III. MASTER PLAN

The plan in its formulative stage.

III.A The Concept

The Decatur Preservation Corridor Master Plan Route System (Figure III.14) supports the goal of greenspace preservation by creating access and connectivity between the city's civic and open space amenities. The plan is intended as a guide for long term implementation and as a supporting catalyst for inter-related projects such as intersection and road improvements.

Concept Statement

The Decatur Preservation Corridor is a city-wide, non-vehicular oriented access network that connects the City's cultural, environmental, historic and community assets and neighborhoods. Encompassing a variety of on-road and greenway trail segments, the Corridor plan provides a guiding vision for potential greenspace acquisition, conservation easement opportunities, and streetscape/road/intersection improvements.

The plan incorporates approximately 22 linear miles (On-Street - 14.9 miles; Greenway - 4.8 miles; and Multi-Use - 1.4 miles). The high proportion of On-Street alternatives is primarily due to:
1. The desire by the community to use the DPC system as a non-vehicular transportation alternative for destination oriented trips.
2. The lack of undeveloped land, large utility easements and abandoned rail-lines, as well as relatively high density development in floodplain areas, constrict the options for greenway alternatives.

The plan also includes a route category, "Possible only if easement granted by owner". ***It must be noted that these routes are hypothetical only, and are feasible only if the property owner is willing to grant approval of an easement for the proposed trail routes.*** Routing of the system through private lots was minimized as much as possible, and only occurs where a stream/floodplain exists. In contrast, attempts were made to utilize existing municipal properties such as schools and parks by connecting to and through these sites. Similarly, the City has purchased several undeveloped lots distributed throughout the area and often located interior to established residential properties. The DPC plan shows routes that provide connections to such properties if and when the City is interested in offering public access.

III.B Route Typology

While the pedestrian experience is a given goal, the accommodation of bicyclists has also been provided where feasible. In addition, trail variety is achieved by the inclusion of both on-street path segments and those that offer a more naturalistic greenway experience. The Master Plan route system is categorized as follows:

- **Shared Lane** (On-Street)
  Bicycle routes where the right-of-way or prioritization of funding only allows for signage that warns the motorist to "share the road". This category also includes necessary improvements to the pedestrian component of the corridor relative to public safety and ADA improvements.
- **Dedicated Lane** (On-Street)
  Dedicated/striped bike lanes in both directions. The lane is marked and signed to national standards. This category also includes necessary improvements to the pedestrian component of the corridor relative to public safety and ADA improvements.
- **Multi-Use Path** (Multi-Use)
  A 10 foot minimum paved path system designed to serve both the cyclist (and other forms of wheeled pedestrian mobility) and pedestrian circulation. Multi-use paths can occur adjacent to streets or "off-road" in greenway corridors.
- **Greenway Paved Path** (Greenway)
  Includes a variety of widths of paths (less than 10' wide) with impervious surfaces that are located away from vehicular circulation. Paved surfaces are proposed in locations where heavy pedestrian use is expected, or maintenance issues must be considered.
- **Greenway Unpaved Path** (Greenway)
  Off-road trails using soft surface materials and generally narrower in width than the paved greenway segments. Unpaved surfaces are proposed in environmentally sensitive areas or those where easement conditions may dictate.
- **Existing Trails** (On-Street, Greenway, and Multi-Use)
  Several existing trails are incorporated into the DPC Route System. These include:
  - PATH Foundation's Multi-use trail currently under construction along Howard Avenue
  - PATH Foundation's on-street route along Oakview Road southwest of the Oakhurst business district
  - PATH Foundation's greenway trail between Green Street and Davis Street
  - A paved trail along the southern edge of Glenlake Park
  - A mulched trail at the back of Westchester Elementary School
  - The existing road system within the Decatur Cemetery. While an unpaved greenway path is proposed along the creek in Decatur Cemetery, it is recommended that cyclists utilize the existing roads in the Cemetery.

The high proportion of the "Shared Lane" segments occurs because of the challenges associated with placing dedicated bike lanes or multi-use pathways in this established city. Factors include:

- Narrow right-of-ways resulting from the historic evolution of the City and its streets and roads;
- Existing mature trees in the greenspace behind the curb in residential and some urban areas;
- Overhead utilities behind the curb; and
- Multiple curb cuts in both the Downtown area and residential neighborhoods make multi-use pathways feasible only in large tracts of currently undeveloped land.

III.C Quadrant Profiles

The DPC Master Plan Route System (Figure III.14) is presented in more detail for the four quadrants of the City described in Chapter I.

III.C.1 Southwest Quadrant (Figure III.15)

The southwest quadrant has a strong central "hub" in the increasingly active Oakhurst Central Business District (CBD) node at the intersection of Oakview Road, East Lake Road, and Mead Road. The quadrant is approximately a mile in diameter from this central point. The DPC route connects to the CBD in all directions. From the southwest, the DPC uses the existing PATH on-street route along Oakview Road, then moves to proposed dedicated bike lanes along Oakview Road from the CBD to McDonough Street. This Oakview Road route is a former Trolley Trail. The DPC route turns north on S. McDonough where the Oakhurst Community Garden is located. A dedicated bike lane system is proposed to continue across the intersection with Howard/College Avenues. The route extends east/southeast from the Oakhurst CBD towards Dearborn Park by using East Lake Road and McCoy Road, then winding through McCoy Park and the former College Heights Elementary School to S. McDonough Street. The route extends north from the Oakhurst CBD up Mead Road to link to Oakhurst Elementary and Mead Road Park before crossing College Avenue to the northwest quadrant. On the west/northwest side, the route branches northward through Oakhurst Park, up Third Avenue and across College Avenue by the East Lake Marta Station before entering the northwest quadrant. From Oakhurst Park the route also branches to the south through the Boys and Girls Club, and enters three city-owned undeveloped properties for a greenway experience before picking up Second Avenue south.

The PATH system multi-use trail currently under construction along the south side of Howard Avenue provides a valuable east-west connection for the DPC system.

Two pedestrian intersection improvements are required at College Avenue/Adair Street and College Avenue/McDonough Streets to ensure safe connectivity of the DPC routes to the north.

In summary, the southwest DPC route system:

- Connects directly to every school and park in the quadrant except Renfroe Middle School;
- Utilizes several city-owned undeveloped properties within the system for a greenway experience;
- Supports the Oakhurst CBD's role as a neighborhood node;
- Incorporates the existing PATH trail system;
- Ties to the East Lake Marta Station; and
- Provides neighborhood access from all directions of the quadrant.

III.C.2 Northwest Quadrant (Figure III.16)

The DPC system through the northwest quadrant uses residential streets (Parkwood Road and Westchester Drive) as the main western boundaries. (The currently operational freight rail line just to the west would be a desirable route alternative in the future should conditions change). A pedestrian only greenway alternative is proposed through the former Westchester Elementary School, using the existing mulched path to its west. Connection is made to The Woodlands, one of the four anchor destinations of the DPC, by a short multi-use path proposal along Scott Boulevard. (Scott Boulevard incurs the highest traffic counts of any roadway in Decatur and speed is a significant issue for non-vehicular

users. A shared path on both sides of this key arterial is proposed at least from The Woodlands to Westchester school.) Moving south, Clairemont Avenue, a former Indian Trail, provides connection to Downtown and the Decatur Cemetery. Clairemont Avenue is an important segment of the DPC, but is extremely limited in possible trail options. Current right-of-way, small residential lots, high traffic counts, existing overhead utilities and trees near the street, and fairly narrow lane widths preclude major actions to optimize the cyclist and pedestrian experience. However, the improvement of current sidewalks and streetscape would be beneficial and the street character is pleasing.

Upon reaching Clairemont Avenue's intersection with Commerce Drive, the DPC proposes the installment of dedicated bike lanes on Commerce Drive, providing connection east to the Decatur Cemetery and west to the quadrant's prime east-west routes of West Ponce de Leon Avenue and West Trinity Place. West Ponce de Leon Avenue is a key corridor into downtown Decatur from Atlanta. The DPC route proposes a "road diet" along the section from Scott Boulevard to the intersection of West Trinity Place to provide traffic calming, dedicated bike lanes and an improved pedestrian experience. Pedestrian circulation would continue along West Ponce de Leon Avenue east of West Trinity Place, accessing the post office and retail enterprises before reaching Decatur Square. Cyclists, however, would be encouraged to enter Downtown on West Trinity Place using the proposed dedicated bike lanes.

Access from Downtown to one of the most dense residential developments, Lenox Park, is achieved by a greenway pathway from West Trinity Place through Adair Park, along Adair Street, through a newly constructed greenway trail using an old alley way, and emerging on Landsdowne Avenue.

Pedestrian intersection improvements are necessary at Scott Boulevard/Clairemont Avenue, Scott Boulevard/Coventry Road and Clairemont Avenue/Commerce Drive.

Initial consideration was given to utilizing Peavine Creek and its associated floodplain areas for a greenway alternative in the northwest quadrant. However, existing residential development is substantial in these areas and was not deemed by stakeholders to be a short term option for this study.

In summary, the northwest quadrant:

- Connects directly to every school, park and civic space in the quadrant;
- Provides connection to The Woodlands anchor node and Decatur Central Business District;
- Offers significant quiet residential on-street experience; and
- Makes West Ponce de Leon Avenue a prime gateway from Atlanta to Decatur for vehicles, cyclists and pedestrians, and links the DPC to bike trail systems to the west of the city's limits.

III.C.3 Northeast Quadrant (Figure III.17)

The northeast quadrant is centered by the third anchor, The Decatur Cemetery. While primary connection from The Woodlands to the Cemetery is achieved by the Clairemont Avenue - Commerce Drive route, an alternative offering more greenway and residential experience is proposed utilizing the Great Lakes neighborhood. *However, this option is contingent upon an easement approval through The Pines apartment complex that runs from Scott Boulevard to Superior Avenue.*

The Decatur Cemetery is a unique asset owned by the City of Decatur. It offers a passive, scenic environment whose value may be recognized by a broader community by incorporation into the DPC system. Certainly any proposal in this study should be considered and integrated in context with master plans specific to the Cemetery. This study does propose the creation of an unpaved, natu-

ralistic pathway along the lower floodplain section of the Cemetery along its eastern border. This pathway would link the current Cemetery (pedestrian) entrance at Commerce Drive to an improved entrance from GlenLake Park at the north. (Currently a break in the fence constitutes an informal pedestrian access to the Cemetery from Glenlake Park.) Cyclists or others requiring wheeled access would use the Cemetery's current road system.

An existing paved trail from Glenlake Park to Glendale Road is used to access the northeastern residential neighborhoods. The primary route heads north on Glendale Road to Forkner Drive. The route then moves south on Sycamore Drive along a new proposed dedicated bike lane route extending almost down to the Avondale Marta Station where the existing PATH on-street system is picked up. Sycamore Street, with its pleasant residential quality and numerous historic and civic buildings, is used to connect to the Downtown CBD.

The northeast quadrant is linked southward through a proposed pedestrian intersection improvement along Commerce Drive, as well as an existing pedestrian bridge across College Avenue at the Avondale Marta Station.

A greenway alternative is shown from the Cemetery to Sycamore Drive that incorporates a property recently purchased by the City on Glenn Circle. *This alternative requires easement approval from several private property owners along the South Fork Peachtree Creek Tributary.*

A final route portion is proposed for consideration that runs through several undeveloped properties from Champlain Street northward up to Parkside Circle and Scott Boulevard. *This segment has high greenway and preservation potential but also requires some easement approvals for implementation*. Its functionality would also be significantly enhanced if pedestrian and traffic calming improvements were made along Scott Boulevard west to The Woodlands.

In summary, the northeast quadrant system:

- Offers two route options from The Woodlands to The Decatur Cemetery;
- Links the Avondale Marta station to the Decatur Marta station and Downtown CBD;
- Connects to the City's recently acquired property on Glenn Circle and presents options for additional consideration along South Fork Peachtree Creek Tributary;
- Provides access to many of the City's historical buildings; and
- Creates the beginning of a non-vehicular oriented circulation system from the Avondale Marta station northward along Sycamore Drive.

III.C.4 Southeast Quadrant (Figure III.18)

The southeast quadrant is predominately made up of the Winnona Park Historic District and two large private educational institutions, Agnes Scott College and the Columbia Theological Seminary. The DPC route system attempts to capitalize on these outstanding assets. This quadrant also includes some of the largest private and undeveloped lots within Decatur, which offer the most potential of all quadrants for greenway trail segments. The fourth anchor destination, Dearborn Park, is located at the southern edge of this area.

South McDonough Street and its proposed improvements bind the western side of the quadrant. Connection from here to Dearborn Park is proposed with two alternatives: 1) using the PATH existing trail segment along Green Street, continuing south along the western branch of Shoal Creek and through the city-owned property off Hill Street, connecting into Buchanan Terrace, moving south

along Candler Street, and lastly along a proposed multi-use path along Midway Road; 2) starting further south on South McDonough at Griffin Circle, following the scenic passive greenspace Griffin Park, connecting into Driftwood Terrace, and then moving eastward along the same proposed multi-use trail on Midway Road. *The first alternative requires easement approvals from several property owners, while the second requires one private owner approval. The proposed multi-use path along the floodplain south of Midway Road is also located on private property.* Should this latter proposal along Midway Road not prove feasible, the existing 5' concrete sidewalk on the street's south side is in good condition and suitable for a shared lane route alternative.

North of Dearborn Park begins the prime greenway portion proposed for the entire DPC route system. Traversing through several undeveloped lots leads into the McKinnon Drive area and north to Kirk Road. It is here that the western edge of the Seminary is proposed for locating a greenway path linking to Inman Road. The route then winds through Winnona Park Elementary school up to a former alley way and greenspace along the eastern edge of Winnona Drive. An on-street shared lane system takes over from here, connecting to Agnes Scott College to the west, and to South Columbia Drive/Commerce Drive to the east and north.

The Avondale Marta Livable Centers Initiative (LCI), a revitalization development project on the south side of College Avenue across from the Avondale Marta Station, is currently in the planning phase. Connection to this development within the DPC route system should be integrated into that process. At a minimum, this requires significant pedestrian streetscape enhancements along College Avenue from Commerce Drive to Sam Street. Pedestrian intersection improvements are also necessary at the intersection of Commerce Drive and College Avenue to provide appropriate connectivity between the southeast and northeast quadrants.

In summary, the southeast quadrant route system:

- Provides the most greenway segments in the DPC system;
- Capitalizes on the beautiful campus character of Agnes Scott College and the Columbia Theological Seminary *(only if these proposed routes are approved by these organizations);*
- Links the Dearborn Park anchor node in two directions; and
- Incorporates the city-owned property on East Hill Street.

III.D Section Drawings for Key/Typical Segments

With the change of project scope to a city-wide strategic oriented plan, the task of providing specific detail recommendations for a single route was modified to providing potential scenarios for "typical" route types proposed in the Master Plan. Upon further investigation, it has proven challenging to generalize Decatur's roads for purposes of a trail system into only a few categories. Consequently, the Consultant has identified key segments that each entail unique options given differing existing conditions. Locations, as identified in Figure III.1, are portrayed through a series of Section drawings that relate existing conditions, a preferred alternative, and in some cases, a second option should certain conditions require or allow. Greenway Trail Sections are also presented generically.

The Sections use right-of-way data provided by the City and approximate site measurements and observations by the Consultant. Road center lines were assumed to occur in the center of the right-of-way (which may not accurately depict every situation). Field measurements are susceptible to variability given that dimensions often vary along the same road. Moving to an implementation phase for pursuing work on these segments would necessitate accurate survey work beyond the scope of this project. ***These Section drawings represent implied goals and direction, rather than absolute conditions and criteria.***

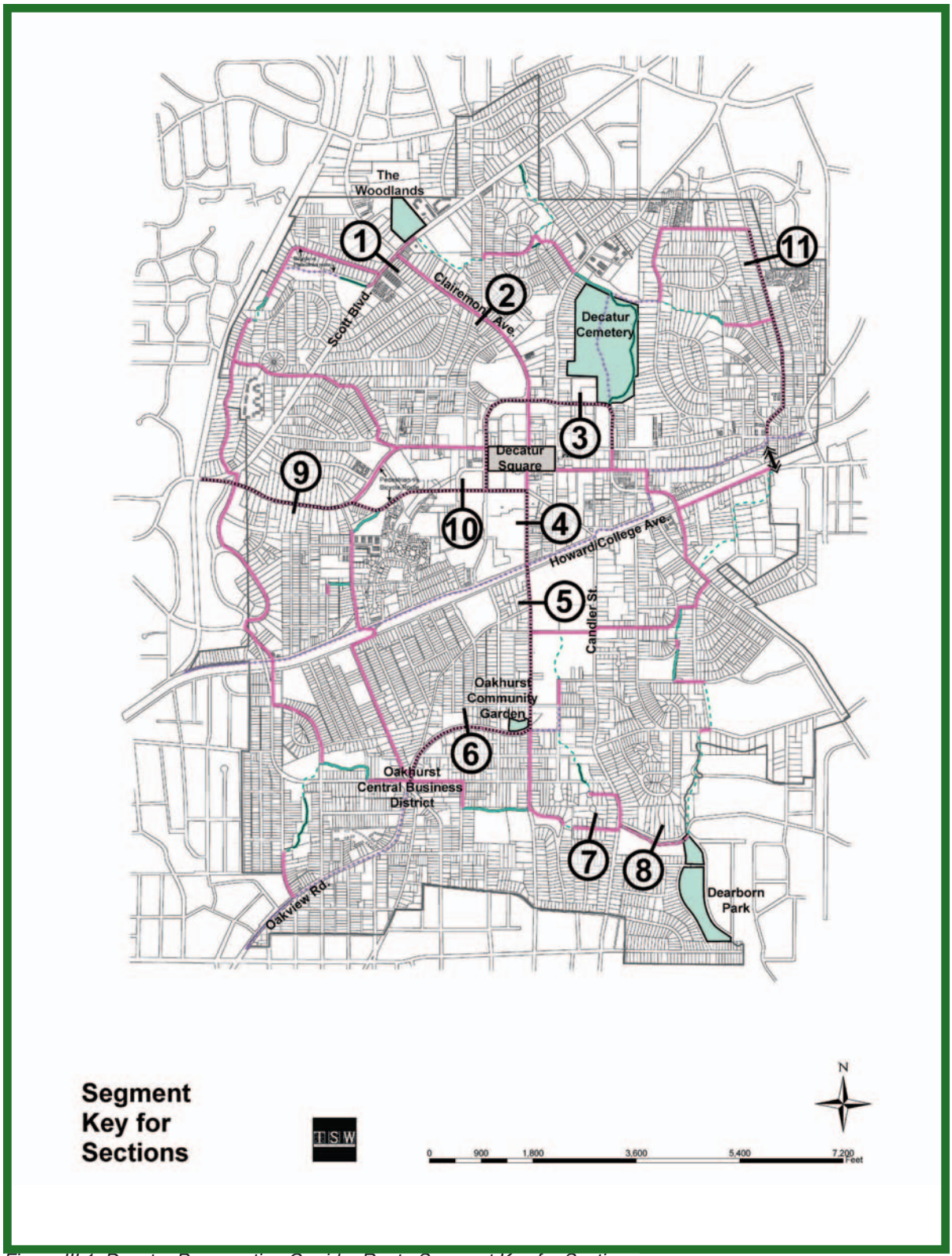


Figure III.1: Decatur Preservation Corridor Route Segment Key for Sections.

III.D.1 Scott Boulevard ①

Existing Conditions

- Highest posted speed (45 mph) and highest traffic counts in the city
- Scott Boulevard is a state (GDOT) arterial
- 4 lanes with turn lane, 100' right-of-way
- Sporadically placed sidewalks, generally 3 1/2 ft. wide with 1 1/2 ft. green buffer
- Rolling ridge topography leads to sharp shoulder dropoffs in some areas. Construction costs for sidewalk enhancements will be impacted.

Above: Scott Boulevard looking west/ southwest.

Right: The intersection of Clairemont Avenue and Scott Boulevard requires pedestrian improvements.

Below: The Woodlands. Scott Boulevard is a necessary link in the DPC system to this anchor node.

Development Options

- **High potential for pedestrian/vehicle conflict supports limiting use of this road in the DPC system until more extensive traffic calming and non-vehicular amenities can be provided.**
- **Short segment is required to link The Woodlands with Clairemont Avenue, and to the Westchester School trail.**
- **Multi-use path proposed on both sides of Scott Blvd because north and south side trail connections are proposed. A min. 5' vegetated buffer between the road and path is recommended.**

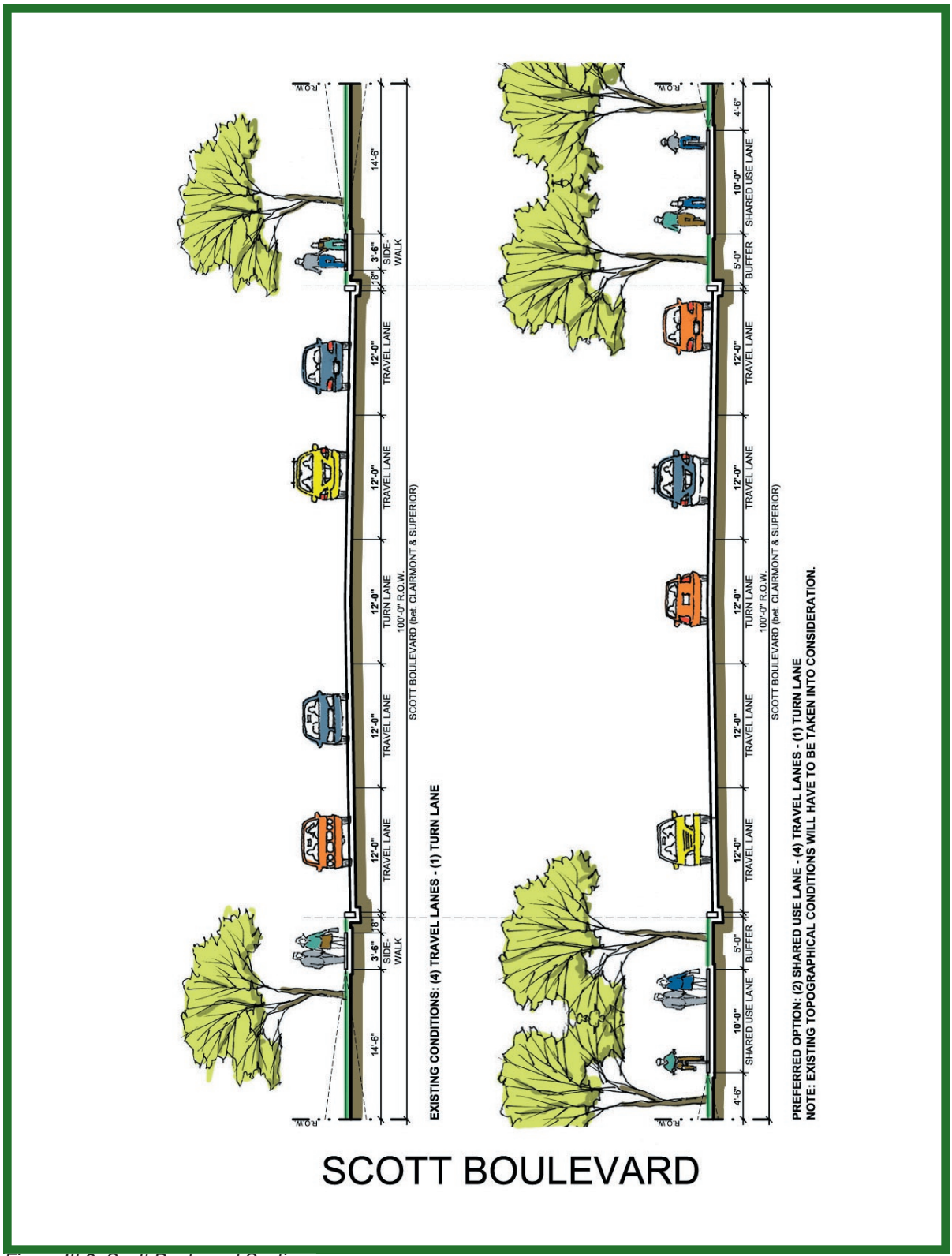


Figure III.2: Scott Boulevard Sections

III.D.2 Clairemont Avenue ②

Top: Clairemont Avenue looking south.

Existing Conditions

- A prime northern entrance to the CBD and demarcation between the northeast and northwest quadrants of the city.
- Follows former Indian Trail and traverses an historic neighborhood. Scenic, residential character.
- State (GDOT) route with heavy traffic volumes.
- Very limited options given existing residential development, overhead utilities/trees in buffer.
- 60' right-of-way four lane street with turn lanes at the major intersections. Lanes have already been narrowed to 10.5 ft. widths.

Bottom: The intersection of Clairemont Avenue and Commerce Drive requires pedestrian intersection improvements.

Development Options

- **Preserve the existing street character and acknowledge this street's limitations by proposing a shared lane system with sidewalk improvements.**
- **Start sidewalks at the right-of-way to allow for 6' wide conditions and reduce the buffer. Where established trees are located, reduce the sidewalk width to a minimum of 4' to compensate for the tree requirements. A sidewalk enhancement program along Clairemont would of necessity be variable based on specific existing conditions.**

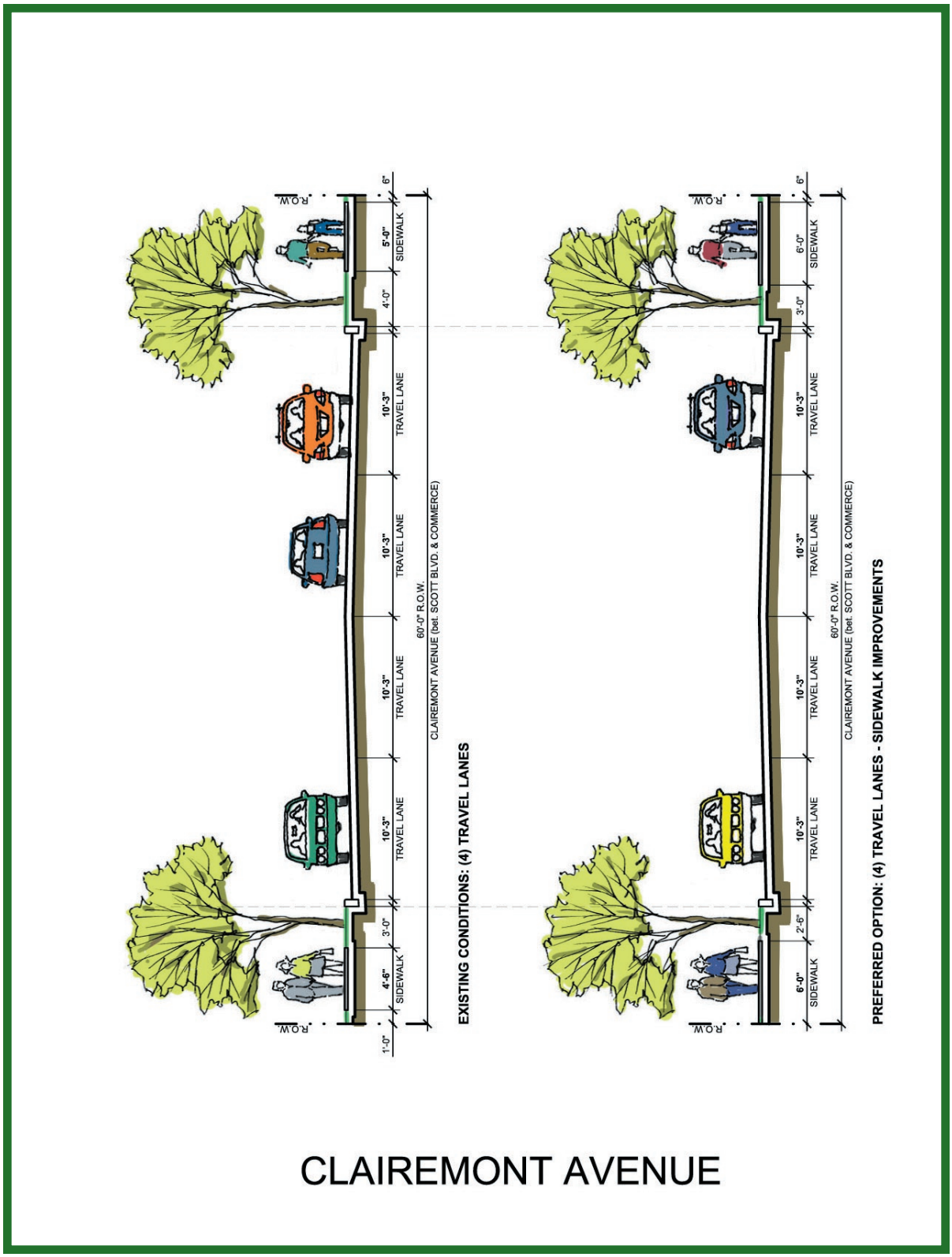


Figure III.3: Clairemont Avenue Sections

III.D.3 Commerce Drive ③

Top: Commerce Drive along the eastern portion looking north towards the Decatur Cemetery.

Right: Commerce Drive looking west along the east-west portion near the Cemetery entrance.

Bottom: The Decatur Cemetery. Commerce Drive is a key link to this anchor node.

Existing Conditions

- A four lane road serving as an east, north, and west perimeter loop of the CBD.
- Commerce Drive is an integral connection point to the Decatur Cemetery.
- The east side is expansive with multiple opportunities for route types. (Section drawing is of this location). However, it appears the existing 10' wide sidewalk is outside the right-of-way.
- The north side, an unappealing stretch of asphalt, concrete and numerous curb cuts, needs an aesthetic upgrade to support pedestrian use.

Development Options

- **Maintain curb-to-curb distances but convert the vehicular design to a two-lane with continuous turn lane to allow dedicated bicycle lane placement on both sides.**
- **The alternative is a shared lane option that assumes a four lane design must remain. The variation is shown to highlight the difference in the segments along Commerce where the sidewalk is both inside and outside the right-of-way. This option is more costly given the curb movement.**

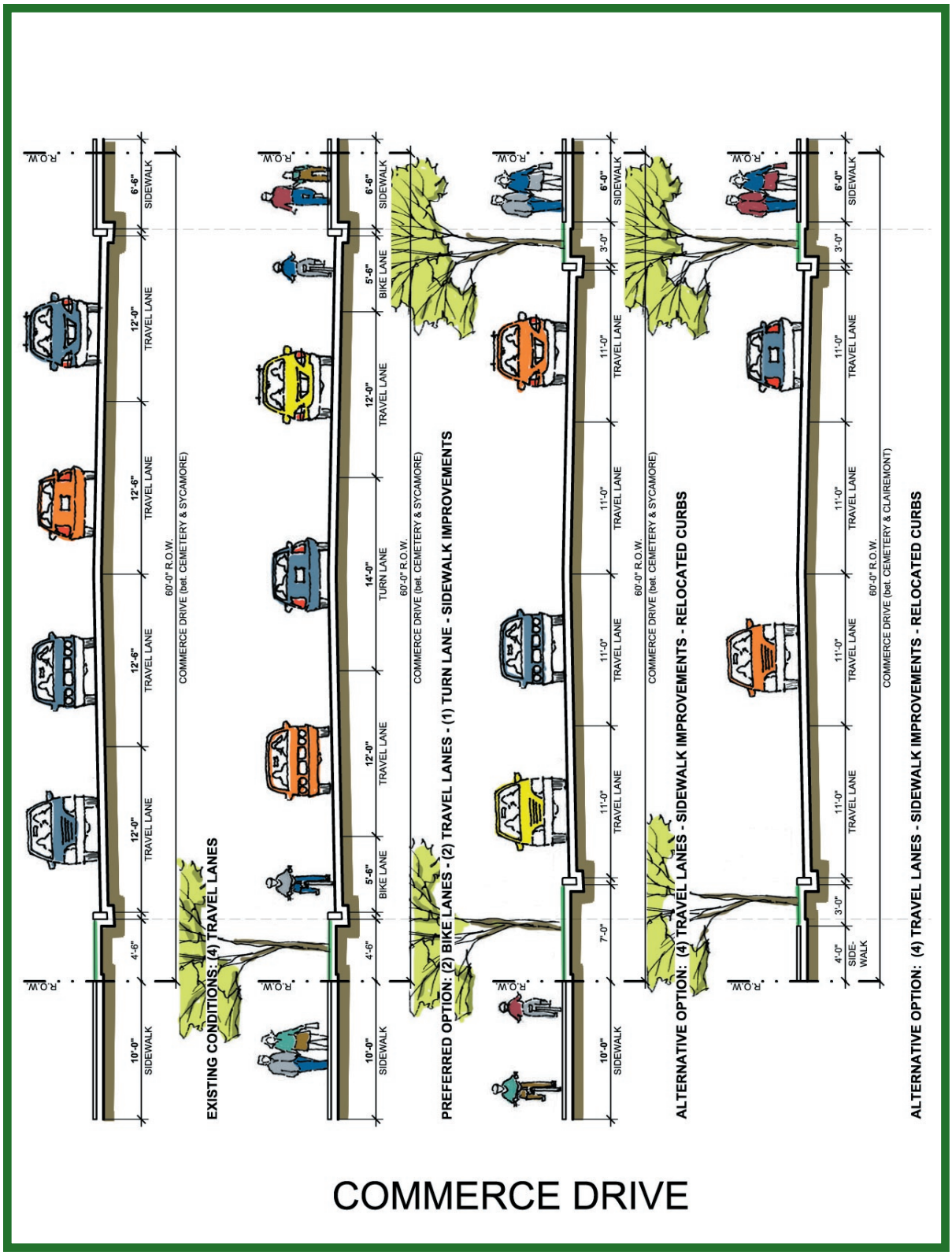


Figure III.4: Commerce Drive Sections

III.D.4 North McDonough Street ④

Top: North McDonough Street looking south from the intersection with West Trinity Place.

Right: North McDonough Street looking north to the Courthouse.

Bottom: The College/Howard Avenue - North McDonough intersection requires pedestrian-oriented improvements particularly due to the CSX rail-line impediment.

Existing Conditions

- A broad, low volume roadway leading from Decatur Square to College Avenue.
- Decatur High School and a small pocket park line its western edge.
- The 60' right-of-way appears larger due to a 2/4, very wide lane design with an inconsistent approach of parallel and diagonal parking occurring in some portions.

Development Options

- **More efficiently support all forms of transportation by employing two travel lanes, parallel parking on both sides, and dedicated bike lanes.**
- **Create a "boulevard" character by forming a landscape median in the center of the road (Section A). The median would cease and become turn lanes at the intersections with W. Trinity Place and College Avenue (Section B).**

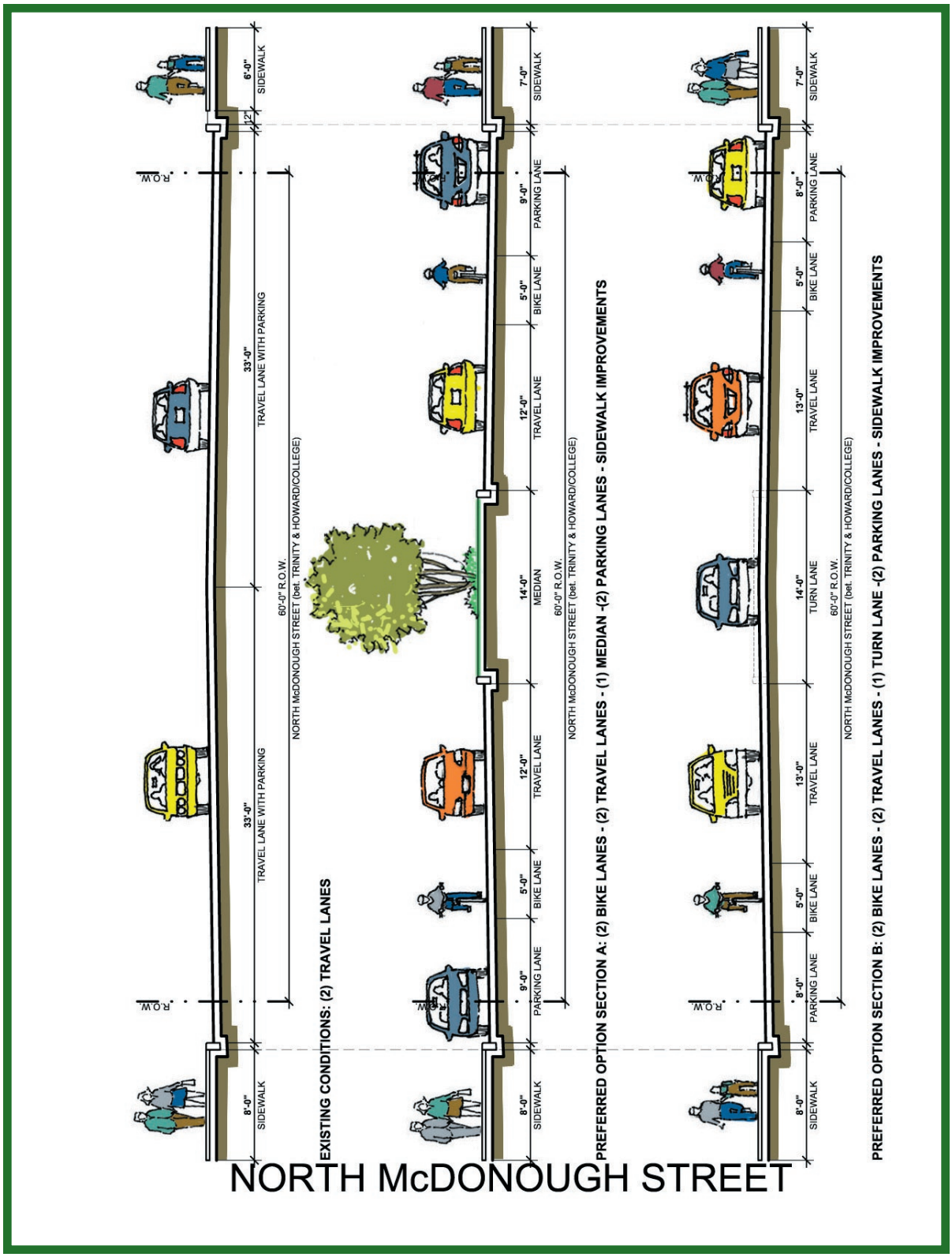


Figure III.5: North McDonough Street Sections

III.D.5 South McDonough Street 5

Top: South McDonough Street looking south from Davis Street.

Right: Agnes Scott College fills the north-eastern side of South McDonough Street.

Bottom: The Oakhurst Community Gardens is located at the northwest corner of South McDonough Street and Oakview Road.

Existing Conditions

- The historic primary north/south arterial street south of the CBD.
- 50' right-of-way, two lane street. Wide (16') lanes.
- Agnes Scott College and quiet residential neighborhoods line its edges.
- The portion between College Avenue and Oakview Drive is part of a PATH on-street trail route.
- South McDonough is an important connection route to the Oakhurst Community Gardens.

Development Options

- **Reduce the existing lane width to accommodate two dedicated bike lanes.**
- **Respect the existing curb lines and increase the green strip to 3 ft. with cutouts for existing and proposed trees.**
- **Increase sidewalk width to 5 1/2 ft. on both sides.**

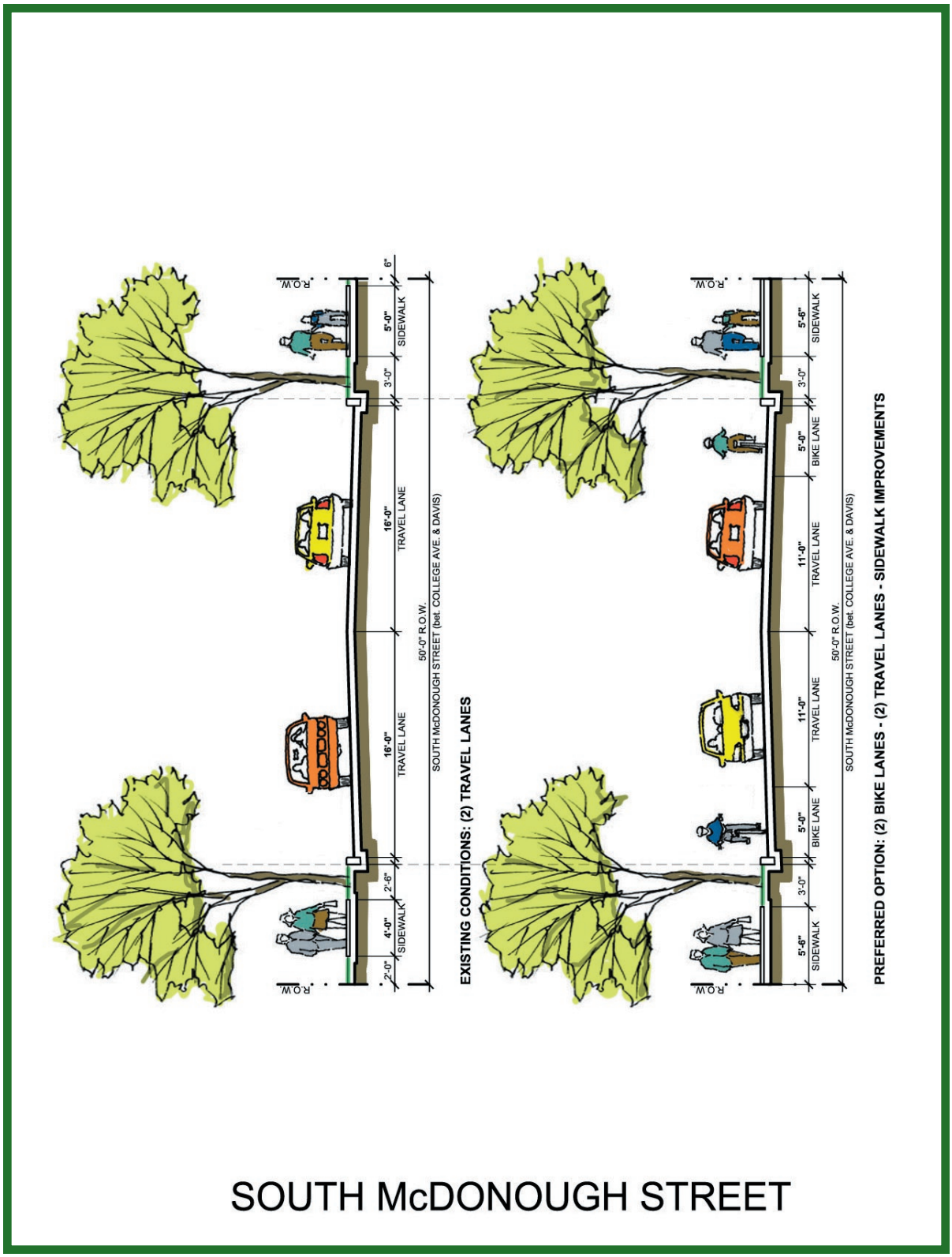


Figure III.6: South McDonough Street Sections

III.D.6 Oakview Road

6

Existing Conditions

- Oakview Road is a key link from the Oakhurst CBD, the Oakhurst Community Gardens and Downtown Decatur.
- Follows former trolley route
- Expansive 100' right-of-way, half not currently used north of the CBD
- 2 lanes with parking on both sides, narrow sidewalks
- Green median begins south of the CBD.

Top: Oakview Road looking west.

Right: The Oakhurst Central Business District (CBD) is a prime activity hub for the neighborhood.

Bottom: Oakview Road south of the CBD incorporates a landscaped median.

Development Options

- **Create "Oakhurst Boulevard" by extending the landscaped median found in the southern portion of Oakview Road through to South McDonough Street.**
- **Respect the existing curb lines and add dedicated bike lanes and increase the sidewalk and buffer widths. This requires the removal of on-street parking.**
- **The alternative option retains the parking capability but requires the movement of the curb lines outward to accommodate the desired path amenities.**

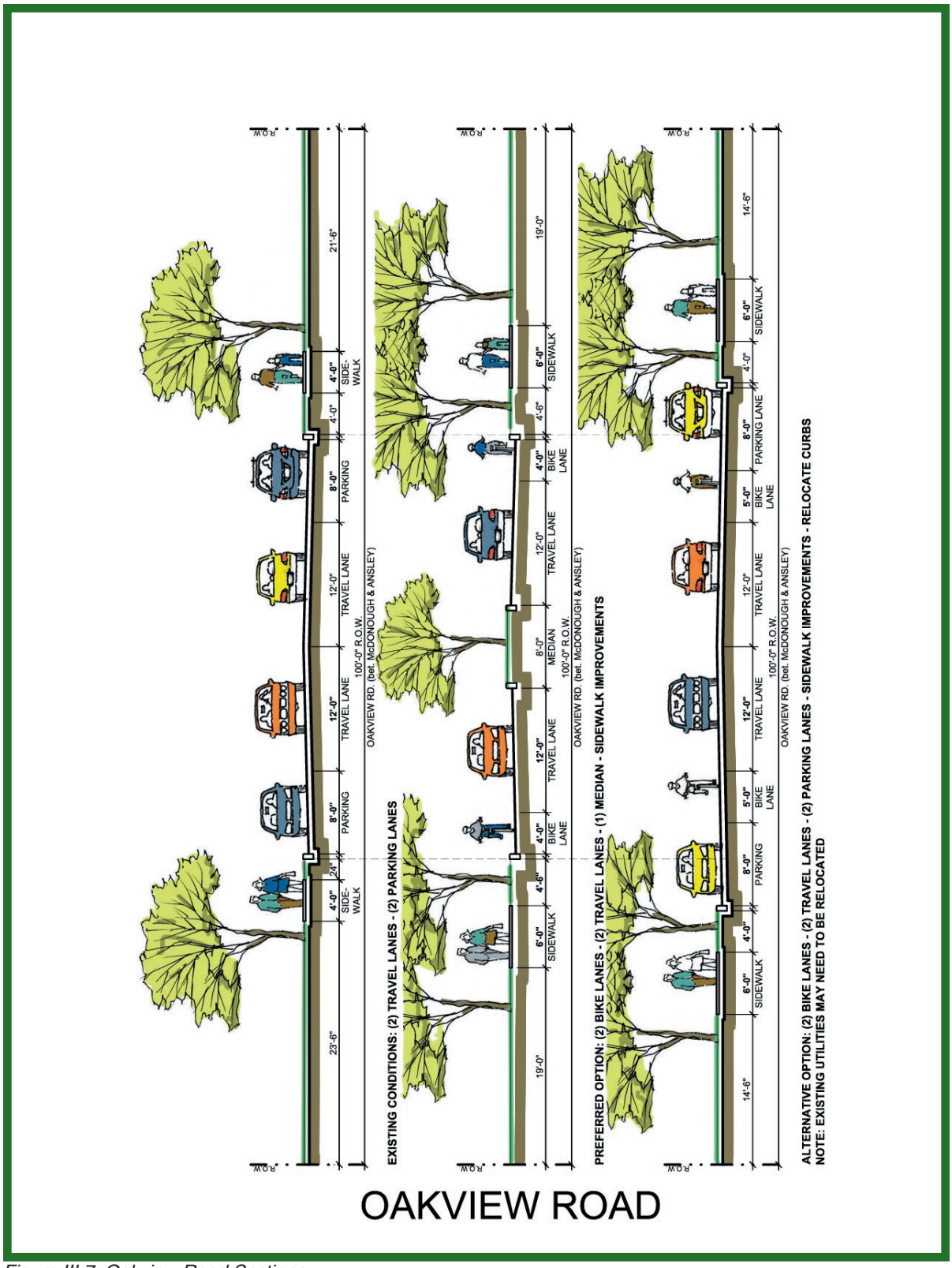


Figure III.7: Oakview Road Sections

III.D.7 Driftwood Terrace ⑦

Top: Driftwood Terrace looking east towards Candler Street.

Existing Conditions

- Driftwood Terrace represents a generic shared lane, pedestrian enhancement route through a residential neighborhood.
- No sidewalks, parking on both sides
- Street ends to the west in a cul-de-sac
- Major constraint is the stream and culvert system located on the south side of the road. Overhead utilities are also located on this side.

Bottom: Driftwood Terrace looking west.

Development Options

- **Preserve the existing residential character and curb lines by adding a 6' wide sidewalk on the north side of the road and using the street as a shared lane system.**

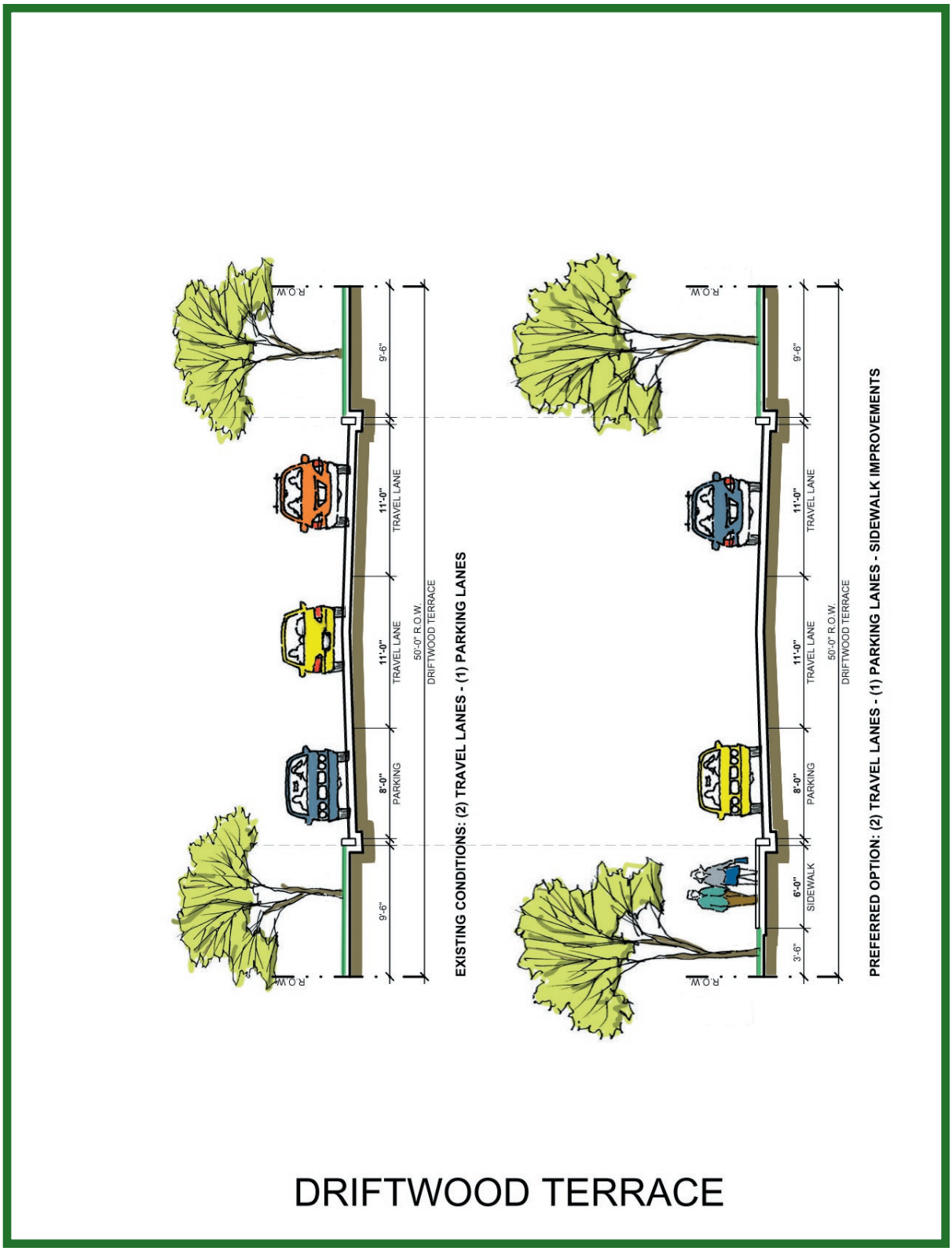


Figure III.8: Driftwood Terrace Sections

III.D.8 Midway Road ⑧

Top: Midway Road looking east. The floodplain and Shoal Creek branch are located further to the right in the photograph.

Existing Conditions

- Primary link to the Dearborn Park anchor node.
- Recently constructed concrete sidewalk along south side.
- South side is stream/floodplain area in a single privately owned lot.

Bottom: Dearborn Park. Midway Road is adjacent to the park's northern end.

Development Options

- **The scenic character of this corridor suggests a multi-use pathway, (i.e. usable by both bicyclists and pedestrians) would be an optimal solution. *Note: This proposal requires an easement approval and thus represents an ideal condition only.* This option would offer one of the few greenway routes available within the city.**

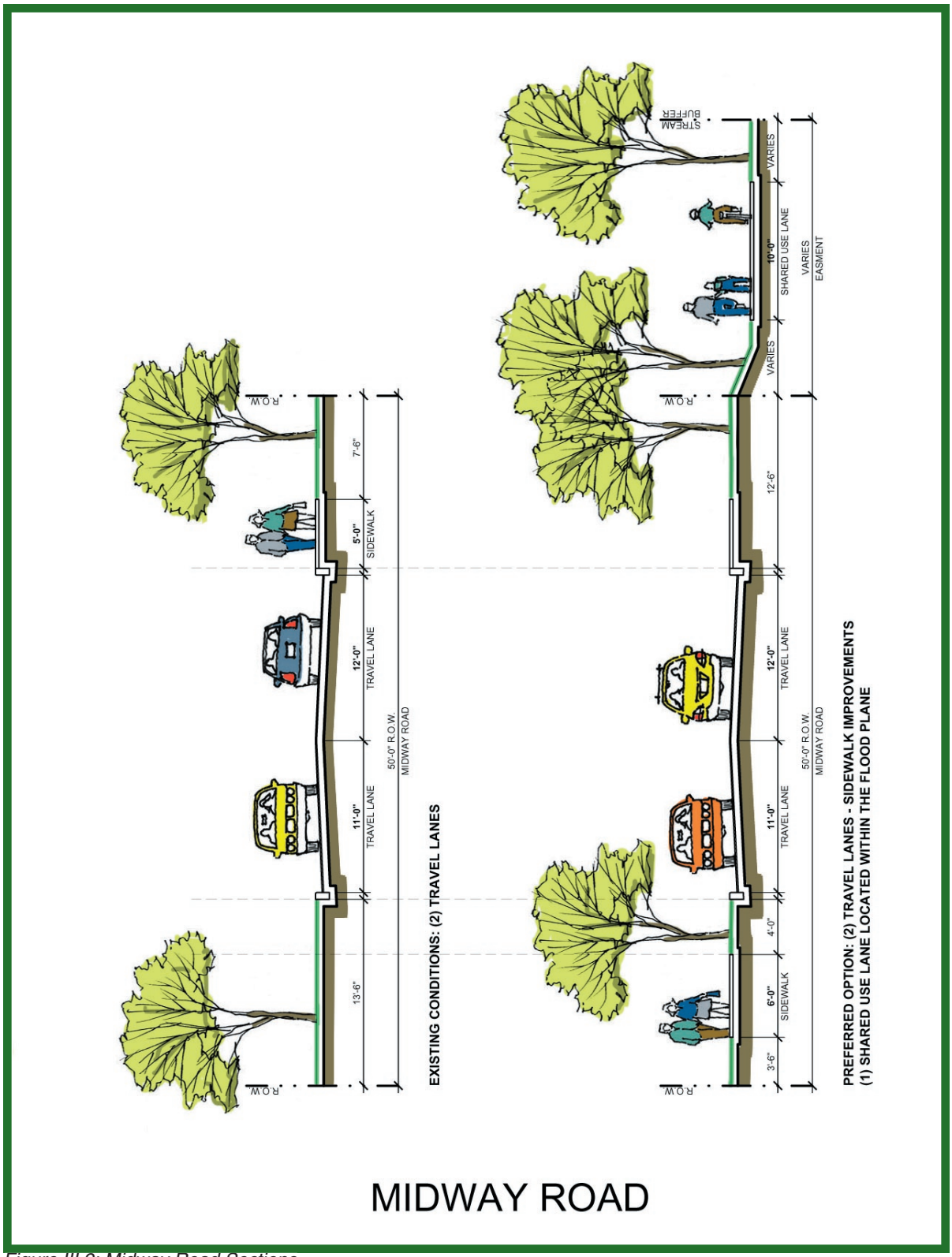


Figure III.9: Midway Road Sections

III.D.9 West Ponce de Leon Avenue ⑨

Top: West Ponce de Leon Avenue at its western portion conforming to the Section recommendation (Figure III.10).

Existing Conditions

- Primary gateway from Atlanta and other bike systems into downtown Decatur.
- 60' right-of-way four lane street with turn lanes at intersections.
- Character changes substantially from residential in the west to institutional (churches, civic buildings), to commercial in the CBD.
- Sidewalks currently appear to be located outside of the right-of-way.
- Community expressed desire for speed calming measures on this road.

Bottom: West Ponce de Leon Avenue at its eastern portion in the Downtown District.

Development Options

- **At the western end before W. Trinity Place, convert to a three lane design (2 travel lanes and one turn lane). This creates room for dedicated bike lanes.**
- **At W. Trinity Place, cyclists would then turn onto Trinity to enter the CBD while pedestrians would continue on the more interesting (from a pedestrian perspective) but more congested W. Ponce de Leon Avenue into Downtown.**
- **Should the current four lane design be required, the alternative proposal shows the moving of the curb lines to accommodate the desired dedicated bike lanes. The buffer area would be variable and a minimum of 3.5' where existing trees are located.**

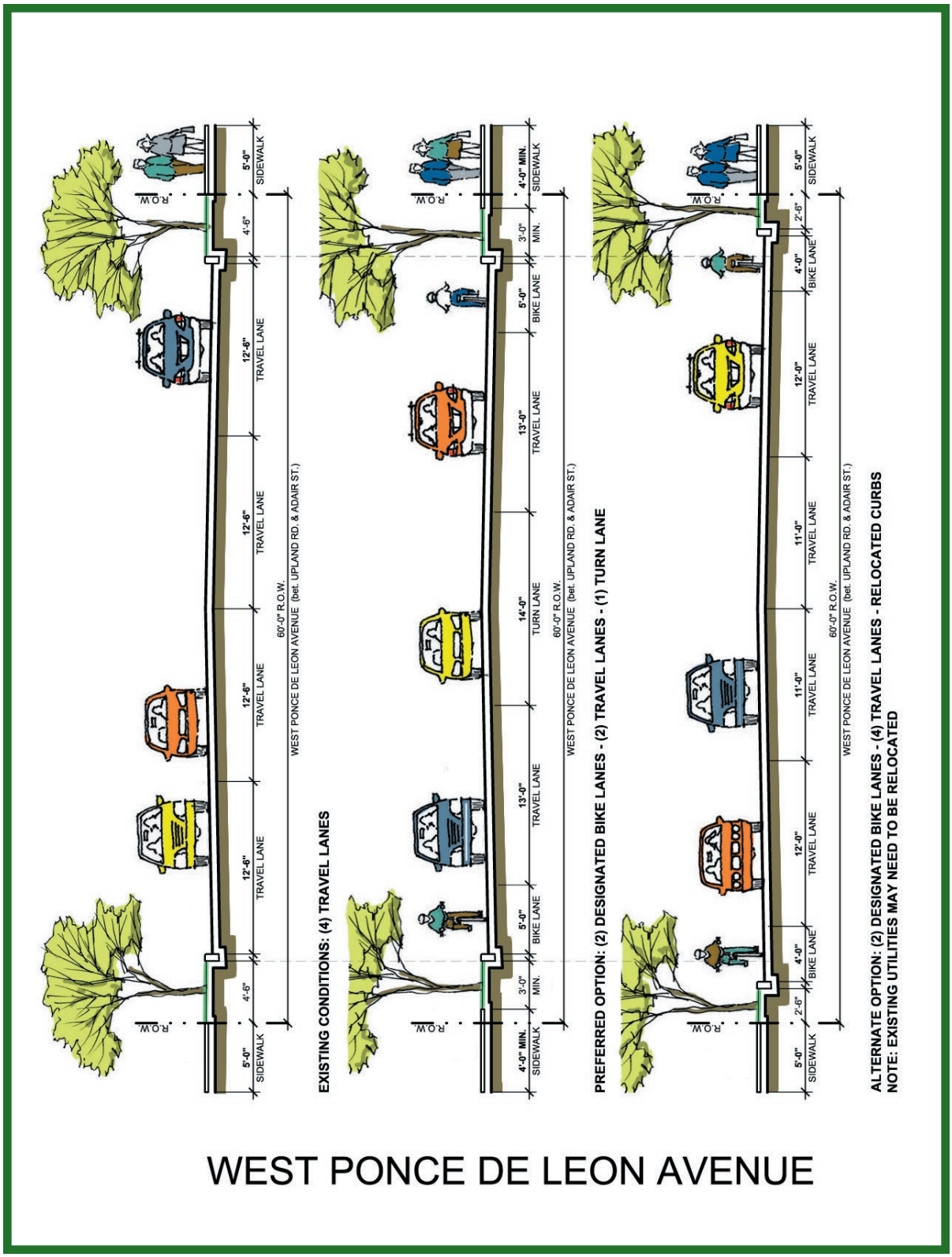


Figure III.10: West Ponce de Leon Avenue Sections

III.D.10 West Trinity Place 10

Existing Conditions

- West Trinity Place branches from West Ponce de Leon Avenue to offer a second route into the CBD. It appears to incur less traffic than does West Ponce de Leon.
- Narrow (3'-4') sidewalks line each side.
- Adair Park and two historic buildings are located near the West Ponce de Leon intersection.
- 60' right-of-way, 3-4 lanes depending upon the extent of on-street parking that occurs on one or both sides

Top: West Trinity Place looking east.

Right: The route is adjacent to Adair Park, where a greenway trail is proposed to link to Adair Street.

Bottom: West Trinity Place is also home to the Swanton House historic building.

Development Options

- **West Trinity Place, with its lower congestion and adequate right-of-way, is a prime option to become the cyclist alternative route from the west into the CBD.**
- **Remove the on-street parking option and create dedicated bike lanes. Increase the existing buffer and sidewalks.**
- **If on-street parking and existing curb lines must be retained, the alternate design shows how the dedicated bike lanes can still be accommodated if the street becomes a two travel lane design.**

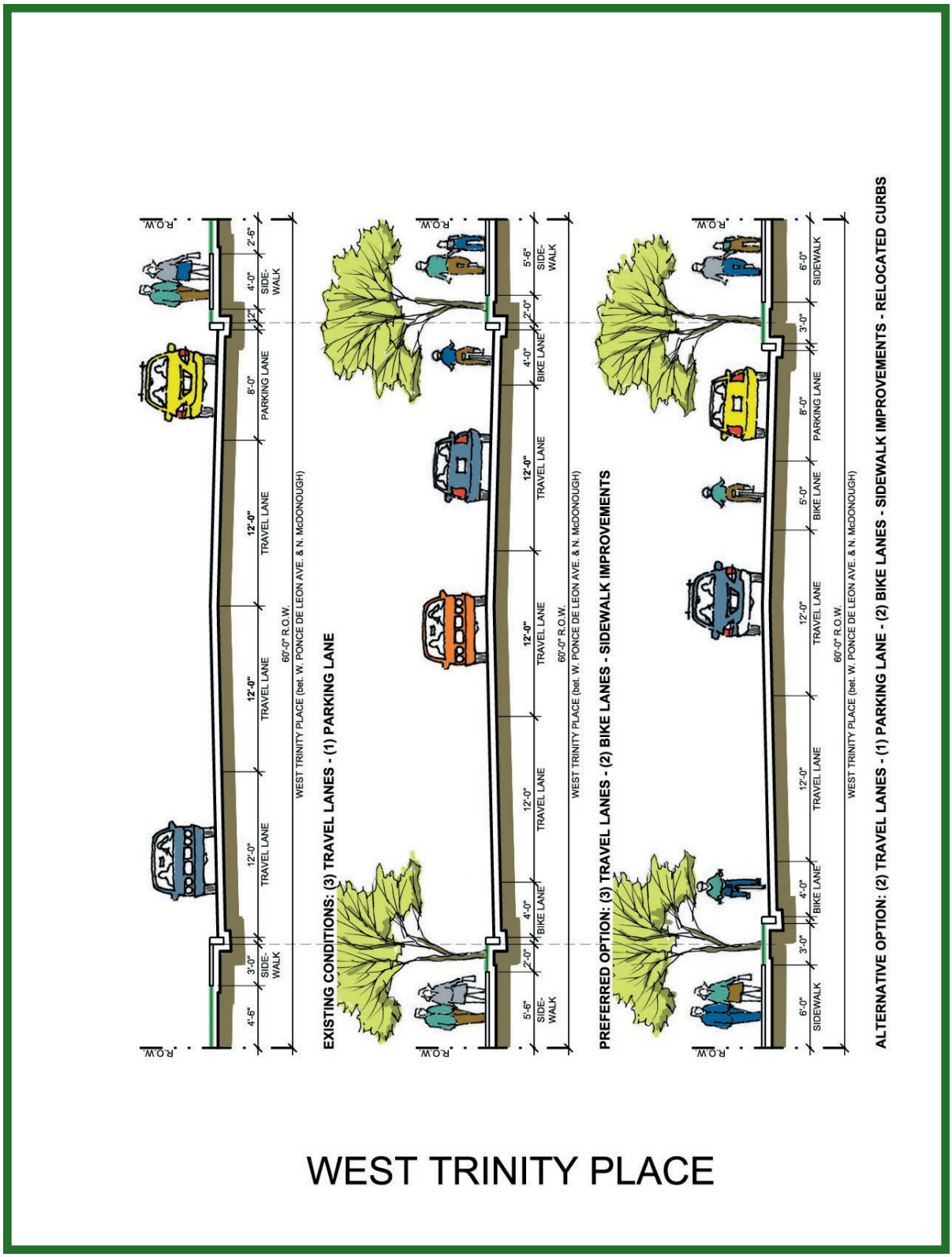


Figure III.11: West Trinity Place Sections

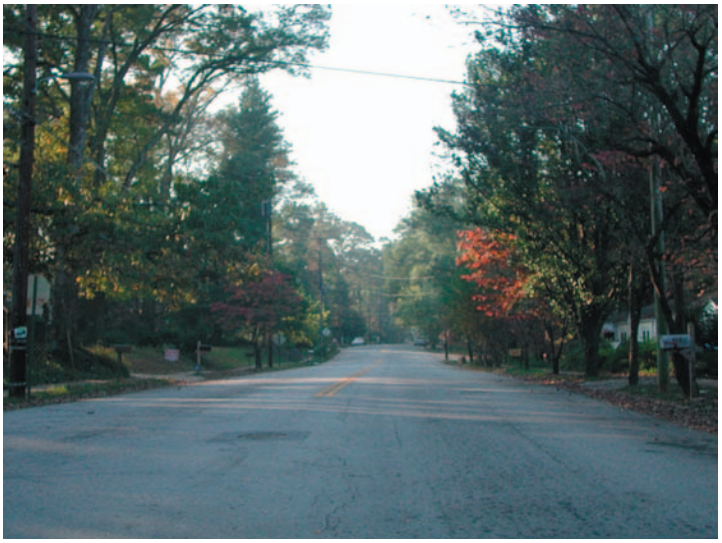
III.D.11 Sycamore Drive ⑪

Top: Sycamore Drive looking north.

Existing Conditions

- Sycamore Drive is a secondary north-south city arterial with a residential character.
- 50' right-of-way, two 15' wide travel lanes accommodate on-street parking.
- 4' wide sidewalks and narrow green buffers

Bottom: Sycamore Drive looking south.



Development Options

- **Enhance this route's importance for alternative modes of transportation by incorporating dedicated bike lanes. This requires the elimination of on-street parking and decreasing the lane widths to 11' if curb lines are to be retained.**
- **Improve pedestrian usage with expansion of the sidewalks to 6' in width and increasing the green buffer to 3.5' in width.**

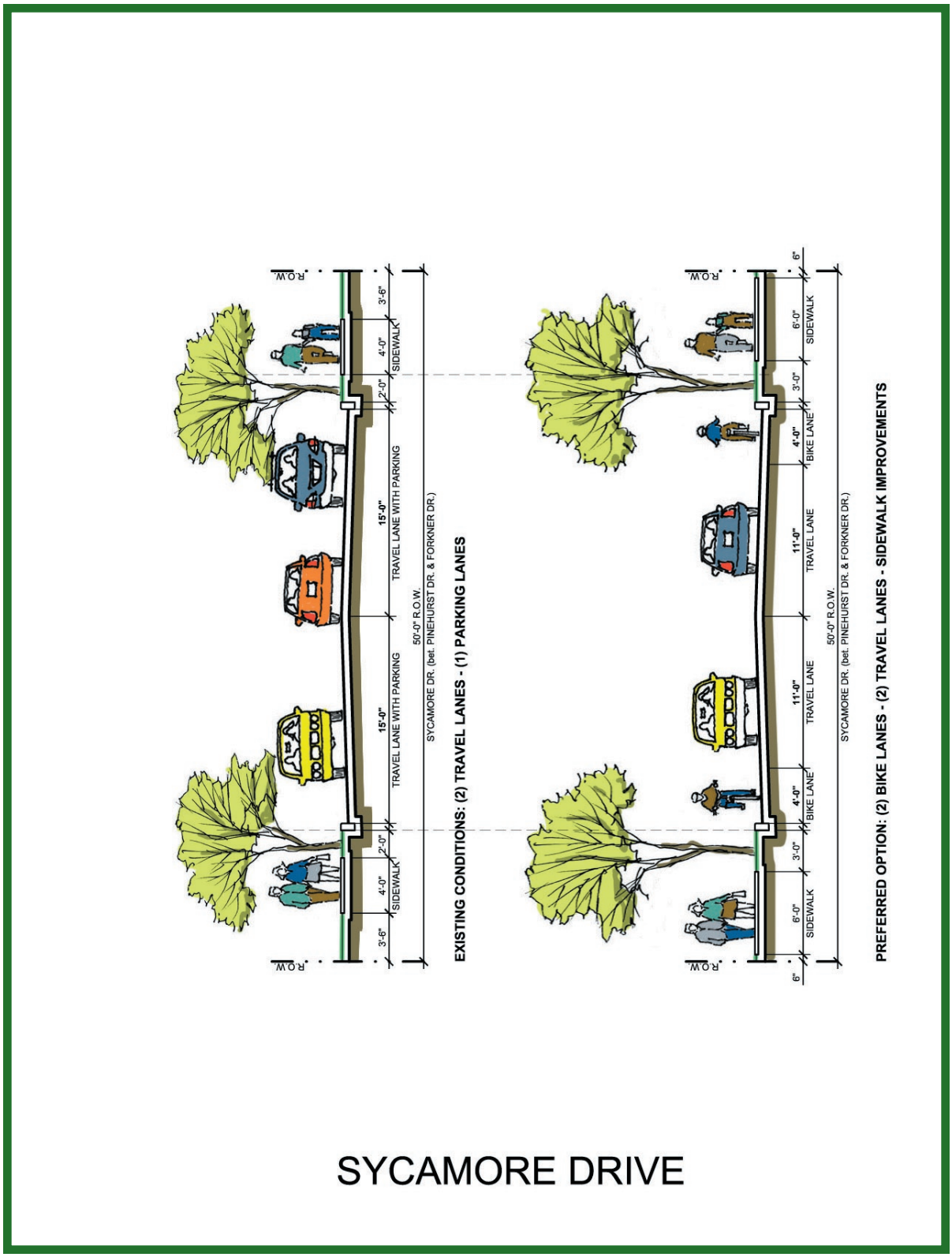


Figure III.12: Sycamore Drive Sections

III.D.12 Greenway Trails

Top: An unpaved greenway trail exists to the west of Westchester School.

Bottom: A paved greenway trail existing example is this trail in Glenlake Park that extends to Glendale Avenue.

Unpaved paths are typically 4' - 6' in width and placed in environmentally sensitive areas, low use conditions or where easement agreements may require.

Paved paths would typically be 6' - 8' in width and used where higher pedestrian traffic is expected, maintenance costs are an issue, or where wheeled uses (e.g. strollers, wheelchairs) are expected.

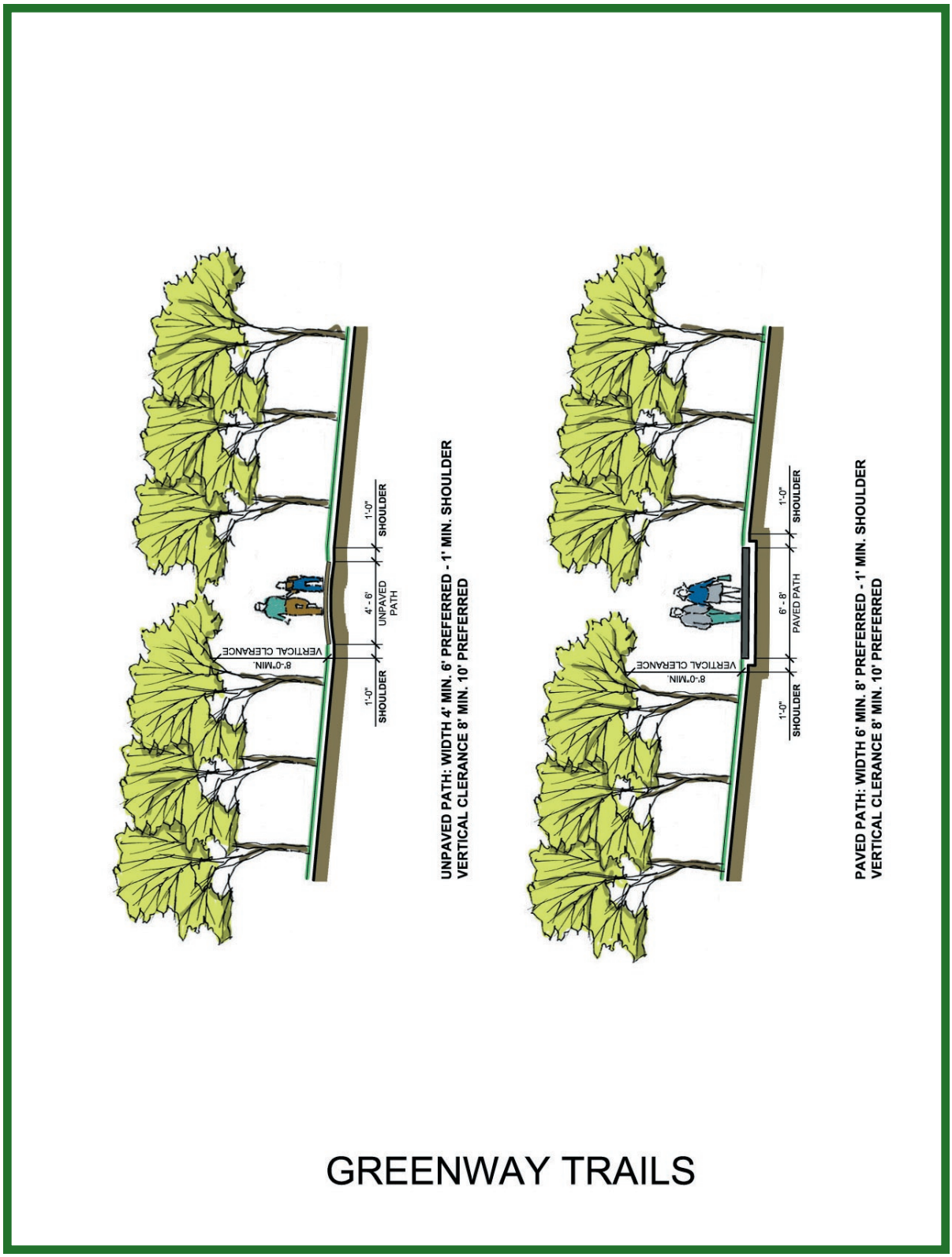


Figure III.13: Typical Greenway Trails Sections

III.E Materials Recommendations

Material recommendations to follow are primarily intended for newly constructed paths and trails outside of the Downtown Central Business District (CBD). Exceptions to this are the Shared Lane and Dedicated Lane bicycle routes. In the CBD, Decatur has spent many years in its revitalization and one of the by products is the adoption of a City standard for Streetscape redevelopment.

Many of the streets that will not accept a Dedicated Lane bicycle system are established historic neighborhoods with limited right-of-ways and lend themselves to only Shared Lane systems. In this condition, as a segment of the DPC network is implemented, it is recommended that the pedestrian sidewalk system be evaluated for safety and ADA compliance and repair or replacement.

III.E.1 Shared Lane

Signage can be standard Department of Transportation graphics or a part of a city-wide design standard.

III.E.2 Dedicated Lane

Dedicated bicycle lanes are delineated with a minimum of a painted stripe and diamond symbol at a prescribed interval in conjunction with appropriate signage. Additional material and color finishes/ textures can be substituted for the basic striping based on budget. The most cost effective method is textured and/or colored asphalt pavement. This product has the advantage of repair or replacement at a relatively low cost and can enhance the urban context of this type of bicycle system.

III.E.3 Multi-Use Path

Due to its need to accommodate both pedestrians and cyclists, this path system is typically asphalt with a fine aggregate that offers a smooth surface for comfort by all users. This system can be utilized in association with vehicular corridors if the right-of-way can accommodate the width for construction. It can also be easily used in conjunction with Greenway corridors that might be along streams and abandoned or active utility right-of-ways. Asphalt paths have some drawbacks. Petroleum-based, they leach out and get into the watershed. Asphalt paths can also be structurally damaged by tree roots. Concrete has virtually no known residual toxic issues when compared to asphalt. Construction cost for 3,000 P.S.I. concrete is presently 2.5 times the cost of asphalt installations.

Much has been said about structural pervious material in lieu of asphalt. However, tests to-date with pervious cement mixes have proven to be unsuccessful. The mix tends to cure in transient and often has to have additional water added to the mix. This changes the chemistry and causes the Portland cement to settle and prevent percolation. Another factor is the underlying soil type. Pervious pavements on dense soils such as clays require significant attention to subsurface drainage to prevent undermining the compacted base below. Without addressing this issue, the life expectancy of pervious cement is reduced.

When considering other similar materials, other factors for consideration include weight loads from maintenance vehicles, and maintenance issues related to the deposition of organic materials that encourage pioneer plant growth in the voids.

III.E.4 Greenway Paved Path

Budgetary and design issues are similar to the Multi-use paths relative to selecting asphalt over other hardscape materials. One additional criteria for Greenway Paved paths is the physical environment where the path is to placed. Asphalt tends to require a 10' minimum width to accommodate the equipment that will be used for construction, while concrete and other modular pavers can be moved in and installed with smaller equipment. This minimizes the construction impact to the environment.

III.E.5 Greenway Unpaved Path

Materials range from various mulches to granite dust to wood products and occasionally a soil stabilizer that is added to the existing soil. These paths may also be simply hard-packed dirt that is kept clear of debris and overgrowth.