Trail Oriented Development
Agenda

1. Principles of first- and last-mile trail connectivity
2. Network connectivity
3. Corridor Design
4. Trailheads
Why does trail access matter?
Big Creek Greenway
ALPHARETTA, GA
Atlanta BeltLine
ATLANTA, GA
Trail access occurs at three scales:

- NETWORK
- CORRIDOR
- TRAILHEAD
Design the area’s active transportation network to support trail access
Network Connectivity

Network connectivity refers to the density and directness of the overall street grid.

GOALS OF THE STREET NETWORK

- **Direct Routes**
- **Redundancy**
- **Overcoming major barriers**
- **Connections to major destinations**
The 20-minute neighborhood

- Connected **street grid**, ideally with 300-600 foot block lengths
- **Connected bicycle network** featuring bikeways at least every half mile
- Convenient **connections to trails** and transit

Neighborhood Accessways

- Short trail segments between disconnected streets (e.g. cul-de-sacs) that enable more direct, lower-stress routes for people walking and bicycling
- Allow users to reduce out-of-direction travel and circumvent busier roadways
Connect Atlanta

- City of Atlanta’s 2014 Transportation Plan used the planned BeltLine loop as an organizing principle for its intown biking network
Swamp Rabbit Trail Extension

- City-led plan identified vital connections to and from the future trail and nearby destinations
- Connections include both existing streets to improve, and future streets to be constructed with trail-oriented development

Source: City of Greenville, Swamp Rabbit Trail Master Plan
Each corridor in the surrounding network should be designed as a complete street.
Corridor Design

Each corridor should be designed with adequate accommodations to connect people on foot and bike to the trail.

GOALS OF CORRIDOR DESIGN

Safety

Comfort
Bikeway Selection

- Use FHWA's *Bikeway Selection Guide* to determine the preferred type of infrastructure for the corridor.
Cycle Atlanta 1.0

- Took the network recommendations from *Connect Atlanta*, and assigned corridor schematics
- Plan was a technical report aimed at direct implementation
Atlanta BeltLine
ATLANTA, GA
Swamp Rabbit Trail Extension

- Priority connections were assigned conceptual schematics

Proposed cross section for Lowndes Down Road with bike lanes and sidewalks on both sides

Source: City of Greenville, Swamp Rabbit Trail Master Plan
Swamp Rabbit Trail Extension

- Priority connections were assigned conceptual schematics

Source: City of Greenville, Swamp Rabbit Trail Master Plan
Trailheads are the critical nodes that connect a trail to its community.
Trailheads

Trailheads without sufficient trailheads are like a limited access highway. Users cannot get on and off wherever they like, so the adjacent community doesn’t fully realize the benefits of the trail.

GOALS OF TRAILHEAD DESIGN

Connect to Street / Development
Universal Design
Support All Users
Information
Swamp Rabbit Trail Extension – Trailhead Planning

• Rail trails tend to have fewer natural access points because the rail corridors were originally designed to minimize conflict points.
• As a result, trailheads were proposed at all existing at-grade street crossings, and at new redevelopment sites.

Source: City of Greenville, Swamp Rabbit Trail Master Plan
**Paper Right-of-Way**

This access configuration is appropriate for the quieter neighborhood streets that currently dead-end near the trail.

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**Accessible Parking Lot**

Accessible parking lots are places where there is vehicle parking for trail users.

Source: City of Greenville, Swamp Rabbit Trail Master Plan
Stair Access

Accessible paths should be prioritized in establishing access to the trail. Stairs should only be added where there are other accessible options nearby.

Gated Access

Gated access may be required for residences and private offices.

Source: City of Greenville, Swamp Rabbit Trail Master Plan
Trails as Mobility Hubs

Ride-Hailing Services

A Passenger pick-up and drop-off area

Amenities

B Features that enhance sense of place

C Wifi availability for people who do not have data to access shared mobility services

D Public restrooms and water stations as appropriate

Parking and Charging Services

E Short-term bike parking

F Designated e-scooter parking

G Bikeshare parking and docks

H Weather protection for bike and micro-mobility parking

Priority Access

- Comfortable and continuous walkways
- Comfortable and continuous lanes or paths for bicyclists and others using devices like e-scooters
- Safe and frequent road crossings for people walking and biking

Source: City of Greenville, Swamp Rabbit Trail Master Plan
Successful trail access depends on a dense network of high-quality complete streets, connected to the trail via appropriately spaced trailheads.

Thank you!