

WELCOME!



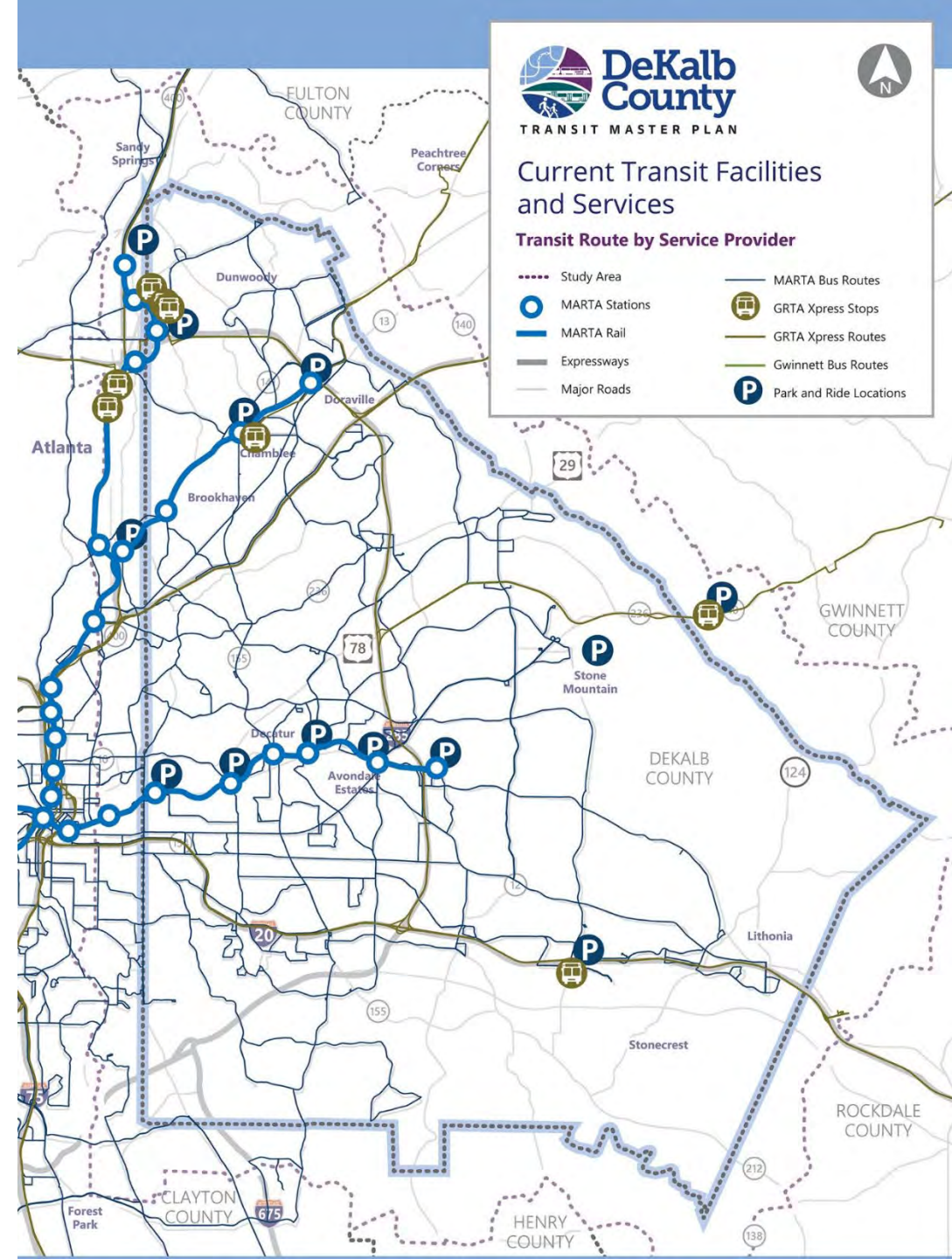
**DeKalb
County**

TRANSIT MASTER PLAN

PROJECT SHARE

DeKalb County Transit Master Plan

- **Owners:** Atlanta Regional Commission & DeKalb County
- **Partners:** MARTA & all DeKalb municipalities
- **Consultant(s):** VHB, WSP, The Collaborative Firm, Sycamore Consulting, Bleakly Advisory Group, Cincar Consulting Group, & Corporate Environmental Risk Management
- **End Date:** June 2019
- **Website:** www.DeKalbTransitMasterPlan.com
- **Key Contacts:**
 - Lori Sand, ARC (The ATL), lsand@ATLtransit.ga.gov
 - Grady Smith, VHB, gsmith@vhb.com



Goals



Live, work, play and use transit



Make sure thriving and emerging areas have transit service

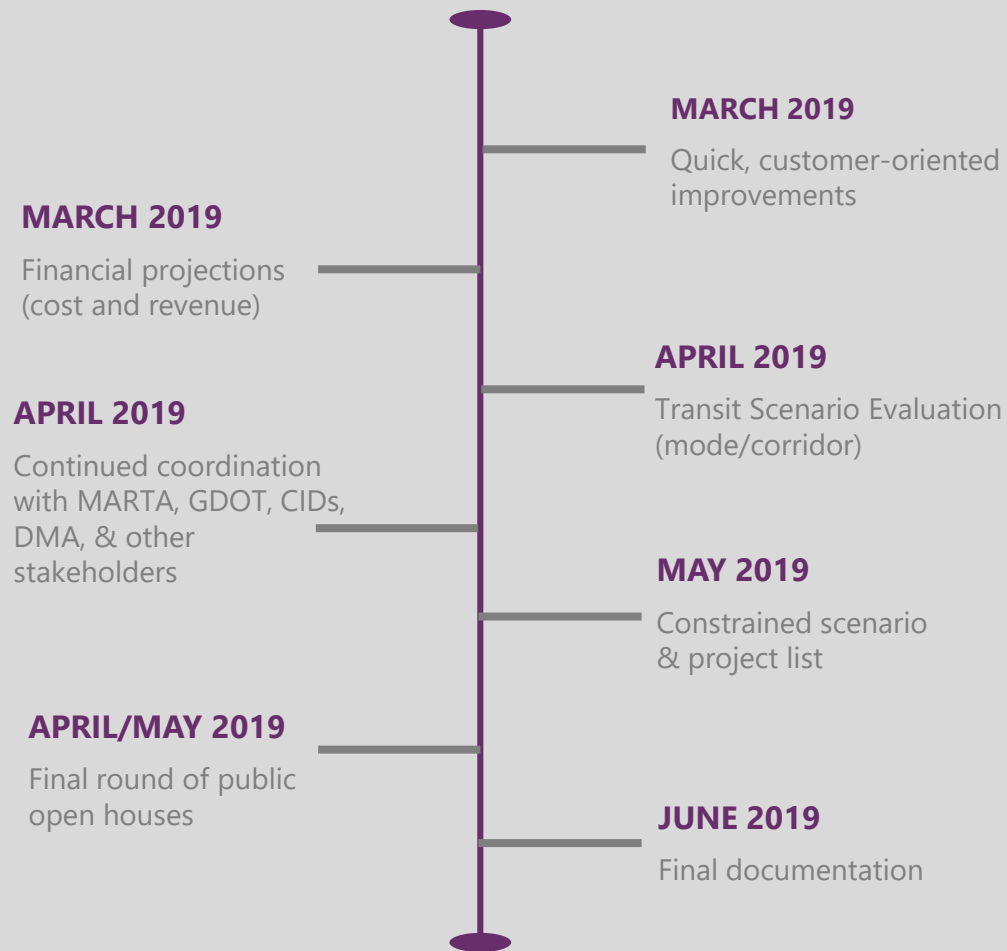


Ensure that the transit vision is affordable and effective



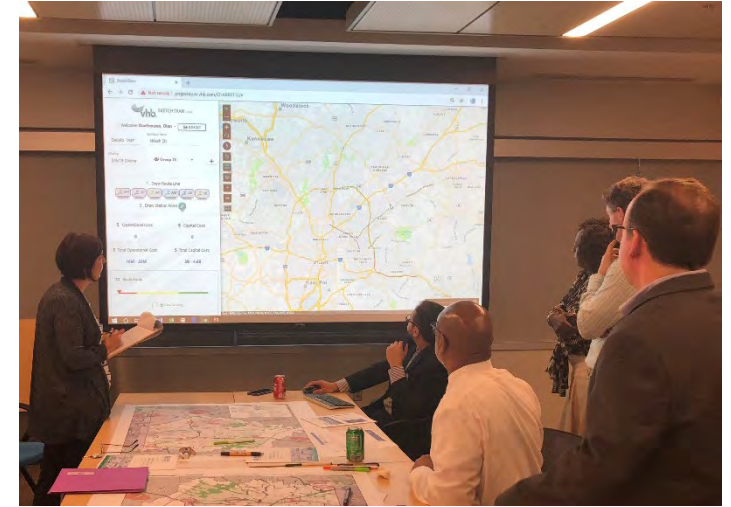
Make sure transit is available for everyone

Timeline/Major Tasks



Major Opportunities and Challenges

- Belief that transit investment has been disparate between the northern and southern parts of the County
- Attitudinal differences regarding transit investment between the northern and southern parts of the County
- Education on modes/stigma related to bus use
- Historical context of I-20 corridor rail investment
- Lack of land use intensity/density to support transit modes
- Existing funding can not support transit expansion
- Balancing desire for transit investment versus limited funding
- Changing landscape of transit funding and governance
- Unknown impacts of Gwinnett County potentially joining MARTA



Major Outcomes

- Stakeholder trip to Minneapolis
- Understanding of DeKalb County sales tax revenue projections
- Understanding of impacts of HB 930 on MARTA Act and DeKalb County
- Development of a universe of transit improvement projects with cost projections
- Equity analysis of investment
- Deepening of understanding of historical decision making
- Education on different modes and contribution to regional definition of modes (BRT versus ART)
- Strengthening the collaboration between DeKalb County and its municipalities



Key Coordination Opportunities

- Bringing land use and economic development specialists together
 - Consultant team
 - Charrette
- Having stakeholders join the DeKalb County staff
- Aligning DeKalb County municipalities, stakeholders, and general public transit vision
- Understanding how to input projects into the ATL's Regional Transit Plan
- Significant hands on involvement of elected officials and MARTA Board appointees
- Strengthening the collaboration between DeKalb County and MARTA





ATLANTA REGIONAL COMMISSION

REGIONAL TRANSPORTATION PLAN UPDATE

ATL REGIONAL TRANSIT PLAN

ATL WORK PROGRAM

Regional Transportation Plan Update

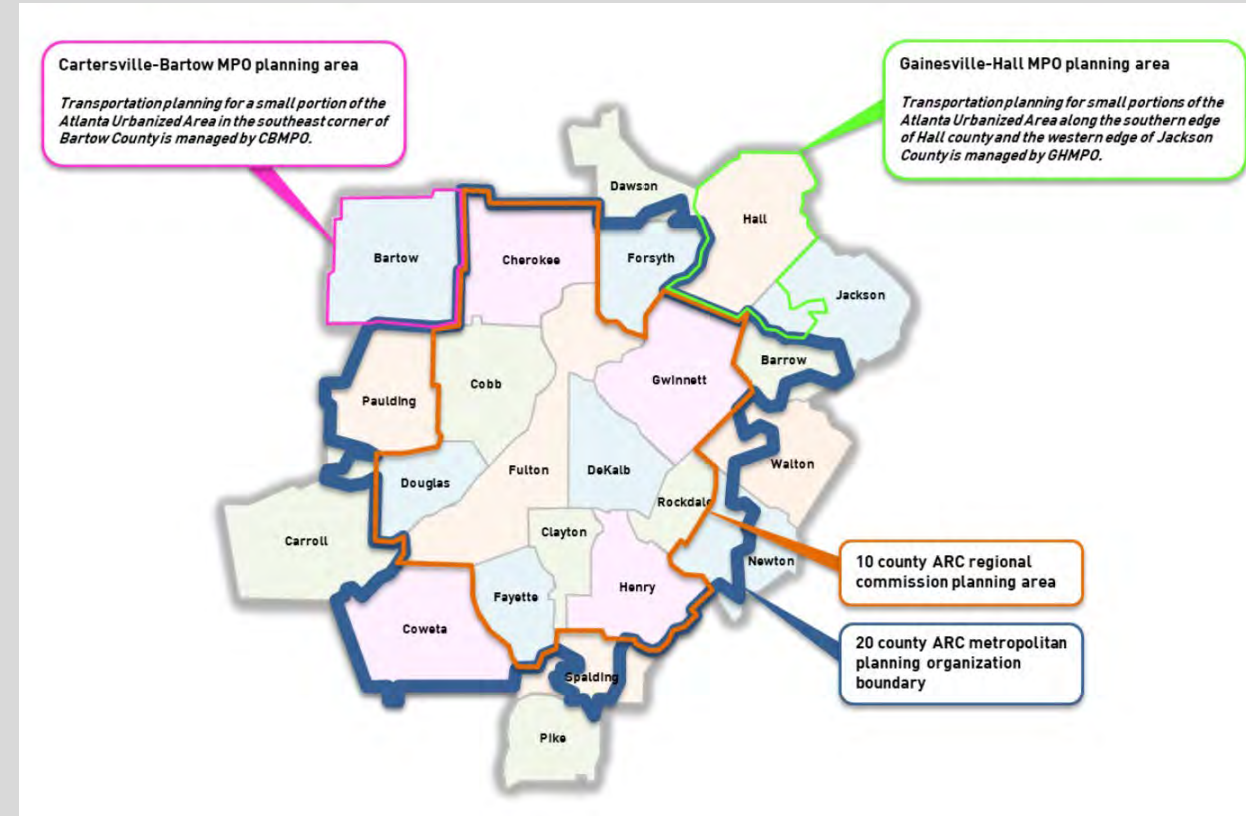
- **Owner(s):** Atlanta Regional Commission
- **Partner(s):** All member jurisdictions and local, regional and state agencies within the ARC region
- **End Date:** Q1 2020
- **Website:** <https://atlantaregional.org/transportation-mobility/transportation-planning/regional-transportation-plan/>
- **Key Contact(s):** David Haynes, ARC dhaynes@atlantaregional.org



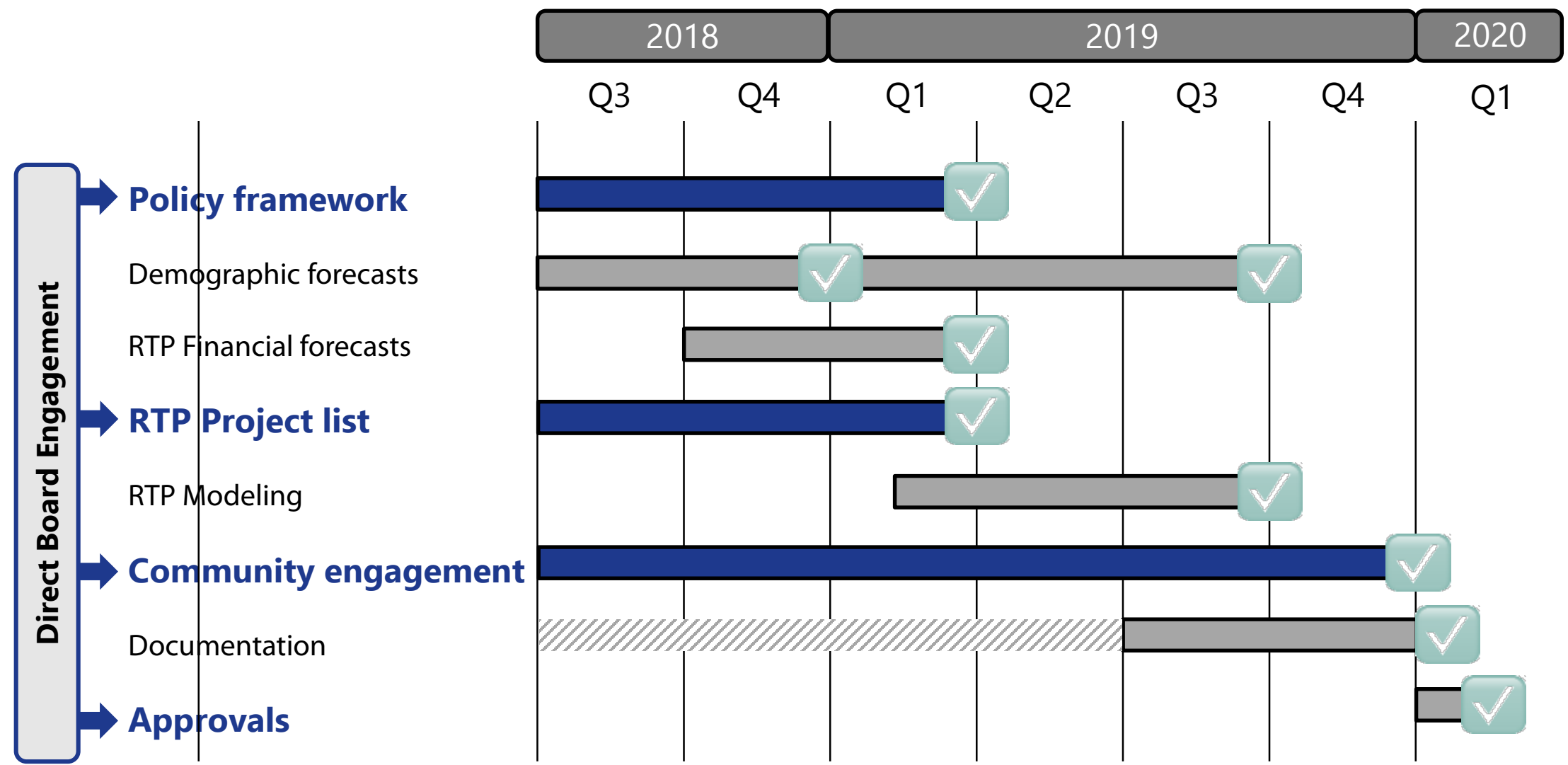
**Extending the Plan Horizon to
2050**

Goals

- **Update the Atlanta Region's Plan which was last updated in 2016, extending the horizon from 2040 to 2050**
- **Develop a fiscally constrained, 20+ year plan that includes a 3 year TIP, and addresses mobility, is multi-modal, addresses safety, considers the environment, and addresses economic development needs in the region.**
- **Increase the link between transportation and land use**



PLAN UPDATE MILESTONES



Major Opportunities and Challenges



Aging of the Population



Climate Change Regulations



Autonomous Vehicles



Spatial, Racial and Economic Equity



Port Traffic



Water Supply



Intelligent Infrastructure & Technology



Ridehailing Services



Transportation Finance Structure

Key Coordination Opportunities

- Regional Engagement:
 - A series of “future trends” community workshops
 - Board and policy maker discussions
 - Youth outreach – middle school, high school, college
 - Community education
 - Social media shareable content
 - What’s Next ATL podcast features
 - Blog posts & research features
 - Civic Dinners
 - Incorporation into other ARC planning efforts

THE ATLANTA REGION'S PLAN

3 Online Surveys
16,500 responses

455 participants in a series of Community Conversations

5 Equity/Building Opportunity Workshops **450** participants

360 participants in a series of Policy Leader Discussions

Series of Millennial Advisory Panels & Civic Dinner Parties **300** participants

6,300 **2 Metro Atlanta Speaks Polls** responses

ENGAGING THE COMMUNITY IN THE ATLANTA REGION'S PLAN

Total interactions with people **25,000+**

outreach materials were translated for public accessibility

Chinese
English
Korean
Spanish

Weekdays
Weeknights
Weekends



20+ counties

Range of demographics, with fair to strong representation in all age, race and gender groups



Online (self-select) survey, random telephone survey, group dialogs, individual interviews, panel discussions, forums, workshops, dinner parties, public meetings



THE REGION'S PLAN VISION



Atlanta is one of the world's most dynamic metropolitan areas, competing globally on the strength of our diverse population, robust economy, myriad cultural assets and attractive lifestyles. We will 'win the future' through intensive collaboration that honors and leverages the uniqueness of our communities.

ATL Regional Transit Plan

- ▶ **Owner(s):** Atlanta-region Transit Link Authority
- ▶ **Partner(s):** Atlanta Regional Commission, Transit Operators and Local Govt's within the ATL region
- ▶ **Consultant(s):** Cambridge Systematics
- ▶ **End Date:** Fall 2019
- ▶ **Key Contact(s):** Lori Sand
lsand@atltransit.ga.gov





REGIONAL TRANSIT PLAN: GOVERNING PRINCIPLES FOR ATL PRIORITIZATION

Economic Development and Land Use

Creates or enhances connectivity and access to job centers, activity centers and economic centers in line with the Unified Growth Policy (UGP)

Environmental Sustainability

Offers new or enhanced services as alternatives to SOV travel, and promoting the use of alternative fuels to build environmentally sustainable communities

Equity

Provides new or expanded service to and from low and moderate income areas to improve connectivity and focusing on investments that better enable people to meet their day-to-day needs

Innovation

Uses innovative solutions to improve rider experience, fare collection, cost savings, integration with transit alternatives etc.

Mobility and Access

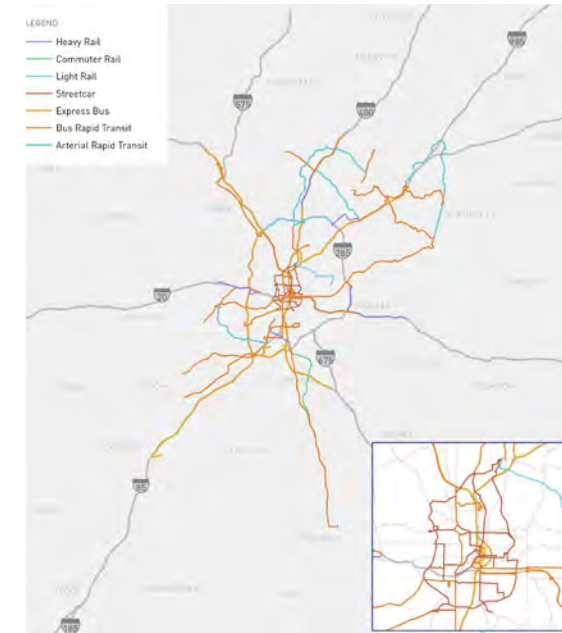
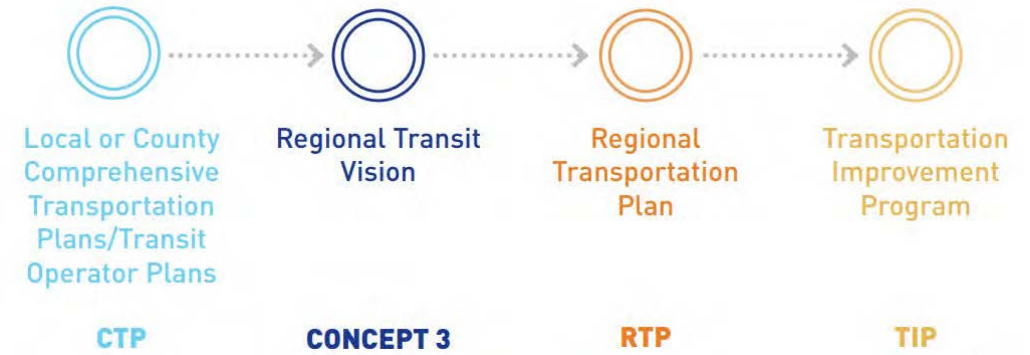
Connects population centers, employment, recreation, using cross-jurisdictional services to create regional connectivity

Return on Investment

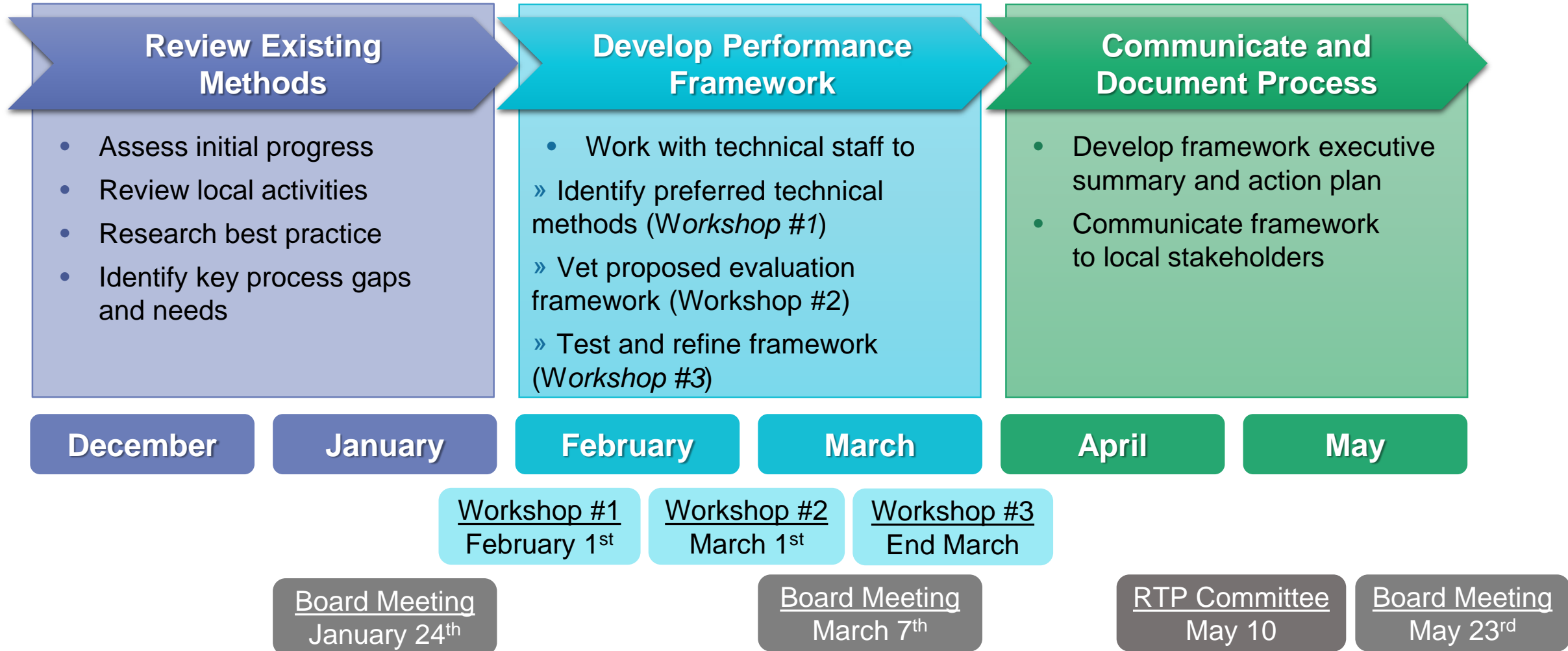
Ensures that project financing plans are feasible and sound and promotes cost-efficient alternatives for new or enhanced service that enable regional economic opportunity and growth

Major Opportunities and Challenges

- ▶ Developing a planning process that integrates seamlessly with the existing regional planning process
- ▶ Ensuring the project evaluation process supports and is supported by ARC's Concept 3, The Regional Transportation Plan and the TIP
- ▶ Availability of a bottom-up planning approach building on local planning processes such as the Fulton County TMP, Connect Gwinnett, DeKalb County TMP, and others
- ▶ Availability of regional project evaluation processes such as the TIP Cookbook



REGIONAL TRANSIT PLANNING PROCESS SCHEDULE



In consultation with the MPO (ARC), the ATL will develop, annually review, and periodically amend, a Regional Transit Plan that lists and prioritizes transit projects within the region.

- ▶ The Regional Transit Plan will serve as the official list of transit projects that are:
 - eligible for consideration for inclusion in the 6-year TIP or the long-range RTP, managed by ARC;
 - eligible for inclusion on potential public referendum project lists for funding thru any Transit TSPLOST

- ▶ The Regional Transit Plan will include at a minimum:
 - 1) All projects funded with either state or federal transit funds; and
 - 2) “Regionally significant” transit projects that meet the federal definition

- ▶ The ATL will coordinate regional transit policies and standards to further the goal of a more seamless, unified transit network in the region; examples include technology applications, standard mode definitions and fare payment systems

ATL Work Program

- ▶ **Owner(s):** Atlanta-region Transit Link Authority
- ▶ **Partner(s):** Atlanta Regional Commission, Transit Operators and Local Govt's within the ATL region
- ▶ **Consultant(s):** Varies
- ▶ **End Date:** Varies
- ▶ **Key Contact(s):** Lori Sand
lsand@atltransit.ga.gov



A UNIFYING ENTITY FOR
THE ATLANTA REGION THAT
ENSURES COORDINATED
TRANSIT PLANNING AND
FUNDING, AND INCREASED
TRANSPARENCY



ATL Work Program

- ▶ Regional Transit Planning Process Development / First Regional Transit Plan
- ▶ Standing Up ATL Working Groups & Touchpoints with ARC/Regional Operators
- ▶ Creation of Regional Transit Policies (Technology, Mode Standards, Fare Structures)
- ▶ Continued work on ATL Branding in Region (Xpress Service branding)
- ▶ ATL Audit and Annual Report
- ▶ ATL assistance on various regional transit initiatives

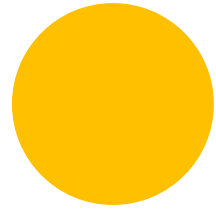
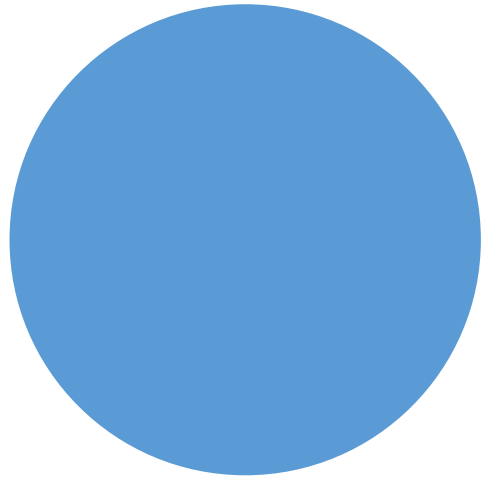
And most importantly...

- ▶ ***ATL coordination with local elected officials in Regional Transit Planning Process***



DEKALB COUNTY

2035 COMPREHENSIVE PLAN



DeKalb County 2035 Comprehensive Plan

Overview and Projects

March 2019

Purpose of the DeKalb County 2035 Comprehensive Plan

Adopted February 14, 2017

Establish

Establish goals, guidelines, and policies to achieve sustainable growth for the next 30 years

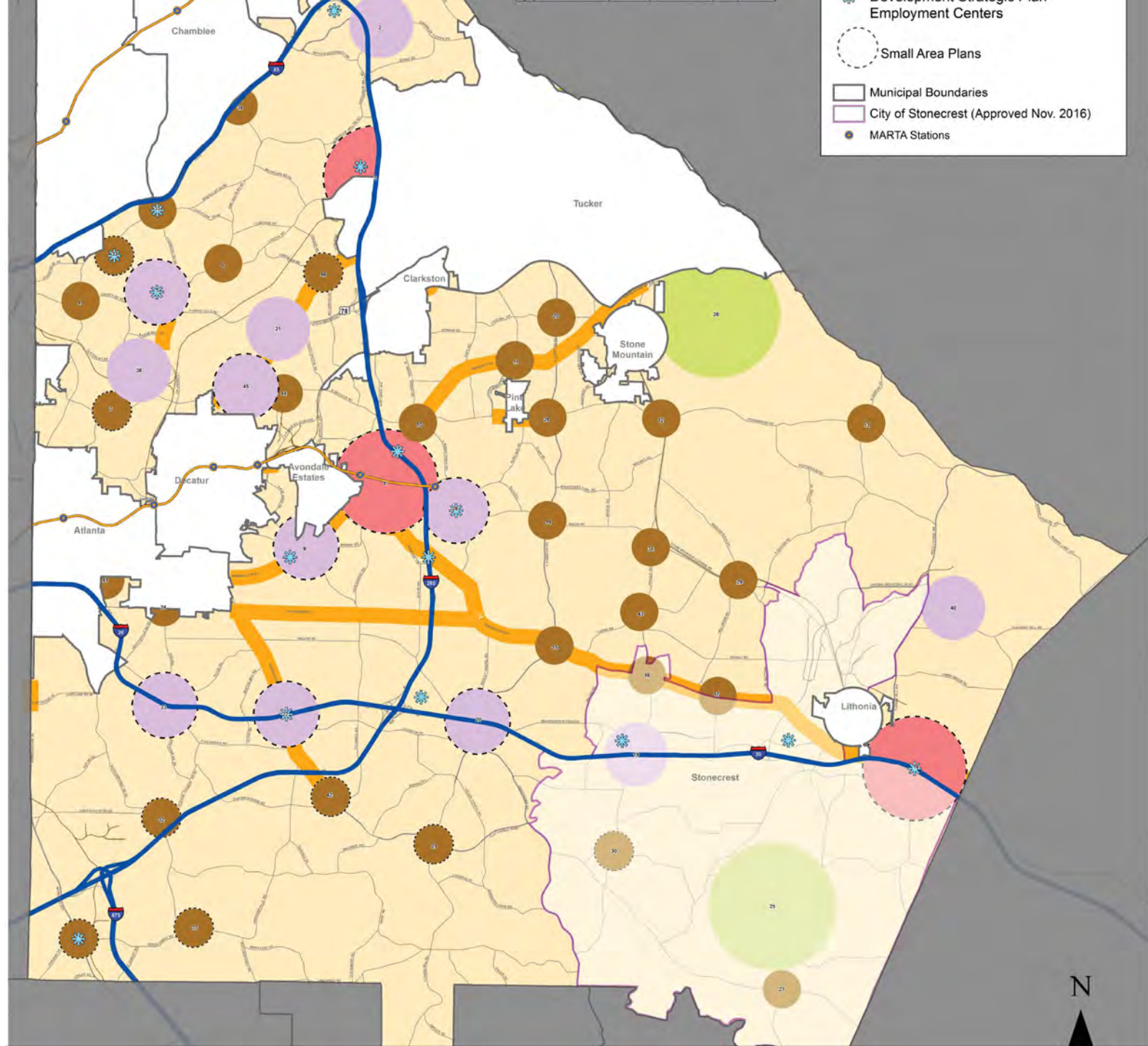
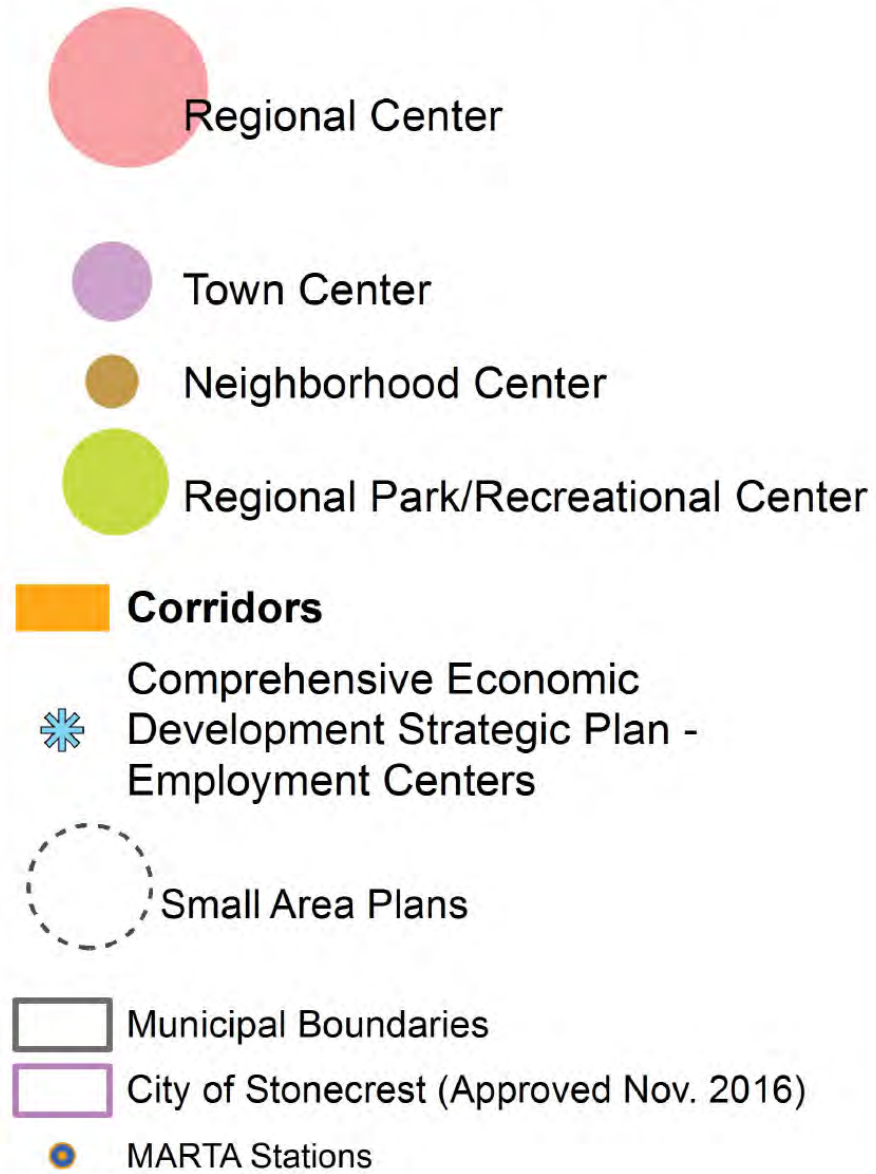
Provide

Provide a roadmap for the County's future

Help

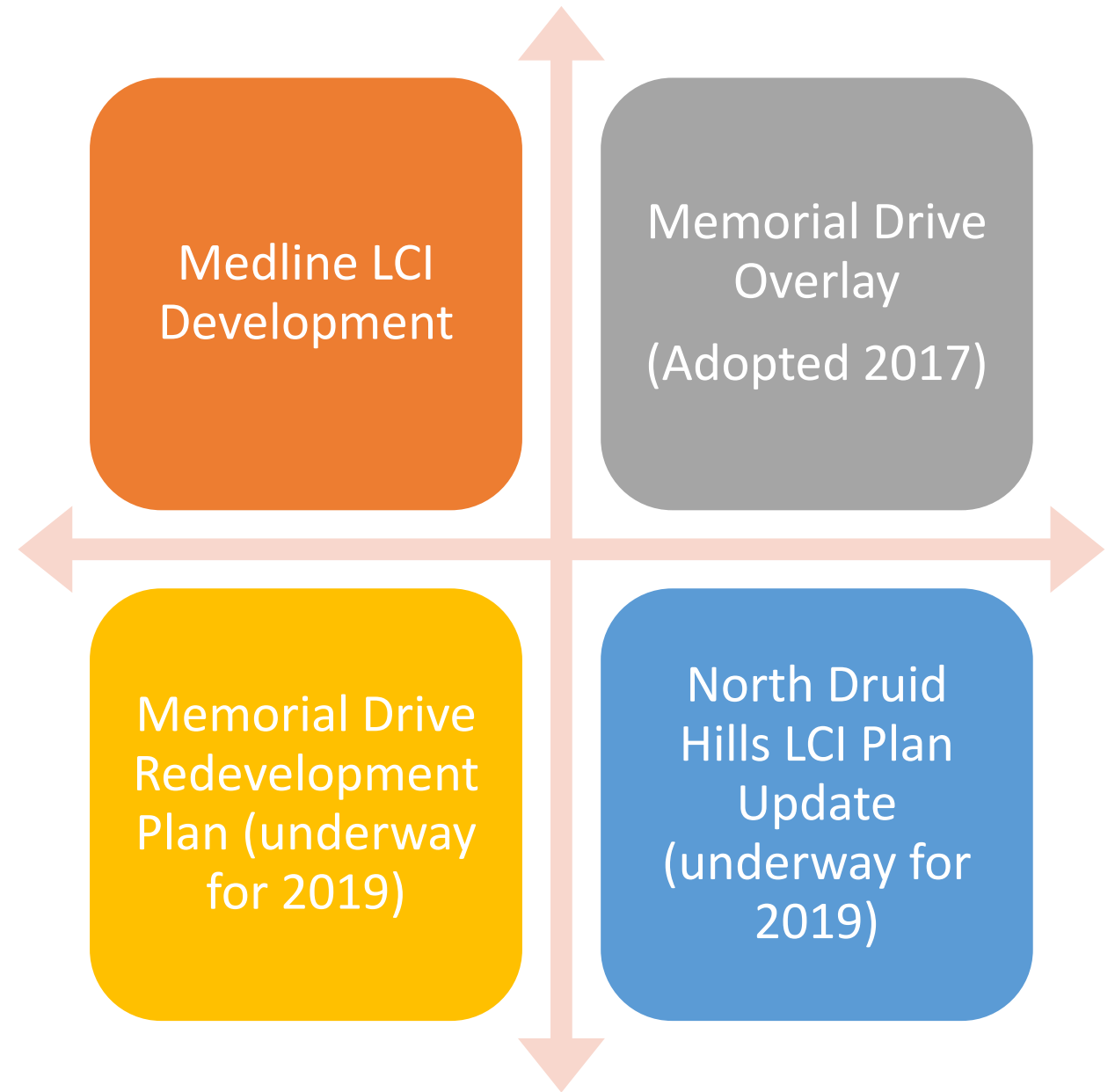
Help to guide allowable uses, density/intensity and design character for future development

2035 Comprehensive Plan Future Land Use Concepts



Major Projects and Studies

Since adoption of the plan



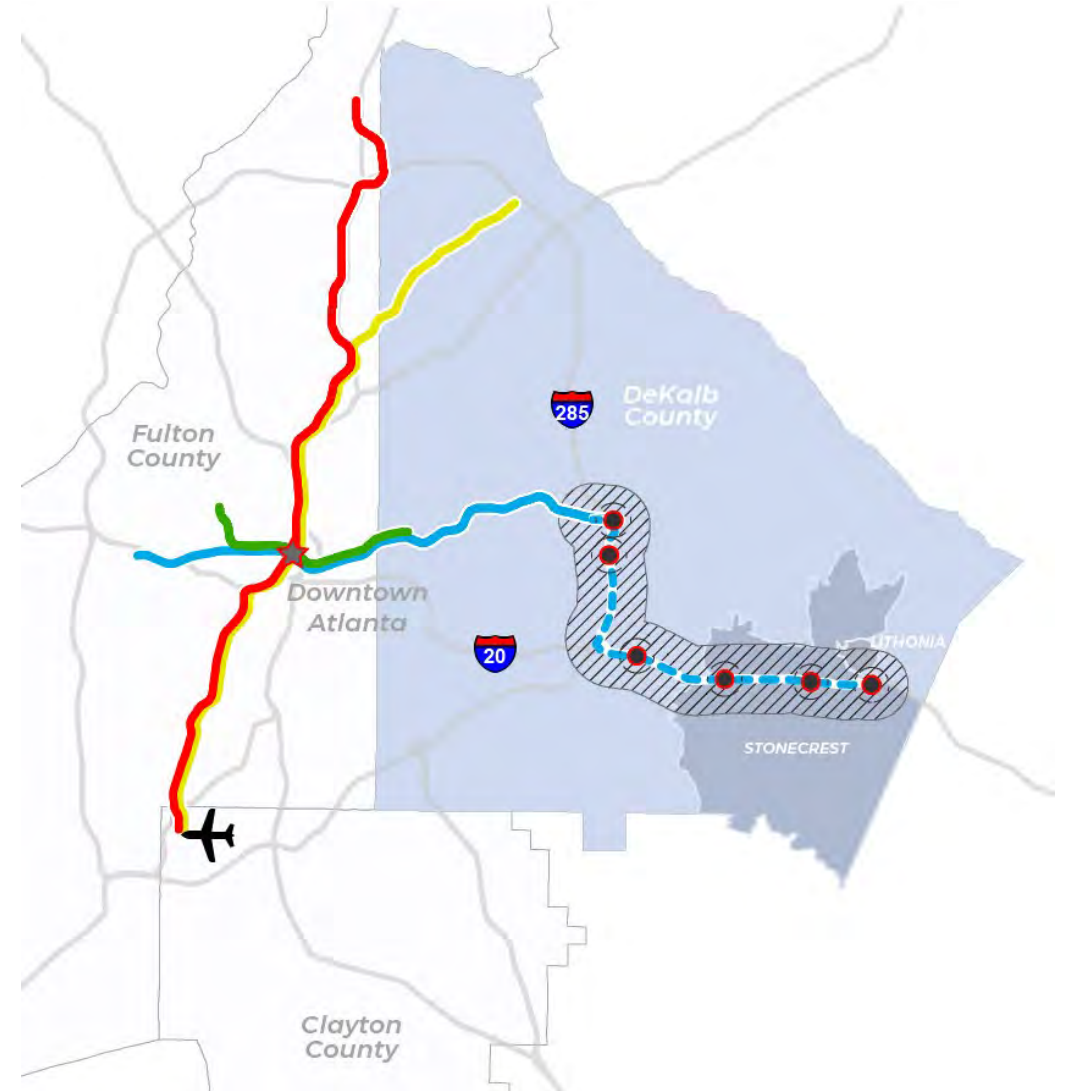


MARTA/DeKalb County

I-20 EAST TRANSIT ORIENTED DEVELOPMENT STRATEGIC PLAN

I-20 East Transit-Oriented Development Strategic Plan

- **Owner(s):** DeKalb County and MARTA
- **Partner(s):** DeKalb County Transit Master Plan (DeKalb County); I-20 E Transit Initiative (MARTA)
- **Consultant(s):** WSP, Planners for Environmental Quality, Sycamore Consulting, Nickel Works
- **End Date:** 12/31/2019
- **Website:** www.I20ETOD.com
- **Key Contact(s):** Sylvia Smith, DeKalb County, sasmith@dekalbcountyga.gov; Greg Floyd, MARTA, gffloyd@itsmarta.com; Audra Rojek, WSP, Audra.Rojek@wsp.com



Goals

Goal 1: *Identify specific policies and incentives for context-sensitive development at proposed station locations*

Goal 2: *Create partnerships to catalyze PRIVATE development around stations, anticipating a 10-20 year buildout*

Goal 3: *Set the stage for TOD that can support whichever mode is selected for the corridor by the DeKalb County Transit Master Plan (TMP)*



I-20 EAST
TRANSIT ORIENTED
DEVELOPMENT (TOD)
STRATEGIC PLAN

Timeline/Major Tasks

Project Kick-off – June 2017

Public Open House – November 2017

- TOD Land Use Program Survey

Existing Conditions & Site Analysis

- Issues and Opportunities
- Economic Market Conditions

TOD Public Workshop - April 2018

- Station Area Design Visioning

Refine Station Area TOD

- Finalize Station Area Plan and Implementation Strategies

TOD Open House – August 2018

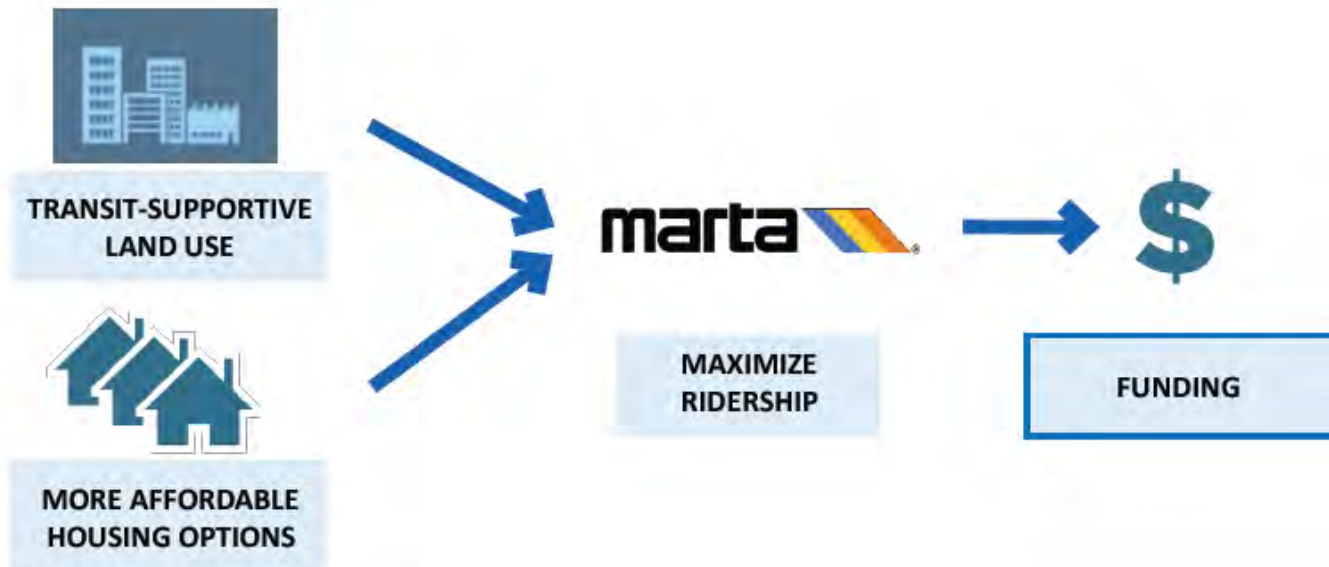
- Review of the TOD Concept Plan

Final Public Meeting – Summer 2019

- Present Final Concepts, Implementation and Next steps

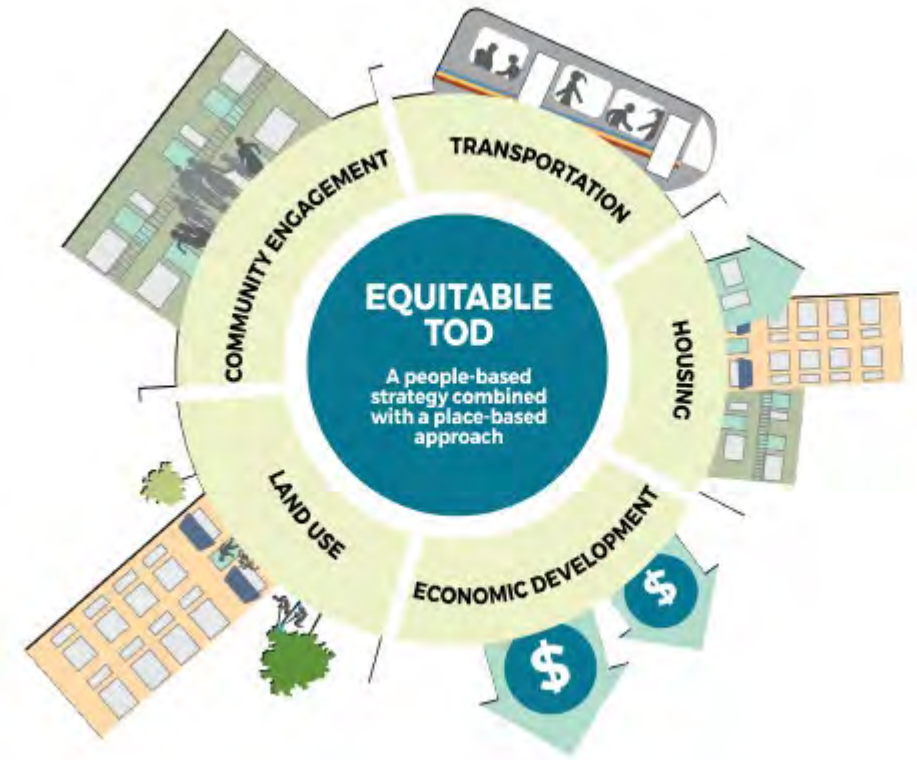
Major Opportunities and Challenges

- FTA grant funding to support TOD in project corridor received
- Uncertainty about transit project assumptions
- Coordination between MARTA, DeKalb County (project co-sponsors) and City of Stonecrest (formed after FTA grant received).



Major Outcomes

- Supporting transit investments in corridor through higher land-use and economic development scores
- Incentivizing investment in the corridor
- Station areas plans that promote a walkable DeKalb



Key Coordination Opportunities

- DeKalb County Transit Master Plan
- DeKalb County Planning – implementation and follow through; zoning updates
- MARTA and DeKalb Counties – TOD at Indian Creek



MALL AT STONECREST



PUBLIC WORKSHOP - 04.27.2018



I-20 EAST
TRANSIT ORIENTED
DEVELOPMENT (TOD)
STRATEGIC PLAN



MARTA

CLIFTON CORRIDOR TRANSIT INITIATIVE

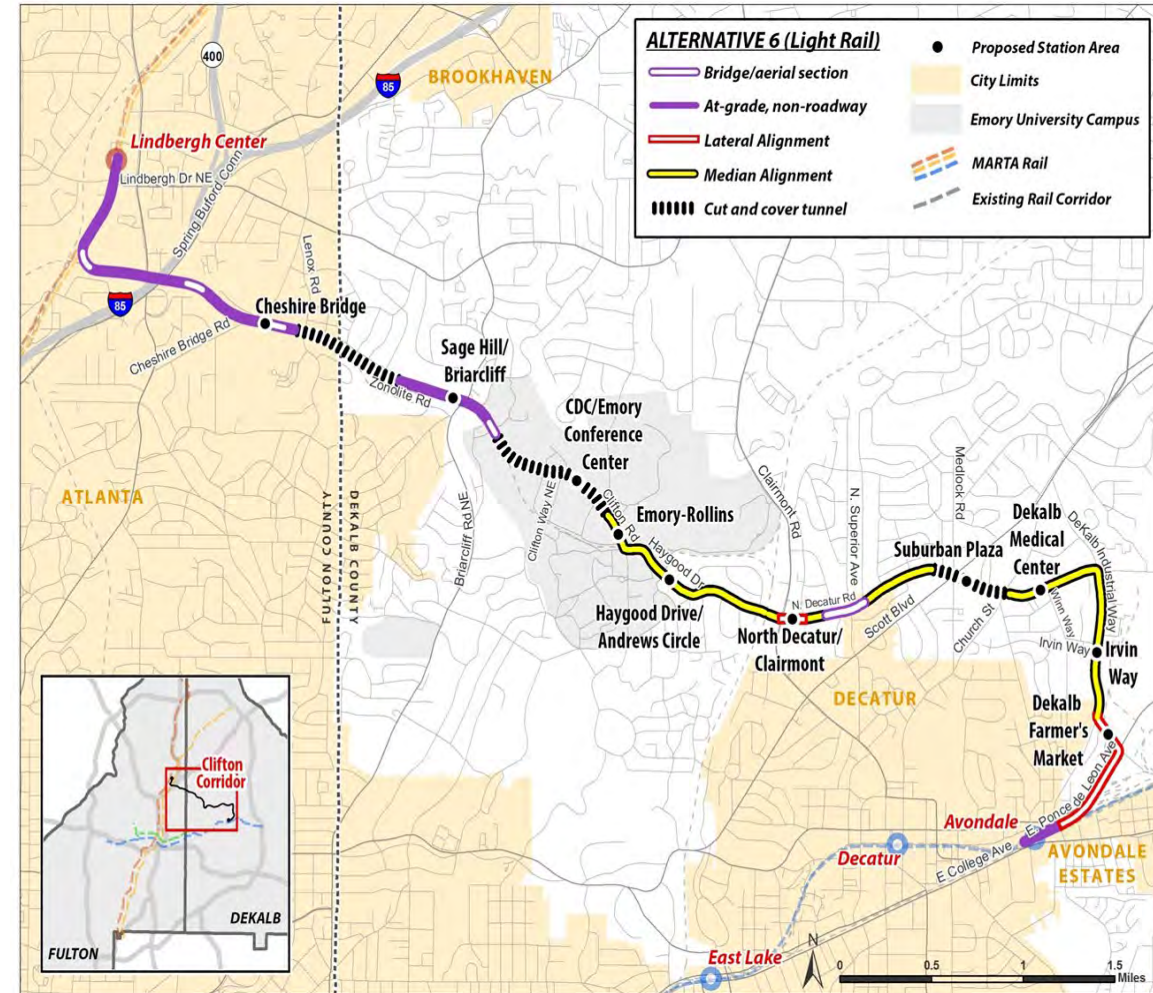
Clifton Corridor Transit Initiative

- **Owner(s):** MARTA
- **Partner(s):** DeKalb County & City of Atlanta
- **Consultant(s):** AECOM
- **End Date:** TBD
- **Website:** <https://www.itsmarta.com/clifton-corridor-overview.aspx>
- **Key Contact(s):** Bryan Hobbs, MARTA, jhobbs@itsmarta.com



**CLIFTON CORRIDOR
TRANSIT INITIATIVE**

Study Area Map

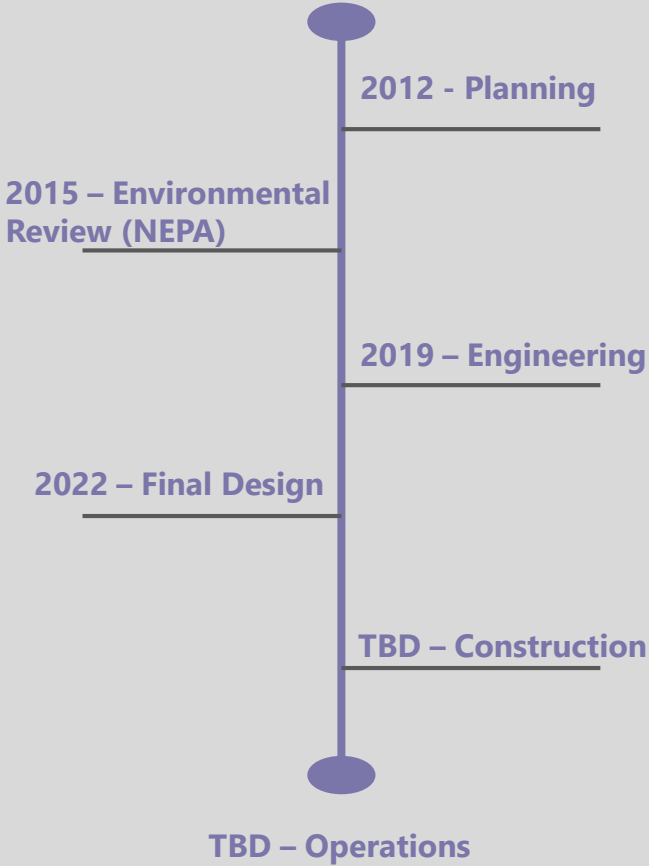


Goal

- **Goal 1:** provide new, high-capacity transit service in the Clifton Corridor, an area within the City of Atlanta, unincorporated DeKalb County, and City of Decatur in the northeast quadrant of the central Atlanta metropolitan region



Timeline/Major Tasks



Major Opportunities and Challenges

- What challenges have you had to overcome with the project?
 - Tunnel Design
 - Project Phasing
 - Historic Resources Impacts
- Where have you seen synergies with other activities?
 - Working with our partners & stakeholders to work around issues.
 - Possible use of freight rail corridor



Major Outcomes

- What are you accomplishing with this effort?
- Increasing Service Reliability
- Improving Access and Connectivity
- Provide Emergency Options
- Provide Alternate Transportation Routes



Key Coordination Opportunities

- Regional coordination (ATL, GDOT, MARTA, Local Governments)
- Opportunity to discuss connectivity to major regional job center in Georgia
- Serves Atlanta, DeKalb County and regional commuters






FULTON COUNTY

TRANSIT MASTER PLAN

FULTON COUNTY TRANSIT MASTER PLAN



ALPHARETTA
CHATTAHOOCHEE HILLS
COLLEGE PARK
EAST POINT
FAIRBURN
HAPEVILLE
JOHNS CREEK
MILTON
MOUNTAIN PARK
PALMETTO
ROSWELL
SANDY SPRINGS
UNION CITY
SOUTH FULTON

**As reviewed and accepted by
the Fulton County Commission
and Mayors on January 29, 2018**

Fulton County Transit - Evaluation Criteria

CRITERIA 1

Current/projected needs of each corridor

- Transit Propensity Score
- Activity Centers
- Population Density
- Employment Density
- Congestion Levels

CRITERIA 2

Feasibility for modes on each corridor

- Available Right-of-Way
- Costs per Mile:
Capital/Operating
- Years to Implement
- Logical Termini
- Existing Transit Connections
- Land Use Policies

CRITERIA 3

How well does each mode support guiding principles along each subject corridor

- Enhance Access to
Employment Centers/Key Destinations
- Catalyze Economic Development
- Provide Faster, More Reliable Mobility
- Mitigate Congestion
- Enhance Transportation
Options/Access
- Maximize Return on Investment
- Establish Regional Connectivity
Framework

Market Based Vision

Heavy Rail

GA 400 to Holcomb Bridge
Norfolk Southern Railroad
I-20 Extension

Light Rail

I-285

Bus Rapid Transit

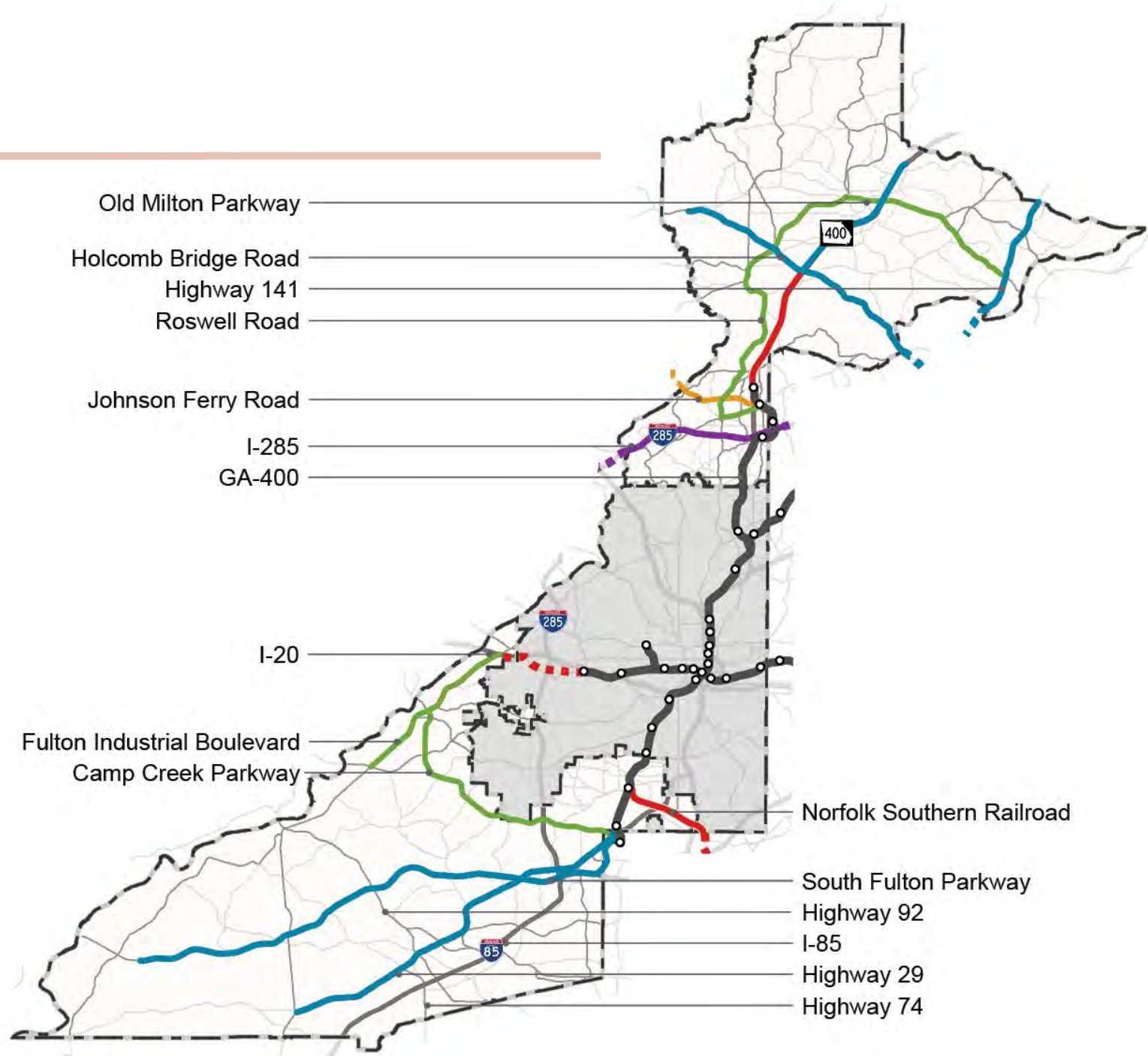
GA 400 Holcomb Bridge to Windward
Holcomb Bridge Road
Highway 141
Highway 29
South Fulton Parkway to Chatt Hills

Arterial Rapid Transit

Roswell Road
Old Milton Parkway
Camp Creek Parkway
Fulton Industrial Boulevard

Frequent Local Bus

Johnson Ferry Road



Preferred BRT/ART Scenario

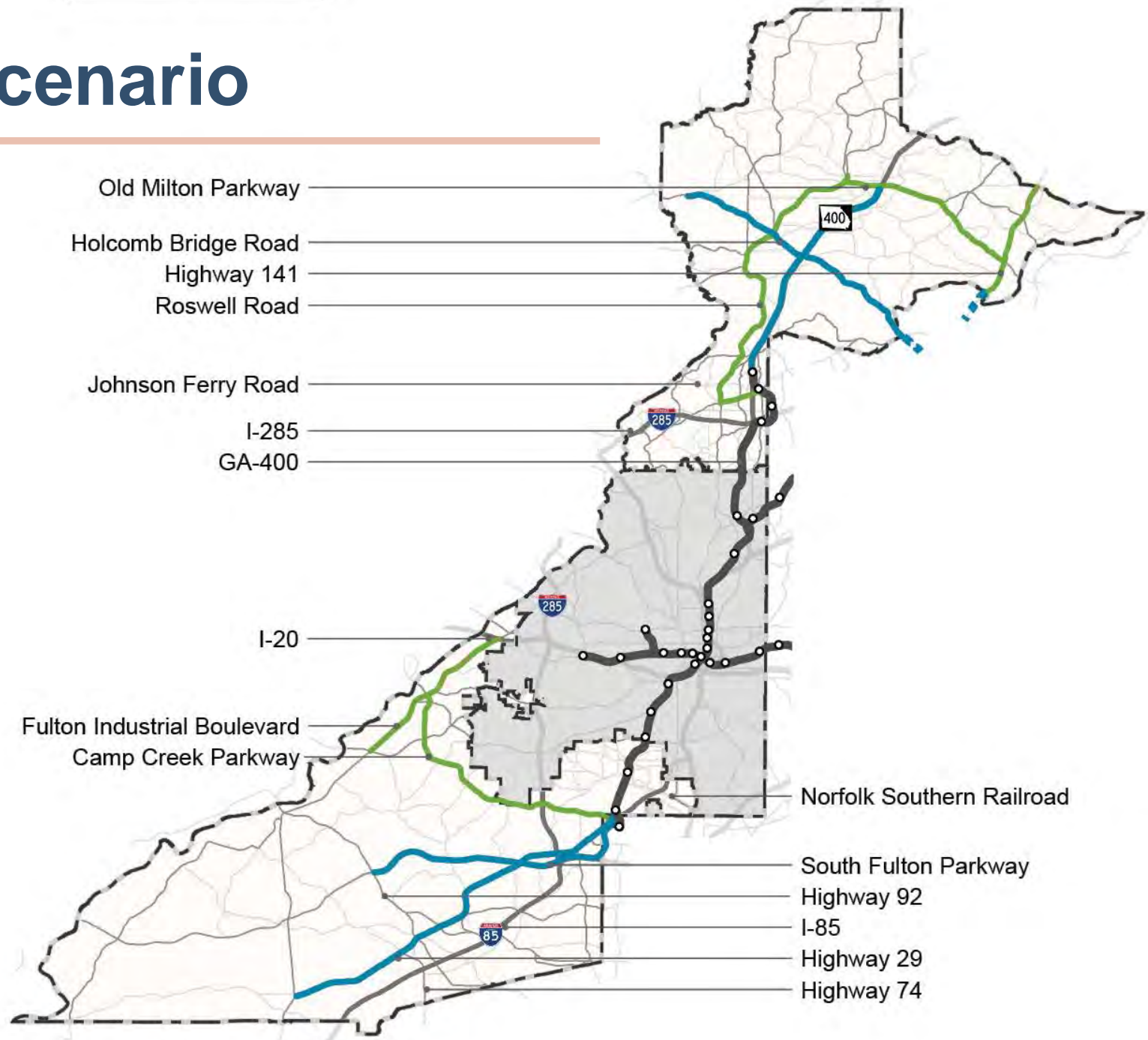
Bus Rapid Transit

GA 400
South Fulton Parkway to Highway 92
Holcomb Bridge Road
Highway 29

Arterial Rapid Transit

Roswell Road
Old Milton Parkway
Highway 141
Fulton Industrial Boulevard
Camp Creek Parkway

Based on the recently completed I-285 Top End Transit Feasibility Study, Fulton County is considering a modification to this short-term plan to add I-285 to this preferred scenario.



Local Funding Buckets

LAST MILE CONNECTIVITY PROGRAM (\$25M)

- Delivered by Cities
- Used to connect sidewalk/bike infrastructure

BUS STOP PROGRAM (\$25M)

- Potentially delivered by Cities
- To provide shelters, benches, trash receptacles, and lighting

RAIL STATION PROGRAM (\$30M)

- To update amenities and provide connectivity to surrounding neighborhoods

HB 930- Fulton County Provisions and Impacts

- Fulton County can bring forth a referendum authorizing an additional retail sales and use tax up to .20 percent in increments of .05 percent, for no less than 10 years and no more than 30 years.
- The money cannot be used to fund heavy rail expansion, but can be used for light rail, bus rapid transit, or other transit services provided by MARTA. Local governments will have planning and zoning power over any proposed transit-oriented development.
- Before a referendum can be called, an intergovernmental agreement must be entered into between the Fulton County Board of Commissioners and the Mayors representing at least 70 percent of the population of Fulton County outside the City of Atlanta.
- Fulton County is currently considering an update to its short-term, preferred transit scenario based on HB 930 and updated funding potential.

Project Website

Transit Master Plan documents and materials can be found at:

<http://www.fultoncountyga.gov/tmp-home>



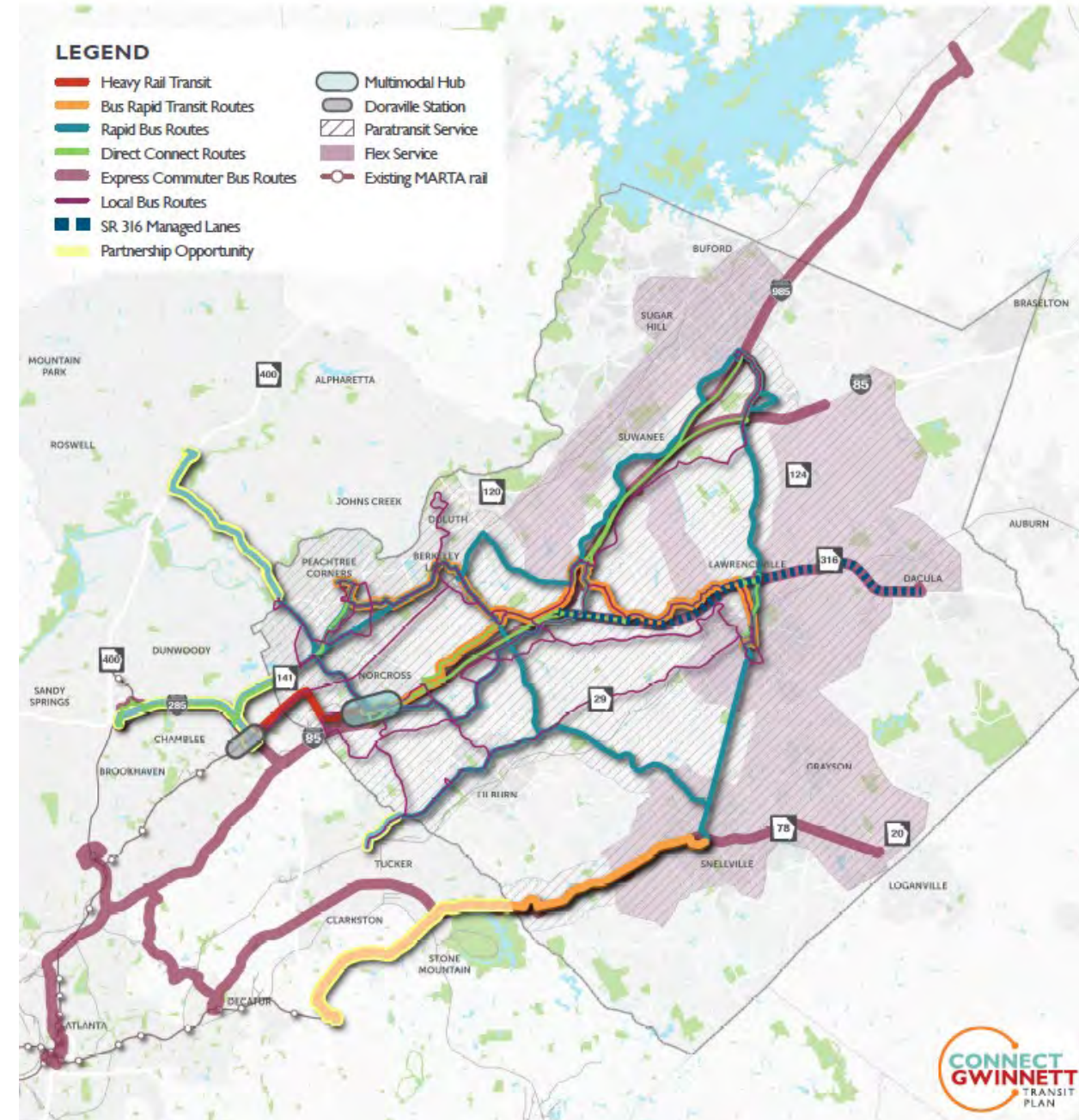


GWINNETT COUNTY

CONNECT GWINNETT TRANSIT PLAN

Connect Gwinnett Transit Plan

- **Owner(s):** Gwinnett and DeKalb County
- **Partner(s):** MARTA and DeKalb municipalities
- **Consultant(s):** Kimley-Horn and Associates, Inc.
- **Website:** www.ConnectGwinnettTransit.com
- **Key Contact:** Kirk Gagnard, GCT Transit Planner, Kirk.Gagnard@gwinnettcounty.com



Timeline/Major Tasks

System Goals and Priorities



Preserve and promote social and environmental character through an integrated strategy that addresses transportation solutions

Utilize available resources in an efficient manner to meet the transportation need

Enhance the desirability and utility of the transit service for Gwinnett residents and workers

ENVIRONMENT

EQUITY

COVERAGE AND CONNECTIVITY

ECONOMIC DEVELOPMENT

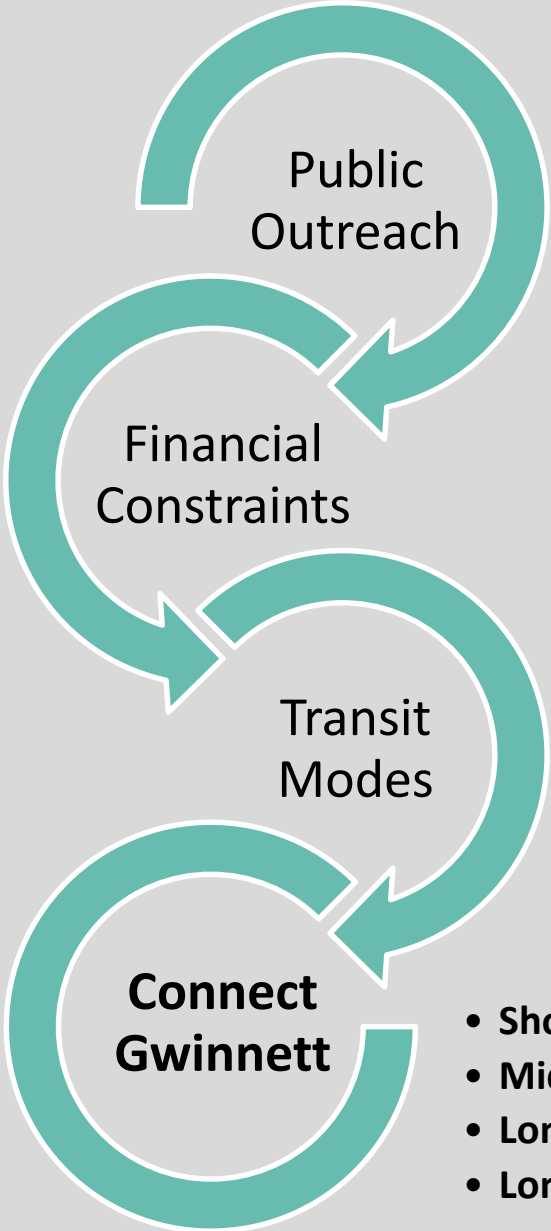
PRODUCTIVITY AND EFFICIENCY

TRAVEL TIME REDUCTION

CONGESTION RELIEF

SYSTEM MAINTENANCE

RELIABILITY



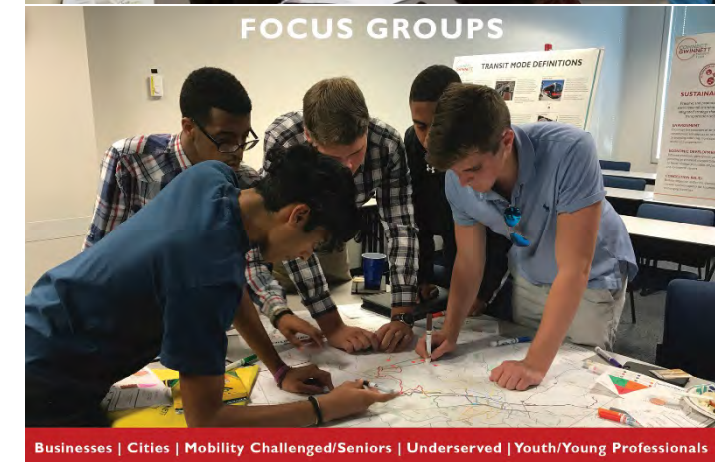
- Short-Range (0 to 5 years)
- Mid-Range (6 to 10 years)
- Long-Range Phase 1 Plan (Years 11-30)
- Long-Range Phase 2 Plan (30+ years)

Major Challenges and Opportunities

- Differing views on how to move transit forward
- Balancing the needs of the community with available resources
- Opportunity to collaborate with many local groups within the County and regionally
- Opportunity to hear directly from the residents
- Opportunity to work with neighboring counties and municipalities such as DeKalb County
- Opportunity to work closely with our DOT

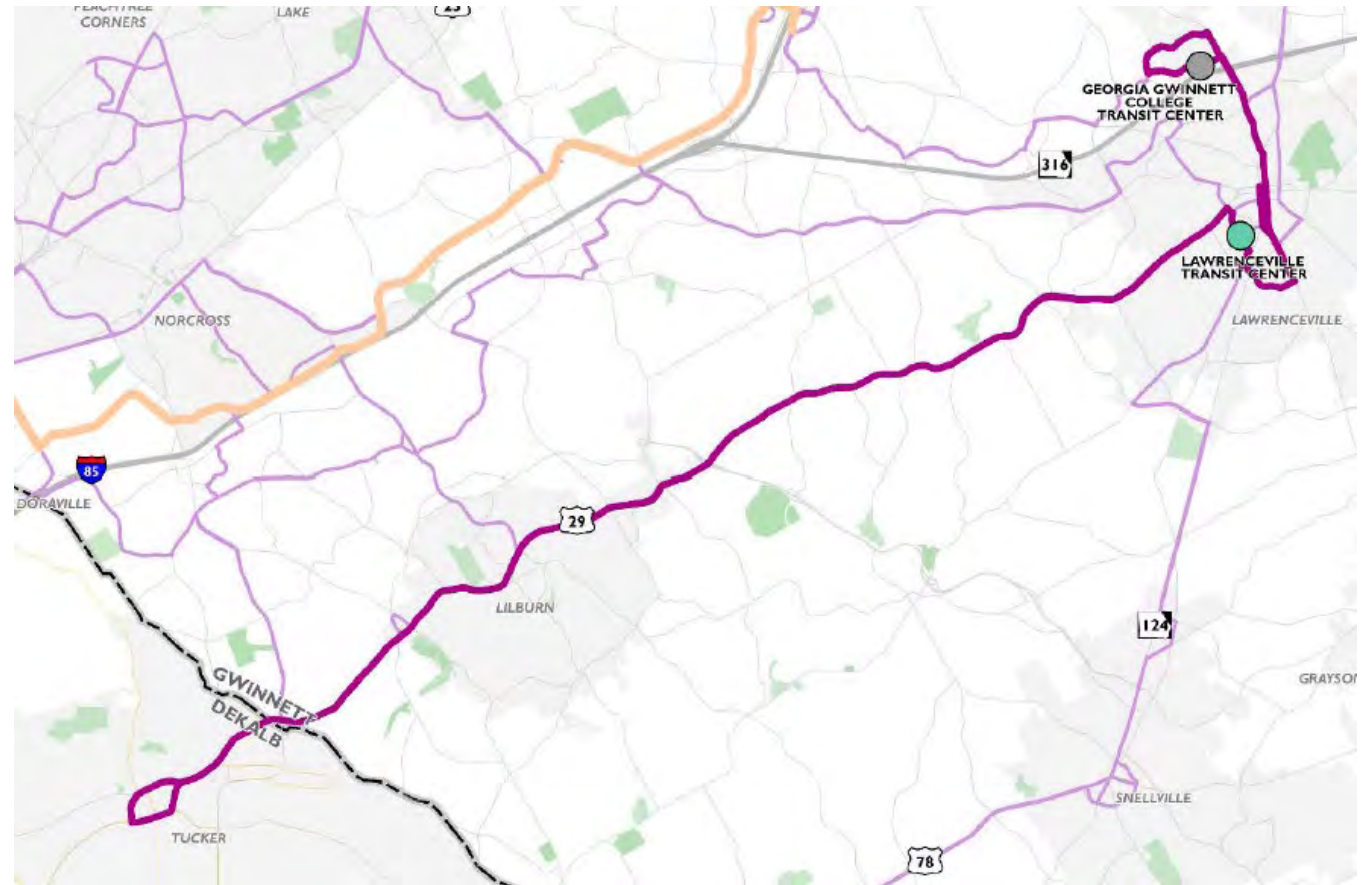
Final Results

Yes	41,985
No	49,936



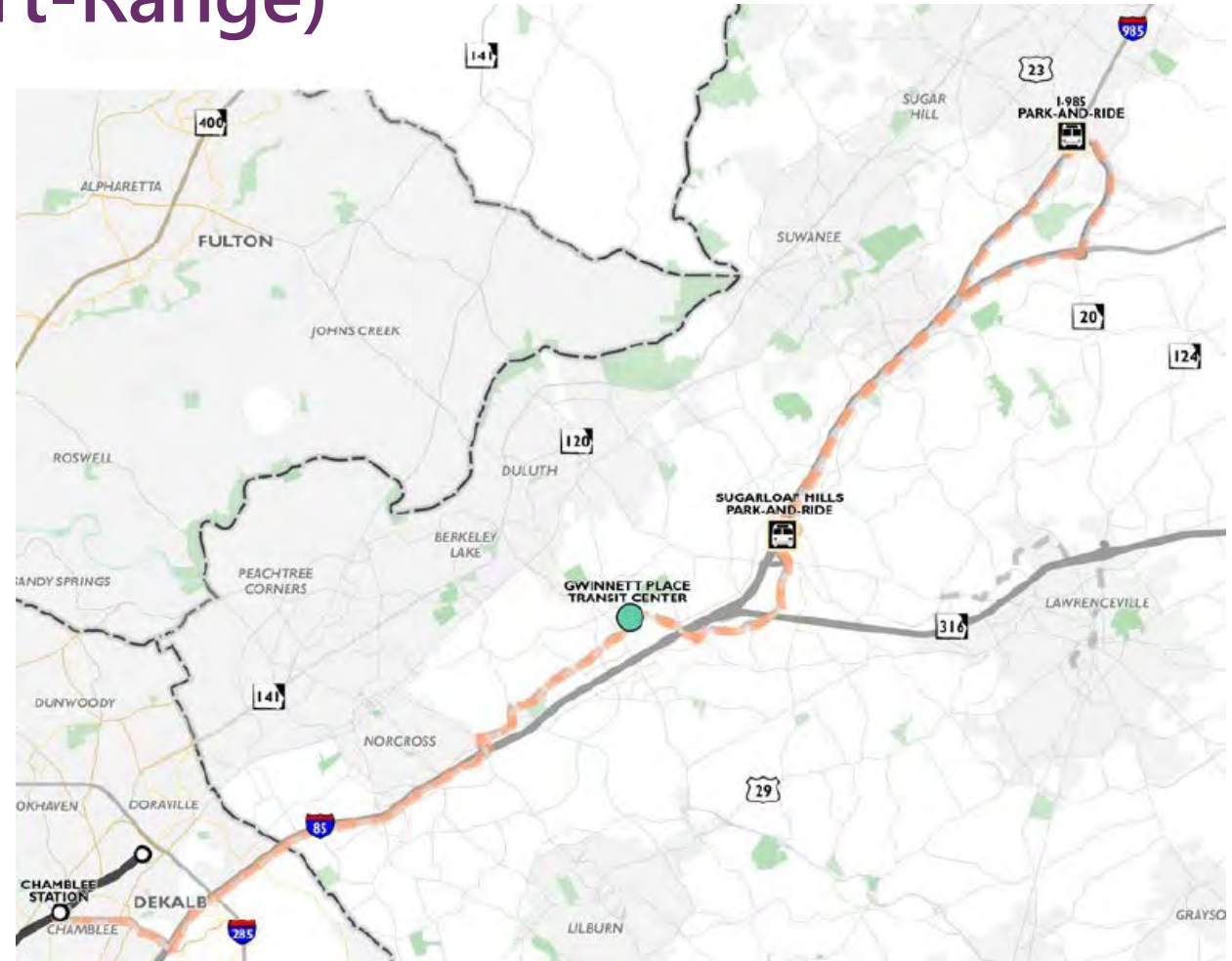
Local Route 65 (Mid-Range)

- Proposed operation primarily along Lawrenceville Highway into Tucker
- Transfers are possible to MARTA Routes 75, 121, and 124



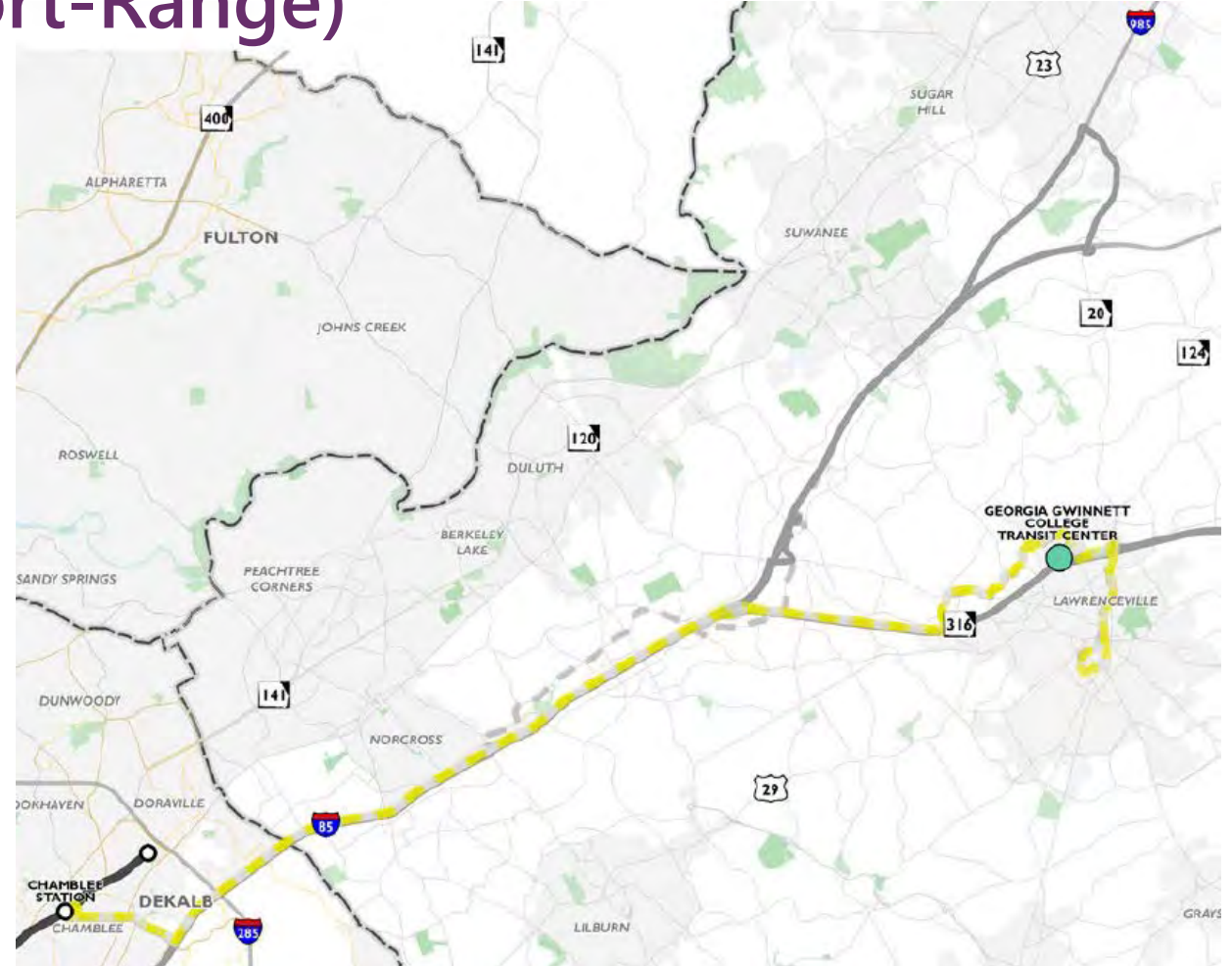
Direct Connect Route 401 (Short-Range)

- Proposed route to provide an all-day bi-directional connection between the Chamblee MARTA Rail Station (Gold Line) and park-and-ride lots around the County and along I-985



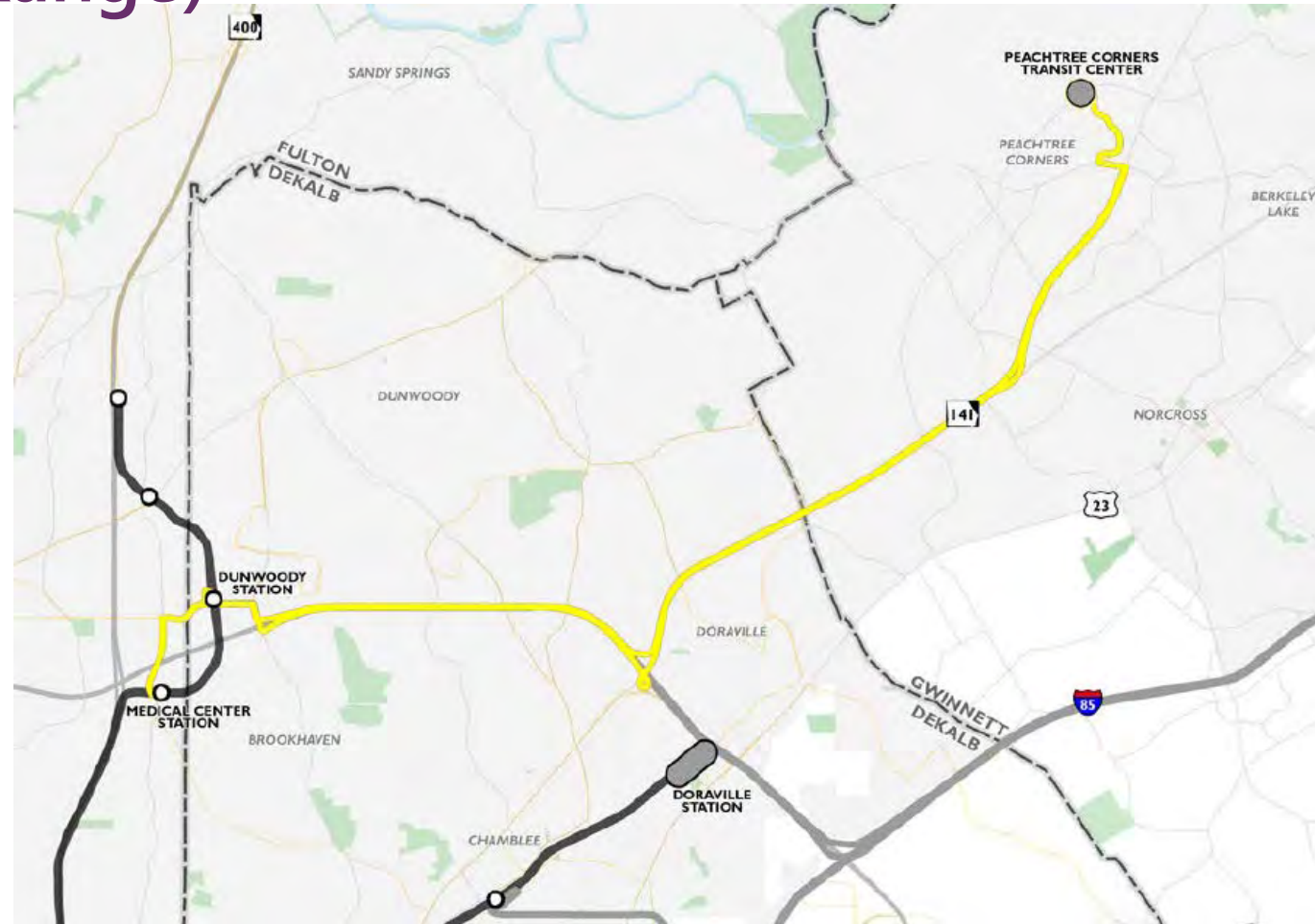
Direct Connect Route 402 (Short-Range)

- Proposed route to provide an all-day bi-directional connection between the Chamblee MARTA Rail Station (Gold Line) and park-and-ride lots around the County and along 316



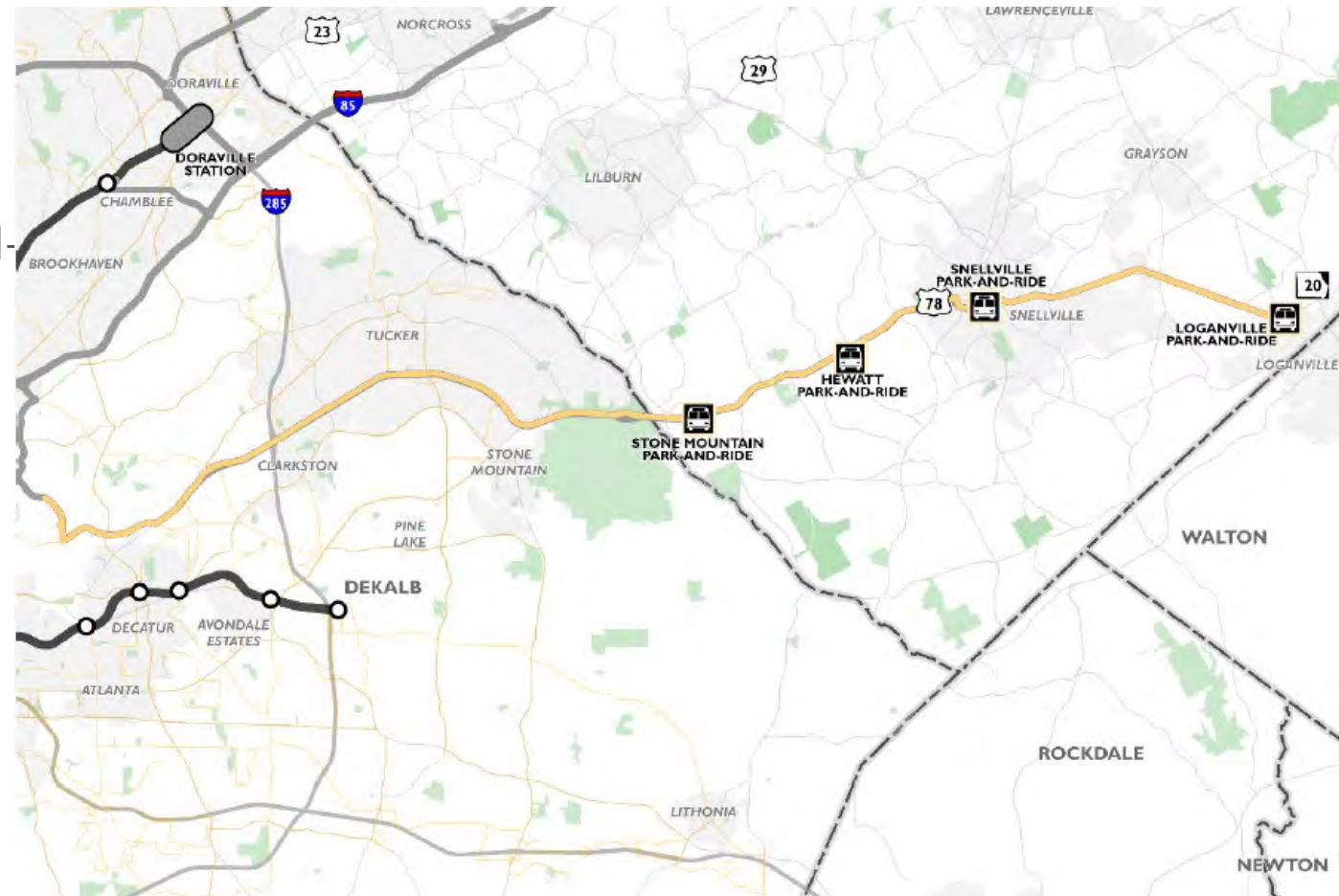
Commuter Route 106 (Mid-Range)

- Proposed service from the Peachtree Corners area to Perimeter Center
- Service planned to begin after the opening of GDOT's planned I-285 Express lanes
- Connections to GRTA/SRTA Route 408
- Stops in Perimeter Center would be the same as MARTA Route 417
- Would eventually become Direct Connect Bus Route 403



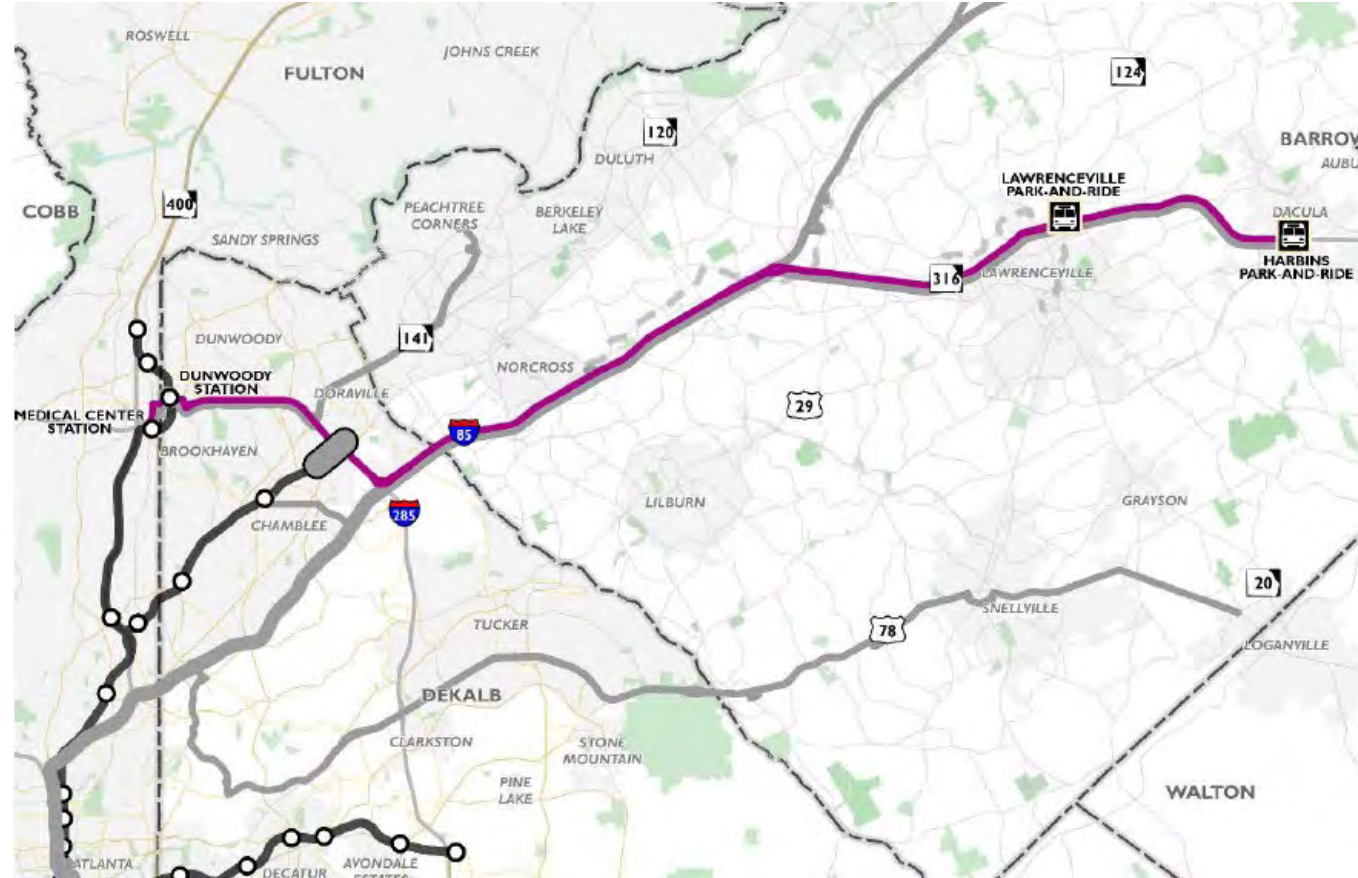
Commuter Route 111 (Mid-Range)

- Proposed route to the Emory University area along the US 78 corridor
- Serves all three existing GRTA/SRTA park-and-ride lots along US 78 – Snellville, Hewatt Road, and Stone Mountain and a new proposed park-and-ride lot in the Loganville area



Commuter Route 120 (Mid-Range)

- Proposed route to provide service along the SR 316 corridor to the Perimeter Center area
- Service in Gwinnett County is anchored at two new park-and-ride lots – Harbins Road and Lawrenceville
- Service should be initiated in conjunction with GDOT's planned I-285 Express lanes
- Connections to MARTA Red Line at the Dunwoody and Medical Center MARTA stations.



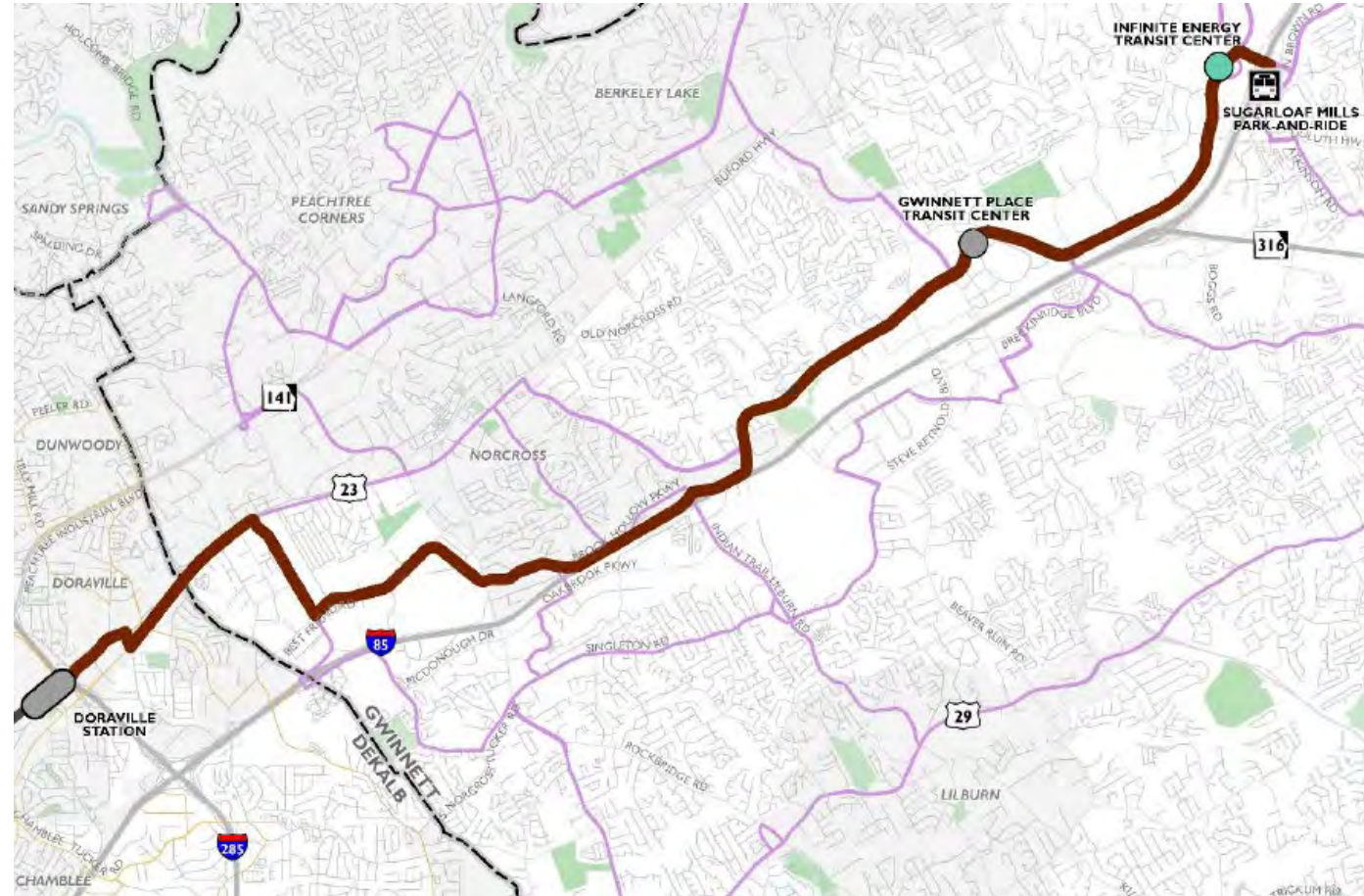
Commuter Route 130 (Mid-Range)

- Proposed route to provide service from the new Braselton Park-and-Ride in the Hamilton Mill Parkway area of I-85 to the Chamblee MARTA station



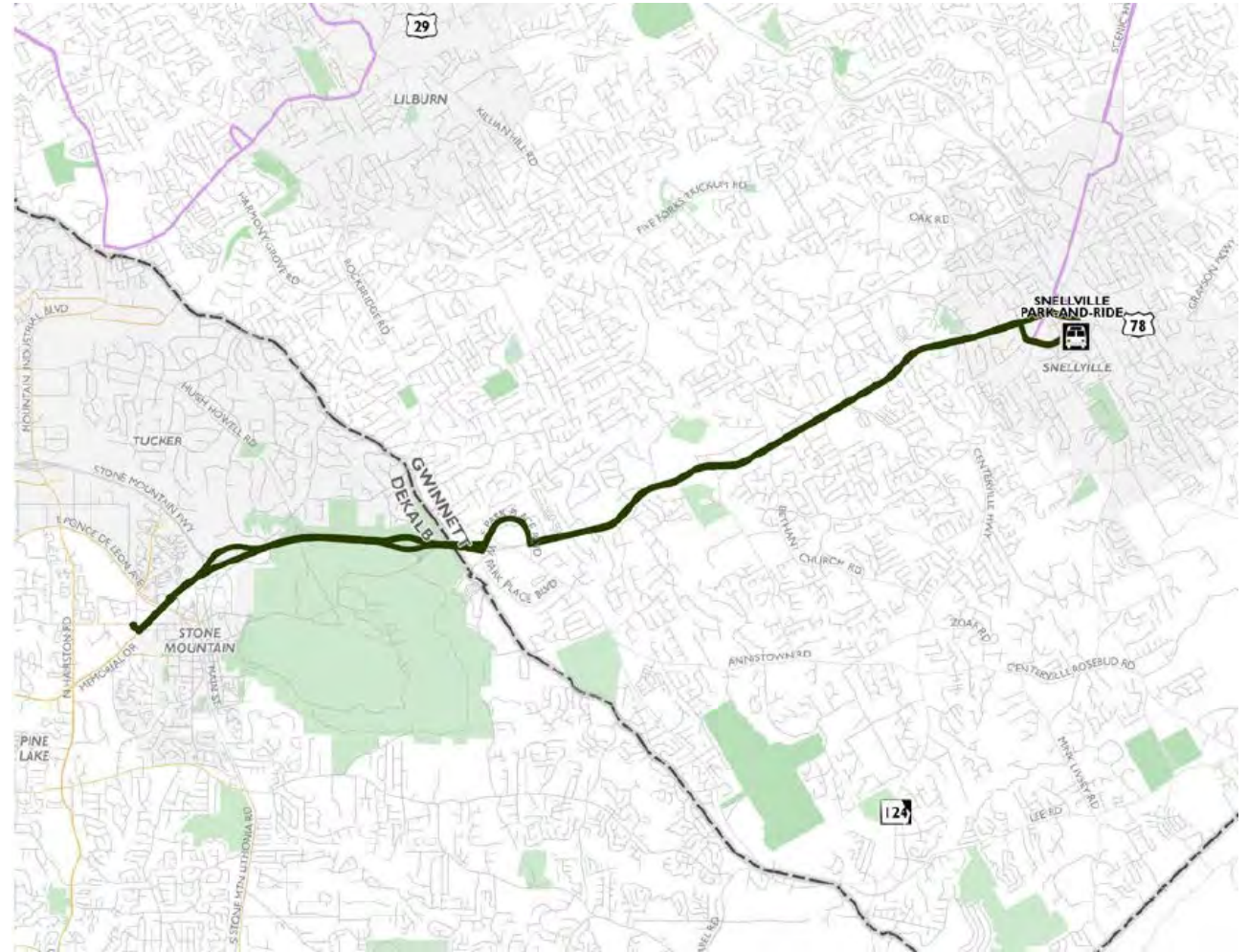
Bus Rapid Transit Route 700 (Mid-Range)

- Proposed route would begin at the Doraville MARTA station where an additional bus bay capacity will be provided to accommodate the BRT service
- A substantial portion of the alignment is proposed to be dedicated lanes, beginning north of Jimmy Carter Boulevard
- It will serve 22 stations spaced approximately every half-mile along the route



Local Route 70 (Short-Range)

- Proposed between Snellville and northern DeKalb County. Operates along US 78 to the Goldsmith Park-and-Ride lot
- Connections to MARTA routes 119, 120, and 221



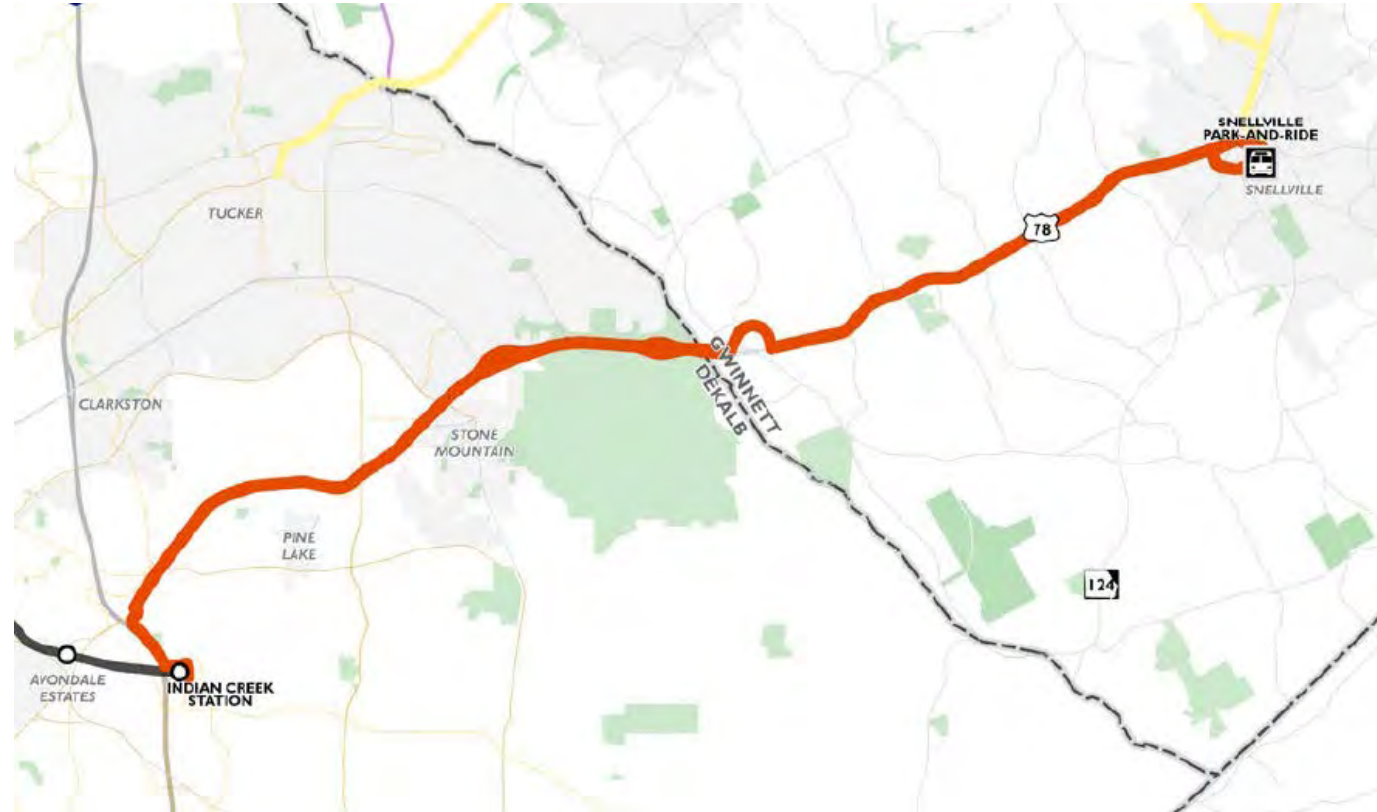
Local Route 70 extension (Mid-Range)

- Modification with service proposed to extend further west into DeKalb County to the MARTA Blue Line's Indian Creek Station
- Transfers are possible to MARTA Routes 119, 120, 221, and rail



Bus Rapid Transit Route 702 (Long-Range)

- Proposed route to provide service between downtown Snellville and Indian Creek MARTA Station
- Most of the route's alignment follows US 78/SR 10, with the eastern terminus being the GRTA/SRTA Snellville Park-and-Ride
- Lanes will follow the US 78 corridor but may be constructed along an adjacent parallel alignment or within a dedicated BRT corridor due to constraints along US 78



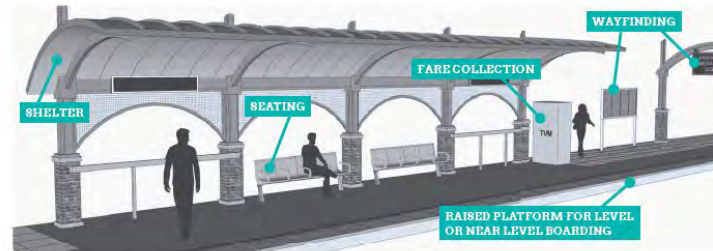
Key Coordination Opportunities

- Bus Rapid Transit Routes
- Atlanta-Region Transit Link (ATL)
- MARTA

BRT Concepts



Typical BRT Amenities



BRT...



Operates in BOTH directions



Arrives every 10 to 15 minutes

FEATURES

- All door entry and exit
- Low floors for easy boarding
- Improved seat configuration
- Specialized branding

BRT Examples





STATE ROAD AND TOLLWAY AUTHORITY

BUS RAPID TRANSIT CONCEPT DEVELOPMENT

Bus Rapid Transit Concept Development

- **Owner(s):** State Road and Tollway Authority
- **Consultant(s):** WSP
- **End Date:** May 2019
- **Key Contact(s):** Gail Franklin, SRTA, gfranklin@srta.ga.gov,
Emily Ritzler, WSP, Emily.Ritzler@wsp.com

Goal

A high level vision for what Bus Rapid Transit (BRT) should look like in the Atlanta Region

Identifying different elements of BRT and what makes an optimal BRT



What is BRT?

High capacity

Fast and reliable

High quality

Cost-effective

Public transit system

Customer oriented



Key Characteristics

Operations

- 5-10 minute frequency during peak
- Running speeds = or > cars operating in the same corridor during peak
- Dedicated guideway
- Transit signal priority
- Level boarding and precision boarding

Presentation

- Distinctive vehicles
- Distinctive station design and location
- Unique branding

Technology

- Off-board fare payment
- Real time arrival information

Connectivity

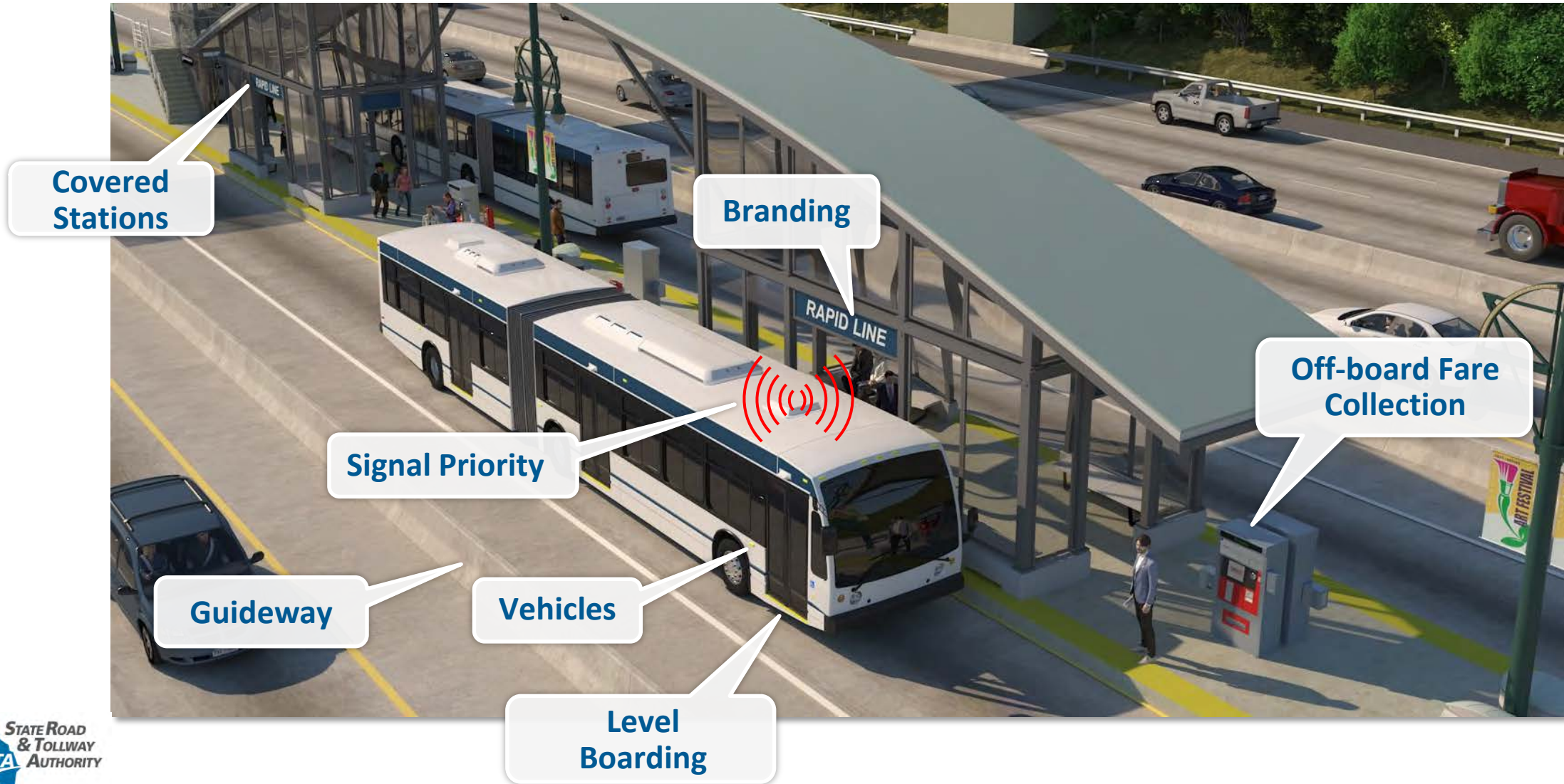
- Supportive connections to other transit service modes such as bikeshare or rideshare



Indios Verdes BRT terminal, Mexico City

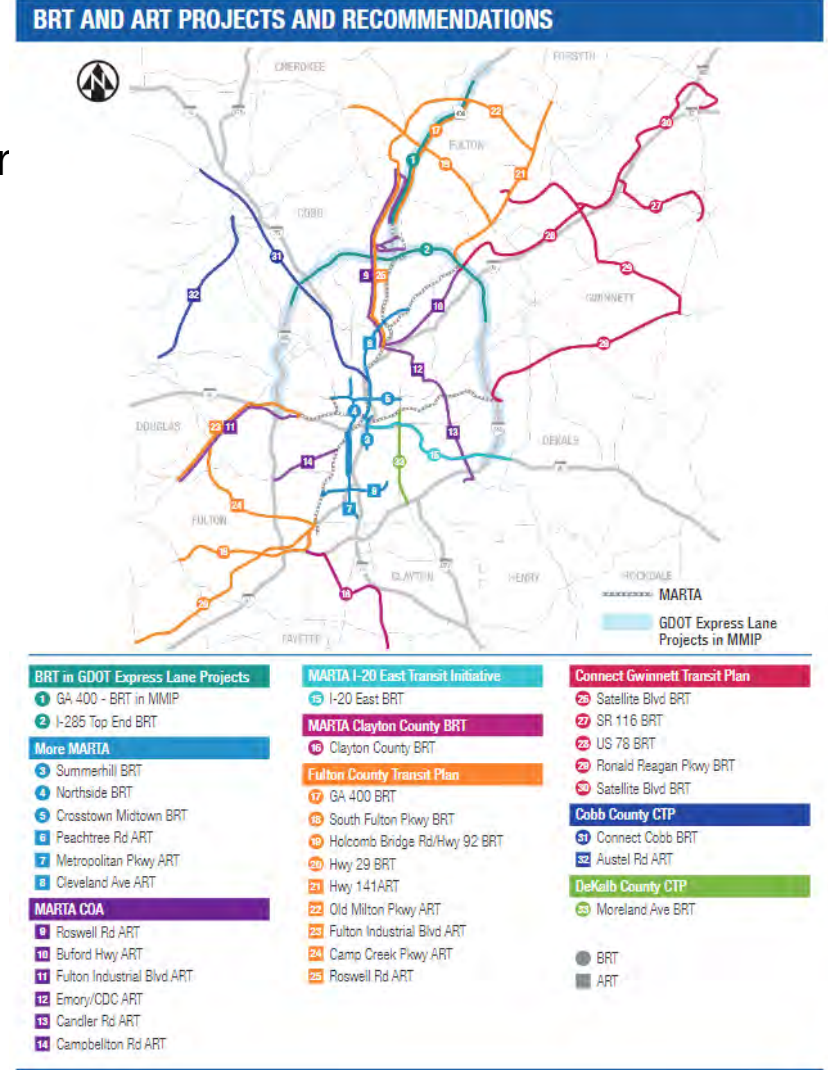


BRT Core Elements



Major Opportunities and Challenges

- Regional transit agencies have included BRT in some form or the other in their plans.
- What are the minimum requirements for a project to be considered BRT?
- How should regional standards be applied?
- How will station designs be standardized for cohesiveness while allowing flexibility?



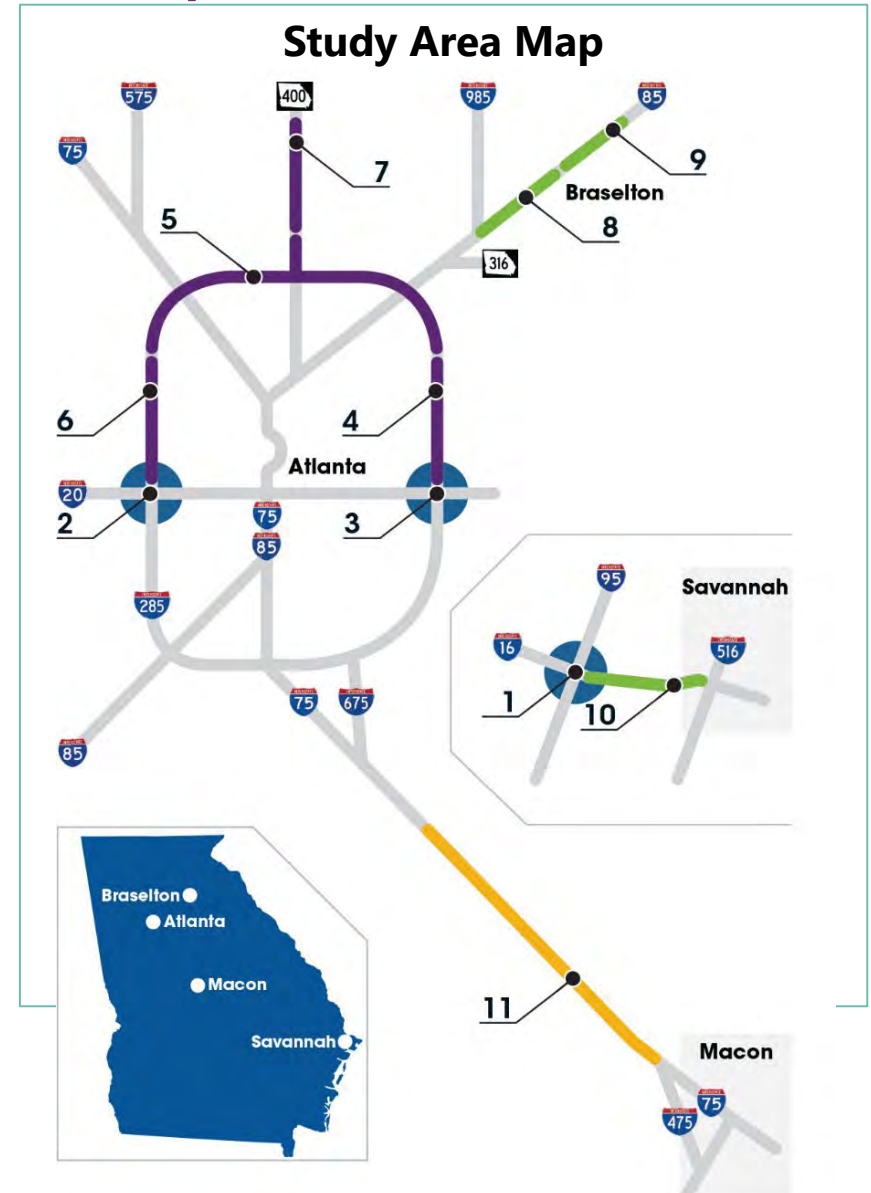


GEORGIA DOT

MAJOR MOBILITY INVESTMENT PROGRAM

Major Mobility Investment Program (MMIP)

- **Owner:** Georgia Department of Transportation (Georgia DOT)
- **Partner(s):** State Road and Tollway Authority (SRTA), Federal Highway Administration (FHWA)
- **Consultant(s):** HNTB - Program Management Consultant (PMC), multiple General Engineering Consultants (GECs)
- **End Date:** 2030
- **Website:** <http://www.dot.ga.gov/IS/MMIP>
- **Key Contact:** Tim Matthews, P.E. Program Manager



Goals

Goal 1: Enhance mobility and safety

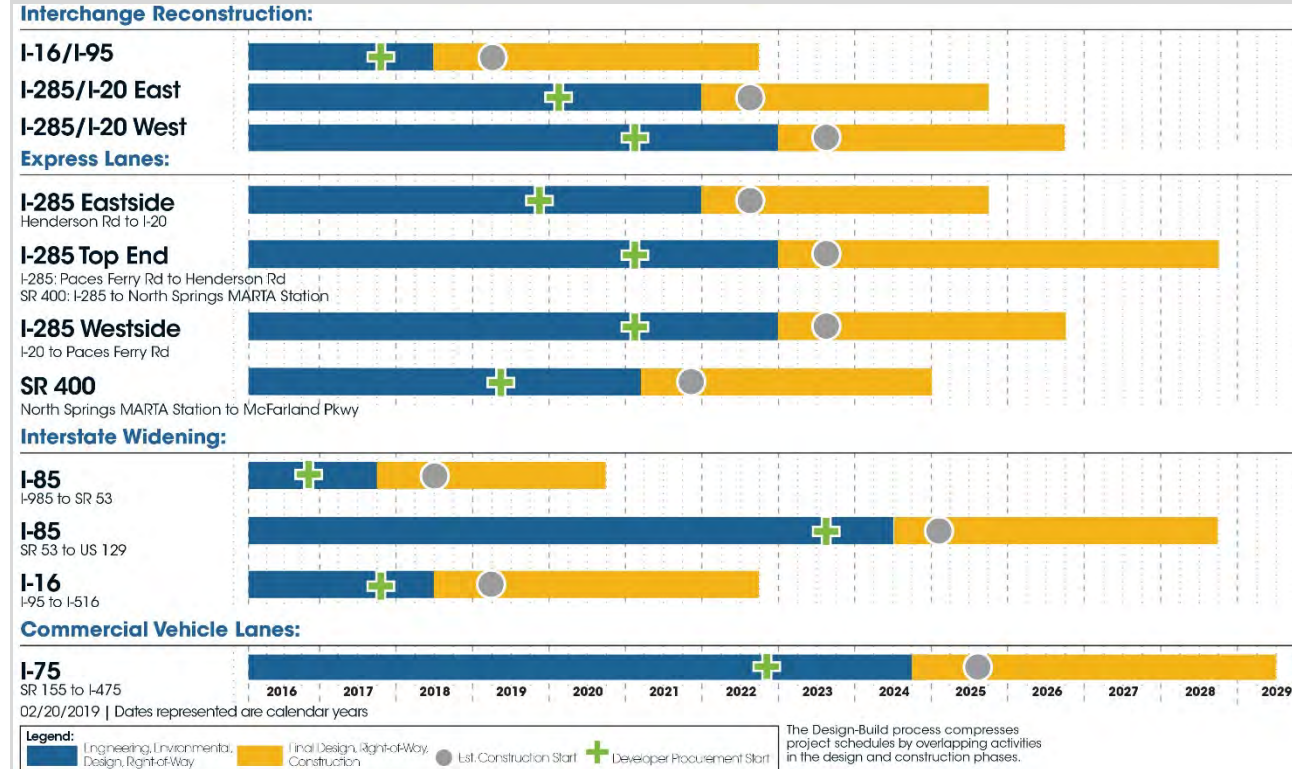
Goal 2: Fuel economic growth

Goal 3: Improve Georgian's quality of life through improved travel times and trip reliability



**Information and schedule are subject to change.*

Timeline/Major Tasks



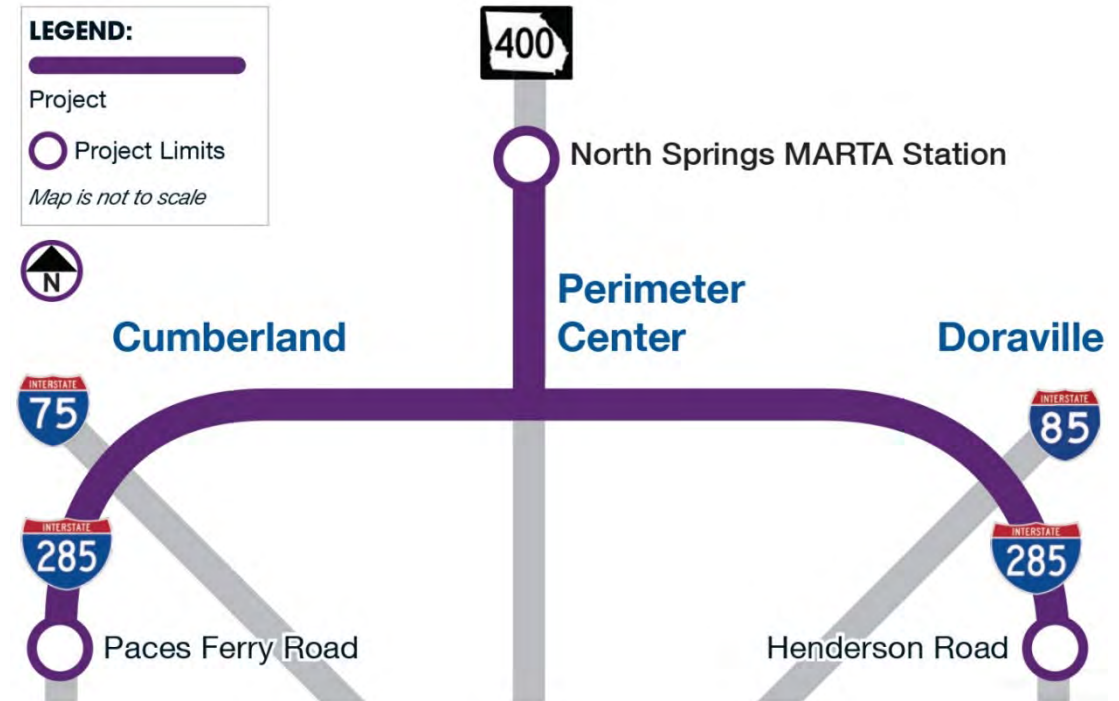
Major Opportunities and Challenges

- Aggressive schedule
 - 11 projects open to traffic or under contract by 2026
- Leveraging innovation while protecting public interest
 - Utilize consultant teams to augment traditional staff and provide flexibility
 - Employ innovative delivery methods (e.g. DBFOM)
- Maintaining public trust
 - Achieve full benefits of innovation, project acceleration, and lower life-cycle costs
- Lessons learned and continuous improvement
 - Taking what we've learned from previously delivered projects allows the Department to continue to improve and develop



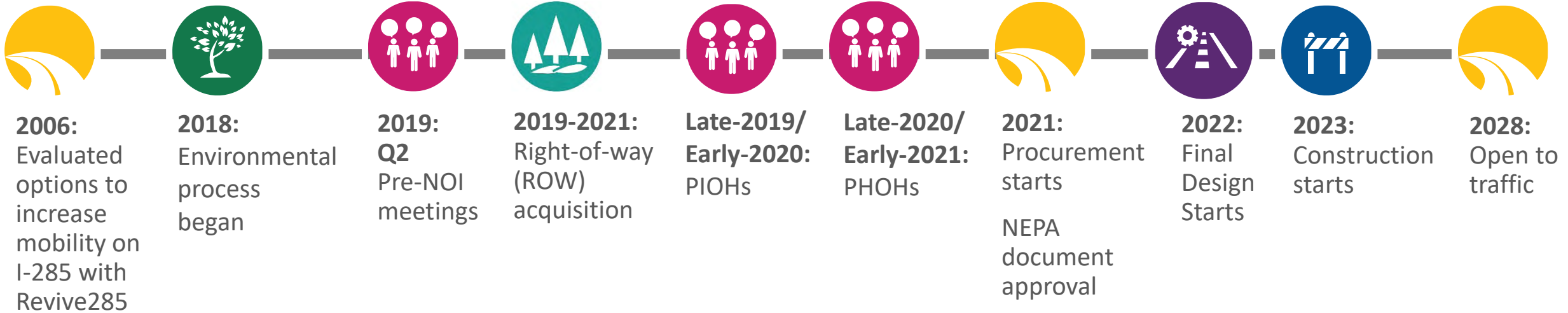
I-285 Top End Express Lanes

- Two new barrier-separated express lanes in both directions – at grade and elevated
- Lanes located outside the existing general purpose lanes
- Part of the larger Georgia Express Lanes network
- Conceptual/Environmental phase
- Upcoming activities:
 - Town hall/public meetings: Q2 2019
 - Public Information Open Houses (PIOHs): Q4 2019/Q1 2020



**Information and schedule are subject to change.*

I-285 Top End Express Lanes Timeline

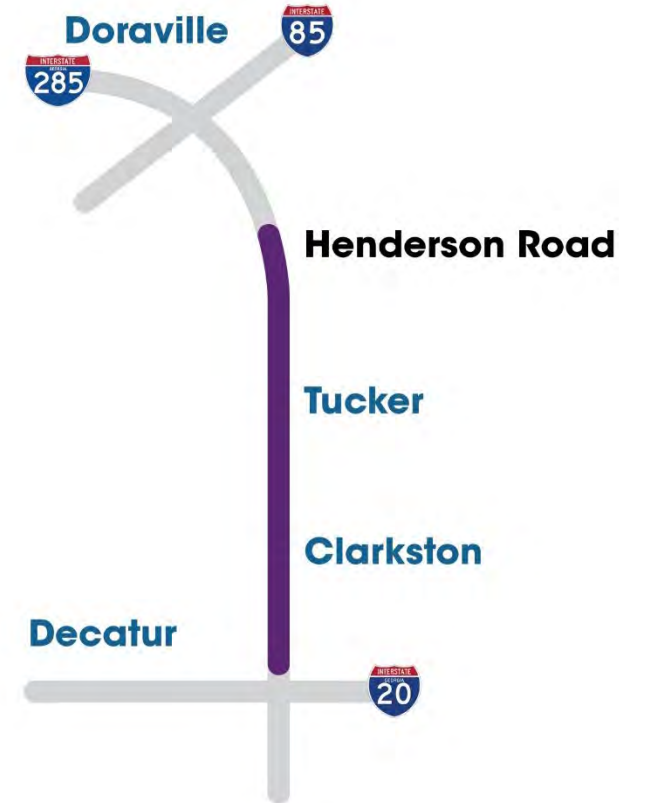


Continuous Community Involvement

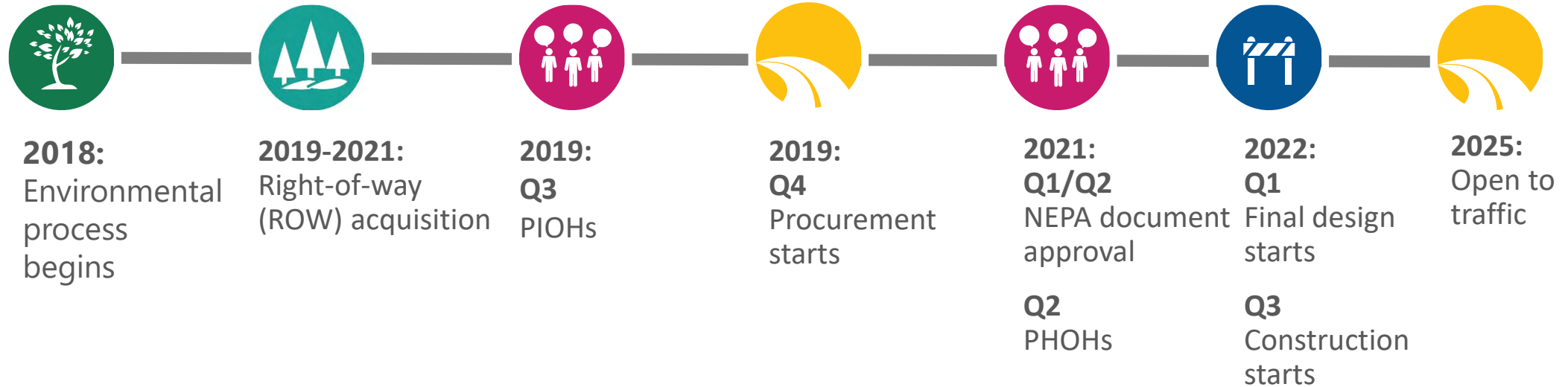
**Information and schedule are subject to change.*

I-285 Eastside Express Lanes

- One at-grade express lane proposed to be added in each direction inside the existing general purpose lanes
- Upcoming Activities:
 - Concept development
 - Environmental resource identification
 - PIOHs Q3 2019



I-285 Eastside Express Lanes Timeline



Continuous Community Involvement

**Information and schedule are subject to change.*

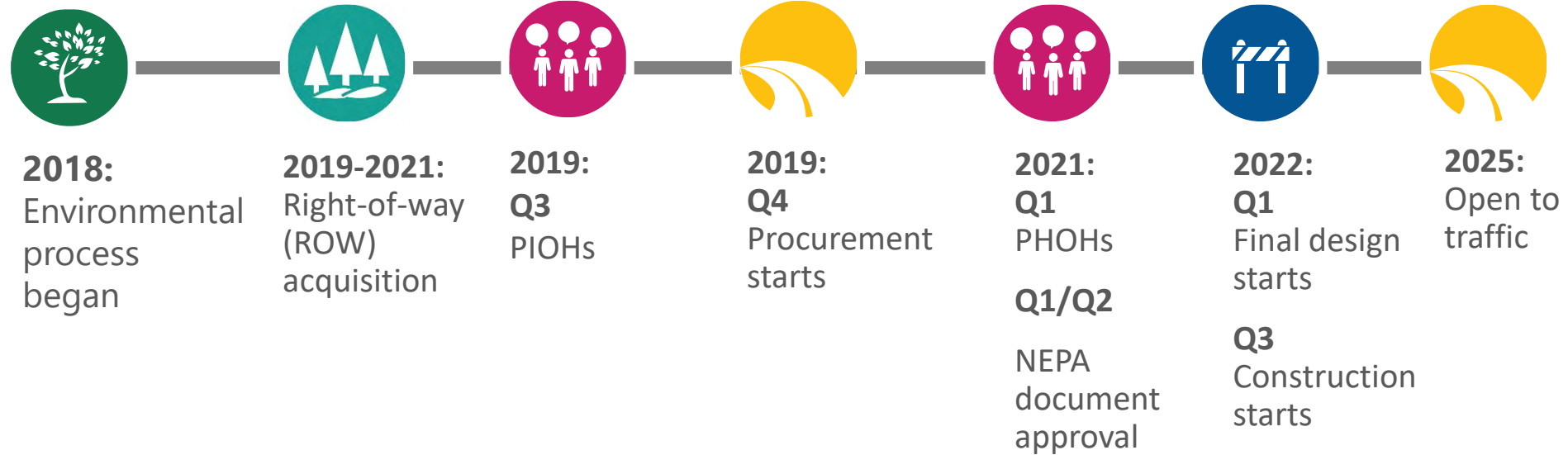
I-285/I-20 East Interchange

- Improves traffic flow and safety at the busy I-285/I-20 east interchange
- Reconstructs ramps and constructs new collector-distributor (CD) lanes
- Upcoming activities
 - Preparing Alternative Concepts that do not preclude the future I-20 Express Lanes
 - Develop future year traffic volumes
 - PIOHs: Q2/Q3 2019



**Information and schedule are subject to change.*

I-285/I-20 East Interchange Timeline



Continuous Community Involvement

**Information and schedule are subject to change.*

Key Coordination Opportunities

Over **130** meetings in the past 2 years with:

- HOAs
- Cities/Counties
- Rotary Clubs
- CIDs
- Schools
- FHWA



**Information and schedule are subject to change.*

Key Coordination Opportunities

MARTA

- Early coordination to identify “shared infrastructure” on SR 400 for express lanes and bus rapid transit (BRT)
- Compared risks/impacts

SRTA

- Working closely through design, construction, and operations of all Georgia Express Lane projects

Local governments

- Early express lane access discussions
- Discussed local projects and redevelopment permitting

**Information and schedule are subject to change.*



GEORGIA DOT
STATEWIDE RAIL PLAN
STATEWIDE TRANSIT PLAN



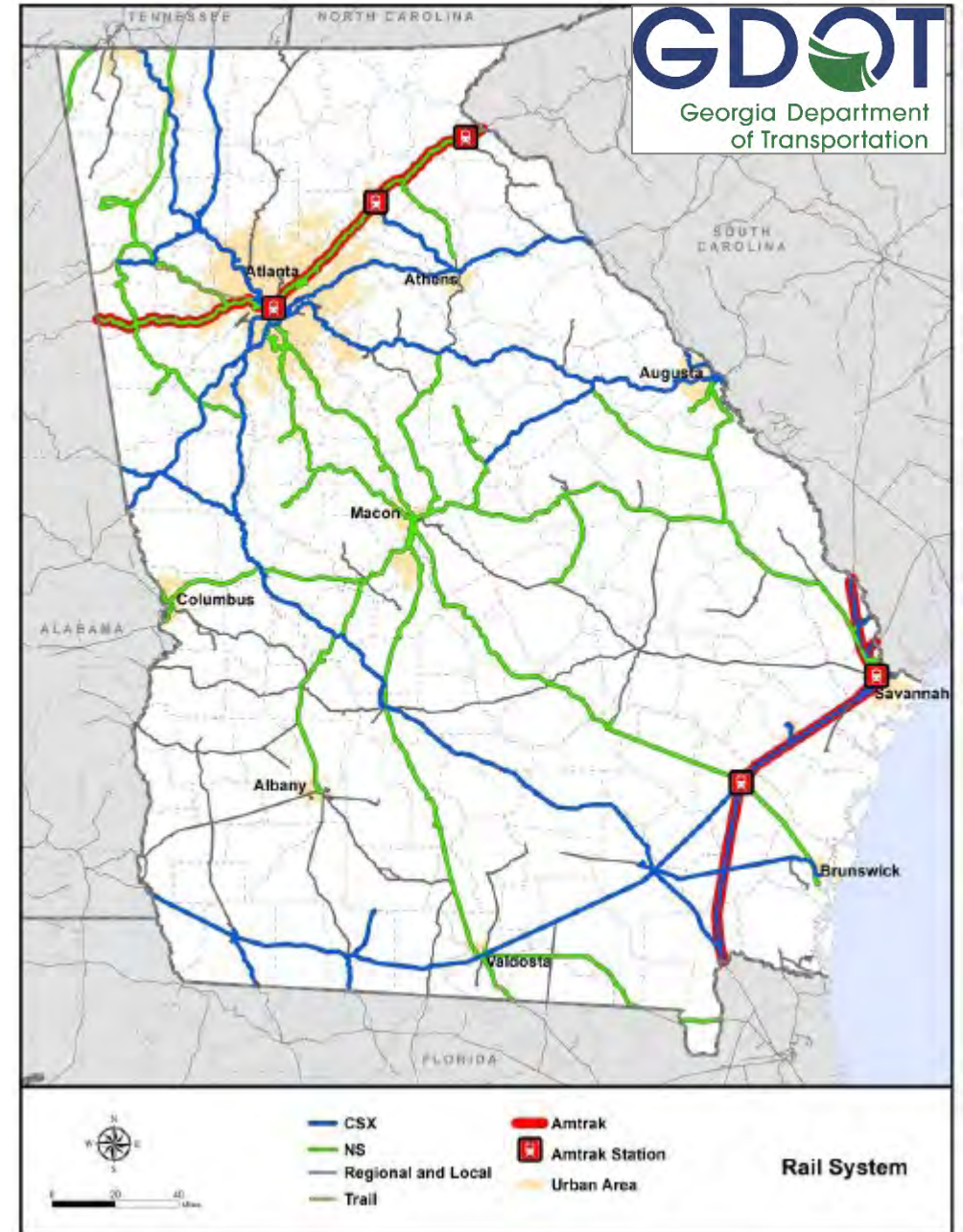
Statewide Rail Plan and Statewide Transit Plan

GDOT Intermodal Division

March 2019

Georgia State Rail Plan

Owner(s): GDOT Intermodal
Partner(s): Steering & Technical Advisory Committees
Consultant(s): WSP
End Date: December 2020
Website: <http://www.dot.ga.gov/IS/Rail>
Key Contact(s): Kaycee Mertz
kmertz@dot.ga.gov
404-347-0657



Georgia State Rail Plan

Focus Areas



State-owned Shortlines

- Inventory and Asset Management
- Clear Investment Strategy



Statewide Freight Trends

- Port improvements
- Projected growth in GA rail traffic
- Inland Ports & modal shift



Making a Case for Rail Infrastructure

- Supporting economic development
- Reducing highway congestion
- Safety benefits



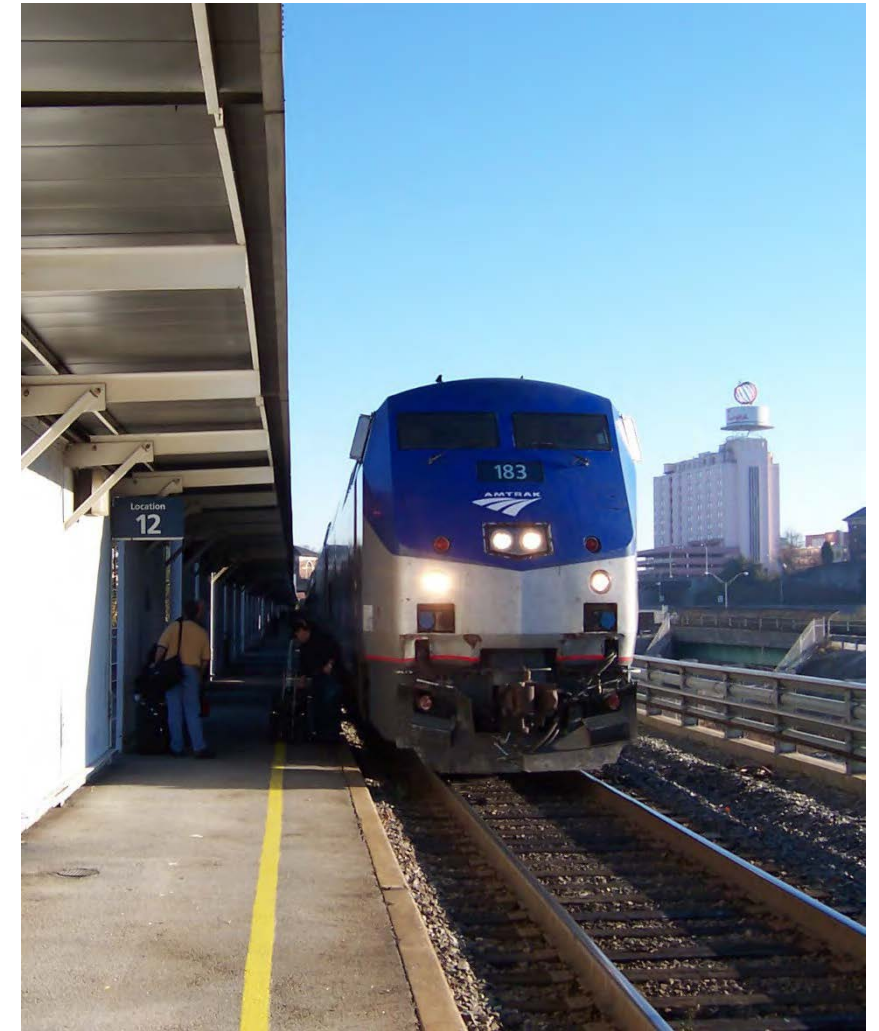
Refresh Georgia's Passenger Rail Vision

- Passenger Rail Corridor Studies
- FRA's Southeast Rail Plan
- Evaluate Amtrak's service

Georgia State Rail Plan

Collaboration & Outreach

- Agencies:
 - MPOs, RCs, ACCG, and GMA
 - Economic Development Agencies
 - Georgia Port Authority
 - Federal Rail Administration
 - GDOT Utilities, Safety, and Planning
- Private Industry:
 - Class 1 and Shortline Railroads
 - Industries and Shippers
 - Port Operators
- Passenger Rail:
 - Amtrak
 - Public Interest Groups
 - Neighboring States
- Public meetings and surveys



Georgia State Rail Plan

Opportunities

- Support safe crossings
- Recommend strategic capacity upgrades for freight
- Investment plan for state-owned railroads
- Support “double-stacking” capabilities
- Support network of inland ports
- Future of Atlanta’s Amtrak station
- Evaluate current Amtrak service in GA
- Long-term vision for passenger rail in GA and Southeast US



GA Statewide Transit Plan (SWTRP)

Owner(s): GDOT Intermodal

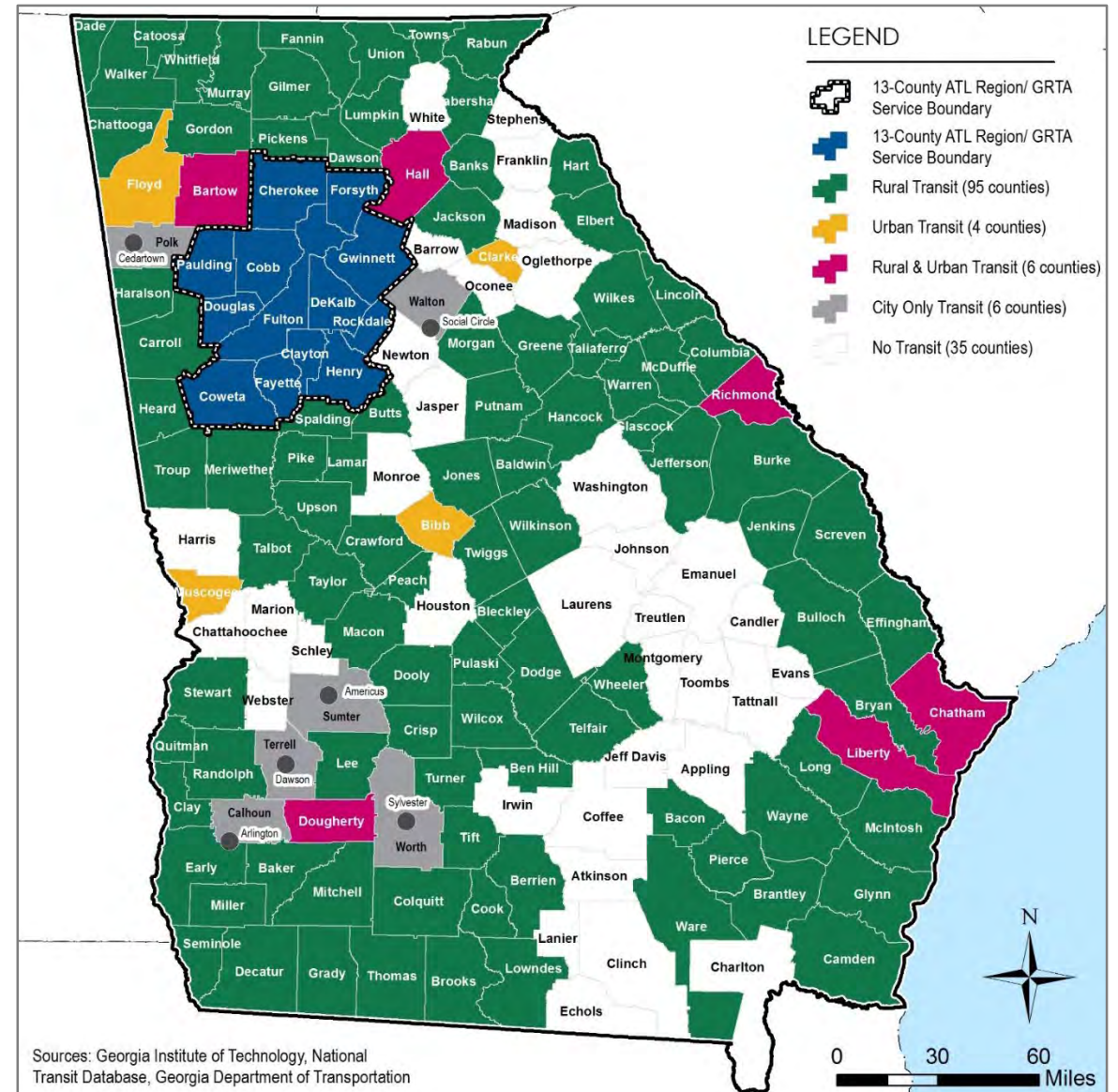
Partner(s): Steering & Technical Advisory Committees

Consultant(s): AECOM

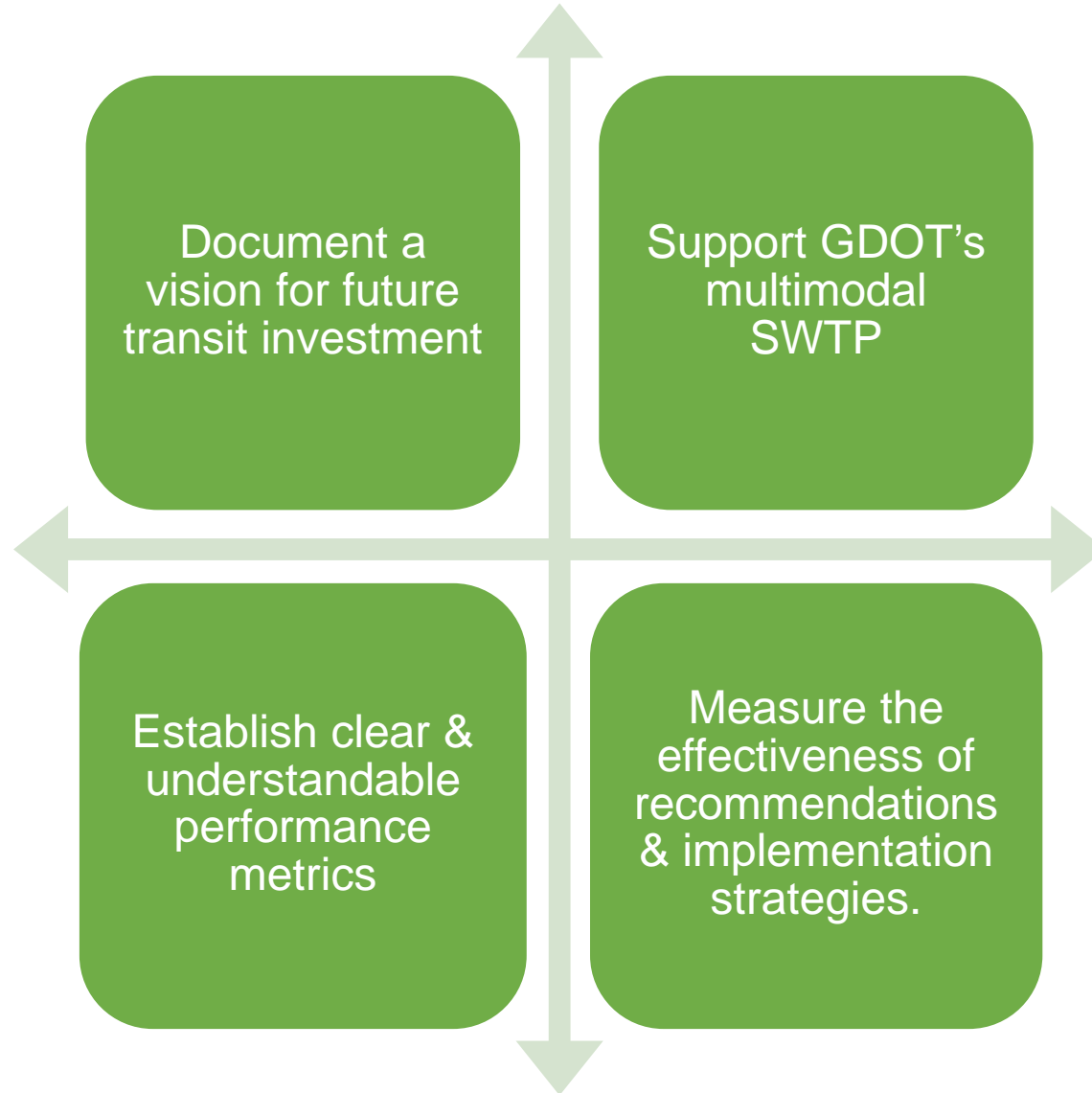
End Date: Q1 2020

Website: <http://www.dot.ga.gov/IS/Transit/TransitPlan>

Key Contact(s): Kaycee Mertz
kmertz@dot.ga.gov
404-347-0657



Georgia Statewide Transit Plan



Statewide Transit Plan

Focus Areas



Evaluate
Service Gaps



Make the Case
for Transit
Investment



Cohesive
Statewide
Vision



Future
Focused



Robust Public
and Agency
Engagement



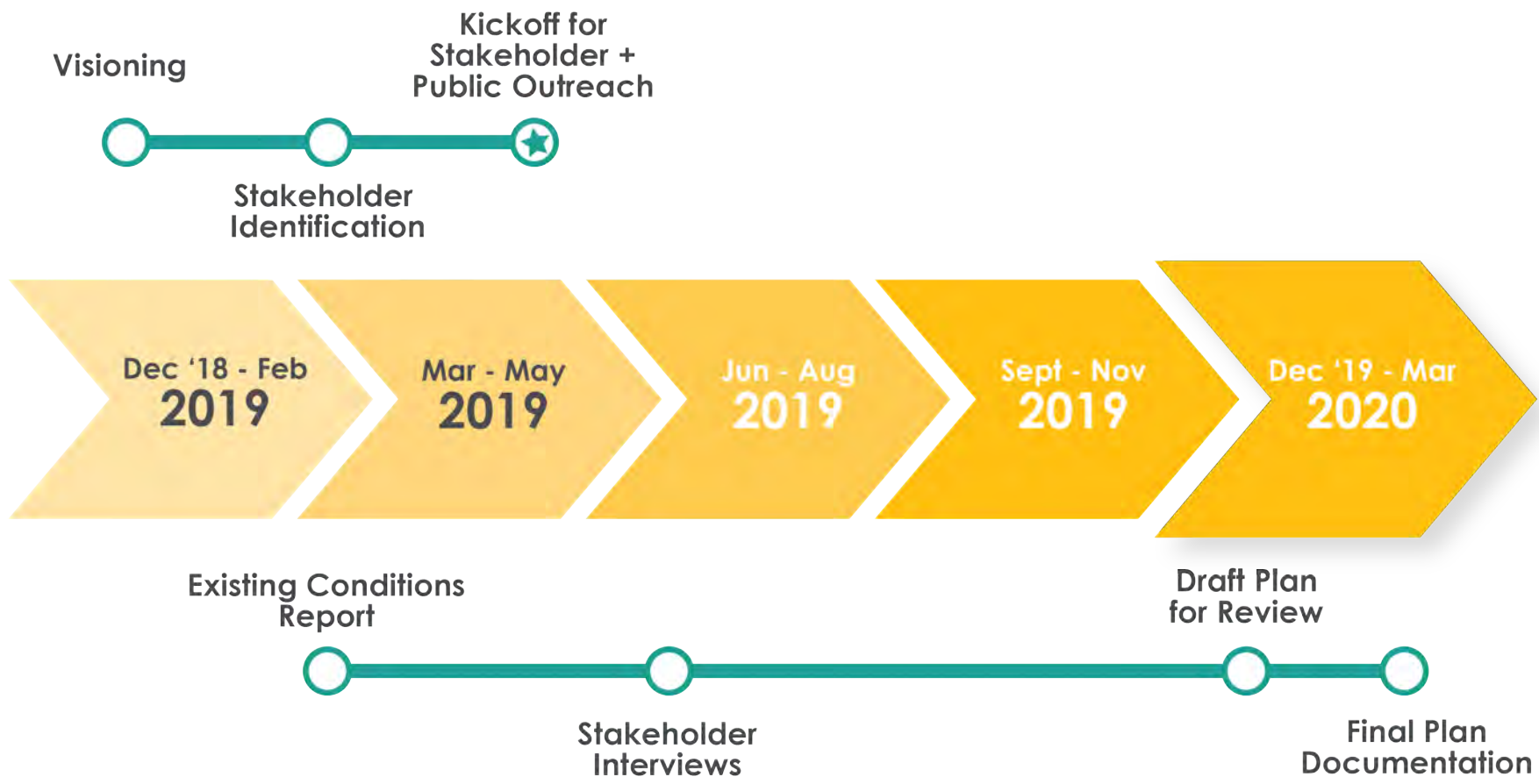
Coordination
with Other
Statewide Plans



Intercity
Transit

Statewide Transit Plan

Timeline & Milestones



Collaboration Opportunities

Statewide Steering Committee (SSC)



- GDOT
- GTA
- ACCG
- GMA
- GAMPO
- FTA & FHWA
- DHS
- DCH
- DCA

Technical Advisory Committee (TAC)



- Transit Providers
- Regional Commissions
- MPOs
- Counties & Cities
- Additional state agencies

Public Engagement



- Project Website
- Fact Sheets
- Surveys
- Comment cards
- Open Houses (3 statewide)

Stakeholder Interviews



One-on-one or small group interviews

Targeted Outreach



- EJ / LEP Communities
- Aging populations
- Disability advocates
- Employers, healthcare providers, and educational institutions

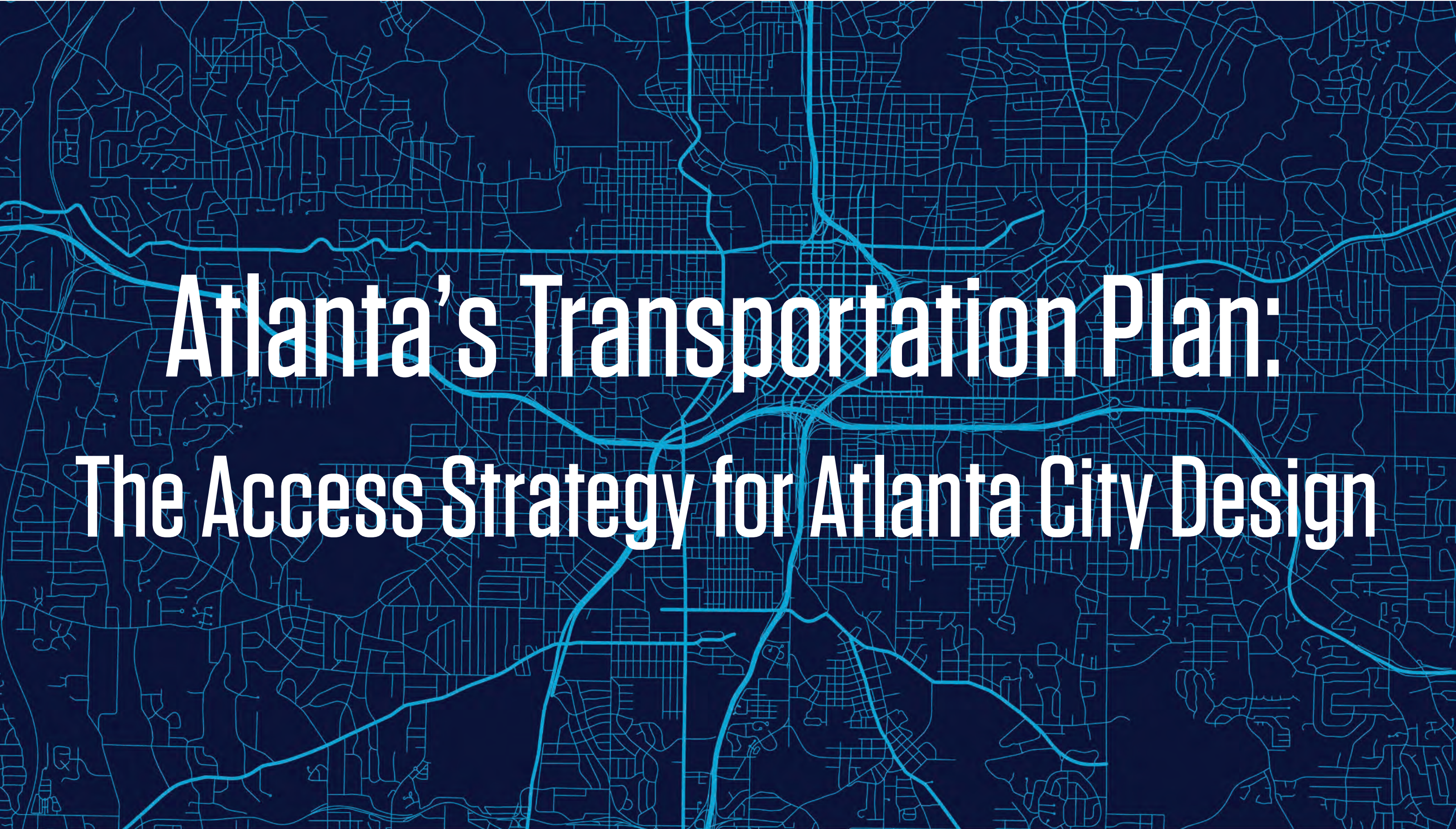


Contact: Kaycee Mertz, AICP
Rail & Transit Planning Manager
Intermodal Division
404-347-0657
kmertz@dot.ga.gov



CITY OF ATLANTA

ATLANTA'S TRANSPORTATION PLAN



Atlanta's Transportation Plan: The Access Strategy for Atlanta City Design

ATLANTA

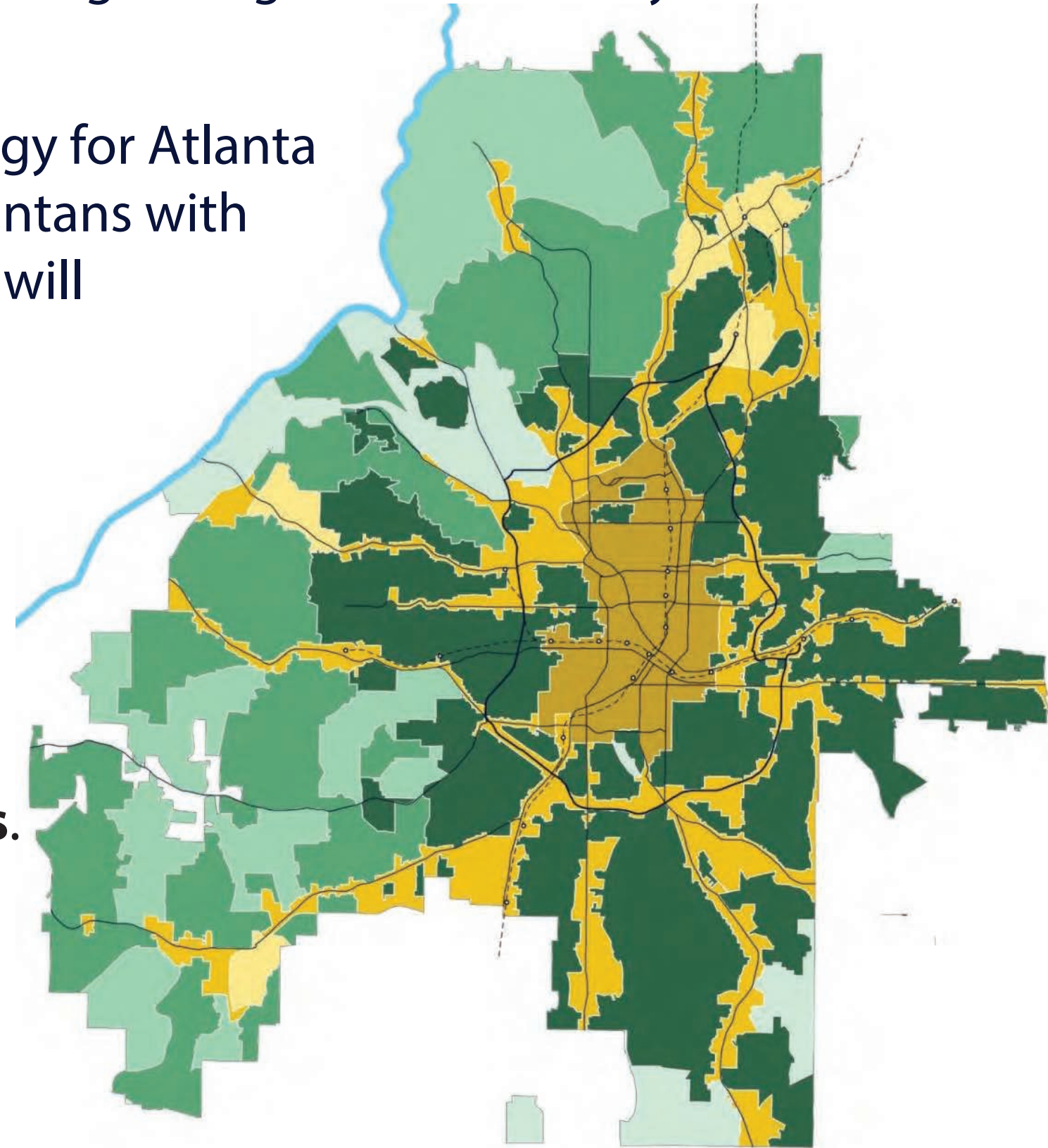
2018

Atlanta City Design

Atlanta City Design is the new framework for the long term growth of the City

Atlanta's Transportation Plan is the access strategy for Atlanta City Design- it's our blueprint for providing all Atlantans with efficient, safe, and equitable mobility options that will support healthy and inclusive growth as the City's population expands to an anticipated 1.3 million over the coming decades.

In order to accommodate such significant growth, a critical component of this access strategy is **reducing Atlanta's dependence on automobiles.**

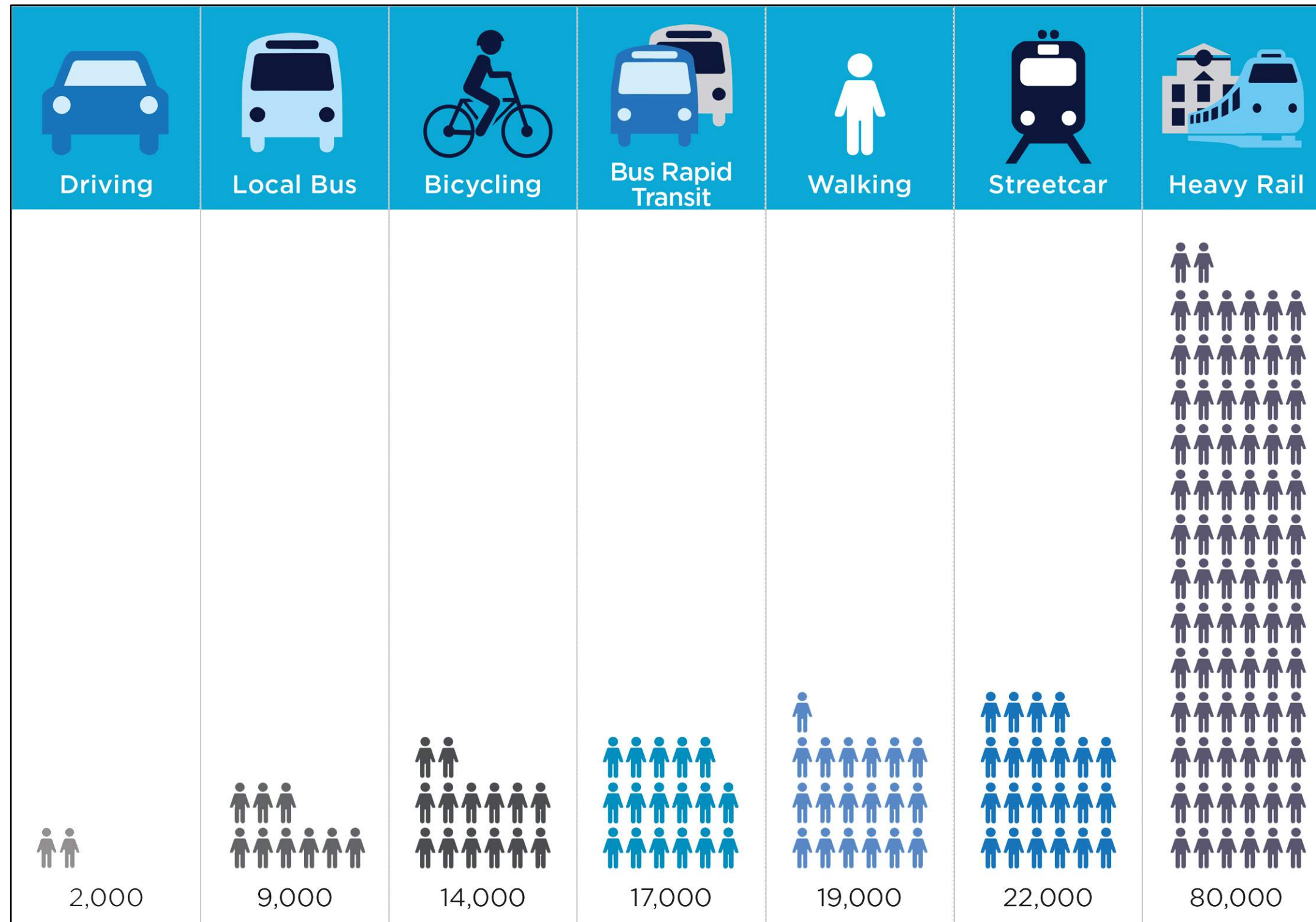


Atlanta's roads are near capacity and cannot expand to accommodate anticipated growth



Efficiency

We must maximize the use of existing infrastructure



Capacity of 10' lane per hour

Public Engagement

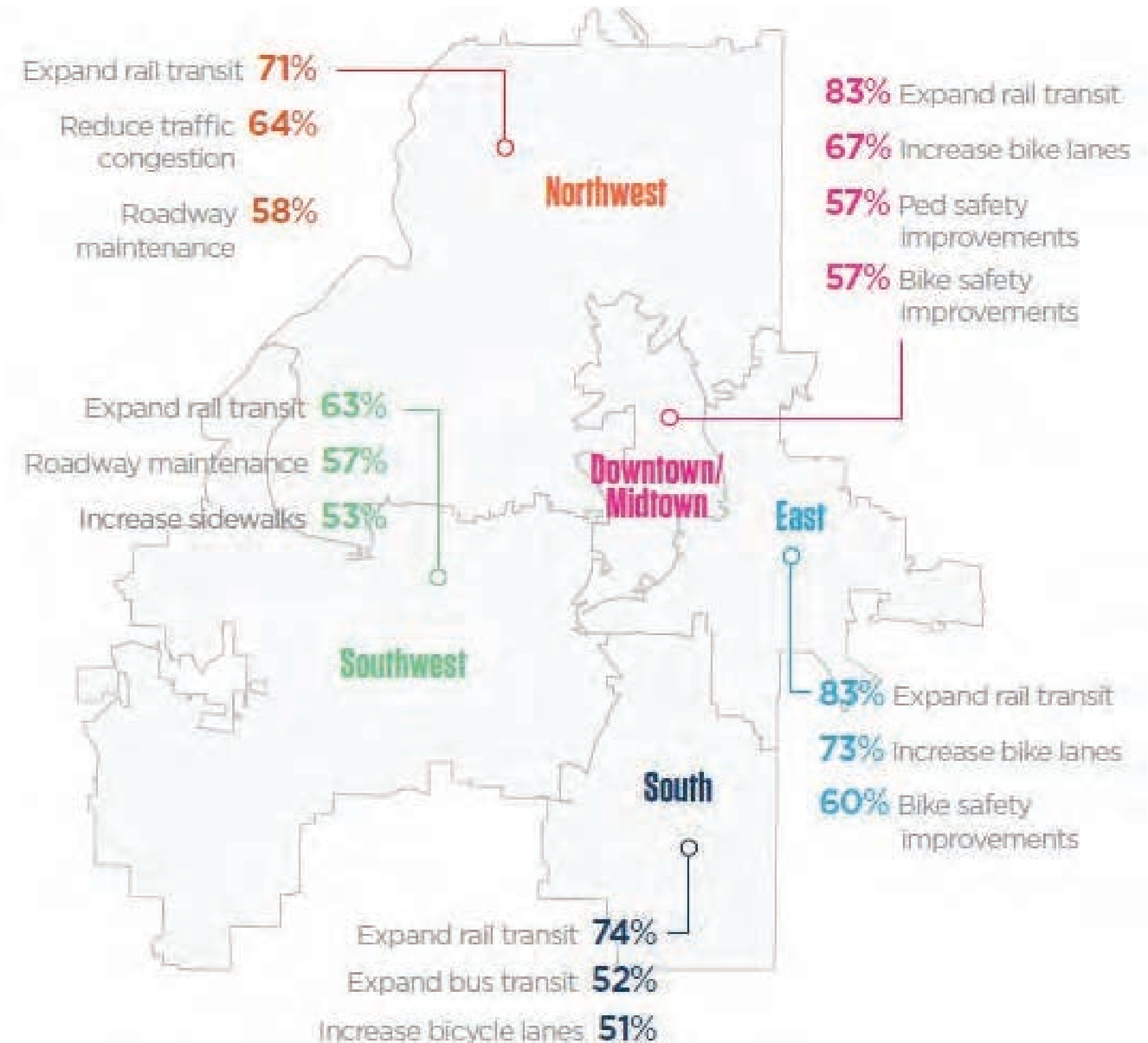
What we asked: What transportation investments would you like to see more of?

City-wide responses:

77% Expanded rail transit

60% Increase bicycle lanes & multi-use trails

54% Reduce traffic congestion



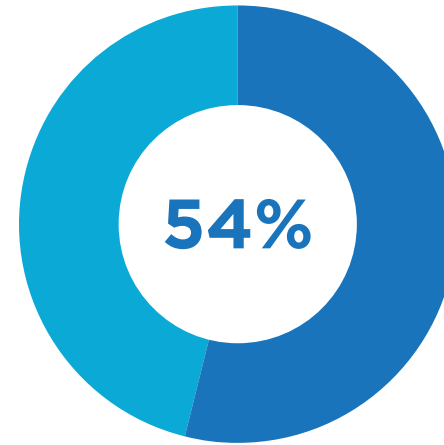
The background features a stylized illustration of a city skyline with various skyscrapers in shades of blue. In the foreground, there is a park-like area with several trees of different shapes and sizes, some with small flowers or bushes. The overall color palette is monochromatic, using various shades of blue.

How Can the City Manage Its Resources to Support 1.3 Million Residents and 1.2 Million Jobs?

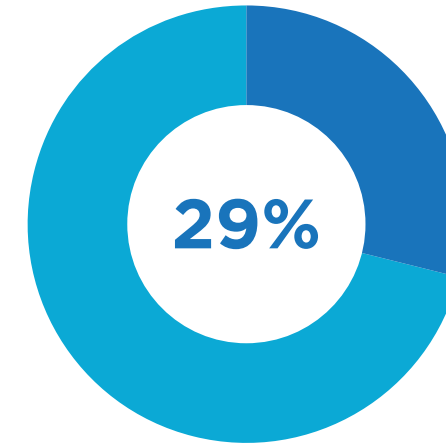
Mobility

Mode Shift Targets

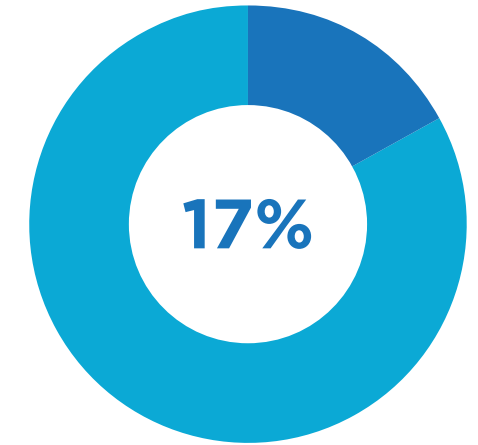
Current Mode Share



Drive
Alone

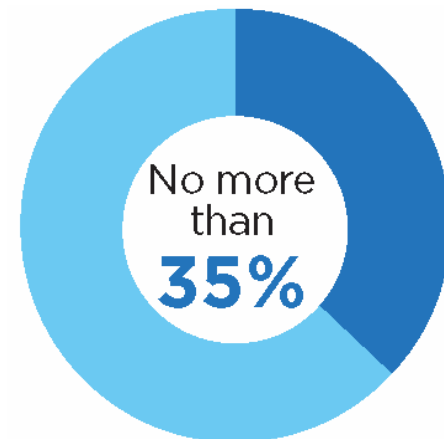


Drive
Together

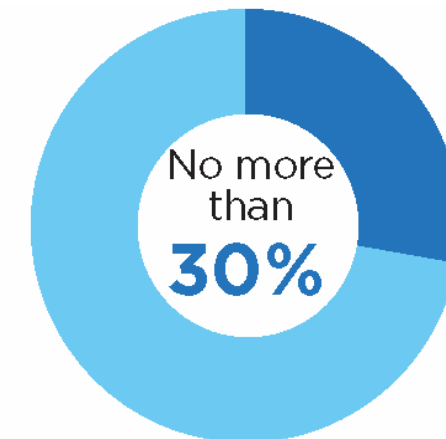


Transit/
Walk/Bike

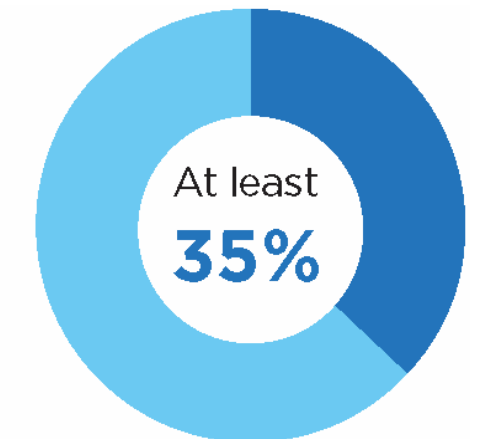
Future Targets



Drive
Alone

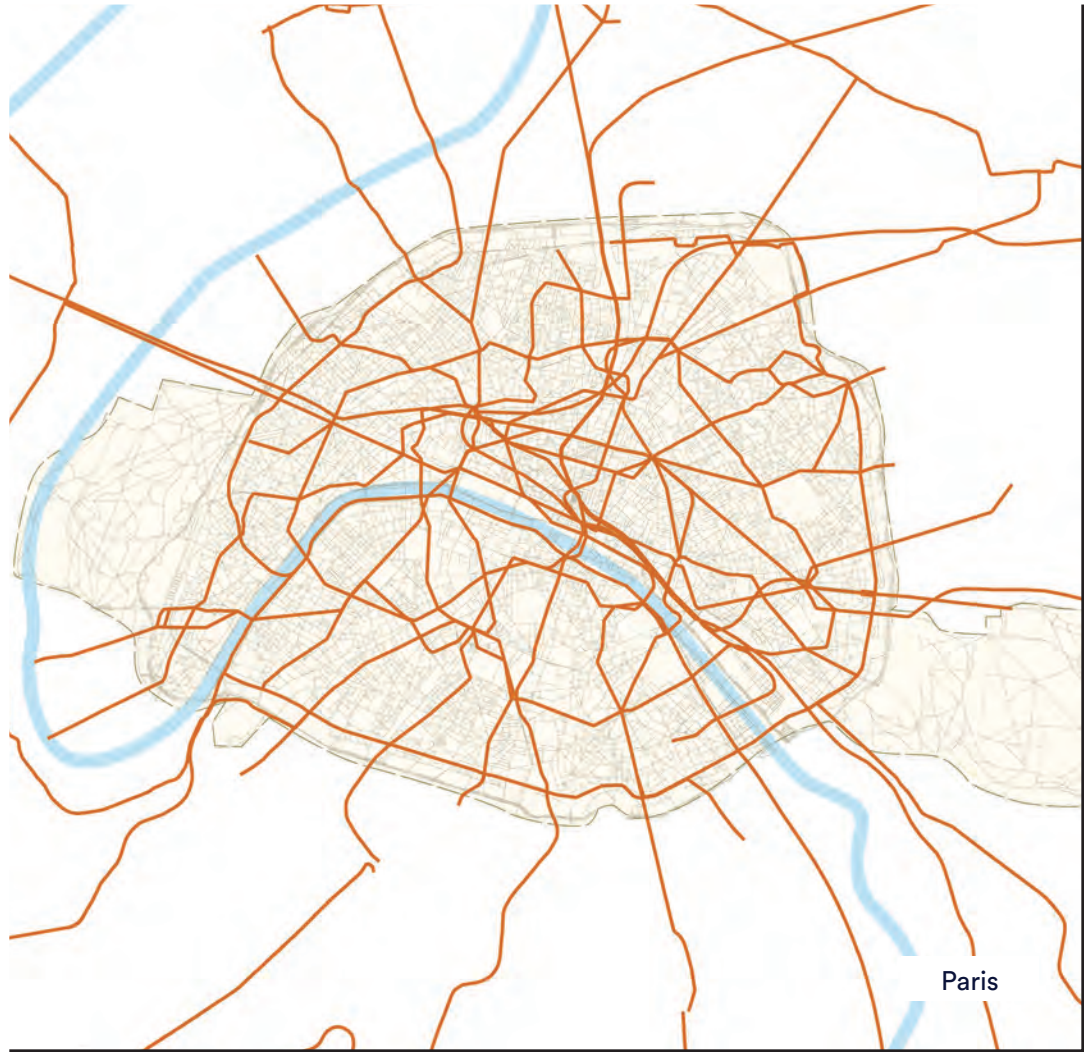
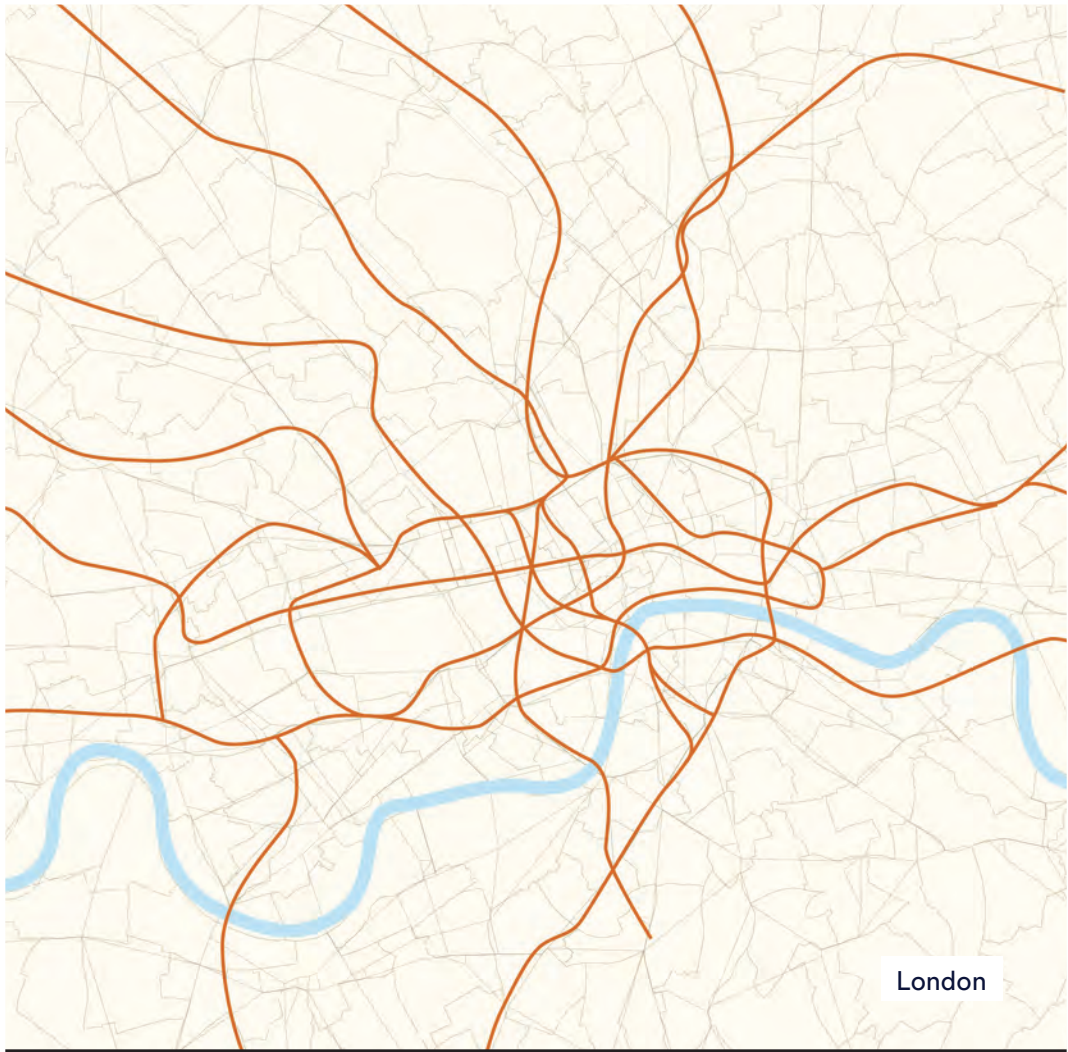
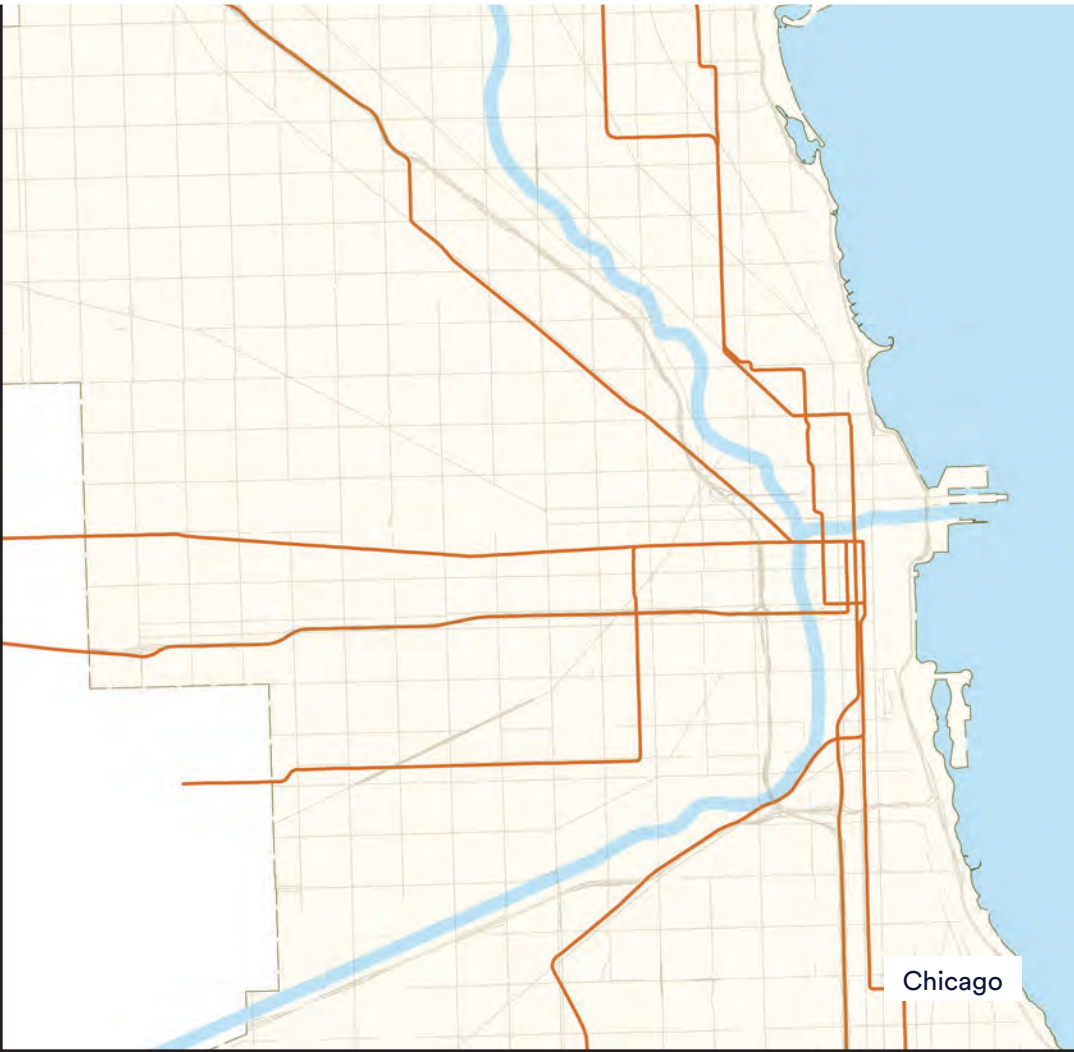
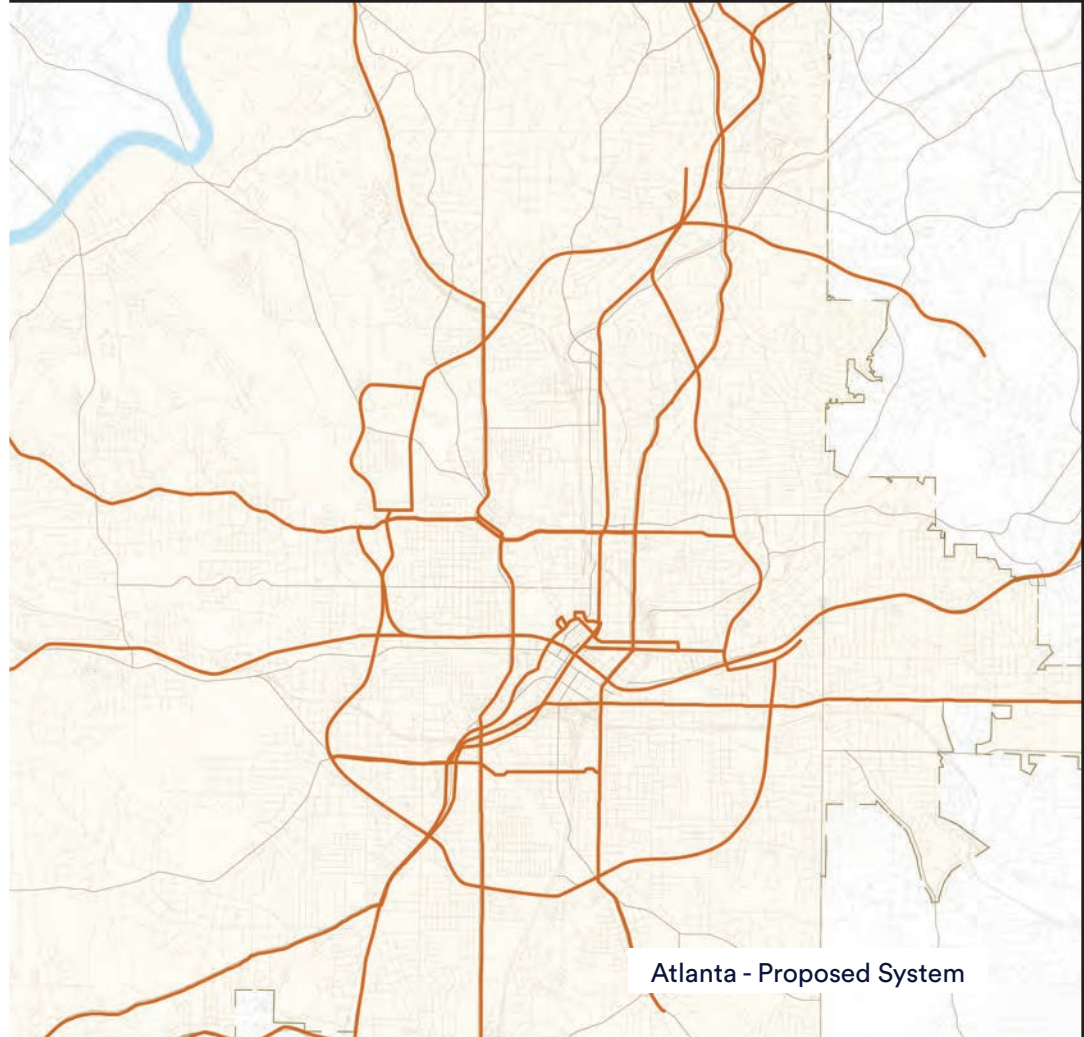
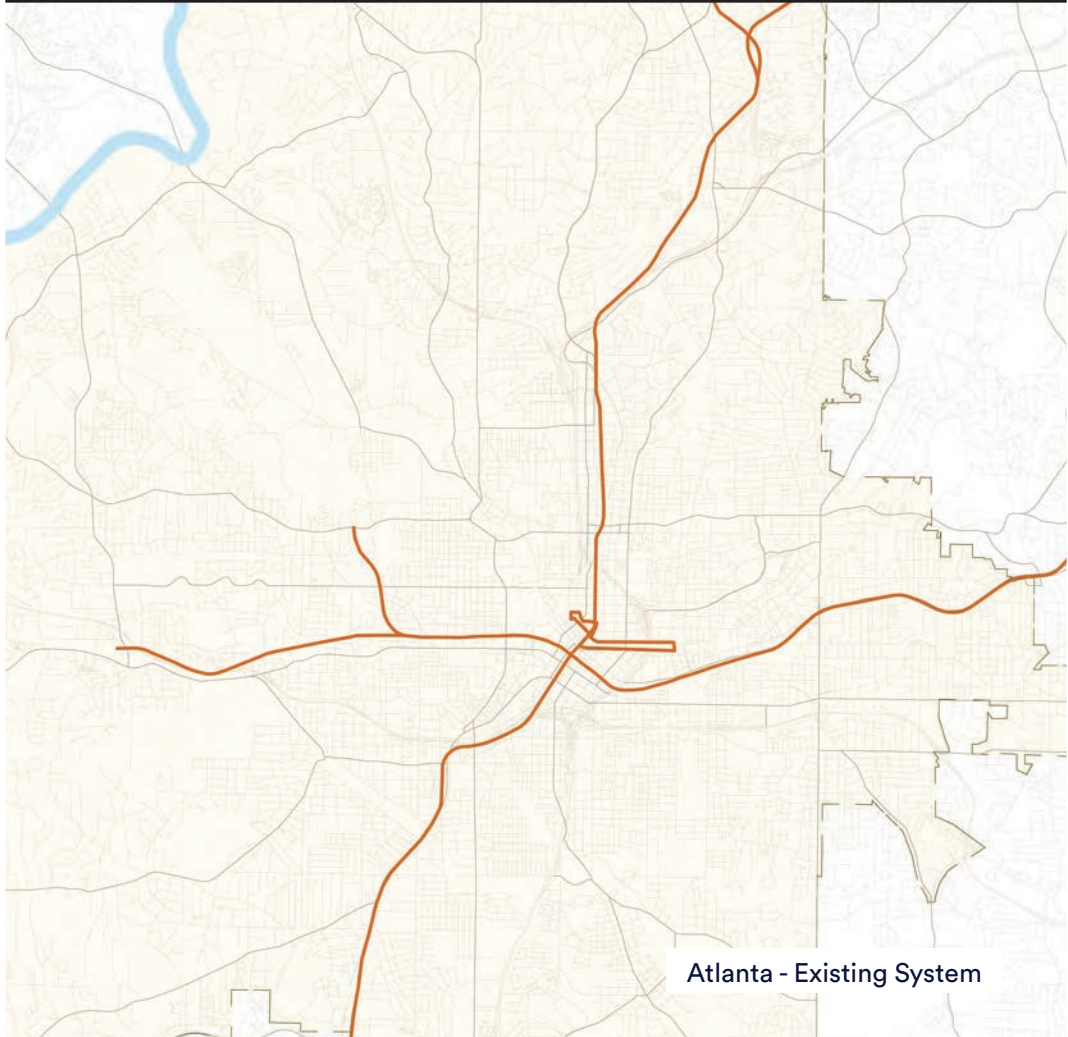


Drive
Together

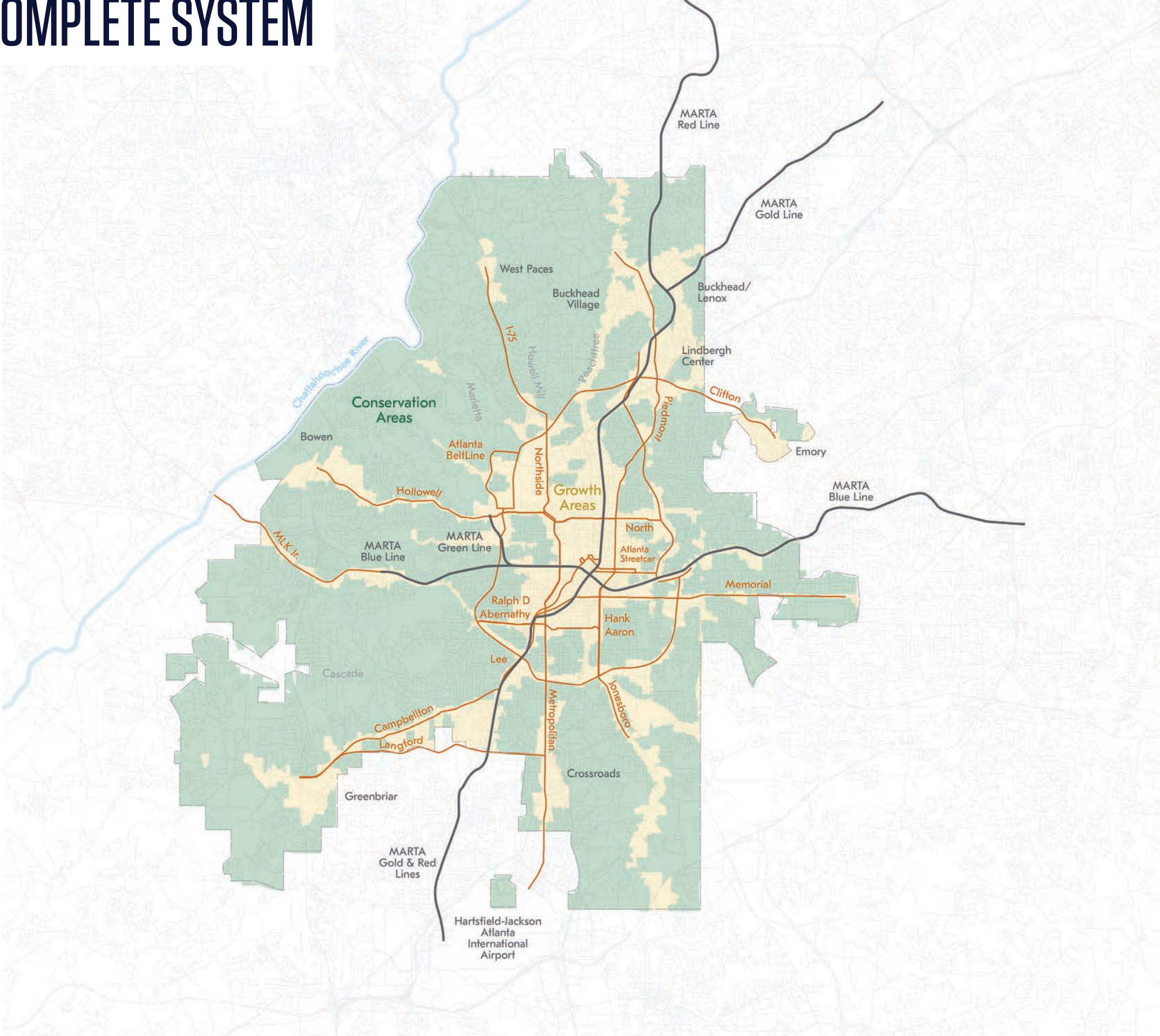


Transit/
Walk/Bike

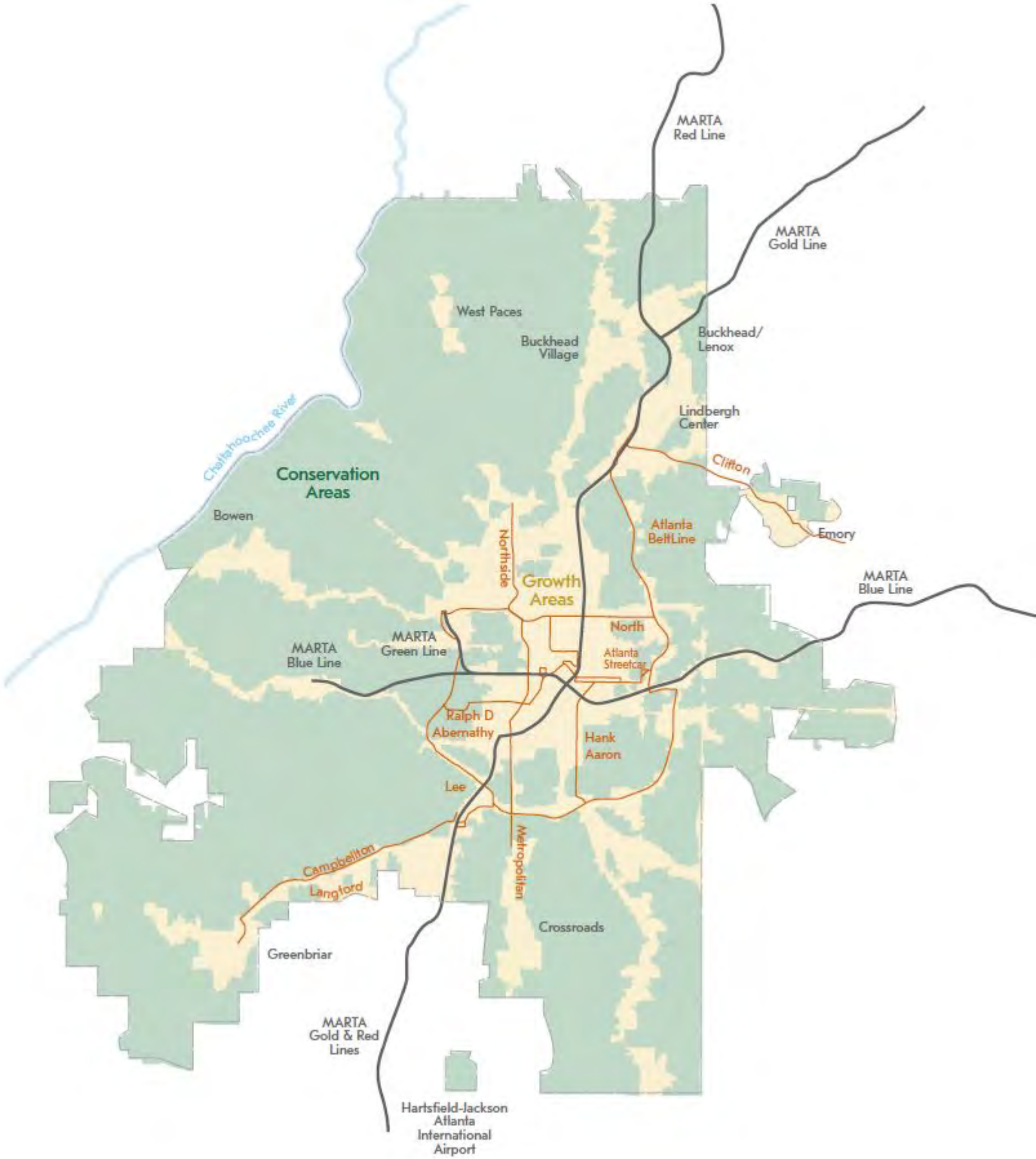
TRANSIT DENSITY SCALE COMPARISON BY CITY



CITY DESIGN COMPLETE SYSTEM



MORE MARTA ALTERNATIVE HIGH CAPACITY TRANSIT (HCT) SCENARIO



MORE MARTA PROGRAM HIGH CAPACITY TRANSIT CORRIDORS

- Existing MARTA
- Future More MARTA High Capacity Transit

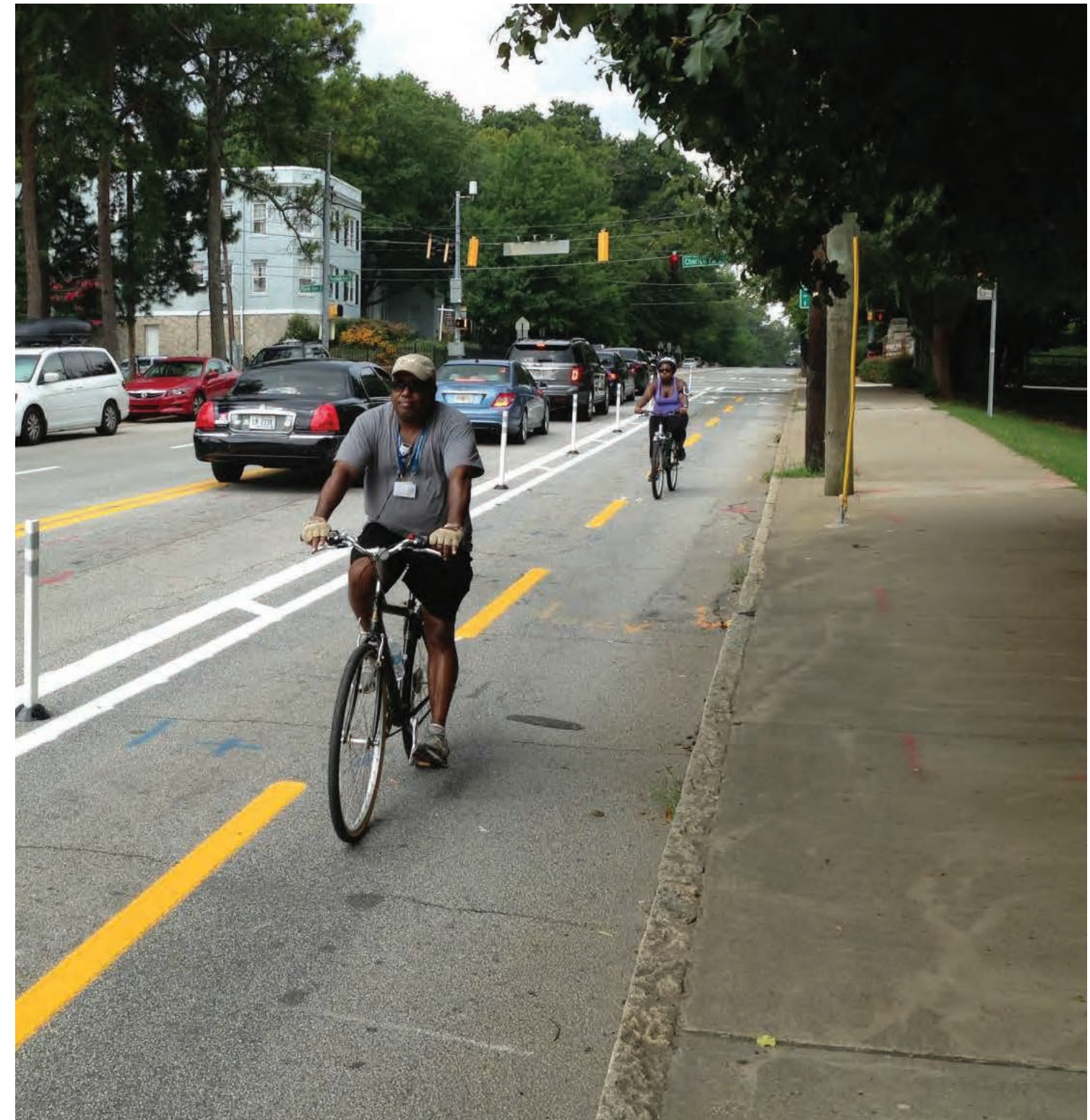
Mobility

Active Transportation

Expand connected, dedicated bicycle network

Build and upgrade high quality pedestrian facilities

First/ last mile transit connectivity



Mobility

Transportation Demand Management (TDM)

- Shift the mode of travel away from driving alone
- Shift the time of travel away from peak hours
- Provide options and incentives to encourage other modes of travel



Safety

Improve health, safety, and comfort for all users of the transportation system

Atlanta has higher crash, injury, and fatality rates than the national average and peer cities

Atlanta's pedestrian fatality rate is twice the national average

Collision Death Rate per 100,000 Population		
	Total Fatalities	Pedestrian Fatalities
United States	10.90	1.67
Georgia	14.00	1.89
Atlanta	12.50	3.23
Chicago	4.45	1.69
Seattle	3.80	1.02
Washington, DC	3.42	1.93

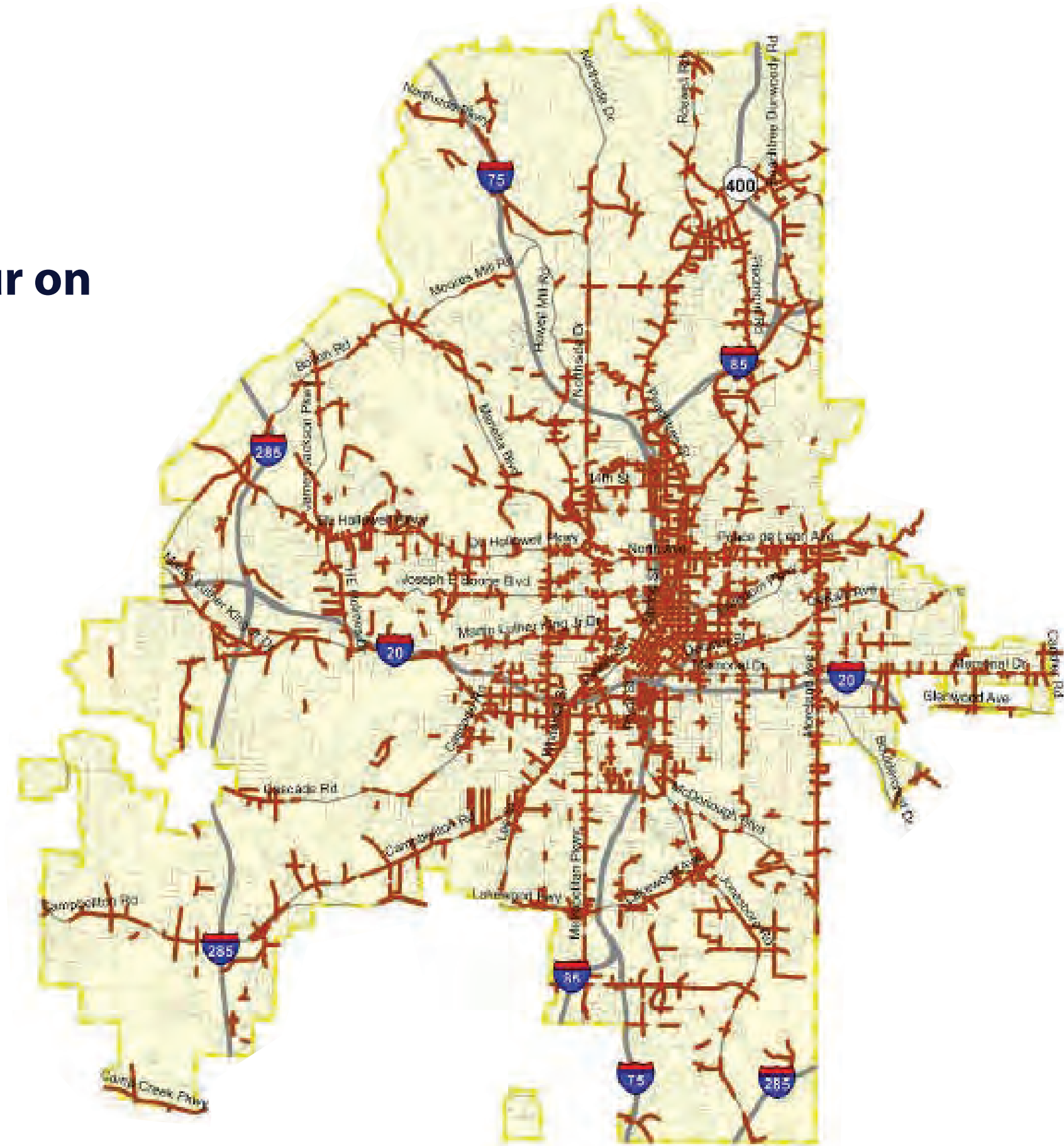
Collision Death Rates (2015)

Source: National Highway Traffic Safety Administration: Traffic Safety Facts 2015

Safety

Focus on High Injury Network

42% of injuries and 72% of fatalities occur on only 6% of Atlanta's roadways



Injury prevalence on Atlanta roadways

Safety

Address the Most Vulnerable

Users:

Elderly

Young

Disabled

Underserved Communities

Modes:

Pedestrians

Bicyclists

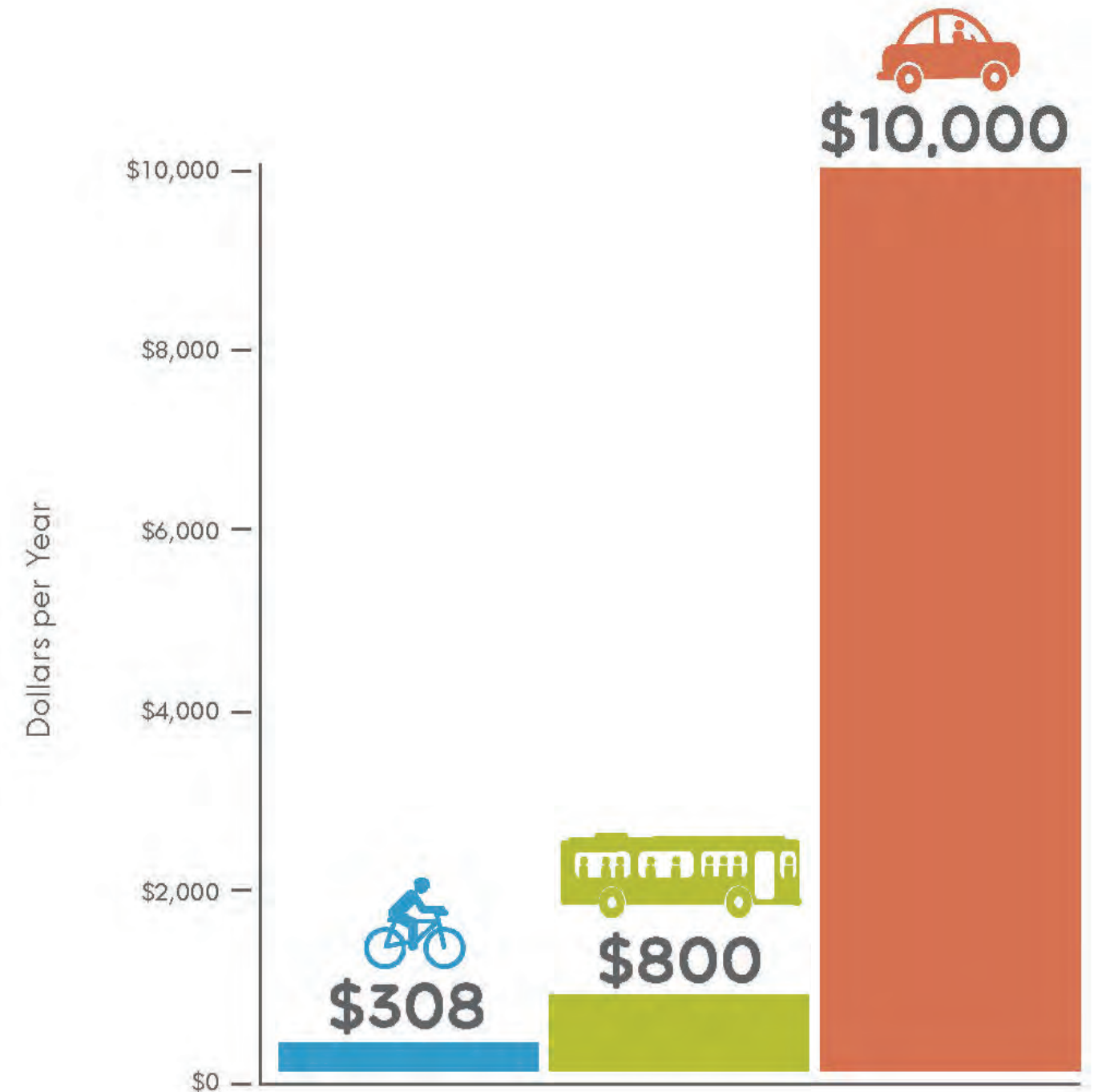


Affordability

Driving is the most expensive transportation option

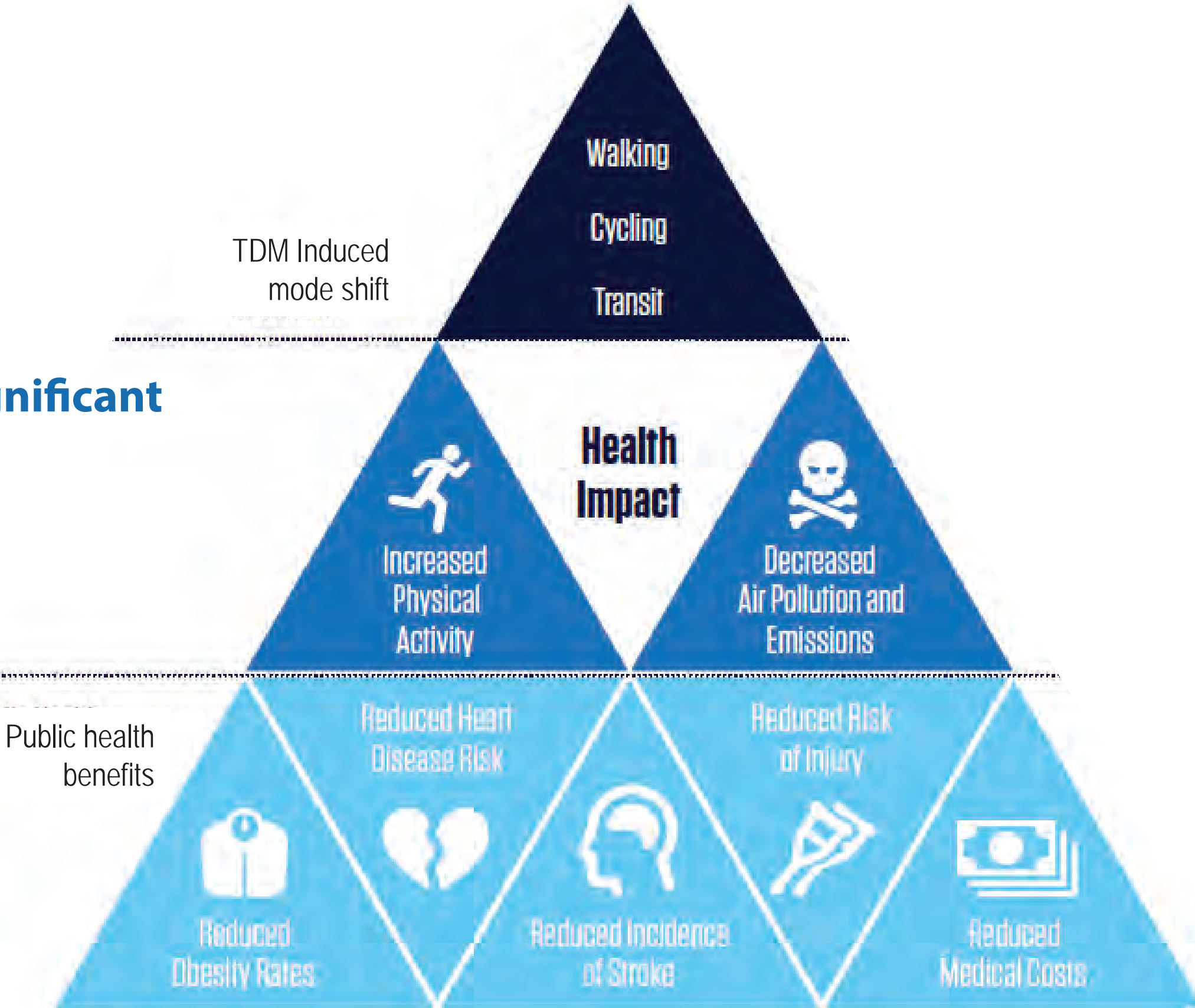
Expanding transportation options throughout the City builds an equitable, affordable system for all

Many communities that rely most heavily on transit are those least well served by it



Building the City We Want

Active Transportation has significant public health benefits



Building the City We Want



Multi-modal streets create more vibrant places

Building the City We Want



Reducing auto use encourages more civic life



ATLANTA'S 
TRANSPORTATION PLAN
The Access Strategy for Atlanta City Design

ATLANTA'S CAR FREE LIVABILITY MAP

Atlanta's Transportation Plan (ATP) is the access strategy for **The Atlanta City Design**- it's our blueprint for creating a comprehensive transportation network that will provide all Atlantans with the efficient, safe, and equitable mobility options that will support healthy and inclusive growth.

A critical component of this effort- and the larger vision of The Atlanta City Design- is **reducing Atlanta's dependency on automobiles.**

Atlanta's Car-Free Livability Map allows us to analyze the suitability of areas within our city for car-free living.

Developed as an outgrowth of the ATP, this map represents a **uniquely customized** and **data-driven** tool for assessing existing conditions, evaluating our progress as we work to create a less car-dependent Atlanta, and engaging with citizens, stakeholders, and partner agencies.



ASSEMBLING THE MAP

1) Assign weights of influence:

Not all factors have the same degree of impact

Walk to MARTA Rail: x5

Variety: x4

Intersection Density: x4

Walk to Groceries: x3

Walk to Bus: x3

Bike to MARTA Rail: x3

Bike access to Groceries: x1

Slope: x1

Relay Bike Share: x1

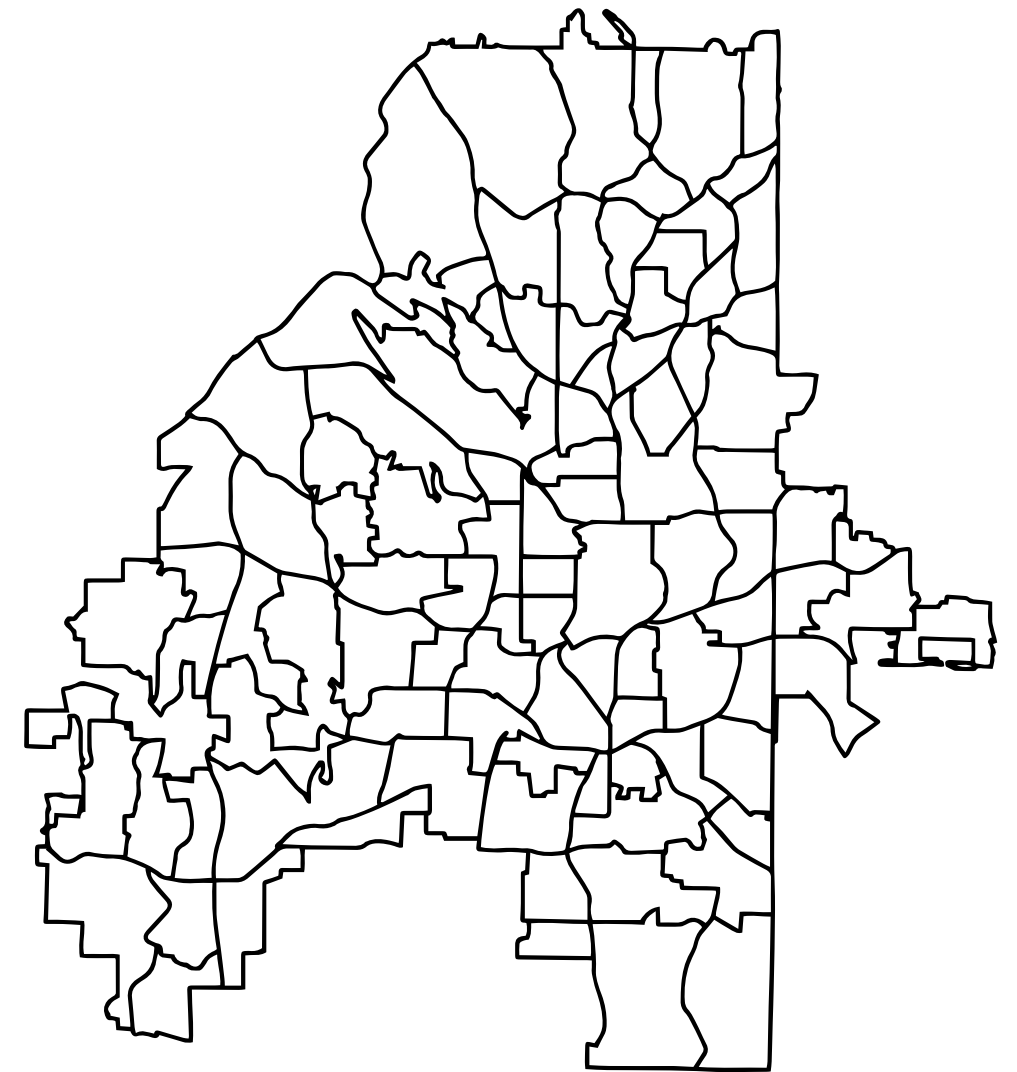
2) Overlay data layers:

Scores for each layers are "stacked"



3) Calculate Results (Zonal Statistics)

Average scores over areas of analysis



ATLANTA'S CAR FREE LIVABILITY MAP

