

# Stonecrest Bicycle, Pedestrian, and Trail Plan

SPLOST & Transportation Advisory Committee

October 24, 2023



# Today's Agenda

## Project Background / Overview

## Engagement Activities

## Draft Recommendations – Overview

- Sidewalks
- Bike/Trail Projects
- Complementary Projects: Midblock Crossings, Intersection Enhancements, Bus Stop Upgrades, and more

## Draft Recommendations – Overview



# Planning Process

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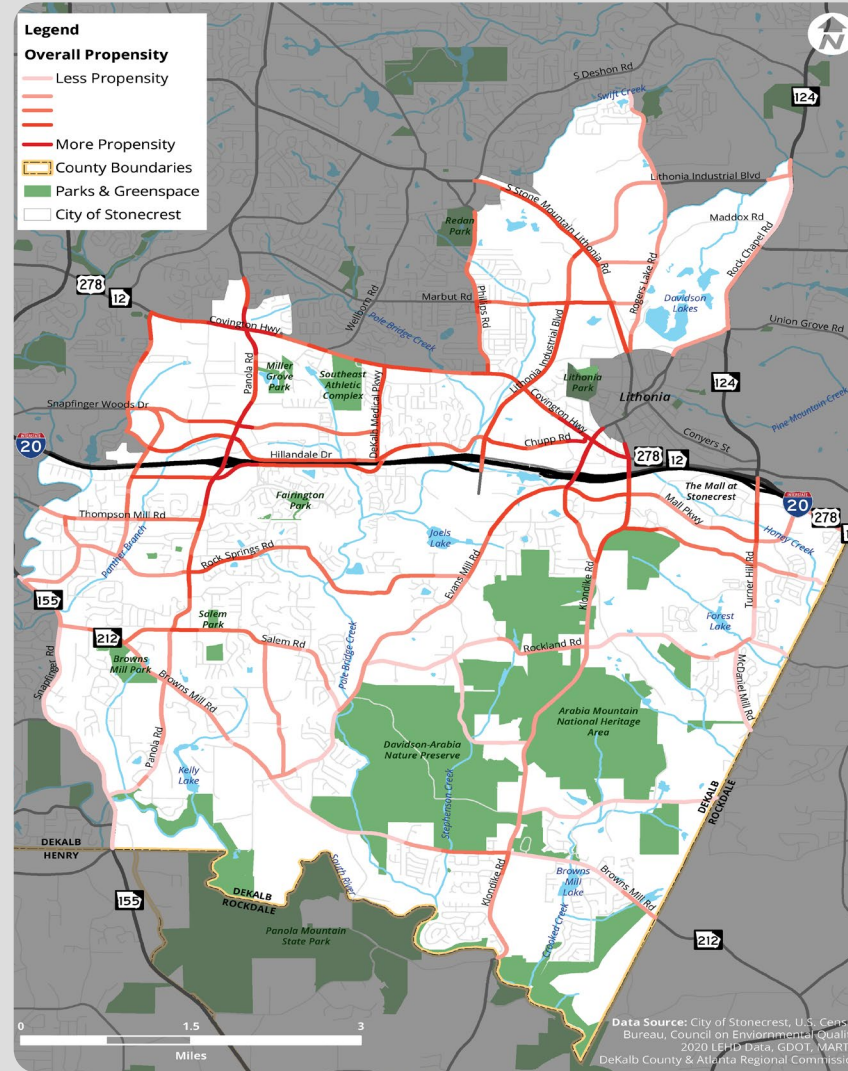
## Existing Conditions

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

2

## System Appraisal

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



3

## Network Development

- Desktop and Field Visits
- Corridor Opportunities and Challenges



4

## Public Engagement

- Open Houses
- Pop Up Events
- Interactive Online Map



5

## Recommendations

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

# Community Context

## Transportation Master Plan Bicycle & Pedestrian Needs:

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



## Transportation Master Plan Goals



### Improve Connectivity for Live, Work and Play

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



### Reduce Traffic Congestion

Enhance traffic capacity and travel flow along major roadways.



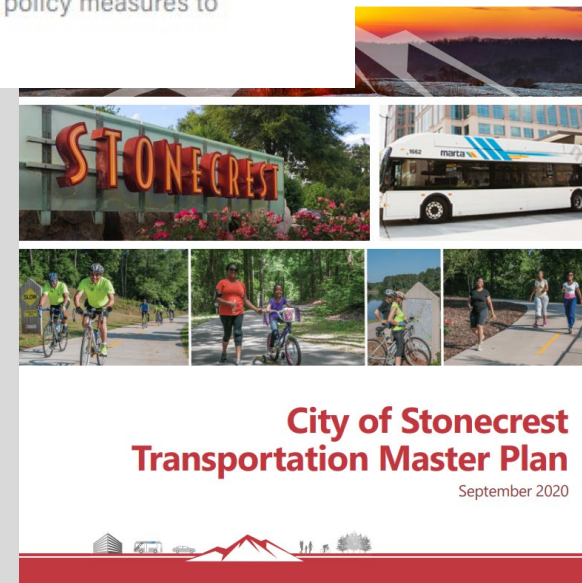
### Enhance Biking and Walking Access

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



### Increase Travel Safety

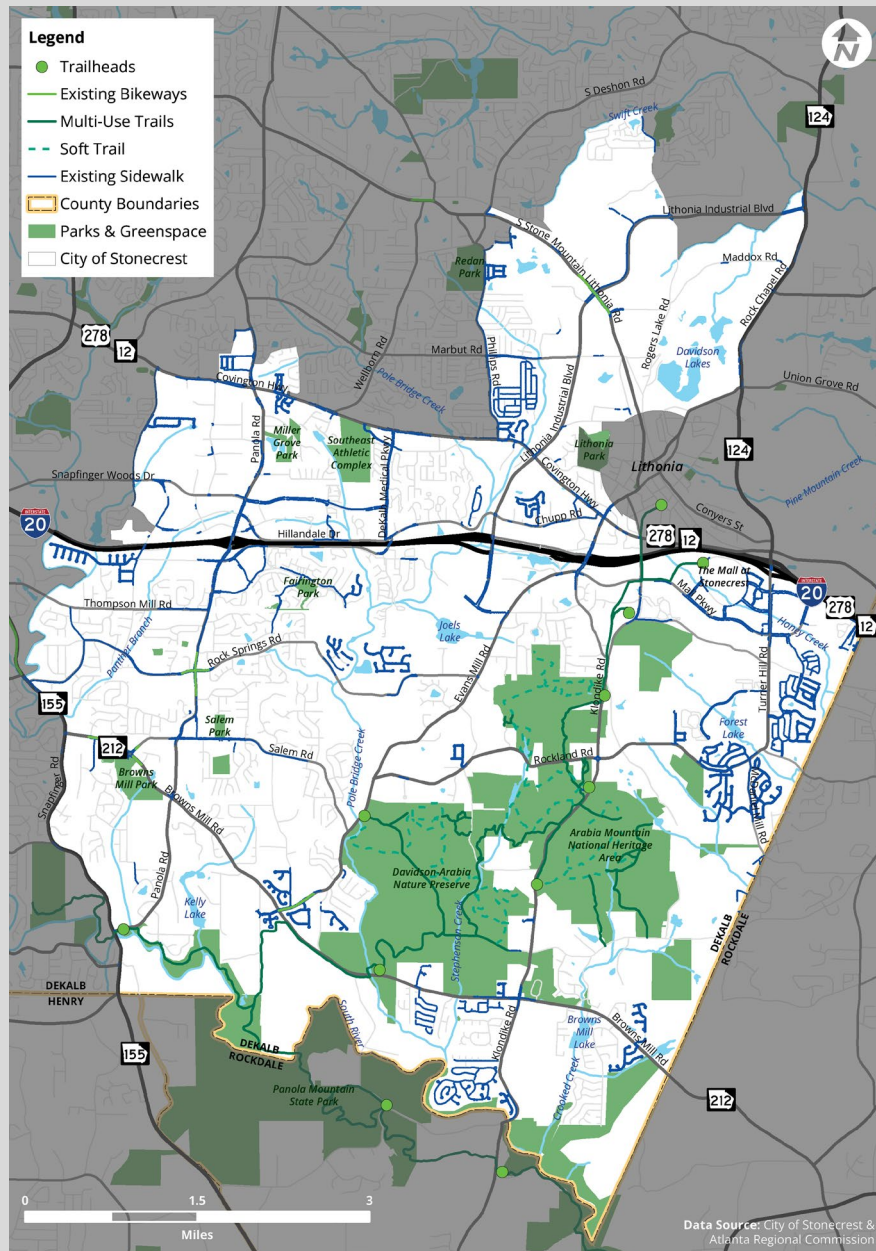
Incorporate design treatments and policy measures to increase mobility and safety.



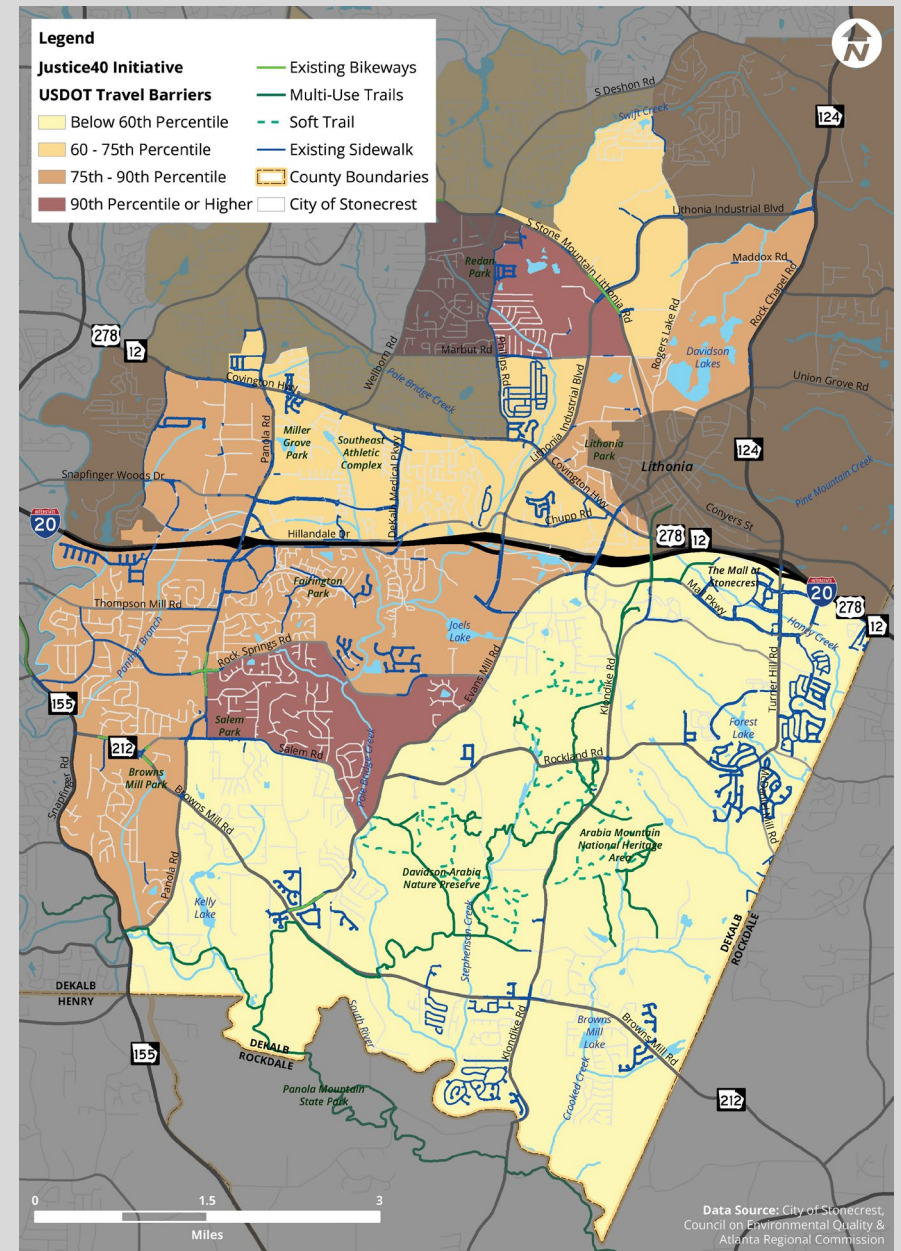


# Existing Conditions

## Existing Facilities & Equity Data



Existing Bike & Ped Infrastructure

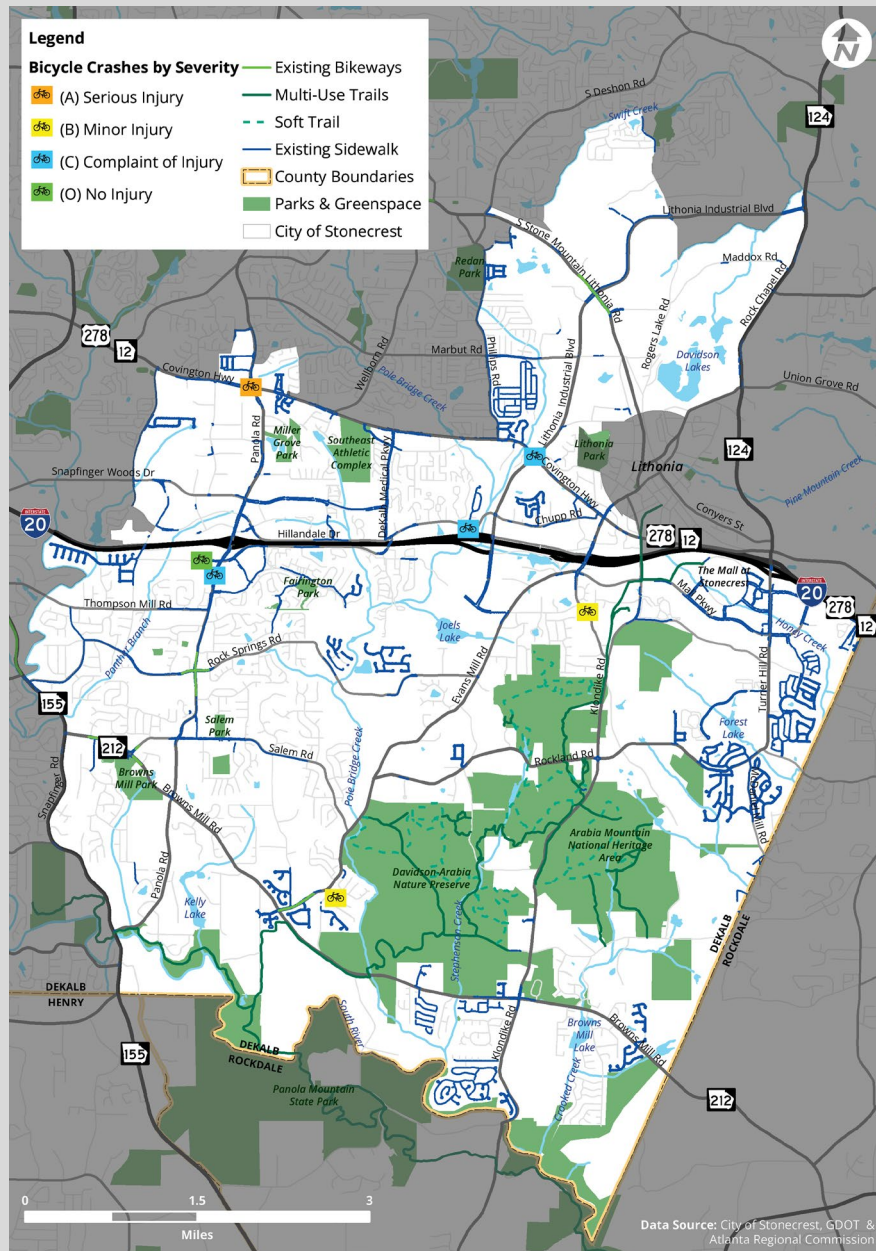


Justice40 Travel Barriers

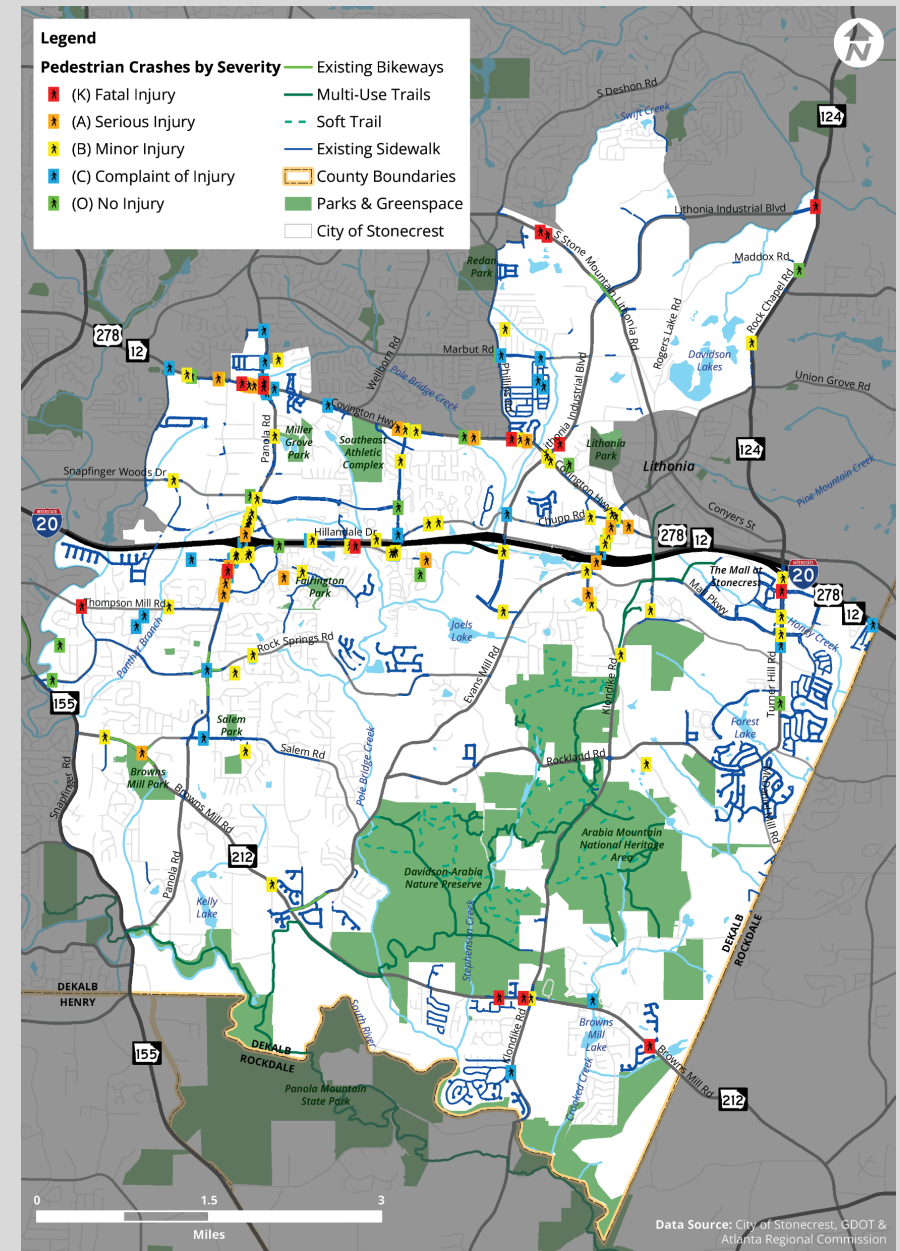


# Existing Conditions

## Safety



### Bicycle Crashes



### Pedestrian Crashes

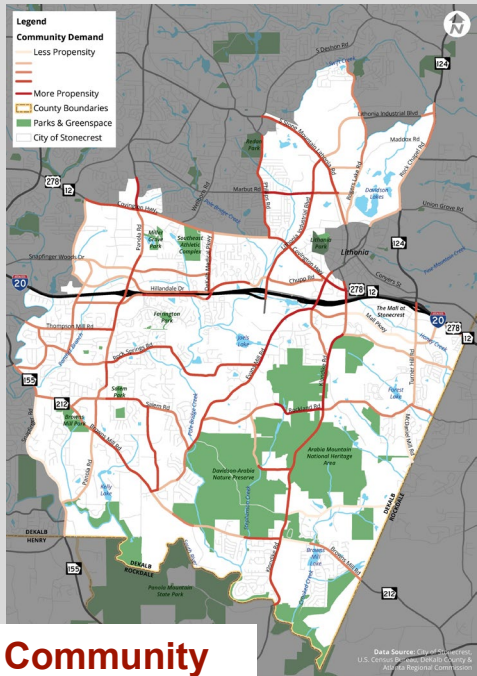
# Propensity Analysis

Exercise to understand where biking and walking are likely based on a variety of factors to help inform the need for future sidewalk and biking/trail facilities.

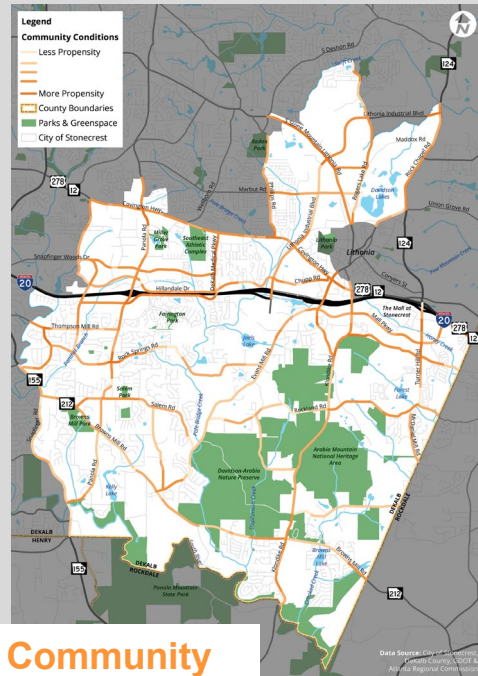
Community Demand	Addressing Equity	Points of Destination	Community Conditions	Future Conditions
<ul style="list-style-type: none"><li>• Population Density</li><li>• Population 55+</li><li>• Population &lt;18</li><li>• Alternative Commute Modes</li></ul>	<ul style="list-style-type: none"><li>• Household Vehicle Access</li><li>• Disadvantaged Communities</li><li>• Justice40 Travel Barriers</li></ul>	<ul style="list-style-type: none"><li>• Employment Locations</li><li>• Schools</li><li>• Parks</li><li>• Civic Locations</li><li>• Retail/Commercial Areas</li><li>• Transit Access</li></ul>	<ul style="list-style-type: none"><li>• Topography</li><li>• Adjacent Bike/Trail Facilities</li><li>• Adjacent Sidewalk</li><li>• Bike/Ped Crashes</li><li>• Block Density/Size</li></ul>	<ul style="list-style-type: none"><li>• Anticipated Pop. Growth</li><li>• Anticipated Emp. Growth</li><li>• Future Land Use Conducive to Walking/Biking</li><li>• Overlap with Bike/Ped Recommendation from TMP</li></ul>



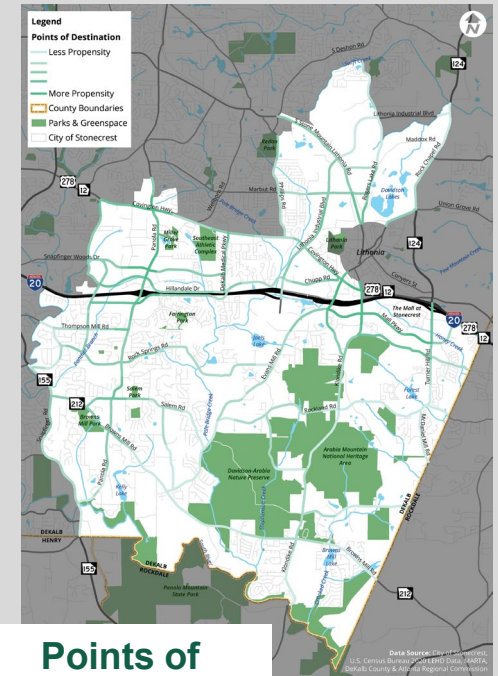




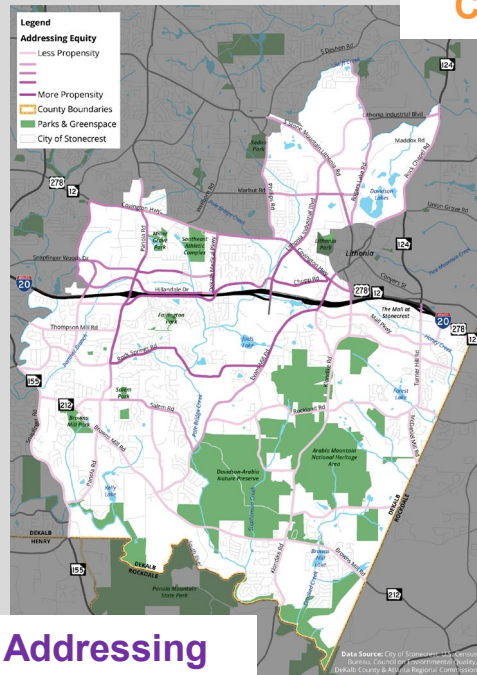
**Community Demand**



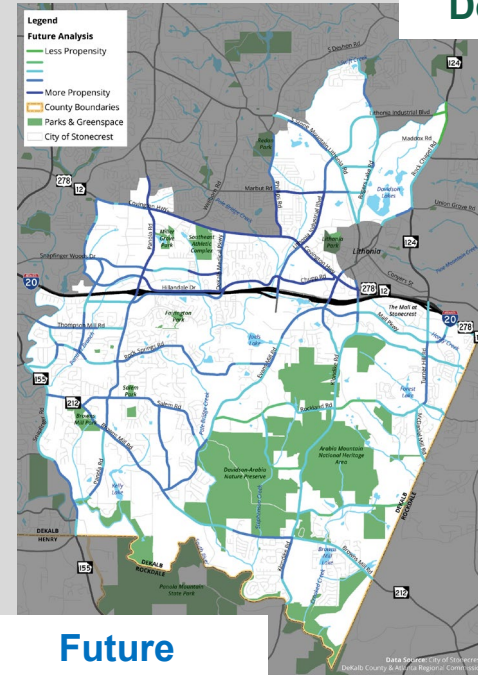
**Community Conditions**



**Points of Destination**



**Addressing Equity**

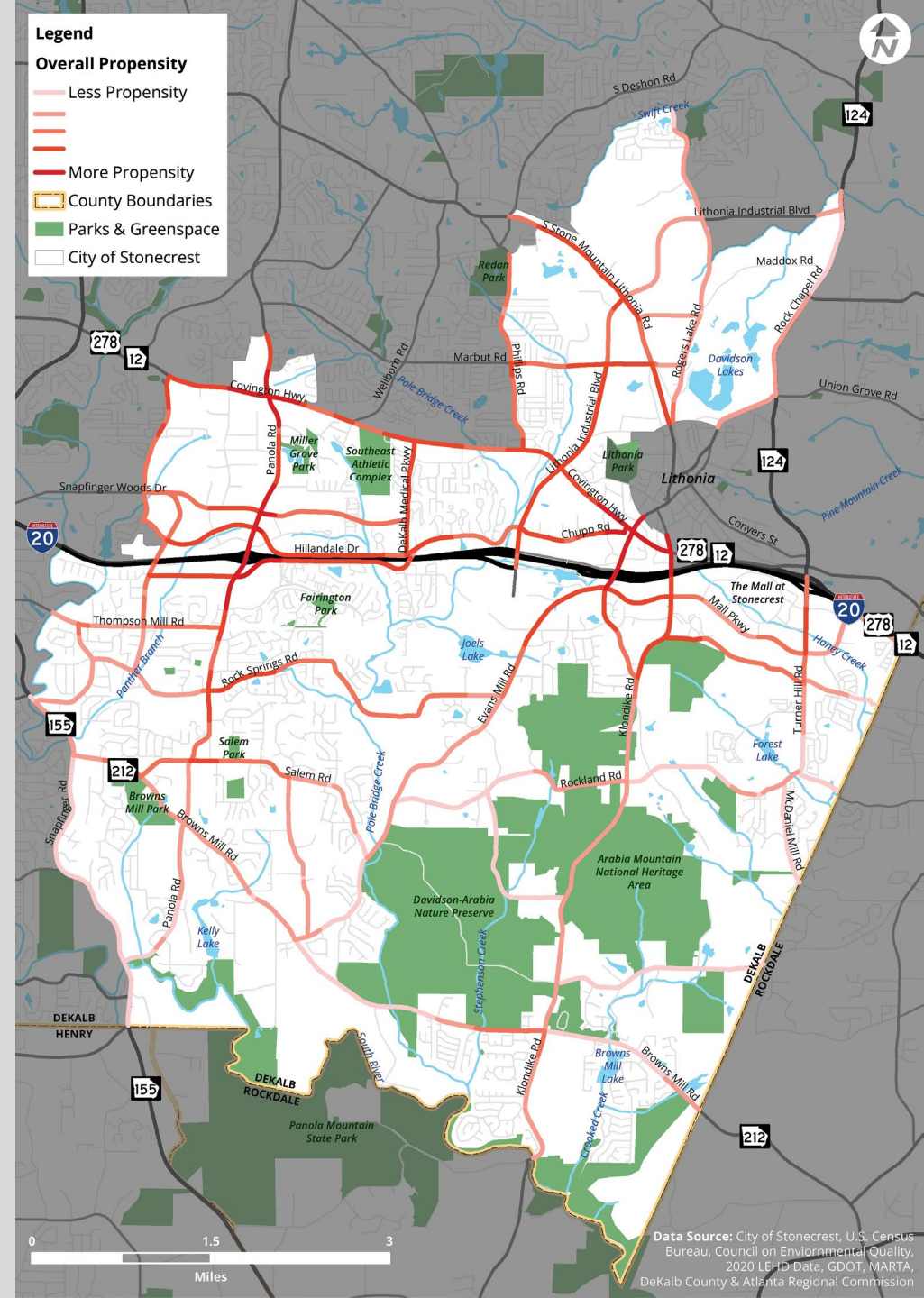


**Future Analysis**



# Composite Propensity Analysis

- Composite of results from all categories/combined scores
- Colors indicate relative likelihood for biking and walking
- Help point to areas of opportunity for improvement, future potential projects





# Engagement Activities

And What We've Heard





Pop Up Events  
7/15/23

Community Open  
House 7/25/23

Online Interactive  
Map (Round 1)

Community Open  
House 10/11/23

Online Interactive  
Map (Round 2)







# Community Pop-Ups

## July 15, 2023

Browns Mill Recreation Center



Arabia Mountain

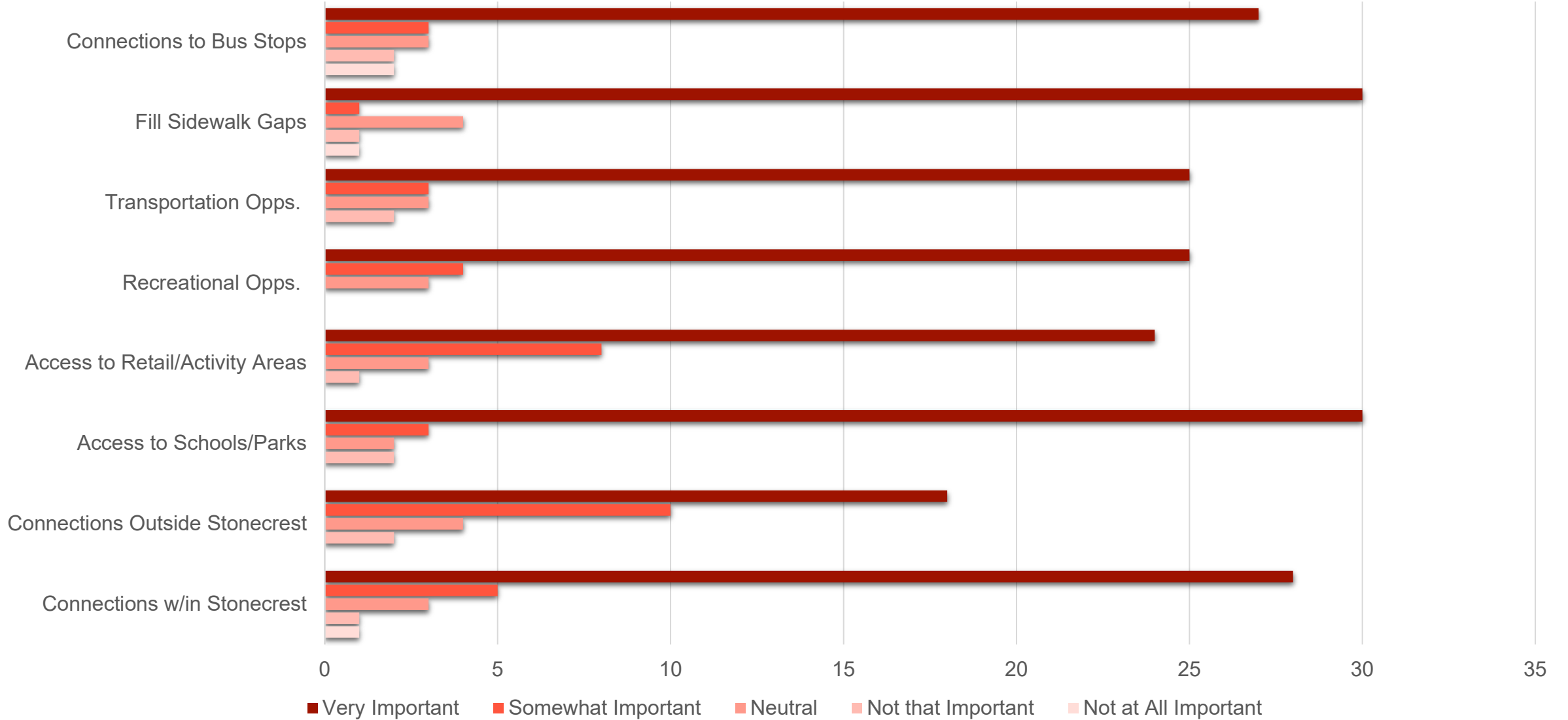






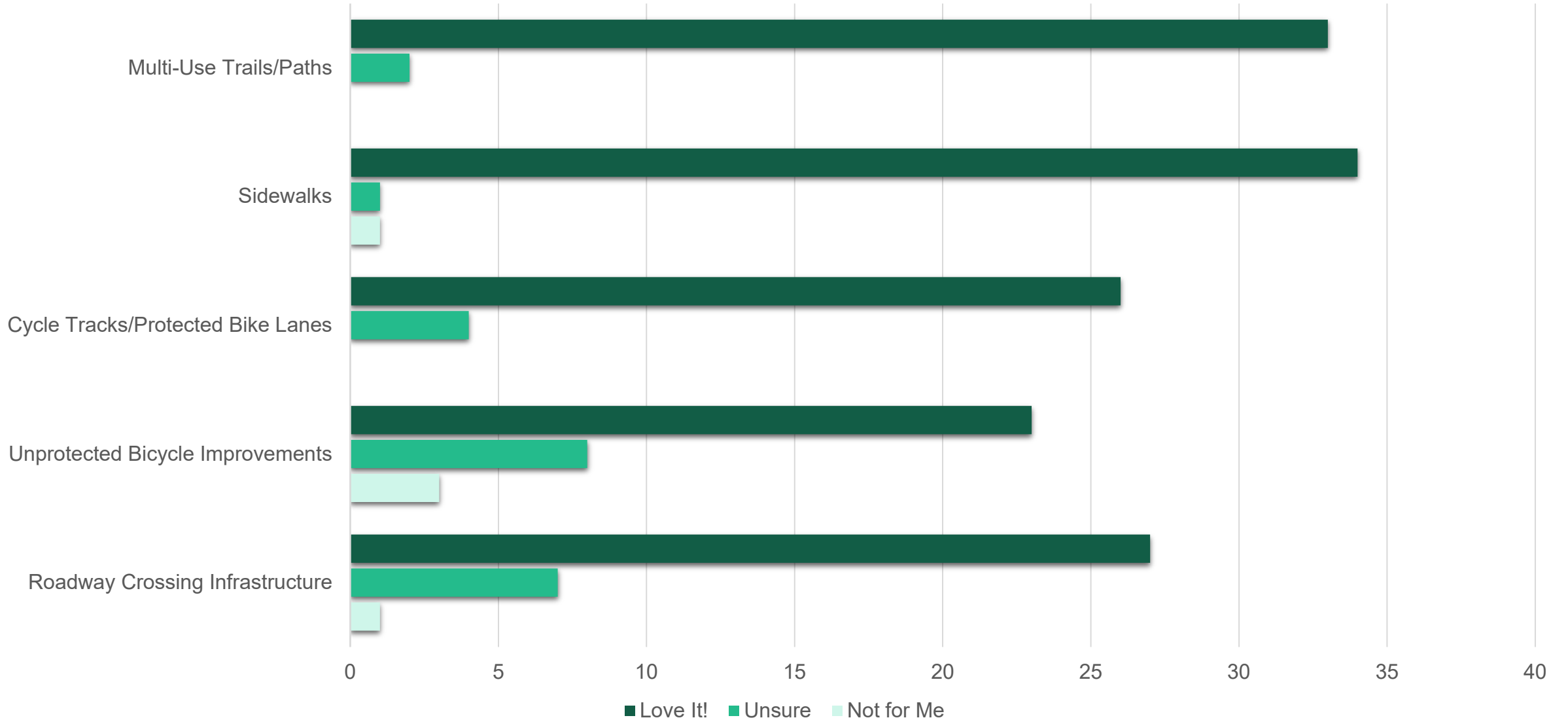


# Community Input: Priority Strategies





# Community Input: Preferred Facility Types



# Community Open House Map

## Stonecrest Bicycle, Pedestrian & Trail Plan

Community Open House | July 25, 2023



**Hillandale Dr:**  
Would like cycle tracks, bike lanes, or other bikeways

**Thompson Mill Rd:**  
Would like cycle track, bike lanes, or other bikeways

**Fairington Rd:**  
Would like cycle track, bike lanes, or other bikeways

**Panola Rd:** Would like cycle tracks, bike lanes, bikeways

**Browns Mill Rd:** Would like cycle tracks, bike lanes, or other bikeways

**Lithonia Industrial Blvd:**  
Would like multi-use trail

**Quarry Lake:**  
Would like big ledge rim trail

**Chupp Rd:**  
Need more sidewalk and street lights

Would like visitor's center/museum for Arabia Mountain at the **Mall**

**Mall Pkwy:**  
Would like cycle tracks, bike lanes, or other bikeways

**Evans Mill Rd:**  
Would like cycle tracks, bike lanes, or other bikeways

**Klondike Rd:**  
Would like cycle tracks, bike lanes, or other bikeways

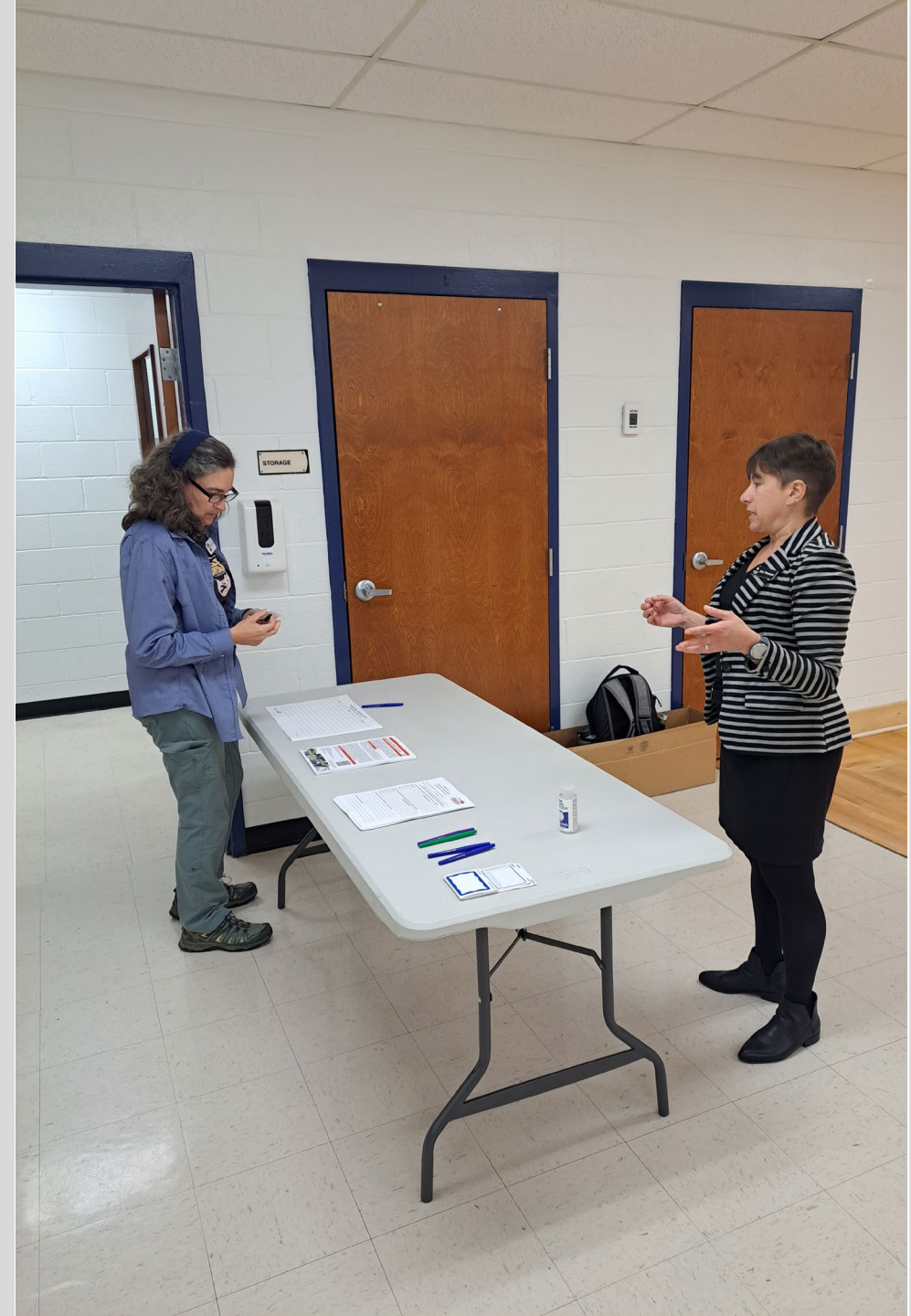




# Community Open House

October 11, 2023

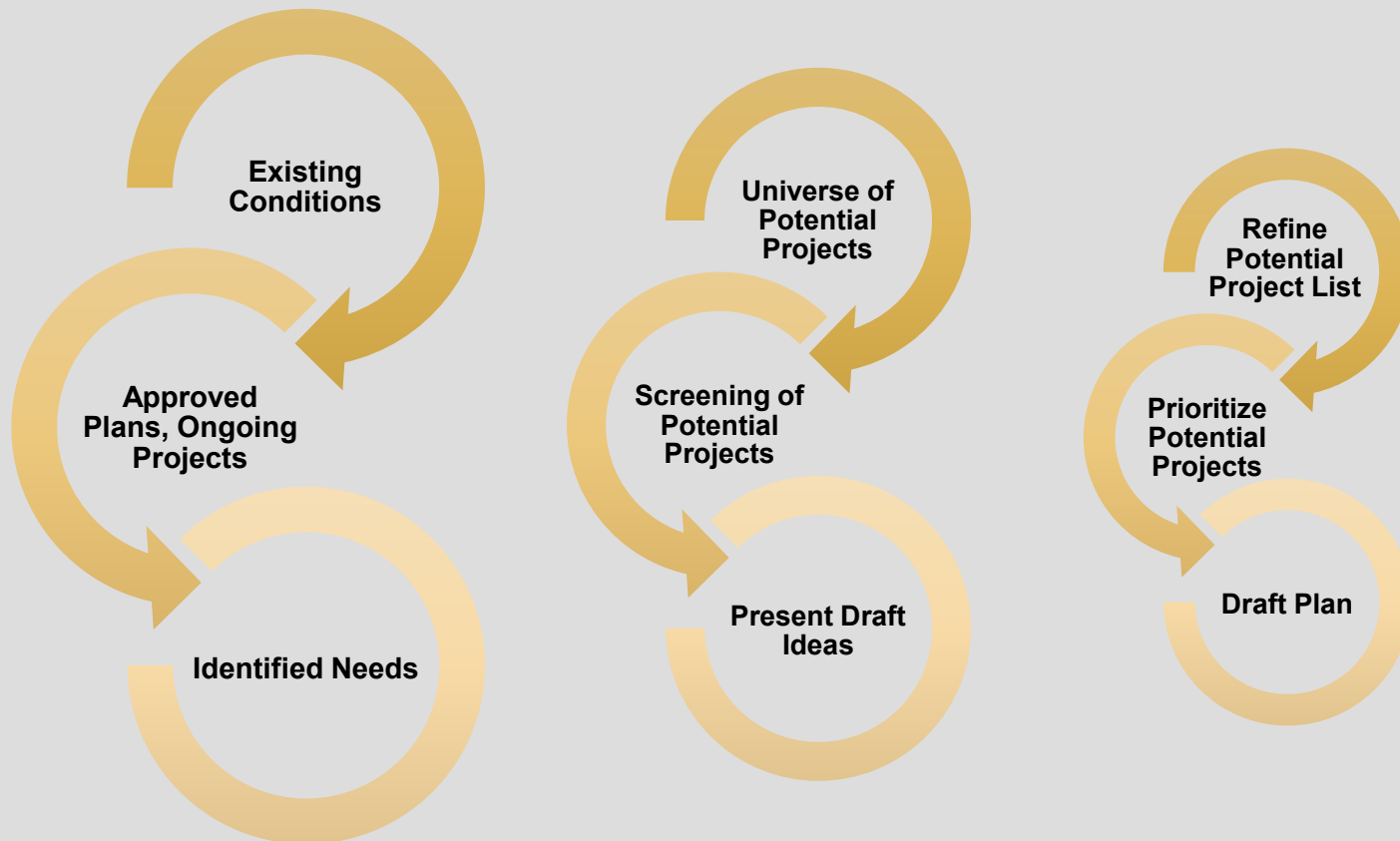
Browns Mill Recreation Center



# Draft Recommendations



# Project Identification Process



## Inputs

- Existing Conditions and Identified Needs
- Ideas from Prior Plans and Studies
- Desktop and Field Observations
- Input and feedback from City Staff, Community Members

## Key Needs

Missing Sidewalk

Lack of Connections to Bus Stops

Insufficient Road Crossings

Opportunities to Improve Trail Connections

Opportunities to Improve Pedestrian Safety





# Universe of Projects

## 158 linear projects

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

## 85 “spot” projects

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



*Note: this presentation reflects in-progress work as of mid-October. Potential projects described or shown here are DRAFT and subject to change based on feedback and comments from City and community.*

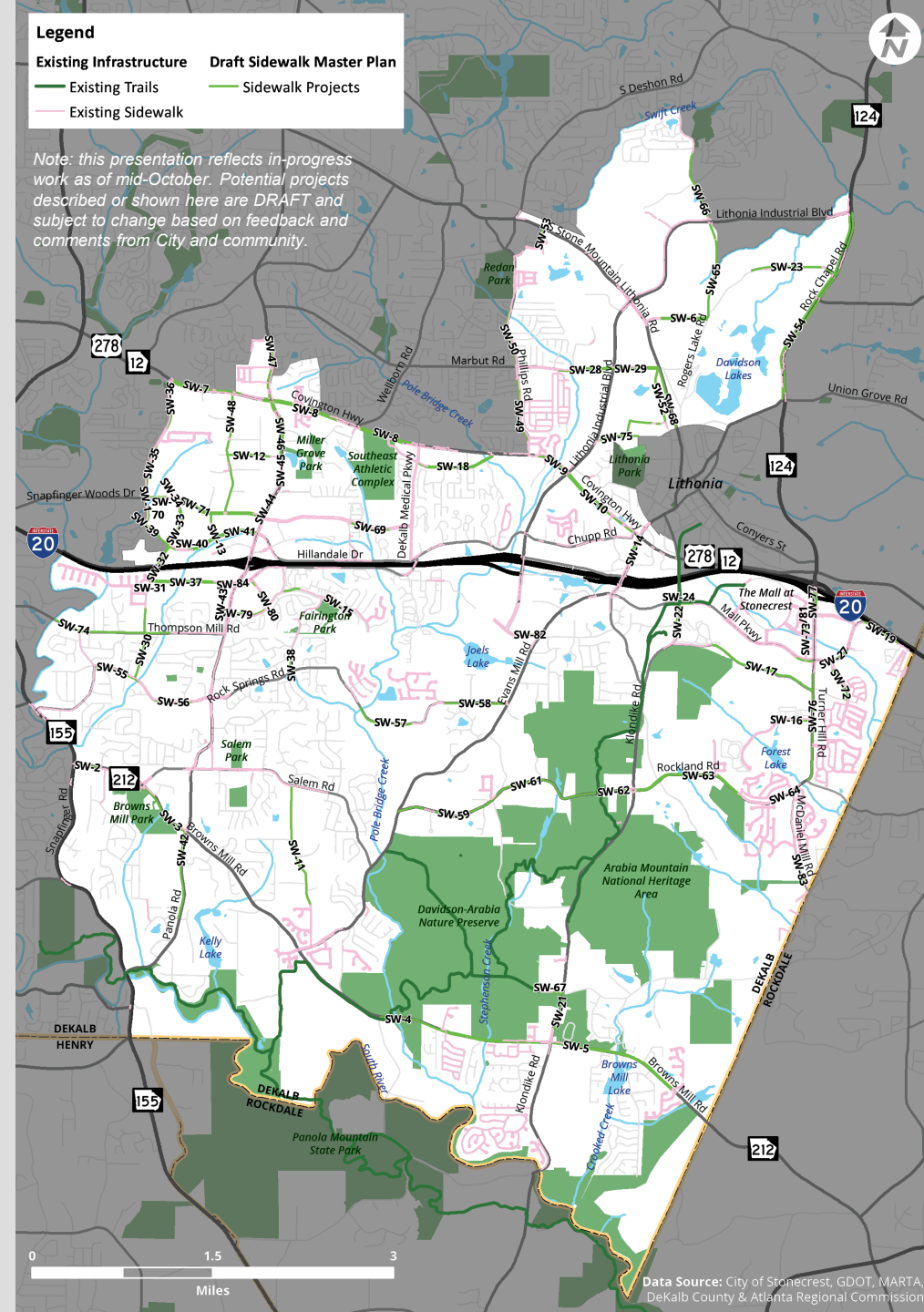
# Sidewalk Projects

- Filling Sidewalk Gaps
- New Sidewalks

**80 projects**  
**42+ miles**

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

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



# Sidewalk Projects

- Filling Sidewalk Gaps
- New Sidewalks



80 projects  
42+ miles

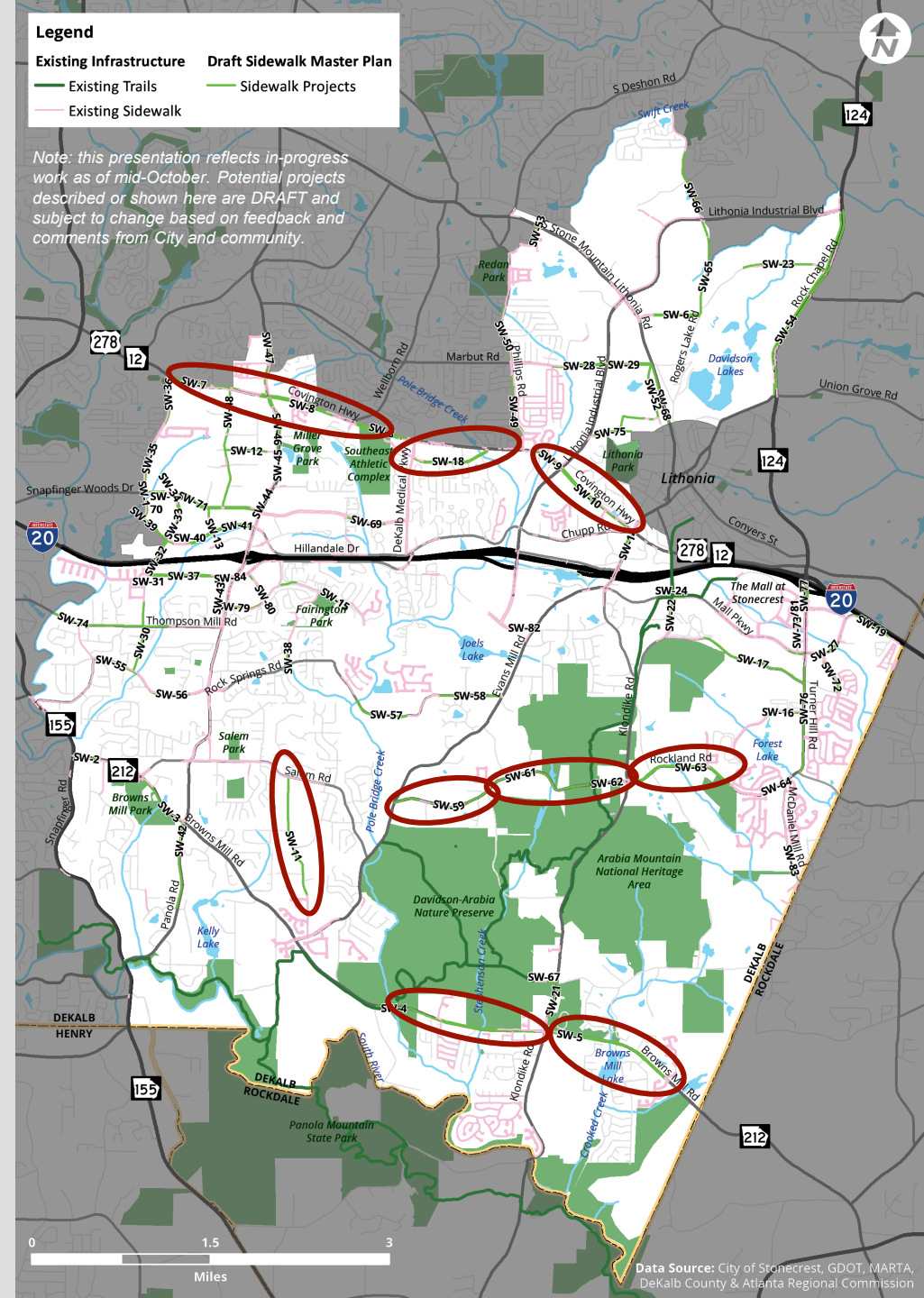
## EXAMPLE PROJECTS

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

**Legend**

<b>Existing Infrastructure</b>	<b>Draft Sidewalk Master Plan</b>
Existing Trails	Sidewalk Projects
Existing Sidewalk	

*Note: this presentation reflects in-progress work as of mid-October. Potential projects described or shown here are DRAFT and subject to change based on feedback and comments from City and community.*





# Bicycle/Trail Typologies

## Shared-Use Path

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

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



## Neighborhood Greenway

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

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



## Shared Lane Markings

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

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



## Buffered/Separate Bicycle Lane

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

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

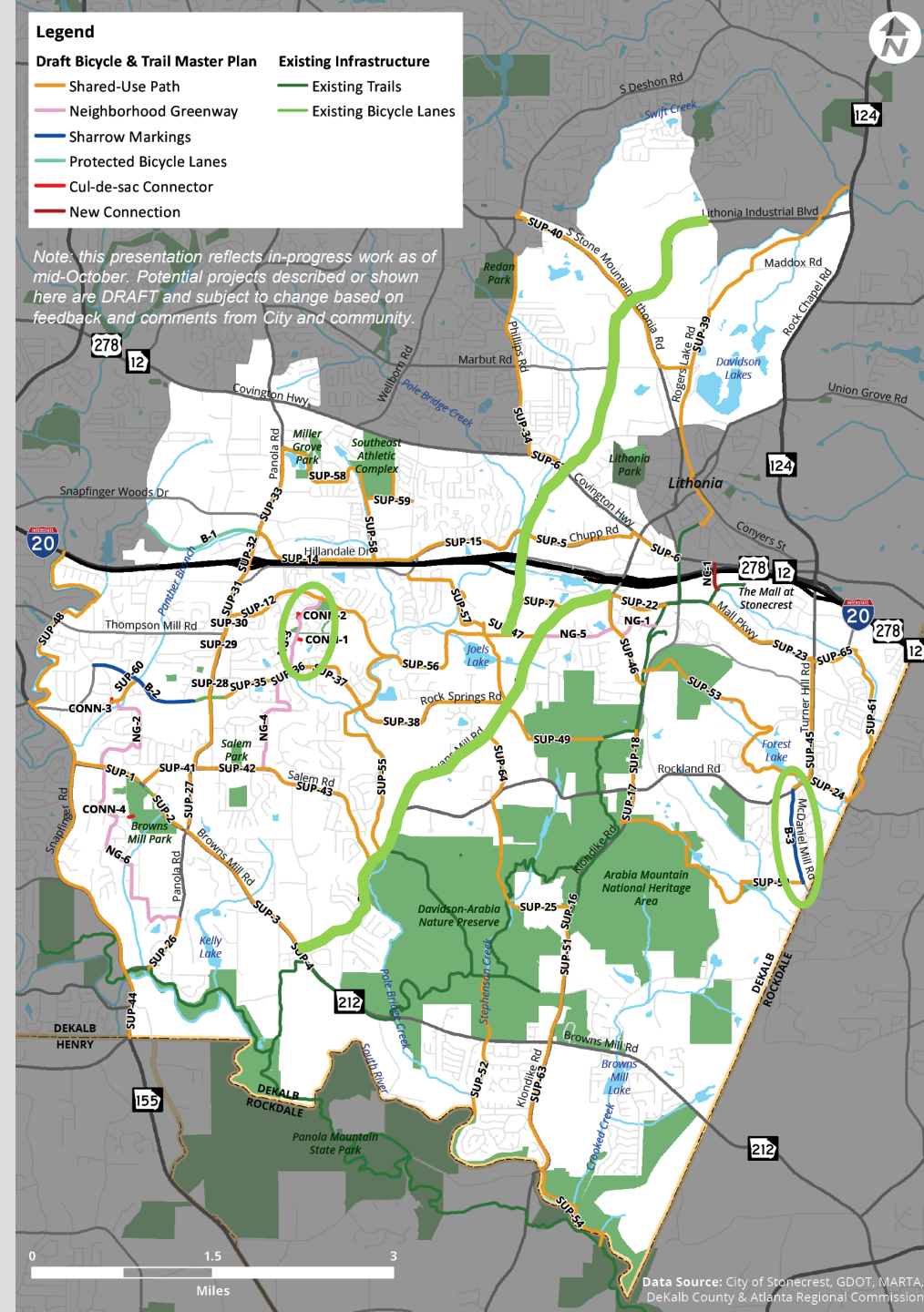


# Bicycle/Trail Projects

- Shared Use Paths – **64 miles**
- Neighborhood Greenways – **5.6 miles**
- Sharrows – **1.7 miles**
- Protected Bike Lanes – **1 mile**
- Cul-de-Sac Connectors – **4 connections**

## EXAMPLE PROJECTS

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





# Bus Stop Upgrades

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

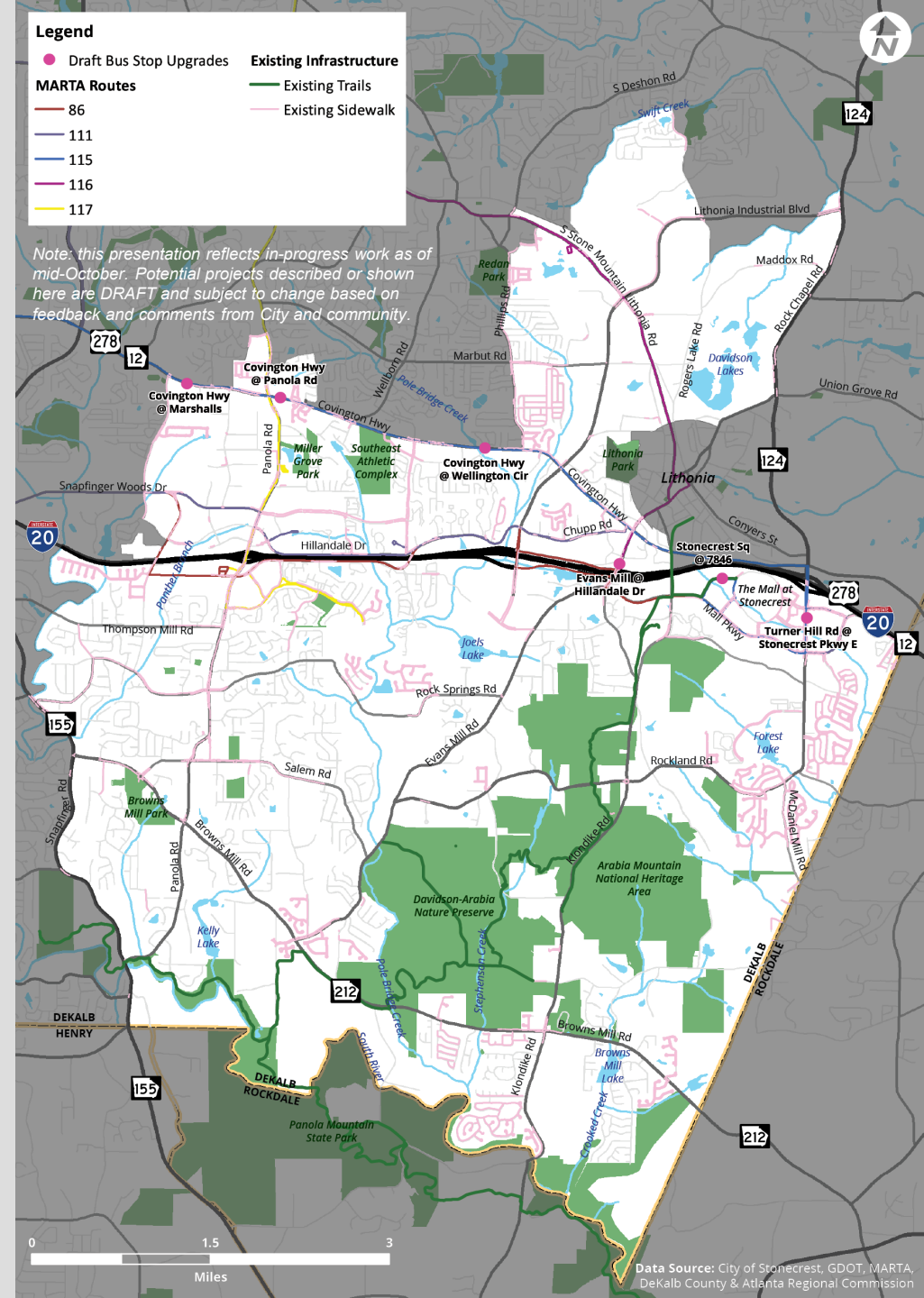
## Upgrade to Benches

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



## Upgrade to Shelters

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



# Midblock Crossings

## Pedestrian Hybrid Beacon (PHB)

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

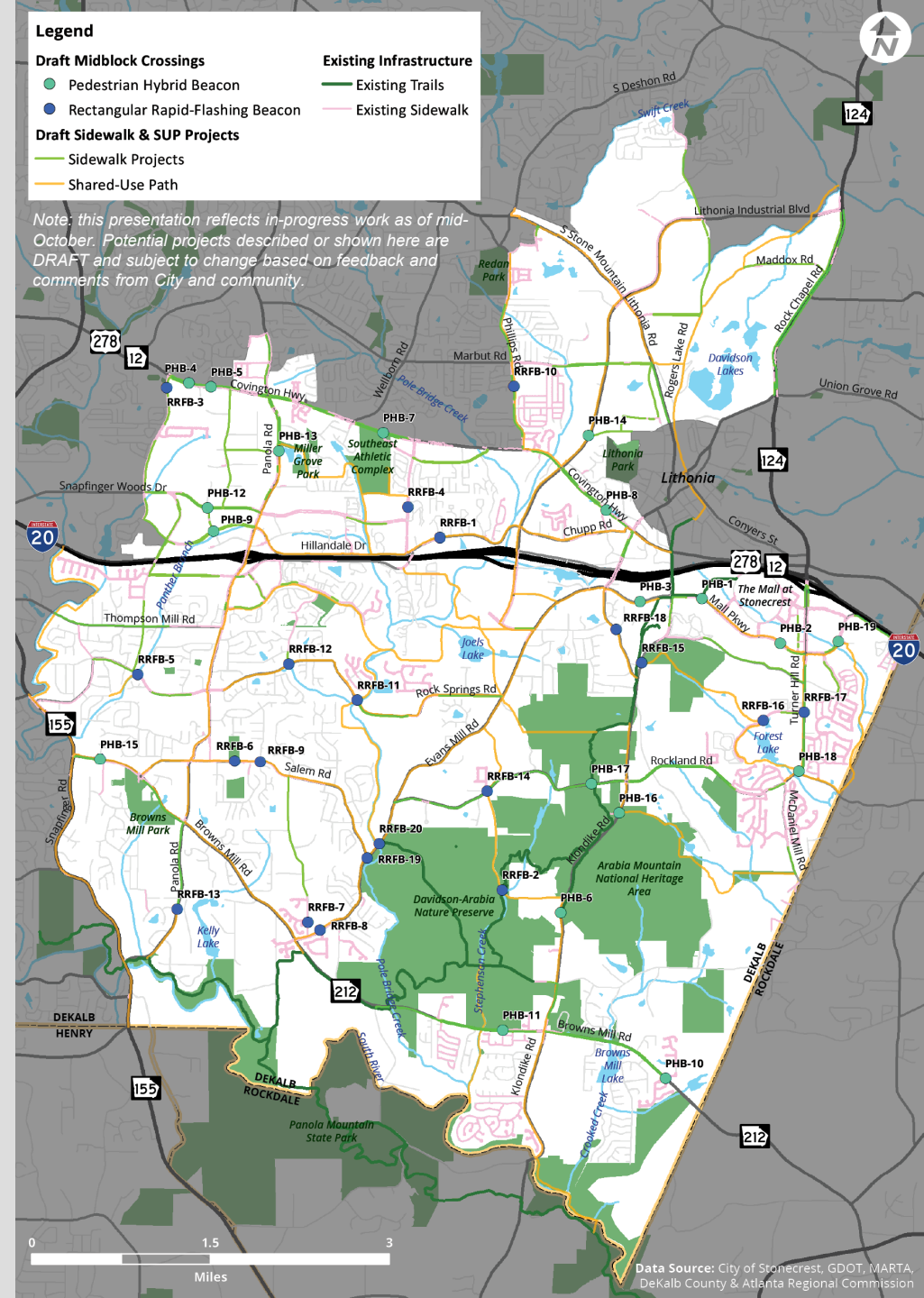
- Use for multi-lane crossings or roads with 35 MPH+ speed limit
- Effective on roads with 3+ lanes and 9,000+ AADT
- Include marked crosswalk, pedestrian countdown signals, and signage



## Rectangular Rapid Flashing Beacons (RRFB)

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

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



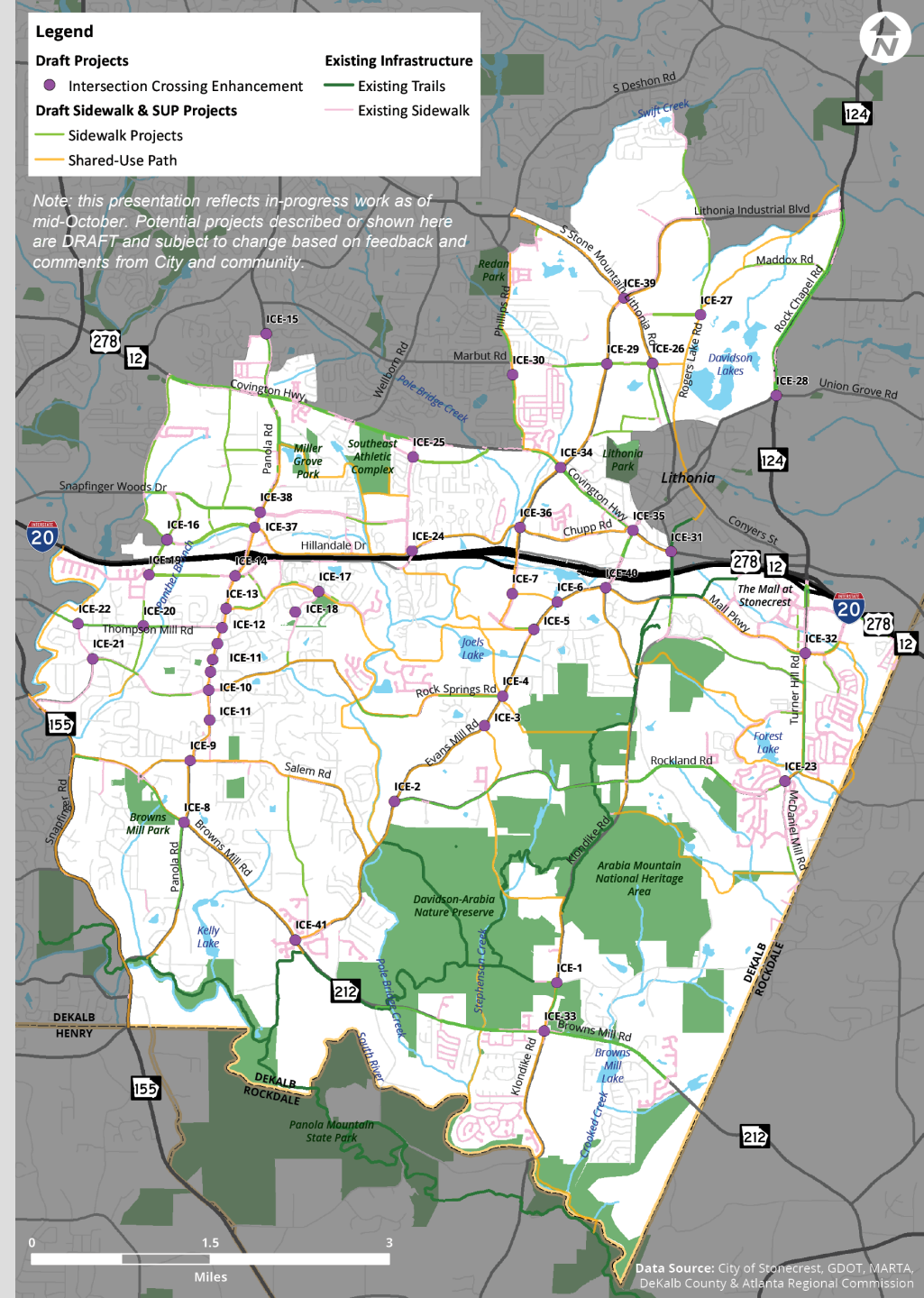


# Intersection Crossing Enhancements

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

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

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



# Other Complementary Facilities

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

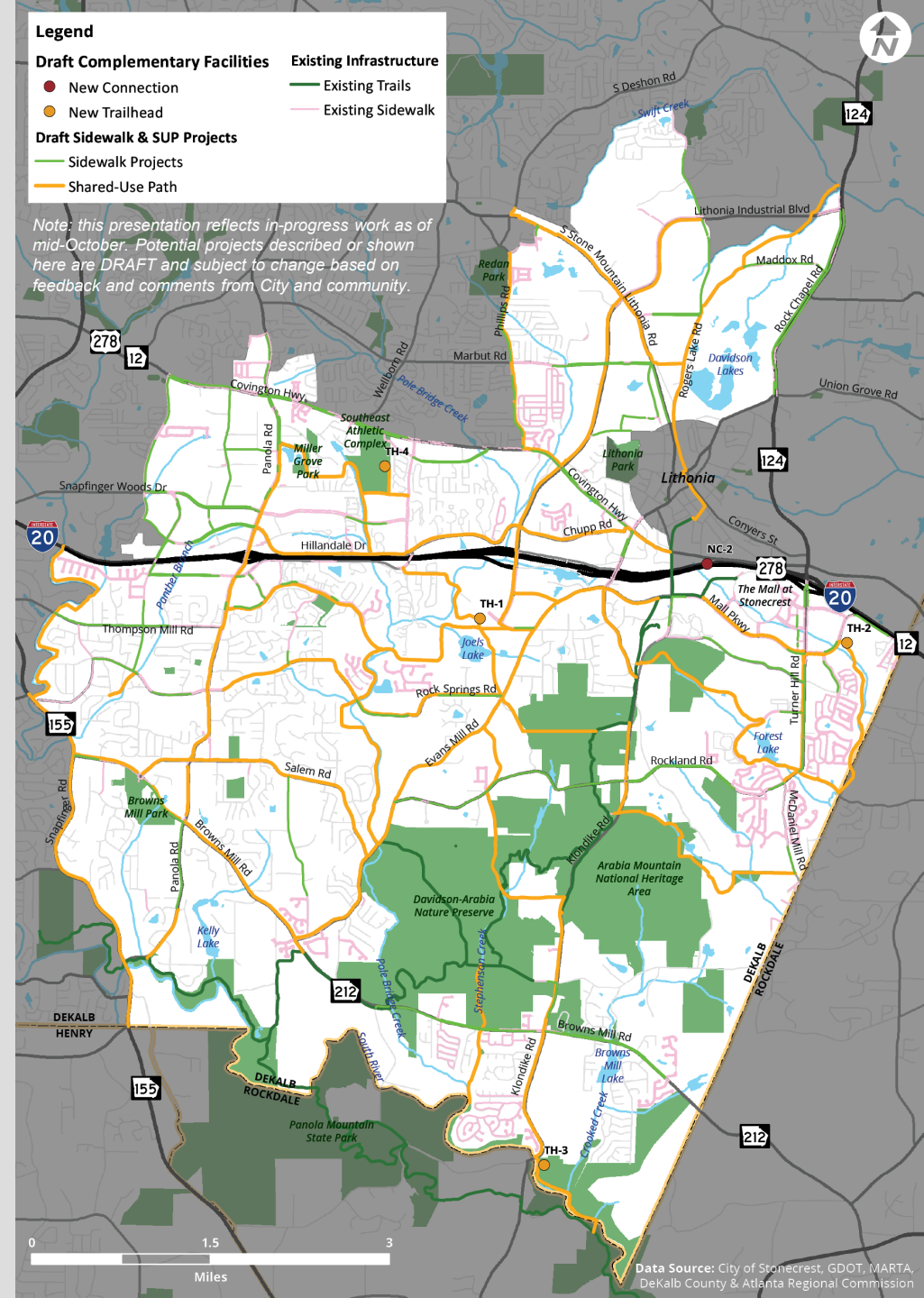
Trailheads can be of different scales and sizes, depending on their location and the facilities they connect to.

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



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

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





# Project Prioritization

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

**Project Readiness**

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

**Goals and Priorities**

**Community Needs**

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



# Next Steps

- City Council Work Session Presentation – 11/13
- Refine draft project list and plan based on comments
- Finalize cut-sheets for priority projects to support future funding and implementation
- Finalize Sidewalk Master Plan map and Trail Master Plan map
- Submit final plan for review and approval





# Thank You!

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