



Union City Multi-Use Trail Plan: *The Union Station Greenline*



Adopted 2024

Acknowledgments

Thank you to the governmental partners, community members, elected officials and staff whose ideas and passions shaped this plan:

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Click or scan the QR code to watch the Greenline alignment 3D visualization and Concept animation



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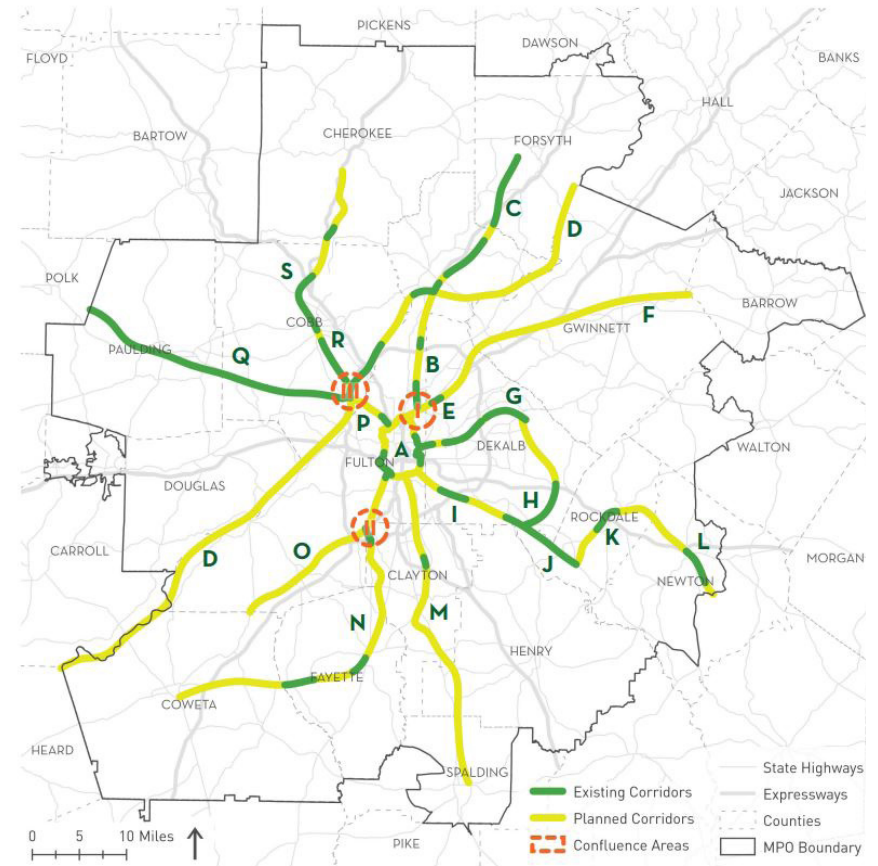
Chapter 1: Executive Summary

This Multi-Use Trail Plan (MUTP) unfolds a tapestry of 10.2 miles of interconnected trails weaving through the heart of Union City, Georgia. A testament to connectivity, it links three vibrant parks, two community hubs, and eighteen MARTA bus stops, creating a seamless network of pathways. This ambitious plan aligns with the regionally significant trails envisioned in the ARC's Walk.Bike. Thrive! plan, shaping a landscape that transcends mere recreation.

At its core, the MUTP envisions more than just trails; it envisions an experience. To facilitate east-west mobility, an ADA-accessible pedestrian bridge will span Roosevelt Highway at Union Street. Beyond its functional role, this bridge will be a welcoming gateway, drawing individuals into a revitalized downtown. The bridge beckons towards a novel chapter in the City's evolution—one in which a new Municipal Complex and Town Green restore Union Street as the heart of community life.

Segment 8a off Flat Shoals Road emerges as a potential nexus for growth. A strategic extension of this segment could herald accessibility to educational institutions such as C.H. Gullatt Elementary and Banneker High School, and spur the creation of two new parks, as outlined in the Aerotropolis Model Mile Supplement (see appendix). Though outside the scope of this 2024 MUTP, it is strongly advised that the City explore integrating this potential extension from Segment 8A to Royal South Parkway in a future plan update.

It is estimated that 10.2 miles of trail will cost \$17.3 million to design and construct (in 2023 dollars). A five-year implementation plan is suggested to complete Phase 1 of this project. Of the seven segments recommended for implementation in Phase 1, the most important are the three listed on the following page:



ARC Regional Trails Vision from 2020 Regional Trails Supplement to Walk.Bike.Thrive! Plan.



Phase One Priority Segments →

Roosevelt Highway Connector:

Parallels the north side of Roosevelt Highway, totals 0.22 miles, and runs between Gresham Road and Dixie Lakes Road. This 10-foot-wide concrete multi-use trail will be buffered from vehicular flows by a 5-foot planting strip and is currently under construction as part of streetscape and sidewalk improvement project funded through an \$80,000 Georgia Department of Transportation (GDOT) Local Maintenance and Improvement Grant (LMIG). Roosevelt Highway is identified as Planned [Regional Trail] Corridor “O” in the ARC Regional Trail Vision Map. It supports alternative access to the Aerotropolis Area.

Eagles Nest Sports Complex – Ronald Bridges Park Corridor:

Extends the existing trail system originating in Ronald Bridges Park south to the Roosevelt Connector through the Eagles Nest Sports Complex. Totaling 0.41 miles, this 10 ft wide concrete multi-use trail will connect Etris-Darnell Senior Center and The Gathering Place Community Center to surrounding neighborhoods. Street lighting is strongly recommended along this route.

Downtown District Loop

Formalizes an alternative route presently used by avid cyclists who prefer to avoid sharing the road with high-speed passenger vehicles and freight along Roosevelt Highway and Jonesboro Road. This 0.47-mile loop links Union Street to Watson Road to Westbrook Ave and borders the CSX line paralleling Roosevelt Highway. It connects City Hall, 6 MARTA bus routes, Mayor’s Park, and Green Manor Restaurant, a significant cultural landmark to the Union City community. Lined with historical architecture, this route also visually outlines the civic heart of the City. This is recommended as model project of the system.

PUBLIC'S PREFERENCE

Recommended for Phase 1 Implementation

Ease of Access



Community Facilities



Public Transit



The implementation strategy also suggests building the Eagles Nest Sports Complex -Ronald Bridges Park Corridor or Downtown District Corridor while privately owned parcels necessary to build the Reclaimed Lake Corridor in Phase 3. This strategy builds upon the public's preference for prioritizing immediate ease of access to recreational uses, community facilities, and public transit, as identified through the public engagement process. Prioritizing these segments can also result in a faster construction timelines because most necessary land is already under city ownership. Further, these routes are in highly visible locations along highly trafficked roadways (Roosevelt Highway and Dixie Lakes Road). This visibility will be leveraged to build trail popularity and sustain momentum for continued investment in less visible segments. It is advised that Union City allocate \$304,200 for the downtown routes and \$473,400 for the park routes to install the paved path(s), crosswalks, and lighting infrastructure.

The name given by Union City to the overall trail network described in this MUTP is The Union Station Greenline. Dynamic and forward-thinking, The Union Station Greenline breathes life into Union City's future. The plan for The Union Station Greenline is not a static blueprint but a living document, adaptable to the City's growth through 2050. Anticipating a surge in population, the trail system is positioned as a catalyst, mirroring the City's expansion. As construction projects unfurl in response to this organic growth, the trail alignment becomes a foundational mobility and community asset, ready to embrace future spurs and extensions.

Chapter 2: Introduction

Union City is a rapidly growing community located in south Fulton County, Georgia. Its City Hall is located approximately 20 minutes south of Hartsfield Jackson International Airport. The predominate character of the area is auto-centric with existing land uses heavily impacted by proximity to major state and freight corridors, including South Fulton Parkway, Roosevelt Highway, Beverly Engram Parkway, Jonesboro Road and Interstate 85. Other significant roadways include Shannon Parkway and Flat Shoals Road – these latter roads fall under local jurisdiction. The City’s strategic location at the confluence of these routes, and its ease of access to the airport and CSX rail lines, provide a competitive advantage in the recruitment of new warehousing, industrial and logistical employers, as well as corridor-oriented retail. However, these corridors also present a significant obstacle to residents whose mobility depends on walking, biking, or regular use of alternative vehicles (e.g., transit, wheelchairs, scooters, e-bikes, etc.). The routes documented in this master plan have been carefully curated to increase the share of trips made on foot or bike, and to advance the following City policies:

Policy 1 Greenspace Restoration: Address historical underinvestment in recreational and wellness facilities by transforming underutilized wetlands, stream buffers, and lakes into publicly accessible nature preserves, parks, and community destinations.

Policy 2 Intra-Regional Mobility: Facilitate last mile connections to MARTA routes off Roosevelt Highway and Shannon Parkway to support access to the greater City and Atlanta metropolitan area.

Policy 3 Construct City Nodes: Kick-start the redevelopment process of a new Municipal Complex off Union Street and the construction of the new Bright Meyers Linear Park off Shannon Parkway to advance area transformation into new mixed use activity centers as per the 2019 Reclaim-Renew-Reimagine (R3) Master Plan and the 2023 Comprehensive Plan land use recommendations.

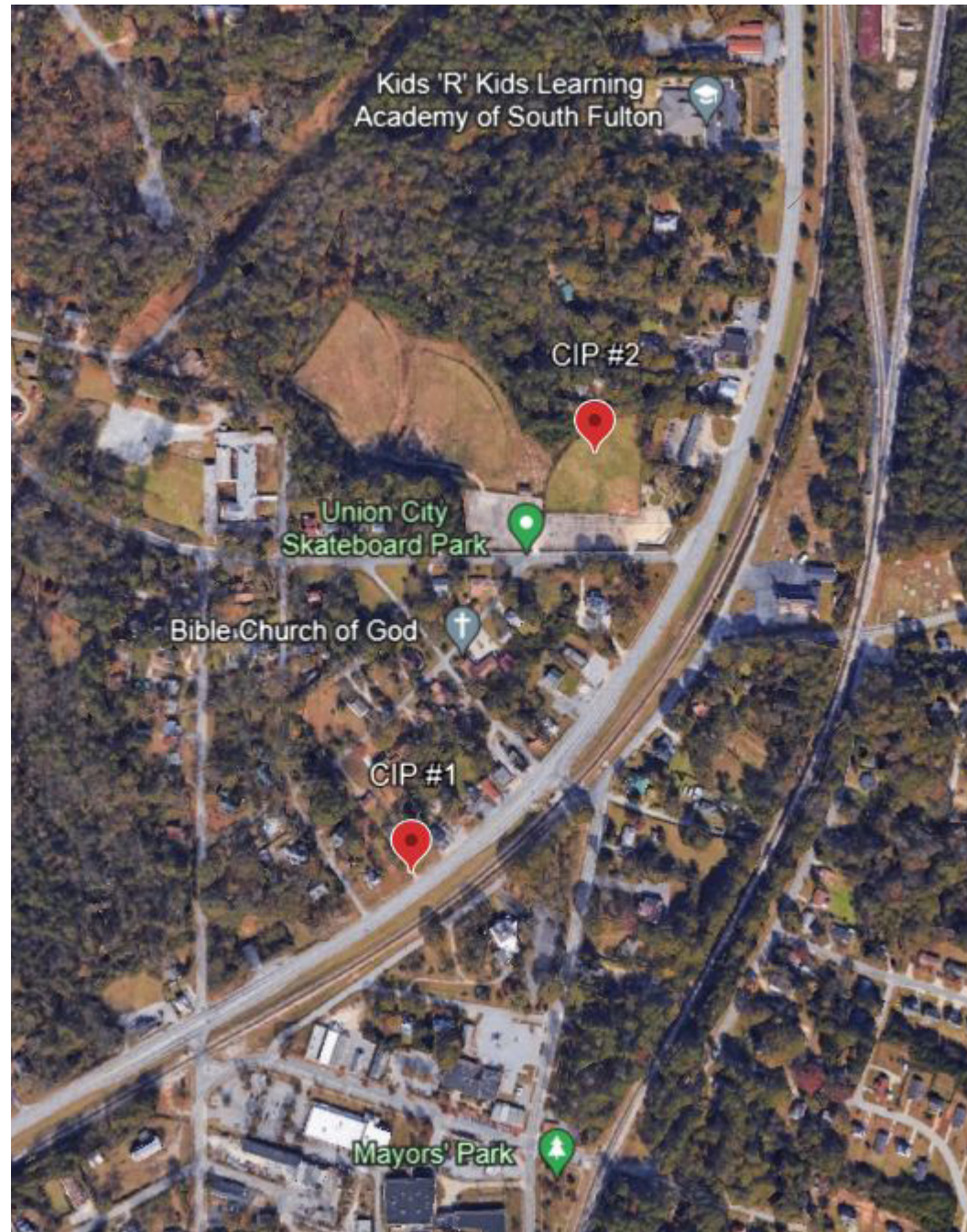


Union City Georgia has done much to enhance its community mobility and recreational opportunities. The planning and design for the capital improvement projects listed below either predates or will finish concurrent with adoption of this Union City Multi-Use Trail Plan (MUTP). Where feasible, CIP scopes are expected to include the construction of Trail Segments to reduce project material and labor costs through efficiencies of scale:

CIP 1 Roosevelt Highway Phase II Sidewalk Improvements: Scope includes construction of Greenway Trail Segment #2 and the installation of 5-foot sidewalks and 5-foot landscape strips along the full length of Roosevelt Highway, on both sides of the centerline, from Beverly Ingram Parkway to Dixie Lakes Road.

CIP 2 Eagles Nest Sports Complex Skate Park: Scope includes construction of Greenway Trail Segment 3 and the construction of a new skate park and expanded parking facilities in the Eagles Nest Sports Complex..

CIP 3 Reimagine Park (formerly known as Shannon Boulevard Master Plan): Scope includes the acquisition, design, and redevelopment of ±51.56 acres of land bounded by Shannon Boulevard to the north and Mall Boulevard to the south. Reimagine Park will offer an amphitheater, mixed use buildings, bathrooms, parking deck, and trailhead parking. The Union Station Greenline Trail Segments #6c, 6d, and 6e will traverse the assembly, offering blend of natural, paved, and boardwalk paths that facilitate travel for residents in the surrounding apartment, condominium, and multi-family housing off Oakley Road safer access to Shannon Parkway.

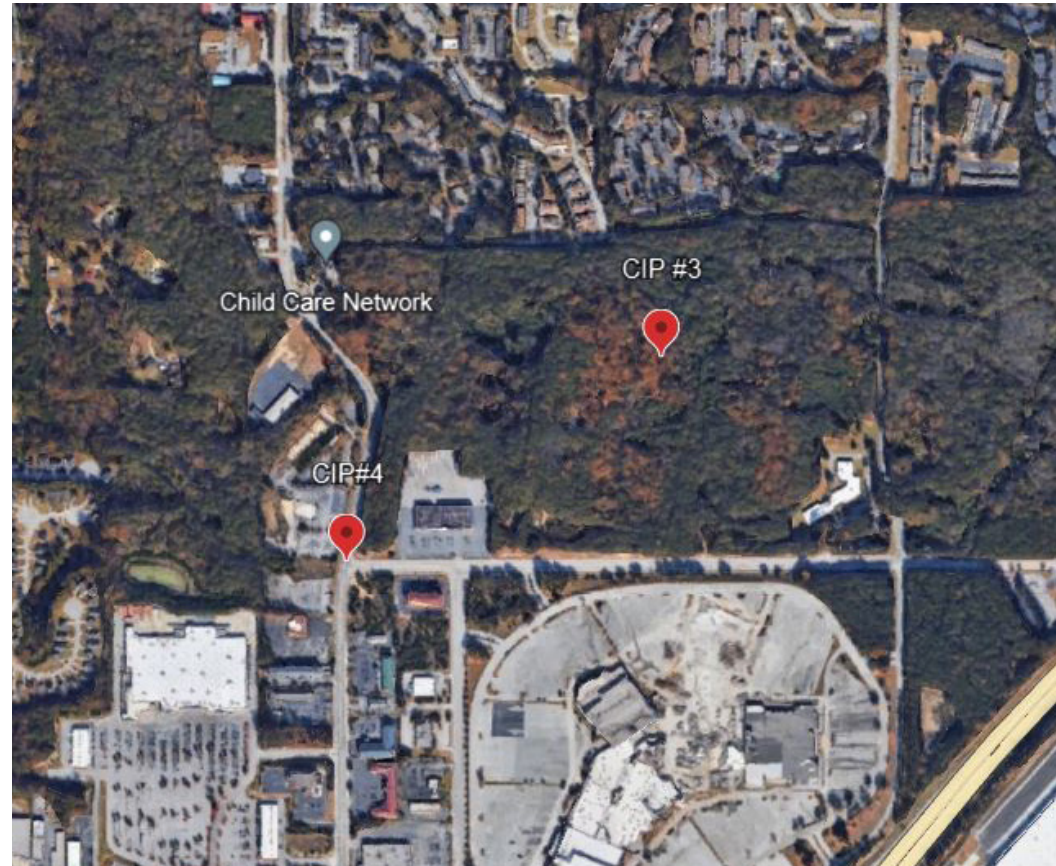


Source: Google Earth

CIP 4 Resurrection Way Roundabout (formerly Shannon Parkway Roundabout): Scope includes

the design and construction of ample roundabout at the intersection of Shannon Parkway and Mall Boulevard. This project will facilitate connection from Reimagine Park to Bright Meyers Park and continued pedestrian access south towards Jonesboro Road from the northside of Shannon Parkway.

Other City investments to community mobility and safety include ongoing investments of staff time to make zoning code changes requiring the installation of new bicycle and pedestrian facilities as part of new development(s), ongoing review and identification of potential road retrofits for trails as part of road resurfacing and maintenance projects, and ongoing collaborations with neighboring municipalities, MARTA, CSX, and GDOT to complete intersection improvements across strategic city locations to improve or prioritize pedestrian safety.

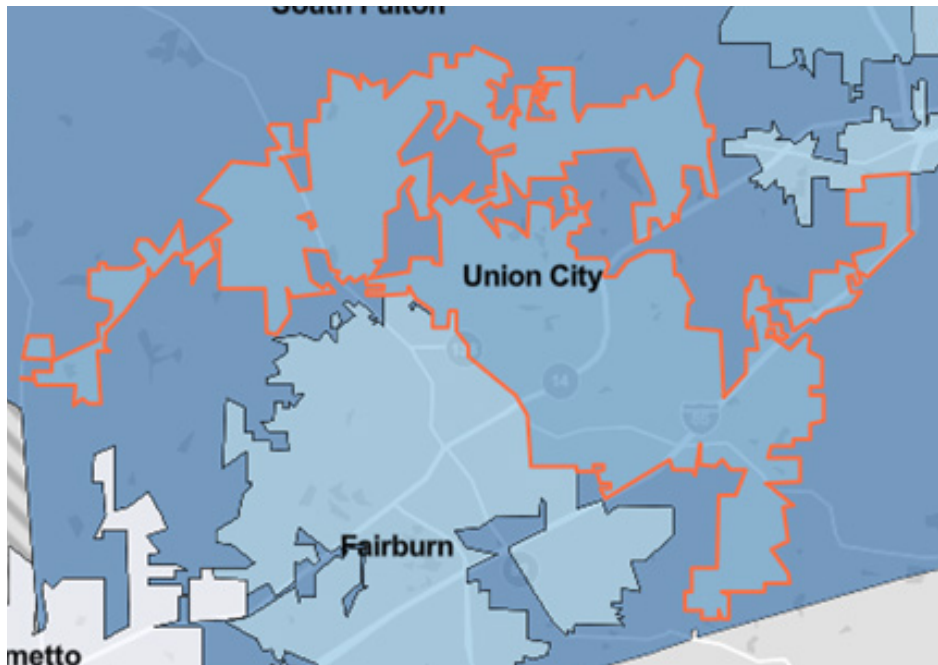


Chapter 3: Existing Conditions

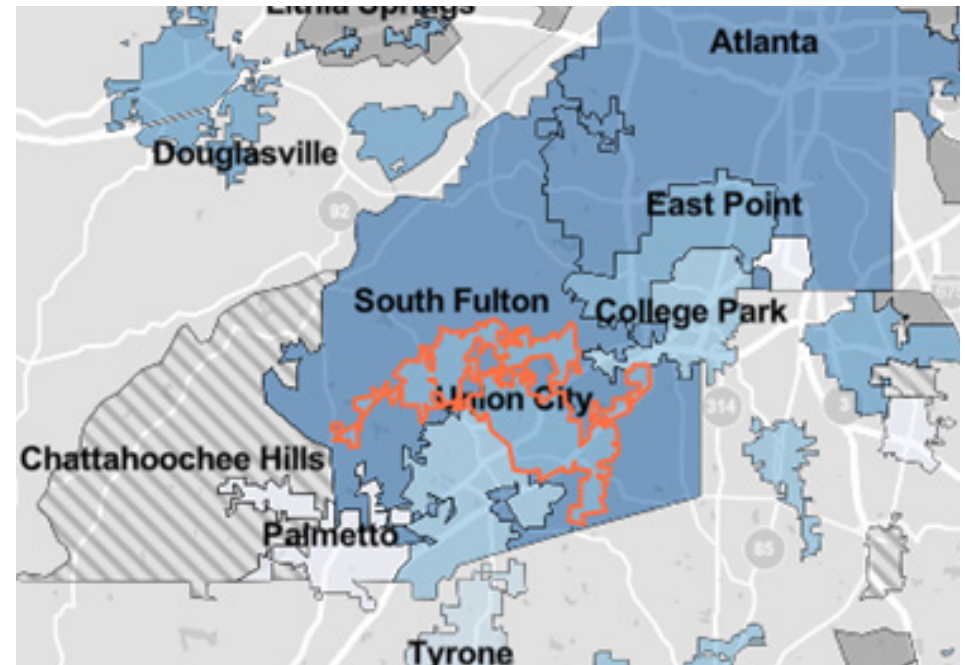
Section 3.1: Study Area and Summary

Located in the southeastern portion of Fulton County, Union City is bordered by the cities of South Fulton, Fairburn, and College Park. Adjacent counties include DeKalb to the northeast, Clayton to the southeast, and Fayette and Coweta to the south. Union City has a land

area of 19.6 square miles, and a 2021 population estimate of 27,359 people, which amounts to a population density of 1,364 people per square mile. **Figure 3.1 (A), and Map 3.1 (B)** depicts the study area location.



Map 3.1 (A): Study Area Close Up by U.S. Census Bureau, July 2021 - Source: Census Bureau, Dashboard, July 2021



Map 3.1 (B) Study Area within Fulton County, U.S. Census Bureau, July 2021 - Source: U.S. Census Bureau, Dashboard, July 2021

Demographic trends provide context for the multi-use trail planning process. They allow us to determine areas of infrastructure need, trends in housing and employment, and other key data. This section reviews population changes and other demographic characteristics of Union City, including factors such as age and generation cohorts, race and ethnicity, education, and vehicle ownership. **Table 3.1 (C)** summarizes key population and household characteristics of Union City and compares it to the Atlanta-Sandy Springs-Alpharetta Metropolitan Statistical Area (Atlanta MSA).

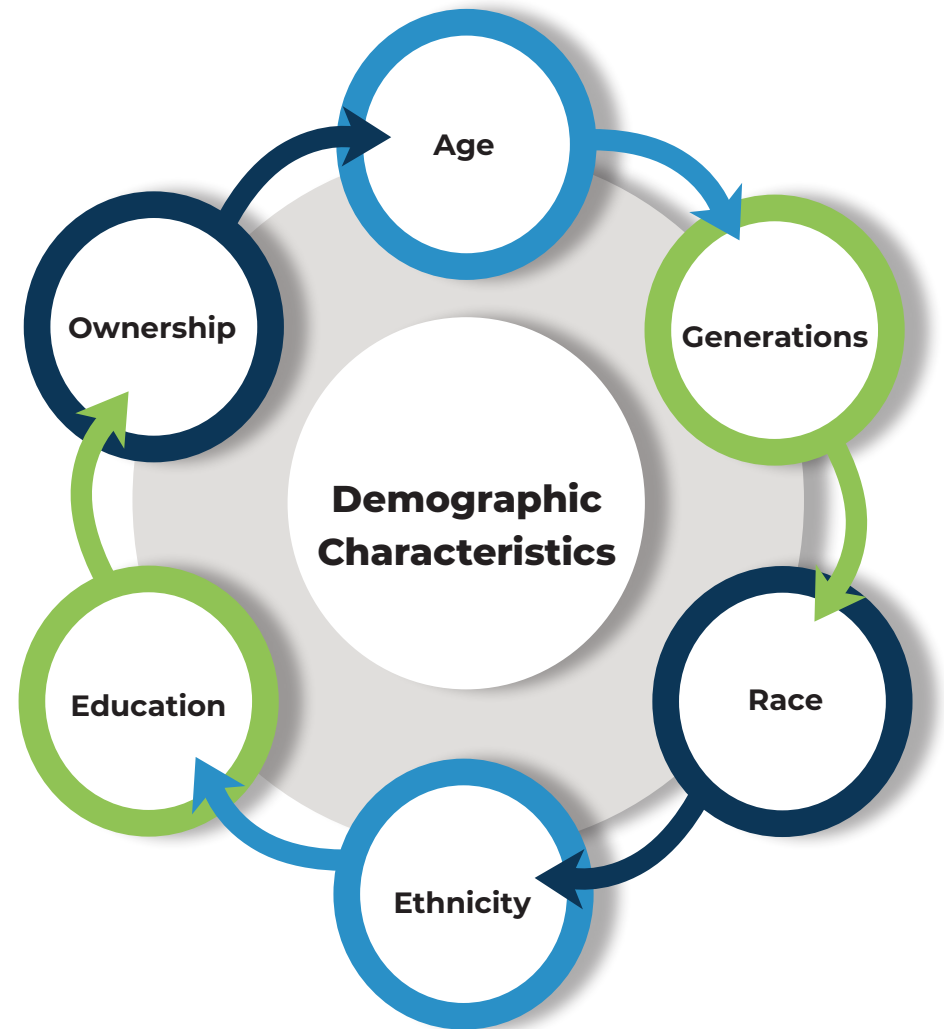


Table 3.1(C): Union City Traits Overview, U.S. Census Bureau, ACS 5-year, 2022

DEMOGRAPHIC TRAIT	UNION CITY, GA	ATLANTA-SANDY SPRINGS-ALPHARETTA METROPOLITAN STATISTICAL AREA (MSA)
Population and Housing		
Total Population, 2021	26,273	6,026,734
Total Housing Units, 2022	12,010	2,420,310
Occupied Housing Units, 2022	94.20%	92.70%
Renter Occupied Units, 2022	58%	34.70%
Median Value of Owner-Occupied Units, 2022	\$201,400	\$299,800
Median Monthly Owner Costs, with mortgage, 2022	\$1,376	\$1,798
Gross Mortgage as Percentage of Household Income (35%+), 2022	27.20%	18.50%
Median Gross Rent, 2022	\$1,186	\$1,446
Gross Rent as Percentage of Household Income (35%+), 2022	51.20%	42.10%
Commute		
Total Workers (Age 16 or older)	13,242	2,950,242
% Workers Travel to Work by Car (alone)	10,306 (77.8%)	2,143,673 (72.7%)
% Workers Working from Home	887 (6.7%)	390,109 (13.2%)
% Workers Travel to Work by Carpool	860 (6.5%)	257,186 (8.7%)
% Workers Travel to Work by Public Transportation	376 (2.8%)	70,581 (2.4%)
% Workers Travel to Work by Bike, Motorbike, Other	781 (5.8%)	54,107 (1.8%)
% Workers Travel to Work by Walking	32 (0.2%)	34,586 (1.2%)
Mean Time to travel to work (Age 16+)	27.7 minutes	29.6 minutes
Disability		
% of Population with a Disability under 65 years, 2021	8.20%	6.30%
Education and Earnings		
% of Population High School graduate or higher (Age 25 +)	87.80%	90.50%
% of Population with bachelor's degree or higher (Age 25+)	26.60%	40.40%
Median Earnings (Inflation Adjusted), High School graduate	\$31,593	\$33,524
Median Earnings (Inflation Adjusted), Bachelor's degree	\$35,900	\$62,863

Source: U.S. Census Bureau, 5-year ACS, 2022

Section 3.2: Population Growth Patterns

Recent Growth 2015-2020

Table 3.2 (A), Figure 3.2 (B), and Figure 3.2 (C), below and on the following page, present a snapshot of population growth over the six-year period from 2015 - 2021 for Union City and the Atlanta region. Union City population growth rates were lower than those of the region until 2019.

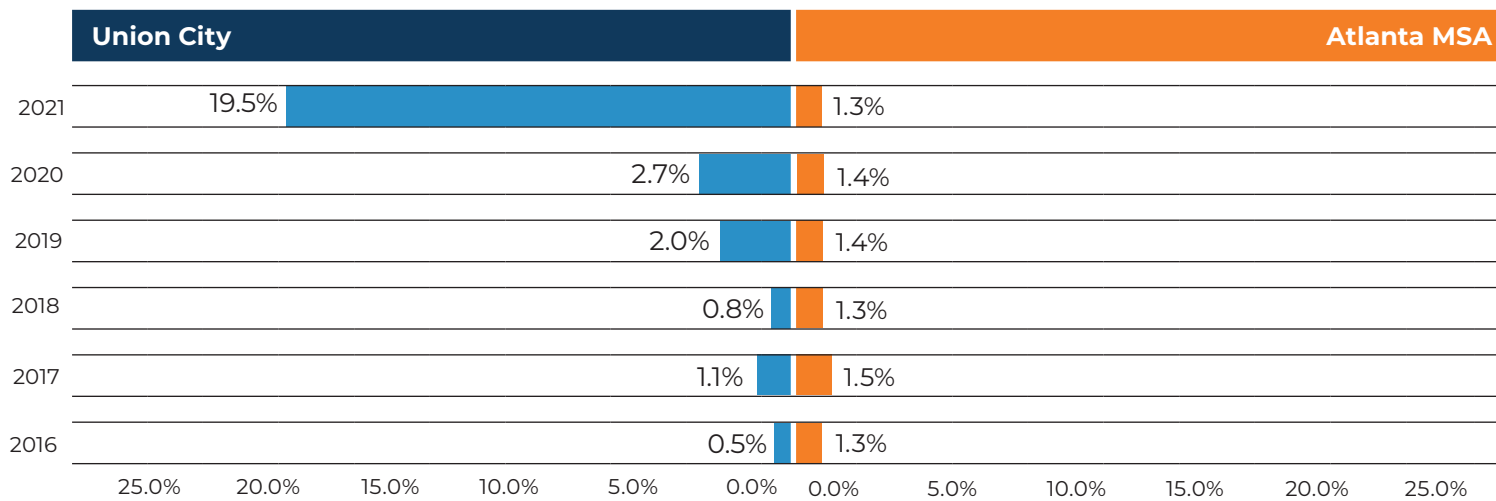
During this observed period, Union City experienced a net population gain of 5,814 new residents (28.4%), whereas the Atlanta-Sandy Springs-Alpharetta MSA has gained 492,897 new residents (8.8%). The average annual rate of population growth from 2015-2021 for Union City was 4.43% (compared to 1.36% for the Atlanta region). Union City experienced a sharp peak in growth in 2021, when population grew by 19.5%. Making it the fastest growing city in the Atlanta-Sandy Springs- Alpharetta Metropolitan Statistical Area (MSA) according to United State Census list titled, “What is the Fastest Growing City or Town in Your State” published May 21, 2020.

Table 3.2 (A): Recent Population Trends of Union City (2015-2020), ACS 5-year, Table DP05

Year	Union City			Atlanta MSA		
	Population	Net Change	Percent Change	Population	Net Change	Percent Change
2015	20,459			5,535,837		
2016	20,560	+ 101	0.5%	5,612,777	+76,940	1.3%
2017	20,793	+ 233	1.1%	5,700,990	+88,213	1.5%
2018	20,960	+167	0.8%	5,779,463	+78,473	1.3%
2019	21,396	+436	2.0%	5,862,424	+82,961	1.4%
2020	21,976**	+580	2.7%	5,947,008	+84,584	1.4%
2021	26,273	+4,297	19.5%	6,026,734	+79,726	1.3%
	Total Change, 2015-2020:	+ 5814	28.4%	Total Change, 2015 – 2020:	+490,897	8.8%

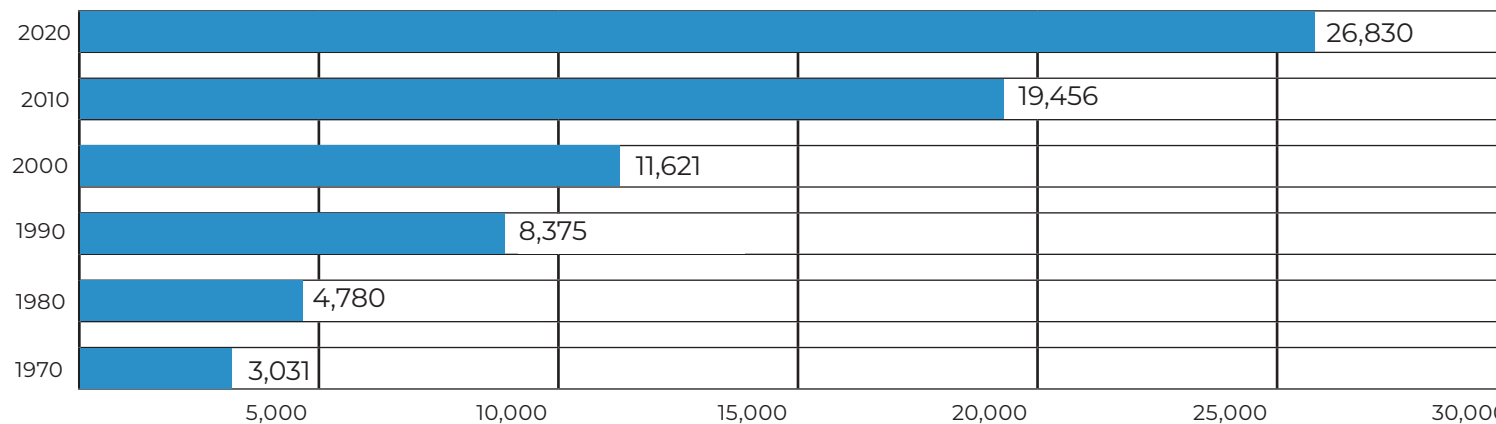
Source: U.S. Census Bureau, 5-Year ACS, 2022

Table 3.2 (B) : Comparison of Population Growth Rates (2015-2021)



Source: U.S. Census Bureau, 5-year ACS, DP05

Table 3.2 (C) : Historical Population Trends of Union City (1970-2020)



Source: 2020, 2010 Decennial Census Population, 1990-2010 Union City Comprehensive Plan

Forecasted Growth 2020-2035

When considering recent trends in population growth, current conditions favor continued growth of the City through the year 2030 and beyond. In considering future growth, three alternative methods have been used to forecast future population levels. Each method is based on recent year statistical data as the basis for population projections. These projections are summarized in **Table 3.2 (D): Population Projections**. Methods used for the computation of each alternative value is described below.

Table 3.2 (D) : Population Projections, Union City, 2020-2040

Year	Alternative 1 +6.5%	Alternative 2 +737	Alternative 3 + 4.9%	Avg Alts 1 & 2
2020	26,830	26,830	26,830	26,830
2021	28,573	27,567	28,144	28,070
2022	30,430	28,304	29,523	29,367
2023	32,407	29,041	30,969	30,724
2024	34,513	29,778	32,486	32,145
2025	36,756	30,515	34,077	33,635
2026	39,145	31,252	35,746	35,198
2027	41,689	31,989	37,497	36,839
2028	44,398	32,726	39,334	38,562
2029	47,283	33,463	41,261	40,373
2030	50,356	34,200	43,282	42,278
2035	68,989	37,885	54,974	53,437
2040	94,518	41,570	69,826	68,044

Source: CPL Calculations, 2023

Alternative 1

Population growth is assumed to continue at the rate which occurred between 2000 and 2020. During this time period, population growth increased an average annual rate of 6.5%. Continuing this rate to the year 2040, the population of Union City would reach 94,518 people.

2020 – 2000 Union City Change = 26,830 – 11,621 / 20
years = +15,209 / 20 = +760 people per year
(i.e., 6.5% annual growth)

Alternative 2

Alternative 2 assumes a “straight line projection” based on population data for the 10-year period between 2010 and 2020. During this decade the population of Union City increased by 7,374 persons for an average of 737 new citizens each year. Using this figure to project future population growth would result in an increase of 14,740 persons for a total population of 41,570 citizens.

2020 – 2010 Union City Change = 26,830 – 19,456 / 10
years = +7,374 / 10 = +737.4 people per year
(i.e., 3.8% annual growth)

Alternative 3

Using historical data from Census data pulled from past comprehensive plans adopted by Union City and the decennial census for the three most recent decades, the city’s historic rates of growth are as follows:

- 1970 to 1980: 4.6% per year
- 1980 to 1990: 5.7% per year
- 1990 to 2000: 3.8% per year
- 2000 to 2010: 6.7% per year
- 2010 to 2020: 3.8% per year

This results in an historical average of 4.92% per year. At this annual rate, by the year 2040, Union City population would more than double to a total population of 69,826.

2010 – 2000 Union City Change = 19,456 – 11,621 / 10
years = +7,835 / 10 = +783.5 people per year
(i.e., 6.7% annual growth)

Conclusion

Alternatives 1 and 3 show population growth figures for the year 2040 which are substantially apart (94,518 and 69,826 – for a difference of 24,692). This indicates that since 2000, Union City’s growth rate has exceeded its historical trendline. Alternative 2 provides for a much slower rate of growth resulting in a year 2040 population of 41,570. These figures are summarized in Table 2-3: Population Projections, Union City, 2020-2040.

Section 3.3: Density and Distribution

Population density measures how many people live in a specific area. Urban areas tend to be more densely populated than rural areas. Per 2020 population statistics, Union City (1,364 people per square mile) is more densely populated than its sister-cities of South Fulton and Fairburn, but less densely populated than Fulton County as a whole (3,685 people per square mile) and the City of Atlanta (3,685 people per square mile).

Table 3.3 (A) : Population Density of Union City

	Union City	Fairburn	South Fulton	Atlanta
Land Area (square miles)	19.6	16.8	85.22	135.1
Land Area (acres)	12,544	10,752	54,540	86,464
2010 population	19,456	12,950	<i>Incorporated in 2017</i>	420,003
2020 population	26,830	16,483	107,436	498,715
Density, 2020	1364.4 per sq mi	976.0 per sq mi	1260.7 per sq mi	3685.7 per sq mi

Source: Quick facts, US Census

The central portion of Union City, consisting of Census Tracts 105.28, 105.24, 105.25, and that northeastern portion of land located off Buffington Road, consisting of Census Tract 105.32, are more densely populated than the rest of the city. These areas are emerging urban areas offering a blend of residential, commercial, and industrial-zoned properties. More specifically, the central segment is bound by Flat Shoals Road to the north, Fayette Road to the south, Roosevelt Highway to the west, and Interstate 85 to the east. The northeastern segment is bound by Flat Shoals Road to the north, Buffington Road to the west, and Jonesboro Road to the south.

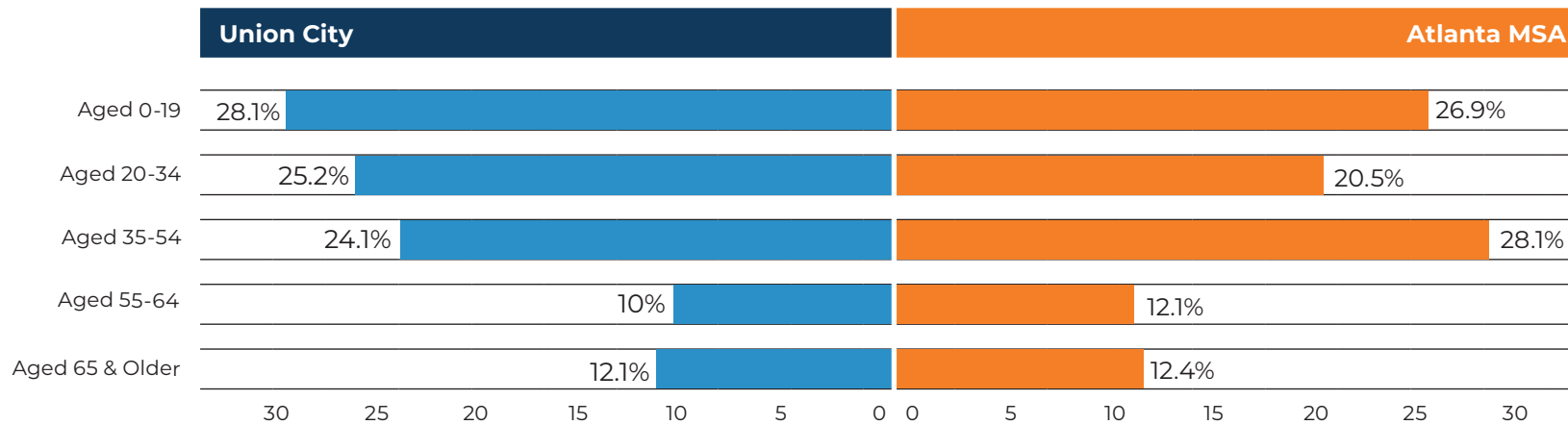
In general, population concentrations rise as one travels north towards Atlanta. Significant regional activity centers serving Union City include Hartsfield Jackson International Airport and Camp Creek Marketplace, both accessible by traveling north for approximately 8 to 10 miles. Shannon Mall located off Mall Boulevard, which was envisioned as a potential community town center in the 2013 Livable Center Initiative Study, has since been redeveloped into a warehouse-distribution facility.

Section 3.4: Age Distribution

Figure 3.4 (A) compares the 2021 age distribution in Union City to the Atlanta region. Residents of Union City are slightly younger than those of the Atlanta region. In 2021, the median age in Union City was 32.8 years and 36.8 years in the Atlanta Metropolitan Statistical Area (MSA). As for the 2021 age distribution, Union City’s “under 35 years” population is at 53.8 % percent of th population, compared to 47.4 % of the Atlanta MSA. Still,

the share of the population under 35 years old has fallen over time, from 60.8% in 2010. Union City is not an exception to the regional trend of aging population, with 7.4% growth in population aged 55 years and older over the past decade. In 2010, the percentage of 55 and older residents was 14.7%. In 2020, this figure rose to 22.1%.

Table 3.4 (A) : Comparison of 2021 Age Distribution

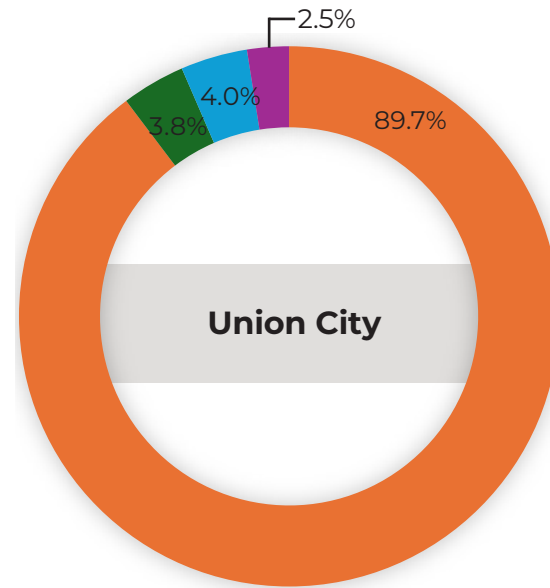


Source: U.S. Census, 5-year ACS, DP05

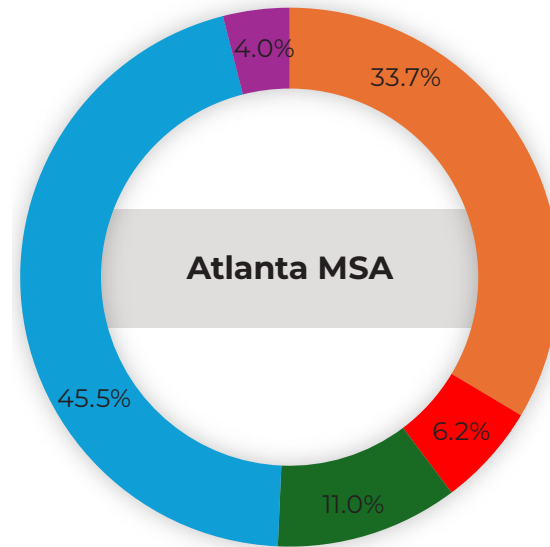
Section 3.5: Race and Ethnicity

Figure 3.5 (A) compares the race and ethnicity of the 2021 population in Union City with that of the Atlanta region. The numbers below are for non-Hispanic persons. Hispanic includes declarants of all race types. The City has more Black residents proportional to its total population than the Atlanta region. As shown in **Figure 3.5 (B)**, the historical trends shows that in the past decade, the percentage of Black residents relative to total population has risen, whereas the counts for most other groups have fallen. As of 2021, the Atlanta MSA has more diversity in its overall population than Union City. The term “diverse” in this context refers to the blend of multiple racial and ethnic groups.

Table 3.5 (A) : Comparison of 2021 Race and Ethnicity

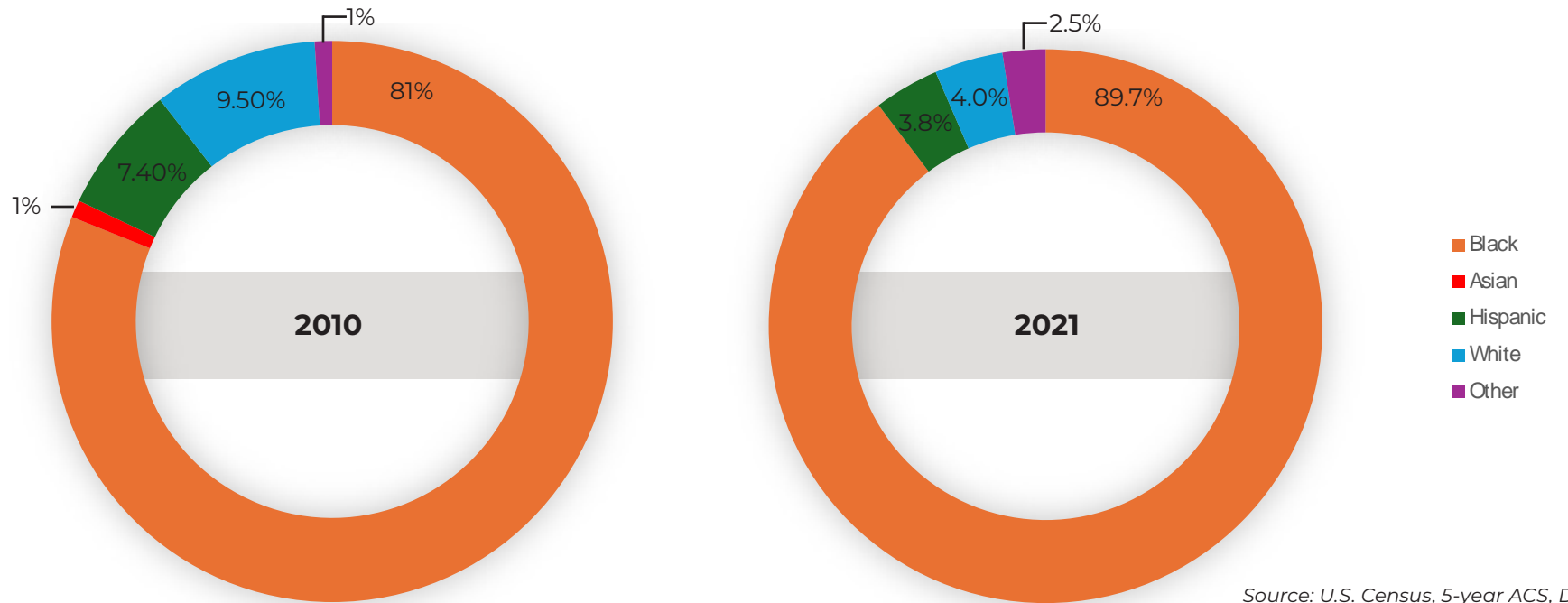


■ Black ■ Asian ■ Hispanic ■ White ■ Other



Source: U.S. Census, 5-year ACS, DP05

Table 3.5 (B) : Historical Race and Ethnicity of Union City



Source: U.S. Census, 5-year ACS, DP05



Section 3.6: Household Traits

Union City is home to 11,433 households and 12,245 housing units. Of existing housing units, 93% are occupied units functioning as someone’s primary residence. The median value of owner-occupied units is \$169,700. This is about 67% of the amount in Atlanta MSA (\$252,100) and about 82% of the median amount for the state of Georgia (\$206,700). There are 13.8% more multi-unit buildings in Union City than in the surrounding area.

When reviewing the table below, it is advised to keep in mind the following U.S. Census Bureau definitions:

- Household: *“All the people who occupy a housing unit”* (Census, Subject Definitions).
- Housing unit: *“A house, an apartment, a group of rooms, or a single room occupied or intended for occupancy as separate living quarters. Separate living quarters are those in which the occupants do not live and eat with other persons in the structure, and which have direct access from the outside of the building or through a common hall.”*
- Householder: An adult person in whose name the separate living quarter is owned or rented.

These terms help to clarify that (1) multiple households may exist within a single housing unit; (2) the total number of households is not the same as the total population of the city; (3) unless otherwise explicitly noted, a household may consist of a single person or multiple persons, who may be families or unrelated.

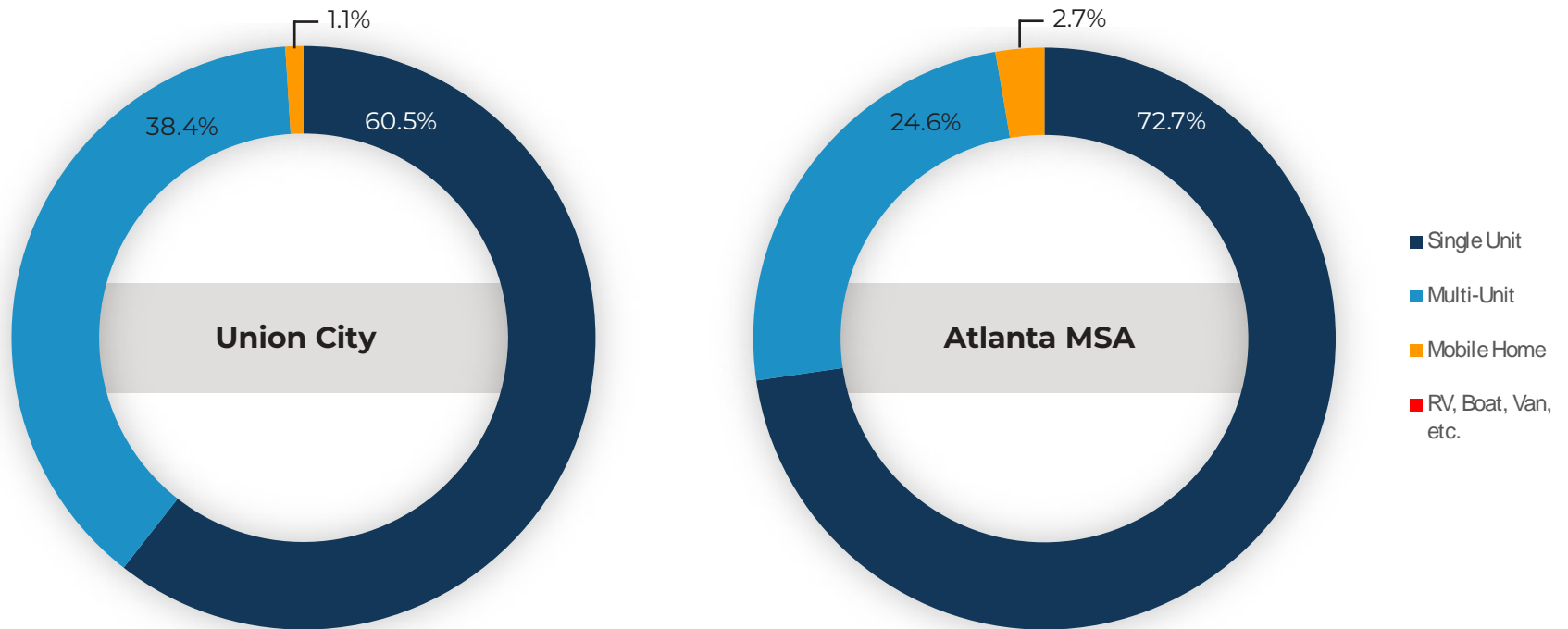
Table 3.6 (A) : Household Characteristics in Union City

Households Characteristics	Union City	Atlanta MSA
Total Housing Units, 2021	12,245	2,386,457
Occupied Housing Units (i.e., Total Households), 2021	11,433	2,209,408
Owner Occupied Housing Units, 2021	40.9 %	64.8%
Renter Occupied Housing Units, 2021	59.1%	35.2%
Persons per Owner Occupied Household, 2021	2.6	2.8
Persons per Renter Occupied Household, 2021	2.1	2.5
Average Persons per Household, 2021	2.3	2.7
% Married Couples	34%	59.8%
% Male Householder	8%	6%
% Female Householder	37%	18.7%
% Non-Family Households	21%	15.6%

Source: U.S. Census, 5-year ACS, B25024

Further, review of Housing Tenure Data found that for the total population who had lived in their housing unit for 1 year or more (+/- 25,897 people), approximately 6.5% had moved into that unit from another area in Fulton County; 5.8% had moved into the unit from a different county within the State of Georgia; and, 3.2% had moved to their unit from a different state. However, those who declared that they lived in an owner-occupied unit were more likely to have moved to that unit from a different state (5.2%). (Census, 2021, Table ID: S0701.-Geographic Mobility by Selected Characteristics).

Table 3.6 (B) : Types of Housing Structures, 2021



Source: American Community Survey, 5-year ACS, B25024

Section 3.7: Commuting and Employment

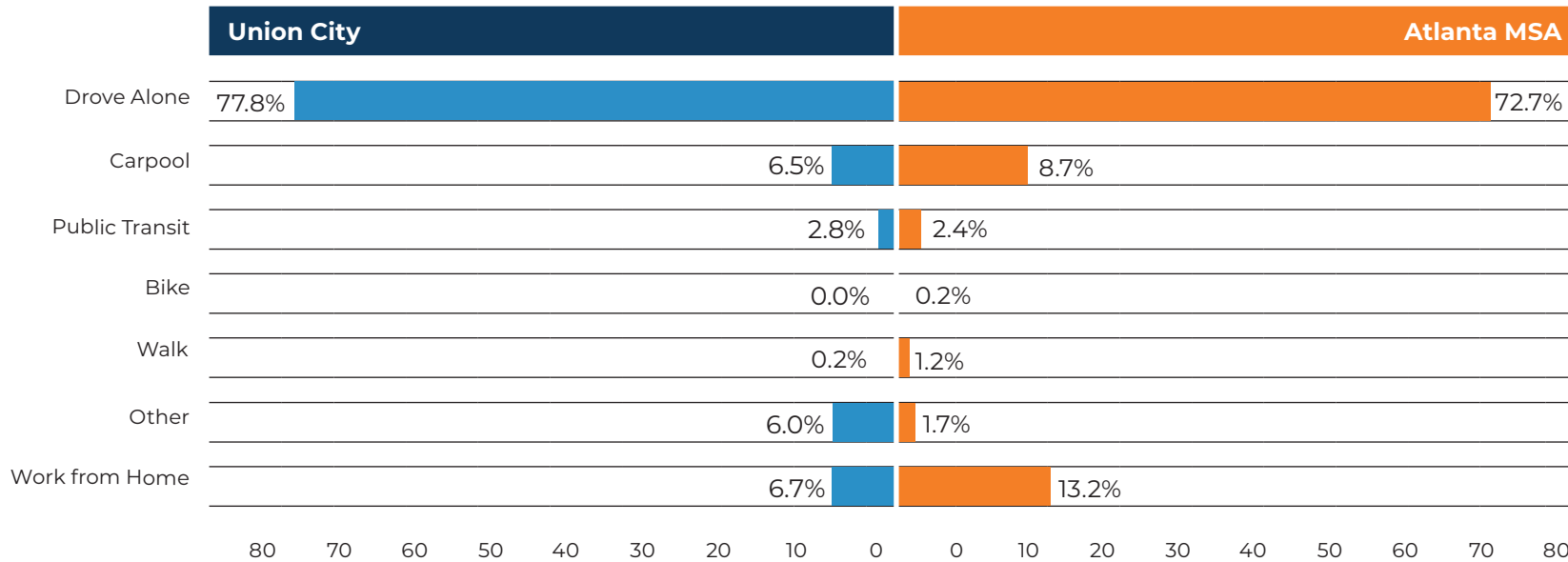
Transportation data indicates that the number of workers commuting into Union City is only slightly lower than the number of workers commuting out of the City. The Commute Out number of 8,556, reflects the residents who leave the city for work and most likely work in the job types that are not substantially found within the city. A very small number of residents, 399, live and work in Union City (Comp. Plan, 2021).

Union City is a car-centric community. Figure 2.8 (A) shows the methods residents got work in 2021. The majority (77.8%) drove alone. Notably, most households in Union City are single-car households, whereas most households in the Atlanta MSA are two-car households. This places Union

City households at a higher risk of losing their jobs and of increased limited mobility, should that single car have mechanical issues which may be costly to repair. For the purposes of this report, it is important to note that bicycling in both the region and Union City is not the primary method to get to work currently.

This indicates that there is a need to determine whether biking is an active recreational past-time, or whether the lack of biking in Figure 2.8 (A) suggests that a biking culture will need to be cultivated to maximize the utility of the MUTP.

Table 3.7 (A) : Means of Transportation to Work, 2021



Source: U.S. Census Bureau, 1-year ACS, B08101

From 2019 to 2020, employment in Union City grew at a rate of 7.51%, from 9,600 employees to 10,400 employees. The most common job industries in Union City, Georgia are Office and Administrative Support Occupations (1,508 people, median earning of \$72,156), Transportation Occupations (812 people, median earning \$71,444), and Sales and Related Occupations (772 people, median earning \$43,593). Leading firms in Union City include Newell-Rubbermaid, General Electric, Costco, Caterpillar, Dendreon, and Kraft Foods.

Figure 3.7 (C): Employment by Industries



Source: U.S. Census Bureau, 5-year ACS, 2021 by DataUSA.io

Chapter 4: Field Findings

Summary

An historic bedroom community for the Atlanta region, Union City has been fragmented into multiple irregular-shaped districts and lacks a clearly identifiable city center (2021, Comp Plan). Streetscape improvements were seen in the Historic District along Union Street on a site visit conducted on Thursday, April 20, 2023 on a sunny day between the hours of 11 AM and 2 PM. Observed improvements included angled on-street parking, new wayfinding signage, equally spaced street lights, stamped concrete sidewalks and crosswalks, and art installations.

These investments, together with the opening of Mayor's Park at the corner of Union Street and Watson Road, reaffirm the city's interest in strengthening the Historic District into a more active center of civic life. But pedestrian activity along this corridor is currently low to non-existent, in part due to the few restaurants and retail options available in this area, key destinations that attract visitors. Current uses are instead predominantly institutional in nature (City Hall, Post Office, Police Department, Jail, Kenneth L. Johnson Depot) which tend to be facilities that few residents have reason to visit regularly.

However, as a result of the annexation of 5,330 acres in 2006, Union City's Comprehensive Plan envisions expansion west of Roosevelt Highway and the CSX rail line abutting Union Road (Union City, 2022). Approximately 3,482 acres of annexed land abuts South Fulton Parkway (SR14), which was designated a Freight Corridor by the Georgia Department of

Transportation in 2011. Of this, 1,074 acres has been aside in a permanent conservation easement (TCMU Analysis, 2020). This leaves about 1,120 acres along South Fulton Parkway available and zoned for Town Center Mixed Use redevelopment. This increases the strategic importance of increasing trails and leveraging Dixie Lakes and Ronald Bridges Park, already ensconced within residential districts headed west towards South Fulton Parkway, into a more easily accessible community resource. The future public investments coupled with sound land use and transportation policy render the trail area ripe for redevelopment and successive private investment.

Together with general commercial and industrial zoned tracts located off Jonesboro Road at I-85, Flat Shoals Road at I-85, Hunter Road, and Buffington Road, the annexed tracts along South Fulton Parkway are positioned to function as the city's long-term economic engines. Their redevelopment presents opportunities for private-public cooperation for trail implementation, particularly if coordinated implementation is tied to the development of properties zoned TCMU (town center mixed use). Note, adequate zoning ordinance updates are required as a function of implementation.

All photos taken in Chapter 4 are from CPL, Architecture, Engineering, and Planning, unless otherwise stated.

Walk-Through for Zone A: Reclaimed Lakes 1, 2, and 3

The path followed for Zone A: Reclaim (R3 Concept, pg. 06) started at the Union City Police Department (5060 Union Street). From there, the team headed west across Roosevelt Highway to Gresham Street. It was immediately evident that sidewalk improvements are required along Gresham Street. Existing sidewalks offered variable widths up to five feet, but there was no grass or planting strips to offer pedestrians a sense of safety or buffering against fast moving vehicles traveling along the road. The team explored the third parcel up from the start of Gresham Court. This undeveloped property provided a connection point to Dixie Lake 3 and a northbound tributary which the team was able to follow until reaching the intersection of Gullatt Drive and Park Avenue.

The subject property had evidence of regular foot traffic (i.e., well-worn footpaths). The primary approach to Dixie Lake 3 was determined to be a good candidate for a natural (i.e., unpaved) trail spur and potential picnic or rest area. The team walked the perimeter of Dixie Lake 3. At the mid-point of lake, there was a natural land bridge that extended into the water. Unfortunately, this land bridge did not extend across the full length of the lake, as there was a break in its center to allow for water flow and drainage. So, the team identified other potential footbridge sites based on environmental characteristics and topography. These potential sites were marked “FB” on the annotated maps in this chapter. Team also determined that the south end of Dixie Lake 3 which would be better suited for boardwalk construction due to the presence of wetlands.

Dixie Lake 3 offers scenic habitats. Specimen trees, Cherokee Rose clusters, and evidence of Beaver habitats were observed by the team along the route. However, undeveloped abutting properties near Gullatt Road revealed evidence of multiple homeless camps in the area (e.g., shelters, trash, human waste, and memorial graves) which would need to be humanely relocated. Other obstacles that would require attention during construction include two ravines found on the north side of the lake, overhead power easements crossing the full length of the lake, and a fallen specimen tree measuring 60 inches in diameter.

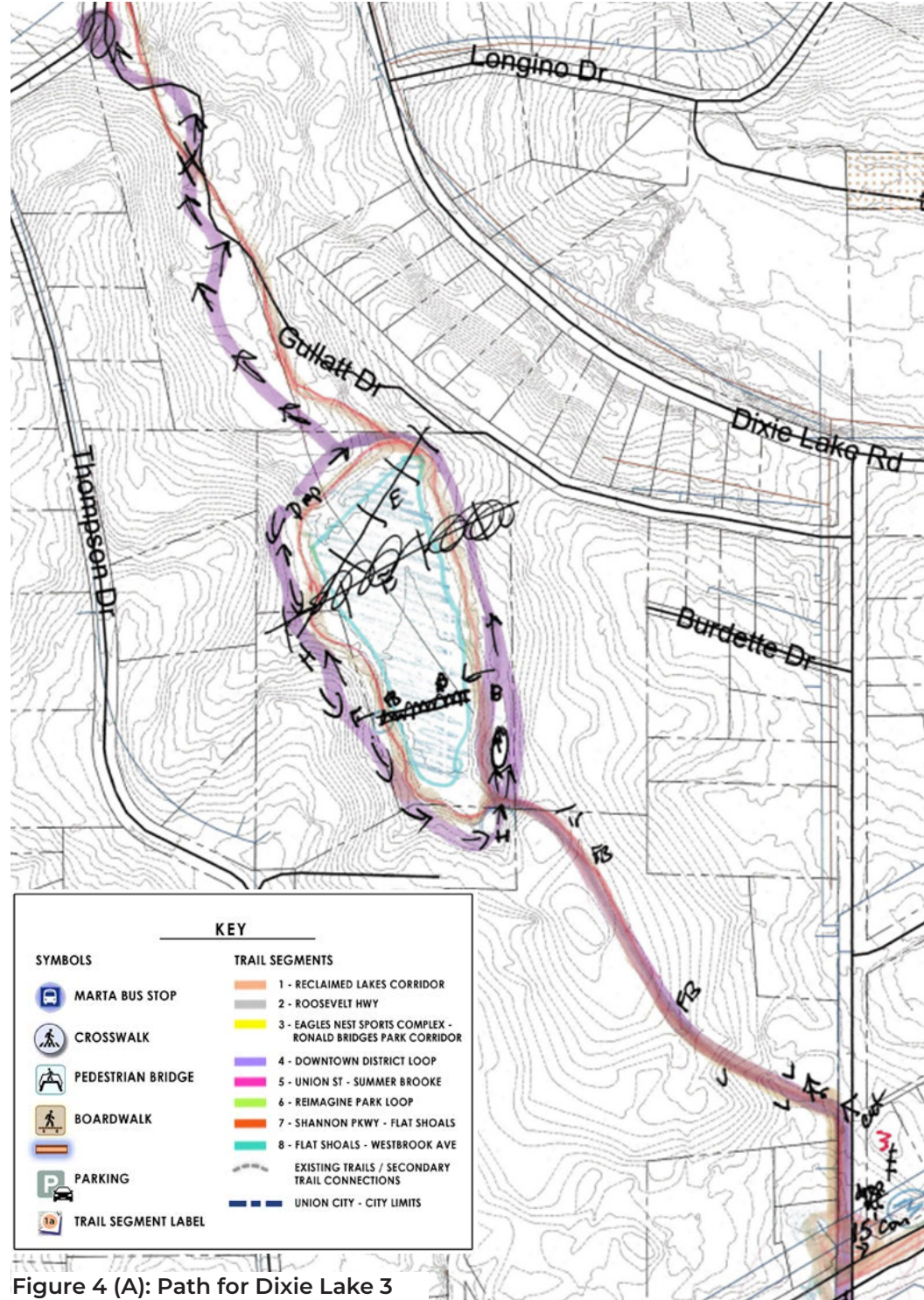


Figure 4 (A): Path for Dixie Lake 3

From Park Avenue, which would require new sidewalks and crosswalks to improve ease access, the group traveled north towards Dixie Lake 2. The terrain made it too hazardous to explore the eastern perimeter of Dixie Lake 2 paralleling Lakeside Way; so, focus was kept on the western segment. Dixie Lake 2 also offers great opportunities for wildlife observation, but it is more significantly impacted by heavy wetlands than Dixie Lake 3. But more critically, site inspection confirmed that the lake is likely to be much bigger than the limits indicated on parcel maps. This increases the importance of procuring accurate GIS Data / Aerial imagery when finalizing the final trail alignment.

At the north end of Dixie Lake 2, Lakeside Drive terminates to an abandoned concrete bridge surrounded by a bamboo thicket. This elevated area overlooks the expanse of the wetlands and a concentrated area of deeper water from a natural dam. The stream connection from Dixie Lake 1 feeding into Dixie Lake 2 can be observed in this area, where water flow is more energetic cascading down a rock bed of sizeable boulders. This could be a key feature and overlook destination for the trail.

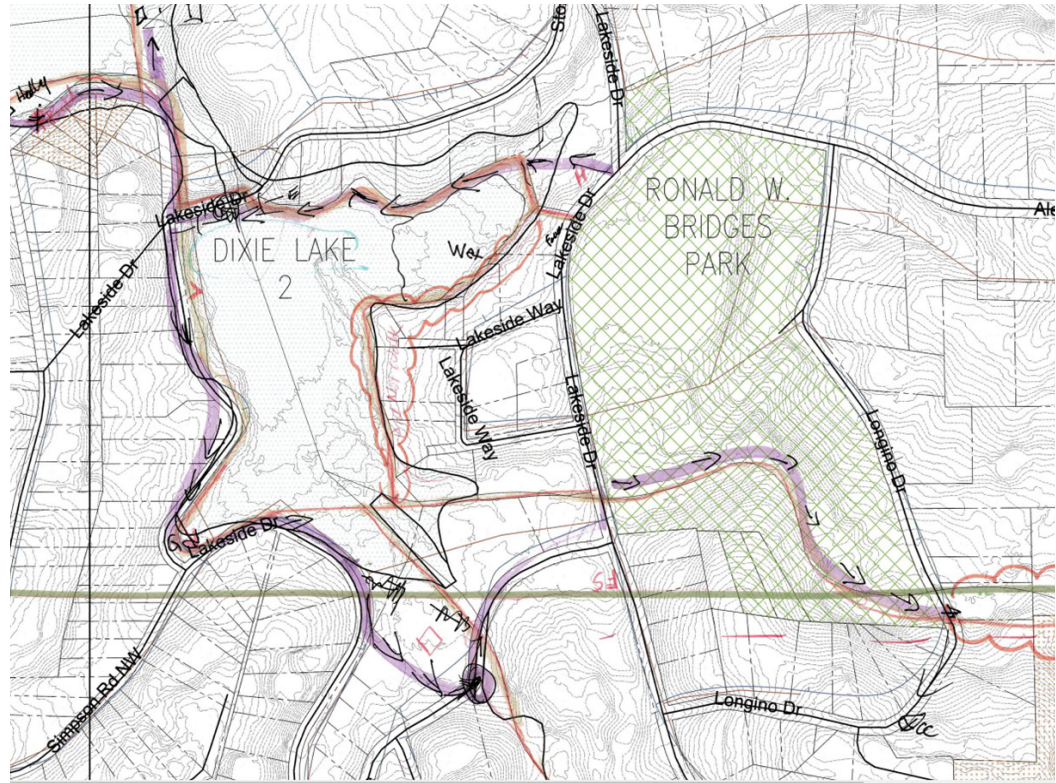


Figure 4 (B): Path for Dixie Lake 1, 2

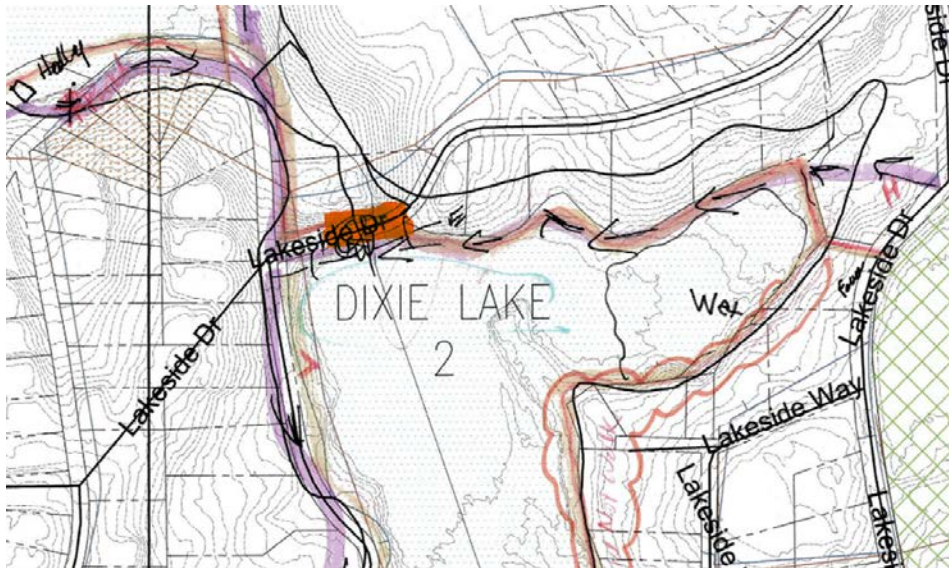


Figure 4 (C): Location of Concrete Bridge highlighted at Dixie Lake 2



Figure 4 (D): Image of Concrete Bridge at Dixie Lake 2



Figure 4 (E): Image of Dixie Lake 2 Overview

From Dixie Lake 2, the team continued north up Lakeside Drive to Dixie Lake 1. The group could not explore the full perimeter of Dixie Lake 1 due to the surroundings being identified as private property. Review of parcel ownership confirmed larger parcels are owned by a few families, as follows: Curtis, Hadley, and McKinney. Private ownership was confirmed by the presence of a small private pool and boat house with utility connection (electricity) observed approximately 30 feet from the water's edge, along with pre-existing handrails and steps in other locations. However, from the limited access to Dixie Lake 1 available from publicly owned parcels at Forrest Avenue and Lakeside Drive, it is clear Dixie Lake 1 could function as a great trail destination and/or trailhead with some parking. Dixie Lake 1 provides a few natural beaches as well as granite outcroppings.

Due to their relative proximity to the lakes, the team concluded their site visit by walking Ronald Bridges Park and Eagles Nest Sports Complex. These parks provide access bathrooms, parking, existing wayfinding and other public recreational amenities, making them a natural destination. A solution to provide interparcel connection among these destinations at Longino Drive is strongly advised to support a continuous system.

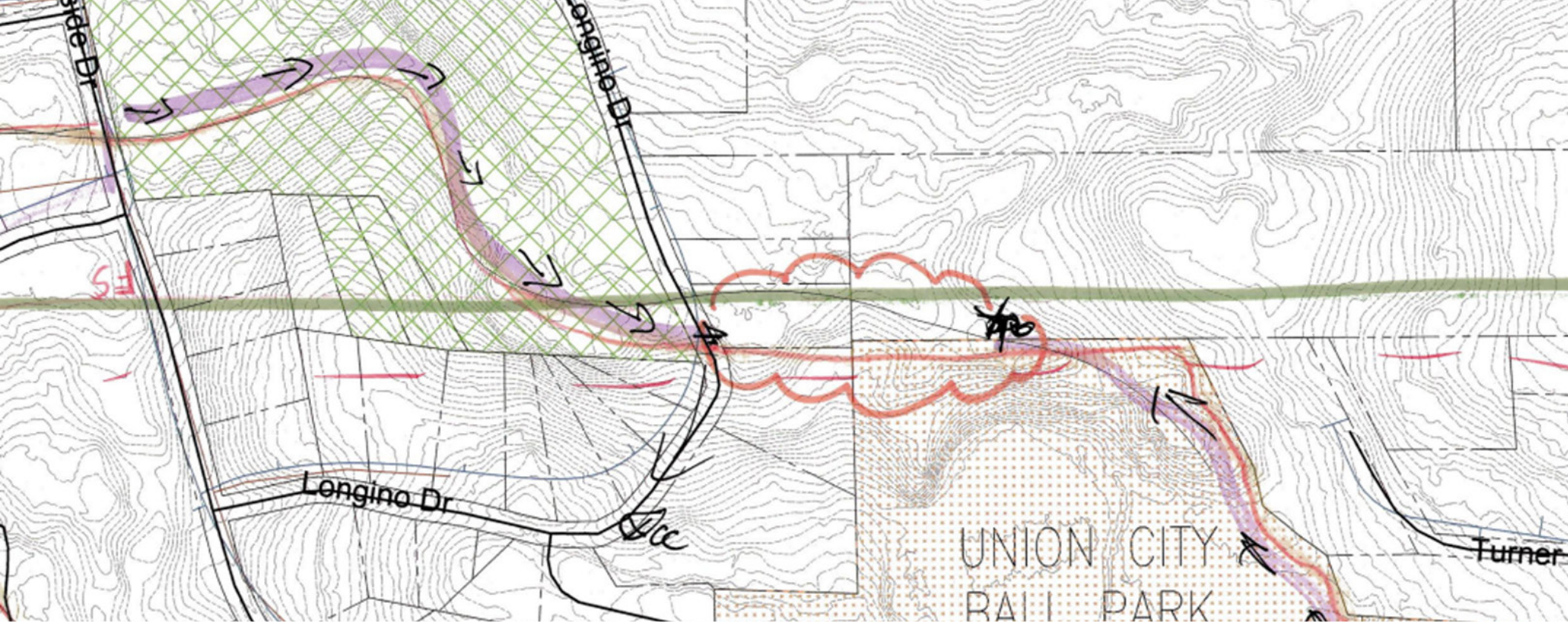


Figure 4 (F): Route followed to Ronald Bridges Park



Figure 4 (G): Pedestrian Conditions at Lakeside Drive south of Dixie Lake 2



Figure 4 (H): Pedestrian Conditions at Alexander Avenue and Lakeside Drive

Walk-Through for Zone B: Downtown District

The path followed for Zone B: Renew and Zone C: Reimagine (R3 Concept, Page 06) also started at Union City Police Department (5060 Union Street). The team headed east along Union Road, crossing the railroad tracks onto Union Street, and following Union Street through a residential area until reaching the cul-de-sac at Summer Brook Court. This residential stretch had existing bicycle facilities, sidewalks, and street lights spaced at regular intervals.

Upon reaching Summer Brook Court cul-de-sac, the team traveled north by following detention pond easement and unplotted terrain until reaching a tributary of Windham Creek. The tributary was followed until the rear of the Caliber Collision Center building at 6485 Shannon Parkway was spotted. After crossing a debris pile adjacent the building, the team walked across the parking lot area towards Shannon Parkway. This right-of-way was quickly identified as hazardous for pedestrians due to vehicle speeds and road curves limiting long-distance visibility. After a lull in the flow of traffic, the team rushed across to the sidewalk on the northside of the road's centerline.



Figure 4 (I): Union City Police Station Streetscape facing west

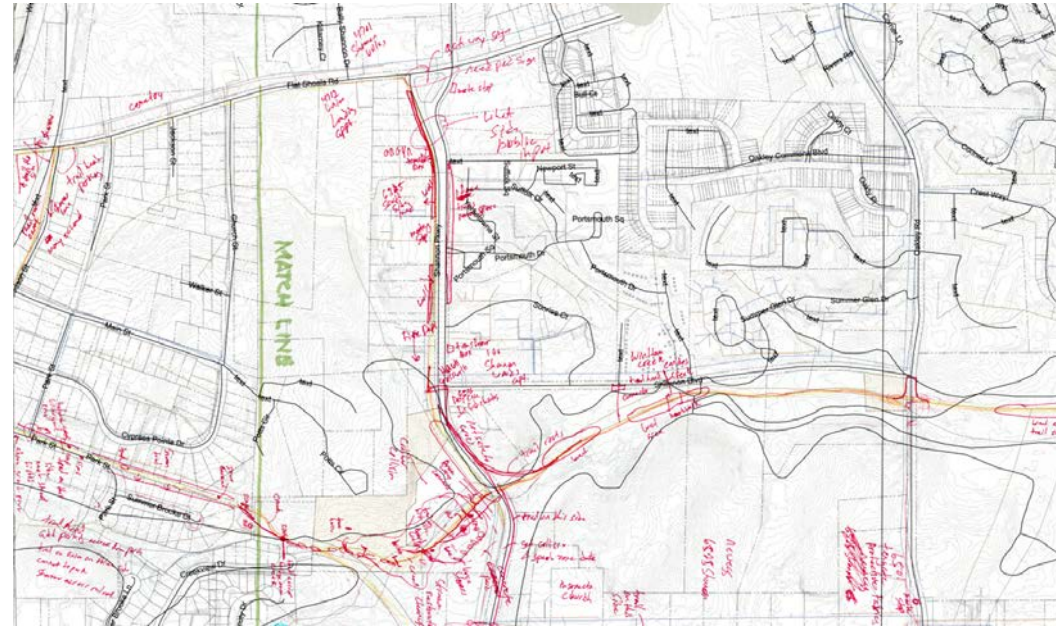


Figure 4 (J): Route followed from Summer Brook Court to Flat Shoals Road



Figure 4 (K): Railroad Crossing at Union Street adjacent Mayor's Park

Walk-Through for Zone C: Entertainment District

By following Shannon Parkway southbound, CPL eventually connected with Mall Boulevard. The team paused at Mall Boulevard to observe the large numbers of advertisements for parcels for sale. It was also noted that though there were MARTA bus stops, there was little to nothing in the way of shade. The only active public use appeared to be the La Quinta Inn located at 6605 Londonderry Way.

At Mall Boulevard, the team headed eastbound until reaching the end of road, as indicated by the arrival at a research facility labeled as “Shannon Tower.” Across this building sat an undeveloped area in the floodplain, which the team explored until reaching the north side of Windham Creek. On the northside of Windham Creek, a clearing appeared – the team followed the discovered sewer/power station easement west until exiting back out onto Oakley Road. The intersection of Shannon Parkway and Oakley Road marked the transition of the path from floodplains and sewer easements filled with brush and vegetation, and unshaded sidewalks along industrial areas, into an established residential district.

Shannon Boulevard’s southern portion was lined with tree canopy offering shade and respite from the midday heat. On the opposite side of the road, were residential units – including the back of Champions Glen Apartments (accessed from 6427 Oakley Road), Windham Creek Condominiums (4500 Shannon Boulevard), Shannon Woods II Apartments (1404 Sunrise Court). This corridor was well traveled by vehicular traffic and other pedestrians were observed along the corridor.



Figure 4 (L): Pedestrian Conditions at Shannon Parkway near Collision Auto Center



Figure 4 (M): Shannon Boulevard at Oakley Road

At the intersection of Shannon Boulevard with Shannon Parkway, there was another transition in the character of adjacent development. Here, the uses shifted from residential to service-oriented businesses, such as medical offices and daycares. There was also more visible investment in placemaking, as observed by the presence of a well-maintained landscaped median that ran the full length of the corridor. At the intersection with Flat Shoals Road, a gateway sign with a water feature welcoming people to Union City has been placed upon this median.

Though this is a clear Gateway Corridor, the team observed that the proximity of existing residences on the east side of Shannon Parkway presented challenges to expansion of the existing sidewalks into trail systems. For improved access to commercial uses mostly concentrated on the west side of the road, the team noted that the western side of the road would be a better candidate for path installation.

Flat Shoals Road was followed west to the CSX line. While perhaps a good candidate for sharrow, Goodson Street was identified as an unsuitable candidate for trail installation at this time due to barriers posed by the CSX right-of-way on the west and small front setbacks on the east. Instead, the team crossed the CSX line and followed Westbrook Road south to Watson Street until reaching Union Road. This alternative path was lined with sidewalks and historic homes, which, due to their scale, sat further back into their lots than the smaller residences along Goodson Street. This path also facilitated access to Green Manor Restaurant and Mayor's Park, creating an effective loop back to the point of beginning while connecting to historic and civic facilities.



Figure 4: (N): Shannon Parkway at Shannon Boulevard

Chapter 5: Adopted Plans

Union Station Redevelopment Study - Supplemental LCI, 2013

Following disinvestment after the malls' closure in 2014, the Atlanta Regional Commission awarded a Supplemental Livable Centers Initiative Study grant to update the previous 2003 LCI study. This LCI focused on redevelopment options for the mall and the potential relocation of the South Fulton Park & Ride Lot to the redeveloped mall site. The study resulted in an updated mall redevelopment concept that included civic greenspace, hotel, commercial, multi-family residential and a site for the Park & Ride. The study also included a framework for the creation of new streets and blocks.

South Fulton Parkway Access Management Study, 2012

This study included the 20-mile length of South Fulton Parkway which includes a significant portion of Union City. The purpose was to develop an Access Management Plan for the parkway. An Access Management Plan was a tool to manage and balance the interaction of transportation and land use along South Fulton Parkway. In order to maintain efficient flow of traffic balanced with adequate access to adjacent land uses, the plan considered various types of access management including medians, auxiliary lanes, location and design of roadways and new frontage roads.

Union City Quality Growth Audit, 2012

Completed as a part of the Atlanta Regional Commission's (ARC) Community Choices Implementation Assistance Program, the audit reviewed existing land use policies to ensure their consistency with the city's quality growth goals. Gaps were identified within the following areas:

- Connectivity standards between and within new developments needed improvement.
- Area where adequate sidewalks were missing needed identification city-wide.
- Standards for bicycle and pedestrian amenities needed to be added to certain portions of the zoning and development codes.
- The application of existing mixed-use/urban design districts and overlays that exist around Shannon Mall and South Fulton Parkway needed to be considered within other parts of the city.



South Fulton Comprehensive Transportation Plan (CTP), 2020

Completed in 2020, the South Fulton Comprehensive Transportation Plan (CTP) is the guiding document for transportation improvements in southern Fulton County.

Input from the Union City 2015 Comprehensive Plan was used during the development of the South Fulton CTP. The recommendations in the CTP accounted for Union City's future land use patterns and made financially constrained transportation project recommendations to reflect anticipated future development. It outlined specific prioritized actions, policies, and projects. Recommendations included short-term (5 year), mid-term (10 year), and long-term (20 years) strategies.

The CTP's Needs Assessment indicated that many of Union City's major arterial roads would face significant congestion by the plan's 2050 planning horizon. The Highway 138/Jonesboro Road section around I-85, the intersection of South Fulton Parkway at Buffington Road, and the intersection of South Fulton Parkway at Stonewell Tell Road were identified areas of poor Level of Service (LOS) between 2020 and 2050. The report also identified areas where sidewalks were missing or in poor condition.

Union City Comprehensive Plan (CP), 2021

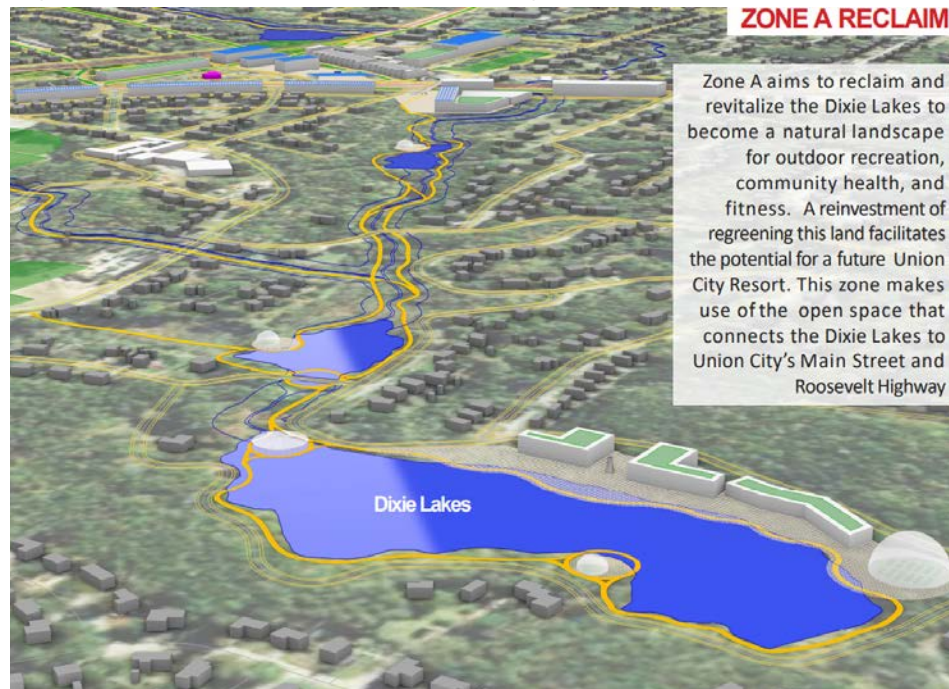
The Union City Comprehensive Plan was updated in 2021. The Plan provides the long-term vision for the development of the City and covers the following topics:

- Demographic Analysis and Forecasts for Union City's:
 - › Age
 - › Income
 - › Housing
 - › Employment
 - › Commuting Patterns
 - › Broadband Availability
- Community Goals and Visions for the next 20 years
- Future Development Map and Character Area Description(s)
- Report of Accomplishments and Short-Term Work Plan
- Supporting Maps showing parks, transit, and other existing community resources.

R3 Plan, 2019

In 2019, the Union City completed a conceptual master plan for three areas of their city. The conceptual master plan outlined urban design challenges facing each segment, as well as their opportunities. The Union City Multi-use Trail Plan (MUTP) focuses on advancing connectivity among these three Reclaim-Renew-Reimagine corridors. The original concept for the trail alignment was conceived of in the R3 Plan.

Figure 5 (A): Zone A Conceptual Trail Alignment



Source: Figure 5 (A-C) - Reclaim-Renew-Reimagine (R3) Master Plan, 2019

Figure 5 (B): Zone B Conceptual Trail Alignment

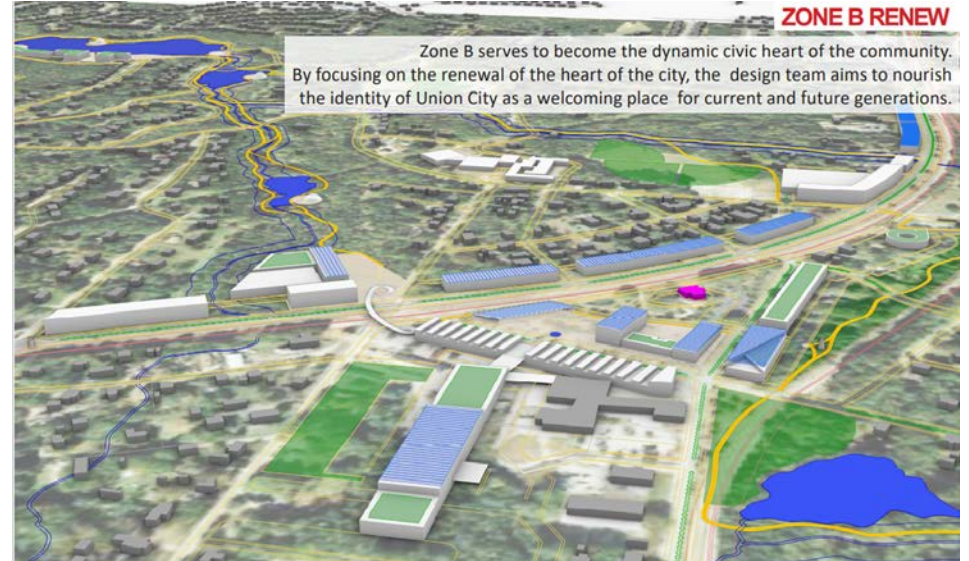


Figure 5 (C): Zone C Conceptual Trail Alignment



OVERALL CONCEPTUAL MASTER PLAN



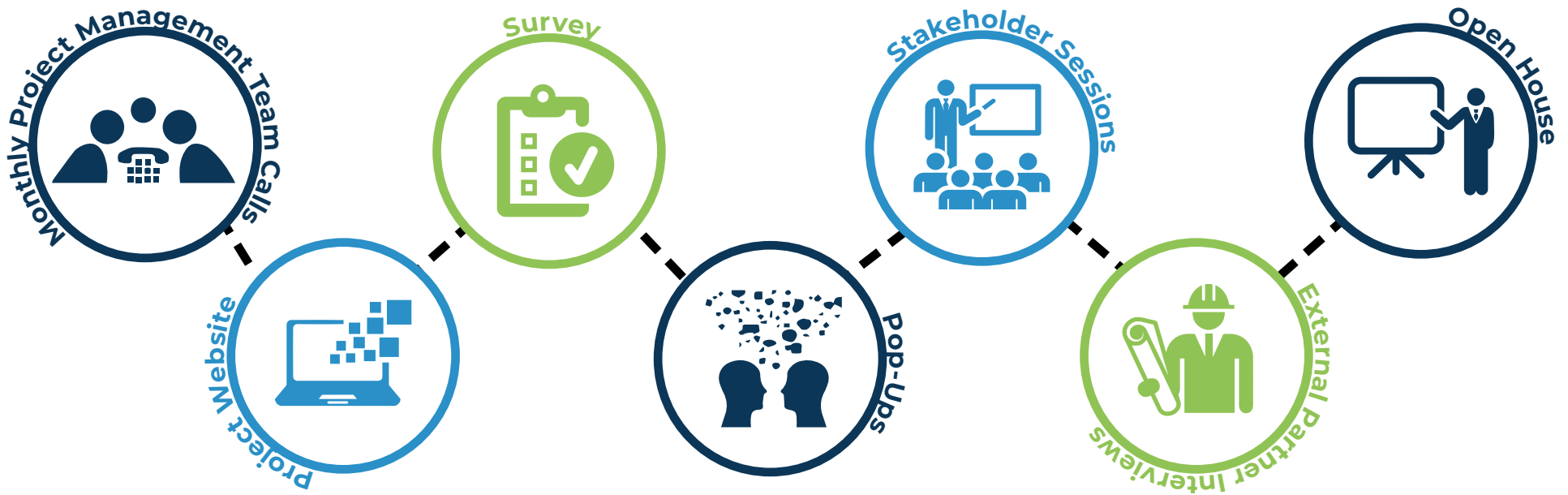
Source: Reclaim-Renew-Reimagine (R3) Master Plan, 2019

The conceptual master plan seeks to make an urban landscape that works best for the people that utilize it and creates a distinct place where people will aspire to visit and live.

Chapter 6: Public Engagement

The Planning Engagement process for this MUTP began with a review of adopted Union City plans and data from the United States Census, Georgia Department of Labor, Georgia Department of Transportation (GDOT) and Atlanta Regional Commission (ARC). Following this, the team performed multiple field visits to determine the engineering feasibility of conceptual trail system proposed by the R3 Master Plan adopted in 2019. Potential conceptual trail system routes were whittled down to create a new alignment. Eliminated segments included those whose field visits were revealed to be environmentally infeasible due

to challenging topographical conditions or limited right-of-way access; located too far from potential user base or desired destination; located in an area perceived or known to be unsafe, or which required crossing dangerous road conditions. Field findings, alignment adjustments, and knowledge gaps in trail use and design preferences were summarized in a Directions and Findings Report. The Public Engagement Process (PEP) sought to crowdsource answers to the knowledge gaps regarding trail use wants, needs, preferences, and concerns. It consisted of the following components:



Monthly Project Management Team Calls:

A project management team (PMT) comprised of City staff and project consultants met monthly throughout the yearlong MUTP development. A blend of virtual and in-person meetings was used to sustain project momentum, share findings and concerns, discuss necessary alignment adjustments, review and refine site-specific concepts, among other tasks.

Project Website:

A project webpage was used to provide public information about the project and served as an ongoing log of the project process. The information posted included project descriptions, timelines, upcoming event notifications, point of contact information, and downloadable project documents for review.



ENGAGEMENT SUMMARY



Total Website Visits: **750**



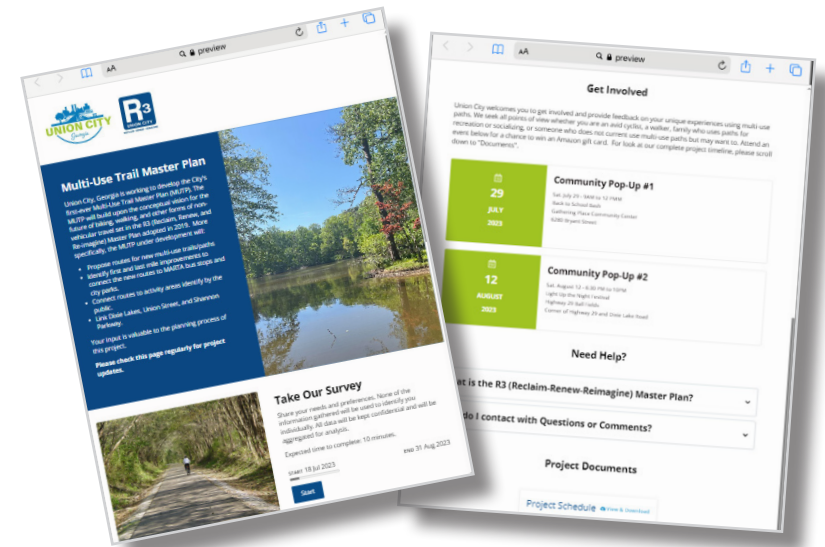
Unique Visitors: **361**



Average Duration of Visit: **4:06** Minutes

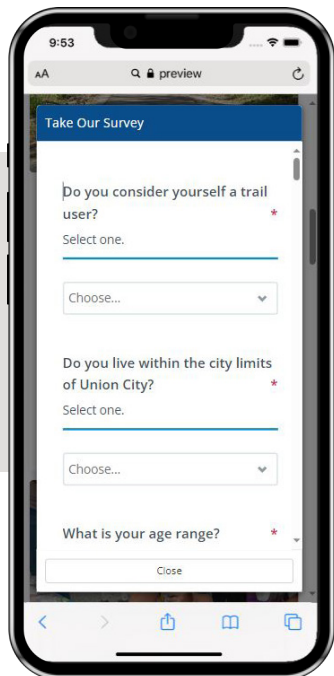


Document Downloads: **104**



Survey :

Surveys were conducted to gather information about how people use and access trail systems, and to determine those amenities and obstacles which would encourage or discourage trail use. The survey ran online on the project webpage from July 18, 2023, through September 15, 2023. Paper versions of the survey were made available at two pop-ups held during this time frame. There were 73 total responses. Key findings included the discovery that though the majority of respondents planned to use the path for exercise (83%) and relaxation (63%), most would prefer to walk the path (40%+) rather than bike or run on it (20%-30%). This finding led to conversations about potential design accommodations for pedestrians along the trail.



73 total survey responses



KEY FINDINGS

Most desired amenity: **Restrooms**

Most are reaching the route by: **Car**

Most want to use the trail to: **Exercise**

Once on trail, most will: **Walk**

Expected time per visit: **32 minutes**

Most plan to visit: **2-4 times per week**

Most discouraging condition: **Unsafe Road Crossings**

Pop-Ups :

Two pop-ups were held to engage the general public by meeting where they most likely would be. The first event took place at the Back to School Bash located at The Gathering Place on the morning of Saturday, July 29, 2023. The second took place at the City's inaugural Light Up the Night Festival located at the Eagles Nest Sports Complex Saturday, August 12, 2023. Residents and visitors were invited to stop by, chat about the project, and take the in-person surveys during pop-ups.



Stakeholder Sessions :

The stakeholder session was held on December 08, 2024. Participants provided local and policy input on trail construction, operations, and maintenance. Their technical expertise also eliminated tentative route selections and refined the final implementation approach. Attendees included representatives from the following City Departments:

- Police
- Fire
- Community Development
- Parks and Recreation
- Public Services
- Planning Commission
- City Manager's Office
- Marketing and Grants

Feedback received at this meeting included adjusting the implementation approach to make direct connections to certain established neighborhoods optional, prioritizing the development of segments traversing or connecting City-owned properties or facilities, delaying construction of certain segments with challenging topographical conditions to future phases, and providing lighting infrastructure along strategic routes in Phase 1.



External Partner Interviews :

The external partners served as key contributors in the planning process by providing expertise related to available federal and state funding resources, cultivating a local biking culture, filing grant applications, ongoing intersection and bus station improvement projects along Roosevelt Highway and Shannon Parkway. They shared documentation for concurrent area projects managed by their agencies and relevant points of contact, technical documents summarizing last-mile connection best practices, and access to crash and travel behavior data sets. Interviews were held throughout the start of January 2024.

- Georgia Department of Transportation
- MARTA — Planning and Services Division
- Georgia Bikes!
- Atlanta Regional Commission
- City of Fairburn

Feedback received at these interviews included collaborating with MARTA, GDOT, and CSX on the final placement and design of the proposed Pedestrian Bridge at Union Street, reviewing the ARC's location-based criteria to identify which segments were most competitive for the upcoming grant application cycle, and reaching out to existing cyclist groups in the City of Fairburn known to use Roosevelt Highway and Jonesboro Road to understand better wants and infrastructure needs of this demographic.



Atlanta Regional Commission



Open House :

The team presented the preliminary Union City Multi-Use Trail Master Plan to the general public at open houses at City Council Chambers from 4PM to 6PM on Tuesday, February 6, 2024. This open house was advertised on the project webpage and the City's social media platforms two weeks before the meeting. The general public was invited to view the refined trail alignment maps and the conceptual plans for Dixie Lakes, Municipal Complex, and Bright Meyers Tract. The project team was present to discuss the fieldwork and master planning process that went into alignment development. Comment cards and project information flyers with links and QR codes to the project website and contact information on how to submit public feedback were distributed to attendees upon arrival.



FEEDBACK REQUESTS RECEIVED:

the City establish clear policies to support trail cleanliness and upkeep

use of e-scooters and e-bikes

Dog waste bins & baggies

Bike repair kits!

Phone Charging Stations

sites for retail pop-ups or accessory structures for the sale of donuts, coffee, etc...



Chapter 7: Project Vision and Goals

As dawn breaks over Union City, the air is filled with the promise of a new day. The Union Station Greenline beckons with the whisper of leaves and the gentle lapping of water, weaving through the heart of the City like a tapestry of nature's design. This off-street multi-use trail, embraced by the community, invites residents and visitors alike to embark on a journey of discovery.

The trail begins near the bustling downtown, where the scent of freshly brewed coffee mingles with the crisp morning air. Passing through a leafy gateway, The Union Station Greenline unfolds, revealing a verdant corridor that winds around serene lakes and through enchanting, forested areas. The trail serves not only as a pathway but as a living connection among key destinations, shaping the City's cultural framework



As walkers set foot on the trail, the ambient sounds of the urban landscape gradually fade into a symphony of birdsong and rustling leaves. The path meanders along the shores of reflective lakes, offering picturesque views that mirror the City's dynamic spirit. Benches strategically placed along the way invite contemplation, providing a tranquil space for residents to pause and connect with nature in the midst of their daily lives.

Entering the heart of the forested areas, The Union Station Greenline envelops walkers and riders in a canopy of emerald green. Sunlight filters through the dense foliage, casting dappled shadows on the trail below. Wooden bridges span low areas of terrain, adding a touch of whimsy to the journey. Interpretive signs along the route narrate the City's history, fostering a sense of connection to the past and an appreciation for the natural wonders that surround.

The trail seamlessly links key cultural destinations, such as community centers, art installations, and historical landmarks. Public art installations, inspired by the City's diverse heritage, adorn the trail, turning it into an open-air gallery that celebrates Union City's identity. As visitors traverse The Union Station Greenline, they become part of a living narrative where the natural and cultural elements converge to create a tapestry of shared experiences.

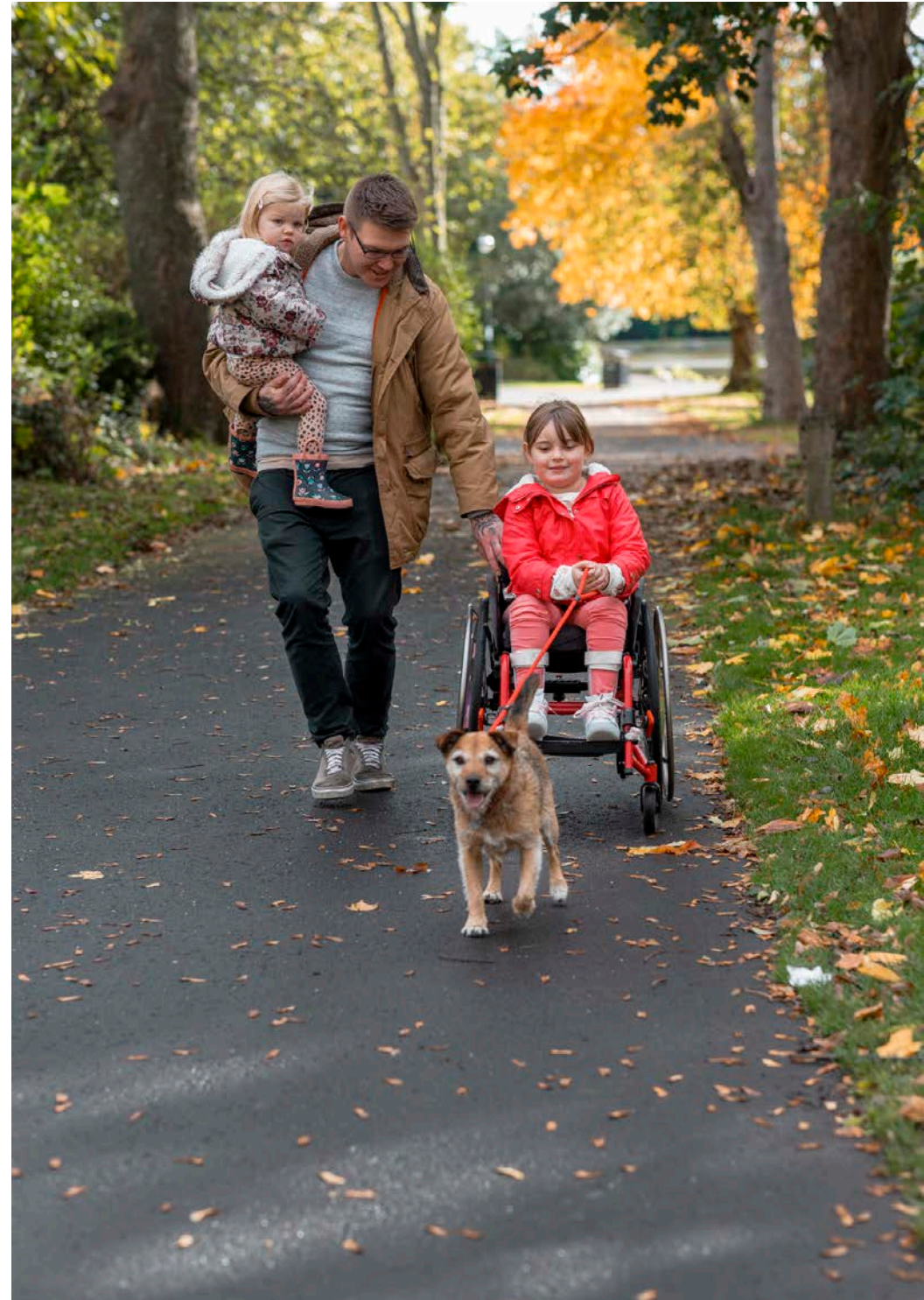
In the twilight hours, The Union Station Greenline continues to weave its spell, illuminated by soft lighting that enhances the enchanting ambiance. Families, friends, and solo explorers alike traverse the trail, fostering a sense of community and shared appreciation for the City's green oasis.

Ultimately, The Union Station Greenline transcends a mere trail; it becomes a living, breathing embodiment of Union City's commitment to a harmonious blend of nature, culture, and community.

Ongoing engagement with City staff, general public, and leadership through the Public Engagement Process resulted in the following trail system vision:

“The Union Station Greenline will support a safe and comfortable user-experience for persons of all ages and abilities and be an integral source of civic pride and daily community life. It will reconnect the urban fabric of Union City and elevate presently underutilized natural or built areas to their best and highest public use.”

This vision statement embeds several important themes. “Comfortable user experience” suggests that the system as whole should function as a safe, convenient, and attractive travel option for a large number of people and variety of trip purposes, especially shorter trips. “Integral source of civic pride” suggests the system should be built and maintained to such a high standard, that residents will develop a natural sense of ownership and personal identification with the system, which spurs them to advocate for continued investment in its operations and expansion. The City will know it has achieved success if by the year 2050, visitors from other states or the metropolitan Atlanta region at-large frequent the system at levels comparable to the Silver Comet Trail or Atlanta Beltline.



To achieve this vision over the long term, this plan advises prioritizing the funding, design, and construction of routes which advance or satisfy the greatest possible number goals listed below. In general, routes which achieve the most goals should be fast tracked for implementation, all other considerations equal:



Goal 1: New routes should connect to parks, community centers, historic sites, and activity centers.



Goal 2: New routes should avoid or reduce the overall number of trail system road-crossings.



Goal 3: New routes should use traffic solutions such as HAWK beacons, artsy crosswalks, or pedestrian-first streetscape features to signalize to motorists that they are entering a bike-pedestrian priority area, where road or intersection crossing cannot be avoided.



Goal 4: New routes should provide exercise zones, spurs for walkers and runners, seating areas, and preservation of natural scenic vistas and other amenities to encourage use of the trail for exercise and relaxation.



Goal 5: New routes should provide trailhead parking, whether through adjacent parking decks, on-street spaces, off-street surface lots, or shared parking arrangements to accommodate users from the City and from the Atlanta metropolitan region at large.



Goal 6: New routes should include a sense of active monitoring and security on the trail, through the use of bike-mounted police patrols, high resolution security cameras, lighting, and secure bike parking areas.



Goal 7: New routes should not negatively impact the City's ability to sustain system-wide cleanliness, safety, and ease of emergency service access. Designs should accommodate ecologically sensitive areas.



Goal 8: Routes should be visually distinguished through shared wayfinding system and regularly advertised to the public through social media, strategic search engine advertisements, and word of mouth.

Chapter 8: Trail System Components

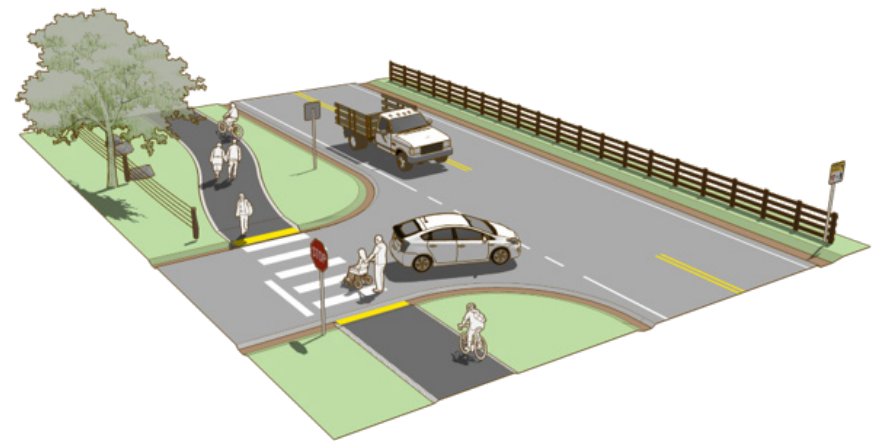
Blending facility types is necessary to appeal to a broad range of users and to encourage a variety of trip types. On-street facilities such as conventional bike lanes and sharrows support fast, short, and direct connections to desired destinations. These features are essential for commuters. Off-street facilities like greenways and side paths, tend to support lower-speeds, more languorous routes, and access to parks facilities. This makes them essential for families and people seeking family-friendly, lower stress environments. The Union Station Greenline will consist of a blend of all the suburban on-street and off-street trail typologies described below:

- **Greenway Trails** –Dedicated bikeway constructed in riparian, utility, or former or active rail corridors. Commonly used to fill a gap in the bike network where it is not feasible to make a comfortable travel experience within the existing road network. Greenway trails can expect a variety of users. Where trails intersect roads at grade, appropriate pavement markings, signage, and traffic signals or beacons should be used so there is no interruption to the low stress environment. Where possible, trail spurs should connect to transit facilities. In ecologically sensitive contexts, these may be constructed as boardwalk or other pervious materials.

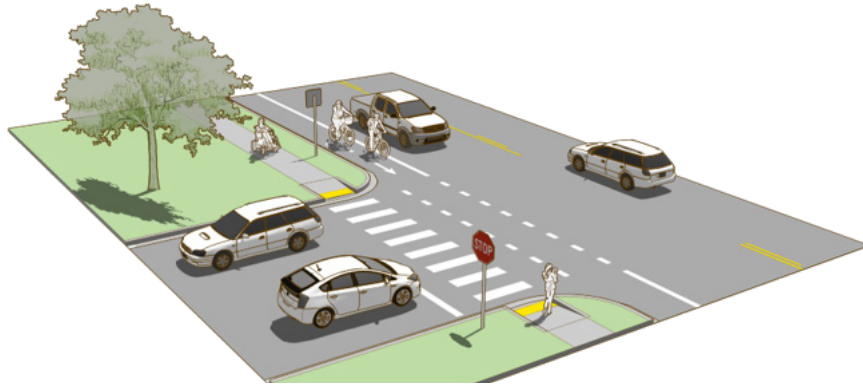


Source: Both images on pg 47 - Small Town and Rural Design Guide, 2024

- **Side Paths** – Dedicated bikeway constructed upon an elevated surface to provide separation from motor vehicle traffic. The vertical separation prevents drivers from parking or idling on the bikeway. Buffer spaces, bioswales, or landscape strips may be included as part of side-path design, usually on the side closest to the roadway, to help manage stormwater, provide tree canopy and shade, improve air quality, and enhance separation from cars.



- **Conventional Bike Lane** – Dedicated lane designated an exclusive space for bicyclists through the use of pavement markings and signage. Bike lanes make biking a more visible and comfortable option for people who would usually drive or walk to a transit stop. Conventional bike lanes work well on collector streets with 3,000 to 9,000 cars per day and where there is potential for a road diet or reduction in lane width.



- **Shared Roadway** – Traditional marked shared roadway (i.e., sharrow) enhanced with bicycle-oriented wayfinding and the occasional traffic calming device. Typically used where there are no viable alternative routes and insufficient space to accommodate greenway trail, side path, or conventional bike lanes.



Source: Both images on pg 48 - Small Town and Rural Design Guide, 2024

Facility	Placement	Width	Physically Separated?	Street Speed Limit
Greenway	Constructed in green areas (i.e., parks, stream corridors, and undeveloped lands).	10 ft min.	Yes	n/a
Side Path	Constructed in public ROW, typically part of streetscapes.	10 ft min.	Yes	25mph – 45 mph
On-Street Bike Lane	Painted lane on roadway for exclusive bike use .	5 ft min.	No – car or truck encroachment possible.	25 mph – 40 mph
On-Street Sharrow	Marking on roadway indicating bikes permitted to use the entire lane.	n/a	No – car or truck overtaking is possible.	25 mph or less

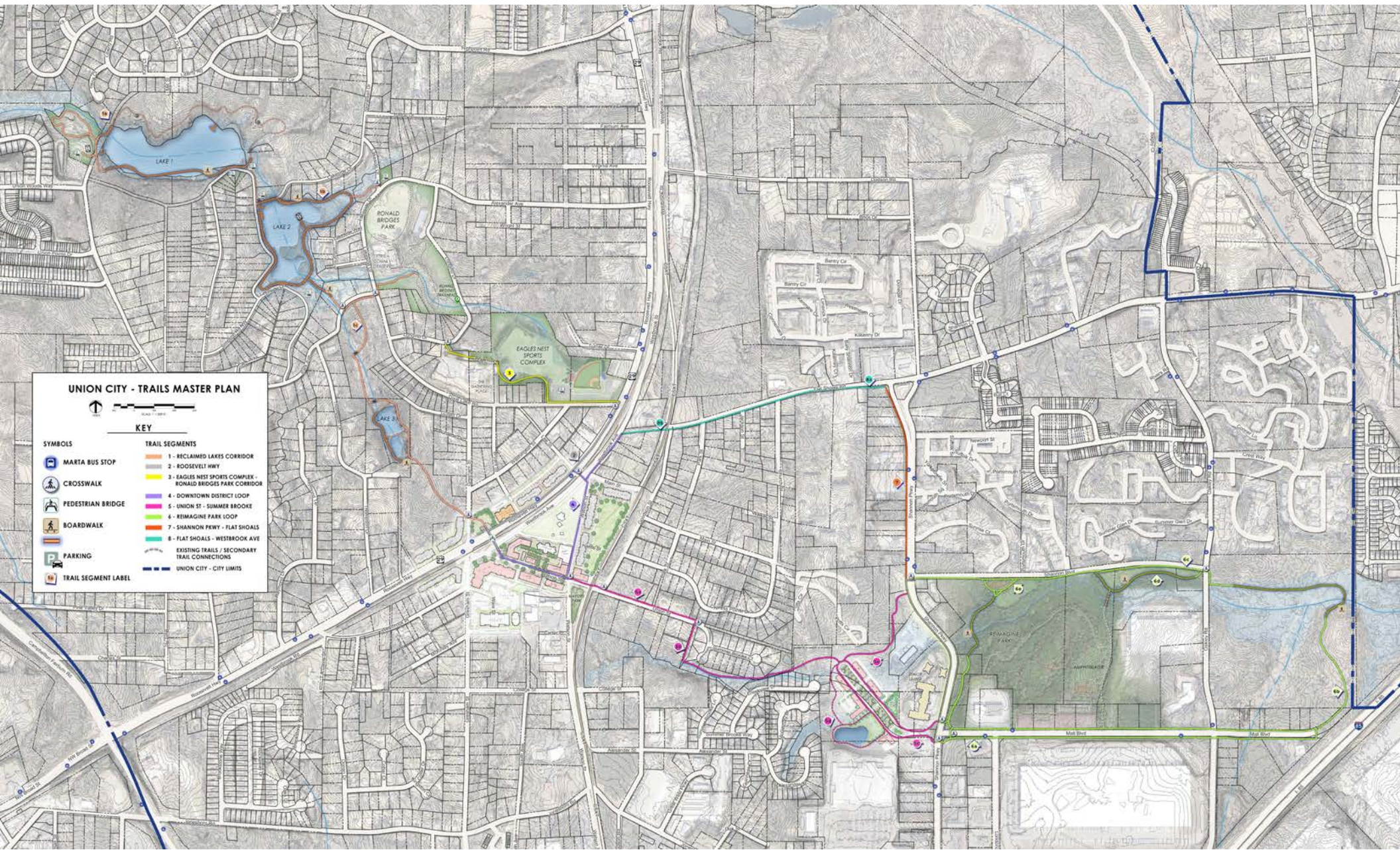
Sources: NACTO Bikeway Design Guide (2018), ARC Walk.Bike.Thrive! Master Plan

Chapter 9: Trail Alignment

Union City has identified 10.2 miles of multi-use trails that will help the City to remain competitive in the region and to develop a trail system that connects Union City's established neighborhood to parks, downtown, employment and commercial hubs. The development of the Union City Multi-Use Trail Master Plan has taken into consideration regional connections along Roosevelt Highway, the location of MARTA stops and their level of service in Union City, effective February 2024, and planned capital improvement projects for the next five years.

The following pages present each trail segment in more detail, including a listing of opportunities and obstacles that may affect decisions regarding implementation. A preliminary cost estimate to design and construct each segment is included. Estimated costs are based on materials and labor pricing from Spring 2023.





Trail Segment 1 - Reclaimed Lakes Corridor

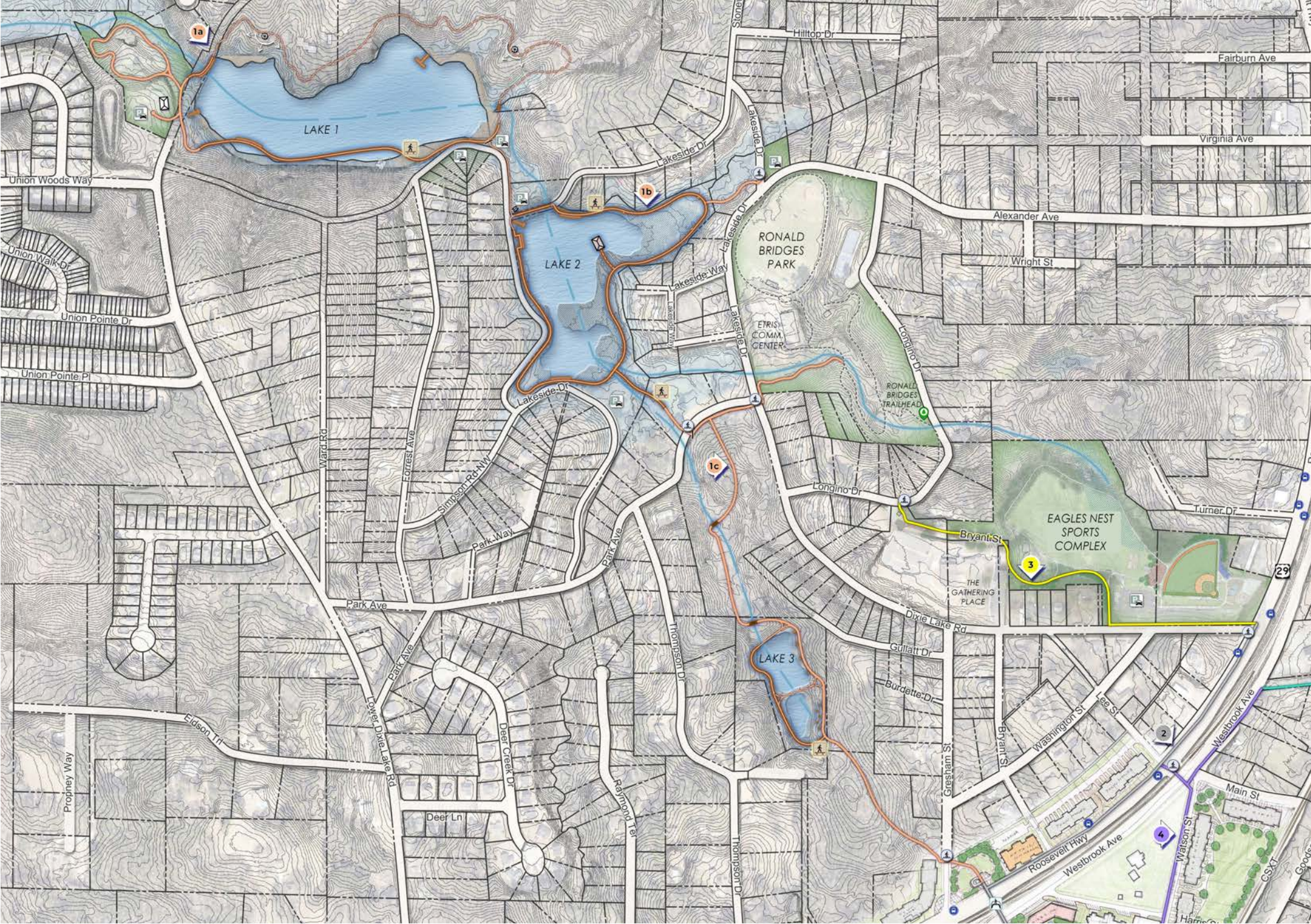
Trail Segment #1 aims to restore public access to Reclaim Lakes 1, 2, and 3 (formerly known as Dixie Lakes 1, 2, and 3). The corridor will consist of greenways totaling 2.9 miles, made from blend of crushed stone, concrete, and boardwalk as most appropriate to their context. Users will traverse wetlands, flood plains, and scenic natural areas containing specimen trees and beaver habitats.

Construction upon wet soils, proximity to privately-owned parcels, and the presence of human encampments, ravines, and overhead power easements will need to be humanely and strategically addressed as part of reclaiming public access to these natural features. This route primarily consists of large curvilinear loops around each lake and north-south spurs linking each lake to each other. It supports connection among established neighborhoods and to existing parks located off of Dixie Lakes Road. It is a continuous alignment, with few required road crossings.

- **Segment #1A:** Reclaimed Lake 1 upon Parcel 09F210100880467 is located east of Lower Dixie Lake Road and north of Lakeside Drive. It is the largest of the three lakes and has usable beaches along its water's edge. The proposed trail around Lake 1 will be a boardwalk connected to a paved greenway that becomes an on-street sharrow at 5320 Lakeside Drive. Lakeside Drive is a public right-of-way with a posted 25 mph speed limit abutted by single family detached homes and no sidewalks. It is paved except for a small stretch of gravel found along the frontage of Parcel 09F210100883511. The sharrow will head south to reach Reclaimed Lake 2.

- **Segment #1B:** Reclaimed Lake 2 upon Parcel 09F220400870126 is located east of Lakeside Drive, north of Simpson Avenue, and west of Lakeside Way. Lake 2 is shaped like the letter "R" and consists of two smaller bodies of water separated by a wetland characterized by fallen trees and tall grasses. The proposed trail around Lake 2 will be a greenway that follows the lake's unique shape. Three spurs are proposed off the trail's eastern perimeter. The first spur will connect to the north entrance into Ronald Bridges Park where adjacent is a ballfield. The second spur will connect to the five-foot sidewalk at the intersection of Park Avenue and Dixie Lake Road. This sidewalk can be followed north to Etris Community Center. The third spur will follow a southbound stream tributary until reaching Reclaimed Lake 1. Third spur users will need to cross Park Avenue, a two-lane public road with posted speed limits of 25 mph, at-grade and then follow an underutilized and unpaved portion of Gullatt Drive until reaching Reclaimed Lake 1.

- **Segment #1C:** Reclaimed Lake 3 upon Parcel 09F160300771522 is located south of the paved and regularly used portions of Gullatt Drive, east of Thompson Drive, and west of Gresham Street. It is the smallest of the three lakes. The proposed trail around this lake will be a greenway along the Lake's northern perimeter and boardwalk along the south. One greenway spur will be provided along the water's southern edge that can be followed southeast to exit onto Gresham Street. An ADA accessible pedestrian bridge will be easily visible upon arrival at Gresham Street. Timing for the implementation of Segment 1C should ideally be synced with the construction of the pedestrian bridge, which will function as a natural Gateway feature linking the Reclaimed Lakes Corridor to the Downtown District.





Source: Union Street Pedestrian Bridge Concept, Foresite Group, 2023

Overview

Connecting Destinations: Union City Public Works Building off Lower Dixie Lakes Road, Ronald Bridges Park entrance off Lakeside Drive, Ronald Bridges Park entrance off Park Avenue, Pedestrian Bridge to Downtown

Begins/Ends: Lower Dixie Lakes Road / Roosevelt Highway at Gresham Street

Distance: 2.9 miles

Opportunities and Benefits:

- › Connects numerous Lakeside Drive residents to off-street routes they can use to get to downtown.
- › Low road speeds and single travel lanes low-stress user experience.
- › Re-uses existing lakes primarily used for stormwater detention purposes into active features.
- › Provides trailhead opportunity at the bend of Forrest Avenue upon city owned tracts.
- › Topography supports the integration of overlooks, beaches, canoe slips, benches, and picnicking areas.

Potential Obstacles:

- › Segment 1A route construction is dependent on private property acquisition with multiple parties.
- › Segment 1B route construction is dependent on negotiations with an HOA Board.
- › There is evidence of human encampments, debris and conflicting overhead utilities to consider as part of the construction process.
- › Roadway abandonment process might be necessary to facilitate construction of Segment 1B.
- › There are specimen tree, bird, and beaver environments to protect as part of construction.
- › Most expensive route in The Union Station Greenline network.

Segment	Length	Estimated Costs*
1 A – Lake 1	1.24 miles	\$2,642,750
1 B – Lake 2	0.89 miles	\$4,528,650
1 C – Lake 3	0.77 miles	\$817,640
		Total = \$7,989,040 Total w/20% OPCC = \$9,586,848

**The first total includes estimated costs of amenities, trail construction, and land or easement acquisition. The second total value adds a 20 percent opinion of probable cost contingency (OPCC) to help pre-emptively prepare for potential changes in material and labor costs resulting from future market volatility.*

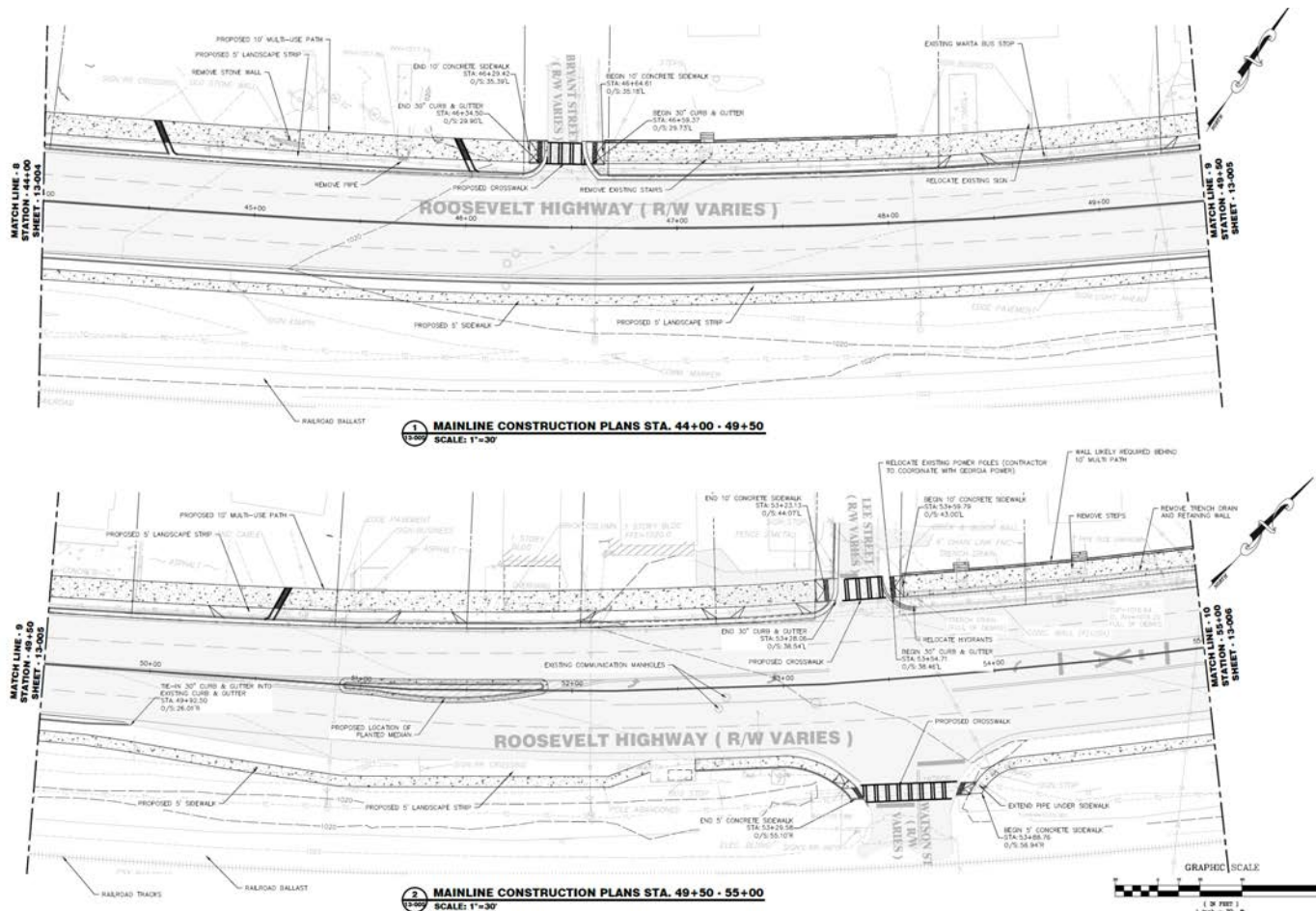


Intersection at Roosevelt Hwy and Gresham St. - Source: Google Earth

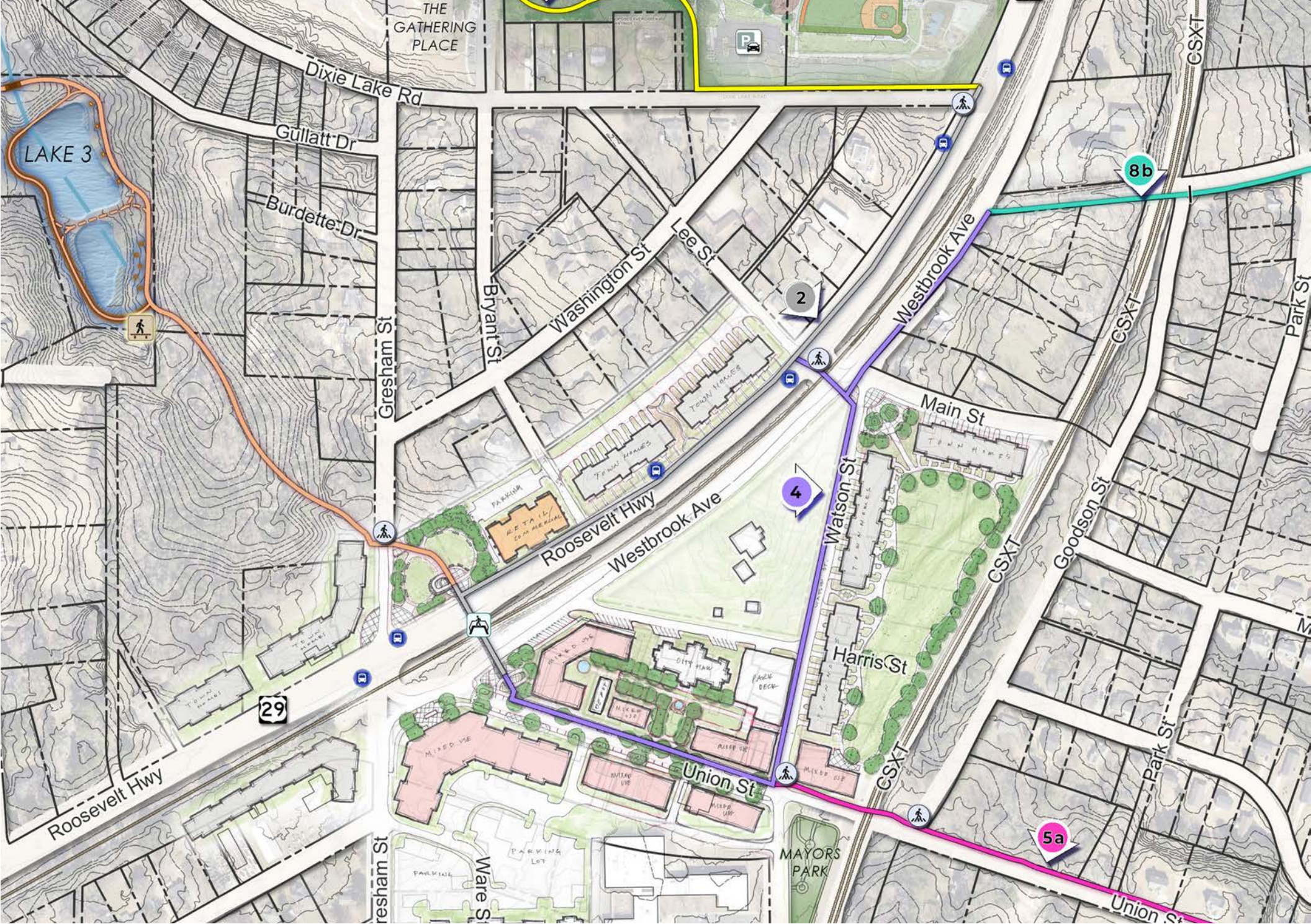
Trail Segment 2 : Roosevelt Connector

Roosevelt Highway Connector aims to connect and spur redevelopment or improvement of the parcels located along the west side of Roosevelt Highway in the 0.22-mile stretch of land located between Gresham Street and Dixie Lakes Road. This route will consist of a minimum 10-foot-wide concrete multi-use trail segment built as part of the Roosevelt Highway

Streetscape buffered from motorists through use of a 5-foot landscape strip. Upon reaching Dixie Lake Road, users can connect to the existing streetscape consisting of a 5-foot-wide sidewalk bordered by 2 to 3-foot-wide planting strips on either side until reaching the trail internal to the Eagles Nest Sports Complex.



Source: Roosevelt Highway Streetscape Concept Plans, Prime Engineering, 2023.



Overview

Connecting Destinations: Pedestrian Bridge to Downtown, MARTA Bus Stops at Gresham Street, MARTA Bus stop at Lee Street, MARTA Bus stop at Dixie Lake Road, Union City Ball-Fields

Begins/Ends: Gresham Street / Dixie Lakes Road

Distance: 0.22 miles

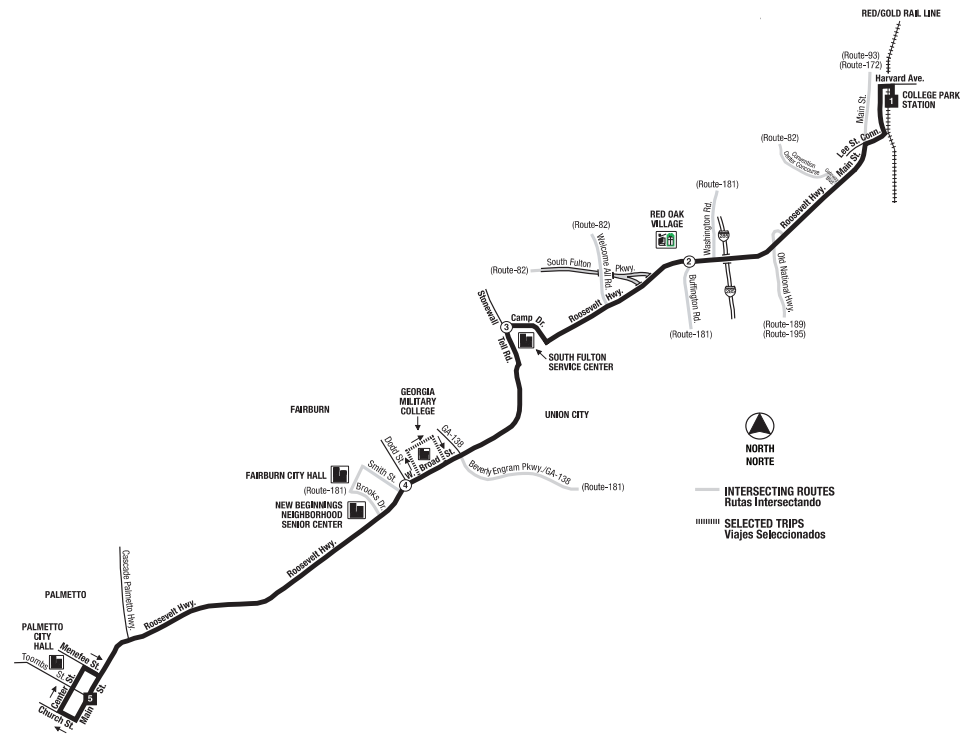
Opportunities and Benefits:

- › Currently under construction and funded by \$80,000 GDOT LMIG grant.
- › Landscape strip integration will support enhanced tree canopy along this regional corridor.
- › Provides access to intra-regional and intra-city routes through MARTA
- › MARTA and GDOT studying and developing plan to improve the intersection at Main Street.
- › City owned parcels at the northern corner of Gresham Street offer sufficient land to provide a plaza or greenspace opportunity within walking distance of two MARTA routes.
- › MARTA bus stop improvements planned for stops along Roosevelt Highway.

Potential Obstacles:

- › Proximity to freight and high-speed traffic create high-stress user-experience.
- › The proposed intersection crossing to Main Street is known to be dangerous crossing for pedestrians because intersection design and existing roadway grades limit motorist visibility.
- › There are encroaching commercial buildings and structures in City right-of-way.

Segment	Length	Estimated Costs
2	.22 miles	n/a - already under construction

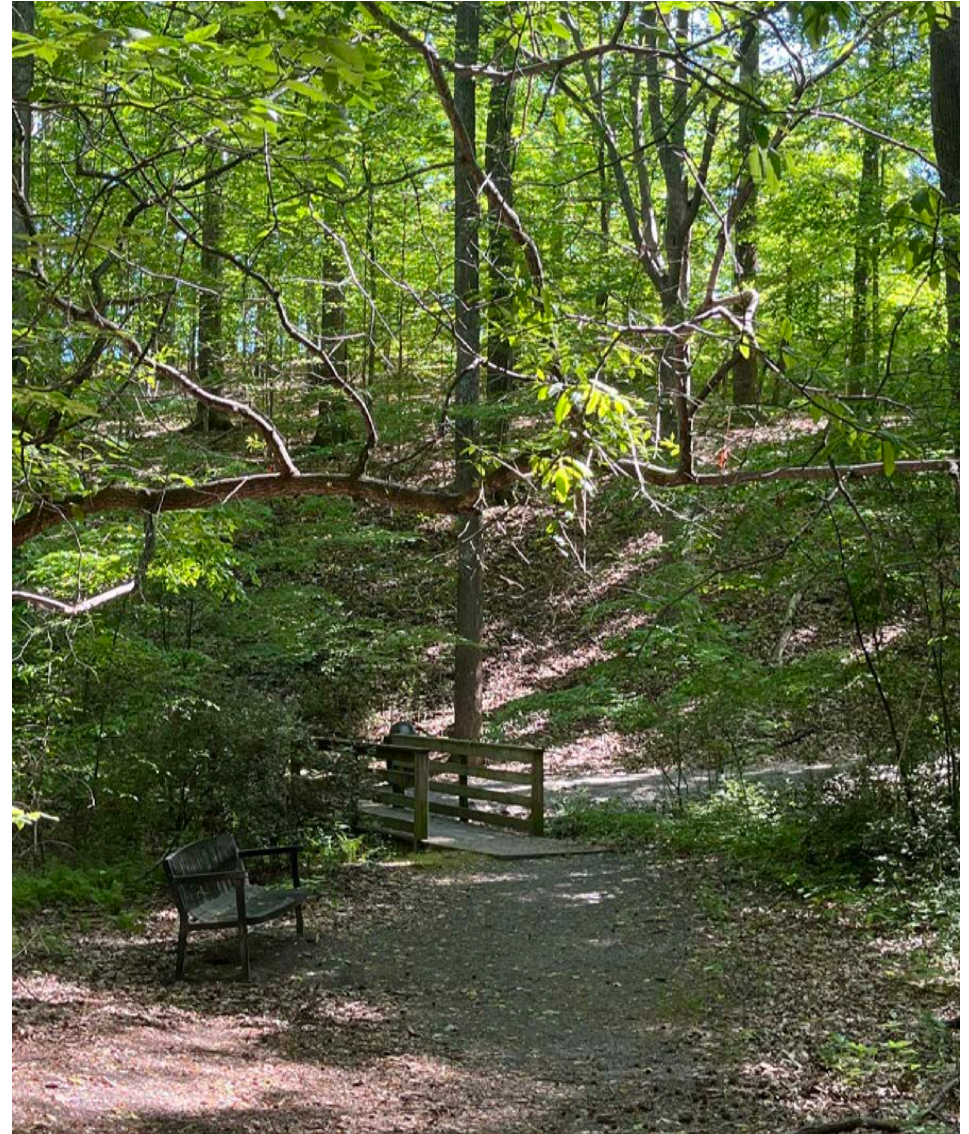


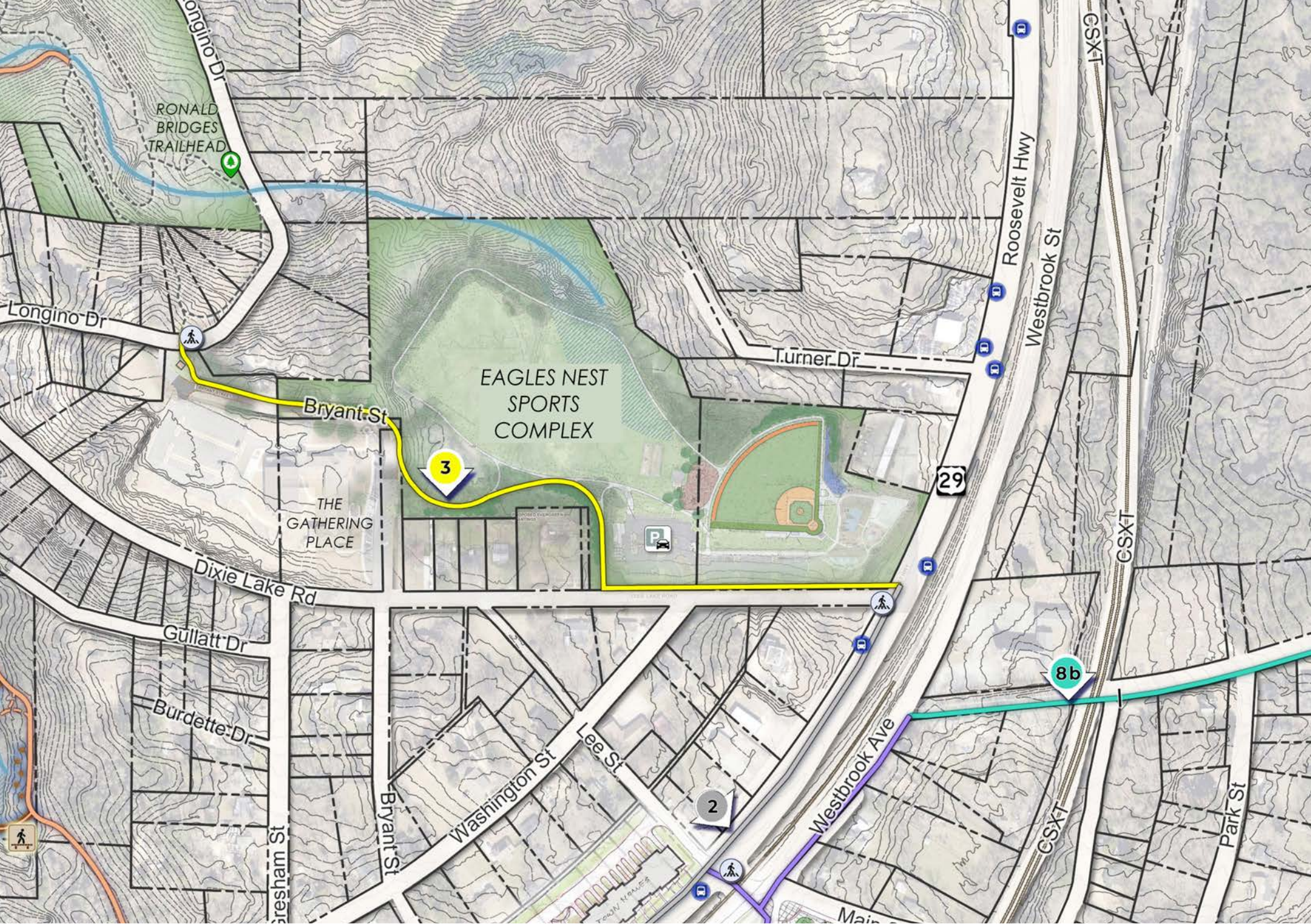
Route 82 - every 30 minutes, daily
 Route 89 - every 20 minutes, daily
 Route 180 - every 30 minutes on weekdays, every 45 in weekends
 Route 181 - every 30 minutes on weekdays, every 40 on weekends.
 Route 188 - every 45 minutes daily, but only operates during peak hours.
 Route 189 - every 30 min daily

Source: itsmarta.com

Trail Segment 3 : Eagles Nest Sports Complex - Ronald Bridges Park Corridor

Trail Segment #3 totals 0.41 miles in length. The route traverses Eagles Nest Sports Complex to reach Bryant Street. Bryant Street is a low-speed public right-of-way sandwiched between The Gathering Place Community Center and its surface parking lot on its right, and a private residence on its left. The trail will change from a 10-foot concrete greenway into a sharrow upon reaching Bryant Street. After crossing Longino Drive, the trail will connect to the existing crushed stone/natural foot path which loops through the hills and steep terrain around Ronald Bridges Park. Users seeking more direct northbound connection to the Etris Community Center/Senior Facility can either turn left on Longino Drive and then turn right at Lakeside Drive to follow the side-path built as part of Trail Segment 1B. Or they can follow existing wayfinding signs to a rear access through Ronald Bridges Park and utility easement upon Parcel 09F221400870132. Trail Segment 3 provides a vital link to community services and an excellent opportunity to establish the branding of The Union Station Greenline. Its high visibility makes it an essential branding location for the system as whole. This route should be prioritized for construction because it supports a variety of trip types (commuting, walking, and biking) and is expected to be attractive to the substantial number of current park users who frequent these destinations.





Overview

Connecting Destinations: Eagles Nest Sports Complex, The Gathering Place, Etris Senior Facility, Ronald Bridges Park

Begins/Ends: Roosevelt Highway / Longino Drive

Distance: 0.41 miles

Opportunities and Benefits:

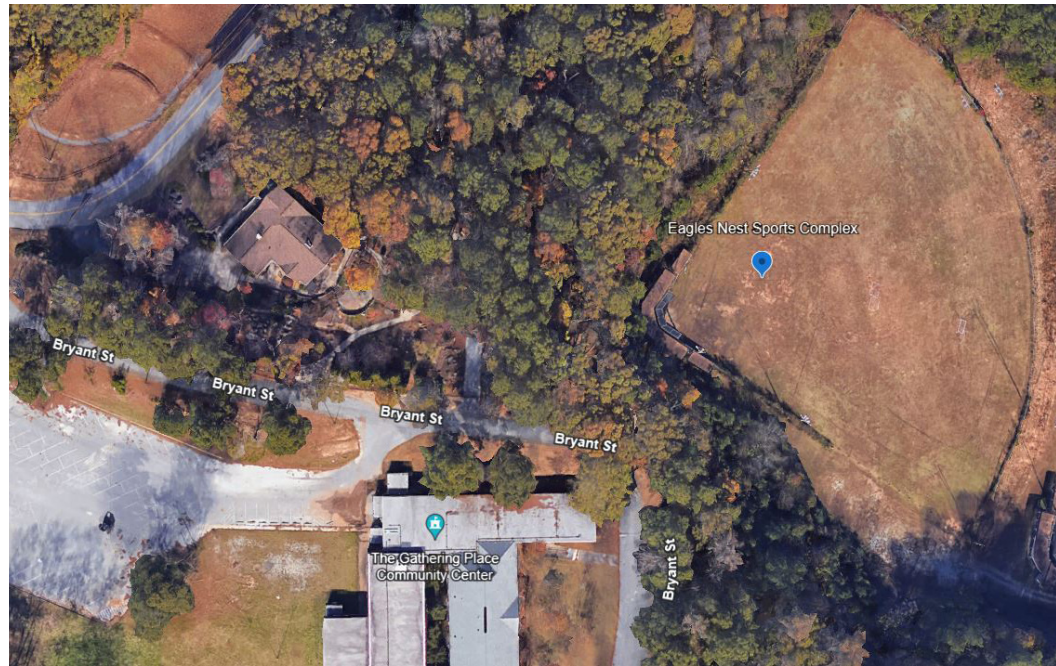
- › Provides easy access to existing parking lots for use as trailhead parking.
- › Destinations are highly desired connections and frequently visited by the public.
- › Low-stress environment for novice bike riders, families, runners, and walkers.
- › Surrounded by established neighborhoods, already familiar with the impacts of trail systems.
- › Highly visible alignment ripe for marketing opportunities.
- › Necessary properties already under city ownership.

Potential Obstacles:

- › On-street facilities in areas with steep changes in grade may require a high skill level to navigate.
- › Topography hinders the ability to make all portions of this route ADA accessible.
- › The public has expressed strong interest in additional lighting along this route. If installed at rate of one streetlight per one hundred linear feet, the estimated costs for pole installation is \$176,000. This cost does not include the annual maintenance payments required to keep the lights turned on.

Segment	Length	Estimated Costs*
3	.41 miles	\$394,500
		Total = \$394, 500
		Total w/20% OPCC = \$473,400

**The first total includes estimated costs of amenities, trail construction, and land or easement acquisition. The second total value adds a 20 percent opinion of probable cost contingency (OPCC) to help pre-emptively prepare for potential changes in material and labor costs resulting from future market volatility.*

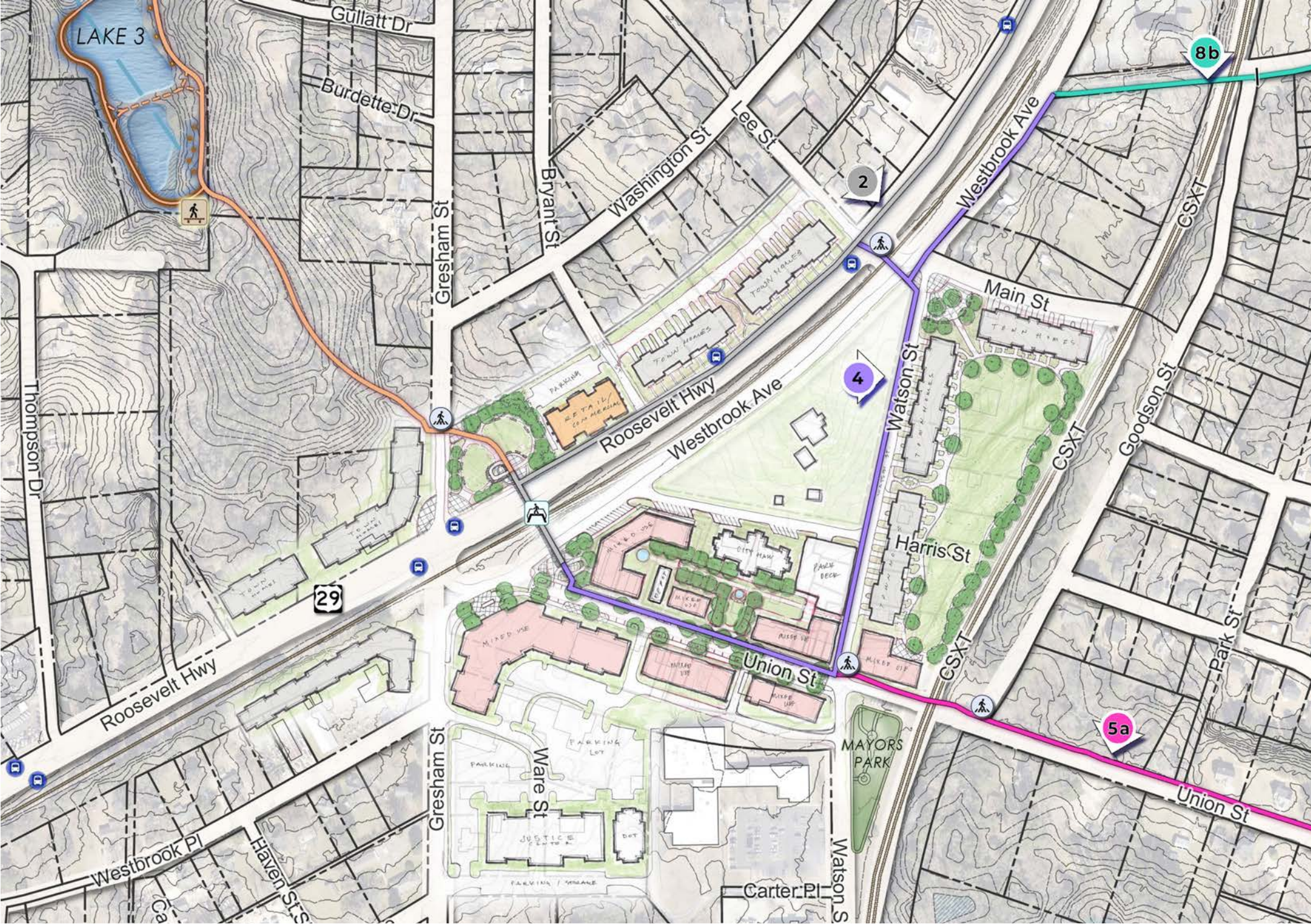


Bryant Street and Eagles Nest Sports Complex - Source: Google Earth

Trail Segment 4 – Downtown District Loop

Trail Segment #4 totals 0.47 miles in length. The 10ft wide concrete side path starts at the intersection of Westbrook Street and Flat Shoals Road, then heads south via Westbrook Street until reaching the intersection of Watson Street at Roosevelt Highway. At this intersection, users can either follow a conventional bike lane or sharrow northwest, across Roosevelt Highway, to connect to Trail Segment # 2-Roosevelt Connector. Or they can continue south along the western side of Watson Avenue until reaching Union Street. At Union Street, the route will run on the north side of the road to facilitate ease of access to City Hall, Kenneth L. Johnson Train Depot, and the historic Green Manor Estates restaurant. Upon reaching the end of Union Street, users can travel back north via the sharrow on Westbrook Avenue to Westbrook Street and Flat Shoals Road to complete the loop or users can take the pedestrian bridge across Roosevelt Highway to reach Trail Segment #1-Reclaimed Lakes Corridor. It is the long-term vision of Union City to redevelop the lands within this bike loop (i.e., those lands between Harris Street to the north and Carter Place to the south) into a mixed-use, mid-rise city center complete with a new Municipal Complex. The trail installation will signal the start of the transformation of the area into a walkable and bikeable downtown district.





Overview

Connecting Destinations: Union City Council Chambers, Kenneth L Johnson Train Depot, Mayor’s Park, Green Manor Estates Restaurant, United States Postal Service Office, Union City Justice Complex and Jail.

Begins/Ends: Flat Shoals Road / Flat Shoals Road

Distance: 0.47 miles

Opportunities and Benefits:

- › Connects the established neighborhoods to city services and Mayor’s Park.
- › Connects the 5% of Union City workers engaged in Public Administration to an employment corridor.
- › The CSX line paralleling Westbrook Avenue functions as a natural growth boundary and discourages through-traffic in this area. As a result, streets are easier to close off for public functions and events.
- › Development of the Municipal Complex presents an opportunity to introduce pedestrian-oriented construction, which may elevate the long-term strategic importance of this trail loop.

Potential Obstacles:

- › Requires critical easement and right-of-way acquisitions from CSX and various property owners.
- › Timing with GDOT for intersection improvements along Roosevelt Highway will be necessary.

Segment	Length	Estimated Costs*
4	.47 miles	\$253,500
		Total = \$253,500
		Total w/20% OPCC = \$304,200

**The first total includes estimated costs of amenities, trail construction, and land or easement acquisition. The second total value adds a 20 percent opinion of probable cost contingency (OPCC) to help pre-emptively prepare for potential changes in material and labor costs resulting from future market volatility.*



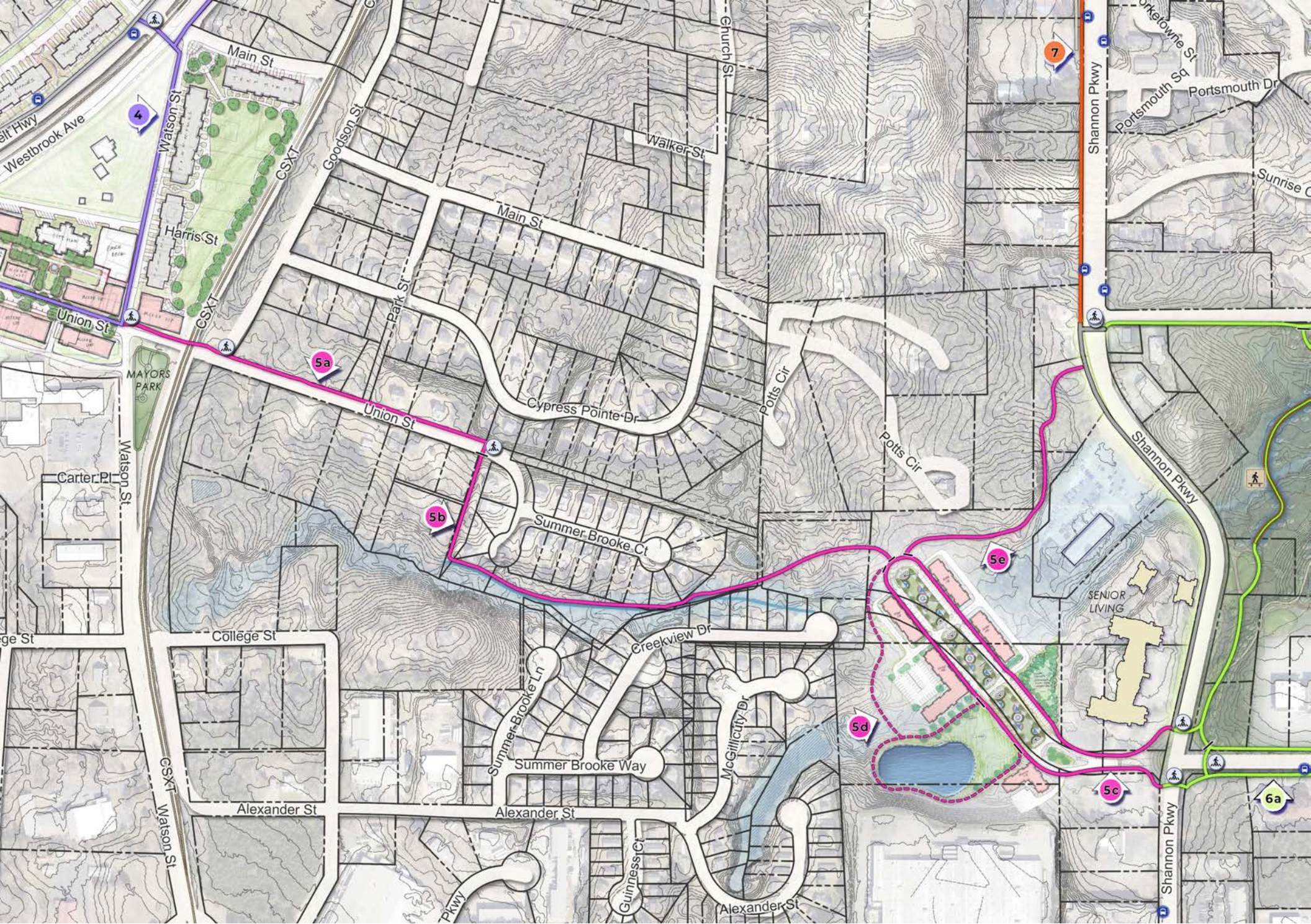
Intersection at Westbrook Ave. and Watson St. - Source: Google Earth

Trail Segment 5 - Union Street to Bright Meyers Connector

Trail Segment #5 totals 1.7 miles, functions as The Union Station Greenline's primary east-west corridor, and links the Downtown District to the Bright Meyers parcel located off Shannon Parkway. Recently acquired by Union City, the Bright Meyers tract will function as the foundation for a new walkable and mixed-use Entertainment District. Conceptual plans for the redevelopment of the site are described later in this MUTP. Due to path proximity to area residences, it is strongly advised that Union City staff communicate regularly with area residents and any Home Owner Associations before finalizing construction drawings or any scheduling for the implementation of Trail Segment #5.

- **Segment 5A:** Starts at the intersection of Watson Street and Union Street as 10 ft concrete side-path. This route heads east towards Mayor's Park, crosses the adjacent CSX line as a sharrow, then picks back up as 10ft concrete side-path on the north side of the signalized intersection of Union Street and Park Street. Area character across the CSX line shifts from institutional and commercial to purely residential. Low posted vehicular speeds and existing sidewalks and street lights will support a low stress, secure environment to which residents can easily connect.
- **Segment 5B:** The route crosses to the south side of Union Street to access an undeveloped tract adjacent to 4974 Union Street. This tract has utility easement that offers connection to a riparian corridor sandwiched between Summer Brooke Subdivision Phase(s) 1 and 2. Following the stream along this riparian corridor, Segment 5B will alternate as appropriate between concrete and boardwalk construction. Preservation and enhancement of existing tree buffers and changes in grade, together with new fencing and signage should be used to physically separate and visually demarcate the trail's dedicated right-of-way from private property. Segment 5B continues until crossing into the Bright Meyers site.

- **Segment 5C:** Upon entering the Bright Meyers site, users will face a fork in the path. Users interested in cutting across the property in a quick and direct path, may continue straight along 10-foot-wide concrete side paths constructed as part of internal streetscape improvements and mixed-use construction. Segment 5c takes users directly to the property entrance across from Mall Boulevard.
- **Segment 5D:** Upon entering Bright Meyers site, users will face a fork in the path. Users who wish to remain within the Bright Meyers property will turn right to continue south along Segment 5D, a 10-foot-wide concrete greenway, which will loop around the property's detention pond. This route will offer scenic natural views and access to the grassed fields around the pond which can be used for exercise, relaxation, or socialization.
- **Segment 5E:** Upon entering the Bright Meyers site, users will face a fork in the path. Users who wish to access Shannon Parkway will turn left to continue north along Segment 5E, a 10-foot-wide concrete greenway, which will travel along a spur located behind a senior facility and through an adjacent city owned parcel. Hilly terrain along this route may require some skill to navigate or alternatively, if subsurface rock makes adjustments of grade infeasible, Union City may wish to discuss a potential alternative connection to the adjacent senior living facility with those property owners. Segment 5E will exit just south of the signalized intersection of Shannon Parkway and Shannon Boulevard. This intersection offers access to MARTA bus stops on both sides of the roadway.



Overview

Connecting Destinations: Downtown District, Shannon Parkway, Mall Boulevard

Begins/Ends: Union Street / Shannon Parkway

Distance: 1.73 miles

Opportunities and Benefits:

- › Provides low stress access to scenic natural vistas, streams, and wildlife which can support or improve mental and physical health and well-being.
- › Though not guaranteed, access to trails is typically associated with an increase in area property values.
- › Increased ridership through these isolated riparian corridors would elevate the visibility of traditionally isolated natural spaces, increasing residential area safety.
- › Would support long-term access to the new parks and existing retail along Shannon Parkway.
- › Most continuous route in the system with the fewest required roadway crossings.

Potential Obstacles:

- › Coring samples obtained during the City’s purchase of the Bright Meyers site found subsurface rock, which can raise the construction costs necessary for the redevelopment of the property.
- › Acquisitions of easements and further title research may be necessary to construct Segment 5B.
- › Construction within select stream buffer areas may require procurement of state permits.

Segment	Length	Estimated Costs*
5A	.26 miles	\$142,000
5B	0.38 miles	\$108,500
5C	0.51 miles	\$274,000
5D	0.34 miles	\$92,470
5E	0.24 miles	\$59,850
		Total = \$676,820 Total with 20% OPC = \$812,184

**The first total includes estimated costs of amenities, trail construction, and land or easement acquisition. The second total value adds a 20 percent opinion of probable cost contingency (OPCC) to help pre-emptively prepare for potential changes in material and labor costs resulting from future market volatility.*



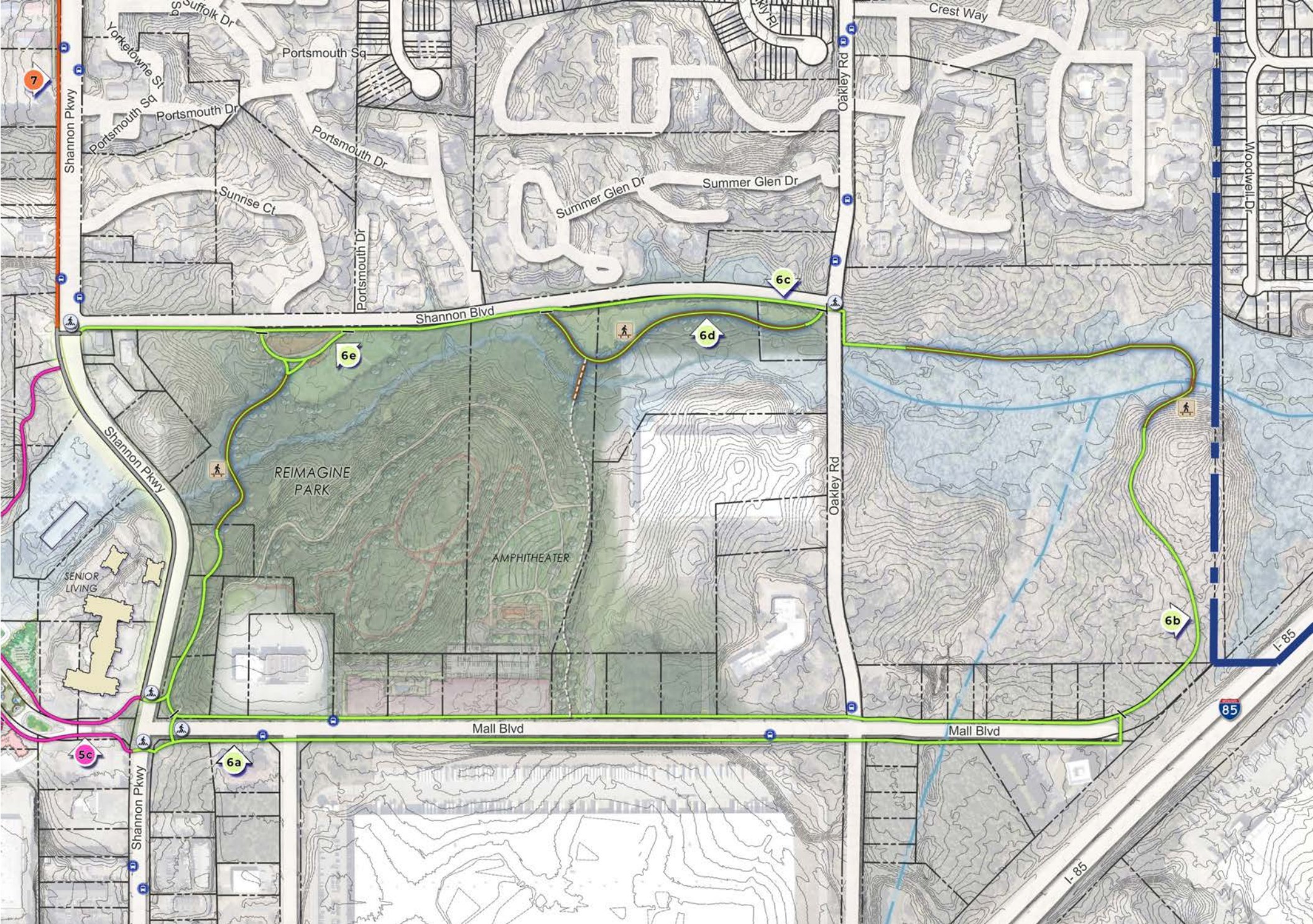
Existing condition of road in front of Mayor’s Park - Source: Google Earth

Trail Segment 6 – Reimagine Park Loop

Trail Segment #6 totals 3.63 miles, connects multi-family housing off Oakley Road to the greater Union Station Greenline network, and restores public access to underutilized green spaces via its proposed path through Reimagine Park and area wetlands. Conceptual plans for Reimagine Park are described later in this MUTP. There are no existing parks in this eastern portion of Union City as of early 2024. This elevates Trail Segment #6's value to existing and future area residents as a public health amenity and as a more comfortable alternative to reaching the MARTA stops, childcare facilities, and medical offices located along Shannon Parkway. Segment 6B could be extended in future phases to reach Royal South Parkway, where the Aerotropolis model mile is proposed. This latter addition would require a partnership with the City of South Fulton.

- **Segment 6A:** Segment 6A is 10-foot-wide concrete side path that runs the full length of Mall Boulevard, on both sides of the centerline, from the corner of Resurrection Church to a dead-end in front of the Shannon Towers Complex (4405 Mall Blvd). Right-of-way width varies but there is sufficient space to accommodate 6-foot side landscape strips or other tree canopy installation methods along the majority of this route. Canopy trees and other shade features are strongly advised along this segment to mitigate this area's current heat island effect.
- **Segment 6B:** Segment 6B is a 10-foot-wide greenway which starts across the street from the Shannon Towers Complex. Alternating between concrete and boardwalk materials, this route traverses wetlands until reaching a utility easement located on the north side of an itinerant stream within Parcel 09F150200790036. The utility easement corridor can be followed west, to exit back onto Oakley Road.

- **Segment 6C:** Segment 6C is a 10-foot-wide concrete side path that runs the full length of the south side of Shannon Boulevard. It provides a convenient link between Shannon Parkway and Oakley Drive and supports direct user access into Reimagine Park at four planned entrances. As of the date of this MUTP, Segment 6 is an actively used pedestrian corridor offering five-foot sidewalks and ample shade. The area character is residential, with various condominiums and apartments on the north side of the road.
- **Segment 6D:** Segment 6D is a 10-foot-wide greenway spur located at the north east corner of Reimagine Park. Its primary purpose is to facilitate pedestrian and bicyclist access into the park from the signalized intersection with Oakley Road. The trail connects to the route leading south to the proposed park amphitheater. This route follows a riparian corridor and consists of mostly boardwalk.
- **Segment 6E:** Segment 6E is a 10-foot-wide greenway that connects Shannon Boulevard to Mall Boulevard. Its primary intent is to facilitate north-south travel through Reimagine Park. It connects to Trail Segment 5C.



Overview

Connecting Destinations: LaQuinta Inn and Suites, Resurrection House for All Nations Church, Shannon 85 Distribution Center, Tencate Protective Fabrics, Timothy’s Learning and Daycare Center, Reimagine Park

Begins/Ends: Shannon Parkway at Mall Boulevard/Shannon Parkway at Shannon Boulevard

Distance: 3.63 miles

Opportunities and Benefits:

- › Trail distance and continuity can be easily extended through additional spurs internal to Reimagine Park.
- › Reimagine Park will provide greenspace, an amphitheater, retail, and trailhead parking for the public.
- › Mall Boulevard (a.k.a., Resurrection Way) is a warehousing/distribution employment corridor.
- › Within 0.5-mile distance of apartments, condominiums, and other multifamily housing off Oakley Road.
- › Side-path construction along Mall Boulevard provide opportunities for tree canopy restoration.
- › Retaining walls along the south side of Mall Boulevard offer public art opportunities.

Potential Obstacles:

- › Private property and parcel acquisitions may be necessary.
- › Freight and other heavy commercial vehicles use Oakley Road, Mall Boulevard, and Shannon Parkway to navigate towards I-85 access points off Jonesboro Road and Flat Shoals Road(s).
- › Second costliest segment in *The Union Station Greenline*, after the Trail Segment #1- Reclaimed Lakes Corridor.

Segment	Length	Estimated Costs*
6A	1.45 miles	\$911,500
6B	0.61 miles	\$1,285,350
6C	0.54 miles	\$288,500
6D	0.42 miles	\$773,600
6E	0.61 miles	\$1,292,350
		Total = \$4,551,300 Total with 20% OPCC = \$5,461,560

**The first total includes estimated costs of amenities, trail construction, and land or easement acquisition. The second total value adds a 20 percent opinion of probable cost contingency (OPCC) to help pre-emptively prepare for potential changes in material and labor costs resulting from future market volatility.*



Intersection at Mall Blvd. & Shannon Pkwy. - Source: Google Earth

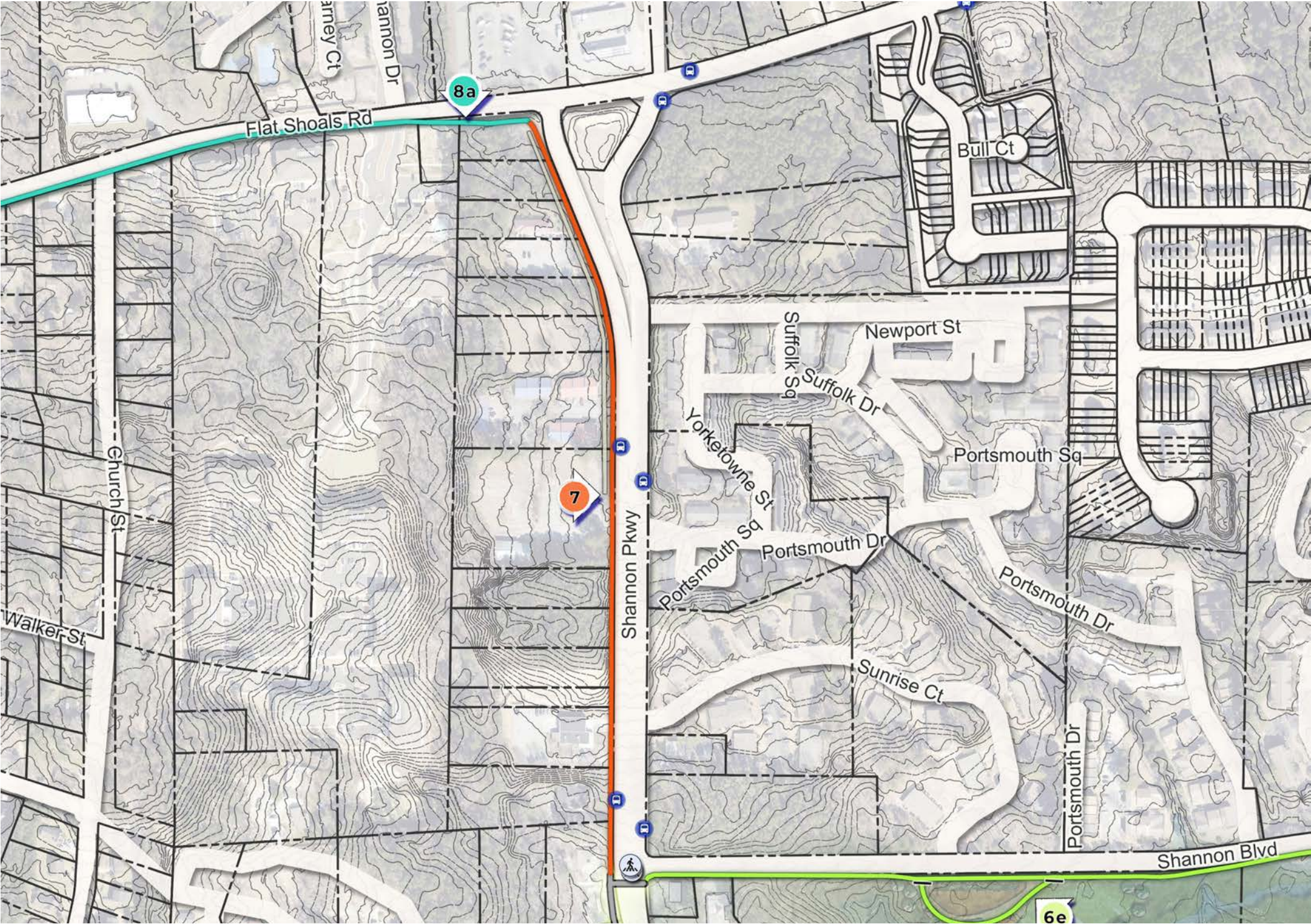
Trail Segment 7 – Shannon Parkway to Flat Shoals Road

Trail Segment #7 totals 0.36 miles and will consist of a 10-foot-wide concrete side path constructed on western side of Shannon Parkway, running that portion of the corridor between Reimagine Park and Flat Shoals Road. The route is proposed along the western side of Shannon Parkway because there is insufficient right of way width along the eastern side. Occupied residential buildings were constructed as close as five feet to the existing sidewalk on the eastern side, making streetscape expansion there costly and impractical. Elevated wayfinding and branding should be widely used to draw attention to the presence Trail Segment #7 through this corridor. As currently designed, the roadway's straight alignment and 12 ft wide travel lanes support an arterial like character which prioritizes vehicular mobility. Raising motorist awareness that Shannon Parkway is commercial gateway to be shared with pedestrians and cyclists through branding, wayfinding, and traffic calming measures can improve pedestrian and bicyclist safety, especially at the routes' two primary crosspoints. To improve the trail user experience, integration the side path should be physically separated from motorists either through landscape strips, bollards, or other solutions, where feasible.



Existing streetscape of Shannon Parkway - Source: Google Earth





Overview

Connecting Destinations: Reimagine Park, Union City Fire Station #2, Connections Family Resource Center, Shannon Trail Office Park, Trail Segment 5E, MARTA Bus Stop at Flat Shoals Road

Begins/Ends: Shannon Parkway at Shannon Boulevard/ Shannon Parkway at Flat Shoals Road

Distance: 0.36 miles

Opportunities and Benefits:

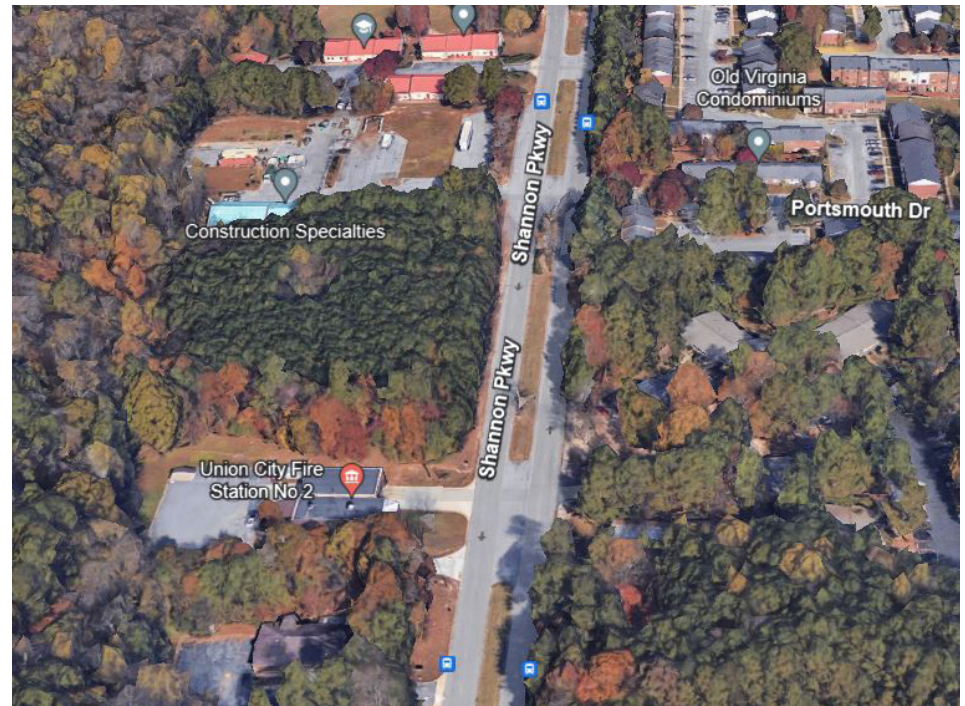
- › Connects trail users to Flat Shoals Road which can take them back to Downtown District
- › Provides access to variety of medical and office services
- › Could connect, if desired by the public, to the rear of Union Landing Apartments in future phases
- › Provides same side access to Trail Segment 5E that can take users back to Bright Meyers trailhead.

Potential Obstacles:

- › Higher-stress user environment due to motorist proximity may depress ridership counts
- › Limited places to sit or rest along the corridor, with few restaurants or desired 3rd spaces

Segment	Length	Estimated Costs*
7	0.36 miles	\$307,500
		Total = \$307,500 Total with 20% OPCC = \$369,000

*The first total includes estimated costs of amenities, trail construction, and land or easement acquisition. The second total value adds a 20 percent opinion of probable cost contingency (OPCC) to help preemptively prepare for potential changes in material and labor costs resulting from future market volatility.

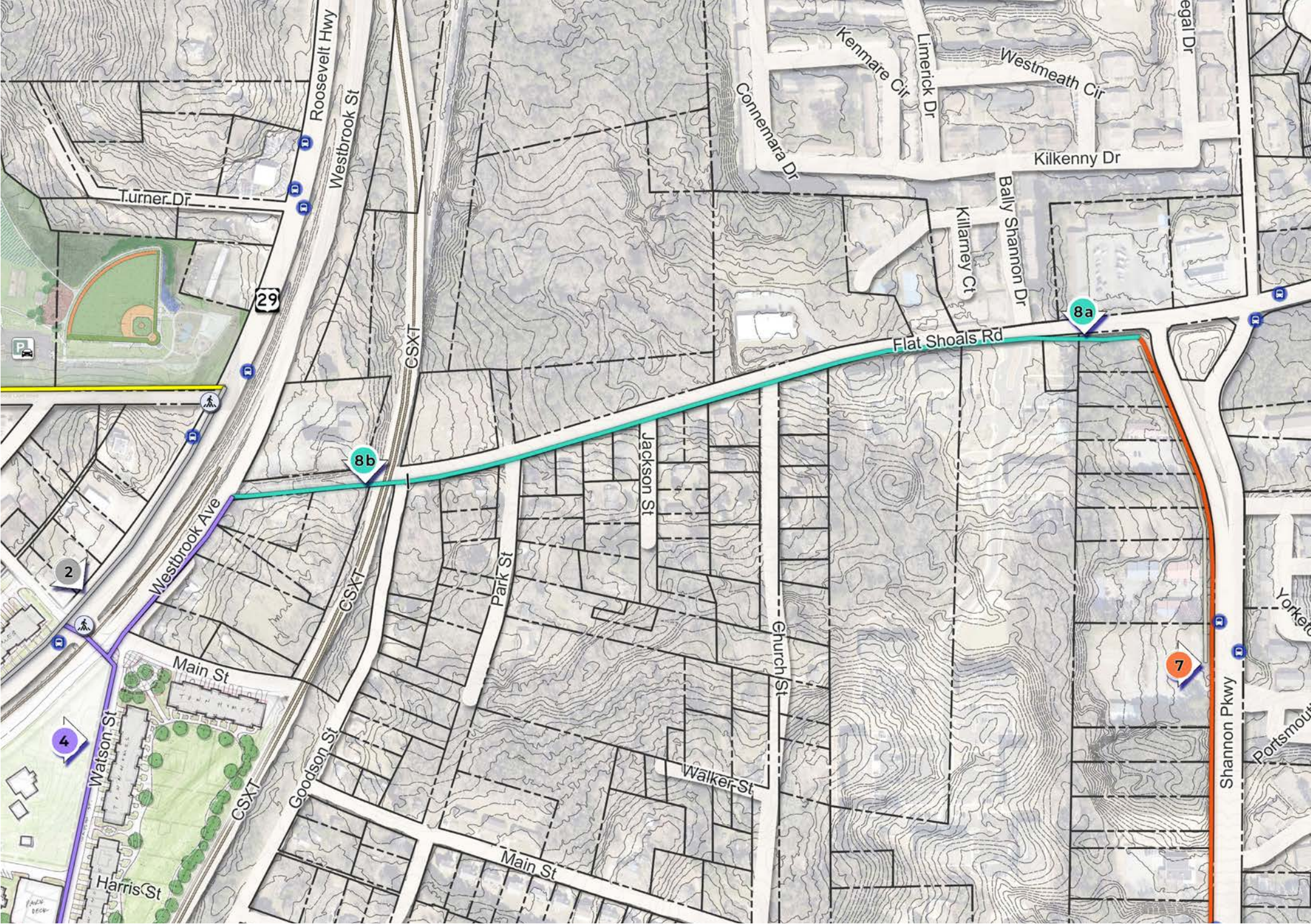


Fire Station and Community Center - Source: Google Earth

Trail Segment 8 – Flat Shoals Road to Westbrook Street

Trail Segment #8 totals 0.5 miles and uses Flat Shoals Road to circle users back from Shannon Parkway to the Downtown District (i.e., to Trail Segment 4). Flat Shoals is presently a two-lane road with sidewalks on both sides of the road. Heading west from Shannon Parkway, land uses transition from commercial and industrial businesses upon large lots with frequent curb cuts to residential homes and institutional uses on smaller lots built closer to the road. Trail Segment #8 consists of a 10-foot-wide concrete side-path on the south side of the road, to facilitate access to the trail from existing apartment buildings and residential uses concentrated along the south side of the road. The trail briefly becomes a harrow when crossing the CSX line, before continuing as a paved side path upon connecting to Trail Segment #4 located at the intersection of Flat Shoals Road and Westbrook Street. Users can then use Trail Segment #4 to access Downtown District.





Overview

Connecting Destinations: Citgo, Shannon Village Center Retail, Shannon Villas Condominiums, Union Landing Apartments front entrance, Shadnor First Baptist Church, and homes off Church Street, Jackson Street, Parks Street, and Goodson Street.

Begins/Ends: Flat Shoals Road at Shannon Parkway / Flat Shoals Road at Westbrook Street

Distance: 0.5 miles

Opportunities and Benefits:

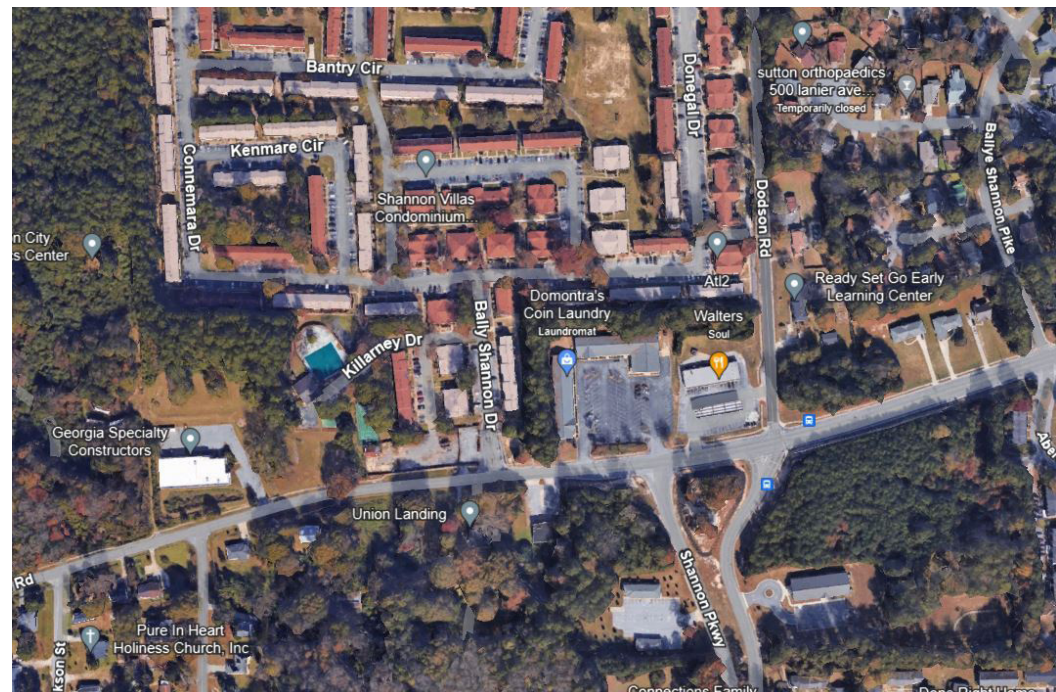
- › The southern placement of trail provides access to The Union Station Greenline system to established neighborhoods.
- › Trail can be followed to Shannon Parkway and Downtown District to access goods and services.
- › If crosswalks with hawk beacons or pedestrian crosspoints are installed at select locations, trail can facilitate access to employers and services on the north side of Flat Shoals Road.
- › In the future, the trail may be extended west to the intersection with Feldwood Avenue, an alternate means of access to Royal South Parkway, where the Aerotropolis Model mile and two parks are planned. This extension may require collaboration with the City of South Fulton.

Potential Obstacles:

- › Higher-stress user environment due to motorist proximity may depress ridership counts
- › Limited places to sit or rest along the corridor, with few restaurants or desired 3rd spaces.

Segment	Length	Estimated Costs*
8A	0.41 miles	\$217,500
8B	.09 miles	\$51,000
		Total = \$268,500
		Total with 20% OPCC = \$322,200

*The first total includes estimated costs of amenities, trail construction, and land or easement acquisition. The second total value adds a 20 percent opinion of probable cost contingency (OPCC) to help pre-emptively prepare for potential changes in material and labor costs resulting from future market volatility.



Shannon Villas Condos and Union Landing Apartments - Source: Google Earth

Chapter 10: Placemaking: New Nodes and Features

Great trails are more than about mobility. They are investments in a community's connection to each other and provide places where people can come together to experience nature, make memories together, and regain or strengthen their mental and physical wellbeing. To make The Union Station Greenline Multi-Use Trail System special, the overall alignment documented in this master plan prioritizes connection to planned activity centers, transit stops, and community facilities. However, this plan recognizes that there was a need and desire identified throughout the public engagement process for access and development of more shops, retail, and services which can be reached without a car.

In recognition of this public want and the various financial and environmental efficiencies which result from building up rather than out, Union City has identified the Union Street Corridor, Bright Meyers Tract, and undeveloped lands adjacent Mall Boulevard, as sites for new mixed-use development and activity centers. Within these sites, the City has identified opportunities for making or integrating art, community identity, and desired uses. The following pages provide descriptions and drawings of the conceptual master plans developed for a new Reclaimed Lakes Park, Municipal Complex, Bright Meyers Park and Trailhead, and Reimagine Park.



Reclaimed Lakes Park

This master plan recommends that Reclaimed Lake 1, 2, and 3 currently used for stormwater management be elevated to provide public access to the water and enjoyment of the area's natural beauty. Each lake varies in size and has unique character of their own.

Lake 1

Lake 1 is the largest of the three lakes, with notable changes in grade along its northern perimeter and beaches along its southern half. Area tree canopy is moderate. Site conditions support active water uses, and opportunities for natural vistas and overlooks. Moderate tree canopies support a sense of peace, but not necessarily a sense of isolation or complete separation from the surrounding neighborhoods.



Lake 2

Lake 2 is smaller and irregularly shaped. It provides a sense of openness as there is no significant tree canopy shielding it from public view and it is bordered by low-speed residential roads along half of its perimeter. Its smaller distances from shore to shore support a sense of public ease of use. This lake supports a sense of user-friendliness, community connection, and safety.



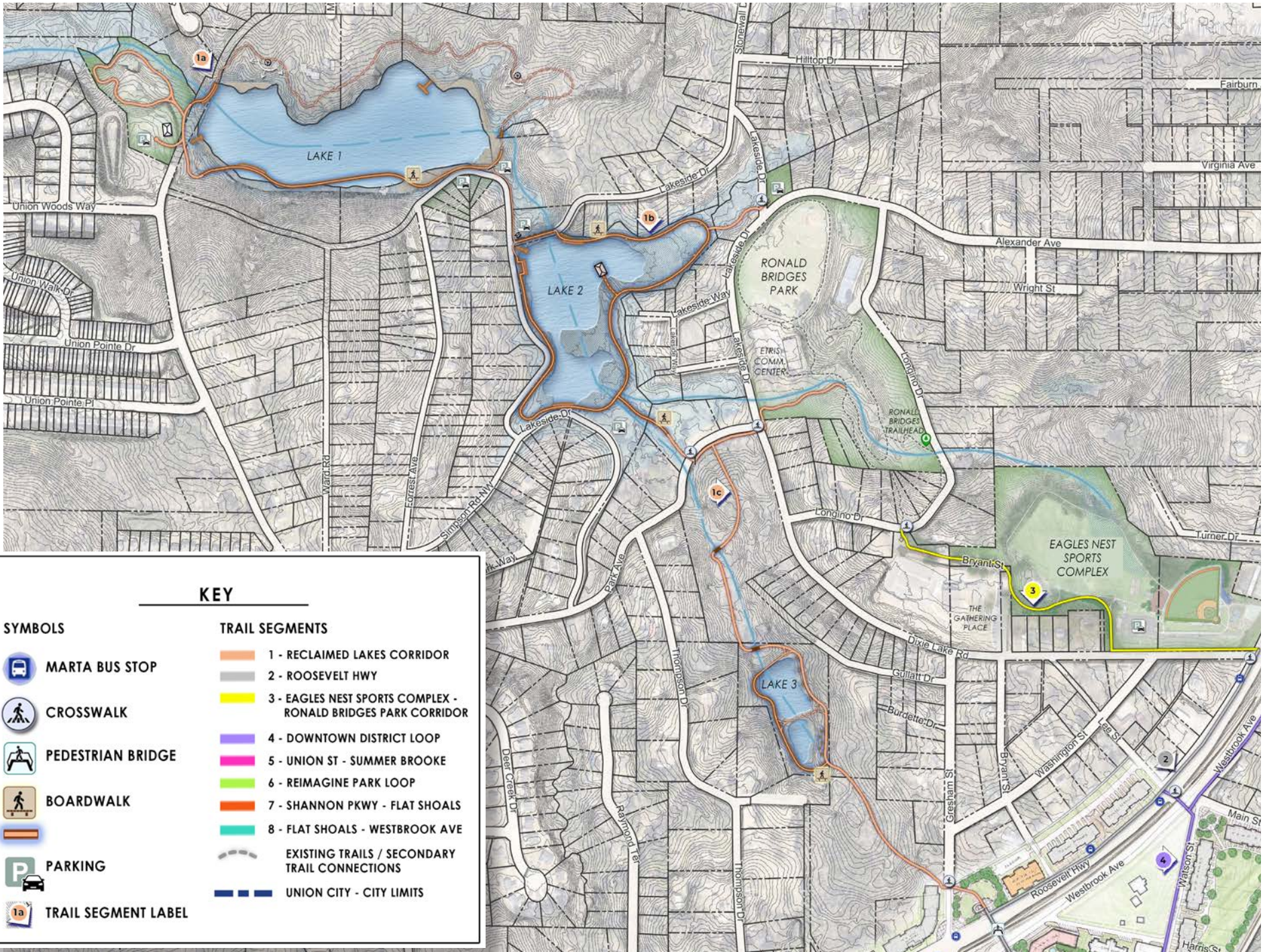
Lake 3

Lake 3 is the smallest of the three and located in the lushly vegetated area. It is the furthest away from area residences and local roads. Waterline drops to show a natural pedestrian bridge across the center of the lake. While lacking beaches, it does offer views of beaver habitats, birds of all varieties, and the oldest specimen trees along the Trail Segment #1 Corridor. These amenities support its visitor sense of connection to nature that inspires visitors to slow down to observe surrounding wildlife.



To transform these lakes into parks, the following strategies and investments are advised and shown on the conceptual plan on the following pages:











Municipal Complex

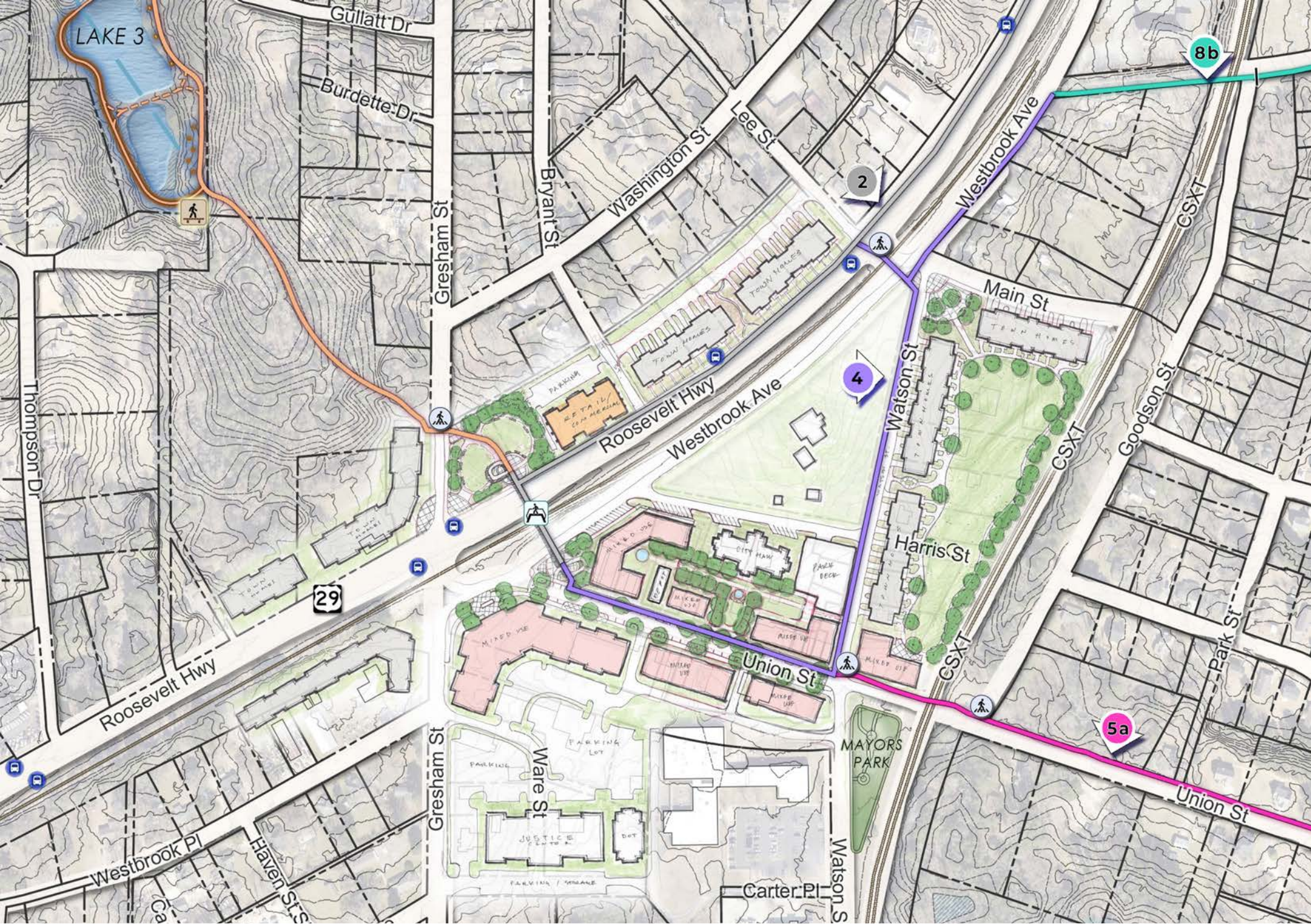
This master plan reimagines Union Street as mixed-use pedestrian and bicyclist-oriented corridor. The conceptual plan shifts City Hall to a more central location between the Kenneth L. Johnson Train Depot and a new proposed parking deck. Corners of Union Street on both sides of the road are defined by mid-rise (up to 5 or 6 story) buildings with ground floor retail and residential or office uses on the higher floors. All structures make use of elevated architectural materials (e.g., brick or stone), fine detail work around cornices, rooflines, windows, and doorways, and ample glazing to establish a sense of modernity and permanence. The primary entrance to City Hall faces a new greenspace and plaza with new fountain or other water feature, around which the public or area employees can sit to socialize, eat lunch, rest, or await a rideshare.

Deeper on street parking supports delivery vehicle drop offs and parking for shops and new restaurant uses. Surface parking is preserved as feasible to support continued ease of access to court, post office, and other civic facilities during high demand days but is now shielded from public view through the use of liner buildings. To activate the corridor at all times of day, townhome construction is encouraged along Watson Street, with rear loaded construction preferred to facilitate continued greenspaces along the frontage of units. Roadways are designed to facilitate closures for public functions, such as farmers markets, races, or similar, with built-in accommodations for moveable bollards or fencing.

A Pedestrian Bridge will be available to allow users safe crossing over Roosevelt Highway and the CSX rail line. Conversation with MARTA officials should be held to discuss the potential relocation of the bus stops at Gresham Street to be on the same side as the Pedestrian Bridge, near the bridge's entrance. This is to discourage people on the opposite site of Roosevelt Highway from ignoring the bridge and attempting to reach the Gresham Street bus stop directly on foot, despite higher risk of collision, simply because this alternative route is perceived as faster due to its fewer number of road crossings.







Bright Meyers Park and Trail Head

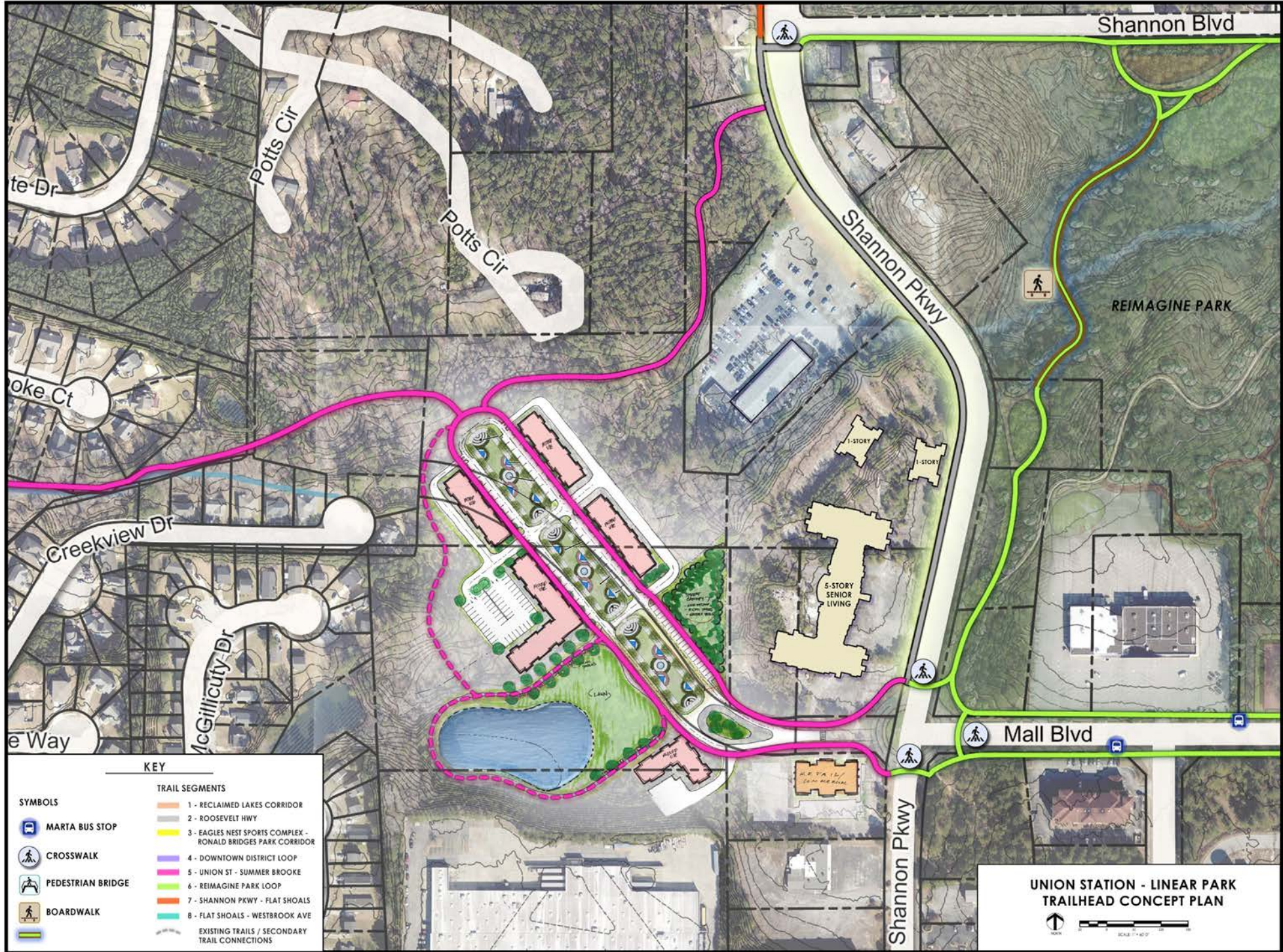
This master plan reimagines the Bright Meyers Parcel as a mixed-use district with linear park and reuse of the existing detention pond as public greenspace. The Union Station Greenline traverses through loops around the greenspace amenity and through northern and eastern spurs that link users to the gateway portion of Shannon Parkway or the pedestrian improvements linking them to retail uses approaching Beverly Engram Parkway/Jonesboro Road.

Midrise mixed-use buildings would offer ground floor retail, local shops, coffee shops, and restaurants intended to function as night entertainment and third public spaces. Architectural materials are imagined as varied, and a variety of designs and architectural articulation could function in space, but all construction would have frontages oriented towards the trail system. Buildings and structures which face the trail from multiple sides would offer pedestrian frontages with trail access on all such side(s), much like existing development patterns observed along the portion of the Atlanta Beltline adjacent Ponce City Market and Millenium Park in Atlantic Station. A linear park at the center of the property would offer public art installations, water features, playgrounds, exercise equipment, and/or shaded seating areas. Restroom facilities would be made available in proximity to trailhead parking locations.

Trailhead parking would be located on a fire-department access compatible cul-de-sac towards the interior of the property. There would also be a surface parking lot adjacent to the entrance across from Mall Boulevard. A neighboring senior facility and retail uses would offer interparcel connections which residents could use to connect directly onto the trail system. As part of the construction of the Bright Meyer Tract, the City would need to determine the best methods to accommodate existing streams, riparian corridors, and areas belied with rock.



Base Concept for Bright Meyers Linear Park (2023) by Atlas



KEY	
SYMBOLS	
	MARTA BUS STOP
	CROSSWALK
	PEDESTRIAN BRIDGE
	BOARDWALK
	EXISTING TRAILS / SECONDARY TRAIL CONNECTIONS
TRAIL SEGMENTS	
	1 - RECLAIMED LAKES CORRIDOR
	2 - ROOSEVELT HWY
	3 - EAGLES NEST SPORTS COMPLEX - RONALD BRIDGES PARK CORRIDOR
	4 - DOWNTOWN DISTRICT LOOP
	5 - UNION ST - SUMMER BROOKE
	6 - REIMAGINE PARK LOOP
	7 - SHANNON PKWY - FLAT SHOALS
	8 - FLAT SHOALS - WESTBROOK AVE

UNION STATION - LINEAR PARK TRAILHEAD CONCEPT PLAN

SCALE 1" = 40'

Reimagine Park

This master plan reimagines the estimated 400-foot-long x 400-foot-wide urban grid bounded by Shannon Parkway to the west, Shannon Boulevard to the north, Mall Boulevard to the south, and Oakley Road to the east as a new public park and civic center. Existing land uses including Resurrection Church at the southwest corner and manufacturing facilities at the southeast corners of the property are expected to remain in place. Smaller scaled mixed-use liner buildings adjacent Mall Boulevard may be encouraged between these uses but are not expected to be built until much later in the future, after the trails system has been established.

Reimagine Park would provide an amphitheater for public concerts and performances throughout the year, along with the associated accessory uses. Accessory uses include tiered seating, restroom facilities, parking deck or surface parking, and a concession stand/pavilion for ticketing and foodstuffs. Natural unpaved paths would connect the amphitheater to the paved and boardwalk portions of The Union Station Greenline around the property's perimeter. They would also connect to those portions of the trail to be constructed within the riparian corridor paralleling Shannon Boulevard found in the northern segment of the land assembly.

It is anticipated that Reimagine Park and Bright Meyers Tract would both define the City's new Entertainment District. Visitors to one could access the other through The Union Station Greenline system, or by crossing Shannon Parkway through use of the new multi-modal roundabout proposed at the intersection with Mall Boulevard.





LEGEND

- | | |
|---------------------------------|--|
| ① NATURE TRAILS | ⑫ RESTROOM (25'X35') |
| ② PAVED TRAILS | ⑬ GREENSPACE |
| ③ OVERLOOK | ⑭ CONCESSION STAND / RESTROOM/ GREENROOM |
| ④ BOARDWALK | ⑮ PLAYGROUND |
| ⑤ PEDESTRIAN BRIDGE | ⑯ ROUNDABOUT |
| ⑥ AMPHITHEATER (5,000 CAPACITY) | ⑰ TRAILHEAD PARKING |
| ⑦ MIXED-USE BUILDING | ⑱ PAVILION (30'X60') |
| ⑧ PARKING DECK | ⑲ PEDESTRIAN GATEWAY |
| ⑨ ON-STREET PARKING | ⑳ VEHICULAR ENTRANCE |
| ⑩ MULTI-USE PATH | ㉑ RELOCATED NEWEGG ENTRANCE |
| ⑪ LANDSCAPE MEDIAN | |

BUILDING DATA

- MIXED-USE BUILDING - 4 STORIES
 - 364,000 TOTAL SF
 - 30,000 SF OF RETAIL ON FIRST FLOOR
 - 9,000 SF LEASING OFFICE
 - AMENITY AREA: 13,500 SF
- RESIDENTIAL UNITS:
 - 269 TOTAL
 - 35 UNITS 1ST FLOOR, 78 UNITS ON 2ND - 4TH FLOOR
- PARKING DECK - 5 STORIES
 - 580 PARKING SPACES

Credit to: Foresite Group

Chapter 11: Action Plan

This chapter will discuss the following action plan elements:



Commitment to the implementation of the alignment described in this MUTP will require daily action and regular checkpoints at the staff and leadership levels, in addition to the investments described in this master plan. Review of segment status as part of the annual development of short-term work programs and budgets is advised.

Trail Funding

Funding will be essential to successful implementation of the Union City Trail Master Plan. The projects will not be able to be fully funded independently through the Union City General Fund, so the City will have to identify opportunities to stretch the available budget through the use grants, easement donations, and other sources. Below is a brief summary of potential sources; however, the list is not exhaustive.

- **Bond referendums.**
- **Special purpose local option sales tax (SPLOST):** Special Purpose Local Option Sales Taxes are a funding mechanism used in Georgia at the county level which are managed locally. Funding can be used for a variety of projects, most commonly transportation system improvement. Fulton County has 0.75 cent TSPLOST and portions of The Union Station Greenline are already on the list (identified as Project ID: UC-33). Current funding is for program period between 2022-2027. See *Union City's SPLOST cost breakdown on the following page*
- **Community Improvement District:** Community Improvement Districts (CIDs) are self-taxing districts on commercial and industrial properties, and they have been used to catalyze and lead infrastructure enhancements, capital projects, and special programs for economic development. CIDs commonly focus on transportation projects, leveraging their funds as a source of local match funding and attracting state and federal funds that constitute the bulk of a project's resources. Union City is already in partnership with the Aerotropolis CID when ready to implement its Royal South Parkway model mile project.

- **Conserve Georgia - Georgia Outdoor Stewardship Program (GOSP):** This grant program dedicates funding to support parks and trails that protect and acquire lands critical to wildlife, clean water, and outdoor recreation across the State of Georgia. Applicants may apply for Conserve Georgia grants and loans through the GOSP. Eligible projects include local parks, trails, or conservation lands of regional significance.
- **Transportation Improvement Program (TIP):** Administered by the Atlanta Regional Commission (ARC), TIP allocates federal funds for use in the construction of priority items identified in the Regional Transportation Plan (RTP), the long-term transportation vision for the 20-county region represented by the ARC. Applications are evaluated against performance criteria intended to advance the vision and goals outlined by the Atlanta Region's Plan. Solicitation for applications opens in summer.



Union City Approved TSPLOST Projects (2022-2027)

UNION CITY TIER 1 PURPOSES/ PROJECTS

Congestion Relief Dixie Lake Road at SR14/Roosevelt Highway Intersection Improvements	\$2,000,000
Maintenance and Safety Enhancements Resurfacing of Various Corridors	\$3,000,000
Operations and Safety Raymond Drive & Raymond Terrace Resurfacing & Sidewalk Improvements	\$900,00
Pedestrian and Bike Improvements Union City Pedestrian & Cyclist Greenway Trail Pedestrian Improvements on Various Corridors	\$10,046,711
Quick Response Projects Project Management	\$500,000 \$900,000
Tier 1 Total Purpose Costs	\$17,346,711

UNION CITY TIER 2 PURPOSES/ PROJECTS

Maintenance and Safety Enhancements Resurfacing of Various Corridors	\$500,000
Pedestrian and Bike Improvements Union City Pedestrian & Cyclist Greenway Trail SR138 Sidewalks & Gateway Improvements	\$2,500,000
Project Management	\$61,184
Tier 2 Total Purpose Costs	\$3,061,184

UNION CITY TIER 3 PURPOSES/ PROJECTS

Maintenance and Safety Enhancements Resurfacing of Various Corridors	\$750,000
Pedestrian and Bike Improvements Union City Pedestrian & Cyclist Greenway Trail Pedestrian Improvements on Various Corridors	\$1,400,000
Quick Response Projects Project Management	\$650,000 \$261,184
Tier 3 Total Purpose Costs	\$3,061,184
TOTAL UNION CITY COSTS - ALL PURPOSES FOR TIERS 1-3	\$23,469,079

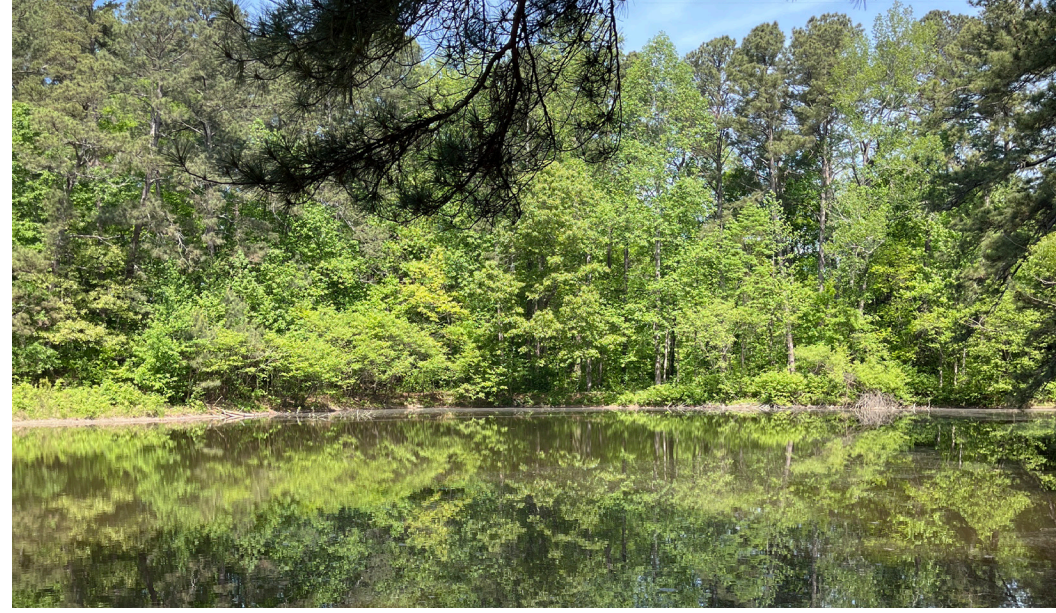
Clarification

All segments of The Union Station Greenline recommended for implementation in this 2024 Union City Multi-Use Trail Plan are intended to be eligible for the TSPLOST funding shown on this page. It is the same project formerly referenced as the “*The Union City Pedestrian & Cyclist Greenway Trail.*”

- **Regional Trails Program (RTP):** The Recreational Trail Program (RTP) is an assistance program of the Federal Highway Administration (FHWA). It provides funds from the Highway Trust Fund (motor fuel excise tax) to develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trails to the states. Projects must advance a specific Statewide Comprehensive Outdoor Recreation Plan (SCORP) goal. The pre-application window opens in fall, with first round notifications in spring, and approval the following fall.

- **Congestion, Mitigation, Air Quality Improvement Program (CMAQ):** The Congestion and Air Quality Program is a federal funding program authorized as part of the FAST Act. It focuses on reducing congestion and improving air quality in areas that do not meet National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter. The Atlanta Region is classified by the Environmental Protection Agency (EPA) as in violation of the Clean Air Act standards for fine particulate matter and ozone. Projects that advance the goals of the program are eligible for federal funds. CMAQ funds are awarded through TIP.

- **Surface Transportation Block Grant Program (STBG):** The Surface Transportation Block Grant, commonly known as the Surface Transportation Program (STP) in other parts of the country, is among the most flexible of all the highway programs and provides the most financial support to local agencies. Projects eligible for STBG funding include highway and bridge construction and repair; bicycle, pedestrian, and recreational trails; and tunnel projects on any public road. STBG funds are awarded through TIP.



- **Rivers, Trails, and Conservation Assistance Program (RTCA):** This program of the National Park Service provides access to staff support and technical assistance to develop trails and open space park plans.
- **Transportation Enhancement Program (TE):** This is a federal reimbursement program managed by GDOT that funds aesthetic and functional improvements to historical, natural, and scenic areas. Examples of eligible projects include provision of facilities for pedestrians and bicycles; acquisition of scenic easements and scenic or historic sites; landscaping and other scenic beautification; and environmental mitigation to address water pollution. TE funds may be used to cover 80% of total project cost, subject to a maximum award of \$1 million. A local match of at least 20% of the total project cost is required. As a reimbursement program rather than a grant, the authorized sponsor must incur the expenses before federal funds are received. Bicycle and pedestrian facilities funded by this program cannot be used solely for recreation. They must support commuter trips, connectivity to downtowns or school districts, or other related uses.

In addition to the historically used and well-known programs itemized in the previous pages, the 2021 Infrastructure, Investment, and Jobs Act (IIJA) adopted by the United States Congress significantly increased recent funding for transportation projects. Regular communication and participation in Atlanta Regional Commission's Land Use, Transportation, and Regional Trail Plan events is strongly advised to stay competitive for these recent programs and others not yet launched or unfamiliar to the general public:

- **Railroad Crossing Elimination Program:** The purpose of the RCE Program is to fund highway-rail or pathway-rail grade crossing improvement projects to improve the safety and mobility of people and goods. Congress has allocated \$5,500,000,000 for this program. \$573 million was allocated for projects in the first round of applications, in fiscal year 2022. Call for applications expected each Fall.
- **Safe Streets and Roads for All:** This is a program that provides supplemental funding to prevent death and severe injury on roads and streets, commonly referred to as Vision Zero or Towards Zero Deaths initiative. Congress has allocated \$6,000,000,000. Applications for \$1.18 billion of Fiscal Year 2023 were due in July 2023. Award amounts are based on estimated costs, with an expected minimum of \$100,000 and maximum of \$10,000,000 for Planning and Demonstration Grants. Minimum awards start at \$2,500,000 and maximums of \$25,000,000 for Implementation Grants. Call for applications expected each Fall.

- **Active Transportation Infrastructure Investment Program:** A competitive grant program to connect schools, workplaces, residences, businesses, and other community areas to active transportation facilities and spines. Congress has appropriated \$1,000,000,000 for this program. States, MPOs, Cities, and Tribes are eligible to apply. Applications are expected to open fourth quarter of 2023. \$45 million will be made available for fiscal year 2023. Planning and Design Grants and Construction Grants. Planning projects costing \$100,000 minimum and Construction Projects costing \$15 million minimum are eligible for consideration.



10-Year Implementation Plan

The following page shows the trail map for the Union City Trail ten-year Implementation Plan. This plan recommends the **model project to be Trail Segment #4 – Downtown Loop** due its high visibility, strategic proximity to Roosevelt Highway, and immediate impacts on ease of access to existing MARTA routes and civic services.

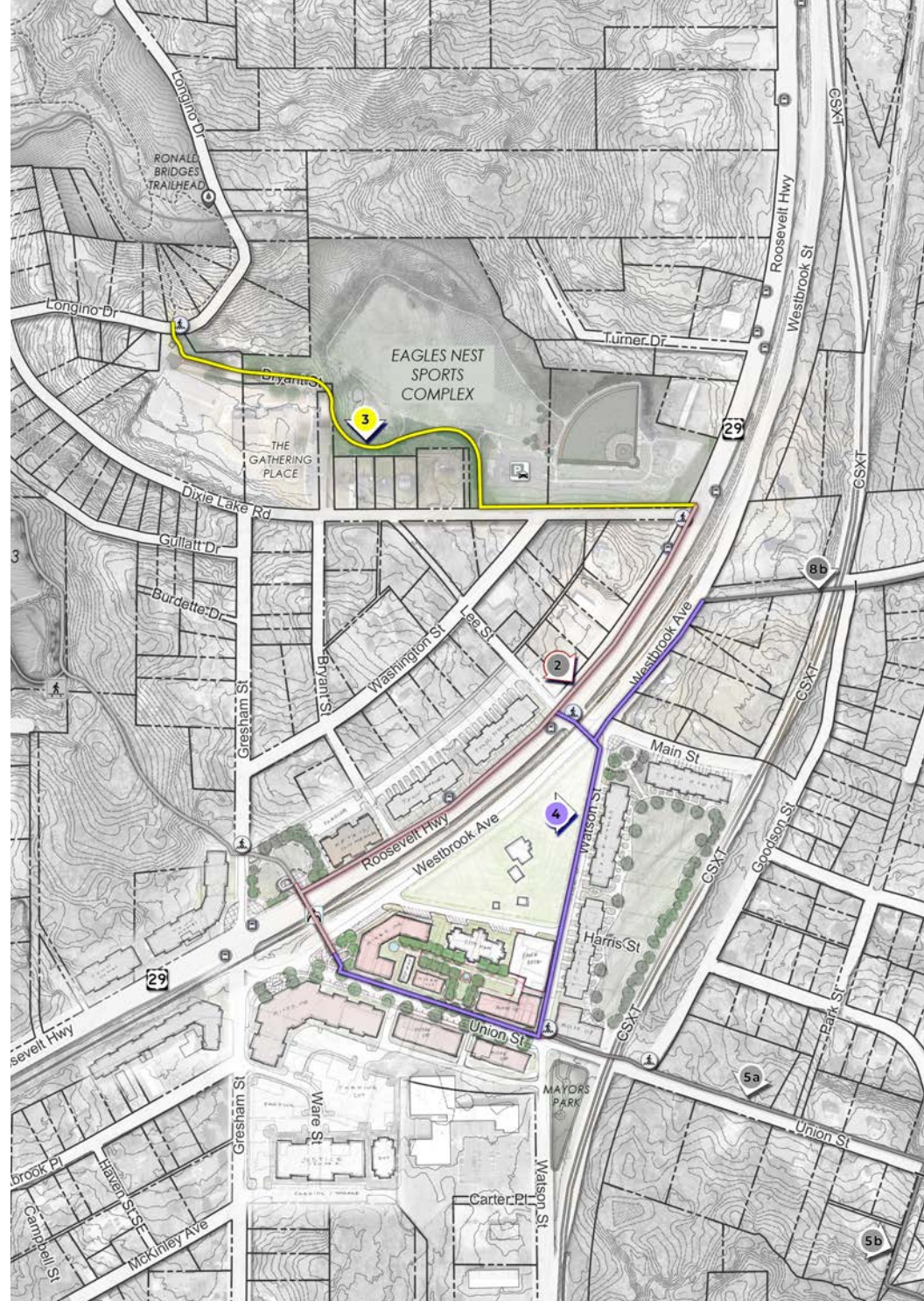
The majority funding available for biking and pedestrian infrastructure from the state and at the federal level seeks prioritization of those projects with access to activity centers and which show potential to facilitate alternative commuting patterns.

Project Management Team also recommends the following trail segments for early implementation:

- **Trail Segment #2 – Roosevelt Corridor (already under construction)**
- **Trail Segment #3 – Eagles Nest Sports Complex – Ronald Bridges Park Corridor.**

A comprehensive acquisition process to complete the downtown district loop should be initiated as soon as possible. The acquisition process can also begin with Trail Segment #3. However, model mile project should be ideally one which can be used to facilitate future funding opportunities for the system at large. The most competitive segments for identified grant programs are not presently those that prioritize recreational uses.

This implementation plan relies on on-going staff efforts to secure right-of-way and properties for future segments. The estimates and timeline presented below are consistent with a 5-year project build out. Partnerships with the public and developers to sustain implementation momentum through the use of easement donations should also be explored.



Cost Summary and Criteria

The estimated cost for the 10.1-mile overall alignment is approximately \$17,329,392 (2023 Dollars). The Implementation Committee should assess any necessary acquisition costs several months prior to the start of each segment. Below is a summary of the first five segments of the Union City Multi-Use Trail system, i.e., The Union Station Greenline. The items below include a 20% opinion of probable cost contingency. These are recommended for implementation within the next 10 years (i.e., through the year 2034).

Phase	Mileage	Segment	Total
1	.22 miles	2 – Roosevelt Corridor	n/a – ongoing
1	.41 miles	3 – Eagles Nest Sports Complex-Ronald Bridges Park Corridor	\$473,400
1	.47 miles	4 – Downtown Loop (model)	\$304,200
1	.26 miles	5A – Union Street-Bright Meyers	\$142,000
1	.34 miles	5D – Bright Meyers Pond Loop	\$110,964
1	.24 miles	5E – Bright Meyers North Spur	\$71,820
1	1.45 miles	6A - Mall Boulevard	\$109,3800
	TOTAL= 3.39 miles		TOTAL = \$1,102,493

A total of five criteria were used to evaluate and prioritize trail segments. Methodology from the trail prioritization criteria first developed by the City of Fremont, [California Trails Strategy Plan](#) was adapted for use this MUTP. The first three criteria were related to trail benefits and public preferences. The last two were related to feasibility and practicality. The scoring for each criterion was either high (given 2 points), medium (given 1 point) or low (given 0 points) as shown on the following page

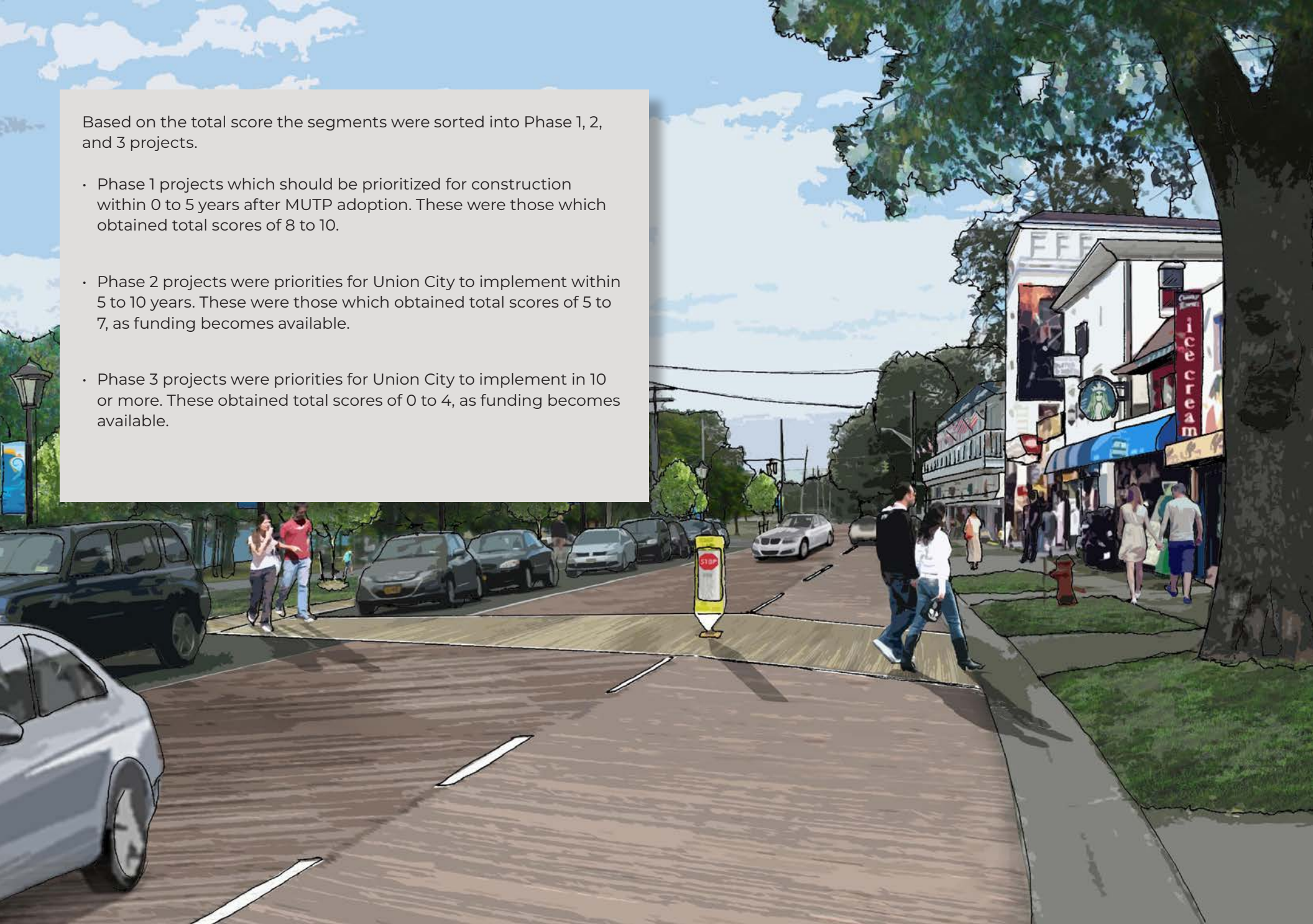
- **Criteria 1: Safety and Low-Stress** – Segments received high scores if the route followed its own dedicated right of way, physically separated/elevated from/buffered from vehicular traffic. Medium scores were issued if they were on-street facilities on roads with posted speeds less than 35mph. Low scores were given for on-street facilities on roads with posted speeds exceeding 35 mph.
- **Criteria 2: Regional Connectivity and Destinations** – Segments received high scores if they connected to MARTA Stops, Downtown, and major employment corridor. Medium scores were issued if they connected to public parks (future or existing). Low scores were issued if they connected to other locations.
- **Criteria 3: Public Input** – Segments received high scores if they received comments expressing support or interest in the connection. Medium scores were issued if no comment was issued. Low scores were issued if there was public opposition to the route segment.
- **Criteria 4: Project Readiness** – Segments received high scores if they were fully in a City right-of-way or upon city owned parcels. Medium scores were issued if the segment required agency (GDOT, state, etc.) permission. Low scores were issued for major barriers, including slopes and/or multi-parcel or easement acquisition, especially with railroads or private parties.
- **Criteria 5: Cost Estimates** – Segments received high scores if they had a low per mile cost estimate (less than \$500,000), medium scores were issued for medium per mile cost estimates (\$500,001 to \$999,999) and a low score if they had a high per mile cost estimate (\$1 million or greater).

Evaluation Criteria (High= 2, Medium = 1, Low = 0)

Segment	Safety + Low Stress	Regional Connection + Destinations	Public Input	Project Complexity	Estimated Cost (per mile without 20% OPCC)	Total Score
1A	2	0	0	0	\$2.1 million Score = 0	2
1B	2	0	2	0	\$5.0 million Score = 0	4
1C	2	0	1	0	\$1.0 million Score = 0	3
2*	2	2	2	2	Funded Score =2	10
3*	2	1	2	2	\$962,195 Score = 1	8
4*	2	2	2	2	\$539,361 Score = 1	9
5A*	2	2	1	2	\$546,153 Score = 1	8
5B	2	2	1	0	\$285,526 Score = 2	7
5C	1	1	1	1	\$537,254 Score = 1	5
5D*	2	1	2	1	\$271,970 Score = 2	8
5E*	2	2	2	0	\$249,375 Score = 2	8
6A*	2	2	2	2	\$628,620 Score = 1	9
6B	2	1	2	0	\$2.1 million Score = 0	5
6C	2	1	1	2	\$534,259 Score = 1	7
6D	2	1	2	2	\$1.8 million Score = 0	7
6E	2	1	2	2	\$2.1 million Score = 0	7
7	1	2	1	2	\$854,166 Score= 1	7
8A	1	2	1	2	\$530,487 Score = 1	7
8B	1	2	1	0	\$531,250 Score = 1	5

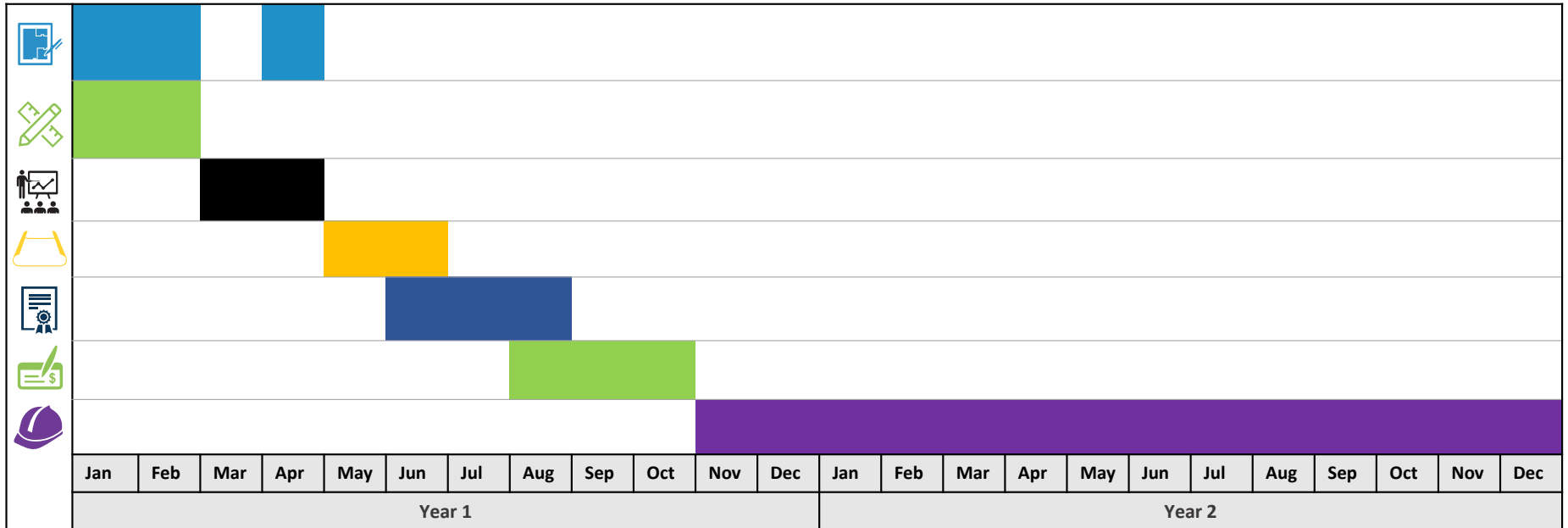
Based on the total score the segments were sorted into Phase 1, 2, and 3 projects.

- Phase 1 projects which should be prioritized for construction within 0 to 5 years after MUTP adoption. These were those which obtained total scores of 8 to 10.
- Phase 2 projects were priorities for Union City to implement within 5 to 10 years. These were those which obtained total scores of 5 to 7, as funding becomes available.
- Phase 3 projects were priorities for Union City to implement in 10 or more. These obtained total scores of 0 to 4, as funding becomes available.



Schedule Summary

In recognition that each segment may be triaged in different order as new funding sources become available, we recommend the following as a baseline design and construction schedule for each trail segment.



Project Kick-off



Date Collection & Research

1. Site Visit
2. Data Collection & Assessment
3. Geotechnical Exploration



Schematic Design

1. Initial site plan
2. Revised site plan
3. Finalize Schematic Design
4. City recommends proceeding to DD



Design Development

1. 30% DD Plan Set
2. 60% DD Plan Set
3. 100% DD Plan Set
4. City recommends proceeding to CD



Construction Documents

1. 30% CD Plan Set
2. 60% CD Plan Set
3. 90% CD Plan Set
4. City recommends proceeding to permitting



Permitting

1. Permitting, Reviews, and Approvals
2. Land Disturbance Permit (LDP) submittal and response



Bidding

1. Advertisement
2. 30% DD Plan Set
3. Vetting/ recommendations
4. Prebid Meeting
5. Notice to Proceed (NTP)



Construction

1. Precon Meeting
2. Build out

Sustaining Project Momentum

Successful implementation of all phases and segments of the Union City Multi-Use Trail network will require active participation of residents as well as key stakeholders, local government partners, Union City staff and the private sector. The following recommendations aim to strengthen and sustain community advocacy and sense of ownership in the emerging trail system over the long term:

- **Project Webpage:** Union City should host a page on their city website which keeps the public informed of construction plans, ground breakings, funding being pursued, and the vision for the trail system as a whole. This webpage should be used as a platform to maintain a direct line of communication with the public and to provide up-to-date information regarding trail implementation efforts can help sustain the political momentum, transparency, and accountability necessary to make the Union City Trail system a reality.
- **Trail Advisory Committee:** Another suggested method to build support for trail implementation is the creation of the Trail Advisory Committee (TAC). This team could function as an important sounding board for discussing opportunities, concerns, and recommendations for the development, improvement, and management of The Union Station Greenline system.
- **Connecting with Property Owners:** Several HOAs, condominium owner associations, and apartments are located in vicinity of the proposed trail system. Direct, ongoing conversations must be had with these partners about potentially connecting to the trail system. Trail access may increase property values, improve daily recreational opportunities, and provide access to modes of travel throughout Union City. But public awareness and respectful notifications regarding construction plans are best practices to developing a system which is viewed favorably by the residents its intended to serve.

Next Steps

- 1 Acceptance of the Union City Multi-Use Trail Master Plan by the City Council.
- 2 Adopt Enabling Ordinance to Create the Trail Advisory Committee.
- 3 Identify funding for the acquisition of key parcels adjacent the trail system.
- 4 Acquire trail parcels and easements
- 5 Review implementation plan and select segment towards advance towards implementation.



Operation and Maintenance Plans (Tips)

Operations and Maintenance Plans (O&M Plans) are written narratives which summarize policies, strategies, resources, and partnerships available for trail construction, use, and up-keep. O&M Plans may incorporate maps, pictures or drawings to illustrate key concepts and locations. They should be reviewed at least once a year and after major events to ensure all items are up-to-date and working. Effective O&M Plans commonly address the following topics: Rules and Regulations; Maintenance; Security; Programming and Events; Resource Stewardship and Enhancement; Marketing, Promotion and Fundraising; and Oversight and Coordination. This section explores some of those elements.

- **Rules and Regulations:** Rules and regulations help deter unwanted activities which may degrade the trail or diminish public enjoyment of its use. Enforcement can be done through various methods. If the trail is patrolled by bike-mounted police, compliance will likely be enforced through citations for activities such as littering, after hours use, or unauthorized vehicles. If using volunteer patrols, individuals cannot issue citations, but they can aid police by calling in criminal activity. It is strongly advised that volunteers receive regular training in public engagement, appropriate circumstances to call for assistance, first aid, and bike repair. Penalties for different violations may range from first time warning to loss of use privileges. The Union City Trail system will in more built-out areas function as linear park. Therefore, it is generally advised that operational guidelines set for the park mirror those in effect for other park facilities across Union City.
- **Security Plans:** Security plans help protect trail users from injury and offer a measure of protection from lawsuits for trail managers. Their objective is not to eliminate all user risk, but to reduce the likelihood of unforeseen hazards. Security techniques generally fall into one or more of the following categories:

Surveillance: These strategies include designing the trail to reduce blind or hidden spots along the route. It can also include use of bike-mounted police, trained volunteers, and technology. Police and volunteers can actively monitor the trail for violations or users in need of assistance. These individuals should receive regular training on best practices in public engagement, de-escalation, first aid, and bike repair topics. Technology, such as security cameras, lighting, and emergency call boxes, also improves public safety by capturing record of trail activity, improving visibility of other users or obstacles along routes, and providing a method for summoning help when a phone is not readily available.

Controlled access: This refers to the use of structures, barriers, landscaping, signage, and lighting to keep users within authorized areas. These features help clarify the boundary between public and private lands, helping to reduce accidental encroachments and potential conflicts with landowners. They also highlight the route to access points or desired destinations.

Territoriality: Uncared for public areas may invite graffiti or other vandalism. Maintenance is essential to sustaining the perception that all trail sections are monitored and cared for by the City. The idea is to continuously demonstrate ownership of the trail through activities such as regular mowing, landscaping, replacement of broken furnishings, or repair of minor facilities.

- **Emergency Response Plans:** Emergency response plans clearly indicate how to deal with urgent situations, such as severely injured visitors or missing children. Such plans include the following:

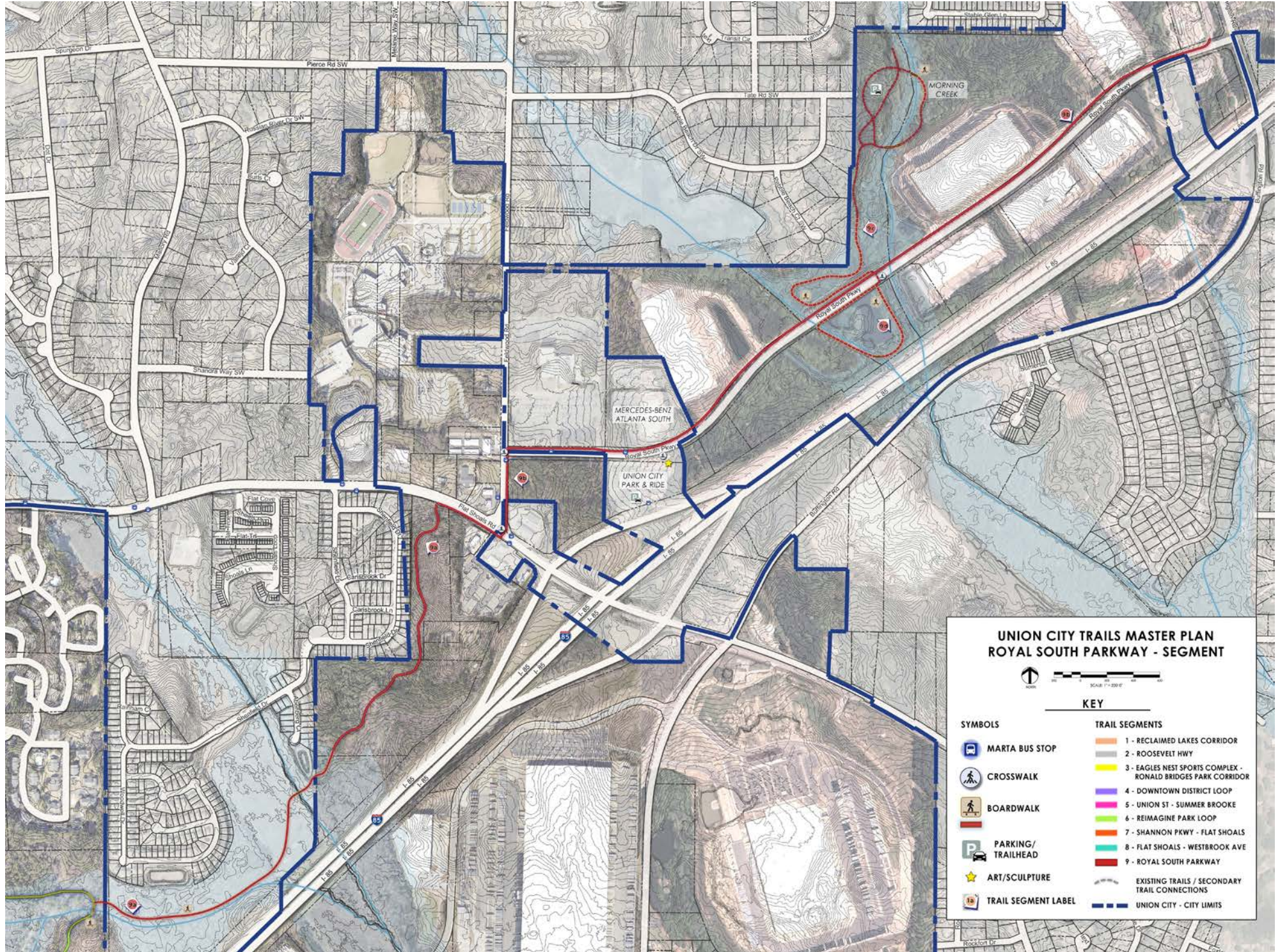
1. Contact information for local police, hospitals, fire, and rescue agencies.
2. Contact information for specialized services such as search and rescue groups, tow trucks, helicopter services.
3. 24-hour contact information for trail managers or responsible trail organizations.
4. Identification of all trail or path access points, along with descriptions of any limitations to its use (e.g., maximum vehicle size, difficult terrain, etc.) and who is responsible for keys to any locks at each access point.
5. Inclement weather plan for closing sections of the trail that might be hazardous during floods or ice storms.
6. Plans for evacuating users currently using the trails during an identified emergency.
7. Names and contact information of the emergency team staff or volunteers who will be called into action to man hotlines, websites, or email addresses for requests for information; post closure signs at trail heads; and lock gates or block access points.

- **Maintenance Standards:** Regular maintenance is one of the easiest ways to mitigate lawsuits, improve trail user experience, and gain community support for trail expansion or other infrastructure projects. Maintenance plans should include the following:

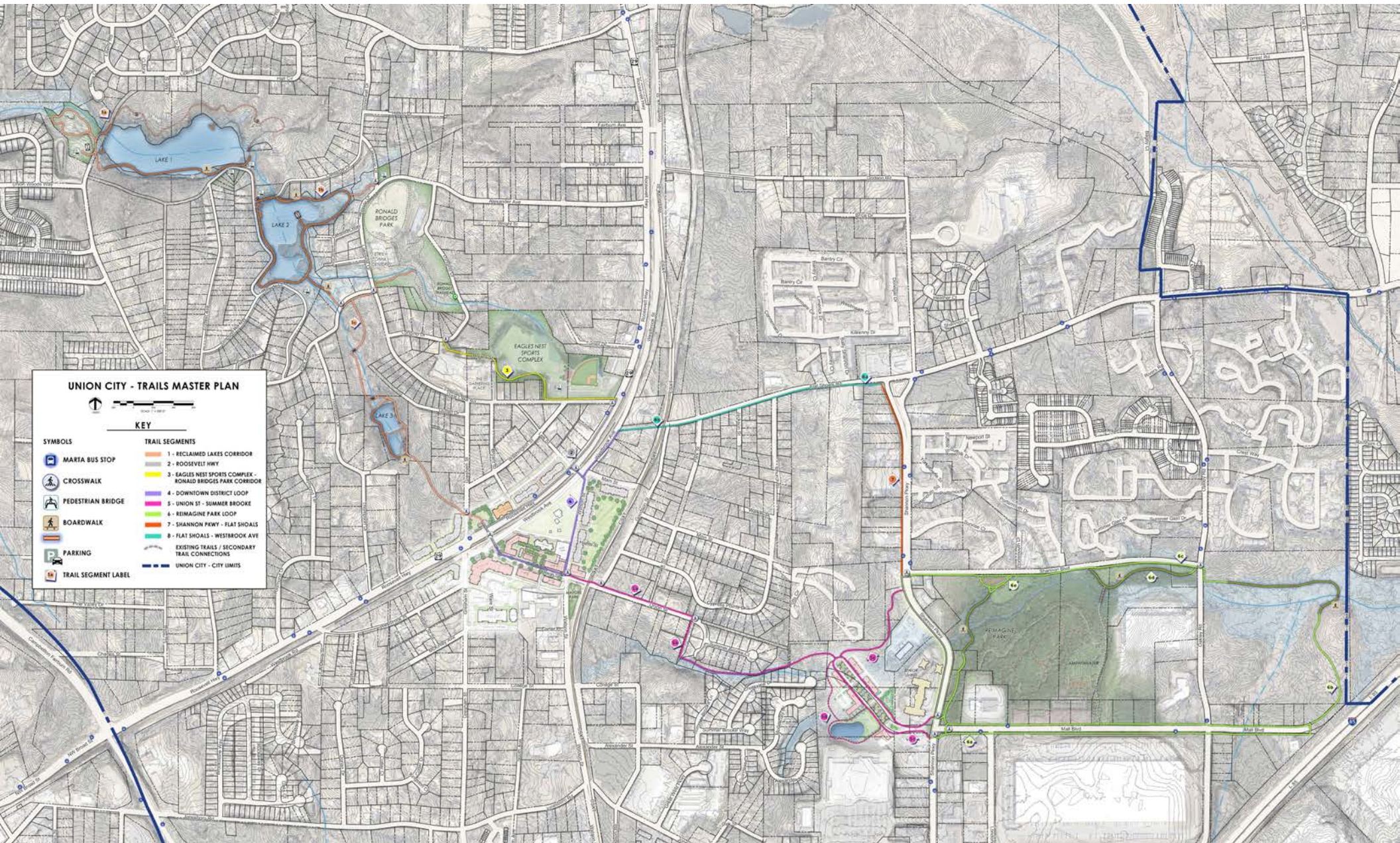
- Contact information for trail managers, organizations, and/or volunteers responsible for maintaining the trail or path.
- Written inspection and maintenance policies that include tasks, timeframes, and responsible parties.
- Inspection forms that document date, time, person/group, condition of trail, hazards, and other pertinent information.
- Trail maintenance schedule that identifies timeframes for regularly-scheduled maintenance activities such as pruning, trash pick-up, and pothole filing.
- List of constructed features, such as bridges, culverts, and fences that require regular inspection and care.



Appendix



Trail Segment @ Royal South Parkway - Union City, GA						
Opinion of Probable Costs					03/01/2024	
#		ITEM	QTY*	UNIT	UNIT Costs	TOTAL Costs
9 Royal South Parkway						
9a Spur from Segment 6b (thru flood plains) -						
	A	Concrete Multi-use trail 10' wide, off street (2,311 LF)	11,900	SF	\$10.00	\$119,000.00
	B	Timber boardwalk 10' wide (2555 LF)	25,550	SF	\$60.00	\$1,533,000.00
	C	Boardwalk Railing	5,110	LF	\$120.00	\$613,200.00
	D	Private Parcels with Easement Requirement(s)	4	EA	\$3,500.00	\$14,000.00
					(9a) Subtotal	\$2,279,200.00
9b Royal South Parkway - Model Mile Phase 1						
	A	Concrete Multi-use trail 10' wide, on street (7630 LF)	76,300	SF	\$10.00	\$763,000.00
	B	Crosswalk (@ Feldwood Rd, Park&Ride)	2	EA	\$500.00	\$1,000.00
	C	Trailhead at Park & Ride (improvements to existing)	1	LS	\$20,000.00	\$20,000.00
	D	Pedestrian Hybrid Beacon	1	LS	\$20,000.00	\$20,000.00
	E	Sculptural Art near Park & Ride	1	LS	\$15,000.00	\$15,000.00
					(9b) Subtotal	\$819,000.00
9c Morning Creek Loop North of Royal South Pkwy (Model Mile Phase 2)						
	A	Concrete Multi-use trail 10' wide (2,900 LF)	29,000	SF	\$10.00	\$290,000.00
	B	Timber boardwalk 10' wide (2,060 LF) Pedestrian Bridges included	20,600	SF	\$60.00	\$1,236,000.00
	C	Boardwalk Railing	4,120	LF	\$120.00	\$494,400.00
	D	Morning Creek Trailhead (new parking, driveway)	1	LS	\$500,000.00	\$500,000.00
	E	Pedestrian Hybrid Beacon	1	LS	\$20,000.00	\$20,000.00
	F	Private Parcels with Easement Requirement(s)	1	EA	\$3,500.00	\$3,500.00
					(9c) Subtotal	\$2,543,900.00
9d Loop South of Royal South Pkwy (Model Mile Phase 2)						
	A	Timber boardwalk 10' wide (1875 LF) Pedestrian Bridges	18,750	SF	\$60.00	\$1,125,000.00
	B	Boardwalk Railing	3,750	LF	\$120.00	\$450,000.00
	C	Crosswalk (@ Royal South Pkwy from Morning Creek)	1	EA	\$500.00	\$500.00
					(9d) Subtotal	\$1,125,000.00
					RSP Segment (9) Subtotal	\$6,767,100.00
					OPC 20 % Contingency	\$1,353,420.00
					Segment (9) Total	\$8,120,520.00



Trail Segments - Union City, GA						
Opinion of Probable Costs				03/01/2024		
#	ITEM	QTY*	UNIT	UNIT Costs	TOTAL Costs	
1 Reclaimed Lakes Corridor						
1a Lake 1						
A	Asphalt Multi-use trail 10' wide (3,370 LF)	3,750	SY	\$42.00	\$157,500.00	
B	Timber boardwalk 10' wide (1,725 LF)	17,250	SF	\$60.00	\$1,035,000.00	
C	Boardwalk Railing	3,450	LF	\$120.00	\$414,000.00	
D	Fishing pier / overlooks / seating bump outs	3,900	SF	\$60.00	\$234,000.00	
E	Benches	3	EA	\$1,500.00	\$4,500.00	
F	Picnic Tables	4	EA	\$2,500.00	\$10,000.00	
G	Kayak / Canoe slip (650 SF)	1	LS	\$5,000.00	\$5,000.00	
H	Structures (30' dia. Octagon, 700 SF)	2	EA	\$50,000.00	\$100,000.00	
I	Parking (Lakeside Dr) on street, Asphalt pavement (5,000 SF)	560	SY	\$55.00	\$30,800.00	
J	Private Parcels with Easement Requirement(s)	7	EA	\$3,500.00	\$24,500.00	
K	UC Parcel - Pavilion w/ Restrooms (60'x40')	1	LS	\$500,000.00	\$500,000.00	
L	UC Parcel - Picnic Tables	4	EA	\$2,500.00	\$10,000.00	
M	UC Parcel - Parking Area - Asphalt Pavement (20,000 SF)	2,225	SY	\$42.00	\$93,450.00	
N	UC Parcel - West Loop Trail - 8' wide, crushed stone (1,500 LF)	12,000	SF	\$2.00	\$24,000.00	
				(1a) Subtotal	\$2,642,750.00	
1b Lake 2						
A	Asphalt Multi-use trail 10' wide (860 LF)	1,000	SY	\$42.00	\$42,000.00	
B	Timber boardwalk 10' wide (3,870 LF)	38,700	SF	\$60.00	\$2,322,000.00	
C	Boardwalk Railing	7,740	LF	\$120.00	\$928,800.00	
D	Fishing pier / overlooks / seating bump outs (excludes pavilion)	3,500	SF	\$60.00	\$210,000.00	
E	Benches	6	EA	\$1,500.00	\$9,000.00	
F	Picnic Tables	5	EA	\$2,500.00	\$12,500.00	
G	Kayak / Canoe slip (650 SF)	1	LS	\$5,000.00	\$5,000.00	
H	Pavilion (40'x60') with integrated railing & seating	1	LS	\$400,000.00	\$400,000.00	
I	Boardwalk/Deck @ Pavilion	3,150	SF	\$60.00	\$189,000.00	
J	Restroom building at North Parking	1	LS	\$300,000.00	\$300,000.00	
K	Parking - Asphalt pavement (15,000 SF)	1,670	SY	\$55.00	\$91,850.00	
L	Crosswalks (@ Park Ave & Lakeside Dr by RB Park)	2	EA	\$500.00	\$1,000.00	
M	Private Parcels with Easement Requirement(s)	5	EA	\$3,500.00	\$17,500.00	
				(1b) Subtotal	\$4,528,650.00	
1c Lake 3						
A	Asphalt Multi-use trail 10' wide (3,300 LF)	3,670	SY	\$42.00	\$154,140.00	
B	Timber boardwalk 10' wide (750 LF)	7,500	SF	\$60.00	\$450,000.00	
C	Boardwalk Railing	1,500	LF	\$120.00	\$180,000.00	
D	Benches	4	EA	\$1,500.00	\$6,000.00	
E	Picnic Tables	5	EA	\$2,500.00	\$12,500.00	
F	Crosswalks (@ Longino Dr)	2	EA	\$500.00	\$1,000.00	
G	Private Parcels with Easement Requirement(s)	4	EA	\$3,500.00	\$14,000.00	
				(1c) Subtotal	\$817,640.00	
				Segment (1) Subtotal	\$7,989,040.00	
				OPC 20 % Contingency	\$1,597,808.00	
				Segment (1) Total	\$9,586,848.00	

2 Roosevelt Highway Connector						
	A	Concrete Multi-use trail 10' wide, 4" depth (1,180 LF)				
		Note: Trail is on North side of Roosevelt, currently under construction (design by Others, no cost estimation is provided)				
3 Eagles Nest Sports Complex - Ronald Bridges Park Corridor						
	A	Concrete Multi-use trail 10' wide, 4" depth (2,180 LF)	21,800	SF	\$10.00	\$218,000.00
	B	Crosswalk	1	EA	\$500.00	\$500.00
	C	Lighting (estimate 1 pole per 100 LF)	22	EA	\$8,000.00	\$176,000.00
		Note: Ball Fields Trail Design by Others				
					Segment (3) Subtotal	\$394,500.00
					OPC 20 % Contingency	\$78,900.00
					Segment (3) Total	\$473,400.00
4 Downtown District Loop						
	A	Concrete Multi-use trail 10' wide, 4" depth (2,530 LF)	25,300	SF	\$10.00	\$253,000.00
	B	Street Crosswalk / Sharrow @ Westbrook & Roosevelt	1	EA	\$500.00	\$500.00
		Note: Pedestrian Bridge is by others				
					Segment (4) Subtotal	\$253,500.00
					OPC 20 % Contingency	\$50,700.00
					Segment (4) Total	\$304,200.00
5 Union Street - Summer Brooke Connector - Bright Meyers Linear Park						
5a Union Street to Summer Brooke Ct						
	A	Concrete Multi-use trail 10' wide, off street (1,190 LF)	11,900	SF	\$10.00	\$119,000.00
	B	Concrete Multi-use trail 10' wide, on street (215 LF)	2,150	SF	\$10.00	\$21,500.00
	C	Crosswalks (@ Union & Watson, @ Union St & Summer Brooke)	2	EA	\$500.00	\$1,000.00
	D	RR Tracks sharrow crossing @ Union St beyond Mayors Park)	1	EA	\$500.00	\$500.00
					(5a) Subtotal	\$142,000.00
5b Summer Brooke Ct to Linear Park North spur						
	A	Asphalt Multi-use trail 10' wide, off street (2,025 LF)	2,250	SY	\$42.00	\$94,500.00
	B	Private Parcels with Easement Requirement(s)	4	EA	\$3,500.00	\$14,000.00
					(5b) Subtotal	\$108,500.00
5c Union Station Linear Park (Bright Meyers) Loop						
	A	Concrete Multi-use trail 10' wide (2,740 LF)	27,400	SF	\$10.00	\$274,000.00
		Note: Union Station - Linear Park concept design by Others				
					(5c) Subtotal	\$274,000.00
5d Union Station Linear Park - West Side Trails by Lawn & Pond						
	A	Asphalt Multi-use trail 10' wide (1,830 LF)	2,035	SY	\$42.00	\$85,470.00
	B	Private Parcels with Easement Requirement(s)	2	EA	\$3,500.00	\$7,000.00
					(5d) Subtotal	\$92,470.00
5e Union Station Linear Park - Northeast Spur to Shannon Pkwy						
	A	Asphalt Multi-use trail 10' wide (1,280 LF)	1,425	SY	\$42.00	\$59,850.00
					(5e) Subtotal	\$59,850.00
					Segment (5) Subtotal	\$676,820.00
					OPC 20 % Contingency	\$135,364.00
					Segment (5) Total	\$812,184.00

6 Reimagine Park Loop						
6a Mall Blvd						
	A	Concrete Multi-use trail 10' wide, 4" depth (7,665 LF)	76,650	SF	\$10.00	\$766,500.00
	B	Crosswalks (@ Mall Blvd & @ Shannon Pkwy to Trail Segment 5c)	2	EA	\$500.00	\$1,000.00
	C	Retaining Wall, Segmented Block (South side)	1,200	LF	\$120.00	\$144,000.00
					(6a) Subtotal	\$911,500.00
6b Mall Blvd East to Shannon Blvd (thru flood plains)						
	A	Asphalt Multi-use trail 10' wide (1,820 LF)	2,025	SY	\$42.00	\$85,050.00
	B	Timber boardwalk 10' wide (1,420 LF)	14,200	SF	\$60.00	\$852,000.00
	C	Boardwalk Railing	2,840	LF	\$120.00	\$340,800.00
	D	Crosswalk (@ Oakley St & Shannon Blvd)	1	EA	\$500.00	\$500.00
	E	Private Parcels with Easement Requirement(s)	2	EA	\$3,500.00	\$7,000.00
					(6b) Subtotal	\$1,285,350.00
6c Shannon Blvd						
	A	Concrete Multi-use trail 10' wide, 4" depth (2,885 LF)	28,850	SF	\$10.00	\$288,500.00
					(6c) Subtotal	\$288,500.00
6d Reimagine Park - North East Corner (Parallel South of Shannon Blvd)						
	A	Concrete Multi-use trail 10' wide, 4" depth (1,485 LF)	14,850	SF	\$10.00	\$148,500.00
	B	Timber boardwalk 10' wide (740 LF)	7,400	SF	\$60.00	\$444,000.00
	C	Boardwalk Railing	1,480	LF	\$120.00	\$177,600.00
	D	Private Parcels with Easement Requirement(s)	1	EA	\$3,500.00	\$3,500.00
		Note: Reimagine Park design by Others			(6d) Subtotal	\$773,600.00
6e Reimagine Park Interior Trail (Parallel of Shannon Pkwy)						
	A	Concrete Multi-use trail 10' wide, 4" depth (1,820 LF)	2,025	SY	\$42.00	\$85,050.00
	B	Timber boardwalk 10' wide (1,420 LF)	14,200	SF	\$60.00	\$852,000.00
	C	Boardwalk Railing	2,840	LF	\$120.00	\$340,800.00
	D	Crosswalk (@ Shannon Pkwy to Trail Segment 5c)	1	EA	\$500.00	\$500.00
	E	Private Parcels with Easement Requirement(s)	4	EA	\$3,500.00	\$14,000.00
		Note: Reimagine Park design by Others			(6e) Subtotal	\$1,292,350.00
					Segment (6) Subtotal	\$4,551,300.00
					OPC 20 % Contingency	\$910,260.00
					Segment (6) Total	\$5,461,560.00
7 Shannon Parkway to Flat Shoals Road						
	A	Concrete Multi-use trail 10' wide, 4" depth (1,935 LF)	19,350	SF	\$10.00	\$193,500.00
	B	Retaining Walls, Segmented Block	950	LF	\$120.00	\$114,000.00
					(7) Subtotal	\$307,500.00
					Segment (7) Subtotal	\$307,500.00
					OPC 20 % Contingency	\$61,500.00
					Segment (7) Total	\$369,000.00

8 Flat Shoals to Westbrook Avenue (from Shannon Pkwy)						
8a Flat Shoals Rd East of CSX RR Tracks						
	A	Concrete Multi-use trail 10' wide, 4" depth (2,175 LF)	21,750	SF	\$10.00	\$217,500.00
					(8a) Subtotal	\$217,500.00
8b Flat Shoals Rd West of CSX RR Tracks (to Westbrook Ave)						
	A	Concrete Multi-use trail 10' wide, 4" depth (510 LF)	5,100	SF	\$10.00	\$51,000.00
					(8b) Subtotal	\$51,000.00
					Segment (8) Subtotal	\$268,500.00
					OPC 20 % Contingency	\$53,700.00
					Segment (8) Total	\$322,200.00
Union City Trails - Cost Estimate						
					Segment 1	\$9,586,848.00
					Segment 2	n/a
					Segment 3	\$473,400.00
					Segment 4	\$304,200.00
					Segment 5	\$812,184.00
					Segment 6	\$5,461,560.00
					Segment 7	\$369,000.00
					Segment 8	\$322,200.00
					Total	\$17,329,392.00

Multi-Use Trail Master Plan



Safe. Convenient. Not just bikes.

1. Do you consider yourself a trail user?

(Circle one) Yes No

2. Do you live within the city limits of Union City?

(Circle one) Yes No I am not sure

3. What is your age range?

_____ Under 18 _____ 45 to 54
 _____ 18 to 24 _____ 55 to 64
 _____ 25 to 34 _____ 65 or older
 _____ 35 to 44

4. How long do you typically travel to access paths?

_____ Less than 15 minutes
 _____ 15 minutes to 30 minutes
 _____ 30 minutes to 1 hour
 _____ More than 1 hour

5. How are you getting to the path?

(Select all that apply.)

_____ Car or Motorcycle (alone)
 _____ Car or Motorcycle (with others – e.g., carpooling, rideshare, uber, etc.)
 _____ Public Transit (bus/train)
 _____ Bicycling _____ Run / Jog
 _____ Walking _____ Other: _____

6. What would be your primary purpose(s) for using a multi-use path? (Select all that apply.)

_____ Recreation _____ Exercise
 _____ Relaxation _____ Family Time
 _____ Dog Walking _____ Events
 _____ Travel to School _____ Education
 _____ Travel to Work _____ Other: _____
 _____ Travel to Shopping _____

7. How would you travel on the path itself?

(Select all that apply.)

_____ Walking _____ E-Bike or E-Scooter
 _____ Run/Jog _____ Wheel Chair or other aid
 _____ Bike _____ Other: _____

8. How many minutes do you expect would you spend on a path per visit? ± _____ minutes.

9. How frequently would you use a path?

_____ 5 or more times / week _____ Once a month
 _____ 2-4 times / week _____ Every few months
 _____ Once a week _____ Other: _____

10. If a multi-use path is built, which factors would most discourage your use of that multi-use path, sidewalk, or bike facility?

(Select your top three obstacles. Rank in order of most likely to discourage you, 1 being the greatest obstacle to you.)

_____ Lack of neighborhood connections
 _____ Unsafe road crossings
 _____ Traffic
 _____ Lack of Interest
 _____ Lack of Time
 _____ Lack of nearby destinations

11. What would improve your experience on path?



Survey Instructions: Select one option unless other instructions are listed. None of the information gathered will be used to identify you individually. Data will be aggregated. Continues on back (Total Questions:15).

For Internal Use Only
 Date: _____ Time: _____ Notes: _____

Multi-Use Trail Master Plan



Safe. Convenient. Not just bikes.

12. What amenities would you most like to see along trails? **(Select your top five amenities. Rank in order preference, 1 being the most desired.)**

- Restrooms
- Trash Receptacles
- Covered Shelters
(roofed sitting or rest areas)
- Elevated Viewing Platforms
- Benches
- Bike Repair Stations
- Trail Lighting
- Exercise Stations
- Mile Markers
- Educational Signage
- Picnic Tables
- Public Art

13. Are there specific places or businesses you think the path should connect to? **(Select all that apply.)**

- Historic Sites
- Community Recreation Centers
- Shopping Center
- Schools
- Passive Parks (for sitting, walking, or enjoying nature)
- Libraries
- Recreational Parks (for sports fields or playgrounds).
- Senior Centers

14. How do you learn about trails, greenways, or paths to visit? **(Select all that apply.)**

- Govt. Website
- Word of Mouth
- Search Engine
(e.g., Google)
- Traditional Media
(e.g., newspapers, radio)
- Social Media
(e.g., Facebook)
- Other: _____
- Trail Brochures

15. What existing trail systems do you like to visit or refer others to? **(List up to three. Can be in Georgia or another state. Any order is fine.)**



Survey Instructions: Select one option unless other instructions are listed.
None of the information gathered will be used to identify you individually.
Data will be aggregated. Continues on back (Total Questions:15).

For Internal Use Only

Date: _____ Time: _____ Notes: _____

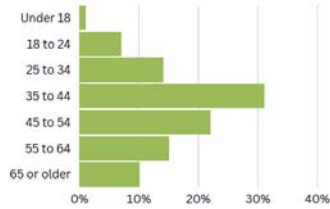


MUTP SURVEY RESULTS

73 survey responses

DEMOGRAPHICS & TRAVEL TRENDS

AGE



RESIDENCE

84% live within city limits of Union City

consider themselves trail users **74%**

most respondents travel around **15-30 mins** by car to reach local paths

USE

HEALTH & WELLNESS

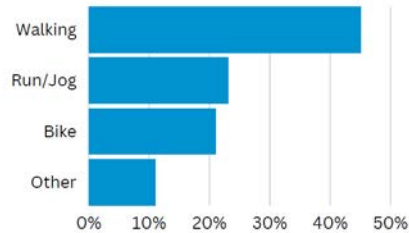
83% of respondents would primarily use the path for *exercise*

67% of respondents would use the path for *relaxation*

63% of respondents would use the path for *recreation*

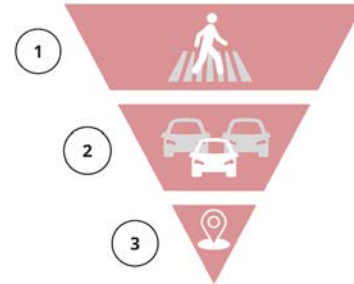
60% of respondents would use the path *5/+ times a week* and most intend to travel the path by *foot*

PREFERRED PATH TRAVEL



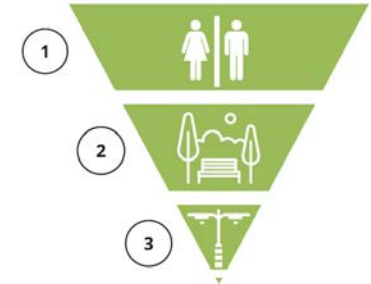
FEATURES & FACILITIES

BIGGEST DETERRENTS



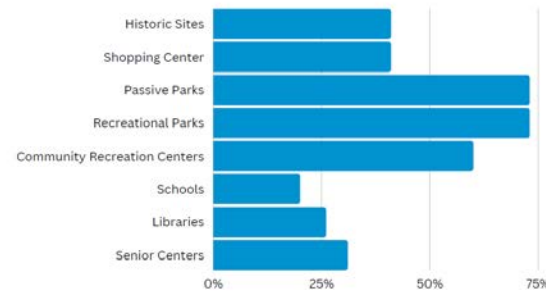
Most respondents cited **Unsafe Road Crossings, Traffic, and Lack of Neighborhood Connection or Nearby Destinations** as the biggest potential deterrents to path use

PREFERRED AMENITIES



Most respondents ranked **Restrooms, Benches, and Trail Lighting** as the most desired path amenities

PREFERRED PATH CONNECTIONS



Multi-Use Trail Master Plan

Safe. Convenient. Not just bikes.



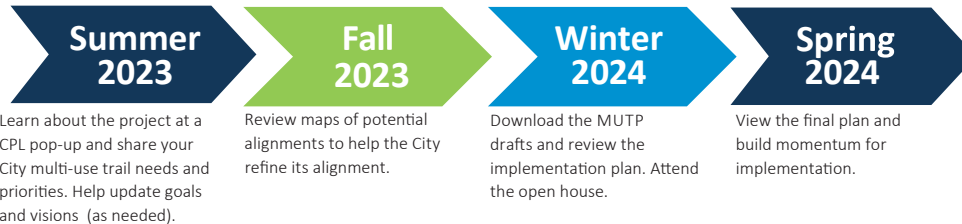
Overview

Union City, Georgia is working to develop the City's first ever Multi-Use Trail Master Plan (MUTP). The MUTP will build upon the conceptual vision for the future of walking, biking, and alternative travel methods set in the Union City R3 (Reclaim, Renew, and Re-imagine) Master Plan adopted in 2019. More specifically, the MUTP under development will:

- Propose routes for new multi-use trails/paths.
- Identify first/last mile improvements to connect the new trails/paths to MARTA bus stops and city parks
- Connect routes to activity areas identified by the public
- Link Dixie Lakes, Union Street, and Shannon Parkway

The project will engage with general public, staff, elected officials, and community organizations to develop an updated plan that represents Union City at large. To be finalized Spring 2024.

Public Engagement Timeline



Project Vision

Make walking, biking, and other non-vehicular modes of travel safe, convenient and accessible for people of all ages and abilities. Connect the city's east and west.

Project Goals

Safety. Prioritize projects that improve the overall safety of existing streets and new trail/path routes.

Convenience. Provide a continuous system that supports access to community facilities, commerce, and parks.

Greenspace. Support use of multi-use trail sections as opportunities to restore/grow greenspaces and linear parks city-wide.

Modes. Increase number of trips made without a personal car and facilitate MARTA access.

Scan the QR Code to visit the project web page! Instructions:

1. Open camera application or QR code scanner on your cell phone.
2. Select rear facing camera.
3. Hold your phone so QR code appears on screen.
4. Tap the notification pop up to open the link to the project page.

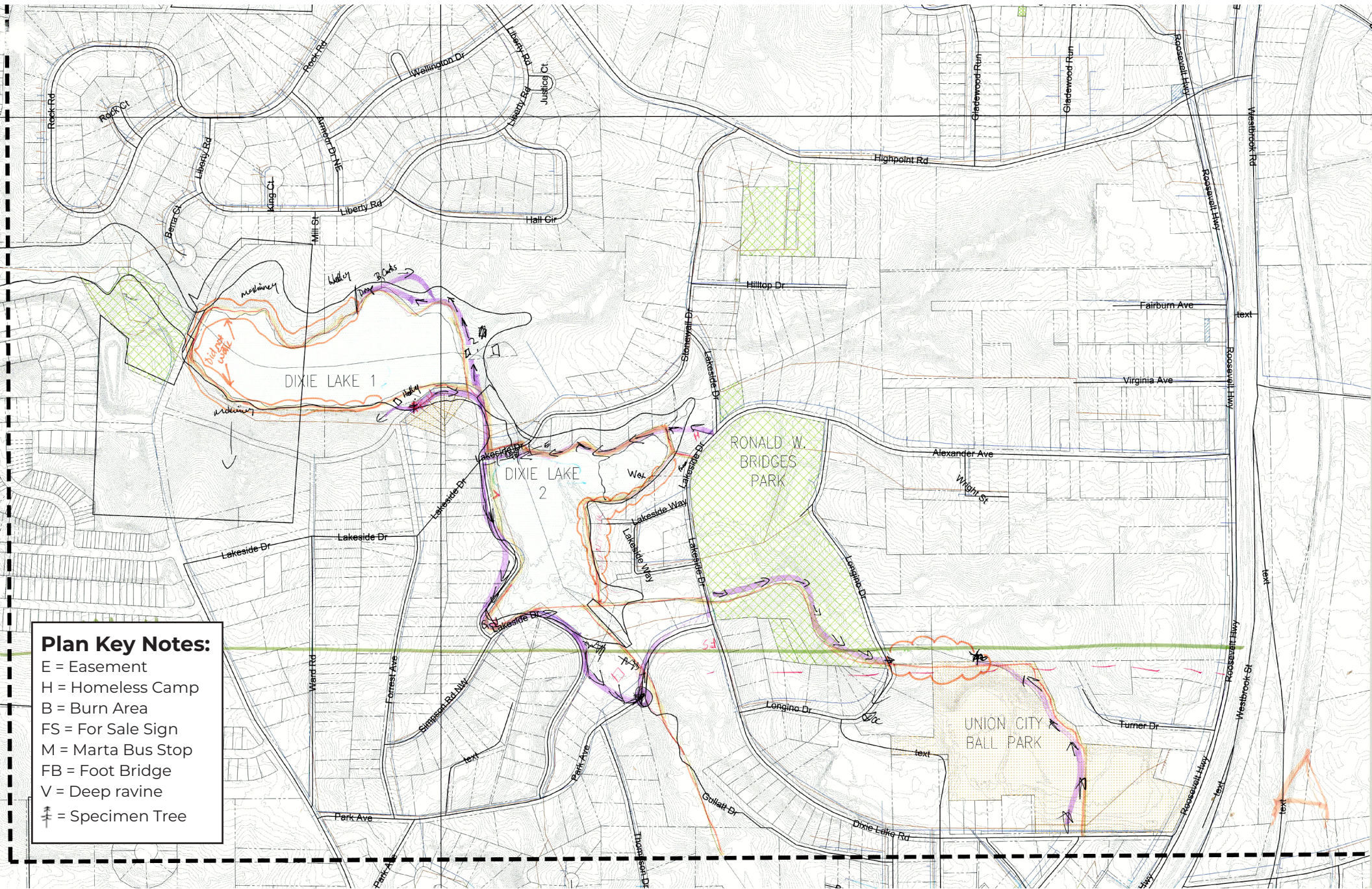


Meet Us and Learn More:

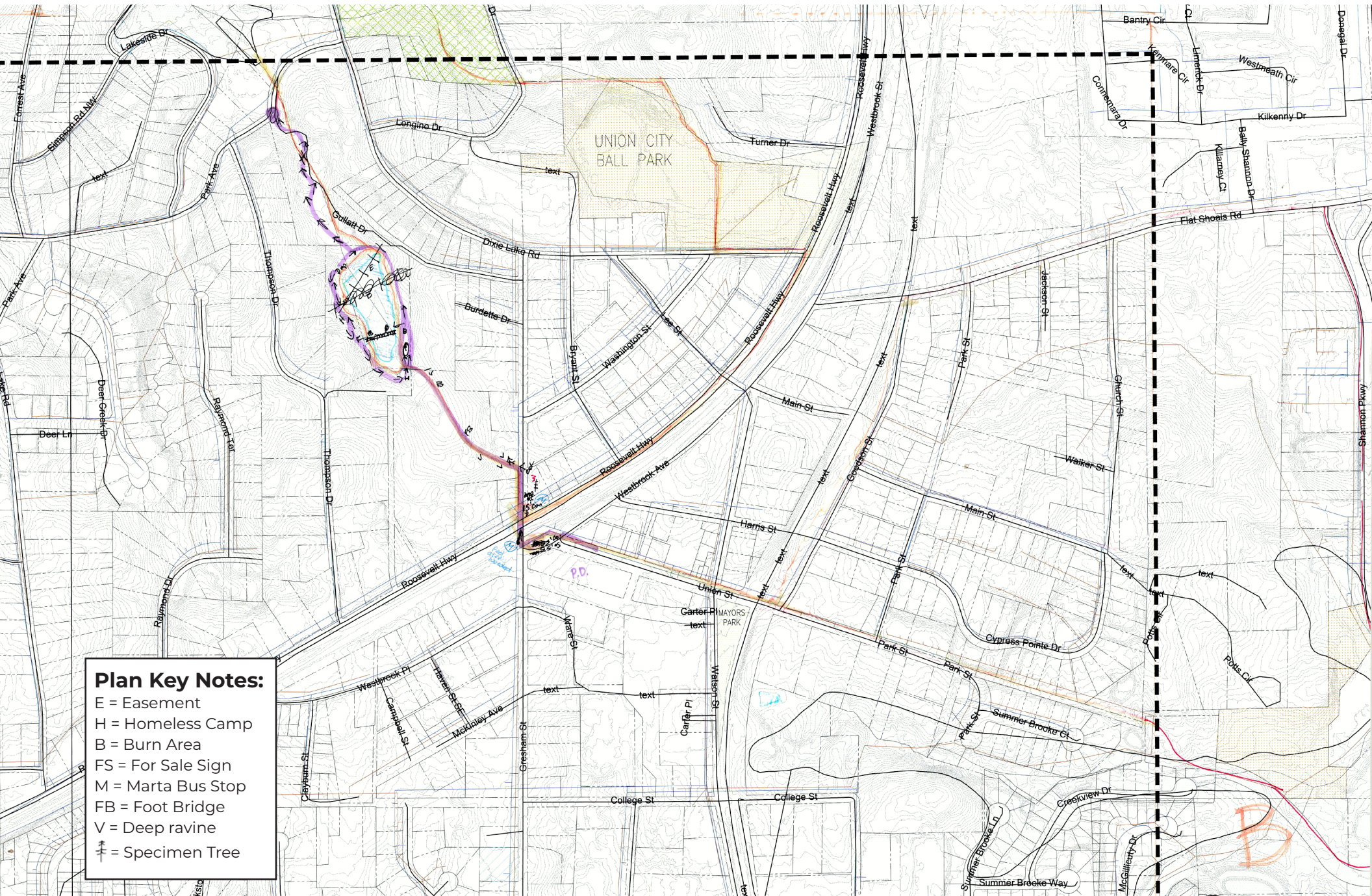


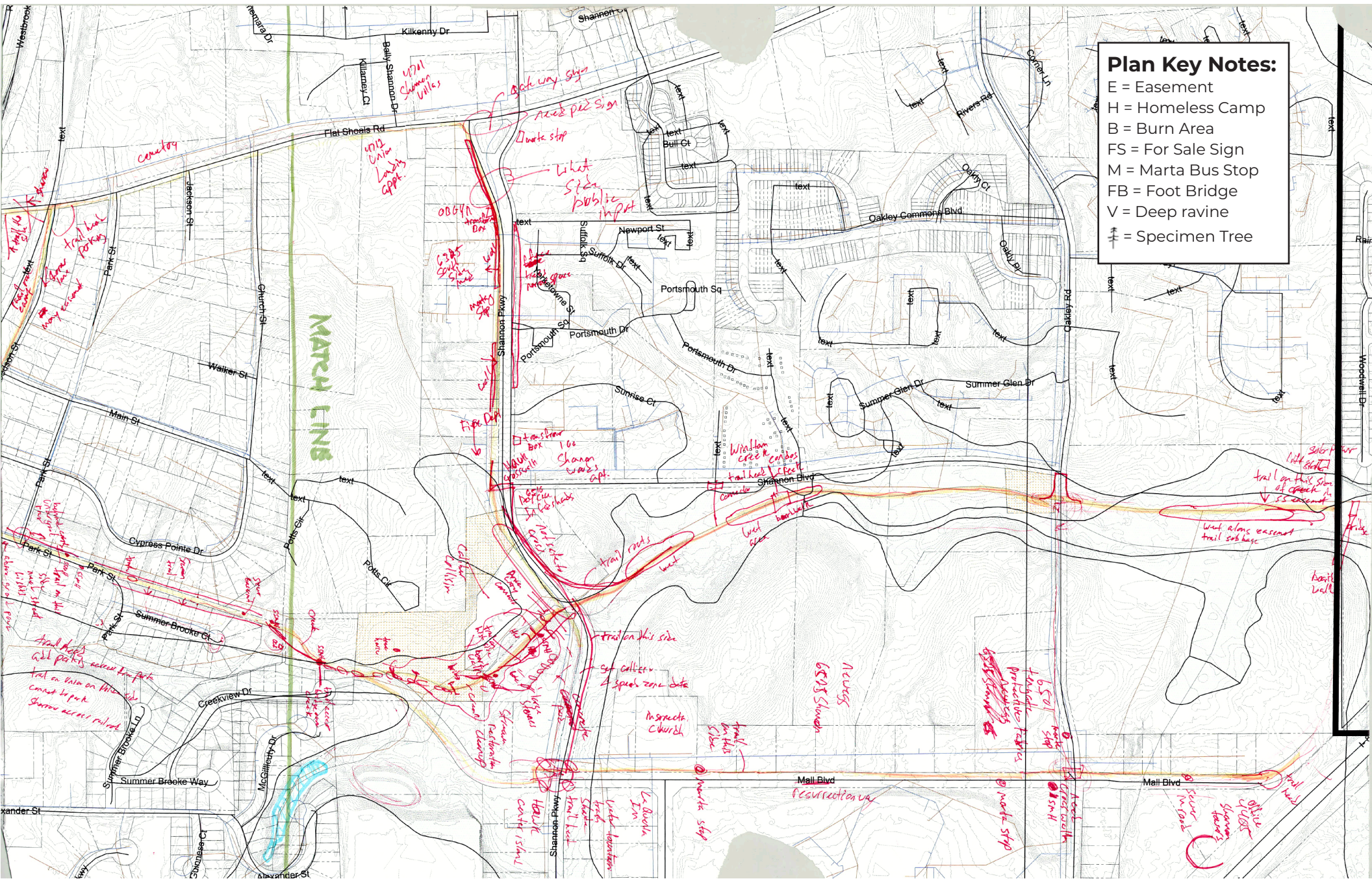
Sat. July 29 - 9AM to 12PM
Back to School Bash
 Gathering Place Community Center
 6280 Bryant Street

Sat. August 12 - 6:30 PM to 10PM
Light Up the Night Festival
 Union Ball Fields
 Corner of Hwy 29 and Dixie Lakes Road



Plan Key Notes:
 E = Easement
 H = Homeless Camp
 B = Burn Area
 FS = For Sale Sign
 M = Marta Bus Stop
 FB = Foot Bridge
 V = Deep ravine
 T = Specimen Tree





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Union City Multi-Use Trail Plan: *The Union Station Greenline*

