

FULTON COUNTY TRANSIT MASTER PLAN



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

**Fulton County Board of
Commissioners and
Mayors Meeting**
January 29, 2018

Master Plan Overview

Phase 1

Community Vision
and Existing Transit
Conditions

April - July

Phase 2

Scenario
Development

July - October

Phase 3

Transit Master Plan
Refinement

November - January

Master Plan Process Overview

850+ PUBLIC PARTICIPANTS

- 30 Public Meetings (across all 14 cities)
- 12 Special Population Meetings
- 5 Community Events

TECHNICAL COMMITTEE

- Representatives from each city,
Fulton County, MARTA, ARC, SRTA
- 3 Meetings

FINANCIAL TASKFORCE

- 7 business community and city financial officers
- 3 Meetings

40+ STAKEHOLDER INTERVIEWS

2,400+
Online Survey
Participants

Modes Under Consideration- Rail



Heavy Rail

- High cost \$250-300M/mile
- High capacity
- Powered by third rail
- High ROW requirement
- Dedicated tracks
- Service every 5-20 mins.
- Can spur economic development at stations



Light Rail

- Medium-high cost \$150-250M/mile
- Medium-high capacity
- Powered by overhead cable system
- Medium ROW requirement
- Mostly dedicated ROW
- Service every 5-20 mins.
- Can spur economic development at stations

Modes Under Consideration- Bus Rapid Transit



BRT in Express Lanes

- Low-medium capital cost
- Bus rides free in managed lanes
- Travels faster than general purpose lanes
- Service every 5-20 mins.
- Low-medium capacity
- Serves in line stations and park and rides
- Supports nearby development



BRT along major corridors

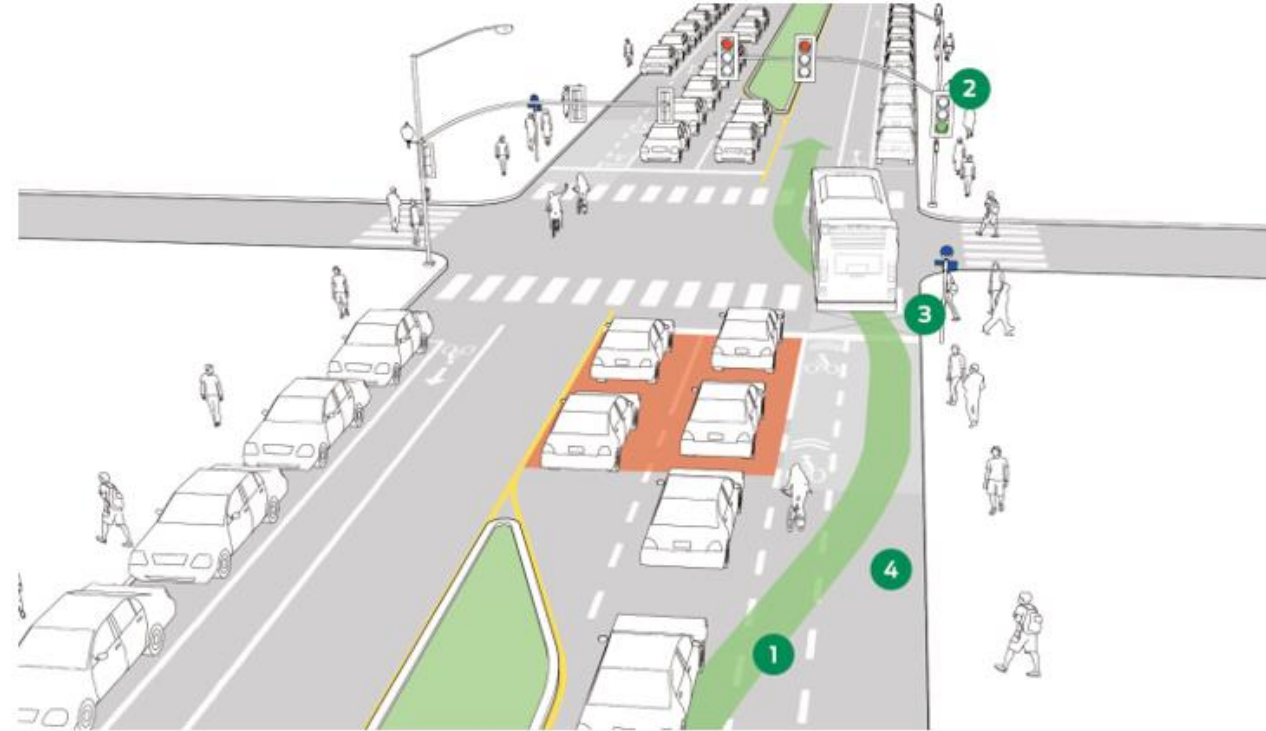
- Medium capital cost
- Medium capacity
- Travels in dedicated lane
- Signal coordination and priority
- Peak service every 5-15 mins.
- Serves major transit stations
- Can spur economic development at stations

Modes Under Consideration- Arterial Rapid Transit



Arterial Rapid Transit

- Low cost
- Low capacity
- Travels in mixed traffic
- Signal coordination and priority
- Service every 10-30 mins.
- Queue jumpers at major intersections
- Serves major transit stations and local stops



Modes Under Consideration- Local Service



Frequent and Local Fixed Routes

- Low cost
- Low capacity
- Travels in mixed traffic
- Frequent Local Bus, service every 15-30 mins.
- Local Bus, service every 30-60 mins.



Flex/Microtransit

- Serves low density areas
- Demand responsive service connecting to major transit stations
- On-call service
- Low cost
- Low capacity
- Serves only requested stops

Market Based Scenario

Heavy Rail

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

Light Rail

I-285

Bus Rapid Transit

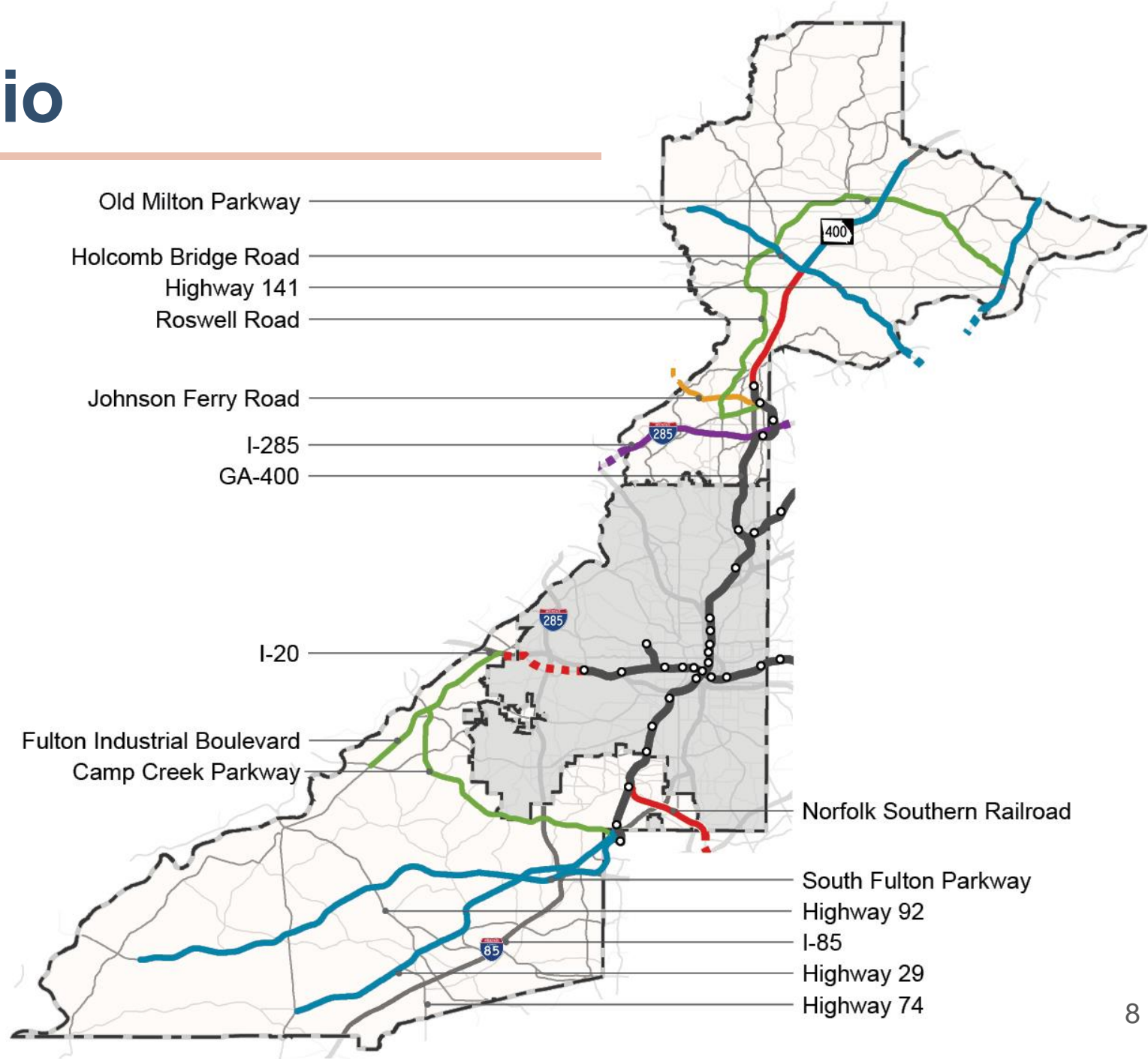
GA 400 Holcomb Bridge to Windward
 Holcomb Bridge Road
 Highway 141
 Highway 29
 South Fulton Parkway to Chatt Hills

Arterial Rapid Transit

Roswell Road
 Old Milton Parkway
 Camp Creek Parkway
 Fulton Industrial Boulevard

Frequent Local Bus

Johnson Ferry Road



Local Funding Buckets

LAST MILE CONNECTIVITY PROGRAM (\$25M)

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

BUS STOP PROGRAM (\$25M)

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

RAIL STATION PROGRAM (\$30M)

- To update amenities and provide connectivity to surrounding neighborhoods

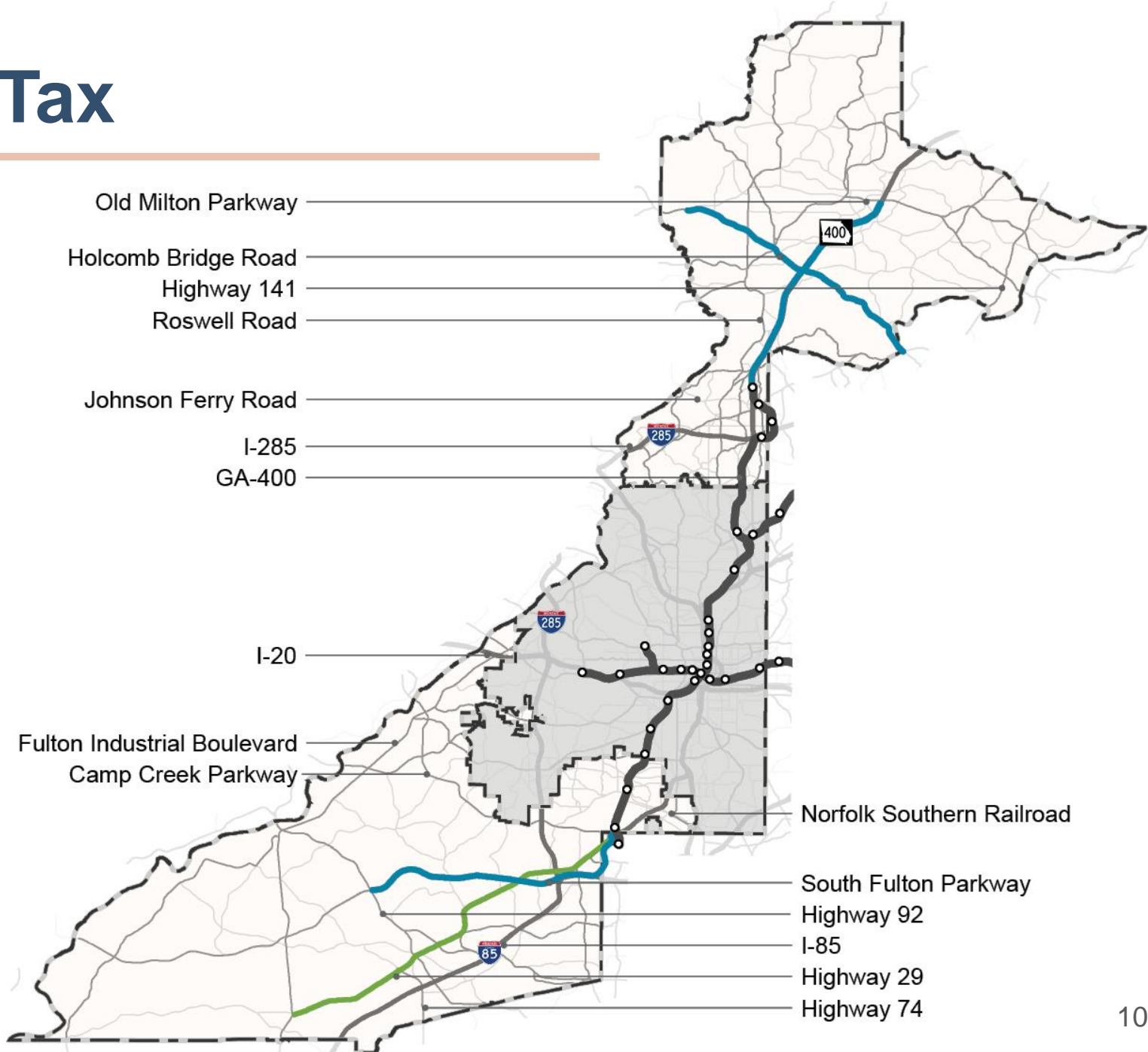
1/4-Cent Transit Sales Tax

Bus Rapid Transit

- GA 400 to Old Milton
- Holcomb Bridge Road
- South Fulton Parkway to Highway 92

Arterial Rapid Transit

- Highway 29



1/2-Cent Transit Sales Tax with Heavy Rail

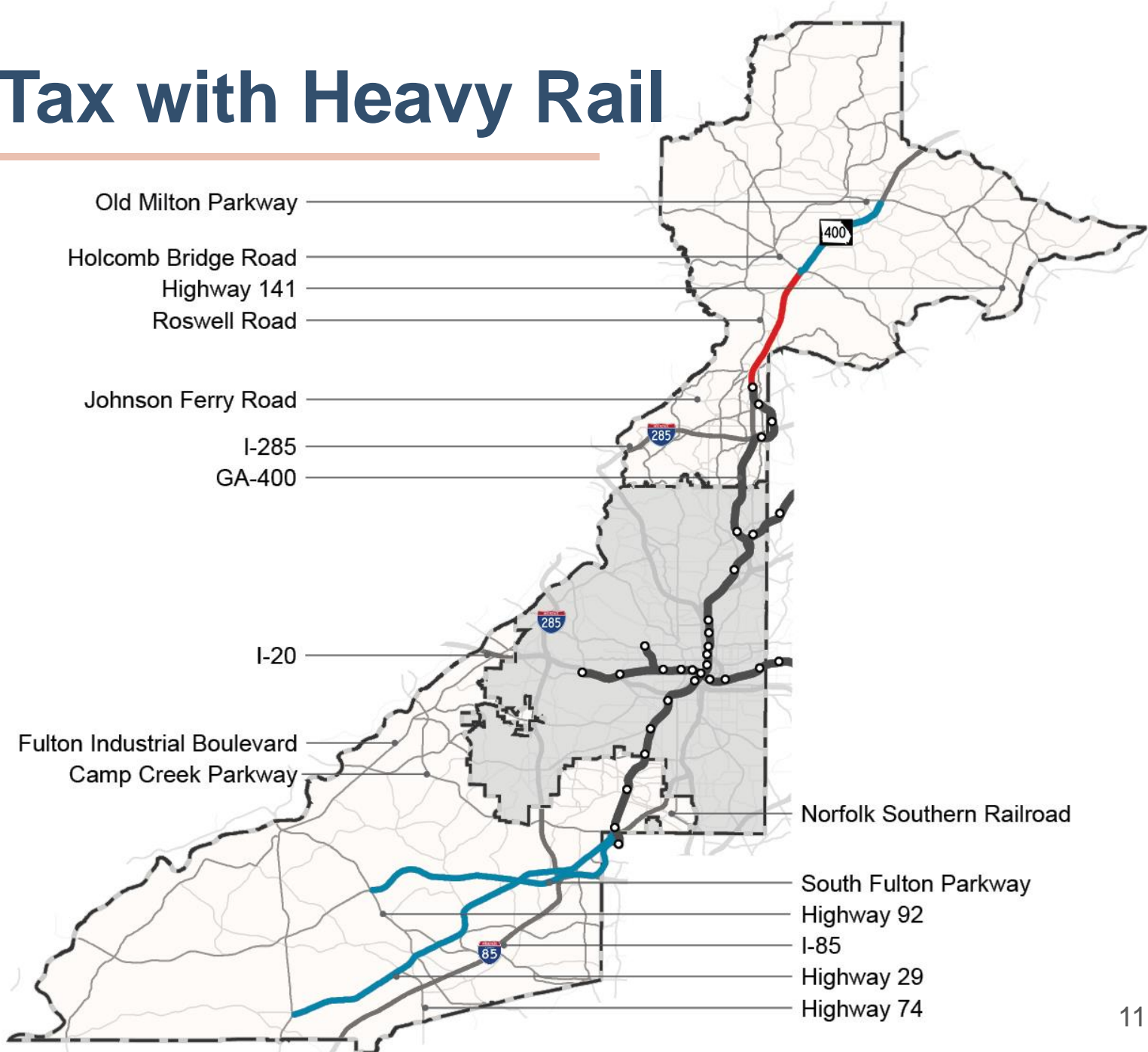
Heavy Rail

GA 400 to Holcomb Bridge

Bus Rapid Transit

GA 400 Holcomb Bridge to Old Milton
Highway 29

South Fulton Parkway to Highway 92



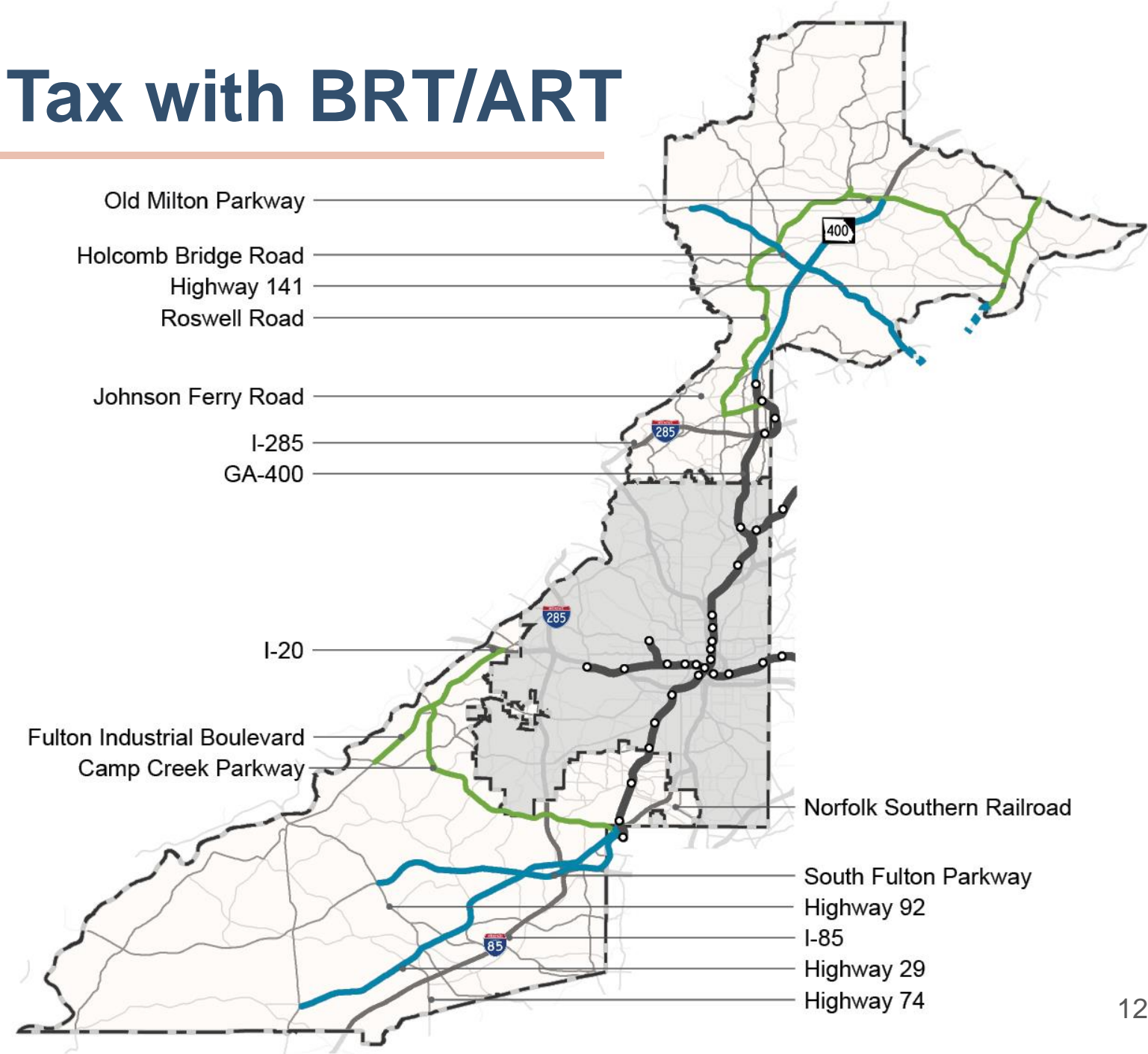
1/2-Cent Transit Sales Tax with BRT/ART

Bus Rapid Transit

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

Arterial Rapid Transit

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



1/2-Cent Transit Sales Tax Plus

Heavy Rail

GA 400 to Holcomb Bridge

Bus Rapid Transit

GA 400 Holcomb Bridge to Old Milton

Holcomb Bridge Road

Highway 29

South Fulton Parkway to Chatt Hills

Arterial Rapid Transit

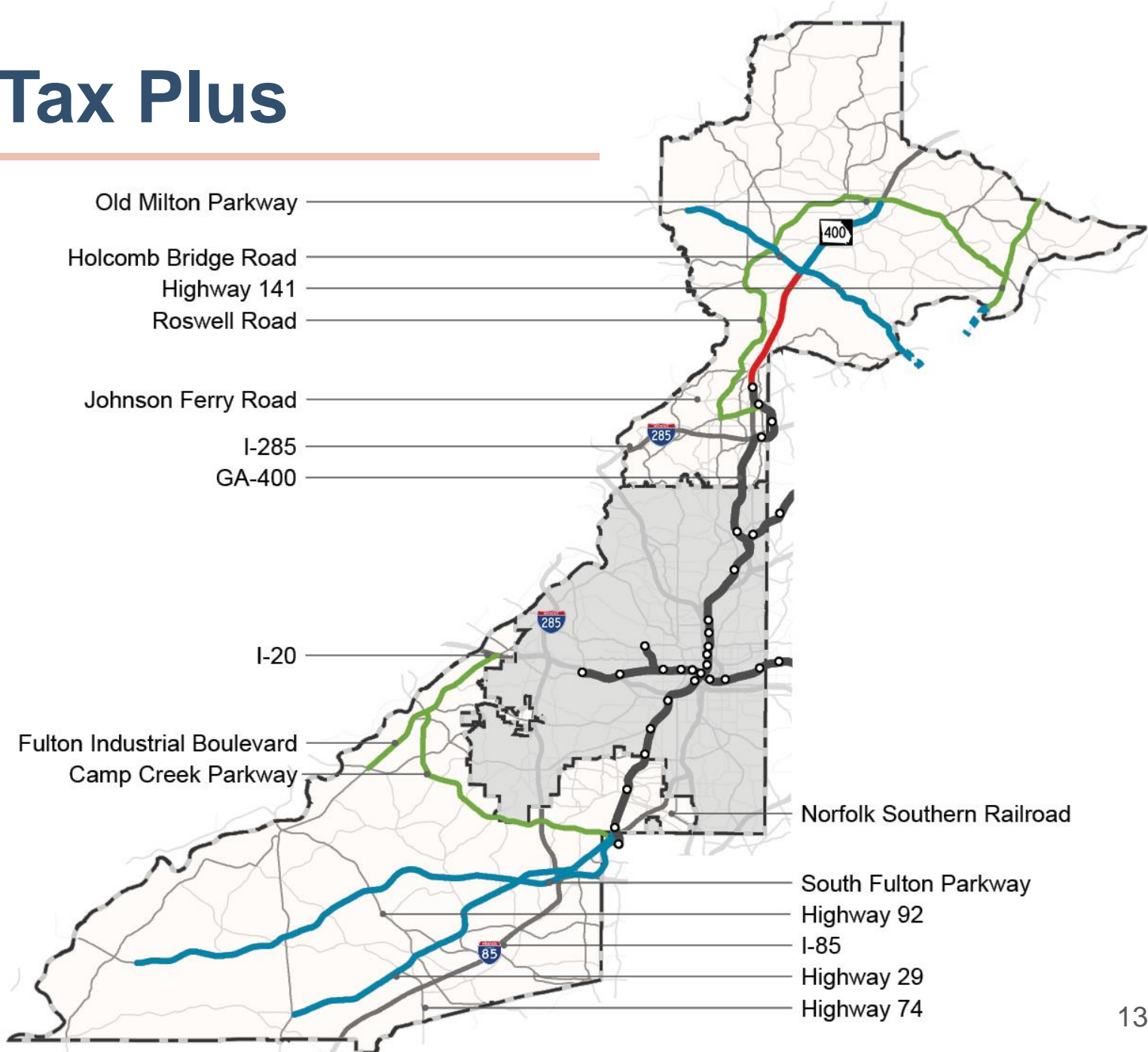
Roswell Road

Old Milton Parkway

Highway 141

Fulton Industrial Boulevard

Camp Creek Parkway



Transit Sales Tax Revenue

Transit Sales Tax Revenue Scenarios	¼-Cent	½-Cent with Rail	½-Cent with BRT/ART	½-Cent Plus
Sales Tax	0.25%	0.50%	0.50%	0.50% - 0.75%
Capital Cost	\$1.0B	\$2.4B	\$1.6B	\$3.3B
Operating Cost	\$1.4B	\$2.5B	\$3.3B	\$4.2B
Total Cost	\$2.4B	\$4.9B	\$4.9B	\$7.5B

- Federal Support for Capital Projects
 - 50% for GA 400 Heavy Rail
 - 25% for Bus Rapid Transit



Direction from December 14th Special Called Meeting

1. Create a professional level video of the presentation to post on the study website
2. Host another round of public meetings to present the scenarios- two meetings in south Fulton and two meetings in north Fulton
3. Open online survey for additional comments and input
4. Staff to begin discussions with the legislative delegation
5. Staff to collaborate with GDOT as they work on the SR 400 Managed Lane project

January Public Open Houses

- January 10, 2018- Roswell Best Western, 907 Holcomb Bridge Road, 6:00-8:00 PM
- January 22, 2018- South Fulton Service Center, 5600 Stonewall Tell Road, 6:30-8:30 PM
- January 23, 2018- Windward Marriott, 5750 Windward Parkway, 6:00-8:00 PM
- January 24, 2018- College Park City Hall, 3667 Main Street, 6:30-8:30 PM

250+ PARTICIPANTS ACROSS THE FOUR JANUARY MEETINGS

Open House Results

250+ PARTICIPANTS ACROSS THE FOUR JANUARY MEETINGS

HOW WOULD YOU DESCRIBE YOUR LEVEL OF SUPPORT?	Strongly Do Not Support	Do Not Support	Neutral	Support	Strongly Support	TOTAL SUPPORT
1/4-Cent	33%	17%	17%	18%	14%	32%
1/2-Cent with Heavy Rail	28%	9%	15%	19%	29%	48%
1/2-Cent with BRT/ART	15%	7%	13%	29%	36%	65%
1/2-Cent Plus	22%	6%	6%	14%	53%	67%

PREFERRED SCENARIO

- Top preferred scenario: 1/2-Cent Plus
- Second preferred scenario: 1/2-Cent BRT/ART

Online Survey Results

600 PARTICIPANTS DURING SURVEY LIVE PERIOD (Jan 2nd –Jan 25th)

HOW WOULD YOU DESCRIBE YOUR LEVEL OF SUPPORT?	Strongly Do Not Support	Do Not Support	Neutral	Support	Strongly Support	TOTAL SUPPORT
1/4-Cent	24%	14%	19%	14%	29%	43%
1/2-Cent with Heavy Rail	17%	7%	13%	18%	45%	63%
1/2-Cent with BRT/ART	29%	14%	22%	15%	20%	35%
1/2-Cent Plus	17%	7%	16%	19%	41%	60%

PREFERRED SCENARIO

- Top preferred scenario: 1/2-Cent with Heavy Rail
- Second preferred scenario: 1/2-Cent Plus

Public Participation Quotes

- ¼- Cent
 - *“This is not my favored plan, but see this as the stepping stone to the larger plan given a delay on getting the larger plan in place.”*
 - *“Insufficient. Let’s take this momentum to be more ambitious.”*
- ½-Cent with Heavy Rail
 - *“Heavy rail expansion is absolutely needed, both for economic development and traffic solutions.”*
 - *“This is one of the best options, although I would like to see rail access further north.”*
- ½-Cent with BRT/ART
 - *“This is a better plan as it permits better access to employment centers... and preserves the character of our City.”*
 - *“Greater service area and more favorable economics, with flexibility to change as time goes on.”*
- ½-Cent Plus
 - *“This is the best combination of short-term fix via BRT/ART and long term vision via rail. I strongly support this option.”*
 - *“My support is contingent on the identification of alternate funding sources that do not rely solely on Fulton County taxpayers.”*

Legislative Delegation and GDOT follow-up

Several driving factors that affect decisions moving forward:

- What was the public input on the various scenarios?
- Questions remain (in both SF and NF) about how the existing MARTA 1% is being used?
- What is the status of GDOT Managed Lane projects in Fulton County? How can this opportunity be used? This is clearly the future for state investment.
- Are there any conditions by the General Assembly that need to be satisfied prior to gaining support for an increased Transit Sales Tax?
- At what level will the federal government support future transit investments?

Decision about Level of Funding Needed

DISCUSSION

Of the multiple scenarios, which seems the best course?

Decision Points for GA 400 Managed Lanes

1. MMIP is the state's clear strategy. Opportunity driven response to GA 400 managed lane construction, so **timing is critical**. GDOT hopes to have the managed lanes under construction in the next five years. This should be an incredible opportunity for partnership with GDOT, who will be funding a significant portion of the needed transit corridor.
2. Connect 400 has been under detailed planning by MARTA since 2012. MARTA is awaiting the selection of a locally preferred alternative by the County/Cities to advance transit implementation along GA 400. There is potential to merge the MMIP and transit implementation without compromising schedules.
3. Recommendation from Fulton County Transit Master Plan is to combine the two efforts

Decision Points for GA 400 Managed Lanes

THREE CRITICAL PHASES FOR MAKING BRT HAPPEN IN THE MANAGED LANES

- Preserve Space for Future BRT - Cost TBD
 - Potential Sources/Coordination – GDOT/Federal/New Transit Sales Tax
- BRT Stations/Buses/Ramps Capitol - Cost TBD
 - Potential Sources/Coordination – Federal/State/TSPLOST 2/New Transit Sales Tax/MARTA
- BRT On-going Operations/Maintenance – Cost TBD
 - Potential Sources – MARTA

NOTE- What % of 40-year overall investment from MARTA could be prioritized to BRT on GA 400

ACTION- Determine FTA/GDOT/STATE/MARTA/County and City potential commitments

Next Steps

END GAME

It is clear from our transit planning effort that more transit services are desired and needed.

Project Website

For more information and project updates, visit our website at

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

Share what you've learned on social media!

#TransitInFulton

