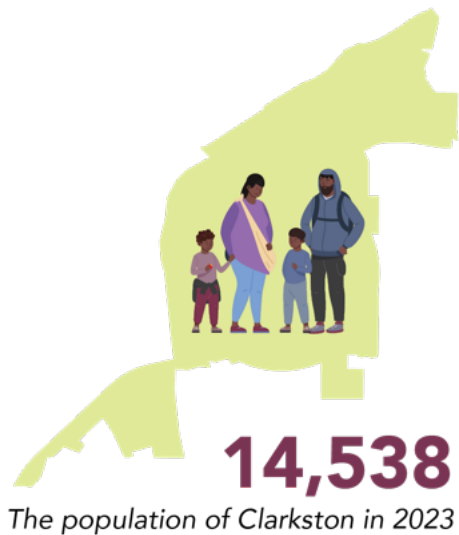
Place: City of Clarkston

Analysis

Prioritization

Implementation

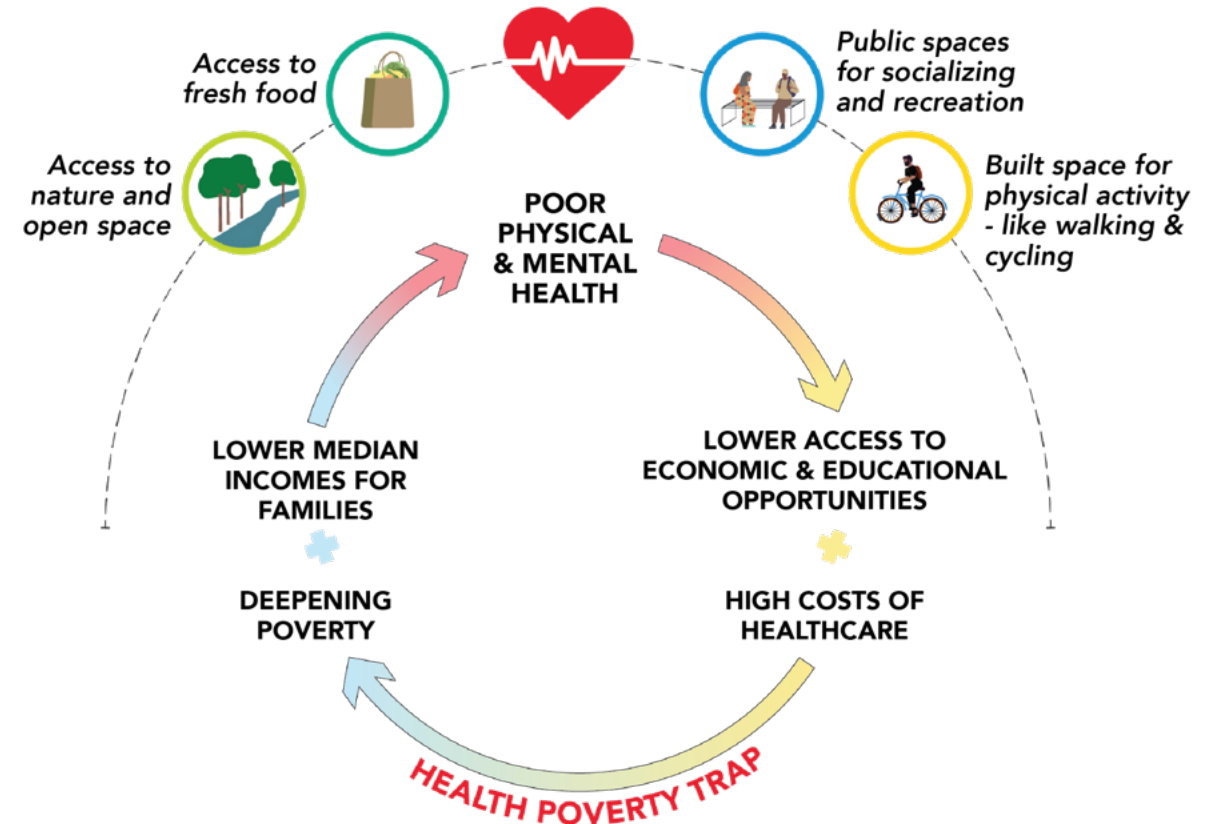
City of Clarkston, GA



Public Health

- Public health emerged as an important objective of the greenway study
- It was embedded in all our project goals based on this feedback
- Partnership with Georgia State University Department of Public Health Masters students

HOW DOES THE URBAN ENVIRONMENT IMPACT HEALTH?





SOCIAL VULNERABILITY INDEX

ALL INDICATORS

Legend

 Clarkston Boundary

 County Boundary

 City Boundary

 MARTA Route

 MARTA Stations

ALL THEMES - SVI CDC
2020

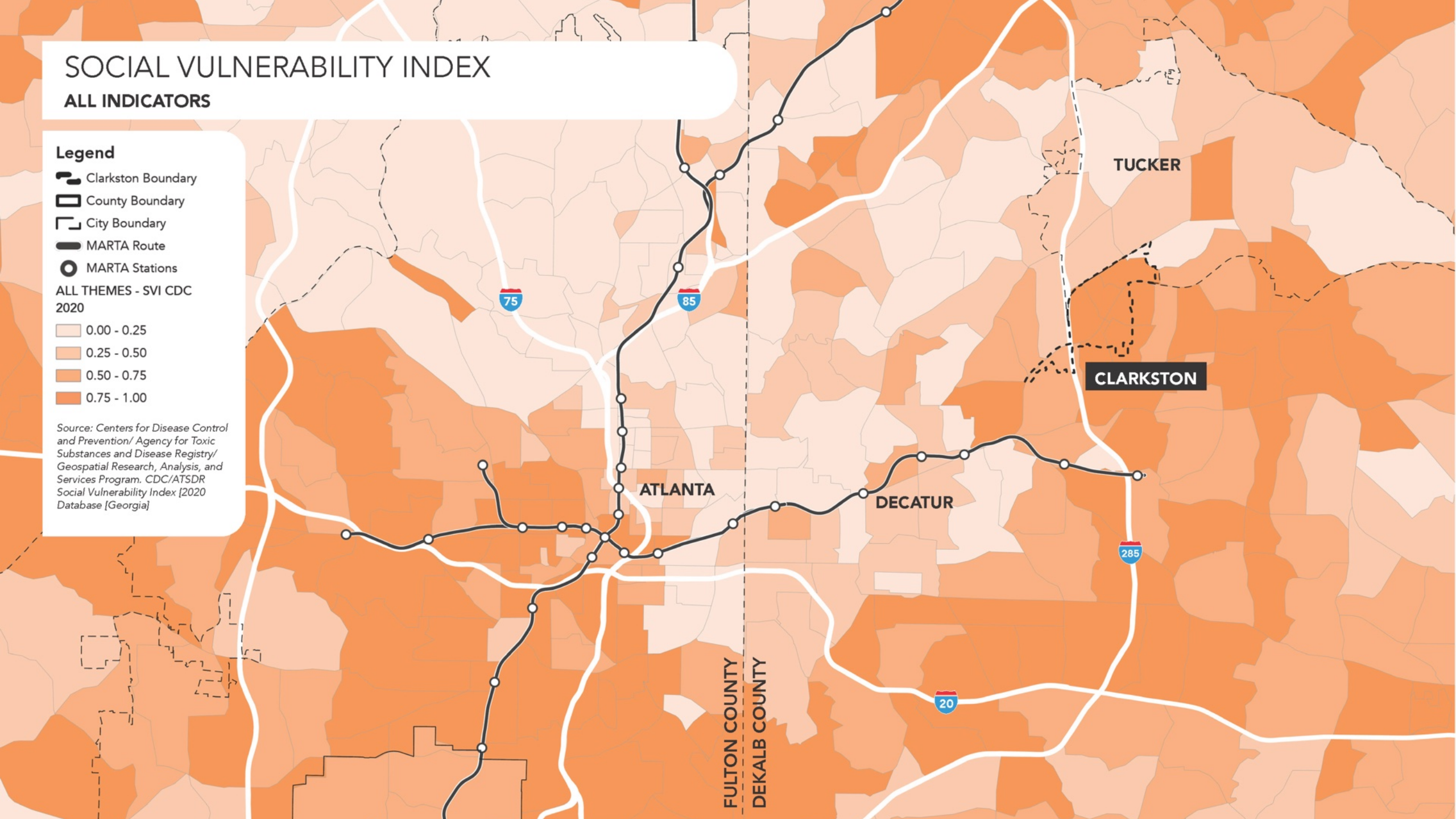
 0.00 - 0.25

 0.25 - 0.50

 0.50 - 0.75

 0.75 - 1.00

Source: Centers for Disease Control
and Prevention/ Agency for Toxic
Substances and Disease Registry/
Geospatial Research, Analysis, and
Services Program. CDC/ATSDR
Social Vulnerability Index [2020
Database [Georgia]




HOUSEHOLDS

NO VEHICLES AT HOME + HOUSEHOLDS BELOW POVERTY

Legend

 Clarkston Boundary


 County Boundary


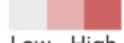
 City Boundary

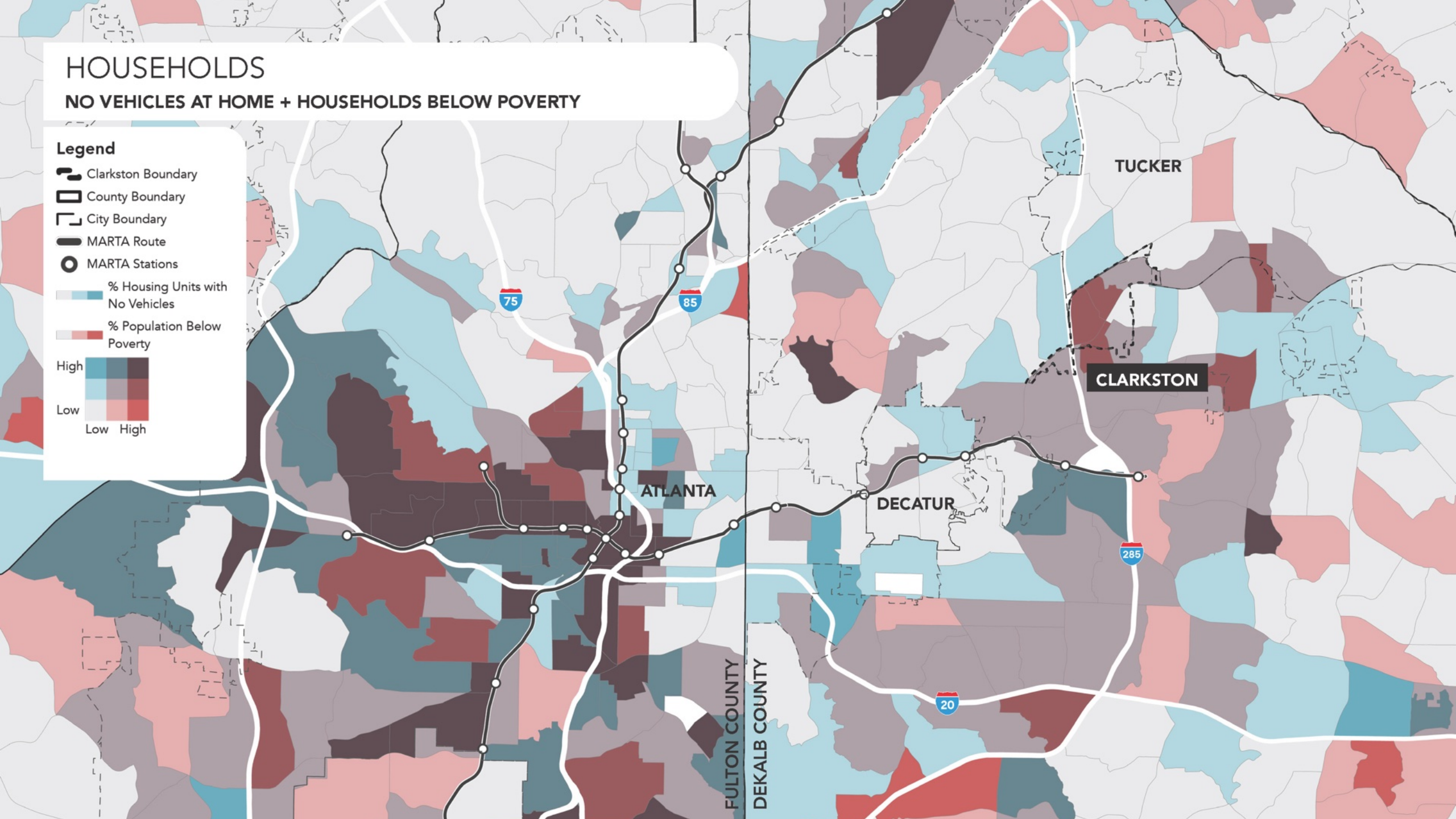
 MARTA Route

 MARTA Stations

 % Housing Units with No Vehicles

 % Population Below Poverty

High

Low

Low High



HEALTH INDICATORS

PHYSICAL INACTIVITY + MENTAL HEALTH DISTRESS

Legend


 Clarkston Boundary


 MARTA Route


 MARTA Stations

 Fulton City Limits

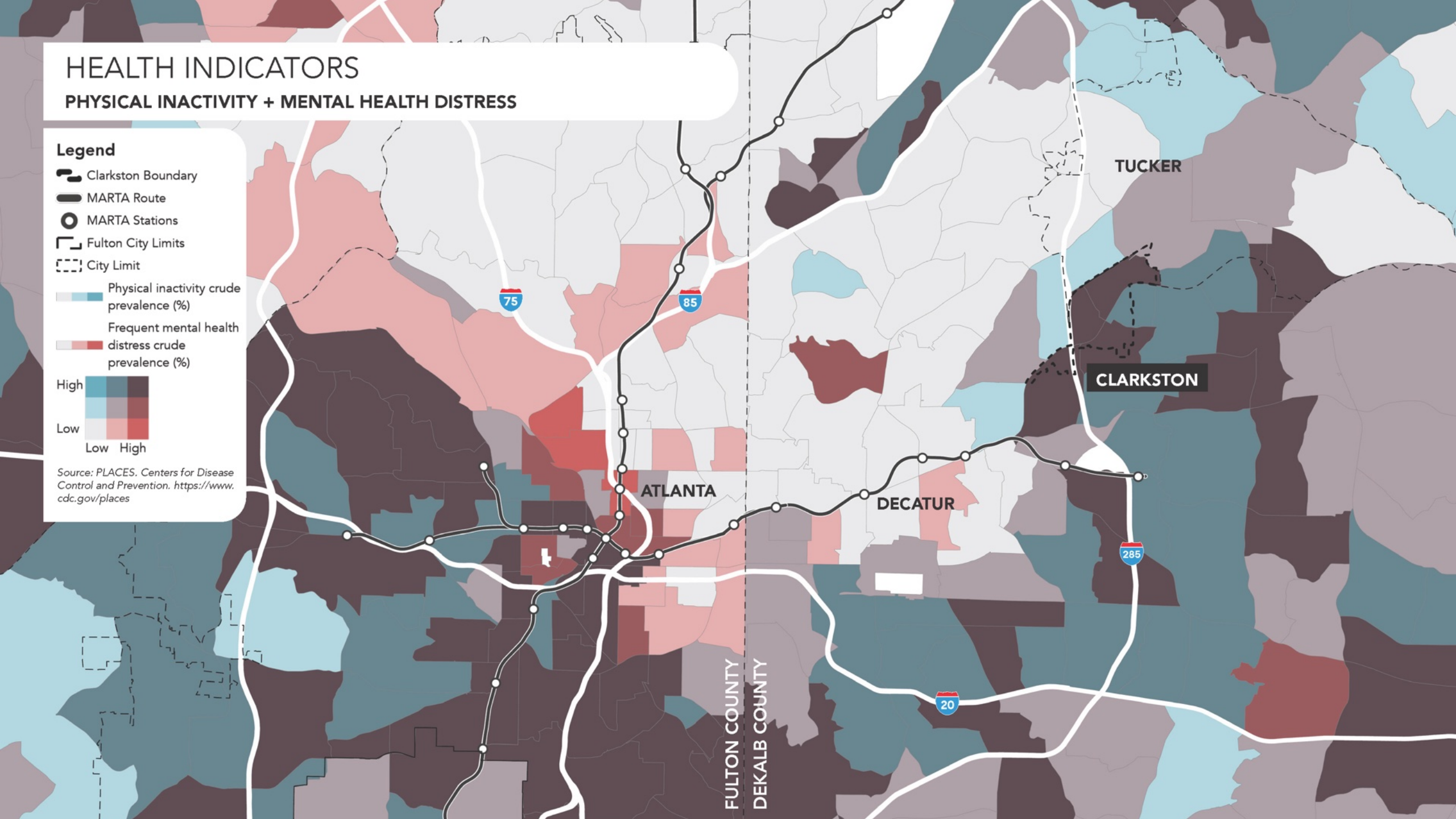
 City Limit

 Physical inactivity crude prevalence (%)

 Frequent mental health distress crude prevalence (%)

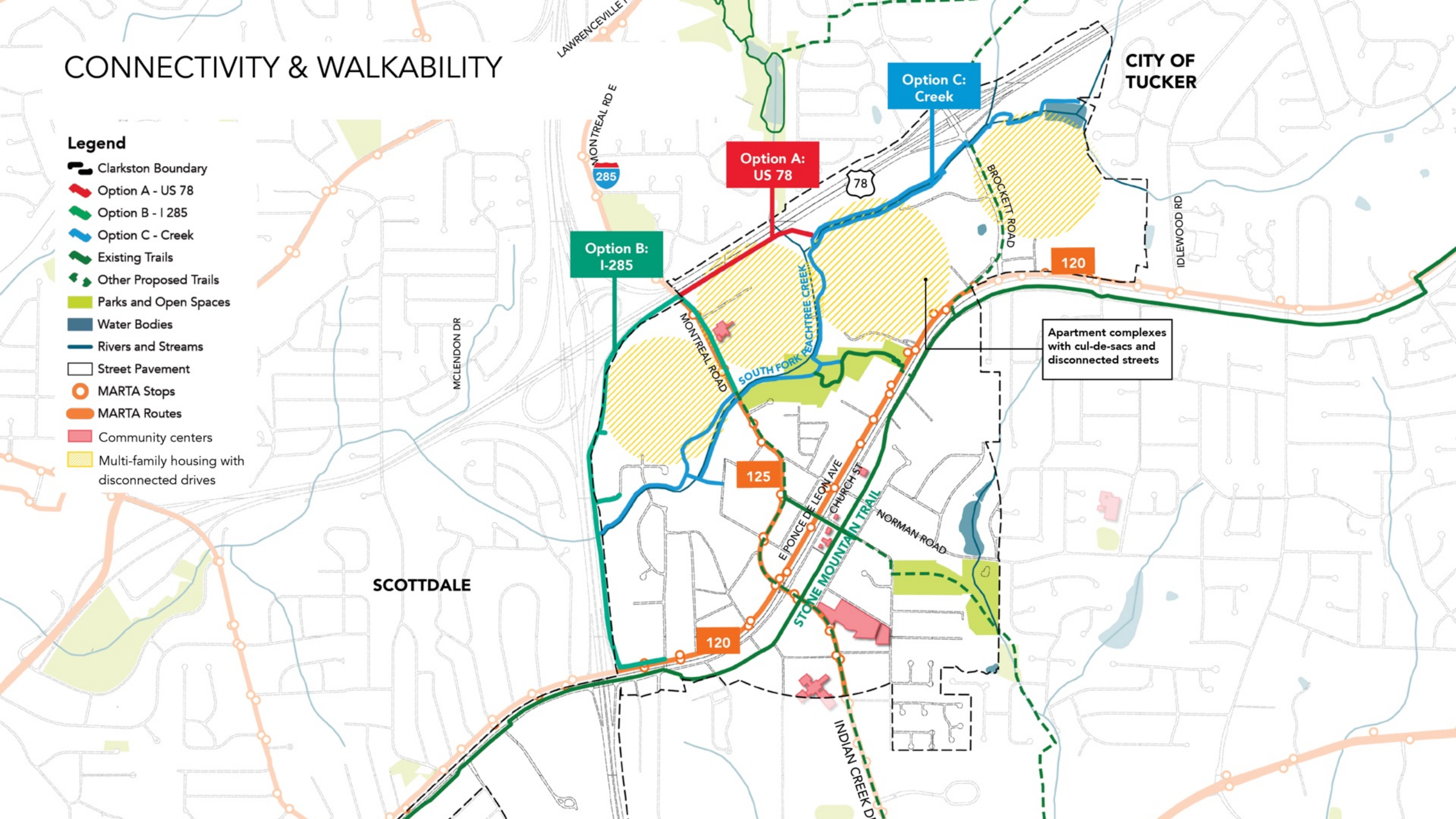
High

Low
Low High

Source: PLACES. Centers for Disease Control and Prevention. <https://www.cdc.gov/places>













CONNECTIVITY & WALKABILITY

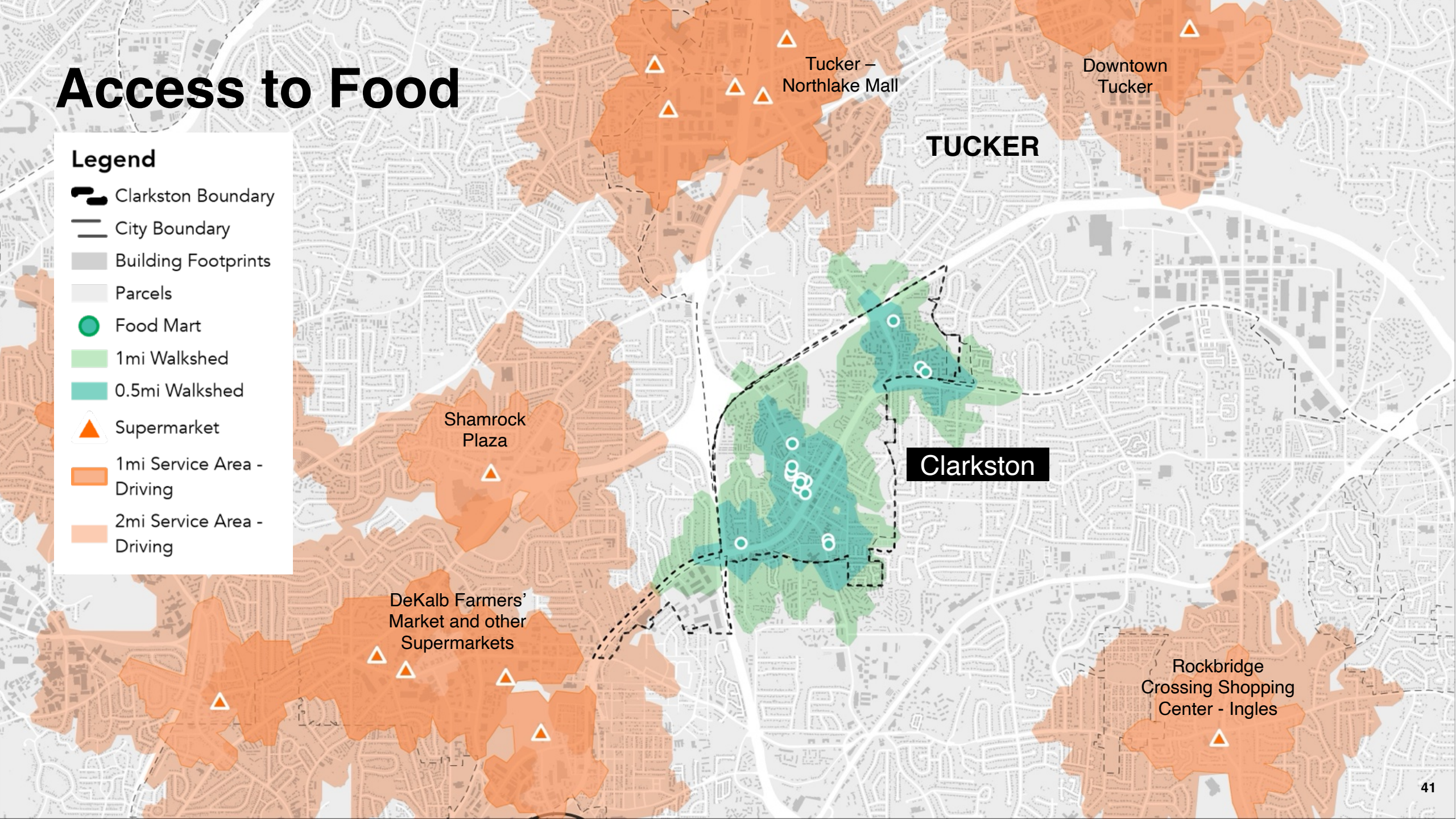
- Legend**
- Clarkston Boundary
 - Option A - US 78
 - Option B - I 285
 - Option C - Creek
 - Existing Trails
 - Other Proposed Trails
 - Parks and Open Spaces
 - Water Bodies
 - Rivers and Streams
 - Street Pavement
 - MARTA Stops
 - MARTA Routes
 - Community centers
 - Multi-family housing with disconnected drives



Access to Food

Legend

-  Clarkston Boundary
-  City Boundary
-  Building Footprints
-  Parcels
-  Food Mart
-  1mi Walkshed
-  0.5mi Walkshed
-  Supermarket
-  1mi Service Area - Driving
-  2mi Service Area - Driving



Co-Creating Project Goals



Goals for the Greenway

GOAL #1: CONNECTIVITY

Trails should provide connections throughout Clarkston, giving the opportunity to commute to work, home, daily needs, and important civic institutions, while also connecting other places in the Atlanta region.

GOAL #2: PARKS & NATURE

Trails provide access to natural resources and existing and new parks, ensuring a high-quality, comfortable, healthy, and safe experience.

GOAL #3: EQUITY & RESILIENCE

New trails should be accessible to all Clarkston residents and should be designed to facilitate equitable access to nature and destinations while promoting public health and environmental resilience.

GOAL #4: COST & FEASIBILITY

The construction of new trails should consider community preferences, future operations and maintenance based on City capacity, cost, and the need for land acquisition.

...each of these have 3 to 5 individual metrics scored on a scale of 0 (worst) to 5 (best)

Evaluation Matrix and Methodology

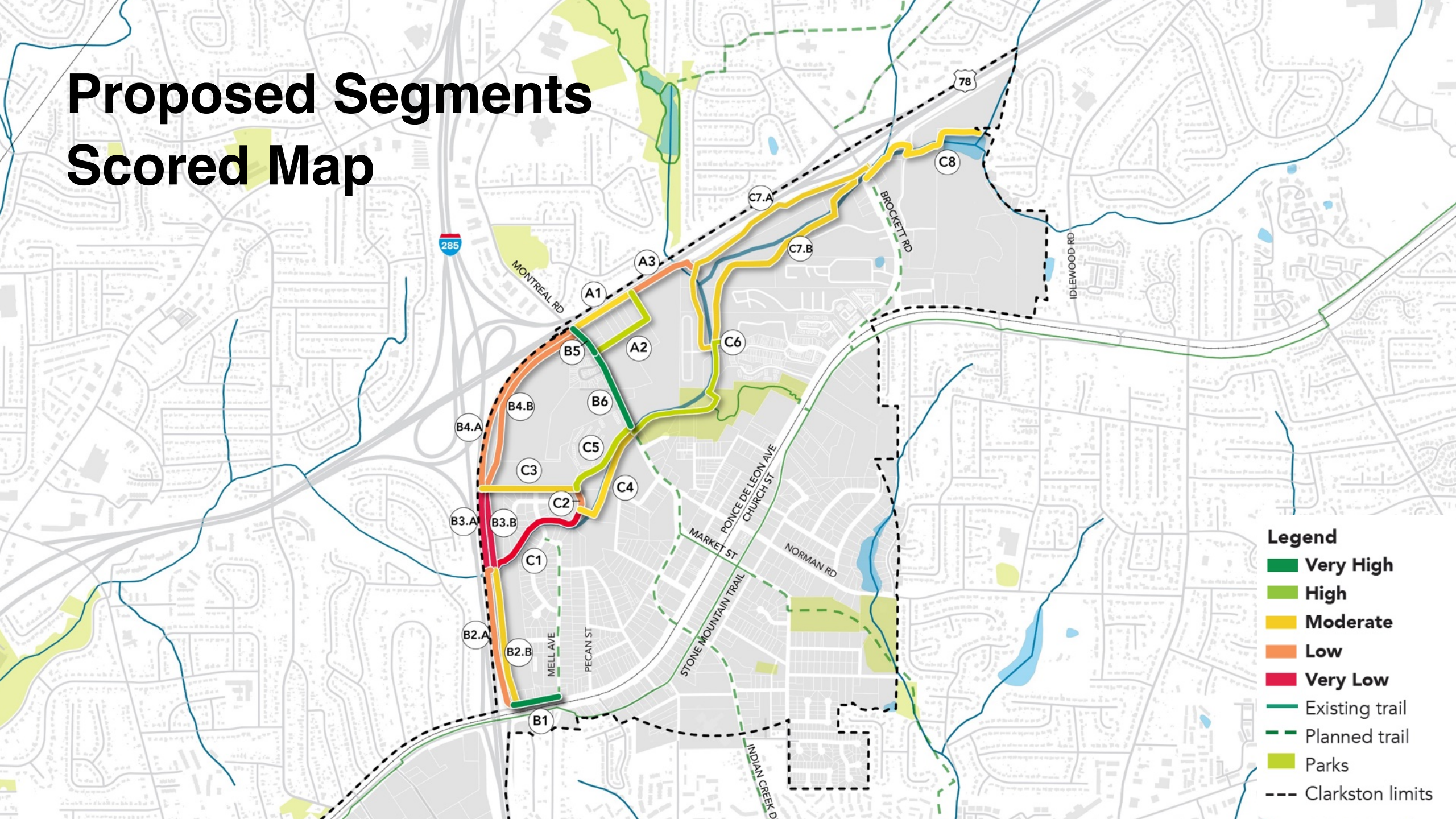
GOAL #1: CONNECTIVITY	
Active Commute	
1.1	Trail segment connects to major streets with wide sidewalks, traffic calming measures within 1/4 mile
1.2	Trail segment connects a residential area to retail, restaurants, or employment opportunity areas
1.3	Trail segment connects a residential area to community resources (e.g. park, school, church, community center, natural area, etc.)
Regional Connectivity	
1.4	Trail connects residential areas to transit (MARTA bus stops)
1.5	Trail connects to existing trail(s) / bike paths and planned trail / bike path networks
Pedestrian Safety	
1.6	Trail segment minimizes conflicts with crossing traffic
1.7	Trail segment provides sufficient separation from roads with high design speeds
1.8	Trail connects to hospitals, health clinics, and other locations with health services

GOAL #2: PARKS & NATURE	
Access to Parks and Natural Resources	
2.1	Trail segment provides access to existing and proposed parks
2.2	Trail segment connects to South Fork Peachtree Creek
2.3	Trail segment has opportunities for small, pocket parks along the route
Comfort and Safety	
2.4	2.6 - Trail segment is socially safe
Experience	
2.5	Trail segment minimizes traffic nuisance
2.6	Trail segment minimizes effects from weather conditions
2.7	Trail segment does not require major tree canopy removal
2.8	Trail segments reaches residents with high rates of obesity and mental health distress

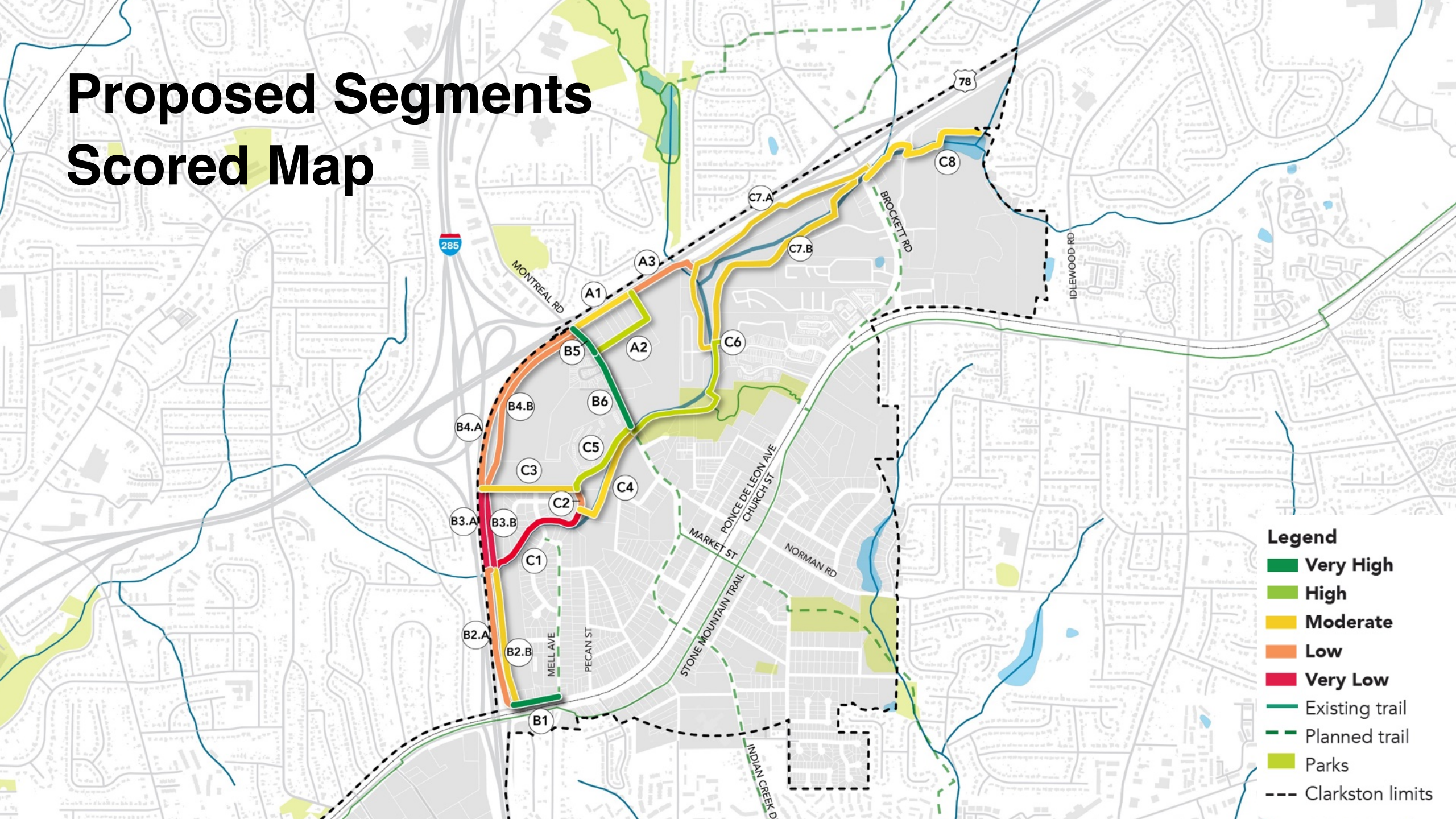
GOAL #3: EQUITY & RESILIENCE	
Affordability	
3.1	Trail segment reaches residents without access to cars
3.2	Trail segment is not located near properties that are susceptible to change
Health	
3.3	Trail segment helps provide access to healthy food
Environment	
3.4	Trail segment minimizes flooding

GOAL #4: COST & FEASIBILITY	
Property Owner Coordination	
4.1	Trail segment right-of-way acquisition
4.2	Trail segment requires coordination with property owners
4.3	Trail segment requires additional trail spurs to connect to destinations or residential areas
Cost and Funding	
4.4	Trail segment leverages programmed (funded) construction projects
4.5	Trail construction costs (including acquisition if necessary)
4.6	Trail maintenance costs and staff
Community Preference	
4.7	Trail segment received community support

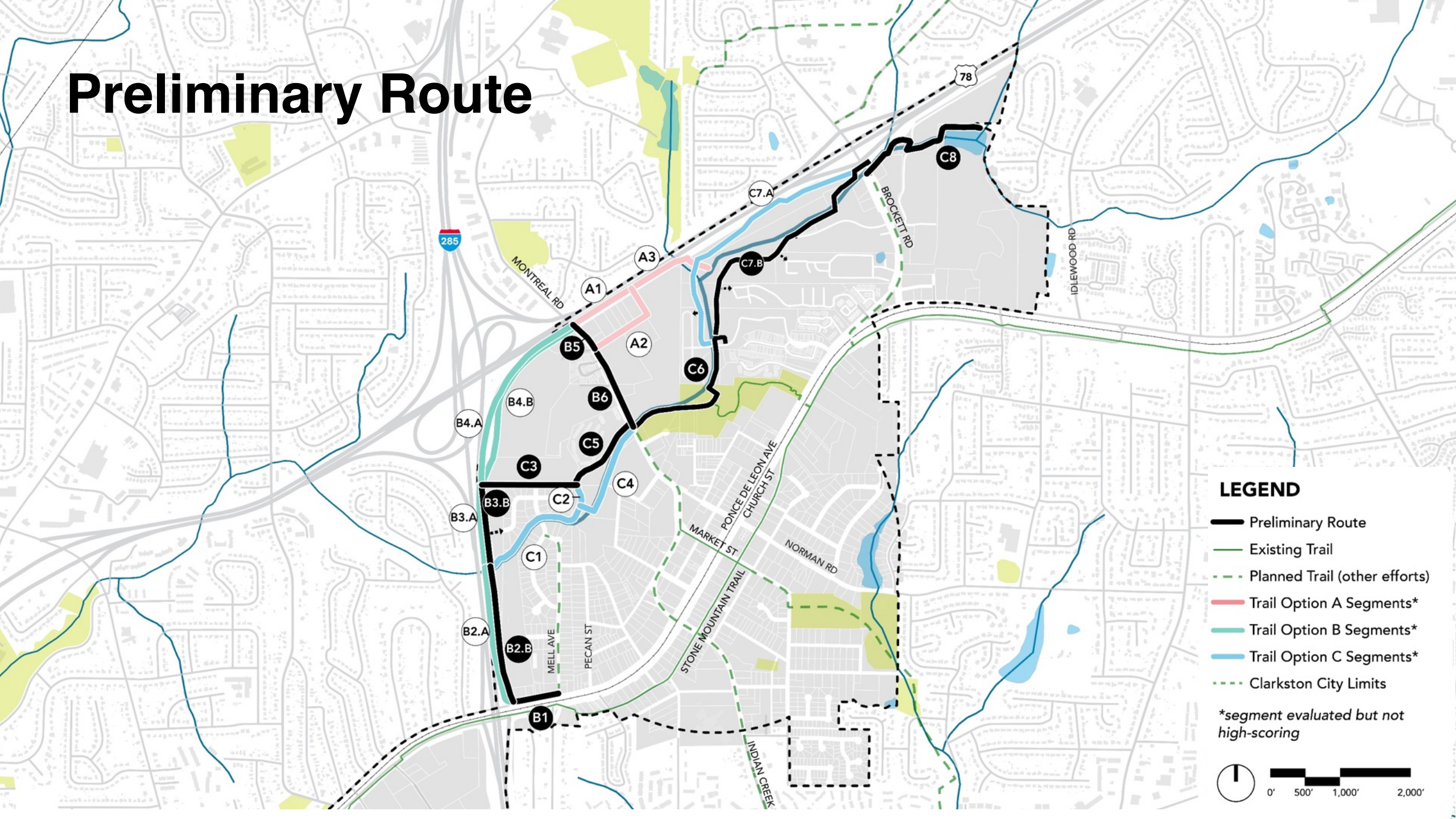
Proposed Segments Scored Map



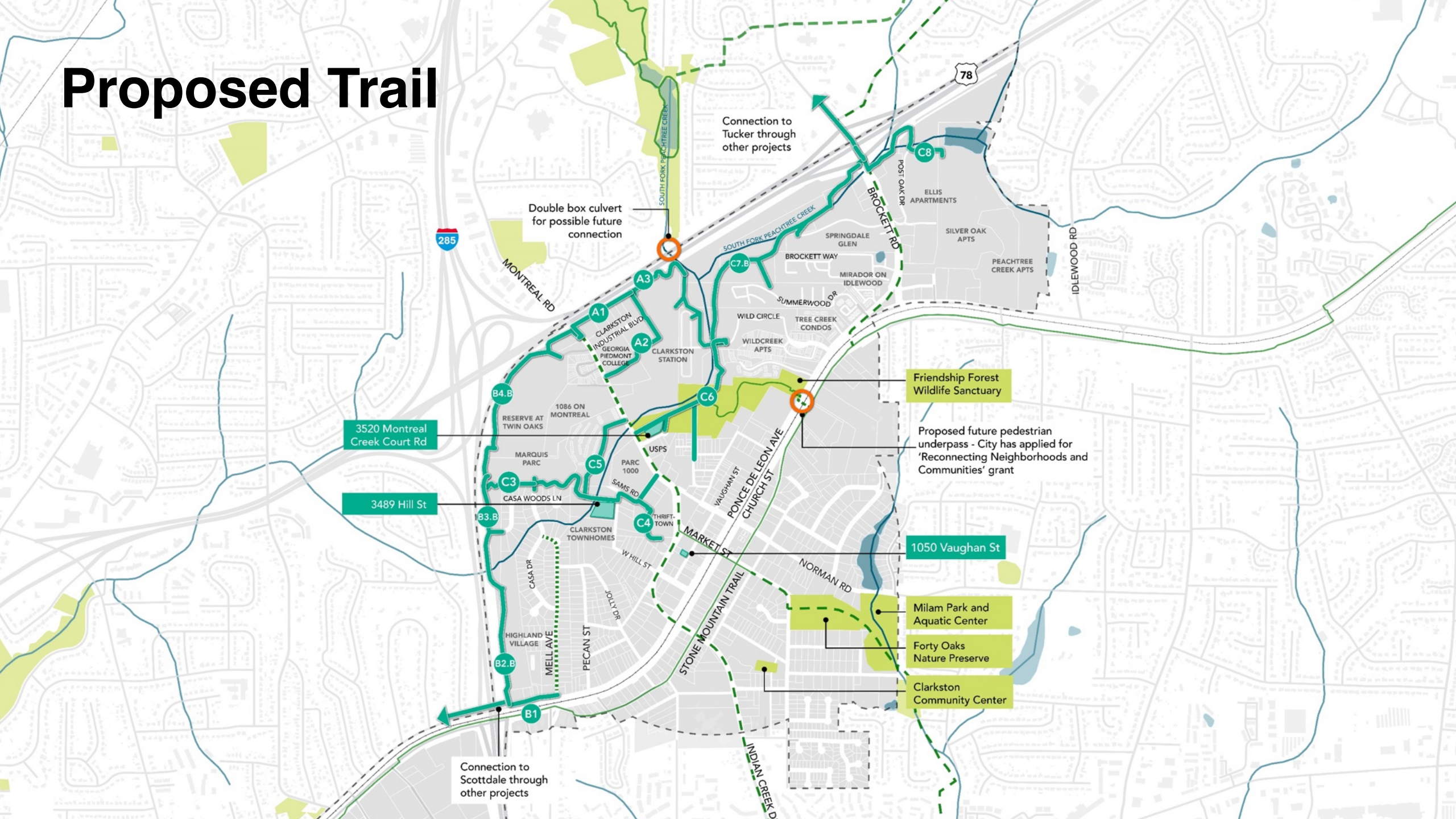
Proposed Segments Scored Map



Preliminary Route



Proposed Trail



Before

Plantation
Condominiums

Montreal Road

South Fork
Peachtree Creek



After

Plantation
Condominiums

Montreal Road

Clarkston Greenway

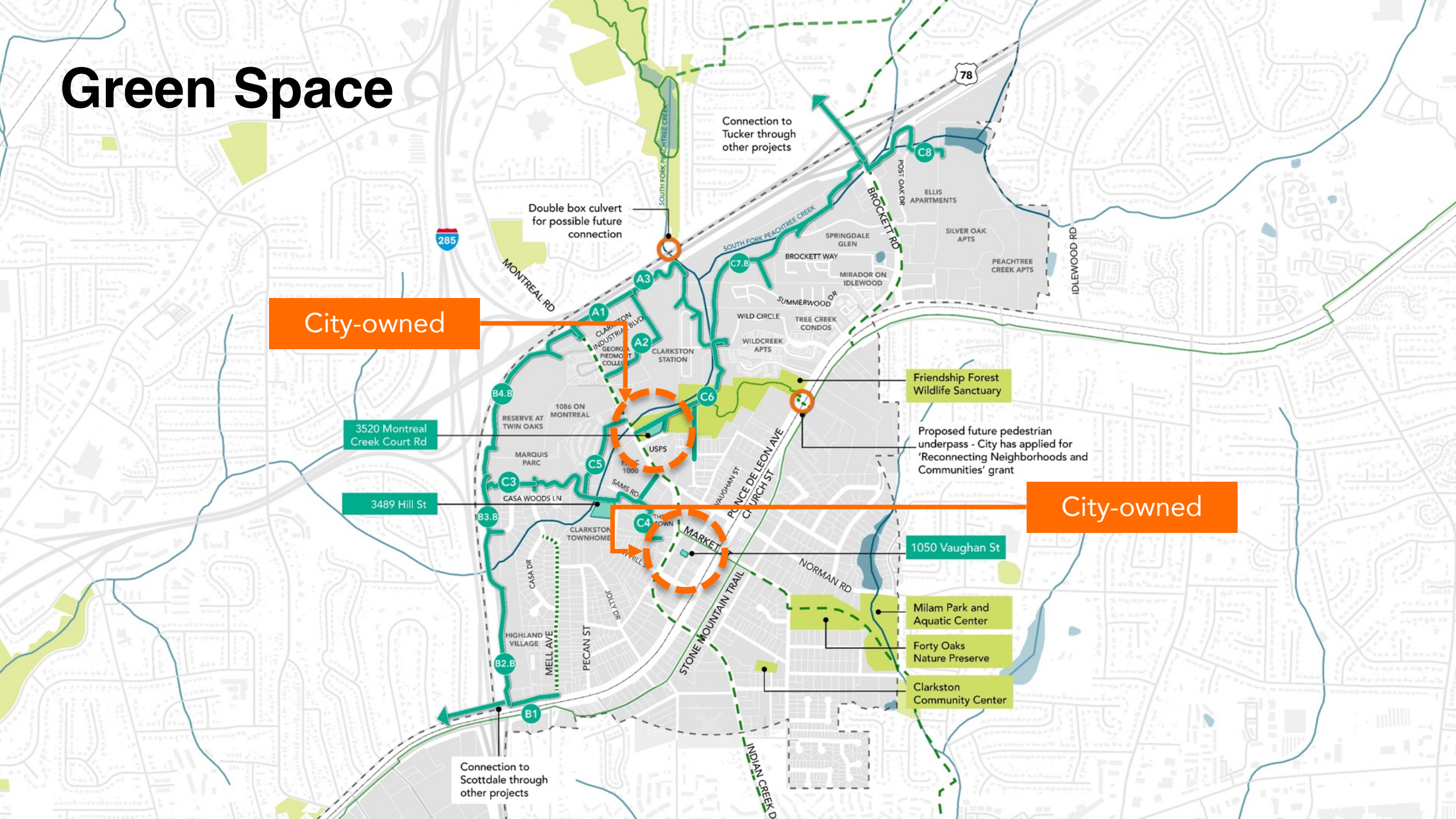
South Fork
Peachtree Creek



Montreal Road Today



Green Space



Project Phasing

PHASE 1

Create a model section for residents to experience the Greenway and to build project support

SPLOST II budget includes
Surveying, Engineering, and
ROW acquisition

PHASES 2 & 3

Design and construct the central greenway trail routes to connect residents and businesses

PHASES 4, 5, 6

Expand the greenway to other routes and make connections to adjacent jurisdictions

PHASE 1

Connecting residents to Montreal Road through an existing community landmark

C6 Montreal Road to Wild Circle Road - 0.8 mile

Connections to:

- Friendship Forest
- Clarkston Station Apartments
- Cobble Hill Lane
- Creekstone Townhomes
- Wild Creek Apartments

COSTS

Planning and Engineering (PE)

\$233,000

Right of Way Acquisition

\$294,000

Construction

\$2,300,000

Contingency (15%)

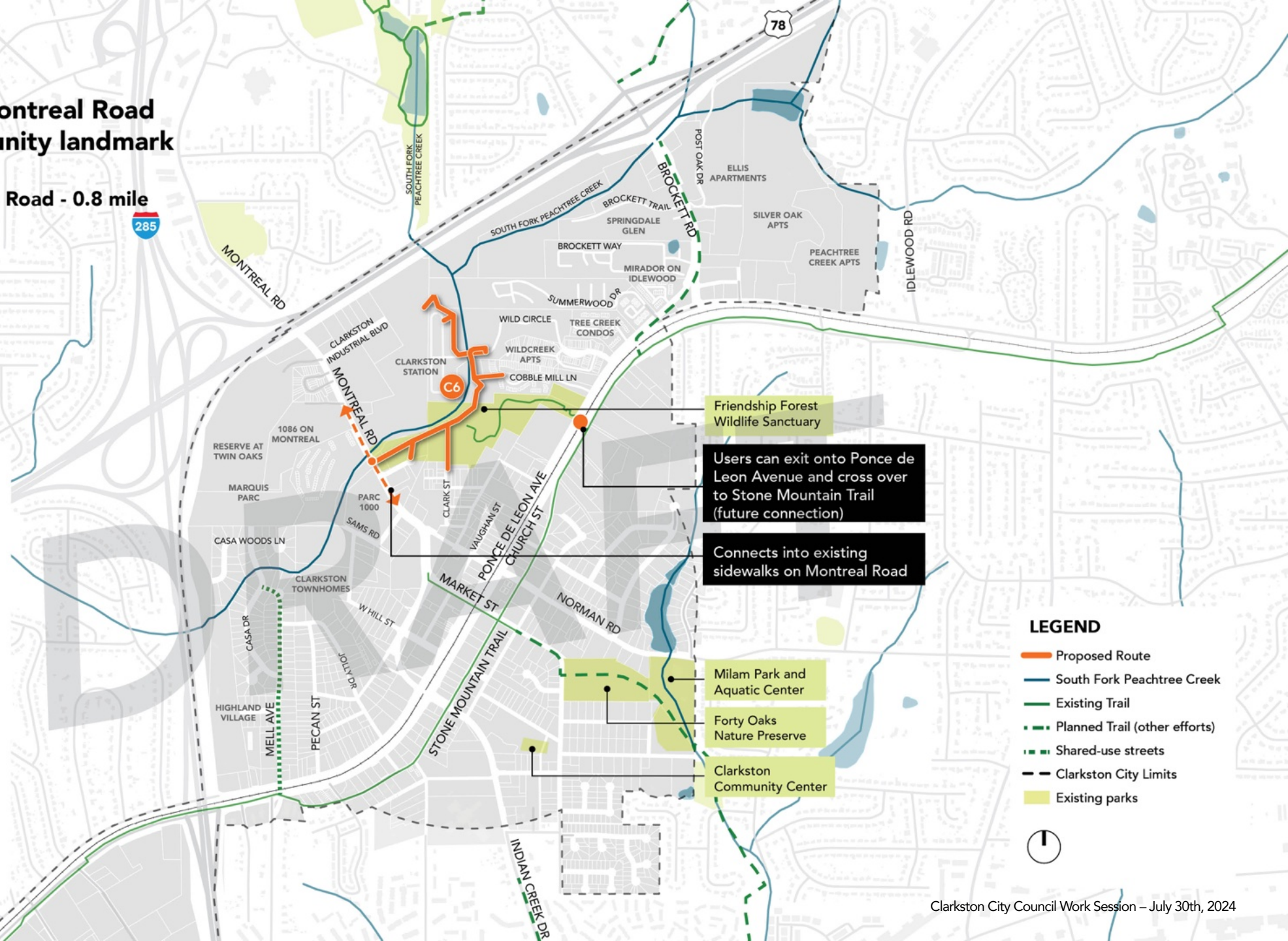
\$397,000

Total - \$3.1 million

PE & ROW Acquisition

Funding: SPLOST II

Construction Funding TBD



LEGEND

- Proposed Route
- South Fork Peachtree Creek
- Existing Trail
- Planned Trail (other efforts)
- Shared-use streets
- Clarkston City Limits
- Existing parks



Short-Term Actions and Coordination

Enable Phase 1

- Engineering and ROW acquisition is a programmed project in City funded SPLOST II
- RFP to be released this Spring 2025
- Coordinate with property owners
- Apply for construction grants in late 2025 or early 2026

Enable Phases 2 and 3

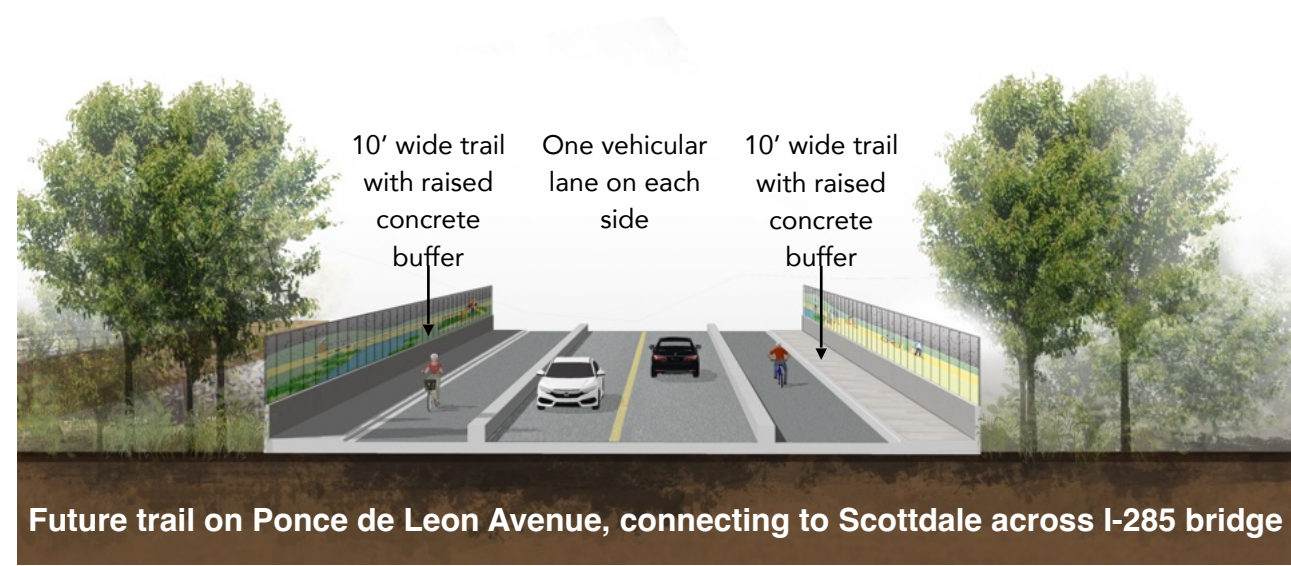
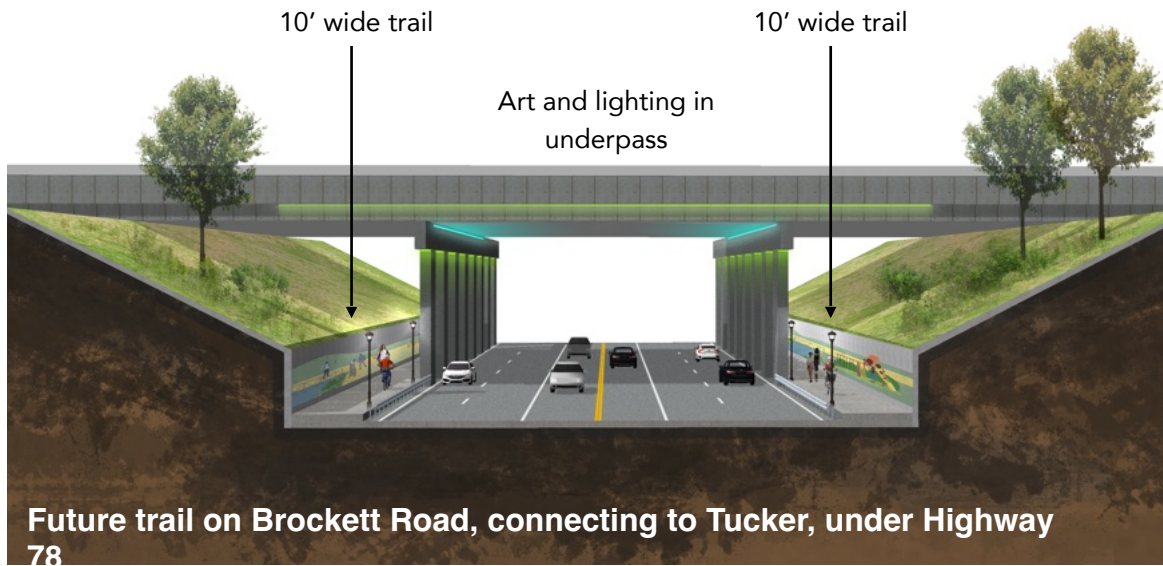
- Release RFP for engineering design in FY 2025/2026
- Coordinate with property owners
- Pursue grants

Coordination with Other Planning Efforts

- DeKalb County Stone Mountain PATH Trail Master Plan CDAP
- Safe Streets for All on Montreal Road / N. Indian Creek Drive
- City of Clarkston Parks & Recreation Master Plan
- City of Tucker Trails Plan
- South Fork Peachtree Creek Conservancy

Future Phases

- Coordination with City of Tucker about connecting into their proposed trail networks
- Coordination with GDOT regarding trails near Highway 78
- Coordination with unincorporated DeKalb County to connect into Scottdale



Ensuring Long-Term Affordability

← CONDUCT A HOUSING STUDY TO REVISIT HOUSING ELEMENT OF COMPREHENSIVE PLAN →

NEW INITIATIVES

- Consider establishing a land trust.
- Consider creating an anti-displacement fund
- Small business support
- Public private enterprise agreements

USING EXISTING PROGRAMS

- Renter protections
- Tax credits, like LIHTC
- Access an affordable housing fund to help apartment owners rehabilitate their properties

POLICY CHANGES

- Changes to the zoning ordinance, like inclusionary zoning requirements along the trail corridor

Key Takeaways

Key Takeaways

Engagement

- Ask the community for the best ways to engage
- Tap into existing networks of communication
- Respect people's time and compensate them for real work
- Show direct connections between feedback and goals / recommendations



Key Takeaways

Implementation

- Proactively budget for projects going through the planning process through multiple channels
- Determine which partnerships and funding could be the most beneficial and pursue them
- Collaborating with partner agencies early in the process to ensure regional connections are constructed



Georgia Planning Association 2025

Thank you!

Discussion

