



Transit Network Analysis

2022 ATL Regional Transit Plan

December 2021

Introduction

The ATL Regional Transit Plan (ARTP), developed under the Atlanta-Region Transit Link Authority (ATL), is intended to coordinate transit planning and advance transit investments throughout the Atlanta region. The 2022 ARTP, while the the third iteration of the plan, marks a new, sophisticated approach to regional transit planning, employing the first-ever comprehensive regional analysis to identify unmet transit needs and gaps. This analysis builds upon key findings from the Existing Conditions and Future Trends Assessment.

The core of the network analysis compares current and future transit demand in the region against public transportation services offered today. This analysis goes beyond simply identifying geographic and service gaps to evaluate the regional transit system’s alignment with equity, economic development, transit-supportive infrastructure, and key regional transportation investments. The framework for this analysis also aligns with the ATL’s Governing Principles and ARTP Vision.

The results of the network analysis provide the basis for the ATL and transit operators to prioritize and implement high-performing and regionally significant projects, creating a unified network of mobility options for the region’s residents.

ARTP Vision: The 2022 ARTP will lay the foundation for a safe, efficient and resilient transit system, providing seamless connectivity for riders across the region. This system will promote equity, support the region’s economic vitality, and provide mobility options to access that vitality while contributing to the enhancement of the region’s built and natural environments.

ATL’s Governing Principles



About this Report

The Transit Network Analysis Report summarizes where the transit gaps and needs exist across the 13-county ATL region. The key findings presented in this report are the product of rigorous technical analyses, the results of which were reviewed and refined by stakeholders. Details regarding the analysis methodology and data sources are provided in a separate technical document.

This summary is organized by analysis category: Mobility and Connectivity, Equity, Economic Development and Safety, Efficiency, and Resiliency. These categories address:

- Where is regional travel demand underserved or unserved by transit?
- How effective is the current transit system in serving those who rely on public transportation?
- Where do opportunities to maximize both transit investments and financial incentives exist?

What is the ATL Regional Transit Plan?

The ATL Regional Transit Plan (ARTP) is developed by the Atlanta-Region Transit Link Authority to establish a short-term and long-range transit vision for the 13-county Atlanta region. The ARTP serves as the source of transit projects for three important purposes:



Atlanta region’s short-term (TIP) and long-range (RTP) transportation plans developed by the Atlanta Regional Commission (ARC).



ATL’s Priority Investment List for the Georgia General Assembly to consider for funding through either newly-created ride share fee revenue or through the annual state bond program.



Future county-level transit special-purpose local-option sales tax (SPLOST) referenda.

About the ATL

The ATL was created in 2018 by the Georgia General Assembly to serve as the primary transit planning, funding, and policy body to enhance transit connectivity and expand transit options across 13-counties.

Mobility & Connectivity

Mobility & Connectivity

PURPOSE

The existing transit network, roadway, population and employment density, and land use patterns all influence mobility and connectivity within a region. In this context, understanding mobility and connectivity, or lack thereof, helped to identify mismatches between the existing transit system and transit demand.

Methodology Considerations

- While major intra-county travel flows are captured in this analysis, emphasis in the travel demand analysis was placed on regionally significant travel flows between activity centers, particularly flows that cross county boundaries.
- The network analysis focuses on gaps related to fixed-route transit and uses regionally appropriate thresholds related to density and propensity to identify the highest-need areas.
- While demand response transit is an important component of the regional transit system, it was not considered in the network analysis. ATL understands there are many additional transit-related needs across the region not shown in the network analysis.
- Pre-pandemic transit schedules from 2019 were used throughout the development of the ARTP. These schedules were used to determine the adequacy of transit service coverage, span, and frequency.
 - Changes to the network have been made since the schedules used for this analysis were implemented, and travel throughout the region continues to evolve due to the lingering impacts of the COVID-19 pandemic.
- The ARC's Unified Growth Policy Map (UGPM) is the regional development map for Metro Atlanta, which represents local comprehensive plans and ARC's policies and forecasts. This serves as the guide for how to accommodate future regional growth and distribute service geographically.
- The ARC Activity-Based Modeling (ABM) is the regional travel demand model used to identify current (2020) and future (2050) travel demand in the region.

Travel Demand

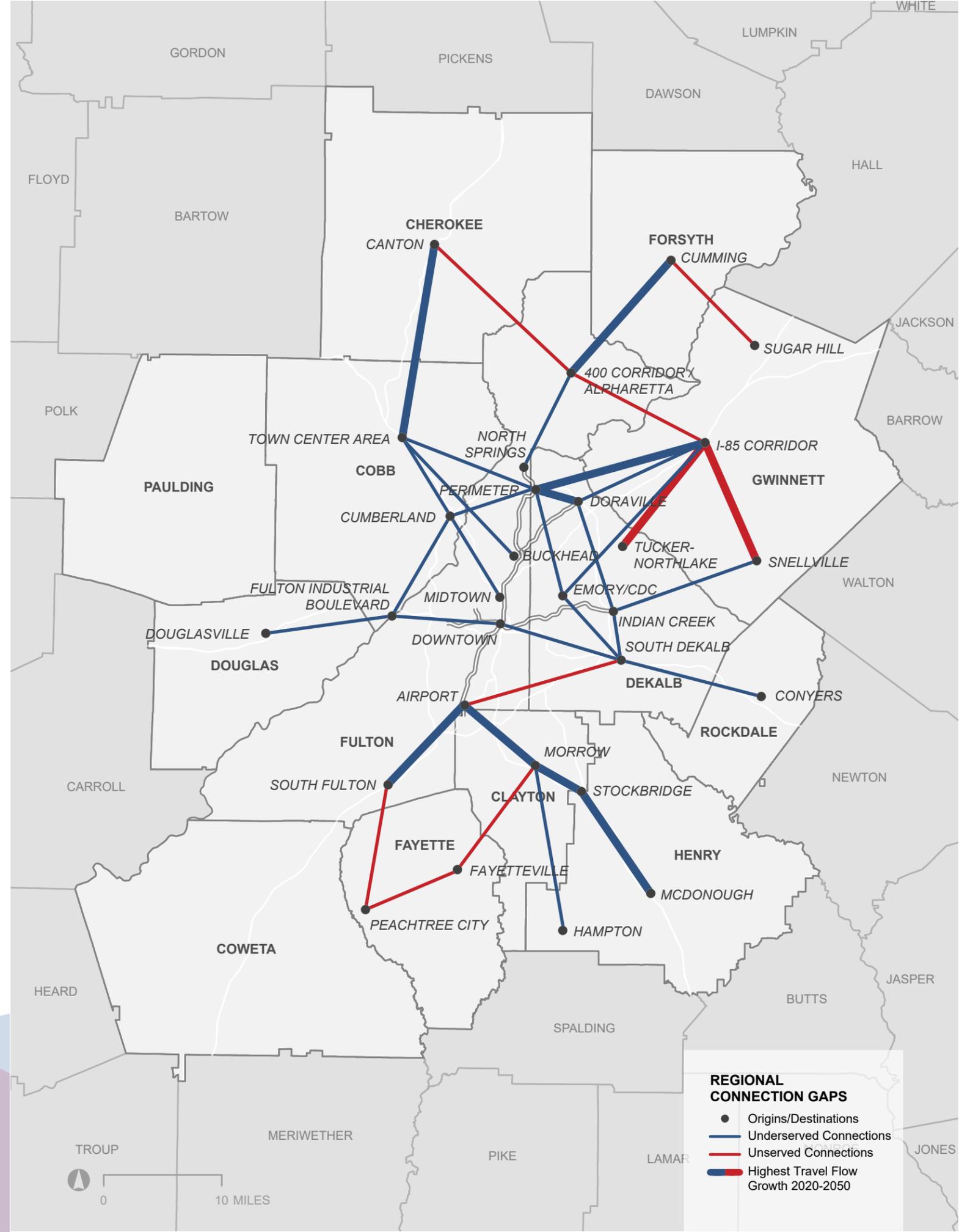
The travel demand gap analysis is intended to identify regional travel flows that are underserved or unserved by transit. This analysis focuses on identifying gaps between activity centers by evaluating the quality of service (e.g., span and frequency) and convenience (e.g., travel time and the number of transfers) of existing transit connections.

How to read this map

The lines on the map represent the extent to which travel flows between activity centers are underserved (blue) or unserved (red) by transit service. Unserved connections are defined as those without existing transit service. Underserved connections are defined as those requiring long travel times and/or multiple transfers. Thicker lines represent connections with the greatest future travel flow growth.

Key Takeaways

- Several underserved connections indicate the potential for increased span or frequency of service. These include connections between Cherokee and Cobb; Cobb and Perimeter, Buckhead, Midtown, and Downtown; Gwinnett and DeKalb and Fulton; and Henry, Clayton and South Fulton.
- Considerable travel flow growth is projected for underserved connections in the southern part of the region, as well as between Canton and Town Center, Cumming and the GA 400 Corridor, and the I-85 North Corridor and Perimeter.
- Many gaps occur between county boundaries and transit operator service areas due to limited or lack of convenient transfers. These gaps present opportunities for multiple transit agencies to coordinate services.



Transit Propensity and Level of Service

The transit propensity analysis identifies the suitability of certain areas in the region for different types of transit service based on population characteristics such as low-income individuals, zero- and one-car households, youth, as well as job locations, and the presence of retail, education, and institutional destinations. Propensity indices answer critical questions in determining where to assign types and levels of transit service, such as:

- Where do people who are likely to use transit live?
- Where are the locations that people need to travel to?
- At which times of the day are people more likely to use transit?

There are two propensity indices used in the following analyses: All-Day Propensity Index and Peak Period Propensity Index. The All-Day Index identifies areas that can serve as origins or destinations at all times of day and thus would benefit from service throughout the day. The Peak Index identifies areas that serve as the origin or destination specifically for home-to-work trips, which are most concentrated during traditional peak morning and evening commute hours.

Overlaying where frequent all-day transit headways are longer than 15 minutes and Peak and All-Day Propensity scores are moderate to high, points to areas that can benefit from and support more frequent transit service.

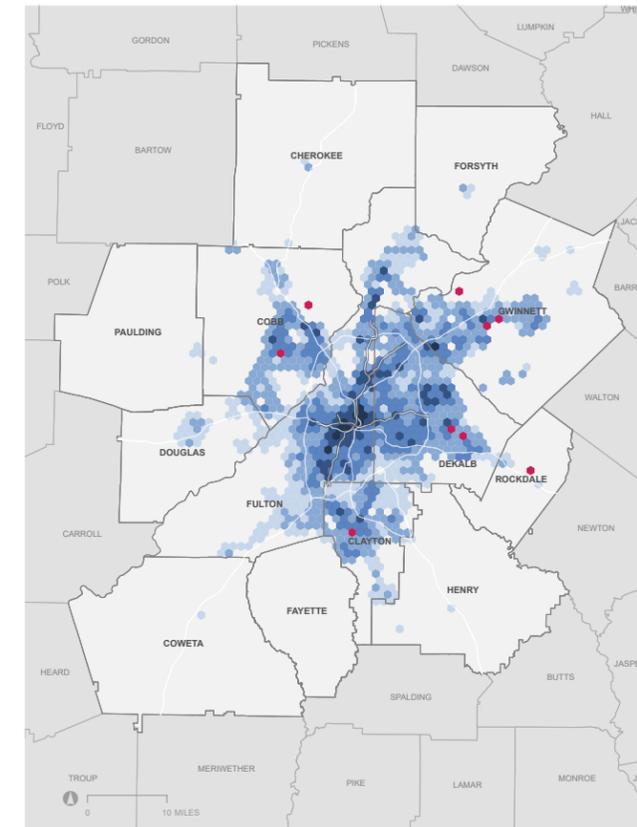
📍 How to read the maps in this section

Focusing on areas with moderate to high Peak or All-Day Propensity scores, the four propensity maps in this section depict areas within the walkshed of transit stops in blue and areas beyond that walkshed in red. The shading of the map reflects propensity scores, with darker shades representing higher scores.

Key Takeaways

- ➔ In general, transit runs more frequently in the region during the peak periods compared to off-peak periods. Still, even during peak periods, some moderate propensity areas lack frequent transit. These areas include central and eastern Cobb, North Fulton along the GA 400 Corridor, western Gwinnett, and small areas in Fulton, DeKalb, and Clayton. During off-peak times, more extensive gaps are seen in Cobb, Gwinnett, DeKalb and Clayton as well as Fulton and Conyers in Rockdale.

Peak Frequency Compared to Peak Propensity



PEAK FREQUENCY OF 15 MINUTES OR BETTER

■ No walking access to transit

■ Walking access to transit

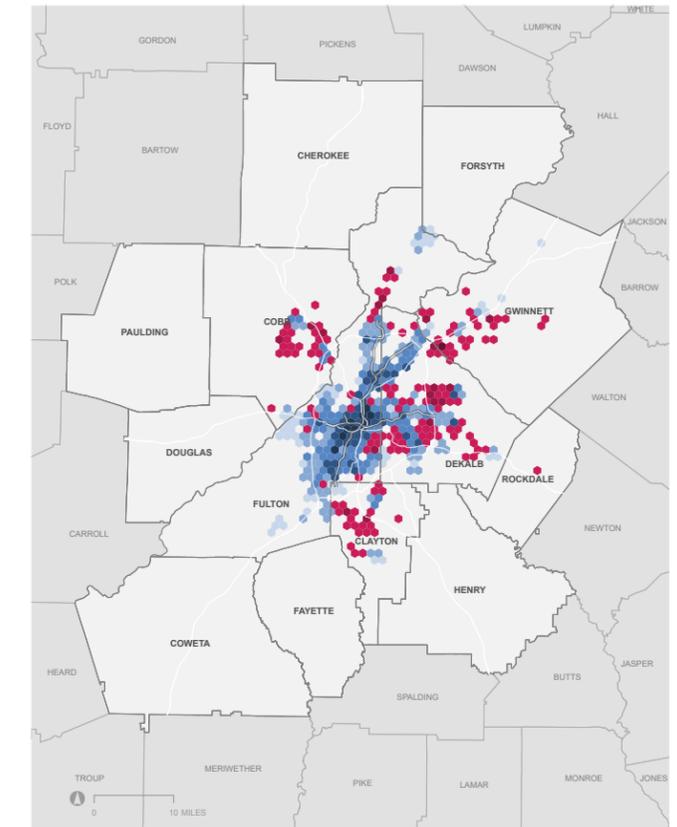
PEAK PROPENSITY INDEX

■ High

■ Moderate

■ Low

Off-Peak Frequency Compared to All-Day Propensity



MIDDAY FREQUENCY OF 15 MINUTES OR BETTER

■ No walking access to transit

■ Walking access to transit

ALL-DAY PROPENSITY INDEX

■ High

■ Moderate

■ Low

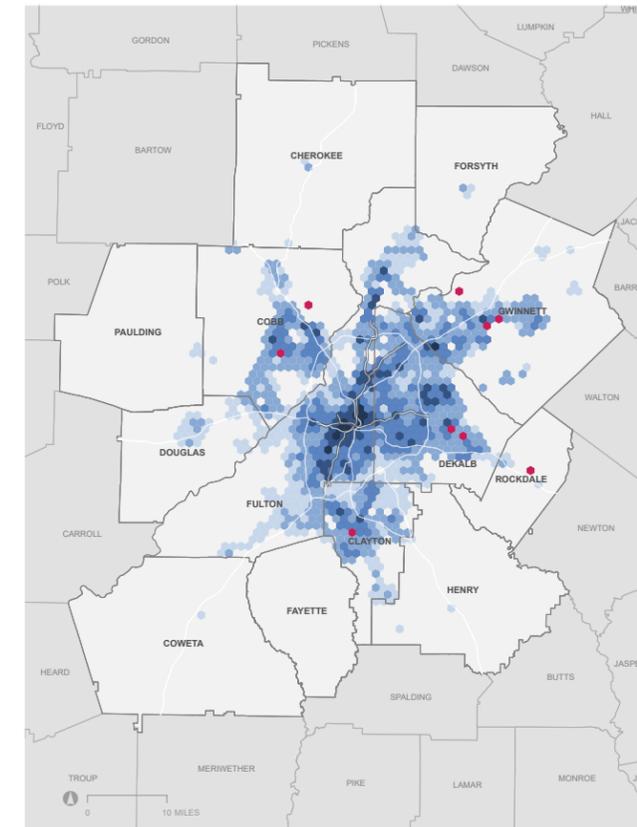
Transit Propensity and Span of Service

Providing transit service beyond peak hours is crucial for meeting transportation needs that go beyond accessing traditional 9am to 5pm jobs. Transit service extending from the early morning into late-night hours can help shift workers overcome temporal and spatial barriers limiting job access, for example. However, beyond employment purposes, extended service hours also improve service for recreation, shopping, medical, and educational purposes. An analysis of areas with moderate to high All-Day Propensity and transit service spans can point to areas in the region that can benefit from and support extended service hours.

Key Takeaways

- Most areas of moderate to high All-Day Propensity have access to transit service that extends into the evening. However, small scattered portions of Cobb, Gwinnett, DeKalb, Rockdale, and Clayton could support more extended service hours based on their transit propensity scores.
- One notable temporal gap in the region is the lack of all-day transit service (over 18 hours of service on weekdays) in Gwinnett.

Daytime and Evening Transit Services Compared to All-Day Propensity



DAYTIME AND EVENING TRANSIT SERVICE

■ No walking access to transit

■ Walking access to transit

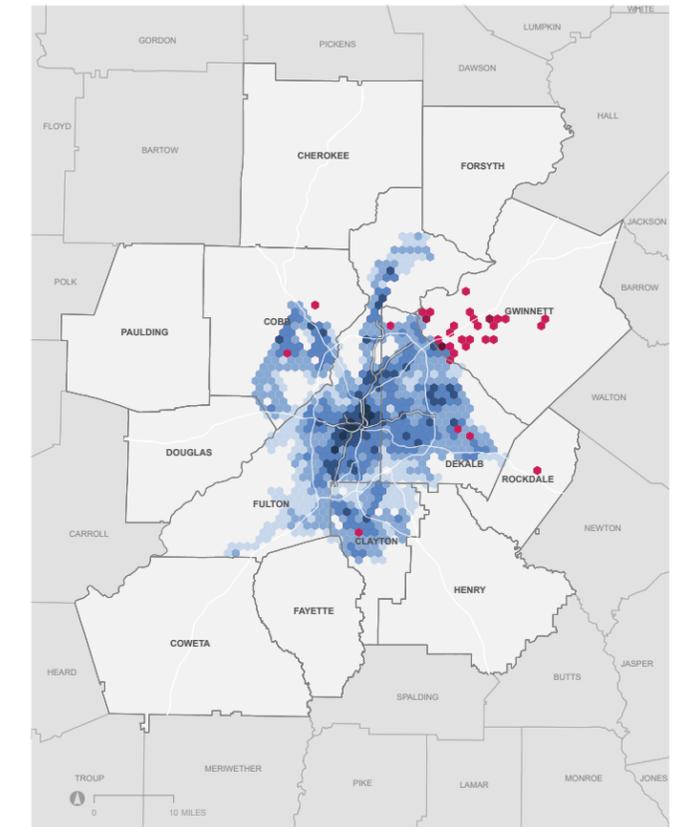
ALL-DAY PROPENSITY INDEX

■ High

■ Moderate

■ Low

All-Day Transit Service Compared to All-Day Propensity



ALL-DAY TRANSIT SERVICE

■ No walking access to transit

■ Walking access to transit

ALL-DAY PROPENSITY INDEX

■ High

■ Moderate

■ Low

Propensity: Summary of Unmet Needs

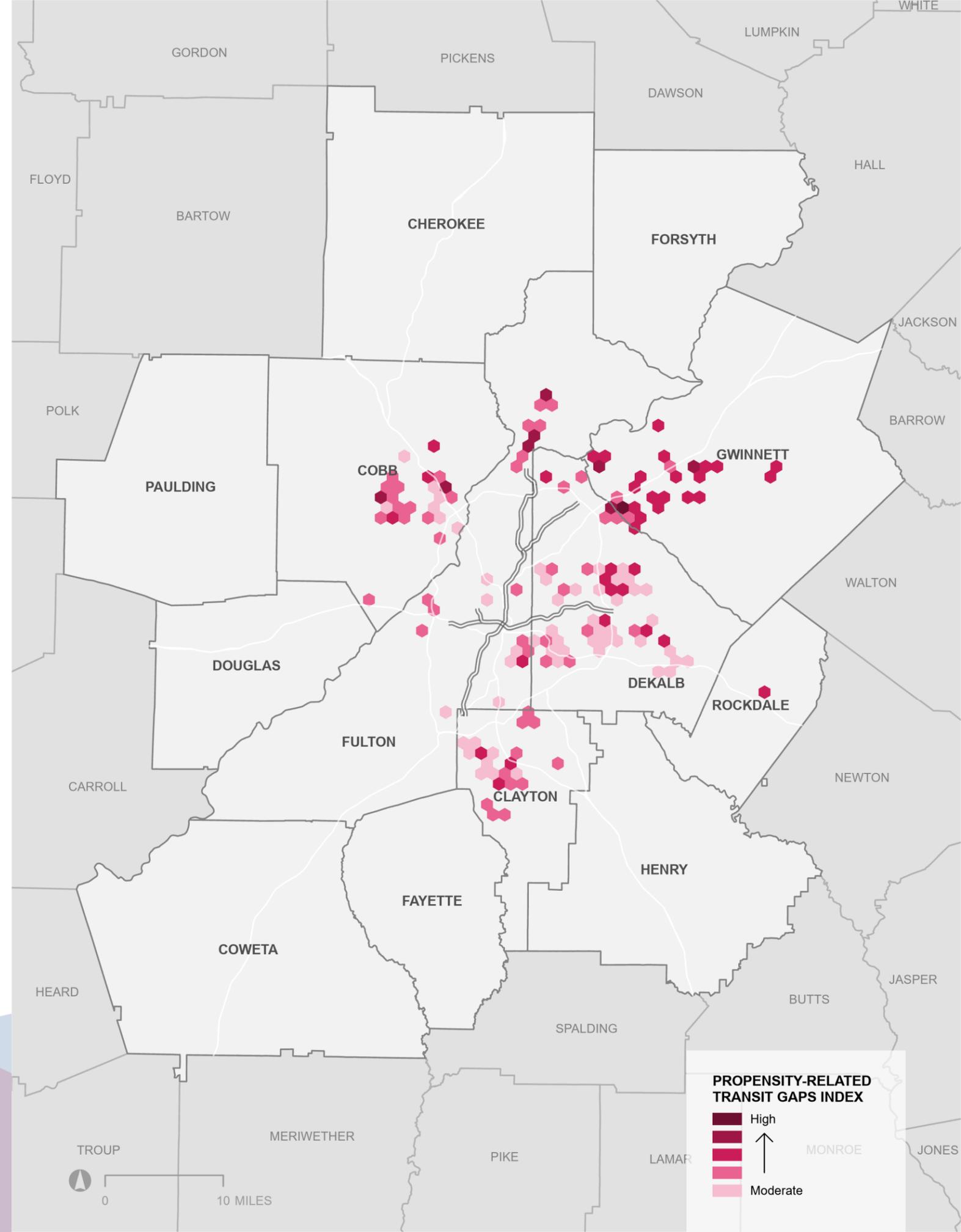
Mismatches between transit level of service and areas with moderate to high transit propensity point to where transit gaps exist in the region. The propensity-related transit gaps index is a composite index that aggregates the results of the previous four propensity maps (peak frequency of 15 minutes or better, mid-day headway of 15 minutes or better, daytime and evening transit service, and all-day transit service).

📍 How to read this map

Propensity-related gaps in transit level of service are shown in shades of red on this map. The shading indicates the magnitude of the gaps.

Key Takeaways

- Propensity-related gaps are concentrated along regional employment corridors and in mature neighborhoods. These under- or unserved areas include western/central Gwinnett, North Fulton, western/central Cobb, parts of central DeKalb, Conyers in Rockdale, and northern Clayton.
- This map distills where there is the greatest mismatch between moderate to high levels of transit propensity and existing transit service. It does not capture the less than moderate or secondary propensity-related gaps which appeared in all counties across the ATL region.

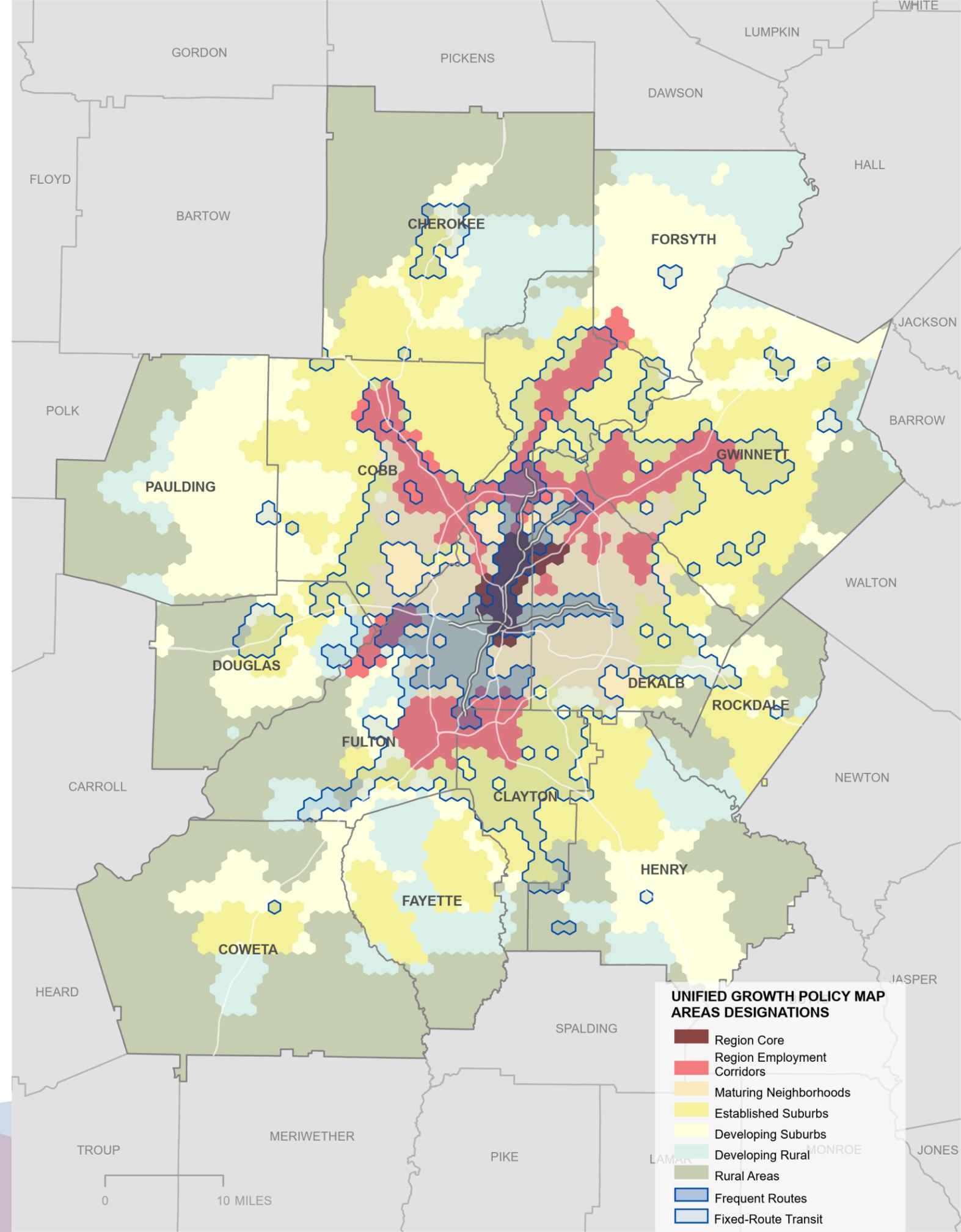


Transit Alignment with Regional Growth Policy

Public transportation and land use patterns are closely linked and can support one another. For example, higher population and employment densities may support frequent transit, while demand response transit services may be the most viable solution for low-density areas. This analysis overlays frequent, fixed-route, and demand response transit coverage with ARC's Unified Growth Policy Map (UGPM) to assess the distribution of service in the region.

Key Takeaways

- Most of the Region Core is served by frequent transit, and most of the Region Employment Corridors and Maturing Neighborhoods are served by fixed-route transit.
- Developing Suburbs, Developing Rural, and Rural Areas represent a small share of the region's overall population and employment, but roughly half are within demand response service areas.
- In general, fixed-route service is available in the three highest density growth areas. However, a significant number of jobs and residents are not able to access frequent or any fixed-route transit within walking distance. The Region Employment Corridors, for example, house about 1.3 million jobs - a third of all jobs in the region - but only one-fifth of those jobs are served by frequent transit. While over 40 percent of the region's population and 27 percent of the jobs are in Established Suburbs, these suburbs' relatively low density (on average, fewer than five people or jobs per acre) makes fixed-route transit provision challenging. Approximately 2.2 million people live in Established Suburbs, but less than a third are served by any fixed-route transit and none have access to frequent transit.



Equity

Equity

PURPOSE

Transit equity is a component of the analyses leveraged to understand how transit is serving different cohorts of the population across Metro Atlanta. Two key questions drive this section. First, are there significant concentrations of protected populations¹, low- and mid-wage jobs, and households experiencing rent burden without access to transit? Second, how effective is transit in providing environmental justice populations with access to essential services? As a part of this analysis, essential services describe healthcare, food, and higher education.

Methodology Considerations

➤ The access analysis is intended to identify locations across the region that have gaps in access to transit or without access to essential destinations by transit. The analysis leveraged key transit indicators:

- Availability of all-day fixed-route transit
- Speed that the transit vehicle can traverse
- Frequency of transit service
- Walk times to and from transit stops and stations

📍 How to read the maps in this section

The following set of maps illustrates equity-related gaps in two ways. The first four maps illustrate access to transit for defined populations based on walking distance to transit. Walking access was measured along the roadway network at one quarter-mile from bus stops and one half-mile from rail stations. The last three maps illustrate transit access to essential services within a 30-minute travel time.

In all the maps, blue indicates areas with transit access and red indicates areas without transit access. The shading represents the concentrations of the various equity-focused demographic groups.

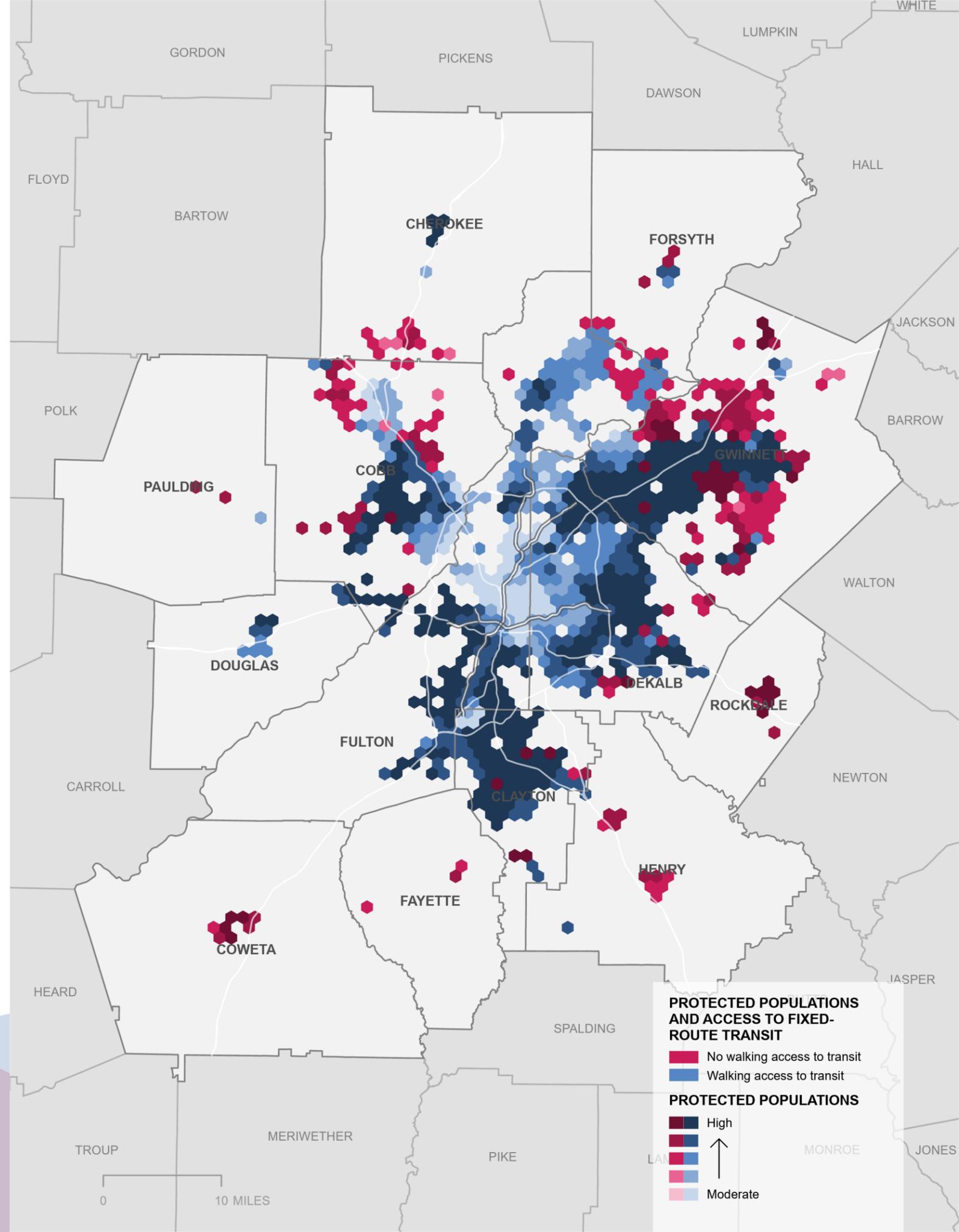
¹ Protected populations under federal regulations including the Civil Rights Act, Americans with Disabilities Act, and the Age Discrimination in Employment Act include: youth, older adult, female, racial minority, ethnic minority, foreign born, limited English proficiency, people with disabilities, and low-income.

Access for Protected Populations

Public transportation increases mobility and access to opportunities, particularly for populations identified as protected classes. Based on the region's existing transit service and ARC's protected classes model, an analysis of access to fixed-route transit service for those populations can point to areas where there are high concentrations of protected populations who do not have access to fixed-route transit.

Key Takeaways

- Fixed-route service covers most areas with significant concentrations of protected populations in the region (dark blue regions), including Canton, central Cobb, southwest Atlanta, north Clayton, central DeKalb, and western/central Gwinnett.
- However, the region's periphery shows more areas with significant concentrations of protected populations that lack access to fixed-route transit coverage (red regions). Gaps in coverage include large portions of northern/central and southern/central Gwinnett, as well as southern Cherokee, areas in northern/central Cobb, Newnan, Peachtree City, Fayetteville, McDonough, Stockbridge, Conyers, Cumming, and scattered areas in Clayton and North Fulton Counties.



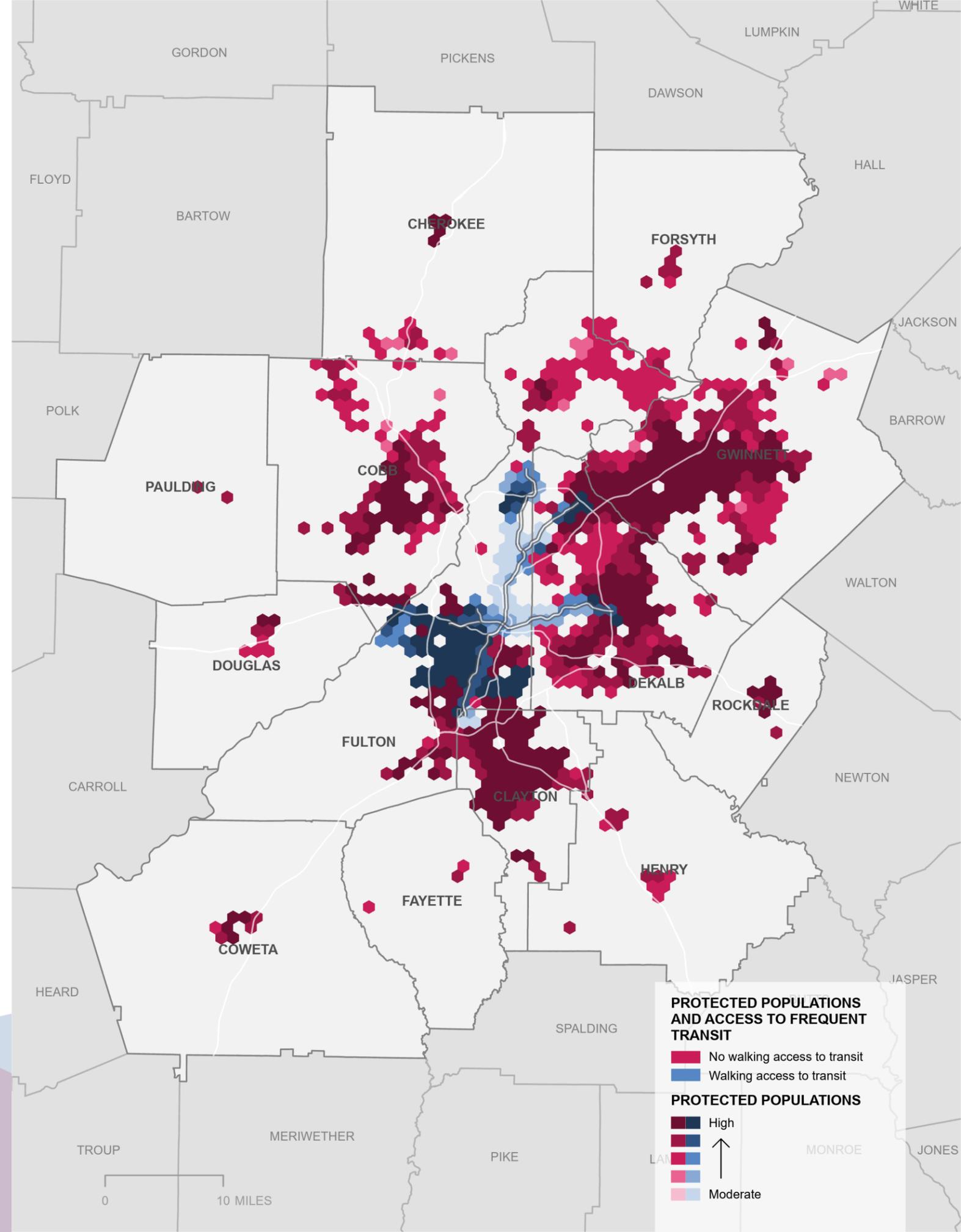
Frequent Transit Access for Protected Populations

Access to frequent all-day transit service can be a powerful tool to advance equity, enabling people to meet their day-to-day transportation needs more efficiently and creating long-term economic opportunities. Complementing the access to fixed-route transit service map, this analysis evaluates walking-distance access to frequent all-day transit for protected populations.

Key Takeaways

- Areas with a significant concentration of protected populations with access to frequent all-day transit are limited to southwest Atlanta and small pockets at the western end of MARTA's Blue Line and northern ends of the Red and Gold Lines.
- For the most part, access to frequent all-day transit service is limited to those along the MARTA heavy rail line and select bus routes¹.
- The vast majority of the protected populations in the region cannot access frequent all-day transit.

¹ Bus routes: 5, 39, 71, 73, 78, 83, 110



PROTECTED POPULATIONS AND ACCESS TO FREQUENT TRANSIT

- No walking access to transit
- Walking access to transit

PROTECTED POPULATIONS

- High
- Moderate

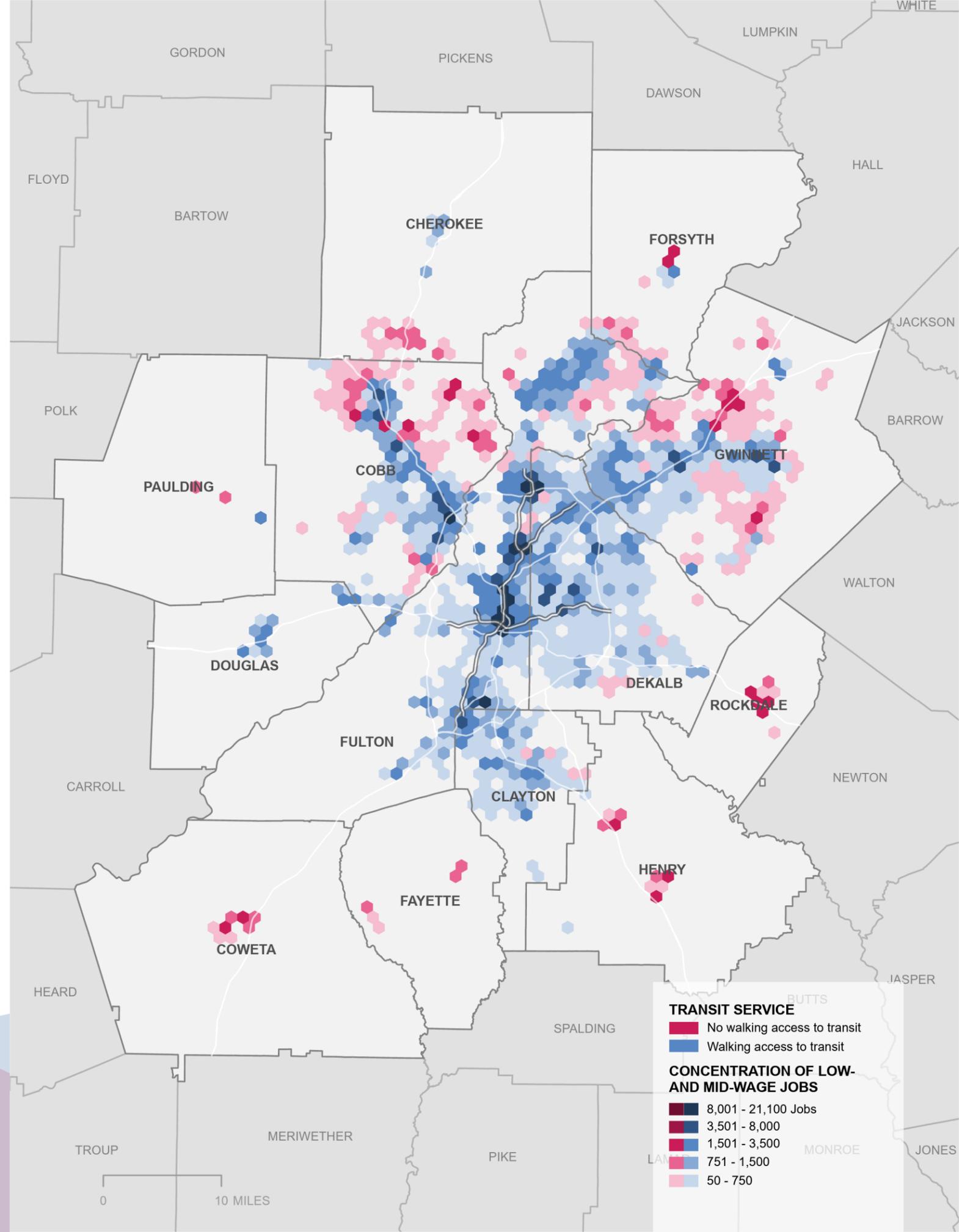
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Access to Low- and Mid-Wage Jobs

A critical function of transit is to connect workers to jobs. On one side, access to transit helps employers attract and retain workers; on the other, transit enables lower transportation costs for workers. Additionally, many low- and mid-wage jobs are essential jobs, and many of these workers rely on transit to get to their jobs. This analysis identifies fixed-route transit coverage for low- and mid-wage jobs in the region.

Key Takeaways

- Low- and mid-wage jobs tend to be significantly concentrated in certain areas of the region. Low- and mid-wage jobs with access to fixed-route transit (blue areas) are clustered in central and northern Atlanta, the airport, and along major corridors throughout the region, such as the I-75, I-85, 400 corridors.
- Key low- and mid-wage job centers without walking-distance access to fixed-route transit include areas in northern Cobb, Newnan, McDonough, Stockbridge, Conyers, Suwanee, and Cumming.

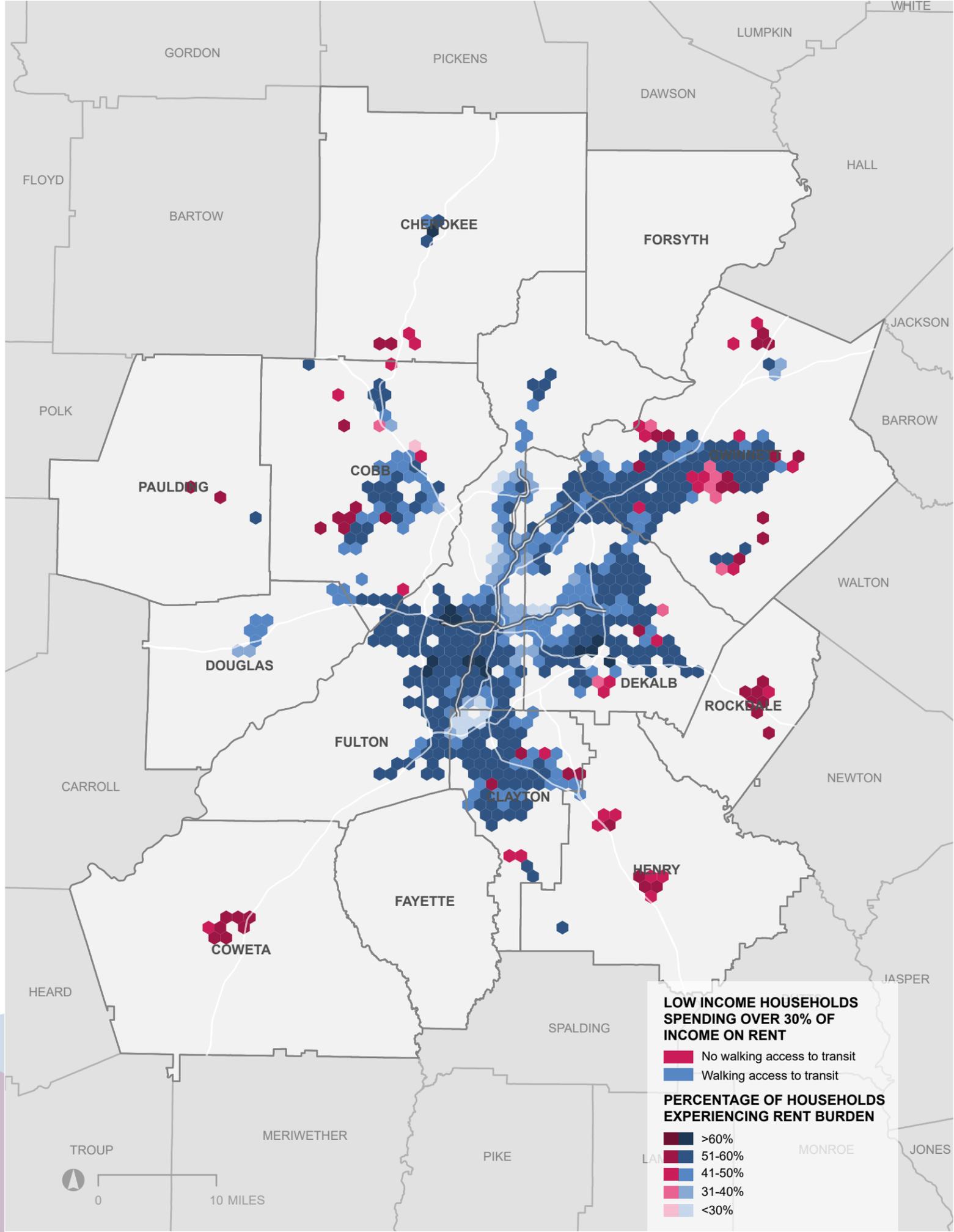


Access for Rent-Burdened Households

Rent burden is defined as spending more than 30 percent of household income on rent. Low-income families without access to transit may spend more on transportation, leaving fewer resources available to devote to rent. This analysis focuses on areas with above average concentrations of low-income households and highlights areas with high concentrations of households experiencing rent burden.

Key Takeaways

- Most areas with concentrations of households spending more than 30 percent of income on rent have access to fixed-route transit in the region (blue areas).
- Rent-burdened households that lack access to transit include southern Cherokee, scattered pockets of Cobb, Dallas, Newnan, McDonough, Stockbridge, Conyers, and parts of Gwinnett.

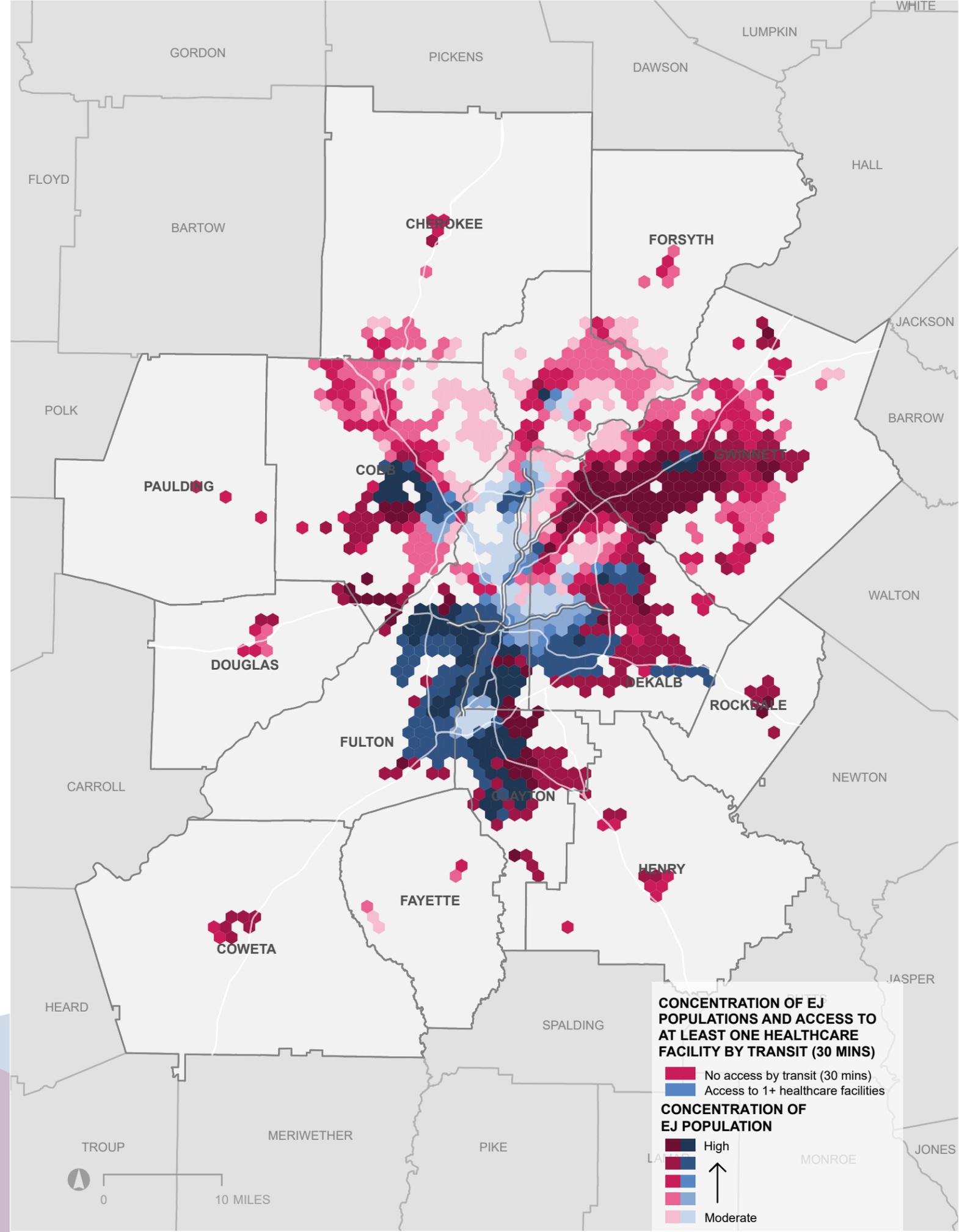


Access to Healthcare

Access to healthcare services is important for people to manage health-related conditions and maintain a high quality of life. Transportation is a critical piece of healthcare access, as it determines the timeline of how quickly someone can get to appointments, receive medication reliably, or receive medical care when needed. The access to healthcare analysis evaluates access for EJ populations to critical healthcare facilities, defined as hospitals, urgent care, and emergency services within 30 minutes by transit.

Key Takeaways

- Areas with basic healthcare access (blue regions) are moderately constrained to the region's more urbanized core. This is due to the combination of the geographic distributions of healthcare locations and transit services. While healthcare locations are distributed throughout the region, transit is greatly constrained to the urban core.
- Gaps in healthcare access for EJ populations (dark red regions) are concentrated in western/central Gwinnett, northern/eastern DeKalb, northern/central Clayton, southern/central Cobb, and in peripheral county centers.

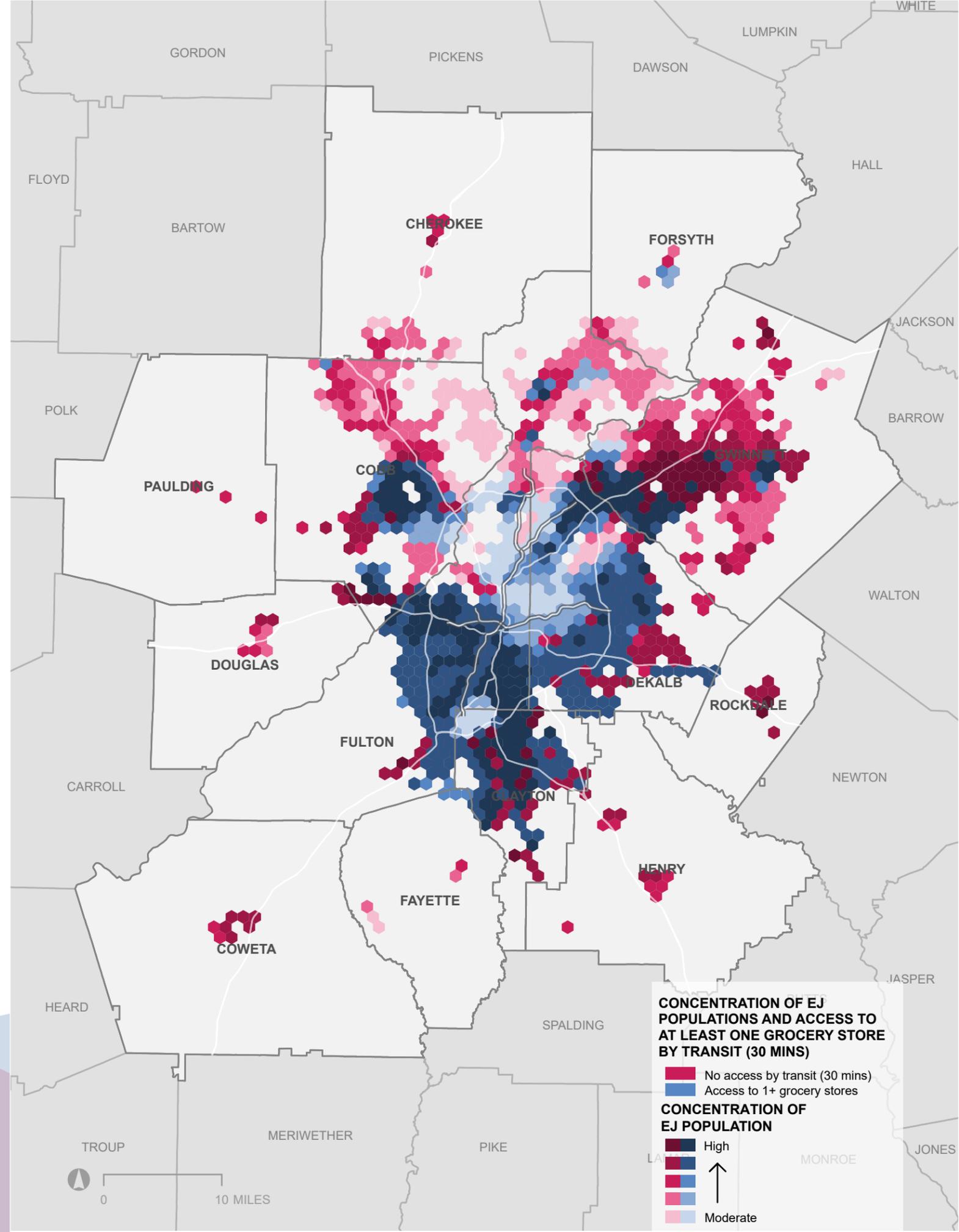


Access to Grocery Stores

Direct and easy access to food resources contributes to a person's overall health. A lack of nutritious food options and the inability to access those food options in an affordable way, also known as food insecurity, presents serious and grave quality of life challenges. This analysis evaluates access to food stores, defined as grocery and convenience stores within 30 minutes by transit.

Key Takeaways

- Areas with basic food access (blue regions) are relatively less constrained to the urban core than healthcare due to a greater geographic distribution of food stores in the Atlanta region. Nevertheless, limited transit service availability in the periphery of the region constrains people's ability to access food.
- Gaps in food access for EJ populations (dark red regions) are in western/central Gwinnett, eastern DeKalb, northern/central/southern Clayton, southern/central Cobb, and in peripheral county centers. These areas show considerable overlap with gaps in access to healthcare.

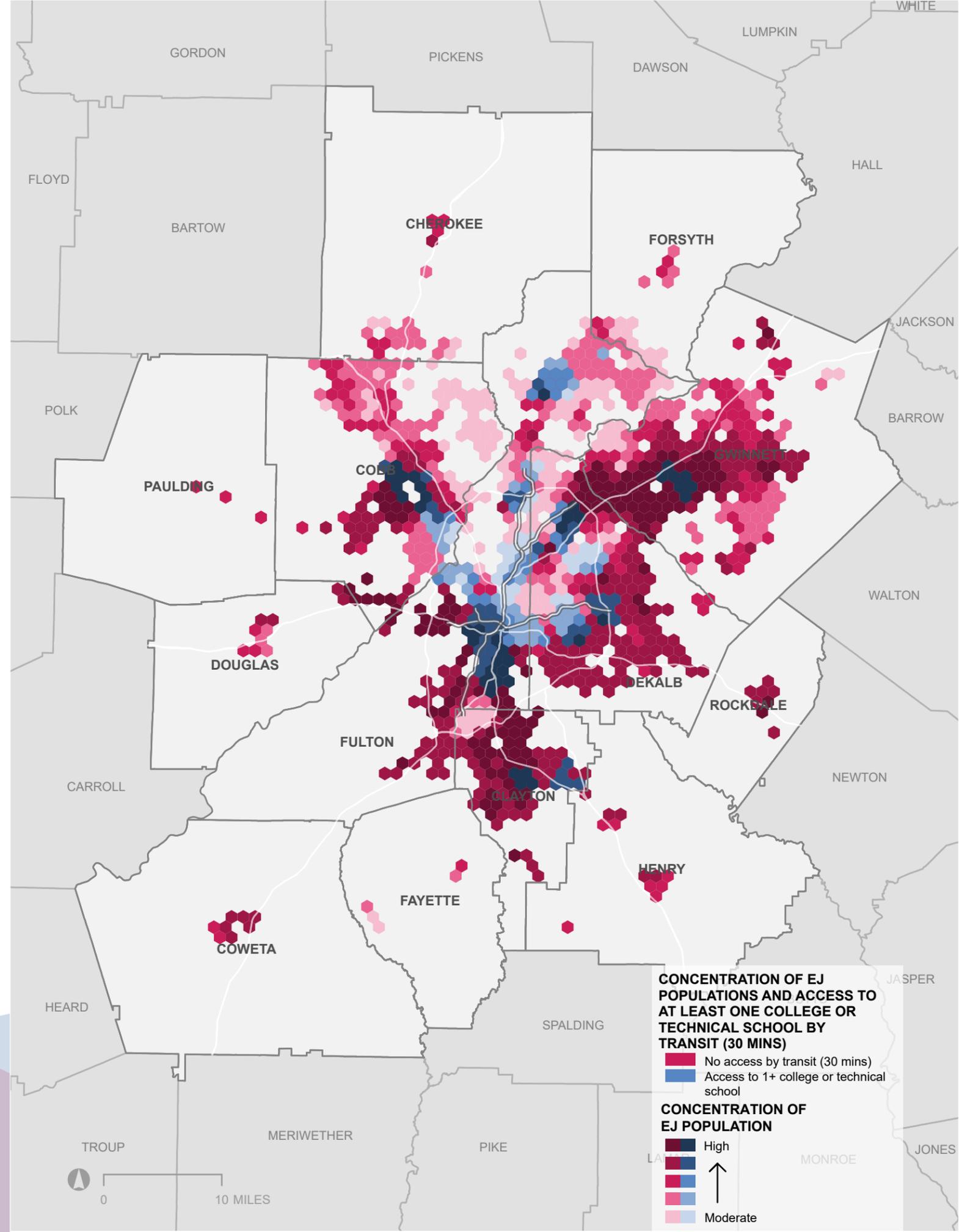


Access to Higher Education

Transit provides key connections to institutions of higher education that can lead to upward mobility for underserved groups as well as more equitable workforce outcomes. This analysis evaluates access for EJ populations to institutions of higher education, defined as colleges and technical schools within the Atlanta region, within 30 minutes by transit.

Key Takeaways

- Access to higher education (blue regions) is greatly constrained to the urban core compared to healthcare and food. This is due to the smaller number of schools and their greater relative geographic concentration in the Atlanta region. As before, access remains aligned with transit route locations despite differences in the spatial distribution of essential destination types.
- Areas with limited access to higher education for EJ residents (red regions) are in western/central Gwinnett, northern/central/eastern DeKalb, northern/central Clayton, southern/central Cobb, southern/central Fulton, and in peripheral county centers. These areas once again show considerable overlap with gaps in access for healthcare and food.

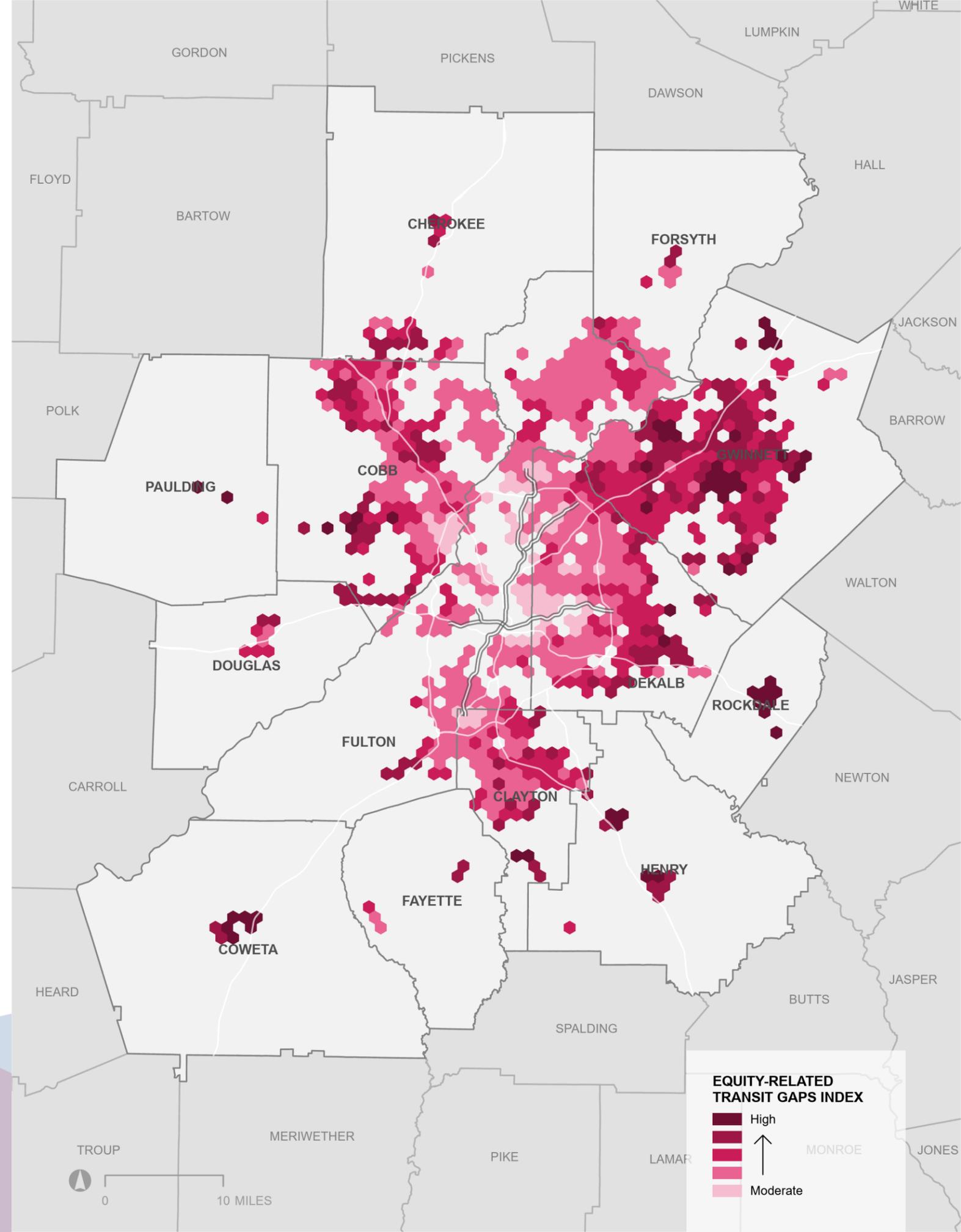


Equity: Summary of Unmet Needs

Mismatches between transit coverage and the locations of protected populations enables identification of where gaps exist for these residents. The equity-related transit gaps index is a composite index that aggregates the results of the previous seven equity measures (access to transit for protected populations, access to low- and mid-wage jobs, access to transit for rent-burdened households, and transit access to healthcare, grocery stores, and higher education).

Key Takeaways

- Areas with limited transit coverage and access for equity-related groups include central/western Gwinnett, Clayton, clusters within Cobb, and peripheral counties' urban centers, including Rockdale, Henry, and Coweta.
- The aggregated results also show adjacent areas with high and low access gaps in equity-focused parts of Clayton, Cobb, and DeKalb (where dark red areas are found next to light red areas).
- People may live in relatively close proximity to one another but face very different transit coverage and access challenges because in some locations transit service or key destinations lie just out of reach.



Economic Development

Economic Development

PURPOSE

This section aims to understand the geographic relationship between areas with high levels of economic development tools and incentives, existing transit services and overall transit propensity. Economic development is a key element to evaluating transit networks as economic development centers are often drivers of daily travel and transit demand. Economic development zones are tools used to revitalize areas of historic disinvestment. According to the American Public Transportation Association, investment in transit can yield 49,700 jobs per \$1 billion invested and offers a 5 to 1 economic return³. As part of the evaluation and prioritization of potential transit investments, this data can identify where transit need and financial opportunity may align.

Methodology Considerations

- Four types of economic development zones were analyzed: Community Improvement Districts (27); Tax Allocation Districts (10); Federal Opportunity Zones (56); and Empowerment Zones (1).
- The analysis leveraged the 13 designated activity centers, identified by ARC, to further understand how adequately these areas are served by transit.

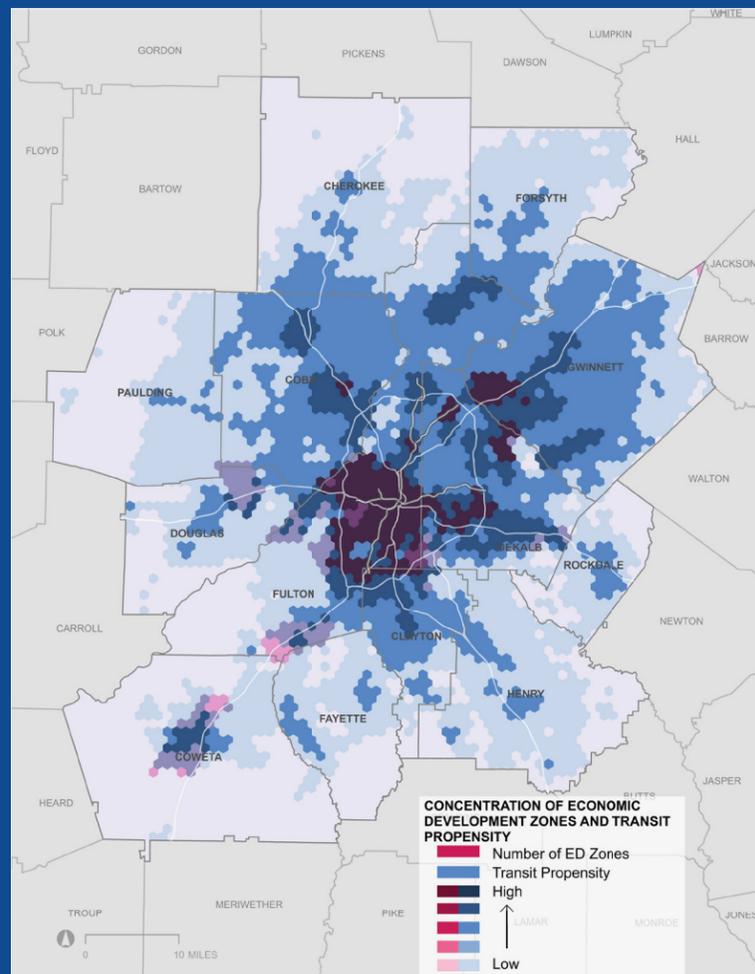
³ Economic Impact of Public Transportation Investment 2020 Update, American Public Transportation Association (APTA).

Economic Development Zones

The intersection of economic development zones and high transit propensity indicates opportunities for greater transit investment and greater competitiveness for discretionary funding opportunities. This is particularly relevant with new federal guidance regarding funding priorities in areas of historic disinvestment.

How to read this map

The bivariate colors show where there are various levels of both economic development zones and transit propensity. The lightest areas show where there are low levels of both and the darkest areas show where there are high levels of both.



Key Takeaways

- Economic development zones can be found throughout the region and a number of these zones have more than one identified economic development strategy. Many of the economic development zones align with the region's fixed-route transit system.
- Where economic development zones and high transit propensity overlap may indicate some of the best future transit investments. These areas may be more competitive for funding opportunities based on the concentration of jobs and new federal guidance regarding connectivity to employment and education.

Percent of region's existing fixed-route transit system that aligns with an economic development zone

46% OF TRANSIT STOPS

43% OF TRANSIT ROUTE LENGTH

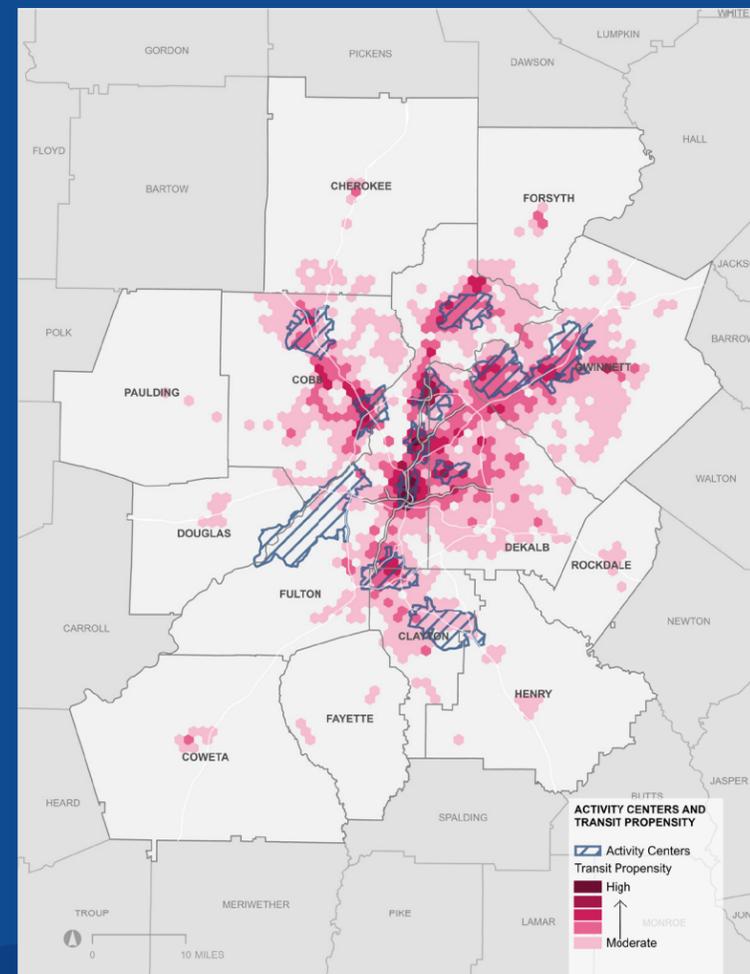
68% OF HEAVY RAIL STATIONS

Activity Centers

There are activity centers that are not currently served by appropriate levels of transit service despite high levels of propensity. When project prioritization takes place, this data can identify where transit need and financial opportunity for investment align.

How to read this map

This map shows the 13 activity centers outlined in blue. Underneath, the color range shows the level of transit propensity for fixed-route transit. The darker the color, the higher the transit propensity.



Key Takeaways

- Several activity centers align or are adjacent to areas with high transit propensity, including Midtown, Downtown, Buckhead, Perimeter, Galleria, Emory/CDC and Gwinnett Place.
- Out of the activity centers with moderate to high transit propensity, Gwinnett Place Mall area had the lowest level of transit coverage by percentage of area that was within walking distance to a transit stop.

Economic Development: Summary of Unmet Needs

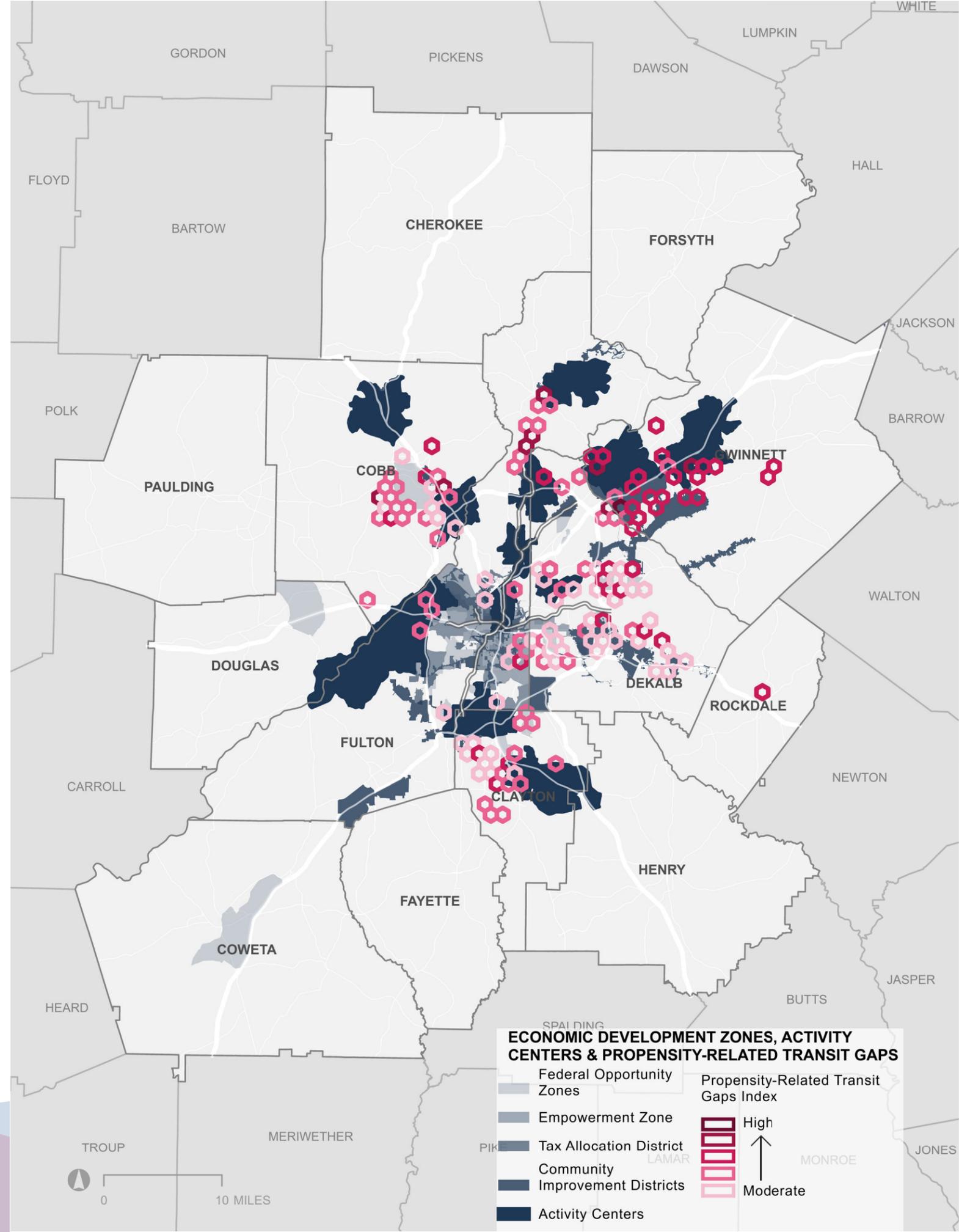
The geographic alignment of transit propensity and economic development zones and activity centers were compared to understand where there are mismatches in need and investment. Generally, these zones overlap with higher levels of propensity-related transit gaps.

📍 How to read this map

Areas that have significantly higher-than-average gaps in terms of existing service not aligning with the level of transit propensity are shown in shades of red on this map. The darkness of the red shading indicates the severity of the gap. The blue regions underneath show the Economic Development Zones and Activity Centers.

Key Takeaways

- Generally, these zones overlap with larger mismatches between propensity and transit service currently offered. Some examples include: South Gwinnett, DeKalb, Central Cobb and Clayton.
- There are also areas in metro Atlanta that have a high concentration of economic development zones but have a less severe mismatch between propensity and transit services currently offered. Examples of this include Coweta, South Fulton, and Douglas.



Safety, Efficiency, and Resiliency

Safety, Efficiency, and Resiliency

PURPOSE

Every transit trip starts with walking or bicycling. Understanding where high-risk corridors exist for people walking and biking and where those locations coincide with transit services helps to identify barriers to access. Improving access to transit stops, as well as the quality and frequency of service, enables more convenient trip making. Leveraging other mobility investments across the region, from large-scale infrastructure projects to signal improvements, also ensures easier, more reliable trips⁴.

Methodology Considerations:

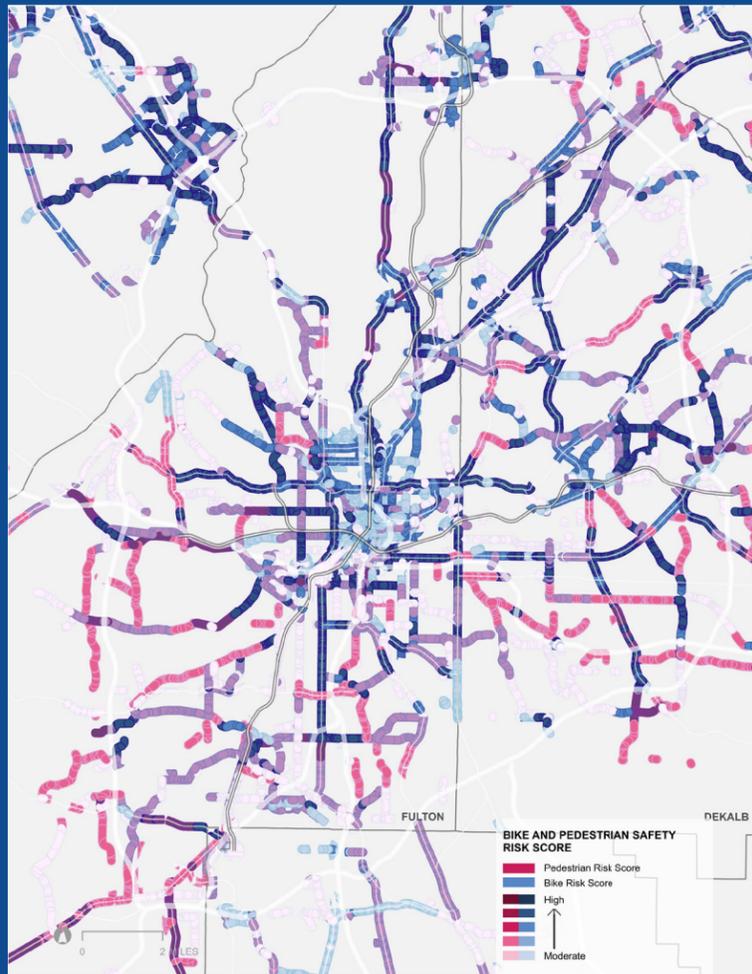
- This analysis leverages the regional risk score, calculated as a part of ARC's Safe Streets for Walking and Bicycling study, to understand the relative risk for people walking and bicycling to access transit.
- The express lanes system constructed throughout metro Atlanta runs along major highway corridors, often separated from general purpose lanes in the most congested corridors in the region.

⁴ Atlanta Regional Commission, Bike-Pedestrian Plan - Walk, Bike, Thrive!

Bicycle and Pedestrian Access

The pedestrian and bicycle risk analysis goes beyond crash statistics and considers the presence of sidewalk and bike infrastructure as well as speed and other roadway design characteristics that could contribute to unsafe conditions for pedestrians and bicyclists.

Many of the region's roadways are high risk for people walking and bicycling according to data from ARC. The risk score range between 1 and 20, the higher the score, the higher the risk. Safe and high-quality connections for first- and last-mile are critical for transit, as every transit trip starts as a walking or biking trip.



How to read this map

This map displays risk scores greater than 10 that are also within 1/4 mile of a transit stop. The pedestrian risk score is shown in red, and the bicycle score is shown in blue. The darker colors represent a higher risk score.

Key Takeaways

- The average walking and bicycling risk score for the region is 5.1 and 6.1, respectively.
- When looking at roadways within 1/4 mile of a transit stop, the average walking and bicycling risk score increases by more than 50 percent to 9.0 and 9.3, respectively.

Regional Transit Investments

Georgia Express Lanes

The express lane system being built out in Metro Atlanta runs on major highway corridors, flowing separately from general purpose lanes. These lanes are designed to serve the region's most congested and high-volume highway corridors. Opportunities exist to leverage the express lane infrastructure for reliable transit travel times and increased travel time savings.

Key Takeaways

- The investments in Georgia Express Lanes can be leveraged for significant transit projects such as bus rapid transit and commuter bus routes.
- These types of investments can create a significant reduction in deadhead time of up to 25 percent.

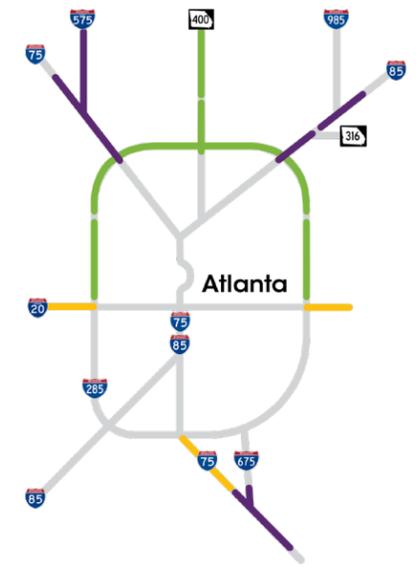
Georgia Traffic Signals and Operations

Locations where actively managed signals align with the transit network present potential opportunities where coordination could lead to more efficient transit services.

Key Takeaways

- More than half of the 4,400 actively managed signals in the Atlanta region align with the current transit services.
- Nearly 1,900 additional signals currently exist outside transit alignments that may be leveraged in the future.

Georgia Express Lanes

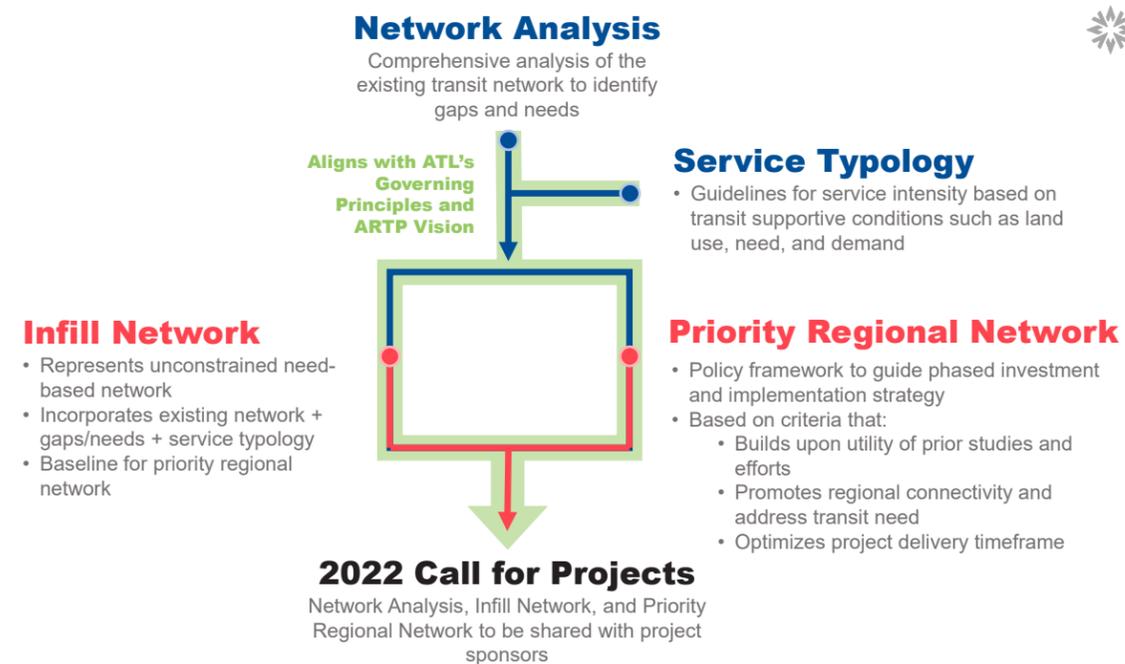


<http://www.dot.ga.gov/DS/GEL>

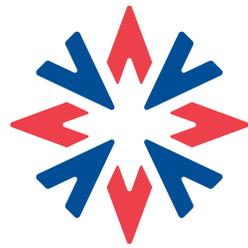
Looking Forward

Looking ahead, the resulting transit gaps and needs identified from the network analysis will serve as the starting point in developing the next set of milestones in the ARTP planning process - the infill network and priority regional network. As part of this effort, a set of transit service typologies have been defined to identify potential recommendations to close the gaps and address the needs. The service typologies represent a range of service intensities from high to low, with high representing most frequent, all-day service and low representing service that may require advanced scheduling with limited-service hours.

The infill network represents the unconstrained need-based network that incorporates the service typologies. It will be used as the baseline to develop the priority regional network that will ultimately serve as a policy framework to guide phased investment and implementation strategy. Finally, the network analysis findings, infill network, and priority network will be shared with project sponsors to better inform the 2022 call for projects.



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