

IV. IMPLEMENTATION PLAN



Wayfinding and signage like this PATH trail marker are important implementation factors.

IV.A Phasing and Priorities

The proposed city-wide network plan for the Decatur Preservation Corridor is a long term vision and guide for future implementation. It is anticipated that small, contained segments of the system will garner impacted stakeholder interest in fund-raising and contribution to its realization.

In recommending a Phase I prioritization for the City, the Consultant returned to the original scope of the project - that is, the connection of the four anchor greenspace nodes. This has been moderately augmented by stakeholder input with the addition of the Oakhurst Business District as an important initial connection node. Implementing this circulation system will serve as the initial catalyst to the overall system.

The Phase I plan shows two options to connect South McDonough Street to Candler Street and eventually Dearborn Park. Both are shown not as critical to initial implementation, but each requires at least one easement approval. Thus, one of the segments is expected to be implemented prior to the other based on owner interest. In addition the northernmost segment requires a significant length of greenway trail along challenging topography, although its advantage is that it incorporates a large city-owned property.

The delineation of this route in a Phase I priority list does not prohibit alternative segment deployment. In fact, the large amount of “Shared Lane” segments offers the opportunity to rapidly expand the system with minimum cost through the installation of signage. (However, the Shared Lane segments do assume an assessment is conducted for the existing sidewalk conditions which may warrant additional repair costs.) The City and Greenspace Commission may also choose to begin investigation of easement approval, conservation easement acquisition, and possible lot acquisition in all such areas identified on the plan. Such negotiations can prove lengthy and it would be warranted to gauge initial owner reactions for the feasibility of the proposed segments. In addition, land prices will continue to rise and any undeveloped parcel today may not be available in the future.

One of the desired goals of this study by the Greenspace Commission was to provide an acquisition guide for possible greenspace preservation. Because of the lack of large undeveloped properties in the City, one alternative for the Commission is to instead maximize the reach of funds through acquisition of conservation easements (vs. fee simple land purchases). Such easements can be very useful in the preservation of linear corridors that may or may not be integrated with a public trail system.

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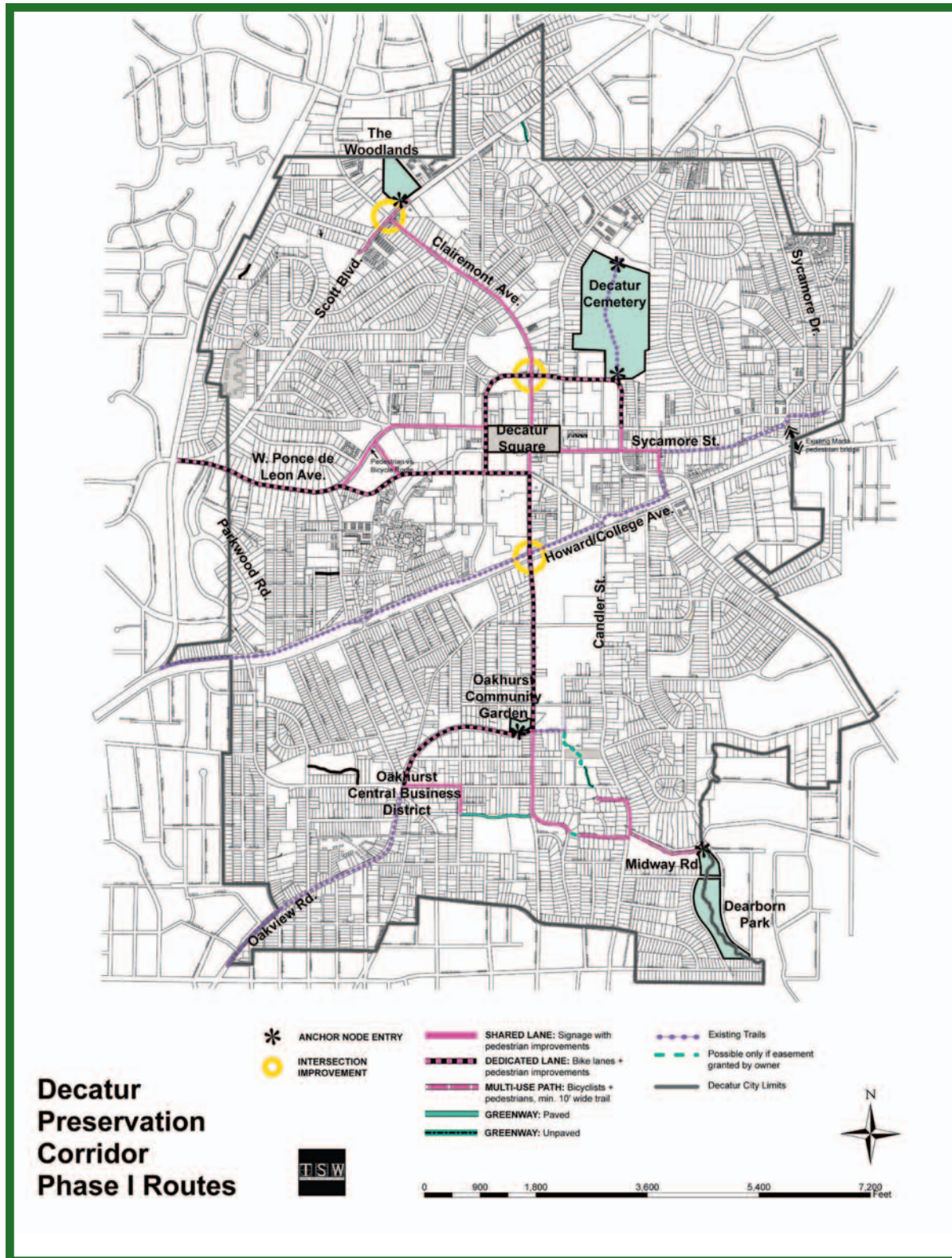


Figure IV.1: Decatur Preservation Corridor Phasing Plan.

IV.B Summary of Cost Analysis

Route Type (Excludes Existing Trails)	Length/Feet	Length in Miles	Unit Cost/Budget Per Linear Foot		Cost Per Mile *		
			Soft Surface	Asphalt	Concrete	Asphalt	Concrete
Greenway Paved Trails < 10'	5471	1.04		\$20.00	\$50.00	\$109,420.00	\$273,550.00
Greenway Easement Required < 10' **	12292	2.33		\$20.00	\$50.00	\$245,840.00	\$614,600.00
Greenway Unpaved/Softsurface < = 4'	4841	0.92	\$5.00		\$0.00	\$0.00	\$0.00
On Street Shared Lane Bicycle***	52665	9.97		\$1.00	\$0.00	\$52,665.00	\$0.00
On Street Dedicated Bike Lane ****	20785	3.94		\$10.00	\$0.00	\$207,850.00	\$0.00
Multi Use Path =>10'	2566	0.49		\$20.00	\$50.00	\$51,320.00	\$128,300.00
Total Miles		18.69			Total Cost	\$667,095.00	\$1,016,450.00
							\$24,205.00

* Represents basic path materials and light clearing and grubbing only.

** Easement greenways may be softsurface or paved. Estimate uses the highest cost scenario condition of all paved surfaces.

*** The On-Street Shared Lane Bicycle cost represents a signage budget.

**** The On-Street Dedicated Bike Lane cost is a budget for streets that would not require curb and infrastructure relocation.

General Cost Notes

Right-of-ways, lighting, bridges, retaining walls, intersection improvements and interpretive signage costs are not included. Due to extreme variability, does not include costs for improvements to sidewalks within the proposed routing corridor.

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I.C Marketing

The support and use of the Decatur Preservation Corridor, once completed, will be enhanced by appropriate marketing actions in the following areas:

- Naming
- Wayfinding (i.e. signage, maps, directions, etc.)
- Promotion

The name chosen for the trail system is linked with wayfinding issues. The name should be distinctive, memorable and easily readable/spoken. Ideally, it should be related to the trail and its function, and tie to a logo that will be used extensively in route signage and promotion. The logo must be easily recognized and simple in design in order to facilitate application on vertical and horizontal surfaces of all sizes and materials. A community-wide contest or “vote” could be offered to determine the preferred alternative or generate name options for consideration. Such a contest could be one way of introducing and communicating the existence of the Master Plan to the community at-large.

While a comprehensive wayfinding program is beyond the scope of this project, a signage plan for the Decatur Preservation Corridor could be integrated into the current Wayfinding study being conducted by the City.

Promotion will also be key, including the creation of brochures and route maps, and visibility on the City’s website.

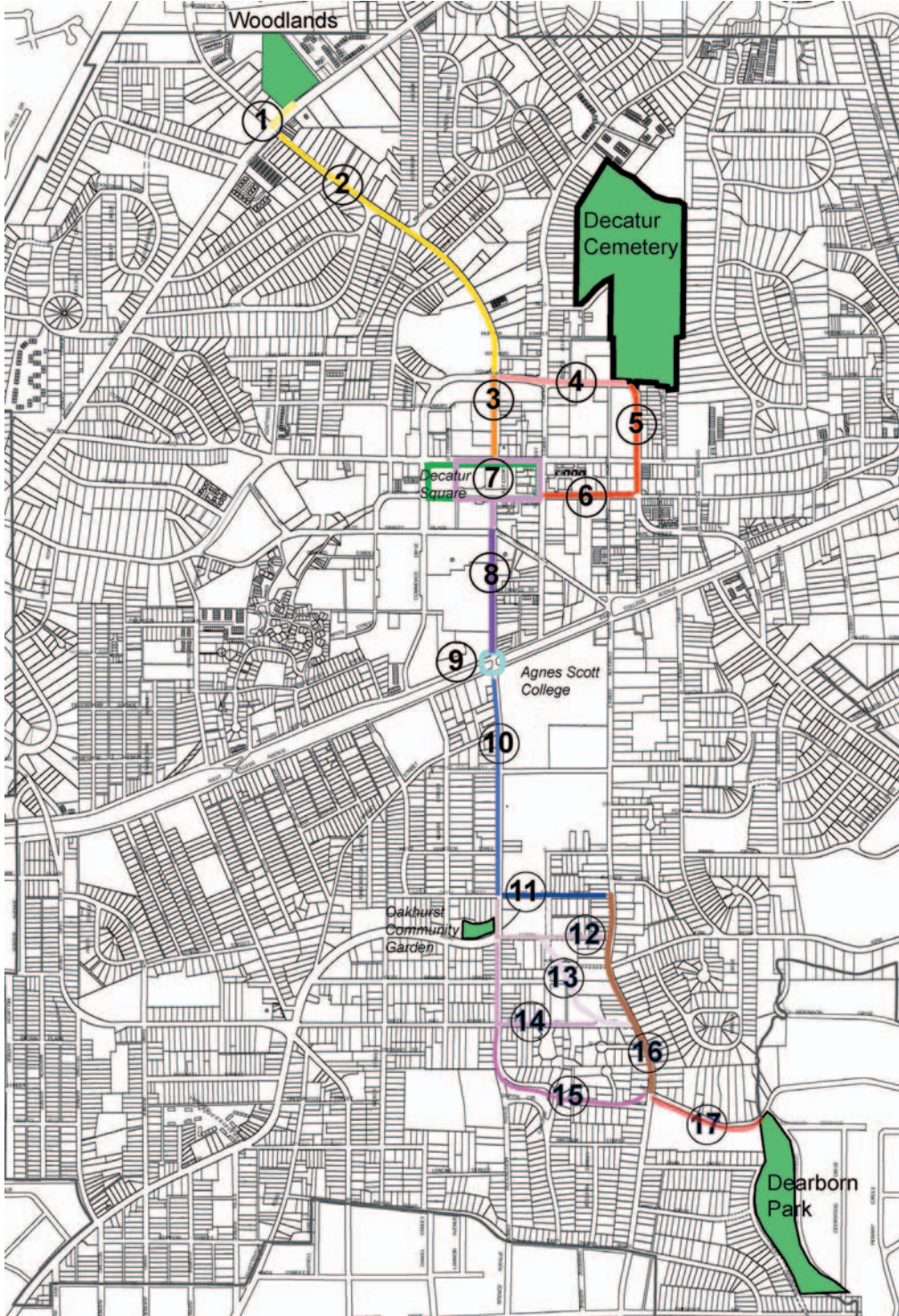
V. APPENDIX

V-A: Draft Alternative I

V-B: Draft Alternative II

V-C: Street Attributes

V-A: Alternative I



V-B: Alternative II

