

Last Mile Connectivity Study

CITY COUNCIL BRIEFING

JANUARY 2017



Purpose and Vision

Purpose

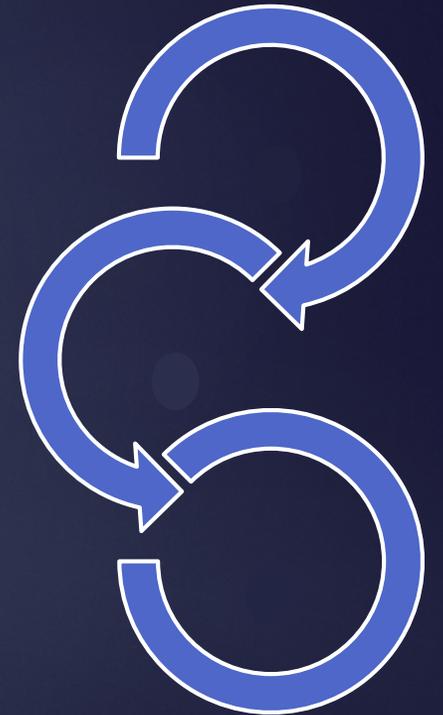
To provide a **clear vision** for the future transportation needs in the Perimeter market to include a **consolidated program of transportation investments and exploration of existing and future transit opportunities.**

Vision

In the future, the Perimeter area will offer a robust network of **safe, easy, and convenient** opportunities for people to walk, bike, or take transit. **Well connected and accessible** workplaces, commercial areas, educational and health facilities, and open spaces will **increase the economic competitiveness** of the area, helping the Perimeter area **thrive** as a desirable place to work, live, and visit and **sustaining** it well into the future.

What is “Last Mile Connectivity”?

- ▶ Addresses the connections between transit stops or hubs and final destinations such as residences, offices, and retail areas
- ▶ Addresses the multimodal connections within and between activity centers such as Perimeter Center and local town centers
- ▶ Gives people choices other than the automobile for shorter trips or to connect longer trips



Methodology

1. Examine previously planned and programmed (funded) transportation improvements in Sandy Springs, Dunwoody, and Brookhaven.
2. Identify gaps in last mile connectivity.
3. Build upon planned and programmed projects to enhance connectivity in the gap areas. Project enhancements will include all transportation modes: bicycle/pedestrian facilities, trails, roadway, and transit.
4. Establish a transit vision that leverages existing services (employer shuttles, MARTA, and GRTA) and sets the stage for investment in enhanced transit services in the future.



Draft Bicycle, Pedestrian, and Trail Plan

Short-Term Strategies

Implement Low-Hanging Fruit

Fill sidewalk gaps within ½ mile of rail stations and along connecting corridors

Encourage sidewalks within office campuses

Better circulation within and around MARTA rail stations

Shared lane markings

Bike lanes and priority trails

Improve wayfinding

Refine and Implement Planned Facilities

Refine and prioritize projects recommended in previous plans or studies

Implement Supporting Infrastructure and Programmatic Elements from PCIDs Bicycle Implementation Strategy, and Have Cities Adopt Similar Strategies

- Bike parking
- Cyclist amenities (showers, repair stands, etc.)
- Bike maps and website
- Employer incentive programs
- Safety campaigns and giveaways

Adopt Standard Design Policies

High-amenity pedestrian environment

Separated and on-street bike facilities

Encourage private property owners to provide sidewalks and paths within and between major developments

"Low-Hanging Fruit"

(0-3 years)

▶ Sidewalks

- ▶ Old Johnson Ferry Road/Saint Joseph Hospital sidewalks
- ▶ Apple Valley Road from N. Druid Hills Road to Caldwell Road
- ▶ W. Nancy Creek Drive from Ashford Dunwoody Rd to Sandy Springs city limit
- ▶ Fill sidewalk gaps on west side of Ashford Dunwoody Road from Peachtree Road to Windsor Parkway, and from just south of Ashford Club Court to opposite of Publix

▶ Bike Facilities

- ▶ Sharrows on Caldwell Road from 8th St to Oaklawn Avenue
- ▶ Sharrows on W. Nancy Creek Drive from Ashford Dunwoody Road to Sandy Springs city limit
- ▶ Sharrows on Old Johnson Ferry Road near Saint Joseph Hospital

▶ Access and Wayfinding

- ▶ MARTA Station pedestrian accessibility improvements: internal circulation and connections to surrounding sites/facilities
- ▶ Branded wayfinding program

Improvements in yellow text reflect those that fill gaps between planned and programmed projects.

Other Short-Term Improvements

(0-3 years)

- ▶ Enhance pedestrian crossings on Ashford Dunwoody Road at Montgomery Elementary School
- ▶ Peachtree Road sidewalks and pedestrian improvements
- ▶ Harts Mill Road pedestrian improvements
- ▶ Ashwoody Court/Ashwoody Trail sidewalks and sharrows
- ▶ E. Osborne Road/Green Meadows Lane sidewalks and sharrows
- ▶ Osborne Road sharrows

Mid-Term Improvements

(3-6 years)

- ▶ Mid-block crossing on Perimeter Summit Parkway
- ▶ North Fork Nancy Creek Trail (to connect to Dunwoody trail network)
- ▶ Perimeter-Medical Connector Trail
- ▶ Sidewalk reconstruction and widening on Ashford Dunwoody Road
- ▶ Multi-use path on Ashford Dunwoody Road near Johnson Ferry Road
- ▶ Peachtree Road pedestrian and streetscape improvements
- ▶ Sharrows on Colonial Drive/Oglethorpe Avenue, Hermance Drive, Matthews Street, and Mabry Road
- ▶ Sidewalks and sharrows on Osborne Road, Windsor Parkway, W. Nancy Creek Drive/Ashentree Drive, E. Nancy Creek Drive, Ellijay Drive, and Coosawattee Drive
- ▶ Sidewalks, sharrows, and cycle track on Lanier Drive, Hearst Drive, and Humility Lane

Long-Term Improvements

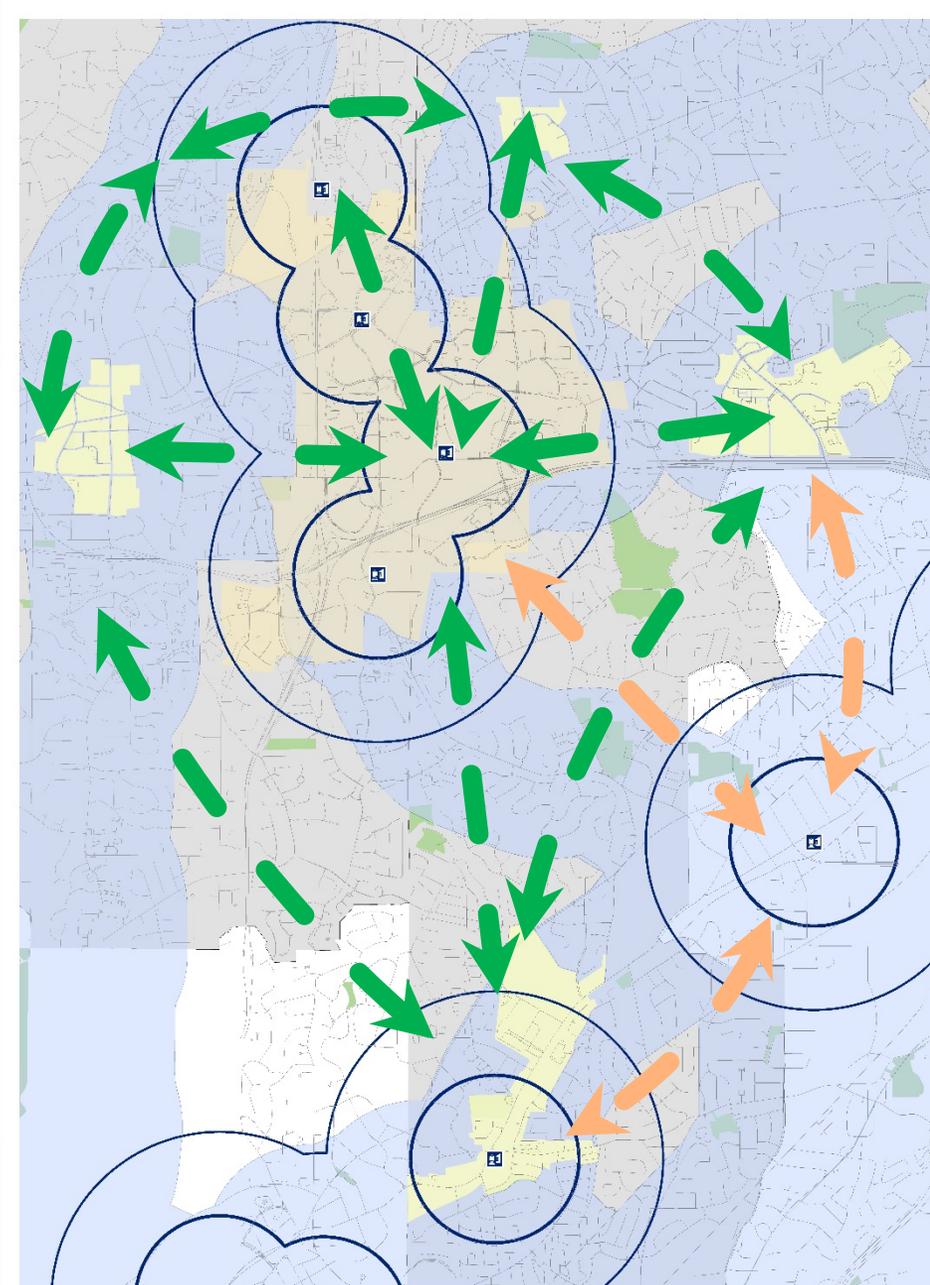
(6+ years)

- ▶ Multi-use trails on Apple Valley Road, Colonial Drive/Oglethorpe Avenue, Dresden Drive, Ashford Dunwoody Road, Nancy Creek Drive, Osborne Road, Windsor Parkway, Sylvan Circle, and at Blackburn Park, Brookhaven Park, Murphey Candler Park, Lynwood Park, Osborne Park, and Matthews-Park Vista Connection
- ▶ Trails: Nancy Creek, Nancy Creek/Lynwood Park, and Oglethorpe Connection
- ▶ Sidewalks and trail on Caldwell Road, N. Druid Hills Road
- ▶ Sidewalks on Chamblee Dunwoody Road, Cheshire Way, Valvedere Drive, Thompson Road, East Osborne Road/Green Meadows Lane, Hermance Drive, Matthews Street
- ▶ Trail improvements on Blair Circle and Johnson Ferry Road
- ▶ Widen sidewalks and add bike lanes on Dresden Drive
- ▶ Bridge improvement on W. Nancy Creek Drive
- ▶ Commuter trail on Ashford Dunwoody Road (Perimeter Summit Parkway to Hammond Drive), and Lake Hearn Drive

Long-Term Strategy

Fill sidewalk gaps within ½-mile to 1-mile of rail station and within ½ mile of bus routes

-   Low stress bike connectivity between hubs and PCIDs (including "greenbelt" concept)
-   Consider connections to Chamblee





Draft Roadway Plan

How do Roadway Projects contribute to Last Mile Connectivity?

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- ▶ **Intersection improvements** that are designed and implemented in coordination with existing and planned bicycle/pedestrian facilities
- ▶ **Recommending lane widths** that will accommodate bus pull-outs and transit lanes on identified corridors
- ▶ **Operational improvements, widenings, and new alignments** that contribute to mobility between activity centers and rail stations, and among activity centers
- ▶ Establishing **satellite parking lots** to provide a seamless connection with planned managed lane access points on GA 400 and I-285
- ▶ Identifying **dedicated transit lanes** on identified transit corridors
- ▶ **Signal timing projects** that can accommodate transit signal priority

Roadway Improvement Projects

▶ Short-Term (0-3 years)

- ▶ Intersection improvements at: Peachtree Road and Dresden Drive/Brookhaven Drive, Peachtree Road and N. Druid Hills Road, N. Druid Hills Road and Apple Valley Road, and along Ashford Dunwoody Road
- ▶ Peachtree Road operational improvements

▶ Mid-Term (3-6 years)

- ▶ **Johnson Ferry Road operational improvements**
- ▶ Intersection improvements along Ashford Dunwoody Road

▶ Long-Term (6+ years)

- ▶ Windsor Parkway road calming
- ▶ Realignment of Ashford Dunwoody Road and Johnson Ferry Road

Improvements in yellow text reflect those that fill gaps between planned and programmed projects.

Roadway Strategies

Adopt policy for all intersection improvements to be designed and implemented in coordination with existing and planned bike/ped facilities on adjacent roadways.



Examine potential locations for satellite park and ride lots in conjunction with managed lane exits.



Consider policy to dedicate ROW to bus pull-outs along key corridors.



Consider adopting a lane width policy to accommodate transit-only lanes along key corridors.



Coordinate with services such as ZipCar and Car2Go to place a dedicated number of vehicles at MARTA stations, major developments, and major employer campuses.





Draft Transit Plan

Hub Connectivity Recommendations

Short-Term

Improve Amenities for Existing Transit Services



Improve Travel Time for Existing Transit



Partner with Existing Transit Services



Travel Demand Management (TDM)



Long-Term

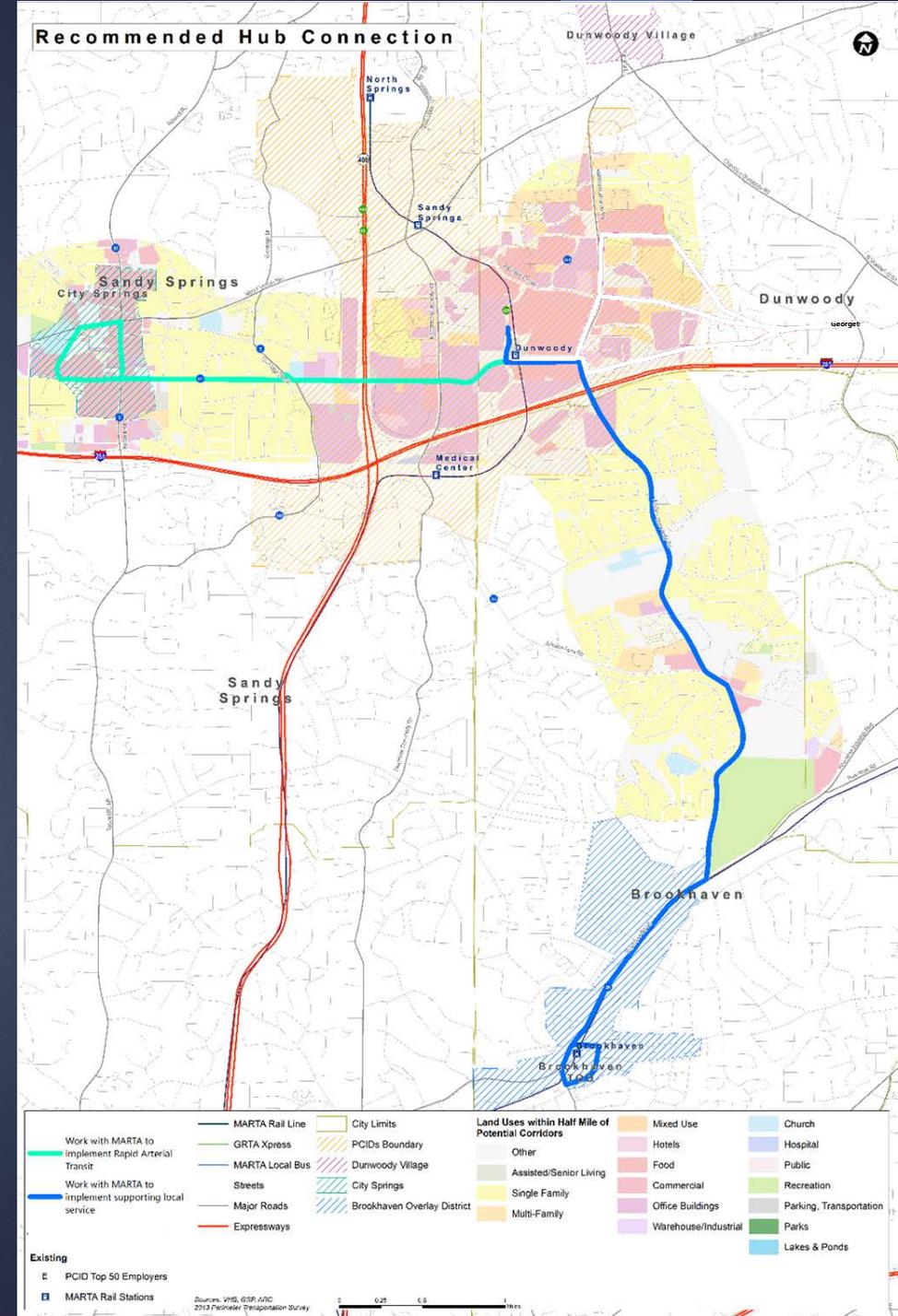
Change the Community Design of Hubs



Explore Rapid Transit Alternatives as Hubs and Corridors Density



Access Management along Hub Connections



Circulation Recommendation

Dedicated lanes for transit service in the Perimeter area, to serve existing shuttles, MARTA buses, and GRTA Xpress buses

Associated Costs



~~Operating Costs: \$50-\$150/revenue hour~~

~~Vehicle Costs: \$350k-\$600k/vehicle~~

Capital Costs: \$0.5-\$5 million/mi

ROW: 12' per lane from existing ROW or acquisition

Users

MARTA

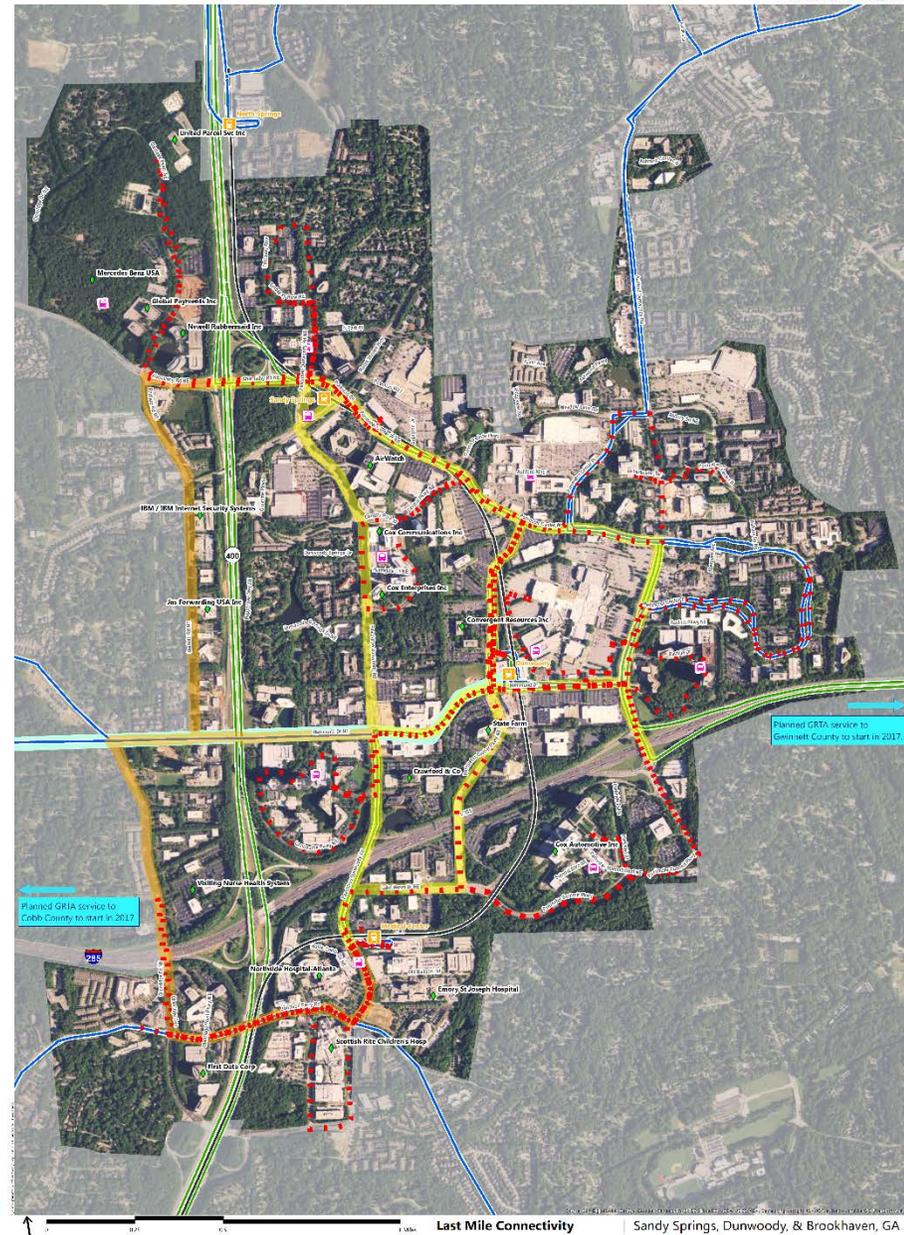
Local service
Rapid/frequent service

GRTA

Two existing routes
Two new routes in 2017

Employer Shuttles

13 current shuttles
New development planned in PCID



Transit-Supportive Strategies for Circulation Recommendation

Improve/
Standardize
Amenities for
Existing Transit



Improve Travel
Time for
Existing Transit



Improve
Walkability
around Transit
Stops



Partner with Existing
Ridesharing
Services (Uber/Lyft)



Continue to
Encourage
Direct Local
Shuttles



Areawide
Parking
Management



Next Steps

- ▶ Public Information Open House (January 2017)
- ▶ Final Presentation to Cities and PCIDs Board (early 2017)
- ▶ Adoption of Study by Cities and PCIDs Board (early 2017)