

# Some Notes from the Island Line Signage and Amenities Project

DRAFT FOR REVIEW

## 1. Where We've Been, What We've Done, What We've Learned

1.1. We have completed all the research and review requested of us to date along with inventories and public meetings; we have created A) a proposed sign family; B) an amenities package and C) a logo or brand for the Island Line. (through Task 5.1)

1.2. We have already incorporated specific feedback as warranted/made available (i.e. Amy Bell's review of sign standards - which was very useful) to refine the sign designs already presented.

1.3. Safety, path condition and user conflicts exist and addressing some of these, if not all of these issues is mostly beyond this effort. In the public meetings and in feedback we've received users and residents have articulated concerns about increasing volume in neighborhoods and on narrow pathway sections. Underlying some of the concerns is the sense that here will always be conflicts and issues with regard to residential neighborhoods, in particular. There are distinct concerns with regard to Colchester Point Rd. and the confusion around Airport Park (parking) as well as directions to the Causeway. Elsewhere there are stated conflicts or concerns at Leddy Park, road crossings, around the Sewer Plant, etc. Many of these situations can be effectively addressed with signs.

1.4. The public has clearly reaffirmed need for signs throughout the process, both at meetings, in emails, and in individual discussions; there is widespread support for the signs to be organized and coordinated; this is a high priority component of the project.

1.5. Crossings, in particular, afford both challenges and opportunities; challenges with regard to providing safe movements and reduction of conflicts and opportunities in terms of locating "trailhead" type information in kiosks as well as establishing an overall identity and consistent look for the pathway and its future as a world class destination facility.

1.6. Signs can carry some of the burden of addressing safety and use, but it is clear that there is a need for ongoing public education in various forms of media, as well as guidance on the path by individuals appropriate to do so....just as there was a ranger on the top of Camel's Hump to educate folks about high alpine environments and their fragility, as well as provide education and to serve as a resource, perhaps a program of this sort could be considered for the Island Line.

1.7. There seems to be general, if not widespread support for the proposed identity/logo, the caveat is that communities made it clear that they want to retain some aspect of their local identities as well.

1.8. People have also responded positively to the amenities options, including the "Pause Places" as well as sufficient restroom locations along the route. A cantilevered overlook or expanded viewing areas along the Causeway was also suggested by a number of people.

1.9. LandWorks received a request for support for the Old Log Schoolhouse location in Colchester and provided same in a letter which was to be used for grant applications.

1.10 Several people suggested the need or desire for bilingual signs. 1.11 Off site destinations need to be signed at trailheads and junctions to facilitate travel to commercial destinations and public amenities. Kiosks should have area maps and listings of destinations and amenities as well. Based on suggestions we have received and our overall experience, printed guide maps for the entire pathway and its connections should also be developed- these guides could have interpretive information as well. A policy will need to be developed for how to sign off-path destinations and how to accommodate (if desired) sponsorship opportunities. 1.12 Parking areas need to be better signed and understood (i.e. there are problems with Airport Park parking for path user.)

## **2. Some Universals**

2.1 The adoption and implementation of the Island Line Sign and Amenities Program will A) add value and an overarching sense of continuity and integrity to the lakeshore pathways already in place; B) provide clarity and guidance to the user and C) enhance the user's experience.

2.2 Permanent, not asphalt painted mile markers are desired...from the last steering committee meeting it is recommended that we start and finish on a town by town basis heading north to south (or we might consider setting up in two directions). Mile markers can be developed as pathside engravings onto marker rocks or posts and or embedded into pathway.

2.3 Local path identities coupled with the Island Line mark or "brand" are to be carried forth with all directional and trail head (Kiosk) elements.

2.4 The Island Line brand (or logo or mark) can and should be applied to other elements of the pathway system including but not limited to clothing (possibly for fundraising purposes) printed and electronic media.

2.5 The Island Line Sign Family will include both MUTCD and non-MUTCD signs; information and safety signs will be based on a standard or prototypes that can be implemented by different communities on an as needed basis and based on the standards and specifications adopted.

2.6 Trailheads and junctions will include kiosks and/or information with applicable listings of and directions to off site destinations and amenities. Business sponsorship has been suggested.

2.7 Interpretive elements already exist along sections of the route and this approach should continue; interpretation opportunities of different types should be explored to include public art that highlights the region's sense of place and, in particular, its geography and geology.

2.8 Safety and education will always be a need for users of the path and the development of path etiquette will be critical as use continues to grow. Signing can and should be only one component of the effort to address safety.

2.9 Final sign installation (once funding is secured) will require one more review of locations, and will need agreement on consolidations and removals from/among involved municipal, regional and state representatives and officials.

### **3. Actions/Next and Final Steps**

3.1 Adopt Logo and Tag Line. (Committee)

3.2 Support a mile marker approach both in terms of how it is organized and how it is implemented. (Committee)

3.3 Take sign schedule and fine tune/confirm in field after incorporating local feedback and reviewing sign reduction/relocation options. (to include photo documentation of sample section to show program implementation. (LandWorks)

3.4 Forward / package final project components in draft form for review and acceptance (including final sign and amenities family). (LandWorks with Committee)

3.5 Schedule final public meetings and presentations (LandWorks with Committee).

3.6 Final cost estimates and priorities (which would be A) Directional Signs B) Trailheads and Kiosks, C) restrooms and D) amenities such as "Pause Places" and interpretation opportunities). (LandWorks)

3.7 Confirm need or desire for bilingual signs. (Committee)

3.8 Issue Final report and Specifications. (LandWorks)

#### **4. Preliminary Cost Estimates by Element**

1) MUTCD type sign with standard post	@\$200-300 installed
2) Island Line ID or trailblazer with custom post	@\$300-450
2) Directional Sign array with custom post	@\$850-1500
3) Two sided kiosks	@\$2500-4000
4) Four sided kiosks	@\$5000-10000
5) Restroom enclosure	@\$8000-12000
6) Pause Places including 50' stonewall (\$3750-\$5000); double sided bench (\$2500-3500), interpretive element (\$1000-2000) ground cover or surface material (\$500) and landscaping( \$1000)	@\$8750-12500
7) Mile Marker (depending on type)	@\$250-750

Note: costs are for elements installed

**Prepared by LandWorks; 8-25-04**