

Appendix B: Alternative 2 (NPS Preferred) Actions, Visitor Capacity Management Strategies, and Resultant Trail System

Bowmans Island

Near-Term Actions:

- Assess and relocate bridges.
- Construct water management structures (grade reversals) on trails that would be maintained in the system.

Mid-Term Actions:

- Construct a hardened riverside trail on the west bank to form the core of the trail system. This trail would be predominately located on historic floodplain levees and include four structures that access major pools and fishing locations, serve as river launches, and provide views of the river. The riverside trail and structures would be built to be widely accessible and would be armored to protect from high river flows. Much of the riverside trail could be boardwalk. To retain a sense of adventure, a set of rock steps would connect the floodplain trail to the upland trails near a steep rock face and bouldering location.
- Restore unsustainable trails and provide improved, contour-aligned routes that provide longer loop opportunities.
- Designate and develop appropriate primary and secondary trail access points.
- Improve primary trail access point at Trout Place Road. Explore partnership opportunities with the Georgia Department of Natural Resources to improve signage around the fish hatchery about available parking, as well the possibility of increasing the number of designated parking spots on fish hatchery land available to trail users.

Long-Term Actions:

- Develop a multiloop trail network on the portion of the unit east of the river to reduce use pressure on the west side trails. The new network would be integrated with trails on the west side of the unit and a designated trailhead would be constructed south of Highway 20/Cumming Highway (and would connect with the trail system via an underpass). This trailhead would lead to an improved river access or anglers' access trail, which would include raised tread maintenance and minor relocation onto adjacent levees. Attempting to make a loop with this dead-end trail would be discouraged. An additional trail connection would be completed to Gary Pirkle Park.

Visitor Capacity Management Strategies:

West:

- Install maps and signage about various destinations in this unit.
- Educate park visitors about the new opportunities in this unit, especially for those who may be seeking a quieter, more tranquil area of the park where they can encounter fewer people.
- Promote this unit to increase use through social media, interpretation, local news outlets, and at local attractions (i.e., Cummings, Duluth, Lake Lanier).
- Explore potential parking opportunities to reduce pressure on available parking. Opportunities include at the ranger station; along highway 20; coordinating parking with the neighboring Army Corps of Engineers; or at the trout hatchery through partnership.
- Install an NPS sign adjacent to the Corps sign to increase awareness of entering an NPS unit.

East:

- Install maps and signage about various destinations in both units.
- Educate park visitors about the new opportunities in these units, especially for those who may be seeking a quieter, more tranquil area of the park where they can encounter fewer people.
- Develop additional parking on park-owned property south of Highway 20.
- Increase education and signage about parking in designated areas.
- Increase education and information during peak times about where to find available parking.

Bowmans Island

Chattahoochee River National Recreation Area, GA

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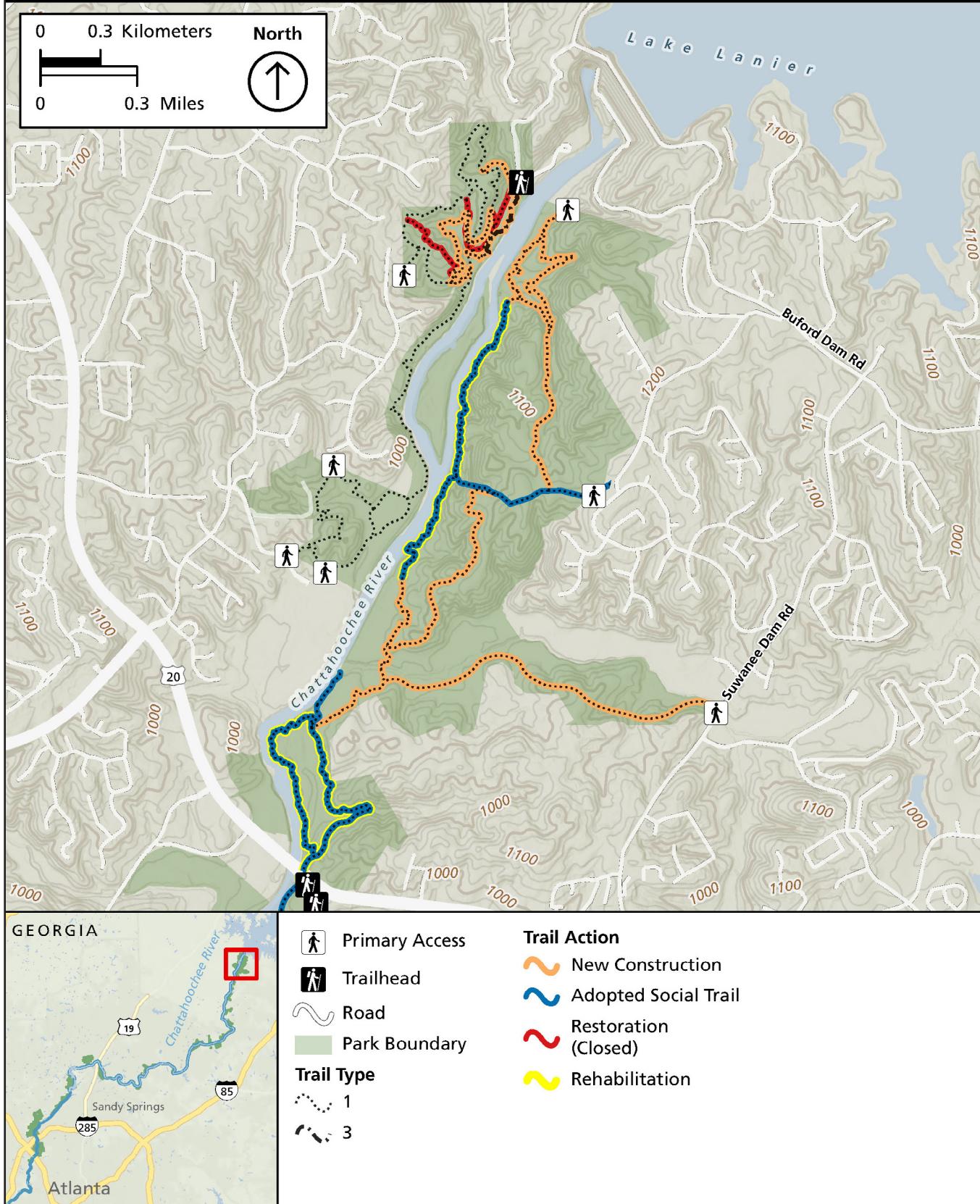


Figure B-1. Actions Associated with Alternative 2 – Bowmans Island

Bowmans Island

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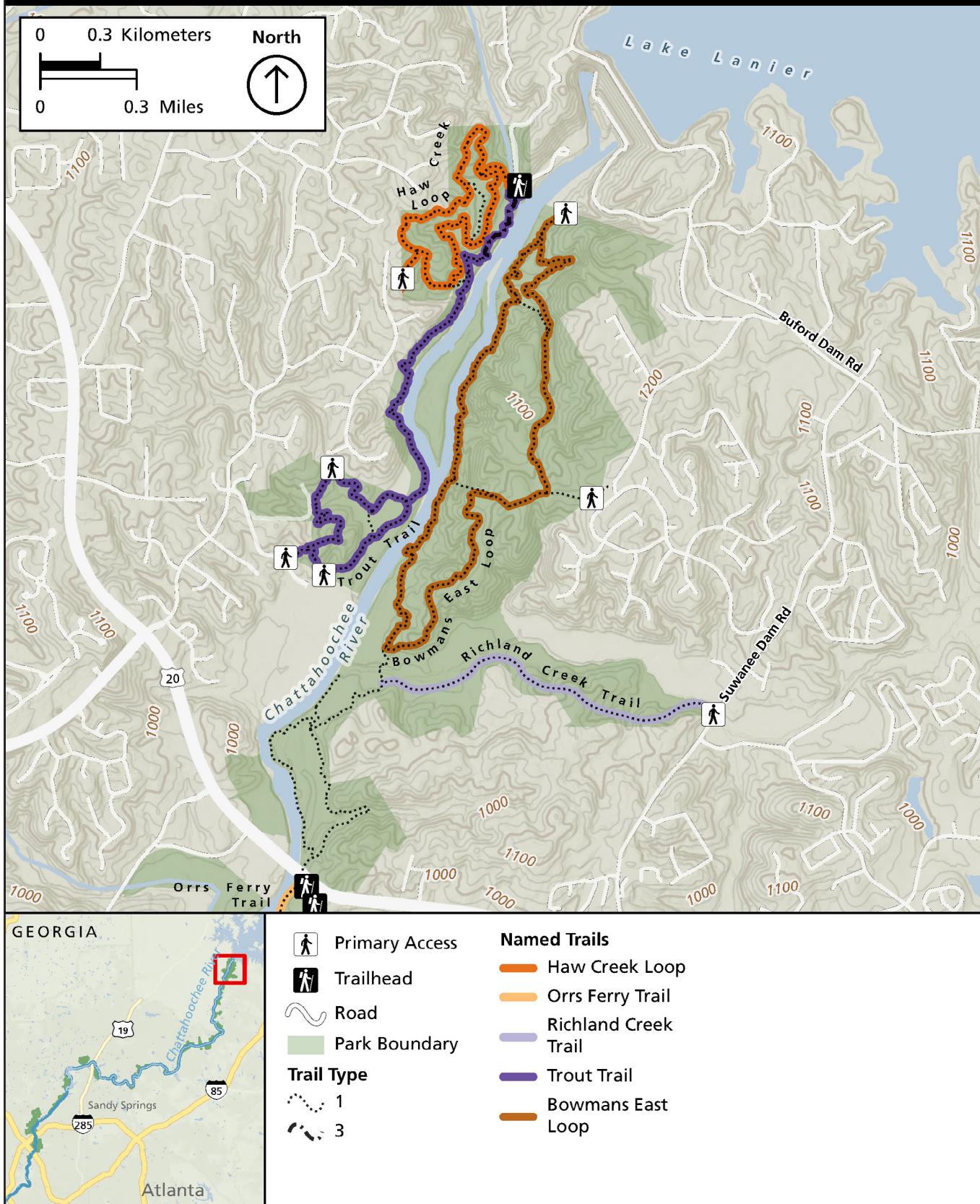


Figure B-2. Resultant Trail System, Alternative 2 – Bowmans Island

Bowmans North Detail

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Figure B-3. Actions Associated with Alternative 2 – Bowmans Island North

Bowmans North Detail

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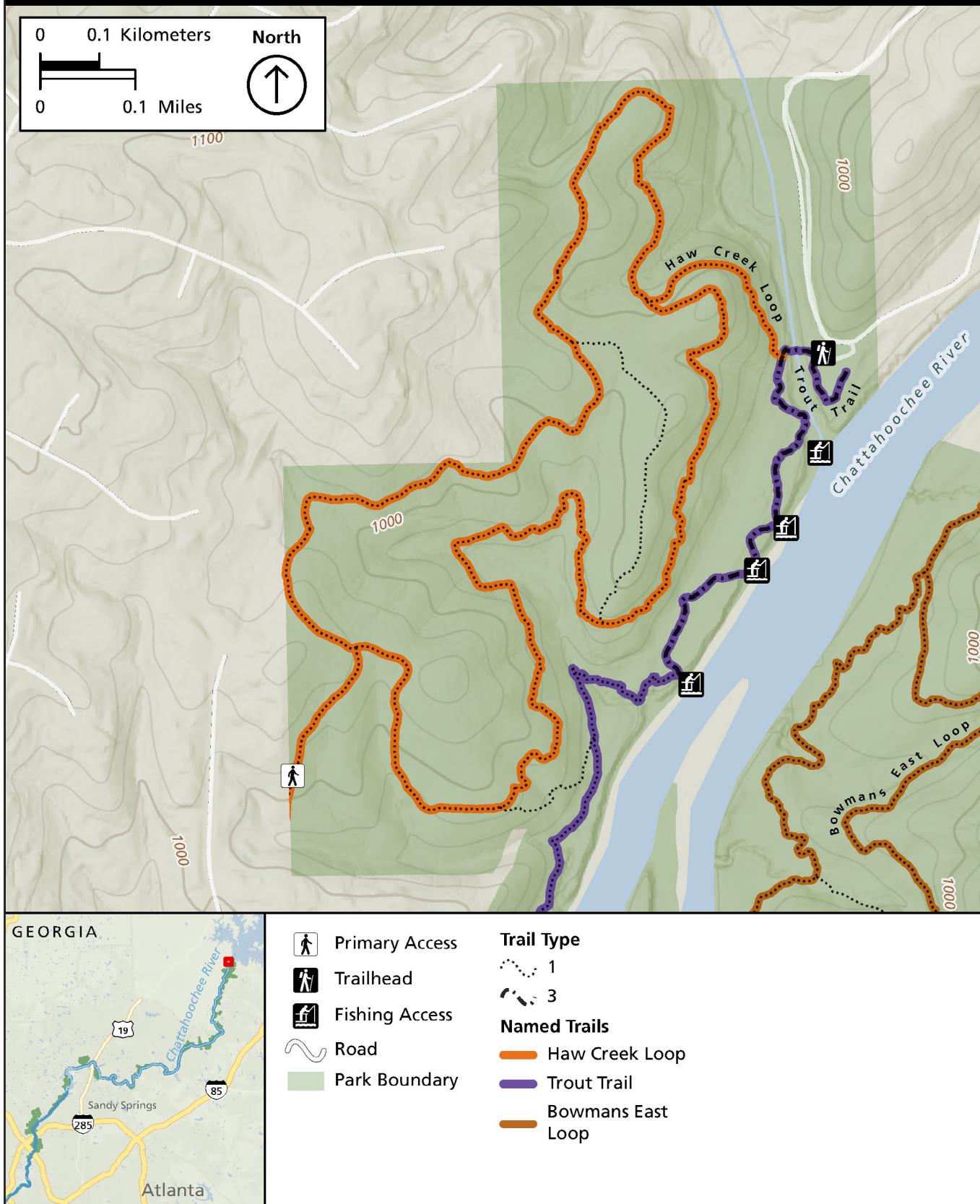


Figure B-4. Resultant Trail System, Alternative 2 – Bowmans Island North

Orrs Ferry

Near-Term Actions:

- Remove outdated trail access point signage.
- Develop interpretive media and NPS mobile app information to educate visitors about the purpose of river buffer protections, the ongoing riparian rehabilitation at Crayfish Creek, and sensitive plant species in this unit.
- Increase signage in this unit delineating NPS property from adjacent residential areas and landowners.
- Construct wayfinding signage at the main trailhead directing visitors to the Orrs Ferry trails or to the adjacent trails in Bowmans Island – East (extending under the Highway 20 Bridge).

Mid-Term Actions:

- Construct a modest natural surface trail system to access the river and Crayfish Creek area from the new trailhead on Highway 20/Cumming Highway (described under Bowmans Island above).
- Construct footbridges at stream crossings to prevent streambank erosion.
- Formalize angling trails and develop signage indicating angling access to river shoals conducive to recreational fishing.
- Partner with the Georgia Department of Natural Resources, Gwinnett County, and City of Sugar Hill to ensure adequate emergency and law enforcement access to the trail system.

Long-Term Actions:

- Explore trail access and connectivity in future site planning for NPS property along Highway 20.
- Restore social trails (not formalized in this plan) to natural conditions.
- Collaborate with the City of Sugar Hill to explore greater connectivity to future segments of the Sugar Hill Greenway.

Visitor Capacity Management Strategies:

- Educate park visitors about the new opportunities in this unit, especially for those who may be seeking a quieter, more tranquil area of the park where they can encounter fewer people.
- Develop additional parking on park-owned property south of Highway 20.
- Increase education and signage about parking in designated areas.
- Increase education and information during peak times about where to find available parking.

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Orrs Ferry

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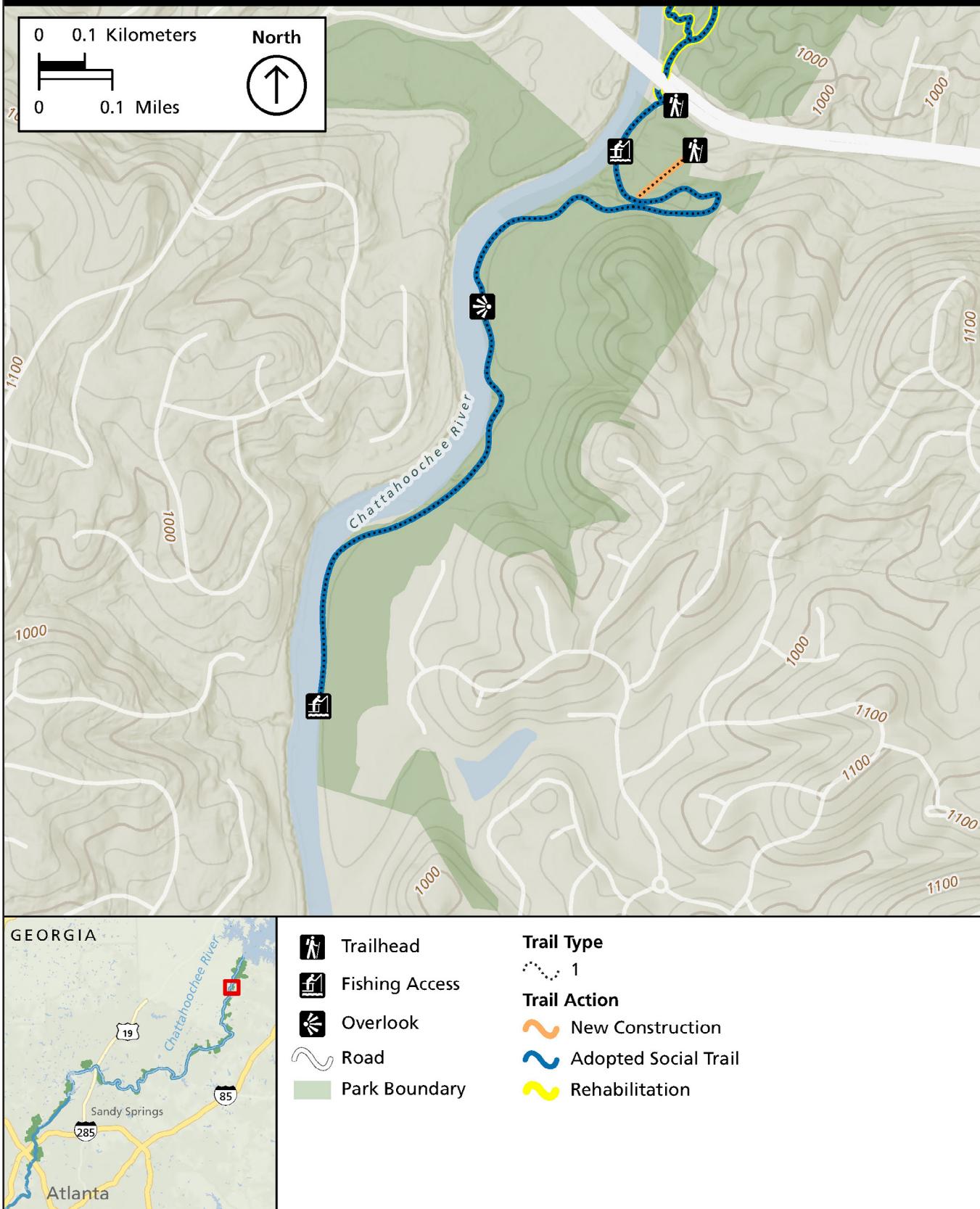


Figure B-5. Actions Associated with Alternative 2 – Orrs Ferry

Orrs Ferry

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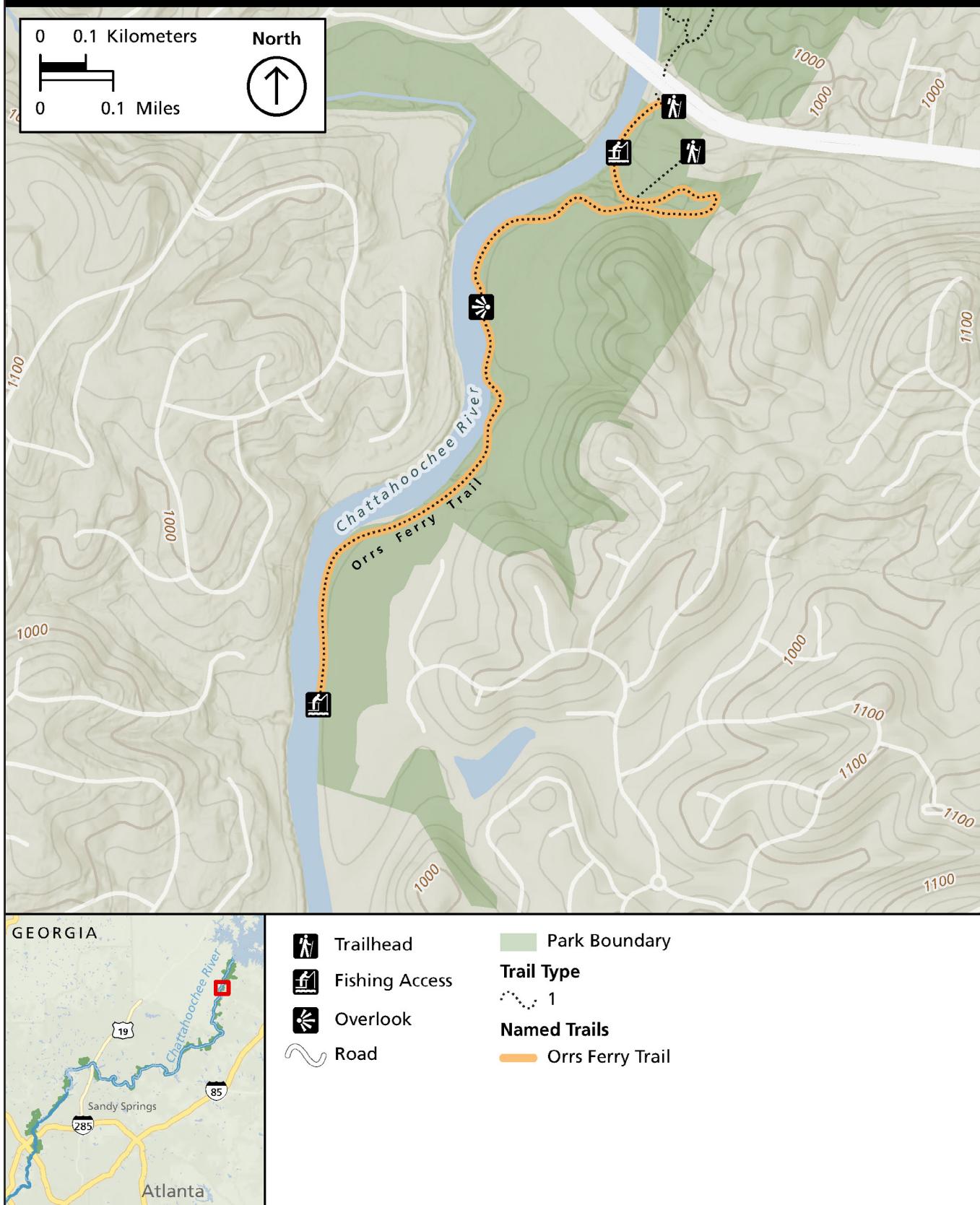


Figure B-6. Resultant Trail System, Alternative 2 – Orrs Ferry

Settles Bridge

Near-Term Actions:

- Explore partnership opportunities with Gwinnett County to improve trail connectivity and explore potentially sharing maintenance responsibilities.

Mid-Term Actions:

- In the northern portion of Settles Bridge, restore unsustainable trails and provide improved, gently sloping routes that provide trail-based opportunities. These trails would establish connectivity to Settles Bridge Park and improve the overall navigability of the trail system.
- Designate and develop appropriate primary and secondary trail access points. Work with Gwinnett County to ensure that the Settles Bridge Park Trailhead signage references the trail's connection to Chattahoochee River National Recreation Area.
- Connect to the potential greenway as appropriate. If constructed, the greenway would follow the existing utility corridor south after entering the unit via the access road. The greenway would then continue further south along the river before crossing near Level Creek.

Long-Term Actions:

- At the southern end of this unit, restore unsustainable, unauthorized, user-created trails that travel through wet bottomland areas and provide an improved, gently sloping loop route.

Visitor Capacity Management Strategies:

- Partner with Gwinnett County to encourage connectivity between the county's Settles Bridge Park and the NPS Settles Bridge unit. This strategy includes physical connectivity as well as integration of signage and wayfinding devices.
- Formalize parking spaces in the lot to increase parking efficiency and discourage unauthorized activities.
- Explore increasing the size of the Settles Bridge parking lot and improving circulation within the parking lot.
- Explore moving the Settles Bridge parking lot further away from the river.
- Improve drainage in the Settles Bridge parking lot to improve ease of access to trails.
- Increase the law enforcement presence on peak use days to address unauthorized activities occurring in the Settles Bridge parking lot. Partner with the Gwinnett County Police Department to increase multiagency presence.

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Settles Bridge

Chattahoochee River National Recreation Area, GA

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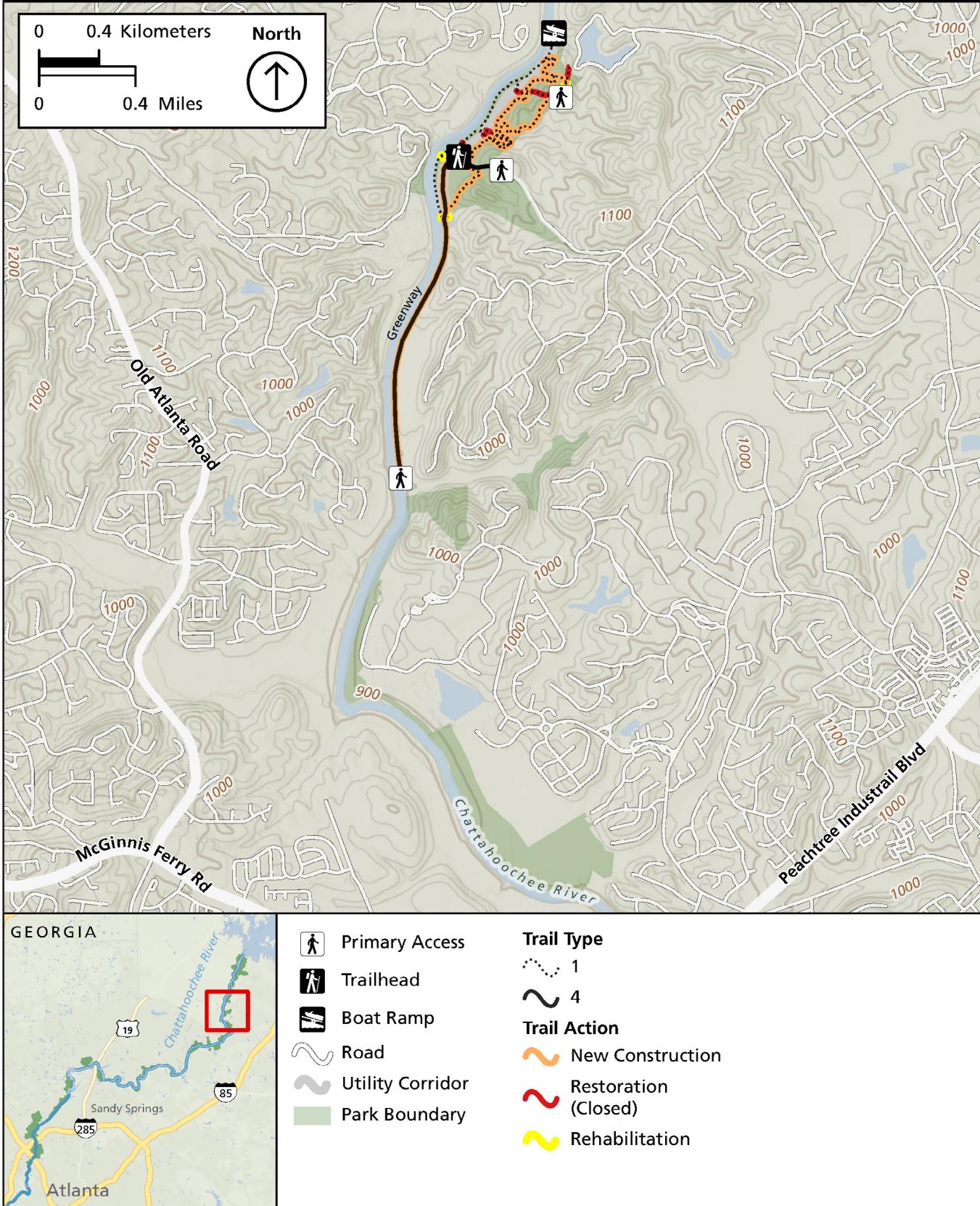


Figure B-7. Actions Associated with Alternative 2 – Settles Bridge

Settles Bridge

Chattahoochee River National Recreation Area, GA

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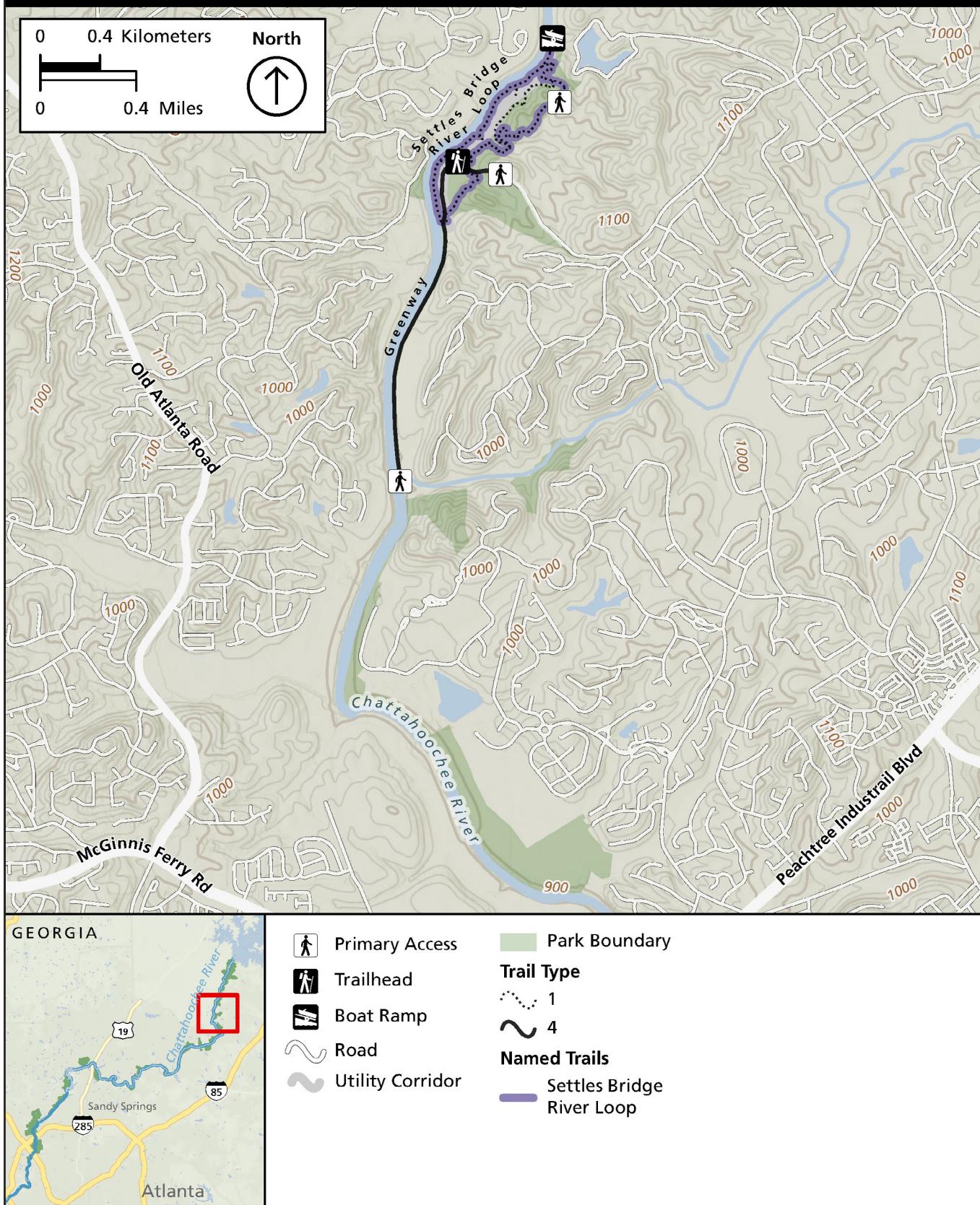


Figure B-8. Resultant Trail System, Alternative 2 – Settles Bridge

Settles Bridge North Detail

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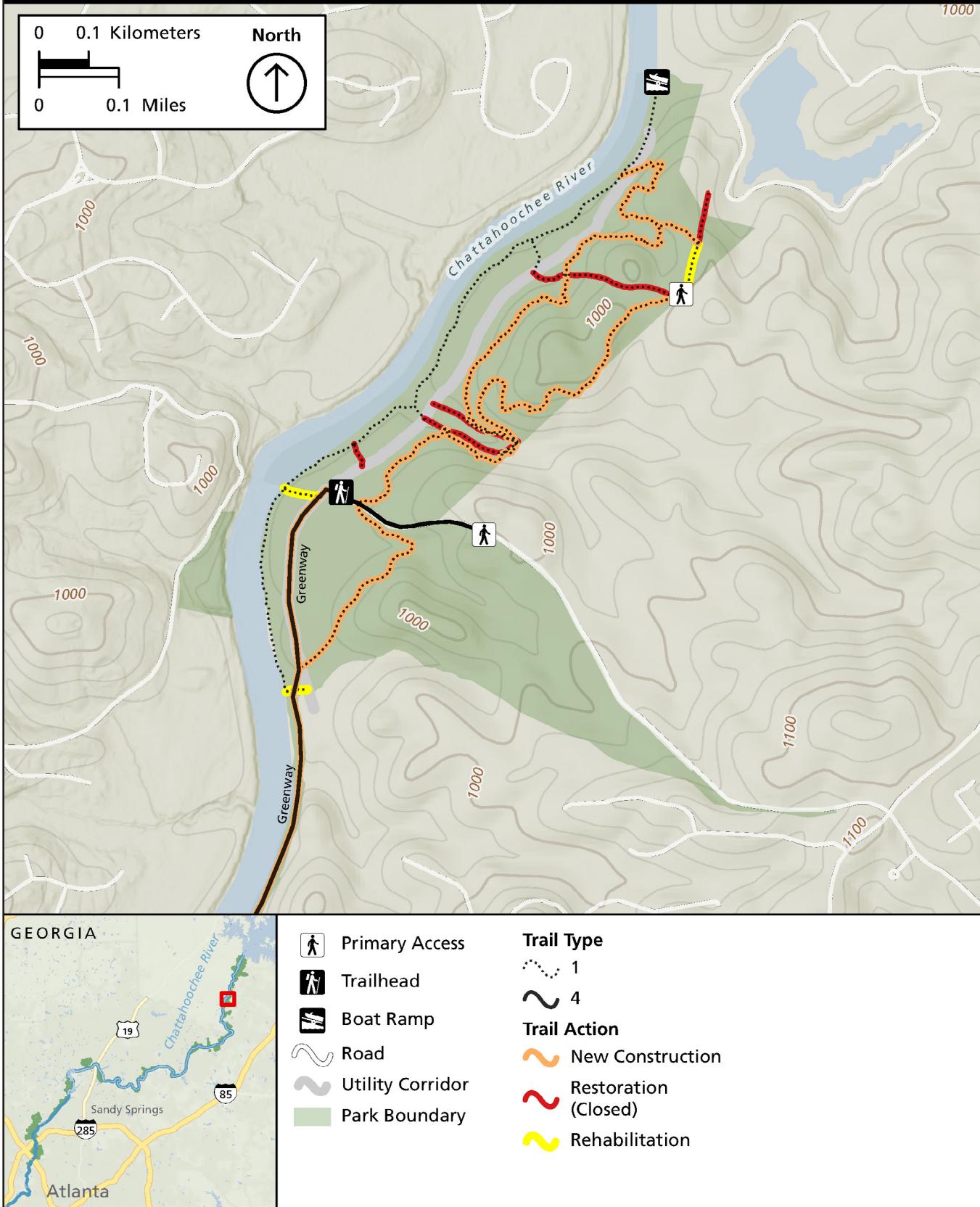


Figure B-9. Actions Associated with Alternative 2 – Settles Bridge North

Settles Bridge North Detail

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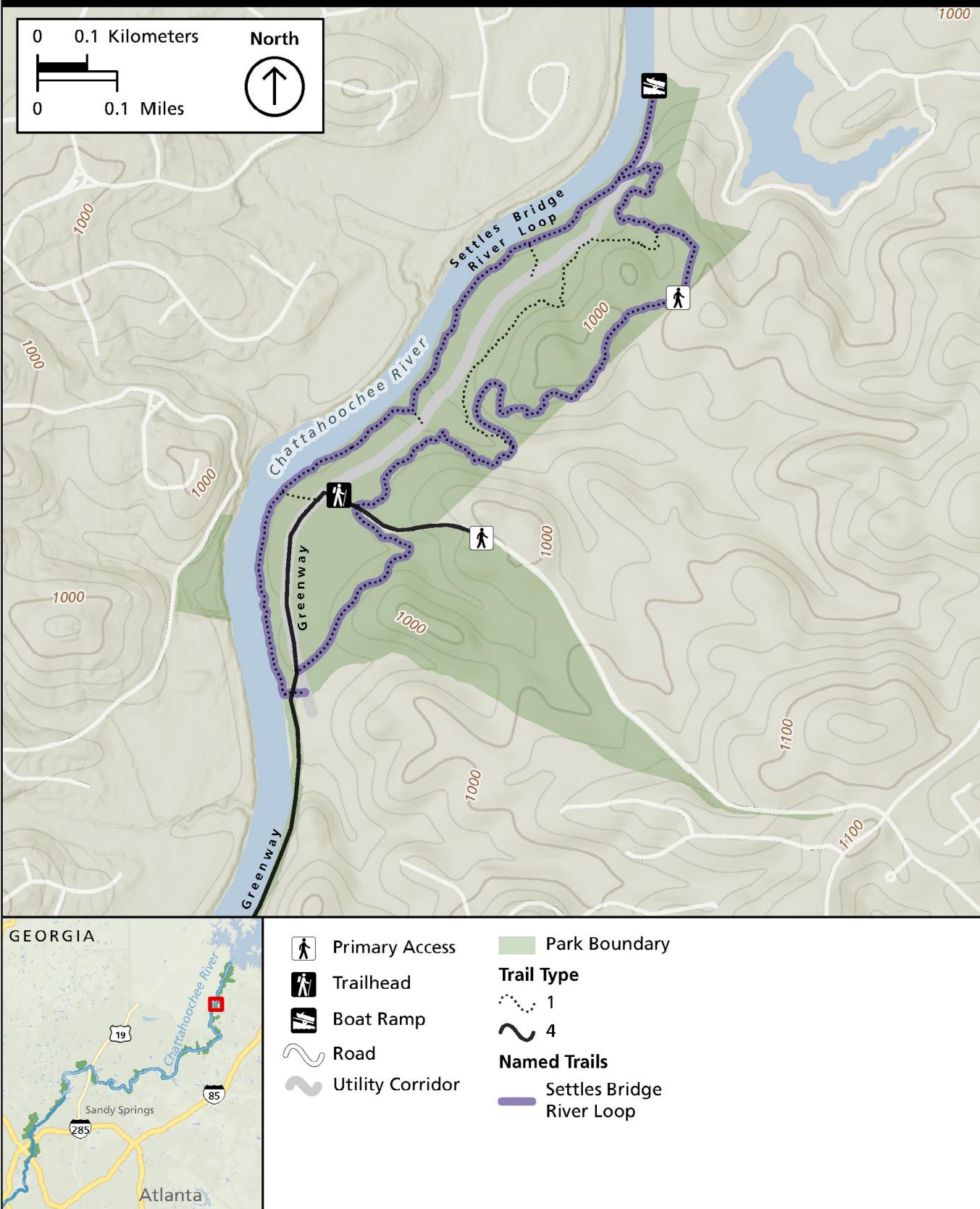


Figure B-10. Resultant Trail System, Alternative 2 – Settles Bridge North

McGinnis Ferry

Mid- to Long-Term Actions:

- Connect to the potential greenway as appropriate.

Visitor Capacity Management Strategies:

- Establish a separate parking lot at the north end for a dedicated greenway and boat ramp parking access.
- Design the greenway to minimize erosion.
Trail curbing to prevent social trailing.
- Install maps and signage about various destinations in the unit.
- Educate park visitors about the new opportunities in this unit.

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McGinnis Ferry

Chattahoochee River National Recreation Area, GA

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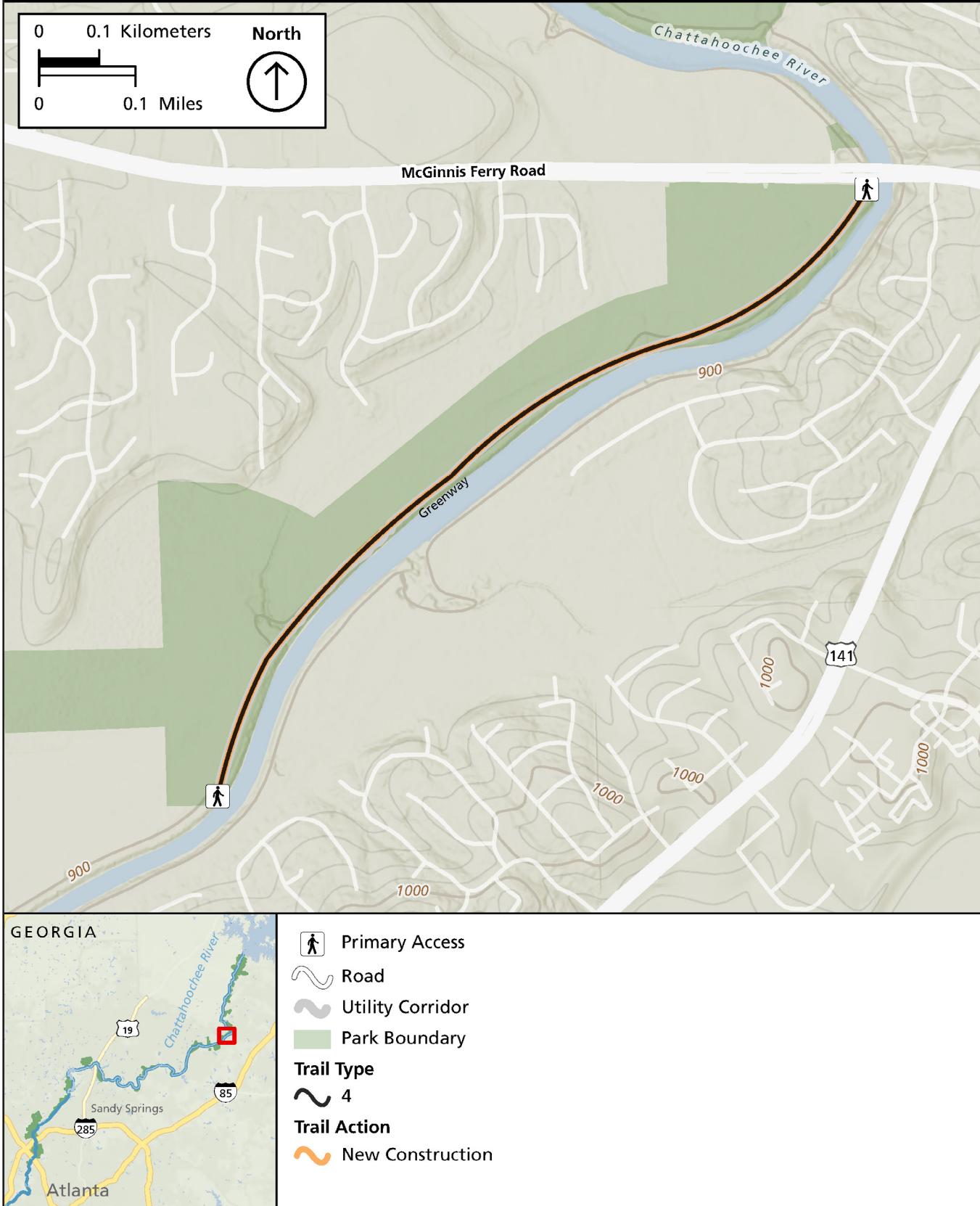


Figure B-11. Actions Associated with Alternative 2 – McGinnis Ferry

McGinnis Ferry

Chattahoochee River National Recreation Area, GA

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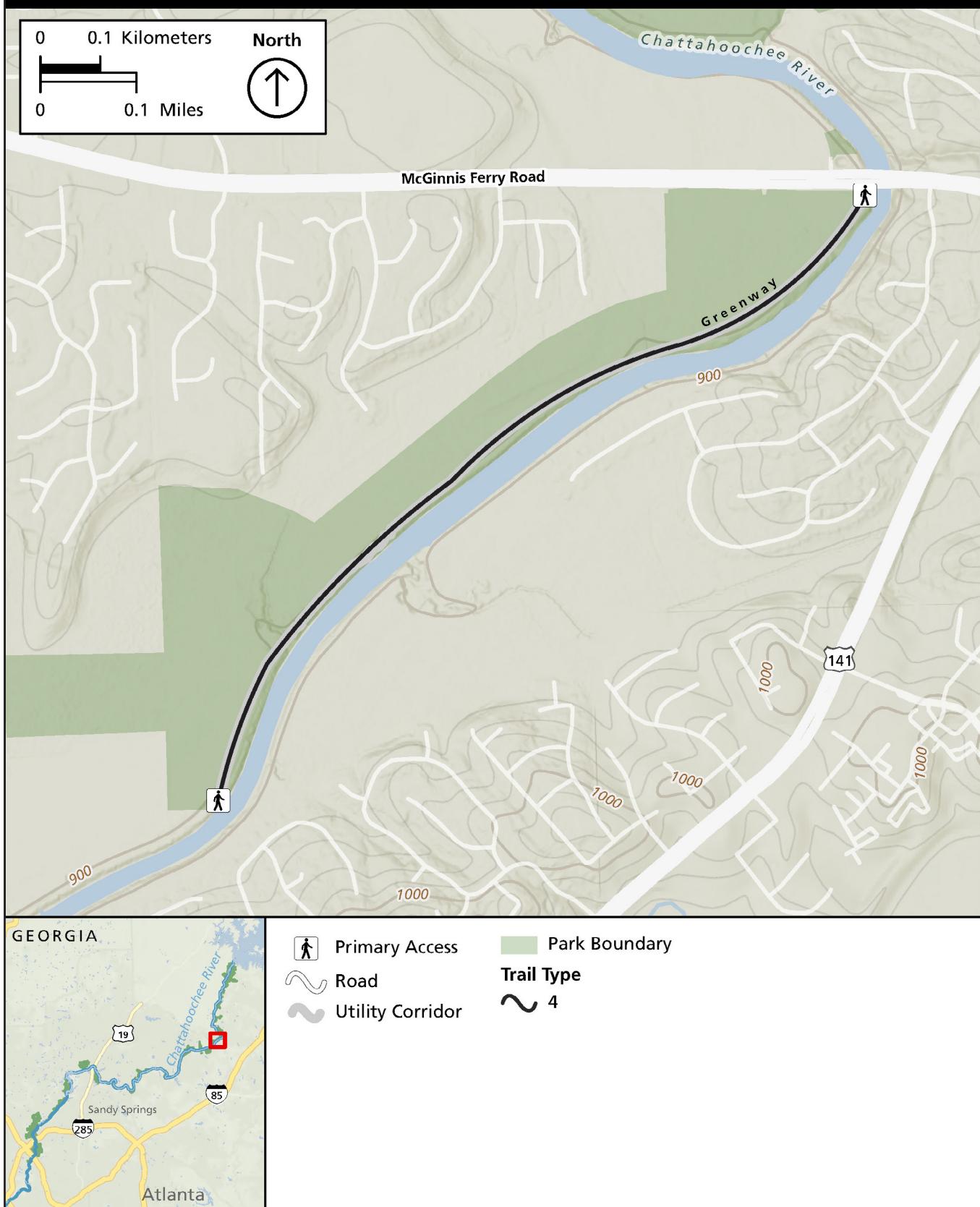


Figure B-12. Resultant Trail System, Alternative 2 – McGinnis Ferry

Suwanee Creek

Near-Term Actions:

- Remove outdated trail access point signage.

Mid- to Long-Term Actions:

- Continue to manage the unit in its natural condition.
- Collaborate with the City of Johns Creek to explore potential greenway connectivity toward the McGinnis Ferry unit.

Visitor Capacity Management Strategies:

- Avoid publicizing land-based recreational activities in Suwanee Creek.
- Discourage the creation of social trail by monitoring the “number of social trails” indicator.
- Monitor for any unacceptable impacts to cultural resources by monitoring the “incidences of vandalism at cultural sites” indicator.
- Educate residents about the desired conditions for Suwanee Creek and encourage “Leave No Trace” land ethics.

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Suwanee Creek

Chattahoochee River National Recreation Area, GA

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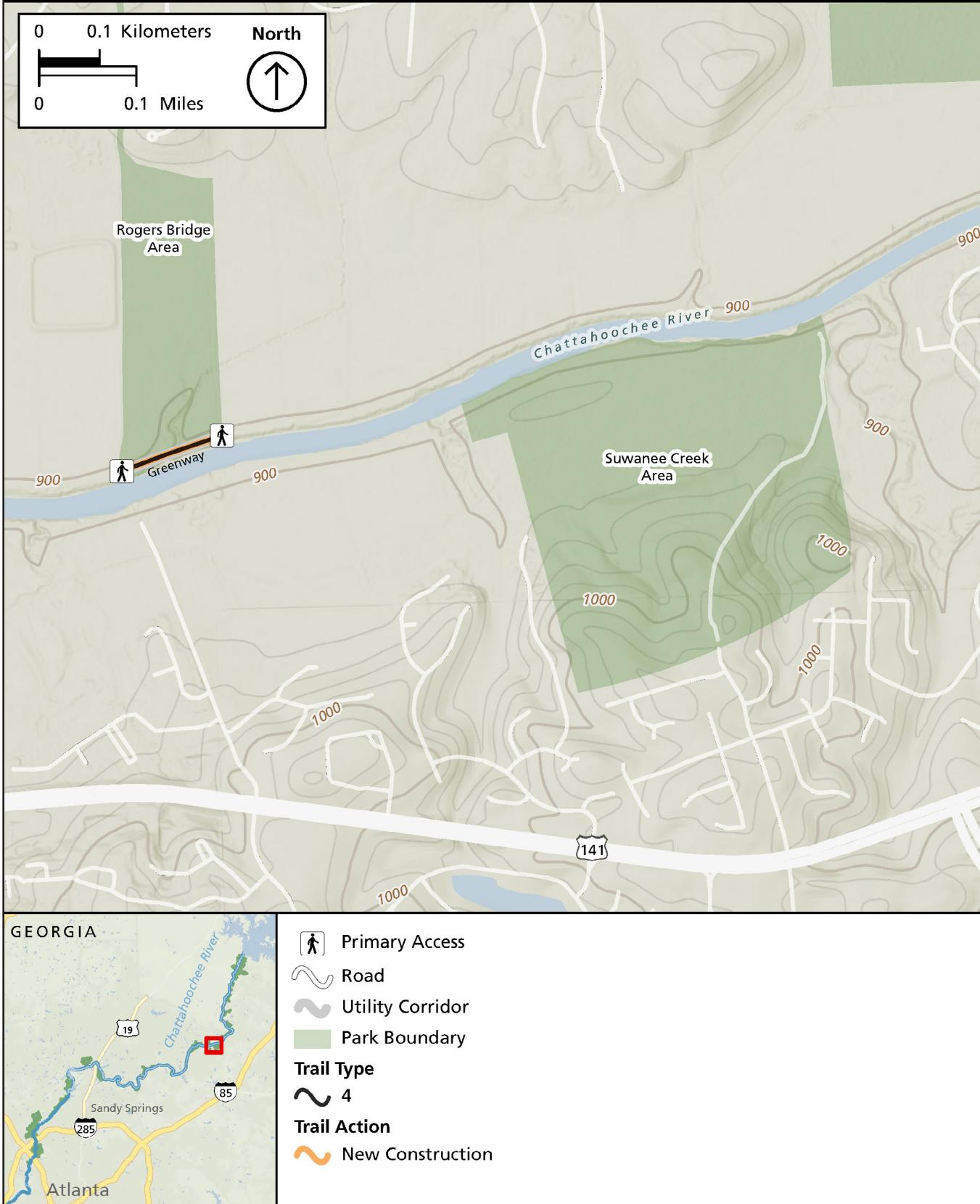


Figure B-13. Actions Associated with Alternative 2 – Suwanee Creek

Suwanee Creek

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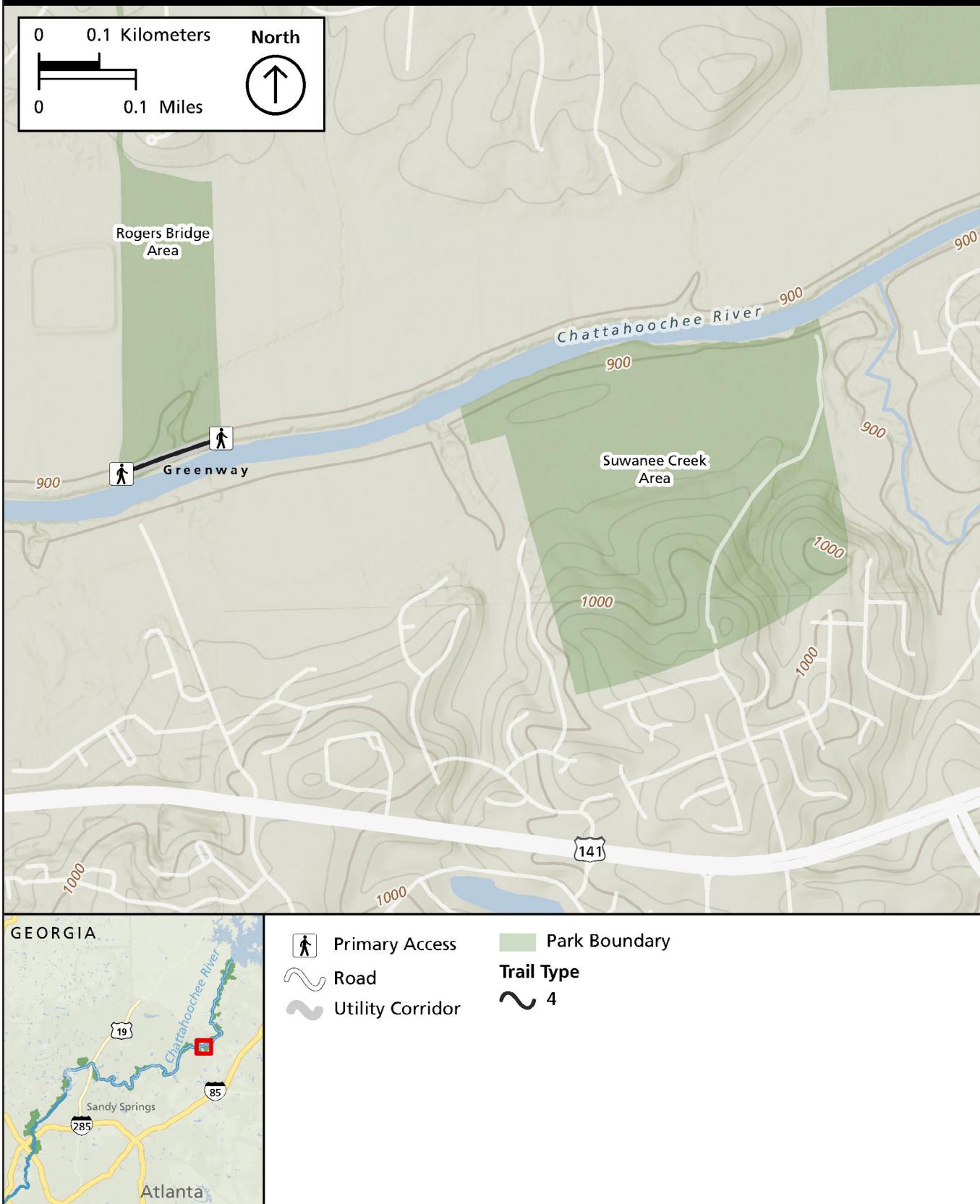


Figure B-14. Resultant Trail System, Alternative 2 – Suwanee Creek

Abbotts Bridge

Near-Term Actions:

- Clear encroaching vegetation and improve tread on the existing trail adjacent to the river.

Mid-Term Actions:

- Complete the loop trail that connects the pavilion area with the existing trail adjacent to the river.
- Connect to the potential greenway as appropriate (see “Abbotts Bridge Greenway Pilot Project” section above). Due to wet conditions throughout much of the unit, much of the greenway may need a boardwalk or be elevated in some way.

Visitor Capacity Management Strategies:

- Educate park visitors about the new trail opportunities in this unit to alleviate pressure on river-based activities.
- Consider moving the trailhead away from the river access to separate user groups and reduce frequency of visitor conflicts.

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Abbotts Bridge

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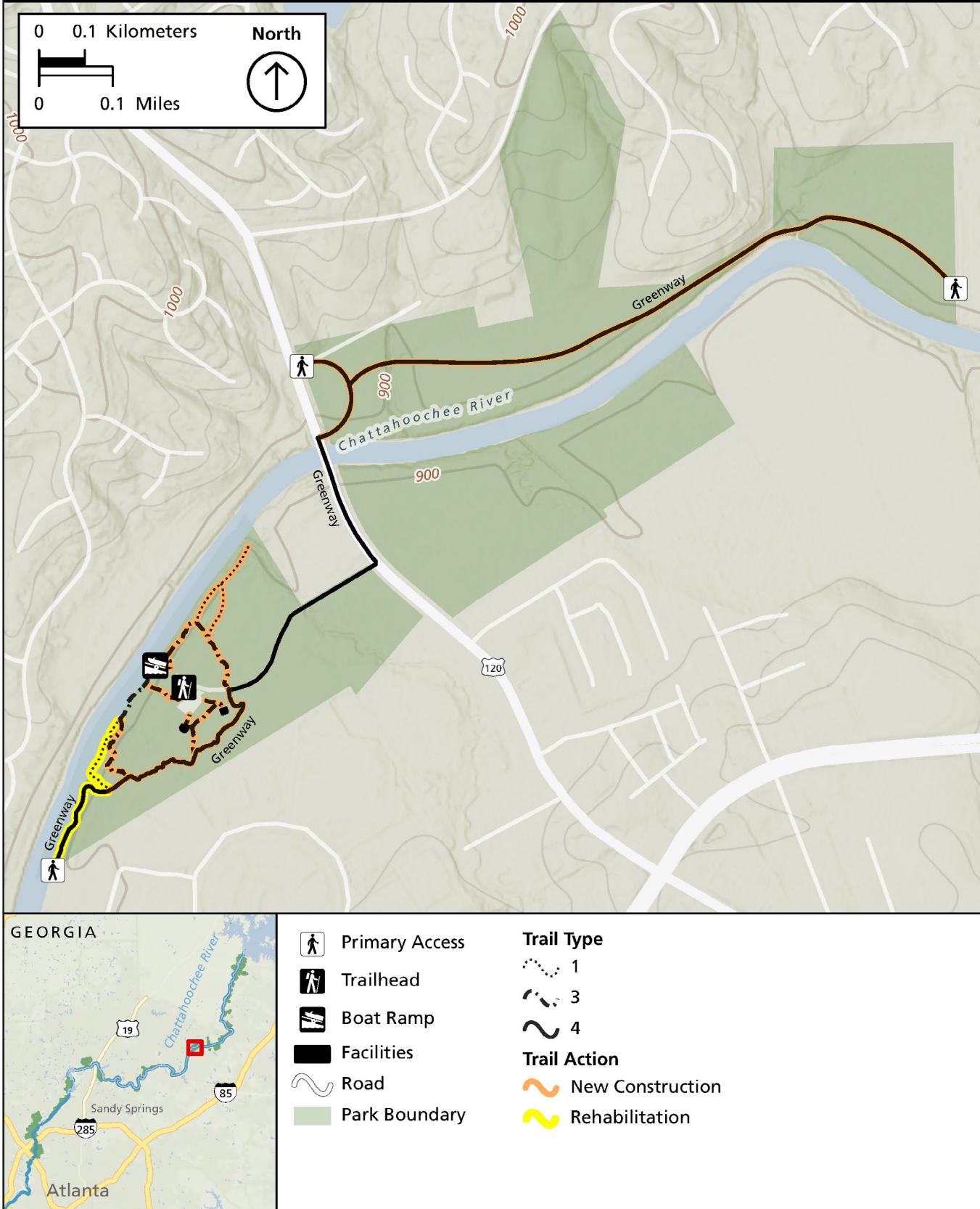


Figure B-15. Actions Associated with Alternative 2 – Abbotts Bridge

Abbotts Bridge

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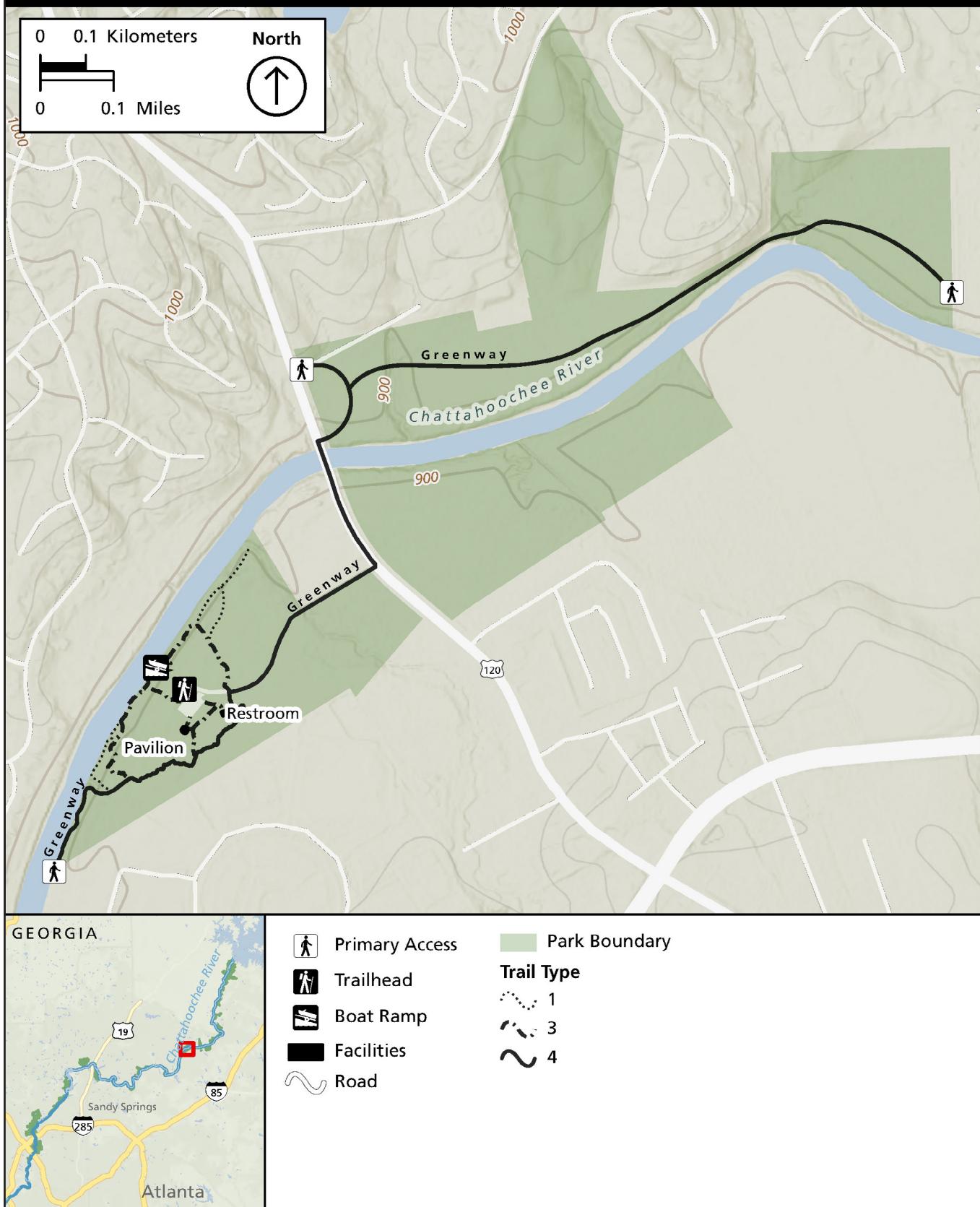


Figure B-16. Resultant Trail System, Alternative 2 – Abbotts Bridge

Abbotts Bridge South Detail

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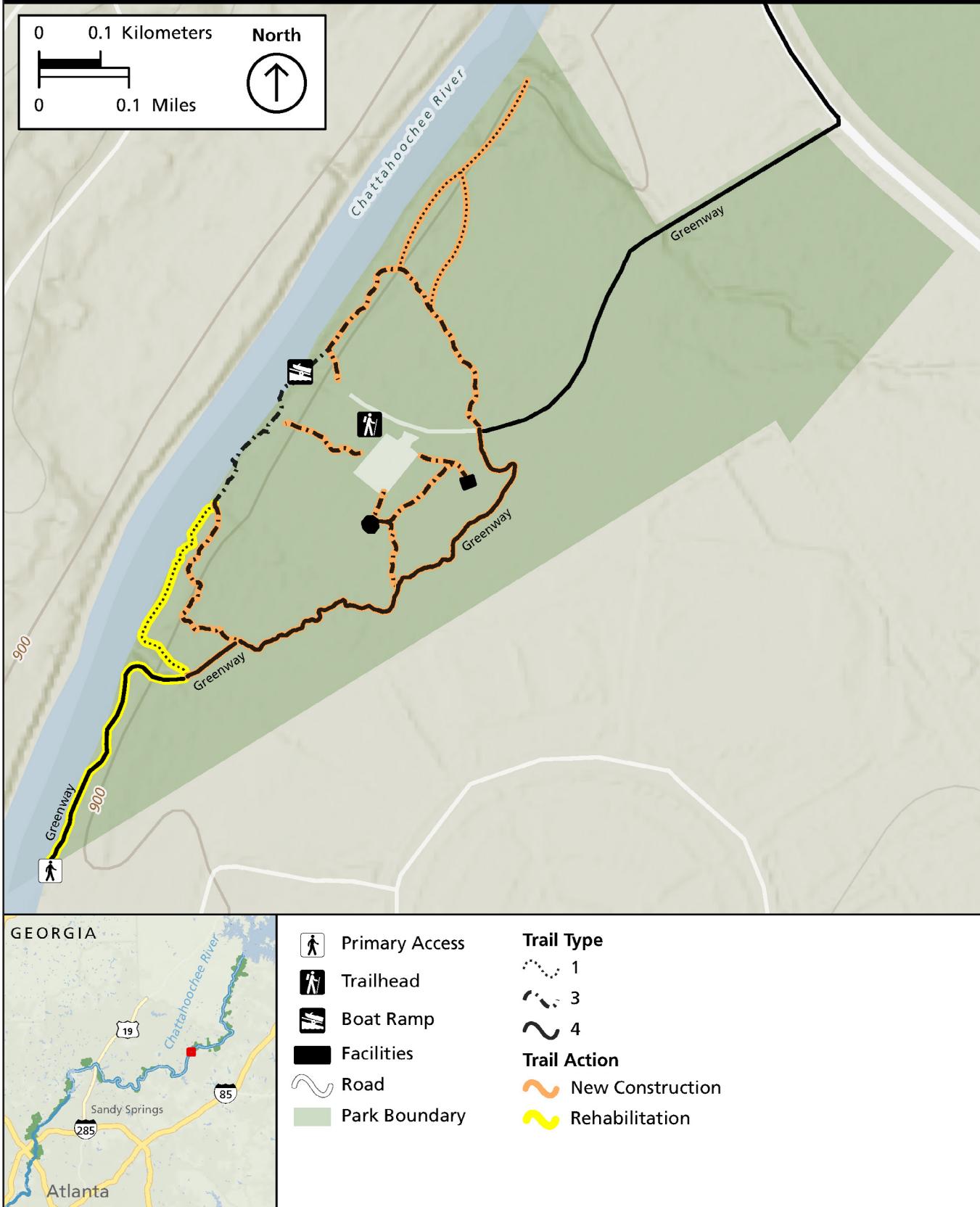


Figure B-17. Actions Associated with Alternative 2 – Abbotts Bridge South

Abbotts Bridge South Detail

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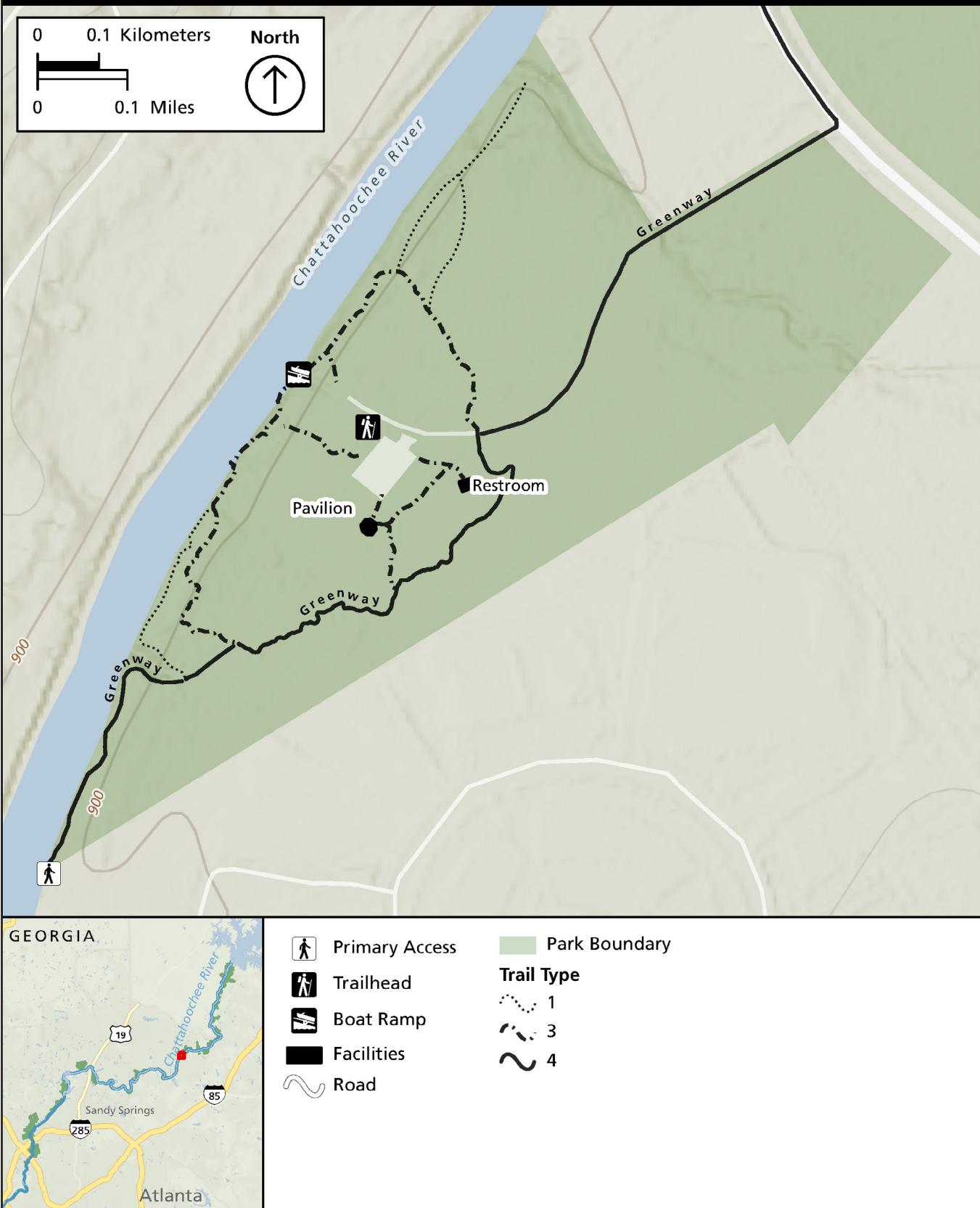


Figure B-18. Resultant Trail System, Alternative 2 – Abbotts Bridge South

Medlock Bridge

Near-Term Actions:

- Assess and address issues with bridges and stair facilities that may soon fail and present a safety risk.
- Replace aging wayfinding maps and reorient them based on the trail user's perspective.

Mid-Term Actions:

- Designate and develop appropriate primary and secondary trail access points to improve connectivity with the surrounding community.
- Reduce and reroute the unsustainable trail system on the high point, while maintaining some visitor access along a sustainable alignment that traverses the landscape and provides access to the rock outcroppings.
- Rehabilitate the picnic area.

Long-Term Actions:

- Develop southern spur trail into a longer stacked loop, adding about 0.3 miles of trail to the unit.

Visitor Capacity Management Strategies:

- Increase signage that communicates the necessity of parking in designated areas.
- Reengineer the parking lot to include more boat parking spaces in the northern end to decrease the impacts on trail parking.
- Increase the enforcement of parking outside of designated areas. A visitor use assistant or volunteer could help with enforcement at peak times.

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Medlock Bridge

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Figure B-19. Actions Associated with Alternative 2 – Medlock Bridge

Medlock Bridge

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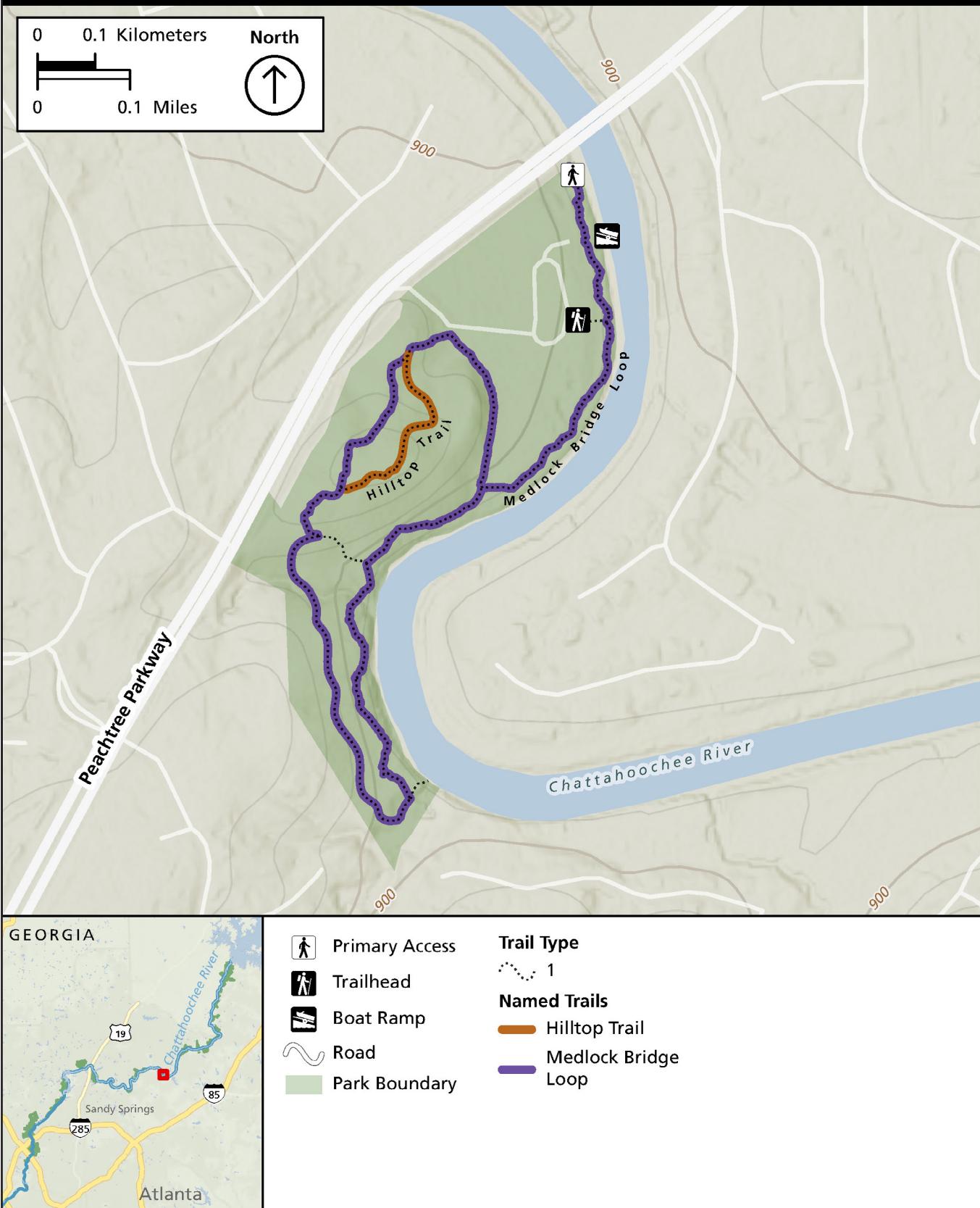


Figure B-20. Resultant Trail System, Alternative 2 – Medlock Bridge

Jones Bridge

Near-Term Actions:

- Repair damaged trail signs.
- Designate the CREEC parking area as a trailhead to improve public access to the southern portion of the unit.
- Coordinate with the Chattahoochee River Environmental Education Center regarding public access to the parking area and cultivate a relationship with the River Glen homeowners' association.
- Work with the adjoining landowner on an easement to allow for more sustainable alignment of the trail near the southern end of the unit.
- Potentially add trail access to the dam on the pond.

Mid-Term Actions:

- Restore unsustainable, fall-aligned, and low-lying unauthorized trails and provide improved, contour-aligned routes that preserve longer loop opportunities. Develop a widely accessible trail in the northern portion of the unit.
- Designate and develop appropriate primary and secondary trail access points.
- Designate and improve the existing boat launch in the middle of the unit as a trailhead, with a few additional parking spaces and appropriate facilities. Improve signage related to available parking elsewhere at the Jones Bridge North and CREEC parking lots.
- Redesign the northern trailhead to draw visitors onto the main trail instead of the sewer line easement.
- Redevelop existing trails through rolling contour alignment and full bench construction, taking advantage of topography to reduce the need and/or span of bridges and structures.

- Connect to the potential greenway, as appropriate. After crossing the river just above the shoals, the greenway would follow the utility corridor on the west bank before following the access road out of the unit. This alignment would provide connectivity between the heart of the Jones Bridge unit and the Gwinnett County park across the river, provide an exciting visitor experience with the bridge just upstream from the shoals, and protect viewsheds.

Visitor Capacity Management Strategies:

North segment:

- Educate park visitors about trail opportunities at the Chattahoochee River Environmental Education Center, just south of Jones Bridge.
- Install signs at parking area informing visitors that if parking at Jones Bridge is full, they can recreate at the Chattahoochee River Environmental Education Center down the road.
- Increase enforcement of regulations at this unit.

South segment:

- Promote this unit for its trail opportunities.
- Educate visitors about trails that lead onto private property in this area.
- Install signs on NPS land marking the NPS boundary, where land beyond the sign is trespassing onto private property.
- Partner with neighboring private landowners to install signs on their property and communicate that their land is private property that is closed to the public.
- Consider installing a temporary or permanent restroom at the Chattahoochee River Environmental Education Center to support the public (the restroom inside the CREEC building is closed to the public).

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Jones Bridge North

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Figure B-21. Actions Associated with Alternative 2 – Jones Bridge North

Jones Bridge North

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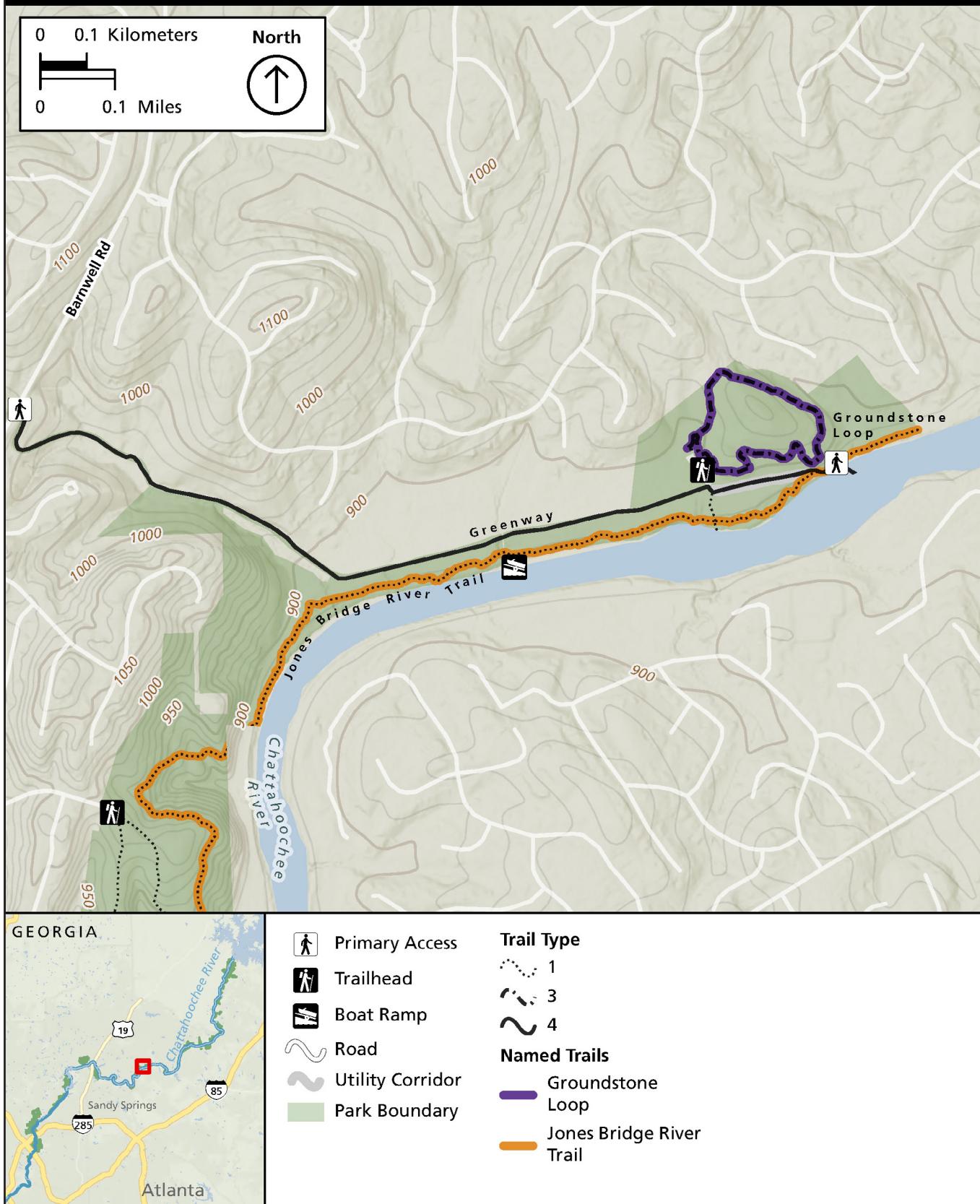


Figure B-22. Resultant Trail System, Alternative 2 – Jones Bridge North

Jones Bridge South

Chattahoochee River National Recreation Area, GA

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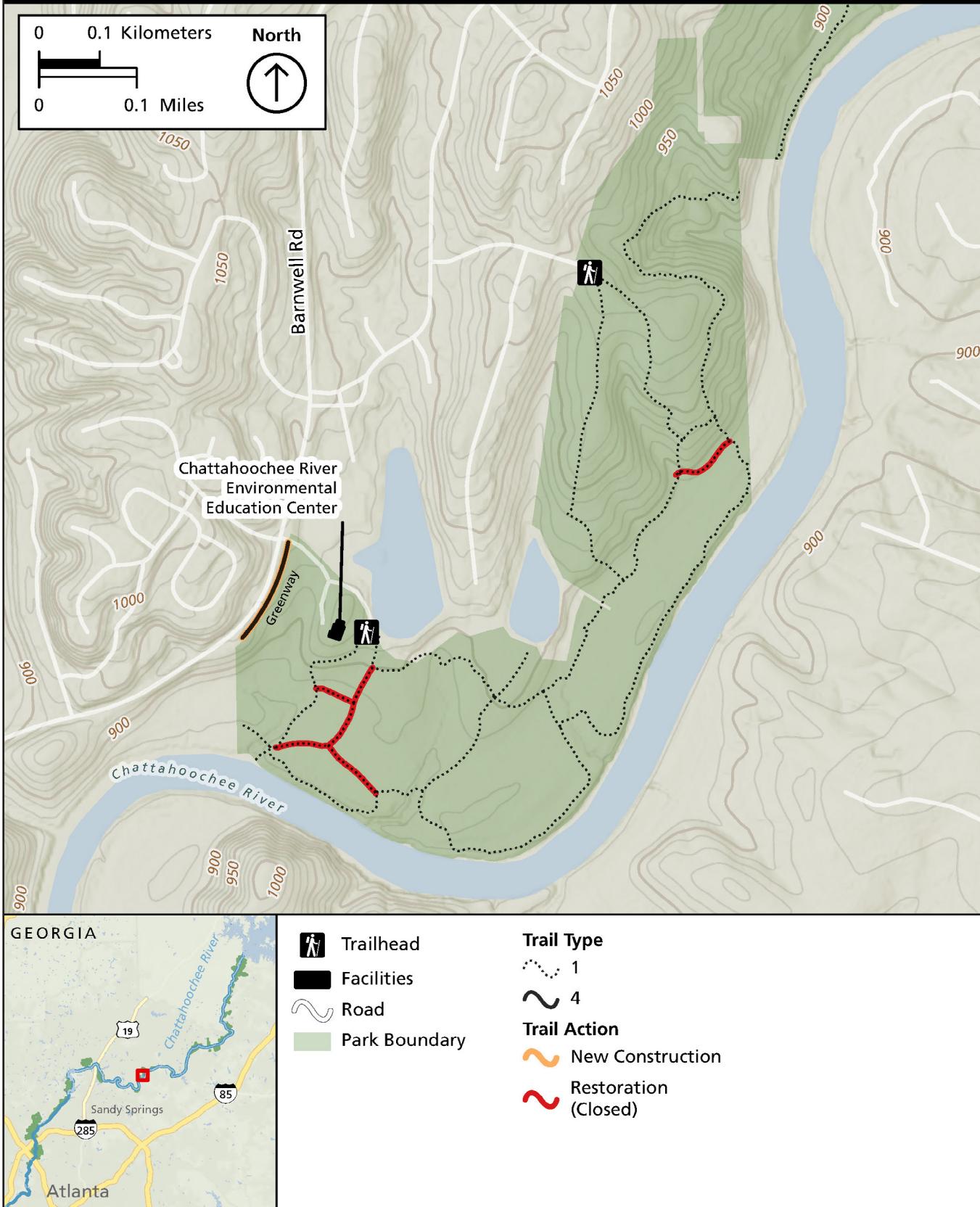


Figure B-23. Actions Associated with Alternative 2 – Jones Bridge South

Jones Bridge South

Chattahoochee River National Recreation Area, GA

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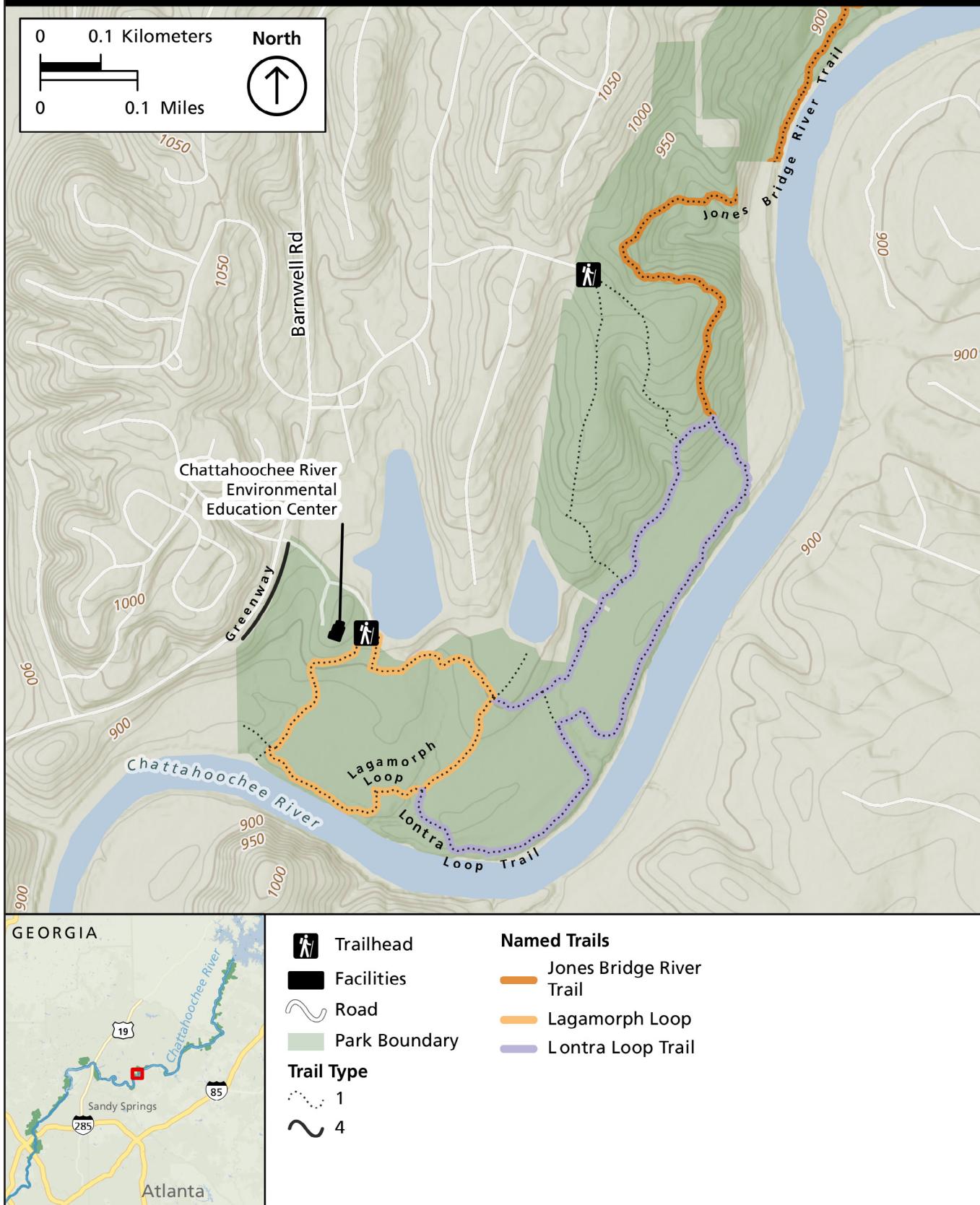


Figure B-24. Resultant Trail System, Alternative 2 – Jones Bridge South

Holcomb Bridge

Mid-Term Actions:

- Address low-lying areas through the construction of boardwalks or other elevated trail construction.

Long-Term Actions:

- Contingent upon the completion of external pedestrian connections to Garrard Landing Park and Holcomb Bridge Park and their associated parking areas, construct a short natural surface trail connecting these areas to the recently constructed loop.

Visitor Capacity Management Strategies:

- Promote this area through marketing, social media, and website materials.
- Work with interpretation staff to direct visitors to this area.
- Add trail maps for the Holcomb Bridge unit on the park website.
- Consider holding an official opening of this unit (i.e., ribbon cutting) to publicize the unit and its trail opportunities.
- Partner with the City of Sandy Springs to hang a NPS sign under the Sandy Springs sign to inform visitors of the unit's recreational opportunities.
- Install maps and wayfinding signs on the unit's trails.

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Holcomb Bridge

Chattahoochee River National Recreation Area, GA

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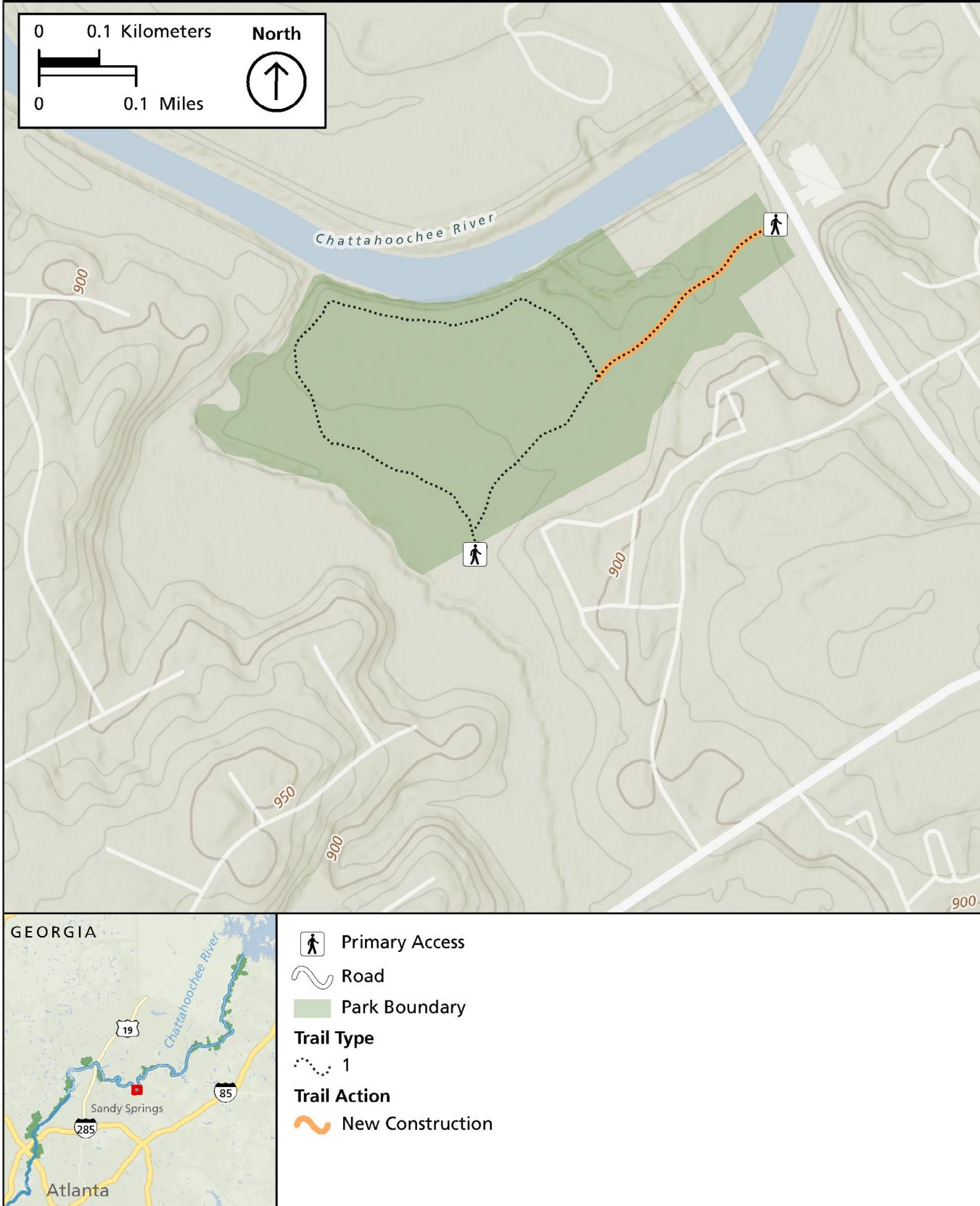


Figure B-25. Actions Associated with Alternative 2 – Holcomb Bridge

Holcomb Bridge

Chattahoochee River National Recreation Area, GA

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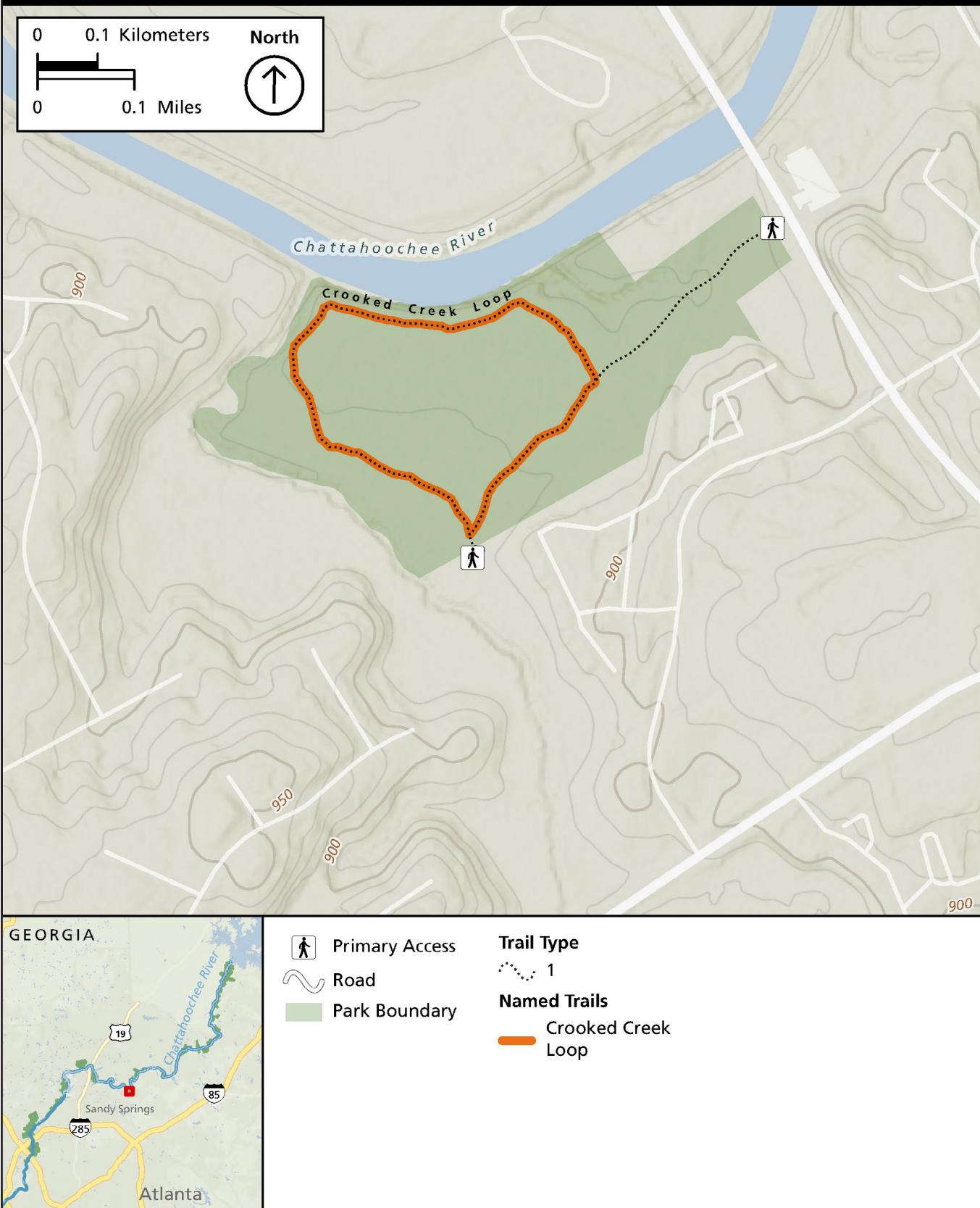


Figure B-26. Resultant Trail System, Alternative 2 – Holcomb Bridge

Island Ford

Near-Term Actions:

- Recently relocated trails would be improved to incorporate enhanced, full bench construction, rolling contours, and positive cross-slope.
- Clean out culverts and include some paved surfaces to divert runoff from step structures.
- Construct water management structures (such as grade reversals) on trails that would be maintained in the system.

Mid-Term Actions:

- Continue relocation and restoration efforts throughout the trail system to provide longer, more sustainable trail-based recreational opportunities.
- Restore unsustainable trails and provide improved, contour-aligned routes that provide longer loop opportunities.
- Designate and develop appropriate primary and secondary trail access points.
- Implement treatment recommendations in the Hewlett Lodge Cultural Landscape Report to address additional parking and restroom facilities.

Visitor Capacity Management Strategies:

- Increase visitor awareness about opportunities in the northern part of the Island Ford unit. Disperse use to this “hidden gem.”
- Encourage the use of alternative parking lot away from Hewlett Lodge. Consider adding a restroom in the northern parking lot to reduce congestion around the Hewlett Lodge.
- Install a parking barrier along the hairpin turn to improve visitor safety.
- Redistribute or reconfigure parking to allow parking at Hewlett Field in a way that does not disturb the viewshed of the field, as described in the cultural landscape report.
- Post signs indicating when a particular parking lot (Hewlett Lodge area) is at capacity. Encourage visitors to return at an off-peak time.

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Island Ford North

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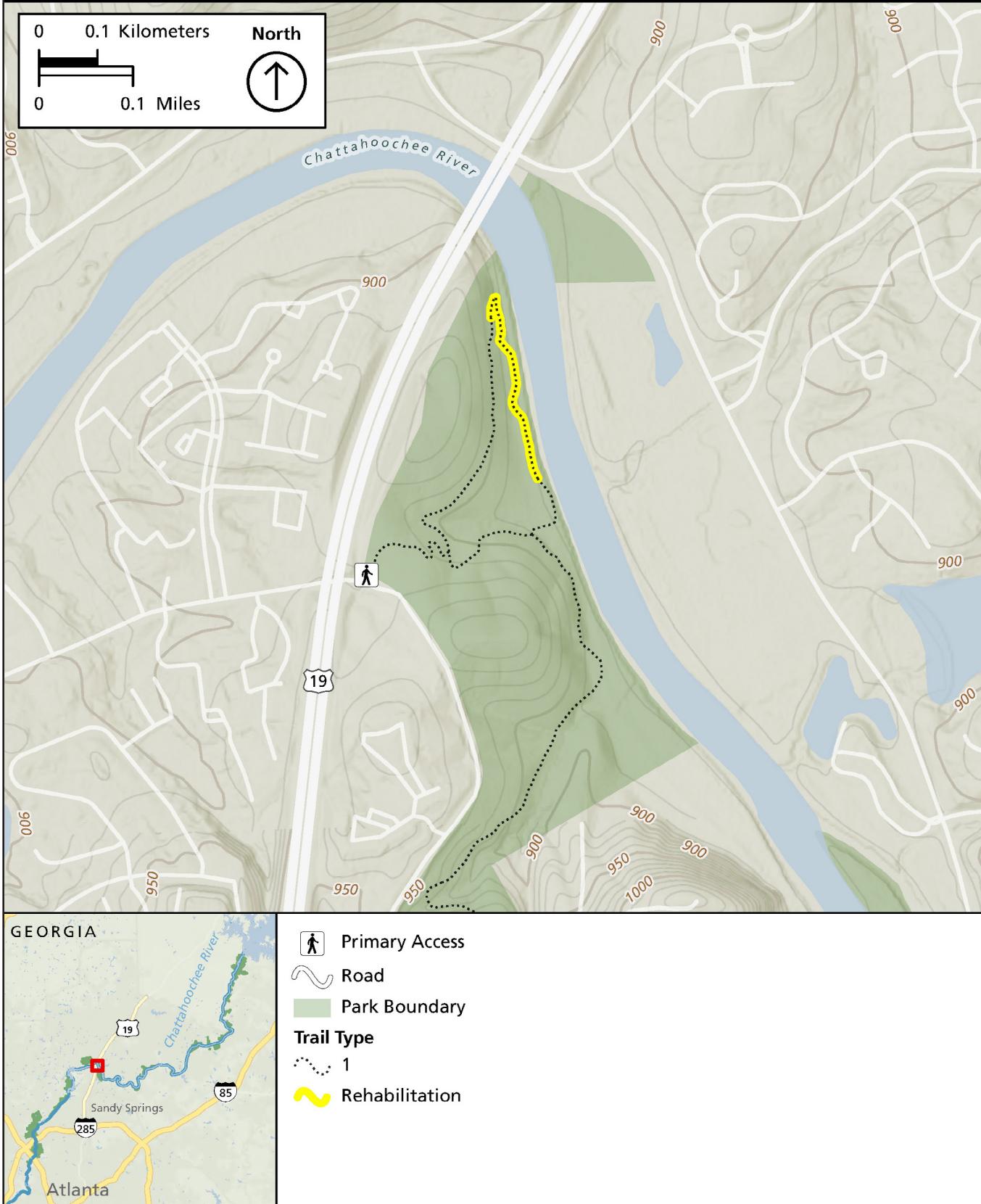


Figure B-27. Actions Associated with Alternative 2 – Island Ford North

Island Ford North

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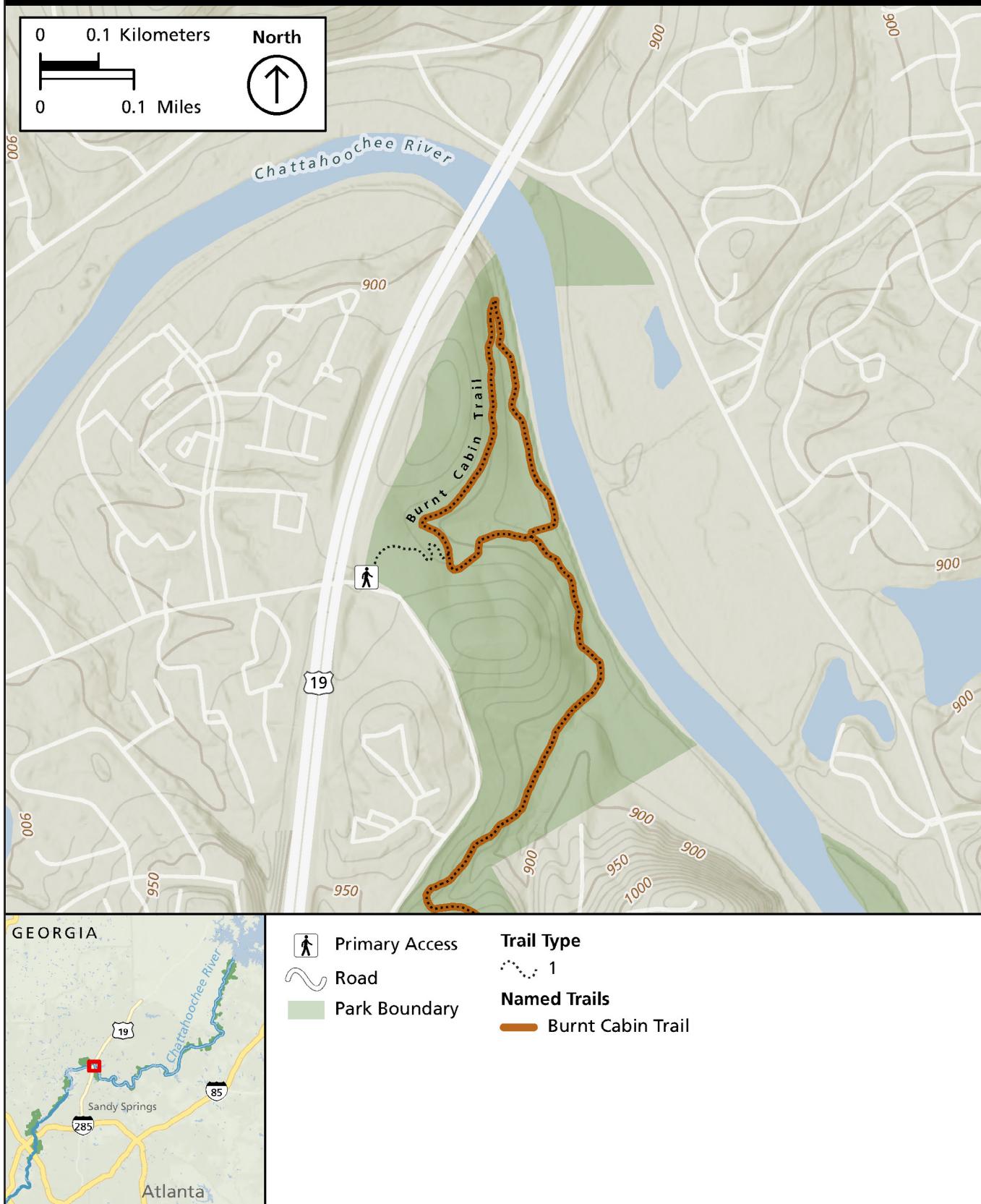


Figure B-28. Resultant Trail System, Alternative 2 – Island Ford North

Island Ford South

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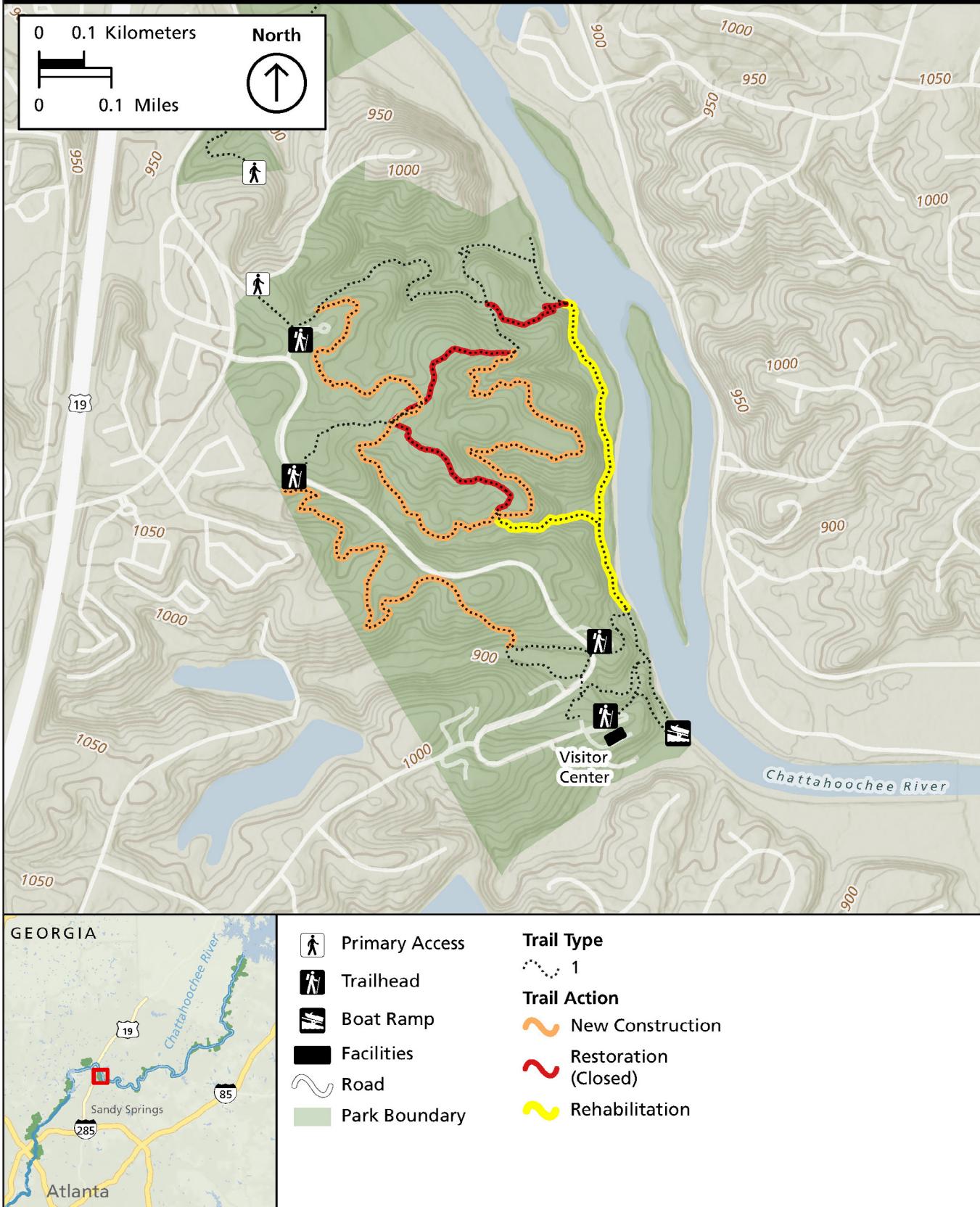


Figure B-29. Actions Associated with Alternative 2 – Island Ford South

Island Ford South

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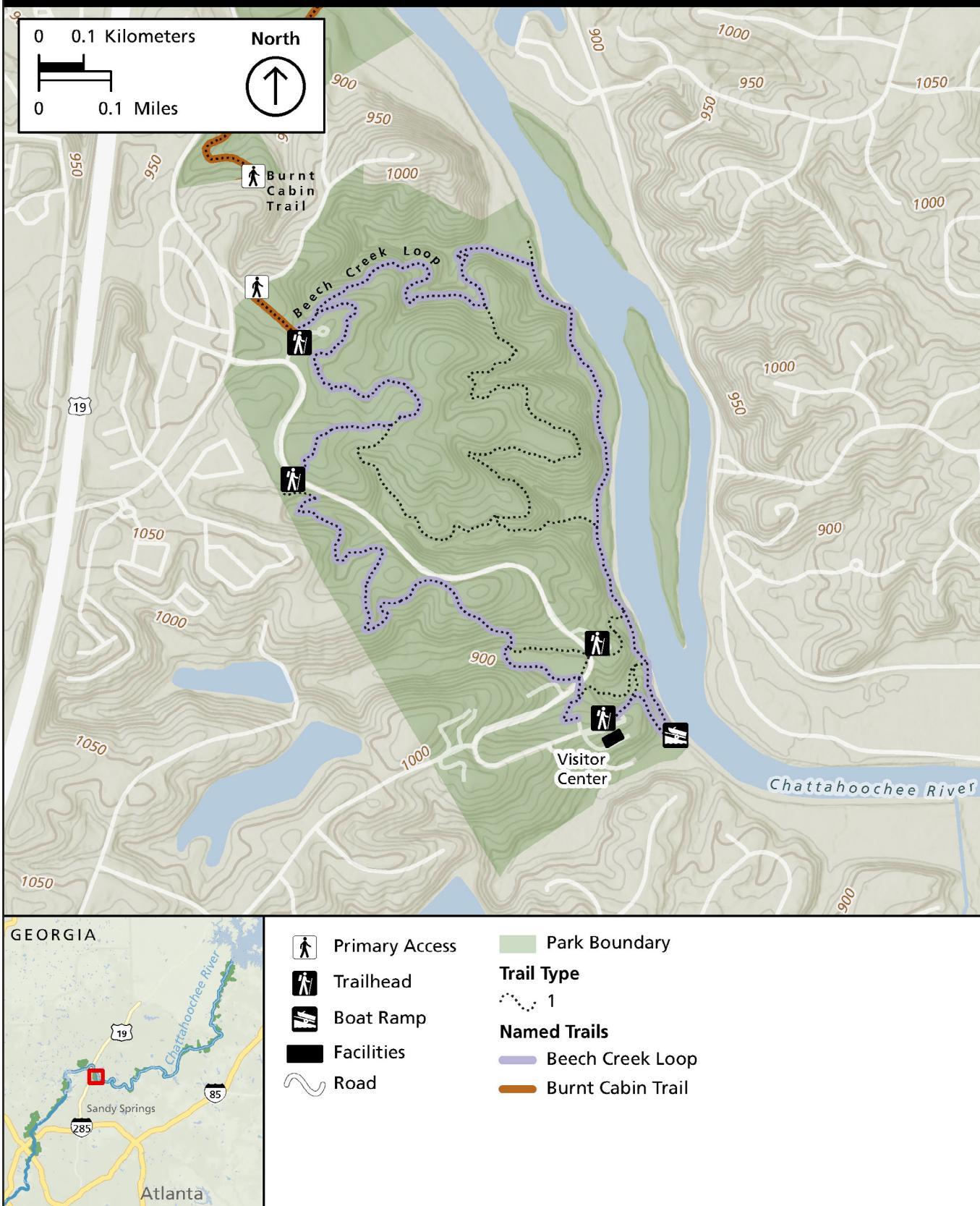


Figure B-30. Resultant Trail System, Alternative 2 – Island Ford South

Vickery Creek

Near-Term Actions:

- Designate and develop appropriate primary and secondary trail access points.
- At Allenbrook, partner with the City of Roswell to align implementation of the Roswell Historic Gateway Project trails with trails in this plan.
- Examine safety issues at the stone dam and coordinate with City of Roswell to take actions as necessary.

Mid-Term Actions:

- Restore unsustainable trails and provide improved, contour-aligned routes that provide longer loop opportunities in a smaller acreage land unit.
- Work with partners as needed to encourage safer creek crossings on authorized trails and away from high-risk utility pipe crossings.
- At Allenbrook, complete large-scale stonework along one of the highly eroded unauthorized trails adjacent to the climbing crag to create a semiformal rock “scramble” route to facilitate sustainable, unroped travel between the top and bottom of the crag. Formalize the belay and bouldering area at the bottom of the crag. Conduct water management uphill from the Lovers Leap overlook to mitigate runoff. Install interpretive signage at the top of Lovers Leap introducing casual visitors to the basics of sport and top rope climbing. This signage would provide physical/visual cues defining the overlook at an impressive vantage point and emphasize the importance of staying clear of the cliff edge and climbers’ protective equipment.
- The Roswell Riverwalk may be designated a part of the potential greenway. No change would occur to the design or use of the Roswell Riverwalk.
- Manage bike weirs or bollards at intersections with the Roswell Riverside/Gateway multiuse path.

Long-Term Actions:

- Explore and develop possible connections across Vickery Creek to the Ivy Mill ruin and Roswell’s Riverside Park.

Visitor Capacity Management Strategies:

- Install directional wayfinding signage to encourage more visitation to the eastern side of the Vickery Creek unit and improve flow of visitors through the western side of the unit. Increase maps and signage about various destinations away from highly developed sites. Within the western side of the unit, include targeted directional signage that shows the way to key destinations such as the covered bridge, mill, Allenbrook, and others.
- Improve visitor awareness of the relative remoteness of the unit’s interior to encourage visitors to be better prepared for the challenges present.
- Develop suggested hiking routes for the Vickery Creek unit that align with the City of Roswell tourism market.
- Provide information to visitors about sites that are likely to be busy so they know of those conditions before they arrive.
- Increase enforcement of parking outside of designated areas. A visitor use assistant or volunteer could help with enforcement at peak times.

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Vickery Creek

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Figure B-31. Actions Associated with Alternative 2 – Vickery Creek

Vickery Creek

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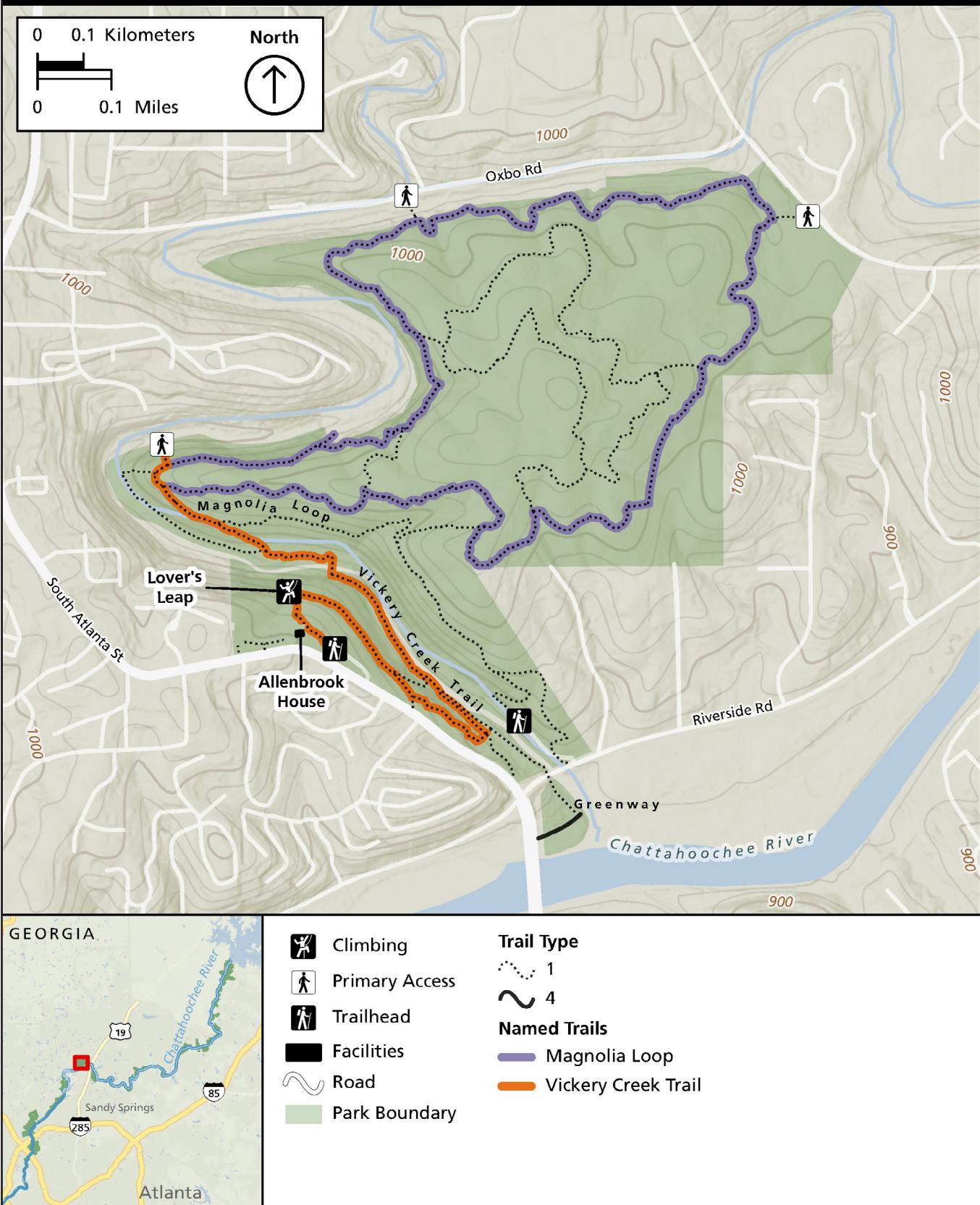


Figure B-32. Resultant Trail System, Alternative 2 – Vickery Creek

Gold Branch

Near-Term Actions:

- Remove rebar hazards.
- Remove or move debris piles.

Mid-Term Actions:

- Restore unsustainable trails and provide improved, contour-aligned routes that include longer loop opportunities. Undertake redevelopment of the trail system to reduce junctions and enhance the nature of the backcountry-style experience.
- Formalize streamside trails through full bench, rolling contour construction and the installation of grade reversals along streamside trails to better manage water.
- Install a viewing structure and harden water access routes at the trampled streamside site on the north end of the trail system.
- Install a bicycle rack and weir at the trailhead to accommodate visitors arriving via the Lower Roswell Trail and other popular pathways and bicycle routes. A sign on the rack would inform visitors that bicycles are prohibited in the unit.
- Expand the parking lot.
- Designate and develop any appropriate primary and secondary trail access points (these would be kept to a minimum).

Long-Term Actions:

- Decommission a redundant trailhead near the service road.

Visitor Capacity Management Strategies:

- Partner with local meetup groups to voluntarily redistribute use to off-peak times.
- Increase educational signage for proper dog behavior (e.g., keeping dogs leashed, bagging dog waste, the potential for harmful algal blooms).
- Pilot permitting for larger recreational groups if trail usage regularly exceeds visitor capacity.
- Increase parking enforcement for improperly parked vehicles.
- Monitor erosion on riverside trails and realign trails adaptively to prevent sloughing.

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Gold Branch

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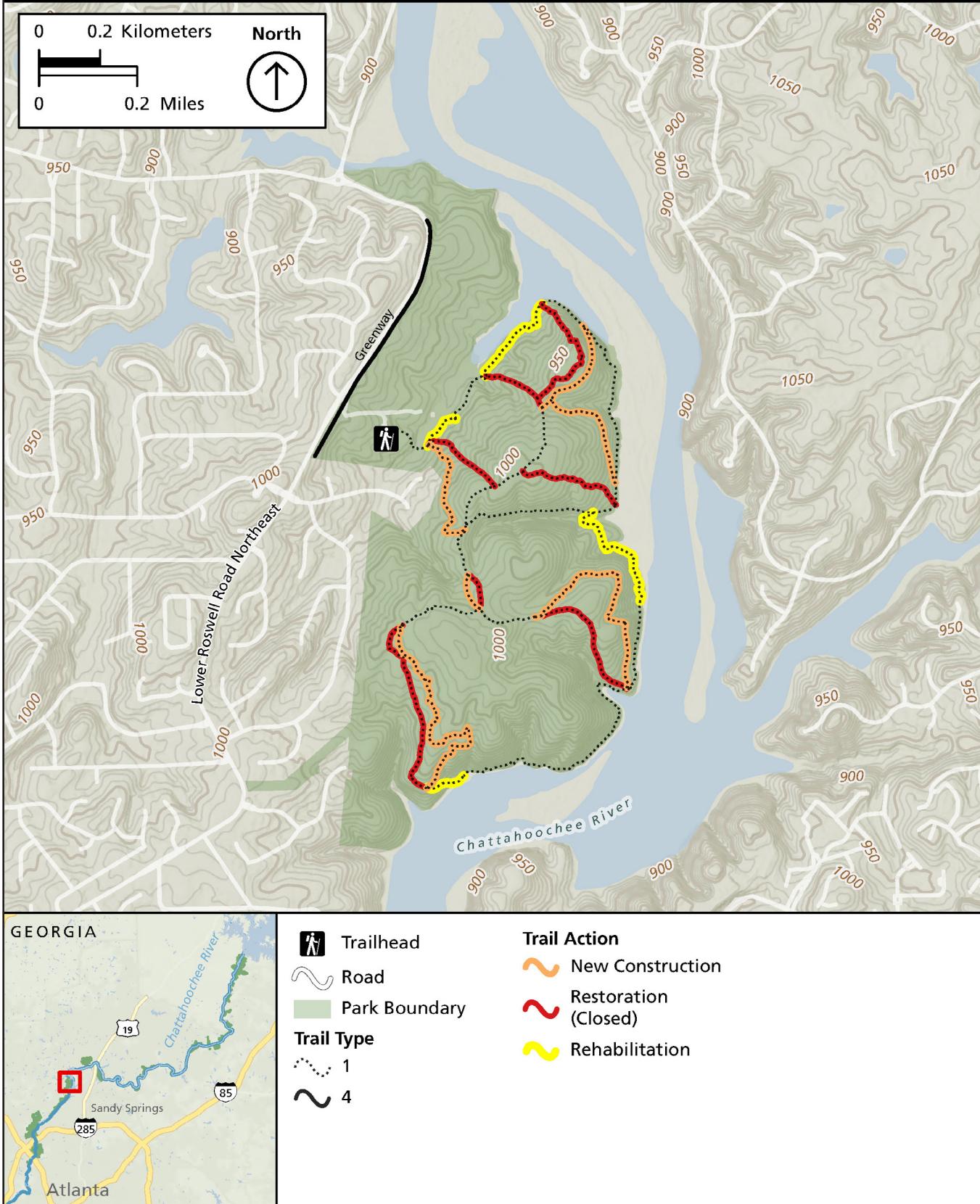


Figure B-33. Actions Associated with Alternative 2 – Gold Branch

Gold Branch

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Figure B-34. Resultant Trail System, Alternative 2 – Gold Branch

Johnson Ferry

Near-Term Actions:

- Continue planning efforts for the Hyde Farm area.

Mid-Term Actions:

- Develop interpretive media and NPS mobile app information educating visitors about the wetland complexes visible from park trails in the southern portion of the unit.
- Restore the social trail connecting the northern loop of the Johnson Ferry South trail to Columns Drive.

Long-Term Actions:

- Continue to manage the trails and parking at Johnson Ferry South in their current condition.
- Promote the parking lot at Johnson Ferry South to provide overflow parking for the trail systems at Johnson Ferry North and Cochran Shoals (Columns Drive).

Visitor Capacity Management Strategies:

Johnson Ferry North:

- Promote this unit and its trail opportunities for its solitude experiences.
- Work with interpretation staff to direct visitors to this area.
- Educate the public that bicycles are not allowed in this unit.
- Install signs clearly explaining that bicycles are not allowed on these trails. Bicycles are only allowed on multiuse trails.
- Install signs clarifying the NPS boundary as one enters Hyde Farm.

Johnson Ferry South:

- While there is ample room for growth at Johnson Ferry South, the unit would not be actively promoted due to the quality of visitor experiences available there.
- Provide information about wetland resources at Johnson Ferry to enhance opportunities for enjoyment of this resource.
- Encourage use of Johnson Ferry South when the adjacent Johnson Ferry North and Cochran Shoals units are particularly busy.
- Install a security camera to address illegal dumping and other unauthorized activities in the parking lot.
- Collaborate with local jurisdictions to increase the frequency of law enforcement patrols at times when illegal visitor behavior is most common.

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Johnson Ferry South

Chattahoochee River National Recreation Area, GA

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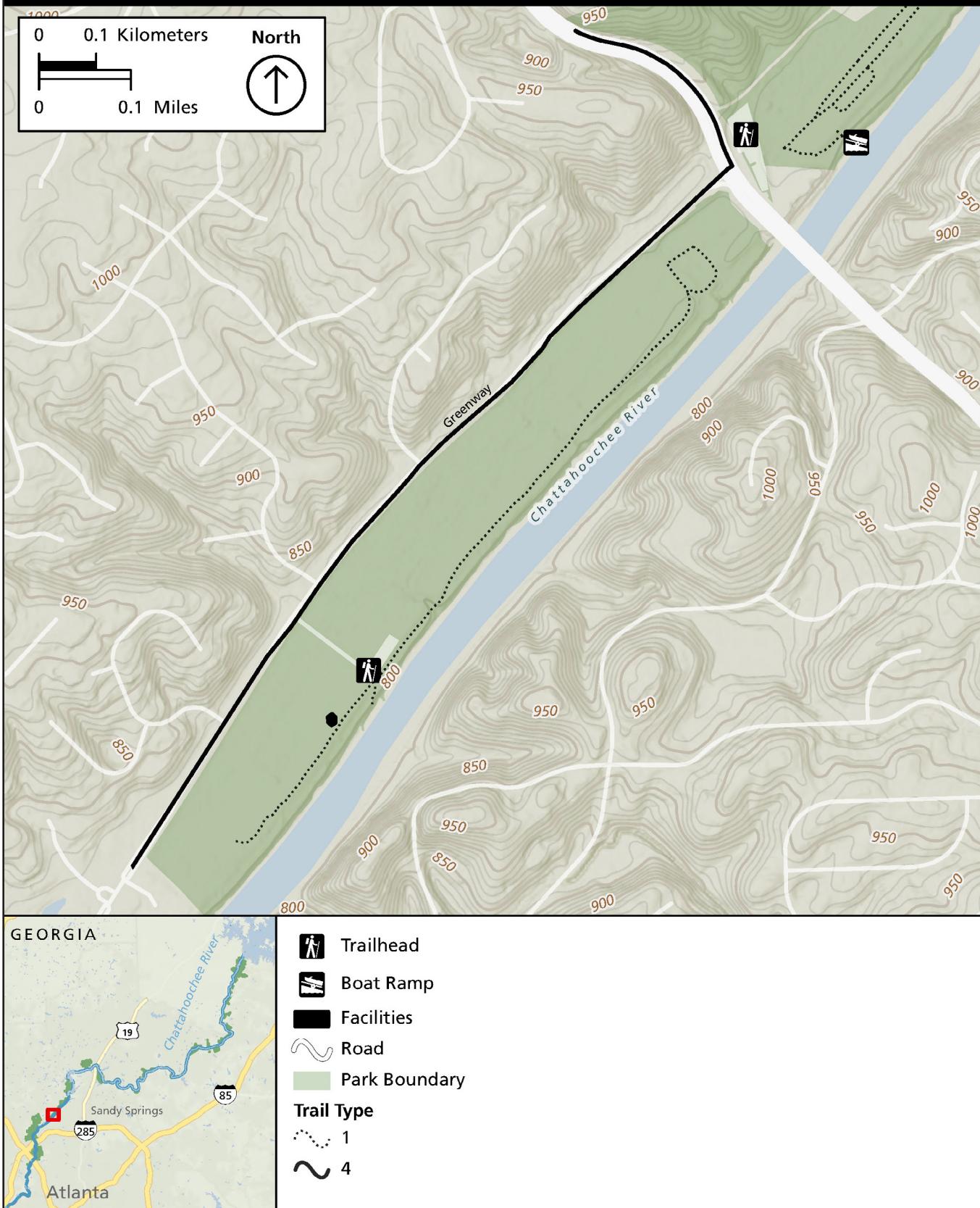


Figure B-35. Actions Associated with Alternative 2 – Johnson Ferry South

Johnson Ferry South

Chattahoochee River National Recreation Area, GA

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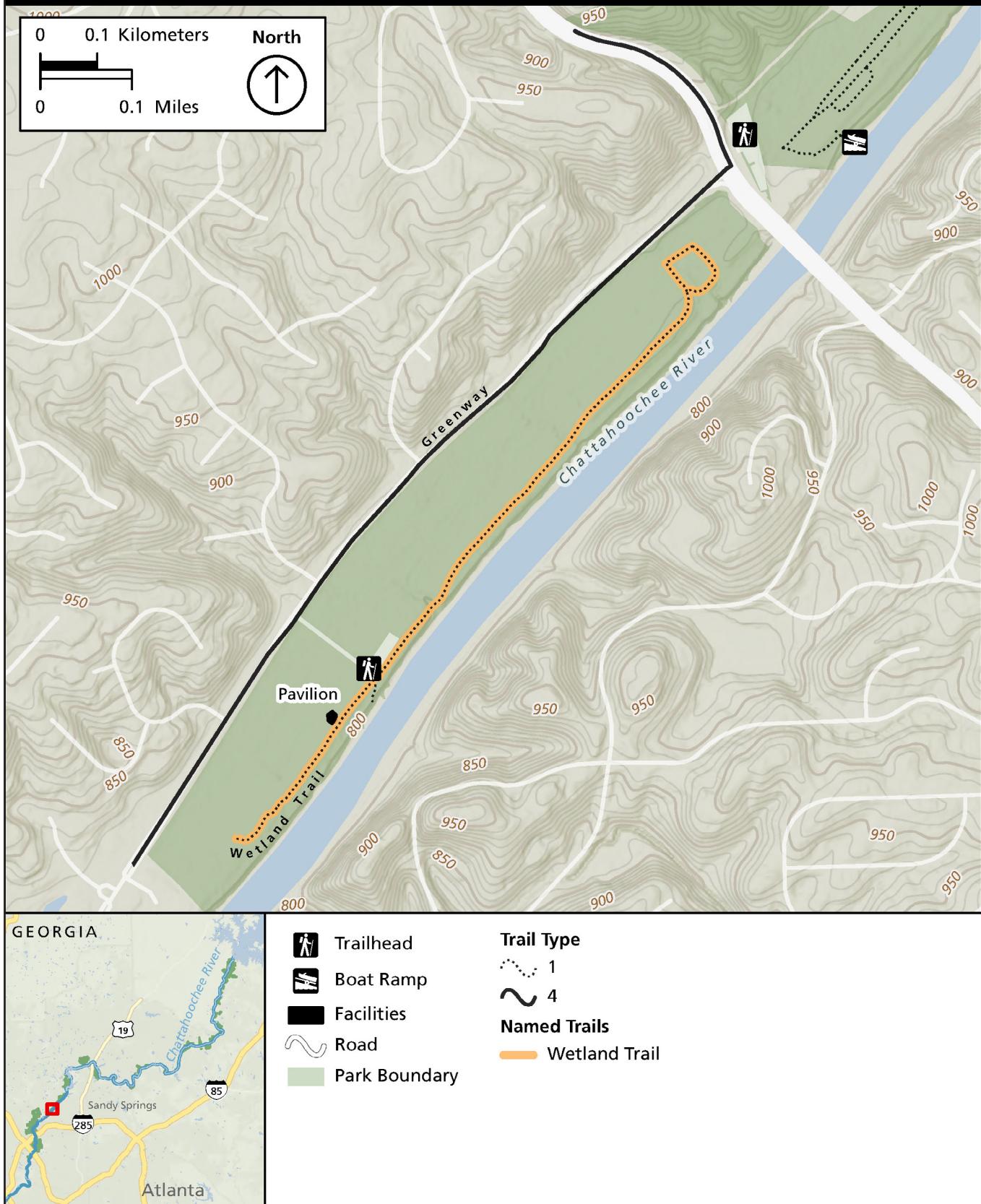


Figure B-36. Resultant Trail System, Alternative 2 – Johnson Ferry South

Cochran Shoals

Near-Term Actions:

- Establish a regime of grading the Fitness Loop to improve drainage and prevent potholes. Boardwalks in flood-prone areas could minimize trail creep.
- Designate and develop primary and secondary trail access points to address the significant unauthorized trail use in this area.
- Develop educational campaigns and leverage peer-to-peer education to improve compliance with leash laws, waste pickup, direction of travel, sharing the trail, and other regulations.
- Correct the inaccurate mileage markers along the Fitness Loop.
- Continue to issue special use permits for track and cross-country teams, run clubs, and other groups to prevent overuse, distribute impact, and provide education to these user groups.
- Reduce administrative vehicular traffic on the Fitness Loop through the increased use of bicycles or utility terrain vehicles.
- Allow electric bikes anywhere traditional nonmotorized bicycles are allowed consistent with the Superintendent's Compendium.
- Expand partnerships with biking and hiking organizations interested in helping with trail maintenance and restoration.
- Near the Sope Creek Trailhead, raise and resurface the trail tread around Sibley Pond. Develop a universally accessible (type 3) trail from the Sope Creek Trailhead to the interpretive sign above the Marietta Paper Mill foundation.
- At Powers Island, inspect bridge footings and reset if necessary. Remove ineffective maintenance structures on the southern leg of the upland trail.
- At Powers Island, use natural barriers to discourage social trailing.

Mid-Term Actions:

- In the Powers Island area, restore unsustainable trails and provide an improved, contour-aligned trail loop through the rock outcrops near the northern terminus of the floodplain route that climbs to the upper elevations of the property, connects formally to the surrounding neighborhood and office park, and descends back to the paved trailhead parking area.
- At Columns Drive, expand the size of the parking infrastructure to accommodate vehicles.
- At Gunby Creek, restore unsustainable trails and provide an improved, contour-aligned system attractive to nature walkers, birders, and botanical societies who visit for the large diversity of native and rare plants as well as trail runners, track teams, lunch walkers, and other groups. Develop one bicycle route to access the Fitness Loop from this area.
- In the Sope Creek and Fitness Loop areas, restore unsustainable trails and provide an improved, contour-aligned system that maximizes the separation of bicycle use from other user groups.
- The Fitness Loop may be designated a part of the potential greenway. No change would occur to the design or use of the Fitness Loop.

Long-Term Actions:

- Explore improved connections to the Rottenwood Creek pathway.

Visitor Capacity Management Strategies:

Sope Creek, Gunby Creek, and the Fitness Loop:

- Emphasize the use of the text-for-status program so visitors know when trails are open to biking.
- Continue to educate visitors on why trails are closed and why they need to stay off trails after rain events.

- Formalize a bicycle volunteers in parks program to educate visitors on where and when it is appropriate to ride (i.e., not after rain events or on trails closed to bicycles).
 - Increase roving, uniformed active engagement to help relay educational messages to the public. A visitor use assistant or volunteer could continue to walk the trails as well.
 - Increase education around fee compliance to help support park operations in this area.
 - Consider additional areas for river overlooks to reduce erosion issues related to informal access points. Add overlooks as needed.
 - Consider additional areas for river access points to reduce erosion issues related to informal access points. Add access points as needed.
 - Consider adjusting the current bicyclist/pedestrian system from a directional system to bicycle-only days and pedestrian-only days or separating pedestrian use from bicycle use on the current multiuse trail system.
- higher use when in contact with visitors.
- Post signs indicating parking is at capacity (return at a later, designated time).
 - Use innovative technology or methods to communicate with the public about other opportunities that are available to them in or outside of the park.
 - Designate some short-term parking spaces at key locations to ensure that a variety of people can visit the site over a day and use levels stay within the thresholds.
 - Provide real-time information regarding parking and access opportunities (e.g., text alerts and radio station updates).
 - Deploy intelligent transportation systems to provide visitors with information about parking lot status. This information would be conveyed to visitors before and/or upon entry to the frontcountry.
 - Consider a temporary queuing system until more vehicles leave the area. Actions might include turning vehicles away.

Powers Island:

- Where possible, encourage visitors to use sites that can handle high volumes of use during peak use times.
- Use press releases/media before historically crowded weekends to prepare the public for crowds.
- Increase maps and signage about various destinations in and outside of highly developed sites.
- Provide information to visitors about sites that are likely to be busy so they know of those conditions before they arrive.
- Increase education and signage about parking in designated areas.
- Increase education and information during peak times about where to find available parking.
- Display information on park websites or social media, and direct park staff to communicate about areas that accommodate

Cochran Shoals - Sope Creek Trailhead

Chattahoochee River National Recreation Area, GA

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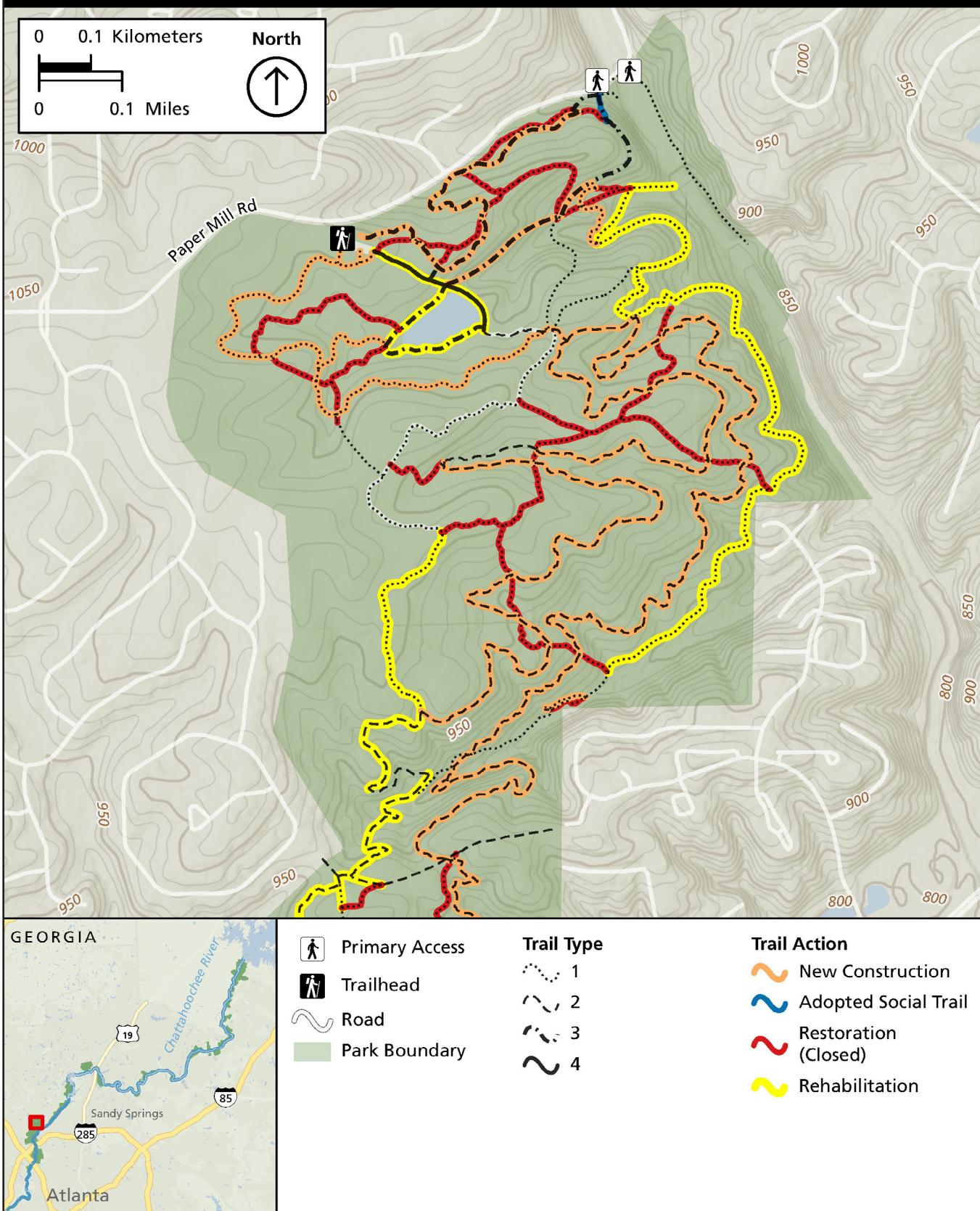


Figure B-37. Actions Associated with Alternative 2 – Cochran Shoals, Sope Creek Trailhead

Cochran Shoals - Sope Creek Trailhead

Chattahoochee River National Recreation Area, GA

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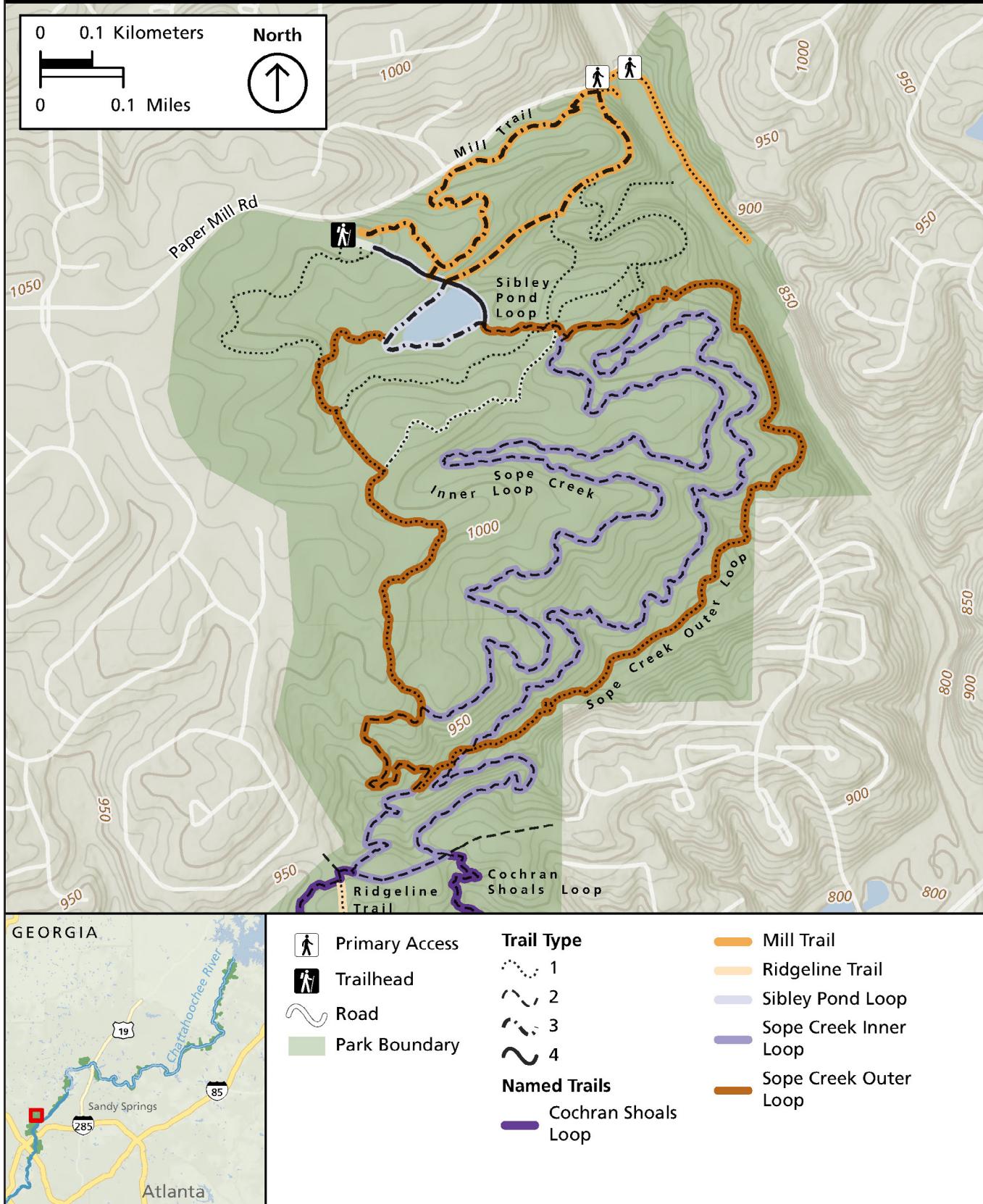


Figure B-38. Resultant Trail System, Alternative 2 – Cochran Shoals, Sope Creek Trailhead

Cochran Shoals - Columns Drive Trailhead

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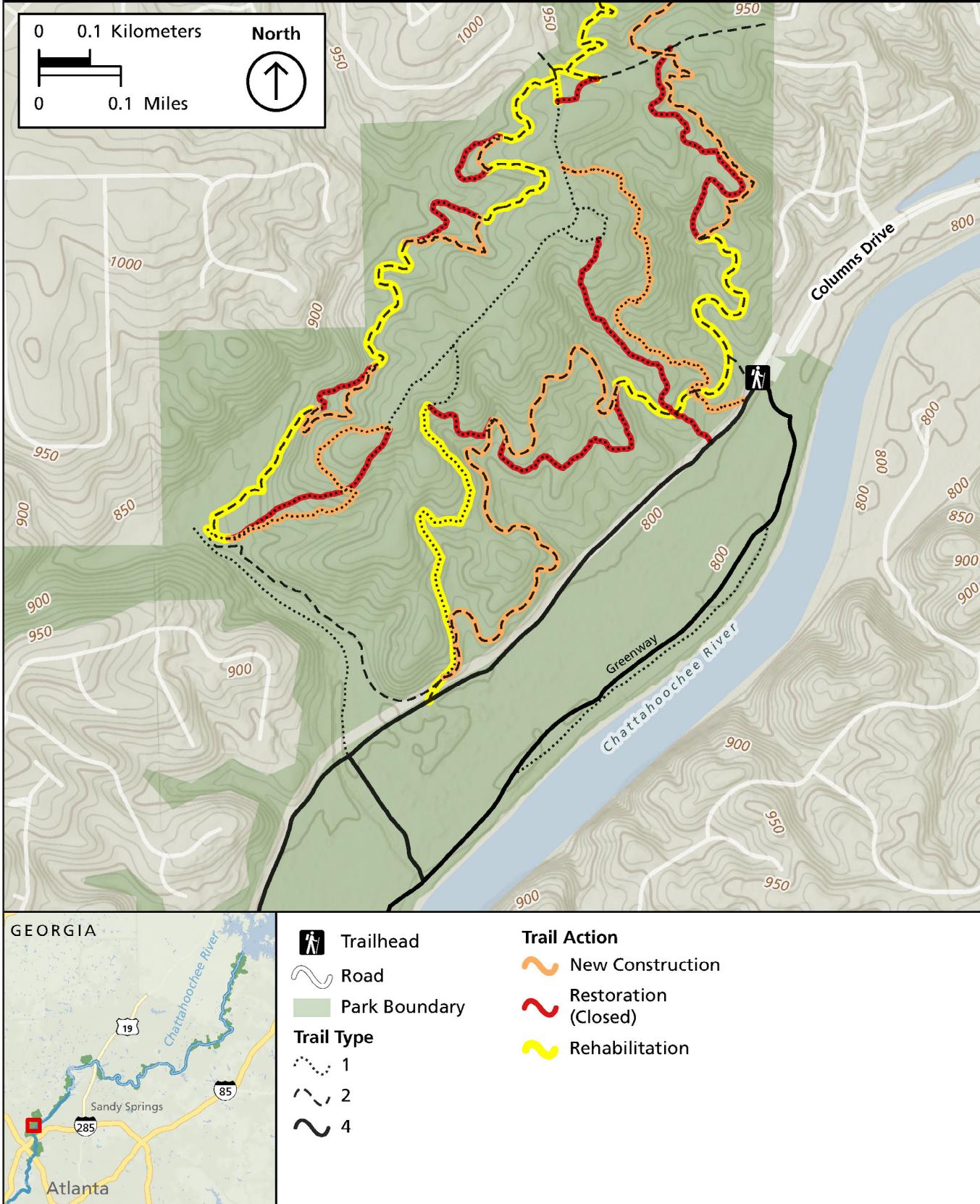


Figure B-39. Actions Associated with Alternative 2 – Cochran Shoals, Columns Drive Trailhead

Cochran Shoals - Columns Drive Trailhead

Chattahoochee River National Recreation Area, GA

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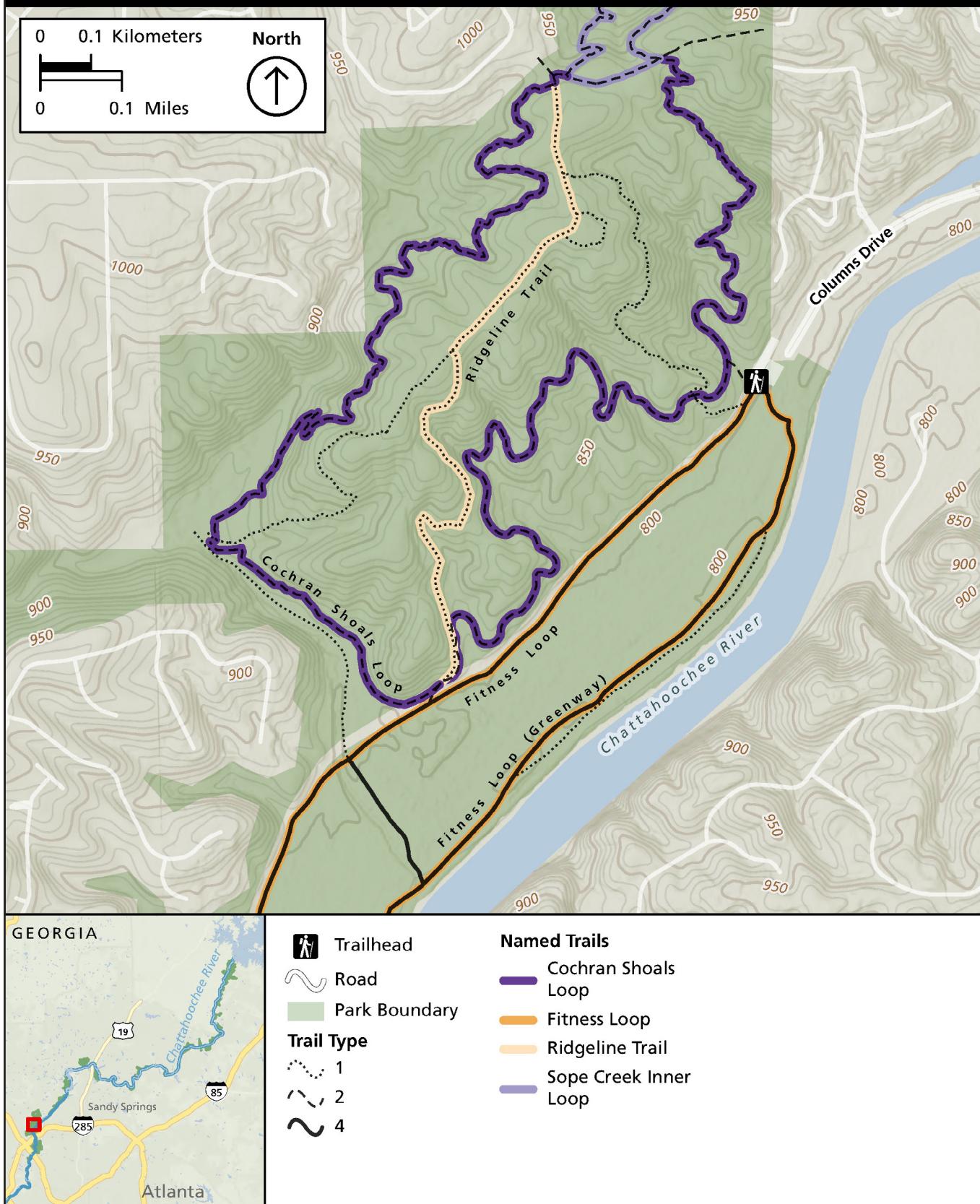


Figure B-40. Resultant Trail System, Alternative 2 – Cochran Shoals, Columns Drive Trailhead

Cochran Shoals - Interstate N/Powers Island

Chattahoochee River National Recreation Area, GA

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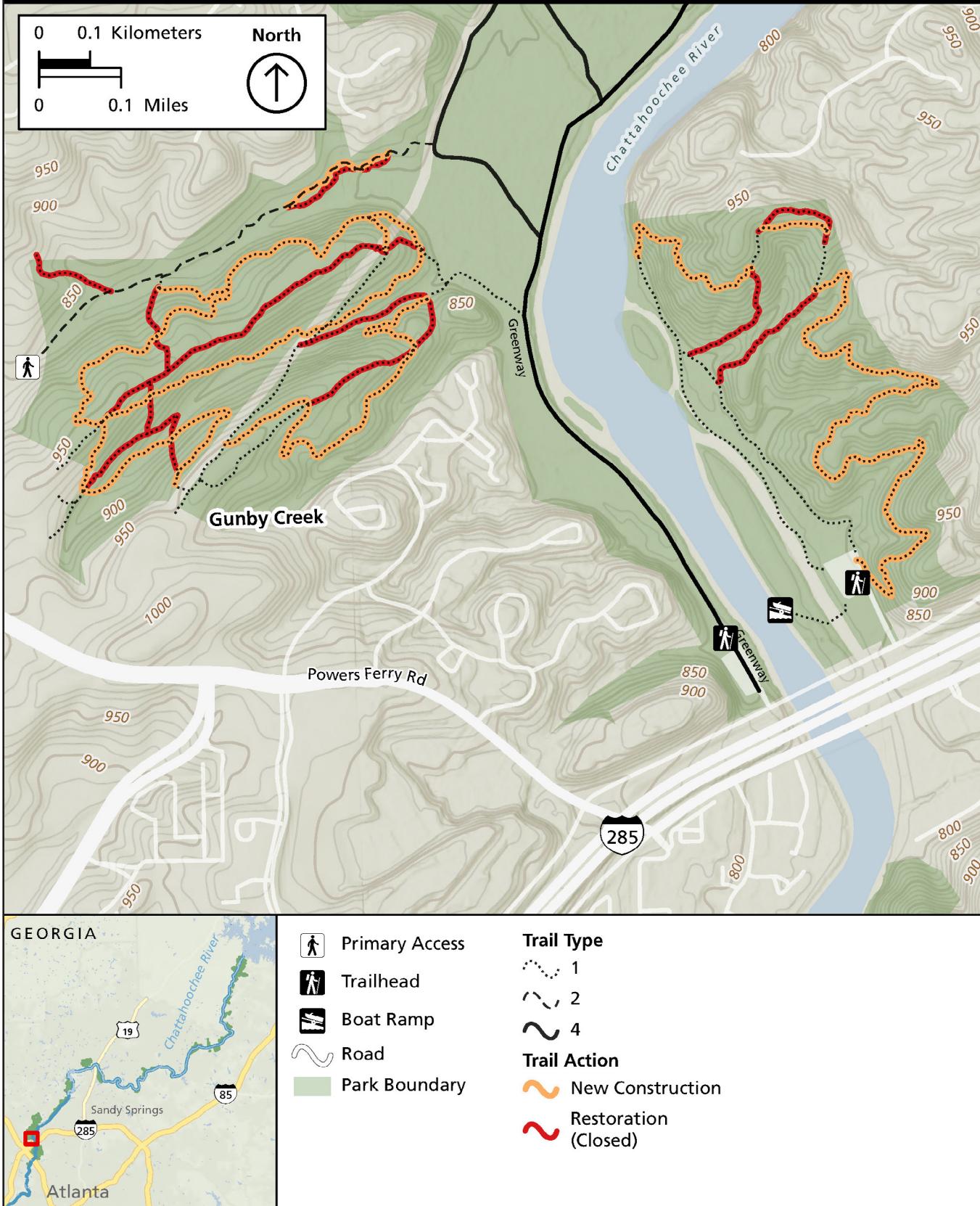


Figure B-41. Actions Associated with Alternative 2 –Cochran Shoals, Interstate North/Powers Island

Cochran Shoals - Interstate N/Powers Island

Chattahoochee River National Recreation Area, GA

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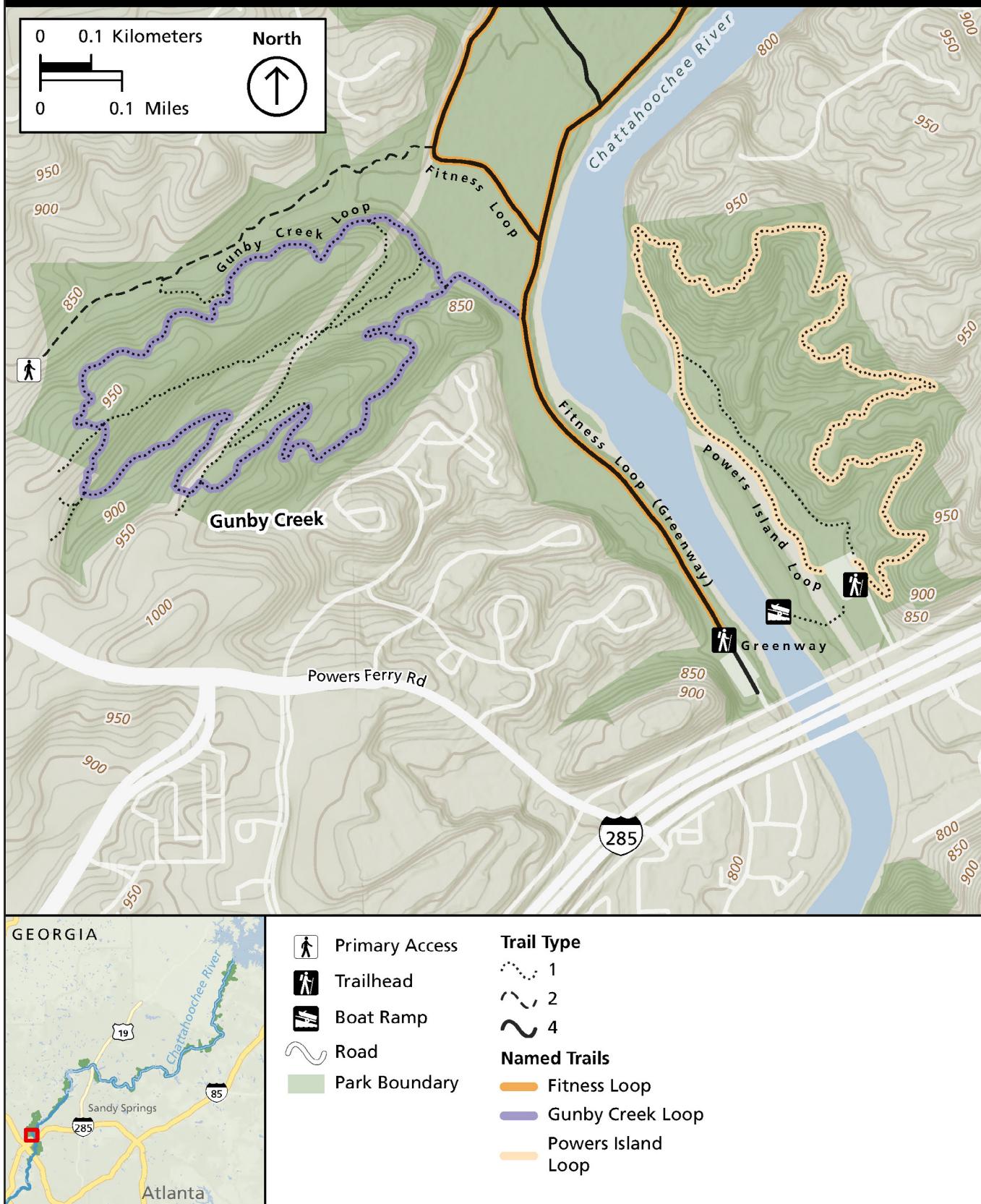


Figure B-42. Resultant Trail System, Alternative 2 – Cochran Shoals, Interstate North/Powers Road

Palisades

Near-Term Actions:

- Improve access and parking at the Indian Trailhead.
- Improve trail information accessibility and wayfinding, particularly associated with parking options, access, and inappropriate parking along Riverside Road.
- Improve wayfinding and establish a trail connection to the bamboo stand. Designate the area as a “quiet area.”
- Begin to replace bridges and puncheons that are nearing the end of their life cycle.
- Designate and develop primary and secondary trail access points.

Mid-Term Actions:

- Restore unsustainable trails and provide an improved, contour-aligned system.
- Implement a phased trail redevelopment and environmental restoration process, coupled with public education and peer-to-peer assistance in changing visitor behaviors and attitudes.
- Develop a partnership to play a maintenance role on the hiking trails.
- Explore installing wayside exhibits and passive interpretation of nearby cultural resources along the Rottenwood Creek Trail.
- Establish a comprehensive trail system that highlights the granite outcrops, cultural resources, and native plant species.
- Designate the Rottenwood Creek Trail as part of the potential greenway. No change would occur to the design or use of the Rottenwood Creek Trail.

Long-Term Actions:

- Explore the feasibility of a pedestrian river crossing to bridge east and west Palisades.

Visitor Capacity Management Strategies:

Palisades East:

- Where possible, encourage visitors to use sites that can handle high volumes of use during peak use times.
- Use press releases/media before historically crowded weekends to prepare the public for crowds.
- Increase maps and signage about various destinations in and outside of highly developed sites.
- Provide information to visitors about sites that are likely to be busy so they know of those conditions before they arrive.
- Increase education and signage about parking in designated areas.
- Increase education and information during peak times about where to find available parking.
- Display information on park websites or social media, and direct park staff to communicate about areas that accommodate higher use when in contact with visitors.
- Increase enforcement of parking outside of designated areas.
- Post signs indicating parking is at capacity (return at a later, designated time).
- Use innovative technology or methods to communicate with the public about other opportunities that are available to them in or outside of the park.
- Designate some short-term parking spaces at key locations to ensure that a variety of people can visit the site over a day and use levels stay within the thresholds.
- Provide real-time information regarding parking and access opportunities (e.g., text alerts and radio station updates).
- Deploy intelligent transportation systems to provide visitors with information about parking lot status.

- Consider a temporary queuing system until more vehicles leave the area. Actions might include turning vehicles away.

Palisades West:

- Where possible, encourage visitors to use sites that can handle high volumes of use during peak use times.
- Increase public education efforts to encourage voluntary redistribution of use to off-peak times.
- Use press releases/media before historically crowded weekends to prepare the public for crowds.
- Increase maps and signage about various destinations in and outside of highly developed sites.
- Provide information to visitors on sites that are likely to also be busy so they know of those conditions before they arrive.
- Increase education and signage about parking in designated areas.
- Increase education and information during peak times about where to find available parking.
- Display information on park websites or social media, and direct park staff to communicate about areas that accommodate higher use when in contact with visitors.
- Increase enforcement of parking outside of designated areas.
- Post signs indicating parking is at capacity (return at a later, designated time).
- Use innovative technology or methods to communicate with the public about other opportunities that are available to them in or outside of the park.
- Designate some short-term parking spaces at key locations to ensure that a variety of people can visit the site over a day and use levels stay within the thresholds.

- Provide real-time information regarding parking and access opportunities (e.g., text alerts and radio station updates).
- Deploy intelligent transportation systems to provide visitors with information about parking lot status. This information would be conveyed to visitors before and/or upon entry to the frontcountry.
- Consider a temporary queuing system until more vehicles leave the area. Actions might include turning vehicles away.

Palisades North

Chattahoochee River National Recreation Area, GA

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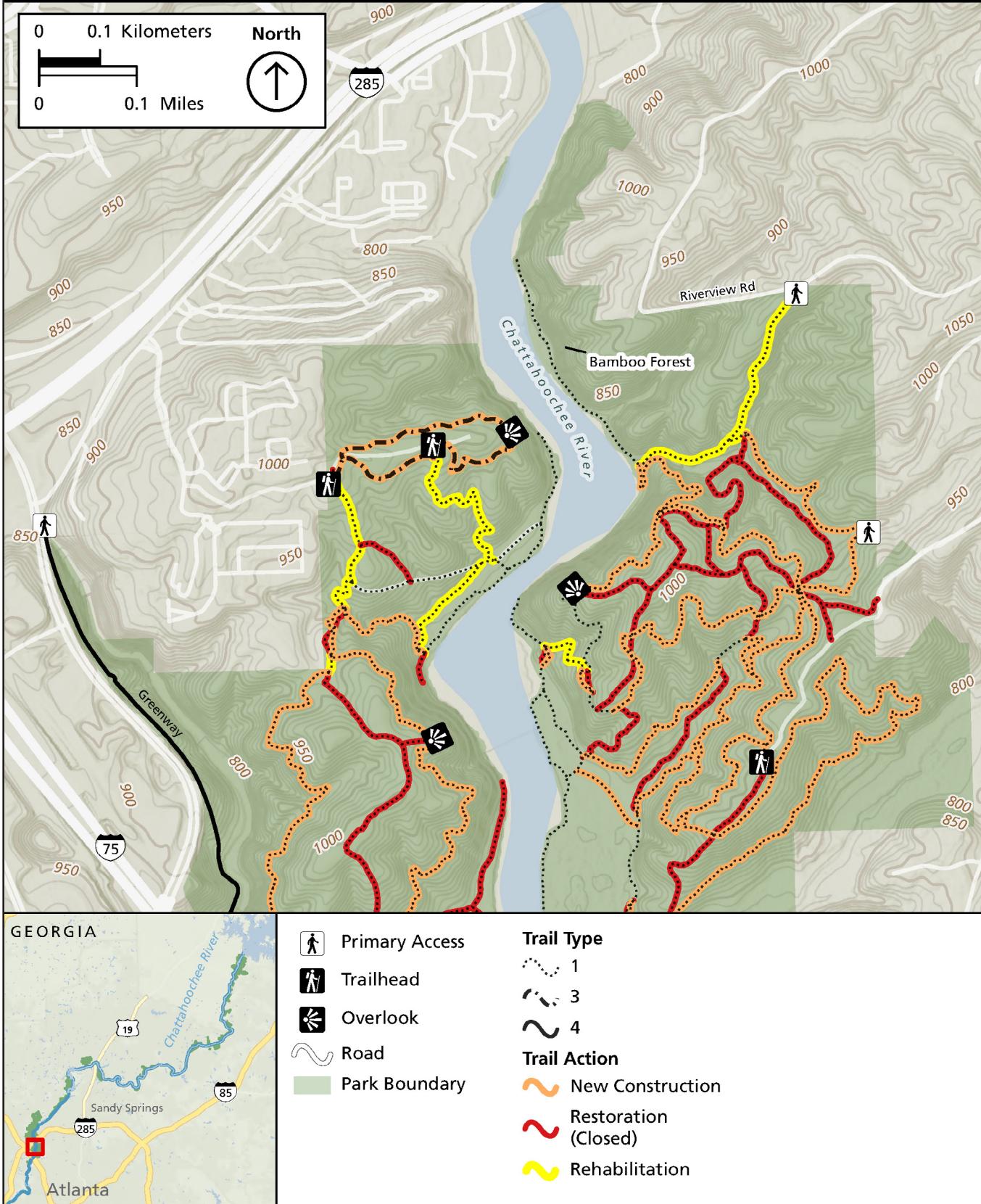


Figure B-43. Actions Associated with Alternative 2 – Palisades North

Palisades North

Chattahoochee River National Recreation Area, GA

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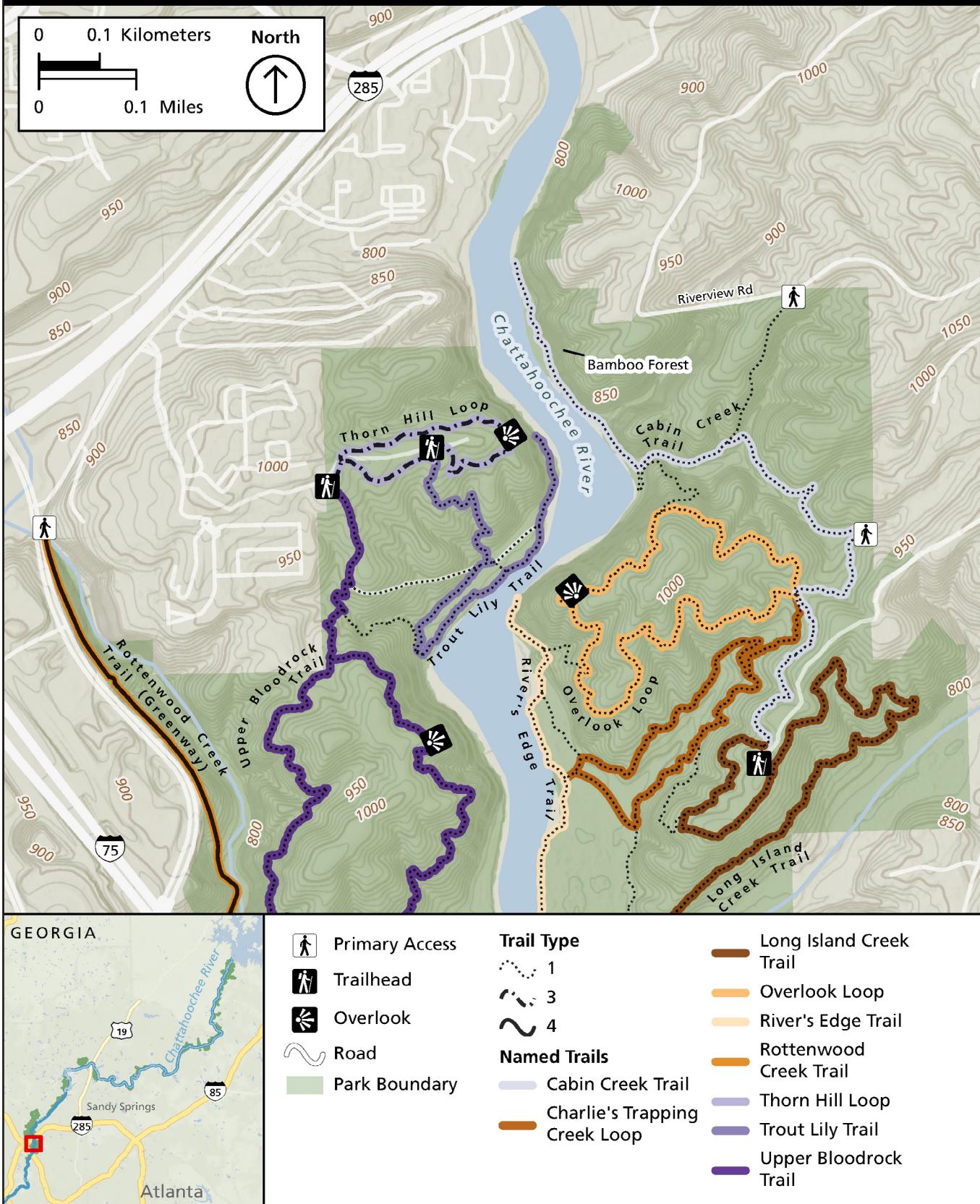


Figure B-44. Resultant Trail System, Alternative 2 – Palisades North

Palisades South

Chattahoochee River National Recreation Area, GA

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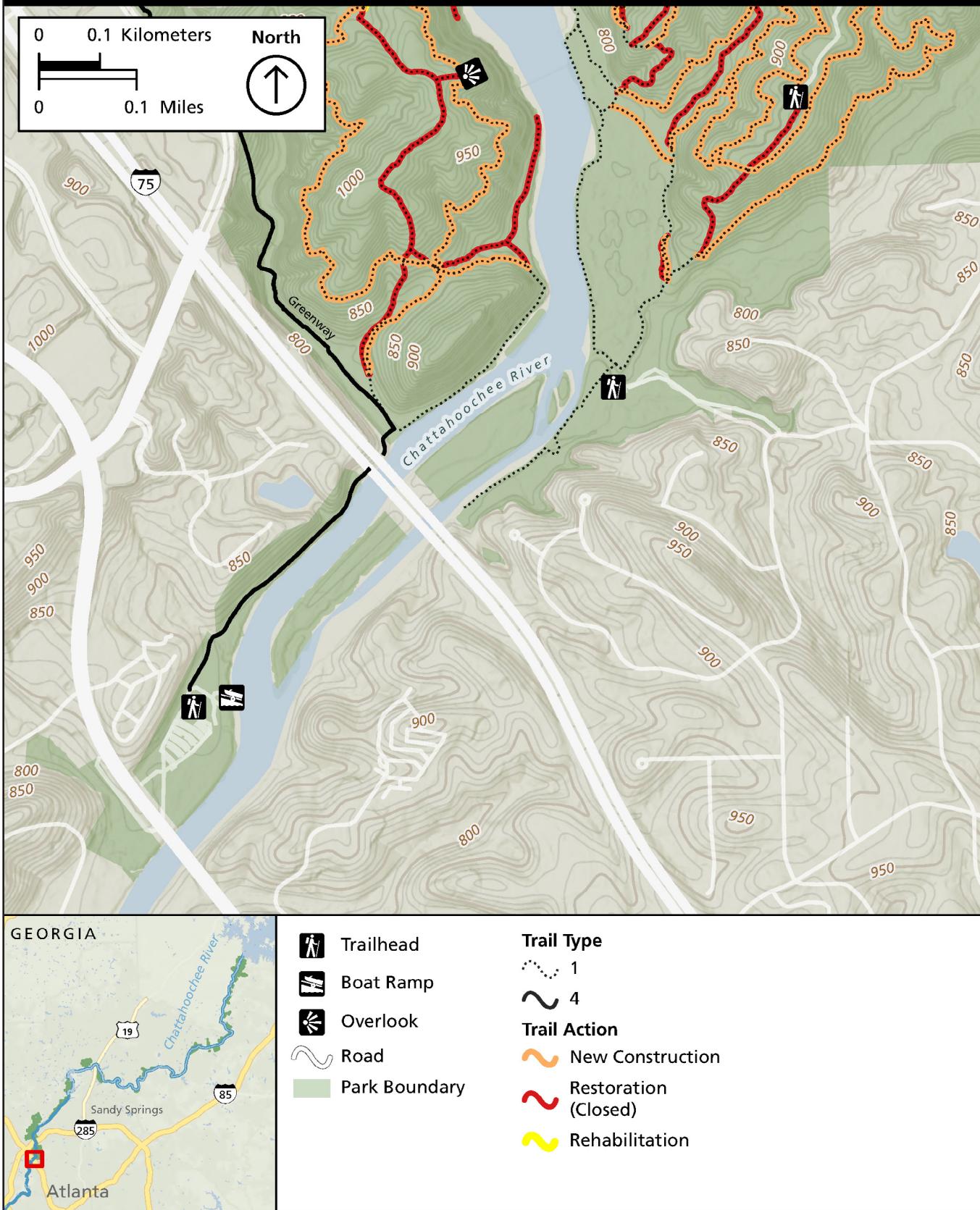


Figure B-45. Actions Associated with Alternative 2 – Palisades South

Palisades South

Chattahoochee River National Recreation Area, GA

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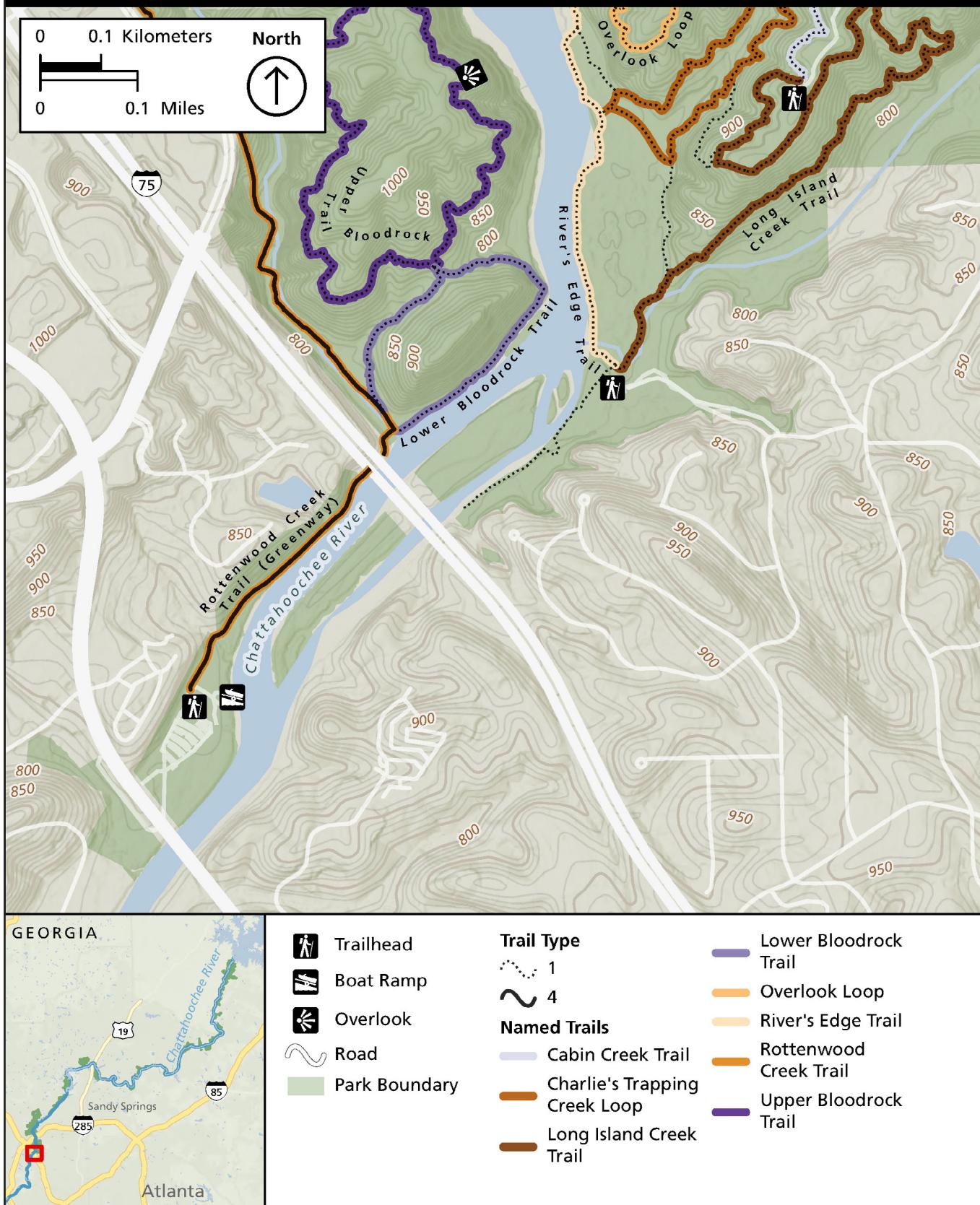


Figure B-46. Resultant Trail System, Alternative 2 – Palisades South