

LEGACY PARK

CIRCULATION IMPROVEMENTS

PUBLIC MEETING AND WORKSHOP #1 | DECEMBER 6TH, 2023

PROJECT OVERVIEW

In December of 2018, the City of Decatur adopted the Decatur Legacy Park Master Plan, after an 8 month visioning process was conducted to layout the future of the park. The final concept illustrates a thoughtful vision for the park and adds elements to the park's diverse range of offerings.

This project will focus on finetuning the circulation laid out in the masterplan, and creating a phased plan the City can use to implement the improved circulation. Project elements include:

- Improving Pedestrian & Cyclist Circulation
- Improving Vehicular Circulation
- Green Infrastructure
- On-Site Parking Improvements and Expansion



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WELCOME!

EXISTING CONDITIONS



EXISTING PEDESTRIAN CIRCULATION



EXISTING PEDESTRIAN CIRCULATION

- SIDEWALKS
- SHARED USE TRAIL
- TRAILS & CROSS COUNTRY TRACK

Only 1 sidewalk connection to S Columbia Drive at the north entrance.

No pedestrian connections to 3 existing MARTA bus stops along the site.

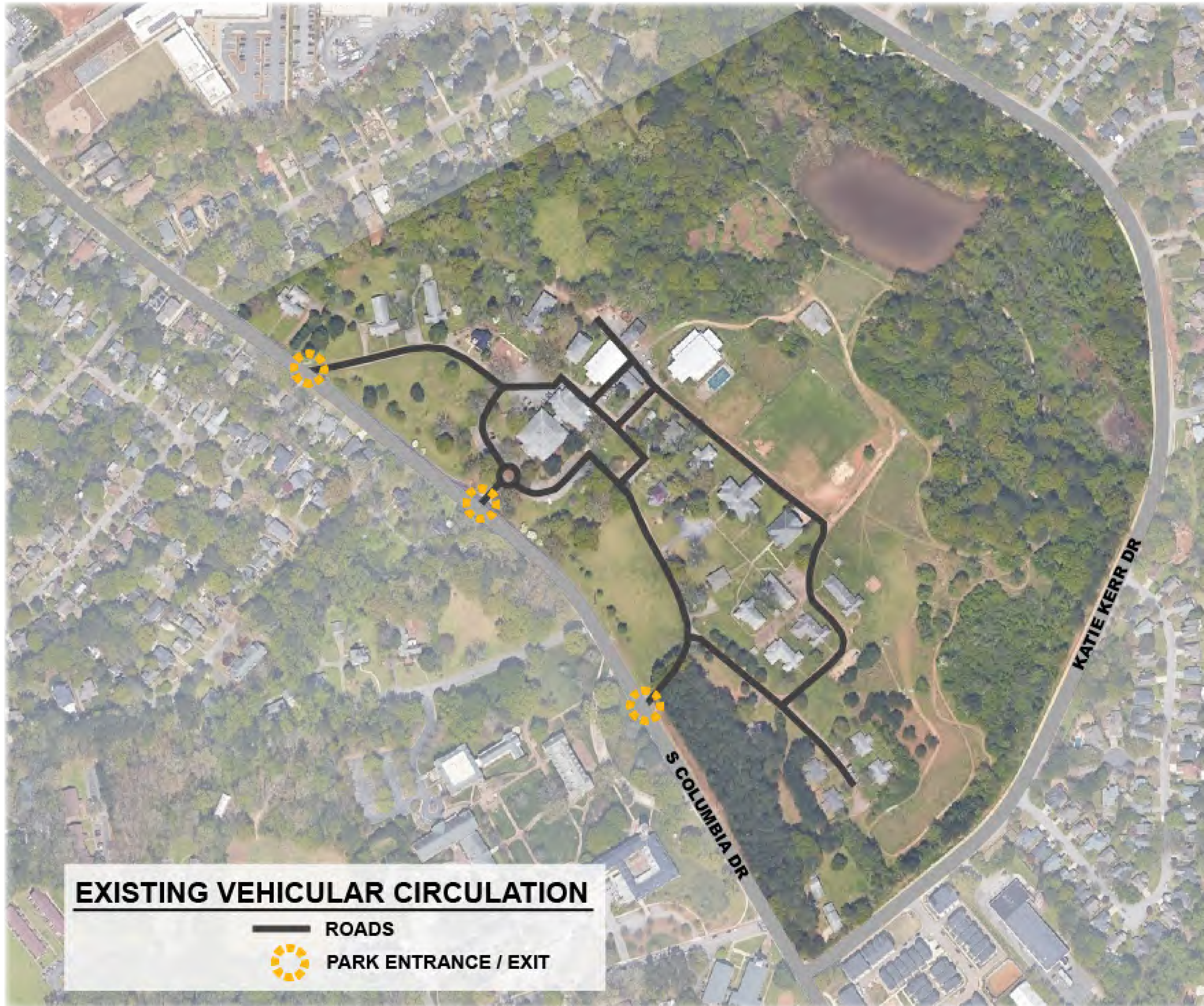
No pedestrian connections from the E Deatur Greenway.

Sidewalks onsite only focus on getting the pedestrians to the nearest interior street.

On-site walkability could be improved with additional sidewalks to fill gaps.

Sidewalk along S Columbia Dr needed to allow surrounding residents to walk to the park.

EXISTING VEHICULAR CIRCULATION



Existing vehicular circulation is confusing, with too many pedestrian and vehicular conflicts.

Current road widths are narrow, and not suitable for 2-way traffic when large events occur.

On-street parking could be built along roads to increase parking.

The 3 existing entrances/exits can create confusion on where to enter the site.

The lack of sidewalks along roads create conflicts with pedestrians.

EXISTING VEHICULAR CIRCULATION

- ROADS
- PARK ENTRANCE / EXIT

EXISTING PARKING LOTS



Existing parking lots are confusing and spread out throughout the site.

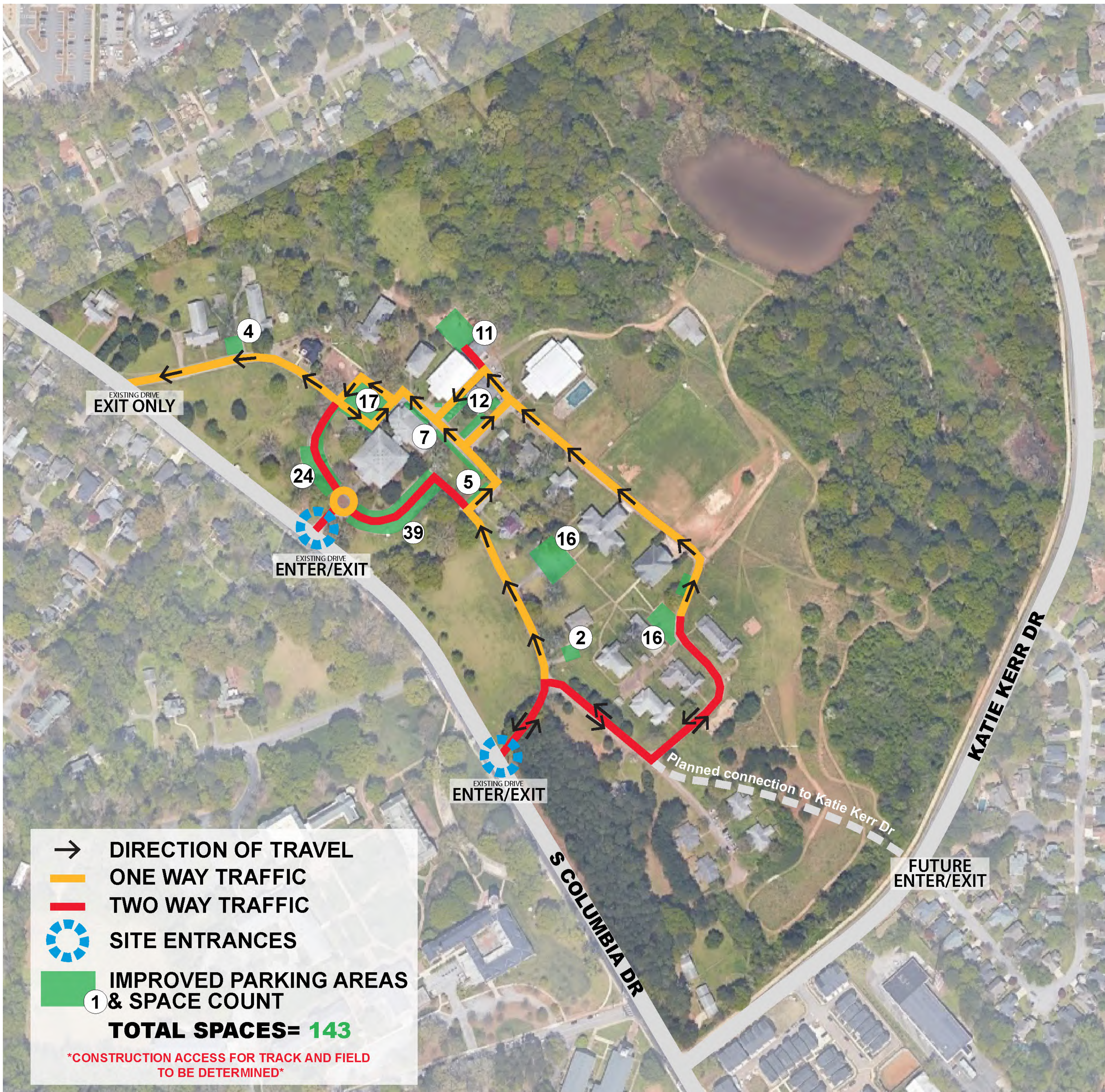
Vehicles are unsure of where to go when a certain parking area is full.

Excess paving allows vehicles to "make their own parking".

Certain areas onsite need designated parking close by. (Playground)

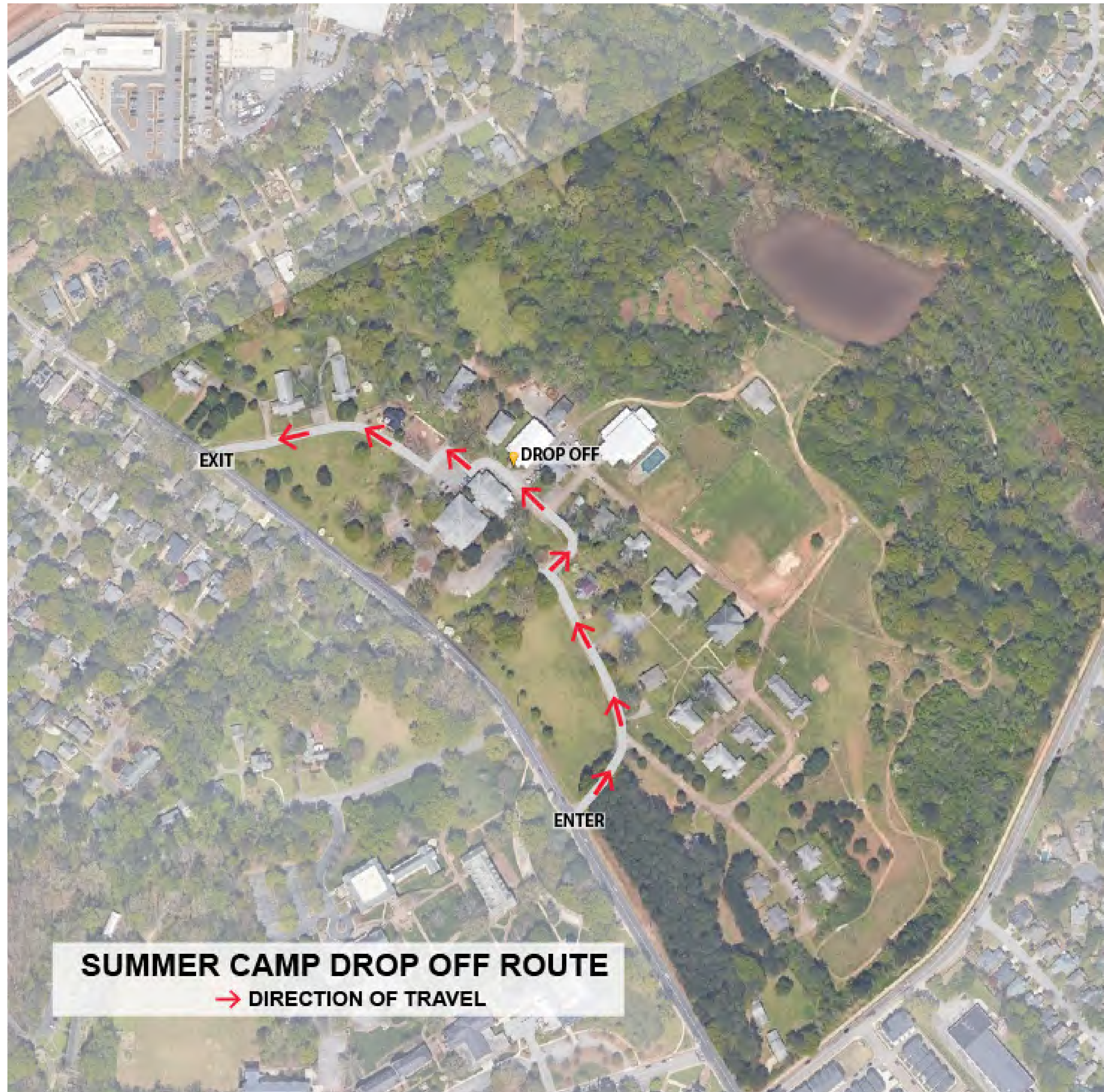
PROPOSED VEHICULAR CIRCULATION

INTERIM IMPROVEMENTS



PICK-UP / DROP-OFF ROUTES

INTERIM IMPROVEMENTS



GREEN INFRASTRUCTURE TECHNIQUES

FOR LEGACY PARK IMPROVEMENTS

Green Infrastructure filters and absorbs stormwater where it falls.

Runoff from stormwater continues to be a major cause of water pollution in urban areas. It carries trash, bacteria, heavy metals, and other pollutants through storm sewers into local waterways. Heavy rainstorms can cause flooding that damages property and infrastructure.

Installing green infrastructure, as opposed to grey infrastructure (gutters, pipes, tunnels), communities can become more resilient and achieve environmental, social, and economic benefits.

BIOSWALES / BIORETENTION / RAIN GARDENS

Bioretention are shallow, landscaped areas that temporarily store stormwater. These are typically located adjacent to impervious surfaces. The stored water slowly filters down through the soil bed of the system, where it either infiltrates into the subsurface soils or is collected by an underdrain pipe for discharge into a stormwater system. Most rainfall events will filter into the earth. The runoff provides water to plants, helps recharge the groundwater supply, and is naturally cleaned through this process. These areas can provide beauty to the park through increased plantings.



PERMEABLE PAVING

Permeable paving allows stormwater to infiltrate below the surface of the pavement to the ground below. This method of paving reduces the need for stormwater infrastructure, which would be needed with typical impervious surfaces (asphalt, concrete, etc.) Options include permeable pavers, pervious concrete and porous asphalt. The pervious concrete or porous asphalt are made with a different ratio of materials, allowing the material to become porous and allow infiltration to occur through the pavement. Permeable pavers are laid with gaps to allow the water to infiltrate through. All of these options are suitable for vehicular or pedestrian routes.



GRASS PAVERS / CRUSHED STONE PAVE

Grass Pavers consists of an open cell paving that allows grass to grow through. The structure can be made from concrete or recycled plastic. Grass pave is a good option for overflow parking and for on-street parking. The look of grass won't impact the existing look at the park, yet additional parking spaces will be available when needed. Gravel pave utilizes crushed stone instead of grass.



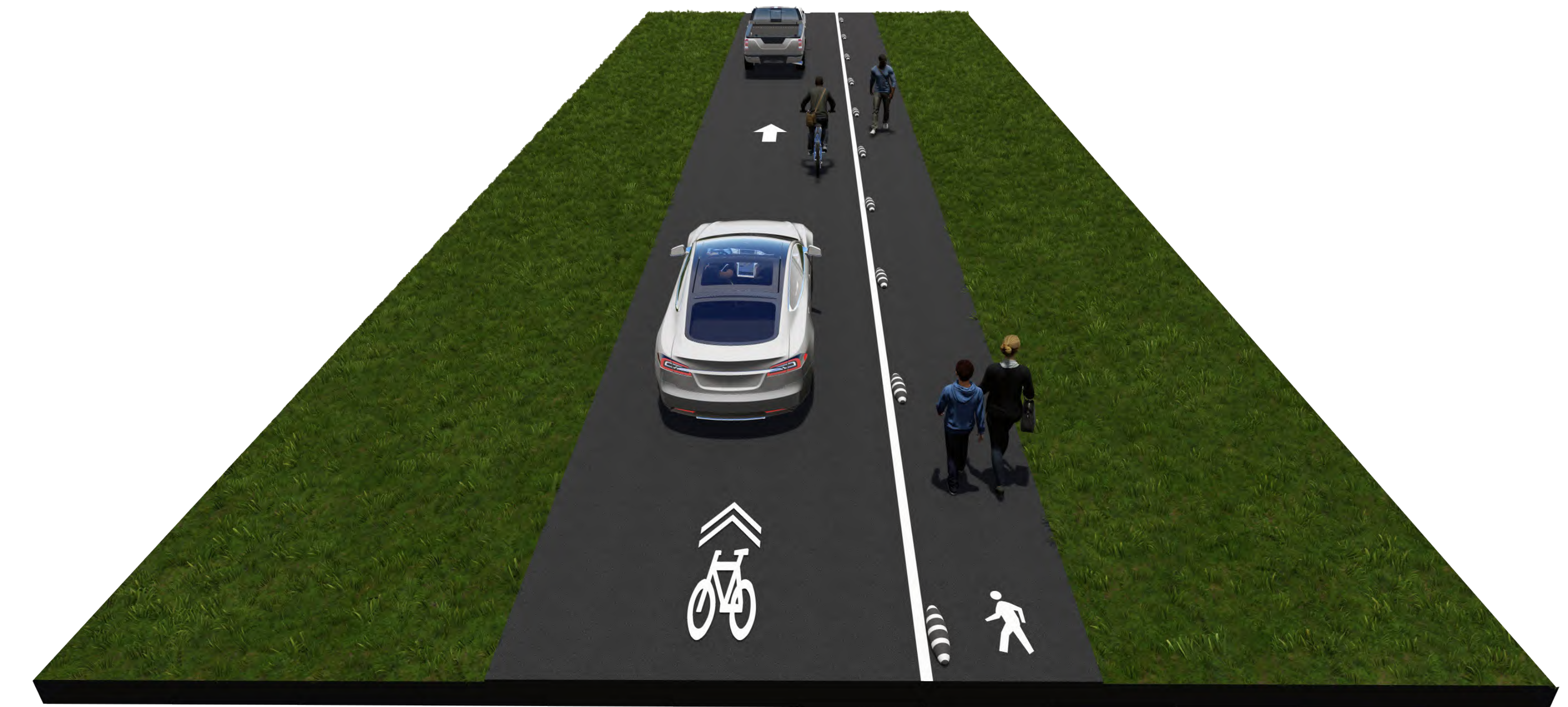
PROPOSED ROADWAY IMPROVEMENTS

EXISTING CONDITIONS



Varies
+/- 15.5' to 17.5'

INTERIM IMPROVEMENTS



12'
One-Way
Travel Lane

+/- 3.5-4.5'
Pedestrian
Lane

Mill and overlay all asphalt
Re-stripe all paving
Convert some 2-way streets to one-way access
Create space for pedestrians within existing roadway

LONG-TERM IMPROVEMENTS

OPTION A



8'
Grass-Pave
Parking Lane

22'
Road
Two-Way Travel

5'
Pervious
Sidewalk

Re-construct and re-pave roadways to accommodate two-way travel
Bike Sharrows to alert drivers of cyclists in roadway
Construct 5' pervious sidewalk along 1 side of the road
Construct grass-pave parking lane for overflow parking

OPTION B



8'
Grass-Pave
Parking Lane

22'
Road
Two-Way Travel

8'+
Pervious
Side Path

Re-construct and re-pave roadways to accommodate two-way travel
Construct 8'+ pervious side path along 1 side of the road for pedestrians and cyclists
Construct grass-pave parking lane for overflow parking

FUTURE IMPROVEMENTS



PROPOSED PEDESTRIAN CIRCULATION



PROPOSED VEHICULAR CIRCULATION

