

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

December 14, 2017

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

600+ PUBLIC PARTICIPANTS

26 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

1,800+
Online Survey
Participants



Phase 1 Public Priorities

Transit Mapping Results North Fulton County

Georgia 400/SR-19

I-285

Holcomb Bridge Road/Highway 92

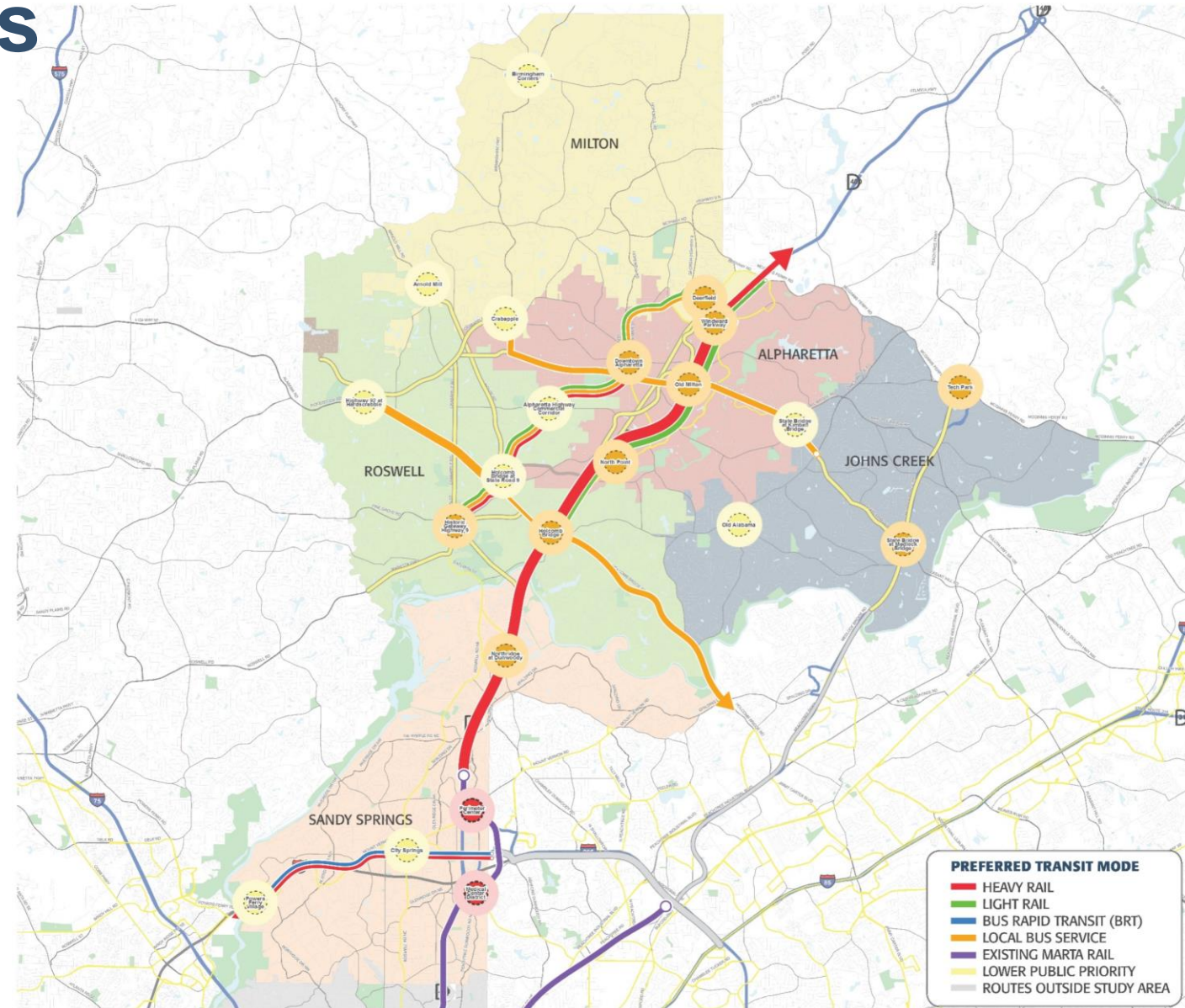
Old Milton Parkway

Highway 141

Windward Parkway

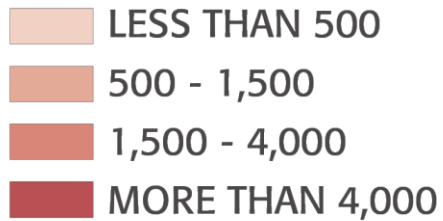
Segments of Highway 9

Johnson Ferry/Abernathy Roads



North Fulton Employment Density, 2040

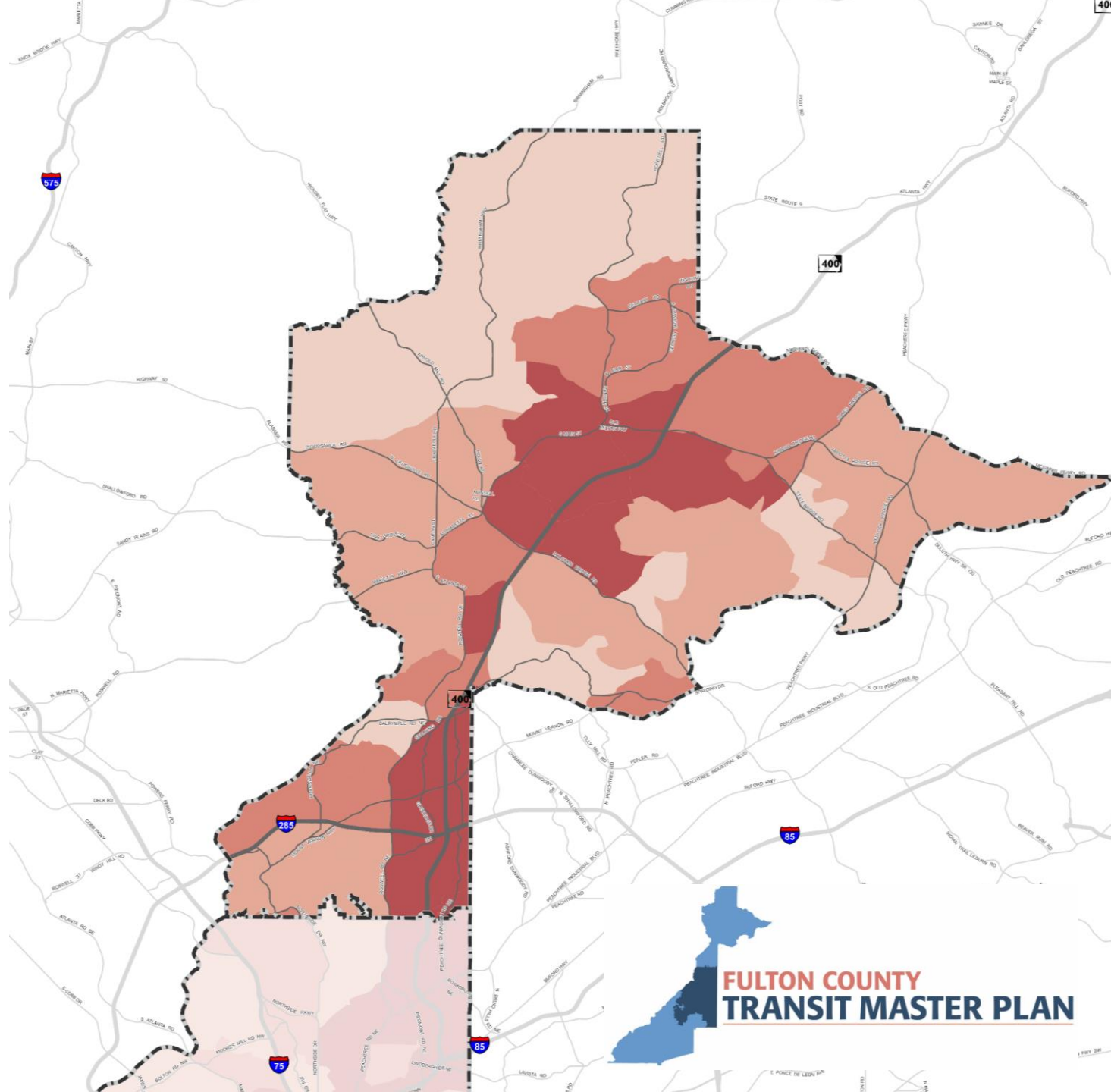
PER SQUARE MILE



DATA SOURCE: ARC 2015

North Fulton represents approximately 66% of Fulton County's population outside of the City of Atlanta.

2015 Population= 384,406



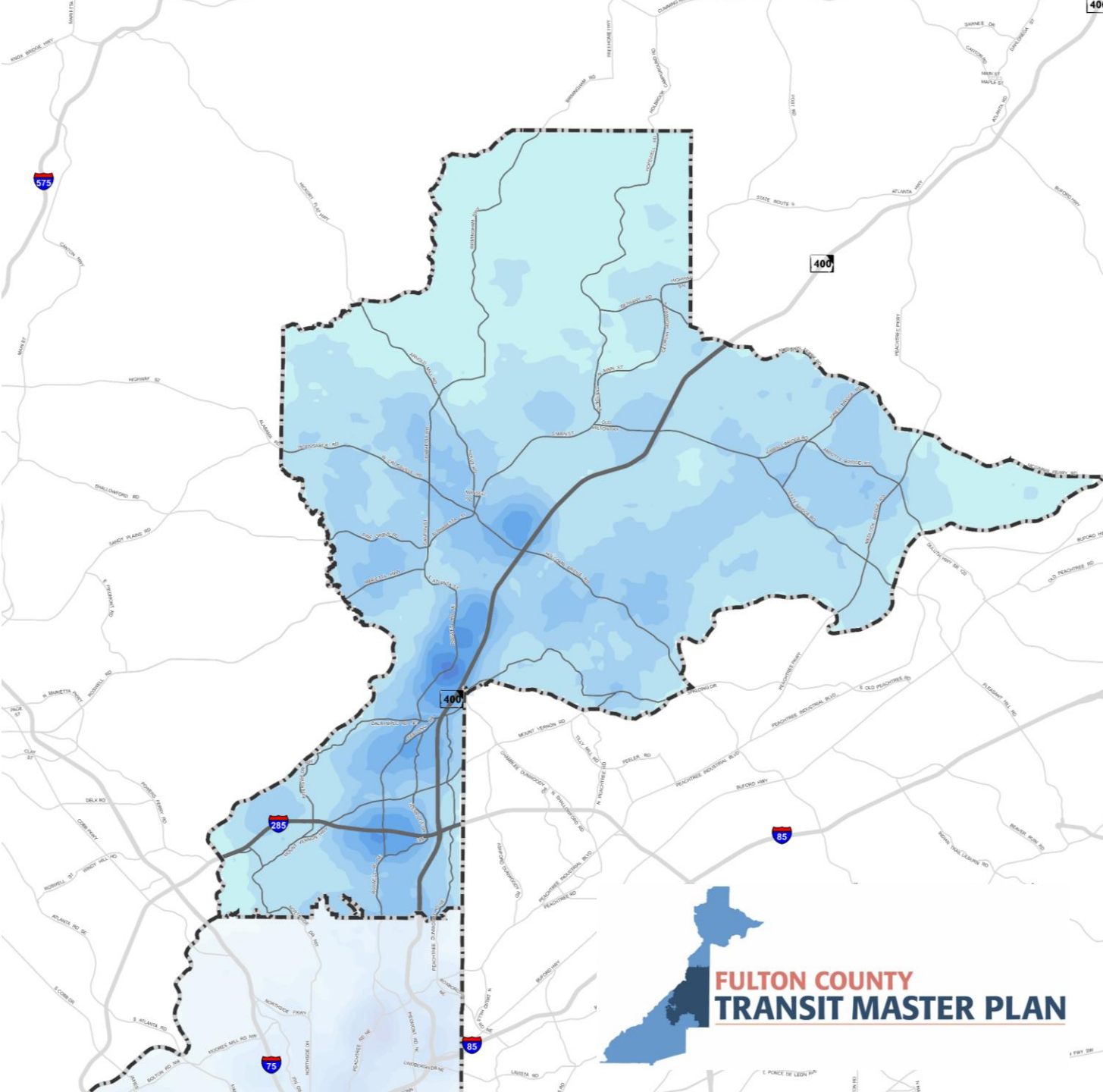
North Fulton Concentration of Likely Riders

TRANSIT LIKELY SCORE

- HIGH

- LOW

DATA SOURCE: ARC 2015



Phase 1 Public Priorities

Transit Mapping Results South Fulton County

I-85

Roosevelt Highway/Highway 29

South Fulton Parkway

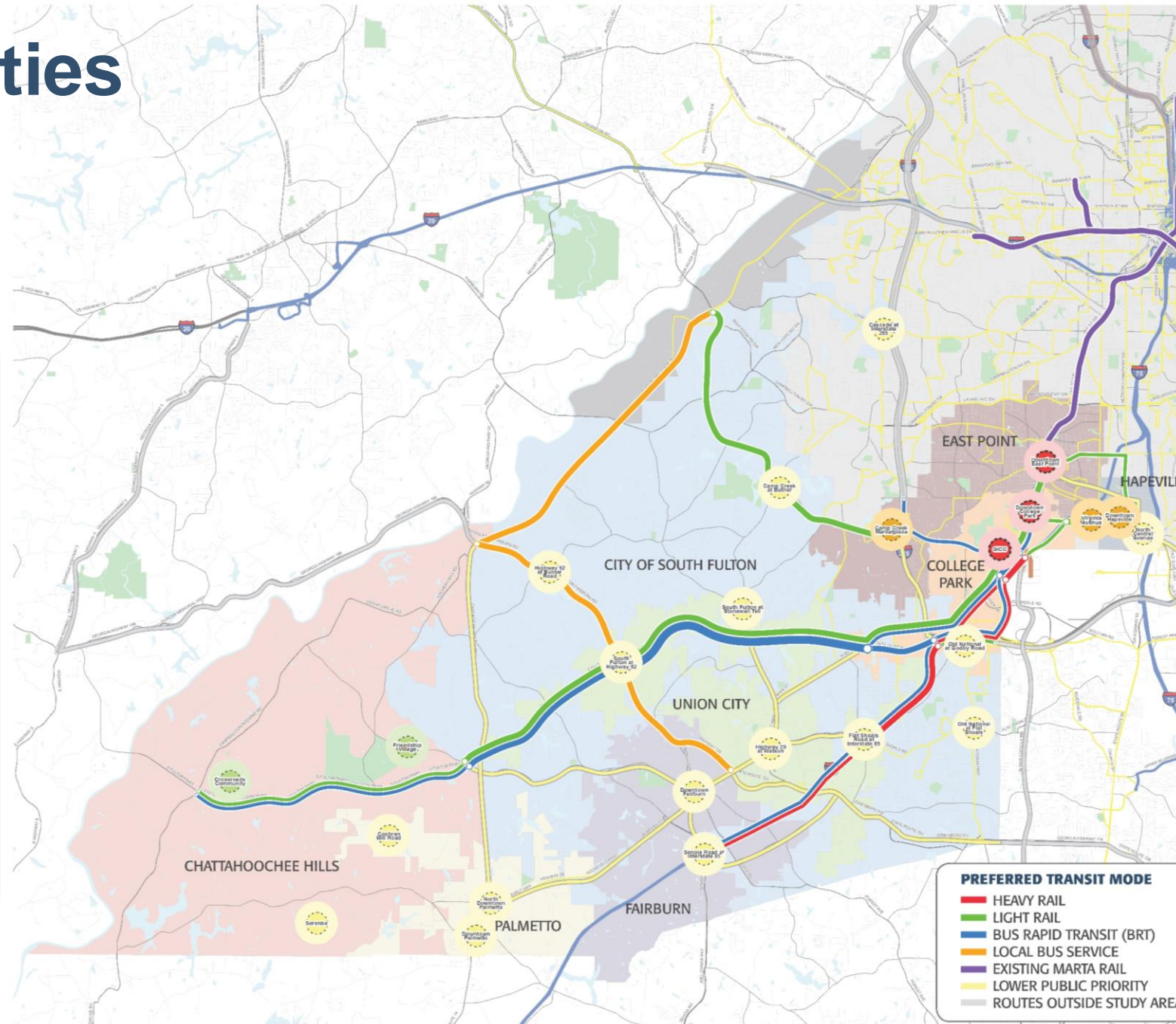
Hapeville Connection

Fulton Industrial Boulevard

Camp Creek Parkway

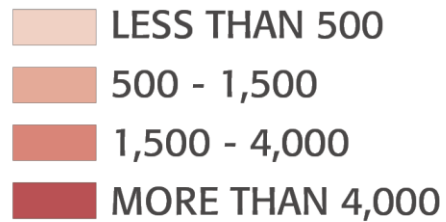
Float Shoals Road

Highway 74



South Fulton Employment Density, 2040

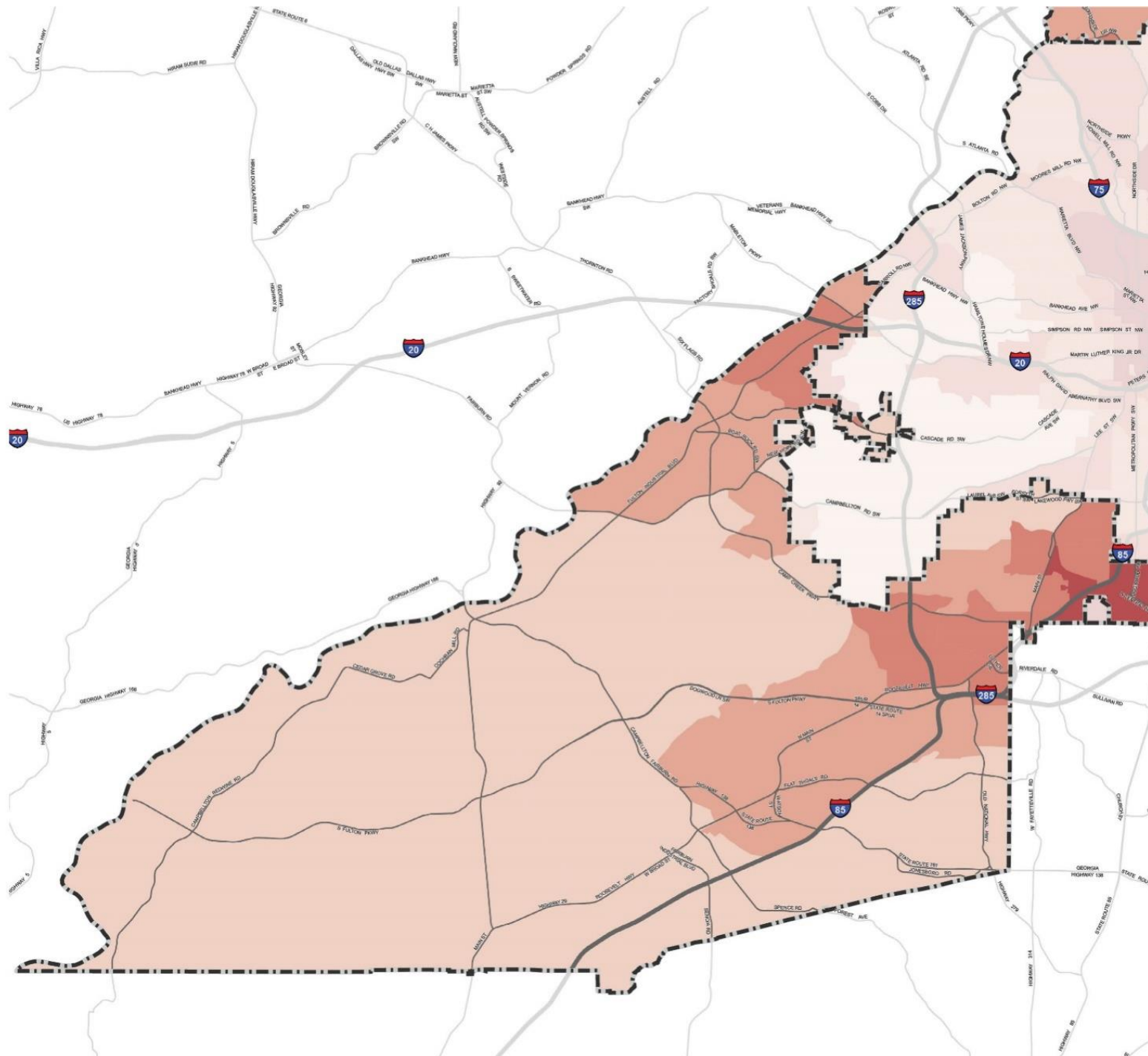
PER SQUARE MILE



DATA SOURCE: ARC 2015

South Fulton represents approximately 33% of Fulton County's population outside of the City of Atlanta.

2015 Population= 193,788



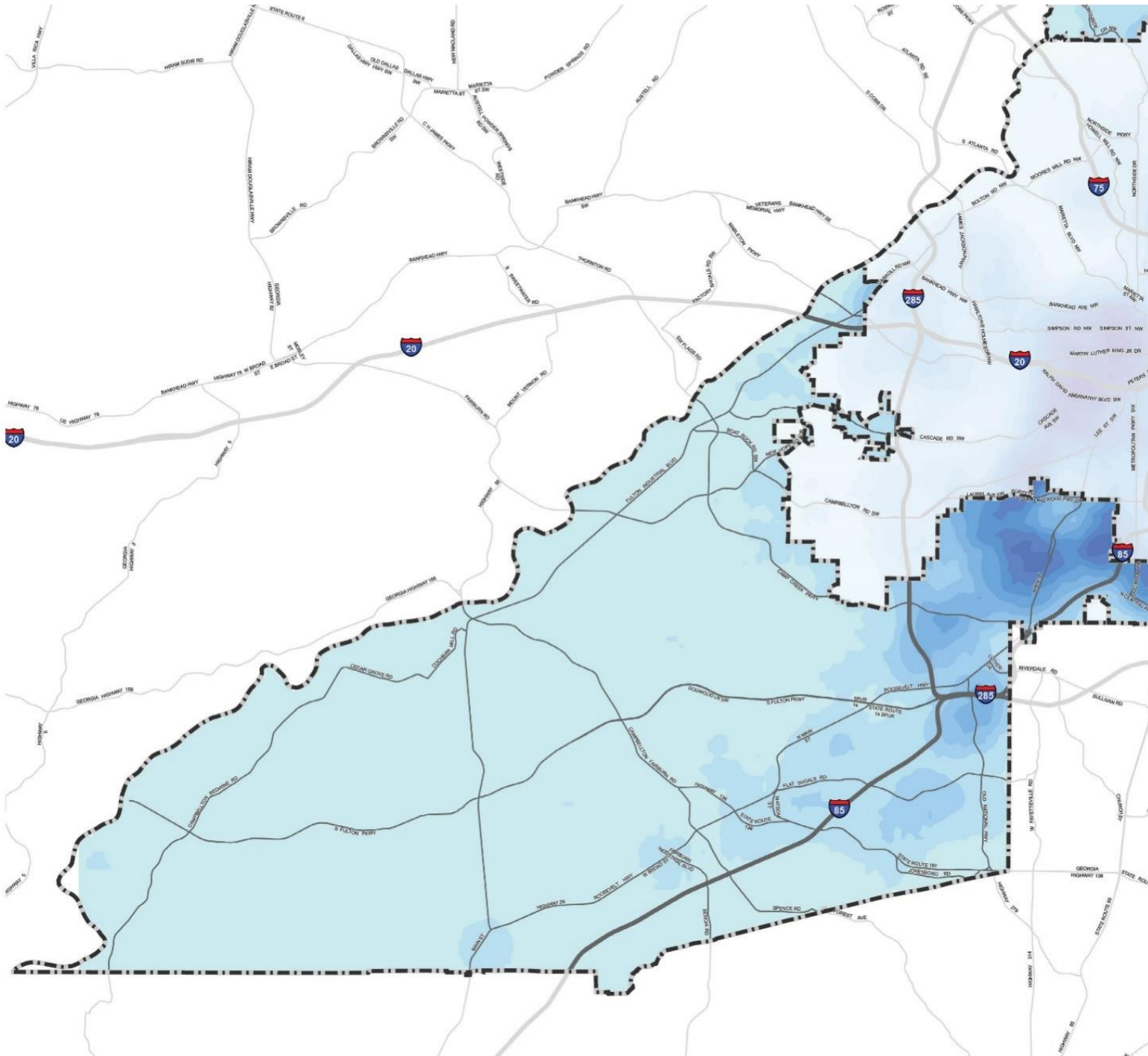
South Fulton Concentration of Likely Riders

TRANSIT LIKELY SCORE

- HIGH

- LOW

DATA SOURCE: ARC 2015



Prioritized Guiding Principles

NORTH FULTON

SOUTH FULTON

Faster, more reliable mobility



1

Provide **greater access to employment**



2

Enhance **transportation options and access**



3

Catalyze **economic development**



4

Greater **regional connectivity**



5

Return **of investment**



6



Provide **greater access to employment**



Faster, more reliable mobility



Catalyze **economic development**



Enhance **transportation options and access**



Greater **regional connectivity**



Return **of investment**

Fulton County Transit - Evaluation Criteria

CRITERIA 1

Current/projected needs of each corridor

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

CRITERIA 2

Feasibility for modes on each corridor

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

CRITERIA 3








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

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



Public Involvement



 NORTH FULTON CORRIDORS	 HEAVY RAIL RAPID CONNECTIONS BETWEEN DENSE COMMUNITIES (\$200-300 M/MILE) \$\$\$\$\$\$=8	 LIGHT RAIL RAPID SERVICE BETWEEN MIXED USE ACTIVITY CENTERS (\$100-200 M/MILE) \$\$\$\$\$=6	 BUS RAPID TRANSIT RAPID SERVICE BETWEEN MID LEVEL DENSITY AREAS (\$15-50 M/MILE) \$\$=2	 FREQUENT LOCAL BUS FREQUENT SERVICE ALONG MAJOR CORRIDORS (EVERY 10-15 MINUTES) (\$1-3 M/VEHICLE) \$=1	 LOCAL BUS ACCESS TO TRANSIT WITHIN LOWER DENSITY AREAS (EVERY 30-60 MINUTES) (\$1-2 M/VEHICLE) \$=1	 FLEXIBLE BUS CRITICAL MOBILITY SERVICE TO LOW DENSITY AREA (\$1-2 M/VEHICLE) \$=1
	GA 400 PRIORITY AREA: NORTH SPRINGS TO HOLCOMB BRIDGE RD OR OLD MILTON FERRY • SERVES MAJOR EMPLOYMENT CENTERS	NOT FEASIBLE	NOT FEASIBLE	NOT FEASIBLE	NOT FEASIBLE	NOT FEASIBLE
I-285 PRIORITY AREA: DUNWOODY TO COBB COUNTY LINE • SERVES MAJOR EMPLOYMENT CENTERS • POTENTIAL REGIONAL CONNECTIONS	NOT FEASIBLE	NOT FEASIBLE	NOT FEASIBLE	NOT FEASIBLE	NOT FEASIBLE	NOT FEASIBLE
HOLCOMB BRIDGE ROAD PRIORITY AREA: HIGHWAY 9 TO BARNWELL RD • SERVES EMERGING ACTIVITY CENTERS • FEEDER TO 400 • URBAN TRANSIT MARKET	NOT FEASIBLE	NOT FEASIBLE	NOT FEASIBLE	NOT FEASIBLE	NOT FEASIBLE	NOT FEASIBLE
OLD MILTON PARKWAY PRIORITY AREA: MAIN ST TO MEDLOCK BRIDGE RD • SERVES EMERGING ACTIVITY CENTERS • FEEDER TO 400 • URBAN TRANSIT MARKET	NOT FEASIBLE	NOT FEASIBLE	NOT FEASIBLE	NOT FEASIBLE	NOT FEASIBLE	NOT FEASIBLE
HIGHWAY 141 PRIORITY AREA: STATE BRIDGE RD TO MCGOWAN FERRY RD • SERVES HOSPITAL • POTENTIAL REGIONAL CONNECTIONS • URBAN TRANSIT MARKET	NOT FEASIBLE	NOT FEASIBLE	NOT FEASIBLE	NOT FEASIBLE	NOT FEASIBLE	NOT FEASIBLE
ROSWELL ROAD/HIGHWAY 9 PRIORITY AREA: BETWEEN DOWNTOWN ROSWELL AND DOWNTOWN ALPHARETTA • SERVES LOCAL REGIONAL ACTIVITY CENTERS • EMPLOYMENT CORRIDOR • URBAN TRANSIT MARKET	NOT FEASIBLE	NOT FEASIBLE	NOT FEASIBLE	NOT FEASIBLE	NOT FEASIBLE	NOT FEASIBLE
ABERNATHY/JOHNSON FERRY PRIORITY AREA: RIVERSIDE DR TO ASHFORD DOWNTOWN RD • EMPLOYMENT CENTER • SERVES POTENTIAL REGIONAL CONNECTIONS	NOT FEASIBLE	NOT FEASIBLE	NOT FEASIBLE	NOT FEASIBLE	NOT FEASIBLE	NOT FEASIBLE
WINDWARD PARKWAY PRIORITY AREA: ALPHARETTA HWY TO MCGOWAN FERRY	NOT FEASIBLE	NOT FEASIBLE	NOT FEASIBLE	NOT FEASIBLE	NOT FEASIBLE	NOT FEASIBLE

Modes Under Consideration- Rail



Heavy Rail

- High cost \$250-300/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 \$150-250/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

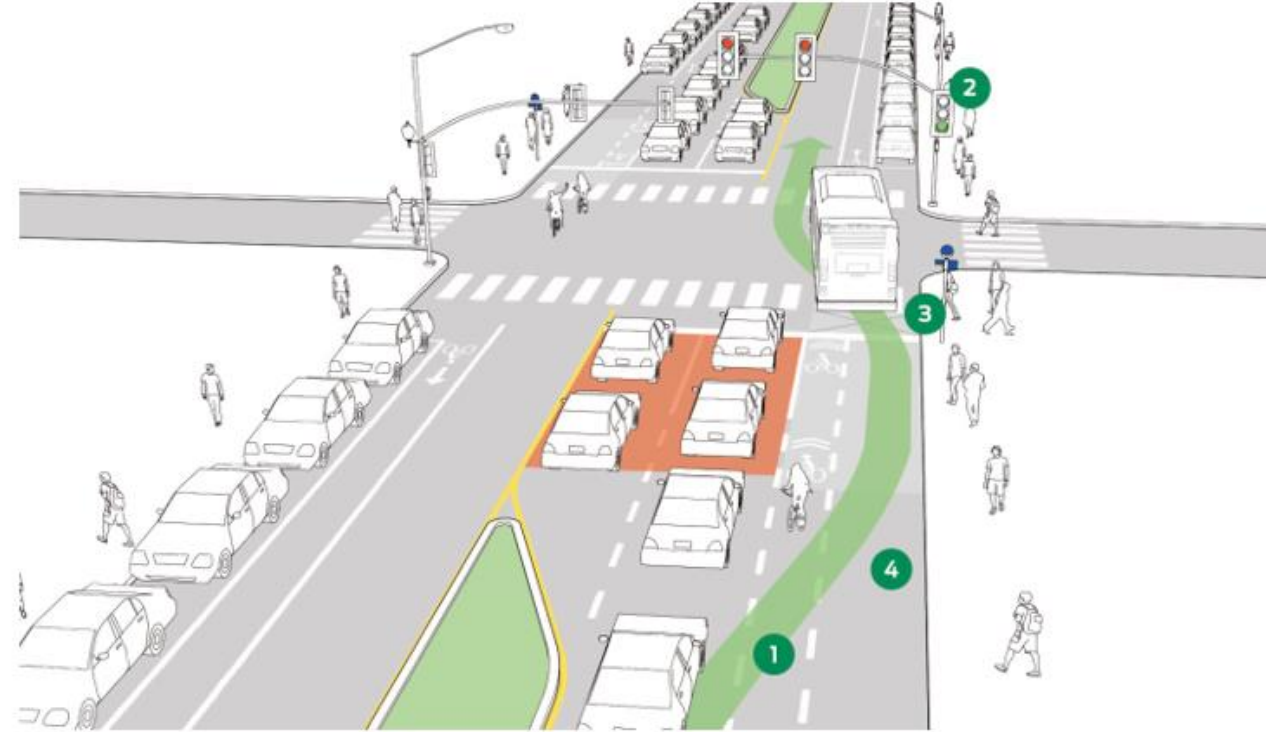
- Medium capital cost
- Medium capacity
- Travels in dedicated lane
- Signal coordination and priority
- Peak service every 5-15 mins.
- Serves major transit stations
- Can spur economic development at stations

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

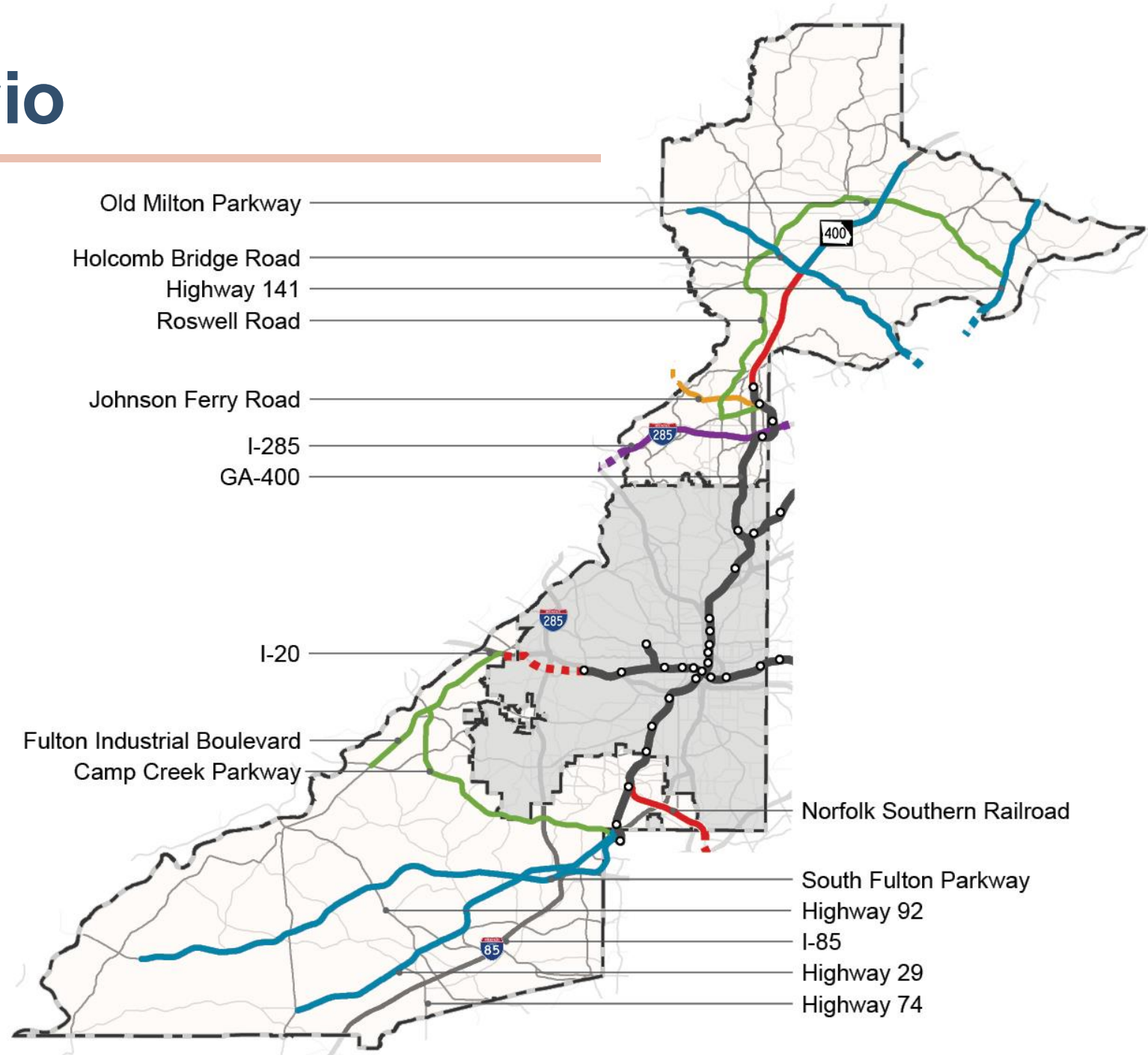
GA 400 Holcomb Bridge to Windward
Holcomb Bridge Road
Highway 141
Highway 29
South Fulton Parkway to Chatt Hills

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

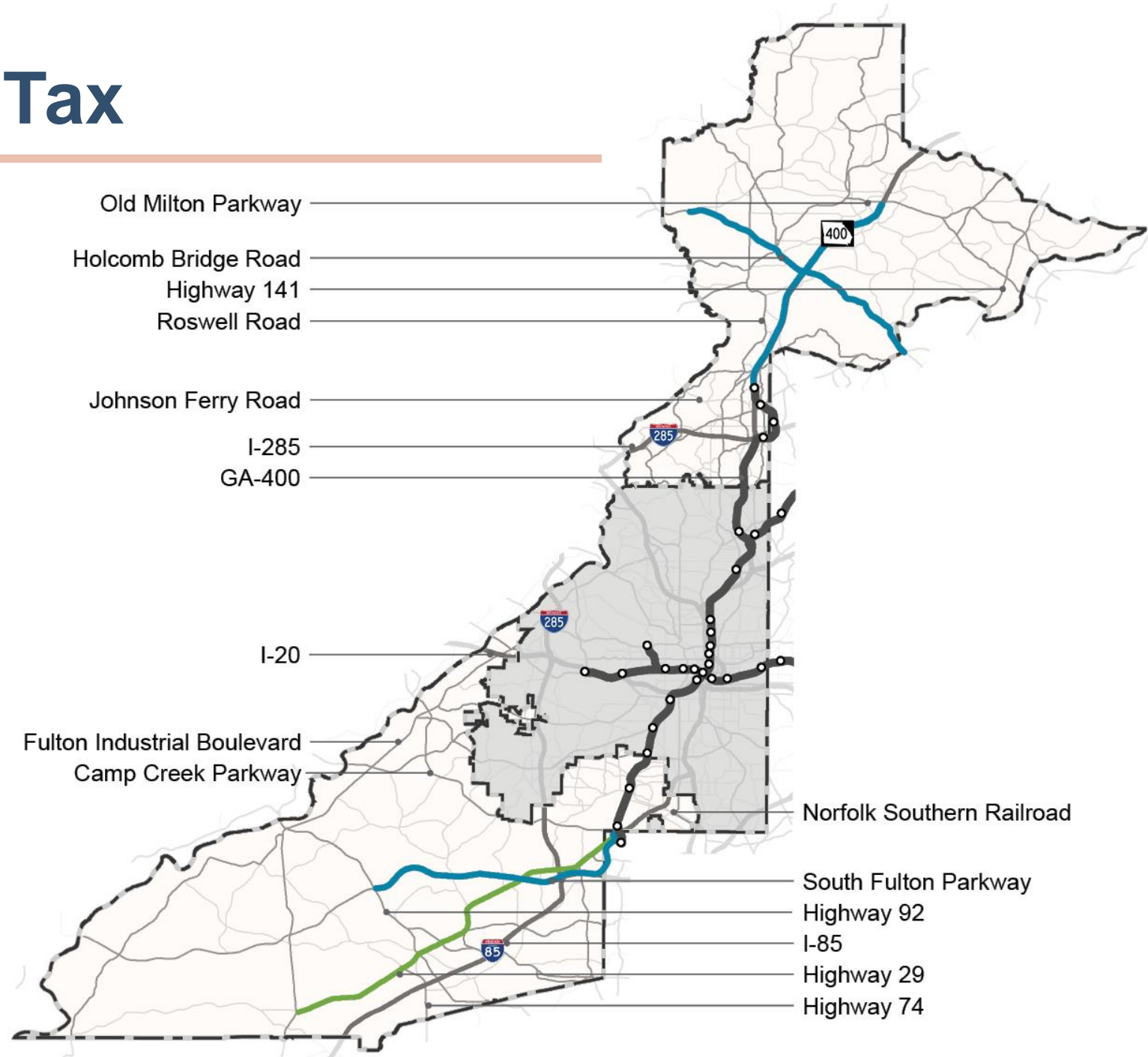
GA 400 to Old Milton

Holcomb Bridge Road

South Fulton Parkway to Highway 92

Arterial Rapid Transit

Highway 29



1/2-Cent Transit Sales Tax with Heavy Rail

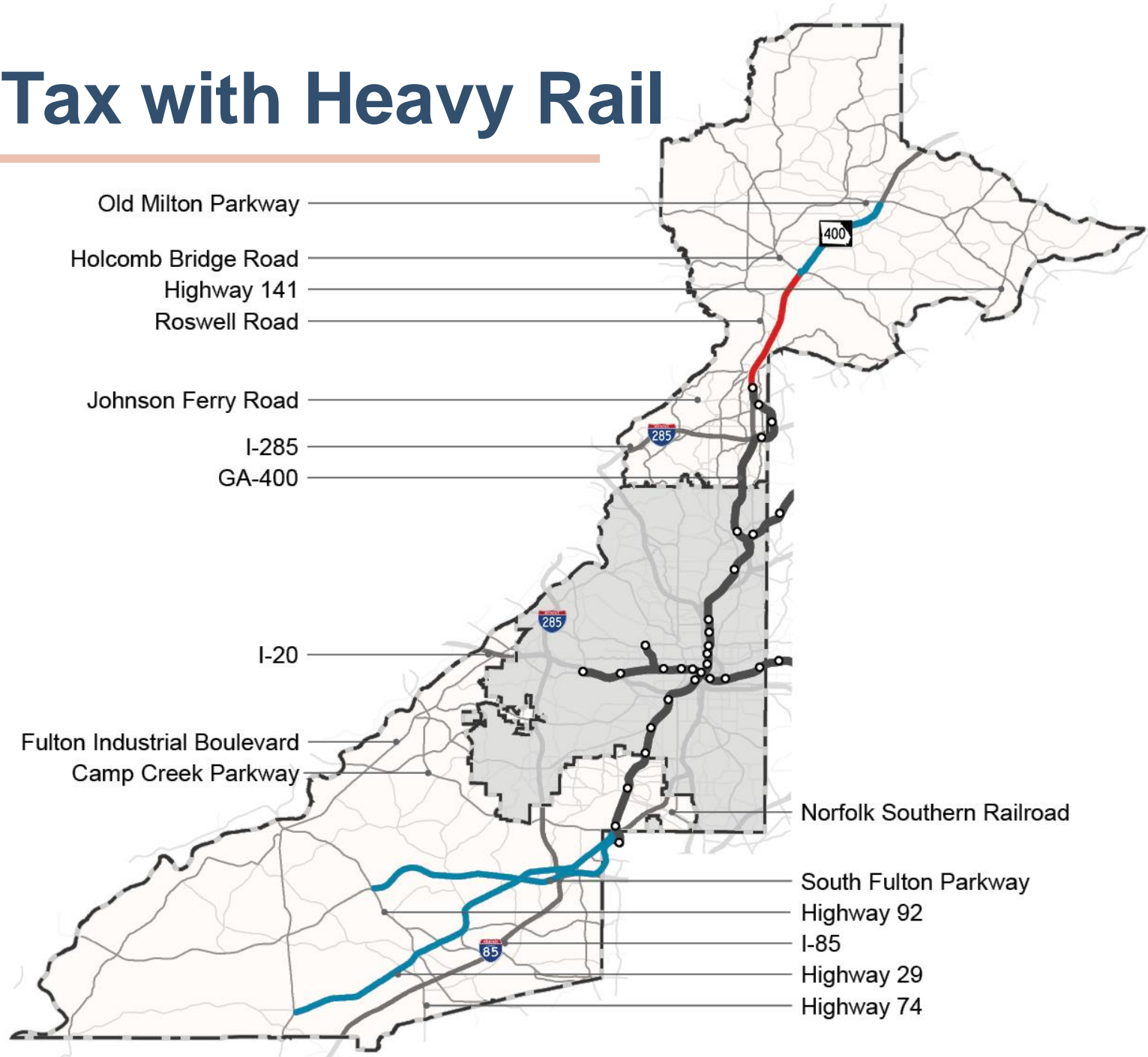
Heavy Rail

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

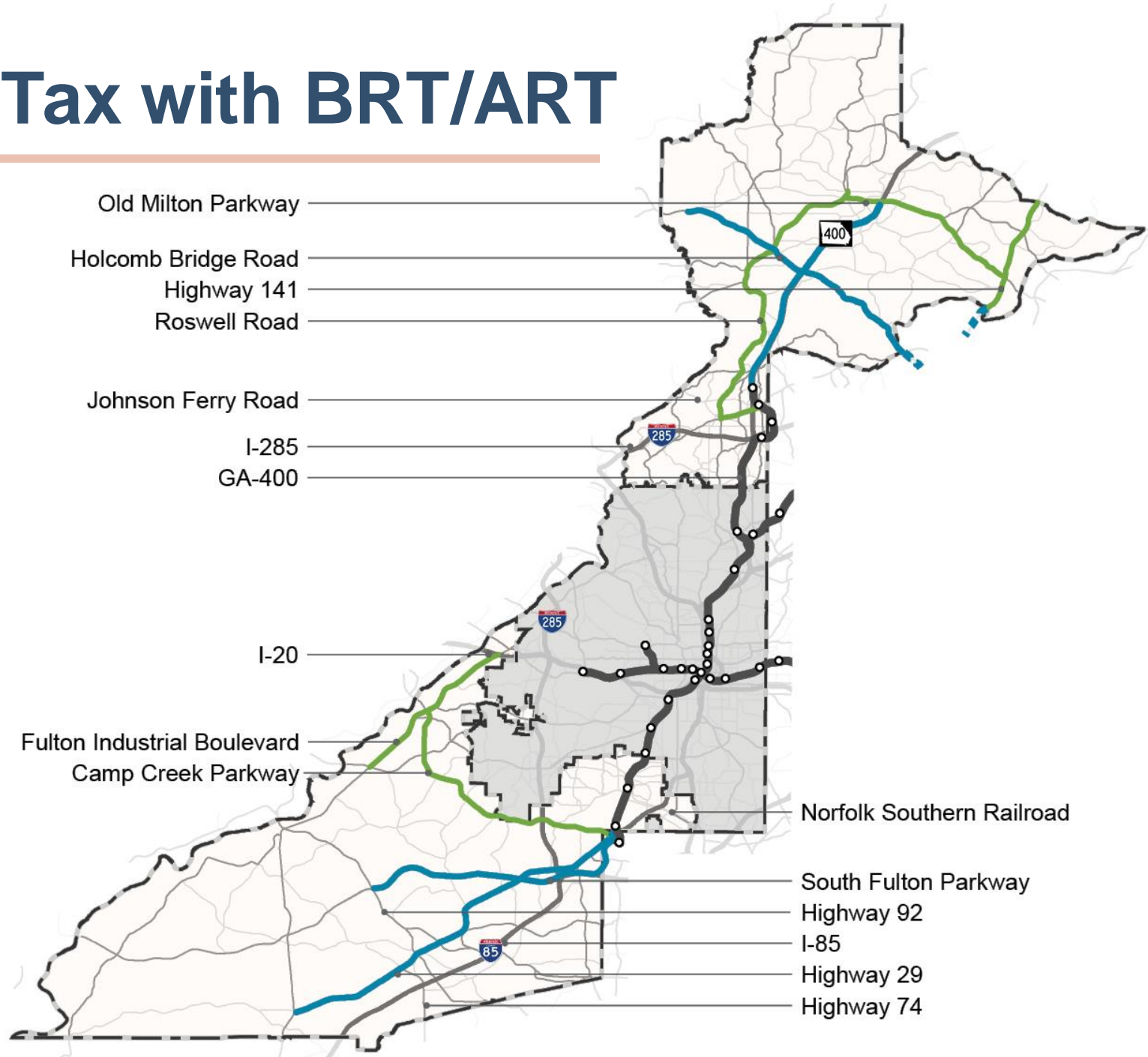
Roswell Road

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

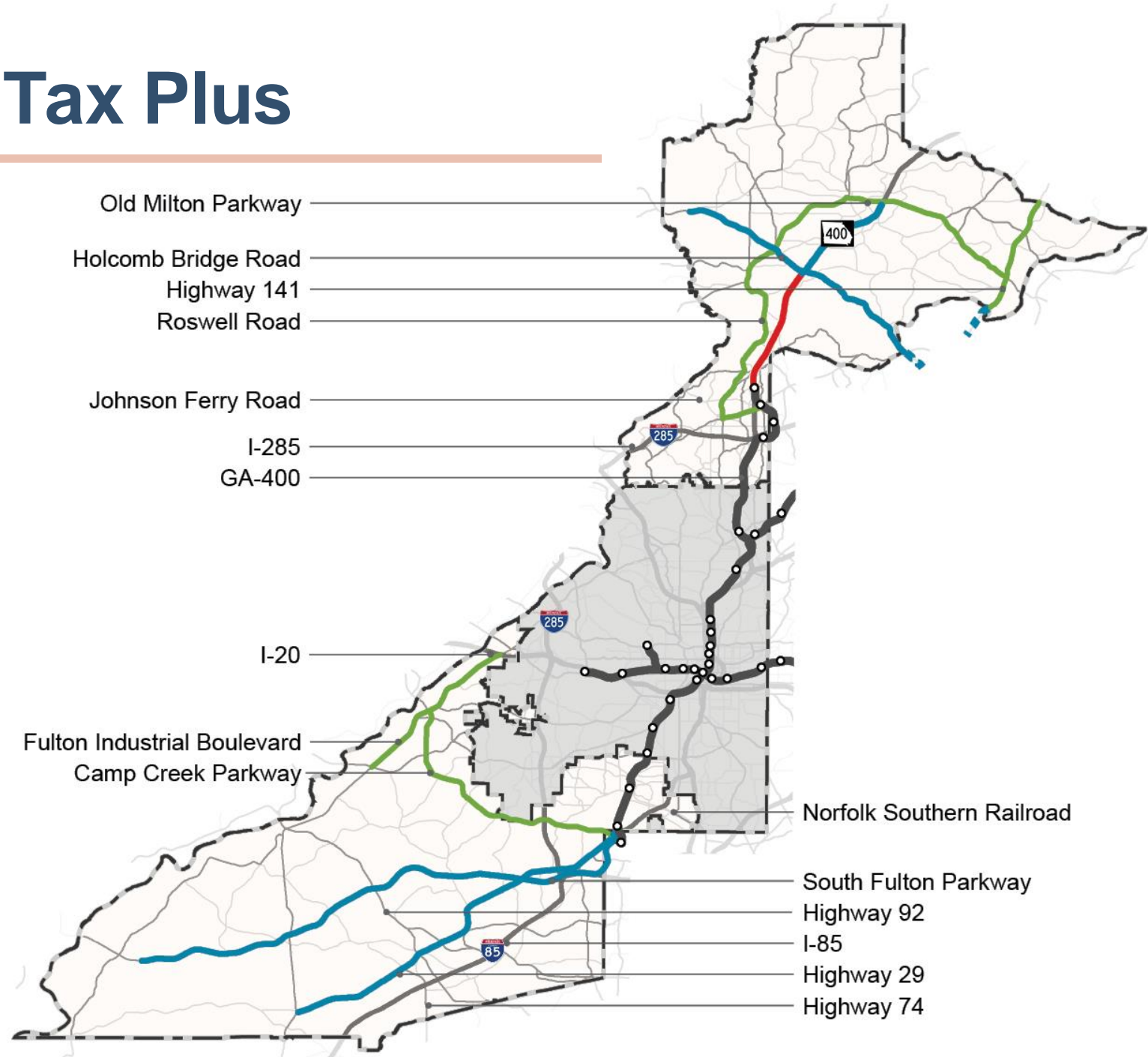
Roswell Road

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%	0.75%
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

Funding Assumptions

- Transit Sales Tax 40-year duration
- Transit Sales Tax projections based upon GSU modeling, with additional input from recently approved measures in Fulton County and Atlanta
- Actively monitoring current TSPLOST revenues to better understand suburban tax base
- Transit Sales Tax will be primary funding source
 - ¼-Cent could begin in 2019
 - New Transit Sales Tax 2022-2058
- Long term cash flow model
 - Service levels, capital costs, operating costs, tax rates, bonds, other funding

Next Steps/Recommendations

- Minimum ½-Cent Transit Sales Tax necessary to move County toward Market-Based scenario
- ½-Cent BRT/ART provides the greatest geographic coverage, with ability to add rail if additional state or regional funding is realized
- Need direction to conduct 4 public open houses in January 2018
- Need Commission and Mayor direction to develop necessary state legislation

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

