THE CITY OF
STONECREST
GEORGIA

CITY OF STONECREST

BICYCLE, PEDESTRIAN & TRAIL PLAN

FINAL REPORT

DRAFT NOVEMBER 2023

Acknowledgements

CITY OF STONECREST

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Pedestrians Crossing Klondike Road Near Arabia Mountain

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THE GOAL OF THE PLAN IS TO PROVIDE THE CITY - AND ITS RESIDENTS - WITH A SAFE, CONNECTED, AND INTEGRATED NETWORK OF PEDESTRIAN, BICYCLE, AND MULTIPURPOSE TRAIL FACILITIES

Chapter 1: Introduction

PLAN OVERVIEW

The City of Stonecrest's Bicycle, Pedestrian & Trail Plan provides a comprehensive look at existing walking and bicycling opportunities within the City and develops projects, policies, strategies, and mechanisms to develop a robust and integrated sidewalk, bicycle, and trail network across the City.

The goal of the Bicycle, Pedestrian & Trail Plan is to provide the City - and its residents - with a safe, connected, and integrated network of pedestrian, bicycle, and multipurpose trail facilities. This network will serve both destinations within the City and connect to a regional network in DeKalb County and beyond.

The project team accomplished this through a comprehensive system appraisal and evaluation process that considers desktop analysis, field observations, and plan and policy review to determine suitability, safety, and feasibility for the addition of pedestrian, bicycle, and trail facilities. The result is a plan that builds upon the foundation laid by the Stonecrest Transportation Master Plan that was adopted in August 2020.

PLANNING PROCESS

The City of Stonecrest issued a request for proposals in October 2022 to seek a consultant to develop the Bicycle, Pedestrian & Trail Plan. After a thorough evaluation, the City eventually selected Gresham Smith to develop the plan, and the contract was approved by Stonecrest City Council on December 27, 2022.

The planning process shown in **Figure 1** was split into five tasks beginning with an existing conditions analysis followed by system appraisal and network development. The process culminated with an implementation plan consisting of a combination of on-street and off-street facilities. Public involvement was ongoing throughout the course of the planning process and included several in-person events such as pop-up displays and multiple public open houses to engage the broader community. The team also developed an online survey to understand desired facility types and to inform project prioritization.

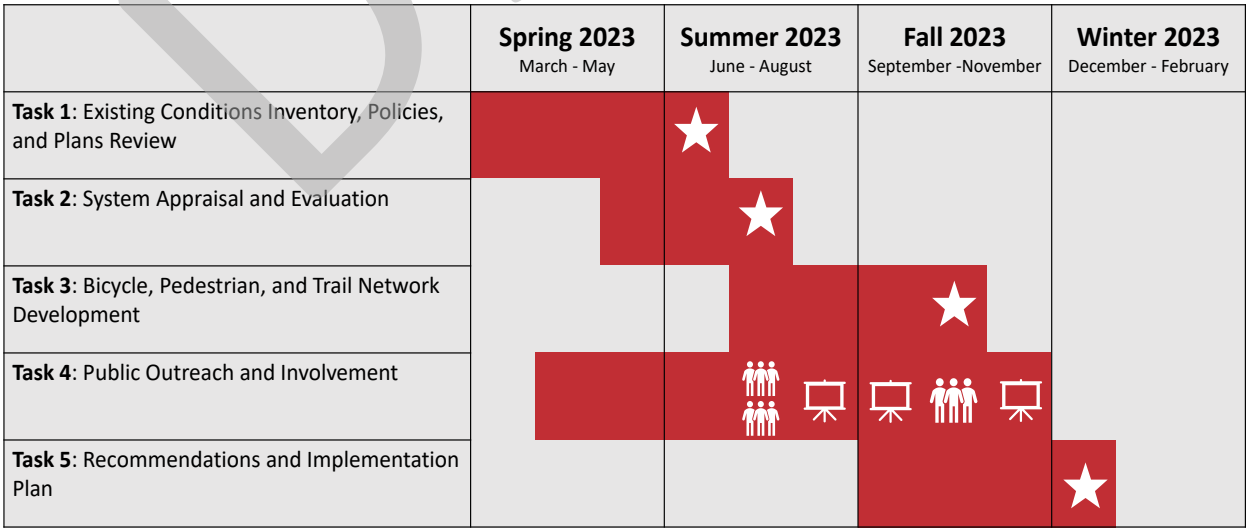


Figure 1. Project Schedule

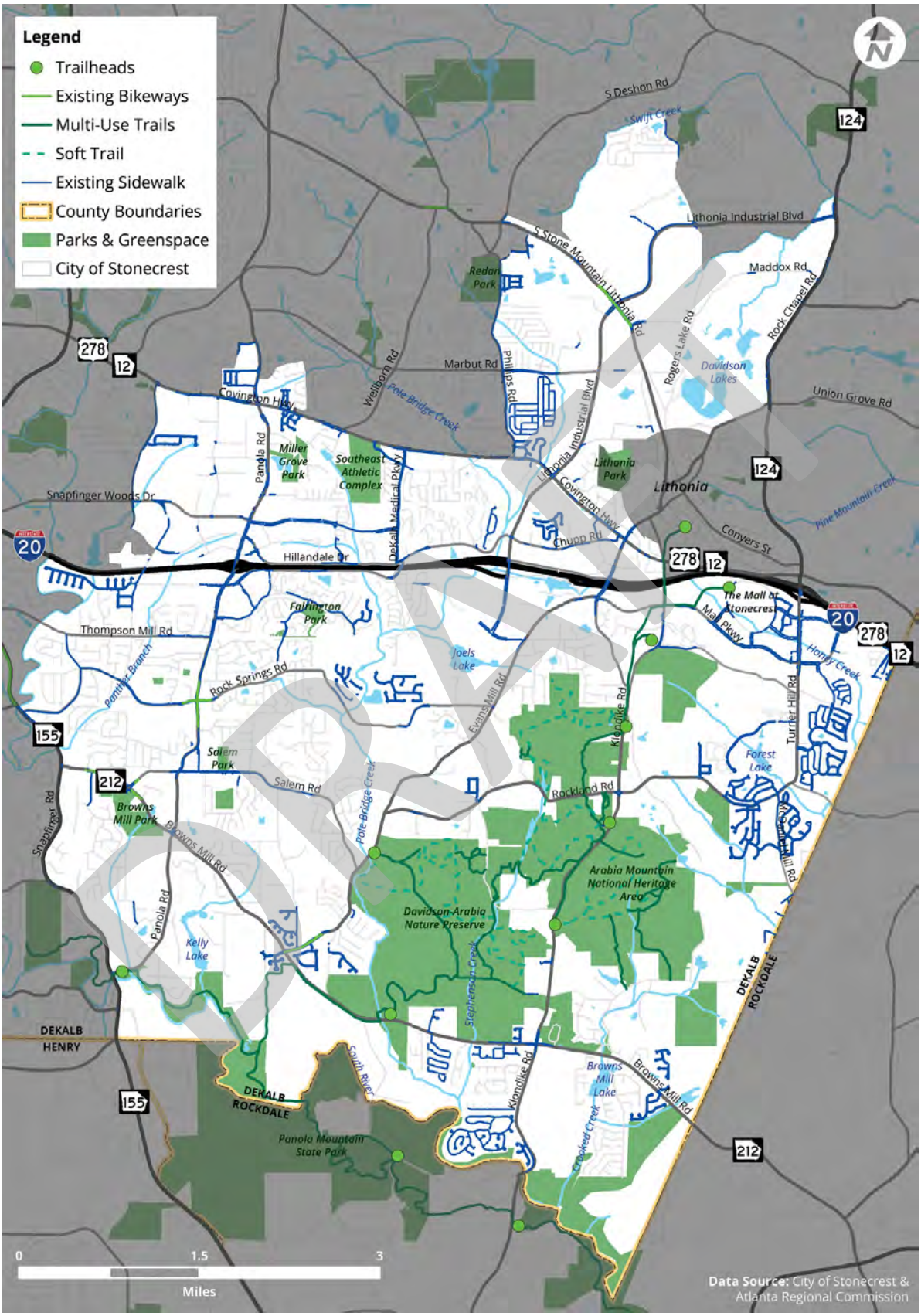


Figure 2. City of Stonecrest Existing Multimodal Network

LOCATION AND CONTEXT

The City of Stonecrest is located in southeastern DeKalb County and was incorporated as a City in 2017. It is currently the largest incorporated City within DeKalb County. The City is bounded by portions of unincorporated DeKalb, Henry, and Rockdale Counties along with the City of Lithonia.

Major routes which serve the City include Interstate 20 along with four state routes - Browns Mill Road (SR 212), Covington Highway (US 278/SR 12), Snapfinger Road (SR 155), and Turner Hill Road/Rock Chapel Road (SR 124) beginning north of I-20. Arterials and collectors that provide north-south connectivity include Panola Road, Evans Mill Road, Lithonia Industrial Boulevard, and Klondike Road while east-west connectivity is provided by Snapfinger Woods Drive, Marbut Road, Hillandale Drive, Fairington Road, Rock Springs Road, Salem Road, Rockland Road, and Mall Parkway.

Much of the City has auto-centric suburban development patterns given its position approximately 25 miles southeast of downtown Atlanta. Major attractions within the City include the Mall at Stonecrest, Arabia Mountain National Heritage Area, Davidson-Arabia Nature Preserve, Southeast Athletic Complex, and Browns Mill Recreation Center. The City is also home to numerous industrial and manufacturing sector employers, particularly north of I-20.

As shown in **Figure 2**, Stonecrest is home to a robust trail network anchored by the Arabia Mountain and South River PATH Trail networks; however, non-vehicular connectivity to these facilities is lacking. Sidewalk connectivity is also sparse with many privately owned subdivisions having excellent connectivity within them but not necessarily to each other. Existing sidewalks on collectors and arterials such as Covington Highway (US 278/SR 12) have numerous gaps which hinders walking opportunities to destinations such as employment centers, transit stops, and recreational facilities.

Report Overview

The City of Stonecrest Bicycle, Pedestrian & Trail Plan consists of eight chapters detailing the planning process to develop the recommended walking and bicycling network:

1. **Introduction:** This chapter provides an overview of the Bicycle, Pedestrian & Trail Plan and the City's locational context.
2. **Previous Plans & Studies:** This chapter includes a review of relevant city, county, and regional plans and studies.
3. **Existing Conditions & Propensity:** This chapter details demographics, land use, existing infrastructure, and forecasted population and employment growth to understand existing and future demand for walking and bicycling.
4. **Facility Types & Best Practices:** This chapter provides an overview of different walking and bicycling facilities and best practices from federal, state, and regional agencies on design and implementation.
5. **Public Outreach & Engagement:** This chapter discusses in-person and virtual public engagement mechanisms and key outcomes and feedback received.
6. **Network Development, Prioritization & Funding:** This chapter identifies ten target corridors across the City for walking and bicycling facilities, field observations, and challenges and opportunities along each corridor. It also presents the prioritization framework used to assign projects to tiers and identifies federal, state, and local funding opportunities.
7. **Implementation Plan:** This chapter presents the Sidewalk and Bicycle & Trail Master Plans and the short-term, mid-term, and long-term projects to implement them. A series of policies and strategies for the City to consider as implementation occurs is also included.

THE PROJECT TEAM REVIEWED PLANS AND STUDIES ACROSS THE ATLANTA REGION, DEKALB COUNTY, AND STONECREST TO UNDERSTAND WHERE SIDEWALKS AND TRAILS ARE PLANNED

Chapter 2: Previous Plan & Study Review

OVERVIEW

This chapter of the report provides an overview of the previous plans and studies within the City of Stonecrest which relate to advancing walking and bicycling opportunities across the City and connecting to surrounding communities. Plans and studies covered include regional studies completed by the Atlanta Regional Commission (ARC), countywide studies sponsored by DeKalb County, and local planning efforts within the City of Stonecrest.

The intent of this planning review is to understand previously identified connections for walking and bicycling and evaluate further for inclusion in the City's recommended network presented in Chapter 7. Additionally, existing policies within the City and DeKalb County informed recommendations for this plan and identify strategies to strategically implementing them.

Pedestrian Crossing Signage and Desire Path Along Covington Highway West of Scarbrough Drive

REGIONAL PLANS

ATLANTA METROPOLITAN TRANSPORTATION PLAN

The *Atlanta Metropolitan Transportation Plan* (MTP), formerly known as the Regional Transportation Plan (RTP), is a long-range blueprint, and the transportation component of the Atlanta Region's Plan, the region's comprehensive, long-range plan. Focusing on current transportation conditions, the MTP provides long-term visions and details the appropriate policies and programs for bringing these visions to fruition. The MTP includes recommendations and strategies aimed towards improving walking and bicycling solutions within the greater Atlanta metro area.[1]

The MTP discusses the five recommended actions for increasing walking and bicycling within the Atlanta region:[2]

- Supporting community-scale walking and bicycling networks
- Addressing the region's growing transportation safety and equity issues
- Providing first- and last-mile connections to regional transit systems
- Promoting complete streets for urban centers and multimodal thoroughfares
- Connecting and completing a regional-scale trail network

Each of these recommendations aim to improve the mobility, safety, and economic competitiveness of individuals and communities within the Atlanta region. To address bicycling and walking needs, ARC is utilizing a number of funding mechanisms, including the Surface Transportation Block Grant Program (STBG), and the Transportation Alternatives Program, to develop bicycle and pedestrian projects as well as first- and last-mile transit access projects.

1 Atlanta Regional Commission (2022). Metropolitan Transportation Plan. https://cdn.atlantaregional.org/wp-content/uploads/2050-rtp-main-doc.pdf
2 Ibid, p. 81.

WALK, BIKE, THRIVE!

The Atlanta Regional Commission's (ARC) *Walk. Bike. Thrive!* plan provides guidance for increasing walking and bicycling within metro Atlanta, through establishing a regional vision to support local initiatives and decision-making. This plan also takes into account the Atlanta Region's Plan goals and objectives, which focuses on world class infrastructure, healthy livable communities, and a competitive economy. Equity and accessibility for all communities is an important component of the plan, with a focus on ensuring all populations have access to safe and comfortable multimodal facilities and infrastructure.[3]

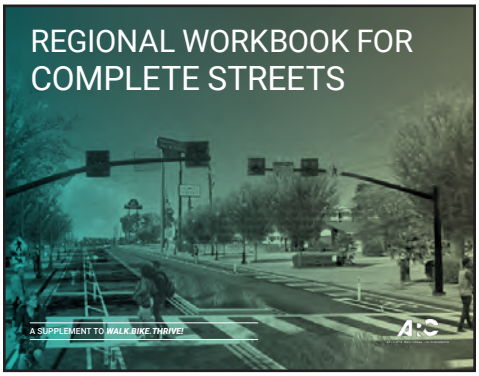
This plan focuses on pedestrian- and bicyclist-focused goals to achieve increased connectivity and safety within the region, and efforts by ARC for actively supporting cities and counties striving for increased active transportation. These include:[4]

- Create walking and bicycling options for everyone in every community
- Ensure safer and more accessible bicycling and walking in the region
- Tie walking and biking improvements to quality of life, economic competitiveness, and health
- Establish a vision for a Regional Trail Network
- Build a Strategy based on compounding growth and relentless incrementalism
- Use the region's pivoting growth and fresh momentum, so that in five years, Atlanta can market itself as one of the most walk-friendly and bike-friendly regions in the nation

ARC provides an active transportation toolkit to provide guidance, recommendations, and an overview for implementing high-quality walking and bicycling systems, elements, and programs. The broader elements for a high-quality walking and biking system include broader factors, such as "places and public spaces" and "universal access," to more specific elements, including "support [for] infrastructure for walking and biking" and a "local trail network."[5]

The Regional Trail Network Strategy is discussed in the context of the regional framework, with two primary objectives guiding the overall strategy: closing identified network gaps in the trails of regional significance; and expanding the network of regionally significant trails. Trails of Regional Significance are those which may cross jurisdictional boundaries, and have the potential to be a key link within the regional trail network.[6] Opportunities exist within Stonecrest (and DeKalb County at large) to expand existing trails outward, and to fill in existing gaps.

3 Atlanta Regional Commission (2016). Walk. Bike. Thrive!
https://atlantaregional.org/plans-reports/bike-pedestrian-plan-walk-bike-thrive/
4 Atlanta Regional Commission (2016). Walk. Bike. Thrive! - Part 1: Recommendations, p. 7.
https://cdn.atlantaregional.org/wp-content/uploads/walkbike-thrive-part-1-final-web-.pdf
5 Ibid, p. 34-36.
6 Ibid, p. 19-22.



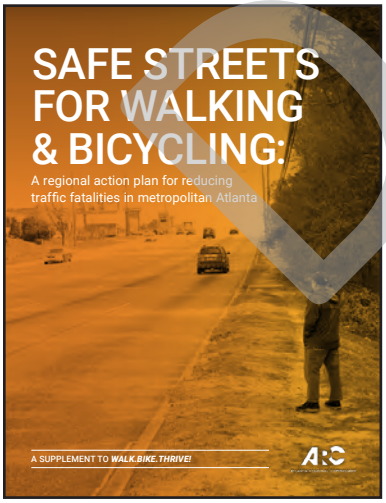
REGIONAL WORKBOOK FOR COMPLETE STREETS

ARC's *Complete Streets Workbook* serves as a supplement to the agency's various plans and was developed as a follow-up to *Walk. Bike. Thrive!* It is intended as a resource for local governments with guidance on project prioritization, funding, and design decisions. The Workbook discusses the implementation of Complete Streets through regional strategies to enable sustainable environments, social equity, and a more competitive economy.[7] The Workbook emphasizes the ability of Complete Street projects to:[8]

- Support communities and improve access via walkable communities, serving of high-demand locations, and increased accessibility
- Reduce transportation risk through the elimination of high-crash locations and reduction in high-risk corridors
- Make connections through connected networks and enhancement of transit facilities

This document does not specifically address Stonecrest, but the strategies presented are applicable to current walking and bicycling conditions within Stonecrest, including lack of connectivity, lack of accessibility to enable shorter and safer trips, and a need for tools and strategies, such as pedestrian islands, mid-block crossings, and bike lanes. The Workbook also includes several questions that should be addressed in regards to walking and biking on suburban roads, which comprise many of the roads within Stonecrest. These questions include:[9]

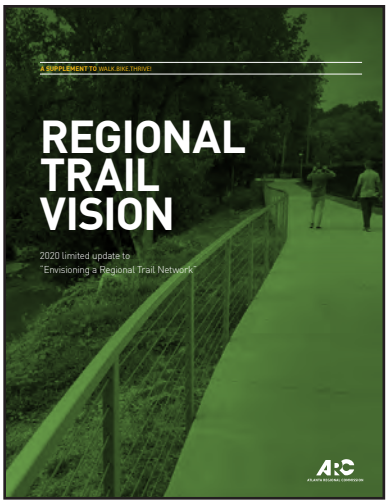
- How to make four and five lane suburban roads more complete?
- Whether biking on suburban arterials should be on- or off-street?
- Where to install a sidewalk?
- How do Complete Streets support regional transit?



SAFE STREETS FOR WALKING & BICYCLING

Another supplement to *Walk. Bike. Thrive!*, this publication serves as a regional action plan for reducing roadway fatalities across the Atlanta region. The publication identifies several data-driven strategies for ARC to pursue in implementing safe facilities consistently across the region, especially in vulnerable and underserved communities. The document is rooted in a safe systems approach to achieve zero fatalities by 2030. ARC will focus regional transportation funding on projects that eliminate roadway designs that are unfriendly for bicyclists and pedestrians and champion a Complete Streets approach to transportation and land use decisions which will shape future travel behaviors and patterns towards accommodating more multimodal trips.[10]

7 Atlanta Regional Commission (2019). Regional Workbook for Complete Streets. https://cdn.atlantaregional.org/wp-content/uploads/arc-complete-streets-workbook-webview.pdf
8 Ibid, p. 7.
9 Ibid, p. 23.
10 Atlanta Regional Commission (2020). Safe Streets for Walking & Bicycling. https://cdn.atlantaregional.org/wp-content/uploads/arc-safe-streets-webview-revjan20.pdf



REGIONAL TRAIL VISION

Following completion of *Walk. Bike. Thrive!*, ARC published a *Regional Trail Vision* that identifies regional active transportation needs, strategies, and recommendations for increasing accessibility and connectivity within the Atlanta metro region.[11] Three regional needs were identified in this vision:[12]

- **Safety:** paths provide opportunities for travel away from busy roads and traffic
- **Mobility:** paths can provide convenient routes to access destinations or bridge regional barriers, if they are direct
- **Economic Competitiveness:** communities are increasingly investing in paths as destinations and amenities for residents

While the Atlanta region has a robust system of walkways, bikeways, and multi-use trails (see **Figure 3**), there are significant gaps.[13] These gaps can be addressed by prioritizing projects that connect existing segments; provide access to underserved areas like urban neighborhoods and smaller towns; connect high-demand centers through suburban or lower-demand areas; and provide access to parks, natural areas, or scenic destinations.

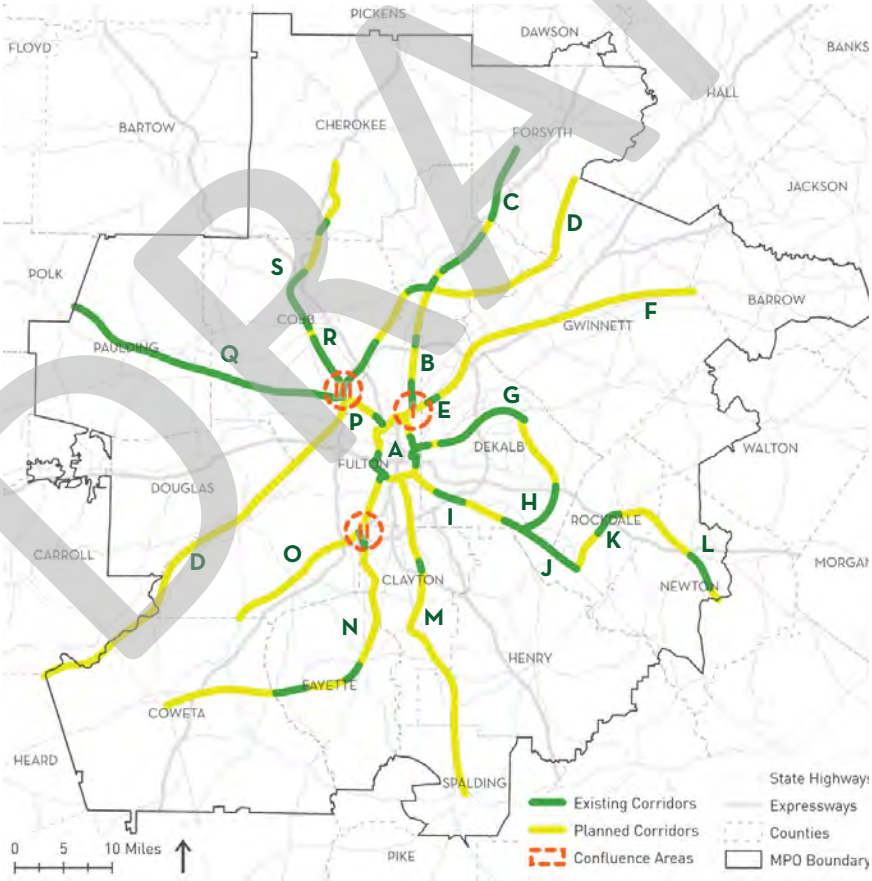
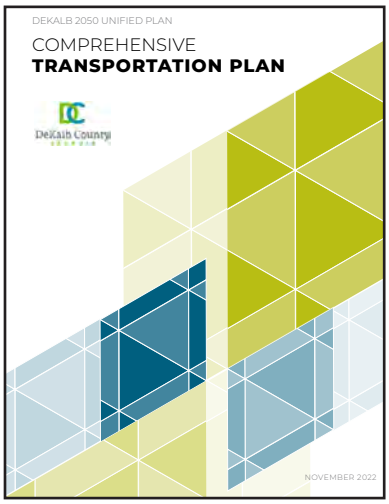


Figure 3. Regional Trail Vision

11 Atlanta Regional Commission (2020). Safe Streets for Walking & Bicycling. https://cdn.atlantaregional.org/wp-content/uploads/arc-safe-streets-webview-revjan20.pdf
12 Ibid, p. 2.
13 Ibid, p. 10.

DEKALB COUNTY PLANS



DEKALB COUNTY COMPREHENSIVE TRANSPORTATION PLAN

The *DeKalb County Comprehensive Transportation Plan* (CTP) identifies priority transportation projects and policy recommendations within the County, to help facilitate growth over the next 30 years. Both short- and long-term projects are identified, with recommendations for key policies to facilitate implementation.[14] Priorities identified within the CTP include:[15]

- Providing transportation options through connectivity across modes, including bicycle and pedestrian modes
- Enabling healthy communities and improve quality of life to encourage an active lifestyle and overall improved quality of life
- Improving safety for all users across all modes
- Promoting equity, especially in communities where a lack of transportation options create substantial barriers

The CTP outlines a number of recommendations for improving pedestrian and cyclist conditions, consisting of policies for prioritizing the road network, and actionable items for introducing incremental progress including a bicycle priority network shown in **Figure 4**. Examples include:[16]

- Alignment of land use to increase walkability and compact development forms, through more intense development within activity centers, nodes, and corridors
- Increased multimodal development at or near activity centers, the development of quality bicycle and pedestrian facilities, and improved transit access
- Directing growth to high-capacity transit corridors, in order to enable alternative methods of transportation, and provide increased connectivity for pedestrians and cyclists, where facilities and services currently exist
- Improved trail connections and extensions, to increase connectivity across DeKalb County
- Intelligent Transportation Systems (ITS) improvements

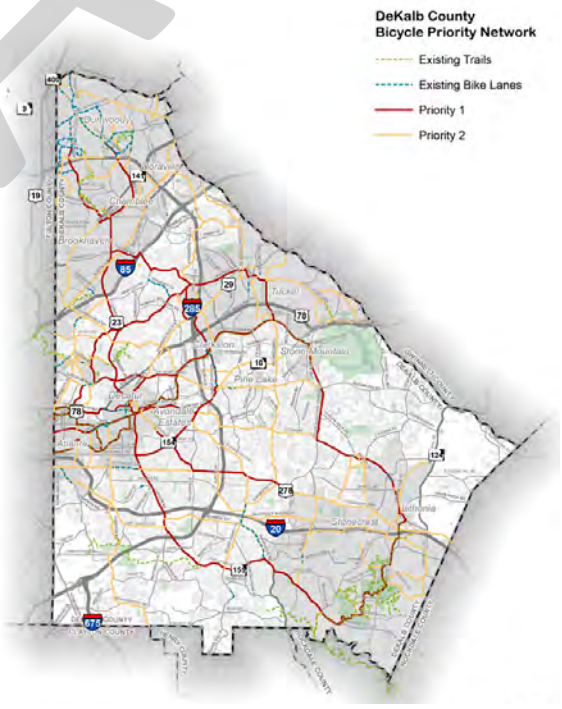


Figure 4. DeKalb County Bicycle Priority Network

14 DeKalb County, GA (2022). DeKalb 2050 Unified Plan. Comprehensive Transportation Plan. https://www.dekalbcountyga.gov/sites/default/files/2022-11/2022_1115_DeKalb%202050%20Comprehensive%20Transportation%20Plan.pdf
15 Ibid, p. 8.
16 Ibid, Chapter 10.

DEKALB COUNTY COMPREHENSIVE LAND USE PLAN

The *DeKalb County Comprehensive Land Use Plan* is intended to guide decision-making related to development and growth within the County, and includes discussion on transportation goals, opportunities and recommendations.[17]

Two main transportation issues regarding multimodal mobility are discussed within the comprehensive plan. The first is the lack of pedestrian and bicyclist connectivity, specifically along major corridors, between new developments, neighborhoods, retail centers, parks, institutions and attractions. In addition, there is no unified vision or strategy for trail or greenway development within the County as a whole. Several goals within the plan address, either specifically, or more broadly, these two issues, including:[18]

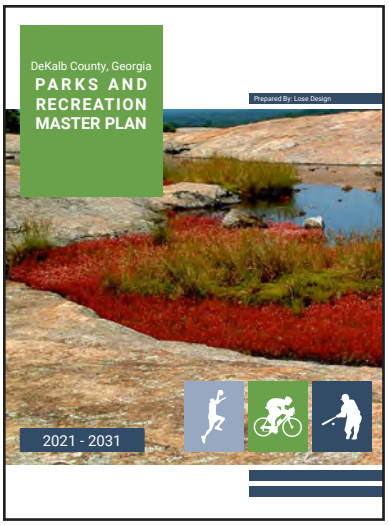
- Providing transportation options through connectivity across modes
- Promoting equity
- Improving safety
- Enabling healthy communities and improve quality of life

While there are gaps within the multimodal transportation system within DeKalb County, there are opportunities as well, including an increase in the number of parks, and an extended trail network, which provides key connections within the community. Increased connectivity within DeKalb County will enable greater regional connectivity, an important component for the expansion of Stonecrest's bicycling and pedestrian network.

Desire Path on the South Side of Snapfinger Woods Drive Looking East Towards Panola Road

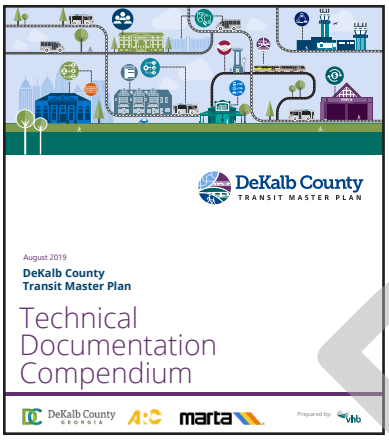
17 DeKalb County, GA (2022). DeKalb 2050 Unified Plan. Comprehensive Land Use Plan. https://www.dekalbcountyga.gov/sites/default/files/2022-11/2022_1115_DeKalb%202050%20Comprehensive%20Land%20Use%20Plan.pdf

18 Ibid, p. 13.



DEKALB COUNTY PARKS & RECREATION MASTER PLAN

The *DeKalb County Parks and Recreation Master Plan* does not speak extensively on specific recommendations and strategies for improving connectivity. It does, however, discuss the importance of the built environment in overall population health outcomes, including improved parks, sidewalk, bicycle lanes, and greenways. A County-wide approach can be applied for taking the lead in greenway and trail connectivity throughout DeKalb County. This includes greenway expansions to allow for greater regional connectivity, including within and adjacent to Stonecrest.[19]



DEKALB COUNTY TRANSIT MASTER PLAN

The *DeKalb County Transit Master Plan* discusses increased trail and multimodal connectivity within the context of current unmet rider needs, and integrating pedestrian and bicycling infrastructure with transit facilities. Specifically, transit riders often face difficulties involving first mile/last mile connectivity.[20]

The plan notes that infrastructure improvements are needed to enable safer and more convenient access to transit stops and stations. Closing existing trail gaps could help in increasing equity and connectivity, not only to transit stops and facilities, but to various services and destinations. Stonecrest is currently underserved by MARTA.[21]

The project universe in **Figure 5** generally focuses on the appropriate alignment of land use, alternative transportation facilities, and transit access. Key examples include:[22]

- Collaboration with MARTA and agency partners in order to expand access, such as through last mile/first mile connectivity and improvements to certain corridors with high ridership
- Alignment of land use that supports, both economically and socially, transit, so as to increase walkability and compact development forms
- Focus on mobility centers, which would facilitate bus-to-bus transfers, bike racks, and multi-mobility connections to car-sharing and bike-sharing services, among other facilities

19 DeKalb County, GA (2021). DeKalb County Parks & Recreation Master Plan. https://www.dekalbcountyga.gov/sites/default/files/2022-06/19044-1_DEKALB%20REPORT_05_23_22_0.pdf
20 DeKalb County, GA (2019). DeKalb County Transit Master Plan Technical Documentation Compendium. http://www.dekalbtransitmasterplan.com/assets/files/DeKalb%20County%20TMP%20-%20Technical%20Documentation%20Compendium.pdf
21 Ibid, p. 3-29.
22 Ibid, p. 4-3.

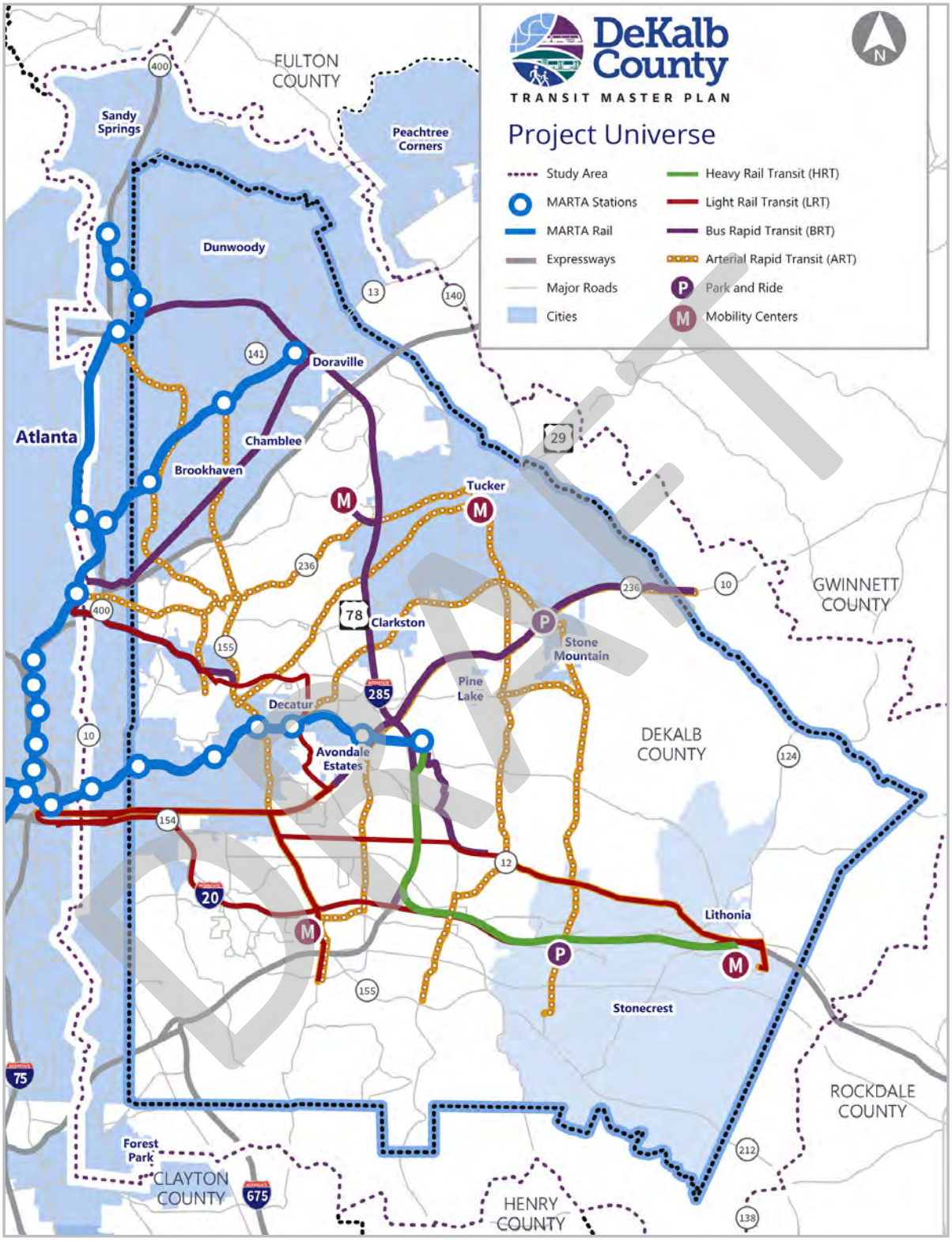


Figure 5. DeKalb County Transit Master Plan Projects

CITY OF STONECREST PLANS

STONECREST TRANSPORTATION MASTER PLAN

Stonecrest's *Transportation Master Plan* is a framework for the City's decision-making regarding transportation investments over a 30-year planning horizon.[23] This includes projects and policies addressing walking and bicycling. While some of the plan's goals do not specifically address pedestrian and bicycling infrastructure, recommend facilities aimed to increase pedestrian and bicyclist safety and accessibility. The plan goals include:[24]

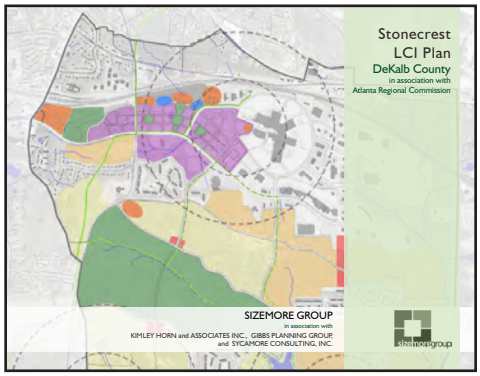
- Improve connectivity for live, work, and play
- Reduce traffic congestion
- Enhance biking and walking access
- Increase travel safety

Providing consistent, safe, and comfortable multimodal connections to all community facilities is critical for the economic and personal health of the community. As of now, only approximately 20% of the streets within the City have sidewalks, with a majority of these streets located within residential developments.[25] As bicycling and pedestrian infrastructure has evolved from serving as an "alternative transportation" to filling a critical need in the transportation network, the various pedestrian and bicycle projects should be prioritized based on short-, mid-, and long-term needs. These range from smaller scale improvements to address immediate safety needs, to larger-scale capacity operations, and cyclist and pedestrian improvements.[26]

STONECREST PARKS & RECREATION MASTER PLAN

The Stonecrest *Parks and Recreation Master Plan* serves as a guide to ensure that there is an appropriate balance of facilities, services, and amenities within the community. While pedestrian and cyclist infrastructure does exist within the City, existing gaps present barriers to travelers, and limit access to recreational opportunities throughout Stonecrest. The master plan outlines various objectives for improving facilities and amenities, including the expansion of greenways, bike paths, and trails, in order to increase connectivity. The ultimate goal would be to link all Stonecrest park and recreation facilities with a network of safe paths, trails, and sidewalks. Additional steps for creating a more accessible and safe system include building off of the existing trail network, and developing and implementing wayfinding signage for pedestrians and bicyclists.[27]

23 City of Stonecrest, GA (2020). Stonecrest Transportation Master Plan. https://www.stonecrestga.gov/Assets/Files/TransportationPlan/stonecrest-transportation-master-plan-report-draft-08112020.pdf
24 Ibid, p. 1.
25 Ibid, p. 12.
26 Ibid, p. 38-56.
27 City of Stonecrest, GA (2020). Parks and Recreation Master Plan. https://www.stonecrestga.gov/Assets/Files/Departments/ParksRecreation/Stonecrest_FinalPlan_10.9.pdf



STONECREST LCI PLAN

The *Stonecrest LCI Plan* examines existing centers and corridors that link transportation improvements with land use development strategies, in order to create sustainable, livable communities. Alternative transportation modes, including bicycling and walking, are encouraged. This plan provides an overview of the existing trail system within the study area, as well as suggestions for improvement. Currently, segments of PATH trails exist along Klondike Road, Stonecrest Square, and a small portion of Mall Parkway. This existing network connects Stonecrest Mall to the City of Lithonia, as well as the Arabia Mountain Natural Heritage Area. Cycling facilities are more limited within the study area. Several suggested alternatives are provided, including:

- Utilizing the existing rivers and streams to extend the PATH Trail System
- Extending the PATH trail to surrounding neighborhoods
- Improving pedestrian and bicycle conditions, including lighting, sidewalks, trees, and shading on Turner Hill Road, Hayden Quarry Road, Woodrow Drive, and Rockland Road

Additionally, the five-year work program includes a suggestion to develop a trailhead facility with shared parking in collaboration with GDOT, ARC, DeKalb County, and MARTA.[28]

STONECREST COMPREHENSIVE PLAN 2038

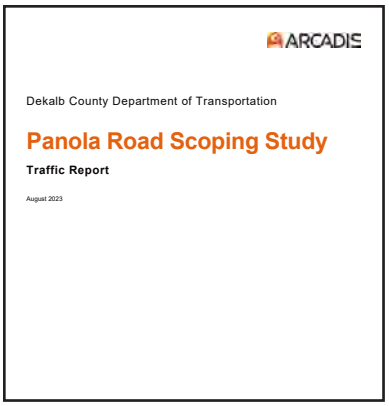
The *City of Stonecrest Comprehensive Plan 2038* discusses transportation needs and opportunities within the City. The transportation vision establishes a future for Stonecrest in which a safe and multimodal transportation system can be developed and maintained, to provide mobility and accessibility to all users.[29] While there is existing bicycling and pedestrian infrastructure, consisting of sidewalks and multi-use paths, gaps exist within the existing network. Additionally, some of the existing sidewalk infrastructure is in less than optimal condition. Safety, equity, and accessibility are at the forefront of the transportation goals outlined within this plan, with multiple recommendations provided to achieve these goals. These include:[30]

- Providing multimodal connections between transit stops and along key roadway corridors, such as Panola Road, Lithonia Industrial Boulevard, and Klondike Road
- Continue extending multi-use trail system along waterways to connect more of the City
- Explore opportunities to connect the existing and emerging neighborhood centers to the Arabia Mountain PATH with bicycle and pedestrian facilities

28 DeKalb County, GA (2013). Stonecrest LCI Plan. https://cdn.atlantaregional.org/document-archives/LCI-Recipients/DeKalb/Stonecrest/StonecrestLCI_FULL%20REPORT_FINAL_WITH%20APPENDIX.pdf

29 City of Stonecrest, GA (2019). City of Stonecrest Comprehensive Plan 2038. https://www.stonecrestga.gov/Assets/Files/Departments/ComprehensivePlan/Comp-Plan-2038.pdf

30 Ibid, p. 202.


ARCADIS

Dekalb County Department of Transportation

Panola Road Scoping Study

Traffic Report

August 2023

PANOLA ROAD SCOPING STUDY

In August 2023, the Stonecrest City Council adopted the *Panola Road Scoping Study* which identifies safety and operational improvements along a 2.2-mile section of the Panola Road corridor between Browns Mill Road and Minola Drive/Fairington Road. The study includes conceptual plans, benefit/cost ratio, and recommended project priority across all proposed improvements. Among the improvements recommended by this study include a series of intersection improvements such as roundabouts, mini-roundabouts, and turn lane improvements along with continuous sidewalk and shared-use path along the corridor.[31]

ONGOING PLANNING EFFORTS

At the time of this plan's development, there were two ongoing planning studies which will shape the implementation of the walking and bicycling networks within the City of Stonecrest:

DeKalb Trail & Greenway Master Plan - DeKalb County is leading the development of a Countywide trail and greenway master plan to update the existing master plan that was created over 20 years ago. This network will build upon the 59 miles of existing greenways, trails, and paved paths across the County.[32] The goal of the plan is "to develop an implementable trail and greenway master plan built on an inclusive, equitable engagement process and a decision-making framework based on community values, feasibility, and constructability." By preparing the plan, the County seeks to provide sustainable transportation options, promote healthy living, and create a sense of community. Key goals include:[33]

- Recommend trail and greenway projects that, when built, will serve and attract people of all ages, abilities, and backgrounds
- Incorporate community feedback and guidance when prioritizing recommendations
- Create a more interconnected cross-county trail network
- Align efforts toward seamless local and regional coordination on bicycle and pedestrian projects
- Create an accessible trails map

As the plan is still in development at the time of this writing (it is anticipated to be complete in July 2024), the City of Stonecrest can provide recommendations from the Bicycle, Pedestrian, and Trail Plan to the Trail and Greenway Master Plan effort for consideration and incorporation.

Stonecrest Freight Cluster Plan - The City of Stonecrest, in partnership with ARC, is preparing a freight cluster plan focused on providing a safe, balanced transportation environment for freight and multimodal travel, encouraging economic development, and developing a cost-effective opportunistic work program that coordinates ongoing and future projects. This plan focuses on the Lithonia Industrial Park and Park Central/Panola Road Corridor areas.[34]

Proper coordination among these planning efforts should occur to understand how to maximize the potential for future multimodal connectivity.

31 City of Stonecrest (2023). Panola Road Scoping Study. https://www.stonecrestga.gov/Assets/Files/Panola%20Road%20-%20Traffic%20Report_compressed.pdf
32 DeKalb County, GA (2023). DeKalb Trail & Greenway Master Plan Project Website. https://www.dekalbgatrails.com/
33 Ibid.
34 City of Stonecrest (2023). Major Plans and Studies. https://www.stonecrestga.gov/MajorPlansAndStudies.aspx

PLANNING MATRIX

In reviewing the various applicable documents, several greater themes emerged regarding possible goals which would be relevant to Stonecrest's bicycle and pedestrian network. As discussed in many of the plans, an improved bicycling and pedestrian network would result in overall greater connectivity and accessibility; improved economic benefits; and increased equity and inclusivity, among other goals. Each of these are intertwined. By increasing connectivity and accessibility, residents within Stonecrest are able to access opportunities and benefits they may otherwise be excluded from, resulting in better economic conditions; better economic conditions enable equity and inclusivity.

The improved network involves not only improving non-motorized transportation facilities, but, in the case of transportation and transit, focusing on first- and last-mile connectivity, mobility near major nodes, transportation facilities including paths and greenways, and mixed-use development.

Other goals and recommendations of importance within the plans reviewed, include improved health outcomes; alignment of land use; resiliency and climate adaptation; increased safety; and preservation of the existing and future transportation system, including all components.

Sidewalk Gap on the South Side of Covington Highway (US 278/SR 12) West of Wellborn Road/Cove Lake Road

Table 1. Matrix of Planning Goals and Themes

Plan/Study Publication	Connectivity and Accessibility	Economic	Equity and Inclusivity
ARC Regional Transportation Plan	- Ensuring a comprehensive transportation network, incorporating regional transit and 21st-century technology	–	- Developing additional walkable, vibrant centers that support people of all ages and abilities
DeKalb 2050 Comprehensive Transportation Plan	- Provide transportation options through connectivity across modes - Better accommodate movement of goods	- Increase funding for improvements - Increase access to jobs and education - Encourage economic development	- Promote equity
DeKalb County 2050 Unified Plan – Comprehensive Land Use Plan	–	–	–
DeKalb County Parks and Recreation Master Plan	–	–	–
DeKalb County Transit Master Plan	- Make sure thriving and emerging areas have transit service	- Ensure that the transit vision is affordable and effective	- Make sure that transit is available for everyone
Walk. Bike. Thrive!	- Establish a vision for a Regional Trail Network	–	- Create walking and bicycling options for everyone in the community
Walk. Bike. Thrive! Regional Trail Vision	- Mobility	- Economic Competitiveness	–

Health	Land Use	Resilience & Climate	Safety	System Preservation
–	–	–	–	- Building the region as a globally recognized hub of innovation and prosperity
- Enable health communities and improve quality of life	–	–	- Improve safety	–
–	- Single-family neighborhoods - Density transitions	–	–	–
–	–	–	–	–
–	–	–	–	- Live, work, play, and use transit
–	–	–	- Ensure safer and more accessible bicycling and walking in the region	- Tie walking and biking improvements to quality of life, economic competitiveness, and health
–	–	–	- Safety	–

DEMAND FOR WALKING AND BICYCLING WITHIN STONECREST IS ROOTED NOT JUST IN EXISTING INFRASTRUCTURE, BUT ALSO EQUITY AND FUTURE CONSIDERATIONS

Chapter 3: Existing Conditions & Propensity

CHAPTER OVERVIEW

While the intent of the Bicycle, Pedestrian & Trail Plan is to position Stonecrest well for future walking and bicycling opportunities, it is important to assess the conditions of current infrastructure as well as demographics and travel behaviors.

To build upon the previous plan and study review discussed in Chapter 2, the project team performed a data-intensive analysis to understand the existing walking and bicycling environment as well as the demand for walking, biking, and other non-vehicular modes of transportation within the City of Stonecrest.

What is Propensity?

Propensity is defined as the natural tendency or inclination to partake in a certain behavior, and this is a very central theme to the development of the City of Stonecrest's Bicycle, Pedestrian & Trail Plan.

The propensity analysis takes a layered approach to understand walking and bicycling behaviors and tendencies and which locations are most likely to exhibit those behaviors. It serves as a tool for informed decisionmaking for investments in walking and bicycling in Stonecrest.

This overall analysis indicates relatively more propensity for walking and biking in the more developed areas of Stonecrest such as along the I-20, Panola Road, and Mall at Stonecrest areas.

The existing conditions analysis for this plan intricately focuses on a propensity analysis consisting of five elements:

- **Community Demand** examines demographic data and travel patterns for commuting to understand the likelihood for residents to walk, bike, or take transit to work.
- **Addressing Equity** focuses on the locations and needs of minority and disadvantaged populations within Stonecrest with respect to walking and bicycling.
- **Points of Destination** emphasizes the location of major employment centers as well as community destinations like schools, parks, and government facilities where people may reach by walking or bicycling.
- **Community Conditions** examines safety trends, topography, and the location of existing sidewalks along with on-street and off-street bicycle facilities.
- **Future Analysis** recognizes that the other analyses are effectively considerations of existing conditions and that a plan for future walking and biking in the City of Stonecrest should also be informed by forecasted growth and development patterns.

This chapter contains discussion on the data sources utilized and the key findings from each metric comprising the five components of walking and bicycling propensity in Stonecrest.

Community Demand

The Community Demand piece of Stonecrest's walking and bicycling propensity is used to understand how underlying demographic conditions may influence walking and bicycling across the City. Using overlay analysis techniques, four analysis considerations were combined equally to develop a composite of community demand. For Community Demand, the four metrics are:

- Population Density
- Populations Over 55
- Populations Under 18
- Alternative Commute Methods

With an inherent bias towards walking and biking for transportation purposes, the community demand within Stonecrest reflects those parts of the City where there is already evidence of walking and biking as well as critical needs for area residents to have safe access to pedestrian and bicycle infrastructure.

The data presented in this portion of the propensity analysis utilizes 2017-2021 5-Year American Community Survey (ACS) estimates produced by the United States Census Bureau.

COMMUNITY DEMAND

POPULATION DENSITY

The U.S. Census Bureau measures population on a decennial basis at various levels of geography. For this analysis, the project team examined population density at the Census block group level and mapped population density in terms of the number of people per square mile.

Based on the map shown in **Figure 6** below, a majority of the population within Stonecrest is sparsely populated. However, there are several areas with higher population density including along Panola Road between Salem Road and Snapfinger Woods Drive and in an area bounded by Covington Highway (US 278/SR 12) to the north, Lithonia Industrial Boulevard to the east, Hillandale Drive to the south, and DeKalb Medical Parkway to the south. The population density reflects the vast amount of greenspace within the City, especially near Arabia Mountain.

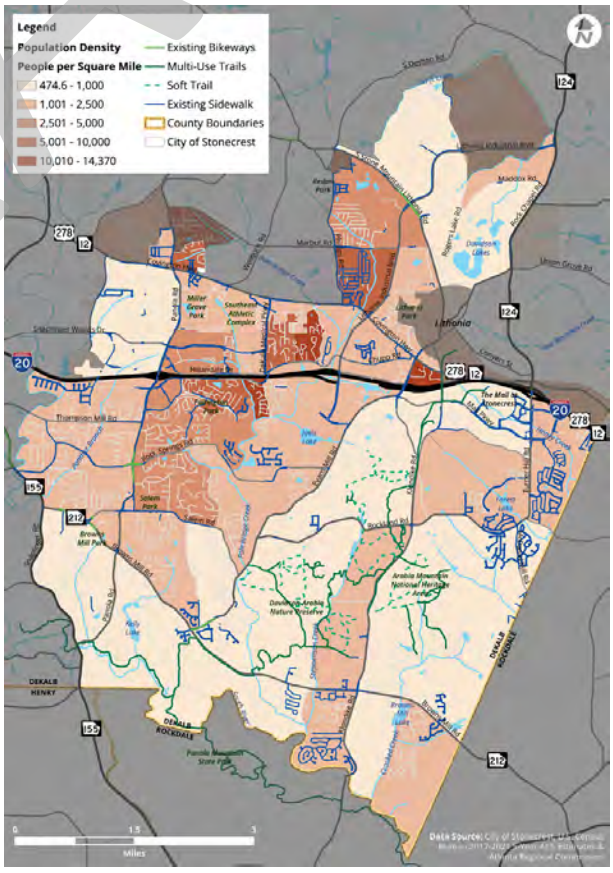


Figure 6. Population Density

POPULATIONS OVER 55

Analyzing where there are relative concentrations of certain population segments that may be more likely to walk and bike is a key component of the Community Demand piece of propensity. Where there are older adults aged over 55 may indicate where walking and biking investments are needed to accommodate travel behaviors for those who may not want to be dependent on driving.

The map in **Figure 7** shows concentrations of older adults within Stonecrest based on an overall percentage of the population by Census block group. The largest concentrations of adults aged over 55 is primarily within residential areas along Salem Road, Evans Mill Road, and Browns Mill Road (SR 212) in the south central portion of the City. Neighborhoods along these corridors are close to the Davidson-Arabia Nature Preserve but do not currently provide adequate access by foot or bike.

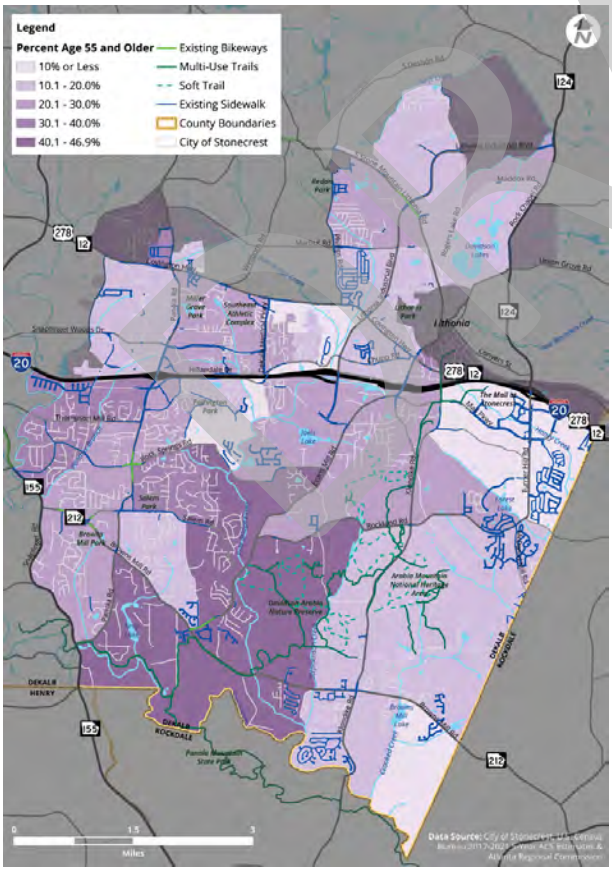


Figure 7. Populations Over 55

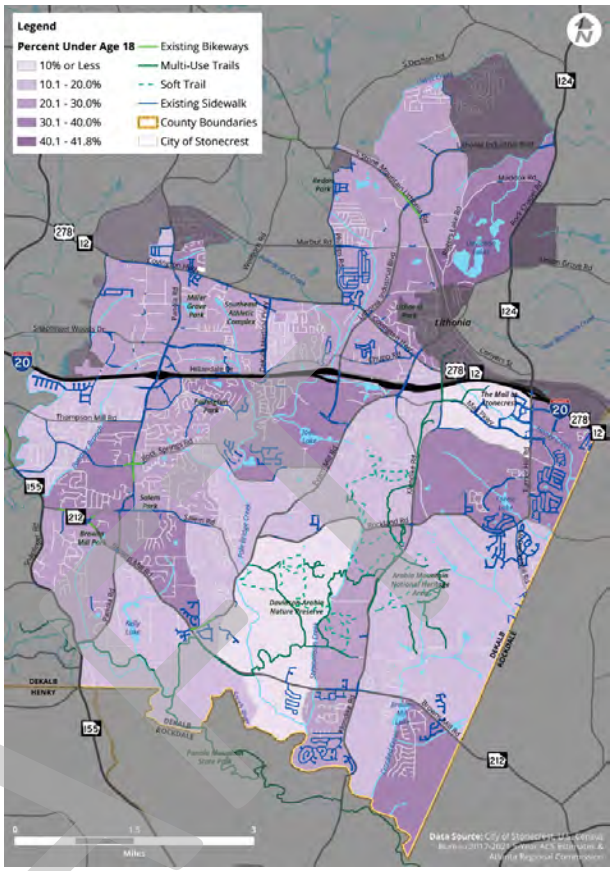


Figure 8. Populations Under 18

POPULATIONS UNDER 18

In addition to understanding where older adults in Stonecrest live, the project team examined where people under 18 live within the City. Highlighting locations where there are concentrations of children who are dependent on parents or guardians to drive them to their destinations can also in turn inform where walking and bicycling infrastructure can be built to provide safer access to places such as schools and parks. Given Stonecrest's suburban development pattern and that there are many families in the City, this population group is more scattered across the City as shown in **Figure 8**. There are some mild concentrations throughout the City which correspond to residential subdivisions along corridors such as Panola Road, Turner Hill Road, Browns Mill Road (SR 212), and Rock Springs Road.

ALTERNATIVE COMMUTE METHODS

In addition to basic population estimates, the American Community Survey also provides data on where randomly selected respondents indicate they are using various modes of travel other than a single-occupancy vehicle (driving alone) in order to commute to a workplace.

Because many of these individuals are already traveling through alternate means (or do not use a vehicle by themselves regularly) the neighborhoods that have more of these individuals living in them are more likely to need bicycle and pedestrian infrastructure investments. To capture different commute methods, the project team examined the percentage of the population within Stonecrest who walk, bicycle, and take transit to work.

The percentage of people who walk to work and bike to work are shown in **Figure 9** and **Figure 10**, respectively.

The percent share of people who do not drive to work in Stonecrest is low; however, there are portions of the City where more are likely to walk or take transit. These largely correspond to areas near greenspace or retail such as along the Panola Road, Evans Mill Road, Klondike Road, and Covington Highway (US 278/SR 12) corridors. Based on the latest ACS estimates, no respondents currently bike to work within Stonecrest.

While these trends show current commuting behaviors, these have potential to change over time as development patterns change to become more conducive to walking and biking as well as the growing popularity of remote and hybrid working models stemming from the COVID-19 pandemic. It is important to make investments in areas where demand exists based on the best and most available information.

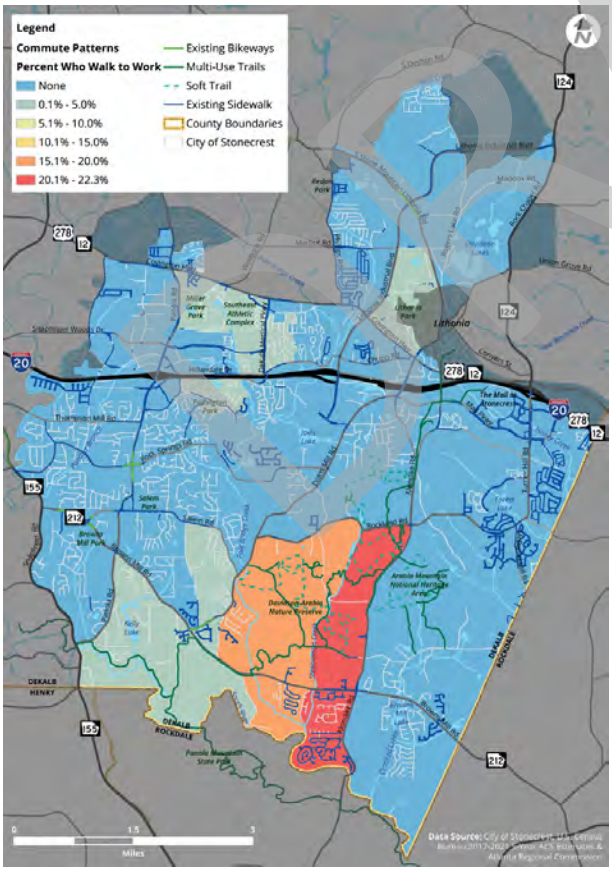


Figure 9. Percent of People Who Walk to Work

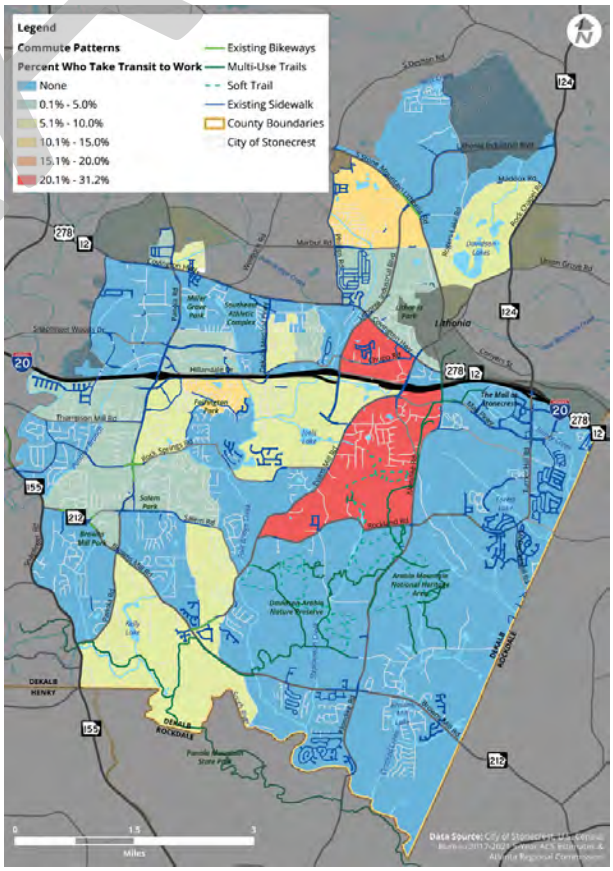


Figure 10. Percent of People Who Take Transit to Work

MARTA Bus Shelter In Mall at Stonecrest Parking Lot

Sidewalk Gap on Mall Parkway Near Honeycreek Court

Addressing Equity

Vulnerable community members, including low-income individuals, people with disabilities, minorities, older adults, and younger children tend to be disproportionately impacted by either a lack of vehicle access or walking and bicycling infrastructure, or both. Not owning a vehicle, for instance, leads to a higher reliance on more affordable forms of transportation, such as walking, biking or public transportation. Simultaneously, some communities may have suffered from a lack of investment or neglect over time.

Addressing equity is a key goal of the Stonecrest Bicycle, Pedestrian & Trail Plan, and the plan examines the extent of historically disadvantaged and underserved communities within Stonecrest and their likelihood to walk or bike to destinations across the City. This is an important component of the propensity analysis because it helps to identify strategies for improving walking and bicycling safety and comfort in communities that have disproportionately experienced negative impacts. This piece of the propensity analysis reviews:

- Household Vehicle Access
- Disadvantaged Census Tracts
- USDOT Travel Barriers

The project team identified disadvantaged populations based on data stemming from 2017-2021 5-Year American Community Survey (ACS) estimates produced by the United States Census Bureau along with the USDOT's Justice40 initiative. The goal of the Justice40 Initiative is to ensure that disadvantaged communities which have been traditionally marginalized, underserved, and overburdened by pollution and transportation barriers, receive at least 40 percent of the benefits from Federal investments.

ADDRESSING EQUITY

HOUSEHOLD VEHICLE ACCESS

The ACS measures where there are relatively more households that do not have consistent access to at least one vehicle. As a result, these households are more likely to have individuals who walk or bike in order to get around.

Based on the map in **Figure 11**, there are portions of the City of Stonecrest where there is a higher share of households which have no vehicle access. Census block groups north of I-20 have a larger share of households without a vehicle, especially in the area of the City bounded by I-20 to the south, Panola Road to the west, Covington Highway (US 278/SR 12) to the north, and Evans Mill Road to the east. This corresponds to an area with higher population density as well as many multifamily residential complexes.

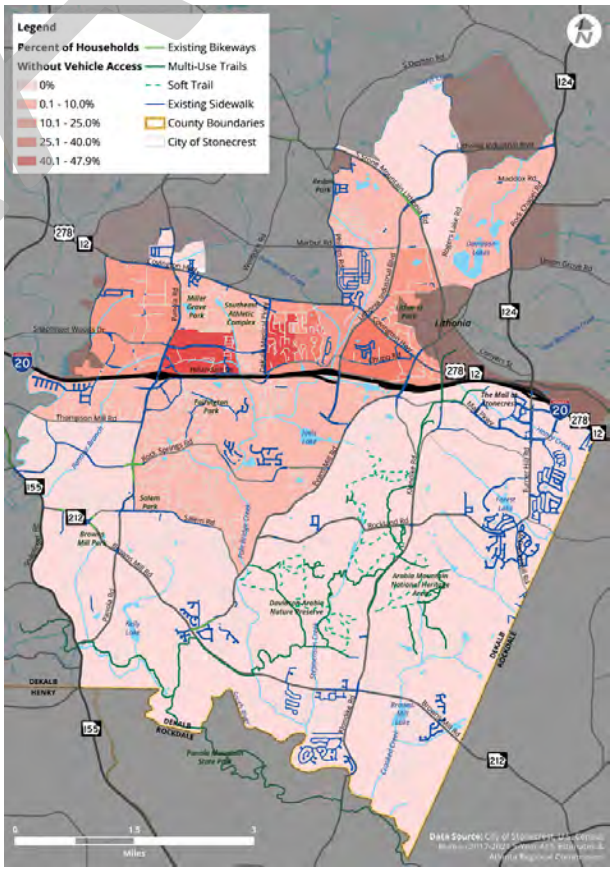


Figure 11. Percent of Households Without Vehicle Access

DISADVANTAGED CENSUS TRACTS

Historically disadvantaged communities (HDCs) are a composite measure of Census tracts that experience disadvantages in six key categories including transportation access, health, environmental, economic, resilience, and equity. These indicators are then used to calculate a score which indicates the overall disadvantage of a community.

HDCs at the census tract level within Stonecrest are shown in **Figure 12** below. This shows that there are three Census tracts which are considered disadvantaged - Tracts 233.09, 233.10, and 234.28. These tracts are located in north central Stonecrest in an area bounded by Panola Road to the west, Marbut Road to the east, Lithonia Industrial Boulevard, Covington Highway (US 278/SR 12), Klondike Road, and Evans Mill Road to the east, and Rock Springs Road to the south.

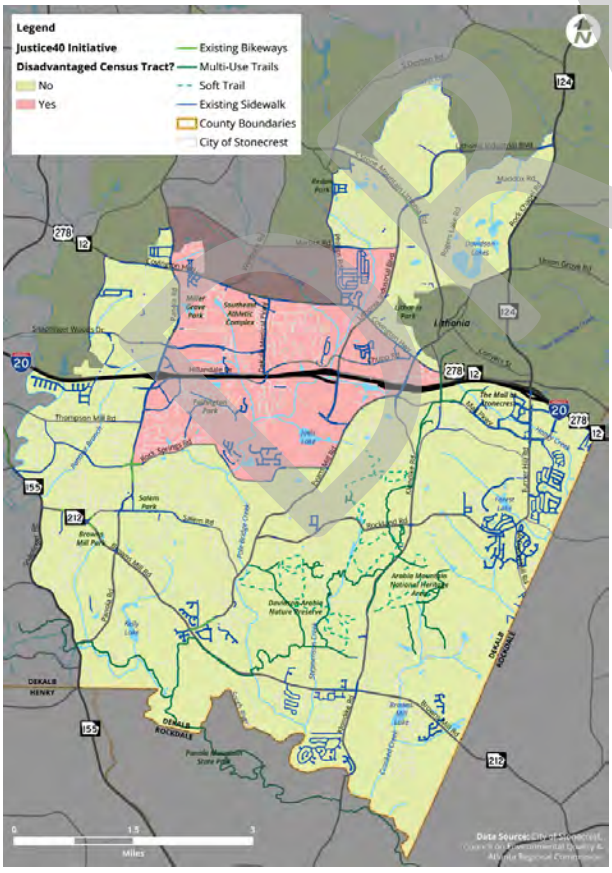


Figure 12. Justice40 Disadvantaged Census Tracts

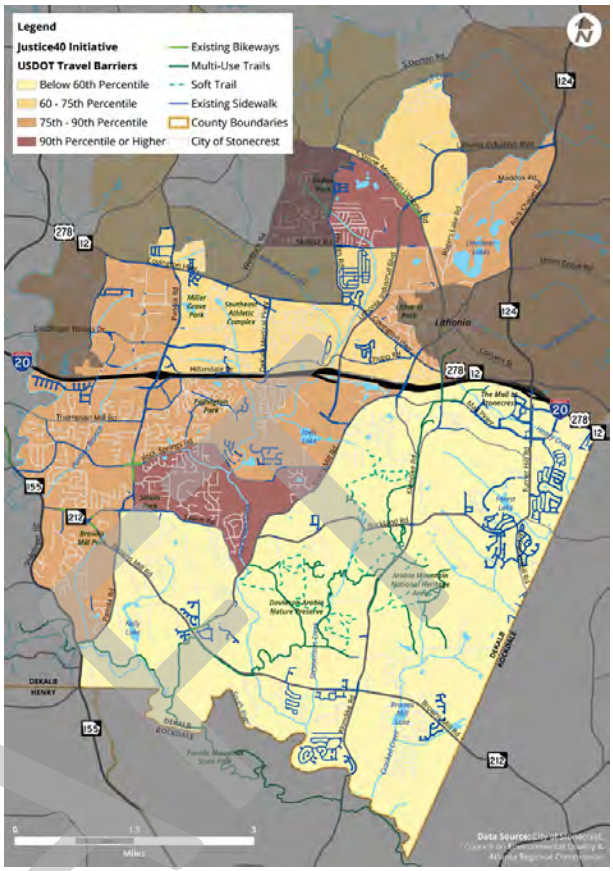


Figure 13. Justice40 USDOT Travel Barriers

USDOT TRAVEL BARRIERS

Communities experiencing barriers and burdens to travel are those which are unable to regularly and reliably meet daily needs as a result of access to transportation. While not all lower-income and historically disadvantaged communities face transportation barriers and insecurity, many do, contributing to persistent poverty. Travel barriers not only limit occupation and economic opportunities, but can result in increased rates of injury and fatalities, particularly for pedestrians and bicyclists.

The most traditionally overburdened and underserved areas of Stonecrest are shown above in **Figure 13**. These areas are largely in northern and western Stonecrest, particularly in residential areas along Rock Springs Road, Salem Road, Marbut Road, Phillips Road, Panola Road, Miller Road, and South Stone Mountain Lithonia Road.

Points of Destination

The Points of Destination portion of the walking and bicycling propensity highlights the various places that people may want or need to walk and bike to and from within the City and its immediate surroundings. Spatial analysis processes were used to understand the location and relative distance from various points of interest.

The fundamental logic of the analyses that comprise this is piece of walking and bicycling propensity presumes that corridors which serve more attractions, such as Panola Road or Turner Hill Road, are more likely to attract pedestrians and bicyclists. For example, a location that is relatively accessible to parks, schools, and Stonecrest City Hall is considered to have more propensity for walking and biking than a location that is only accessible to a park.

Points of destination components prioritized in the propensity analysis include:

- Overall Employment Locations & Job Density
- Retail, Restaurant & Hospitality Job Locations
- Community Facilities (Parks, Schools, Hospitals, Emergency Medical Service (EMS) Facilities, Libraries, Houses of Worship, and Government Facilities)
- Transit Access and Ridership

The project team highlighted destinations through Longitudinal Employer Household Dynamics employment data from the U.S. Census along with community facility locations provided by the Atlanta Regional Commission (ARC), and transit routes, stops, and ridership through the Metropolitan Atlanta Rapid Transit Authority (MARTA).

POINTS OF DESTINATION

EMPLOYMENT LOCATIONS & JOB DENSITY

Using Longitudinal Employer Household Dynamics data, the approximate location and density of all jobs within the City of Stonecrest (as of 2020) were mapped. With the logic that people may want or need to walk or bike to their place of employment, these locations were mapped for their accessibility to surrounding neighborhoods and arterials and collectors.

The map in **Figure 14** shows that within Stonecrest, most jobs are located in three distinct areas. The first consists of industrial parks and facilities in the northwest part of the City along Snapfinger Woods Drive and Panola Industrial Boulevard. The second includes heavy industrial employers along Lithonia Industrial Boulevard and South Stone Mountain Lithonia Road; and the third is retail within or adjacent to the Mall at Stonecrest.

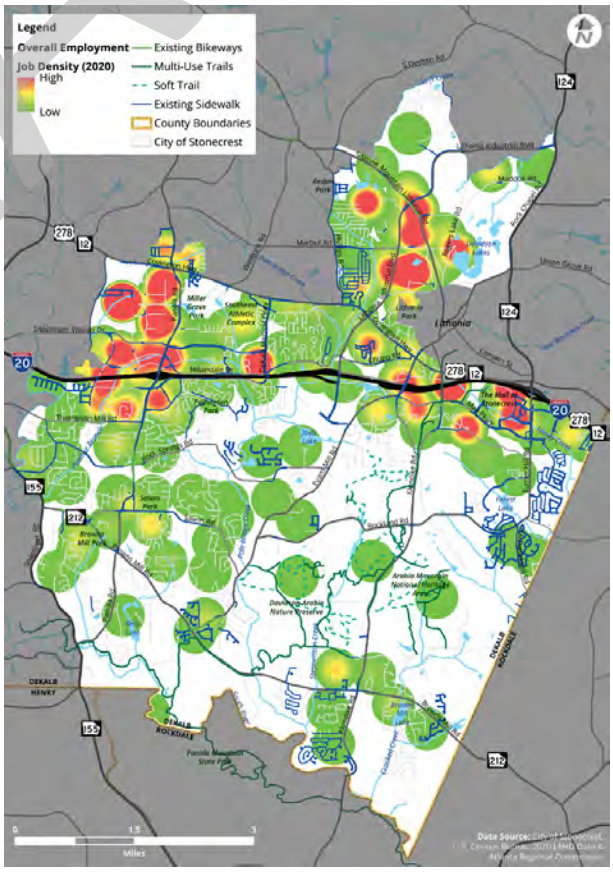


Figure 14. Employment Locations

RETAIL, RESTAURANT & HOSPITALITY JOBS

To focus on jobs that may involve people walking, biking, and taking transit to reach their employer, the project team reviewed the locations of retail, restaurant, and hospitality jobs within the City. This also highlights where people who are shopping, eating, or visiting Stonecrest are likely to walk short distances to reach these locations.

The map in **Figure 15** shows four key locations of retail jobs within the City of Stonecrest. These include:

- Panola Road @ Salem Road
- The Panola Road corridor from Thompson Mill Road to Snapfinger Woods Drive
- Panola Road @ Covington Highway (US 278/SR 12)
- Mall at Stonecrest area

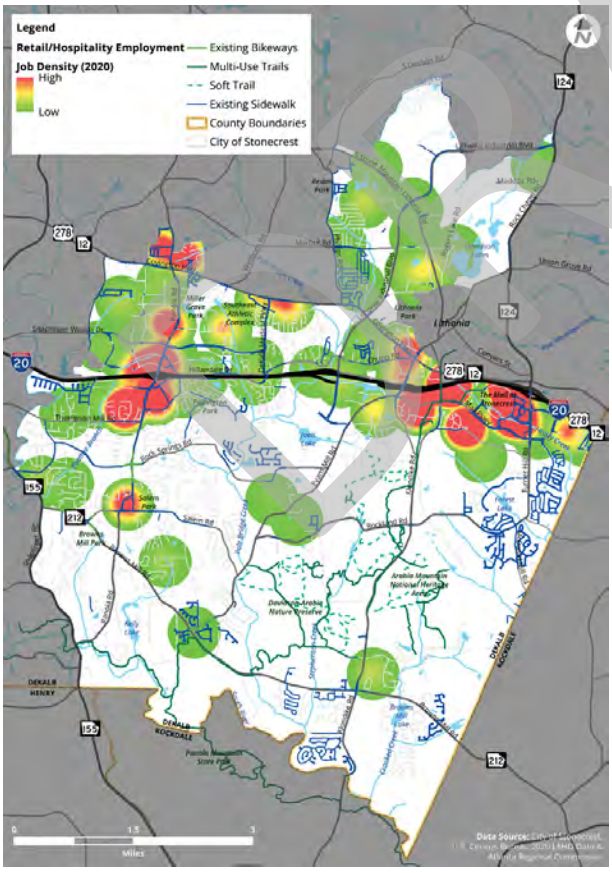


Figure 15. Retail, Restaurant & Hospitality Job Locations

COMMUNITY FACILITIES

Highlighting the proximity of community facilities to residential areas can help form the foundation for a safe and accessible walking and bicycling network that can serve people of different backgrounds and locations within Stonecrest. The project team gathered community facility data from the City as well as the Atlanta Regional Commission (ARC) to capture existing points of destination within and adjacent to the City of Stonecrest. This analysis was not limited to destinations solely within Stonecrest but also includes destinations in adjacent unincorporated DeKalb County and the City of Lithonia. Points of destination considered for this analysis include the following:

- Schools
- Parks & Greenspace (i.e. Southeast Athletic Complex or Arabia Mountain National Heritage Area)
- Hospitals & EMC Facilities (i.e. Emory Hillandale Hospital)
- Libraries
- Houses of Worship
- Government Facilities (i.e. City Hall)

The map in **Figure 16** shows these facilities and their accessibility to surrounding neighborhoods and walking and bicycling facilities.

TRANSIT ACCESS & RIDERSHIP

Transit access and last mile connectivity are critical issues throughout Stonecrest. Bus stops and routes (primarily along corridors north of I-20 and near the Mall at Stonecrest) were mapped for their accessibility to surrounding neighborhoods. Ridership was collected for the time period from December 17, 2022 through April 21, 2023 to understand where walking and bicycling facilities exist in relation to high ridership locations. The information shown in **Figure 17** reveals that transit ridership is highest around the Mall as well as on Panola Road at Interstate 20, and along Covington Highway (US 278/SR 12).

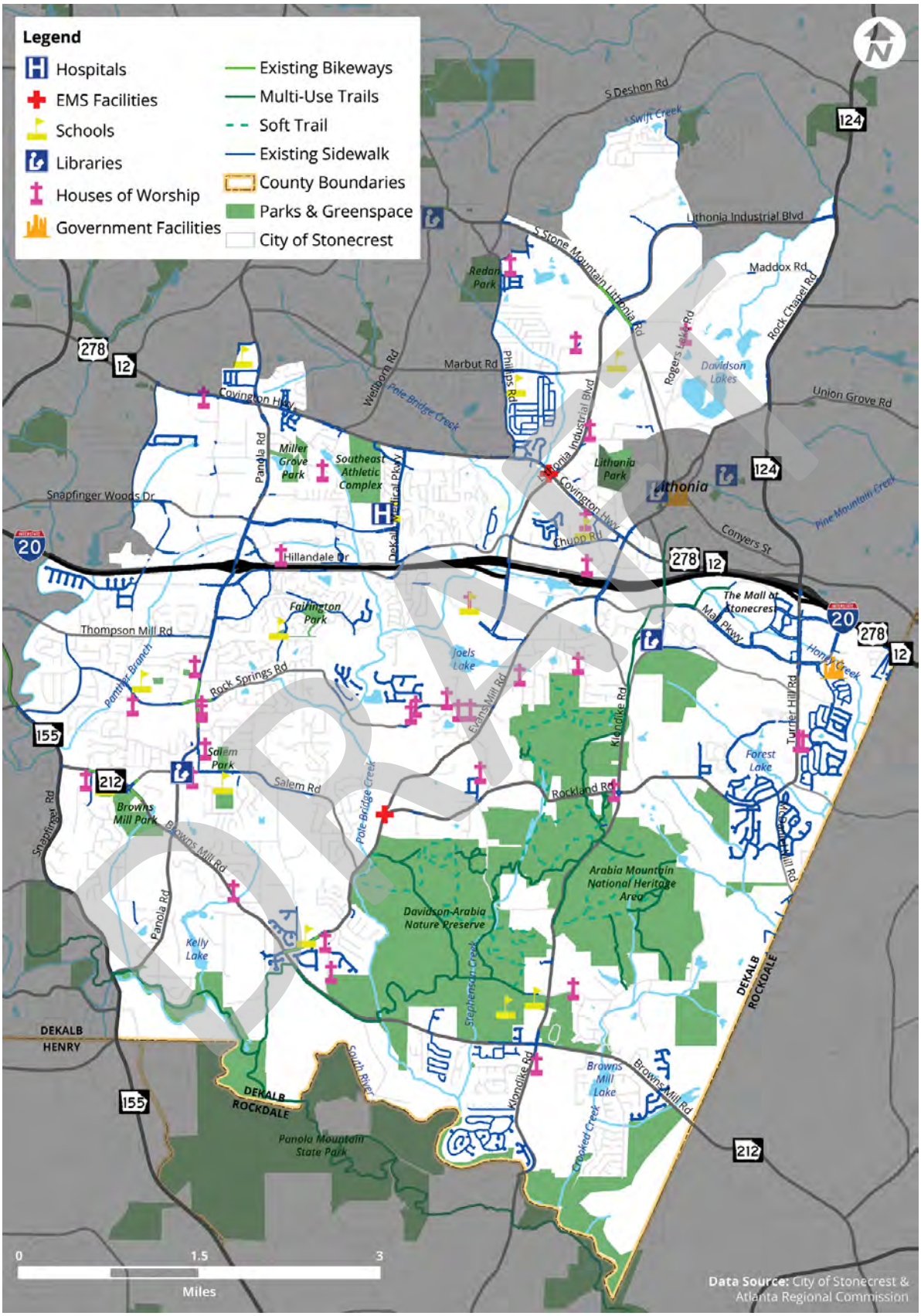


Figure 16. Stonecrest Community Facilities

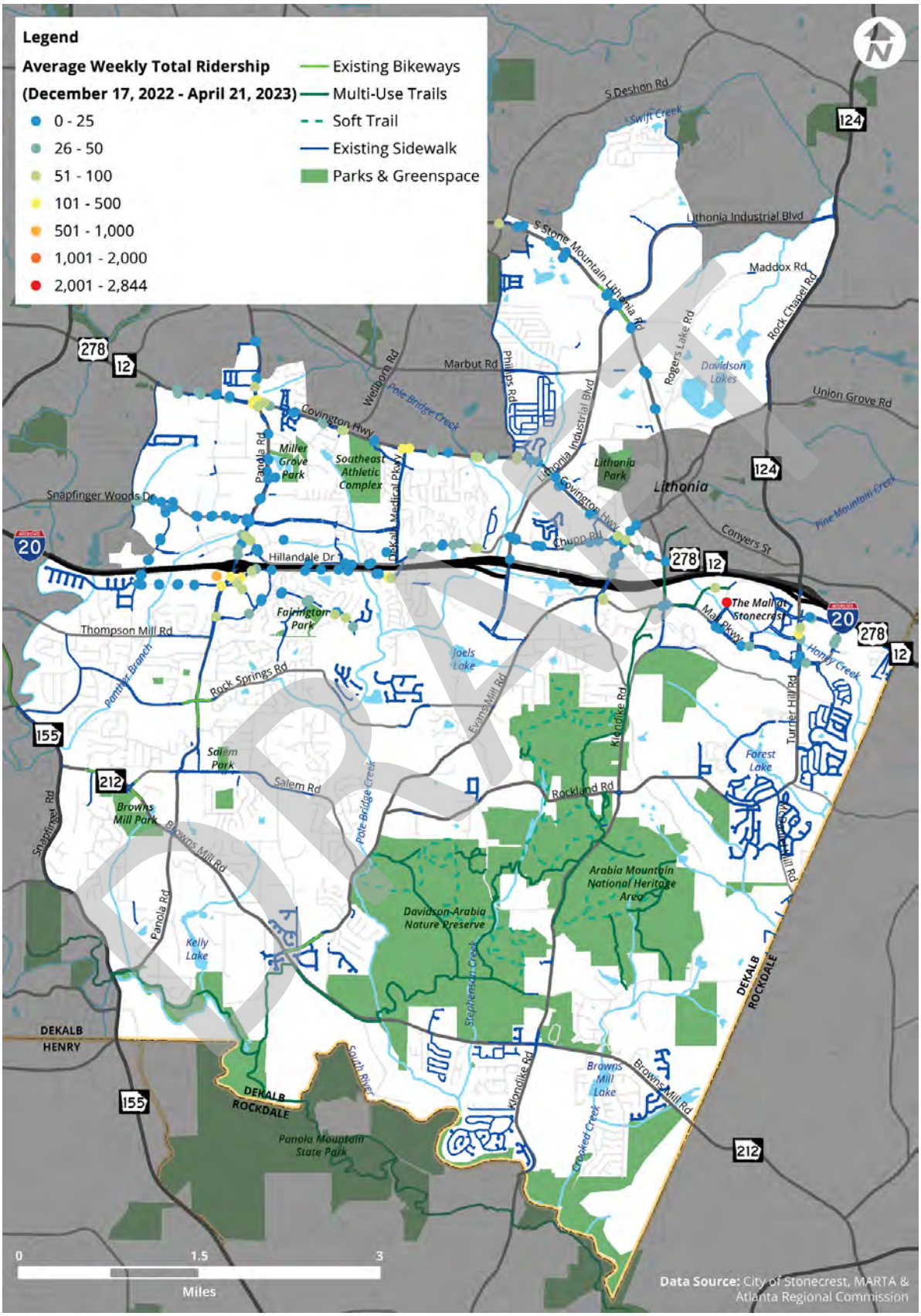


Figure 17. Transit Access & Ridership

Community Conditions

The Community Conditions portion of the walking and bicycling propensity seeks to understand the existing geographical conditions as well as the existing walking and bicycling network and its performance with respect to safety. It aims to capture the experience of walking and bicycling in Stonecrest today and how the built environment influences that experience.

The aspects of community conditions captured in this portion of the analysis include:

- Topography
- Existing Walking & Bicycling Facilities
- Safety Analysis (Crashes Involving Bicyclists and Pedestrians)

The propensity analysis prioritizes locations with flatter topography as well as locations with fatal and serious injury bicycle and pedestrian crashes in areas without sidewalks or bicycling facilities.

The project team highlighted community conditions through contour data provided by DeKalb County. The project team identified and inventoried sidewalks based on an aerial desktop survey. Lastly, the project team analyzed safety through five-year crash data spanning January 1, 2017 through December 31, 2021 obtained through the Georgia Department of Transportation's Numetric platform.

COMMUNITY CONDITIONS

TOPOGRAPHY

The topography in Stonecrest is largely consistent with most communities within the Atlanta region and the Piedmont in that it consists of hilly terrain which can be challenging for walking and biking.

Therefore, this analysis favors those locations that are flatter (and therefore more conducive to walking or biking) over those locations where steep hills may deter walking or biking. Within Stonecrest (as seen in **Figure 18**), these locations largely correspond to streams, creeks, and rivers such as the South River, Pole Bridge Creek, Stephenson Creek, and Snapfinger Creek, among others. Elevation in Stonecrest ranges from 642 feet along the South River to 1,081 feet in northern Stonecrest.

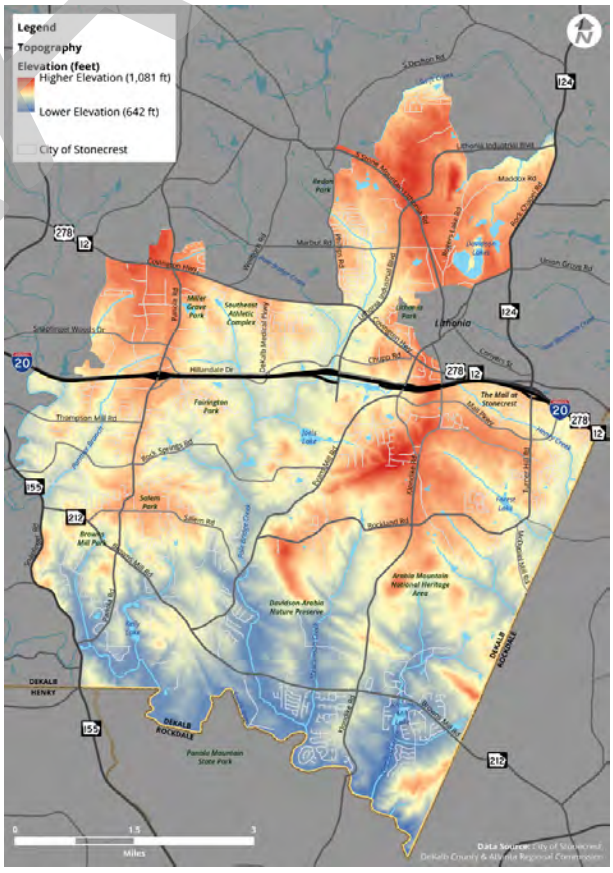


Figure 18. Topography Within Stonecrest

EXISTING WALKING & BICYCLING FACILITIES

The project team developed an inventory of sidewalks, on-street bicycle facilities, and trails which is shown on the following page in **Figure 19**. This shows that walking and bicycling infrastructure is largely isolated to residential neighborhoods and complexes - many of which are privately owned. Sidewalk gaps are prevalent across the City including along some of the busiest arterials and collectors such as Covington Highway (US 278/SR 12), Panola Road, Turner Hill Road, and Mall Parkway, among others. On-street bicycle lanes are even more isolated and are limited to locations with recent intersection improvements such as Salem Road at Browns Mill Road (SR 212), and Panola Road at Rock Springs Road

However, the City is home to a very robust trail network due in large part to the PATH Foundation's Arabia Mountain and South River networks. There are also several trailheads throughout the City; however, reaching both trails and trailheads is difficult without a vehicle in that these are not well connected to sidewalks, shared-use paths, or other types of walking and bicycling facilities. Locations with existing infrastructure are prioritized higher in this analysis.

SAFETY CONSIDERATIONS

A common mechanism for measuring safety is to review and analyze locations where crashes involving pedestrians or bicyclists have occurred. Like crashes involving only vehicles, these types of crashes tend to occur at and around intersection and other 'conflict points.'

Using crash data obtained through Numetric, the project team was able to pinpoint where crashes involving pedestrians and bicyclists have occurred and then prioritize these locations for the purposes of the propensity analysis. Crashes involving bicyclists are shown in **Figure 20** while crashes involving pedestrians are shown in **Figure 21**.

KABCO Crash Severity

The KABCO vehicle accident reporting classification system is used across the state of Georgia to categorize the severity of roadway crashes, as follows:

- **Fatal Injury (K)** - A fatal injury that results in death within 30 days of the motor vehicle crash
- **Suspected Serious Injury (A)** - Injury other than fatal which results in severe injuries.
- **Suspected Minor or Visible Injury (B)** - Minor injury that is evident at the scene of the crash other than fatal or serious injuries, such as lumps, abrasions, or bruises.
- **Possible Injury/Complaint of Injury (C)** - A possible injury reported or claimed which is not fatal, suspected serious, or minor injury.
- **Non-Injury/Property Damage Only (O)** - Crash that only results in vehicular or real property damage.

Within Stonecrest between 2017 and 2021, there were seven reported bicycle crashes and 170 reported pedestrian crashes. Among the seven bicycle crashes, none resulted in a fatality, one in serious injury, two in minor injury, three in complaint of injury, and one with property damage only. The serious injury bicycle crash occurred at the intersection of Covington Highway and Panola Road. Among the 170 pedestrian crashes, 15 resulted in at least one fatality, 18 in serious injury, 70 in minor injury, 53 in complaint of injury, and 14 with property damage only. Among fatal and serious injury pedestrian crashes, these occurred in large concentrations on Panola Road at I-20 and along Covington Highway. There were also fatal crashes on S. Stone Mountain Lithonia Road near S. Deshon Road as well as Browns Mill Road (SR 212) near Arabia Mountain High School.

BLOCK DENSITY

Using tax parcels dissolved into blocks, the project team was able to prioritize areas with smaller block sizes as these have the most potential for walking and biking. Areas with small blocks largely correspond to apartment and townhome complexes.

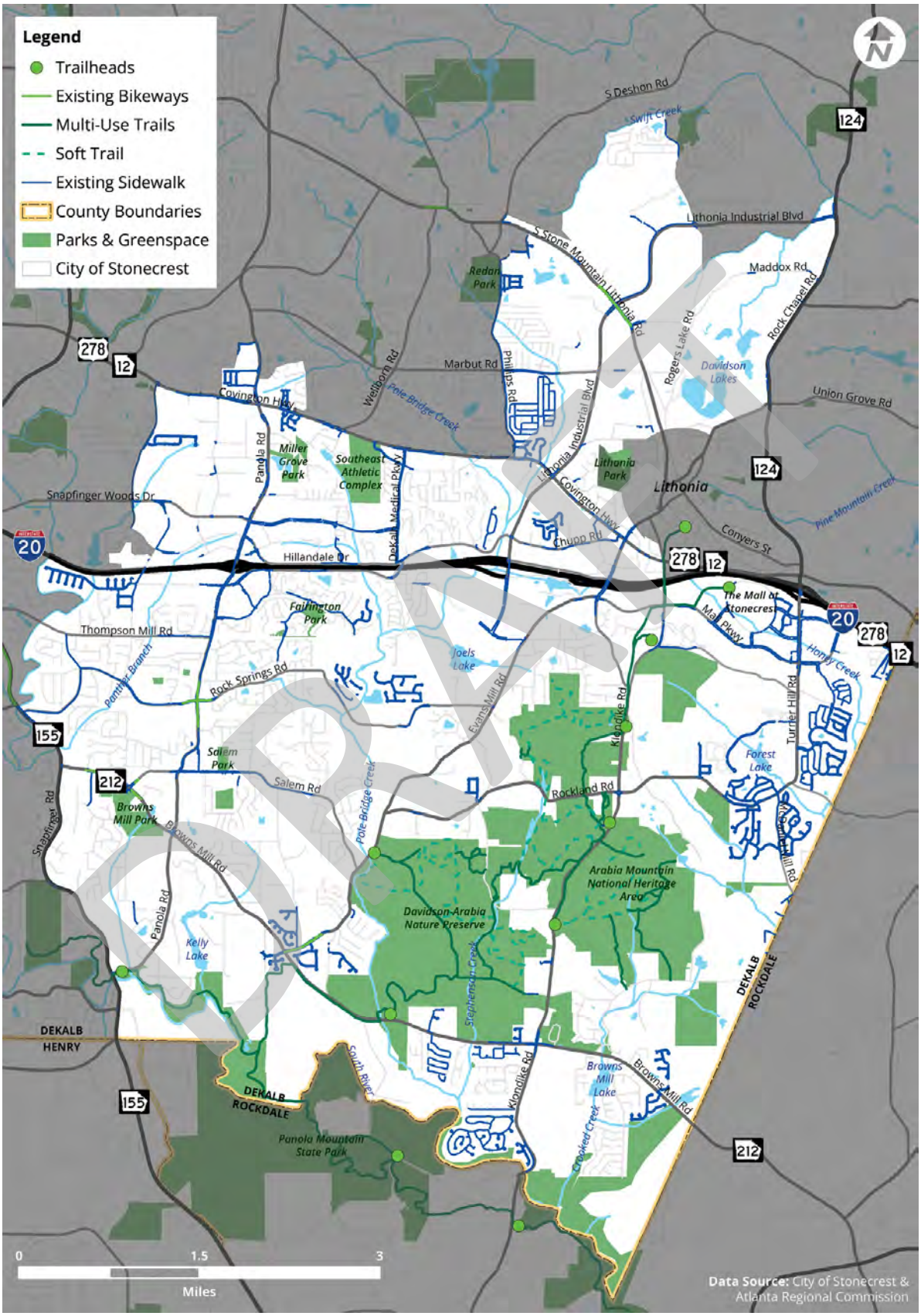


Figure 19. Existing Walking & Bicycling Facilities

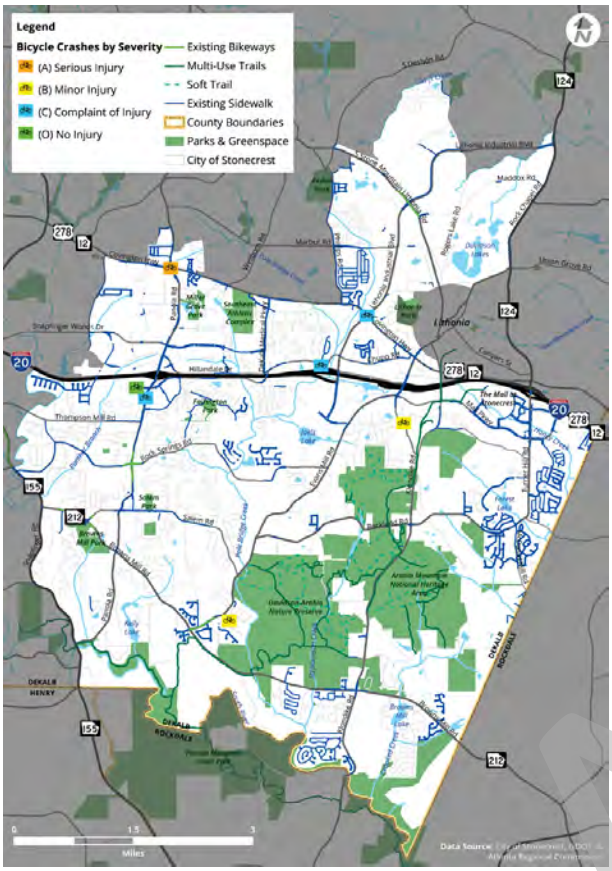


Figure 20. Reported Bicycle Crashes (2017-2021)

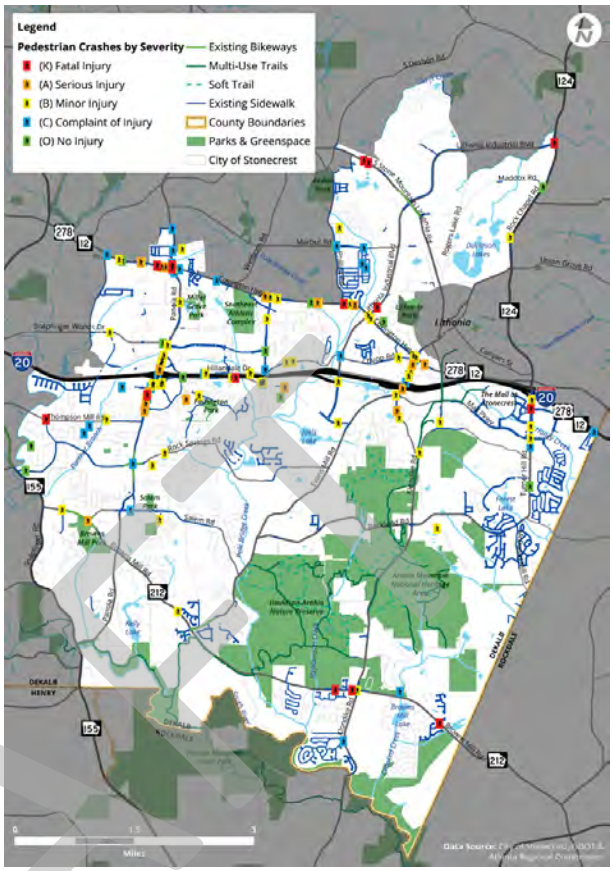
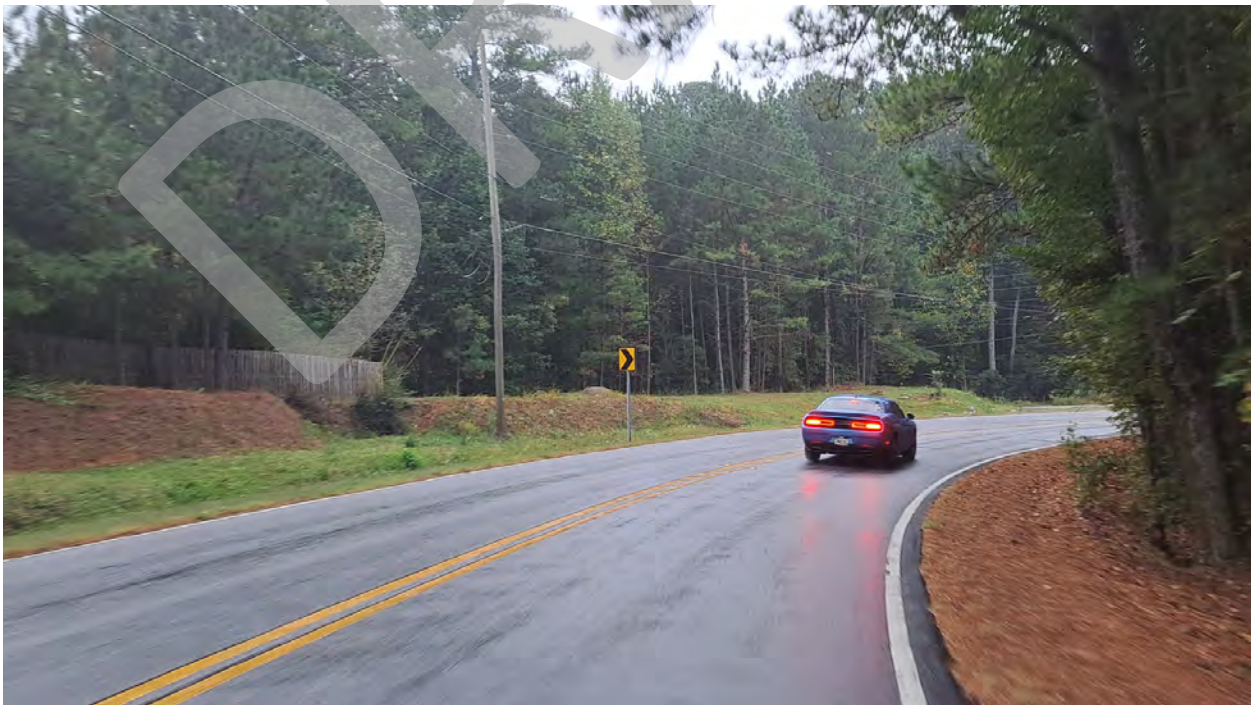


Figure 21. Reported Pedestrian Crashes (2017-2021)



Tight Roadway Curves are Prevalent throughout Stonecrest and Present Safety Challenges for Pedestrians & Bicyclists

Future Analysis

The future analysis focuses on how Stonecrest is anticipated and desired to grow and change and how future growth may reflect new opportunities to prioritize walking and biking facilities.

This portion of the walking and propensity factors in population and employment forecasts from the Atlanta Regional Commission (ARC) as well as the future land use map within the City's comprehensive plan that was adopted in 2019.

This informed the project team on where walking and bicycling infrastructure may be needed as Stonecrest continues to grow and become a more regional destination within metropolitan Atlanta through 2050.

Development Adjacent to Arabia Mountain PATH Trail Southwest of Klondike Road @ Mall Parkway

FUTURE ANALYSIS

POPULATION & EMPLOYMENT FORECASTS

Using Atlanta Regional Commission (ARC) Series 16 Population and Employment Forecasts through 2050, areas that are anticipated to absorb more population and employment can be prioritized for more relative likelihood of future walkers and bikers.

Based on the map shown in **Figure 22**, higher population density is expected to materialize within Stonecrest in areas west of Panola Road as well as areas north of Rock Springs Road. The highest future population density within Stonecrest corresponds to Tract 233.09 north of Covington Highway (US 278/SR 12) between Panola Road and Lithonia Industrial Boulevard; currently, this area has a concentration of townhomes and apartment complexes.

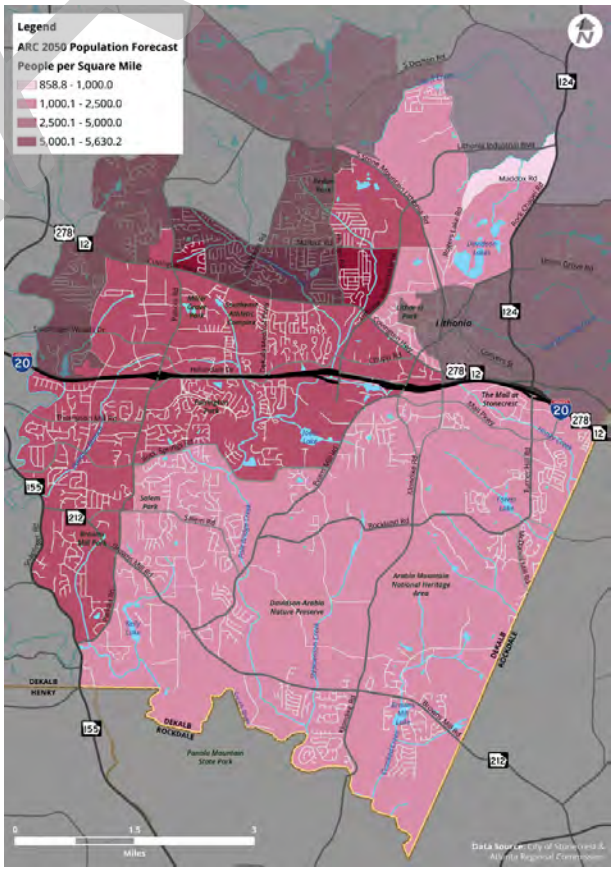


Figure 22. 2050 Forecasted Population Growth

In terms of future employment density seen in **Figure 23**, the Panola Industrial area bounded by Miller Road to the west, Covington Highway (US 278/SR 12) to the north, Panola Road to the east, and I-20 to the south is expected to have the highest job density in the City by 2050. Other areas of the City north of I-20 and east of Panola Road will also have somewhat higher job density compared to places near Arabia Mountain along with the Mall at Stonecrest. Therefore, investments in walking and bicycling infrastructure in these parts of the City best position existing and future Stonecrest residents, employees, and visitors for a safe and accommodating walking or bicycling experience.

Vacant Parcels Along Mall Parkway Present an Opportunity to Implement Walking and Bicycling Infrastructure

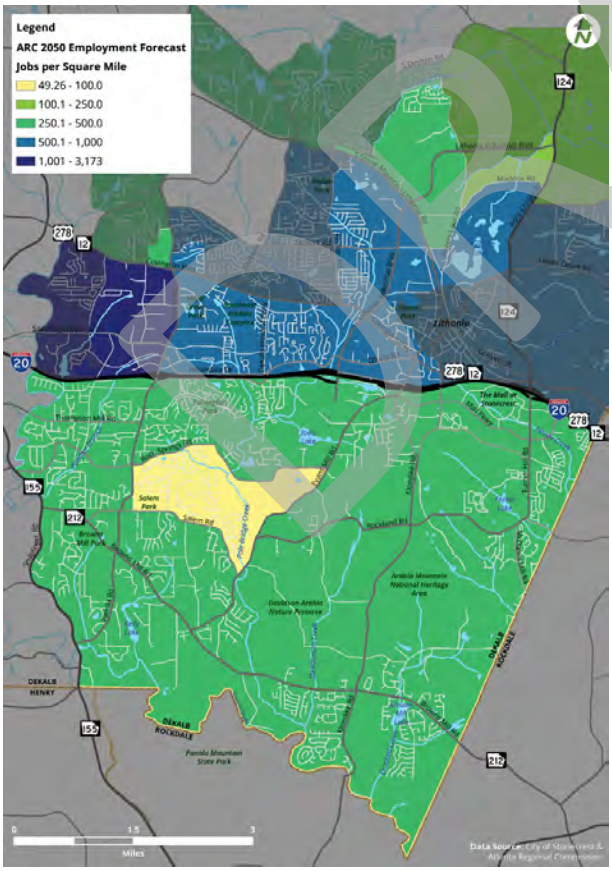


Figure 23. 2050 Forecasted Employment Growth

Construction on Interstate 20 Near Panola Road Interchange as seen from Hillandale Drive

INTEGRATION WITH STONECREST COMPREHENSIVE PLAN AND TRANSPORTATION MASTER PLAN

Comprehensive Plan 2038 - Future Land Use

As discussed in Chapter 2, the City's Comprehensive Plan is largely rooted in the existing and future land use of the City. Utilizing the City's Future Land Use map as shown in **Figure 24**, the project team was able to understand how the City wants to grow through 2038. There are eleven different land uses represented on this map:

- **City Center** - Promotes the concentration of residential and commercial uses, which serve surrounding communities in order to reduce automobile travel, promote walkability and increase transit usage.
- **Conservation/Openspace** - Consists of undeveloped natural lands, environmentally sensitive and conservation areas that are not suitable for development
- **Heavy Industrial** - Consists of land used for warehousing, distribution, manufacturing, assembly and processing.
- **Institutional** - Consist of large areas used for religious, civic, educational and governmental facilities.
- **Light Industrial** - Consists of areas used in low intensity manufacturing, including wholesale trade, and distribution activities that do not generate excessive noise, vibration, air pollution or other nuisance characteristics.
- **Neighborhood Center** - Consists of a neighborhood focal point with a concentration of activities such as general retail, neighborhood services, professional office, higher-density housing in the suggested range, and appropriate public open spaces that are easily accessible by pedestrians.
- **Office Professional** - Promotes the development of corporate style office parks and mid- to high-rise office buildings to provide a transitional land use between development nodes or other high intensity uses to the surrounding residential communities.
- **Regional Center** - Consists of a high intensity of regional commercial, office, employment areas, high density residential and higher-education facilities
- **Rural Residential** - Provides for areas that are suitable for low-density housing with densities of up to four (4) dwelling units per acre. Single-family detached housing is the most appropriate type of development for this future land use.
- **Suburban** - Recognizes areas of the City that have developed in traditional suburban land use patterns while encouraging new development to have increased connectivity and accessibility.
- **Urban Neighborhood** - Serves the style and appeal of older compact pedestrian-friendly neighborhoods and communities. The characteristics include higher pedestrian orientation, sidewalks and more grid-like street patterns.

The propensity analysis prioritizes streets adjacent to parcels with commercial (Regional, City, or Neighborhood Center), Conservation/ Open space, Institutional, and Urban or Suburban Neighborhood future land use designations. An update to Stonecrest's Comprehensive Plan is will kick off in early 2024 after the adoption of the Bicycle, Pedestrian & Trail Plan.

Transportation Master Plan Recommendations

The propensity analysis prioritizes locations with previously recommended bicycle and pedestrian projects within the City's Transportation Master Plan adopted in 2020.

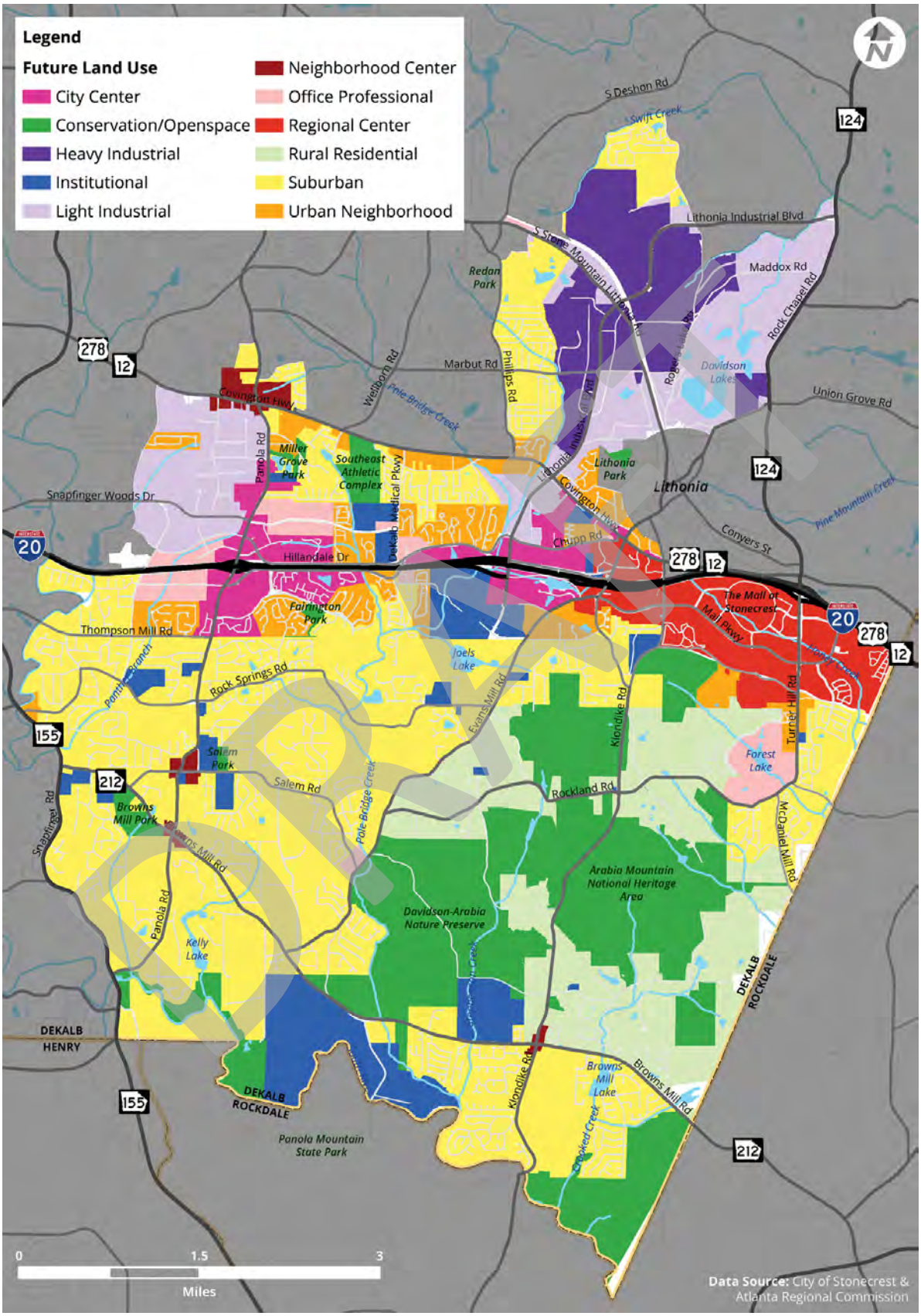


Figure 24. City of Stonecrest Future Land Use Map

OVERALL PROPENSITY

The overall propensity analysis results (shown in **Figure 30** are based on the cumulative overlap of the five overall components of walking and bicycling propensity (Community Demand, Addressing Equity, Points of Destination, Community Conditions & Future Analysis) described in the previous pages and reproduced in the maps below in **Figure 25 through Figure 29**.

KEY FINDINGS

This propensity analysis shows that community demand is more spread throughout the City thanks to the juxtaposition of industrial and commercial areas with greenspace that both serve as demand generators.

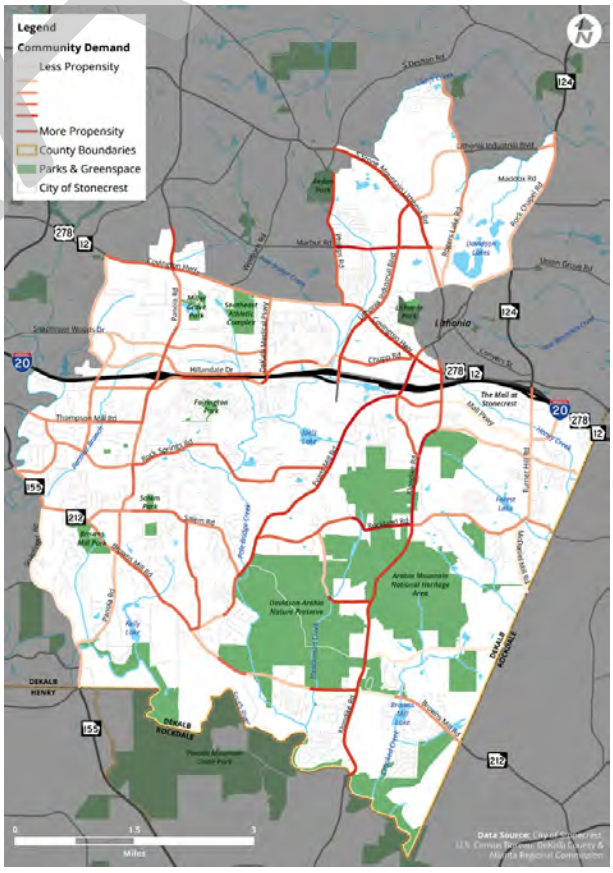


Figure 25. Propensity - Community Demand

Areas with equity concerns are largely along the I-20 corridor but also along Rock Springs Road, Snapfinger Woods Drive, Hillandale Drive, Fairington Road, Chupp Road, Evans Mill Road, and Covington Highway (US 278/SR 12) in the north central area of the City.

Points of destination are more concentrated on corridors such as Covington Highway (US 278/SR 12), Panola Road, Miller Road, Salem Road, Mall Parkway, and Turner Hill Road. This captures which roads are most likely to be utilized to reach schools, parks, and other civic locations within and adjacent to the City.

The community conditions output shows that there is more propensity in industrial areas along Snapfinger Woods Drive and Panola Industrial Boulevard as well as along South Stone Mountain Lithonia Road. There is also higher propensity near Miller Grove and Lithonia High Schools along DeKalb Medical Parkway and Phillips Road, respectively.

The future analysis propensity map cements the need for additional investment in walking and bicycling infrastructure within the City based on growth forecasts through 2050.

The overall propensity indicates relatively more propensity in the more developed areas of Stonecrest such as along the I-20, Panola Road, and Mall at Stonecrest areas. Other corridors showing higher propensity for walking and bicycling include Covington Highway (US 278/SR 12), Evans Mill Road, Fairington Road, Hayden Quarry Road, Hillandale Drive, Klondike Road, Mall Parkway, Panola Road, South Stone Mountain Lithonia Road, and Turner Hill Road. The two major takeaways are that there needs to be better access to the existing trail network that serves Arabia Mountain and the South River along with access to transit stops along major arterials like Panola Road and Covington Highway as well as near the Mall at Stonecrest.

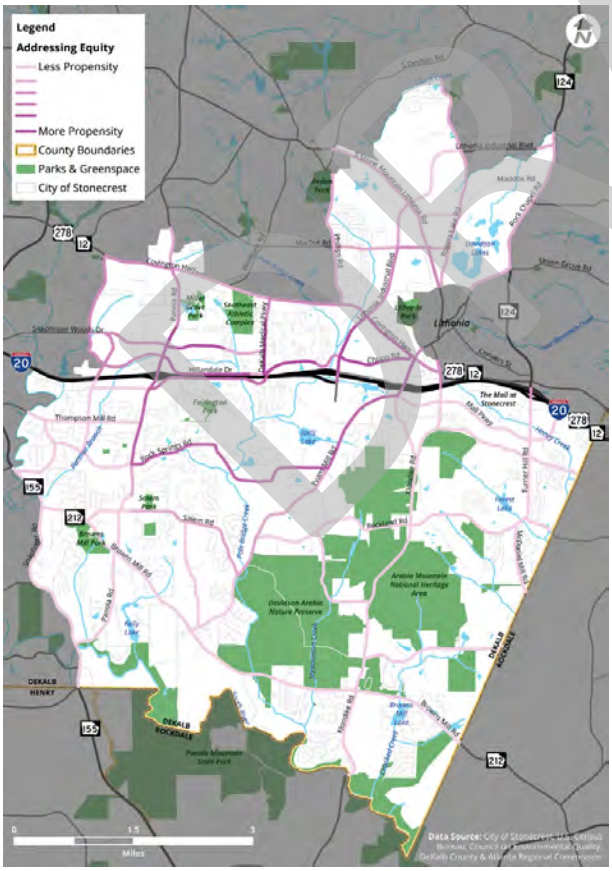


Figure 26. Propensity - Addressing Equity

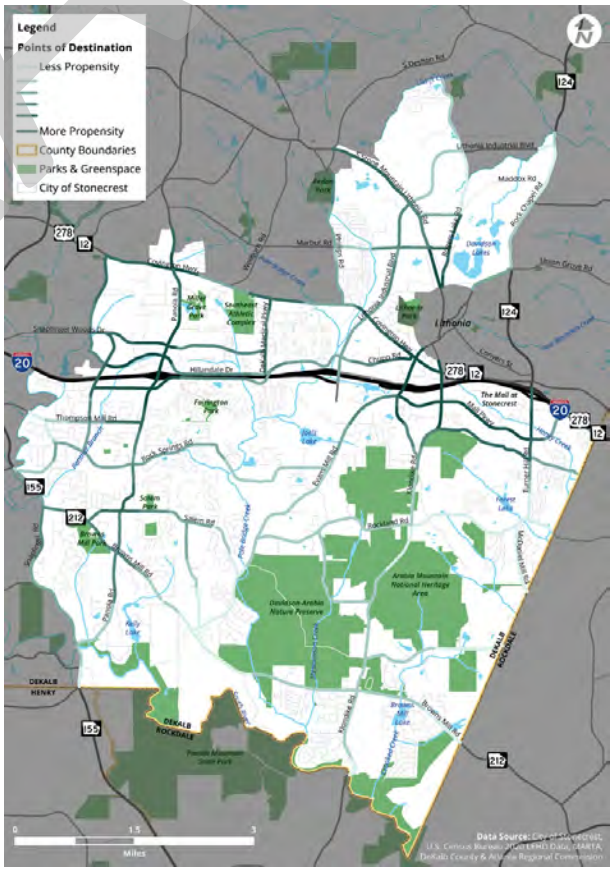


Figure 27. Propensity - Points of Destination

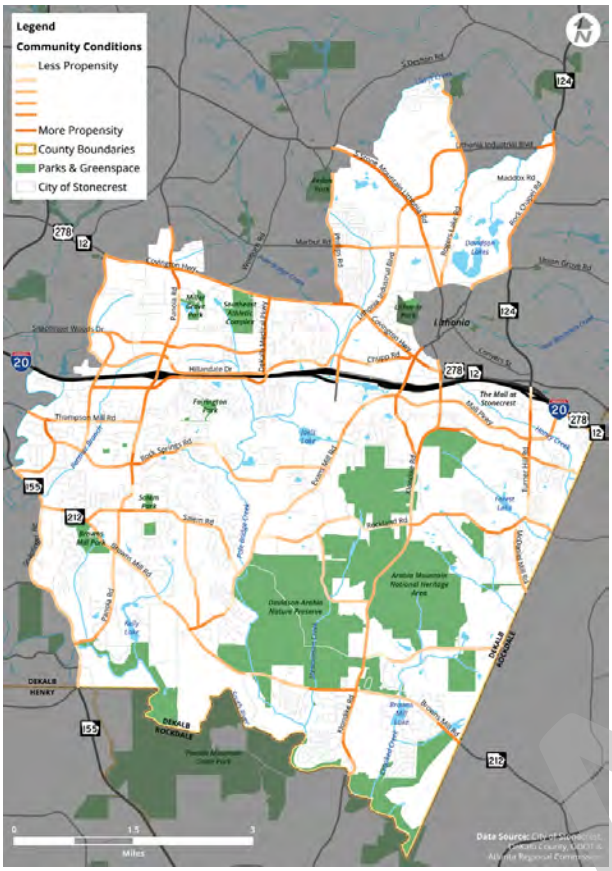


Figure 28. Propensity - Community Conditions

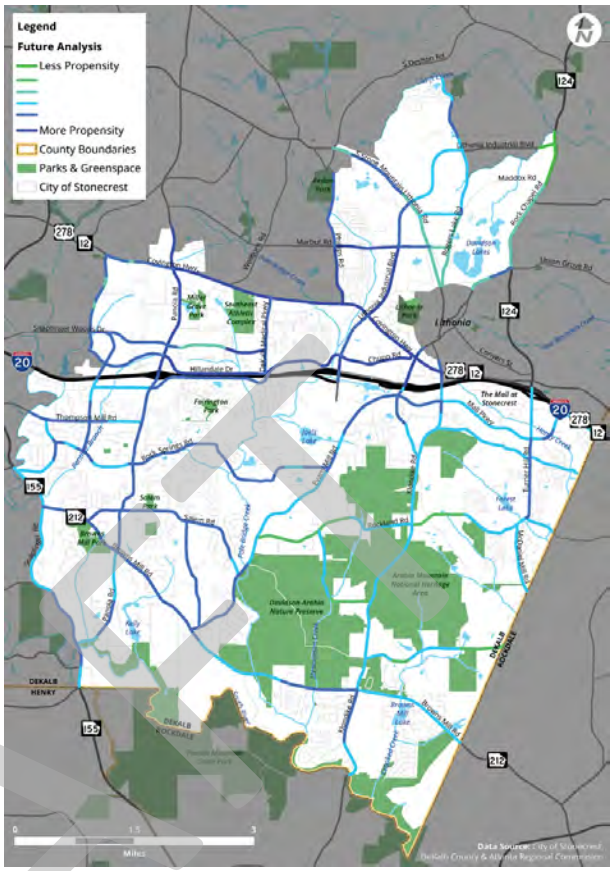


Figure 29. Propensity - Future Analysis

Lack of Sidewalk Looking North on Lithonia Industrial Boulevard Near Railroad Crossing South of Marbut Road

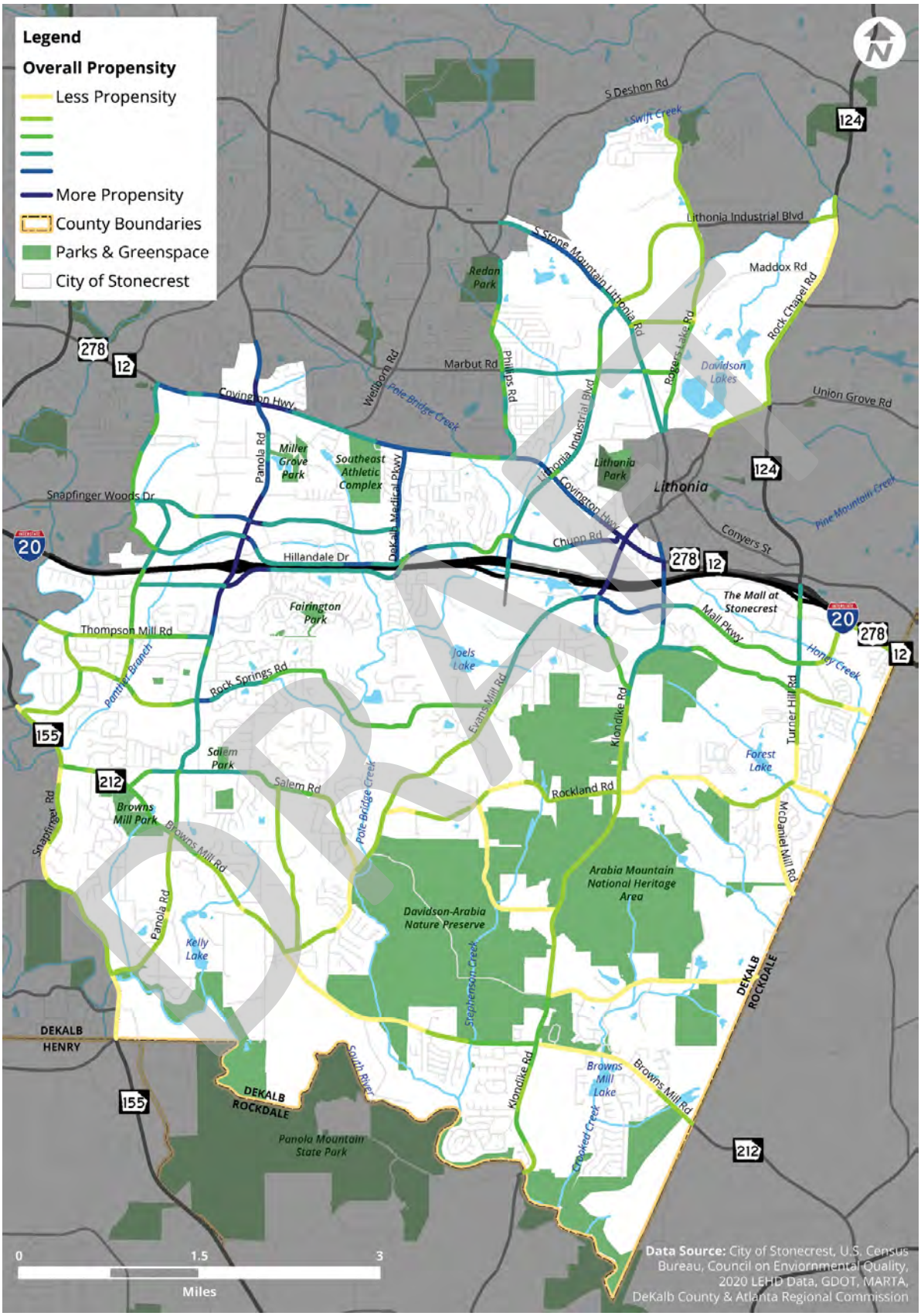
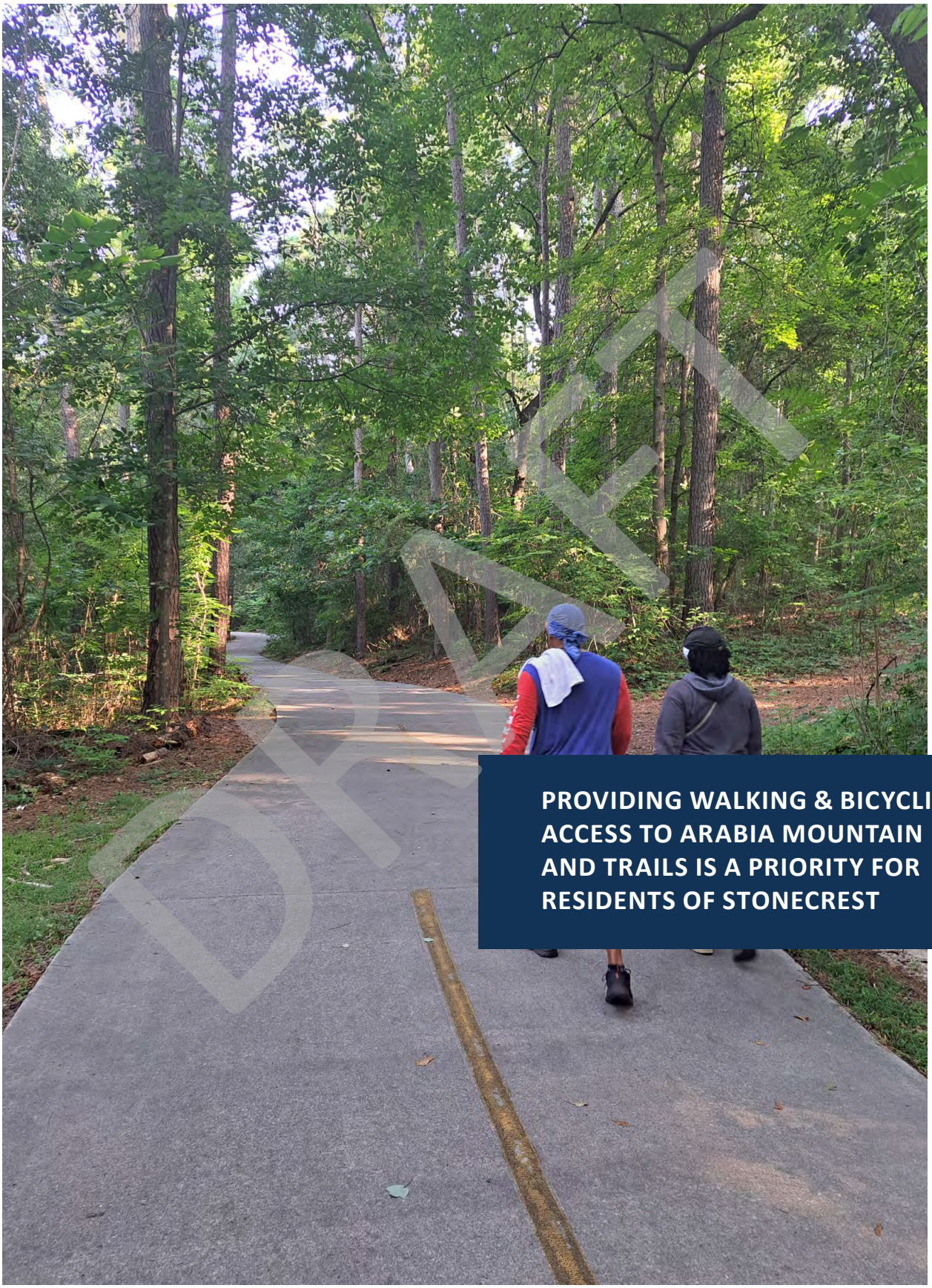


Figure 30. Overall Walking & Bicycling Propensity



PROVIDING WALKING & BICYCLING ACCESS TO ARABIA MOUNTAIN AND TRAILS IS A PRIORITY FOR RESIDENTS OF STONECREST

Chapter 4: Best Practices & Facility Types

OVERVIEW

Successful multimodal networks encompass a range of interconnected facilities that get people where they want to go, regardless of their mode of travel, age, or ability. Ideally, these networks are safe and comfortable for most users. The most successful networks consider not only the alignment and design of facilities, but also the people who use them, how they will use them, and how to access them.

This chapter summarizes best practices from national, state, and regional sources. It covers topics related to planning and design of biking and walking facilities, offers suggestions about the types of facilities that will be beneficial to expanding connectivity in Stonecrest. It provides high level design guidance and considerations for a range of recommended facility types to accommodate biking and walking.

Advisory Sight Distance and Driveway Signage Along Evans Mill Road Near Rockland Road

BEST PRACTICES

Connectivity, safety, comfort, and accessibility are key features of successful biking and walking networks. Helping people feel safe and comfortable while biking and walking means providing sufficient buffers or separation between vehicular travel lanes and sidewalks, shared-use paths, and bike lanes. It is important that design of bikeways, trails, and sidewalks consider the surrounding context. Sometimes, the preferred facility type may not be feasible in a specific area given road design, development patterns, and surrounding land uses; however, incorporating a variety of facility types can enable a community to maintain connectivity in a variety of contexts. In some cases, this may mean pairing shared lane markings or a neighborhood greenway with sidewalk as an intermediate connection between two shared-use paths or trails.

Designing for safety and comfort may also mean providing adequate room for passing side-by-side on a shared-use path or separating bicyclists from pedestrians where space allows, providing enhanced treatments for crossing roads or using appropriate materials to accommodate a variety of modes of travel. Successful biking and walking networks also include wayfinding and directional signage, shade, places to stop and rest, and perhaps lighting, where appropriate, to attract and encourage a variety of users.

Ideally, in addition to providing seamless, interconnected networks, effective biking and walking systems provide a variety of experiences that conveniently connect residents and visitors to parks, schools, neighborhoods, public transportation, commercial areas, and places where people can experience nature and wildlife. Not every trail or bikeway needs to provide access to each of these destinations, so long as they are all served by the overall network.

Beyond the physical infrastructure, communities with successful biking and walking networks engage local partners, community groups, advocacy organizations, and schools to support outreach, programming, and marketing to attract and encourage biking and walking, and sometimes to help with maintenance or enhancements like signage and public art. Even when shared-use paths and walkways connect important destinations, simply building the infrastructure may not be enough to get people to use it - making sure people know how to get to it, where it takes them, and creating a welcoming experience are also important.

Safety and Comfort

Quality Experience

Access and Connectivity

Variety of Activities

Elements of a Successful Biking and Walking Network

Successful biking and walking networks attract and accommodate a wide range of people traveling for a variety of purposes. Some are out for exercise and leisure or recreation, while others may travel on bike or foot to medical appointment, work, or the grocery store. To that end, cohesive biking and walking networks should be designed to accommodate a range of trip type - from casual socializing to exercise and fitness and from outdoor recreation to utilitarian trips and commuting.

Walking and biking are critical pieces of Stonecrest's transportation system. While the share of workers use exclusively use biking and walking as a form of community to and from work, residents and visitors alike benefit from greater transportation and recreation choices. Investments in biking and walking facilities can improve safety, quality of life, business attraction and retention, property values, equity and overall mobility.

Characteristics of a successful biking and walking network include:

- A variety of experiences
- Safety and comfort for all ages and abilities
- Access to key destinations
- Interconnectivity- to and between existing and future planned facilities
- A range of facility types
- Gets people where they want to go
- Wayfinding and signage
- Safe and convenient crossings that minimize delay and out-of-direction travel
- Complementary facilities and amenities such as shade, trash cans, places to rest, seating, bike parking, and/or public art

NATIONAL RESOURCES

Transportation facility design guidance and standards in the U.S. are always evolving. Recognizing the growing interest in and demand for multimodal and non-motorized forms of transportation, agencies, professionals, and decision-makers are increasingly looking for ways to expand their multimodal networks to meet the needs and desires of communities today and into the future. The following summarizes some of the most relevant current guidance - it is meant to highlight important resources and design considerations, but is not exhaustive. Readers are encouraged to consult the resources on their own for more details and context to guide specific applications.

AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS GUIDES

The American Association of State Highway and Transportation Officials (AASHTO) publishes guidelines and standards for design of bicycle and pedestrian facilities. The *Guide for the Development of Bicycle Facilities* (2012) provides guidance on dimensions, use, and layout of specific types of bicycle facilities, including width, striping requirements, signage and pavement markings. A forthcoming 5th Edition is anticipated to include emerging bikeway design treatments.[35]

AMERICANS WITH DISABILITIES ACT ACCESSIBILITY STANDARDS

Accessibility standards issued under the Americans with Disabilities Act (ADA) apply to places of public accommodation, commercial facilities, and state and local government facilities in new construction, alterations and additions. Chapter 4 includes provisions for accessible routes touching on walking surfaces, ramps, curb ramps, and clearances.[36]

The Access Board has published new guidelines under the Public Rights-of-Way Accessibility Guidelines (PROWAG) that address access to sidewalks and streets, curb ramps, crosswalks, pedestrian signals, and other components of the public right-of-way. The final rule was published on August 8, 2023.[37]

FEDERAL HIGHWAY ADMINISTRATION GUIDES

The Federal Highway Administration (FHWA) has published several seminal reports and guides on the planning and design of pedestrian and bicycle facilities.

The agency's *Separated Bike Lane Planning and Design Guide* (2015) outlines planning considerations for separated bike lanes (sometimes also called "protected" bike lanes or "cycle tracks" depending on their design) and offers design guidance for one-way and two-way facilities. It provides guidance on the types and configuration of separation, considerations for midblock crossings, driveways, transit stops, parking, and loading zones. It also details considerations for intersection design, signage and pavement markings.[38]

In 2019, FHWA published the *Bikeway Selection Guide*, which provides guidance and considerations for transportation practitioners in evaluating and selecting types of bicycle facilities that are appropriate for their communities. It includes sections on policy frameworks, factors that influence the bikeway selection process, strategies for selecting bikeways based on users and roadway context, and highlights real-world scenarios on a range of road types. It offers step-by-step planning guidance, principles of bicycle network design, user profiles, bikeway types and performance characteristics, and guidance for evaluating the feasibility of various bikeways.[39]

35 American Association of State Highway & Transportation Officials (2012). Guide for the Development of Bicycle Facilities.
36 United States Access Board (2014). ADA Accessibility Standards. https://www.access-board.gov/ada/
37 United States Access Board (2023). Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way. https://www.federalregister.gov/documents/2023/08/08/2023-16149/accessibility-guidelines-for-pedestrian-facilities-in-the-public-right-of-way
38 Federal Highway Administration (2015). Separated Bike Lane Planning and Design Guide. https://rosap.ntl.bts.gov/view/dot/50857/dot_50857_DS1.pdf
39 Federal Highway Administration (2019). Bikeway Selection Guide.

Another resource from FHWA, the *Small Town and Rural Multimodal Networks* guide (2016) is a design resource and idea book for small towns and rural communities. It is intended to bridge existing guidance on bicycle and pedestrian design often geared toward more urban places and their application in more rural settings. The guide encourages innovation in design treatments on lower volume roadways and highlights case studies of implementation in various communities.[40]

INSTITUTE OF TRANSPORTATION ENGINEERS SEPARATED BIKEWAYS

The Institute of Transportation Engineers (ITE) Separated Bikeways report (2013) presents considerations for location, design, and operation of separate bikeways; summarizes safety studies; and presents the need for additional research that could assist in continued development of guidelines and standards.[41]

Rectangular Rapid-Flashing Beacon on Klondike Road Near Vaughter's Farm Trailhead

NATIONAL ASSOCIATION OF CITY TRANSPORTATION OFFICIALS GUIDES

The National Association of City Transportation Officials (NACTO) has published several nationally recognized guides for the design of urban streets and bicycle facilities. Used by cities across the U.S. and around the world, they offer guidance on the current state-of-the-practice designs for cities seeking to improve transportation in areas where people and uses often compete for limited space in the public right-of-way. Rather than offer engineering specifications or standards, NACTO offers guidance and considerations, many of which are supported by FHWA when used in conjunction with standard engineering manuals and the Manual on Uniform Traffic Control Devices (MUTCD).

The *Urban Street Design Guide* - Offers a vision for complete streets and design guidance for streets, intersections, and controls as part of a toolbox for making streets safer, more livable, and more economically vibrant. Includes guidance on interim design strategies as well.[42]

Urban Bikeway Design Guide - Provides state-of-the practice solutions that help create complete streets that are safe and enjoyable. Structured as a series of treatments with three levels of guidance (required, recommended, and optional). Current treatments include bike lanes, intersection treatments, cycle tracks, bicycle signals, bikeway signing and marking, bicycle boulevards, and designing for all ages and abilities.[43] *(Note: through 2022 and 2023, NACTO is releasing chapters of bike design guidance in the form of working papers that cover gaps in vetted guidance, which will inform a forthcoming third edition of the guide).*

https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf

40 Federal Highway Administration (2016). Small Town and Rural Multimodal Networks. https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/fhwahep17024_lg.pdf

41 Institute of Transportation Engineers (2013). Separated Bikeways. https://ecommerce.ite.org/IMIS/ItemDetail?iProductCode=IR-135

42 National Association of City Transportation Officials (2013). Urban Street Design Guide. https://nacto.org/publication/urban-street-design-guide/

43 National Association of City Transportation Officials (2010). Urban Bikeway Design Guide.

Examples of best practice design guidance.
Credits: Top: National Association of City Transportation Officials. Bottom: Federal Highway Administration.

LOCAL AND REGIONAL RESOURCES

GEORGIA DEPARTMENT OF TRANSPORTATION PEDESTRIAN AND STREETSCAPE GUIDE

Last updated in 2021, the Guide provides "guidelines and best practices for the design of streets and roadways that support safe multimodal travel."[44] Although the guide includes some information on planning safe streets for pedestrians, the focus is on good design. Specifically, it provides guidance on how to design pedestrian infrastructure and create a comfortable, connected network in which people can walk. Guidance is provided on vehicle speeds, traffic calming, typical sections, intersections, traffic signals, streetscape elements, pedestrian safety in work zones, and more. The Guide is intended for use by design practitioners, planners, elected officials, developers, advocates, and public works or transportation departments.

GDOT DESIGN POLICY MANUAL

The *Design Policy Manual* is the primary resource for design guidelines and standards adopted by GDOT for all modes of transportation. It is updated regularly and lives on GDOT's website for use by practitioners and decision-makers. It presents both recommended and required design criteria, including accommodations for pedestrians and bicyclists based on criteria from FHWA and AASHTO.[45]

ATLANTA REGIONAL COMMISSION RESOURCES

The Atlanta Regional Commission published *Walk. Bike. Thrive!* in 2016, followed by several companion reports, including *Safe Streets for Walking and Bicycling* and a *Regional Workbook for Complete Streets*. The main report establishes goals to help the region increase connectivity and safety for biking and walking, via five key strategies to increase the share of trips made on foot or by bike.[46]

Safe Streets for Walking and Bicycling is specifically focused on reducing traffic fatalities in Metro Atlanta. It establishes a regional approach to eliminating fatal and serious injury crashes through a targeted approach, data-driven solutions, strategies for action, and evaluation and research. Specifically, it provides guidance on identifying risk factors, setting targets, establishing policy priorities, and using evidence-based countermeasures to eliminate risks.[47]

The *Complete Streets Workbook* is a reference for local governments regarding project prioritization, funding, and design decisions. It offers guidance for addressing key regional issues related to the lack of interconnected sidewalks, lack of accessibility to enable shorter and safer trips, and strategies such as pedestrian islands, pedestrian hybrid beacons, and bike lanes.[48]

Collectively, these resources provide guidance on design elements and other considerations that will help pedestrian and bicycle focused projects qualify for funding from ARC.

https://nacto.org/publication/urban-bikeway-design-guide/

44 Georgia Department of Transportation (2021). GDOT Pedestrian and Streetscape Guide, p. 1-1. https://www.dot.ga.gov/DriveSmart/Travel/BikePed/PSG.pdf

45 Georgia Department of Transportation (2023). GDOT Design Policy Manual. https://www.dot.ga.gov/PartnerSmart/DesignManuals/DesignPolicy/GDOT-DPM.pdf

46 Atlanta Regional Commission (2016). Walk. Bike. Thrive! https://atlantaregional.org/plans-reports/bike-pedestrian-plan-walk-bike-thrive/

47 Atlanta Regional Commission (2020). Safe Streets for Walking & Bicycling. https://cdn.atlantaregional.org/wp-content/uploads/arc-safe-streets-webview-revjan20.pdf

48 Atlanta Regional Commission (2019). Regional Workbook for Complete Streets. https://cdn.atlantaregional.org/wp-content/uploads/arc-complete-streets-workbook-webview.pdf

ADDITIONAL GUIDANCE

BICYCLE FRIENDLY COMMUNITIES

The League of American Bicyclists has a "Bicycle Friendly America"[49] program that provides advocates and changemakers with a roadmap and hands-on assistance to create places that are more welcoming to bicyclists. As of May 2023, more than 506 "Bicycle Friendly Communities" have been designated. Designation in the program is based on meeting several criteria, organized in the 5 Es for a Bicycle Friendly America:

- **Equity and Accessibility** - A bicycle friendly America for everyone
- **Engineering** - Creating safe and convenient places to ride and park
- **Education** - Giving people of all ages and abilities the skills and confidence to ride
- **Encouragement** - Creating a strong bike culture that welcomes and celebrates bicycling
- **Evaluation and Planning** - Planning for bicycling as a safe and viable transportation option
- **Resources and Background** - Removing enforcement from the 5 E framework

WALK FRIENDLY COMMUNITIES

The Walk Friendly Communities program[50] recognizes places that show commitment to improving and sustaining walkability and pedestrian safety through comprehensive programs, plans, and policies. Several communities in Georgia have been recognized, including Atlanta, Decatur, and Roswell. The program looks for elements that encourage and recognize the safety, health, equity, environment, and economic benefits of creating places that are more conducive to walking. A self-assessment tool can help determine if a community is eligible to apply.

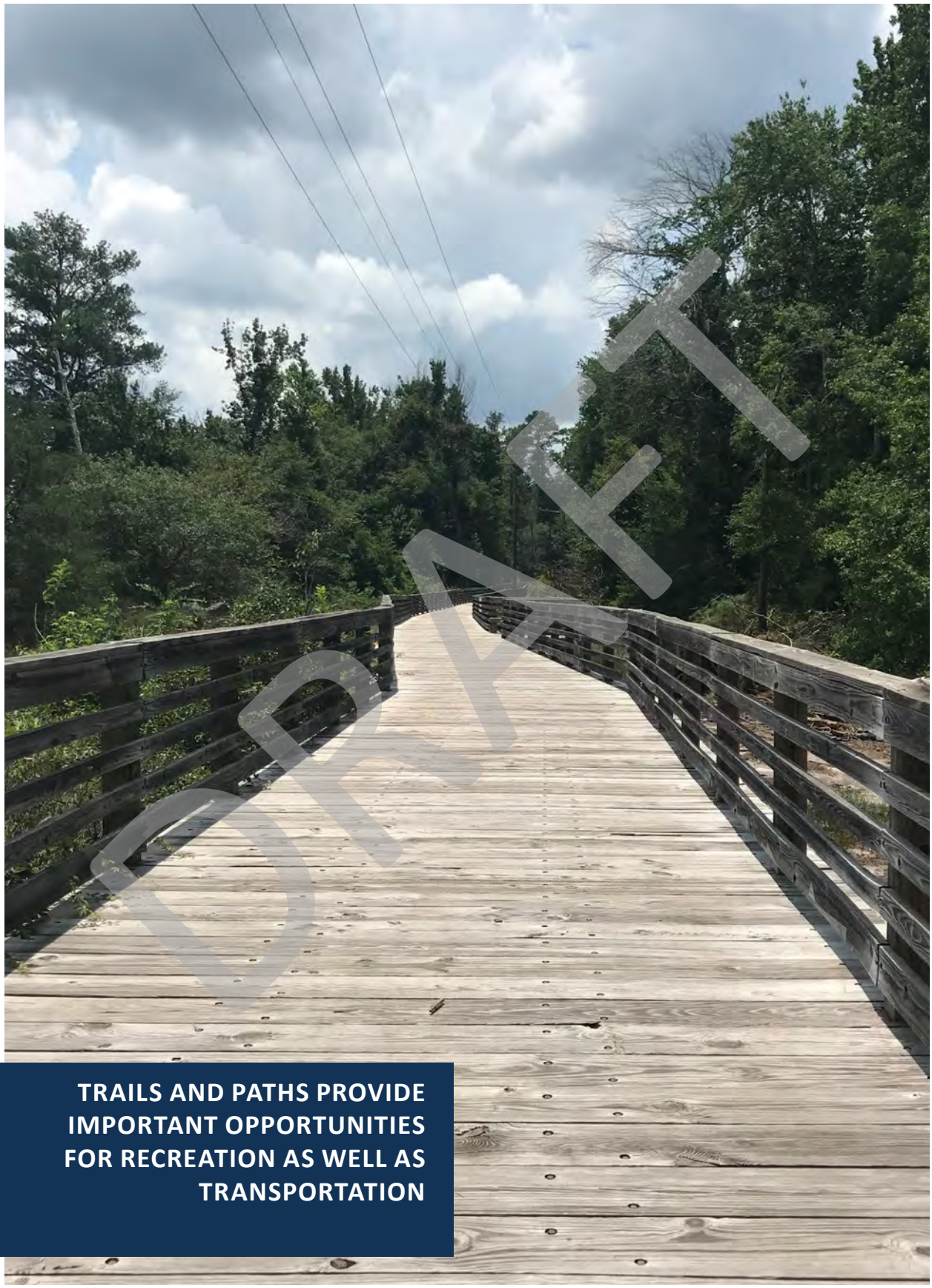
SAFE ROUTES TO SCHOOL

The Safe Routes to School (SRTS) program is an opportunity to make walking and biking to school safer and increase the number of students who choose to walk or bike to school. This can help improve kids health and well-being, improve air quality, and ease traffic congestion near schools.

The National Safe Routes to School Guide51 provides a framework for creating an SRTS program, which includes several steps:

- Bring together the right people and form a coalition or committee of people who want to make biking and walking to school safer and more appealing to kids.
- Hold an initial meeting to generate a vision and identify next steps.
- Gather information and identify issues in the local community, including routes that lead to school, safety data, and existing policies.
- Identify potential solutions and opportunities to address identified issues. Solutions can include a combination of education, encouragement, enforcement, and engineering strategies.
- Make a plan. The plan should include elements from each of the strategies listed above, a timeline for executing the strategies, a map of the area, and information about how the plan will be evaluated.
- Identify potential funding sources and seek funding for plan implementation. Funds may come from a variety of sources, including the Georgia SRTS program.
- Final steps include acting on or implementing the plan and evaluating it along the way to continue making improvements.

49 League of American Bicyclists (n.d.). Bicycle Friendly America. https://bikeleague.org/bfa/
50 University of North Carolina Highway Safety Research Center (n.d.). Walk Friendly Communities. https://www.walkfriendly.org/
51 Pedestrian and Bicycle Information Center (n.d.). Safe Routes to School Guide. http://guide.saferoutesinfo.org/steps/index.cfm



TRAILS AND PATHS PROVIDE IMPORTANT OPPORTUNITIES FOR RECREATION AS WELL AS TRANSPORTATION

FACILITY TYPES

The most successful biking and walking networks offer a variety of types of facilities that can be adapted to suit nearly any context. The City of Stonecrest's current biking and walking network is comprised primarily of sidewalk and shared-use paths or trails along with some on-street bicycle lanes. It includes both paved and unpaved trails, some with boardwalk, some alongside roadways, and some through parks or other natural areas. To complement and build upon this diversity, the *Bicycle, Pedestrian, and Trail Plan* recommends further defining these types of facilities and expanding the network to include several new facility types. The recommended typologies take into consideration the physical settings of proposed walkways and bikeways, as well as their role in connecting existing and proposed future facilities, and their intended purpose and target audiences. The typologies also aim to address plan priorities: providing safe passage to residents, visitors, and workers; filling gaps in the existing network; and providing access to schools, parks, essential services, and public transit.

Within an overarching framework of a biking and walking network, there are both on-street and off-street facilities, paths for biking, hiking, walking, and rolling, as well as dedicated places to cross roads. Distinctions are often drawn between shared-use paths or trails along side roadways - often called "sidepaths" - and paths within their own right-of-way. There are also many other ways to think of and classify walkways and bikeways: by surface type (paved or unpaved), the intended users (pedestrians, cyclists, or both), and the physical setting of the trail (urban or suburban commercial areas or natural settings and greenspaces). The following sections offer design considerations and guidance that can help with future planning and design of Stonecrest's growing biking and walking network. They provide a useful way of thinking about the various types of facilities that can be used to create a cohesive, connected network that gets people where they want to go, connects existing facilities, and provides access to important destinations.

SIDEWALK

Sidewalk or walkways are those portions of streets or roadway rights-of-way that provide space for people to walk, run, skate, or use a wheelchair. They represent a significant portion of the public realm - places where people interact, for social and economic activity, and providing access to and between residential areas, commercial zones, schools, parks, and other essential services.

Sidewalks should be designed for people of all ages and abilities to use. Generally, sidewalks are located immediately behind the curb and should preferably be offset from the roadway to provide a buffer between vehicular traffic and pedestrians. In some cases, based on local codes, the context, and level of pedestrian activity, buffers can be wider to allow for landscaping or a furniture zone.

Sidewalk should be a minimum of five feet wide and meet the requirements of PROWAG for ADA-compliance, including for curb ramps and crossings. Sidewalk can be thought of as comprised of three zones: the **frontage zone**, which is the area that acts as an extension of buildings - the space immediately adjacent to a building; the **pedestrian through zone** - the primary accessible walkway that runs parallel to the street; and the **greenspace or street furniture zone** - the area between the sidewalk and curb which can accommodate a grass buffer, trees, or other amenities like benches or lighting.

User Types

- Pedestrians - people walking for transportation and recreation purposes
- Dog walkers, runners, strollers, skaters, wheelchair users, people taking public transit
- Kids on bikes

Considerations

- Consider the existing and anticipated pedestrian volumes and surrounding land uses and context to determine appropriate dimensions
- In areas with higher levels of pedestrian activity, amenities may include landscaping, seating, shade
- Lighting may be provided along some roads, depending on context

Design Guidance

- Minimum 5 feet wide, preferred 6 feet
- Should be accompanied by a clear zone and/or greenspace or furniture zone that provides at least 2 feet of separation between the curb and the sidewalk
- The grade of the sidewalk should not exceed that of the adjacent street or road and running slope should not exceed 5 percent
- Cross slope of 2 percent should be provided to facilitate adequate drainage
- Wayfinding and regulatory signage should be provided
- Sidewalks should be accompanied by high-visibility crosswalks at signalized intersections and midblock locations, with pedestrian countdown signals where appropriate

Example Sidewalk in a Suburban Setting

Facility Types

A successful biking and walking network should include a variety of facilities that enable people of all ages and abilities to comfortably travel via a variety of modes. To that end, the Stonecrest Bicycle, Pedestrian, and Trail Plan include recommendations for several key facility types.

It should be noted that the guidance provided in this section is just that - guidance. It is not meant to be prescriptive and, as noted elsewhere in this chapter, there are many sources of design guidance and variations on facility types - especially some of the more innovative types, like neighborhood greenways and cul-de-sac connectors.

- Sidewalk
- Shared-Use Path
- Protected or Buffered Bicycle Lane
- Shared Lane Markings
- Neighborhood Greenway
- Cul-de-Sac Connector

Crossing Treatments

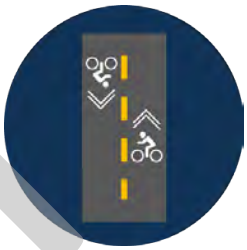
Additionally, the Plan recommends several types of crossing treatments to enhance and complement recommended sidewalk and bike/trail projects as part of the expansion of the overall biking and walking network. These are highly dependent on location and context, as with the linear facility types above, and should be designed according to GDOT, AASHTO, and other standards. Recommended crossing improvements include:

- Rectangular Rapid-Flashing Beacons
- Pedestrian Hybrid Beacons
- Intersection Crossing Enhancements

Sidewalk

Shared-Use Path

Protected or Buffered Bike Lane

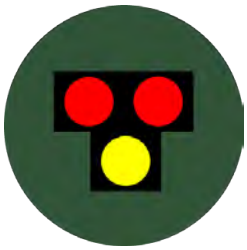


Shared Lane Marking

Neighborhood Greenway

Cul-de-Sac Connector

Rectangular Rapid Flashing Beacon



Pedestrian Hybrid Beacon

Intersection Crossing Enhancement

SHARED-USE PATHS

Shared-use paths are also sometimes called multi-use paths or trails are designed for use by pedestrians and cyclists - hence, "shared-" use or "multi-" use. They serve both transportation and recreational needs and can be alongside roadways (where they are sometimes called "sidepaths") or in their own independent right-of-way, such as through a park or along a creek.

Shared-use paths along roadways tend to be more transportation oriented and are designed to provide access and connections to residential and commercial areas and destinations such as schools or parks. Shared-use paths alongside roadways should be a minimum of ten feet wide - preferably wider where space allows - with a minimum five-foot buffer between the path and the curb. Recreational paths tend to be similar in width to paths alongside roadways, but may not have the same buffer requirements since they are away from vehicular traffic.

Shared-use paths offer a more comfortable experience for cyclists compared to conventional bike lanes because they are located behind the curb. Likewise, shared-use paths can be more comfortable than conventional sidewalks because they are wider, allowing people to pass each other more comfortably, and they have a wider buffer from the curb.

Examples of shared-use paths in and around Stonecrest include the portion of the Arabia Mountain Trail, where it runs parallel to Browns Mill Road.

User Types

- People traveling for recreation and transportation purposes
- Pedestrians, bicyclists, dog walkers, runners, strollers, skaters, wheelchair users

Considerations

- Speed differential between pedestrians and cyclists and mixing of users may warrant separating direction of travel - a yellow or other centerline stripe can be used
- In areas of higher activity, wider paths may be needed
- Potential for conflicts at intersections and driveways - drivers may be less likely to notice non-motorized traffic on separate paths; consider design treatments based on speed limits, traffic volumes, and number of lanes

Guidance

- Minimum 10 feet wide, preferably 12 feet or wider in higher activity areas; 5-foot minimum buffer along roads with 35 mph speed limit or higher and horizontal clearance of at least 2 feet depending on speed of adjacent traffic
- Where paths are along roads, grade should not exceed that of the street
- Wayfinding, regulatory, and etiquette signage should be provided
- Lighting may be installed at intersections as needed by use and location, including at intersections with other trails

Shared-Use Path Alongside Roadway in Smyrna, GA

SHARED LANE MARKINGS

Shared lane markings (SLMs), also sometimes called "Sharrows," are road markings used to indicate a shared environment for bicycles and automobiles. They can both help alert motorists to and reinforce the presence of bicycles on the street. They also recommend proper positioning of bicycles within the roadway and can indicate a proper path for bicyclists through potentially difficult or hazardous situations such as intersections or railroad tracks. They may also serve as directional route guidance and wayfinding.

Sharrows are intended to complement and help complete a bicycle network and should not be used as a primary facility type or substitute for bike lanes, protected bicycle lanes, or other treatments. They have been demonstrated to increase the distance between bicyclists and parked cars, reducing the likelihood of cyclists being "doored."

Shared Lane Marking on Low-Volume Street, Atlanta, GA

User Types

- Recreational and commuter bicyclists
- Most ages and abilities including bicyclists ranging from less experienced to enthusiastic and confident

Considerations

- Sharrows can fill gaps in otherwise continuous bike lanes or paths for short distances
- Sharrows can be used to designate movement and positioning of bicycles through intersections, including through a combined bike/turn lane
- Sharrows can help transition bicyclists across traffic lanes or from conventional bike lanes or protected bike lanes to a shared lane environment
- Sharrows may be placed in the center of a lane between wheel treads to minimize wear

Guidance

- Sharrows are intended for use on low-speed, low-volume streets to indicate a shared environment
- Generally not appropriate on streets with a speed limit above 35 mph
- Sharrows are indicated by a bicycle and chevron symbol as shown at left
- They shall not be used on shoulders, in designate bike lanes or to designate bicycle detection at signalized intersections
- On streets without on-street parallel parking, sharrows should be placed at least 4 feet from the curb or edge of travelway (11 feet where on-street parallel parking is present)
- Frequent, visible placement of markings is important - every 250 to 500 feet is recommended
- Sharrows may be accompanied by directional and wayfinding signs
- See MUTCD 9C.07 for more details

BUFFERED OR PROTECTED BICYCLE LANES

Bicycle lanes are facilities located within or directly adjacent to the roadway which are reserved for preferential or exclusive use by people riding bicycles (in some communities, they may also be used by people riding electric scooters). They should be considered on roads where adjacent land uses are conducive to trips served by variety modes.

Bike lanes help communicate expected maneuvers and facilitate predicable behavior among bicyclists and motorists. Design guidelines for bike lanes vary widely depending on the location and context, including factors such as posted speed limit, traffic volume, width and number of lanes, topography, and other factors.

Buffered bike lanes are conventional bike lanes with a marked buffer separating a bike lane from adjacent vehicular travel lanes (or parking lane). They provide greater shy distance between motor vehicles and bicyclists and space for bicyclists to pass one another without encroaching into the vehicular lane.

Physically separated bicycle lanes, also called cycle tracks, use a range of protection from vehicular traffic. They may be combined with parking lanes or other barriers between the cycle track and vehicular travel lanes.

User Types

- Transportation oriented bicyclists
- Most ages and abilities including bicyclists ranging from less experienced to enthusiastic and confident

Considerations

- Buffered bike lanes may be used anywhere a standard bike lane is being considered
- Buffered bike lanes are especially appropriate on streets with higher travel speeds, higher traffic volumes, and/or higher volumes of trucks
- Protected bike lanes (cycle tracks) are appropriate on streets that increase bicyclist stress, such as multiple lanes, high traffic volumes, or high speed traffic; while there are no U.S. standards for traffic volumes that warrant cycle tracks, several agencies provide guidance (including FHWA)

Guidance

- Bicycle lane symbol, word, and/or arrow markings shall be used to define the bike lane and designate that portion of the street for preferential use by bicyclists
- One-way separated bike lanes should be at least 5 feet wide, preferably 6 or greater where space permits for rider safety and comfort
- Buffers shall be at least 18 inches wide, marked with 2 solid white lines; for clarity, consider dashing the buffer boundary where cars are expected to cross, such as at driveways
- Buffers shall be marked with diagonal cross hatching or chevron markings if 3 or more feet wide
- Pavement markings may be accompanied by bollards, flexible delineators, or other forms of physical separation (like raised elements, similar to parking stops)

Example of Buffered Bike Lane, Louisville, KY

NEIGHBORHOOD GREENWAY

Neighborhood greenways are generally on-street bikeways that may include paved shoulders, shared lanes, or dedicated lanes - ideally accompanied by parallel sidewalks. They help to fill gaps between dedicated facilities within or provide connections to other parts of the overall biking and walking network, especially in residential areas. Considered part of the larger bikeway network, they link shared-use paths or bikeways even though they may not be in the dedicated right-of-way.

User Types

- Pedestrians, runners, dog walkers, strollers, wheelchair users
- Bicyclists of all ages and abilities
- Recreational and commuter cyclists

Neighborhood Greenway with Traffic Calming, Portland, OR

Considerations

- Factor in the distance to destinations and nearby connecting facilities (e.g., bike lanes, sidewalks, trails, or paths), population density, and adjacent land uses when identifying candidate locations
- Consider roadway speed, traffic volumes, number of lanes, connectivity/accessibility to destinations when identifying potential facilities
- Neighborhood greenways make good connectors between existing or planned segments of trails, bikeways, or other networks where space constraints or other factors prevent dedicated facilities
- Consider enhanced treatments, including pavement markings and signage at intersections

Guidance

- Most suitable for low-volume, low-speed roadways
- Use striping, green pavement markings, bicycle symbols, and others alongside directional and wayfinding signage - frequent, consistent markings and symbols are important
- Bikeways should be at least 5 feet wide, more where space allows
- Directional and wayfinding signage along with etiquette signage is recommended to encourage trip planning and reduce potential user conflicts -
- Consider the width of the road, traffic volume, and travel speeds to determine appropriate types of facilities

CUL-DE-SAC CONNECTOR

Cul-de-sac connectors serve to provide greater access to trails, parks, neighborhoods, and other streets. They are relatively short segments that create links between otherwise disjointed portions of the low-stress walking and biking network. They are intended to provide convenient access between existing bikeways or walkways that reduce the need for out-of-direction travel or use of higher-stress roadways. These connector facilities may be utilized by both pedestrians and bicyclists, and are generally built at-grade and paved, to ensure the greatest accessibility. There is no standard or conventional design for these connector facilities.

They tend to pass directly through or adjacent to residential areas in order to improve access to nearby amenities. Surface materials vary based upon the specific setting and context. In some cases, they are simple marked pathways between neighborhoods. In other cases, small segments of paved concrete or asphalt surface material are added to facilitate the connection. They can be built on dedicated public rights-of-way or on sidewalk easements. Most are marked with small-scale signs to indicate where connections are provided.

User Types

- Pedestrians, cyclists, runners, strollers, dog walkers, wheelchair users
- Primarily recreational users with low to moderate volume by local residents
- Some transportation uses, particularly in areas near destinations such as parks or schools
- Pedestrians, bicyclists, dog walkers, runners, strollers, wheelchair users (depending on surface)

Considerations

- Corridor widths should allow for sufficient screening or buffering from adjacent properties
- Connections may be provided between lots in subdivisions where appropriate easements allow
- Consider whether limited amenities, such as trash receptacles, dog waste stations, and public art may be appropriate

Guidance

- Provide connections to adjacent land uses, existing or planned sidewalks and bikeways
- Widths vary according to space constraints, environmental conditions, and engineering judgment
- Provide wayfinding and directional signage, consistent with other trail/route signage

Example Cul-de-Sac Connector in Kennesaw, GA

CROSSING OPPORTUNITIES

Safe and comfortable dedicated places for pedestrians and bicyclists to cross roads are key components of effective biking and walking network. The design and treatment of crossings - whether at intersections or midblock locations - is an important component of the overall network. Crossings can be challenging for users to navigate - having to anticipate driver behavior, be aware of other cyclists or pedestrians, and watch for vehicles in multiple directions. These are places where pedestrians and cyclists can be the most vulnerable. Design and placement of crossings should take into consideration these and other factors, following national and local standards and best practices. The following sections summarize high-level guidance on a few types of crossings and intersection enhancements.

PEDESTRIAN HYBRID BEACONS

Pedestrian-activated devices designed to warn and control traffic at midblock locations and uncontrolled intersections to assist pedestrians in crossing. Pedestrian Hybrid Beacons (PHBs) consist of a signal head with two red lenses over a single yellow lens to slow and then stop vehicular traffic, allowing pedestrians to cross. They are intermediates between flashing beacons and full pedestrian signals because they assign right of way, provide positive stop control, and they allow motorists to proceed once the pedestrians have cleared their travel lane(s). PHBs have been shown to reduce pedestrian crashes by up to 55% and to reduce fatal and serious injury crashes by up to 15%.[52]

In general, they should be used in locations where it is difficult for pedestrians to cross a roadway, such as when gaps in traffic are not sufficient or where speed limits are 35mph or greater. They are especially effective on multi-lane roadways (3 or more lanes) and annual average daily traffic volumes of 9,000 or more.

If there are not already PHBs in the community, it is recommended that agencies conduct outreach and education as part of implementation to increase community understanding and the likelihood of compliance.

Considerations

- Generally appropriate for multi-lane crossings on roads with posted speed limits of 35mph or more
- May be used in conditions where gaps in traffic are not sufficient to allow pedestrians to safety cross
- May be considered for installation to facilitate pedestrian crossings at a location that does not meet traffic signal warrants or at a location that meets warrants but a decision is made not to install a traffic control signal (MUTCD Section 4F.01)

Guidance

- Must include marked crosswalk, pedestrian countdown signals, and signage per the MUTCD
- PHBs should be installed at least 100 feet from side streets or driveways that are controlled by stop or yield signs

For details, see the MUTCD.

Pedestrian Hybrid Beacon, Phoenix, AZ

52 Federal Highway Administration (2021). Proven Safety Countermeasures, Pedestrian Hybrid Beacons. https://highways.dot.gov/safety/proven-safety-countermeasures/pedestrian-hybrid-beacons

RECTANGULAR RAPID FLASHING BEACON

Rectangular Rapid Flashing Beacons (RRFBs) can be used to increase pedestrian conspicuity and increase driver awareness at uncontrolled, marked crosswalks to accompany pedestrian warning signs and marked crosswalks. RRFBs are pedestrian-activated devices with two rectangular, yellow flashing indications that alert motorists to the presence of pedestrians at the crosswalk.

RRFBs are appropriate for many types of crossings and have been shown to increase motor vehicle yielding compliance at crossings of multi-lane or higher volume roadways. They are especially effective on multi-lane crossings with posted speed limits of 40mph or less. Research has shown that RRFBs can reduce pedestrian crashes by up to 47%.[53]

Rectangular Rapid Flashing Beacon, Valdosta, GA

Considerations

- Engineering judgment and the context of the location - especially traffic volume, number and width of lanes, speed limit, and sight distance - should be taken into account when identifying potential locations for midblock crossings
- Where space and conditions permit, RRFBs should be paired with median refuge islands which help improve crossing by shortening the crossing distance and allowing pedestrians to cross one direction of traffic at a time
- They may be used to supplement standard pedestrian, school, or trail crossing warning signs mounted on posts along the road
- It is recommended to reserve the use of RRFBs for locations with significant pedestrian safety concerns, as over-use may diminish their effectiveness

Guidance

- Can be used at locations that are more than 400 feet from an existing traffic signal
- RRFBs should be placed on both sides of a crosswalk; if used with a pedestrian refuge island or other type of median, install RRFBs on the right side of the crosswalk and in the median rather than the far side of the roadway
- RRFBs should be paired with high-visibility marked crosswalks and pedestrian warning signs
- Agencies should not use RRFBs for crosswalk approaches controlled by yield or stop signs, traffic control signals, or pedestrian hybrid beacons, except for the approach to or egress from a roundabout

For details, see the MUTCD.

53 Federal Highway Administration (2021). Proven Safety Countermeasures, Rectangular Rapid Flashing Beacons (RRFB). https://highways.dot.gov/safety/proven-safety-countermeasures/rectangular-rapid-flashing-beacons-rrfb

INTERSECTION CROSSING ENHANCEMENTS

Existing crossings throughout Stonecrest include a variety of marked crosswalks, signalized pedestrian crossings, and rectangular rapid flashing beacons. In some cases, intersections may be marked with a crosswalk but do not include any pedestrian countdown signals or vice versa. In other cases, marked crosswalks are worn and faded or pedestrian landing zones and pedestrian curb ramps have been damaged by vehicles driving over them. Signs may also be missing or damaged.

Throughout the City, 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. While there is no standard for what an "Intersection Crossing Enhancement" may look like, the following guidance may be helpful in applying a variety of treatments at select locations.

Considerations

- For roads with traffic volumes 10,000+ AADT, a marked crosswalk is generally not sufficient
- Advance warning signs should be placed ahead of marked crosswalks
- Medians or refuge islands may be appropriate on multi-lane roads with high traffic volumes and vehicle speeds

Leading Pedestrian Intervals

- Leading Pedestrian Intervals (LPIs) give pedestrians the opportunity to enter the crosswalk at a signalized intersection at least 3 seconds before vehicles are given a green indication
- They can increase visibility of pedestrians (or cyclists) in the crosswalk, reduce conflicts between vehicles and pedestrians, and increase the likelihood of motorists yielding to people crossing

High Visibility Crosswalks

- High-visibility crosswalks use patterns that are visible to drivers and pedestrians from farther away, compared to traditional transverse line crosswalks, such as a ladder- or zebra-pattern
- Agencies should use durable materials - inlay or thermoplastic tape, instead of paint
- They can reduce pedestrian injury crashes by up to 40%[54]

Improved Lighting

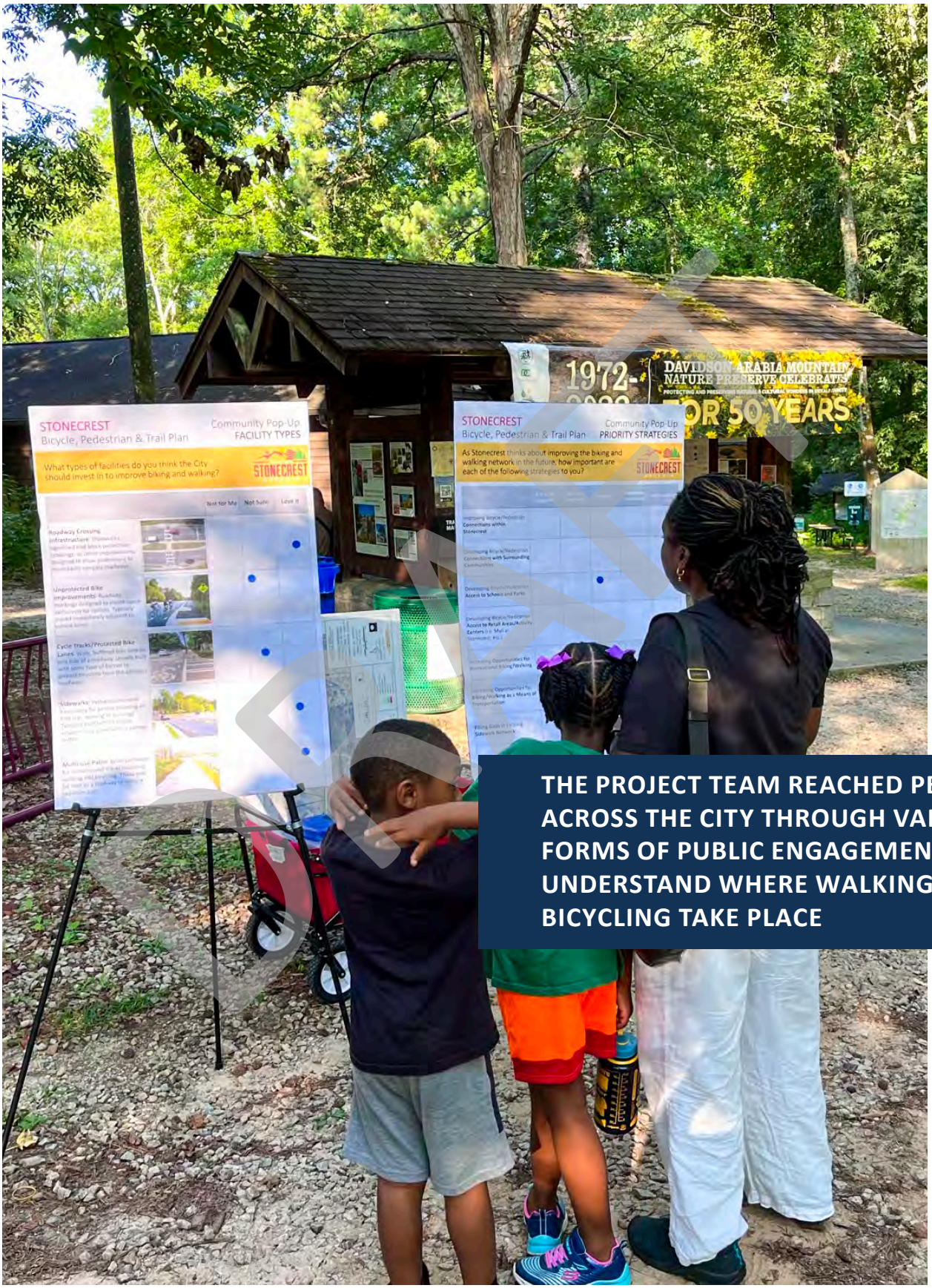
- The goal of crosswalk lighting should be to illuminate with positive contrast - to make it easier for drivers to visually identify pedestrians
- Lights should be positioned carefully to avoid creating silhouette effects

Enhanced Signing and Pavement Markings

- 'Yield to pedestrian' or 'Stop here for pedestrian' signs can be used in advance of marked crosswalks on multi-lane roadways
- Signs can be supplemented with Stop or Yield bar pavement markings

High-Visibility Crosswalk with Pedestrian Countdown Signal, Cobb County, GA

54 Federal Highway Administration (2021). Proven Safety Countermeasures, Crosswalk Visibility Enhancements. https://highways.dot.gov/safety/proven-safety-countermeasures/crosswalk-visibility-enhancements



THE PROJECT TEAM REACHED PEOPLE ACROSS THE CITY THROUGH VARIOUS FORMS OF PUBLIC ENGAGEMENT TO UNDERSTAND WHERE WALKING AND BICYCLING TAKE PLACE

Chapter 5: Public Outreach & Engagement

CHAPTER OVERVIEW

The Stonecrest Bicycle, Pedestrian & Trail Plan is based on an intentional and guided public engagement process. This process played an integral role in identifying community concerns and guiding potential solutions.

This chapter summarizes the various public engagement activities and mechanisms used during each phase of the planning effort, as well as how that engagement influenced and affected the planning process and recommendations overall.

Discussion of Draft Bicycle & Trail Master Plan at the Second Community Open House in October 2023

Forms of Public Engagement

The public engagement strategy for the City of Stonecrest's Bicycle, Pedestrian and Trail Plan was to provide an array of methods for receiving feedback and comments from the public, thereby meeting the diverse needs and lives of the City's residents. This included conducting pop-up events, more formal community open houses, and targeted engagement with community stakeholders as well as attending and gaining feedback at community events. The project team also developed and maintained an online engagement website.

- ***2 POP-UP EVENTS***
- ***2 COMMUNITY OPEN HOUSES***
- ***ONLINE ENGAGEMENT***
- ***TRANSPORTATION ADVISORY & SPLOST OVERSIGHT COMMITTEE***
- ***STONECREST CITY COUNCIL***

PUBLIC MEETING SUMMARIES & FEEDBACK

COMMUNITY POP-UP EVENTS

Project team members facilitated two pop-up engagement events on Saturday July 15, 2023 to capture input on priorities for growing the city's bicycle, pedestrian, and trail network. Hosting a pop-up kiosk at an already planned community event allowed the project team to access members of the public where they are or whose schedules may not have allowed them to attend one of the project's more formal community open houses.

The project team facilitated the first pop-up event the morning of Saturday, July 15th at an Arabia Mountain PATH system trailhead located at Davidson-Arabia Mountain Nature Preserve. This location was selected to engage with residents and visitors accessing the City's trail network for recreational purposes. The second pop-up event occurred the afternoon of July 15th in conjunction with the City's annual Back-to-School event at the Browns Mill Recreation Center. This event was chosen so that the project team could understand what investments were needed to enable to allow students and children to safely walk or bike in their neighborhoods or to nearby parks or schools.

At each event, two interactive display boards asked members of the public to identify which strategies the City should employ to improve its bicycling and walking network, as well as what types of facilities the City should invest in to improve network connectivity. The project team spoke with dozens of community members across both pop-up events and received informative feedback that was largely in favor of providing more opportunities for people of many ages and abilities to walk or bike within Stonecrest. Filling gaps in the City's existing sidewalk network and providing access to schools and parks were the community's most important priorities, while sidewalks were the community's most preferred type of facility investment. Full responses and a summary of them is included in Appendix A.

EACH POP-UP EVENT WAS CHOSEN IN AN EFFORT TO ENGAGE WITH MEMBERS OF THE COMMUNITY THAT WERE LIKELY TO BE FREQUENT USERS OF THE CITY'S BICYCLE, PEDESTRIAN AND TRAIL INFRASTRUCTURE.

Community Member Adds Sticker to Interactive Board during Pop-Up Event at Davidson-Arabia Nature Preserve Trailhead

City's Back to School Event in July 2023

COMMUNITY OPEN HOUSES

First Community Open House - July 2023

The project team hosted the first of two Community Open Houses the evening of Tuesday, July 25th at Stonecrest City Hall to convey information about the City's existing walking and bicycling conditions and propensity as well as to solicit input on priorities for future investments in the bicycling, walking, and trail network. The project team advertised the meeting through the City's social media channel, the City website, and the project website as well as by handing out fliers during the community pop-up events. These outreach methods helped drive attendance to the community open house.

The Community Open House provided attendees with an opportunity to participate in the same interactive activities presented at the community pop-up events - to solicit input from the community members on their priorities for improving the biking and walking network as well as preferred facility types. Additionally, the public meeting featured a larger map of the City upon which attendees were asked to provide specific input on places where they would like to see expanded bicycling and walking facilities.

Feedback received at the first community open house largely matched the feedback received at the two in-person pop-up events in that filling sidewalk gaps and providing access to schools and parks were the community's most important priorities, while sidewalks were the community's most preferred type of facility investment.

THE PROJECT TEAM SOUGHT TO UNDERSTAND WHAT TYPES OF WALKING AND BICYCLING FACILITIES WERE DESIRED AND TO GAUGE WHAT STRATEGIES WERE IMPORTANT TO RESIDENTS.

Participants Study Existing Conditions Boards at First Community Open House

Community Member Input on the Interactive Map During the First Community Open House

The feedback which the project team received during this community open house as well as the pop-up events guided planning priorities and the development of project and strategy recommendations. Across all engagement methods used over the first phase of the planning effort, the project team received approximately 40 unique engagement responses.

Based on the summary of feedback on strategy priorities shown in **Figure 31**, "filling gaps in the existing sidewalk network" was the strategy respondents most often noted as "very important" for improving the City's walking and bicycling network. Respondents also identified "developing bicycle/pedestrian access to schools and parks" as a "very important" strategy that should be pursued as part of the planning effort. Few respondents labeled strategies as "not that important" or "not at all important", and there is a consensus that the City should work to fill sidewalk gaps and enable better access to bus stops, parks, and schools on foot or bicycle.

Figure 32 shows preferred bicycle and pedestrian facility types based on community feedback. While every facility type received mostly positive feedback, sidewalks and multi-use trails were the two most-desired facility types for future investments. There was slightly more favoritism towards protected bicycle infrastructure that is physically separated from vehicular travel lanes.

In addition to identifying strategies and facility types that the City should pursue as it builds out its bicycle and pedestrian network, attendees were also asked to identify specific areas within the City that should be considered for potential project recommendations within the proposed network. Specific locations identified include Thompson Mill Road, Panola Road, Fairington Parkway, Hillandale Drive, Evans Mill Road, and Mall Parkway (where protected bike facilities were requested along each corridor). Many of these corridors were identified as target corridors (discussed further in Chapter 6) and evaluated for sidewalks, shared-use paths, and other facility types. All boards and comments can be found in Appendix A.

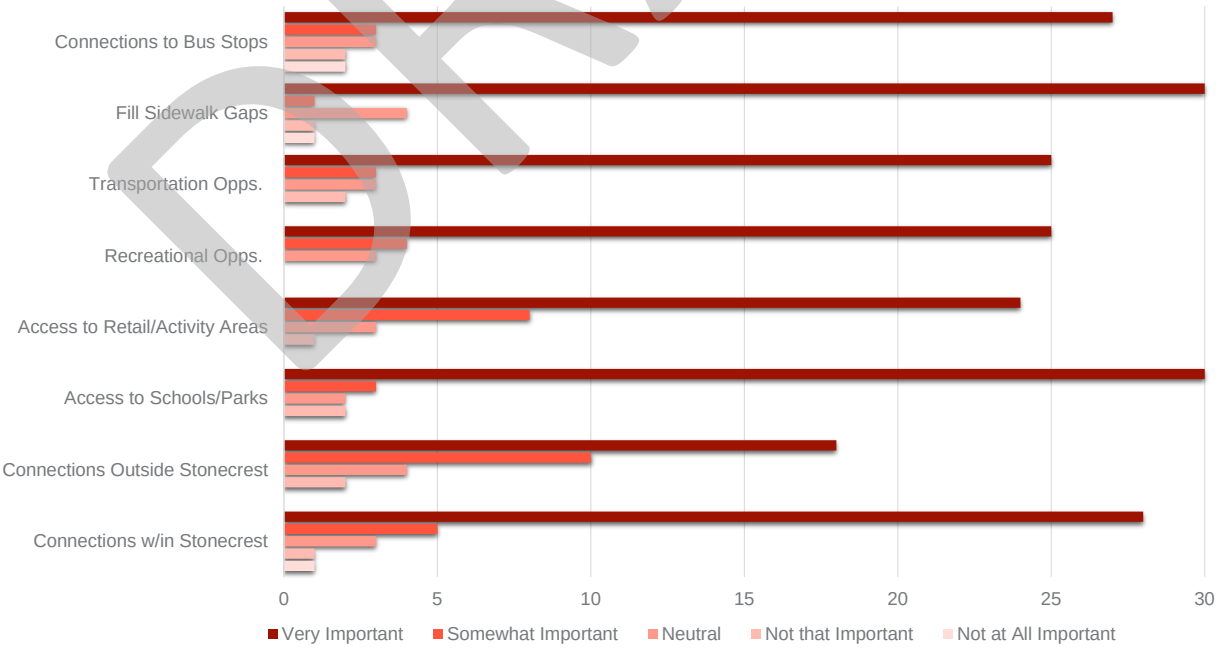


Figure 31. Walking & Bicycling Strategy Priorities

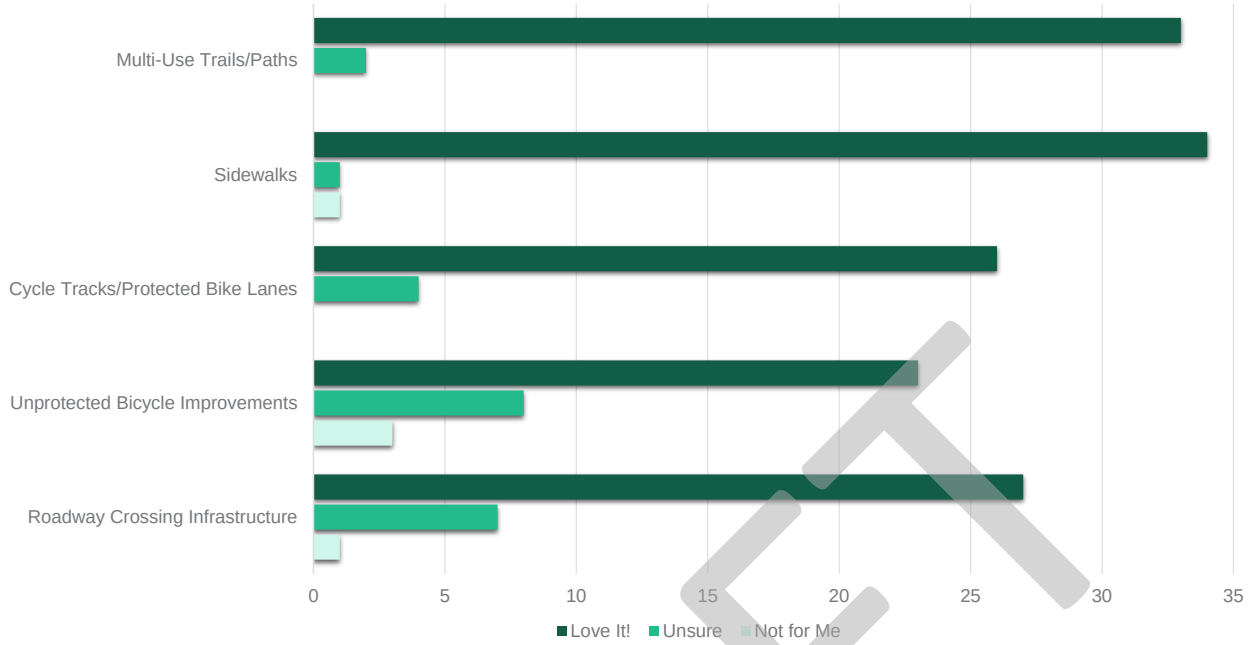
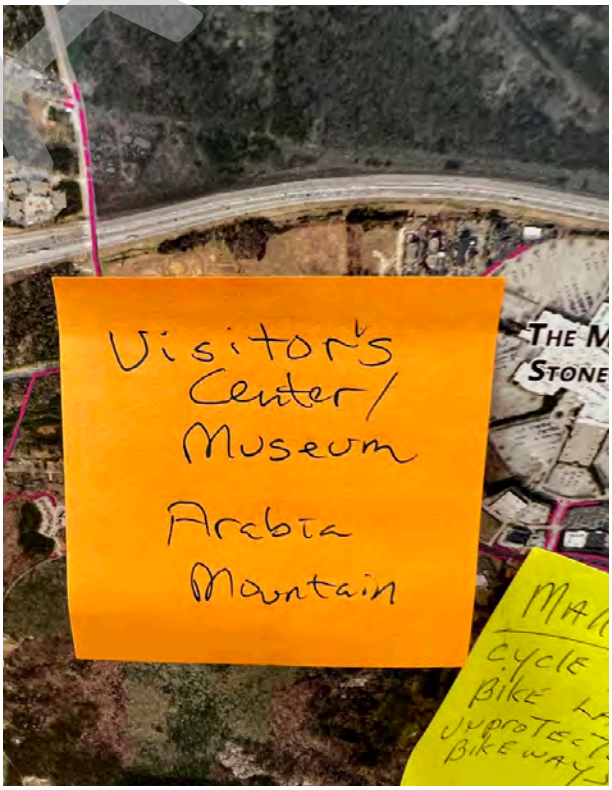


Figure 32. Preferred Bicycle & Pedestrian Facility Types



Samples of Feedback and Map Comments from First Community Open House

Second Community Open House - October 2023

The project team considered information received during the community pop-up events and first open house to develop a draft network of recommendations. The planning process resulted in a robust list of potential projects, culminating in a draft Sidewalk Master Plan project list and a draft Bicycle & Trail Master Plan project list. These project lists were presented to the public during a second community open house to both narrow the larger list and inform more immediate, short-term project priorities for the City to implement.

The second community open house occurred on Wednesday, October 11, 2023 in the multi-purpose room at Browns Mill Park Recreation Center. The open house was advertised through the City's website and social media platforms as well as the project website and yard signage in front of City Hall and the Browns Mill Recreation Center.

Similar to the first community open house, display boards were placed around the room for attendees to review at their own pace. The project team presented boards that featured general information on the planning process, a summary of community feedback received so far, a series of maps displaying the City's walking and biking propensity, and detailed descriptions of the bicycle and pedestrian facility types included within the draft network. This all culminated in a group of boards that presented the Draft Sidewalk Master Plan and Draft Bicycle & Trail Master Plan (with each plan consisting of one board listing out all the projects in table format and the other showing a map of the individual projects). Meeting attendees were asked to provide feedback on which improvements they would most and least like to see move forward. All boards and comments can be found in Appendix A.

The feedback received as part of this community open house shaped the final project recommendations presented in Chapter 7 of this report.

EXISTING CONDITIONS AND PUBLIC FEEDBACK INFORMED DRAFT SIDEWALK MASTER PLANS PRESENTED AT A SECOND COMMUNITY OPEN HOUSE.

Project Team Member Provides Overview of Draft Bicycle & Trail Master Plan During Second Community Open House

No members of the community identified any projects on the proposed project lists that they did not want to see move forward. Some projects that were identified as most needed by community members include the following:

- Installing new sidewalk on the south side of Browns Mill Road from Snapfinger Road to Klondike Road
- Filling sidewalk gaps on Covington Highway throughout the City of Stonecrest
- Installing sidewalk on both sides of Marbut Road to connect Lithonia High School to nearby subdivisions and employers
- Filling sidewalk gaps and installing shared-use path along Phillips Road
- Installing shared-use path on Evans Mill Road to serve the western areas of the Davidson-Arabia Nature Preserve
- Installing shared-use path on the west side of Lithonia Industrial Boulevard

THE PROJECT TEAM PRESENTED TO THE CITY'S ELECTED LEADERSHIP AND COMMITTEE MEMBERS OVERSEEING TRANSPORTATION DECISION-MAKING AND INVESTMENTS.

OTHER PROJECT PRESENTATIONS

TRANSPORTATION ADVISORY COMMITTEE/ SPLOST OVERSIGHT COMMITTEE

The City of Stonecrest's Transportation Advisory Committee is a subcommittee of Stonecrest's City Council that studies and researches matters of interest related to transportation. Specifically, the committee serves as an advisory board to Stonecrest City Council regarding transportation investments. The City of Stonecrest's SPLOST Oversight Committee shares a transportation focus but primarily focuses on providing advice and recommendations to City Council on implementing SPLOST projects.

As many improvements listed as part of the Draft Sidewalk and Bicycle & Trail Master Plans could potentially be partially funded by the City's SPLOST revenue – it was important for the project team to inform the SPLOST Oversight Committee on potential projects they may be asked to evaluate in the future.

Consultant Project Manager Gives Presentation to the City's Transportation Advisory & SPLOST Oversight Committee in October 2023

During a joint meeting of the Transportation Advisory and SPLOST Oversight Committees on Tuesday, October 24, 2023, the consultant project manager and the City Engineer gave an overview presentation regarding the Bicycle, Pedestrian & Trail Plan. This presentation included an overview and review of the planning effort to date, some detailed information on public engagement efforts, and an overview of the facility types and recommendations.

Committee members provided some feedback during the meeting that was mostly positive and supportive. Committee members asked broad questions on what facilities such as shared-use paths may look like when implemented. All the materials developed as part of the presentation (including an agenda, a set of slides, and photos from the meeting) can be found in Appendix A.

STONECREST CITY COUNCIL

On Monday, November 13, 2023, the consultant team presented to the Stonecrest City Council during a Council work session. This presentation included an overview and background of the planning process, including updates on engagement activities, before transitioning into draft recommendations. Recommendations were broken down into projects on City and County streets as well as state routes. The presentation also provided an overview of the different bicycle and pedestrian facility types included in the draft Plan. Lastly, the team gave an overview of the prioritization framework and summarized next steps.

This presentation was an opportunity for Council members to provide feedback on the overall network, priority projects, and recommended policies and strategies included in the Draft Bicycle, Pedestrian & Trail Plan, as well as to ask questions of the consultant team. The feedback was generally supportive, reiterating the need for biking and walking facilities on certain streets. Council also reiterated the need to engage with key stakeholders and businesses across the City as project recommendations are implemented.

OUTREACH MECHANISMS

Recognizing that the City of Stonecrest represents a diverse and dynamic community with varying interests and levels of information access, the project team endeavored to reach as many members of the community as possible across a diverse range of platforms. The project team utilized a combination of in-person and online forms of engagement, and this section details the different mechanisms for obtaining feedback throughout the planning process.

CITY WEBSITE

The City's public website includes a dedicated webpage to the on-going major plans & studies sponsored by the City's Engineering department. Throughout the duration of this planning process, the project team developed narratives on project updates for the City's communications staff to include on this webpage.

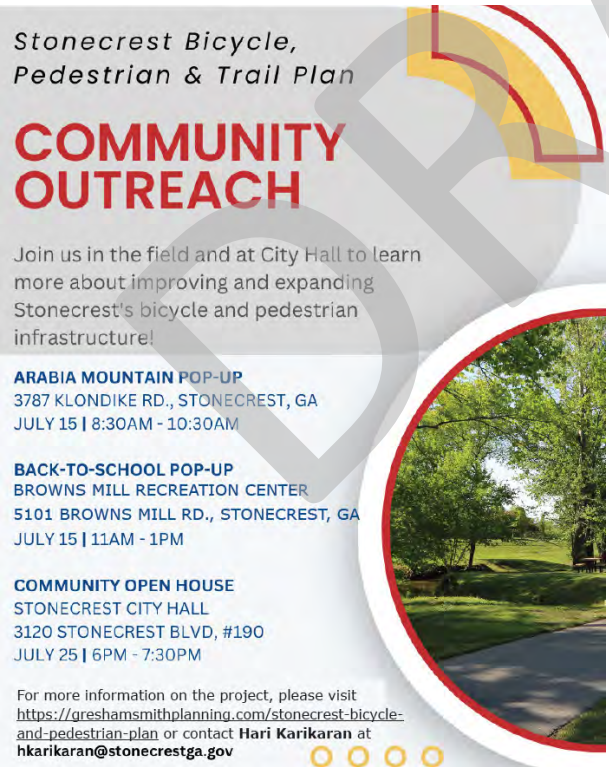


Figure 33. Social Media Advertisement for Community Pop-Up Events and Open House

SOCIAL MEDIA CHANNELS

The project team leveraged the City's existing social media platforms including Facebook and Instagram several times throughout the course of the plan's development. Prior to each community open house or pop-up event, the project team created advertisements designed to generate the greatest amount of user engagement. An example of a post created to advertise both the community pop-up events and the first community open house is shown in **Figure 33**.

ONLINE ENGAGEMENT PLATFORM

A virtual engagement platform was utilized to help "close the gap" between those who were able to attend in-person engagement activities and those who were either unable to attend in-person events or were more comfortable providing feedback online. For both the pop-up and community open houses, the project team complemented in-person engagement with a virtual survey or map designed to duplicate the look and feel of the activity conducted at each meeting.

For the first phase of public engagement, this online engagement platform included a survey of bicycle and pedestrian strategies and facility types as well as a map for people to comment on where facilities are needed and express other types of concerns.

After understanding how community members wanted to see walking and bicycling needs addressed within the City, the online engagement platform was updated to coincide with the second community open house to present draft recommendations. Each proposed improvement included in the Draft versions of the city's Master Sidewalk Plan and Master Bike/Trail Plan were shown on a map (see **Figure 34**), with the site asking visitors to identify those improvements they would most like to see move forward and eventually constructed.

Full survey results and responses stemming from this online engagement platform are included in Appendix A.

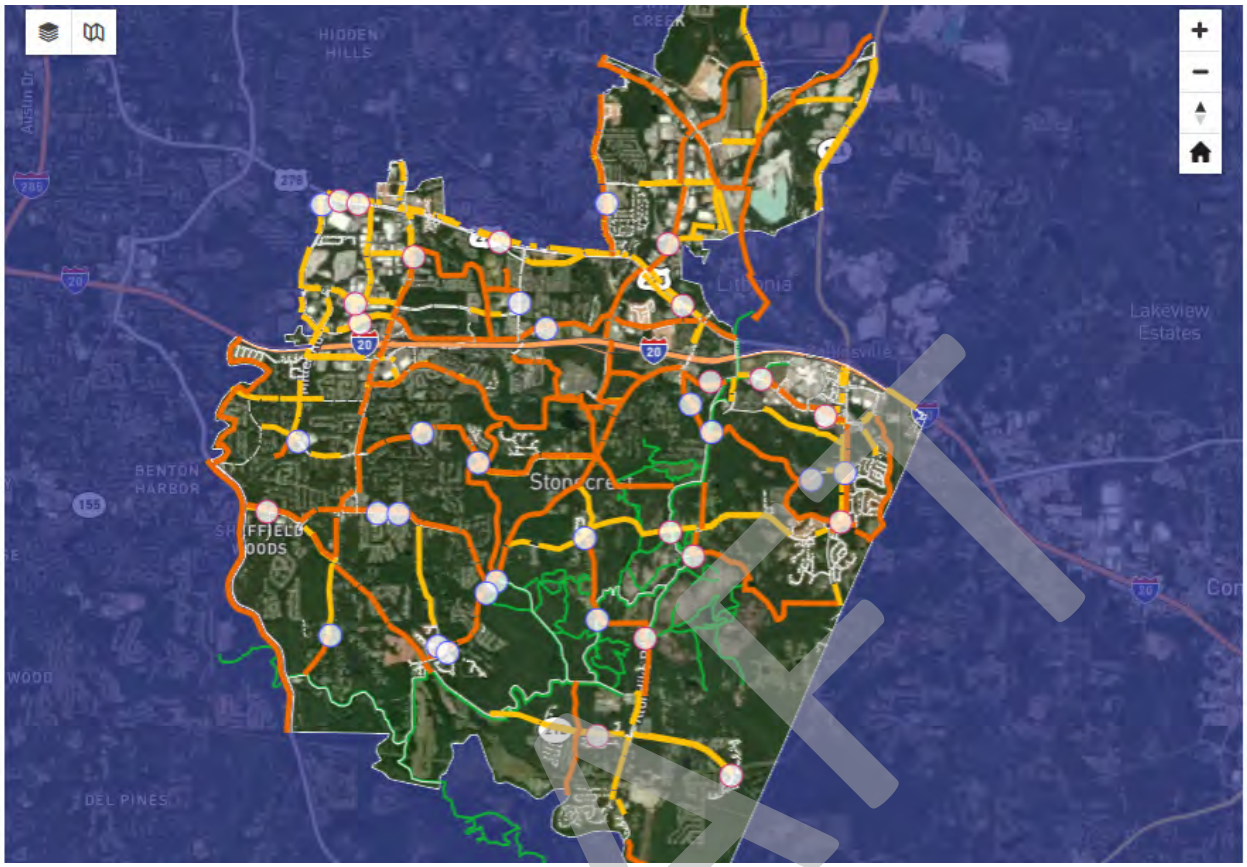


Figure 34. Online Engagement Platform Mapping Tool

Key Themes and Takeaways

Public engagement efforts for the City of Stonecrest's Bicycle, Pedestrian & Trail Plan resulted in two overarching feedback trends:

- Generally broad support for all forms of sidewalk, bicycle, or trail investments
- Slightly more enthusiastic support for specific sidewalk improvements

The project team asked the public to identify which strategies should be prioritized as the City begins to consider improving its walking and bicycling network. A majority of respondents stated that each of eight strategies were "very important" to them - especially filling sidewalk gaps. Similarly, when asked to identify what types of facilities the city should invest in to improve biking and walking, while sidewalks garnered the most support, other facility types presented such as protected bicycle lanes and shared-use paths, also were highly rated by respondents.

This broad support extended beyond identifying facility and strategy priorities. When the project team requested community members identify those draft project recommendations that they did not want to see move forward, no in-person or virtual respondents listed specific projects - reflecting broad support for bicycle and pedestrian investments along target corridors, such as Evans Mill Road or Mall Parkway.

During presentations to the Transportation Advisory & SPLOST Oversight Committees, members voiced general support but also identified a specific need for pedestrian improvements at the City's busiest intersections.

All feedback received helped guide the plan development process, first by helping to identify community priorities, and later by helping prioritize potential improvements moving forward.

UTILITIES, TOPOGRAPHY, LAND USE AND PROXIMITY TO TRANSIT, SCHOOLS AND PARKS WERE USED TO PRIORITIZE RECOMMENDED PROJECTS ACROSS STONECREST

Chapter 6: Network Development, Prioritization & Funding

CHAPTER OVERVIEW

This chapter of the Stonecrest Bicycle, Pedestrian & Trail Plan takes the existing conditions and propensity outputs and examines them against field observations, best practices for walking and bicycling facilities, and public feedback to identify target corridors for walking and bicycling investments. Target corridors serve as the foundation for the recommended walking and bicycling network within Stonecrest. Recommendations considered for this plan include projects from previous plans and studies completed since Stonecrest's incorporation as a City along with new ideas developed by the project team.

This universe of projects was developed in consultation with City staff and then refined based on both their feedback as well as comments received from the public through in-person and virtual mechanisms. From there, the projects were prioritized based on a three-category framework that factors community input, goals and priorities for the City, and project readiness and complexity. The result is a series of projects divided into three tiers.

The chapter concludes with a discussion of available funding mechanisms to implement projects that can advance walking and bicycling opportunities in Stonecrest.

Non-Continuous Sidewalk Along Park Central Boulevard Near Covington Highway (US 278/SR 12)

TARGET CORRIDORS

The foundation of the recommended walking and bicycling network is along ten target corridors which were identified through a combination of the existing conditions and propensity analyses and input from City staff and Stonecrest residents. These are corridors where project team members observed walking and bicycling behaviors as well as where infrastructure may be in subpar condition or not exist altogether to support these travel patterns.

The target corridors within Stonecrest for the City's Bicycle, Pedestrian & Trail Plan include the following depicted in **Figure 35**:

- **Browns Mill Road (SR 212)** - One of the key primary east-west routes in the southern portion of the City, this route provides access to Browns Mill Recreation Center, Davidson-Arabia Nature Preserve, and Arabia Mountain High School. It also provides a connection to numerous residential subdivisions as well as Rockdale County.
- **Covington Highway (US 278/SR 12)** - This is a principal arterial that serves as an alternative to I-20 in providing east-west connectivity in the northern portion of the City. It is home to a diversity of housing options including single-family and multi-family residential, along with commercial, retail, and light industrial. Other major destinations include the Southeast Athletic Complex and Stoneview Elementary School.
- **Evans Mill Road** - This north-south corridor nearly bisects the City in half and provides a connection from Browns Mill Road (SR 212) to downtown Lithonia. It is more sparsely developed and includes access to a trailhead for the Arabia Mountain PATH trail system.
- **Fairington Road** - This route parallels I-20 to the south but crosses over I-20 before its eastern terminus with Hillandale Drive. The corridor is primarily residential but also includes retail near Panola Road.
- **Hillandale Drive** - This route immediately parallels I-20 to the north and provides a connection between Panola Road and Lithonia Industrial Boulevard with many apartment and condominium complex entrances spanning the corridor.
- **Klondike Road** - This north-south corridor spans from the Rockdale County line at the South River to downtown Lithonia. It is sparse in development but provides key access to the Arabia Mountain National Heritage Area along with commercial developments near the Mall at Stonecrest. The Arabia Mountain PATH trail parallels much of the corridor within Stonecrest.
- **Lithonia Industrial Boulevard** - Beginning at the New Birth Missionary Baptist Church, this corridor is a major truck route for accessing light and heavy industrial facilities in the northern reaches of the City before ending at Rock Chapel Road (SR 124) in the City's far northeast corner.
- **Mall Parkway/Iris Drive** - Beginning at Evans Mill Road/Woodrow Drive and connecting to Rockdale County, this corridor serves retail shopping and the Mall at Stonecrest.
- **Panola Road** - One of the City's busiest corridors, this route provides a north-south connection in western Stonecrest.
- **Turner Hill Road** - Beginning as a two-lane roadway, this corridor widens to six lanes approaching Mall Parkway and the Mall at Stonecrest and then provides access to I-20 and a connection to SR 124 and Gwinnett County.

FIELD OBSERVATIONS

The project team performed a series of field visits throughout the course of the planning process that included a windshield survey of each of the ten target corridors. The matrix shown in **Table 2** shows key findings on each of the target corridors including information about land use, speed limit, laneage, and the presence or absence of walking and bicycling facilities.

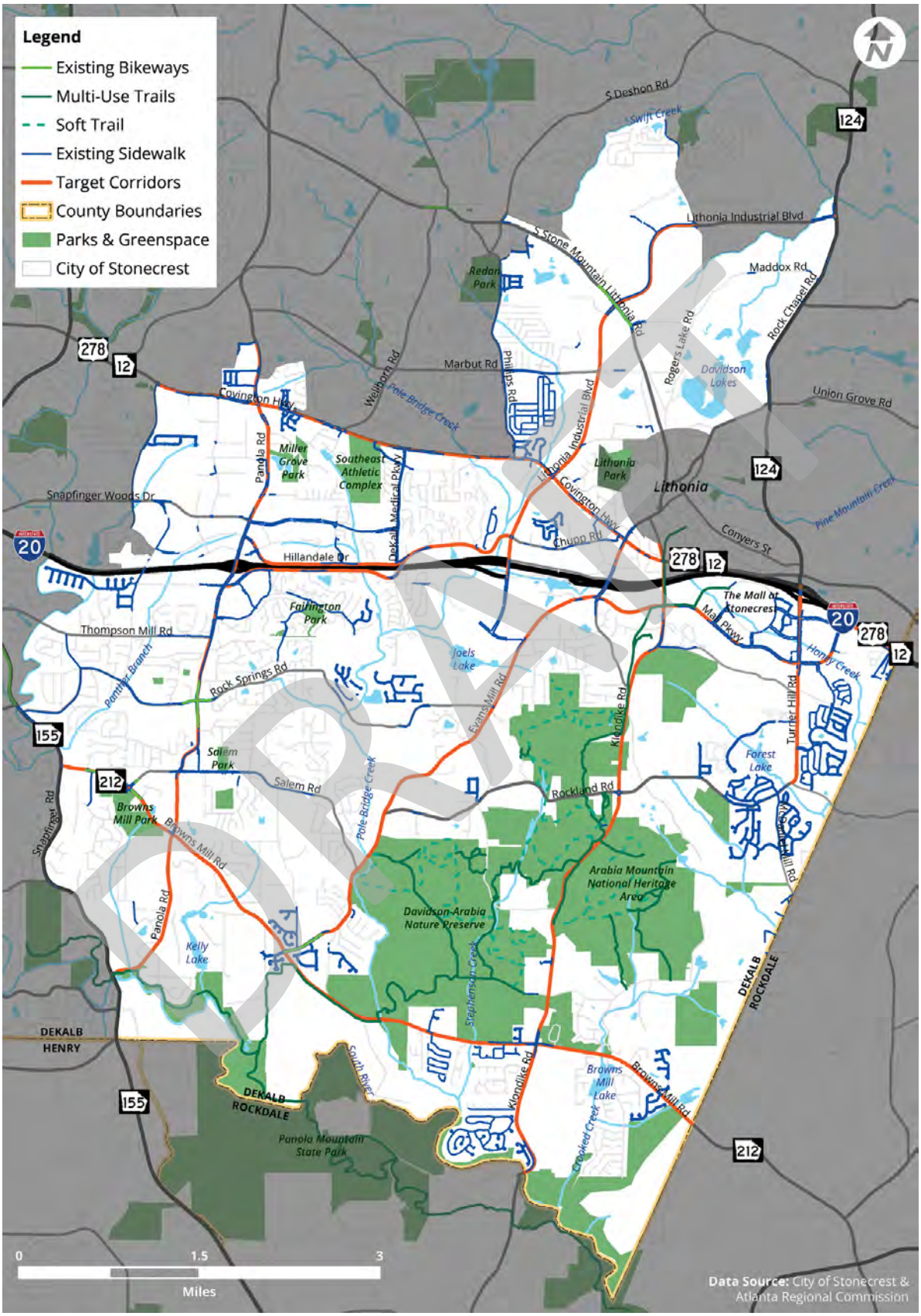
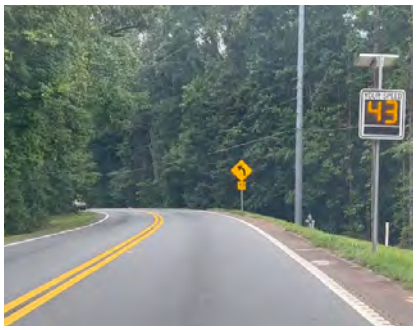


Figure 35. Target Corridors for Bicycle & Pedestrian Improvements

Table 2. Target Corridor Field Observations

Target Corridor	Speed Limit	Laneage	Land Use	Bicycle & Pedestrian Facilities
Browns Mill Road (SR 212) *(Snapfinger Rd (SR 155) to Rockdale County Line/ Stonecrest City Limits)*	45 MPH from Snapfinger Rd to East of Panola Rd and from West of Latchwood Dr to English Lp 55 MPH from East of Panola Rd to West of Latchwood Dr and English Lp to Rockdale County Line: 55 MPH	One lane each direction with occasional passing lane and turn lanes at signalized intersections (Snapfinger Rd; Salem Rd; Panola Rd; Evans Mill Rd & Klondike Rd)	Primarily medium-density residential with public institutional and greenspace Local commercial at intersections with Panola Rd and Klondike Rd	Minimal sidewalk coverage throughout with gaps present Unprotected bicycle lane from Framingham Dr to Springtree Dr Arabia Mountain PATH Trail parallels south side of road from east of Evans Mill Rd to bridge over Pole Bridge Creek Lack of crossing opportunities
Covington Highway (US 278/SR 12) *Miller Rd/ Stonecrest City Limits to Klondike Rd (Stonecrest City Limits)*	45 MPH throughout Stonecrest	Two travel lanes each direction Center left-turn lane from Miller Rd to Panola Rd and from Cragstone Ct to Evans Mill Rd	Commercial and Light Industrial with some infill medium-density residential development	No dedicated bicycle or trail facilities Sidewalk occasionally present with many gaps along the corridor Lack of crossing opportunities outside of signalized intersections

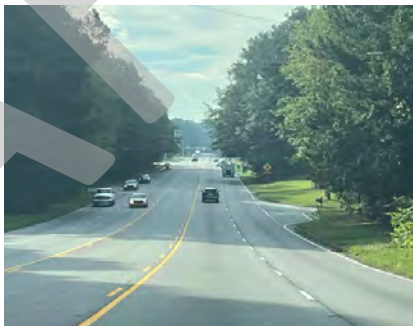
Existing Conditions



Speed Limit Detection Signage Along a Tight Horizontal Curve on Browns Mill Rd Between E Saddle Ridge Dr and Evans Mill Rd

Drainage Ditches Line Browns Mill Rd Along Both Sides of the Road

Dead-End Sidewalks Are Common Along Covington Hwy, Including West of a Bus Stop Across from Strathmoor Manor Dr



A Portion of Covington Hwy Without Sidewalk Between Lithonia Industrial Blvd and Evans Mill Rd

People Observed at MARTA Station Not Linked to Sidewalk at Huber St

Curb Ramp at Intersection with Scarbrough Dr Shows Previous Midblock Crossing

Table 2: Target Corridor Field Observations (Continued)

Target Corridor	Speed Limit	Laneage	Land Use	Bicycle & Pedestrian Facilities
Evans Mill Road *(Browns Mill Rd to Covington Highway (US 278/SR 12) Stonecrest City Limits)*	40 MPH from Browns Mill Rd to Woodrow Dr 35 MPH from Woodrow Dr/Mall Pkwy to Lithonia City Limits	One travel lane each direction from Browns Mill Rd to Woodrow Dr Two travel lanes each direction from Woodrow Dr/Mall Pkwy to Covington Hwy (US 278/SR 12)	Residential and greenspace south of intersection with Woodrow Dr/ Mall Pkwy Commercial north of Woodrow Dr/ Mall Pkwy	On-street bike lanes from Browns Mill Rd to east of Flat Rock Woods Dr Minimal sidewalk coverage throughout but sidewalk on both sides from Browns Mill Rd (SR 212) to Flat Rock Woods Dr and fro Woodrow Dr/Mall Pkwy to Hillandale Dr; large gaps present throughout Lack of crossing opportunities outside signalized intersections
Fairington Road *(Panola Rd to Hillandale Rd)*	40 MPH	Two travel lanes each direction with center-left turn lane from Panola Rd to Wal-Mart One travel lane each direction east of Wal-Mart	Commercial from Panola Rd to Fairington Pkwy Multi-family residential from Fairington Pkwy to Chupp Way	No dedicated bicycle or trail facilities Sidewalk gaps present throughout corridor; opportunities to provide more connectivity on south side of road; north side of road too close to I-20 ROW to install multimodal improvements

Existing Conditions

Dead-End Sidewalks Are Common Along Evans Mill Rd, including from Hillandale Dr and Covington Hwy

Desire Path South of Covington Hwy on West Side of Road

Existing Crosswalk and On-Street Bicycle Lane at Flat Rock Elementary School

Sight Distance Signage on Evans Mill Rd South of Rockland Rd

Existing Crosswalk and On-Street Bicycle Lane at Flat Rock Elementary School

Desire Path on South Side of Fairington Rd from Panola Rd to Walmart Way

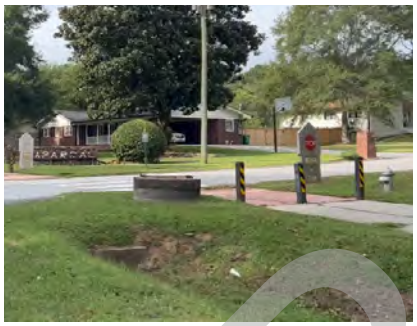
Table 2: Target Corridor Field Observations (Continued)

Target Corridor	Speed Limit	Laneage	Land Use	Bicycle & Pedestrian Facilities
Hillandale Drive *(Panola Rd to Lithonia Industrial Blvd)*	45 MPH from Panola Rd to west of Keystone Gates Dr 40 MPH from west of Keystone Gates Dr to Fairington Rd 35 MPH from Fairington Rd to Lithonia Ind Blvd	One travel lane each direction with intermittent turn lanes	Commercial on west end near Panola Rd Multi-family residential along most of corridor Emory Hillandale Hospital and nearby medical office plazas near DeKalb Medical Pkwy	No dedicated bicycle or trail facilities Sidewalk gaps throughout on both sides of the road - sidewalk mainly present adjacent to multifamily housing complexes
Klondike Road *(Rockdale County Line/Stonecrest City Limits to Covington Highway (US 278/SR 12))*	40 MPH throughout Stonecrest	One travel lane each direction with intermittent turn lanes	Primarily residential and greenspace Some commercial and undeveloped parcels from Mall Pkwy to Covington Hwy (US 78/SR 12) and adjacent to Browns Mill Rd	Some sidewalk from Rockdale County line to Lynnonhall Ct, from Leverett Dr to north of Browns Mill Rd, and from Hayden Quarry Rd to Mall Pkwy Several crossings with Arabia Mountain PATH Trail from Browns Mill Rd to Mall Pkwy with trail paralleling road directly from Mall Pkwy to Covington Hwy (US 278/SR 12)

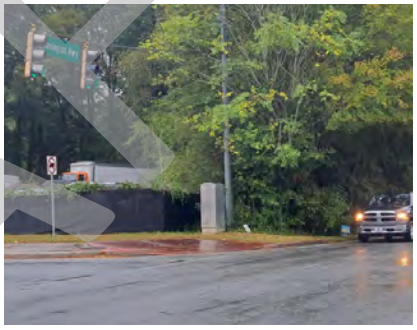
Existing Conditions

Hillandale Dr Between Panola and Fairington Rd Has Sidewalk Gaps With Little Right-of-Way South Side of the Road Due to Ongoing Project Along I-20

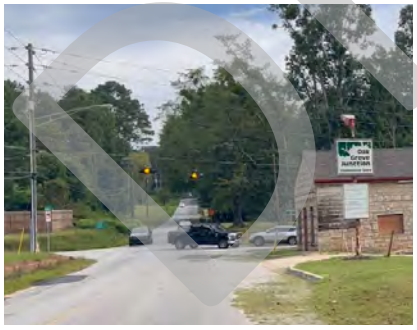
Hillandale Dr East of Fairington Rd Has Areas with Damaged Guardrail and People Walking in Areas without Sidewalks



Arabia Mountain PATH Trail Parallels Portions of Klondike Rd from Mall Pkwy to AWARE Wildlife Center



Arabia Mountain PATH Trail at Crossing with Covington Hwy Does Not Have Pedestrian Crossing Signal



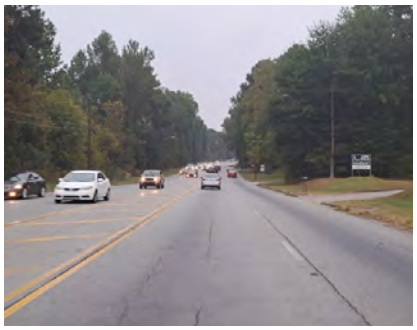
Vehicles Turning at Existing Flashing Signal at S Goddard Rd

Recreation Area Signage Approaching AWARE Wildlife Center

Table 2: Target Corridor Field Observations (Continued)

Target Corridor	Speed Limit	Laneage	Land Use	Bicycle & Pedestrian Facilities
Lithonia Industrial Boulevard *(I-20 Interchange to Rogers Lake Rd/ Stonecrest City Limits))*	45 MPH throughout Stonecrest	Two travel lanes in each direction throughout Divided with concrete median present from Woodrow Rd to Hillandale Dr/ Chupp Rd and from Marshall Blvd to Rock Chapel Rd (SR 124) Undivided with no center left-turn lane present	Residential south of I-20 Primarily light and heavy industrial north of I-20	No dedicated bicycle or trail facilities Sidewalks present on both sides from Woodrow Rd to I-20 Minimal to no sidewalk coverage from I-20 to Marshall Blvd Sidewalk on both sides from Marshall Blvd to S Stone Mountain Lithonia Rd Sidewalk present on west side between S Stone Mountain Lithonia Rd and Rogers Lake Rd

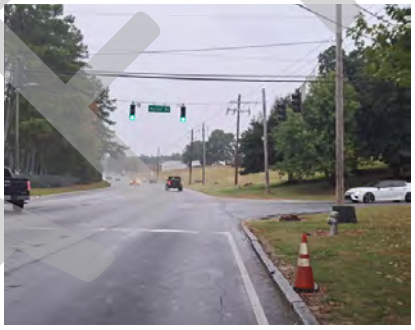
Existing Conditions



No Walking or Bicycling Facilities Present Between Hillandale Dr/Chupp Rd and Covington Hwy

ADA Compliant Gaps Present on Southeast Corner of Intersection with Covington Hwy but No Sidewalks

Four Travel Lanes between Covington Hwy and S Stone Mountain Lithonia Rd with Minimal Sidewalks and Railroad Crossing Between Tribble St and Marbut Rd



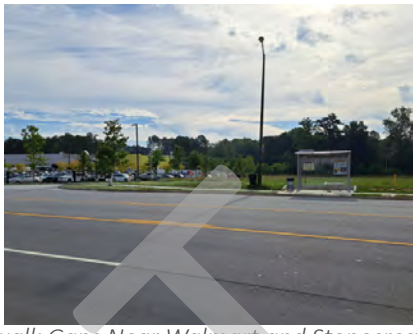
Signalized Intersection at Marbut Rd has Curb Damage and No Marked Crosswalk, Pedestrian Signals, or Sidewalk

Table 2: Target Corridor Field Observations (Continued)

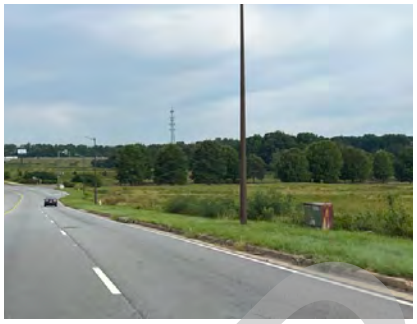
Target Corridor	Speed Limit	Laneage	Land Use	Bicycle & Pedestrian Facilities
Mall Parkway/ Iris Drive *(Evans Mill Rd/ Woodrow Dr to Rockdale County Line/ Stonecrest City Limits)*	45 MPH from Evans Mill Rd/ Woodrow Dr to Stonecrest Pkwy E 40 MPH from Stonecrest Pkwy E to Rockdale County line	Two travel lanes in each direction with center left-turn lane from Evans Mill Rd/ Woodrow Dr to Stonecrest Pkwy E One travel lane each direction from Stonecrest Pkwy E to Rockdale County line	Commercial and multi-family residential	Arabia Mountain PATH Trail parallels portion of corridor from just west of Klondike Rd to Stonecrest Sq Sidewalk gaps present throughout Portion of sidewalk adjacent to Mall at Stonecrest separated from vehicular travel lanes by guardrail
Panola Road *(Browns Mill Rd (SR 212) to Panola Way Ln/Panola Downs Rd/ Stonecrest City Limits)*	35 MPH from Snapfinger Rd to Thompson Mill Rd 45 MPH from Thompson Mill Rd to Panola Way Ln/ Panola Downs Rd (Stonecrest City Limits)	One travel lane each direction from Snapfinger Rd to Thompson Mill Rd Two travel lanes in each direction with center left-turn lane from Evans Mill Rd/ Woodrow Dr to Stonecrest Pkwy E	Primarily residential between Snapfinger Rd and Thompson Mill Rd Commercial between Thompson Mill Rd and	No sidewalk Snapfinger Rd to Salem Rd Sidewalk present on east side from Salem Rd to I-20 EB Ramp and I-20 WB Ramp, to Snapfinger Woods Dr, and from Covington Hwy (US 278/ SR 12) to Panola Downs Rd Sidewalk gaps present on both sides from Snapfinger Woods Dr to Covington Hwy (US 278/ SR 12) Sidewalk gaps on west side throughout

Existing Conditions

Guardrail Separates Sidewalk from Travel Lanes on north side of Mall Pkwy from Stonecrest Trce to Wesley Stonecrest Cir



Sidewalk Gaps Near Walmart and Stonecrest City Hall on Mall Pkwy where Transit Shelters and Other Businesses are Present



Sidewalk Gap on North Side of Mall Pkwy between Stonecrest Sq and Stonecrest Trce

Arabia Mountain PATH Trail from West of Klondike Rd to Stonecrest Sq and Includes Wayfinding Signage

Intersection with Salem Rd at Skewed Angle and with One Travel Lane in Each Direction from Snapfinger Rd to Thompson Mill Rd

View North from Bridge over I-20; Sidewalk Only Present on West Side of Bridge and not East Side

Table 2: Target Corridor Field Observations (Continued)

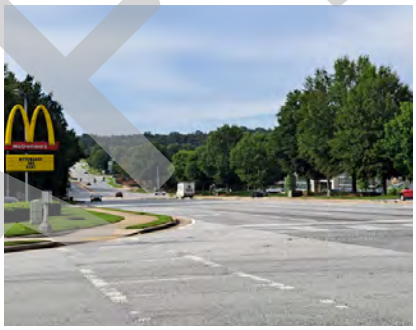
Target Corridor	Speed Limit	Laneage	Land Use	Bicycle & Pedestrian Facilities
Turner Hill Road *(Rockland Rd to I-20 Interchange/ Stonecrest City Limits)*	45 MPH throughout Stonecrest	One travel lane each direction from Rockland Rd to Mall Pkwy Three travel lanes in each direction with median from Mall Pkwy to I-20	Residential from Rockland Rd to Mall Pkwy Commercial from Mall Pkwy to I-20	No dedicated bicycle or trail facilities Sidewalk only present from south of Mall Pkwy to Stonecrest Pkwy E on both sides

Existing Conditions

Turner Hill Rd at Rockland Rd is an All-Way Stop with Illuminated Stop Signs

Between Rockland Rd and Mall Pkwy, the Corridor Has One Travel Lane in Each Direction with Drainage Ditches on Either Side

Turner Hill Rd from Mall Pkwy to I-20 Has Three Lanes Each Direction but also Sidewalk Connectivity



Faded Crosswalk Markings Along Turner Hill Rd at Stonecrest Pkwy E

PROJECT IDENTIFICATION

As a relatively new City, Stonecrest has been hard at work on a number of plans and studies that will set the stage for the future growth and development of the City, including the *Comprehensive Plan 2038, Transportation Master Plan, Livable Centers Initiative (LCI) Plan,* and *Parks and Recreation Master Plan*, among others. To inform development of the Stonecrest Bicycle, Pedestrian & Trail Plan, the project team analyzed existing conditions to identify gaps in the existing biking and walking network and opportunities for improved connectivity, via new bikeways, multi-use path segments, connections to schools, public transportation, and other needs.

Building upon prior recommendations, existing conditions, and identified needs (summarized in **Figure 36**), the project team identified an initial "universe of potential projects" consisting of more than 300 possible projects. A screening of the "universe of potential projects" removed duplicative or overlapping projects, those with significant red flags or feasibility issues, and consolidated smaller segments of sidewalk projects adjacent to one another. There were 85 potential sidewalk projects and more than 70 potential bicycle and trail projects considered as part of the development of the City's master plan for walking and bicycling.

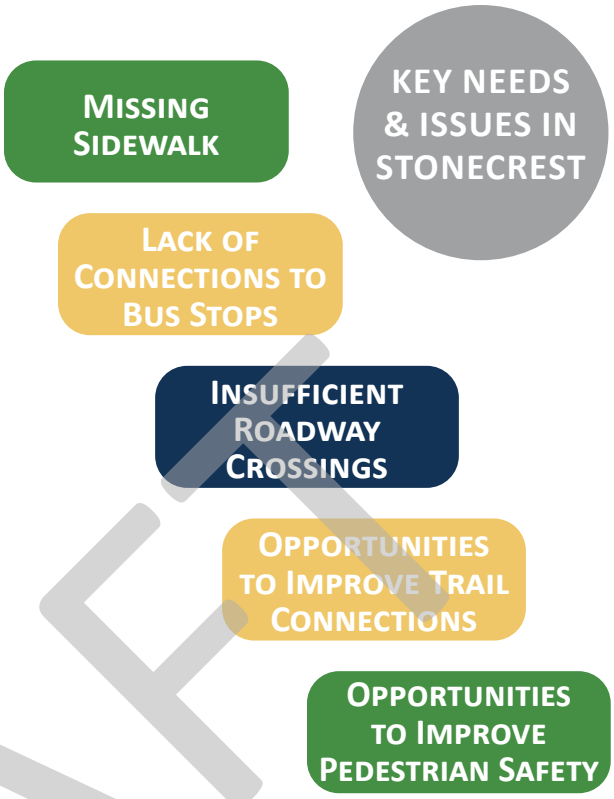


Figure 36. Key Needs & Issues in Stonecrest

PRIORITIZATION FRAMEWORK

The project team considered 12 factors in three categories - community needs, goals & priorities, and project readiness as shown in **Figure 37** - to prioritize recommended bicycle and pedestrian projects. Each project was evaluated on all factors and compiled for a total possible score of 70 points per project as shown in **Table 3**. The prioritization exercise is not intended to produce a rank-ordered list of projects, but rather identifies relative priorities by tier among the draft network, to assist the City in identifying appropriate resources, seeking funding, and programming projects. Descriptions of each factor follows and prioritization results are shown in Chapter 7.

Figure 37. Project Prioritization Framework

Table 3. Project Prioritization Framework

Category	Criteria	Value	Possible Points	Points per Criterion
Community Needs	**Propensity for Biking & Walking**	High propensity	5	5
		Moderate propensity	3	
		Low propensity	1	
	Improves Multimodal Safety	At specific location with history of bike/ped crashes	5	5
		In area with moderate/high concentration of bike/ped crashes	3	
	Improves Access to Essential Services (medical, grocery)	Direct access	5	5
		Within 1/4 mile	3	
		Within 1/2 mile	2	
		Within 1 mile	1	
Goals & Priorities	**Connects to Existing Sidewalk, Trail, or Bike Facility (i.e., fills gap)**	Yes	5	5
		No	1	
	Improves Access to Transit	Along transit corridor	10	10
		Within 1/4 mile	7	
		Within 1/2 mile	5	
		Within 1 mile	3	
	Improves Access to Schools & Parks	Direct access	10	10
		Within 1/4 mile	7	
		Within 1/2 mile	5	
		Within 1 mile	3	
	Potential for Regional Connection (i.e., to adjacent jurisdiction)	Yes	5	5
		No	1	
	Improves Bicycle/Pedestrian Connections within Stonecrest	High connectivity	5	5
		Moderate connectivity	3	
		Low connectivity	1	
Project Readiness	**Project Complexity/Ease of Implementation (i.e., requires ROW, utility relocation, and/or coordination with railroads or federal agencies)**	Low complexity	5	5
		Moderate complexity	3	
		High complexity	1	
	Aligns with Prior Recommendation/Project	Yes	5	5
		No	1	
	Environmental Screening (i.e., potential for impacts to wetlands, proximity to flood zones, and environmentally sensitive areas)	Low likely impact	5	5
		Moderate likely impact	3	
		High likely impact	1	
	Community Support (i.e., received positive comments during engagement activities)	High support	5	5
		Moderate support	3	
		Minimal to no support	1	

COMMUNITY NEEDS

Propensity for Biking and Walking

This factor considers the outcomes of the propensity analysis presented in Chapter 3. The propensity is a composite analysis which captures existing conditions, community demand, points of destination, and future population and employment forecasts. Projects in higher propensity areas were given a higher priority.

Improves Multimodal Safety

If a project was in a specific location where a bicycle or pedestrian crash occurred between 2017 and 2021, it was given a higher priority, but a project also received points if it was near a concentration of bicycle and pedestrian crashes. For example, a project located near the intersection of Covington Highway (US 278/SR 12) and Panola Road would earn five points given the location's history of fatal and serious injury bicycle and pedestrian crashes.

Improves Access to Essential Services

If the project improves access to medical facilities, such as Emory Hillandale Hospital, or major grocery stores, the project received five points.

GOALS & PRIORITIES

Connects to Existing Sidewalk, Trail, or Bicycle Facility

Any project which fills an immediate gap was given higher priority. An example of this can be found on Evans Mill Road between Hillandale Drive and Covington Highway (US 278/SR 12) where a project to fill sidewalk gaps on both sides of the road is recommended.

Improves Access to Transit

Projects that improve direct access to bus stops and shelters were given the highest score while projects within a mile of a transit stop or shelter were also awarded at least three points for this factor.

Improves Access to Schools & Parks

Likewise, projects providing direct connections to schools and parks received ten points while projects within up to one mile of a school or park received at least three points.

Potential for Regional Connection

Larger-scale projects which provide connections to adjacent communities in unincorporated DeKalb County, Rockdale County, or the City of Lithonia received five points.

Improves Bicycle & Pedestrian Connections Within Stonecrest

If the project provided an immediate improvement on bicycling and walking connectivity within Stonecrest, particularly near major generators of walking and bicycling, the project received five points.

PROJECT READINESS

Project Complexity

This factor considers project implementation challenges such as coordination with GDOT or railroad companies, utility relocation, environmental considerations, and available right-of-way. Projects with the lowest amount of complexity received more points.

Alignment with Prior Project/Recommendation

Projects stemming from previous plans and studies were given higher consideration for this factor.

Environmental Screening

If the project has the potential for adverse impacts to wetlands or is in close proximity to flood zones and environmentally sensitive areas, fewer points were awarded.

Community Support

Projects specifically supported by community members were given the highest number of points for this factor.

FUNDING OPPORTUNITIES

There are a variety of ways to pay for biking and walking facilities. In its first few years as a City, Stonecrest has historically relied on funding from the DeKalb County Special-Purpose Local Option Sales Tax (SPLOST) to fund infrastructure improvements. Design and construction of sidewalk, shared-use path, neighborhood greenway, and other biking and walking projects can also be funded through partnerships with quasi-governmental organizations such as Community Improvement Districts (CIDs) as well as through federal programs administered by the Atlanta Regional Commission, grants, bonds, and assistance programs. The following summarizes select potential funding sources that may be used in planing, design, and construction of biking and walking infrastructure improvements. This is not an exhaustive list; there are many more potential sources available.

FEDERAL-SPONSORED SOURCES

Transportation Improvement Program (TIP)

The Transportation Improvement Program (TIP) allocates federal funds for use in the construction of projects within the 20-County Atlanta metropolitan region. The Atlanta Regional Commission is the federally-designated Metropolitan Planning Organization. Included within the allocation of funds is funding for trails, specifically last mile connectivity and the construction of side paths.[55]

Surface Transportation Block Grant (STBG) Program

The Surface Transportation Block Grant (STBG) Program provides flexible funding to states and localities for projects which aim to preserve and improve the conditions and performance of highways, bridges, and tunnels; and to improve pedestrian and bicycle infrastructure.[56]

Congestion Mitigation & Air Quality (CMAQ) Improvement Program

The Congestion Mitigation and Air Quality Improvement Program serves to provide flexible funding to states and local governments. Eligible programs and projects are those which aim to help reduce congestion and improve air quality for areas that do not currently meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter.[57]

Active Transportation Infrastructure Investment Program (ATIIP)

Administered by the Department of Transportation (DOT), the Active Transportation Infrastructure Investment Program (ATIIP) provides competitive grants for investing in active transportation network projects. The program was authorized under the Bipartisan Infrastructure Law, but was subject to general fund appropriations. These can include improving existing infrastructure, as well as creating opportunities for sustainable transportation and recreation. The FY2024 proposed budget includes a potential $60 million for that year.[58]

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program

The Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program, funded by the Department of Transportation, provides grants for multimodal, multi-jurisdictional projects, which can include trails. The eligibility requirements for funding are quite flexible,

55 Atlanta Regional Commission (2023). Transportation Improvement Program. https://atlantaregional.org/what-we-do/transportation-planning/transportation-improvement-program/
56 Federal Highway Administration (2022). Surface Transportation Block Grant Program (STBG). https://www.fhwa.dot.gov/specialfunding/stp/
57 Federal Highway Administration (2022). Congestion Mitigation and Air Quality (CMAQ) Improvement Program. https://www.fhwa.dot.gov/bipartisan-infrastructure-law/cmaq.cfm
58 Rails to Trails Conservancy (2022). Active Transportation Infrastructure Investment Program. https://www.railstotrails.org/policy/funding/active-transportation-infrastructure-investment-program/

allowing for a host of entities and projects. Funds can be directly provided to any public entity, including municipalities, counties, port authorities, tribal, governments, MPOs, or others in order to support the completion of multimodal, and multi-jurisdictional projects that would generally otherwise have more difficulty in obtaining funding.[59]

Carbon Reduction Program (CRP)

Established by the Bipartisan Infrastructure Law, the Carbon Reduction Program provides funding for emissions-reducing projects. Each state receives apportionments under the program. Funds can be utilized for planning, designing, and construction of on- and off-road trail facilities. The FHWA designates a portion of the funding to each state, which in turn divides that among eligible programs and projects.[60]

Recreational Trails Program (RTP)

The Recreational Trails Program is a federal grant program funded by the Federal Highway Administration (FHWA) and administered at the state level by the Georgia Department of Natural Resources. Eligible applicants include local governments, authorized commissions, and state and federal agencies. Funding can be utilized for trail construction, trail maintenance, and education regarding the trail.[61]

Safe Streets and Roads for All (SS4A)

The Safe Streets and Roads for All (SS4A) discretionary grant program was established by the Bipartisan Infrastructure Law, and provides funds for projects and initiatives. The SS4A grant program consists of two categories – Action plan grants to assist in the development or updating of Action Plans; and Implementation grants for funding the planning, design, and development of activities identified in Action Plans.[62]

STATE-SPONSORED SOURCES

Georgia Transportation Infrastructure Bank (GTIB)

The Georgia Transportation Infrastructure Bank (GTIB) is a program administered by the State Road and Tollway Authority. The program provides grants and low-interest loans to projects which address critical local and state transportation needs, including economic development and mobility. Projects must demonstrate a degree of local commitment and an application of innovative solutions.[63]

Georgia Safe Routes to School (SRTS)

The Georgia Department of Transportation's Safe Routes to School program assists schools and communities in creating safe environments for children to walk and roll to and from school. Assistance can include education, planning services, and safety audits, as well as support for improving the infrastructure around schools and along school walking/rolling routes.[64]

Georgia Outdoor Stewardship Program

The Georgia Outdoor Stewardship Program is a grant and loan program approved by voters in 2018, administered by the Department of Natural Resources. It provides a funding mechanism to support parks and trails of local, state, and regional significance as well as to acquire and protect areas for the provision of clean water, wildlife, and natural resource-based outdoor recreation.[65]

59 U.S. Department of Transportation (2023). About RAISE Grants. https://www.transportation.gov/RAISEgrants/about
60 Federal Highway Administration (2022). Carbon Reduction Program (CRP). https://www.fhwa.dot.gov/bipartisan-infrastructure-law/crp_fact_sheet.cfm
61 Georgia Department of Natural Resources (2023). Recreational Trails Program. https://gadnr.org/RTP
62 U.S. Department of Transportation (2023). Safe Streets and Roads for All (SS4A) Grant Program. https://www.transportation.gov/grants/SS4A
63 State Road & Tollway Authority (2023). Georgia Transportation Infrastructure Bank. https://srta.ga.gov/gtib/
64 Georgia Department of Transportation (2023). Safe Routes to School. https://saferoutesga.org/
65 Georgia Department of Natural Resources (2023). Georgia Outdoor Stewardship Program. https://gadnr.org/gosp

LOCAL- & REGIONAL-SPONSORED SOURCES

DeKalb County SPLOST

The DeKalb County Special Purpose Local Option Sales Tax (SPLOST) is a one-cent sales tax that provides funding exclusively for capital projects, including roads, and buildings. The current SPLOST was approved by voters, to last from 2016 to 2024. Based on a 2016 population and percentage distribution, the estimated six-year SPLOST total for Stonecrest would be $47,757,176. The transportation budget constitutes $240 million of the total $387 million and provides funding for sidewalks, multi-use trails, traffic signals and intersections, and safety enhancements, among other improvements.[66]

City of Stonecrest General Fund

The Stonecrest General Fund is the primary operating fund for the City of Stonecrest, and is derived from taxes, fines, fees, grants, and other revenue sources. The General Fund can be utilized for a variety of purposes, including transportation projects and improvements.

Municipal Bonds

As a long-term option, the City could potentially consider a municipal bond, to be used for the funding of capital expenditures. Generally exempt from many taxes, bonds can be attractive options of debt security for local, county, and state governments.

ADDITIONAL GRANT & ASSISTANCE PROGRAMS

Rails-to-Trails Conservancy Grants Program

Open to state, regional, local, tribal agencies, and non-profits, the Rails-to-Trails Grants program provides funding to support, develop, and activate local and regional trail networks.[67]

Trails Capacity Program

The Trails Capacity Program is a nationwide funding resource facilitated by American Trails which supports trail research, design, planning, stewardship, and maintenance projects. Eligible applicants include non-Forest Service Federal lands, as well as state, local, and private lands.[68]

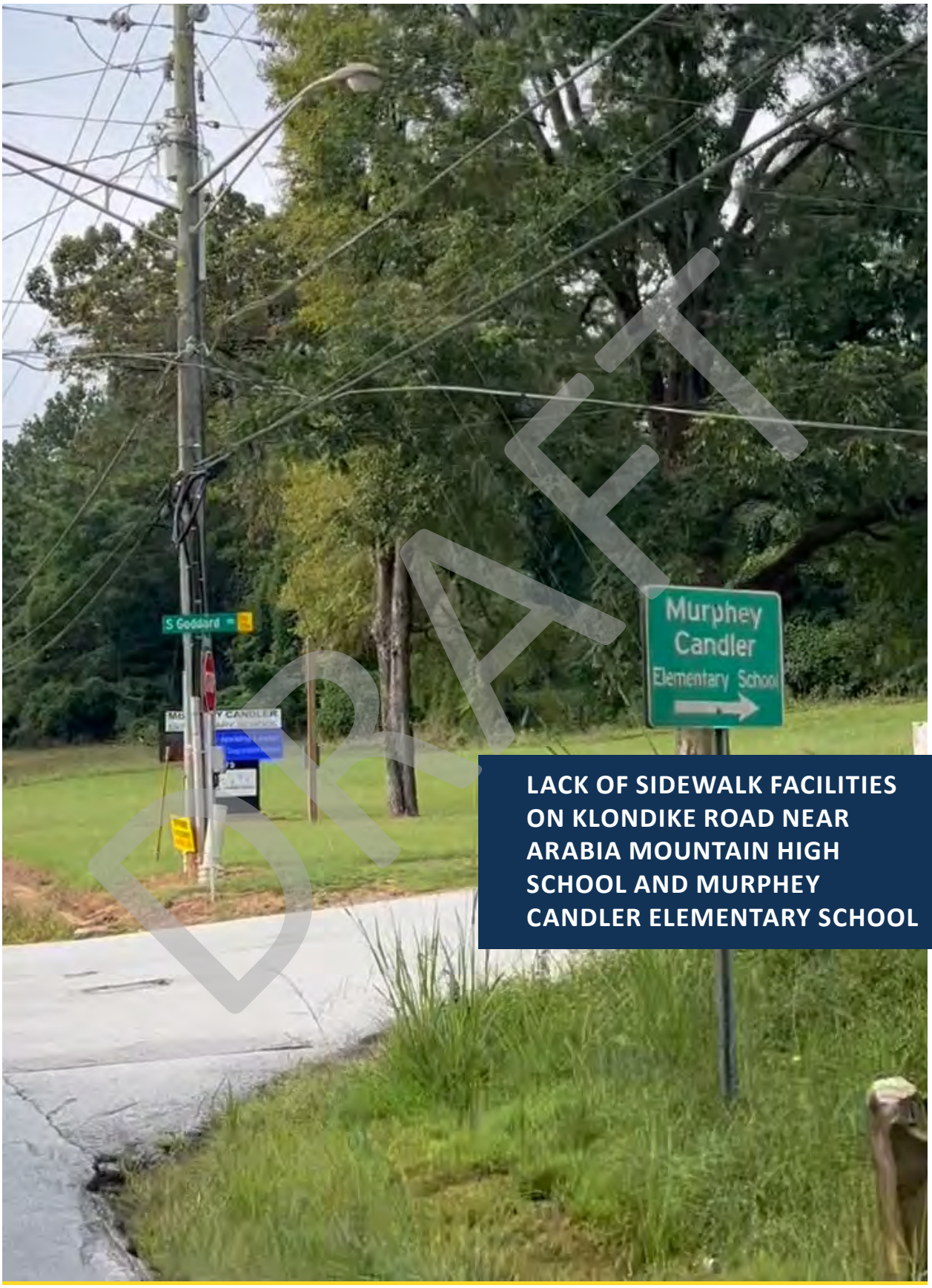
National Recreation Trails (NRT)

The National Recreation Trails designation recognizes exemplary existing trails. Securing this designation can provide access to technical assistance and listing in a database. NRT designation may be taken into consideration by some funding sources.[69]

Rivers, Trails, and Conservation Assistance Program (RCTA)

Similar to National Recreation Trails, this program is an arm of the National Park Service, and can provide access to technical assistance in developing or restoring parks, conservation areas, rivers, and wildlife habitats, as well as creating outdoor recreation opportunities and programs.[70]

66 DeKalb County, GA (2022). DeKalb County SPLOST Program Update. https://www.dekalbcountyga.gov/sites/default/files/2022-01/SPLOST-UPDATE-1-25-22-final.pdf
67 Rails-to-Trails Conservancy (2023). Grant Eligibility Requirements. https://www.railstotrails.org/our-work/grants/eligibility/
68 American Trails (2023). The Trail Fund Programs. https://www.americantrails.org/the-trail-fund
69 National Park Service (2022). National Recreation Trails. https://www.nps.gov/subjects/nationaltrailssystem/national-recreation-trails.htm
70 National Park Service (2023). Rivers, Trails, and Conservation Assistance Program. https://www.nps.gov/orgs/rtca/index.htm



LACK OF SIDEWALK FACILITIES ON KLONDIKE ROAD NEAR ARABIA MOUNTAIN HIGH SCHOOL AND MURPHEY CANDLER ELEMENTARY SCHOOL

Chapter 7: Implementation Plan

IMPLEMENTATION PLAN OVERVIEW

This chapter presents the implementation plan consisting of recommendations for new bicycle and pedestrian projects across the City that City staff should consider implementing over the next 30 years.

The implementation plan consists of 151 linear projects in two groups - the Sidewalk Master Plan and the Bicycle & Trail Master Plan. The Sidewalk Master Plan includes 75 projects such as new sidewalk installation as well as smaller projects which fill existing sidewalk gaps. The Bicycle & Trail Master Plan includes a variety of different facilities across 76 projects which can be utilized by pedestrians or bicyclists - depending on the type, and these include shared-use paths, protected bicycle lanes, neighborhood greenways, cul-de-sac connnectors, and sharrow markings.

Projects presented within each master plan are grouped into three tiers based on the results of the prioritization exercise presented in Chapter 6:

- **Tier 1 -** These are higher priority projects anticipated to be initiated within a 10-year timeframe.
- **Tier 2 -** These are medium priority projects which could be funded within the next 20 years.
- **Tier 3 -** These are lower priority, more long-term projects that could be funded within the next 30 years.

Within each of the three tiers, projects are grouped into two lists - one shows projects along local routes maintained by the City of Stonecrest or DeKalb County and the other list consists of projects along state routes maintained by the Georgia Department of Transportation (GDOT). All project recommendations presented in this chapter include high-level information consisting of: project limits, the project source (whether it was from this planning process or a previous plan such as the Stonecrest Transportation Master Plan), and planning-level cost estimates in 2023 dollars.

This section also highlights ten priority projects that the City can implement in the short-term future. These projects are located throughout the City in areas with higher walking and biking propensity, such as near parks and schools, and also can facilitate better access to transit, employers, and recreation.

The master plans are supported by transit considerations and spot projects that should influence and possibly complement linear bicycle and pedestrian facilities. This chapter includes cost descriptions and locations where these types of facilities are being recommended in conjunction with sidewalks and shared-use paths.

The report concludes with a series of recommended policies and strategies for the City to consider as it implements the walking and bicycling network of recommendations and makes the City of Stonecrest a place where it is comfortable and safe to walk or bike, regardless of age or ability.

About Cost Estimates

The cost to plan, design, construct, and maintain sidewalks, shared-use paths, and other bicycle/trail facilities varies based on a number of factors, including, but not limited to, the location and context of the proposed facility, the surface material, number of side streets or driveways, the amount of land needed, and whether utility poles are within the proposed footprint. Cost estimates are fluid and subject to change based upon factors such as the cost of labor, materials, and inflation.

Estimates for biking and walking facilities around the Atlanta region vary considerably. Recent estimates for shared-use paths and greenway trails at the time of bid in Cobb County range from $2.0-$2.6 million per mile. Segments of the Peachtree Creek Greenway Trail Extension are estimated at around $5 million per mile, and the joint Woodstock and Cherokee County project to extend Noonday Creek between SR 92 and Noonday Creek Park was estimated at $4.5 million per mile in the August 2023 version of the Atlanta Region's Plan. Per-mile estimates for the total project cost of bicycle and pedestrian recommendations from the Stonecrest TMP are as follows (by project type, in 2020 dollars):

- Cul-de-Sac Connector: $1.8 million
- Neighborhood Greenway: $770,000
- On-Street Bike Lanes: $2.3 million
- Shared-Use Path/Trail: $2.2 million
- Sidewalk: $875,000

The estimates included in this plan are intended as guidance only. They reflect planning-level estimates in 2023 dollars and are subject to change over time. They do not reflect details related to signing and marking, signalization, walls, lighting, or landscaping. Project features such as boardwalks, bridges, and fences, as well as the amount of land disturbance, clearing, grading, and traffic control during construction may also impact costs. More detailed estimates will be needed at each phase of design and construction for individual projects and it is likely they will change as more detailed information becomes available during project scoping, design, and construction phases.

SIDEWALK MASTER PLAN

The Sidewalk Master Plan component of the Stonecrest Bicycle, Pedestrian & Trail Plan consists of 75 sidewalk projects spanning over nearly 41 linear miles across the City. Examples of sidewalk projects include filling sidewalk gaps on Covington Highway (US 278/SR 12) and installing new sidewalk on Crossvale Road, Minola Drive, and portions of Turner Hill Road.

The recommended Sidewalk Master Plan is shown in **Figure 38** against existing infrastructure to illustrate the degree to which these projects can fill existing sidewalk gaps in the City's sidewalk network Recommended shared-use paths are included in the map for further context to illustrate the connectivity that this network strives to create for pedestrians in Stonecrest. Additional information on shared-use path projects is provided within the Bicycle & Trail Master Plan.

Table 4 summarizes the Sidewalk Master Plan by each of the three project tiers. Nearly 12 linear miles of sidewalks are included within Tier 1 at a cost of $16.5 million to $19.9 million. Additional details and project lists within each tier begin on page 108. A large-scale map of the Master Plan is included in Appendix B.

Table 4. Summary of Sidewalk Master Plan by Tier

Tier	Projects	Miles	Planning Level Cost Range
1	23	11.7	$16.5M- $19.9M
2	26	12.8	$13.2M- $16.0M
3	26	16.4	$14.8M - $17.8M
TOTAL	**75**	**40.9**	**$44.4M - $53.6M**

**Note: Does not add to total due to rounding*

THE SIDEWALK MASTER PLAN CONSISTS OF 75 PROJECTS SPANNING NEARLY 41 MILES ACROSS STONECREST.

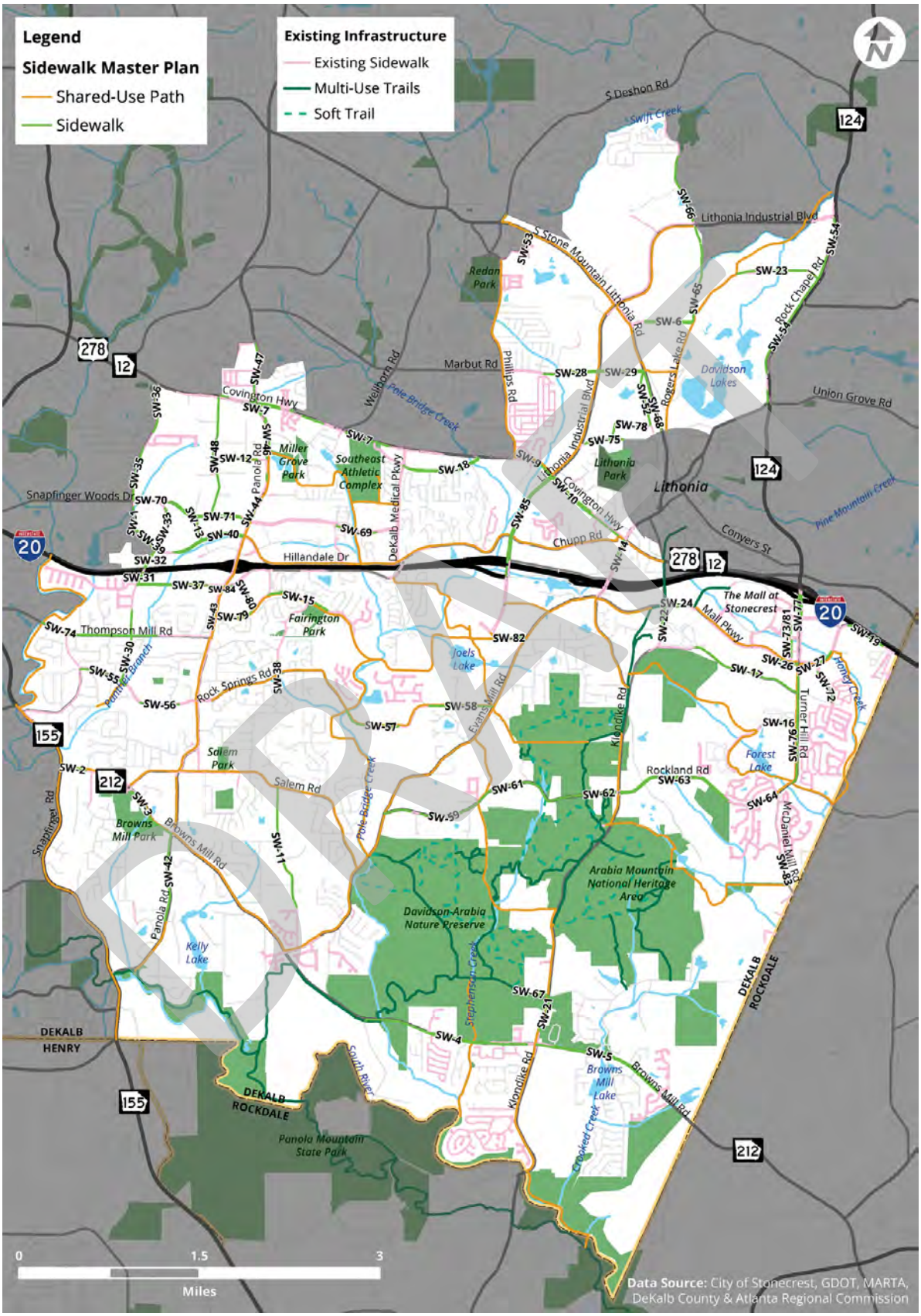


Figure 38. Recommended Sidewalk Master Plan

BICYCLE & TRAIL MASTER PLAN

The Sidewalk Master Plan component of the Stonecrest Bicycle, Pedestrian & Trail Plan consists of 76 bicycle and trail projects spanning nearly 71 linear miles across the City. This consists of different facility types designed for bicyclists and trail users including:

- Shared-Use Paths
- Neighborhood Greenways
- Sharrows
- Protected Bicycle Lanes
- Cul-de-Sac Connectors and New Connections

This network emphasizes facilities which provide complete separation from motorists; however, there are some locations where providing protected bicycle lanes or shared-use paths is not feasible due to factors such as presence of utilities, lack of right-of-way, hilly topography, or roadway curvature. Detailed descriptions of these facility types are included in Chapter 4 of this report.

The recommended Bicycle & Trail Master Plan is shown in **Figure 39** against existing infrastructure to illustrate the degree to which these projects can fill existing gaps in the City's bicycle and trail network. Recommended sidewalks are included in the map for further context to illustrate the connectivity that this network strives to create for non-motorists in Stonecrest. Additional information on sidewalks is provided within the Sidewalk Master Plan.

Table 5 summarizes the Bicycle & Trail Master Plan by each of the three project tiers. Nearly 19 linear miles of bicycle and trail infrastructure are included within Tier 1 at a cost of $42.4 million to $51.0 million. Additional details and project lists within each tier begin on page 112.

Table 6 provides a summary of the Bicycle & Trail Master Plan by facility type and shows that a majority of recommendations are shared-use paths.

A large-scale map of the Master Plan is included in Appendix C.

Table 5. Bicycle & Trail Master Plan by Project Tier

Tier	Projects	Miles	Planning Level Cost Range
1	22	18.9	$42.4M - $51.0M
2	25	24.8	$51.0M- $61.3M
3	29	26.9	$58.9M- $70.7M
TOTAL	**76**	**70.6**	**$152.4M - $183.0M**

**Note: Does not add to total due to rounding*

Table 6. Bicycle & Trail Master Plan by Project Type

Type	Projects	Miles
Shared-Use Path	62	61.7
Neighborhood Greenways	6	5.6
Sharrows	2	1.7
Protected Bicycle Lanes	1	1.2
Cul-de-Sac Connectors	4	0.2
New Connection	1	0.2
TOTAL	**76**	**70.6**

THE BICYCLE & TRAIL MASTER PLAN CONSISTS OF 76 PROJECTS SPANNING NEARLY 71 MILES ACROSS STONECREST WITH DIFFERENT PROJECT TYPES PROVIDING VARYING DEGREES OF SEPARATION FROM VEHICLES AND OTHER ROADWAY USERS.

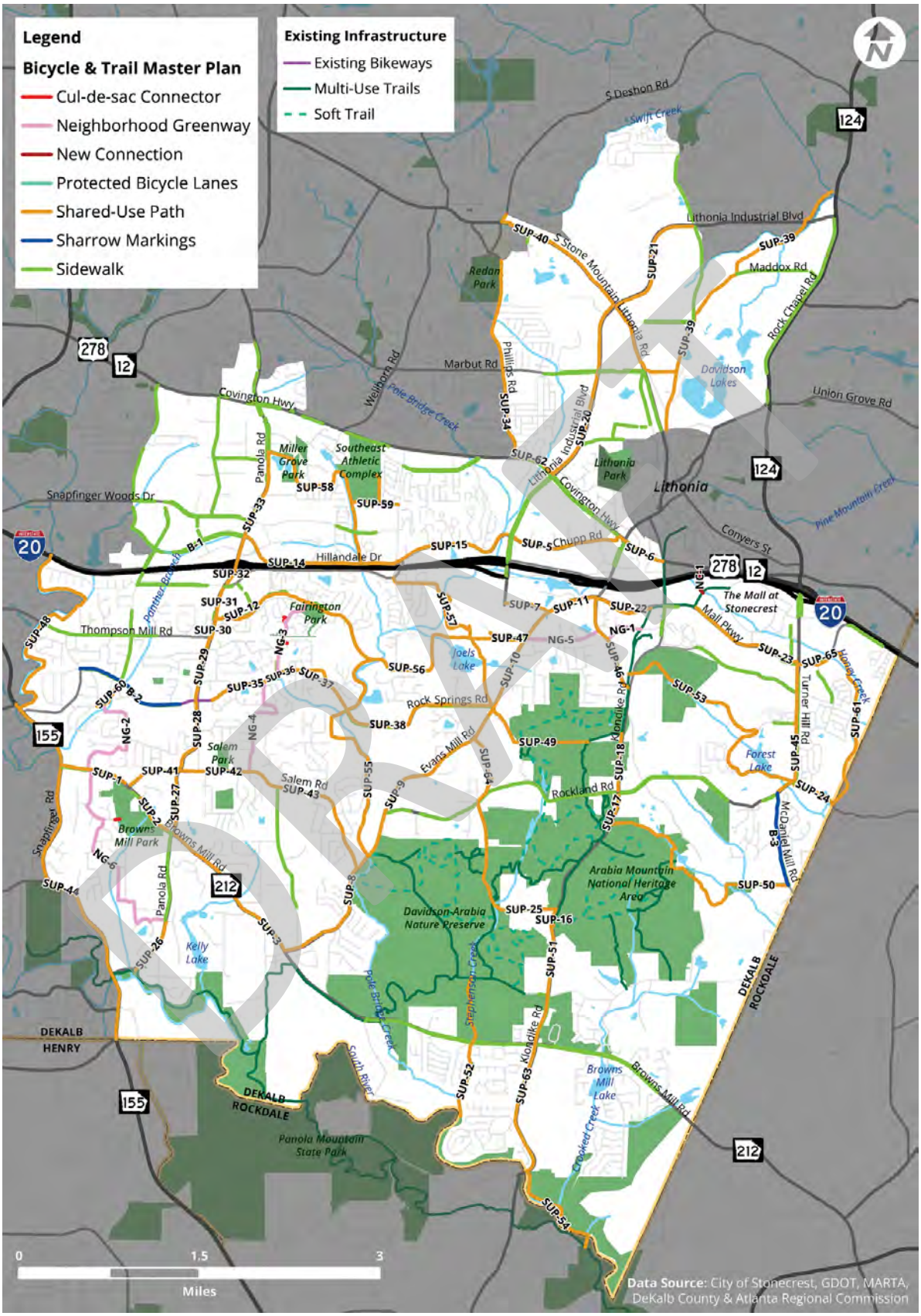


Figure 39. Recommended Bicycle & Trail Master Plan

PRIORITY BICYCLE & PEDESTRIAN PROJECTS

Based upon a combination of the results of the prioritization process, community input, and input from City staff, ten projects have been identified as priorities for implementation across Stonecrest. The identification of priority projects was based upon numerous factors such as willing project partners, public support, potential for improved connectivity, geographic distribution, demand and propensity for walking and biking, and opportunities for local and regional connections.

Designation as a "priority" means there is support and momentum for these projects and that they should be prioritized in terms of funding for design and construction. They represent strategic priorities because they meet multiple plan goals, have support from partner agencies, and will confer significant benefits to the overall walking and bicycling network as well as Stonecrest residents and visitors.

The ten priority projects consist of six sidewalk projects, three shared-use path projects, and one neighborhood greenway. The location of these ten projects are shown in **Figure 40** and pages 106 through 107 show descriptions of each project. These descriptions are accompanied by separate project "cutsheets" with illustrations, maps, planning-level cost estimates, and key features of each project, provided in Appendix D. These cutsheets also feature anticipated benefits, challenges, and reference maps providing further context.

Filling Sidewalk Gaps Along Evans Mill Road Between Davidson Drive and Covington Highway (US 278/SR 12) is Among the Ten Recommended Priority Projects

Using Cost Estimates

When planning for future sidewalk, shared-use path, and other projects, consider the following:

- Estimates reflect planning-level analysis and are provided for planning purposes only. As such, they are provided as a range to reflect likely variations.
- Costs are likely to change through the course of project scoping, preliminary engineering, and other phases, as additional details and more concrete project information and potential impacts become available.
- Costs are provided in 2023 dollars and rates of inflation should be considered and applied over time.

Cost estimates are based on an estimated cost of construction for major project elements, such as concrete, drainage, and curb and gutter. They include assumed percentages of construction cost for other project phases: preliminary engineering (PE) - 15-23%, right-of-way (ROW) - 10-15%, utilities - 20%, and construction inspection (CEI) - 10%. Additionally, each estimate includes an additional 20% for contingency. More detailed estimates are provided for priority projects featured in cut-sheets (see Appendix D).

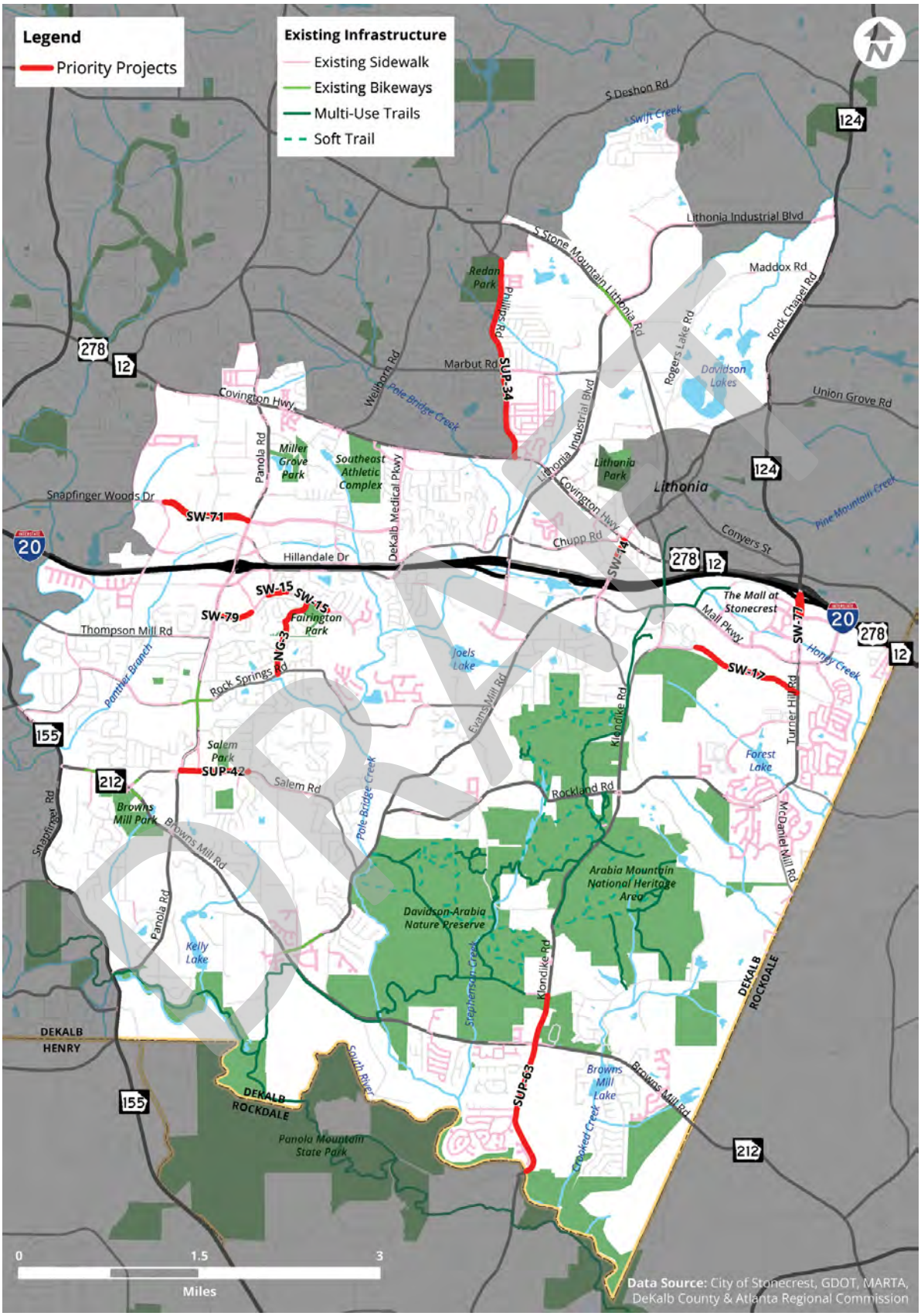


Figure 40. Priority Projects Within Stonecrest

EVANS MILL ROAD SIDEWALK

Davidson Drive to Covington Highway (US 278/SR 12)

SW-14

This project would fill gaps in the existing sidewalk network and repair a short segment of old, damaged sidewalk along both sides of Evans Mill Road between Davidson Drive and Covington Highway (US 278/SR 12). It will improve pedestrian safety along a commercial corridor that is also served by public transportation and which was the site of multiple crashes involving pedestrians between 2018 and 2022.

FAIRINGTON PARKWAY SIDEWALK

West Fairington Parkway to Existing Sidewalk West of Norfair Loop

SW-15

This project would install several segments of new sidewalk along the north side of Fairington Parkway between the existing sidewalk opposite Fairington Park and West Fairington Parkway, including through the triangular intersection at Fairington Parkway. The project would serve residents of several nearby apartment complexes, improve access to Fairington Park and Walmart, and support riders of MARTA Route 117.

HAYDEN QUARRY ROAD SIDEWALK

Existing Sidewalk East of Providence Circle to Turner Hill Road

SW-17

This project would help set the stage for future development in the area and improve access to the Stonecrest Library, on Klondike Road at the western end of the corridor. It would install nearly 5,000 feet of new sidewalk along the north side of Hayden Quarry Road between existing sidewalk near Wesley Providence Apartments and Turner Hill Road, just south of the Mall at Stonecrest.

SNAPFINGER WOODS DRIVE SIDEWALK

Segment 2 - Miller Road to Panola Road

SW-71

Project SW-71 would provide more than one mile of new sidewalk in several segments along both sides of Snapfinger Woods Drive. It would support workers at light industrial, commercial, and office businesses as well as riders of MARTA Route 111. It would also improve safety, providing sidewalk along a road with a 45 mph speed limit and at least one pedestrian crash in the past five years.

TURNER HILL ROAD SIDEWALK

Stonecrest Parkway East to Interstate 20 Interchange

SW-77

This project would fill a gap in the existing sidewalk network, providing approximately 1,800 linear feet of sidewalk along both sides of Turner Hill Road north of Stonecrest Parkway to connect to the existing sidewalk on the bridge over I-20. Although it seems an unlikely place to walk, desire lines can be seen alongside the road, especially on the west.

WEST FAIRINGTON PARKWAY SIDEWALK

Panola Road to Existing Sidewalk West of Walmart Drive

SW-79

This sidewalk would be a complement to SW-15 and fill a roughly 1,200-foot gap in the sidewalk network along the north side of West Fairington Parkway, east of Panola Road. It would serve users of MARTA Route 117 and improve access between residential areas, Walmart, and adjacent commercial areas along Panola Road.

PHILLIPS ROAD SHARED-USE PATH

Covington Highway (US 278/SR 12) to Stonecrest City Limit

SUP-34

Project SUP-34 would convert existing sidewalk and fill gaps with a roughly 8,300-foot long shared-use path. This high-scoring project would expand choices for how student and others at Lithonia High School as well as improve access and connectivity to Redan Recreation Center and Redan Park. It would also connect to a future planned shared-use path along Covington Highway (US 278/SR 12).

SALEM ROAD SHARED-USE PATH

Segment 2 - Panola Road to Fannin Drive

SUP-42

This project, one in a series proposed along Salem Road, would convert roughly a half-mile of sidewalk to a wider shared-use path on the north side of the road, in font of Salem Park and opposite Salem Middle School. It would connect to future proposed shared-use paths on both the east and the west, as well as a proposed neighborhood greenway on Fannin Drive.

KLONDIKE ROAD SHARED-USE PATH

Segment 4 - Stonecrest City Limit/Rockdale County Line to South Goddard Road

SUP-63

This segment of the Klondike Road Shared-Use Path would install a roughly 1.5-mile shared-use path along the west side of Klondike Road along the southernmost portion of the road within the City of Stonecrest. This project scored highly in the prioritization process and would increase access to the South River Trails, Murphey Candler Elementary School, Arabia Mountain, and Everett Park.

OTTAWA TRAIL NEIGHBORHOOD GREENWAY

Rock Springs Road to Fairington Parkway via Ottawa Trail and Phillip Bradley Drive

NG-3

This project would install a neighborhood greenway along Ottawa Trail and Phillip Bradley Drive, consisting primarily of shared-lane markings, marked crosswalks across side streets for both pedestrians and bicyclists, and post-mounted wayfinding and directional signage. It would connect to a number of proposed projects in the area, including neighborhood connectors, flashing beacons, and shared-use paths.

TIER 1 RECOMMENDATIONS (10 YEAR IMPLEMENTATION PLAN)

TIER 1 SIDEWALK PROJECTS

The Tier 1 group of projects consists of those sidewalk projects which scored the highest in the prioritization exercise and provide the most immediate benefit to areas of Stonecrest with a higher propensity for walking. This group of projects are also the least complex to implement compared to the other two tiers of sidewalk projects. The sidewalk projects presented as part of this tier are not fiscally constrained nor are they presented in a ranked order. They are essentially a guide to help the City implement higher priority projects sooner.

Among the 41 linear miles of sidewalk within the Sidewalk Master Plan, 11.7 linear miles are part of the Tier 1 list of sidewalk projects. Of the 75 recommended sidewalk projects in the Sidewalk Master Plan, 23 projects are within Tier 1. Planning-level cost estimates indicate that if all Tier 1 projects are implemented by the City, it would cost between $16.5 million to $19.9 million.

The Tier 1 projects are geographically depicted in **Figure 41** and are located primarily in the northern section of the City coinciding with areas which have a larger share of households without vehicle access, a higher density of jobs, and access to transit stops. Sidewalk projects on local routes maintained by the City of Stonecrest or DeKalb County are listed in **Table 7** while sidewalk projects along state routes maintained by GDOT are listed in **Table 8** on page 110.

Local routes with Tier 1 recommended sidewalk projects include Panola Industrial Boulevard, Snapfinger Woods Drive, Panola Road, Park Central Boulevard, Hillvale Road, Turner Hill Road, and Fairington Parkway. Many of these corridors are in the Panola industrial area in the northwest corner of the City, and this area is one of the major job clusters in the City. Adding sidewalk will enable safer access to both employers and transit stops.

Additionally, connectivity to retail jobs is an objective of the Tier 1 sidewalk projects, particularly along Panola Road and near the Mall at Stonecrest. Sidewalks along Panola Road will improve access to retailers such as Publix, Lowe's, and Walmart.

Covington Highway (US 278/SR 12) throughout the City has three Tier 1 recommended sidewalk projects. These projects fill in sidewalk gaps in areas near a variety of land uses including single-family and multi-family residential as well as retail and commercial. These three projects are carried over from the Stonecrest Transportation Master Plan and complement a programmed GDOT project along the corridor. This project (PI 008288) spans from DeKalb Medical Parkway to Cragstone Court and includes installing raised medians and two pedestrian hybrid beacons (PHBs).[71]

Of the 23 Tier 1 recommended sidewalk projects, five projects are considered "priority projects." This includes projects to fill sidewalk gaps along Evans Mill Road between Davidson Drive and Covington Highway (SW-14), Fairington Parkway between W. Fairington Parkway and existing sidewalk near Norfair Loop (SW-17), Snapfinger Woods Drive between Miller Road and Panola Road (SW-71), Turner Hill Road between Stonecrest Parkway East and the I-20 interchange, and W. Fairington Parkway between Panola Road and Wal-Mart Drive (SW-79).

RECOMMENDED TIER 1 SIDEWALKS FILL GAPS ALONG COVINGTON HIGHWAY (US 278/SR 12), IMPROVE ACCESS TO THE PANOLA INDUSTRIAL AREA, AND BETTER CONNECT RESIDENTS TO RETAIL AND INDUSTRIAL JOBS ON PANOLA ROAD AND NEAR THE MALL.

71 Georgia Department of Transportation (2022). SR 12/US 278 fm DeKalb Medical Pkwy to Cragstone Ct - VRU. https://www.dot.ga.gov/applications/geopi/Pages/Dashboard.aspx?ProjectId=0008288

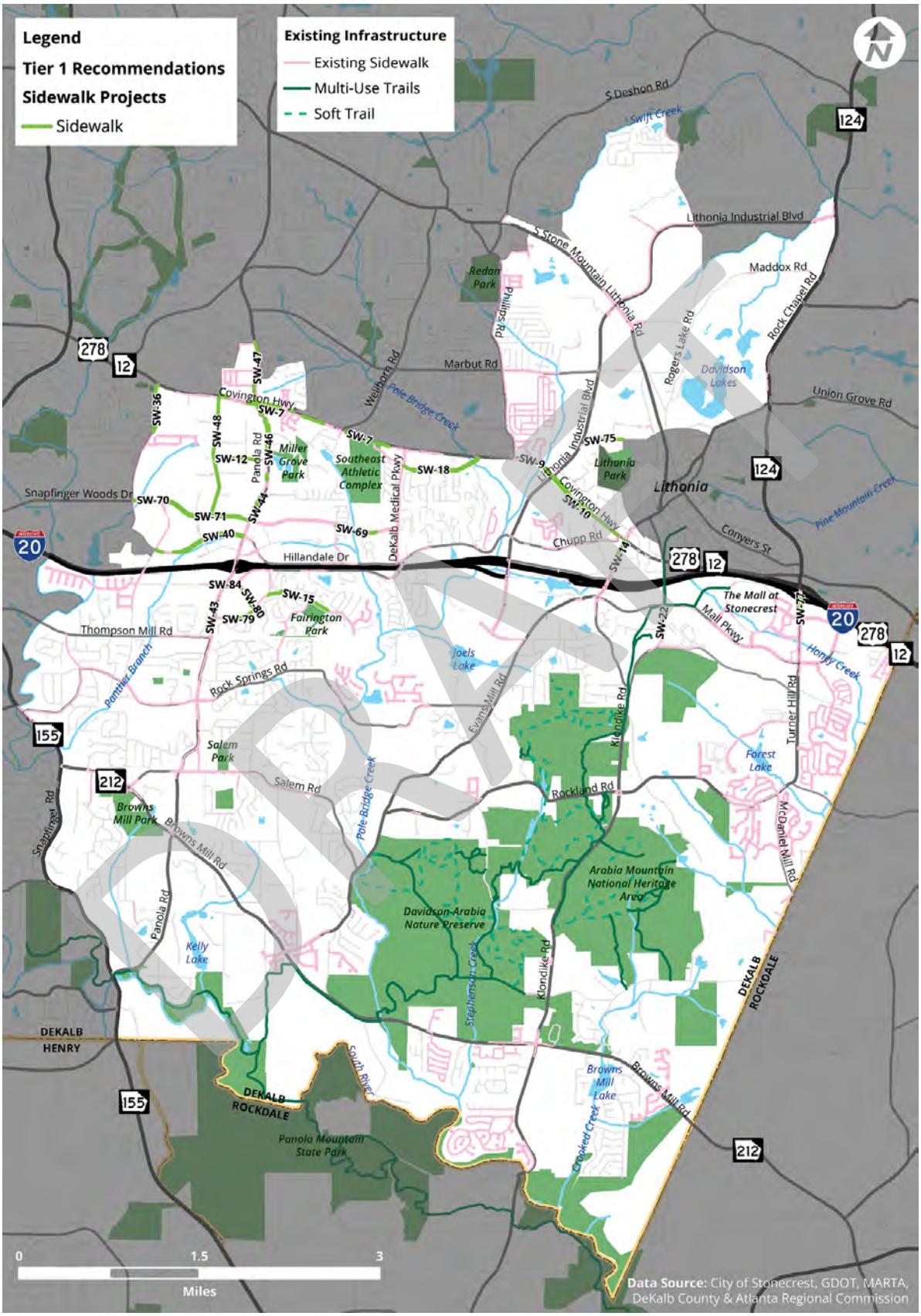


Figure 41. Tier 1 Sidewalk Project Recommendations

Table 7. Tier 1 Sidewalk Projects on Local Routes

ID	Project Name	From	To
SW-12	Dividend Dr Sidewalk	Park Central Blvd	Existing Sidewalk at 5447 Dividend Dr
SW-14*	Evans Mill Rd Sidewalk	Davidson Dr	Covington Hwy
SW-15*	Fairington Pkwy Sidewalk	W Fairington Pkwy	Existing Sidewalk west of Norfair Lp
SW-18	Hillvale Rd Sidewalk	DeKalb Medical Pkwy	Covington Hwy
SW-22	Klondike Rd Sidewalk (Segment 3)	Wesley Providence Pkwy	Mall Pkwy
SW-36	Miller Rd Sidewalk (Segment 6)	Existing Sidewalk at Wilkins Rd	Covington Hwy
SW-40	Panola Industrial Blvd Sidewalk (Segment 2)	Miller Rd	Panola Rd
SW-43	Panola Rd Sidewalk (Segment 2)	W Fairington Pkwy	Existing Sidewalk at 3045 Panola Rd
SW-44	Panola Rd Sidewalk (Segment 3)	Existing Sidewalk at 2671 Panola Rd	Existing Sidewalk at 2523 Panola Rd
SW-46	Panola Rd Sidewalk (Segment 4)	Dividend Dr/Miller Grove High School Path	Covington Hwy
SW-47	Panola Rd Sidewalk (Segment 5)	Covington Hwy	Panola Way Ln
SW-48	Park Central Blvd Sidewalk	Snapfinger Woods Dr	Covington Hwy
SW-69	Snapfinger Woods Dr Sidewalk (Segment 3)	Keystone Gates Dr	Existing Sidewalk west of Emory Hospital
SW-70	Snapfinger Woods Dr Sidewalk (Segment 1)	Miller Rd	Miller Rd
SW-71*	Snapfinger Woods Dr Sidewalk (Segment 2)	Miller Rd	West of Panola Rd
SW-75	Tribble St Sidewalk	Lithonia Industrial Blvd	Stonecrest City Limit
SW-77*	Turner Hill Rd Sidewalk (Segment 2)	Stonecrest Pkwy E	I-20 Overpass
SW-79*	W Fairington Pkwy Sidewalk	Panola Rd	Existing Sidewalk west of Walmart Dr
SW-80	Walmart Dr Sidewalk	W Fairington Pkwy	Fairington Rd
SW-84	Fairington Rd Sidewalk	Panola Rd	Existing Sidewalk west of Walmart Dr

** = Priority Projects*

Table 8. Tier 1 Sidewalk Projects on State Routes

ID	Project Name	From	To
SW-7	Covington Hwy (US 278/SR 12) Sidewalk (Segment 1)	Park Central Blvd	DeKalb Medical Pkwy
SW-9	Covington Hwy (US 278/SR 12) Sidewalk (Segment 2)	Existing Sidewalk east of Phillips Rd	Lithonia Industrial Blvd
SW-10	Covington Hwy (US 278/SR 12) Sidewalk (Segment 3)	Lithonia Industrial Blvd	Evans Mill Rd

Side of Road	Source	Planning Level Cost Range
South	Bicycle, Pedestrian & Trail Plan	$330,000 - $400,000
Both	Bicycle, Pedestrian & Trail Plan & Stonecrest Transportation Master Plan	$660,000 - $800,000
North	Stonecrest Transportation Master Plan	$360,000- $440,000
Both	Stonecrest Transportation Master Plan	$1.1M - $1.3M
Both	Bicycle, Pedestrian & Trail Plan & Stonecrest Transportation Master Plan	$210,000 - $260,000
East	Bicycle, Pedestrian & Trail Plan	$350,000 - $420,000
Both	Bicycle, Pedestrian & Trail Plan & Stonecrest Transportation Master Plan	$1.1M - $1.3M
West	Panola Road Corridor Study	$60,000 - $80,000
West	Stonecrest Transportation Master Plan	$130,000 - $160,000
Both	Stonecrest Transportation Master Plan	$630,000 - $760,000
West	Bicycle, Pedestrian & Trail Plan	$390,000 - $470,000
East	Stonecrest Transportation Master Plan	$850,000 - $1.0M
South	Stonecrest Transportation Master Plan	$310,000 - $380,000
Both	Bicycle, Pedestrian & Trail Plan & Stonecrest Transportation Master Plan	$250,000 - $300,000
Both	Bicycle, Pedestrian & Trail Plan & Stonecrest Transportation Master Plan	$4.5M - $5.4M
South	Bicycle, Pedestrian & Trail Plan	$290,000 - $350,000
Both	Bicycle, Pedestrian & Trail Plan	$2.4M - $2.8M
North	Stonecrest Transportation Master Plan	$320,000 - $390,000
West	Bicycle, Pedestrian & Trail Plan	$180,000 - $220,000
South	Bicycle, Pedestrian & Trail Plan & Stonecrest Transportation Master Plan	$70,000 - $90,000

Side of Road	Source	Planning Level Cost Range
Both	Bicycle, Pedestrian & Trail Plan & Stonecrest Transportation Master Plan	$930,000- $1.1M
South	Bicycle, Pedestrian & Trail Plan & Stonecrest Transportation Master Plan	$230,000- $280,000
Both	Bicycle, Pedestrian & Trail Plan & Stonecrest Transportation Master Plan	$910,000- $1.1M

TIER 1 BICYCLE & TRAIL PROJECTS

The Tier 1 group of bicycle and trail projects consists of those bicycle and trail projects which the City should consider implementing within the next ten years. This group of projects consists of the highest priority projects with lower complexity compared to Tiers 2 and 3. The bicycle and trail projects presented as part of this tier are not fiscally constrained nor are they presented in a ranked order. They are essentially a guide to help the City implement higher priority projects sooner.

Among the 71 linear miles of bicycle and trail facilities within the Bicycle & Trail Master Plan, 18.9 linear miles are part of the Tier 1 list of bicycle and trail projects. Of the 76 recommended bicycle and trail projects in the Bicycle & Trail Master Plan, 22 projects are within Tier 1. Planning-level cost estimates indicate that if all Tier 1 projects are implemented by the City, it would cost between $42.4 million and $51.0 million. A summary of Tier 1 projects by type is shown to the right in **Table 9**.

The Tier 1 bicycle and trail projects are geographically depicted in **Figure 42** and are located primarily north of I-20 though there are some projects along Panola Road, Fairington Parkway, and Mall Parkway which serve more central portions of the City. Tier 1 bicycle and trail projects on local routes maintained by the City of Stonecrest or DeKalb County are listed in **Table 10** while Tier 1 bicycle and trail projects along state routes maintained by GDOT are listed in **Table 11** on page 114.

Local routes with Tier 1 recommended shared-use path projects include Chupp Road, Fairington Parkway, Panola Road, Salem Road, Hillandale Drive, Lithonia Industrial Boulevard, Mall Parkway, Phillips Road, and S. Stone Mountain Lithonia Road. There is also a trail project (SUP-57) which connects Chupp Way to the New Birth Missionary Baptist Church. This trail is part of a larger recommended initiative to construct trails near Joel's Lake and Pole Bridge Creek with a proposed trailhead utilizing New Birth Missionary Baptist Church parking.

There are two recommended Tier 1 neighborhood greenway projects - one on Arabian Woods Drive (NG-1) and the other on Ottawa Trail and Phillip Bradley Drive (NG-3). These connect to shared-use paths, parks, and schools in their immediate vicinity.

There are two Tier 1 shared-use path projects on Covington Highway (US 278/SR 12) in the eastern portion of the City. The first (SUP-62) between Phillips Road and Lithonia Industrial Boulevard is intended to connect another Tier 1 shared-use path on Phillips Road (SUP-34) to Tier 3 projects along Lithonia Industrial Boulevard (SUP-19 and SUP-20). The second connects the shared-use path on Chupp Road near Stoneview Elementary School to the Arabia Mountain PATH Trail at Klondike Road.

Of the 22 Tier 1 recommended bicycle and trail projects, three projects are featured as priority projects. These include a neighborhood greenway on Ottawa Trail (NG-3) and shared-use paths on Phillips Road (SUP-34) and Salem Road between Panola Road and Fannin Drive near Salem Park and Salem Middle School (SUP-42).

Table 9. Tier 1 Bicycle & Trail Projects by Type

Type	Projects	Miles
Shared-Use Path	20	17.8
Neighborhood Greenways	2	1.1
TOTAL	**22**	**18.9**

RECOMMENDED TIER 1 BICYCLE & TRAIL PROJECTS CARRY FORWARD PROJECTS FROM THE PANOLA ROAD CORRIDOR STUDY AND FEATURE IMPROVEMENTS ON HEAVILY TRAVELED CORRIDORS SUCH AS MALL PARKWAY AND HILLANDALE DRIVE.

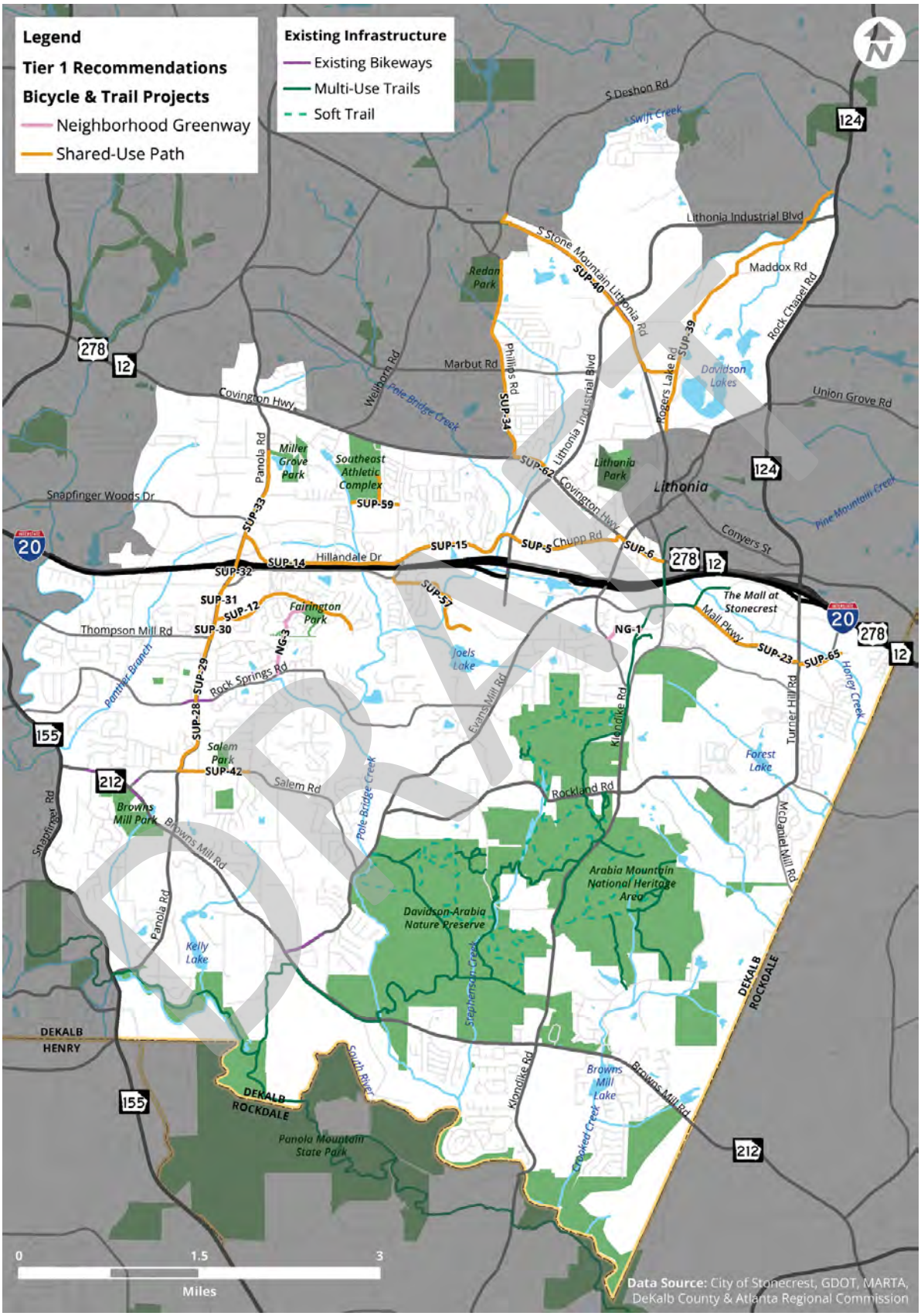


Figure 42. Tier 1 Bicycle & Trail Project Recommendations

Table 10. Tier 1 Bicycle & Trail Projects on Local Routes

ID	Project Name	From	To
Neighborhood Greenways			
NG-1	Arabian Woods Dr Neighborhood Greenway	Woodrow Dr	PATH Trail Crossing
NG-3*	Ottawa Trl Neighborhood Greenway	Rock Springs Rd	Fairington Pkwy
Shared-Use Paths			
SUP-5	Chupp Rd Shared-Use Path	Lithonia Industrial Blvd	Covington Hwy
SUP-12	Fairington Pkwy Shared-Use Path	Panola Rd	Joels Lake Path Trail
SUP-14	Hillandale Dr Shared-Use Path (Segment 1)	Panola Rd	DeKalb Medical Pkwy
SUP-15	Hillandale Dr Shared-Use Path (Segment 2)	DeKalb Medical Pkwy	Lithonia Industrial Blvd
SUP-23	Mall Pkwy Shared-Use Path (Segment 2)	Stonecrest Square	Turner Hill Rd
SUP-28	Panola Rd Shared-Use Path (Segment 3)	Salem Rd	Rock Springs Rd
SUP-29	Panola Rd Shared-Use Path (Segment 4)	Rock Springs Rd	Thompson Mill Rd
SUP-30	Panola Rd Shared-Use Path (Segment 5)	Thompson Mill Rd	W Fairington Pkwy
SUP-31	Panola Rd Shared-Use Path (Segment 6)	W Fairington Pkwy	Fairington Rd/Minola Dr
SUP-32	Panola Rd Shared-Use Path (Segment 7)	Fairington Rd	I-20 WB Ramp
SUP-33	Panola Rd Shared-Use Path (Segment 8)	I-20 WB Ramp	Miller Grove High School Path Trail
SUP-34*	Phillips Rd Shared-Use Path	Covington Hwy	Stonecrest City Limit
SUP-39	Rogers Lake Rd/Maddox Rd Shared-Use Path	Stonecrest City Limits	Stonecrest City Limits
SUP-40	S Stone Mountain Lithonia Rd Shared-Use Path	Rogers Lake Rd @ Marbut Rd	S Stone Mountain Lithonia Rd @ S Deshon Rd
SUP-42*	Salem Rd Shared-Use Path (Segment 2)	Panola Rd	Fannin Dr
SUP-57	Joels Lake Path Trail (Segment 2)	Fairington Rd	New Birth Missionary Baptist Church
SUP-59	Miller Grove High School Path Phase 2/3	Phase I Path	DeKalb Medical Pkwy
SUP-65	Mall Pkwy/Honeycreek Ct Shared-Use Path	Turner Hill Rd	New Trailhead on Honeycreek Ct

** = Priority Projects*

Table 11. Tier 1 Bicycle & Trail Projects on State Routes

ID	Project Name	From	To
Shared-Use Paths			
SUP-6	Covington Hwy (US 278/SR 12) Shared-Use Path Segment 2	Chupp Rd	Klondike Rd
SUP-62	Covington Hwy (US 278/SR 12) Shared-Use Path Segment 1	Phillips Rd	Lithonia Industrial Blvd

Side of Road	Source	Planning Level Cost Range
Neighborhood Greenways		
N/A	Stonecrest Transportation Master Plan	$35,000 - $50,000
N/A	Stonecrest Transportation Master Plan	$50,000 - $60,000
Shared-Use Paths		
North	Stonecrest Transportation Master Plan	$2.0M - $2.4M
South	Stonecrest Transportation Master Plan	$2.7M - $3.2M
North	Stonecrest Transportation Master Plan	$2.9M - $3.5M
North	Stonecrest Transportation Master Plan	$2.2M - $2.6M
North	Stonecrest Transportation Master Plan	$2.0M - $2.4M
West	Panola Road Corridor Study	$1.4M - $1.7M
West	Panola Road Corridor Study	$1.1M - $1.3M
East	Panola Road Corridor Study	$400,000 - $480,000
East	Panola Road Corridor Study	$600,000 - $720,000
East	Stonecrest Transportation Master Plan	$500,000 - $600,000
East	Stonecrest Transportation Master Plan	$1.9M - $2.3M
East	DeKalb Unified Plan (CTP)	$6.7M - $8.1M
East & North	Stonecrest Transportation Master Plan	$5.5M - $6.6M
Multiple	Stonecrest Transportation Master Plan	$4.5M - $5.4M
North	Stonecrest Transportation Master Plan	$2.7M- $3.3M
N/A	Stonecrest Transportation Master Plan	$2.1M - $2.5M
N/A	Stonecrest Transportation Master Plan	$1.4M- $1.7M
South	Bicycle, Pedestrian & Trail Plan	$900,000 - $1.1M

Side of Road	Source	Planning Level Cost Range
Shared-Use Paths		
South	Stonecrest Transportation Master Plan	$900,000 - $1.1M
North	Bicycle, Pedestrian & Trail Plan & Stonecrest Transportation Master Plan	$800,000 - $960,000

TIER 2 RECOMMENDATIONS (20 YEAR IMPLEMENTATION PLAN)

TIER 2 SIDEWALK PROJECTS

The Tier 2 group of projects consists of those sidewalk projects which the City should consider implementing within the next 20 years. This group of projects is more complex to implement compared to Tier 1 projects.

Among the 41 linear miles of sidewalk within the Sidewalk Master Plan, 12.8 linear miles are part of the Tier 2 list of sidewalk projects. Of the 75 recommended sidewalk projects in the Sidewalk Master Plan, 26 projects are within Tier 2. Planning-level cost estimates indicate that if all Tier 2 projects are implemented by the City, it would cost between $13.2 million and $16.0 million.

The Tier 2 projects are geographically depicted in **Figure 43** and are located throughout the City in the following areas:

- Along the Miller Road corridor
- Browns Mill Road (SR 212) near Browns Mill Park and Recreation Center as well as between the Arabia Mountain PATH trail and Klondike Road
- Along Marbut Road to connect Lithonia High School to Lithonia Industrial Boulevard and nearby employers
- To the south and east of the Mall at Stonecrest

Tier 2 sidewalk projects on local routes maintained by the City of Stonecrest or DeKalb County are listed in **Table 12** while Tier 2 sidewalk projects along state routes maintained by GDOT are listed in **Table 13** on page 118.

Local routes with Tier 2 recommended sidewalk projects include Acuity Way, Hayden Quarry Road, Iris Road, Mall Parkway, Marbut Road, Lithonia Industrial Boulevard, Miller Road, Minola Drive, S. Stone Mountain Lithonia Road, and Thompson Mill Road. These projects further build on Tier 1 sidewalks by furthering connectivity in the Panola Industrial area along with residential areas in western Stonecrest along Thompson Mill Road.

They also position corridors with less development, such as Hayden Quarry Road, for better pedestrian connectivity as development occurs in the future. Sidewalk projects on Marbut Road are intended to fill a sidewalk gap between Lithonia High School and S. Stone Mountain Lithonia Road to make it safer for students walking to school as well as employees working in the nearby industrial area to safely access their jobs by foot. Sidewalk projects on Mall Parkway and Stonecrest Boulevard improve access to the Mall at Stonecrest as well as the present location of Stonecrest City Hall.

There are two Tier 2 sidewalk projects on Browns Mill Road (SR 212). The first is between Salem Road and Panola Road (SW-3) which improves access to Browns Mill Park. The second spans from the Arabia Mountain PATH Trail near Pole Bridge Creek to Klondike Road to allow trail users to additional access to Arabia Mountain High School and Murphey Candler Elementary School.

Of the 26 Tier 2 recommended sidewalk projects, one project is featured as a priority project, and this is the sidewalk project along Hayden Quarry Road (SW-17).

A Sidewalk Gap Project on Mall Parkway Near Turner Hill Road is Included as a Tier 2 Project (SW-26)

TIER 2 SIDEWALK PROJECTS FURTHER CONNECTIVITY IN THE PANOLA INDUSTRIAL AREA AND EMPHASIZE SAFER WALKING INFRASTRUCTURE NEAR ARABIA MOUNTAIN AND LITHONIA HIGH SCHOOLS.

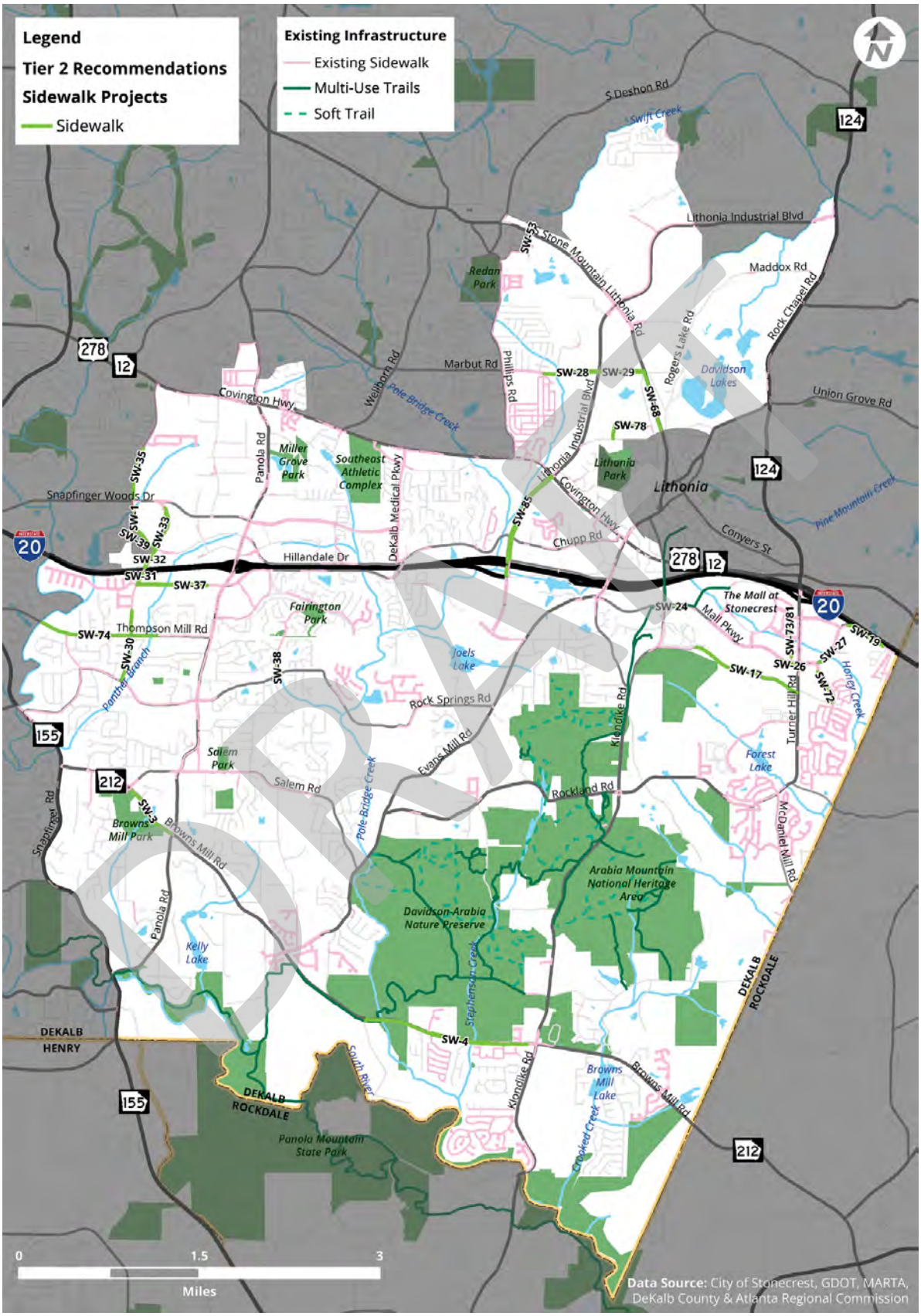


Figure 43. Tier 2 Sidewalk Project Recommendations

Table 12. Tier 2 Sidewalk Projects on Local Routes

ID	Project Name	From	To
SW-1	Acuity Way Sidewalk	Panola Industrial Blvd	Existing Sidewalk west of 5033 Snapfinger Woods Dr
SW-17*	Hayden Quarry Rd Sidewalk	Existing Sidewalk east of Providence Cir	Turner Hill Rd
SW-19	Iris Rd Sidewalk	Existing Sidewalk at 8455 Mall Pkwy	Existing Sidewalk at Greens at StoneCreek
SW-24	Mall Pkwy Sidewalk (Segment 1)	Klondike Rd	Existing Sidewalk at 7849 Mall Pkwy
SW-26	Mall Pkwy Sidewalk (Segment 2)	8109 Mall Pkwy Driveway	Turner Hill Rd
SW-27	Mall Pkwy Sidewalk (Segment 3)	Existing Sidewalk east of Stonecrest Blvd	Honeycreek Ct
SW-28	Marbut Rd Sidewalk (Segment 1)	Stonebridge Creek Dr	Lithonia Industrial Blvd
SW-29	Marbut Rd Sidewalk (Segment 2)	Lithonia Industrial Blvd	Rogers Lake Rd
SW-30	Miller Rd Sidewalk (Segment 1)	Rock Springs Rd	Existing Sidewalk south of Lacy Ln
SW-31	Miller Rd Sidewalk (Segment 2)	Minola Dr	I-20 Overpass
SW-32	Miller Rd Sidewalk (Segment 3)	I-20 Overpass	Panola Industrial Blvd
SW-33	Miller Rd Sidewalk (Segment 4)	Panola Industrial Blvd	Existing Sidewalk at 2751 Miller Rd
SW-35	Miller Rd Sidewalk (Segment 5)	Snapfinger Woods Dr	Existing Sidewalk south of Miller Woods Dr
SW-37	Minola Dr Sidewalk	Miller Rd	Existing Sidewalk at 5220/5289 Minola Dr
SW-38	Ottawa Trl Sidewalk	Rock Springs Rd	Winslow Crossing
SW-39	Panola Industrial Blvd Sidewalk (Segment 1)	Acuity Way	Miller Rd
SW-53	Redan E Sidewalk	Existing Sidewalk south of Redan Bluff	S Stone Mountain Lithonia Rd
SW-68	S Stone Mountain Lithonia Rd Sidewalk	Stonecrest City Limit	Marbut Rd
SW-72	Stonecrest Blvd Sidewalk	Hayden Quarry Rd	Existing Sidewalk at 8229 Mall Pkwy
SW-73	Stonecrest Pass Sidewalk	Stonecrest Concourse	Driveway north of 3014 Stonecrest Pass
SW-74	Thompson Mill Rd Sidewalk	Snapfinger Creek	Winding Grove Dr
SW-78	Varkel Way/Varkel Ln Sidewalk	Tribble St	Randall Rd
SW-81	Wesley Stonecrest Cir Sidewalk	Existing Sidewalk at 8190 Mall Pkwy	Existing Sidewalk at 3001 Turner Hill Rd
SW-85	Lithonia Industrial Blvd Sidewalk	I-20 Westbound Ramp	Covington Hwy

** = Priority Project*

Table 13. Tier 2 Sidewalk Projects on State Routes

ID	Project Name	From	To
SW-3	Browns Mill Rd (SR 212) Sidewalk (Segment 2)	Salem Rd	Panola Rd
SW-4	Browns Mill Rd (SR 212) Sidewalk (Segment 3)	Arabia Mountain PATH Trail	Existing Sidewalk west of Klondike Rd

Side of Road	Source	Planning Level Cost Range
East	Bicycle, Pedestrian & Trail Plan	$170,000 - $210,000
North	Bicycle, Pedestrian & Trail Plan	$2.5M - $3.0M
South	Bicycle, Pedestrian & Trail Plan	$310,000 - $380,000
South	Bicycle, Pedestrian & Trail Plan	$110,000 - $140,000
South	Bicycle, Pedestrian & Trail Plan	$130,000 - $160,000
North	Bicycle, Pedestrian & Trail Plan & Stonecrest Transportation Master Plan	$130,000 - $160,000
Both	Bicycle, Pedestrian & Trail Plan & Stonecrest Transportation Master Plan	$680,000 - $820,000
Both	Bicycle, Pedestrian & Trail Plan & Stonecrest Transportation Master Plan	$580,000 - $700,000
West	Stonecrest Transportation Master Plan	$510,000 - $620,000
East	Bicycle, Pedestrian & Trail Plan	$90,000 - $110,000
Both	Bicycle, Pedestrian & Trail Plan & Stonecrest Transportation Master Plan	$240,000 - $290,000
Both	Bicycle, Pedestrian & Trail Plan & Stonecrest Transportation Master Plan	$370,000 - $450,000
East	Bicycle, Pedestrian & Trail Plan	$390,000 - $470,000
Both	Bicycle, Pedestrian & Trail Plan	$980,000 - $1.2M
West	Stonecrest Transportation Master Plan	$100,000 - $120,000
North	Stonecrest Transportation Master Plan	$230,000 - $280,000
East	Bicycle, Pedestrian & Trail Plan	$80,000 - $100,000
West	Bicycle, Pedestrian & Trail Plan	$450,000 - $540,000
West	Bicycle, Pedestrian & Trail Plan	$270,000 - $330,000
West	Bicycle, Pedestrian & Trail Plan	$90,000 - $110,000
North	Stonecrest Transportation Master Plan	$840,000 - $1.0M
South	Bicycle, Pedestrian & Trail Plan	$310,000 - $380,000
East	Bicycle, Pedestrian & Trail Plan	$100,000 - $120,000
Both	Bicycle, Pedestrian & Trail Plan & Stonecrest Transportation Master Plan	$1.5M - $1.8M

Side of Road	Source	Planning Level Cost Range
South	Stonecrest Transportation Master Plan	$450,000- $540,000
Both	Bicycle, Pedestrian & Trail Plan & Stonecrest Transportation Master Plan	$1.6M- $2.0M

TIER 2 BICYCLE & TRAIL PROJECTS

The Tier 2 group of bicycle and trail projects consists of those bicycle and trail projects which the City should consider implementing within the next 20 years. This group of projects consists of projects with more moderate complexity compared to Tier 1.

Among the 71 linear miles of bicycle and trail facilities within the Bicycle & Trail Master Plan, 24.8 linear miles are part of the Tier 2 list of bicycle and trail projects. Of the 76 recommended bicycle and trail projects in the Bicycle & Trail Master Plan, 25 projects are within Tier 2. Planning-level cost estimates indicate that if all Tier 2 projects are implemented by the City, it would cost between $51.0 million and $61.3 million. A summary of Tier 2 projects by type is shown to the right in **Table 14**.

The Tier 2 bicycle and trail projects are geographically depicted in **Figure 44** and are located across the City and include different facility types such as cul-de-sac connectors, neighborhood greenways, protected bicycle lanes, and shared-use paths. Tier 2 bicycle and trail projects on local routes maintained by the City of Stonecrest or DeKalb County are listed in **Table 15** while Tier 2 bicycle and trail projects along state routes maintained by GDOT are listed in **Table 16** on page 122.

Local routes with Tier 2 recommended shared-use path projects include Evans Mill Road, Mall Parkway, Panola Road, Rock Springs Road, Salem Road, and Woodrow Drive. There are also several trail projects not along a local street including trails connecting Bouie Theme Elementary School (SUP-60), Miller Grove High School (SUP-58), and Joel's Lake (SUP-56). There is also a trail which can eventually connect the Arabia Mountain National Heritage Area to Turner Hill Road by way of Forest Lake (SUP-53).

Other Tier 2 recommended projects on local routes include protected bicycle lanes via a road diet on Panola Industrial Boulevard, a cul-de-sac connector near Fairington Elementary School, and four neighborhood greenways near Bouie Theme Elementary School, Browns Mill Elementary School, Salem Middle School, and Browns Mill Park. These neighborhood greenways provide safer bicycle access to schools and parks by way of residential streets.

There are three Tier 2 shared-use path projects on Browns Mill Road (SR 212) in the southwest portion of the City. Together, these shared-use paths would connect Snapfinger Road, Browns Mill Park and Recreation Center, and Browns Mill Elementary School to the Arabia Mountain PATH Trail system near Evans Mill Road.

Of the 25 Tier 2 recommended bicycle and trail projects, one project is featured as a priority project, and this is a shared-use path along Klondike Road (SUP-63) which provides connectivity between the South River PATH Trail system near Everett Park and Panola Mountain State Park to Arabia Mountain High School and Murphey Candler Elementary School. This shared-use path would traverse the west side of Klondike Road and cross Browns Mill Road (SR 212) before terminating at S. Goddard Road where it would feed into the Arabia Mountain PATH Trail system. This project also received support from several members of the public.

Table 14. Tier 2 Bicycle & Trail Projects by Type

Type	Projects	Miles
Shared-Use Path	19	19.1
Neighborhood Greenways	4	4.6
Protected Bicycle Lanes	1	1.2
Cul-de-Sac Connectors	1	<0.1
TOTAL	**25**	**24.8**

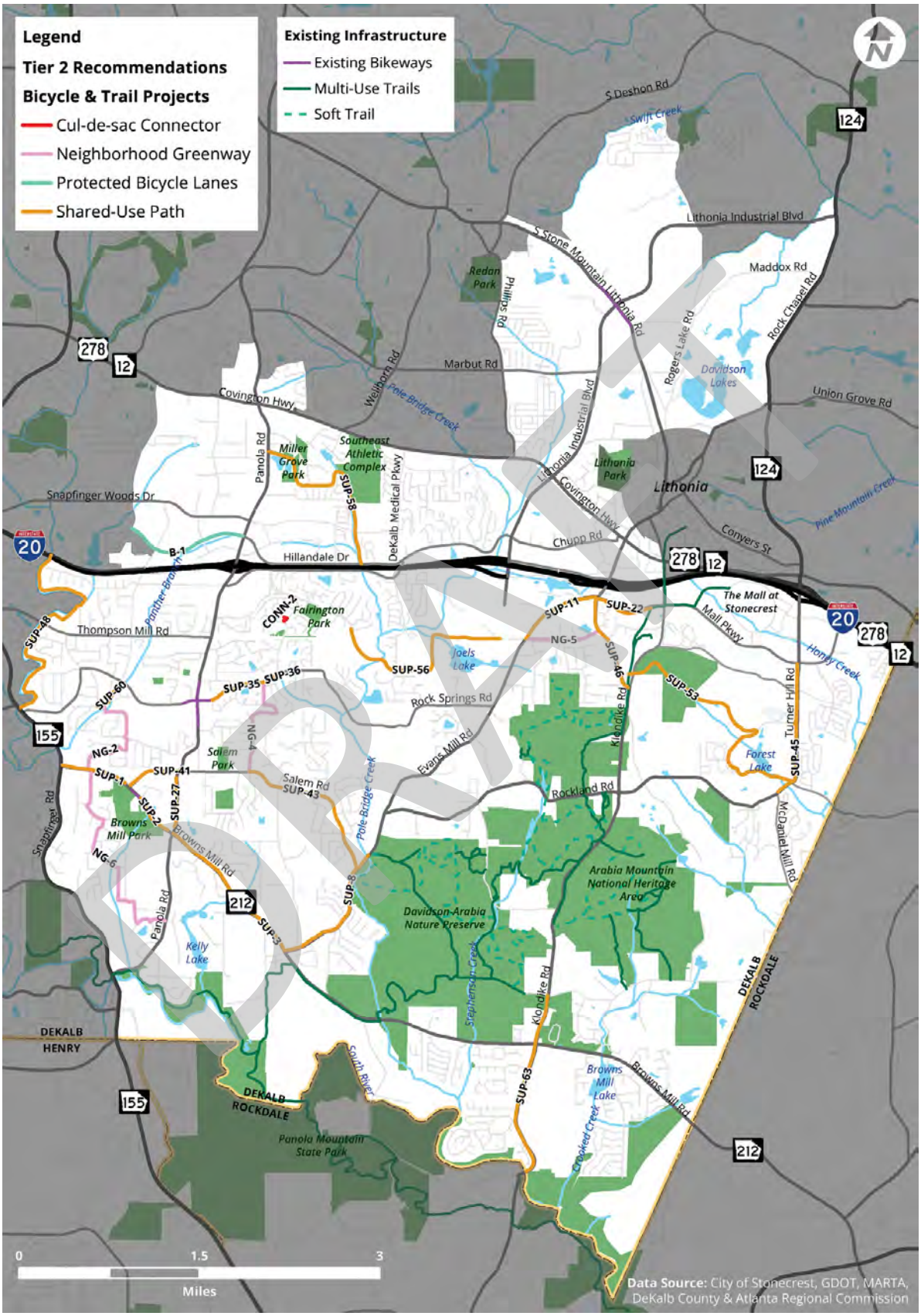


Figure 44. Tier 2 Bicycle & Trail Project Recommendations

Table 15. Tier 2 Bicycle & Trail Projects on Local Routes

ID	Project Name	From	To
	Protected Bicycle Lanes		
B-1	Panola Industrial Blvd Road Diet	Acuity Way	Panola Rd
	Cul-de-Sac Connectors		
CONN-2	Highland Park Cir/Ottawa Trl Cul-de-sac Connector	Ottawa Trl	Highland Park Cir
	Neighborhood Greenways		
NG-2	Bouie Theme Neighborhood Greenway	Browns Mill Rd	Great Meadows Rd
NG-4	Brisbane Way/Fannin Drive Neighborhood Greenway	Salem Rd	Rock Springs Rd
NG-5	Woodrow Rd Neighborhood Greenway	Evans Mill Rd	Woodrow Dr
NG-6	Sheffield Woods Neighborhood Greenway	Browns Mill Rd	Panola Rd
	Shared-Use Paths		
SUP-8	Evans Mill Rd Shared-Use Path (Segment 1)	Browns Mill Rd	Pole Bridge Creek Trail
SUP-11	Evans Mill Rd Shared-Use Path (Segment 4)	Woodrow Rd	Evans Mill Rd/Woodrow Dr
SUP-22	Mall Pkwy Shared-Use Path (Segment 1)	Evans Mill Rd/Woodrow Dr	Arabia Mountain PATH Trail
SUP-27	Panola Rd Shared-Use Path (Segment 2)	Browns Mill Rd	Salem Rd
SUP-35	Rock Springs Rd Shared-Use Path (Segment 1)	East of Panola Rd	Brisbane Way
SUP-36	Rock Springs Rd Shared-Use Path (Segment 2)	Brisbane Way	Ottawa Trl
SUP-41	Salem Rd Shared-Use Path (Segment 1)	Browns Mill Rd	Panola Rd
SUP-43	Salem Rd Shared-Use Path (Segment 3)	Fannin Dr	Evans Mill Rd
SUP-45	Turner Hill Rd Shared-Use Path	McDaniel Mill Rd	Mall Pkwy
SUP-46	Woodrow Dr Shared-Use Path	Klondike Rd	Evans Mill Rd/Mall Pkwy
SUP-48	Snapfinger Trail Path Trail	Snapfinger Rd	I-20
SUP-53	Stonecrest Trail	Arabia Mountain PATH Trail @ Klondike Way	Turner Hill Rd/Rockland Rd
SUP-56	Joels Lake Path Trail (Segment 1)	Fairington Pkwy	Woodrow Rd
SUP-58	Miller Grove High School Path Phase I	Panola Rd	Hillandale Dr
SUP-60	Bouie Theme ES Trail	Moravia Dr	Rock Springs Rd
SUP-63*	Klondike Rd Shared-Use Path (Segment 4)	Rockdale County Line	S Goddard Rd

** = Priority Project*

Table 16. Tier 2 Bicycle & Trail Projects on State Routes

ID	Project Name	From	To
	Shared-Use Paths		
SUP-1	Browns Mill Rd (SR 212) Shared-Use Path Segment 1	Snapfinger Rd	Salem Rd
SUP-2	Browns Mill Rd (SR 212) Shared-Use Path Segment 2	Salem Rd	Panola Rd
SUP-3	Browns Mill Rd (SR 212) Shared-Use Path Segment 3	Panola Rd	Evans Mill Rd

Side of Road	Source	Planning Level Cost Range
Protected Bicycle Lanes		
N/A	Bicycle, Pedestrian & Trail Plan	$5.8M - $7.0M
Cul-de-Sac Connectors		
N/A	Stonecrest Transportation Master Plan	$300,000 - $360,000
Neighborhood Greenways		
N/A	Stonecrest Transportation Master Plan	$100,000 - $120,000
N/A	Stonecrest Transportation Master Plan	$400,000 - $480,000
N/A	Stonecrest Transportation Master Plan	$100,000 - $120,000
N/A	Stonecrest Transportation Master Plan	$200,000 - $240,000
Shared-Use Paths		
West	Stonecrest Transportation Master Plan	$2.4M - $2.9M
East	Stonecrest Transportation Master Plan/BPT Analysis	$1.6M - $1.9M
South	Stonecrest Transportation Master Plan	$1.0M - $1.2M
West	Panola Road Corridor Study	$900,000 - $1.1M
South	Stonecrest Transportation Master Plan	$1.0M - $1.2M
South	Stonecrest Transportation Master Plan	$300,000 - $360,000
North	Stonecrest Transportation Master Plan	$900,000 - $1.1M
North	Stonecrest Transportation Master Plan	$2.8M - $3.4M
West	Stonecrest Transportation Master Plan	$2.4M - $2.9M
West	Bicycle, Pedestrian & Trail Plan	$1.8M - $2.2M
N/A	DeKalb Unified Plan (CTP)	$4.8M - $5.8M
N/A	Stonecrest Transportation Master Plan	$4.9M - $5.9M
N/A	Stonecrest Transportation Master Plan	$3.6M - $4.3M
N/A	Stonecrest Transportation Master Plan	$3,500,000 - $4,200,000
N/A	Stonecrest Transportation Master Plan	$700,000 - $840,000
West	Bicycle, Pedestrian & Trail Plan & Stonecrest Transportation Master Plan	$5.9M - $7.1M

Side of Road	Source	Planning Level Cost Range
Shared-Use Paths		
North	DeKalb Unified Plan (CTP)	$1.2M - $1.4M
North	DeKalb Unified Plan (CTP)	$800,000 - $960,000
North	DeKalb Unified Plan (CTP)	$2.9M- $3.5M

TIER 3 RECOMMENDATIONS (30 YEAR IMPLEMENTATION PLAN)

TIER 3 SIDEWALK PROJECTS

The Tier 3 group of projects consists of those sidewalk projects which the City should consider implementing within the next 30 years. This group of projects, while important to enhance network connectivity across the City, are the lowest priority compared to projects belonging to other tiers and the most complex to implement. As such, no Tier 3 sidewalk projects are featured as priority projects.

Among the 41 linear miles of sidewalk within the Sidewalk Master Plan, 16.4 linear miles are part of the Tier 3 list of sidewalk projects. Of the 75 recommended sidewalk projects in the Sidewalk Master Plan, 26 projects are within Tier 3. Planning-level cost estimates indicate that if all Tier 3 projects are implemented by the City, it would cost between $14.8 million and $17.8 million.

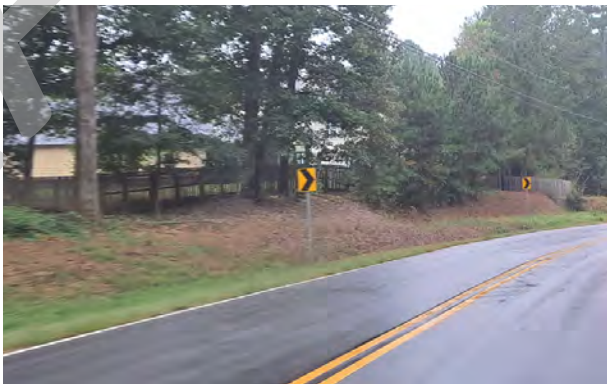
The Tier 3 projects are geographically depicted in **Figure 45** and are located throughout the City in the following areas:

- Along the Rock Springs Road and Rockland Road corridors
- Browns Mill Road (SR 212) east of Snapfinger Road (SR 155) and between Klondike Road and Beacon Mountain Drive
- Within the heavy industrial area north of downtown Lithonia
- Turner Hill Road between Rockland Road and Mall Parkway

Tier 3 sidewalk projects on local routes maintained by the City of Stonecrest or DeKalb County are listed in **Table 17** while Tier 3 sidewalk projects along state routes maintained by GDOT are listed in **Table 18** on page 126.

Local routes with Tier 3 recommended sidewalk projects include Chapman Road, Crossvale Road, Maddox Road, Rock Springs Road, Rockland Road, and Turner Hill Road among others. These are largely sidewalk projects on roadways without curb and gutter and present numerous challenges such as right-of-way acquisition, utility relocation, and safety. There are also smaller sidewalk projects in this tier while they are feasible, they did not score high in the prioritization process. Examples include Forest Lake Parkway (SW-16), S. Goddard Road (SW-67), and McDaniel Mill Road (SW-83).

There are three Tier 3 sidewalk projects on state routes within the Sidewalk Master Plan - two on Browns Mill Road (SR 212) and one on Rock Chapel Road (SR 124). The Browns Mill Road (SR 212) projects (SW-2 and SW-5) are intended to fill sidewalk gaps in developing residential areas and can be thought of as complementary facilities to bicycle and trail facilities recommended along the corridor. The Rock Chapel Road (SR 124) project (SW-54) is intended to fill sidewalk gaps on the west side of the corridor that is in Stonecrest's city limits. The City should coordinate with GDOT on this project as the corridor is state-owned and the east side is in unincorporated DeKalb County.



Tight Roadway Curvature and Necessary Drainage Improvements Make Adding Sidewalk Along Turner Hill Road Among the Most Complex Sidewalk Recommendations (SW-76)

TIER 3 SIDEWALKS CONSIST OF THE MOST COMPLEX PROJECTS WITHIN THE SIDEWALK MASTER PLAN AND ARE INTENDED TO BE IMPLEMENTED OVER THE COURSE OF 30 YEARS.

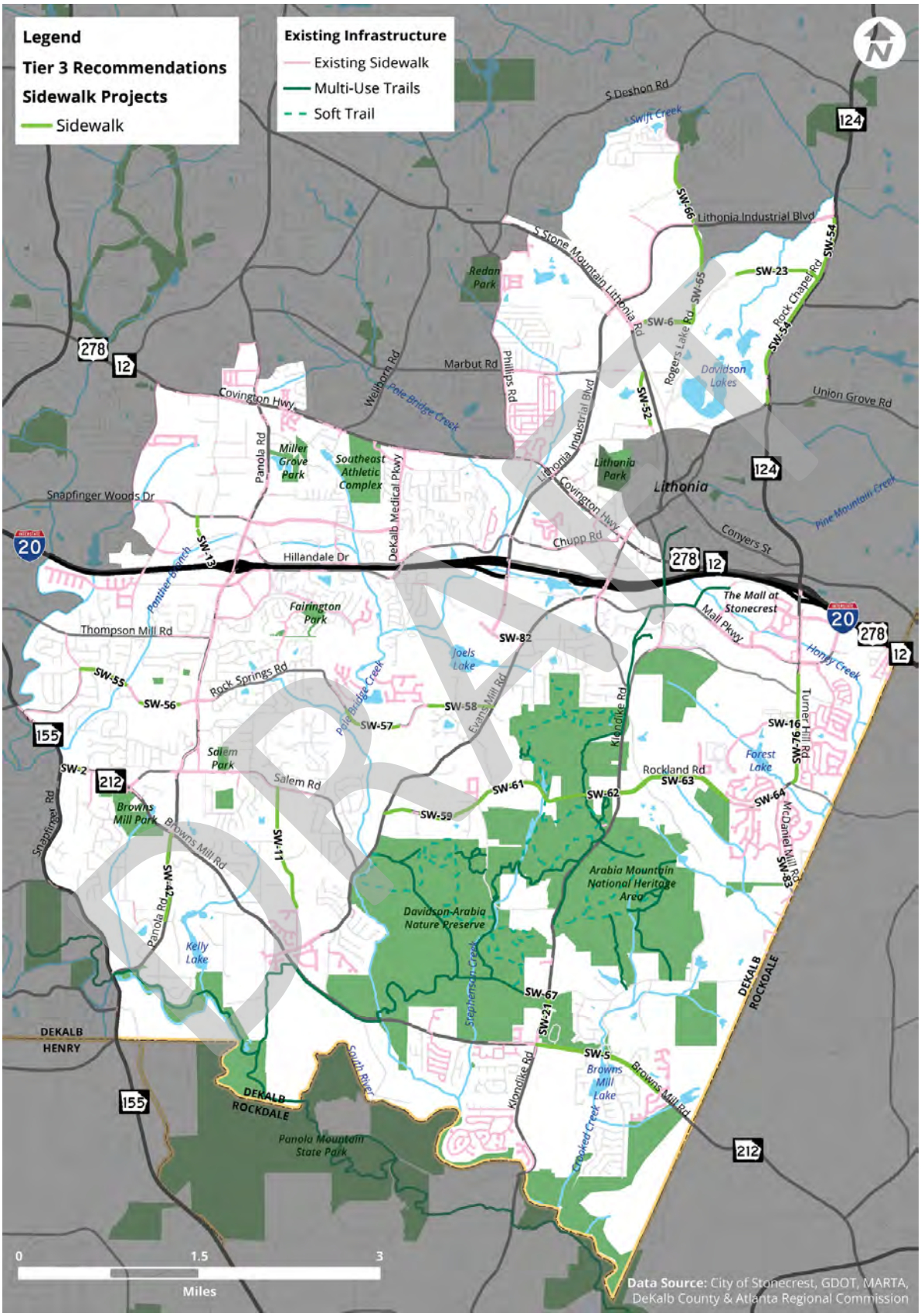


Figure 45. Tier 3 Sidewalk Project Recommendations

Table 17. Tier 3 Sidewalk Projects on Local Routes

ID	Project Name	From	To
SW-6	Chapman Rd Sidewalk	Existing Sidewalk at 6781/6808 Chapman Rd	Rogers Lake Rd
SW-11	Crossvale Rd Sidewalk	Existing Sidewalk north of Flat Stone Ct	Salem Rd
SW-13	Easterly Pl Sidewalk	Panola Industrial Blvd	Snapfinger Woods Dr
SW-16	Forest Lake Pkwy Sidewalk	Existing Sidewalk	Turner Hill Rd
SW-21	Klondike Rd Sidewalk (Segment 2)	Existing Sidewalk at 4570 Klondike Rd	S Goddard Rd
SW-23	Maddox Rd Sidewalk	7138 Maddox Rd	Rock Chapel Rd
SW-42	Panola Rd Sidewalk (Segment 1)	Panola Valley Dr	Browns Mill Rd
SW-52	Randall Rd Sidewalk	Varkel Ln	Marbut Rd
SW-55	Rock Springs Rd Sidewalk (Segment 1)	Cleveland Rd	Existing Sidewalk Across from Bouie ES
SW-56	Rock Springs Rd Sidewalk (Segment 2)	Existing Sidewalk east of Forrest Run	Existing Sidewalk west of Panola Rd
SW-57	Rock Springs Rd Sidewalk (Segment 3)	Pole Bridge Creek Trail	Existing Sidewalk
SW-58	Rock Springs Rd Sidewalk (Segment 4)	Existing Sidewalk east of Fairington Farms Ln	Evans Mill Rd
SW-59	Rockland Rd Sidewalk (Segment 1)	Evans Mill Rd	N Goddard Rd
SW-61	Rockland Rd Sidewalk (Segment 2)	N Goddard Rd	Arabia Mountain PATH Trail Crossing
SW-62	Rockland Rd Sidewalk (Segment 3)	Arabia Mountain PATH Trail Crossing	Klondike Rd Roundabout
SW-63	Rockland Rd Sidewalk (Segment 4)	Klondike Rd Roundabout	Existing Sidewalk at Gladstone Dr
SW-64	Rockland Rd Sidewalk (Segment 5)	Existing Sidewalk east of Bedrock Cir	McDaniel Mill Rd
SW-65	Rogers Lake Rd Sidewalk (Segment 1)	Chapman Rd	Lithonia Industrial Blvd
SW-66	Rogers Lake Rd Sidewalk (Segment 2)	Lithonia Industrial Blvd	Existing Sidewalk south of Rogers Crossing Dr
SW-67	S Goddard Rd Sidewalk	Murphey Candler Elementary School	Klondike Rd
SW-76	Turner Hill Rd Sidewalk (Segment 1)	Rockland Rd	Existing Sidewalk at 3150 Turner Hill Rd
SW-82	Woodrow Rd Sidewalk	Existing Sidewalk	Evans Mill Rd
SW-83	McDaniel Mill Rd Sidewalk	Arabia Mountain Trail	Existing Sidewalk south of Granite Ter

Table 18. Tier 3 Sidewalk Projects on State Routes

ID	Project Name	From	To
SW-2	Browns Mill Rd (SR 212) Sidewalk (Segment 1)	Snapfinger Rd	Existing Sidewalk west of Burlingham Dr
SW-5	Browns Mill Rd (SR 212) Sidewalk (Segment 4)	Klondike Rd	Browns Mill Ln
SW-54	Rock Chapel Rd (SR 124) Sidewalk	Rock Chapel Rd/ Union Grove Rd	Lithonia Industrial Blvd

Side of Road	Source	Planning Level Cost Range
Both	Bicycle, Pedestrian & Trail Plan & Stonecrest Transportation Master Plan	$700,000 - $840,000
West	Stonecrest Transportation Master Plan	$920,000 - $1.1M
West	Bicycle, Pedestrian & Trail Plan	$150,000 - $180,000
South	Bicycle, Pedestrian & Trail Plan	$160,000 - $200,000
East	Bicycle, Pedestrian & Trail Plan	$270,000 - $330,000
North	Stonecrest Transportation Master Plan	$590,000 - $710,000
West	DeKalb Unified Plan (CTP)	$650,000 - $780,000
West	Bicycle, Pedestrian & Trail Plan	$400,000 - $480,000
South	Bicycle, Pedestrian & Trail Plan	$370,000 - $450,000
South	Bicycle, Pedestrian & Trail Plan	$290,000 - $350,000
South	Bicycle, Pedestrian & Trail Plan	$440,000 - $530,000
South	Bicycle, Pedestrian & Trail Plan	$470,000 - $570,000
South	Bicycle, Pedestrian & Trail Plan	$660,000 - $800,000
South	Bicycle, Pedestrian & Trail Plan	$890,000 - $1.1M
South	Bicycle, Pedestrian & Trail Plan	$240,000 - $290,000
Both	Bicycle, Pedestrian & Trail Plan	$1.7M - $2.0M
South	Bicycle, Pedestrian & Trail Plan	$120,000 - $150,000
West	Stonecrest Transportation Master Plan	$710,000- $860,000
West	Stonecrest Transportation Master Plan	$510,000 - $620,000
South	Bicycle, Pedestrian & Trail Plan	$70,000 - $90,000
East	Bicycle, Pedestrian & Trail Plan	$780,000 - $940,000
North	Bicycle, Pedestrian & Trail Plan	$140,000 - $170,000
East	BPT Analysis/Stonecrest Transportation Master Plan	$210,000 - $260,000

Side of Road	Source	Planning Level Cost Range
South	Bicycle, Pedestrian & Trail Plan	$190,000 - $230,000
Both	Bicycle, Pedestrian & Trail Plan	$1.8M - $2.2M
West	Bicycle, Pedestrian & Trail Plan	$1.4M - $1.6M

TIER 3 BICYCLE & TRAIL PROJECTS

The Tier 3 group of bicycle and trail projects consists of those bicycle and trail projects which the City should consider implementing within the next 30 years. This group of projects, while important to enhance network connectivity across the City, are the lowest priority compared to projects belonging to other tiers and, in some cases, the most complex to implement. As such, no Tier 3 bicycle or trail projects are featured as priority projects.

Among the 71 linear miles of bicycle and trail facilities within the Bicycle & Trail Master Plan, 26.9 linear miles are part of the Tier 3 list of bicycle and trail projects. Of the 76 recommended bicycle and trail projects in the Bicycle & Trail Master Plan, 29 projects are within Tier 3. Planning-level cost estimates indicate that if all Tier 3 projects are implemented by the City, it would cost between $58.9 million and $70.7 million. A summary of Tier 3 projects by type is shown to the right in **Table 19**.

The Tier 3 bicycle and trail projects are geographically depicted in **Figure 46** and are located across the City and include different facility types such as cul-de-sac connectors, neighborhood greenways, a new connection, share-the-road (or "sharrow") markings, and shared-use paths. Tier 3 bicycle and trail projects on local routes maintained by the City of Stonecrest or DeKalb County are listed in **Table 20** while Tier 3 bicycle and trail projects along state routes maintained by GDOT are listed in **Table 21** on page 130.

A majority of shared-use paths included in Tier 3 are trail projects which require further feasibility study to determine their preferred alignment and whether they can be designed or constructed based on their documented environmental impact and community support. Local routes with Tier 3 recommended shared-use path projects include many corridors with drainage and utility challenges such as Evans Mill Road, Klondike Road, Lithonia Industrial Boulevard, Rock Springs Road, and N. Goddard Road.

Other Tier 3 recommended projects on local routes include two sharrow marking projects on Rock Springs Road and on McDaniel Mill Road, three cul-de-sac connectors across the City, and a new connection over I-20 between Covington Highway (US 278/SR 12) and the Mall at Stonecrest. This new connection project (NC-1) will require installing a bridge across I-20 and should include accommodations for both bicyclists and pedestrians. Additionally, this new connection would provide relief to Evans Mill Road and Turner Hill Road and provide an additional crossing opportunity for those who walk or bike to and from the mall.

There is one Tier 3 shared-use path project on a state route that straddles the border of Stonecrest, and this is along Snapfinger Road (SR 155). This project is a Tier 3 project due to the project length, the need to coordinate with both DeKalb County and GDOT to implement, and existing roadway design characteristics such as a speed limit of 55 MPH, roadway curvature, topography, and multiple bridge facilities required to accommodate a shared-use path in the future. Additionally, this corridor is recommended for widening in the long-term in the DeKalb Unified Plan.[72] If determined feasible, this widening should include a shared-use path and other appropriate features.

Table 19. Tier 3 Bicycle & Trail Projects by Type

Type	Projects	Miles
Shared-Use Path	21	24.8
Sharrows	2	1.7
Cul-de-Sac Connectors	3	0.2
New Connection	1	0.2
TOTAL	**29**	**26.9**

72 DeKalb County, GA (2022). DeKalb 2050 Unified Plan. Comprehensive Transportation Plan, p. 123. https://www.dekalbcountyga.gov/sites/default/files/2022-11/2022_1115_DeKalb%202050%20Comprehensive%20Transportation%20Plan.pdf

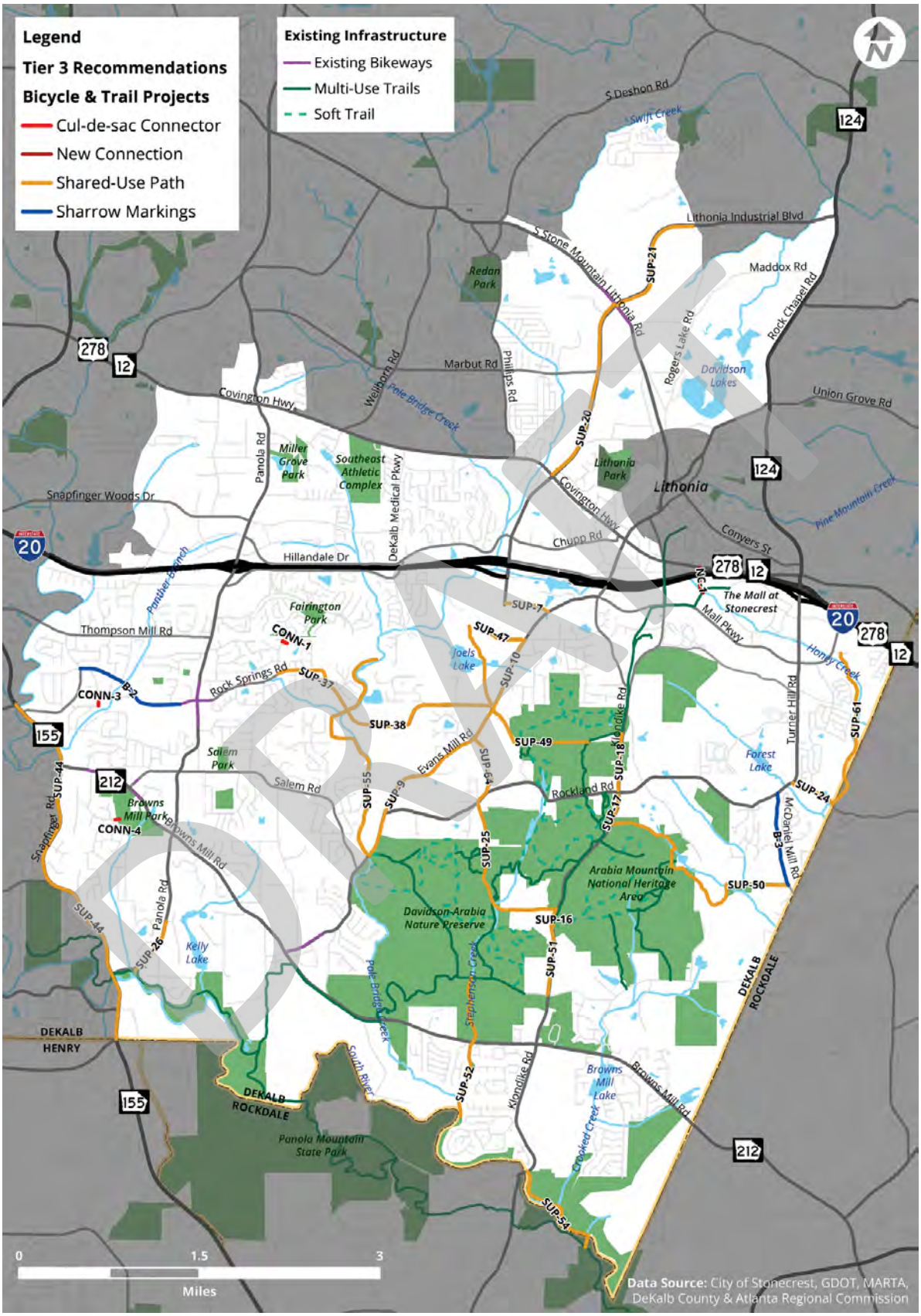


Figure 46. Tier 3 Bicycle & Trail Project Recommendations

Table 20. Tier 3 Bicycle & Trail Projects on Local Routes

ID	Project Name	From	To
Cul-de-Sac Connectors			
CONN-1	Aberdeen Way/Ottawa Trl Cul-de-Sac Connector	Ottawa Trl	Aberdeen Way
CONN-3	Rondelay Dr Cul-de-Sac Connector	Rondelay Dr	Bouie Theme ES Trail
CONN-4	Wolverton Dr Cul-de-Sac Connector	Wolverton Dr	Browns Mill Recreation Center
New Connection			
NC-1	New Connection Over I-20 Near Mall at Stonecrest	Stonecrest Sq	Covington Hwy
Shared-Use Paths			
SUP-7	E Glen Rd Shared-Use Path	Lithonia Industrial Blvd	Evans Mill Rd
SUP-9	Evans Mill Rd Shared-Use Path (Segment 2)	Pole Bridge Creek Trail	Rock Springs Rd
SUP-10	Evans Mill Rd Shared-Use Path (Segment 3)	Rock Springs Rd	Woodrow Rd
SUP-16	Klondike Rd Shared-Use Path (Segment 1)	AWARE Trailhead	N Goddard Rd
SUP-17	Klondike Rd Shared-Use Path (Segment 2)	Arabia Mountain Trail	Rockland Rd
SUP-18	Klondike Rd Shared-Use Path (Segment 3)	Rockland Rd	Arabia Mountain PATH Trail
SUP-20	Lithonia Ind Blvd Shared-Use Path (Segment 1)	Covington Hwy	S Stone Mountain Lithonia Rd
SUP-21	Lithonia Ind Blvd Shared-Use Path (Segment 2)	S Stone Mountain Lithonia Rd	Rogers Lake Rd
SUP-24	Rockland Rd Shared-Use Path	Turner Hill Rd/Rockland Rd	Honey Creek Multi-Use Trail/ Rockdale County Line
SUP-25	N Goddard Rd Shared-Use Path	Rockland Rd	Klondike Rd
SUP-26	Panola Rd Shared-Use Path (Segment 1)	Arabia Mountain Path Trail	Sandy Lake Way
SUP-37	Rock Springs Rd Shared-Use Path (Segment 3)	Ottawa Trl	Pole Bridge Creek Trail
SUP-38	Rock Springs Rd Shared-Use Path (Segment 4)	Pole Bridge Creek Trail	Evans Mill Rd
SUP-47	Woodrow Rd Shared-Use Path	Lithonia Industrial Blvd	Evans Mill Rd
SUP-49	Arabia Mountain Trail (West)	New Birth Missionary Baptist Church	Existing Arabia Mtn PATH Trail west of Klondike Rd
SUP-50	Arabia Mountain Trail (East)	Klondike Rd	McDaniel Mill Rd
SUP-51	Arabia Mountain PATH Trail Southward Extension	S Goddard Rd	AWARE Trailhead
SUP-52	Arabia Mountain Path Trail (Segment 3)	South River	Existing Trail
SUP-54	Rockdale River Trail	Klondike Rd	South River/ Rockdale County Line
SUP-55	Pole Bridge Creek Path Trail	Evans Mill Rd	Joels Lake Path
SUP-61	Honey Creek Multi-Use Trail	Rockland Rd/Turner Hill Rd	Honeycreek Ct
SUP-64	Ragsdale Rd Shared-Use Path	Rockland Rd	Evans Mill Rd
Sharrow Markings			
B-2	Rock Springs Rd Sharrows	Cleveland Rd	Existing Bike Lanes west of Panola Rd
B-3	McDaniel Mill Rd Sharrows	Arabia Mountain Trail	Rockland Rd

Table 21. Tier 3 Bicycle & Trail Projects on State Routes

ID	Project Name	From	To
Shared-Use Paths			
SUP-44	Snapfinger Rd (SR 155) Widening/ Shared-Use Path	Stonecrest City Limits at DeKalb/Henry County Line	Stonecrest City Limits at Snapfinger Creek

Side of Road	Source	Planning Level Cost Range
Cul-de-Sac Connectors		
N/A	Stonecrest Transportation Master Plan	$300,000 - $360,000
N/A	Stonecrest Transportation Master Plan	$200,000 - $240,000
N/A	Stonecrest Transportation Master Plan	$200,000 - $240,000
New Connection		
N/A	Bicycle, Pedestrian & Trail Plan & Stonecrest Transportation Master Plan	$5.1M - $6.1M
Shared-Use Paths		
North	Stonecrest Transportation Master Plan	$800,000 - $960,000
East	Bicycle, Pedestrian & Trail Plan	$3.5M - $4.2M
East	Bicycle, Pedestrian & Trail Plan	$1.4M - $1.7M
West	Bicycle, Pedestrian & Trail Plan	$400,000 - $480,000
West	Bicycle, Pedestrian & Trail Plan	$600,000 - $720,000
West	Bicycle, Pedestrian & Trail Plan	$1.0M - $1.2M
West	Stonecrest Transportation Master Plan	$3.3M - $4.0M
East	Stonecrest Transportation Master Plan	$2.3M - $2.8M
North	Bicycle, Pedestrian & Trail Plan	$900,000 - $1.1M
South	Bicycle, Pedestrian & Trail Plan	$3.0M - $3.6M
East	Stonecrest Transportation Master Plan	$1.1M - $1.3M
North	Stonecrest Transportation Master Plan	$1.6M - $1.9M
North	Bicycle, Pedestrian & Trail Plan	$2.9M - $3.5M
South	Bicycle, Pedestrian & Trail Plan	$700,000 - $840,000
N/A	DeKalb Unified Plan (CTP)	$3.6M - $4.3M
N/A	DeKalb Unified Plan (CTP)	$4.5M - $5.4M
West	Bicycle, Pedestrian & Trail Plan	$1.3M - $1.6M
N/A	DeKalb Unified Plan (CTP)	$2.6M - $3.1M
N/A	Stonecrest Transportation Master Plan	$2.0M - $2.4M
N/A	Stonecrest Transportation Master Plan	$4.6M - $5.5M
N/A	Bicycle, Pedestrian & Trail Plan	$3.0M - $3.6M
West	Bicycle, Pedestrian & Trail Plan	$1.3M - $1.6M
Sharrow Markings		
N/A	Bicycle, Pedestrian & Trail Plan	$100,000 - $120,000
NA	Bicycle, Pedestrian & Trail Plan	$100,000 - $120,000

Side of Road	Source	Planning Level Cost Range
Shared-Use Paths		
East	DeKalb Unified Plan (CTP)	$6.8M - $8.2M

SPOT PROJECTS

Projects included in the Sidewalk Master Plan and the Bicycle & Trail Master Plan are an integral part of making the City of Stonecrest more walkable and bikeable; however, there are other improvements which need to be considered to move this vision forward. The project team developed a series of "spot" projects which complement sidewalks and shared-use path recommendations and make the walking and bicycling experience more connected and safer. These projects are not intended to be programmed or implemented independently but rather should accompany and enhance the linear projects that they are associated with. "Spot" recommendations consist of the following improvements listed below and shown geographically in **Figure 47**:

- One new connection (pedestrian bridge over I-20)
- Four new trailheads
- 41 intersection crossing enhancement (ICE) projects
- 39 new roadway crossings including 19 pedestrian hybrid beacons (PHBs) and 20 rectangular rapid flashing beacons (RRFBs)

Cost ranges for each of these treatments are high-level planning estimates that can vary significantly depending on project details in 2023 dollars in **Table 22**.

The pedestrian bridge over I-20 (project NC-2) complements project NC-1 which provides a multimodal connection between Covington Highway (US 278/SR 12) and the Mall at Stonecrest.

Table 22. Spot Project Cost Ranges

Project Type	Planning Level Cost Range
Prefabricated Pedestrian Bridge Over I-20	$1.6M- $1.9M
New Trailheads	Varies Based on Design
Intersection Crossing Enhancements	$65,000- $78,000
Pedestrian Hybrid Beacons (PHBs)	$400,000- $480,400
Rectangular Rapid-Flashing Beacons (RRFBs)	No Island: $40,000- $48,000 W/Island: $200,000- $240,000

Four new trailheads are recommended as part of the network which are listed in **Table 23**. Trailheads should consider amenities including, but not limited to, vehicular and bicycle parking, restrooms, benches, water fountains, and bicycle repair stations. Depending on the trailhead location, the City should coordinate with DeKalb County and the National Park Service in the programming, design, and construction of these facilities.

Table 24 lists intersection crossing enhancements across the City which will be needed to install continuous sidewalk and shared-use paths where they are recommended. Crossing enhancements include a variety of treatments such as ensuring crosswalks are marked and have pedestrian signals and improving lighting and visibility. **Table 25** lists new crossing projects including RRFBs and PHBs. These locations were determined based on where there is a lack of safe crossing opportunities and where proposed trail projects intersect area roadways. The specific treatment was based on factors such as speed, laneage, and land use.

Table 23. New Connection & Trailhead Projects

ID	Project Name	Source
	New Connection	
NC-2	New Crossing Over I-20 Near Mall at Stonecrest	Stonecrest Transportation Master Plan
	New Trailhead	
TH-1	Joels Lake Trailhead	Stonecrest Transportation Master Plan
TH-2	Honey Creek Trailhead	Bicycle, Pedestrian & Trail Plan
TH-3	Everett Park Trailhead	Bicycle, Pedestrian & Trail Plan
TH-4	Southeast Athletic Complex Trailhead	Bicycle, Pedestrian & Trail Plan

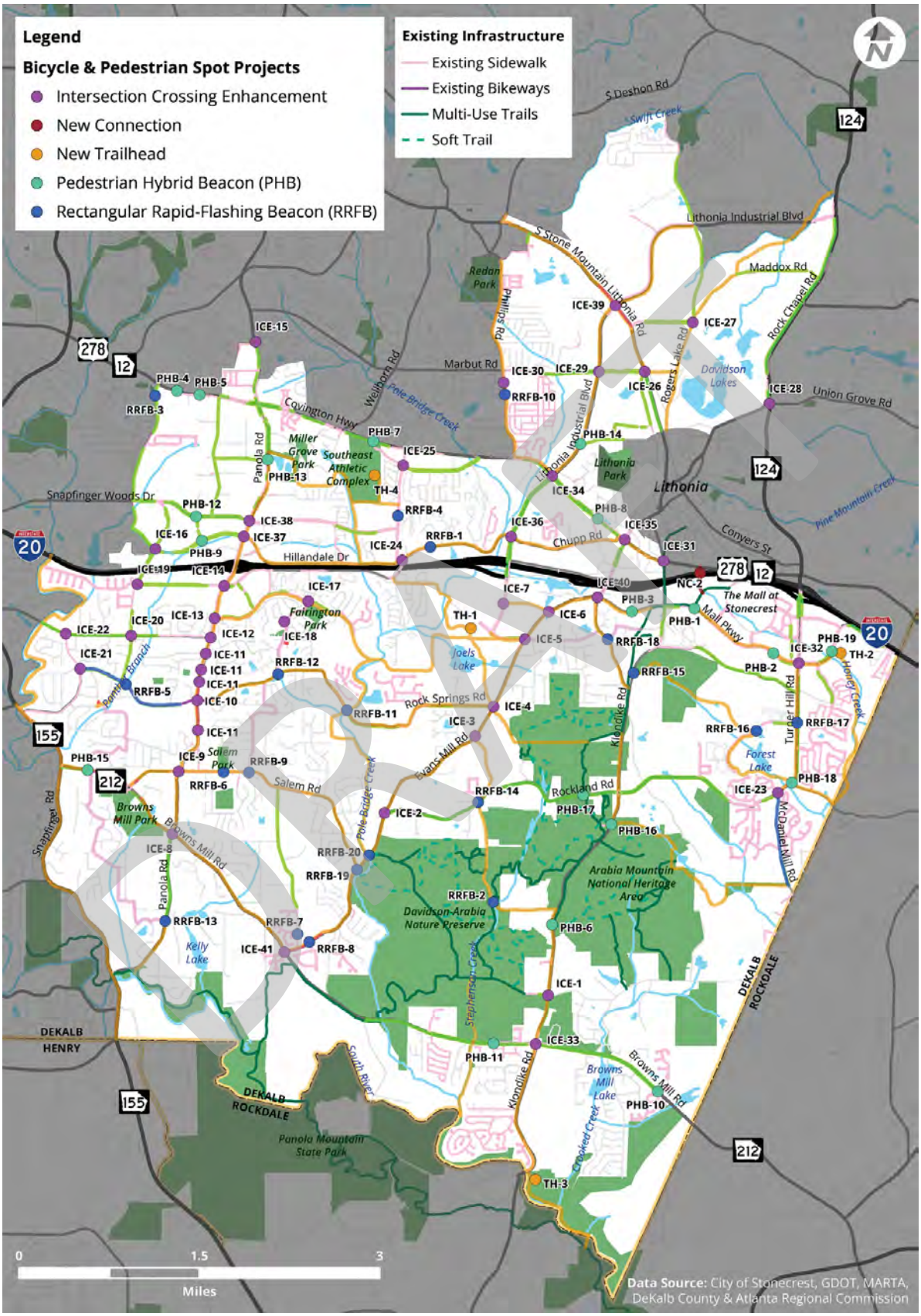


Figure 47. Bicycle & Pedestrian Spot Projects

Table 24. Intersection Crossing Enhancement Projects

ID	Project Name	Source
ICE-1	Klondike Rd @ S Goddard Rd	Bicycle, Pedestrian & Trail Plan
ICE-2	Evans Mill Rd @ Rockland Rd	Bicycle, Pedestrian & Trail Plan
ICE-3	Evans Mill Rd @ Ragsdale Rd	Bicycle, Pedestrian & Trail Plan
ICE-4	Evans Mill Rd @ Rock Springs Rd	Stonecrest Transportation Master Plan
ICE-5	Evans Mill Rd @ Woodrow Rd	Bicycle, Pedestrian & Trail Plan
ICE-6	Evans Mill Rd @ E Glen Rd	Stonecrest Transportation Master Plan
ICE-7	Lithonia Industrial Blvd @ E Glen Rd	Bicycle, Pedestrian & Trail Plan
ICE-8	Panola Rd @ Browns Mill Rd (SR 212)	Panola Road Corridor Study & Stonecrest Transportation Master Plan
ICE-9	Panola Rd @ Salem Rd	Panola Road Corridor Study & Stonecrest Transportation Master Plan
ICE-10	Panola Rd @ Rock Springs Rd	Panola Road Corridor Study & Stonecrest Transportation Master Plan
ICE-11	Panola Rd Mini-Roundabouts	Panola Road Corridor Study
ICE-12	Panola Rd @ Thompson Mill Rd	Panola Road Corridor Study
ICE-13	Panola Rd @ W Fairington Pkwy	Panola Road Corridor Study
ICE-14	Panola Rd @ Fairington Pkwy/Minola Dr	Stonecrest Transportation Master Plan
ICE-15	Panola Rd @ Panola Way Ln/Panola Downs Rd	Bicycle, Pedestrian & Trail Plan
ICE-16	Panola Industrial Blvd @ Miller Rd	Bicycle, Pedestrian & Trail Plan
ICE-17	Fairington Pkwy @ Phillip Bradley Dr	Bicycle, Pedestrian & Trail Plan
ICE-18	Phillip Bradley Dr @ Ottawa Trl	Stonecrest Transportation Master Plan
ICE-19	Miller Rd @ Minola Rd	Bicycle, Pedestrian & Trail Plan
ICE-20	Thompson Rd @ Miller Rd	Stonecrest Transportation Master Plan
ICE-21	Rock Springs Rd @ Cleveland Rd	Stonecrest Transportation Master Plan
ICE-22	Thompson Mill Rd @ Rock Springs Rd	Bicycle, Pedestrian & Trail Plan
ICE-23	Rockland Rd @ McDaniel Mill Rd	Bicycle, Pedestrian & Trail Plan
ICE-24	Fairington Rd @ Hillandale Dr	Stonecrest Transportation Master Plan
ICE-25	DeKalb Medical Pkwy @ Hillvale Rd	Bicycle, Pedestrian & Trail Plan
ICE-26	S Stone Mtn Lithonia Rd @ Marbut Rd	Bicycle, Pedestrian & Trail Plan
ICE-27	Rogers Lake Rd @ Chapman Rd	Bicycle, Pedestrian & Trail Plan
ICE-28	Rock Chapel Rd (SR 124) @ Union Grove Rd	Stonecrest Transportation Master Plan
ICE-29	Lithonia Industrial Blvd @ Marbut Rd	Bicycle, Pedestrian & Trail Plan
ICE-30	Lithonia High School Intersection Improvements	Stonecrest Transportation Master Plan
ICE-31	Klondike Rd @ Covington Hwy (US 278/SR 12)	Stonecrest Transportation Master Plan
ICE-32	Turner Hill Rd @ Mall Pkwy	Bicycle, Pedestrian & Trail Plan
ICE-33	Browns Mill Rd (SR 212) @ Klondike Rd	Bicycle, Pedestrian & Trail Plan
ICE-34	Covington Hwy (US 278/SR 12) @ Lithonia Ind Blvd	Bicycle, Pedestrian & Trail Plan
ICE-35	Covington Hwy (US 278/SR 12) @ Evans Mill Rd	Bicycle, Pedestrian & Trail Plan
ICE-36	Lithonia Industrial Blvd @ Hillandale Dr/Chupp Rd	Bicycle, Pedestrian & Trail Plan
ICE-37	Panola Rd @ Panola Industrial Blvd/Hillandale Dr	Bicycle, Pedestrian & Trail Plan
ICE-38	Panola Rd @ Snapfinger Woods Dr	Bicycle, Pedestrian & Trail Plan
ICE-39	Panola Rd @ S Stone Mountain Lithonia Rd	Bicycle, Pedestrian & Trail Plan
ICE-40	Evans Mill Rd @ Woodrow Rd/Mall Pkwy	Bicycle, Pedestrian & Trail Plan
ICE-41	Browns Mill Rd (SR 212) @ Evans Mill Rd	Bicycle, Pedestrian & Trail Plan

Table 25. Midblock Crossing Projects

ID	Project Name	Source
	Pedestrian Hybrid Beacons (PHBs)	
PHB-1	Mall Pkwy @ Stonecrest Sq	Bicycle, Pedestrian & Trail Plan
PHB-2	Mall Pkwy @ 8109 Mall Pkwy	Bicycle, Pedestrian & Trail Plan
PHB-3	Mall Pkwy between Evans Mill Rd & Klondike Rd	Bicycle, Pedestrian & Trail Plan
PHB-4	Covington Hwy (US 278/SR 12) @ Thicket Way	Bicycle, Pedestrian & Trail Plan
PHB-5	Covington Hwy (US 278/SR 12) @ Scarbrough Dr	Bicycle, Pedestrian & Trail Plan
PHB-6	Klondike Rd @ AWARE Center	Bicycle, Pedestrian & Trail Plan
PHB-7	Covington Hwy (US 278/SR 12) @ Hillvale Rd	Bicycle, Pedestrian & Trail Plan
PHB-8	Covington Hwy (US 278/SR 12) @ Huber St	Bicycle, Pedestrian & Trail Plan
PHB-9	Panola Industrial Blvd @ Easterly Pl	Bicycle, Pedestrian & Trail Plan
PHB-10	Browns Mill Rd (SR 212) @ Beacon Mountain Dr	Bicycle, Pedestrian & Trail Plan
PHB-11	Browns Mill Rd (SR 212) @ Arabia Mountain High School	Stonecrest Transportation Master Plan
PHB-12	Snapfinger Woods Dr @ Easterly Pl	Bicycle, Pedestrian & Trail Plan
PHB-13	Panola Rd @ Dividend Dr	Stonecrest Transportation Master Plan
PHB-14	Lithonia Industrial Blvd @ Tribble St	Bicycle, Pedestrian & Trail Plan
PHB-15	Browns Mill Rd (SR 212) @ Framingham Dr	Stonecrest Transportation Master Plan
PHB-16	Klondike Rd @ Proposed Arabia Mountain PATH Trail	Bicycle, Pedestrian & Trail Plan
PHB-17	Rockland Rd @ Arabia Mountain PATH Trail	Bicycle, Pedestrian & Trail Plan
PHB-18	Turner Hill Rd @ Rockland Rd	Bicycle, Pedestrian & Trail Plan
PHB-19	Mall Pkwy @ Honeycreek Ct	Bicycle, Pedestrian & Trail Plan
	Rectangular Rapid-Flashing Beacons (RRFBs)	
RRFB-1	Hillandale Dr @ Somerset Pkwy	Bicycle, Pedestrian & Trail Plan
RRFB-2	N Goddard Rd @ Arabia Mountain PATH Trail	Bicycle, Pedestrian & Trail Plan
RRFB-3	Miller Rd @ Miller Grove Middle School	Bicycle, Pedestrian & Trail Plan
RRFB-4	DeKalb Medical Pkwy @ Miller Grove High School	Bicycle, Pedestrian & Trail Plan
RRFB-5	Rock Springs Rd @ EL Bouie Elementary School	Stonecrest Transportation Master Plan
RRFB-6	Salem Rd @ Salem Middle School	Bicycle, Pedestrian & Trail Plan
RRFB-7	Crossvale Rd @ Waits Pt	Stonecrest Transportation Master Plan
RRFB-8	Evans Mill Rd @ Flat Rock Elementary School	Stonecrest Transportation Master Plan
RRFB-9	Salem Rd @ Fannin Dr	Stonecrest Transportation Master Plan
RRFB-10	Phillips Rd @ Lithonia High School	Stonecrest Transportation Master Plan
RRFB-11	Rock Springs Rd @ Proposed Pole Bridge Trail	Bicycle, Pedestrian & Trail Plan
RRFB-12	Rock Springs Rd @ Ottawa Trl	Stonecrest Transportation Master Plan
RRFB-13	Panola Rd @ Panola Valley Dr	Stonecrest Transportation Master Plan
RRFB-14	Rockland Rd @ N Goddard Rd	Bicycle, Pedestrian & Trail Plan
RRFB-15	Klondike Rd @ Proposed Stonecrest PATH	Bicycle, Pedestrian & Trail Plan
RRFB-16	Forest Lake Pkwy @ Proposed Stonecrest PATH	Bicycle, Pedestrian & Trail Plan
RRFB-17	Turner Hill Rd @ Forest Lake Pkwy	Bicycle, Pedestrian & Trail Plan
RRFB-18	Woodrow Dr @ Arabian Woods Dr	Bicycle, Pedestrian & Trail Plan
RRFB-19	Evans Mill Rd @ Salem Rd	Bicycle, Pedestrian & Trail Plan
RRFB-20	Evans Mill Rd @ Pole Bridge Creek	Stonecrest Transportation Master Plan

TRANSIT CONSIDERATIONS

The project team considered transit access in shaping the Stonecrest Bicycle, Pedestrian & Trail Plan. Long-term transit investments identified in the DeKalb County Transit Master Plan and further reinforced in the Stonecrest Transportation Master Plan were considered in determining what type of facilities and investments are needed to implement a walking and bicycling network that can complement the existing and planned transit network. The City of Stonecrest should continue to collaborate with the Metropolitan Atlanta Rapid Transit Authority (MARTA) in shaping how walking, bicycling, and transit can together build a more cohesive network within Stonecrest.

BUS STOP UPGRADES

Based on a review of ridership data and an inventory of bus stops and shelters, the project team was able to evaluate which bus stops were eligible for upgrades to either benches or shelters through MARTA's Comprehensive Operations Analysis. Additionally, through MARTA's 1,000 Amenities program, numerous bus stops across MARTA's footprint have received upgrades to either bus stops or shelters, including several within Stonecrest.[73] The project team considered stops upgraded from MARTA's 1,000 Amenities program in shaping new bus stop upgrade recommendations for this Plan which are listed in **Table 26** and shown in **Figure 48**. Each of the three bus stop upgrades are located along Covington Highway (US 278/SR 12) which is along Route 115 that provides connectivity between the Indian Creek MARTA rail station and the Mall at Stonecrest.

SAFE ROUTES TO TRANSIT PROGRAM

A possible opportunity to coordinate between transit improvements and implementing the Sidewalk and Bicycle & Trail Master Plans exists through a new MARTA program called Safe Routes to Transit. This program aims to fill in sidewalk gaps near transit stops with high ridership, which are a barrier to transit access across MARTA's footprint. The City, in collaboration with MARTA, should determine eligibility for improvements such as high visibility crosswalks, ADA-compliant ramps, curb extensions, medians, and refuge islands, among other improvements.[74]

LONG-TERM INVESTMENTS

Bus stop upgrade recommendations are shown against long-term transit projects presented in the DeKalb County Transit Master Plan. These include a future mobility center at the Mall at Stonecrest, a bus-rapid transit (BRT) corridor along I-20 with BRT stations located at Panola Road, Lithonia Industrial Boulevard, and the Mall at Stonecrest, arterial rapid transit (ART) along Covington Highway (US 278/SR 12), and expanded local bus service along different arterials and collectors in Stonecrest which currently are not a part of a MARTA bus route.

These visionary transit projects should be considered when determining which bicycle and pedestrian projects stemming from this Plan are moved forward for implementation. The priority projects were partly recommended due to their benefit in promoting transit access and ridership within Stonecrest on MARTA's existing bus routes; however, if corridors such as Panola Road and Evans Mill Road eventually become a bus route, then adjoining walking and bicycling improvements will be necessary to allow access to future bus stops and nearby destinations.

Table 26. MARTA Bus Stops Eligible for Upgrades

Project ID	Bus Stop Location (Bus Stop ID)
Bench Upgrades	
T-1	Covington Hwy @ Marshalls Distribution (N/A)
T-2	Covington Hwy @ Panola Rd (133111)
Shelter Upgrades	
T-3	Covington Hwy @ Wellington Cir (133097)

73 Wickert, D. (2019). 1,000 MARTA bus stops to get shelters, benches Atlanta Journal-Constitution. https://www.ajc.com/news/local-govt--politics/000-marta-bus-stops-get-shelters-benches/xXhRkmrZxR5QwipZ8whHDL/

74 Metropolitan Atlanta Rapid Transit Authority (2023). MARTA Board Advances Safe Routes to Transit Project. https://www.itsmarta.com/marta-board-advances-safe-routes.aspx

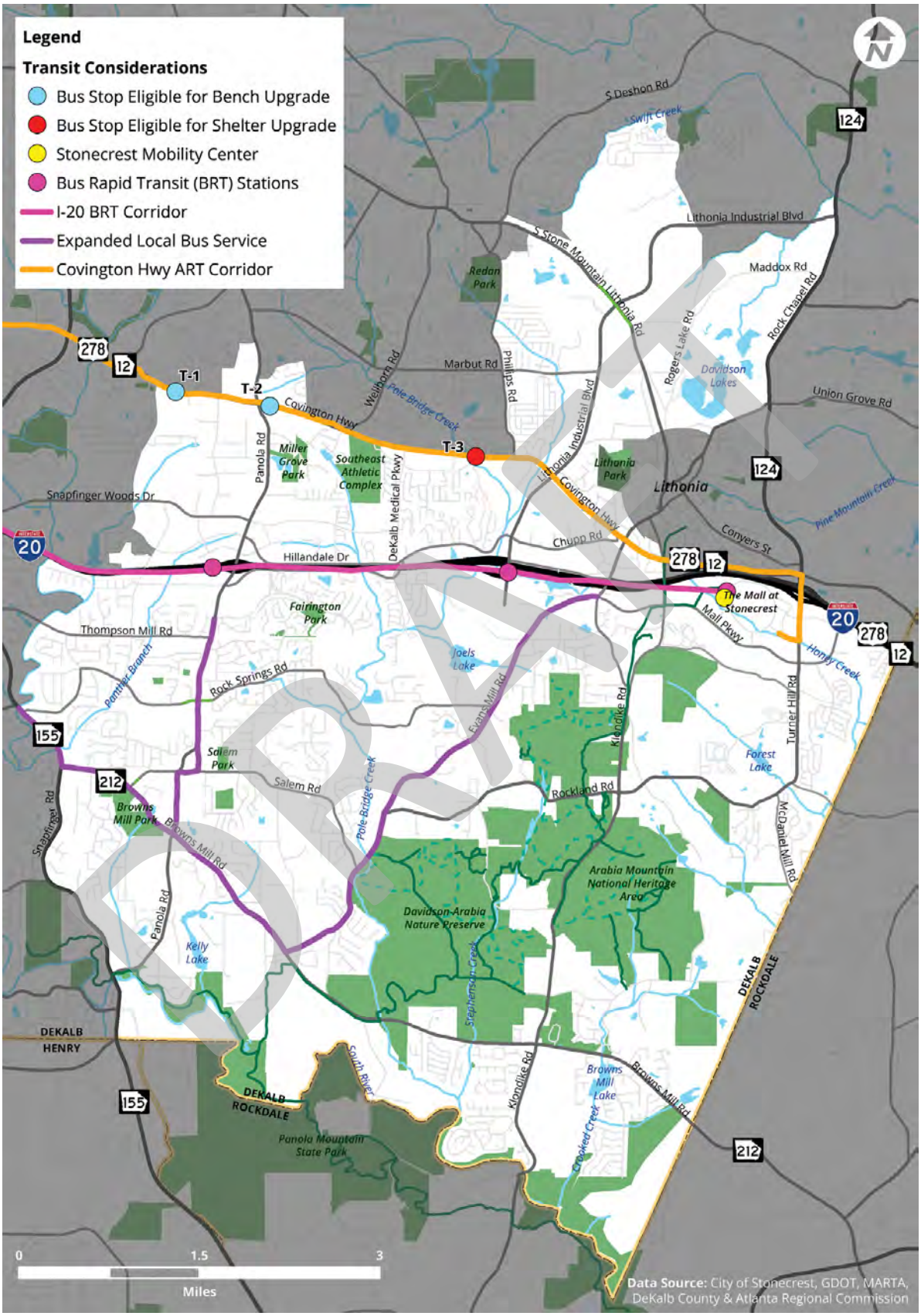


Figure 48. Transit Stop Upgrades and Other Considerations

RECOMMENDED POLICIES & STRATEGIES

To accompany infrastructure and capital project recommendations, the Bicycle, Pedestrian & Trail Plan includes a number of policies and strategies that can be undertaken to strengthen practices that will enhance and expand the biking and walking network in Stonecrest. These encompass a variety of strategies to address the user experience, how trails and sidewalks are built and designed, providing safer, more direct, and more comfortable routes to key destinations, and programs to encourage use of the biking and walking network. These have been compiled from a variety of reference and inspiration sources, including ARC's *Walk. Bike. Thrive!*, as well as a review of the City's existing policies and practices.

DESIGN STANDARDS

Bike Lane Design: Consider updating the City's policy on bike lane design (Sec. 14-383. Sidewalks and bicycle lanes) to reflect the latest guidance for the use of buffered and/or separated bicycle lanes following FHWA Bikeway Selection Guide and the Separated Bike Lane and Planing Design Guide, in addition to the AASHTO guidelines. In many cases, a simple striped bike lane is not sufficient to invite or encourage use by anyone other than the most experienced bicyclists. Providing more separation between motor vehicles and bicyclists will improve safety and encourage more use of bike lanes where they are installed.

Currently, the code of ordinances requires bicycle lanes on new or substantially improved major or minor arterials, parkways, or collector streets where the posted speed limit is 35 mph or greater. It also specifies that they should be at least four feet wide. Current best practices recommend a minimum width of five feet, and that depends largely on the context of the road - including traffic volume, speed limit, and number or width of lanes, among other factors.

Bike Amenities: Consider requiring bicycle racks, bike parking, and/or fix-it stations at all City Parks and community facilities. This could be expanded eventually to also include new commercial and/or residential buildings.

Encourage Shared Parking: As the trail network in Stonecrest is developed, consider policies that would allow or establish precedent for shared-use of parking lots at schools and shopping centers by trail users outside of normal hours of operation. This can be especially helpful with trails alongside major roadways where there may not be dedicated trailheads or access points.

Policies and Strategies

The Bicycle, Pedestrian & Trail Plan offers recommended policies and strategies in several categories with each offering different ideas and approaches for City staff to consider implementing alongside projects from the Sidewalk Master Plan and Bicycle & Trail Master Plan.

DESIGN STANDARDS

LAND DEVELOPMENT

OPERATIONS AND MAINTENANCE

COORDINATION

SAFETY AND EDUCATION

PROGRAMMING AND ACTIVATION

Streetscape Design Guide: Consider developing a cohesive Streetscape Design guide as recommended in the Transportation Master Plan (TMP) - project PS-2 - and incorporate multimodal facility guidance from this plan.

Complete Streets Policy: Consider creating and adopting a Complete Streets Policy that codifies best practices and standards for streets that accommodate users of all modes. Complete Streets accommodate all users, regardless of travel mode, age, or ability. They can provide standards and guidelines for design and criteria for choosing and prioritizing projects. GDOT adopted its Complete Streets Policy in 2012 and ARC requires that all projects funded through the TIP are consistent with Complete Street principles.

The National Complete Streets Coalition[75] suggests ten elements that make successful complete streets policies:

- Establish commitment and vision
- Prioritize under-invested and underserved communities
- Applies to all projects and phases
- Allows only clear expectations
- Mandates coordination
- Adopts excellent design guidance
- Requires proactive land-use planning
- Measures progress
- Sets criteria for choosing projects
- Creates a plan for implementation

LAND DEVELOPMENT

Pedestrian Circulation Plans: Within more densely developed areas, such as the Stonecrest Overlay District, consider requiring 'pedestrian circulation paths' for all new land disturbance permit applications. The purpose of such plans would be to ensure multimodal interconnectivity with adjoining land uses and access to nearby key destinations. The City of Dunwoody, for example, has similar requirements.[76]

Encourage Through-Paths and Neighborhood Connections: Consider encouraging direct access to shared-use paths and other trails from residential neighborhoods and subdivisions, such as between residential parcels at the end of a cul-de-sac. This plan recommends several cul-de-sac connector projects and these types of neighborhood connections can serve transportation purposes, shortening the walking or biking distance between local destinations like grocery stores, schools, libraries, and other destinations. Where possible, these should complement the on-street biking or walking network. The City's code of ordinances already permits the provision of service alleys or marginal access streets where subdivisions border arterial streets and thoroughfares (Sec. 14-185).

Shared-Use Path Development: The City's code of ordinances (Sec. 14-185) provides that the Community Development Director may require the provision of marginal access streets parallel to the right-of-way that is suitable for use as a park or open space and to provide for multipurpose trails. To strengthen this policy, consider requiring developers to provide the shared-use paths where indicated in this plan, subsequent versions of it, or the City's official bike/trail map.

75 National Complete Streets Coalition (2023). 10 Elements of a Complete Streets Policy. https://smartgrowthamerica.org/10-elements-of-complete-streets/

76 City of Dunwoody (2023). The Code of the City of Dunwoody, GA - Article IV, Division 1, Sec. 27-209. https://library.municode.com/ga/dunwoody/codes/code_of_ordinances?nodeId=PTIICOOR_CH27ZOOR_ARTIVGEAPRE_DIV1PACI_S27-209PECI

OPERATIONS AND MAINTENANCE

Sidewalk and Path Maintenance Program: As the City's biking and walking network grows, consider creating a maintenance program specifically focused on sidewalks and shared-use paths or trails that includes replenishing surface materials, ensuring striping is not worn and faded, removing debris from trails, and ensuring proper drainage.

COORDINATION

Connectivity on Bridges: Work with GDOT to ensure state routes, bridges, and other state-owned facilities within programmed project footprints have pedestrian accommodations based on the City's sidewalk master plan.

Reconcile Crosswalks and Pedestrian Signals: There are a number of crosswalks throughout the City with marked crosswalks and no pedestrian countdown signals or vice versa, Stonecrest should coordinate with GDOT and DeKalb County to reconcile marked crosswalks with pedestrian crossing signals at signalized intersections throughout the city

A Candidate Location for Reconciling Crosswalks and Pedestrian Signals is Along the Arabia Mountain PATH Trail

SAFETY AND EDUCATION

Vision Zero: Consider adopting a Vision Zero policy to work toward eliminating fatalities on City roads. Vision Zero is the concept that loss of life on our roadways is unacceptable. It is based on the premises that traffic deaths are preventable, recognized that humans make mistakes, and focuses on preventing fatal and serious injury crashes. Rooted in the "Safe System" approach, Vision Zero policies prioritize strategic planning to address site-specific and systemic needs, project delivery, and equity.

Speed Reduction Strategies: Consider setting target speeds for roads, focused on the speed you want people to drive, rather than using the 85th percentile operating speed when designing roads. The FHWA lists "Appropriate Speed Limits for All Road Users" as a Proven Safety Countermeasure and the USLIMITS2 tool can provide guidance on setting appropriate speed limits in a given context.[77] Use context-sensitive speed-reduction mechanisms where appropriate, such as narrower lane widths, medians, street trees, and neighborhood traffic calming to encourage drivers to slow down.

Safety Campaign: Work with partners to create an educational campaign to raise awareness among drivers, pedestrians, and cyclists of one another. Messages may show people how and where to walk and cycle, share information on local laws, and help reduce potential conflicts between vehicles, cyclists, and pedestrians.

Emergency Location Markers: Consider standardized emergency location markers along shared-use paths to assist first responders in finding locations where users may need assistance. Neighboring Cobb County has such a program, which has been widely recognized.

77 Federal Highway Administration (2021). Appropriate Speed Limits for All Road Users https://highways.dot.gov/safety/proven-safety-countermeasures/appropriate-speed-limits-all-road-users

PROGRAMMING AND ACTIVATION

Encouragement Programs: Encourage local partners and organizations to help support and promote use of trails and paths, including through educational nature walks and rides. Examples of such partners may include "friends of" trail groups, the Audubon Society, or others.

Wayfinding and Etiquette Signage: Consider developing wayfinding and etiquette signage for all existing and future trail and shared-use path facilities within the City based on the City's brand and identity.

Funding for Cleanup and Beautification: Work with partners to identify potential funding sources and a strategy for maintenance, cleanup and beautification efforts.

Bicycle Friendly Community: Consider pursuing designation as a "Bicycle Friendly Community" through the program created by the League of American Bicyclists.[78] Communities, states, businesses, and universities are eligible to apply. The programs looks at and evaluates candidates based on several criteria:

- **Equity and Accessibility** - A bicycle friendly America for everyone
- **Engineering** - Creating safe and convenient places to ride and park
- **Education** - Giving people of all ages and abilities the skills and confidence to ride
- **Encouragement** - Creating a strong bike culture that welcomes and celebrates bicycling
- **Evaluation and Planning** - Planning for bicycling as a safe and viable transportation option

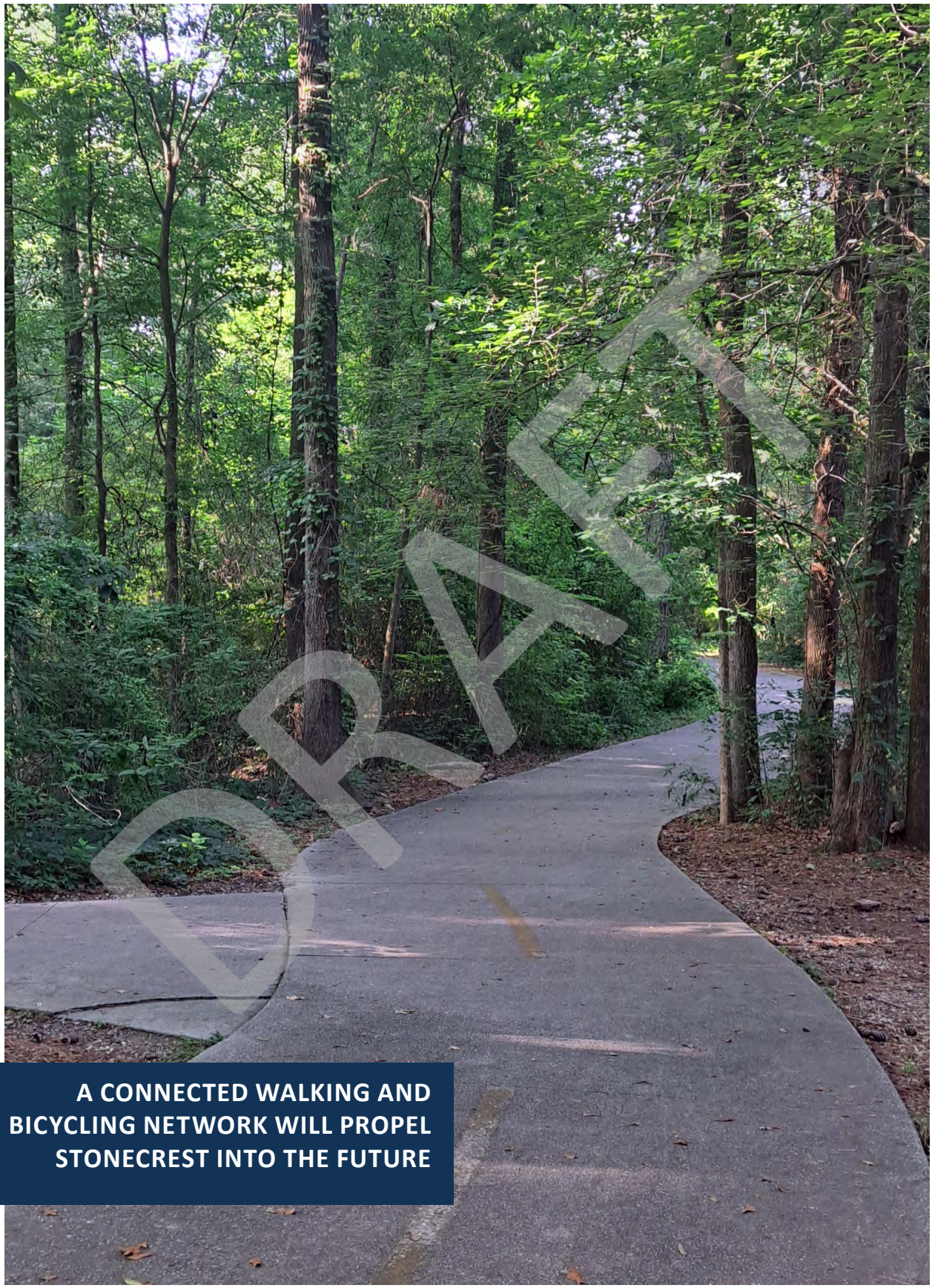
Walk-Friendly Community: A group called "Walk Friendly Communities"[79] has created a program to recognize communities that promote the benefits of being "walk friendly" and to celebrate and recognize communities. After some of the projects, policies, and strategies of this plan have been implemented, Stonecrest should consider applying for designation.

Public Art: Consider working with local arts councils, universities, and other groups to create a program for providing public art along paths and trails throughout the city. Public art along a trail or path can bring attention to the network, encourage use, and attract newcomers.

Awareness Campaign: Develop an educational campaign to promote biking and walking awareness and safety across the City. Examples of national events to highlight include National Walk to Work Day (April), National Bike Month (May), National Trails Day (First Saturday in June), and National Walk to School Day (October)Days, group rides, educational tours, and others.

Maps for Trails: Consider developing and publishing maps (static or online/interactive) of existing and planned future trails and bikeways to encourage future use.

78 League of American Bicyclists (2023). Bicycle Friendly America. https://bikeleague.org/bfa/
79 University of North Carolina Highway Safety Research Center (n.d.). Walk Friendly Community Benefits. https://www.walkfriendly.org/benefits/



A CONNECTED WALKING AND BICYCLING NETWORK WILL PROPEL STONECREST INTO THE FUTURE

BICYCLE, PEDESTRIAN & TRAIL PLAN

DRAFT NOVEMBER 2023

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