



AGENDA

Stakeholders Advisory Committee – Meeting #1

Thursday, September 6, 2018

6:00 p.m. - 7:30 p.m.

Central Library Processing Center (3560 Kensington Road, Decatur, GA 30032)

- Welcome** *Delores Crowell, Director – Intergovernmental Affairs, DeKalb County*
- Opening Remarks** *Michael Thurmond, CEO, DeKalb County*
Lori Sand, DeKalb Transit Master Plan Project Manager, Atlanta Regional Commission
Jeffrey Parker, General Manager/CEO, MARTA
- Stakeholder Advisory Committee** *Michael Hightower, DeKalb Transit Master Plan Community Facilitator, The Collaborative Firm*
- Transit Master Plan Overview** *Grady Smith, DeKalb Transit Master Plan Project Manager, VHB*
- Challenges & Opportunities** *Grady Smith*
- Q&A** *Grady Smith and Michael Hightower*
- Transit Mode Exercise** *Grady Smith and Olen Daelhousen, VHB*
- Next Steps** *Michael Hightower*

If you have ideas/thoughts/concerns as we go through the agenda, feel free to write them on a comment card and give them to any team member.



Meeting Objectives

Stakeholders Meeting

- ❑ **Educate on Transit Master Plan and transit modes**
- ❑ **Define ground rules and meeting format**
- ❑ **Limited time for Q&A**

No Boundaries—Today's Preparation, Tomorrow's Achievement

Opening Remarks



Michael Thurmond

CEO,
DeKalb County



Lori Sand

Project Manager,
*Atlanta Regional
Commission*



Jeffrey Parker

General Manager/CEO,
MARTA



Stakeholder Advisory Committee

Stakeholder Advisory Committee

Purpose & Role

- Advise DeKalb County, municipal and MARTA representatives
- Preview materials related to project
- Envision the potential benefits of harnessing the economic and community-building power of transit
- Help refine other community engagement strategies intended to elicit broader public input on this project
- Spread the word about the project
- Attend approximately 4 meetings

Stakeholder Advisory Committee

Ground Rules

- Be positive minded
- Be collaborative
- Share the air
- Be present
- Date your ideas/don't marry them





DeKalb County Transit Master Plan

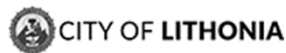


DeKalb County

TRANSIT MASTER PLAN

The Transit Master Plan will address DeKalb County's **mobility challenges**, help to **enhance future development opportunities**, and **improve the quality of life** within each of DeKalb's cities and unincorporated communities, both north and south. The plan will also seize opportunities in DeKalb County for service enhancements today and expansion opportunities tomorrow to create a 30-year vision and beyond for transit investments.

Study Partners



DeKalb County Transit Master Plan



Live, work, play and use transit

Focused on creating an environment where transit is a seamless part of living, working and playing in DeKalb County. By creating a robust network of complementary modes that include **different types of transit solutions**, the plan will **improve residents' quality of life** and businesses' bottom lines.



Make sure thriving and emerging areas have transit service

Defined **fiscally sensible solutions**, the Master Plan will **bolster economic development** activities in currently prosperous areas and encourage investment in those areas identified for future growth so that all areas of the County will benefit from future transit improvements.



Ensure that the transit vision is affordable and effective

Create an environment to **listen, educate, and collaborate** with residents, local businesses, cities, and DeKalb County, together we can develop a prioritized list of well-defined, realistic, and feasible transit improvements to guide us for the next few years and beyond.



Make sure transit is available for everyone

Provide mobility options for all DeKalb County residents. The recommendations will balance the needs of **discretionary riders** who could choose to commute via private automobile instead of transit with the needs of more **transit-dependent riders** such as seniors, individuals with low incomes, underserved residents, persons with disabilities, and youth.

Transit Master Plan Tasks

Public outreach and stakeholder engagement

Community vision development

Analyze existing and future conditions

Transit service needs and market assessment

Development of service improvement strategies

Development of transit investment scenarios

Publish Transit Master Plan

Existing and Future Conditions



Travel Trends

- Mode Share
- Trip Desire
- Access to Transit
- Travel Time Reliability



State of the System

- Ridership
- System Connectivity
- Service Availability
- System Operating Efficiency



Economic Development

- Access to Jobs
- Nodal Density/Intensity
- Development/Redevelopment



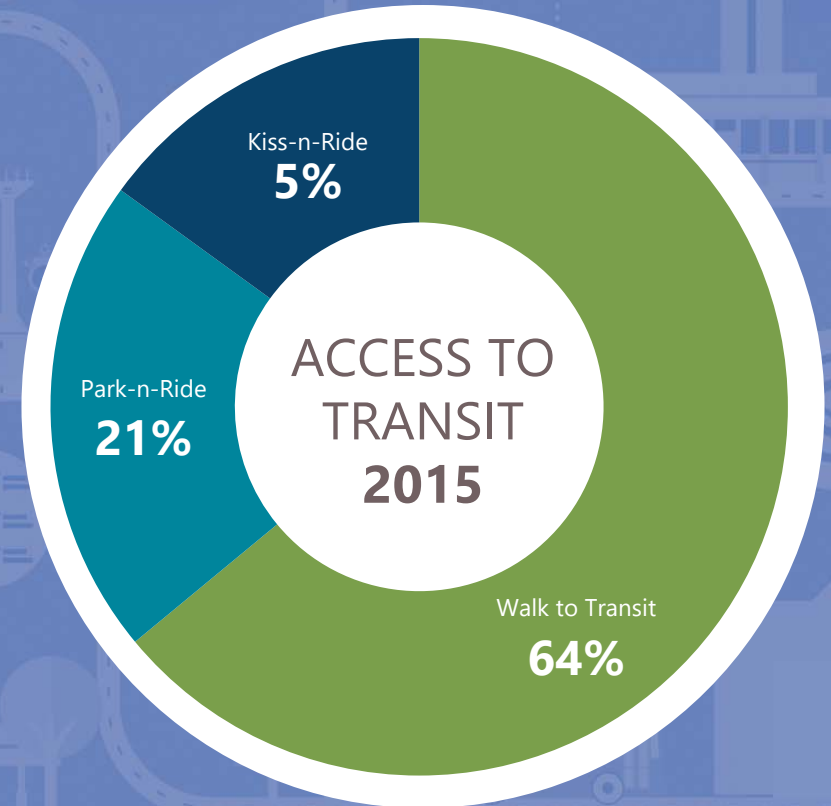
Fiscal

- Cost Assumptions
- Funding Options

DeKalb County Transit Accessibility

How do people access transit today?

How can we improve access to transit?



Facts about DeKalb County in the MARTA Service Area

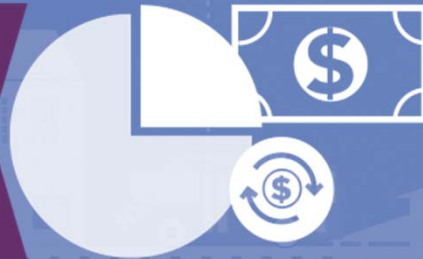
34% of the **marta** service area is in DeKalb County



27% of employment in the **marta** service area is in DeKalb County



In 2017, DeKalb County contributed **25%** of the **marta** sales tax revenue



36% of population in the **marta** service area lives in DeKalb County





SUCCESS

Concise, locally supported plan

Short, mid, long-term transit investment strategies

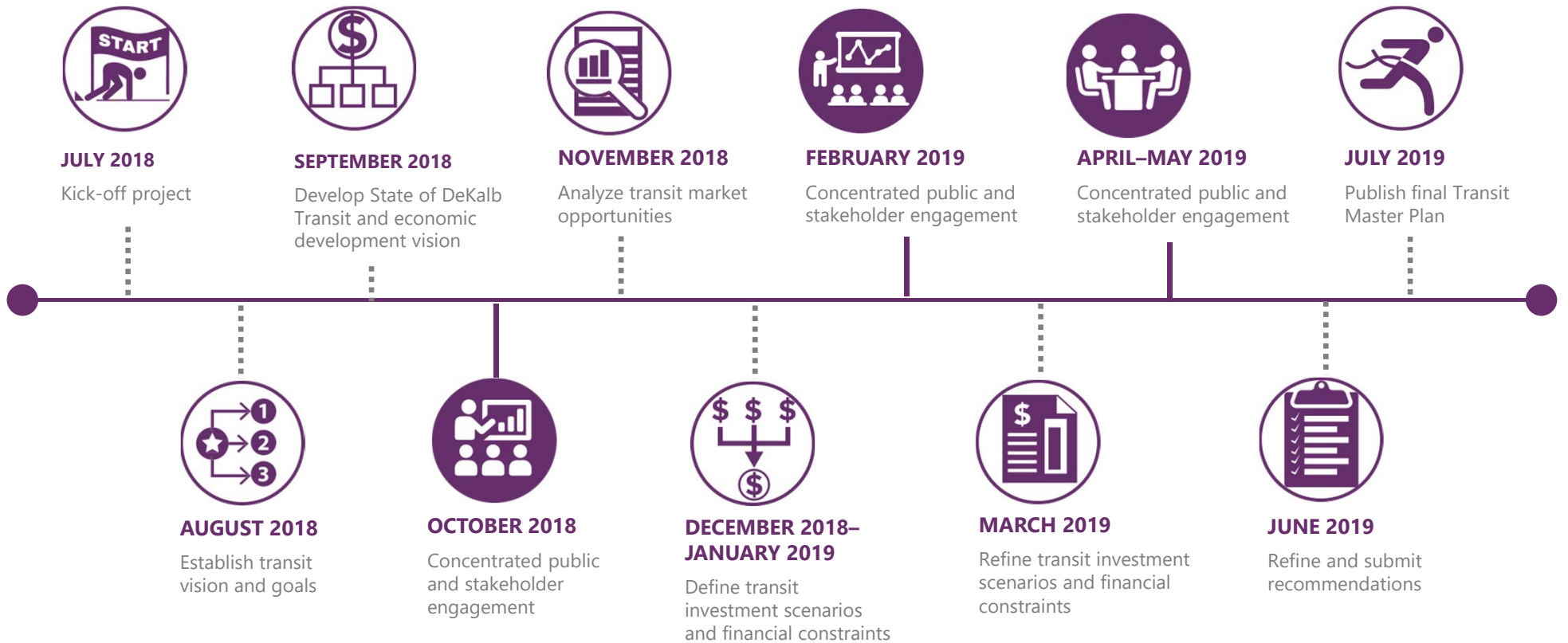
- State of Good Repair
- Expansion priorities
- Regional connectivity
- Equity
- Economic Development

In line with funding opportunities (local, state, federal, private)

Focused action plan for all parties

- DeKalb County
- Cities
- MARTA

Project Schedule





Challenges and Opportunities

Challenges and Opportunities

What we've heard

- Attitudinal differences regarding transit and transit investment in the northern versus the southern parts of the County
- Education on modes
- Historical context of I-20 corridor transit investment
- Lack of land use intensity/density to support transit modes
- Belief that transit investment has been disparate between the northern and southern parts of the County
- Confusion between various studies

Challenges and Opportunities

What we've heard

- Balancing desire for transit investment versus limited funding
- Stigma related to transit use
- Changing landscape of transit funding and governance
- Existing funding can not support transit expansion

10-Minute Q&A Session

Ground Rules

- Be positive minded
- Be collaborative
- Share the air
- Be present
- Date your ideas/don't marry them





Q & A



Transit Mode Overview

Heavy Rail

Guideway: **Separate tracks**

Frequency: **15 min**

Payment: **Off-board**

Land Use: **Supports significant density and intensity**

Operating Cost: **Approx. \$250-\$300 per vehicle hour**

Capital Cost: **Approx. \$250 million per mile**



Light Rail

Guideway: **Separate tracks**

Frequency: **15 min**

Payment: **Off-board**

Land Use: **Supports significant density and intensity**

Operating Cost: **Approx. \$250-\$350 per vehicle hour**

Capital Cost: **Approx. \$120 million per mile**



Streetcar (type of light rail)

Guideway: **Tracks mixed with traffic**

Frequency: **15 min**

Payment: **Off-board**

Land Use: **Requires significant density and intensity**

Operating Cost: **Approx. \$250-\$350 per vehicle hour**

Capital Cost: **Approx. \$75 million per mile**



Bus Rapid Transit (BRT)

Guideway: **Separate roadway**

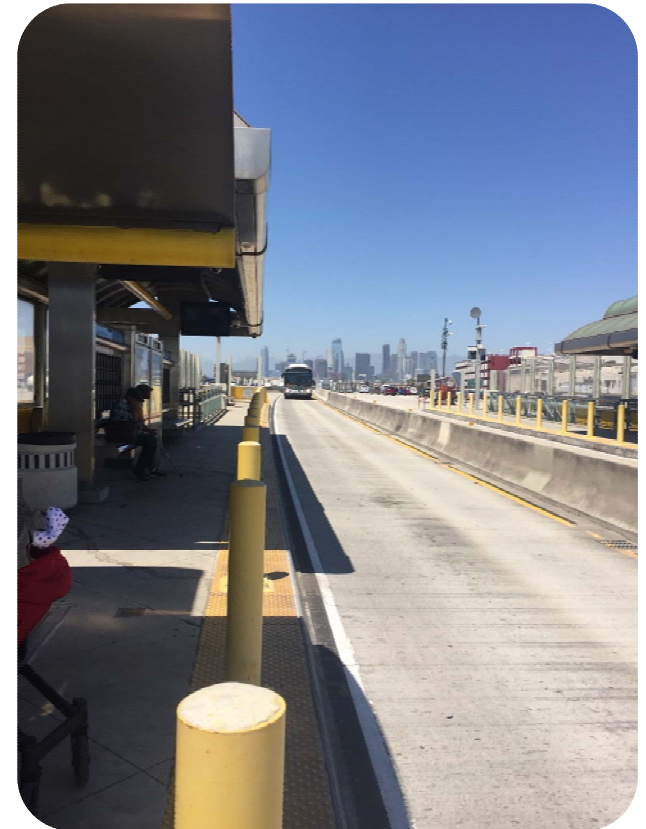
Frequency: **15 min**

Payment: **Off-board**

Land Use: **Supports some density and intensity**

Operating Cost: **Approx. \$100-\$150 per vehicle hour**

Capital Cost: **Approx. \$25 million per mile**



Arterial Rapid Transit (ART)

Guideway: **Mixed roadway**

Frequency: **15 min**

Payment: **On-board**

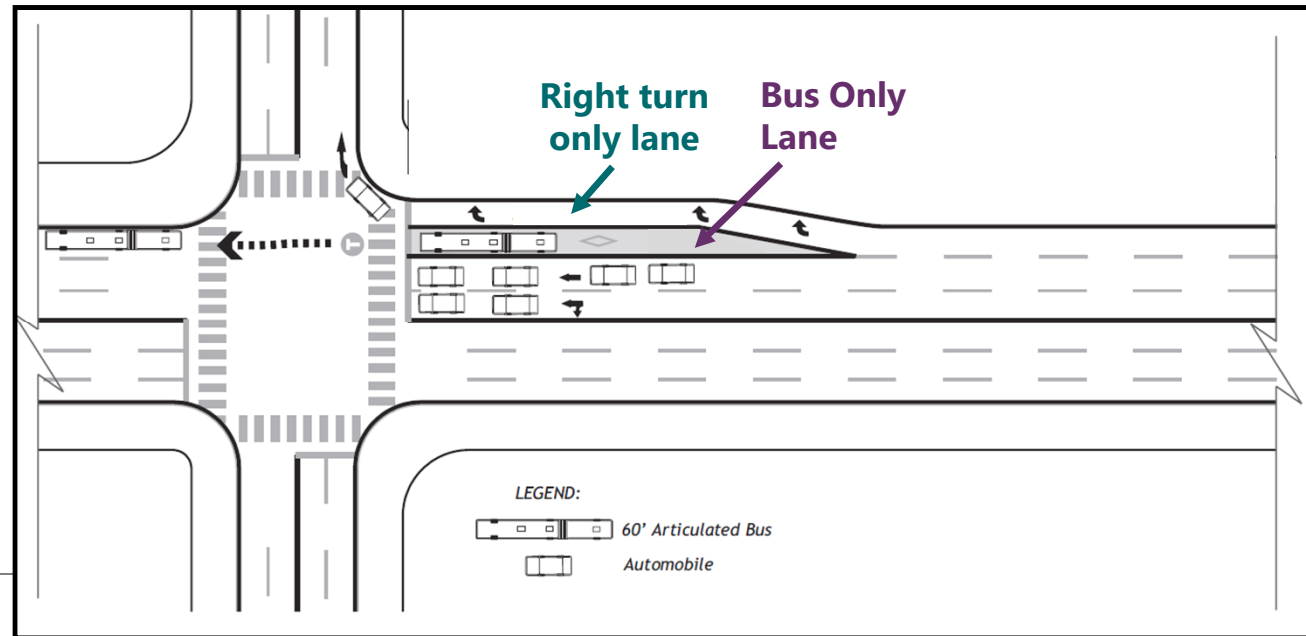
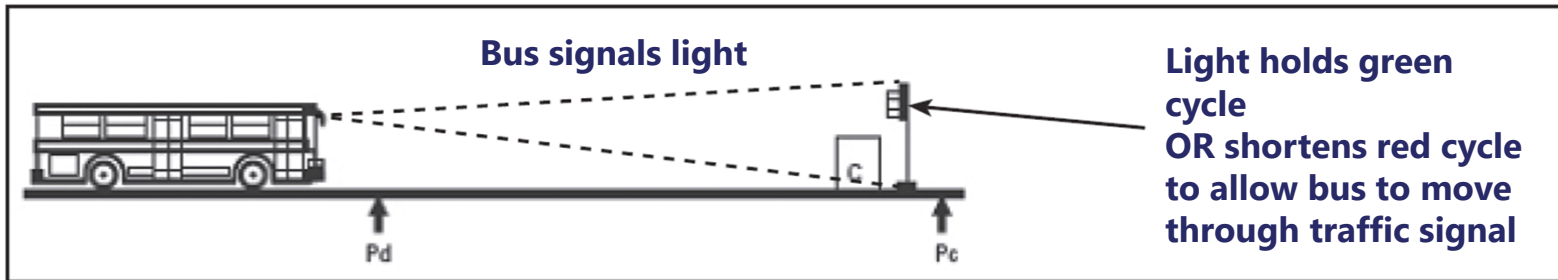
Land Use: **Supports some density and intensity**

Operating Cost: **Approx. \$100-\$150 per vehicle hour**

Capital Cost: **Approx. \$2.5 million per mile**



Transit Signal Priority and Queue Jumps



Express Bus

Guideway: **Mixed roadway/managed lanes**

Frequency: **30 min (peak periods only)**

Payment: **On-board**

Land Use: **Requires density of employment uses**

Operating Cost: **Approx. \$150-\$250 per vehicle hour**

Capital Cost: **Approx. \$0.6 - \$0.8 million per vehicle**



Local Bus

Guideway: **Mixed roadway**

Frequency: **various**

Payment: **On-board**

Land Use: **Not much density required**

Operating Cost: **Approx. \$100-\$150 per vehicle hour**

Capital Cost: **Approx. \$0.6 - \$0.8 million per vehicle**



Community Circulator

Guideway: **Mixed roadway**

Frequency: **60 min**

Payment: **On-board**

Land Use: **Not much density required**

Operating Cost: **Approx. \$100-\$150 per vehicle hour**

Capital Cost: **Approx. \$0.4 - \$0.6 million per vehicle**



Paratransit Service

Guideway: **Mixed roadway**

Payment: **On-board**

Land Use: **No density required**

Restrictions: **Passengers must qualify**

Operating Cost: **Approx. \$50-\$100 per vehicle hour**

Capital Cost: **Approx. \$50,000 - \$60,000 per vehicle**





Transit Mode Exercise



Which modes have you used today? (Select all that apply)

- A. Automobile
- B. Bus transit
- C. Rail transit
- D. Walking
- E. Biking
- F. Uber/Lyft/taxi
- G. Other

MARTA's Blue/Green/Red/Gold lines are examples of heavy rail transit.

1. **True**
2. False

Which of the following is true of Express Bus?

1. Has limited stops and higher travel speeds
2. Typically includes park-and-ride facilities
3. Typically doesn't run all day
4. **All of the above**

BRT and ART are very similar modes. For the purposes of this project, which of the following is the primary difference between BRT and ART?

1. BRT runs on tracks while ART runs on the road
2. **BRT is in its own dedicated lane while ART runs in mixed traffic**
3. BRT is a bus while ART is an automated vehicle

Which mode requires a certification to use it?

- A. Heavy rail
- B. BRT
- C. Express bus
- D. Paratransit**
- E. All of the above

Streetcar is a type of light rail?

A. True

B. False

Which mode(s) have stations?

- A. BRT
- B. Heavy rail
- C. Light rail
- D. All of the above**

Which of the following helps a transit vehicle get through a traffic signal faster?

- A. Longer buses
- B. Pole vaults
- C. Queue jumps**
- D. All of the above

What type of vehicle is this?



- A. Over the road coach
- B. Double decker bus
- C. Articulated bus**
- D. Cutaway

I know more about transit modes now than when I walked into this meeting.

- A. Strongly Agree
- B. Agree
- C. Somewhat Agree
- D. Neutral
- E. Somewhat Disagree
- F. Disagree
- G. Strongly Disagree



Next Steps

Get the Word Out

Promote upcoming community outreach events.

Find activities, pop-up events, or public meetings on our website, through local media outlets, and social media blasts.



Join our email list.

Fill out the form on our website to keep informed of new updates and progress.



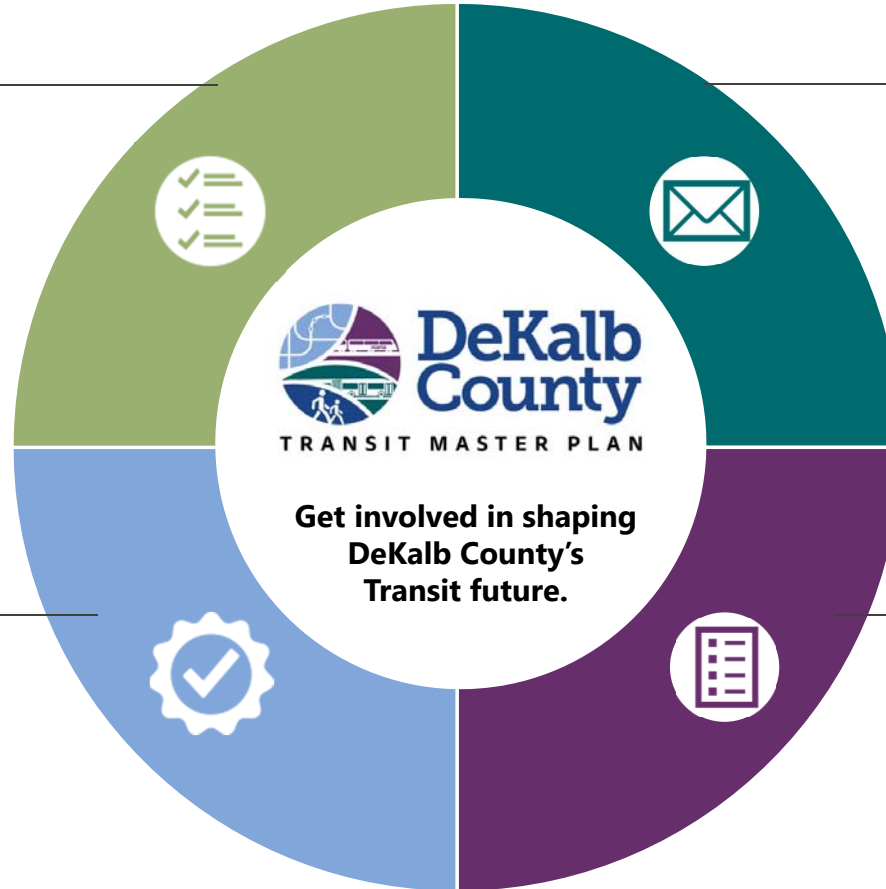
Request a speaker.

Update your civic or community group.



Take our survey.

Visit our website to take our survey and help us shape transit in DeKalb County.



Get involved in shaping
DeKalb County's
Transit future.

October Public Open Houses

October 16, 2018

Lou Walker Senior Center

2538 Panola Rd, Lithonia, GA 30058

6:00 pm-7:30 pm

October 25, 2018

Maloof Center

1300 Commerce Dr, Decatur, GA 30030

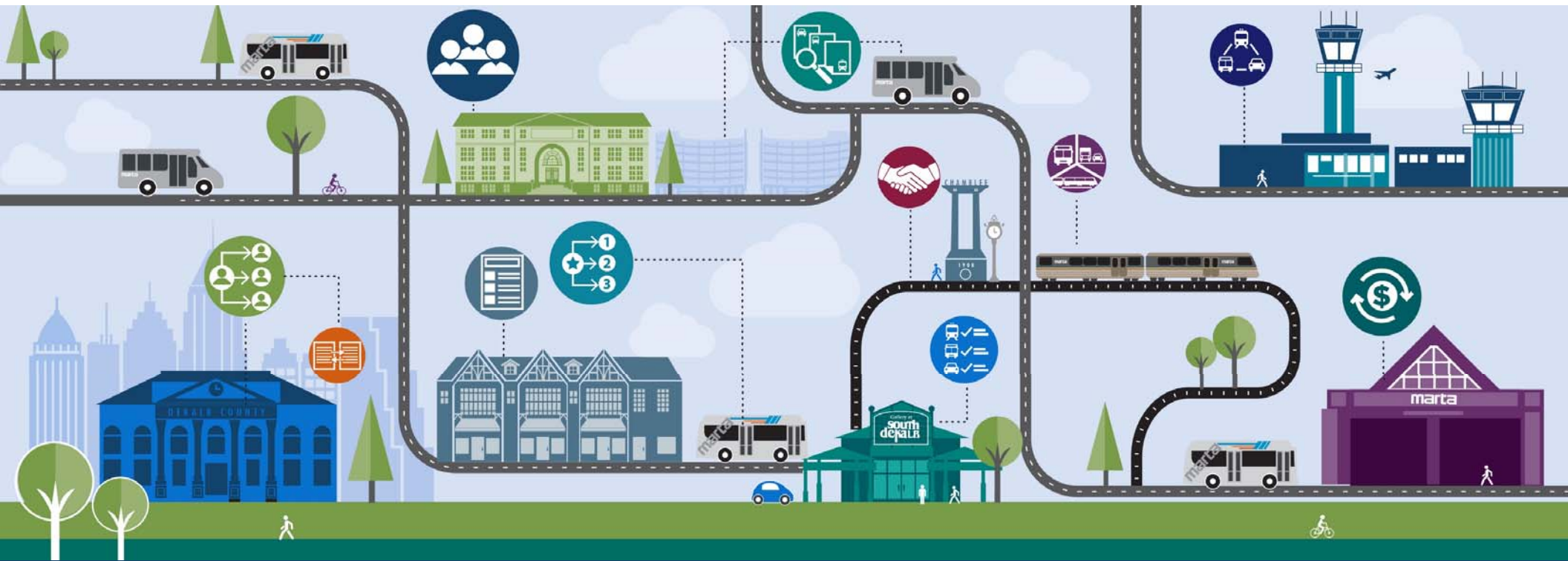
6:00 pm-7:30 pm

October 23, 2018

Holy Cross Catholic Church, Parish House

3773 Chamblee Tucker Rd, Atlanta, GA 30341

6:00 pm-7:30 pm



Thank You