



DECATUR PATH

Connectivity and Implementation Plan



Adopted December 19, 2016 **by:**
City of Decatur, GA

Prepared by:
PATH Foundation and **KAIZEN** Collaborative

Decatur PATH

Connectivity and Implementation Plan

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Prepared for the City of Decatur, Georgia by:



KAIZENCOLLABORATIVE

2390 Main Street | Tucker, Georgia | 30084

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Executive Summary

The City of Decatur and the PATH Foundation teamed up twenty years ago to build the Stone Mountain Trail through town. Many cities and their non-profit partners would be satisfied and move on to other tasks. One trail is so not enough for this partnership.

Decatur has the opportunity to create a walking and biking mecca while insuring the long-term viability of the city. Creating additional linear parks and other safe and enjoyable facilities for people to walk and bike will keep Decatur among the most desirable places to live, work, and play.

The new facilities suggested in this plan connect a majority of the city's neighborhoods to existing facilities, thereby promoting safe, healthy transportation alternatives. Converting part of Oakview Road to a neighborhood greenway will slow traffic, promote muscle-powered travel, and favorable affect property values and neighborhood cohesion. Repurposing part of Commerce Drive into a protected cycle track will encourage bicycle ridership from north Decatur neighborhoods into the commercial district. Connecting schools to the trail network will encourage non-motorized trips to and from school.

This document suggests segmenting the plan into ten phases and constructing all phases proposed within five years at a total cost of around \$8.8 million (2016 construction costs). The implementation plan also suggests a priority for developing each phase. With tremendous public involvement and support and a willing private partner, building out this plan is certainly an reasonable goal to set.



Aerial photo of the PATH Stone Mountain Trail through the City of Decatur along the north side of the railroad following Howard Avenue.

Introduction

The City of Decatur has already established a fairly friendly environment for those wishing to travel around the city on foot or by bicycle. Over the past twenty years, city leadership has prioritized installation of traffic calming infrastructure and bicycle and pedestrian facilities to the point motorists have gotten the message: respect our walkers and bikers or find another route that does not include Decatur.

Decatur has the opportunity to become a special place where people walking and biking come first and cars must behave to enter. It's time to take people-friendly planning and infrastructure placement in Decatur to the next level. This document suggests additional improvements to the public rights-of-way that will further enhance the safety and enjoyment of moving about Decatur as a pedestrian or cyclist. Giving cyclists their own facility where possible, will encourage a much larger constituency for biking while creating buffers between sidewalks and traffic. Reconfiguring certain streets to become 'neighborhood greenways' will provide the same benefits plus increase property values and promote neighborhood vitality.

The incredible public involvement and support during this planning exercise has surpassed all expectations. This is a master plan created by the people rather than for anyone. Although every suggestion did not prove viable, many of the recommendations made during the public process are included in the final draft.

Master planning does not always result in implementation. Given past performance, there is little doubt that the City, with on-going assistance from PATH, will pursue many of the projects suggested in this report. Why would a city with such a good start quit now?



Many attendees for the Decatur PATH Public Meeting came by bike to give input to the design team.



Trail user on the PATH Stone Mountain Trail at the Depot in Decatur.

Methodology

Planning Process

The PATH/KAIZEN Trail Planning and Design Team was summoned by a group of individuals interested in improving bicycle and pedestrian connectivity throughout the City of Decatur and the immediate region. It was agreed the city needed a trail connectivity and implementation plan ‘*Decatur PATH*’ in order to kick-start the process.

This plan was developed by PATH/KAIZEN’s hands-on approach in the field, searching for routes to connect key destinations and existing PATH trails. A steering committee, organized by the city and community leaders, offered guidance along with the public during the four month planning process.

The *Decatur PATH* serves as the blueprint for the City of Decatur multi-use trail development for the next 10 years with an implementation goal of building approximately 9.2 miles of the *Decatur PATH* system by 2027.

Steering Committee

PATH/KAIZEN advised the city to form a steering committee which would assist during the planning process to establish overall goals for the trail system and provide local input into desired trail destinations and routes.

The *Decatur PATH* Steering Committee met three times over a three month period. The Committee contained representatives from the following departments, organizations, businesses and municipalities:

- City Commission
- City of Decatur staff
- Active Living Board
- Pedestrian Advisory Committee
- Decatur Bicycle Coalition

(A list of individual Steering Committee Members is included on page 56)



Representatives from PATH/KAIZEN present the preliminary trail routes to the steering committee for their input and guidance.

Data Collection and Field Work

Using the city’s GIS data, assessment of current and future planning and development efforts, and feedback from the public, analysis of existing and proposed trail connections within Decatur focused on the following criteria:

- Is the trail route feasible for construction?
- Is the trail route appealing to all users?
- Is the trail route perceived as safe?
- Is the trail route connecting desirable destinations?

Over a four month period, PATH/KAIZEN conducted field work and analyzed data to determine if the proposed trail routes were feasible, appealing, safe, and destination-driven. The design team recorded and transferred all information onto field maps and into ArcGIS once validated by the steering committee.

Establishing Planning Goals

With many cities and counties jumping onto the ‘bicycling band wagon’, PATH/KAIZEN began the planning process by establishing goals with the steering committee for the *Decatur Path*. A Portland, Oregon study outlining the city’s population into four distinctive types of cyclists was discussed. The study outlined:

Four Types of Cyclist - Portland, Oregon

<1%	Strong and Fearless
7%	Enthusied and Confident
60%	Interested but Concerned
33%	No Way, No How

Realizing that 93% of the population in a bicycle-centric city such as Portland were not cycling on a roadway, PATH/KAIZEN discussed ideas about how to target the core 60% of Decatur’s assumed “Interested but Concerned” population within the *Decatur PATH Connectivity and Implementation Plan*.

This target led to the planning goal of “*connecting people within the Decatur community in a more intentional, complete, and organic way*” by “*creating bicycle and pedestrian connectivity which is safe, fun, convenient, and inviting*”. Achieving this goal will yield a high number of trail users from Decatur’s population benefiting from the *Decatur PATH* trail system and insuring a successful return on the public/private investment.

Trail Facility Types

Four types of bicycle/pedestrian facilities were identified during the planning process to ensure the *Decatur PATH* system met the goals of providing safe, fun, convenient, and attractive trail connections. The primary types of trails proposed are multi-use ‘greenway’ trails and ‘side-path’ trail facilities. A third type, ‘cycle tracks’, are proposed for areas that are more dense urban corridors with existing sidewalks. The final type, ‘neighborhood greenways’, are proposed along low vehicular volume and speed residential streets.

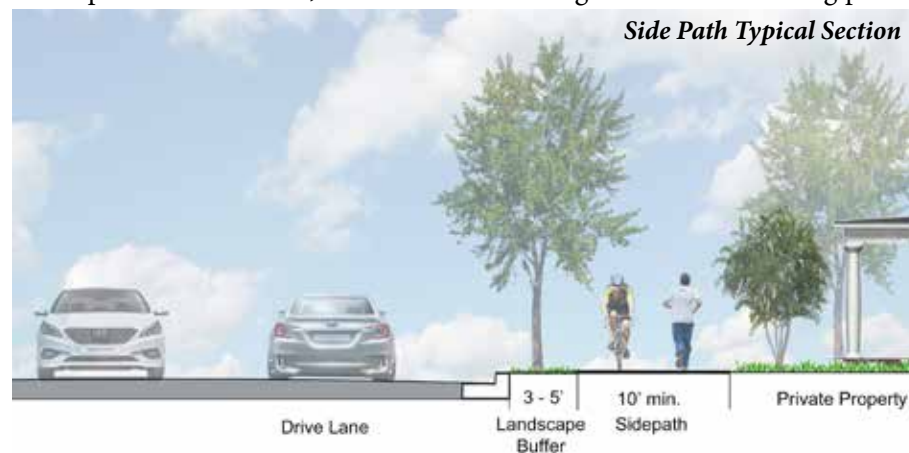


Greenway Trails:

Greenway trails often refer to trails used by all non-motorized travelers that are constructed within greenspace such as parks, stream corridors, undeveloped land, etc. Greenway trails should be a minimum of ten feet wide, hard surfaced, with design and construction specifications following the American Association of State Highway Transportation Officials(AASHTO) regulations and the United States Access Board guidelines.

Side Paths:

Many cities, including Decatur, find themselves retrofitting their city with trails rather than having them included as part of the infrastructure with new development. As a result, shared-use trails alongside roads in existing public



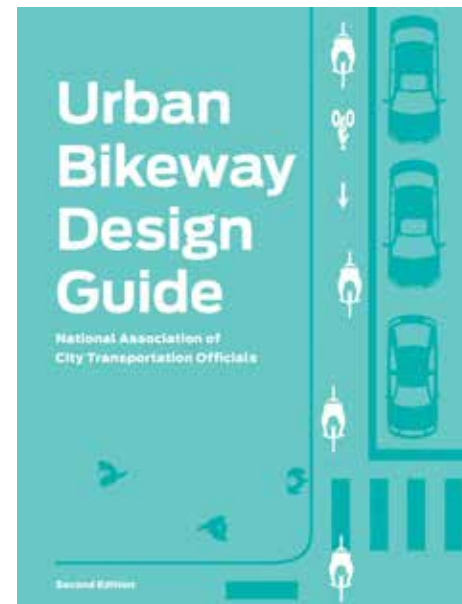
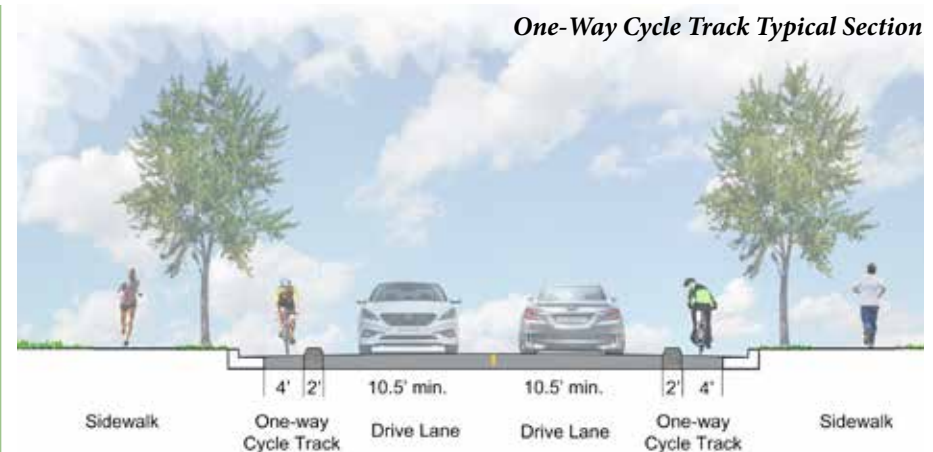
right-of-way, called side paths, are oftentimes the only option for making the desired connections. Side paths should have a 5-foot landscaped buffer from the roadway and markings on the trail to heighten awareness that both bicycles and pedestrians are sharing the trail.

Cycle Tracks:

A cycle track is an exclusive bike facility that combines the user experience of a separated path with the on-street infrastructure of a conventional bike lane. A cycle track is physically separated from motor traffic and distinct from the sidewalk. Cycle tracks have different forms but all share common elements—they provide space that is intended to be exclusively or primarily used for bicycles, and are separated from motor vehicle travel lanes, parking lanes, and sidewalks. In situations where on-street parking is allowed, cycle tracks are located on the curb side of the parking (in contrast to bike lanes).



Cycle tracks may be one-way or two-way, and may be at street level, at sidewalk level, or at an intermediate level. If at sidewalk level, a curb or median separates them from motor traffic, while different pavement color/texture separates the cycle track from the sidewalk. If at street level, they can be separated from motor traffic by a buffer curb, landscape median, on-street parking, or bollards. By separating cyclists from motor traffic, cycle tracks can offer a higher level of security than bike lanes and are attractive to a wider spectrum of the public.



For more information on the types of bike facilities and design guidelines consult the NACTO publication *Urban Bikeway Design Guide*. <http://nacto.org/>

Neighborhood Greenway:

Neighborhood Greenways are streets with low motorized traffic volumes and speeds, designated and designed to give bicycle travel priority. Neighborhood Greenways use signs, pavement markings, and speed/volume management measures to discourage through traffic by motor vehicles, creating safe and convenient bicycle crossings of busy arterial streets.

Many local streets with low existing speeds and volumes offer the basic components of a safe bicycling environment. These streets can be enhanced using a range of design treatments, tailored to existing conditions and desired outcomes, to create bicycle boulevards. Design treatments are grouped into measures that provide the following benefits:

- **Route Planning:** Direct access to destinations
- **Signs and Pavement Markings:** Easy to find and to follow
- **Speed Management:** Slow motor vehicle speeds
- **Volume Management:** Low or reduced motor vehicle volumes
- **Minor Street Crossings:** Minimal bicyclist delay
- **Major Street Crossings:** Safe and convenient crossings
- **Offset Crossings:** Clear and safe navigation
- **Green Infrastructure:** Enhancing environments



Neighborhood Greenway example showing traffic calming elements to slow vehicle speeds



Neighborhood Greenway example showing limiting vehicle entry while utilizing signage and pavement markings for cyclists.

Master Plan Development

The first steering committee meeting for developing the *Decatur PATH Connectivity and Implementation Plan* was structured as an introductory kick-off as PATH/KAIZEN presented their initial fieldwork and preliminary planning for the proposed trail connections.

Through three months of additional field work and collection of the steering committee's feedback, PATH/KAIZEN began refining the proposed trail alignments within the connectivity plan. The steering committee guided and approved the trail routes and connectivity destinations for the *Decatur PATH* trail system.

After three meetings with the steering committee and one public meeting, PATH/KAIZEN presented the steering committee with the draft master plan document which included an implementation strategy, cost summary, and timeline. Feedback and comments were collected and final revisions were made to the *Decatur PATH* plan. The city presented the document to the Mayor and City Commission on December 5, 2016 for adoption prior to final printing.

Public Meeting

The PATH Foundation and KAIZEN Collaborative presented the *Decatur PATH* at a public meeting coordinated and hosted by City of Decatur on October 19, 2016 at the Decatur Recreation Center. During the meeting, the design team outlined the benefits of trails and shared the master planning process for the *Decatur PATH* trail system before presenting the trail opportunities. The second half of the meeting focused on gathering feedback from the community and discussing details of the plan. A vast majority of the approximately 50 attendees were supportive of the plan.



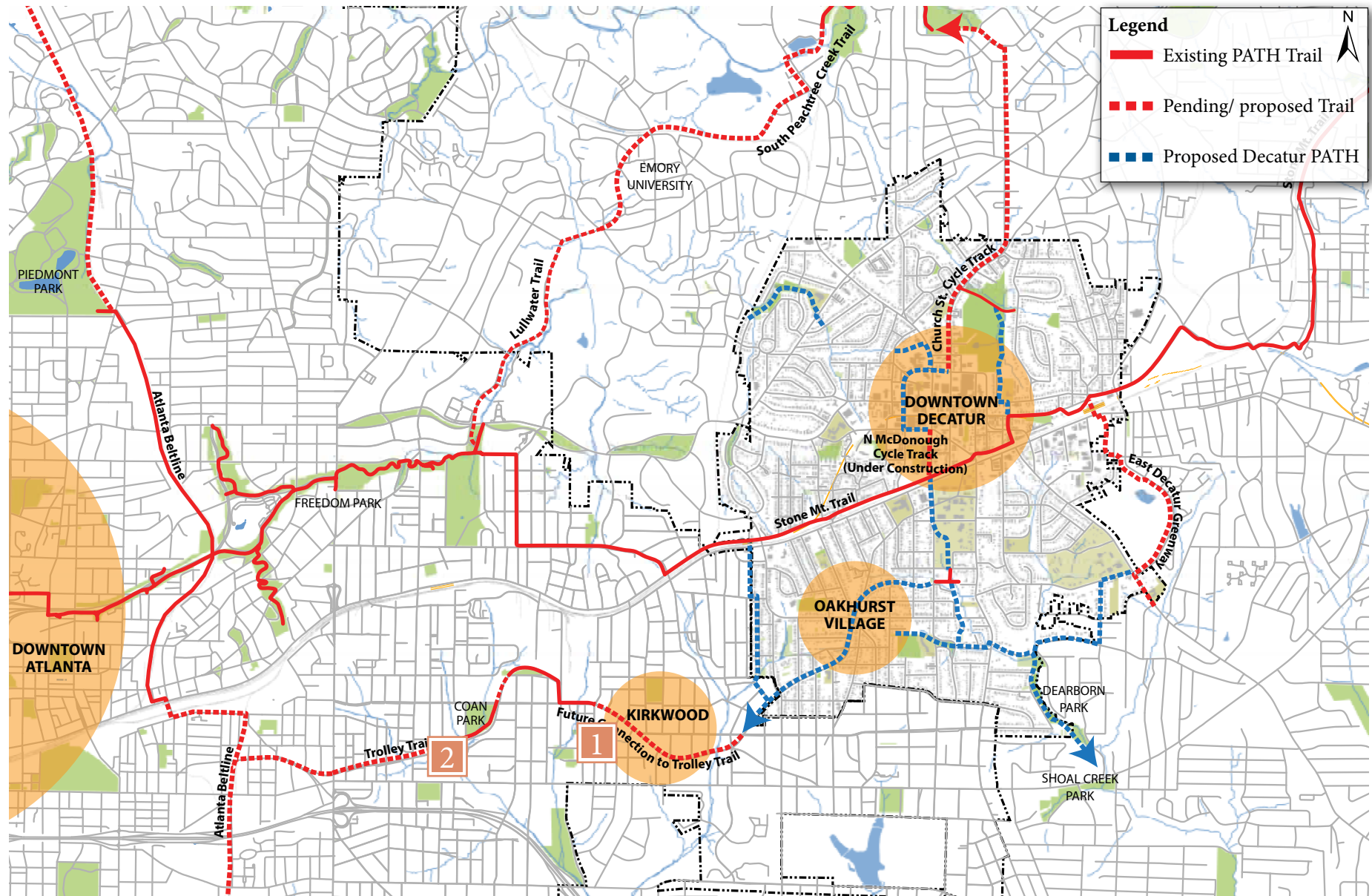
Representatives from PATH/KAIZEN present preliminary findings to the public at the Recreation Center on October 19, 2016.



Hugh Saxon, Deputy City Manager discusses the trail master plan with an interested citizen.

Regional Connectivity

The *Decatur PATH* is not just about connectivity within the City of Decatur. There are opportunities knocking on the city's doorstep, one of them being the City of Atlanta Trolley Trail Extension. The Oakview Road Connector proposed within this document (pg. 22-37) shows how the City of Decatur can link into the future Trolley Trail and be a catalyst for connectivity to key points of interest and destinations such as Kirkwood, the Atlanta BeltLine, and Downtown Atlanta.



Proposed Trolley Trail at Kirkwood

Before

Index

After

1



Existing conditions on Oakview Road looking west towards downtown Kirkwood.

Proposed neighborhood greenway connecting through Kirkwood utilizing the space from the eastbound slip lane. Modifying the center median allows for two way traffic and also slows vehicular speeds through this highly pedestrian area.



Proposed Trolley Trail at Whiteford-Woodbine Intersection

Before

2

After



Existing conditions on Woodbine Avenue at the intersection with Whiteford Avenue.

Proposed side path along Woodbine Avenue following the old trolley line. With wide lanes and a plenty of room along the right of way, a side path can be created with a landscape buffer.





03

Decatur PATH Connectivity Plan

Decatur PATH Connectivity Plan

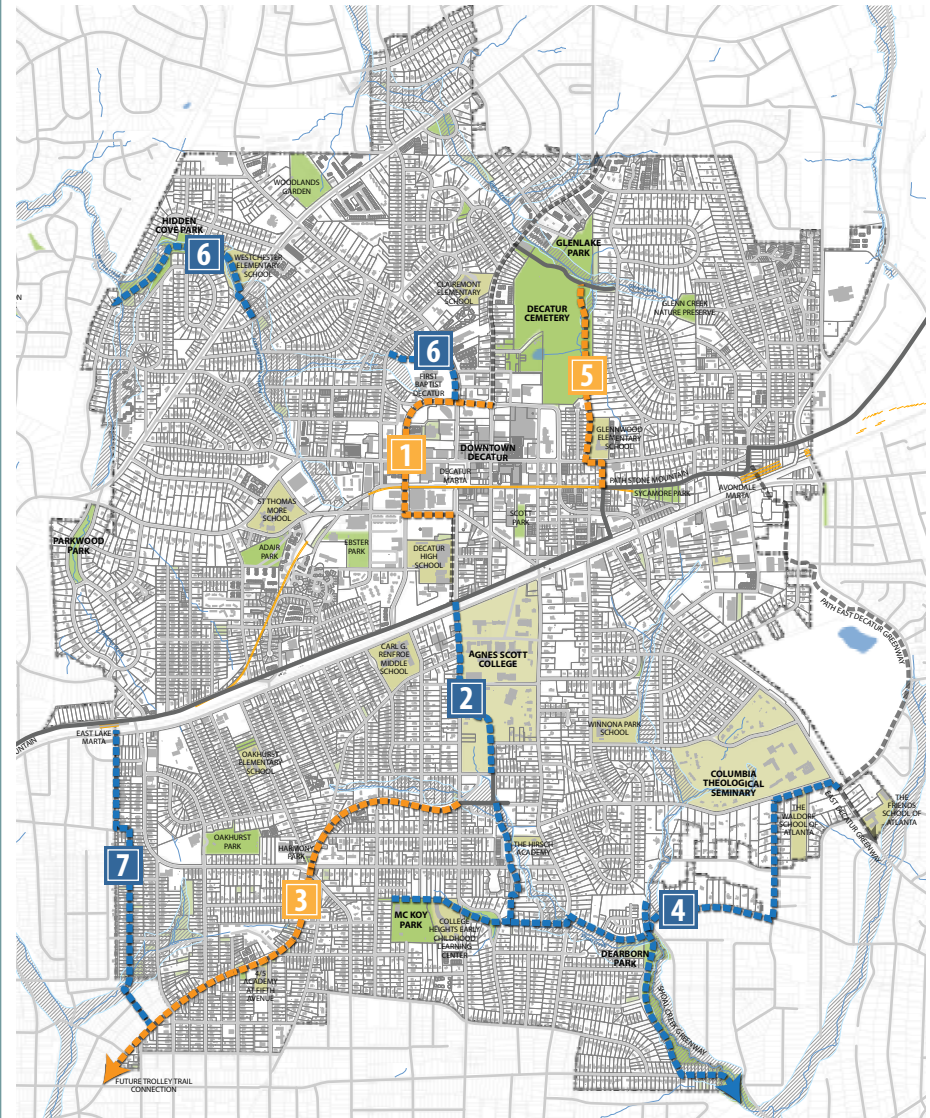
Overview

The *Decatur PATH* identifies 9.2 miles of bicycle and pedestrian trail connectivity opportunities primarily within the city limits of Decatur. The plan presented achieves the goals of connecting the downtown business district, city parks, neighborhoods, and major visitor and employment centers identified in the initial planning meetings.

The Decatur PATH trail system has been segmented for ease of implementation into 7 trail segments. The names presented for each trail segment are working names only. The *Decatur PATH* segments within the master plan are:

#01 Commerce Drive Cycle Track	13-18
#02 Agnes Scott College Connector	19-21
#03 Oakview Road Connector	23-37
#04 East Decatur Connector	38-40
#05 Glennwood Elementary Connector	41-43
#06 Westchester Elementary Connector	44-45
#07 East Lake MARTA Connector	46-47

The following pages present each segment with a brief description and overview of the existing and planned conditions, opportunities and benefits, potential obstacles, and an estimated cost for implementation. The trail segment map shows the proposed trail alignment. The index numbers on each map correspond to the vision graphics after the trail map.



Decatur PATH Trail Segments Key Map

KAIZENCOLLABORATIVE

Decatur PATH #1 | Commerce Drive Cycle Track

Description:

The Commerce Drive Cycle Track is proposed to be a two-way cycle track along Trinity Place and Commerce Drive within the road right-of-way, utilizing a concrete curb and landscape medians to create a buffer and separation between the vehicular lanes. Downtown Decatur has two other cycle track projects along North McDonough and Church Streets. This segment will tie the two projects together to make one consistent cycle track connecting the the north and south sides of the city. The PATH/KAIZEN team sees this as a strong connection to make and presents it as the “model mile” for the master plan.

Utilizing a concrete buffer curb from the intersection of Trinity Place and North McDonough Street, the two-way cycle track will follow the south side of the street to the intersection with Commerce Drive. All lanes along the road will be shifted north while removing the bike lanes to have adequate room for the cycle track facility. From here the two-way cycle track makes an at-grade crossing of Trinity Place and heads north along the east side of Commerce drive. Incorporating the cycle track along Commerce Drive requires a road diet, removing a lane of traffic on both sides of the road while maintaining a center turn lane. Each block varies in width where the cycle track buffer will adjust to make up the difference between each city block. In some cases it will be a simple concrete buffer curb, in other cases it will be a 5' landscape median with street trees. The cycle track will maintaining a 10' width throughout the entire segment along Commerce Drive.

As the two-way cycle track crosses Clairmont Avenue, it will pull away from the roadway and become a raised two-way cycle track on the backside of the curb. A new mixed-use development is planned along this block and the cycle track will run adjacent to the pedestrian walkway abreast of the proposed store fronts. The two-way cycle track will end at the proposed one-way cycle tracks along Church Street.

Overview:

Connecting Destinations: North McDonough Street Cycle Track to the pending Church Street Cycle Track

Begins: West Trinity Place and North McDonough Street intersection

Ends: Commerce Drive and Church Street Cycle Track

Distance: 3,296 LF (0.62 miles)

Opportunities and Benefits:

- Provides connectivity to downtown Decatur
- Allows for multiple access points from surrounding streets
- Provides safer connectivity within northern Decatur
- Acquisition of property is not required

Potential Obstacles:

- Coordinating with developers between Clairmont Avenue and Church Street and between North McDonough and Commerce Drive

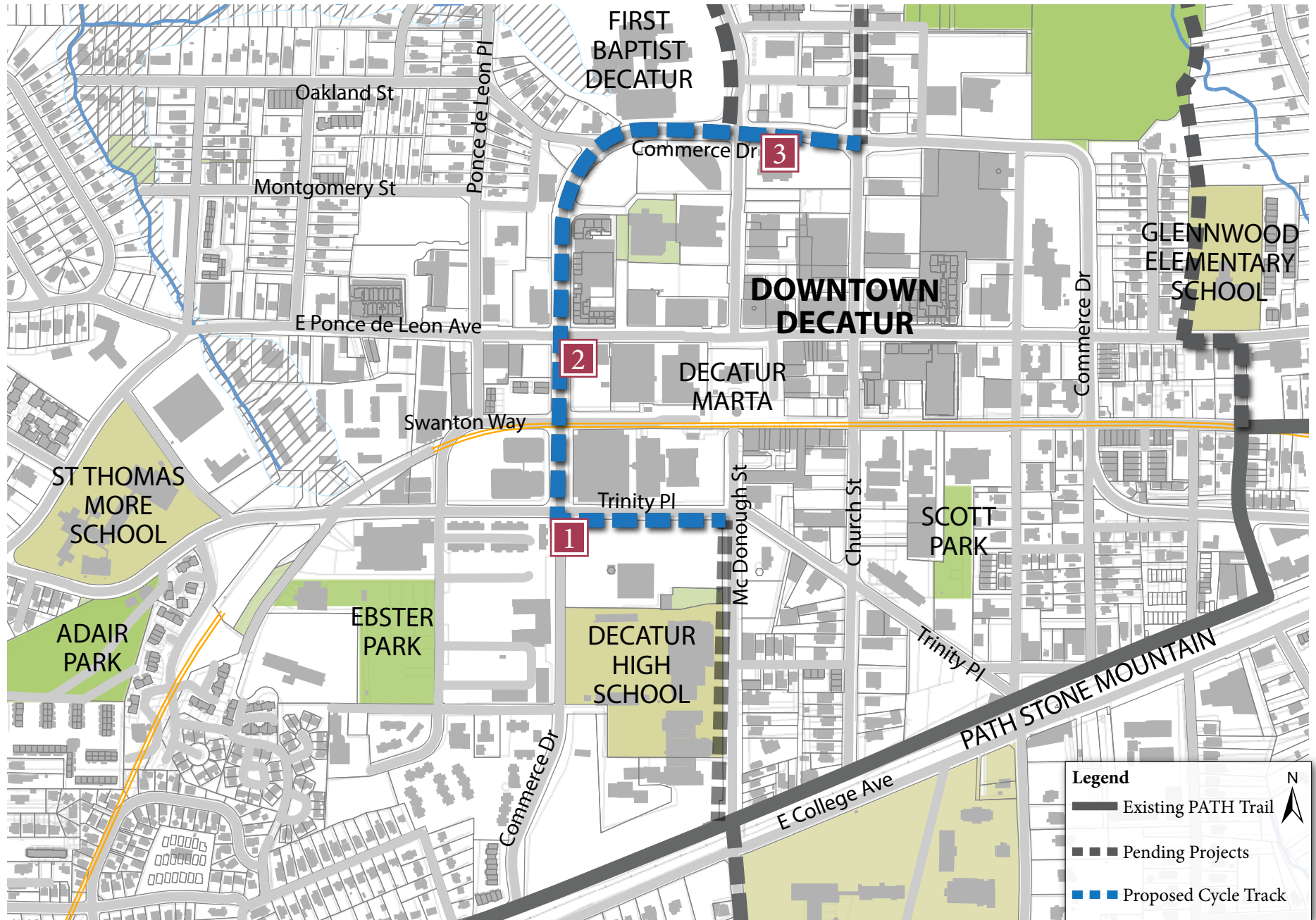
Estimated Cost for Implementation:

PATH #1 | Commerce Drive Cycle Track

Planning & Engineering	\$	67,184.45
Construction Cost (2016)	\$	699,740.80
Contingency @15%	\$	121,336.45
Construction Management	\$	41,984.45
Total Cost to Implement		\$ 930,246.15

Estimated costs based on material and labor pricing from 1st quarter 2016. An estimated cost for easement and property acquisition is not included but should be considered prior to beginning implementation.

Commerce Drive Cycle Track



Proposed Cycle Track on Commerce Drive through Trinity Place



Existing conditions on Commerce Drive at the intersection with Trinity Place looking north.

Proposed 10' wide two-way cycle track along Commerce Drive with a landscape buffer. A road diet eliminates two vehicular lanes but maintains a center turn lane and on-street parking.



Before

1

After

Proposed Cycle Track on Commerce Drive

Before

2

After



Existing conditions on Commerce Drive towards West Ponce de Leon Avenue.

Proposed two-way cycle track along Commerce Drive with a landscape buffer. Customized crosswalks are proposed at driveway accesses, creating a branding and identification element for the trail.



Proposed Cycle Track on Commerce Drive (Option 1)

Before

Index

3

After



Existing conditions on Commerce Drive crossing Clairmont Avenue.

Proposed two-way raised cycle track to be back of curb adjacent to the proposed mixed-use development. Street trees and amenities help to define the transition between the PATH and the commercial frontage of the building.



Proposed Cycle Track on Commerce Drive (Option 2)



Existing conditions on Commerce Drive crossing Clairmont Avenue.

Proposed two-way cycle track along Commerce Drive with a landscape buffer. Customized crosswalks are proposed at driveway accesses, creating a social zone for commercial gatherings.



Before

3

After

Decatur PATH #2 | Agnes Scott College Connector

Description:

The Agnes Scott College Connector is proposed to be a 10' wide side path on the east side of North McDonough Street. This segment begins by connecting the new two-way cycle track along the west side of South McDonough Street which crossed the existing CSX railroad tracks and College Avenue. Once on the south side of College Avenue the PATH will make an at-grade crossing to the east side of the street where it turns south along the campus of Agnes Scott.

At East Dougherty Street the PATH pulls away from the road and utilizes interior greenspace between South McDonough and the adjacent parking within the Agnes Scott Campus.

At the Agnes Scott Athletic fields, the 10'-12' multi-use trail will be aligned southeast around the soccer field and track complex where it will follow an existing foot path. The trail will follow this path through the wooded area to the south end of the athletic fields to East Davis Street, where it will connect into the existing PATH trail directly across the road to the south.

Overview:

Connecting Destinations: Downtown Decatur, Agnes Scott College, and existing PATH trail south of campus

Begins: Northeast corner of College Avenue and South McDonough Street intersection

Ends: Southwest corner of Agnes Scott Campus at East Davis Street at the existing PATH trail

Distance: 2,601 LF (0.49 miles)

Opportunities and Benefits:

- Provides connectivity to downtown Decatur
- Make Agnes Scott Campus more intertwined with the community
- Fills an important gap between downtown and future connections to Oakhurst village and beyond

Potential Obstacles:

- Coordination and cooperation from Agnes Scott is key to allow this segment to happen

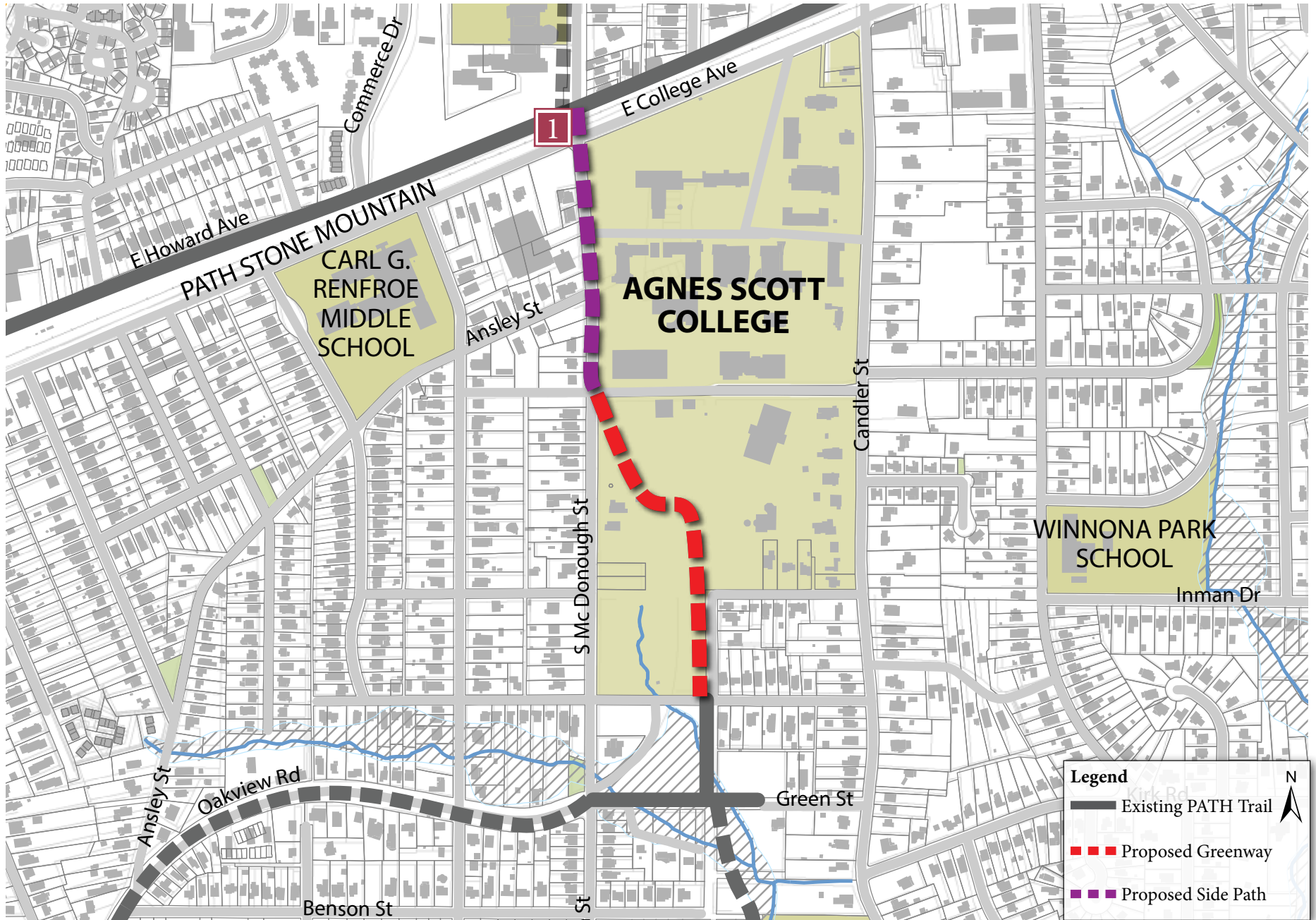
Estimated Cost for Implementation:

PATH #2 | Agnes Scott College Connector

Planning & Engineering	\$	45,538.90
Construction Cost (2016)	\$	392,315.00
Contingency @15%	\$	69,208.92
Construction Management	\$	23,538.90
Total Cost to Implement		\$ 530,601.72

Estimated costs based on material and labor pricing from 1st quarter 2016. An estimated cost for easement and property acquisition is not included but should be considered prior to beginning implementation.

Agnes Scott College Connector



Proposed Railroad Crossing on McDonough Street



Existing conditions on McDonough Street looking south towards Agnes Scott College.

Proposed connection to the newly constructed two-way cycle track along the west side of McDonough Street. At-grade crossing of the CSX railroad and College Avenue with Decatur PATH specific crosswalks and proposed pocketpark shown at the corner of College Avenue and South McDonough.



Before

1

After

Decatur PATH #3 | Oakview Road Connector

Description:

The proposed trail segment along Oakview Road begins at the intersection of South McDonough Street and Oakview Road by connecting into the existing PATH trail south of Agnes Scott College. After the crossing at South McDonough, the trail transitions to the south side of Oakview Road and continues west as a 10' wide at-grade trail with a concrete buffer to protect trail users from the adjacent vehicular lane. An alternate design (Option 2) proposing a landscape median separation and removal of on-street parking is presented on page 28.

At West Benson Street the trail transitions to a 10' wide side path by narrowing the existing drive lanes and bumping out the existing curb, continuing to the intersection at Oakhurst Village. Once past Oakhurst Village the opportunity for a side path diminishes as the road transitions to two separate drive lanes, a center landscape median, and parking on both sides of the road.

The design team decided to approach this scenario differently by creating a neighborhood greenway for the remainder of this segment. The PATH/KAIZEN team proposes to close off the northbound lane to through traffic and convert the southbound lane to a two-way road by removing the parking on this side. The northbound lane will be converted to a shared pedestrian and bicycle 'neighborhood greenway' with parking only on this side of the street.

The neighborhood greenway continues down Oakview Road to the intersection with Hosea Williams. At Hosea Williams, there is an opportunity to connect into the Trolley Line Trail extension through Kirkwood. Preliminary discussions have begun with the City of Atlanta to begin coordination. To make the Oakview Road Connector more feasible to implement, four phases are recommended for completing the trail segment's implementation.

Overview:

Connecting Destinations: Existing PATH Trail (Agnes Scott College), Oakhurst Village, proposed Trolley Trail extension (Kirkwood)

Begins: Intersection of Oakview Road and South McDonough

Ends: Hosea E. Williams Drive

Distance: 7,100 LF (1.34 miles)

Opportunities and Benefits:

- Provides connectivity between key activity nodes such as downtown Decatur and Oakhurst Village
- Establishes future opportunity to connect across Hosea Williams to Kirkwood, the BeltLine, and downtown Atlanta
- Creates a safer facility on an already heavily used bicyclist and pedestrian route
- Creates a safer route to several schools

Potential Obstacles:

- Neighborhood buy-in will be key in making this happen

Estimated Cost for Implementation:

PATH #3 | Oakview Road Connector Phase A

Planning & Engineering	\$ 53,673.60
Construction Cost (2016)	\$ 574,560.00
Contingency @15%	\$ 99,406.08
Construction Management	\$ 34,473.60
Total Cost to Implement	\$ 762,113.28

PATH #3 | Oakview Road Connector Phase B

Planning & Engineering	\$ 45,334.19
Construction Cost (2016)	\$ 428,903.20
Contingency @15%	\$ 74,995.74
Construction Management	\$ 25,734.19
Total Cost to Implement	\$ 574,967.32

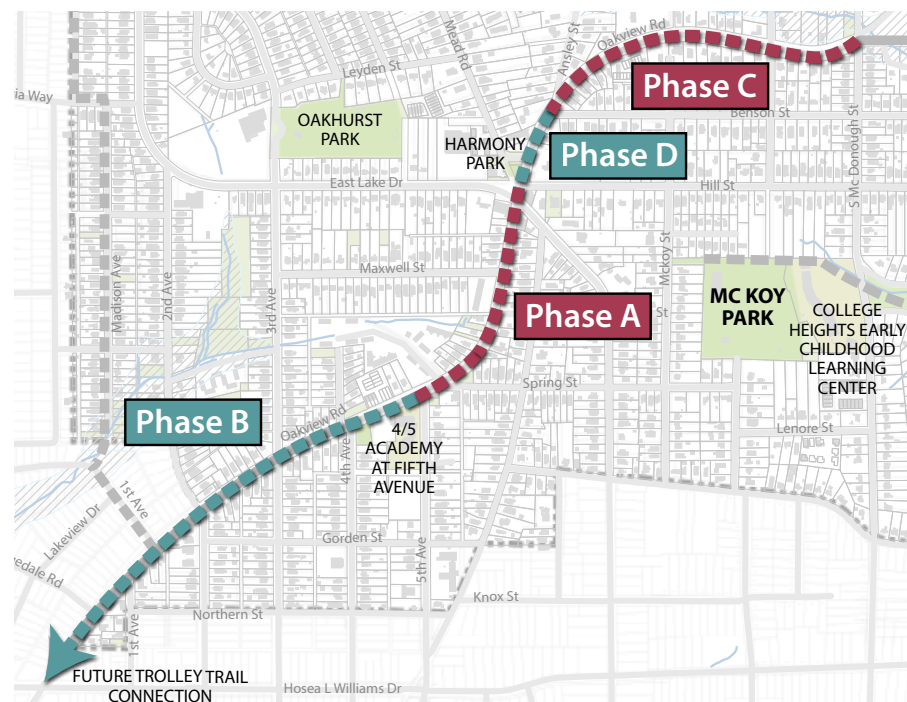
PATH #3 | Oakview Road Connector Phase C

Planning & Engineering	\$ 65,068.20
Construction Cost (2016)	\$ 724,470.00
Contingency @15%	\$ 124,950.96
Construction Management	\$ 43,468.20
Total Cost to Implement	\$ 957,957.36

PATH #3 | Oakview Road Connector Phase D

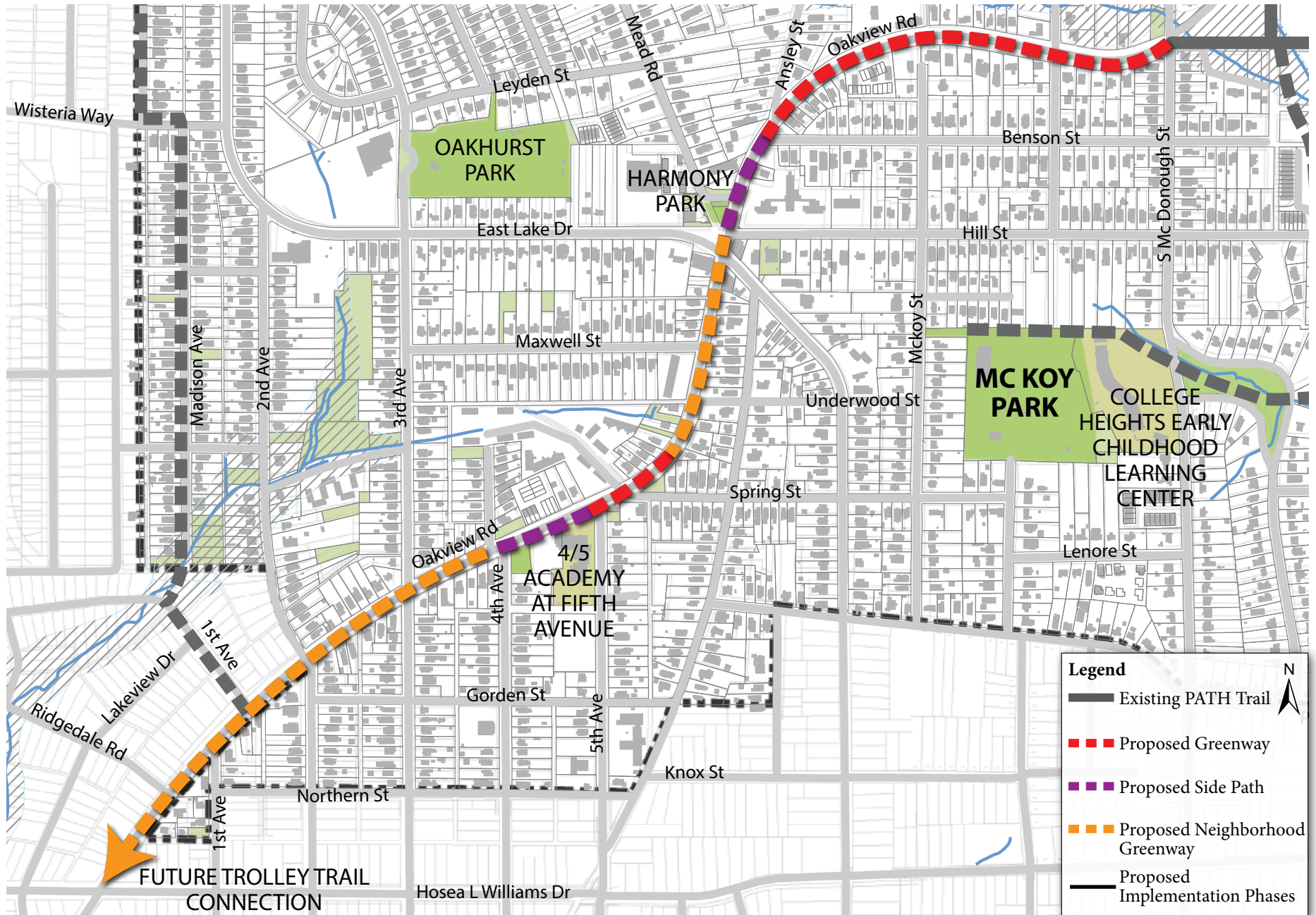
Planning & Engineering	\$ 25,737.44
Construction Cost (2016)	\$ 195,624.00
Contingency @15%	\$ 34,964.83
Construction Management	\$ 11,737.44
Total Cost to Implement	\$ 268,063.71

Estimated costs based on material and labor pricing from 1st quarter 2016. An estimated cost for easement and property acquisition is not included but should be considered prior to beginning implementation.



Oakview Road Connector - Proposed Trail Implementation Phasing Map

Oakview Road Connector



Section 1: Oakview Road from McDonough Street to Benson Street



Section Key Map

Before



After - Option 1



Proposed at-grade trail on Oakview Road (Option 1)

Before

Index

1

After



Existing conditions on Oakview Road looking across South McDonough Street towards the existing PATH trail.

Proposed connection to the existing PATH trail. A road diet is proposed, narrowing the drive lanes to make room for an at-grade trail with a concrete buffer curb to protect trail users from the vehicular travel lanes.



Cross Section 1: Oakview Road from McDonough Street to Benson Street



Before



Proposed at-grade trail on Oakview Road (Option 2)

Before

1

After



Existing conditions on Oakview Road looking across South McDonough Street towards the existing PATH trail.

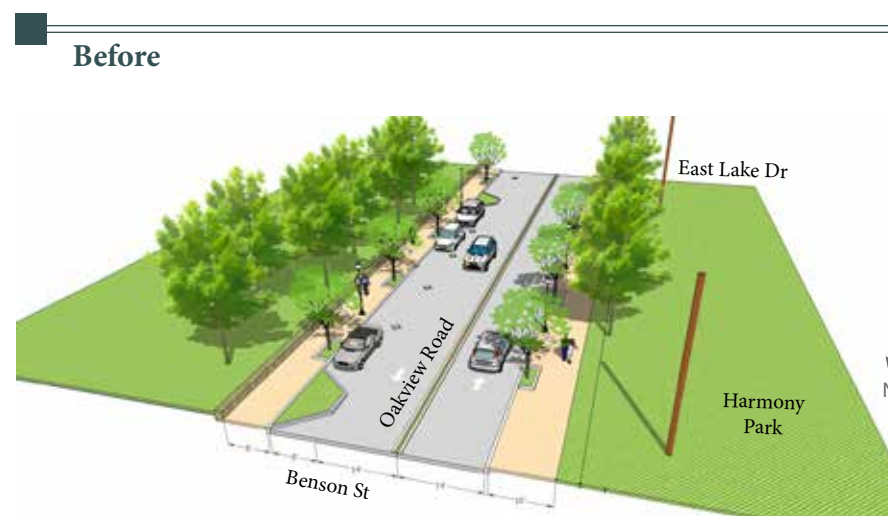
Proposed connection to the existing PATH trail. A road diet is proposed narrowing the drive lanes to make room for an at-grade trail with a landscape buffer to protect trail users from the vehicular travel lanes.



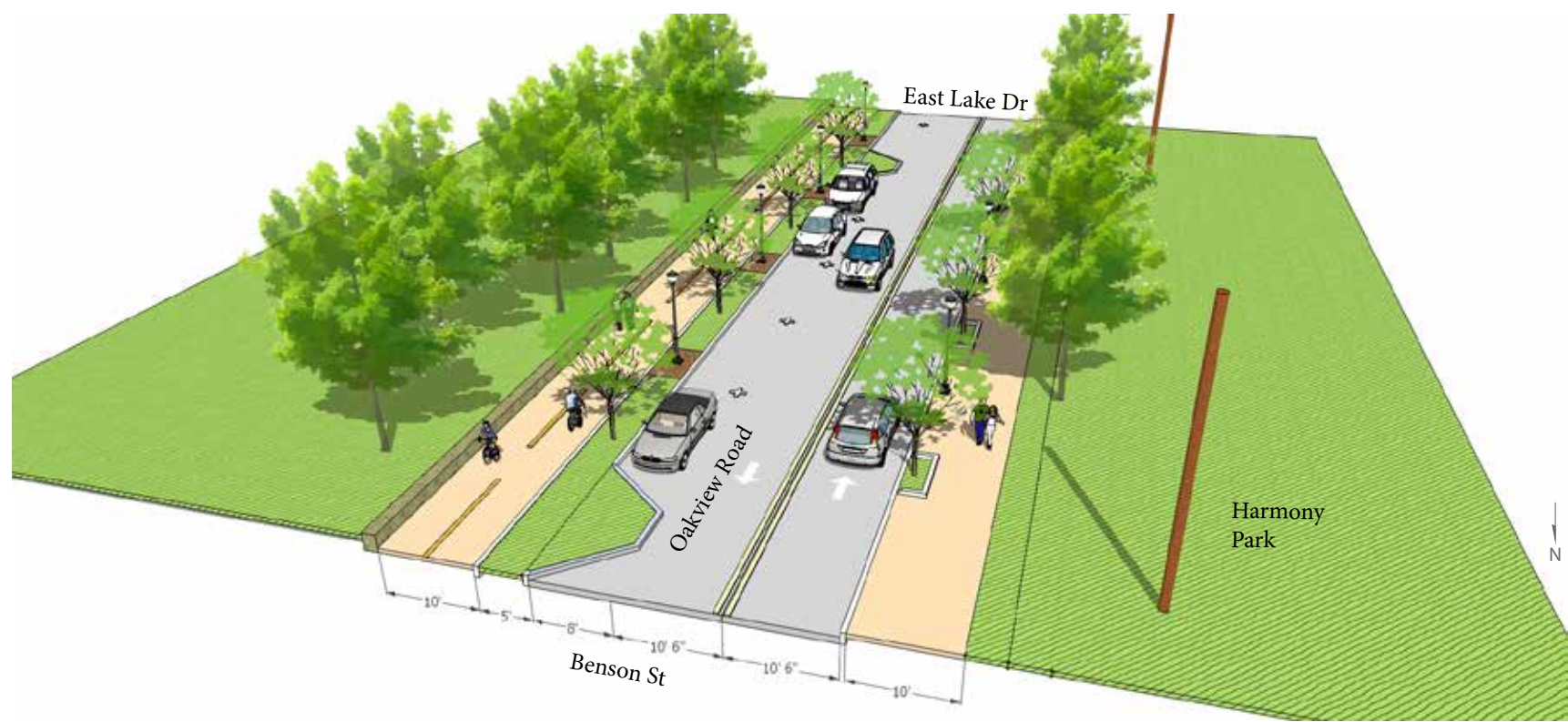
Cross Section 2: Oakview Road from Benson Street to East Lake Drive



Section Key Map



Before



After

Proposed side path on Oakview Rd



Existing conditions looking south towards Oakhurst Village.

Proposed road diet with decreased lane widths, bumping out the existing curb, and re-aligning landscape islands to accomodate a 10' wide side path on east side of the road



Proposed intersection improvement at Oakhurst Village

Before

Index
2
After



Existing conditions at Oakhurst Village looking north

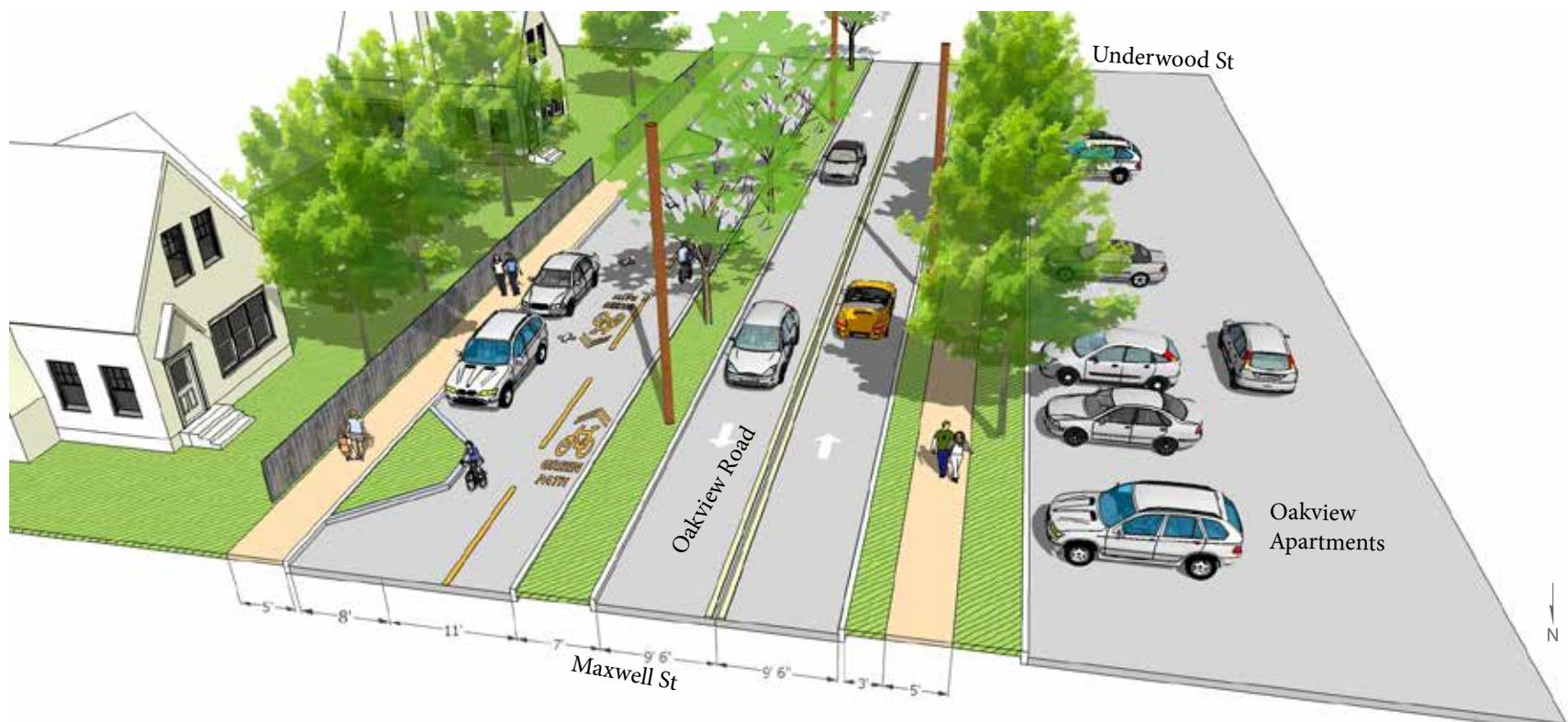
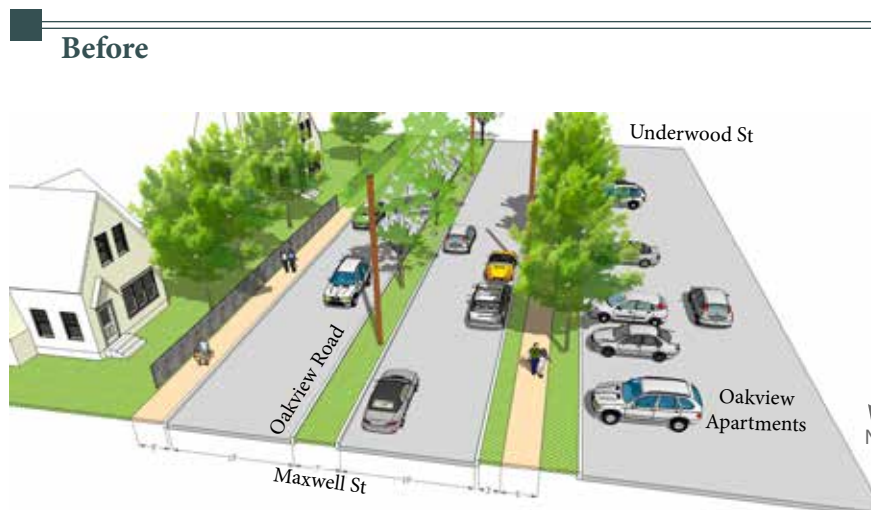
Proposed crossing of East Lake Drive with custom crosswalk and enhanced pedestrian mixing zones with improved pavers.



Cross Section 3: Oakview Road from Benson Street to East Lake Drive



Section Key Map



Proposed side path transitioning to a neighborhood greenway

Before

Index

3

After



Existing conditions at Oakhurst Village looking south along Oakview Road

Proposed modification of northbound lane for bicycle pedestrian greenway signing and markings, landscape bulb-outs to restrict entrances to only local traffic and on-street parking. Southbound lane becomes two-way traffic and on-street parking is removed.



Proposed neighborhood greenway

Before

Index

3

After



Existing conditions on Oakview Road looking north towards Oakurst Village

Proposed modification of north bound lane for bicycle pedestrian greenway signing and markings, landscape bulb-outs to restrict entrances to only local traffic and on-street parking. Southbound lane becomes two-way traffic and on-street parking is removed.



Cross Section 4: Oakview Road from Benson Street to East Lake Drive



Section Key Map

Before



Proposed greenway connecting to the school on Oakview Road

Before

Index

3

After



Existing conditions on Oakview Road looking across 5th Avenue at the 4th/5th Academy.

Proposed removal of existing northbound lane along Oakview Road between 5th Avenue and Spring Street. With no curb cuts along this block, reclaiming the northbound lane as green space and for the trail will make a more inviting and safer access for children riding their bikes to school.

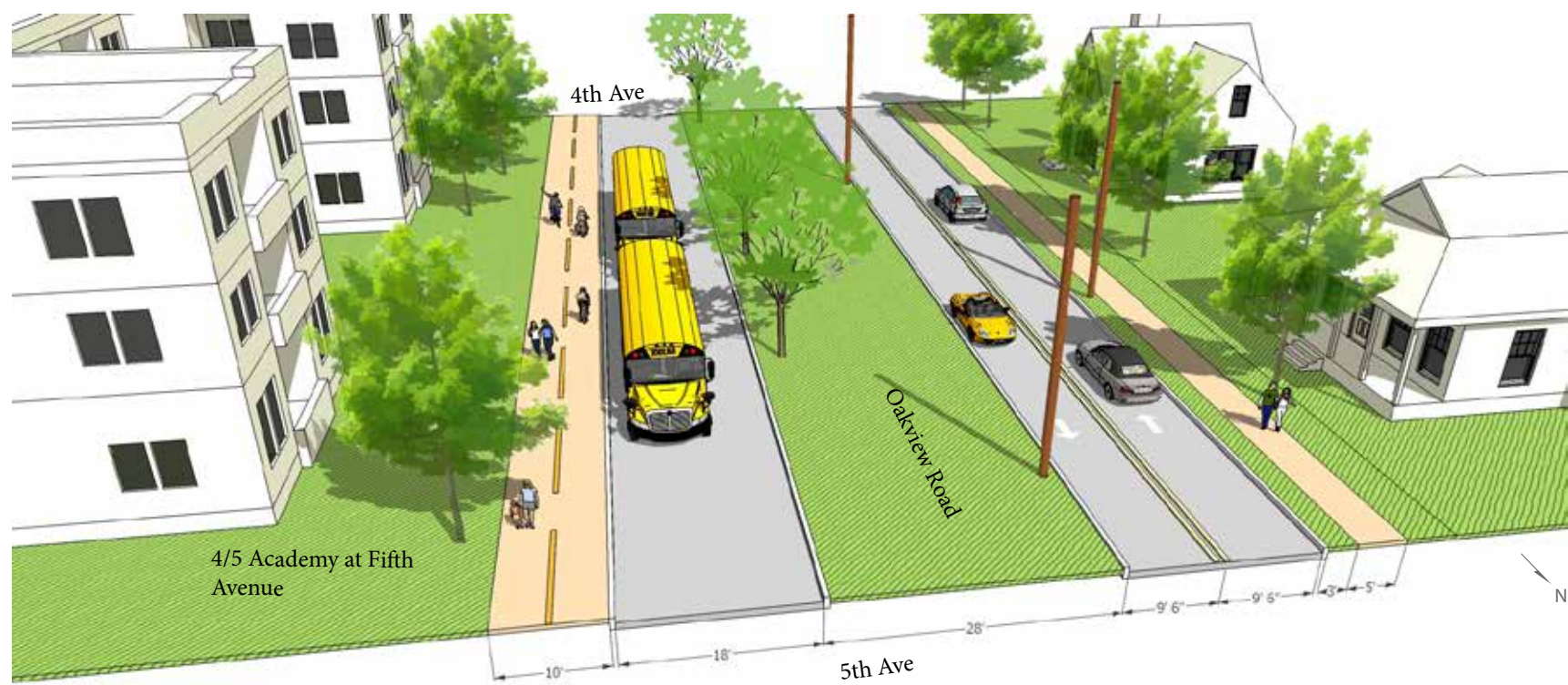
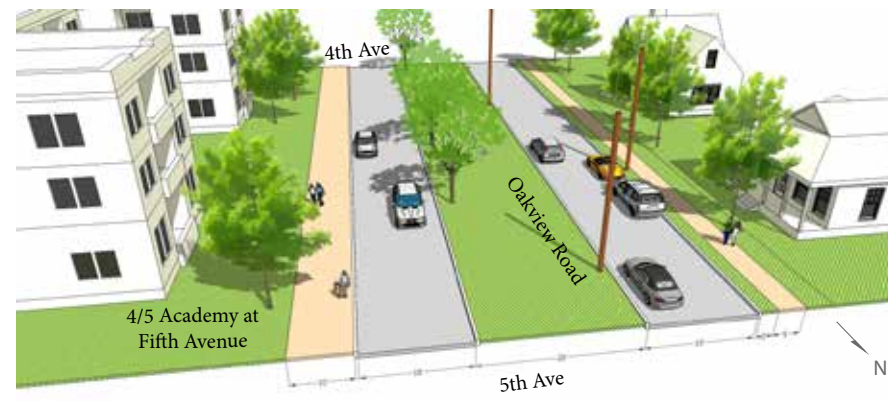


Cross Section 5: Oakview Road from Benson Street to East Lake Drive



Section Key Map

Before



Proposed trail crossing Hosea Williams Drive

Before

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Existing conditions on Oakview Road at the intersection with Hosea Williams Drive

Proposed at-grade crossing for continuing the proposed neighborhood greenway along north bound lane of Oakview Road.



Decatur PATH #4 | East Decatur Connector

Description:

The East Decatur Connector is a combination of multi-use trails and neighborhood greenways that connect the existing PATH trail south of Agnes Scott College to Dearborn Park and with potential to connect further south along Shoal Creek as other trail efforts make their way north into Decatur City limits. Starting at the existing PATH, the proposed trail will follow the west side of the Shoal Creek corridor south towards Driftwood Terrace, riding along suitable contours through the challenging terrain in this area. With many dead end streets adjacent to this corridor, there exist several opportunities for neighborhood spur trails to access the greenway.

Once the trail reaches Driftwood Terrace Road it becomes a neighborhood greenway. With this road being a dead end and very low volume, signage and pavement markings should suffice in modifying the street for trail use. Once to Candler Street the trail pulls off-road into adjacent green space, becoming a multi-use trail once again. An at-grade crossing at the signalized intersection of South Candler Street and Midway Road brings the multi-use trail across to the south side of Midway Road, following the creek corridor to Dearborn Park. At Dearborn Park the trail follows existing dirt paths along the creek to the south until it reaches city limits. Efforts should be made to coordinate with DeKalb County's Shoal Creek greenway development.

The trail from Dearborn Park will connect east to the East Decatur Greenway PATH as a neighborhood greenway on Midway Road. The neighborhood greenway will turn north to Oldfield Road and end at the intersection with Kirk Road. Midway Road and Oldfield Road are low volume residential roads with a few existing speed humps. Signage and pavement markings should help build the greenway identity on these roads for trail use.

Along Kirk Road, the trail becomes a sidepath on the south side of the road, using a road diet to create enough space. The side path travels south on South Columbia Drive and crosses to Katie Kerr Drive using the existing traffic lights and connecting to the East Decatur Greenway trail.

Overview:

Connecting Destinations: Agnes Scott College to Dearborn Park, East Decatur Greenway (Avondale MARTA)

Begins: Existing PATH (Agnes Scott College)

Ends: East Decatur Greenway Trail at Columbia Drive and Katie Kerr Drive

Distance: 23,135 LF (4.38 miles)

Opportunities and Benefits:

- Connect the south side of Decatur to downtown
- Establishes future opportunity to connect further south along Shoal Creek
- Creates better access and increased visibility to Dearborn Park

Potential Obstacles:

- Some acquisition will be required
- Challenging topography requiring both bridges and retaining walls south of Green Street

Estimated Cost for Implementation:**PATH #4 | East Decatur Connector Phase A**

Planning & Engineering	\$ 156,289.50
Construction Cost (2016)	\$ 1,914,825.00
Contingency @15%	\$ 327,900.60
Construction Management	\$ 114,889.50
Total Cost to Implement	\$ 2,513,904.60

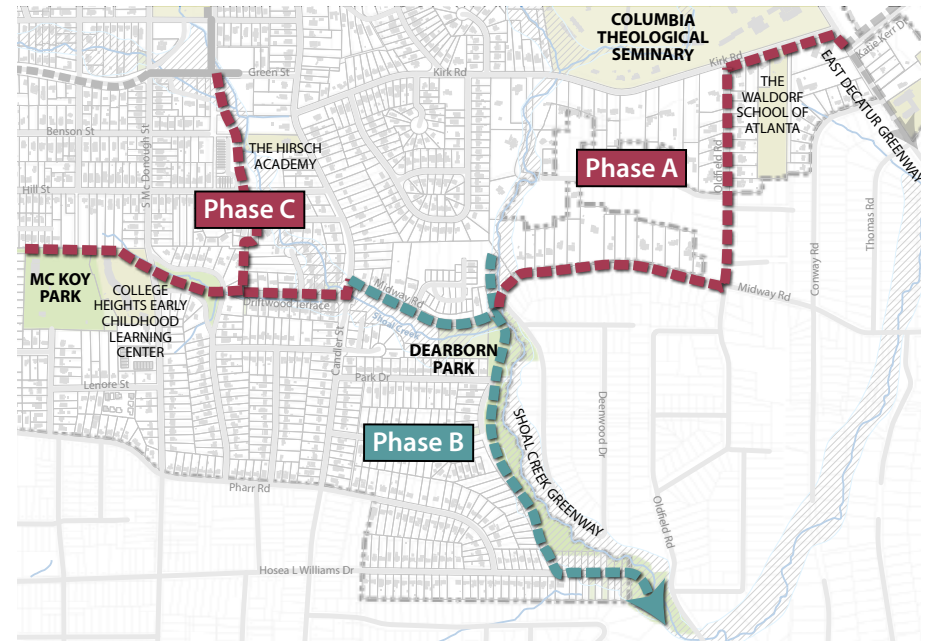
PATH #4 | East Decatur Connector Phase B

Planning & Engineering	\$ 75,063.50
Construction Cost (2016)	\$ 857,725.00
Contingency @15%	\$ 147,637.80
Construction Management	\$ 51,463.50
Total Cost to Implement	\$ 1,131,889.80

PATH #4 | East Decatur Connector Phase C

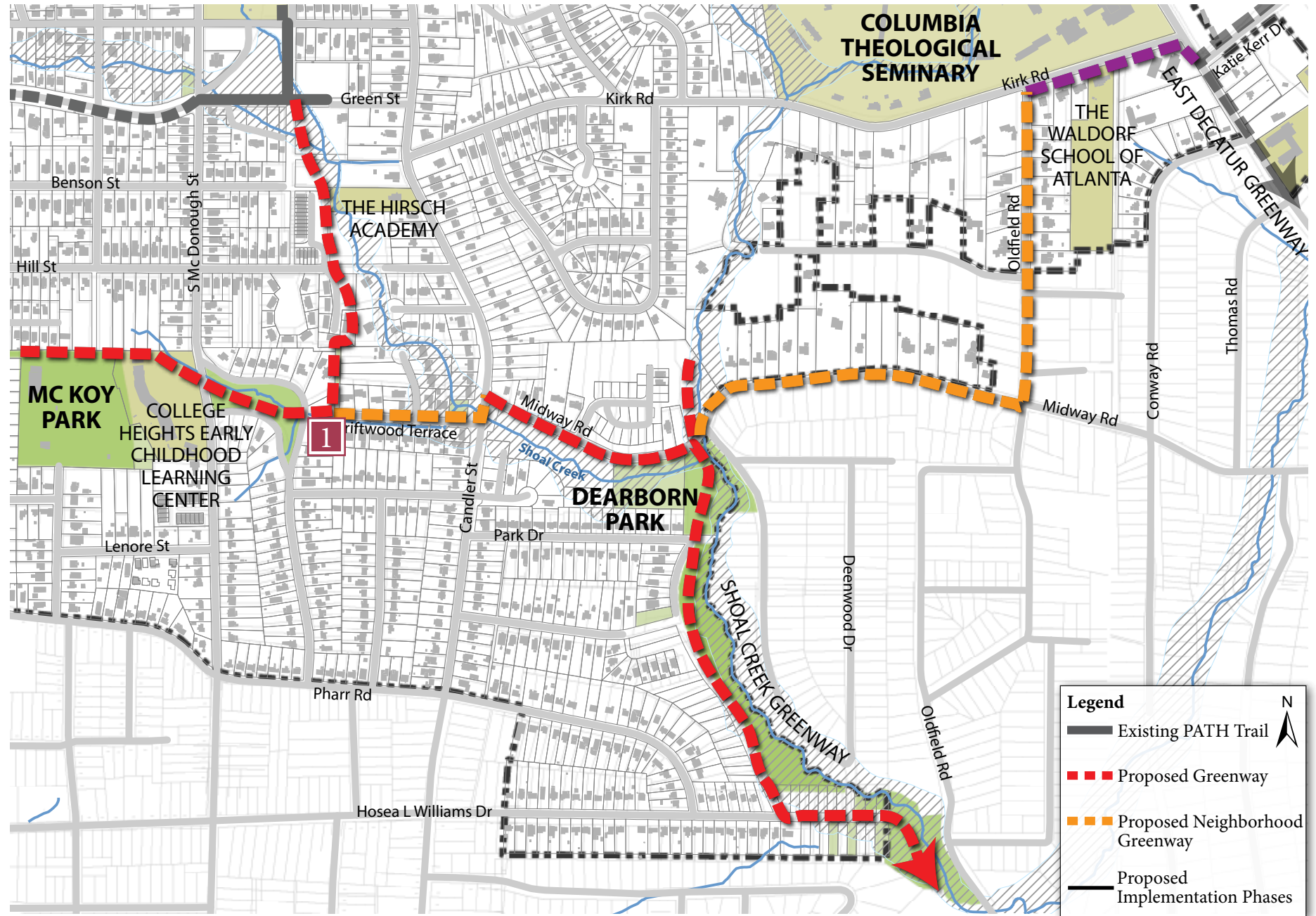
Planning & Engineering	\$ 177,496.20
Construction Cost (2016)	\$ 2,118,270.00
Contingency @15%	\$ 363,429.36
Construction Management	\$ 127,096.20
Total Cost to Implement	\$ 2,786,291.76

Estimated costs based on material and labor pricing from 1st quarter 2016. An estimated cost for easement and property acquisition is not included but should be considered prior to beginning implementation.



East Decatur Connector - Proposed Trail Implementation Phasing Map

East Decatur Connector



Proposed greenway connection across South Candler Street

Before

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After



Existing conditions looking north along South Candler Road

Proposed greenway trail connecting across South Candler Road heading east along Midway Road towards Dearborn Park



Decatur PATH #5 | Glennwood Elementary Connector

Description:

The existing paved multi-use trail through Glenlake Park is a popular and well maintained trail connecting key neighborhoods. To extend this trail and provide trail users a longer facility for enjoyment and use, the design team proposes extending the trail to the south through the Decatur Cemetery.

From the existing Glenlake Park trail, the proposed trail extension will travel south adjacent to a small creek tributary and along the east side of the Decatur Cemetery. There is an existing nature path through this area that the multi-use trail will follow. Towards the southern end of the cemetery, the trail is proposed cross along the back of three private properties and traverse a slope up to the northwest corner of Glennwood School. From here the trail follows the school property edge to the intersection of East Ponce de Leon Avenue and Sycamore Place. The trail makes an at-grade crossing on the east side of the road heading south onto Sycamore Place. The trail is proposed to transition to a neighborhood greenway for one block until it reaches Sycamore Street and the existing PATH Stone Mountain Trail.

Overview:

Connecting Destinations: Church Street and Glenlake Park, Decatur Cemetery, Glennwood School, and PATH Stone Mountain Trail

Begins: Existing Glenlake Park trail

Ends: Intersection of Sycamore Place and Sycamore Street

Distance: 3,168 LF (0.60 miles)

Opportunities and Benefits:

- Provides a better trail facility through the Decatur Cemetery on an already heavily used dirt path
- Establishes a safe routes to school connection
- Creates better access and increased visibility through the cemetery

Potential Obstacles:

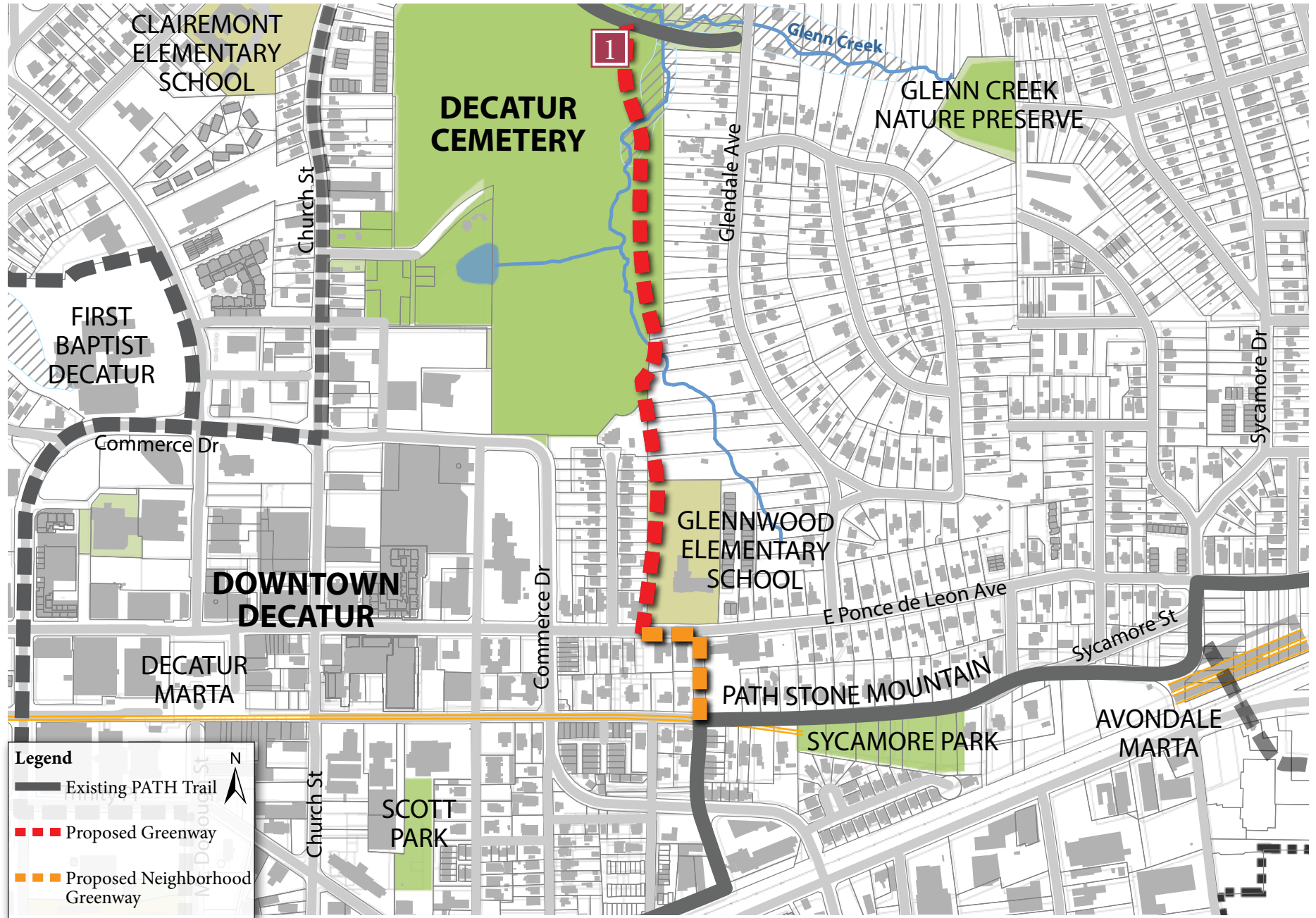
- Some acquisition will be required
- Coordination with Decatur Cemetery and Glennwood School

Estimated Cost for Implementation:

PATH #5 Glennwood Elementary Connector		
Planning & Engineering	\$	55,963.20
Construction Cost (2016)	\$	522,720.00
Contingency @15%	\$	91,506.96
Construction Management	\$	31,363.20
Total Cost to Implement		\$ 701,553.36

Estimated costs based on material and labor pricing from 1st quarter 2016. An estimated cost for easement and property acquisition is not included but should be considered prior to beginning implementation.

Glennwood Elementary Connector



Proposed greenway through Decatur Cemetery



Existing conditions looking south from the existing Glenlake Park trail

Proposed greenway trail connecting from the existing paved trail through the east side of the Decatur Cemetery utilizing an existing dirt path



Before

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Decatur PATH #6 | Westchester Elementary Connector

Description:

Westchester Elementary Connect is near the northwest corner of Decatur's city limits and is adjacent to Hidden Cove Park. To help unify and connect the school, the great neighborhood greenspace, and the neighborhoods around the park, the design team proposes enhancing the internal trail system and providing a safe connection to the school. Paving some of the mulch trails as a multi-use trail creates better connectivity and appeals to more users, allowing for a more cohesive neighborhood.

With the city currently pursuing a HAWK signal crossing of Scott Boulevard through GDOT, the trail is proposed to road and provide one of the only opportunities for connecting the neighborhoods on either side of Scott Boulevard. The two properties between Scott Boulevard and Garden Lane would need to be acquired as city greenspace in order to have the trail connect to Garden Lane along the southwest bank of the Peavine Creek Tributary.

Challenged by the topography and limited open space along the creek south towards downtown Decatur, the design team proposes another trail connection within this trail segment to offer connectivity from the neighborhood. This segment includes a greenway trail beginning at Ponce de Leon Place, going along the boundary of the First Baptist Church property to Clairemont Avenue. The trail becomes a sidepath along the church property as it connects back to the proposed cycle track along Commerce Drive.

Overview:

Connecting Destinations: Westchester Elementary, Hidden Cove Park, neighborhoods along each side of Scott Boulevard, and Downtown Decatur

Begins: West Side of Hidden Cove Park

Ends: Southwest side of Peavine Creek Tributary on Garden Lane

Distance: 4,606 LF (0.87 miles)

Opportunities and Benefits:

- Provides better connectivity between neighborhoods
- Creates a better facility that will increase trail use in this area
- Creates better access and increased visibility within the park
- Improves connectivity to Westchester Elementary

Potential Obstacles:

- Some acquisition will be required
- Steep slopes along the southwest bank of the Peavine Creek Tributary

Estimated Cost for Implementation:

PATH #6 Westchester Elementary Connector	
Planning & Engineering	\$ 74,119.40
Construction Cost (2016)	\$ 891,990.00
Contingency @15%	\$ 152,944.32
Construction Management	\$ 53,519.40
<hr/>	
Total Cost to Implement	\$ 1,172,573.12

Estimated costs based on material and labor pricing from 1st quarter 2016. An estimated cost for easement and property acquisition is not included but should be considered prior to beginning implementation.

Westchester Elementary Connector



Decatur PATH #7 | East Lake MARTA Connector

Description:

The East Lake MARTA station is a desired destination for connectivity within Decatur and is a major component to providing a stronger walkable/bikable community. To connect the Decatur PATH to this neighborhood asset, the design team proposes utilizing a neighborhood greenway.

Starting at Winter Avenue, the neighborhood greenway will connect into Madison Avenue and the Hawk Hollow greenspace at the southern end of the street. The neighborhood greenway will utilize a short distance of 1st Avenue to connect into the proposed greenway along Oakview Road.

Traffic calming measures such as landscape bulb outs should be considered along the neighborhood greenway at every intersection and mid block locations where deemed necessary. Speed limits should be 20mph or slower. Pavement striping and signage will also be utilized to mark the greenway trail.

Overview:

Connecting Destinations: Oakhurst neighborhood and MARTA

Begins: South side of East Lake MARTA station

Ends: Intersection at 1st Avenue and Oakview Road

Distance: 4,557 LF (0.86 miles)

Opportunities and Benefits:

- Provides connectivity to the East Lake MARTA station
- Establishes future opportunity to connect north of College Avenue
- Creates better access and visibility to the west side of Decatur

Potential Obstacles:

- Neighborhood support necessary

Estimated Cost for Implementation:

PATH #7 East Lake MARTA Connector		
Planning & Engineering	\$	43,030.48
Construction Cost (2016)	\$	200,508.00
Contingency @15%	\$	38,335.34
Construction Management	\$	12,030.48
Total Cost to Implement		\$ 293,904.30

Estimated costs based on material and labor pricing from 1st quarter 2016. An estimated cost for easement and property acquisition is not included but should be considered prior to beginning implementation.

East Lake MARTA Connector



Proposed neighborhood greenway to East Lake MARTA station

Before

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After



Existing conditions looking north along Madison Avenue

Proposed neighborhood greenway along Madison Avenue, adding curb bump outs to help with traffic calming, pavement striping, and signage to increase awareness





04

Implementation Strategy

Implementation Strategy

‘Model Mile’

In the initial meetings with the steering committee, PATH/KAIZEN recommended identifying one segment of the *Decatur PATH* trail system for early implementation as the ‘model mile.’ The group brought forth the *Commerce Drive (page 13-18)* segment as the proposed segment to implement first as the city has already undergone preliminary designs for this project. Construction of this segment will be extraordinarily beneficial to kickstarting development of the entire system.

Steering Committee Transition

The steering committee, which guided the planning process, needs to evolve into a committee charged with implementation and advocacy. The steering committee’s job of acquainting the PATH/KAIZEN team with local needs and wants while reviewing the selected routes has been completed upon the city’s adoption of the *Decatur PATH Connectivity and Implementation Plan*. New committees tasked with encouraging and overseeing implementation must be formed.

Creation of Friends Group

Creating a community support organization to advocate for the *Decatur PATH* is recommended to ensure continuous public support of the trail and to establish a private partner for the city.

The friends group ‘Friends of Decatur PATH’ should file for incorporation, appoint a board of directors, and apply for 501C3 non-profit status. A web site and Facebook page are recommended as avenues to engage the public and keep them informed.

The mission of ‘Friends of Decatur PATH’ should be to coordinate:

- Fund Raising
- Public Relations
- Promotion
- Community Education and Involvement
- Implementation Support

Implementation Committee

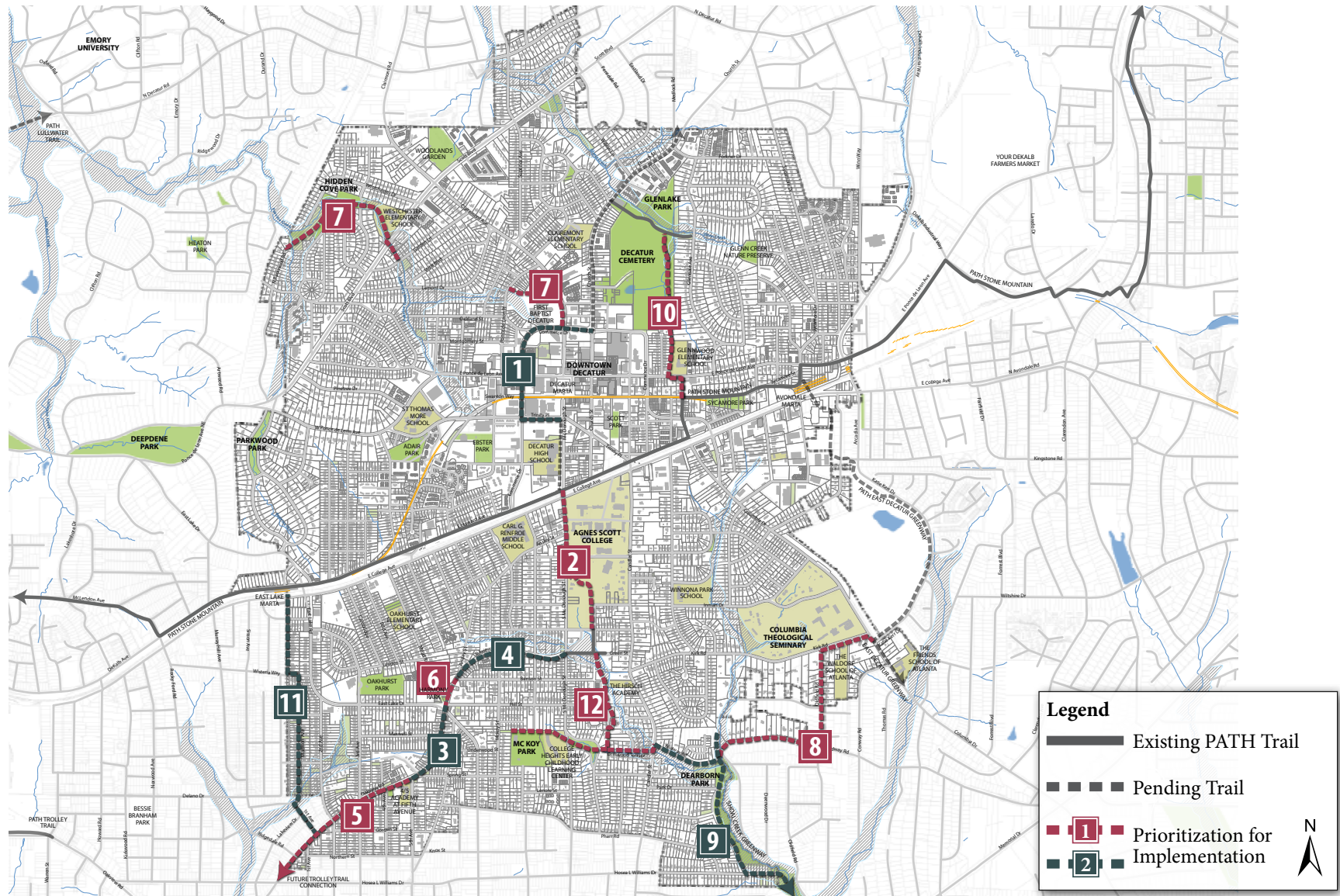
The implementation committee needs to be a politically savvy group who can cause public and private funding to be allocated for the project. In addition, there needs to be adequate knowledge of the construction process among committee members to garner the respect and confidence from the city and the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

- Key Steering Committee Members to insure continuity
- City Manager/staffers from appropriate departments
- Pro bono real estate or right-of-way specialist
- Pro bono attorney
- Fundraising specialist/Foundation Representative
- Part-time paid employee
- Design/construction team member

The implementation committee should assume oversight of the project as soon as the master plan is adopted by the City Commission.

Prioritization for Implementation

The City of Decatur and PATH/KAIZEN have assessed the *Decatur PATH Connectivity and Implementation Plan* to outline a successful approach to implementation of the *Decatur PATH* during the next ten years (2017-2027). Based on existing development projects, existing and projected funding (public and private) and connectivity to downtown and outside Decatur the following twelve (12) trail phases have been identified for implementation upon adoption of the *Decatur PATH Connectivity and Implementation Plan*. This implementation strategy projects approximately 9.2 miles of *Decatur PATH* to be built by the end of 2027. The order of recommended implementation is numbered on the color map below.



Decatur PATH - Cost Summary

PATH	Connector Name	ROW	P&E	Construction	Contingency	Subtotal	Const. Mgt.	Total
#1	Commerce Drive Cycle Track		\$ 67,184.45	\$ 699,740.80	\$ 121,336.45	\$888,261.70	\$ 41,984.45	\$930,246.15
#2	Agnes Scott College Connector		\$ 45,538.90	\$ 392,315.00	\$ 69,208.92	\$507,062.82	\$ 23,538.90	\$530,601.72
#3A	Oakview Road Connector Phase A		\$ 53,673.60	\$ 574,560.00	\$ 99,406.08	\$727,639.68	\$ 34,473.60	\$762,113.28
#3B	Oakview Road Connector Phase B		\$ 45,334.19	\$ 428,903.20	\$ 74,995.74	\$549,233.13	\$ 25,734.19	\$574,967.32
#3C	Oakview Road Connector Phase C		\$ 65,068.20	\$ 724,470.00	\$ 124,950.96	\$914,489.16	\$ 43,468.20	\$957,957.36
#3D	Oakview Road Connector Phase D		\$ 25,737.44	\$ 195,624.00	\$ 34,964.83	\$256,326.27	\$ 11,737.44	\$268,063.71
#4A	East Decatur Connector Phase A		\$ 156,289.50	\$ 1,914,825.00	\$ 327,900.60	\$2,399,015.10	\$ 114,889.50	\$2,513,904.60
#4B	East Decatur Connector Phase B		\$ 75,063.50	\$ 857,725.00	\$ 147,637.80	\$1,080,426.30	\$ 51,463.50	\$1,131,889.80
#4C	East Decatur Connector Phase C		\$ 177,496.20	\$ 2,118,270.00	\$ 363,429.36	\$2,659,195.56	\$ 127,096.20	\$2,786,291.76
#5	Glennwood Elementary Connector		\$ 55,963.20	\$ 522,720.00	\$ 91,506.96	\$670,190.16	\$ 31,363.20	\$701,553.36
#6	Westchester Elementary Connector		\$ 74,119.40	\$ 891,990.00	\$ 152,944.32	\$1,119,053.72	\$ 53,519.40	\$1,172,573.12
#7	East Lake MARTA Connector		\$ 43,030.48	\$ 200,508.00	\$ 38,335.34	\$281,873.82	\$ 12,030.48	\$293,904.30
TOTALS		\$0	\$817,314.61	\$8,821,910.20	\$1,525,280.91	\$11,164,505.73	\$529,314.61	\$11,693,820.34

Refer to the implementation timeline on page 55 for prioritization of the proposed Decatur PATH trail segments. The estimated cost for the 10-year implementation of the 9.2 miles is approx. \$11,693,820.34 million dollars. Acquisition is not included in the pricing but will need to be assessed by the Implementation Committee prior to beginning each trail segment.

Decatur PATH - Implementation Timeline

Implementation Priority	Trail Description	Start Year	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
#1	Commerce Drive Cycle Track	2017	Acquisition	Construction								
#2	Agnes Scott College Connector	2017	Acquisition	P & E	Construction							
#3	Oakview Road Connector Phase A	2018		P & E	Construction							
#4	Oakview Road Connector Phase B	2019			P & E	Construction						
#5	Oakview Road Connector Phase C	2020				P & E	Construction					
#6	Oakview Road Connector Phase D	2021					P & E	Construction				
#7	Westchester Elem. Connector	2020				Acquisition	P & E	Construction				
#8	East Decatur Connector Phase A	2022						P & E	Construction			
#9	East Decatur Connector Phase B	2021					Acquisition	P & E	Construction			
#10	Glennwood Elem. Connector	2022						Acquisition	P & E	Construction		
#11	East Lake MARTA Connector	2024								P & E	Construction	
#12	East Decatur Connector Phase C	2023							Acquisition	P & E	Construction	

LEGEND

Acquisition	Blue bar
P & E	Yellow bar
Construction	Green bar

Next Steps

- Acceptance of the *Decatur PATH Connectivity and Implementation Plan* by the Steering Committee and recommendation to Mayor and City Commission from the committee and planning department for adoption.
- Adoption by the City Commission.
- Implementation Committee organizes and meets to stage implementation.
- Model Mile project advanced to construction.
- Advance ordinances re: fines for motorized use of trails and land uses adjacent to trail.
- Review prioritization plan and advance 2nd segment toward implementation.
- Identify funding for acquisition of key parcels in plan.
- Acquire key parcels.
- Apply for federal and state funding for segments to be constructed in 2020 and beyond.
- Set up 'Friends of Decatur PATH' group to organize marketing, programs, events, etc.

Appendix: Steering Committee Members

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