

Stonecrest Bicycle, Pedestrian, and Trail Plan

City Council Work Session

November 13, 2023



Today's Agenda

Study Overview and Background

Draft Recommendations

- Sidewalk Projects
- Bicycle/Trail Projects
- Bus Stop Upgrades
- Midblock Crossings
- Intersection Crossing Enhancements
- Other Complementary Facilities

Next Steps



Overview and Background



Planning Process

1

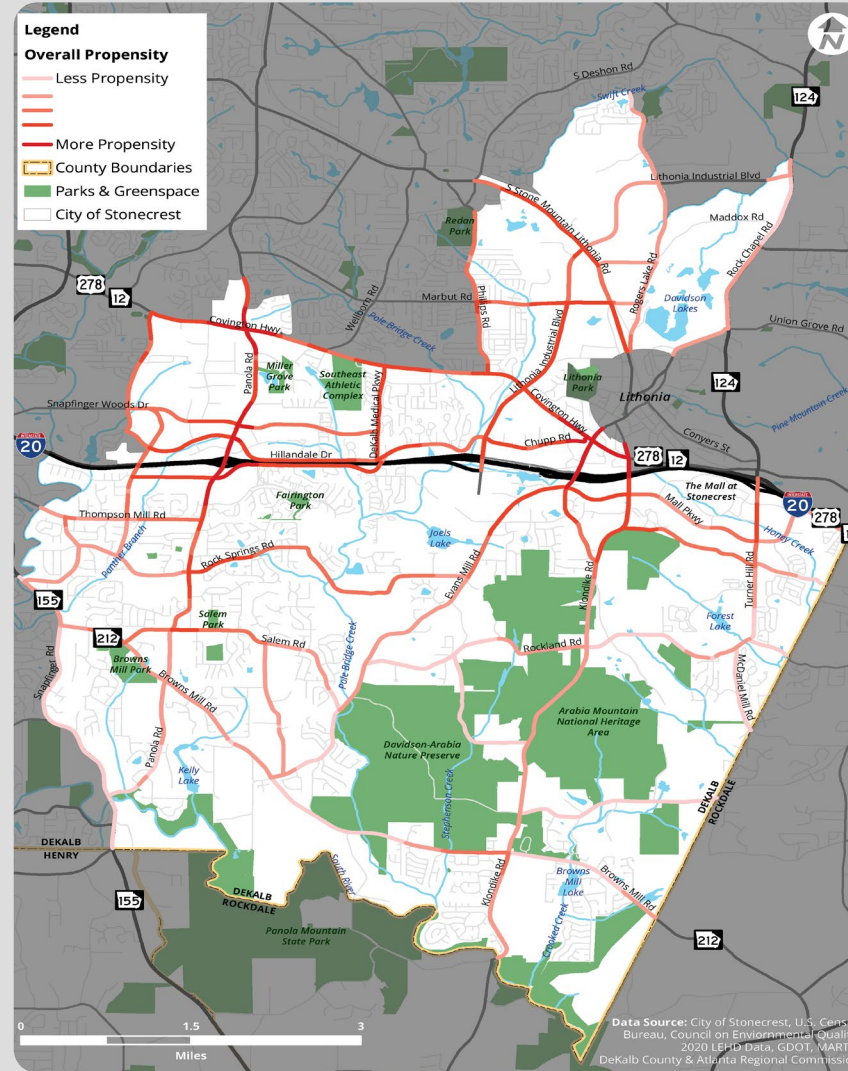
Existing Conditions

- Prior Plans & Studies
- Existing Bike & Ped Facilities
- Land Use, Demographics, and Equity Data
- Transportation Network & Safety
- Community Facilities

2

System Appraisal

- a Community Demand
- b Equity
- c Points of Attraction
- d Community Context
- e Future Considerations



3

Network Development

- Desktop and Field Visits
- Corridor Opportunities and Challenges



4

Public Engagement

- Open Houses
- Pop Up Events
- Interactive Online Map



5

Recommendations

- Implementation Plan
- Best Practice Design Guidelines
- Policy Recommendations
- 10 Planning Level Concepts

Community Context

Transportation Master Plan Bicycle & Pedestrian Needs:

- Increase the effectivity of the network to improve mobility
- Provide a systemic approach to implement proven countermeasures
- Connect community facilities along key corridors
- New sidepaths could provide biggest mobility improvement given existing infrastructure and development patterns
- Future trails should connect to Arabia Mountain and the South River Trail



Transportation Master Plan Goals



Improve Connectivity for Live, Work and Play

Develop multi-modal transportation solutions that provide seamless connectivity for residents and visitors to access jobs and other activities.



Reduce Traffic Congestion

Enhance traffic capacity and travel flow along major roadways.



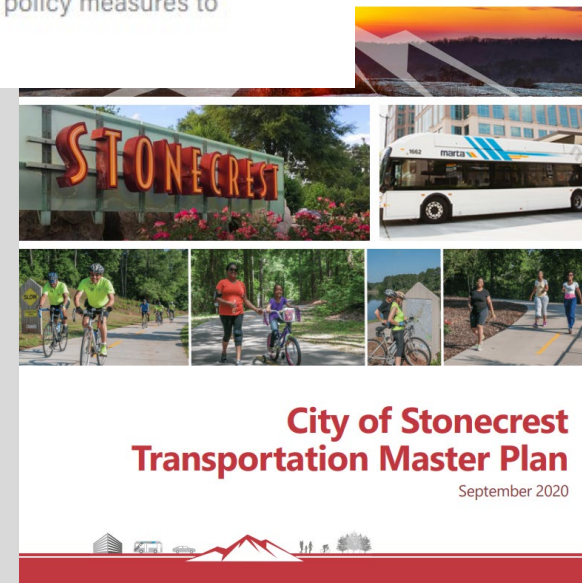
Enhance Biking and Walking Access

Identify bicycle and pedestrian infrastructure improvements that provide greater access to transit and recreational areas.



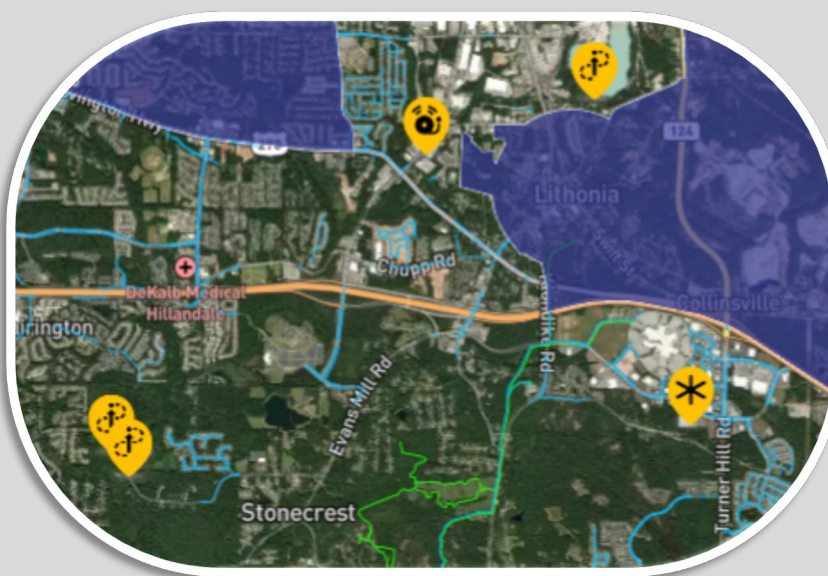
Increase Travel Safety

Incorporate design treatments and policy measures to increase mobility and safety.

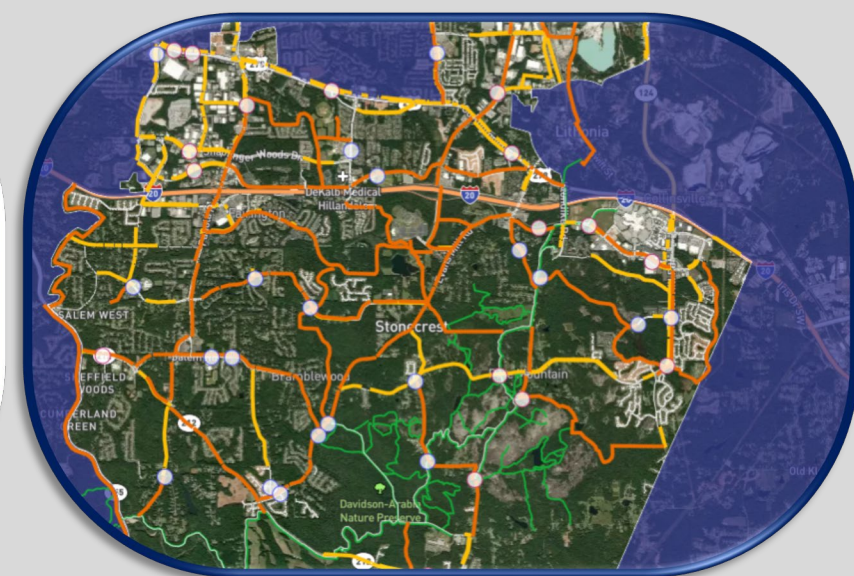




Pop Up Events
7/15/23



Online Interactive
Map (Round 1)



Community Open
House 10/11/23

Online Interactive
Map (Round 2)



Draft Recommendations



Universe of Projects

151 “linear” projects

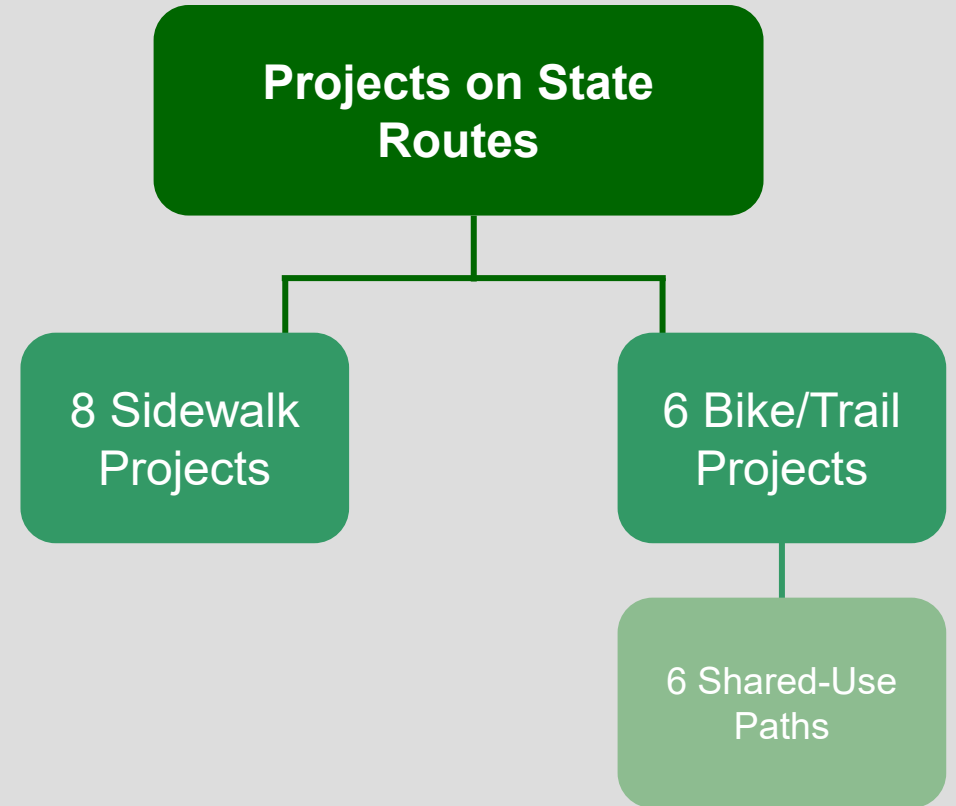
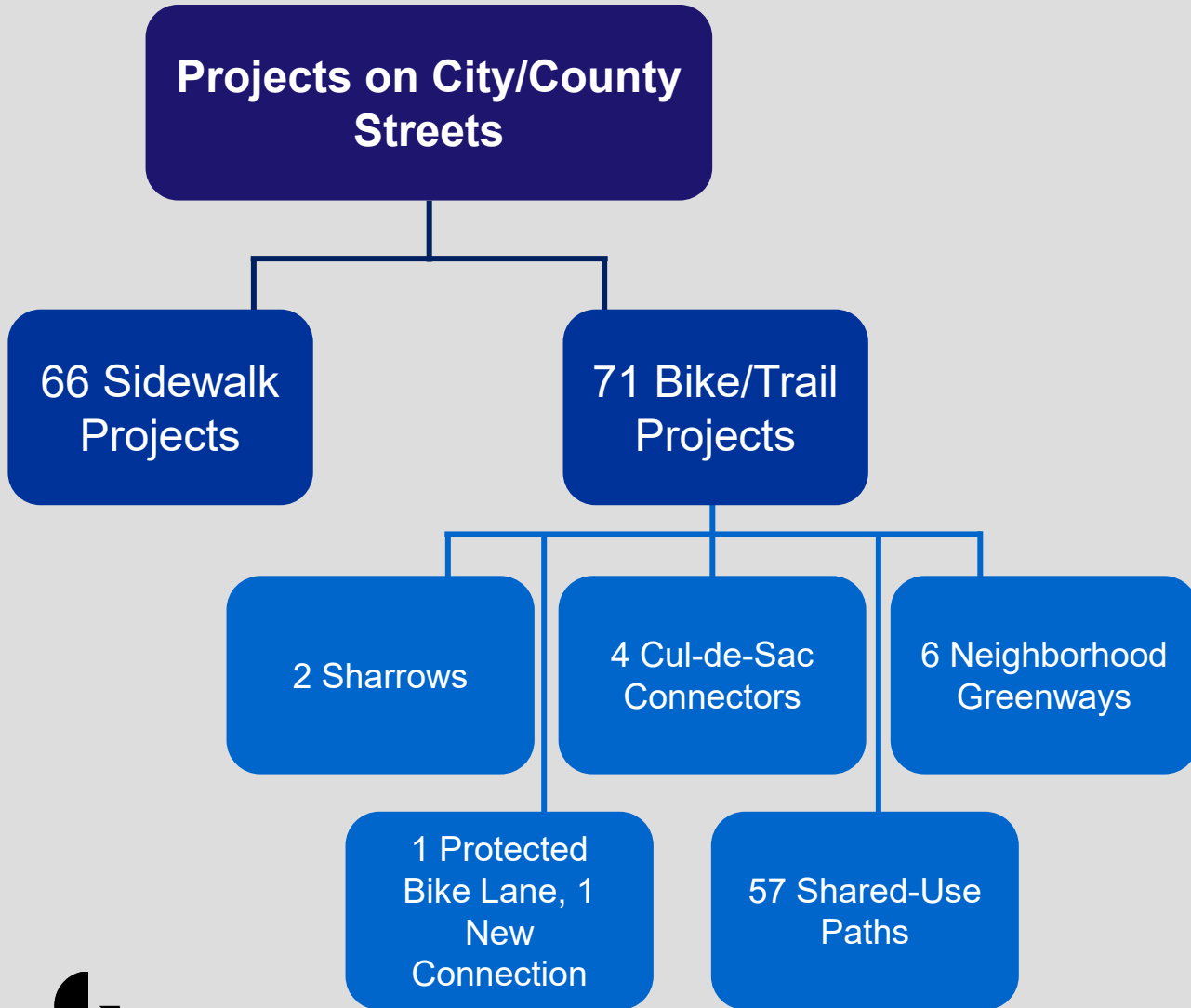
- 74 sidewalk segments
- 77 bicycle/trail projects
 - 63 shared-use paths
 - 2 shared lanes (“sharrows”)
 - 1 protected bicycle lane
 - 1 new connection (roadway)
 - 6 neighborhood greenways
 - 4 cul-de-sac connectors

85 “spot” projects

- 41 intersection crossing enhancements (ICE)
- 1 new connection (bridge over I-20)
- 4 new trailheads
- 39 new crossings
 - 19 pedestrian hybrid beacons
 - 20 rectangular rapid flashing beacons



Linear Projects by Road Responsibility



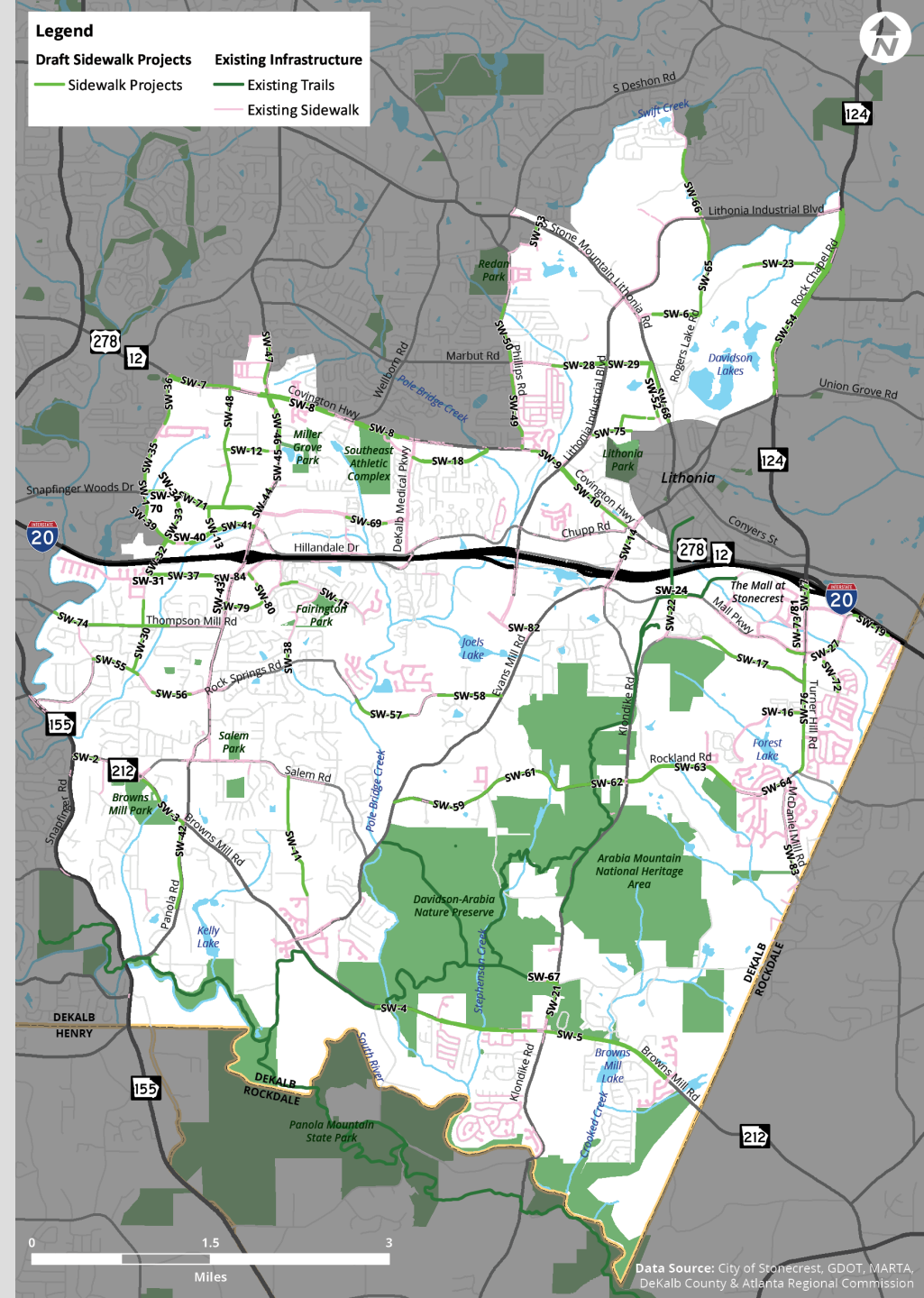
Sidewalk Projects

- Filling Sidewalk Gaps
- New Sidewalks

74 projects
39+ miles

Portion of a street or road right-of-way, generally beyond the curb or edge of roadway pavement, that provides space for people to walk, run, skate, or use a wheelchair.

- Min 5' wide, recommended 6' - may be wider in areas with higher pedestrian activity
- Should offset from road – min 18", 5' preferred – to provide clear zone, space for buffer and/or furniture zone



Sidewalk Projects

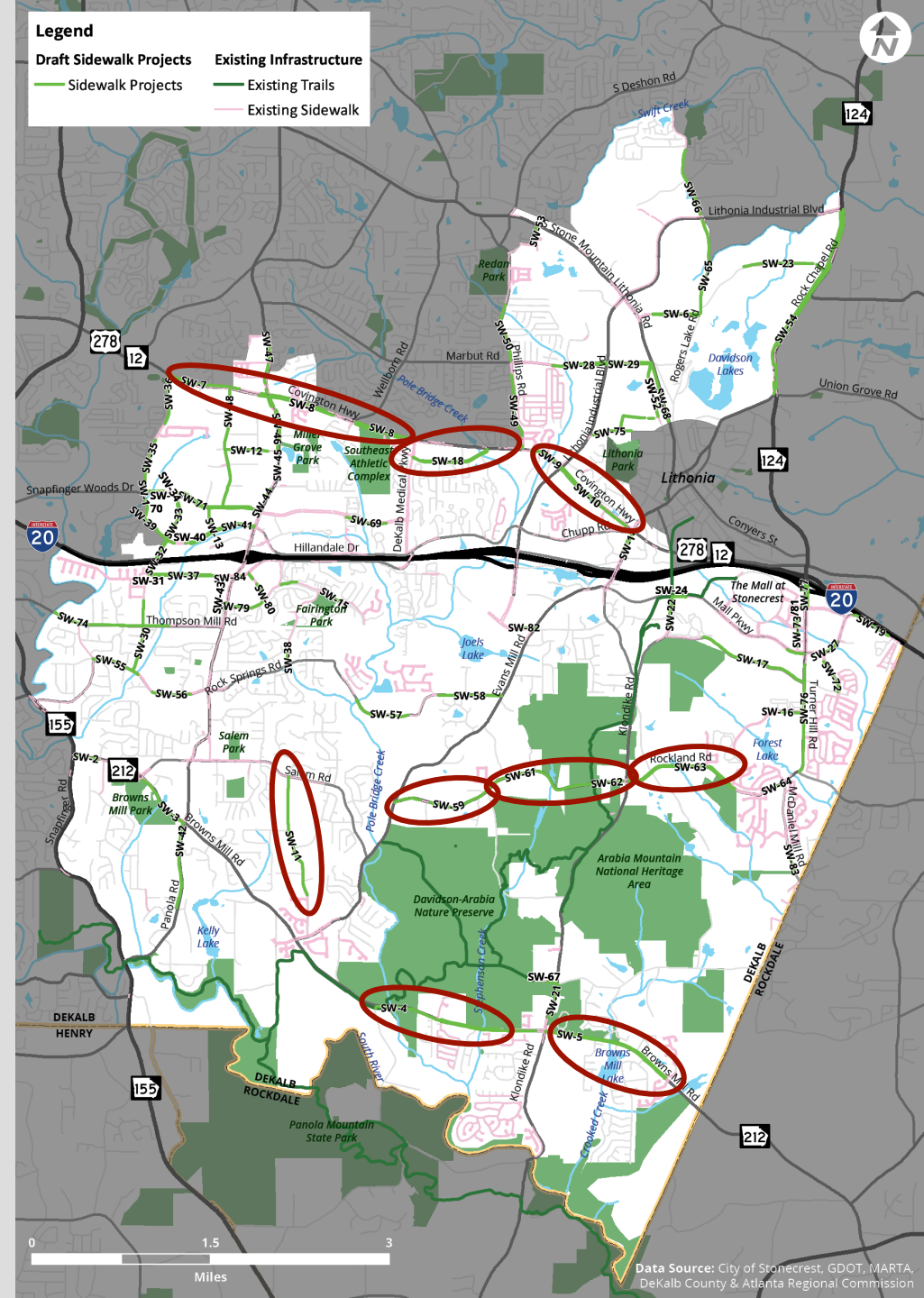
- Filling Sidewalk Gaps
- New Sidewalks



74 projects
39+ miles

EXAMPLE PROJECTS

- Fill sidewalk gaps along Covington Hwy
- Crossvale Rd sidewalk extension
- Browns Mill Rd sidewalk
- Fill sidewalk gaps along Rockland Rd



Bicycle/Trail Typologies

Shared-Use Path

Wide paths (trails) for shared use by people walking, running, biking, skating and/or using other non-motorized modes of transportation. Can be along roads separated by buffers or barriers, through parks, or along streams.

- Min. 10' wide, 12' preferred - may be wider in areas with higher pedestrian activity
- Should offset from travel lanes by 5' on roads with 35 MPH+ speed limit
- Typically paved – materials vary
- Design elements can include center stripe, signs, markings



Neighborhood Greenway

On-street bikeways that may include paved shoulders, shared lanes, or dedicated lanes - accompanied by parallel sidewalks – to link other bike facilities, as part of overall network.

- Use as connector between other bikeways
- Consider traffic speed, volume, and number of lanes
- Allow at least 5' for on-street bikeways
- May include traffic calming
- Provide directional/wayfinding signs, pavement markings



Shared Lane Markings

Also known as “sharrows” these are road markings used to indicate a shared environment for bicycles and automobiles to reinforce presence of bicycle traffic on a street and recommend proper positioning.

- Suitable for low volume, low speed roadways
- Place markings 4' from curb on streets without on-street parking (11' with parking)
- Frequent, visible placement of markings is important
- Provide directional/wayfinding signs



Buffered/Separate Bicycle Lane

Exclusive facility for bicyclists located within or directly adjacent to roadway, physically separated from vehicular traffic by paint/stripping or barriers.

- Provides more comfortable experience on streets with higher volume, higher speeds
- Min. 5', 7' preferred
- Buffers should be at least 18"
- May also be designed to include bollards, flexible delineators, or other forms of physical separation/protection

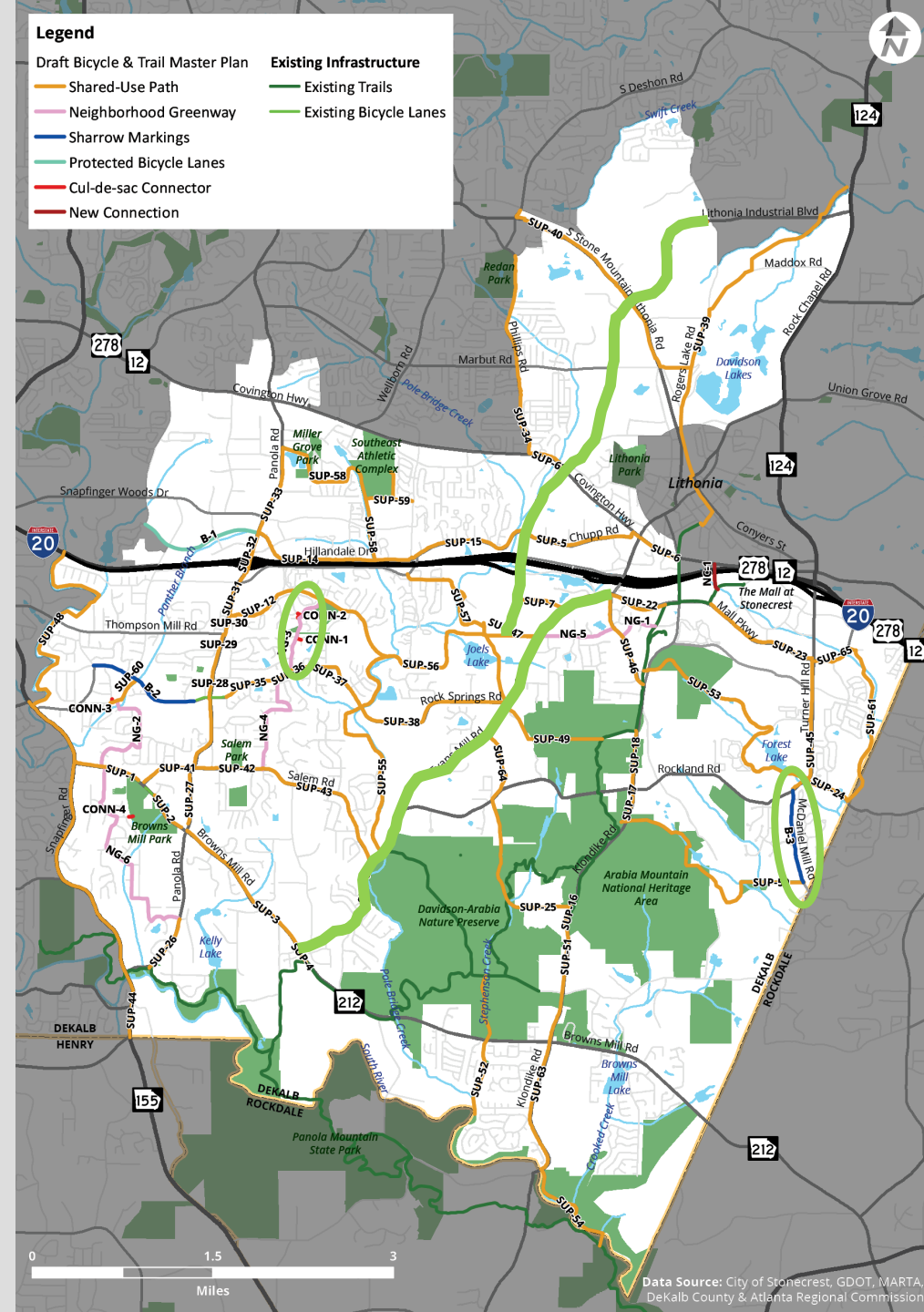


Bicycle/Trail Projects

- Shared Use Paths – **63 miles**
- Neighborhood Greenways – **5.6 miles**
- Sharrows – **1.7 miles**
- Protected Bike Lanes – **1 mile**
- Cul-de-Sac Connectors and New Connections – **5 projects**

EXAMPLE PROJECTS

- Shared use path on Lithonia Industrial Blvd
- Sharrows on McDaniel Mill Rd
- Evans Mill Road shared use path (4 segments)
- Ottawa Trail neighborhood greenway (from TMP)



Bus Stop Upgrades

Upgrade bus stops based on recent ridership data from MARTA meeting established thresholds for facilities

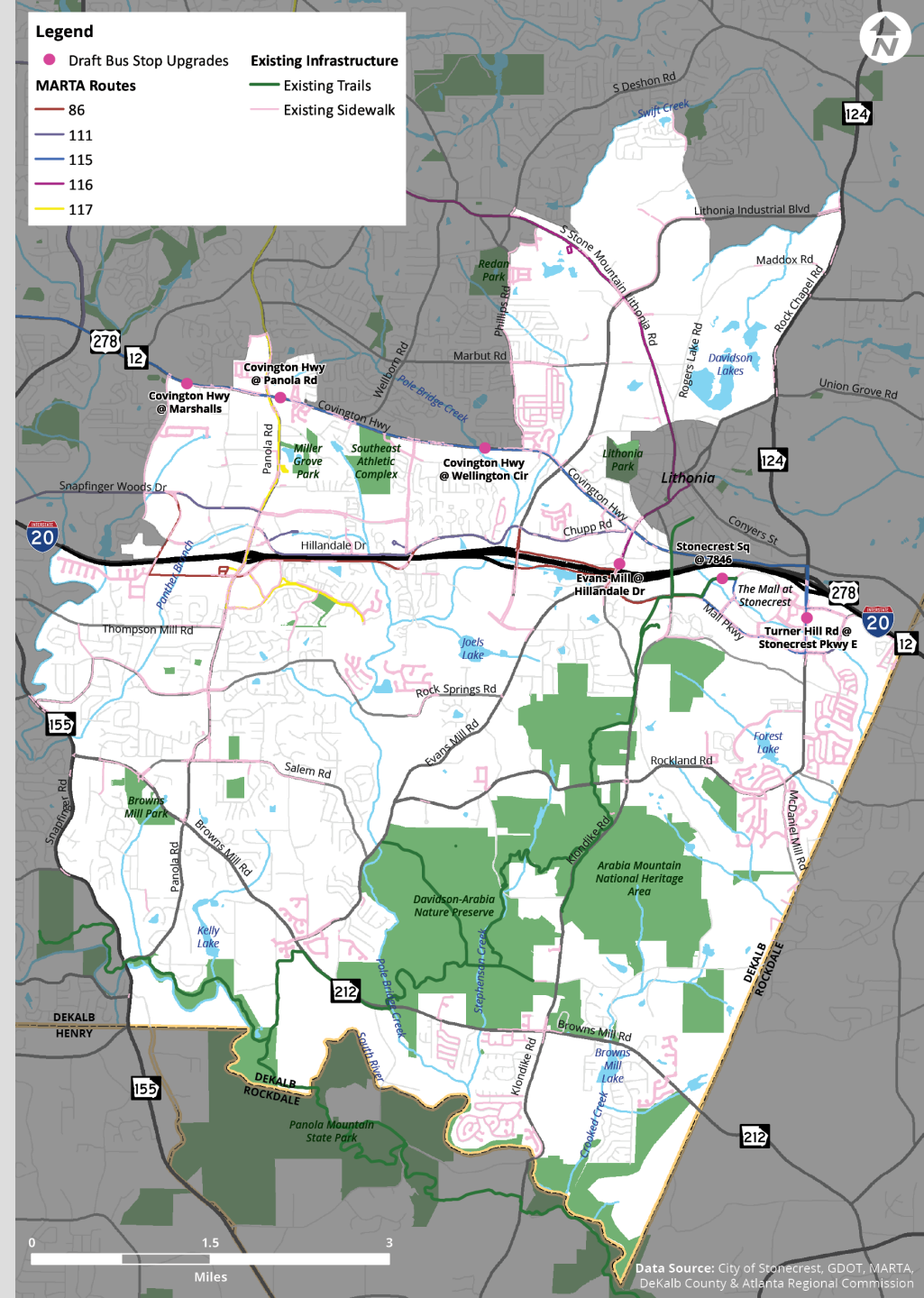
Signs to Benches

- Covington Hwy @ Marshall's Dist. Ctr
- Covington Hwy @ Panola Rd
- Evans Mill Rd @ Hillandale Dr



Benches to Shelters

- Covington Hwy @ Wellington Cir
- Turner Hill Rd @ Stonecrest Pkwy E
- Stonecrest Square @ 7846



Midblock Crossings

Pedestrian Hybrid Beacon (PHB)

Pedestrian-activated devices designed to warn and control traffic at midblock locations and uncontrolled intersections to assist pedestrians in crossing.

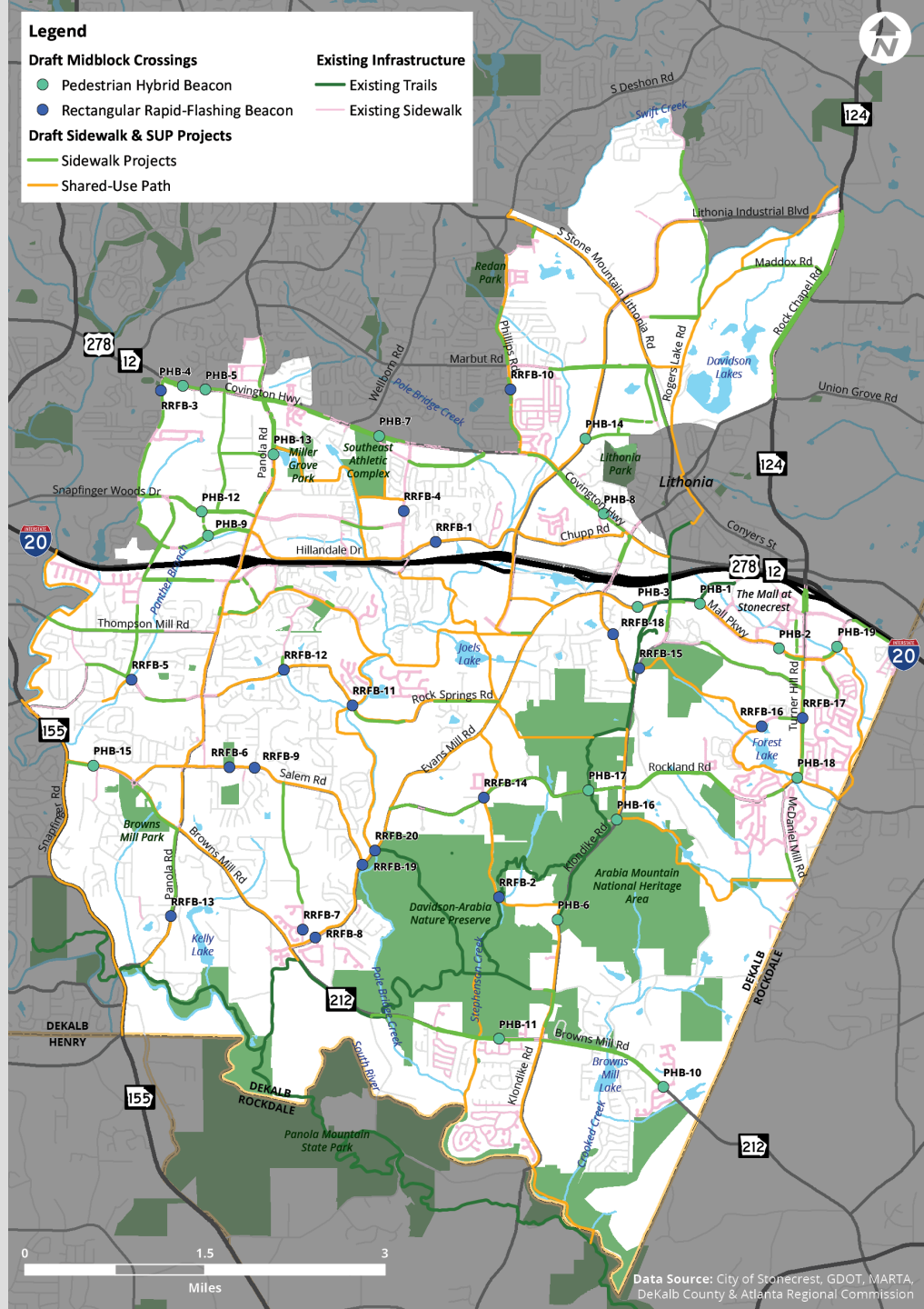
- Use for multi-lane crossings or roads with 35 MPH+ speed limit
- Effective on roads with 3+ lanes and 9,000+ AADT
- Include marked crosswalk, pedestrian countdown signals, and signage



Rectangular Rapid Flashing Beacons (RRFB)

Pedestrian-activated devices to enhance pedestrian conspicuity and increase driver awareness of pedestrians at marked crosswalks without stop signs or traffic signals.

- Use for multi-lane crossings on roads with < 40 MPH speed limit
- Place on both sides of crosswalk and/or median
- Include marked crosswalk, ped, school, or trail crossing warning sign

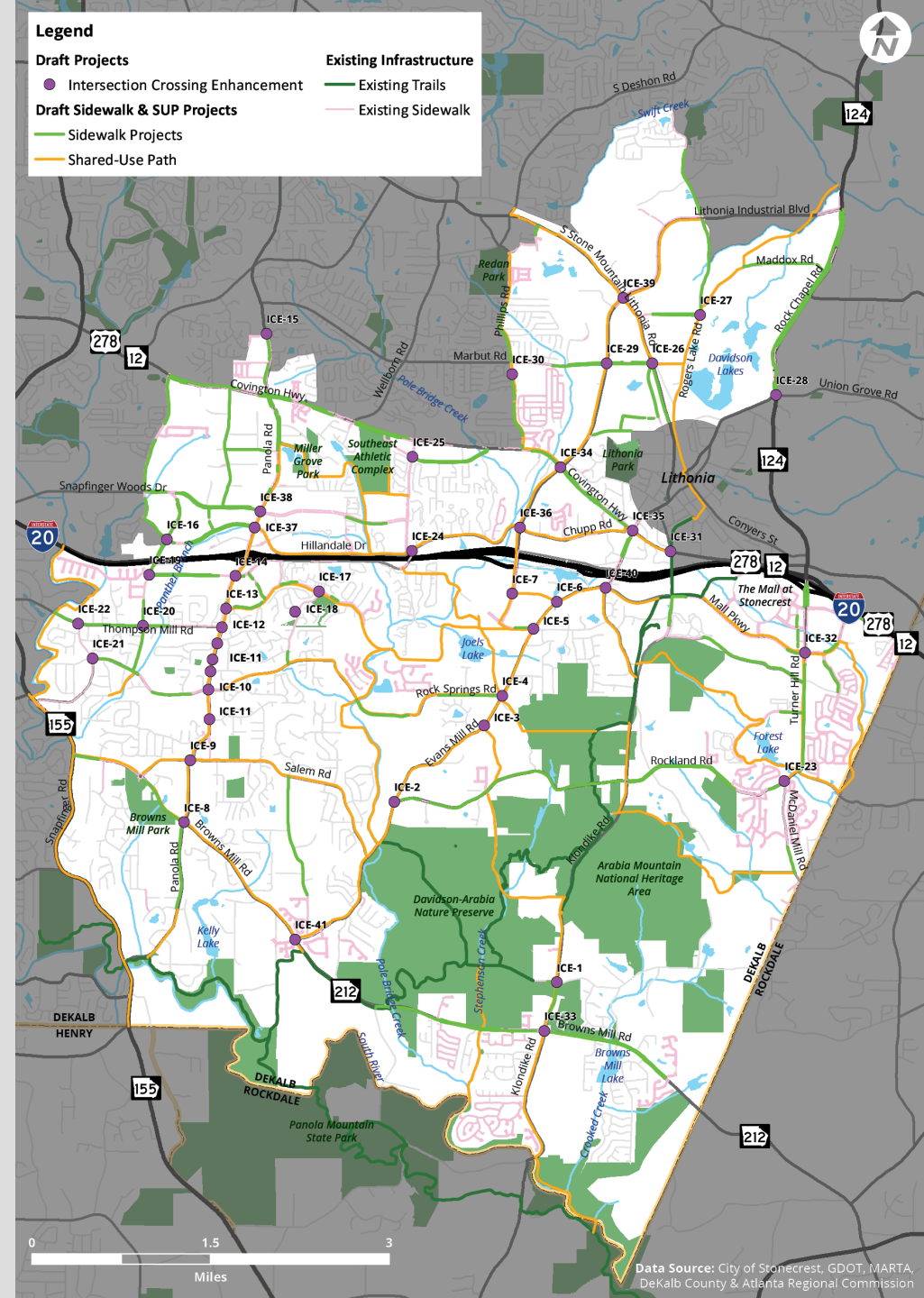


Intersection Crossing Enhancements

- 41 projects
- Treatment will depend on location – new markings, signage, countdown signals, leading pedestrian intervals, etc.

Signalized and unsignalized intersections can be enhanced with high visibility crosswalk markings, pedestrian and/or bicycle signals, signage, Leading Pedestrian Intervals, lighting, and other treatments.

- On roads with 10,000+ AADT, a marked crosswalk is not generally sufficient
- High-visibility crosswalks should use durable materials
- Consider advance warning signs, refuge islands or medians, leading pedestrian intervals, etc.



Other Complementary Facilities

- Potential new trailheads – to accompany shared-use paths
- New crossing over I-20 near Mall at Stonecrest (*carried over from Transportation Master Plan*)

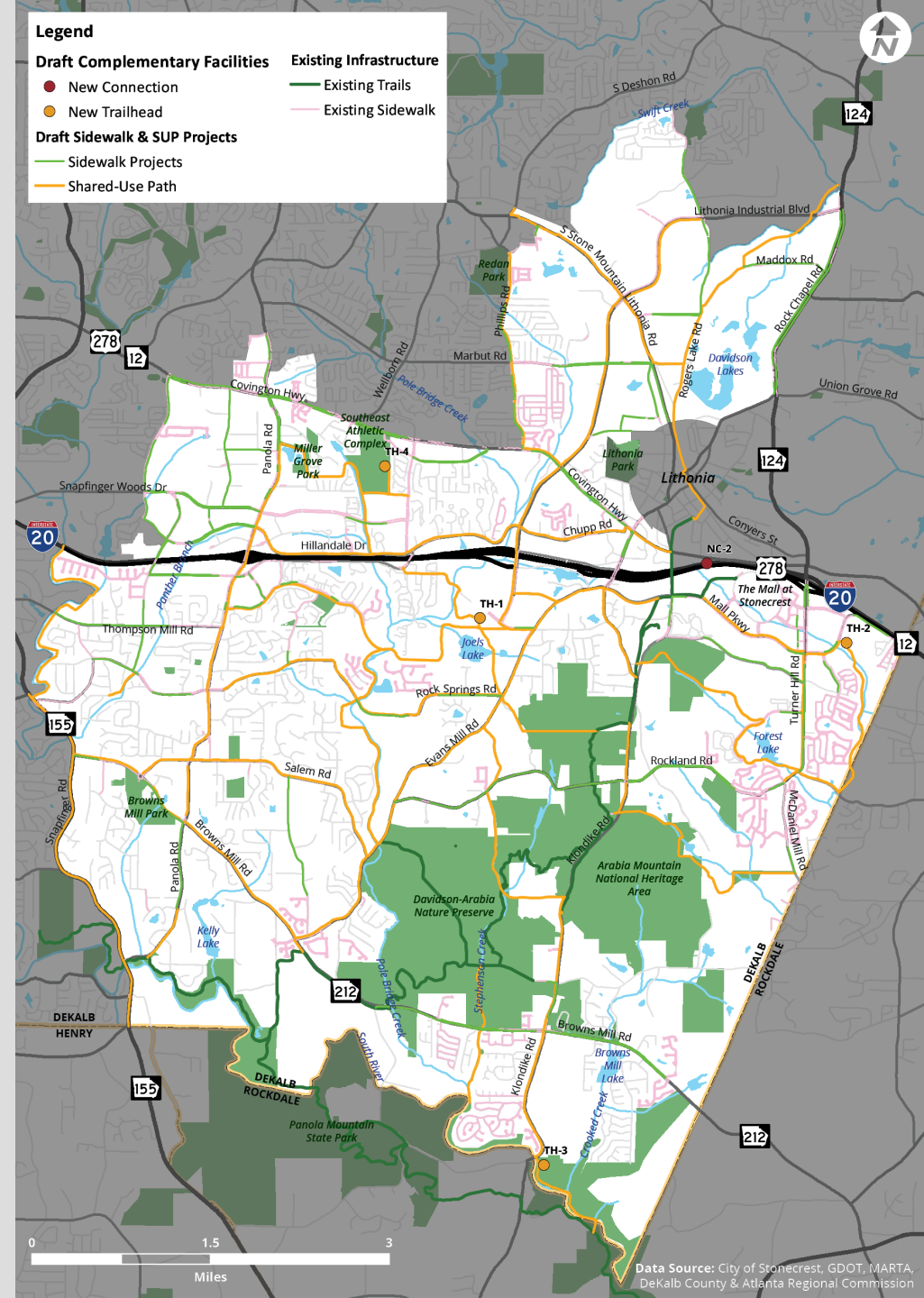
Trailheads can be of different scales and sizes, depending on their location and the facilities they connect to.

Some are designed for walk-up or bike access – in such cases, a simple entrance marker sign may be sufficient.



For moderate-sized access points, signage may be accompanied by seating, a bike rack or fix-it station, trail maps, and interpretive signs.

Others are designed more as drive-up destinations with areas designated for parking.



Project Prioritization Framework

- Connects to Existing Sidewalk, Trail, or Bike Facility
- Improves Access to Transit
- Improves Access to Schools/Parks
- Potential for Regional Connection
- Improves Bicycle/Pedestrian Connections within Stonecrest

- Project Complexity/Ease of Implementation
- Aligns With Prior Recommendation/Project
- Environmental Screening
- Community Support



- Propensity for Biking and Walking
- Improves Multimodal Safety
- Improves Access to Essential Services



Project Prioritization Results

Tier 1
Short-Term
~ 10 years

23 Sidewalk

24 Bike/Trail

Tier 2
Mid-Term
~ 20 years

25 Sidewalk

26 Bike/Trail

Tier 3
Long-Term
~30 years

26 Sidewalk

27 Bike/Trail



Next Steps



Next Steps

- Refine draft project list and plan based on comments
- Revise cut-sheets for priority projects to support future funding and implementation
- Submit final plan for review and approval



Thank You!

Erin Thoresen, AICP

Project Manager, Gresham Smith

Erin.Thoresen@greshamsmith.com

Hari Karikaran, P.E.

City Engineer

hkarikaran@stonecrestga.gov

