Bicycle Infrastructure

1st of 2 presentations about Bike Infrastructure

This Month:
A Picture of Transportation and Infrastructure in Druid Hills

Next Month:
A Look at Cycling and Infrastructure Design

March 2018
Druid Hills
DHCA map

We’ll use this map to look at existing transportation infrastructure in DH.
Street maps also show urban planning design:
• subdivisions
• zoning
• neighborhood access

Street maps generally do not change over time.

This basic layout is what we have to work with in DH.

• 16 main entry / exit points for all DH transportation access
Druid Hills

Mass Transit

- 4 MARTA bus lines serve DH
- 1 MARTA rail station—East Lake station at the SE corner

Emory Cliff routes are not shown on this map, but all off-campus routes use the same streets as MARTA routes.
For transportation planning, water and rail are similar:

- You have to get over, under or around them

- Sometime they create corridors for pedestrian and bicycle travel.
Druid Hills

Parks

- Public Park
- Private but Open to the Public
- Private

Parks are destination points
Travel sheds are a useful design parameter for urban planning.

- Pedestrians will walk up to 1 mile to reach a destination
- Cyclists will ride up to 3 miles to reach a destination

If a given travel shed contains a neighborhood’s basic needs and destinations, then walking and cycling may be viable options for travel within the area. If mass transit is available within a given travel shed, then walking and cycling become viable options for travel throughout the city.
And many more: Museums, Performing Arts, DH Golf Club, Churches, Playgrounds, ...

For reference, walking distances:

- Emory Village to Druid Hills High School – 0.8 miles
- Emory Village to Fernbank Elementary – 1.1 miles
- Emory Village to Emory Point – 1.2 miles
- Emory Village to Paideia School – 1.4 miles
- Emory Village to Fernbank Museum – 1.5 miles
- East Lake Station to Emory Village – 2.3 miles
- East Lake Station to Sage Hill – 4 miles
Druid Hills

Streets (revisited)

Our ability to move around is dictated by this layout.

1-mile, 3-mile... walk, bike or drive – this is how you get there.

Urban Planning Definition: Streets vs. Roads

Road = the paved bit on which you drive.

Street = the full right-of-way, typically from sidewalk to sidewalk

Urban Planning Concept:

“Design streets as if they are the most important public spaces – because they are.”
Druid Hills

Sidewalks

- ADA Compliant
- Mixed - Some ADA Issues
- Poor or Unsafe Condition
- No Sidewalk

• Sidewalks in DH are showing their age.

• Few are fully compliant with the American Disabilities Act (ADA).

• Several areas of DH have no sidewalks at all.

• Sidewalk access to Fernbank Elementary is especially poor.

• Estimated $200M backlog of sidewalk repairs in Atlanta* – expect no change in our sidewalks any time soon.

*reference: PEDS, 2018
• Very little bicycle infrastructure currently exists within DH.

• One protected bike lane on one side of a street.

• Newly completed trail at Emory Clairmont Campus will connect to Toco Hills library & existing Mason Mill / Medlock trail network.

• Deepdene “Promenade” along Ponce was intended as a pedestrian walkway, but quickly became used as a protected multi-use trail.
“Cycle Atlanta” is a bicycle route data collection app developed jointly by GA Tech & the Atlanta Bicycle Coalition (ABC).

- Collected data is slanted heavily toward Atlanta.
- Although slanted, still informative for visualizing cycling patterns in DH (map center).
Surrounding Bike Infrastructure

DH shown in map center (black).

Potential connections:
- Beltline & downtown Atlanta
- Decatur
- Candler Park
- Toco Hills
- Mason Mill & Oak Grove
- Point on Scott
- Virginia Highlands
- Morningside
- Executive Park & Brookhaven
- Lindbergh & Buckhead

Next Month:
A look at cycling & infrastructure design