

August 2021

Review of Relevant Plans and Initiatives

ATL Regional Transit Plan

Prepared by VHB

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Overview

The purpose of this memorandum is to provide a summary of key findings and take-aways from relevant regional plans and initiatives that will inform the development of the Atlanta Regional Transit Plan (ARTP).

Plan summaries are intended to provide an overview of each plan's purpose, scope and key recommendations but are not intended to provide exhaustive detail of all potentially relevant information. The study team has collected all relevant regional plans and initiatives summarized in this memorandum and will consult these as sources for regional guidance throughout the ARTP planning process.

Plans and initiatives have been grouped and categorized by lead agency, sponsor, or major plan type. Major plan category groupings include:

> ATL/GRTA/SRTA Plans and Initiatives

- Direct Xpress Horizon 1 Service Plan
- Direct Xpress Horizons 2 & 3 Service Plan
- SRTA Transit Asset Management Plan (TAMP)
- SRTA Emergency Response Plan
- Public Transport Agency Safety Plan
- Local Planning and Technical Assistance Program

> ARC Plans and Initiatives

- Comprehensive Transportation Plan (CTP) Program
- Livable Centers Initiatives (LCI) Program
- Regional Transportation Plan (RTP)
- Concept 3 Regional Transit Vision
- Safe Streets: Supplemental Report to Walk.Bike.Thrive!
- Bike to Ride: Supplemental Report to Walk.Bike.Thrive!
- COVID-19 Commuter Study

> GDOT Plans and Initiatives

- Georgia Statewide Transit Plan
- Major Mobility Improvement Program (MMIP)

> MARTA Plans and Initiatives

- Comprehensive Operational Analysis
- Major Expansion Projects

> Transit Master Plans

- DeKalb County Transit Master Plan
- Fulton County Transit Master Plan
- Gwinnett County Transit Master Plan
- Henry County Transit Master Plan

- Link Forsyth
- > **Comprehensive Transportation Plans**
 - Cherokee County Comprehensive Transportation Plan
 - Cobb in Motion CTP
 - Coweta County Updated CTP
 - Fayette County Comprehensive Transportation Plan
 - Moving Forward: Paulding Comprehensive Transportation Plan
 - Rockdale in Motion CTP
- > **Other Local Plans and Initiatives**
 - Connect Cobb: Northwest Corridor
 - Dunwoody Last-Mile Connectivity Study
 - Gwinnett BRT Study

SRTA/GRTA/ATL Plans and Initiatives

In recent years, the State Road and Tollway Authority (SRTA), Georgia Regional Transportation Authority (GRTA), and the Atlanta-Region Transit Link Authority (ATL) have all served in similar roles of leading regional transit planning efforts within the Atlanta area. A variety of planning efforts and initiatives have been conducted recently by these partner agencies. This includes service plans for the Xpress bus system, an asset management plan, a regional emergency response plan, public safety plan and a program to provide planning support to local jurisdictions or agencies.

Direct Xpress Horizon 1 Service Plan

The purpose of the Horizon 1 Service Plan, which was developed in 2015, is to identify near-term, budget-neutral improvements to existing Xpress services with the goal of increasing ridership. The plan proposes changes to existing routes to improve access to employment centers and increase efficiency, reliability, and accessibility.

A major recommendation of the plan is to streamline services in Midtown and downtown Atlanta, with the purpose of increasing rider's understanding of the route's path and decreasing exposure to traffic delays. Another key recommendation is to adjust the number of trips provided to meet ridership demands in the morning and afternoon peak periods. An additional recommendation is to extend trips that only serve Downtown to also serve Midtown with the goal of increasing ridership for midtown commuters.

The plan also recommends the development of additional park-and-ride facilities to expand commuter access, extend service spans and increase route frequencies. The service plan recommendations are offered on a per route basis. If all the of the plan's recommendations were to be implemented, this would streamline routes from 33 to 25.

In addition, the plan identifies new or enhanced passenger amenities and improvements to Xpress facilities and vehicles improvements to improve the rider experience. Suggestions range from improved schedule information, to lighting and seating in waiting areas.

Direct Xpress Horizons 2&3 Service Plan

The Direct Xpress Horizons 2 and 3 Service Plan was also developed by GRTA in 2015. The primary purpose of this plan was to increase service efficiency throughout the region between 2016 and 2026. Like the Xpress Horizon 1 Service Plan, the Horizons 2 and 3 plan recommends changes to improve the efficiency and service span of Xpress routes. Unlike Horizon 1 however, the recommendations in Horizons 2 and 3 are not budget neutral. They will require an increase in capital and a larger operating budget if they are to be implemented.

The major recommendations of the plan are to expand services to Perimeter Center, incorporate new managed lanes into Xpress routes, and increase park-and-ride capacity at Town Center-Big Shanty, Sugarloaf Mills, Panola Road, Stockbridge, and Jonesboro locations. Other key recommendations are to provide all-day service on major interstate corridors, add direct airport service, and increase the frequency of trips to Midtown and Downtown Atlanta.

Horizon 2 identifies projects that are targeted for implementation between 2016 and 2021. Due to increasing rider demand for service to Hartsfield-Jackson International Airport and the construction of a regional managed lane system, both adding airport service and coordinating route expansion with managed lanes are primary goals in the Horizon 2 period. Horizon 3 recommendations are targeted for 2022 through 2026. The goals within this period are to add all-day service along major interstate corridors, particularly along I-20 and I-85, and to increase capacity at park-and-rides at the aforementioned locations.

The plan identifies two aspirational recommendations for consideration beyond the 2026 timeframe. These recommendations are to provide destination service to the Druid Hills area and to provide a northern arc route that would connect Cobb, North Fulton, and Gwinnett Counties with Xpress service.

SRTA Transit Asset Management Plan

SRTA is federally mandated to update their transit asset management plan (TAMP) every 4 years. The purpose of a TAMP is to inventory, maintain, and improve a transit system's assets to enhance services and performance. SRTA completed a TAMP in 2018 and is required to update the plan by 2022 (which will be undertaken by the ATL who is now the operator of Xpress).

The SRTA TAMP details the total value of its assets and the percentage of assets that are currently in good repair. The total value of assets, including revenue vehicles, facilities, and equipment, is estimated at \$186 million (as of 2018). The replacement value of assets that are not in good repair is estimated at \$7 million, and the investment needed over the next 20 years to maintain assets in good repair is estimated to be \$19 million.

SRTA's annual budget is determined by allocations from the State of Georgia. SRTA's average annual allocation is \$6 million, however, its FY 2019 allocation was \$77 million, accounting for the replacement of 97 vehicles

Budgetary projection needs between 2020 and 2034 include a complete service fleet replacement due to the fleet reaching its expected 14-year lifespan. Projections of budgetary needs between 2020 and 2034, include a service fleet replacement expected because of the 14-year bus lifespan. To address a backlog of assets not in a state of good repair and to maintain good repair status for other assets, SRTA will require higher than average levels of funding allocations. This need is estimated to be \$23 million a year on average over the next 20 years.

SRTA Emergency Response Plan

SRTA developed this plan in 2019 to establish lines of command and communication in times of emergency to foster inter-jurisdictional and interagency collaboration. The aim of this plan is to delineate the responsibility of SRTA departments and agencies under their umbrella in the event of a hazard impacting SRTA services.

The plan defines hazards in three broad categories: natural (i.e., tornado), technological (i.e., computer failure), and adversarial or human-caused (i.e., terrorism). In the event of one of these hazards, SRTA will enact a response in the following five phases: prevention, preparedness, response, recovery, and mitigation.

SRTA's main role in the event of an emergency that impacts transit services is to provide administrative support to all agencies in the form of an emergency operations center (EOC) team that monitors the situation, develops a planned response, and communicates with other state or federal agencies. The plan differentiates between scope of hazards when determining the chain of command and communication.

In the event of a hazard that only affects one agency, the EOC team members that work for the transit agency will oversee handling the response and SRTA will provide resources as needed. In the event of an emergency that affects the entire region's transit services, then communications will be handled through the Metropolitan Atlanta Rapid Transit Authority's (MARTA) WebEOC.

SRTA's Emergency Response Plan is intended to be tested annually by the Executive Director of SRTA and should be updated regularly.

SRTA Public Transport Agency Safety Plan

SRTA completed a Public Transport Agency Safety Plan in 2020. The primary goals of the safety plan are to:

- > Engage SRTA employees and contractors in awareness programs and clearly define their roles in the event of an emergency.
- > Create a culture that supports user and employee safety.
- > Establish an awareness program for users of SRTA system.
- > Work with local partners and contractors to provide safety training to ensure preparedness for all hazards.
- > Identify and resolve threats to the system and operations of SRTA.
- > Integrate safety management into the day-to-day operations of SRTA.
- > Establish a safety training program for agency and contractor personnel directly responsible for maintaining safe conditions.

The plan designates the responsible administrators who are tasked with executing the safety plan. There are disciplinary actions outlined for employees that disregard safety standards, ranging from an accident to an intentional disregard for safety. The administrative response varies according to the intention behind the violation of standards. The plan identifies risk assessment criteria to address potential hazards that may affect service and concludes by detailing how SRTA will address and resolve these hazards.

Local Planning and Technical Assistance Program

The ATL administers a Local Transit Planning and Technical Assistance (LTPTA) program which is designed to support local governments, community improvement districts (CIDs), and transit operators in addressing local issues at the intersection of transit planning, funding and implementation.

Through the LTPTA program, the ATL offers eligible entities technical assistance developing scopes of work for a range of planning efforts from master planning to Federal Transit Administration (FTA) compliance support. In addition to scope support, the ATL also provides a broad range of support throughout the life of the project, including contracting and procurement, expertise in aligning project goals to the ATL regional transit plan, and resources for seeking out and managing grant funding opportunities. Planning assistance areas include, but are not limited to, master planning, feasibility studies, corridor studies, first-last mile connectivity, system wayfinding, branding and transit amenities.

The ATL will work with eligible sponsors to identify transit planning funding opportunities. These funding mechanisms may materialize through FTA funds, state funds, or public-private partnerships. If federal funding is used for an LTPTA activity a local match will be required, which must be received prior to the start of the project.

ARC Plans and Initiatives

The Atlanta Regional Commission (ARC) is another major agency, which has spearheaded a variety of efforts that have implications for regional transit planning. This includes the development of the Regional Transportation Plan (RTP), the Comprehensive Transportation Plan (CTP) program, the Livable Centers Initiative (LCI) program, regional transit asset management plan, Concept 3 transit vision, and several supplemental reports to the Walk.Bike.Thrive! study.

Regional Transportation Plan

The ARC's RTP is a federally mandated long-range plan used to prioritize funding for transportation projects throughout the Atlanta region. The RTP was adopted in 2020 and was updated in April of 2021 and identifies cost estimates and funding sources for projects planned through 2050.

Over the 2020 to 2050 period, the total regional transportation investment is calculated at approximately \$173 billion dollars. Funding is aimed at bettering roads, transit service, state highways, interstates and bicycle and pedestrian facilities. Out of the total \$173 billion dollars, 18 percent (\$31.4 billion) is allocated to Transit Operations and Capital Replacement and six percent (\$11.2 billion) is allocated to Transit Expansion. Additionally, three percent (\$4.5 billion) is allocated to Transportation Demand Management (TDM) and Other Programs and Initiatives, which often provides incentives for transit riders and helps promote transit as a mobility option.

CTP Program Overview

The CTP program is an on-going planning initiative of the ARC and provides federal funding to support the development of CTPs for local member jurisdictions. CTPs are multi-modal in nature and provide guidance related to roadway, intersection, freight, bicycle, pedestrian, and transit improvements. The CTP Program stipulates ten required areas that a CTP must address and five additional optional areas. There is a universal high-level process for the development of the CTP, which the ARC outlines in six steps. The ARC's role in the CTP process is varied and includes administering funding, providing technical assistance to local jurisdictions and scope development support to ensure scopes mesh with the larger region's goals and priorities.

The CTP program is voluntary, but most local jurisdictions leverage the 80 percent federal match for the cost of the study. The available funding levels range from \$250,000 to \$1,000,000 dollars, dependent upon the population of the jurisdiction applying. There is a local match requirement that necessitates a local contribution of 20 percent of the funding received from the ARC. CTP updates are recommended every 10 years, though updates every five-years are considered best practice.

LCI Program Overview

The Livable Centers Initiative (LCI) program was developed as a method to reduce the number of vehicular miles travelled (VMT) in cars throughout Atlanta, provides funding to local municipalities to develop integrated land use and transportation plans.

The intention of the program is for unified small-area plans to promote the use of alternative transportation modes, encourage mixed-use development, and foster the smart redevelopment of properties. LCI grants cover 80 percent of the planning costs

with a 20 percent local match required from the community partner. The 2021 funding awards for LCI studies have primarily focused on transit placemaking and transit improvements to various locations within the region. Recently funded LCI studies in 2021 and 2020 are:

- > **Sugarloaf Transit Enhancement and Future Station Planning Study** - This study will analyze a planned BRT station stop at Sugarloaf Mall and the possibility of a multi-modal connection to the Infinity Center. The study will also examine short-term mobility recommendations for the Sugarloaf Mall Park-and-Ride.
- > **Upper Westside CID Transit Stops** - The study will assess pedestrian safety in the Upper Westside CID area and improvements to transit stops to promote place-making.
- > **Midtown Alliance Transit Stops** – This LCI will examine pedestrian safety in the Midtown community and redesign transit stops to enhance place-making.
- > **Gwinnett Place Mall** – This plan will identify strategies to integrate a planned BRT route with a major expansion to the Gwinnett Place Transit Center. This transit center is intended to become the primary transit transfer center in the county.
- > **Grantville** - This planning study will focus on improved connections to Xpress bus service in Coweta County.
- > **Alpharetta** – This study will focus on Alpharetta’s downtown and Main Street (Hwy 9) corridor. Major plan goals include increasing pedestrian, cyclist, and transit access and exploring options for creative place-making along the study corridor.
- > **Old National Highway** – This LCI will seek to update the previous LCI strategy in the corridor, increase mobility options and encourage inventive place-making along the highway.
- > **CAP Multi-Modal Corridor** - Central Atlanta Progress will examine options to increase mobility along key corridors in central Atlanta, including Peachtree Street, Piedmont Avenue, and Courtland Street. The options to be explored include bus-only lanes, new lane configurations, and improved bike-pedestrian facilities.

ARC’s Transit Asset Management Plan

The ARC’s Transit Asset Management Plan (TAMP) for 2018-2022, provides an asset inventory for several regional providers including Gwinnett County Transit (GCT), Connect Douglas, Henry County Transit (HCT) and the Center for Pan Asian Community Services (CPACS). The key objectives of the TAMP are to improve customer service, increase cost effectiveness, and use data to guide maintenance and investment decisions to ensure the efficient and safe use of vehicles.

When examining the combined assets of all four agencies, the analysis shows that out of the total 214 revenue vehicles, 48 have exceed their ULB, which is approximately 22 percent of the rolling stock. While this percentage is high it is well under the FY18 target of 36 percent of vehicles exceeding ULB. In summary, the plan indicates that although funding has kept pace with current needs, in future years needs will exceed funding

projections. The TAMP's appendix provides a detailed list of investment priorities for each agency to proactively stay within projected funding levels.

Concept 3 Regional Transit Vision

Concept 3 is the core metropolitan area of Atlanta's long-range vision for potential transit expansion. This plan was updated in 2018 by the ARC for the Metropolitan Planning Organization (MPOs) planning area. A major purpose of the transit vision is to promote coordination and to share information and best practices among the Atlanta region's transit providers.

Concept 3 was developed before there was a regional transit plan, and it laid the groundwork for the creation of the ATL, an agency whose primary function is to manage and coordinate all transit providers in the region. The 2018 update emphasizes a data-driven evaluation and prioritization of regional transit projects. The evaluation criteria for projects are focused on factors that assess reliability, connectivity, efficiency, sensitivity, social equity, compatibility, and job accessibility. Concept 3 details many cross-jurisdictional transit projects that serve multiple member counties including heavy rail, commuter rail, light rail transit (LRT), streetcar, express bus, bus rapid transit (BRT), and arterial rapid transit (ART).

Safe Streets: A Supplement to Walk.Bike.Thrive!

The Safe Streets planning effort was completed by the ARC in 2018, as a supplemental report to ARC's 2016 Walk, Bike, Thrive! plan. The primary goal of this supplement was to develop a regional strategy for reducing pedestrian and cyclist fatalities in the Atlanta region. The report indicates that fatalities and injuries involving cyclists and pedestrians have risen sharply in metro Atlanta in recent years. To combat this problem the plan recommends a complete streets approach to roadway design, which considers safety conditions for all potential roadway users.

The Safe Streets supplemental plan puts forward proven countermeasures that can be used to improve road safety. Depending on the context of the road, many of these countermeasures can be layered to support one another and reduce risk even further. Some of the proven countermeasures include crosswalks, medians and pedestrian crossing islands, road diet, lane diet, traffic calming, and changing speed limits. Projects that incorporate these countermeasures and advance safety will receive higher scores during the ARC project prioritization for funding.

Short-term recommendations include a focus on funding transportation projects that modify roadway designs that are dangerous for cyclists and pedestrians. Medium-term recommendations include providing ARC support to member jurisdictions to implement a Safe System approach to increase traffic safety for cars, cyclists, and pedestrians.

Long-term goals involve the ARC advocating and pushing a complete streets approach to transportation and land use planning with the intentions of achieving a cultural shift in prioritizing safety planning over time.

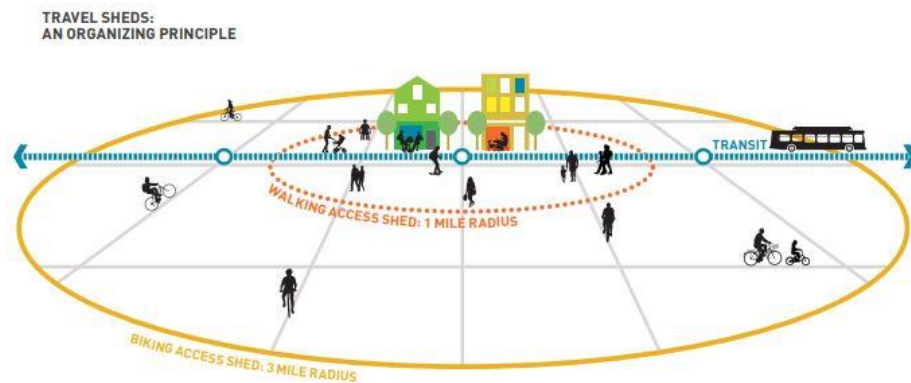
Bike to Ride: A Supplement to Walk.Bike.Thrive!

The Bike to Ride study is another supplemental report completed by the ARC in 2018, as a component of the ARC's Walk, Bike, Thrive! Plan. The major goal of this study is to identify strategies to better connect cycling and transit trips. The Bike to Ride plan has four main targets and these include:

- > Roadway improvements in transit service areas
- > Improving bicycle access to transit stops and stations
- > Mitigating potential conflicts between bicyclists and transit vehicles
- > Expanded bicycle parking at transit stops and stations

The plan indicates that in 2018, 33 percent of Atlanta region residents lived within a 5-minute bicycle ride of a transit stop, but only 0.3 percent rode their bikes to access transit. The plan proposes two primary solutions to address this gap: providing direct, low-stress bikeways to transit, and convenient and secure bicycle parking at transit stops or stations. And organizing principle of the plan is for transit lines to serve as the spine of the regional active transportation network to connect origins and destinations outside of pedestrian and bicycle travel sheds. This concept is illustrated in **Figure 1**.

Figure 1. Bike to Ride – Travel Sheds: Organizing Principle



Now and in the future, transit serves as the “spine” of the regional active transportation system for trips outside walking and biking access sheds.

To prioritize regional investments in bicycling infrastructure, the ARC developed a score card to determine which locations are best suited and stand to benefit the most from infrastructure improvements. The plan also provides standards for evaluating transit stations in terms of how accessible they are to people biking and recommends considering bike accessibility to park-and-ride lots as well. For cycling and bicycle parking infrastructure, the plan makes various design and infrastructure recommendations that will provide a high-quality experience for people who bike, while also being flexible enough to compliment already existing street infrastructure.

Bike to Ride provides helpful evaluation, design and implementation tools for local transit agencies to make their stations and stops more bike-friendly. The plan identifies a significant need for infrastructure improvements to better serve Atlantans living within a 5-minute bike ride of a transit stop. These improvements are viewed as a potential tool to increase transit ridership by facilitating connections between cycling and transit trips.

COVID-19 Commuter Study

Georgia Commute Options (GCO) is a program that partners with employers and local government agencies to reduce the number of single-occupancy vehicles on the road. GCO is managed by the ARC and funded through the Georgia Department of Transportation (GDOT).

In response to the COVID-19 pandemic, GCO released a survey to employers and workers to understand the shift in commuting and attitudes about telework. The survey was initially released in April 2020 and received 2,900 responses. Follow-up surveys were conducted with respondents in October of 2020 and January of 2021. The final report was released in April 2021.

Survey results indicated that 70 percent of respondents shifted from in-person work to telework during the pandemic, resulting in a huge shift in commuting habits for the region. Overall, survey respondents enjoyed working from home more than commuting to an office and many would prefer to not return to office work. 73 percent of respondents indicated telework has saved them money and 54 percent indicated that telework reduced their stress levels. While some respondents identified negative telework experiences like difficulty watching children and trouble with internet connections, the vast majority of survey respondents found teleworking to be a positive experience.

GDOT Plans and Initiatives

GDOT has developed several plans and programs with implications for regional transit planning efforts in metropolitan Atlanta. This includes the Georgia Statewide Transit Plan and the Major Mobility Investment Program (MMIP).

Georgia Statewide Transit Plan

GDOT’s Statewide Transit Plan (SWTRP) is a component of GDOT’s multimodal approach to providing transportation throughout the State of Georgia. Georgia’s transit systems provide more than 144 million passenger trips throughout the state each year, supporting economic development by connecting Georgians to jobs, healthcare, and educational opportunities. A review of local transit plans was conducted statewide as part of the SWTRP and common needs and themes were identified. These common statewide needs have been highlighted in **Figure 2**.

Figure 2. Common Statewide Transit Needs and Themes



The SWTRP was updated in 2020 and includes a wide variety of recommendations for transit improvements statewide. The SWTRP presents a total of 35 recommendations in three overarching categories. These categories and subcategories include:

- > **Administrative Tools and Guidance**
 - Planning Support
 - Program Delivery Support
 - Transit Workforce Development
 - New Program Development
- > **Transit Service Expansion**
 - Increased transit capacity
 - Expanded geographic coverage
 - Extended hours of service
- > **Transit Service Enhancement**
 - Enhancing transit system safety
 - Ease-of-use
 - Efficiency and reliability
 - State of Good Repair (SGR)
 - Pedestrian and bicycle connections
 - Emerging Technologies – real-time vehicle location, traffic signal connectivity, online trip planning, and mobile payment technologies.

Common needs and opportunities for transit improvements span multiple categories of recommendations and include the following:

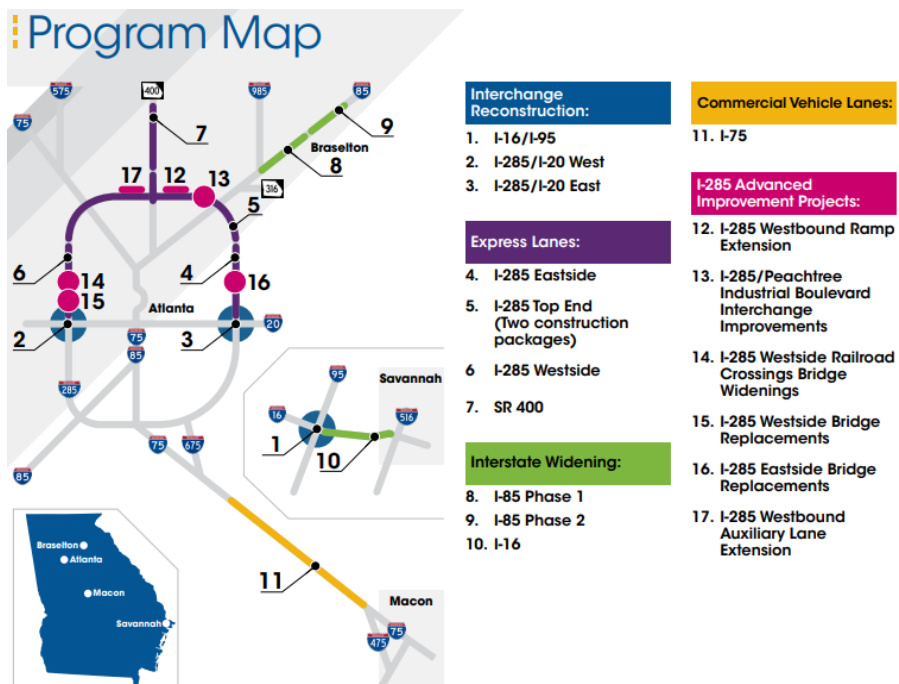
- > The need for regionalization in planning and service delivery to enhance connections and efficiencies.
- > The opportunity for coordination and mobility management to improve collaboration between public transit, human services transportation, healthcare providers, employers, and educational institutions.
- > The importance of service efficiency in improving transit service and protecting transit investment value.
- > The need for greater capacity to serve unmet trip demand, especially in rural areas, so Georgians can reach their destinations in a timely and convenient manner.
- > The necessity of expanded service in the 37 counties and six cities currently lacking local public transit.
- > The importance of maintaining a SGR for the safe and efficient operation of existing assets.
- > The growing significance of transit technologies and innovation in daily operations.

The implementation of these recommended improvements will achieve the SWTRP vision statement, to “improve quality of life and economic opportunities for all Georgians by supporting an innovative, connected, reliable, and accessible multimodal public transportation network.” The plan indicates that reaching these goals will require substantial public investment, but the collective economic benefits will far exceed any implementation costs.

Major Mobility Investment Program

The Major Mobility Investment Program (MMIP) is an ambitious, monumental interstate improvement program that began in 2016 and is still active. Projects selected for the MMIP create additional highway capacity, improve freight movement, provide transportation improvements and efficiencies, enhance safety, and decrease travel times. The MMIP is comprised of 17 major infrastructure projects, primarily located in metro Atlanta. These projects are mapped in **Figure 3** and listed in detail below.

Figure 3. GDOT MMIP Projects



- > **Three Major Interchange Projects**
 - I-16 at I-95
 - I-285 at I-20 West
 - I-285 at I-20 East
- > **Four Major Express Lane Projects**
 - I-285 Eastside (north of Henderson Road to South of Glenwood Road)
 - I-285 Top End (Paces Ferry Road to Henderson Road)

- I-285 Westside (Mount Wilkinson Parkway to Donald Lee Hollowell Parkway)
- GA 400 (from North Springs MARTA Station to North of McFarland Parkway)
- > **Three Major Interstate Widening Projects**
 - I-85 Phase 1 (I-985 to Jesse Chronic Road)
 - I-85 Phase 2 (SR 53 and north of US 129)
 - I-16 (I-95 to I-516)
- > **One Commercial Vehicle Lane Project**
 - I-75 (Monroe County near Macon to the McDonough area)
- > **Six I-285 Advanced Improvement Projects**
 - I-285 Westbound Ramp Extension - between Chamblee Dunwoody Road and Ashford Dunwoody Road
 - I-285/Peachtree Industrial Boulevard Interchange Improvements - improving the I-285/Peachtree Industrial Boulevard Interchange
 - I-285 Westside Railroad Crossings Bridge Widening - I-285 over CSX Rail (south of Atlanta Road) and I-285 over Norfolk Southern Rail (south of South Cobb Drive)
 - I-285 Westside Bridge Replacements - South Cobb Drive over I-285, Bolton Road over I-285, and D.L. Hollowell Parkway over I-285
 - I-285 Eastside Bridge Replacements - Covington Highway over I-285, Redwing Circle over I-285, and Glenwood Road over I-285
 - I-285 Westbound Auxiliary Lane Extension - extending auxiliary lane from Roswell Road to Riverside Drive and replacing the Mount Vernon Road Bridge over I-285

The first MMIP project, which was the first phase of the widening of I-85, broke ground in 2018 and opened to traffic in 2020. A design-build team was recently awarded the second phase of the I-85 widening projects.

Multiple projects, including the SR 400 Express Lanes project and the I-285/I-20 East Interchange project, are in active procurement to bring on construction partners and developers to complete final design and construct the projects. Construction has recently started on two projects near Savannah, both the I-16 at I-95 interchange improvement project and the I-16 interstate widening.

Numerous industry forums have been held to educate industry partners about the MMIP projects, including the first virtual industry forum the Department has conducted. Over 300 meetings have been held with community groups, residents, businesses, and local governments.

There is the potential to coordinate major transit expansion projects with GDOT’s MMIP projects. GDOT has been collaborating with MARTA, the ATL, county officials and planning consultants to accommodate BRT and Xpress bus service in managed lane projects along I-285 Eastside, I-285 Top End, and GA 400.

MARTA Plans and Initiatives

MARTA is another active partner agency with plans and initiatives that will impact the development of the ARTP. The following section summarizes these which include a Comprehensive Operational Assessment (COA) and multiple major planning projects and initiatives.

Comprehensive Operational Analysis

In 2015, MARTA completed a comprehensive operational analysis (COA) to identify operational needs and service improvements. The COA analyzed existing rail, bus, and paratransit services. The major objectives of the COA were to increase MARTA ridership, transit mode share, and ensure MARTA support and sustainability.

The study examined ridership, service performance, market trends and community input. Recommended service improvements included enhancements to every major component of the MARTA system, including increased investment on certain bus routes and identifying candidate routes for consolidation, realignment, and changes in service types or improved marketing. The COA prioritizes network strength over individual route strength. A top-down network design vision was complemented by bottom-up route-level analysis.

The bus service recommendations included adopting defined tiers of bus service to better serve 'lifestyle' transit markets. These service tiers included Rail Feeder, ART, Express, Frequent Local, Supporting Local, and Community Circulator. It was determined that bus service recommendations could improve efficiencies significantly, to the point of requiring 31 fewer buses to serve the system.

Recommendations for rail service include maintaining 10-minute headways during peak periods. An assessment of rail stations is recommended to ensure that stations can accommodate bus capacity at peak periods from proposed ART routes.

The COA also makes a series of recommendations for MARTA Mobility including alternative dispatching locations, implementing fare zones, and utilizing privatized supplemental service. It was recommended that MARTA investigate assigning one Mobility van to the Laredo Garage as a dispatch location. Privatized supplemental service was recommended for early mornings and from 7:00-8:00 a.m. and 2:00-3:00 p.m. due to ridership peaking and for late evening/night to streamline shift scheduling.

Fare recommendations include replacing the current trip-based basic fare program with time-based fares similar to the Dallas Area Rapid Transit and Los Angeles Metro. The plan recommends examining MARTA's pass fare structure, which would include an automatic 'roll-up' from four one-way fares of \$10.00 in one day to a \$9.00 day pass.

Major Expansion Projects

Clayton County Transit System Plan

The Clayton County Transit System Plan is a 30-year vision for transit improvements within Clayton County. This Transit System Plan was developed over a multi-year planning process that beginning in 2018 and is anticipated for MARTA board adoption in 2021. The plan was community-driven and coordinated with other county projects.

The plan identified a variety of service recommendations, including six new mobility hubs to facilitate quick, efficient intra-county transfers. These mobility hubs are planned for Forest Park, Riverdale, Southlake, Riverdale, Lovejoy and Clayton East (Stockbridge). The System Plan recommends completely redesigned local bus routes that centers proposed service around mobility hubs, while featuring similar operating costs and geographic coverage to existing transit services.

Two high-frequency ART routes and one BRT route are recommended. ART routes are planned on US 41 from the East Point MARTA Station to the Clayton Justice Center and from the College Park MARTA Station to Southlake via Riverdale. In the second phase of implementation (5-7 years), the Southlake ART is planned for conversion to a BRT route.

Clifton Corridor

The Clifton Corridor project was developed to address multiple transit needs in the Clifton Road corridor, including improving service reliability and frequency, increasing transit access and connectivity, providing emergency evacuation options, and providing alternative transportation options. The Emory University/CDC employment center contains one of the region's highest concentrations of jobs in an area without high-capacity transit service or interstate highway access. The Clifton Corridor project would connect this major employment destination to the MARTA heavy rail system and the greater region.

The Locally Preferred Alternative (LPA) for transit service, adopted by the MARTA Board, consists of a LRT alignment connecting the Lindbergh Center and Avondale MARTA Stations, with stops at Cheshire Bridge Road, Sage Hill/Briarcliff Road, CDC/Emory, Andrews Circle, North Decatur/Clairmont Road, Suburban Plaza, DeKalb Medical Center, Irwin Way, and the DeKalb Farmers Market. The alignment is a combination of at-grade non-roadway, roadway median, lateral roadway, aerial, and cut-and-cover tunnel segments. The project is phased into Phase 1 from Lindbergh Center MARTA to Clairmont Road and Phase 2 from Clairmont Road to Avondale MARTA.

I-20 East Transit Initiative

The I-20 East Transit Initiative analyzes transit alternatives in the I-20 East corridor between Stonecrest and downtown Atlanta. The primary purpose and need for transit expansion in the corridor is to improve east-west connectivity and travel time reliability.

The key recommendation of the Initiative is a combination of Heavy Rail Transit (HRT) and BRT extension, the LPA MARTA Board adopted. HRT extension would run from the Indian Creek MARTA Station to the Mall at Stonecrest with proposed stations at Covington Highway, Wesley Chapel Road, Panola Road, Lithonia Industrial Boulevard, and the Mall at Stonecrest. The BRT alignment runs from Wesley Chapel Road to the Five Points MARTA station. The BRT service would run in managed lanes utilizing transit/HOV interchanges at Candler Road and Gresham Road to access stations at those locations. The service would utilize surface streets and arterial BRT improvements to access stations at Wesley Chapel Road, Glenwood Avenue, Bill Kennedy Way (BeltLine), GSU-Summerhill (optional station), and Five Points MARTA.

During the DeKalb County Transit Master Plan (DTMP), completed in 2019, the LPA was examined in more detail and it was determined that the I-20 East LPA and Clifton Corridor LPA in combination would require more than one additional penny of sales tax revenue to fully fund. Lower cost transit options were advanced in the DTMP, including a combination of BRT and LRT in the I-20 East corridor, an area still on the table for additional consideration. The currently active DeKalb 2050 Unified Plan will help reach consensus and resolution on a recommended service type for the I-20 corridor.

GA 400 Corridor

The LPA for the GA 400 Corridor, adopted by the MARTA Board, is for BRT service utilizing GDOT's managed lanes from the North Springs MARTA Station to Windward Parkway in northern Fulton County. To reduce total public expenditures in the corridor, MARTA is working with GDOT to determine how the project could be implemented within the scope of the GA 400 Express Lanes under GDOT's MMIP program. BRT stations are planned along the GA 400 corridor at Windward Parkway, Old Milton Parkway, North Point Mall/Encore Parkway, Holcomb Bridge Road, Northridge and at the North Springs MARTA. The most recent project schedule, from 2018, identifies a service start date of 2025.

Atlanta BeltLine – Streetcar Extension

The Atlanta Streetcar will continue along the BeltLine's Eastside Trail from downtown Atlanta to Ponce de Leon Avenue at Ponce City Market. MARTA is working in collaboration with the Atlanta BeltLine Inc. and the City of Atlanta to advance this project through to construction. With funding secured, construction of this expansion will begin by 2025, with commencement of operations anticipated as soon as 2027. A

recent alternatives analysis has identified an alignment along Edgewood Avenue as the preferred option over an Edgewood Avenue and Auburn Avenue paired alignment.

Capitol Avenue (Summerhill) BRT

MARTA is actively planning a BRT line linking commercial, government, and education centers in downtown Atlanta to the Summerhill neighborhood and to the Atlanta BeltLine's Southside Trail. This project secured funding and is anticipated to become operational by August of 2024. The alignment is planned to run in both mixed traffic and fully dedicated BRT lanes along Capitol Avenue and Hank Aaron Drive through Summerhill and along MLK Jr. Drive and Mitchell Street in downtown Atlanta with stops near the Five Points and Garnett MARTA Stations.

South Fulton Parkway BRT

As part of its commitment to Fulton County, MARTA is preparing an implementation plan for BRT service on South Fulton Parkway. This project is a recommendation of the Fulton County Transit Master Plan and Southern Fulton CTP Update. BRT service will enhance transportation options, improve transit travel-time reliability, and provide greater access to regional employment opportunities. The alignment is anticipated to extend 12-miles from Campbellton Fairburn Road to the College Park MARTA Station primarily along South Fulton Parkway. Possible BRT stations have been identified at Campbellton Fairburn Road, Derrick Road, Stonewall Tell Road, and Roosevelt Highway. Construction is scheduled for 2025 and revenue service for 2027.

Transit Hubs

MARTA is actively planning transit hubs in the vicinity of South DeKalb Mall, Stonecrest Mall, and the Clayton County Justice Center. These projects were recommendations identified during the DeKalb County Transit Master Plan and the Clayton County Transit System Plan. These hubs easily accommodate bus-to-bus transfers and provide riders with amenities like shelters, seating, real-time travel information, Breeze Card kiosks and restrooms. Construction of the South DeKalb Mall Transit Hub is expected to be completed by 2023.

Transit Master Plans

In recent years, many local jurisdictions throughout the Atlanta region have been developing Transit Master Plans (TMP) to guide transit investment decisions. Available funding for these studies, made possible through agreements with ARC and the ATL have made the development of TMPs more feasible and attractive to numerous counties. In the past few years DeKalb, Douglas, Gwinnett, Fulton, Henry, and Forsyth Counties have completed or are currently engaged in developing TMPs.

DeKalb County Transit Master Plan

The DeKalb County Transit Master Plan (DTMP) was completed and adopted by the DeKalb County Board of Commissioners in 2019. When the plan concluded, four transit scenarios were under consideration, but the preferred scenario had not yet been selected. The four scenarios include:

- > **Existing MARTA Penny Scenario** – This scenario assumes the continuation of existing sales tax levels and is focused primarily on maintaining the current system.
- > **Previously Adopted MARTA Scenario** – This scenario includes the complete Clifton Corridor LRT project, the I-20 East MARTA rail extension to Stonecrest, and I-20 East BRT from Wesley Chapel Road to downtown Atlanta. This scenario would require more than one additional penny of sales tax to fully fund.
- > **Half-Penny Scenario** – This scenario consists of a package of transit projects and improvements that could be funded through an additional half-penny of sales tax revenue.
- > **Full-Penny Scenario** – The full-penny scenario contains a package of transit projects and improvements that could be funded through an additional full-penny of sales tax revenue. The major difference between the half-penny scenario and full-penny scenario is the full-penny scenario provides for extensive LRT expansion to south DeKalb and along I-20 East.

In addition to the four scenarios, the DTMP also identified five key recommendations. These recommendations include:

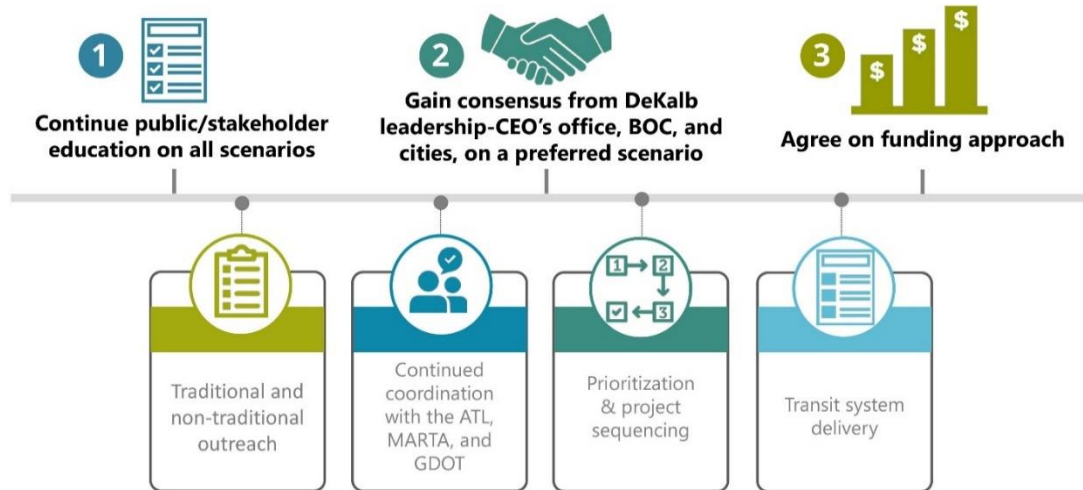
- > Advancing transit scenarios for additional public input and education.
- > Providing public and stakeholder education and input on innovative funding and financing opportunities.
- > Collaborating with MARTA on current unmet rider needs. Some of these needs include expanding the MARTA Mobility service area, local bus expansion in south and east DeKalb, and a series of Mobility Centers throughout the county.
- > Collaborating with agency partners on expansion projects. This includes working with MARTA on the Clifton Corridor LRT project and a network of ART routes. This also includes coordination with GDOT on BRT projects along I-285, I-20 East and SR 13 (Buford Highway).
- > Aligning land use and development codes with transit planning efforts.

The on-going DeKalb 2050 Unified Plan offers an opportunity to continue public and stakeholder education on the four transit scenarios. The Unified Plan also provides the opportunity to align land use planning with transit planning efforts by directing growth and redevelopment into planned transit corridors.

The major steps to implementation for the DTMP are highlighted in **Figure 4**. These include continued public and stakeholder education on all scenarios. Gaining consensus on a scenario from DeKalb County leadership is another major step to implementation.

The final step is to reach agreement on a funding approach which may include a sales tax referendum to fund transit projects.

Figure 4. DTMP Steps to Implementation



Douglas County Transportation Services Study

In 2016, Douglas County completed a Transportation Services Study that included a wide variety of recommendations to enhance and expand transit services in the county. Since completion, the County has implemented a number of recommendations, including new transit services, rebranding existing services (formerly Douglas County Rideshare) under the Connect Douglas brand, and implementing fixed-route shuttle bus service on four pilot routes with flex capabilities.

Douglas County is currently updating their CTP with expected completion in the fall of 2021. The CTP includes a special focus on transit services through a separate Transit Services Assessment report. Recommendations include improvements to existing fixed-routes to increase ridership and for the creation of a countywide demand response service.

Fulton County Transit Master Plan

The Fulton County Transit Master Plan was completed in 2018 and included a market-based scenario, providing a demand-based plan to meet the access and mobility needs of Fulton County over the next 40 years. This market-based scenario matches the most appropriate mode of transit to each corridor based on current and anticipated development patterns. The scenario envisions expanding heavy rail north along GA 400 to Holcomb Bridge Road, west along I-20 to Fulton Industrial Boulevard, and south from

College Park through the City of Hapeville and into Clayton County. The vision includes LRT along the top end of I-285, but would require Cobb and DeKalb Counties to participate in funding to extend rail between Cumberland and Doraville. BRT and ART lines are proposed along several north and south Fulton corridors.

The market-based scenario was considered by Fulton County leadership but after close examination leadership determined that the BRT/ART scenario should be selected as the preferred scenario for advancement. The BRT/ART scenario does not include rail expansion, like the market-based scenario. This scenario serves transit needs through a lower cost system of premium bus service. The preferred scenario was adopted as a component of the TMP in 2018.

The BRT/ART scenario, however, does not preclude regional discussions from continuing regarding the expansion and funding of rail service in metro Atlanta. While additional funding sources will be required to support rail investment, the Fulton County Transit Master Plan identifies and prioritizes corridors for future rail service, which include:

- > GA 400 (North Springs MARTA Station to Old Milton Parkway)
- > I-285 (I-85 to I-75)
- > South Fulton Parkway (future potential upgrade from proposed BRT)
- > I-20 West (H.E. Holmes MARTA Station to Fulton Industrial Boulevard)
- > South line through Hapeville into Clayton County

A series of short-term initiatives were also recommended in the plan and were included as a part of all transit scenarios considered. These initiatives are as follows:

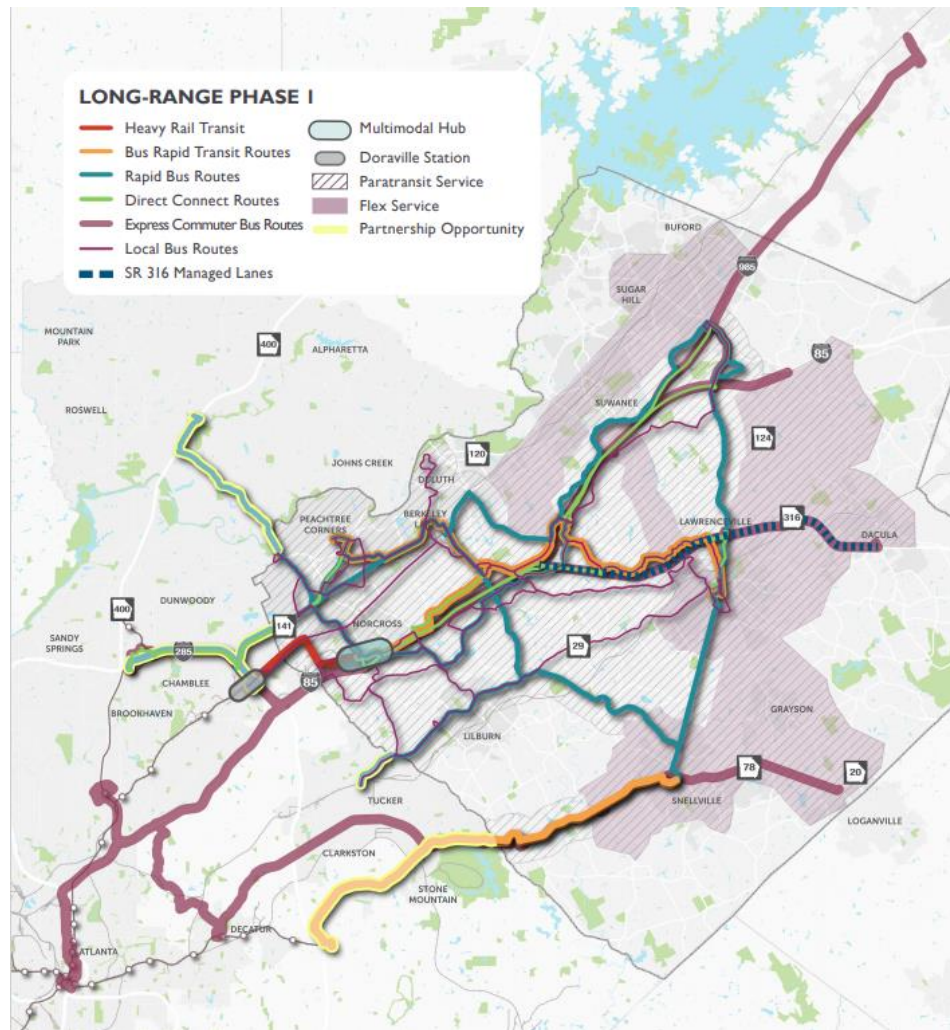
- > **Last Mile Connectivity Program (\$25M)** – connect sidewalk and bike infrastructure to transit and be delivered by the cities.
- > **Bus Stop Program (\$25M)** – provide shelters, benches, trash receptacles, lighting, and amenities at bus stops and potentially be delivered by the cities.
- > **Rail Station Program (\$30M)** – update and improve existing rail station amenities and adjacent pedestrian infrastructure in College Park, East Point, and Sandy Springs.

Connect Gwinnett: Transit Plan

The Connect Gwinnett: Transit Plan proposes a wide range of transit mode types, a vast network of new and improved routes and amenities, and a prioritized phasing strategy to support implementation. Putting these recommended investments in place will require robust coordination and partnership with the Gwinnett cities and Community Improvement Districts, adjacent counties, regional and state transit authorities and agencies. Continuing to engage with Gwinnett’s citizens is critical to the future success of an expanded transit system in the County.

The final transit plan recommendations were adopted in the summer of 2018 and were sourced from both technical analysis and community input. Recommendations are organized by implementation phase. Short-range recommendations are for FY 2019-2024, medium-range recommendations are for FY 2025-2029, and the long-range are for FY 2030-2039. Short-range recommendations cover local bus, express commuter bus, direct connect, flex, park-and-rides, transit hubs and other system components. Medium-range recommendations address the same service categories with the addition of BRT service. Long-range recommendations address the same service categories as the medium-range with the addition of high-capacity transit and other transit capital improvements. The long-range overall system of transit projects is illustrated below in **Figure 5**.

Figure 5. Long-Range Transit System Plan for Gwinnett County



Henry County Transit Master Plan

Henry County, in partnership the ATL, is in the process of developing a transit master plan that will provide a 30-year vision for the development and implementation of transit services within the county. The plan is expected to be completed in the fall of 2021.

Key components of the plan will include:

- > Identification of current and future needs resulting from recent and projected future growth
- > Short-, mid-, and long-term recommendations
- > Fare policy analysis and recommendations
- > Recommendations to refresh Henry County Transit's branding

- > Robust public engagement, including public meetings and presentations, surveys and polls, fact sheets, and an interactive project website

Link Forsyth

Link Forsyth is Forsyth County's first ever public transportation master plan. The plan is led by the County's Public Transportation Department and builds upon the two existing services:

- > Dial-a-Ride services that provide ride-share services by appointment to Forsyth County residents.
- > Senior Services that provide transportation services to Forsyth County seniors and active adults.

Link Forsyth will ultimately guide the vision for and implementation of future public transportation investments in Forsyth County. The plan aims to understand the current state of transportation services provided by the County and leverage public input and technical data to formalize recommendations that build on what is provided today, while addressing the shared vision for public transportation services within the County.

The plan is funded in partnership with the ATL and the recommendations from Link Forsyth are anticipated to be incorporated into the ARTP. This plan is currently ongoing as of May 2021 and is anticipated to have final recommendations by the end of Summer 2021.

Comprehensive Transportation Plans

CTPs for six of the 13 counties within the ATL's service area have been reviewed for their implications to the ARTP's development. These jurisdictions have not recently conducted a transit master planning effort, so the transit elements of CTPs have been reviewed to assess the state of transit planning in each county. CTP documents have been reviewed for Cherokee, Cobb, Coweta, Fayette, Paulding, and Rockdale Counties.

Cherokee County CTP

Cherokee County completed a CTP in 2016. This planning effort expanded upon the 2008 CTP by adding transit and trail planning elements. The final CTP document included a detailed baseline conditions report and needs assessment for the Cherokee Area Transportation System (CATS). It also includes a 10-year Sustainable Transit Action Plan.

The needs assessment portion of the CTP identified the following transit needs:

- Increased transit services in Woodstock to support the future growth, senior communities, and medical centers.

- Intra-county connectivity between Canton, Holly Springs, and Woodstock.
- Improved regional transit connectivity into northern Cobb and Fulton Counties to access proximate employment locations.
- Regional fare agreements with other service providers including MARTA and GRTA.
- Additional local funding to support increased operations and to leverage available Federal funding.
- Improved real-time vehicle arrival information and bus stop amenities.

Cherokee County is in the process of completing an update their previous CTP and this is expected to be completed in 2022. This CTP update will include a special focus on transit and will include a Transit Services Assessment that will serve an update the transit element of the 2016 CTP.

Cobb in Motion CTP – Update 2040

The Cobb in Motion CTP is currently being updated. The plan is anticipated to have final recommendations by the Fall of 2021. The summary of key recommendations below come from the 2015 Cobb CTP Update 2040. The goal of the 2015 plan is to build a robust transportation system that provides efficient and effective connectivity for all Cobb residents, commuters and visitors. The recommended projects from the CTP list are categorized in four categories and described below:

- > Short-term recommendations (2016-2021)
- > Mid-term recommendations (2022-2030)
- > Long-term recommendations (2031-2040)
- > Aspirational recommendations (Not financially constrained)

The CTP establishes the blueprint for connections between local and regional land use and transportation; consideration of project support and consistency with local and regional land use plans; and consideration of existing and forecasted commuter patterns in Cobb County through the identification of guiding principles. These principles are detailed below:

- > **Principle: Maximize performance of the transportation system**
 - Operate the transportation system efficiently and effectively
 - Give priority to investment that preserves existing infrastructure
 - Protect and enhance transportation connections to key resources
 - Protect and enhance existing community character
- > **Principle: Improve access and manage traffic congestion**
 - Focus on improving traffic times rather than reducing congestion
 - Provide increased travel choices (routes and modes of travel)

- Focus on key travel patterns
- > **Principle: Achieve traveler safety and security**
 - Reduce the number and/or severity of crashes
 - Balance safety considerations across all users
- > **Principle: Drive economic competitiveness**
 - Enhance and serve redevelopment areas
 - Compliment growth sectors and areas
- > **Principle: Lead with cost effective solutions**
 - Seek partnerships
 - Seek innovative solutions
 - Apply value-engineering principles as appropriate
 - Select actions that reduce life-cycle costs not just capital costs
 - Select strategies that allow future flexibility

The recommended projects and policy recommendations are designed to guide decision makers in addressing local transportation issues. Additionally, as catalytic projects continue to positively transform Cobb’s future, the project list can and will be amended as necessary. It is recommended that Cobb County continue to study growth and commuter patterns in the following locations to ensure that transit needs are being met:

- > The Northwest Corridor
- > 3rd Army Road
- > Better connections to Atlanta:
 - Cumberland connections to the Airport and Midtown
 - Mableton connections to Atlanta proper and H.E. Holmes MARTA

Coweta County CTP

Coweta County is currently updating its CTP and is expected to be completed in the fall of 2021. The update will include a transit assessment.

The Coweta County CTP was last updated in 2014 and its main goals were to: promote coordination of land use and transportation, support economic and community development, improve accessibility connectivity, and safety, develop a multi-modal transportation system, and preserve the natural and social environment. The state of transit assessment identified the following needs: increase the dial-a-ride fleet to meet demand, connect local transit services to regional and connecting services, and connect to the GRTA park and ride lot via expanded local circulator services.

For final transit improvement recommendations expanding current services to provide a GRTA route to the airport and adding a new park and ride lot at exit 51 where there is already Xpress service. For new services, the plan recommends extending shuttle and circulatory services throughout the county.

Fayette County CTP

The Fayette County CTP was focused primarily on roadway improvements and a master path plan, however, the plan did recommend several transit service policies. It is recommended that Fayette County explores the option of partnering with transportation network companies (TNCs), such as Lyft, Uber or Via to provide demand response transit services, that would not require the need to invest in new vehicles, drivers, and administrative staff.

Fayette County does not currently provide transit directly. Through the public involvement process it was determined that only dial-a-ride services and express bus options were viewed as viable options for the county. Fayette Senior Services is a non-profit organization 501(c)(3), that currently provides curb-to-curb demand response service for disabled individuals and older adults. Public feedback has indicated a desire to expand this countywide.

Fayette County does not currently feature Xpress commuter bus service. The park-and-ride facilities in surrounding counties are located too far away for great utilization by residents of Fayette County. Appropriate locations to build express bus park-and-rides in the county include in Peachtree City and Tyrone in areas along SR 74. The City of Fairburn in partnership with the South Fulton CID have plans to build a new park-and-ride on SR 74 at the I-85 interchange. This has a high-likelihood of usage by residents of Tyrone, Peachtree City and west Fayette County.

Moving Forward: Paulding County CTP

The Moving Forward CTP focused heavily on recommendations for roadway and intersection improvements. However, several key recommendations have been made for transit service in the county. Major recommendations for transit service include:

- > Providing transit connections between major activity centers throughout the county which include Wellstar Paulding Hospital, Paulding County Government Center, Paulding Airport and Chattahoochee Technical College.
- > Conducting a feasibility study for a shuttle circulator in the greater Dallas and Hiram areas.
- > Extending GRTA service deeper within the county to potential park-and-rides at US 278/SR 6 at SR 120, US 278/SR 6 at Paulding County Government Center, US 278/SR 6 at SR 120 (Charles Hardy Parkway) and SR 92 at Cedarcrest Road.
- > Expanding commuter vanpool locations to SR 92 at Cedarcrest Road and in the vicinity of US 278 at SR 120 (Buchanan Highway).
- > Improving Paulding Transit demand response which include lengthening hours of operation, hiring more drivers, additional service vehicles, coordinated routing through AVL software and mounting bicycle racks on buses to accommodate bicyclists.

Rockdale in Motion CTP

Rockdale's CTP follows a similar structure of most ARC-guided CTP's. This update was published in 2018 through a partnership with the County, POND, PEQ, and Arcadis. The plan makes several final recommendations based on the current needs. In terms of the transportation and land use interaction, the plan recommends access management on major corridors to limit traffic disruption and protect pedestrians and cyclist along the sides of the road. They also recommend connecting subdivisions and developments with secondary roads to reduce reliance on major corridors. Finally, they recommend nodal development patterns and the embracing of complete street design.

For freight activity, they recommend additional truck layover/parking locations, safe crossing for trucks over I-20, and addressing the proximity of intersection and at-grade railroad crossings throughout the county. For transit, the plan discusses the rent success of the Blue Bus, a line that serves particularly dense parts of the county with high ridership. Planners suggest soliciting federal funds to support the operation of this line.

Finally, for active modes, the plan encourages improved signage to improve cyclist wayfinding and travel. A public awareness campaign to increase cycling, pursuing Bike Friendly Community Status, and distributing the findings from reports detailing the relationship between bike trails and property value increases.

Other Local Plans and Initiatives

In addition to county focused plans there are several local plans focused on transit corridors and municipalities with relevance to the development of the ARTP. These include the Connect Cobb – Northwest Corridor Study, Dunwoody Last Mile Connectivity Study and Satellite Blvd to Jimmy Carter Blvd BRT Study.

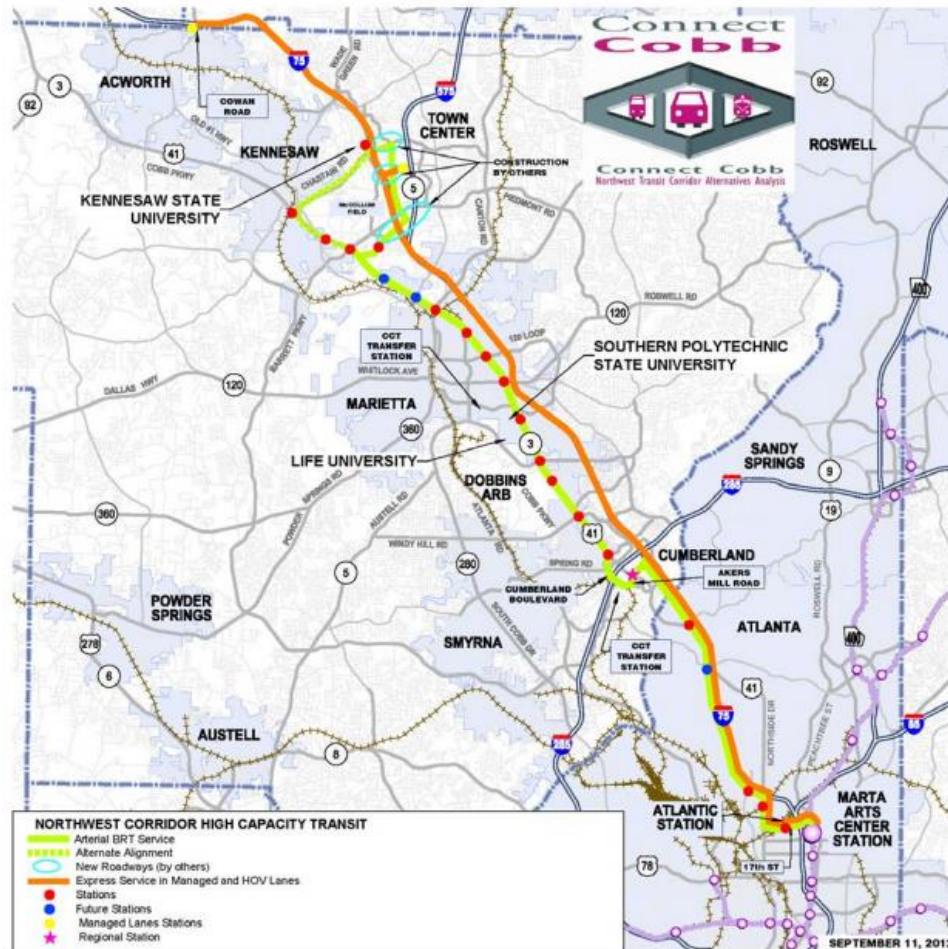
Connect Cobb – Northwest Corridor

The Northwest Corridor exhibits very high travel demands in and very high ridership on Route 10 – one of the most cost-effective routes in the region. Some key findings and recommendations from this study include:

- > Adding BRT along US 41/Cobb Parkway in a dedicated guideway (from Kennesaw area to Cumberland), with continuing express bus service in the existing HOV lanes on I-75 to the existing MARTA Arts Center Station, with 14 stations in Cobb County. This proposed service is mapped in **Figure 6**.
- > The proposed BRT/express bus service would promote economic development in environmentally conscious ways.
- > The project could and should utilize existing infrastructure (I-75 HOV lanes inside of I-285) and proposed (managed lanes on I-75 outside I-285) bolstering the system's cost effectiveness.

- > The project should support city land use plans (i.e., GreenTech Corridor) with accessibility via circulators and feeder routes, which could increase local access to the route.

Figure 6. Proposed High-Capacity Transit in Cobb's Northwest Corridor



Dunwoody Last Mile Connectivity Study

The Dunwoody Last Mile Connectivity Study explores the overall connectivity of the Perimeter area in the Atlanta region. This area is right at the intersection of two major interstates and is home to three MARTA rail stations (Dunwoody, Sandy Springs, and Medical Center stations) and several MARTA and Xpress bus routes, and local shuttle routes making it a hotspot for transferring from one mode of travel to another. The Dunwoody Last Mile Connectivity Study examines opportunities for improved connectivity between transportation modes and transferring between those modes through the existing bicycle and pedestrian network, roadway network, and transit services. The plan identified gaps in connectivity and provides short and long-term strategies for filling in the gaps between each major mode of travel.

For bicycle and pedestrian modes, the plan recommends strategies that improve pedestrian facilities at major origins and destinations, implements programs/facilities to encourage bike usage, and fosters an interconnected network of bicycle routes. For

increased roadway connectivity, the plan recommends coordinating roadway improvements with bike, pedestrian, and transit projects, following standards suitable for transit vehicles, and encouraging carsharing and satellite parking. The plan also offers transit-focused strategies for the short and long term. Some of these strategies include standardizing transit stop amenities, coordinating with rideshare services, encouraging private shuttles, and coordinating land use and transit visioning. Moving forward, the plan offers considerations to be utilized in developing capital project lists and prioritizing projects. These major considerations for implementation include:

- > **Distance** – the distance a transit rider must travel between transit service locations and their origins and/or destinations.
- > **Model Integration** – the ease (or difficulty) of combining multiple modes, such as biking, walking, or ridesharing, with transit trips.
- > **Network quality** – the physical conditions or qualities of the infrastructure and routes between origins, destinations, and transit service.

Satellite Blvd to Jimmy Carter Blvd BRT Study

To accommodate current and anticipated growth, Gwinnett County—in partnership with the Gateway85, Gwinnett Place, and Sugarloaf CIDs and the ARC—is assessing its first proposed BRT corridor. The study corridor is mapped in **Figure 7**.

The Satellite Boulevard to Jimmy Carter Boulevard BRT Corridor Study was a recommendation of previous planning efforts, which include the Connect Gwinnett: Transit Plan and the 2019 Transit Review Committee’s recommendations. The study focuses on a 10-mile section of the proposed 15-mile BRT route alignment, starting from Jimmy Carter Boulevard to Sugarloaf Parkway and to the Sugarloaf Mills Park-and-Ride. The study area is defined as an approximately ¾-mile buffer on each side of the BRT corridor, which expands to a 1-mile buffer around three transit stations/hubs. Stations are identified as a Multimodal Hub near Jimmy Carter Boulevard, the Gwinnett Transit Center at Gwinnett Place Mall, and the Infinite Energy Center.

Figure 7. Proposed BRT Alignment from Jimmy Carter Blvd to Sugarloaf Mills

