

SOLUTIONS

Transportation plans must improve the lives of all people, including those who drive, take transit, walk or bike to get to jobs, schools, shopping and other destinations. Learn what's planned to help each of these types of travelers.

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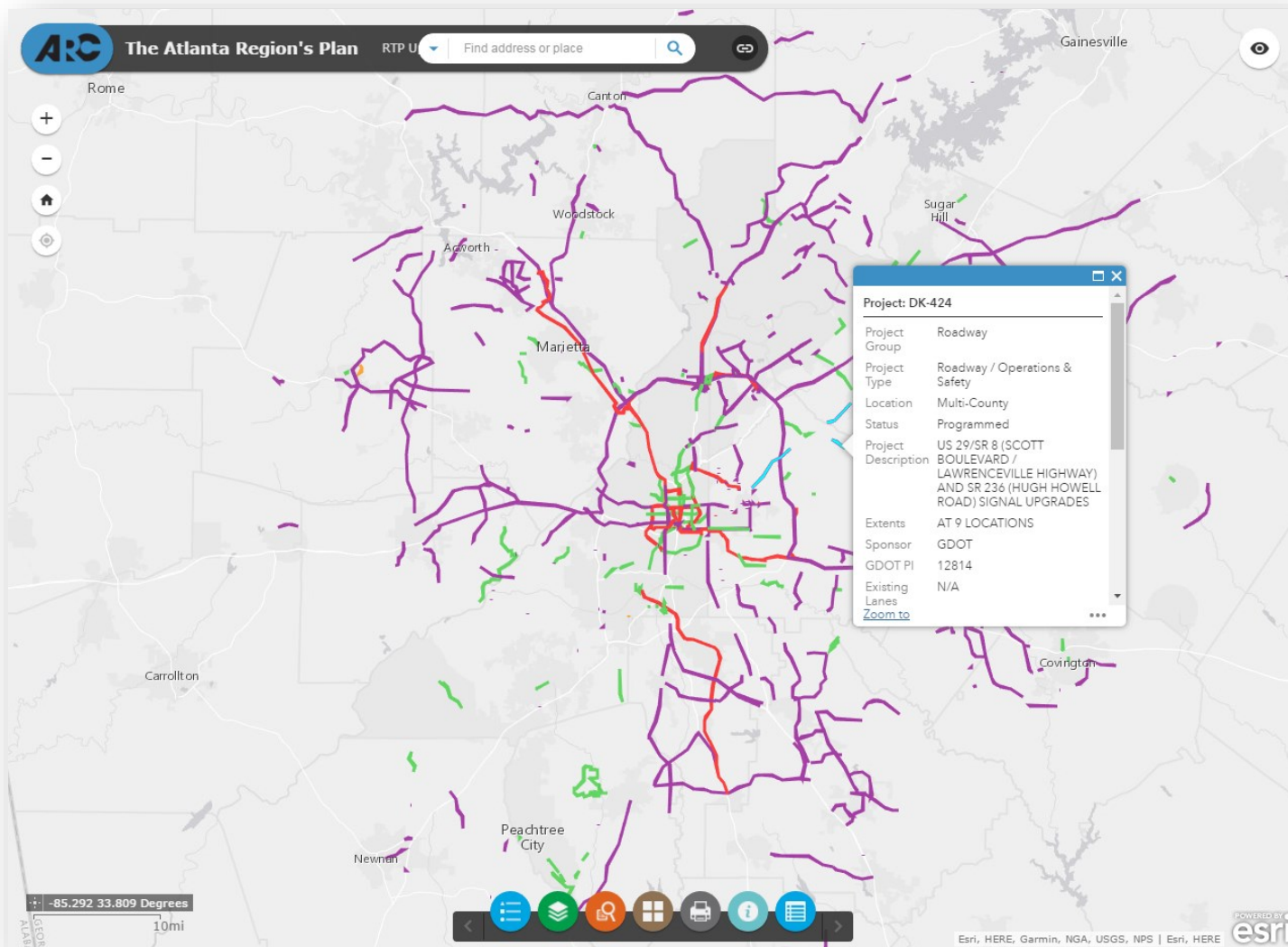
Finding Your Solutions

The Atlanta Region's Plan (Transportation) contains hundreds of projects and programs designed to make traveling around the Region safer and more convenient. Infrastructure solutions range from major freeway projects which will ease congestion for hundreds of thousands of drivers each day to sidewalks which permit older adults to walk to the neighborhood store to new transit lines which expands economic opportunities for everyone. Other solutions, however, focus on programs and policies which expand access to transportation services or make them operate more efficiently. Regardless of the approach used, whether it's building a new facility, improving an existing one, or providing another option altogether, the desired end result is still the same. Solutions must work for individuals as well as the entire Region.

This section provides an overview of key solutions which target the needs of various user groups. The projects and programs highlighted are not comprehensive in nature. For more in-depth information about the entire set of solutions, refer to Appendices (A), (B) and (C). The locations of individual infrastructure projects for any part of the Region can be explored through an interactive mapping tool available on ARC's website. Unless otherwise stated, all amounts shown in this section are in year-of-expenditure (YOE) dollars to account for inflation.



Interactive Project Mapping Website



Information on planned transportation solutions are available in many different formats. One of the easiest ways to learn about projects in your community or along your route to work is through an interactive mapping website. Roadway, transit and bicycle/pedestrian projects are coded in different colors and a number of different filter options are available. Detailed fact sheets describing each project's scope, schedule and budget can also be accessed through this interface.



LEARN MORE

Roadway Solutions for Drivers and Bus Riders

Our roadway network serves a wide array of drivers: commuters heading to and from their jobs, people going shopping or a park or to visit friends during their spare time, and truck drivers making deliveries to stores, offices and homes are just a few examples. A well maintained and functioning roadway network is also important for many people who don't drive themselves but are just as vulnerable to congestion and unsafe conditions as drivers are: bus riders. This section of *The Atlanta Region's Transportation Element* highlights a variety of different types of planned major roadway investments which will make travel by roadway more reliable and efficient.

Taking Care of Our Existing Roads and Bridges

These solutions support the following transportation policies of The Atlanta Region's Plan:

1.1

1.2

As more money is spent on maintaining existing roads and transit, there is less available for addressing other transportation needs. To better understand the financial implications of this aging infrastructure, ARC analyzed the physical conditions of the Region's pavement, bridges, and transit infrastructure. While there are significant unknowns associated with projecting transportation infrastructure conditions into the future, this type of analysis informs the allocation of limited resources over the plan horizon.

According to the findings of the *Transportation Assessment* finalized in early 2015, approximately 95 percent of the Regional Strategic Transportation System (RSTS) currently has pavement in good condition, well above the national average of 70 to 75 percent.

Conditions, however, vary significantly based on the functional classification of the roadway and by jurisdiction. Coincidentally, about 95 percent of our bridges are also currently in good condition, which is higher than the national average of about 90 percent. Being in good condition is defined based on whether or not a bridge is classified as Structurally Deficient (SD). This classification does not imply that a bridge is unsafe; rather, it means that a bridge has structural needs and requires substantial work to keep it in a safe and operable condition.

The Atlanta Region's Plan (Transportation) commits \$16.4 billion over the next 20+ years to regionally significant resurfacing, bridge upgrades/replacements and other routine maintenance roadway projects. Local and state funded projects which do not have to be reflected in an RTP will add another \$22.3 billion, for a total of \$38.7 billion. This level should be more than sufficient to maintain these assets at or above today's conditions. This is a significant reversal since the last version of the plan, in which a multi-billion funding shortfall was forecast. The passage of the Transportation Funding Act of 2015 (TFA 2015) has allowed the Region to close the gap.

In future updates of the plan, a robust analysis of how quickly a systemwide state of good repair can be achieved and maintained will be conducted. It is likely that some state revenue currently assigned to maintenance and preservation programs can be reallocated and used for system expansion projects and demand management programs instead.

Taking Care of Our Existing Roads and Bridges

60%

Percent of survey respondents (MetroQuest 2014) who believe repairing the Region's existing roads and bridges should be one of our highest transportation priorities

\$38.7
billion

Potential funding available to maintain roads and bridges through 2040, a level which should result in a systemwide state of good repair

250

Approximate number of bridges in the Region needing major reconstruction or replacement



Notable bridge upgrade / replacement projects to be completed or under construction by the end of this decade

Courtland Street at CSX / MARTA line in Atlanta

SR 82 at Middle Oconee River in Barrow County

Valley Hill Road at Flint River in Clayton County

SR 74/85 at CSX line in Coweta County

US 29/78/278 at Lullwater Creek in DeKalb County

SR 140 at Little River on Fulton / Cherokee boundary

Three locations on SR 369 in Forsyth County

SR 120 at Singleton Creek in Gwinnett County

US 278 at Alcovy River in Newton County

SR 11 at Apalachee River in Walton County

Getting the Most We Can From the Existing System

These solutions support the following transportation policies of The Atlanta Region's Plan:

1.2

4.1

6.2

7.1

7.2

Transportation Systems Management and Operations (TSM&O) is a set of strategies to anticipate and manage traffic congestion, and minimize other unpredictable causes of service disruption and delay, thereby maintaining roadway capacity while improving reliability and safety. TSM&O can improve vehicle delay by implementing more sophisticated and organized traffic management and control. TSM&O is a progressively developing arena, and results in several novel transportation management and operations technology each year. It is one of the most versatile transportation investment strategies included in the RTP because it can single-handedly meet one or more of the following objectives:

- Reduce injuries and fatalities resulting from vehicle crashes
- Alleviate congestion
- Safely and efficiently manage traffic during significant roadway incidents
- Improve travel time reliability
- Provide traveler information
- Facilitate improved travel conditions during special events

TSM&O will be relied upon to help maintain and operate the existing transportation system, and provide for reliable travel. TSM&O will also be a main avenue for introducing advanced technologies to the transportation system.

Numerous significant TSM&O projects have been implemented in the Atlanta Region in recent years, or are currently under construction:

- Georgia NaviGator Advanced Traffic Management System (ATMS) – including freeway cameras, speed detection, and on-ramp metering
- HERO (Highway Emergency Response Operators) traffic incident management and clearance
- I-285 Freeway Variable Speed Limits (VSL)
- Freeway Hard Shoulder Running (e.g., SR 400 Corridor)
- Regional Traffic Operations Program (RTOP) Traffic Signal Synchronization and Communication

GDOT's "NaviGator" system has been a marquee investment strategy for Metro Atlanta freeways since before the 1996 Centennial Olympics, while RTOP is one of the most notable arterial TSM&O programs in the nation. It can be credited with reducing the total number of stops on selected corridors by 8.3%, and for reducing stopped time delay by 12%. In just one year alone, RTOP can save commuters over 700,000 gallons of lost fuel associated with operational and capacity delay.

The 2018-2023 Transportation Improvement Program (TIP) includes new TSM&O projects for implementation such as:

- New HERO truck purchases
- Arterial signal system improvements in local jurisdictions as well as in major employment centers (e.g., Perimeter, Buckhead, and Midtown)

Typical signal upgrades include: updated hardware and software to provide for communications with other signals and traffic control centers; installation of flashing yellow arrows, and traffic responsive and adaptive signal control (dynamic traffic signal control). These improvements will result in more efficient intersection turning movement and ingress/egress at major destinations.

System Efficiency Problems



Photo credit: The Telegraph



Photo credit: Atlanta Journal Constitution



Photo credit: John Bazemore / AP

Potential TSM&O Solutions





	Steady Red Arrow Drivers turning left must stop and wait (except where permitted by law).
	Steady Yellow Arrow Stop, if you can do so safely.
	Flashing Yellow Arrow Proceed with left turn after yielding to oncoming traffic and pedestrians.
	Steady Green Arrow Proceed with left turn.

Image credit: Indiana DOT



Photo credit: Newnan Times



Photo credit: Atlanta Journal Constitution



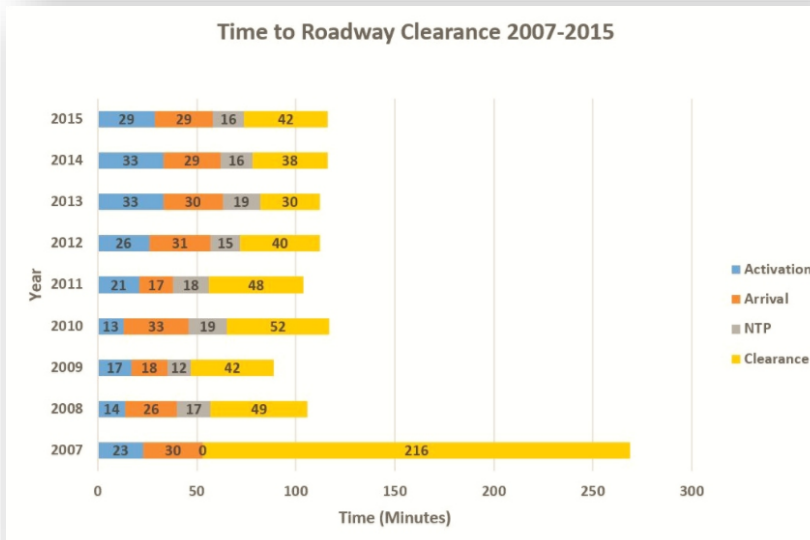
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Photo credit: prweb.com

For nearly 20 years, the Georgia Department of Transportation has operated a Transportation Management Center on East Confederate Avenue, a short distance from downtown Atlanta. Adjacent to the TMC are the headquarters of the Georgia State Patrol, the National Guard and the Georgia Emergency Management Agency, ensuring the ability to coordinate and respond quickly during special events and emergencies. Traffic conditions are automatically monitored by over 1,600 cameras and an additional 500 closed circuit cameras provide the ability for operators and the general public to see real-time conditions on the Region’s freeway system. Ramp meters, changeable message signs and HERO operations are also coordinated through the center.

Image credit: TIME Task Force



Georgia’s Towing and Recovery Incentive Program (TRIP) was implemented in metro Atlanta to facilitate improved management of large-scale commercial vehicle incidents. These large-scale incidents can significantly affect traffic in the Region, causing long motorist delays, polluting the air, and creating safety hazards. TRIP encourages the quick, safe clearance of these incidents by paying performance incentives to highly-skilled, TRIP-certified towing and recovery companies for clearing wrecks within established timeframes. Since the program began, the average time to clear major incidents has been reduced by nearly 2.5 hours.

Getting the Most We Can From the Existing Road System

\$7.5
billion

Amount of funding committed to optimizing the efficiency of the roadway network through TSM&O and related strategies and programs

1.4
million

Number of hours saved by drivers each year along corridors with signal timing improvements made under the Regional Traffic Operations Program (RTOP)

382

Number of miles of freeways in the Atlanta Region patrolled by Highway Emergency Response Operator (HERO) units

55-60
thousand

Number of annual incidents responded to by HERO operators

2,100

Number of cameras in the NaviGator system

Addressing Interchange Bottlenecks

These solutions support the following transportation policies of *The Atlanta Region's Plan*:

3.2 3.3 4.1 5.4 6.1

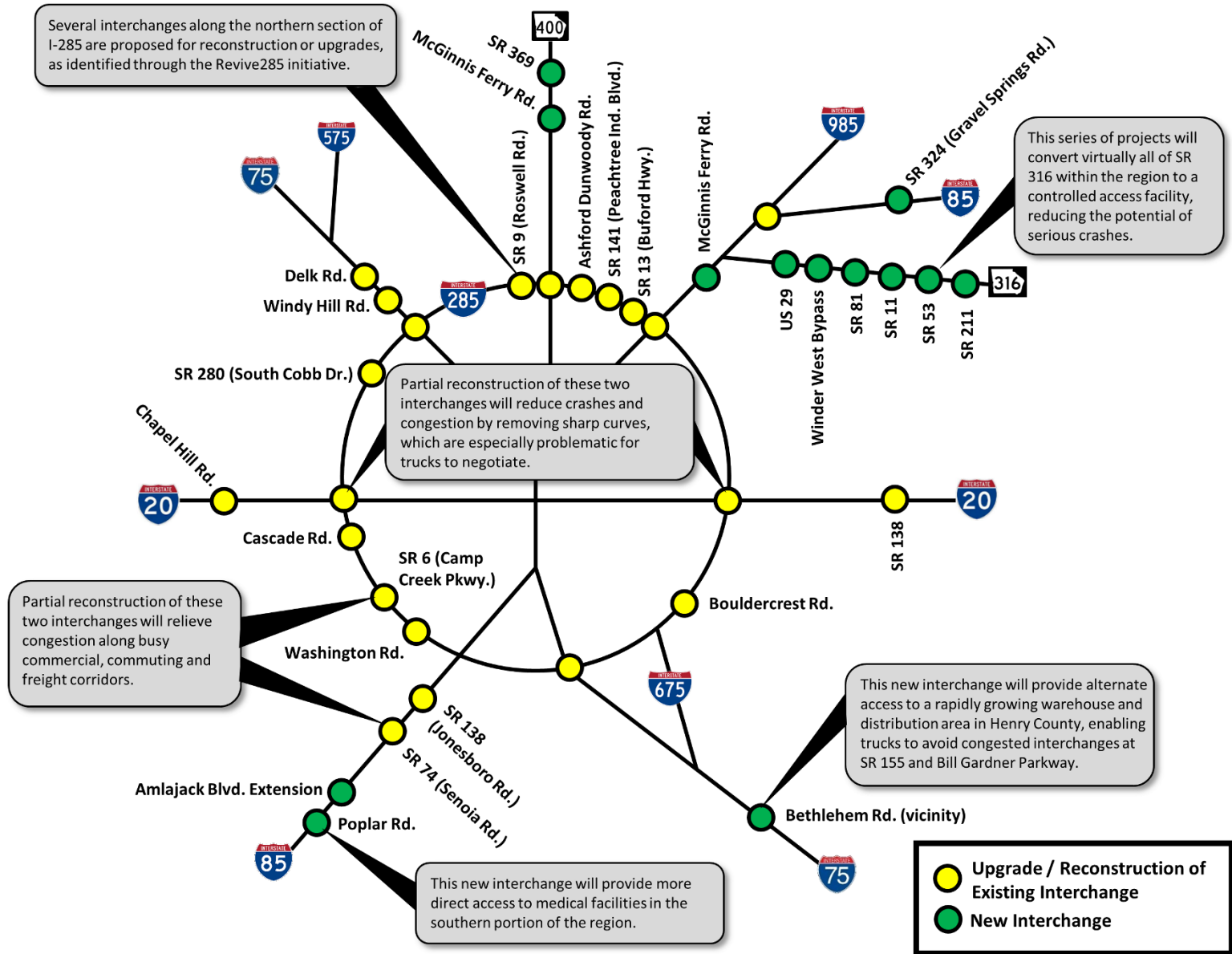
The Region's interstates and freeways are impacted by population and employment growth. Interstates and freeways currently accommodate a significant percentage of the Region's peak period travel. A focus of *The Atlanta Region's Plan (Transportation)* is to address regional bottlenecks through increased managed lanes capacity and interchange projects. A synopsis of the managed lanes vision is presented later in this Solutions section.

A core strategy of the *Regional Policy Framework* is to address bottlenecks that are in close proximity to employment centers and major roadways. Programmed interchange improvements include upgrades or expansions to existing interchanges, or building new ones. Interchange upgrade/reconstruction projects typically involve the reconfiguration of existing lanes, rehabilitation or replacement of an existing bridge, or reconfiguration of the on/off ramps to help make traffic flow more efficiently. Interchange expansions are more substantive in nature, involving the addition of through lanes or expanding the possible movements available to drivers.

Addressing bottlenecks at interstate interchange locations is an important need based on the *Regional Assessment* and the work associated with the *Atlanta Region Freight Mobility Plan*. A sample of near-term interchange projects, scheduled to be complete or under construction before the end of this decade, include:

- I-285 at SR 400 – Reconfigure existing flyover ramps and add collector/distributor lanes
- I-285 West at SR 6 (Camp Creek Parkway) in southern Fulton County – Reconstruct as Diverging Diamond
- New Interchanges at multiple locations along SR 316 in Barrow County and Gwinnett County– SR 81, SR 53, and SR 11
- I-85 South at SR 74 in Fayette County – Interchange Reconstruction
- I-85 South at Poplar Road in Coweta County – New Interchange
- SR 400 at SR 369 (Browns Bridge Road) in Forsyth County - New Interchange
- I-75 South from SR 331 to I-285 – Collector / Distributor Lanes

Interchange Bottleneck Projects





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I-285 / SR 400 Interchange Reconstruction

Congestion at the I-285 / SR 400 interchange has long been an issue for the Atlanta Region and the entire state of Georgia. The interchange, located at the nexus of two vital freeways and a MARTA rail line, serves one of the Region's largest employment centers at Perimeter Center and facilitates the movement of people and goods throughout the Region. A larger-scale improvement, referred to as "Revive 285" is being developed to improve mobility across the entire northern portion of I-285 between I-75 in Cobb County and I-85 in DeKalb County. Construction work began in late 2016.

One of the primary issues of the current interchange is that it is a facility which has outlived its original design with closely spaced ramps, including two merges which occur from the left side of the receiving freeway. The proposed improvements include new flyover ramps to improve merge conditions as well as new collector-distributor lanes to separate the majority of weaving traffic generated by exit and entrance ramps from the through traffic on both I-285 and SR 400. These collector-distributor lanes extend the footprint of the overall project along I-285 from west of Roswell Road to east of Ashford Dunwoody Road, a distance of 4.3 miles. Along SR 400, construction will extend from the Glenridge Connector to north of Spalding Drive, approximately 6.2 miles in length. As a result, this will be one of the most expensive transportation projects ever constructed in the state of Georgia, with a total cost of approximately \$800 million.

Since a project of this magnitude would be very difficult to finance entirely through existing federal and state revenue sources, GDOT is pursuing implementation through a Public Private Partnership (P3) arrangement. The United States Department of Transportation (USDOT) defines a P3 as a "contractual agreement formed between a public agency and a private sector entity that allows for greater private sector participation in the delivery and financing of transportation projects". There are a variety of P3 approaches, with the one being pursued for this project being a Design-Build-Finance (DBF) model.

Under a DBF, GDOT awards a contract to a private firm, or a consortium of firms, for the design, construction and partial financing of the project. As currently envisioned, GDOT will make payments on a fixed schedule based on work completed. During the project's active construction period, anticipated to last until the year 2020, the contractor will receive partial payment for work completed. The remainder of payments will be deferred until after construction is completed, at which point GDOT will continue to make payments to the contractor on a fixed, negotiated schedule. Spreading the construction payments over a longer period of time will allow GDOT to better manage the anticipated cash flow of both and federal and state revenues.



[LEARN MORE](#)



The reconstruction of the I-285 / SR 400 interchange will include new flyover ramps to eliminate left-hand entrance ramps, as well as collector-distributor lanes to better manage weaving through this area. Those lanes stretch 4.3 miles along I-285 and 6.2 miles along SR 400. A unique design aspect of this project is the inclusion of a multi-use path which will form a critical connection for bicyclists and pedestrians circulating within Perimeter Center, while also being a major link in a regional trail network actively being planned and implemented.



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Photo credit: Georgia State Road and Tollway Authority

Diverging diamond interchanges are relatively new to the Atlanta Region, but are rapidly becoming a proven strategy in relieving congestion. The key to their effectiveness is switching the directional flow of traffic between the ramp endpoints, which creates the ability for left turns to occur continuously without the assistance of a traffic signal. Georgia's first DDI opened at the I-285 / Ashford Dunwoody interchange (pictured) in 2012. Three more DDIs have been completed since then and the Abernathy Road interchange on SR 400 will be converted to a DDI as part of the I-285 / SR 400 reconstruction project. Several other locations around the Region are currently being studied to determine if this would be an appropriate solution.

Addressing Interchange Bottlenecks

13

New interchanges planned for construction by 2040

22

Major upgrades to existing interchanges between now and 2040

\$2.9
billion

Estimated cost of the 35 interchange projects currently under construction or planned by 2040



Notable Interchange Projects

I-285 at SR 400 reconstruction in northern Fulton County

I-285 West at I-20 West reconstruction in City of Atlanta

Six new interchanges on SR 316 in Gwinnett County and Barrow County

I-285 East at I-20 East reconstruction in DeKalb County

Two new interchanges linking McGinnis Ferry Road to SR 400 and I-85

I-85 South at SR 74 in southern Fulton County

New interchange on I-75 South near Bethlehem Road in Henry County

Expanding Arterial and Freeway Capacity Strategically

These solutions support the following transportation policies of The Atlanta Region's Plan:

3.1

3.2

3.3

4.1

5.4

6.1

Roadways in the Region serve many purposes and accommodate different types of travel including transit vehicles, automobiles, the movement of freight, pedestrians, and bicycles. The local streets and arterials that connect our communities are typically used for shorter trips, while the Region's highways connect hundreds of thousands of motorists each day to major centers for jobs, education, shopping, and recreation.

This network is comprised of several key components including facilities which serve regional transportation needs, provide service to regional activity centers, aid in intra-community connectivity, and maintain access to and from areas outside of the Region.

The Regional Strategic Transportation System and Thoroughfares Network, which were described in the Process section of this plan, are systems of the major roadways across the Region that connect our communities and activity centers, move high volumes of traffic, and are key to goods movement. These facilities also provide essential alternate routes for cross-regional travel when incidents occur on another part of the network. For all these reasons, it is critical for the Region's economy that these roadways form a coherent network and function efficiently and safely for all users.

Several considerations helped determine when it is appropriate to add capacity to the arterial network, including:

- Focus on the most congested corridors where additional capacity can provide positive long-term impacts.
- Encourage multi-jurisdictional and key subregional priorities.
- Consider the location of key emergency evacuation routes.
- Support the movement of freight.
- Emphasize cost effectiveness.
- Limit investment in rural areas, except to connect regionally significant employment and commercial centers.

The Atlanta Region's Plan (Transportation) includes 185 arterial and freeway widenings and new alignment projects which will collectively add over 1,000 lane-miles of capacity to the arterial network by 2040. Virtually all of these projects are located on the arterial network. The need for many additional projects have been identified through various planning initiatives through the years and ARC will soon be undertaking a comprehensive review of those projects to determine which ones are regionally significant and should be included in a refined financially unconstrained vision. See the Future section of this plan for more information about this initiative.

A sample of arterial capacity projects which will be complete or under construction before the end of the decade includes:

- SR 92 realignment and widening in Douglas County and Paulding County
- SR 20 widening in Cherokee County
- US 19/41 (Tara Boulevard) widening in Clayton County
- SR 54 widening in Clayton County and Fayette County
- SR 360 (Macland Road) widening in Cobb County
- Lithonia Industrial Boulevard Extension in DeKalb County
- East Fayetteville Bypass in Fayette County
- SR 9 (Atlanta Highway) widening in Forsyth County

- Jodeco Road widening in Henry County
- SR 162 (Salem Road) widening in Rockdale County and Newton County

When adding capacity to the arterial system, it must be done in a way that meets the needs of all users and modes. This concept results in what is called in a “complete street”. When we plan to widen a road, we must also include things like amenities to support transit services along those corridors, provide pedestrian and bicycle facilities, safe crossings and intersections, and take into consideration the needs of all users young and old, driver and non-driver. This policy is key to providing safe access to community resources for all residents and helps to create a healthy community.

For the freeway network, GDOT’s general policy for use of federal and state funds is that new mainline capacity added within the Atlanta Region will be managed through a combination of vehicle occupancy and tolling restrictions. In other words, the construction of additional general purpose “free” lanes is not the preferred option. There are two general exceptions to this policy, however: 1) where there are currently only two lanes in each direction, and 2) auxiliary “add/drop” lanes between interchanges to create longer and safer weave zones.

Because of these restrictions, only three major non-managed capacity projects are proposed for the freeway network in *The Atlanta Region’s Plan (Transportation)*:

- I-85 North widening from Hamilton Mill Road to SR 211
- I-85 North widening from SR 211 to SR 53
- I-985 widening from I-85 North to SR 53

In addition to these projects, new commercial vehicle lanes are proposed in the northbound direction along a portion of I-75 South. This innovative project is described in more detail in the Solutions for the Goods Movement Industry narrative later in this section.



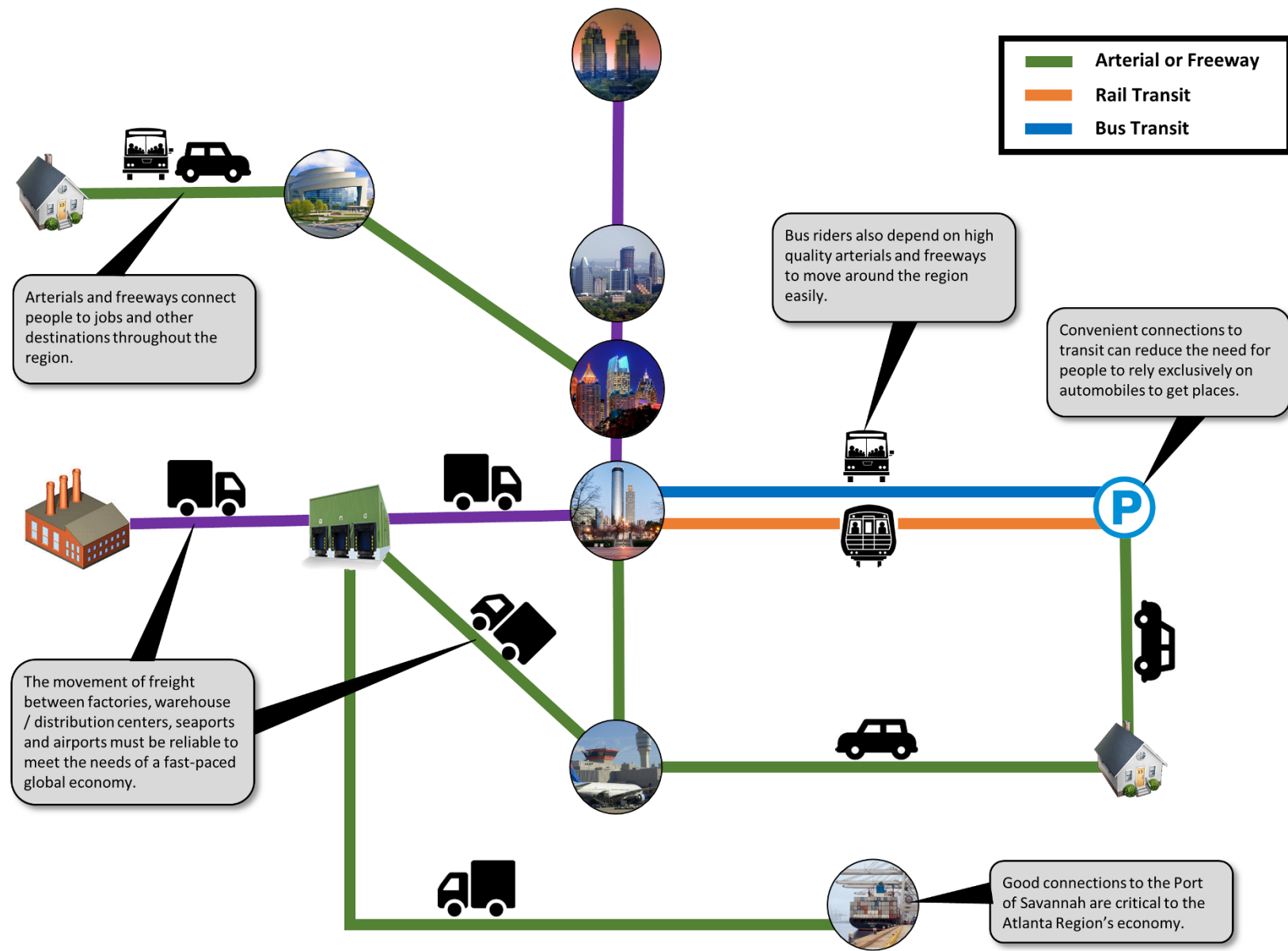
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Photo credit: Crox Engineering

The realignment of SR 92 around downtown Douglasville, currently under construction, eliminates a severe bottleneck along a key cross-regional corridor. The constriction was especially problematic for truck drivers, who had to follow a circuitous route through the city to avoid an at-grade railroad crossing with steep approaches on both sides.

Conceptual illustration of the important roles played by our arterials and freeways



Expanding Arterial and Freeway Capacity

185

Number of roadway projects planned by 2040 which add general purpose travel lanes

1035

Approximate number of additional lane-miles of general purpose travel lanes to be built by 2040

\$7.7
billion

Total funding required through 2040 for arterial and freeway capacity projects (not including express lanes)



Notable Arterial and Freeway Capacity Projects (not including managed

- Winder West Bypass in Barrow County
- SR 92 realignment in Douglas County
- SR 20 widening in Cherokee County and Forsyth County
- US 19/41 (Tara Boulevard) widening in Clayton County
- SR 360 (Macland Road) widening in Cobb County and Paulding County
- Lithonia Industrial Boulevard Extension in DeKalb County
- East Fayetteville Bypass in Fayette County
- I-985 widening in Gwinnett County
- SR 9 (Roswell Road) Reversible Lane Removal and Widening in northern Fulton County
- SR 9 (Atlanta Highway) widening in Forsyth County
- US 23 (Buford Highway) widening in Gwinnett County
- I-85 widening in Gwinnett County
- SR 155 widening in Henry County
- SR 162 (Salem Road) widening in Rockdale County and Newton County
- SR 92 widening in Paulding County

Creating Reliable Travel Options With Express Lanes

These solutions support the following transportation policies of The Atlanta Region's Plan:

1.2 1.3 2.1 3.1 3.2 7.1 7.2

The Atlanta Region's Plan (Transportation) relies to a significant extent upon the ability to construct managed lane facilities to meet the growing transportation needs in the Region. The planned network of these priced facilities is necessary to allow construction of new and expanded transportation facilities while also allowing the opportunity for more efficient management of corridor demand using tools such as variable and dynamic pricing.

"Managed lanes" is a general term used for a wide variety of roadway facilities which have their usage restricted in some way. These restrictions may include time of day, vehicle occupancy rates, or pricing (or some combination of all of them). These facilities are also commonly referred to as express lanes here in Georgia. The existing network of non-tolled High Occupancy Vehicle (HOV) lanes on portions of I-75, I-85 and I-20 and the High Occupancy Toll (HOT) lanes on I-85 North, in which single occupant vehicles and 2-person carpools pay a toll, are managed lanes by definition. So are Express Toll Lanes (ETL), in which all vehicles except registered buses pay a toll. Reversible ETLs opened on I-75 South in Henry County in January 2017. Other ETLs along sections of I-75 and I-575 in Cobb County and Cherokee County opened in September 2018.

By allowing certain drivers to pay a toll which varies depending on the level of congestion in the HOT lane and the adjacent non-tolled general purpose lanes, or shift to a carpool or transit, express lanes provide travelers the option of a more reliable trip time. Each section of the



This section summarizes the findings and recommendations of GDOT's *Managed Lanes Implementation Plan*, which is a topic focused extension of *The Atlanta Region's Plan (Transportation)*.

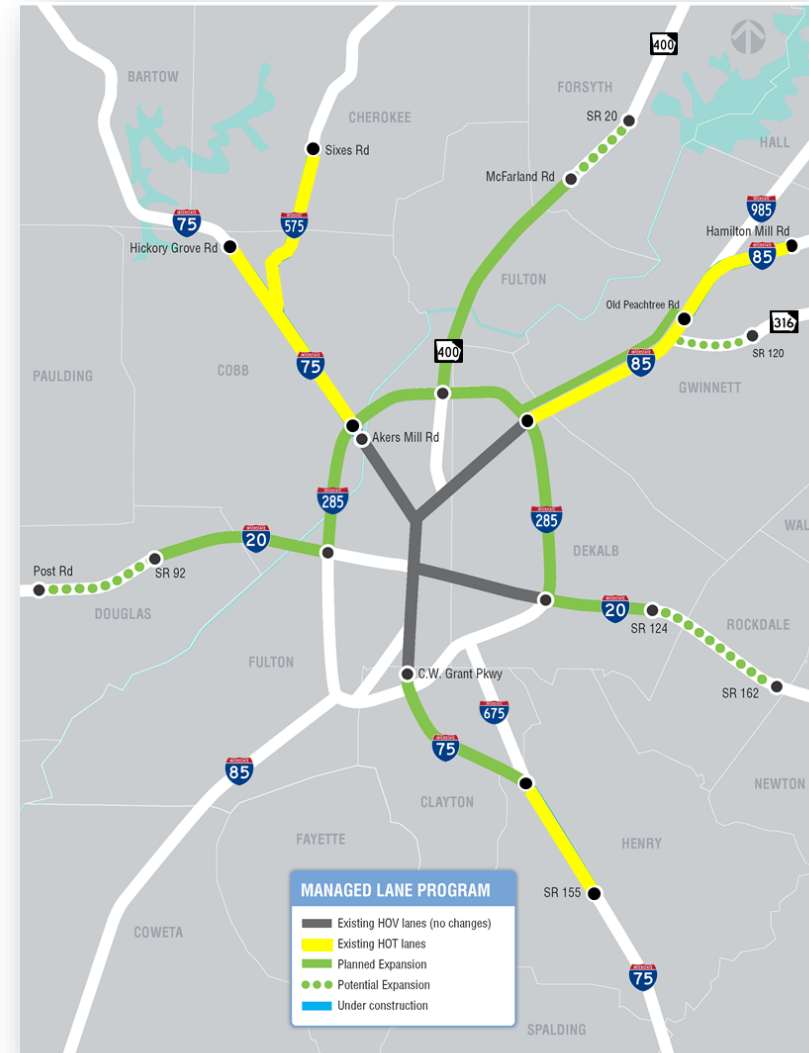
express lane network will have different operating characteristics based on levels of congestion and the type of facility constructed.

As demonstrated by GDOT's *Managed Lanes System Plan* (MLSP), completed in 2010, the pricing of freeway capacity can be an effective means of making progress toward performance objectives to reduce emissions, driving and delay. In 2013, GDOT undertook a major update of this plan and rebranded it as the *Managed Lanes Implementation Plan* (MLIP). The managed lane system recommendations included in *The Atlanta Region's Plan (Transportation)* are derived from the findings of the MLIP. While the MLIP explored several types of managed lane applications, such as "dynamic flex lanes" which are only available during morning and evening peak commuting periods, all projects not yet actively being designed or construction were assumed for this plan to involve the addition of one or two dedicated full-time lanes in each direction. As each corridor moves into project development activities, the most appropriate solution will be finalized, based on a detailed engineering analysis, traffic characteristics, financial resources, overall economic conditions, and public input.

To keep traffic flowing freely, toll rates on the express lanes will adjust dynamically to balance supply and demand based on data from roadway sensors used to monitor traffic conditions. This concept also creates synergy with existing and future express bus services, allowing those transit services to provide more reliable trip times.

The Atlanta Region opened its first price managed HOT lane, on I-85 North, in October 2011. This is a 16 mile long facility between Chamblee Tucker Road on the south and Old Peachtree Road on the north. Use has grown steadily and now exceeds projections by averaging over 28,000 vehicles per weekday. Data show that during peak travel periods in the morning and afternoon, over 90% of all trips have an average travel speed of 45 mph or greater, significantly higher than the adjacent free lanes. The average time saved by users in the morning averages 20

The Atlanta Region's express lane vision



The express lane vision for the Atlanta Region includes 108 miles of existing lanes, 100 more miles of new facilities that will be built by 2040, plus another 68 miles which will be considered for construction if additional financial resources can be identified.

Three main types of express lanes are used in the Atlanta Region

High Occupancy Vehicles (HOV) Lanes

Only vehicles with the required number of occupants are allowed to use these lanes. There is no toll. In the Atlanta Region, HOV lanes have existed since the mid 1990s on portions of I-75, I-85 and I-20 inside the Perimeter. There are no plans to modify how these lanes currently function.



Photo credit: AJC

High Occupancy Toll (HOT) Lanes

HOT lanes are essentially HOV lanes that also allow vehicles with fewer than the required minimum number of occupants to access them by paying a toll. HOVs are generally allowed to use the lane without a charge. In the Atlanta Region, a portion of I-85 in Gwinnett County has HOT lanes where 3-person carpools can travel for free, but unaccompanied drivers and 2-person carpools can pay a toll which varies based on the level of congestion along the corridor. The variable toll is intended to ensure a targeted travel speed of 45 mph.



Photo credit: AJC

Express Toll Lanes (ETL)

ETLs are toll lanes in which all drivers, regardless of the number of people in their vehicle, can pay a variable toll to use. Transit buses will be able to use the lanes free of charge, however. In the Atlanta Region, most new express lanes either under construction or planned will be ETLs.



Photo credit: GDOT

minutes, and the afternoon user sees a savings of about 16 minutes. In addition to those who choose to ride transit, about one in seven travelers have a toll-free trip along the corridor by virtue of participating in a 3+ carpool. An extension of these lanes from Old Peachtree Road to Hamilton Road opened in November 2018.

Reversible ETLs opened along a 12 mile section of I-75 South, from SR 138 to SR 155, in January 2017. As with the toll lanes on I-85, usage levels are slowly building as travelers along the corridor become more familiar with the facility.

Reversible ETLs also opened in September 2018 on I-75 North from Akers Mill Road to Hickory Grove Road and on I-575 from I-75 to Sixes Road. No usage data is yet available.

GDOT has accelerated the implementation of four other express lane corridors in the Region through an initiative dubbed the Major Mobility Investment Program (MMIP), announced by Governor Nathan Deal in January 2016:

- I-285 West between I-20 West and I-75 North
- I-285 North between I-75 North and I-85 North
- I-285 East between I-85 North and I-20 East
- SR 400 North between I-285 and Holcomb Bridge Road

The state's goal is to have all four facilities either complete or under construction by 2025. For more information on the MMIP, refer to the Finances section of this document.

These express lanes, as well as all other similar projects in *The Atlanta Region's Plan (Transportation)*, are not envisioned to involve the conversion of any existing HOV lanes. They will, instead, be new capacity and will not result in the reduction in the number of non-tolled general

purpose lanes. All current HOV lanes will remain free of charge under the MLIP recommendations and this plan.

The constrained RTP includes \$10.1 billion and 100 miles of new express lane corridors that will be built by 2040. This is in addition to the 108 miles of existing corridors as of May 2019. As described in the Finances section of this document, the cost to implement several of these projects will be financed through debt service and/or reimbursement payments made to private sector partners. In some cases, these payments will extend beyond the 2040 horizon year of the plan. The impacts of these projects on federal and state revenues will need to be considered during the next major plan update cycle, when the horizon year is extended to 2045 or 2050. At this time, it appears that the additional cost in YOE dollars to fully implement the 100 miles of express lane corridors recommended in the fiscally constrained component of this plan will be approximately \$9.2 billion. These additional costs are not reflected in summary statistics presented at the conclusion of this section.

An additional 30 miles of freeway corridors, as well as enhancements to large segments of the existing network, could be served by express lanes if \$2 billion to \$3 billion of additional resources can be identified to implement the recommendations of the MLIP that could not be financially accommodated in this plan. This plan also recommends that 38 miles of I-285 South and I-85 South be reassessed for express lanes in the next update of the MLIP. No cost estimate for these potential future additional corridors has been developed.



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Northwest Corridor Express Lanes

The most significant managed lane project in the Atlanta Region's history opened to traffic in September 2018 and is located along I-75 and I-575 in Cobb County and Cherokee County. The \$834 million Northwest Corridor Express Lanes project added 29.7 miles of reversible toll lanes along I-75 from Akers Mill Road to Hickory Grove Road and along I-575 from I-75 to Sixes Road. Two new lanes were built to the west of the existing lanes along I-75 from I-285 to I-575. From that interchange, one new express lane was added along I-75 north to Hickory Grove Road and along I-575 from I-75 to Sixes Road. Six new interchanges provide access to and from these lanes along I-75 at I-285, Terrell Mill Road,

Roswell Road, I-575, Big Shanty Road and Hickory Grove Road. Along I-575, three points of access are provided between the managed lanes and the general purpose lanes.

The lanes are managed by dynamic priced tolling, allowing drivers to choose to pay a toll to bypass congestion. Transit and registered vanpools travel in the lanes for free.

To maximize benefit for all travelers of the corridor, these express lanes are reversible. The lanes operate southbound in the morning and reverse to northbound operation in the evening. Travel time savings are estimated to range from 5.4 to 43.5 minutes, depending on the trip segment and peak travel direction.



Image credits: Georgia DOT



LEARN MORE

Creating Reliable Travel Options with Managed Lanes

108

Miles of freeway corridors with existing HOV and HOT lanes (as of May 2019)

0

Additional miles of freeway corridors with managed lanes under construction (as of May 2019)

100

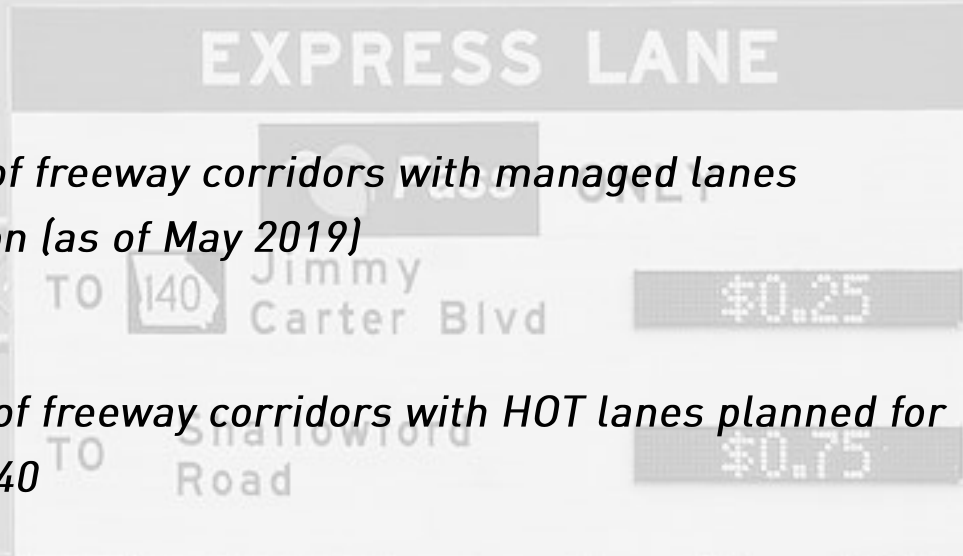
Additional miles of freeway corridors with HOT lanes planned for completion by 2040

\$10.1
billion

Estimated funding needed through 2040 to build, operate, maintain and pay debt service on the express lane network

276

Total length of managed lane system upon build out (also includes projects in the financially unconstrained vision)



Solutions for Transit Patrons

These solutions support the following transportation policies of *The Atlanta Region's Plan*:

1.3 2.1 2.2 3.1 5.1 5.2 5.4 7.1 7.2

Transit is vital to the Atlanta Region's citizens and its economy. Transit services provide environmentally sustainable mobility alternatives with reliable travel times that enable residents to access jobs and essential services. Also, transit increasingly plays a more important role in attracting economic development opportunities, as demonstrated by renewed interest in development near existing high capacity transit stations since the end of the last recession. Public sentiment on the importance of transit has consistently been very high, with Metro Atlanta Speaks survey results for the past four years indicating that about 90% of residents believe transit is "very important" or "somewhat important" to the long-term success of the Region.

Development of the Transit Vision

Given the key role transit plays in regional mobility and accessibility, a significant expansion of high capacity transit infrastructure in the Atlanta Region is recommended. These improvements either directly provide or support frequent transit service at defined stations along fixed guideways. The transit expansion projects found in *The Atlanta Region's Plan (Transportation)* are all sourced from the Concept 3 long range vision for transit expansion in the Atlanta Region. Originally adopted in 2008 and subsequently updated in 2012, Concept 3 was developed through a collaborative, multi-year effort led by the Transit Planning Board, a predecessor to today's Regional Transit Committee (RTC). Concept 3's expansion plan would extend transit throughout the Atlanta Region. However, only those projects actively in the planning,

engineering and environmental pipeline are included in *The Atlanta Region's Plan* transit recommendations. An update to the Region's transit vision began in late 2016, as discussed in the Future section of this document.

Transit Infrastructure Modernization

Maintaining the Region's bus and rail systems in a state of good repair is essential if public transportation systems are to provide safe and reliable service to thousands of daily riders. Transit state of good repair includes measuring the condition of transit capital assets, prioritizing local transit re-investment decisions and preventive maintenance practices.

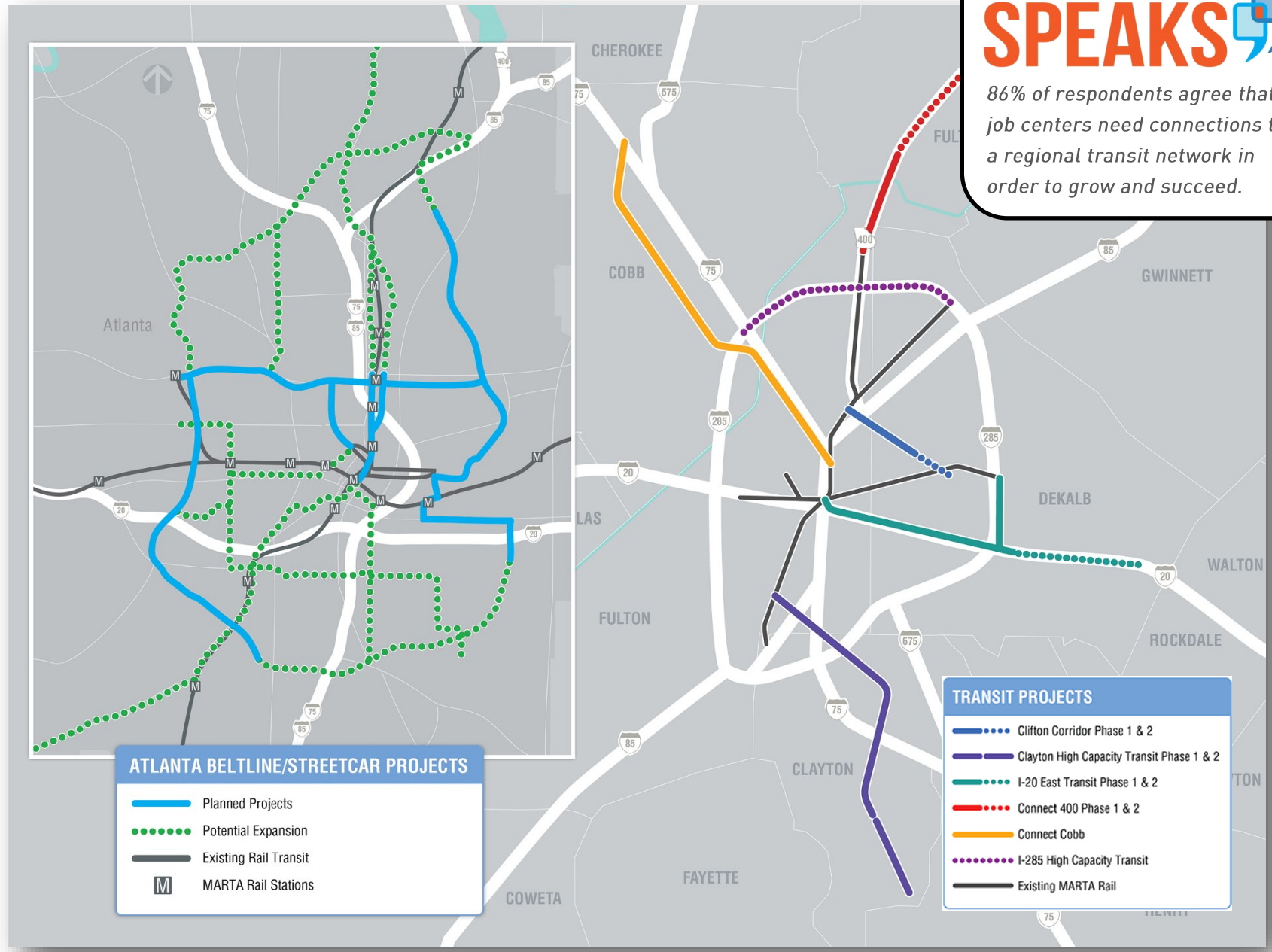
While roadway-related infrastructure has a longer history of measuring asset conditions, such as pavement and bridge sufficiency ratings, national research is underway to identify comparable metrics for transit systems. FTA is leading national efforts to address state of good repair by collaborating with transit providers on this important research.

The Atlanta Region's Plan (Transportation) places continued emphasis on supporting roadway and transit preservation. \$23.1 billion is provided to replace buses and rail cars, support operations, and upgrade supportive infrastructure. The plan assumes that existing core transit services for MARTA and other transit systems will be maintained with this level of funding.

The Atlanta Region's transit expansion vision

METRO ATLANTA SPEAKS

86% of respondents agree that job centers need connections to a regional transit network in order to grow and succeed.





IMPLEMENTING THE PLAN

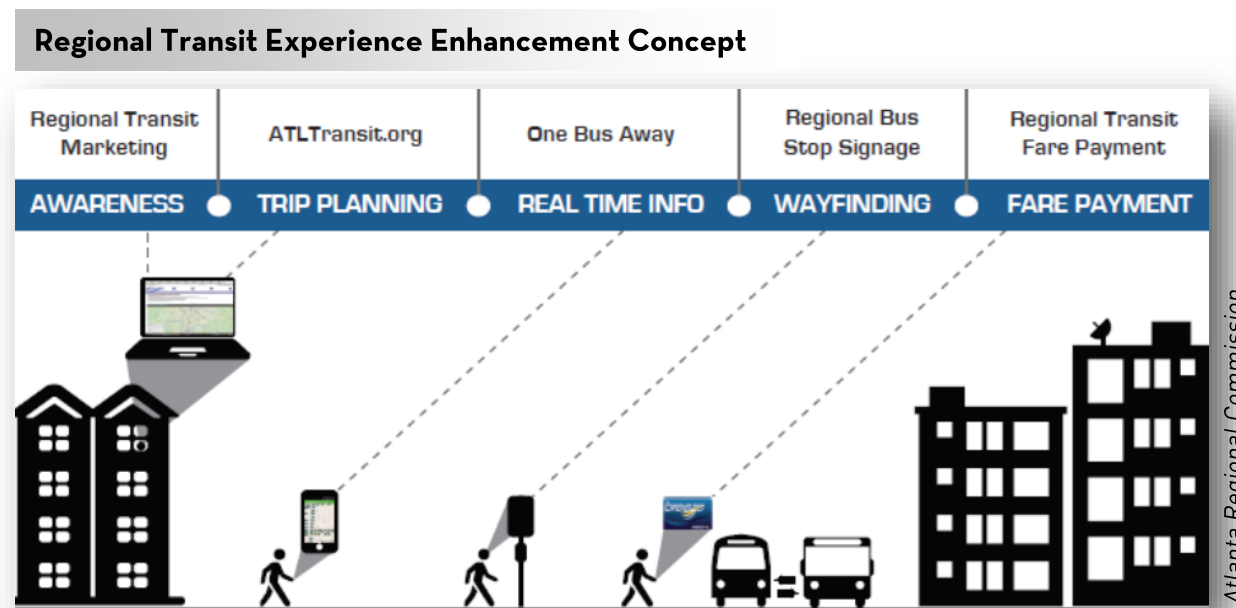
Short Term Solutions for Transit Patrons

In addition to expanding public transit infrastructure to broaden the geographic reach of transit, public transit involves working on diverse service improvements to enhance the customer experience. ARC currently works on five aspects of the customer experience through a program of projects managed by the Regional Transit Committee.

- **Awareness** – Before an individual can become a customer of public transit, they must first be aware that it exists as a viable option for their trip. To this end, ARC began its first Regional Transit Marketing project in 2015. The goal of the Regional Transit Marketing Campaign is to raise awareness among metro

Atlanta residents that there is an interconnected network of transit solutions offering viable options. During 2016, relevant messages were communicated to Atlanta Region residents to ensure awareness of transit across the Region is strong.

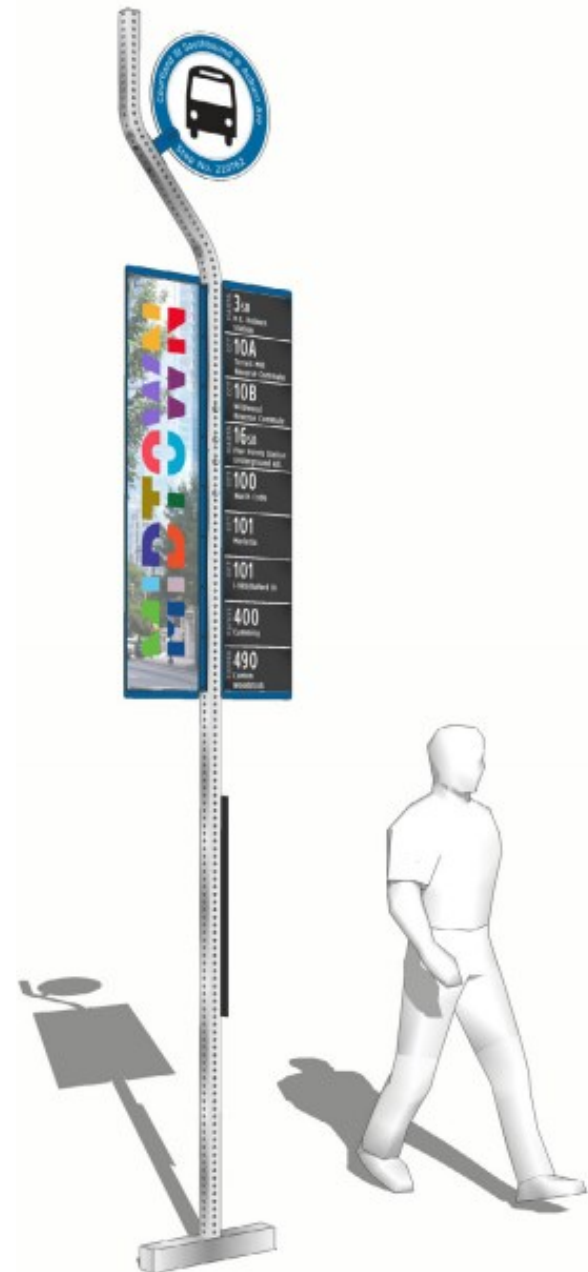
- **Trip Planning**– Once an individual is aware of transit in general, they want to know specifically how they can use it to get where they need to go. When this information is accessed online, it takes place primarily through a trip planner by the user entering the trip details and reviewing relevant options. The ATLTransit.org website first became available to the public in 2014. ARC staff is working on upgrades and an improved user interface for the website. While trip planning is a primary function of the website, the user can also access information regarding transfers between transit agencies and online fare payment options.



- **Real Time Information** – Once an individual sets out on their transit trip, having updates on the vehicle location is helpful. For individuals with mobile devices, these updates can be communicated through apps such as OneBusAway.org. OneBusAway provides real time information on the location of buses and trains to keep customers informed, enabling them to have more control over how they interact with the transit service. This website first launched in 2013.
- **Wayfinding** – After an individual has embarked on their transit trip, the on-the-ground information they encounter can determine the success of the trip as well. With the Regional Bus Stop Signage project, a streamlined set of signs have been designed. This ensures the customer experiences less confusion about what signage they should recognize, regardless of transit agency. It also communicates a more unified transit system with various transit operators. Design is complete, funding is secured, and implementation will begin in 2018.
- **Fare Payment** – Learning the fare structure, media/type of payment, and process of payment for one agency can be challenging. Learning about this for multiple connecting agencies presents a greater challenge for the customer if not managed appropriately. In order to make this process as seamless as possible, ARC manages the Regional Transit Fare Payment project. It will strengthen the interoperability of fare payment between transit agencies and streamline regional cost sharing.

As the work program of the Regional Transit Committee (RTC) evolves in the future, the customer experience will remain at the center of its work. However, the five aspects of the customer experience might change depending on relevance over the years, particularly as technology changes. In turn, this would influence the direction of key projects.

Example Bus Stop Signage Design



Atlanta Regional Commission

Capacity Expansion Projects

Projects selected for the fiscally constrained transit element of the RTP represent those which have already begun the preliminary environmental and engineering studies necessary to compete for FTA New Starts program funding. Through this process, additional phases of this constrained project list were identified which could not be accommodated by available funding resources. These unfunded phases encompass the unconstrained transit element of the RTP and can be built once additional funding is identified. Together the unconstrained and constrained elements comprise *The Atlanta Region's Plan (Transportation)* transit vision.

New funding to construct the unconstrained element of the RTP transit vision could originate from a variety of sources. Possibilities include the nightly hotel room fee and county TSPLOST mechanisms outlined within the recently passed Transportation Funding Act of 2015. Voter approval of expansion of the MARTA system and through sales tax increases is another possibility, as evidenced by the recent addition of Clayton County into the MARTA service area and the approval of adding an extra half cent to the sales tax within the City of Atlanta.

The financially constrained transit element of the RTP includes \$11.4 billion of investments, with the majority of those funds being placed in the outer years of the planning horizon. Some elements of the transit expansion vision have been advanced through amendments to this plan since 2016, reflecting recent positive developments in funding availability at the local level.

Types of High Capacity Premium Transit Services



BUS RAPID TRANSIT

A type of bus transit service characterized by vehicles operating on a separate right-of-way with high-frequency service, low-floor vehicles, stations, traffic signal priority or pre-emption, and other operating improvements which increase their speed and passenger capacity. Portions of the service may be non-fixed-guideway.



STREETCAR

A fixed-guideway transit service that is similar to light rail, but operates primarily in city streets, at lower speeds, and with a higher frequency of stops. Streetcars normally provide local circulation service rather than longer-distance service when compared to regular light rail service. The City of Atlanta operates a 2.7 mile streetcar route in downtown Atlanta.



LIGHT RAIL

A mode of fixed-guideway transit service operating lightweight passenger rail cars singly (or in short, usually two-car or three-car, trains) on fixed rails in right-of-way that is separated from other traffic for part or much of the way. Light Rail vehicles are typically driven electrically with power being drawn from an overhead electric line via a trolley or a pantograph; driven by an operator on board the vehicle; and may have either high platform loading or low level boarding using steps.



HEAVY RAIL

A mode of fixed-guideway transit service operating on an electric railway with the capacity for a heavy volume of traffic. It is characterized by high speed and rapid acceleration passenger rail cars operating singly or in multi-car trains on fixed rails; separate rights-of-way from which all other vehicular and foot traffic are excluded; sophisticated signaling, and high platform loading. MARTA operates a 48 mile heavy rail system in DeKalb and Fulton Counties.



COMMUTER RAIL

A mode of fixed-guideway transit service characterized by an electric or diesel propelled railway for urban passenger train service consisting of medium to long distance travel operating between a central city and adjacent suburbs, typically during peak travel demand periods. Commuter rail is generally characterized by either locomotive hauled or self-propelled railroad passenger cars, multi-trip tickets, specific station to station fares and operation on active or inactive freight railroad facilities.

I-20 East Transit Initiative (MARTA)



The purpose of the I-20 East Transit Initiative is to identify transit investments that enhance east-west regional mobility and improve accessibility to activity centers within the corridor. The existing and forecast future traffic congestion in the I-20 East Corridor will have an increasingly detrimental effect on mobility in the study area. The proposed transit investments are intended to improve travel times and travel reliability by providing a rapid transit service for commuters traveling to and from central Atlanta.

The initiative is organized in two study phases, the first being a Detailed Corridor Analysis, which was completed in April 2012. The two year DCA process evaluated a variety of transit alignment and technology alternatives and concluded with the MARTA Board adoption of a Locally Preferred Alternative (LPA). The LPA is comprised of an extension of the existing MARTA Blue Line heavy rail transit (HRT) service from the Indian Creek Station to the Mall at Stonecrest in eastern DeKalb County and a new bus rapid transit (BRT) service along I-20 between downtown Atlanta and Wesley Chapel Road, east of I-285 in DeKalb County. The second phase is comprised of a dual-track National Environmental Policy Act (NEPA) documentation strategy; the less impactful BRT component is undergoing an Environmental Assessment (EA) study, while the HRT component has followed the more stringent documentation requirements outlined in an Environmental Impact Statement (EIS) study.

The Atlanta Region's Plan includes funds to implement phase one of the I-20 East Corridor project, which would extend the MARTA Blue heavy rail line from the Indian Creek station south along I-285 and east along I-20 to Wesley Chapel Road. The first phase also includes bus rapid transit service from the Five Points MARTA station in downtown Atlanta to the same area. The first phase of the project is estimated to cost approximately \$1.5 billion to construct if built today. The YOE cost of this project as included in the RTP is \$2.2 billion. A future second phase would extend the HRT line further east to the Mall at Stonecrest. Phase 2 may be found in the financially unconstrained element of the RTP.



LEARN MORE

Clifton Corridor Transit Initiative (MARTA)



The purpose of the Clifton Corridor project is to provide reliable and competitive travel times to and from the Clifton Corridor in DeKalb County by increasing transit accessibility for all users, improving mobility in the corridor, and integrating the corridor with other planned transit projects.

In 2012, MARTA and Clifton Corridor Transportation Management Association partnered to complete the Clifton Corridor Transit Initiative Alternatives Analysis, which resulted in the identification of an LPA in 2013. This LPA includes 8.8 miles of new light rail service from the Lindbergh Center MARTA station to the Avondale MARTA station by way of the Emory University / Centers for Disease Control and Prevention area. The concept includes light rail double track as well as tunnels and elevated sections. The NEPA process was initiated in the summer of 2013 and led to the development of an EIS in 2017. A funding and financing plan is currently under development.

The Atlanta Region's Plan includes funds to implement phase one of the Clifton Corridor project, which would construct a new LRT route between the existing Lindbergh Center MARTA station and North Decatur Road adjacent to Emory University. The first phase of the project is estimated to cost approximately \$1.7 billion to construct if built today. The YOE cost for this project as included in the RTP is nearly \$2.6 billion. A future second phase would extend the LRT line further east to the existing Avondale MARTA station. Phase 2 may be found in the in the financially unconstrained element of the RTP.



[LEARN MORE](#)

Connect 400 Transit Initiative (MARTA)



The purpose of the Connect 400 project is to provide a reliable, convenient, efficient, and sustainable transit service in the northern portion of Fulton County by extending high capacity MARTA service along the SR 400 corridor. The corridor draws commuters from throughout the Region and is the origin point for many commuter trips bound for central Atlanta, Gwinnett, and Cobb Counties. These conditions have created high levels of traffic congestion on SR 400 and the few east/west arterials which cross the expressway.

As a result of ongoing study, in March 2015 the MARTA Board adopted a locally preferred alternative of heavy rail, clearing the way for staff to begin work on an environmental impact statement in the fall of 2015. *The Atlanta Region's Plan* includes funds to implement phase one of the Connect 400 project, which would implement an extension of the existing MARTA Red Line to a new station at Holcomb Bridge Road, with an intermediate station at Northridge Drive. The first phase of the project is estimated to cost approximately \$1.3 billion to construct if built today. The YOE cost for this project as included in the RTP is \$1.9 billion. A future second phase would extend the Red Line further north to Windward Parkway. Phase 2 may be found in the in the financially unconstrained element of the RTP.



LEARN MORE

Atlanta Streetcar System (City of Atlanta / MARTA)



ATLANTA STREETCAR

The purpose of the Atlanta Streetcar system is to provide an integrated multi-modal, high quality transit network that links communities, improves mobility by enhancing transit access and options, supports projected population and employment growth, promotes economic development and encourages the development of livable communities. In the winter of 2014, the first segment of this system began operation in downtown Atlanta. Funded in part by a federal TIGER grant, this first phase of the Atlanta streetcar system operates on a 2.7 mile one-way loop through downtown, connecting the Centennial Olympic Park on the west to the Martin Luther King, Jr. Historic District on the east.

In February 2014, the City of Atlanta completed the *Atlanta Beltline/Atlanta Streetcar System Plan*, which built upon previous planning efforts to present a unified investment program of 63 miles of streetcar transit across various activity centers and corridors within the City of Atlanta, including the Atlanta Beltline corridor. The system plan was revised in the spring of 2015 and currently encompasses approximately 55 miles of streetcar routes implemented through 15 distinct projects at a total estimated cost of \$3.6 billion if built today. The environmental impacts of four of these projects were documented as part of three EA studies (Beltline West, Beltline East and North Avenue/Luckie Street) completed in 2017 and 2018. The environmental impacts of an additional project (Peachtree Corridor) have been evaluated as part of a previous study.

The Atlanta Region's Plan includes funds to implement the first five projects identified from the revised *Atlanta Beltline / Atlanta Streetcar System Plan*, which would construct the four projects that are undergoing EA studies now as well as the Peachtree Corridor alignment. These projects are estimated to cost approximately \$1.3 billion to construct if built today. The YOE cost for these extensions as included in the RTP is \$1.9 billion. Ten additional extensions, which would fully implement the Atlanta Beltline / Atlanta Streetcar system, may be found within the financially unconstrained element of the RTP.



LEARN MORE

Connect Cobb Transit Initiative (Cobb County)



The purpose of the Connect Cobb Northwest Transit Corridor project is to introduce high capacity transit service to Cobb County and the northwest area of metropolitan Atlanta that will satisfy the long-term regional mobility and accessibility needs for residents, businesses, and the traveling public. Premium transit service linking Cobb County with the City of Atlanta has been in the RTP since 2000.

The project commenced with an Alternatives Analysis study, completed in 2012, to investigate transit options and their impact on mobility, livability and connectivity in the I-75 North and US 41 corridors. The preferred transit concept identified as a result of this effort was further refined through an environmental assessment, which was completed in 2015. The refined concept will provide a bus rapid transit service serving the activity centers of Town Center, Cumberland and Midtown by way of a new dedicated busway along the US-41 corridor and the existing HOV system on I-75. Service reliability will be enhanced through strategically placed traffic signal upgrades and accessible station platform design.

The Atlanta Region's Plan includes funds to implement the Connect Cobb Transit Initiative. The project is estimated to cost approximately \$490 million to construct if built today. The YOE cost for the project as included in the RTP is about \$730 million. As currently defined, the scope of the project includes construction of the dedicated guideway along US 41 from Kennesaw State University to the Cumberland Galleria area. Some funding is also included for supportive infrastructure at the Arts Center MARTA station in Atlanta where the BRT service will terminate.

To proceed, this project would require official action by the Cobb Board of Commissioners. The county also passed a resolution requiring a referendum of Cobb voters.



LEARN MORE

Clayton County High Capacity Transit Initiative (MARTA)

In 2014, voters in Clayton County approved a referendum to formally fund and join the MARTA transit system. As a result, MARTA has begun planning for a future high capacity transit concept for this new service area. This analysis, expected to be completed by late 2018, will build upon previous planning efforts and examine the potential for high capacity transit in Clayton County, selecting the most appropriate service concept. The work will be done in compliance with FTA New Starts and NEPA project development requirements. This will include an alternatives analysis, environmental review, selection of a locally preferred alternative and adoption into the fiscally constrained long range regional transportation plan.

After consultation with MARTA staff, a placeholder project was identified for inclusion into *The Atlanta Region's Plan (Transportation)*. Drawing from previous studies performed by the Georgia Department of Transportation (GDOT), this placeholder would build a high frequency commuter rail service that would operate between the existing East Point MARTA station and the city of Lovejoy in Clayton County. The alignment and modal technology identified within this preliminary concept is subject to change the concept matures through public outreach and the aforementioned planning process which MARTA will lead. *The Atlanta Region's Plan* includes funding to implement this placeholder, which is estimated to cost approximately \$400 million to construct if built today. The YOE cost of the project as included in the RTP is \$520 million.

I-285 High Capacity Rail Service

GDOT is nearing completion on a comprehensive assessment of the I-285 corridor between I-75 North and I-85 North. This effort, dubbed Revive285, will result in a package of solutions expected to include managed lanes, interchange upgrades and other operational

improvements. The determination of whether transit expansion will be included in the final concept has not yet been made. At this time, the transit project is included in the financially unconstrained element of the RTP.

Georgia Multimodal Passenger Terminal (GDOT)

The purpose of the Multimodal Passenger Terminal (MMPT) project is to replace inadequate transportation facilities, connect various modes of transportation, increase transit ridership and facilitate economic development within the Atlanta Central Business District. Construction of the MMPT will consolidate various bus and rail transit services within a centralized downtown Atlanta location adjacent to the Five Points MARTA heavy rail station.

GDOT has conducted both design and environmental studies to further develop and understand the impacts of the project. Both were completed in 2014, allowing the project to move forward into active development if funding is identified.

The Atlanta Region's Plan / Transportation includes funding to implement the MMPT, which is estimated to cost approximately \$1.1 billion to construct if built today. The YOE cost of the project as included in the RTP is \$1.7 billion.

The fiscally constrained component of the plan does not contain funding for any commuter rail lines, other than the possible service to/from Clayton County. This raises questions about the viability and effectiveness of developing a large scale multimodal center in downtown Atlanta. The need for such a facility, along with alternatives if the MMPT in its current incarnation is found to be not feasible, will be reassessed during the next major plan update.

Solutions for Transit Patrons

50

Miles of existing rail transit (2015)

93

Additional route miles of rail or other high capacity premium transit planned to be completed by 2040

\$11.4
billion

Estimated capital cost to construct the high capacity premium transit services in the constrained plan

199

Total length of high capacity premium transit system upon build out (includes projects in the financially unconstrained vision)

\$20-22
billion

Estimated capital cost for full build-out of high capacity premium transit system (includes projects in the financially unconstrained vision)

Solutions for Bicyclists and Pedestrians

These solutions support the following transportation policies of The Atlanta Region's Plan:

1.3

2.3

2.4

3.4

5.1

5.2

5.4

Bicycling and walking are critical transportation options throughout the Atlanta Region. Many shorter trips can be accomplished on foot or by bike, including commuting to work, accessing transit, and traveling within regional activity centers. Many longer trips can pair walking or bicycling with regional transit for first- and last-mile connectivity. Walking and bicycling continue to grow in importance as the Region pivots towards increased urban growth, individuals pursue healthier activities, and communities seek to become more competitive in attracting both businesses and residents.

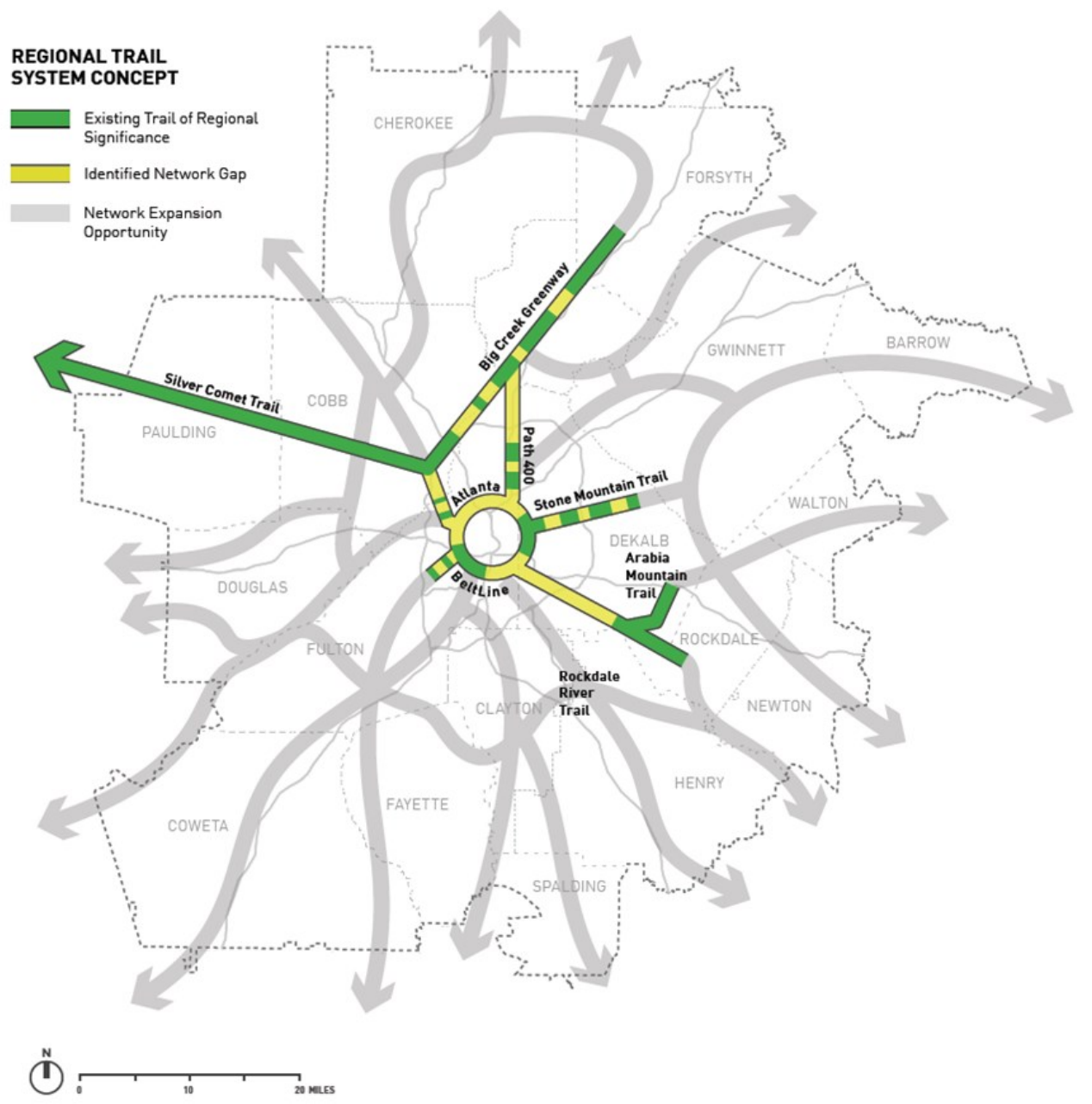
The Atlanta Region has seen continual growth in the numbers of people choosing bicycling and walking for travel to work, school, shopping, and elsewhere, but more can be done to encourage active transportation by making these trips safer and more convenient.

The *2015 Atlanta Regional Bicycle & Pedestrian Plan* – titled *Walk. Bike. Thrive!*: A regional vision for a more walkable, bikeable, and livable metropolitan Atlanta – focuses on improving walking, bicycling, and transit access options across the metropolitan Atlanta Region. Specific focus areas for the plan's recommendations are community-scale walking and bicycling networks, first- and last-mile connections to regional transit systems, and the completion of a regional-scale trail network. The plan addresses walking and bicycling options to improve the mobility, safety, and economic competitiveness of both individuals and communities within the Region.



This section summarizes the findings and recommendations of *Walk. Bike. Thrive!*, which is the Atlanta Region's bicycle and pedestrian plan. That plan is a topic focused extension of *The Atlanta Region's Plan (Transportation)*.

The Atlanta Region's trail system vision



Mobility is a key element of quality-of-life in the metro Atlanta Region. Walking and bicycling, especially paired with regional transit options, are often more viable than generally perceived. Regional averages for bicycling and walking travel are generally low-moderate but areas with either closer proximity or higher access to regional transit – including cities and town centers, activity centers, and neighborhoods within the regional urban core – tend to have walking, bicycling, and transit usage significantly higher than regional average. Dense community areas such as universities have travel patterns on par with national peers.

Safety is often cited as a significant barrier for people to choose walking or bicycling for regular trips. Safety trends in the Region have not varied significantly over the recent past but crash, injury, and fatality numbers are routinely higher than national averages. Safety risk distribution is not equally distributed in the Region, with core centers and neighborhoods having generally lower risk per miles traveled with suburban arterials and commercial/institutional land uses having significantly higher risk per mile traveled. Regardless of geographic



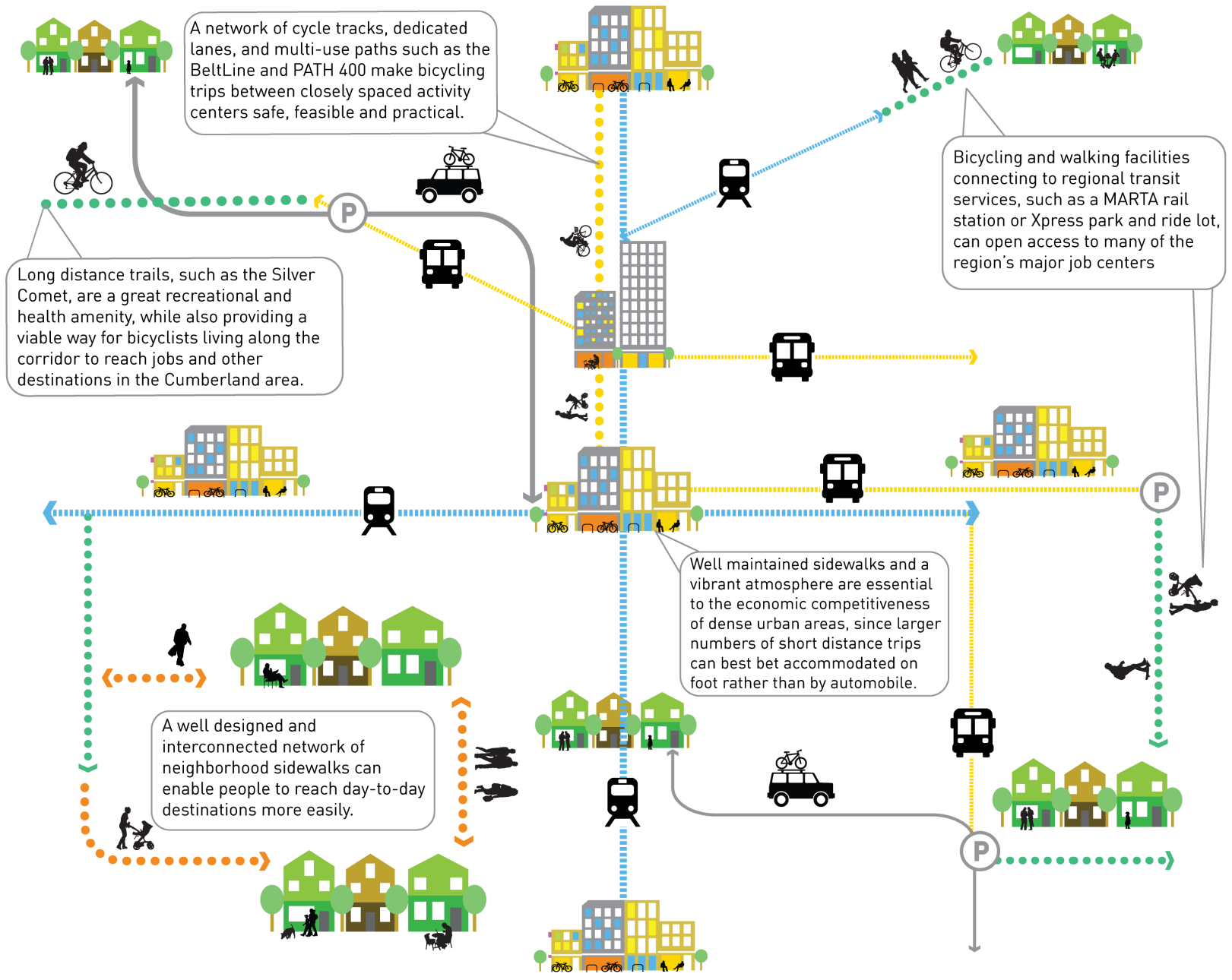
Photo credit: Transportation for America

location, consistent factors including roadway width and automobile speeds are routine factors contributing to both walking and bicycling safety risk. To better understand these issues and identify effective mitigation strategies, ARC developed a *Bicycle and Pedestrian Safety Action Plan* which was completed in 2018.

Regarding economic competitiveness, metro Atlanta businesses and employers are competing with cities around the country to attract and retain talent. The economic health of the Region is tied strongly to quality of life, access to jobs, and business opportunities. Transportation infrastructure and transportation choices play a key role in connecting people and places and walking, bicycling, transit, and trails play an increasingly strong role in attracting and retaining talented employees, making both mobility and safety questions critical for improving regional economic competitiveness.

To address walking and bicycling travel needs, ARC has routinely used federal STP funds to develop bicycle and pedestrian projects as well as first- and last-mile transit access projects. In 2013 and 2014, ARC awarded \$14.3 million in federal Transportation Alternative Program (TAP) funds towards regionally significant bicycle, pedestrian, and multi-use trail projects across the Region. ARC plans to continue using federal funds for advancing regionally-significant pedestrian, bicycle, trail, and transit-access projects with a stronger focus of TAP funds on completing a regional trail network. Overall funding for bicycle and pedestrian infrastructure in the Region, including local investments, is projected at approximately \$1.8 billion through the year 2040. The LCI Program, discussed later in this section, is another regional use of federal funds to develop pedestrian and bicycle infrastructure as part of its program focus to advance multi-modal transportation corridors that support livable communities.

How bicycling and walking trips are regionally significant





IMPLEMENTING THE PLAN



Photo credits: Streetsblog (top); PEDS

Providing protected spaces within the roadway environment is essential to increasing the safety of bicyclists and pedestrians and making people feel more comfortable getting around without a car. The plan supports numerous programs and initiatives which have resulted in projects such as a protected cycle track and midblock pedestrian crossing on 10th Street in Atlanta.



Photo credit: Landscape Architecture Foundation

In addition to being great quality of life amenities, multi-use trails have enormous potential to shape development patterns and create opportunities for making short trips in a healthy and environmentally sustainable manner. The plan has financially supported the construction of numerous paths throughout the region in recent years and it will continue to do so. And now with the identification of a regional network concept, each individual trail built in the future will now have the opportunity to serve a broader transportation mobility and access function.

Walking and Biking in the Atlanta Region

397

Miles of existing paved multi-use trails in the Atlanta Region

42%

Percent of people who work within a five minute bike ride of an existing trail

2,000

Bicyclists and pedestrians injured or killed each year in the Atlanta Region

18%

Percent of all fatalities on our roads who are bicyclists or pedestrians

5%

Percent of all trips in the Atlanta Region made by bicycling or walking

Safety Solutions for All Roadway Users

These solutions support the following transportation policies of The Atlanta Region's Plan:

2.4

4.1

4.2

6.1

Improving the safety of all transportation system users is a longstanding goal for the Region. However, in order to formulate effective policies and programs to reach this goal, reliable vehicular crash data is required to understand the scope of the issue. During the transportation system assessment phase of plan development, ARC staff undertook an extensive and detailed overview of the crash data retrieved from GDOT's Georgia Electronic Accident Reporting System (GEARS). Every police jurisdiction in the State of Georgia is obligated to report all crashes, which are gathered into a database by a third party vendor. This firm then sells accident reports to people who wish to print them, instead of having to get them from the various police precincts, county courthouses, etc. The GEARS database is available for use by certain public users, such as police departments themselves, and transportation planners.

Data Challenges

After an extensive analysis of the GEARS data, it was discovered that between one-third and one-half of crashes are coded at an incorrect location, due mainly to default settings within the software or when the crash report is not completed at the site of the incident. Default settings in the software frequently resulted in crashes being recorded at a city hall or county courthouse. To enable better results when determining where safety improvements are needed, law enforcement agencies and GDOT must develop and implement a program to methodically clean existing data and protocols to improve the quality of future data as its collected.

How Safety is Reflected in the Plan

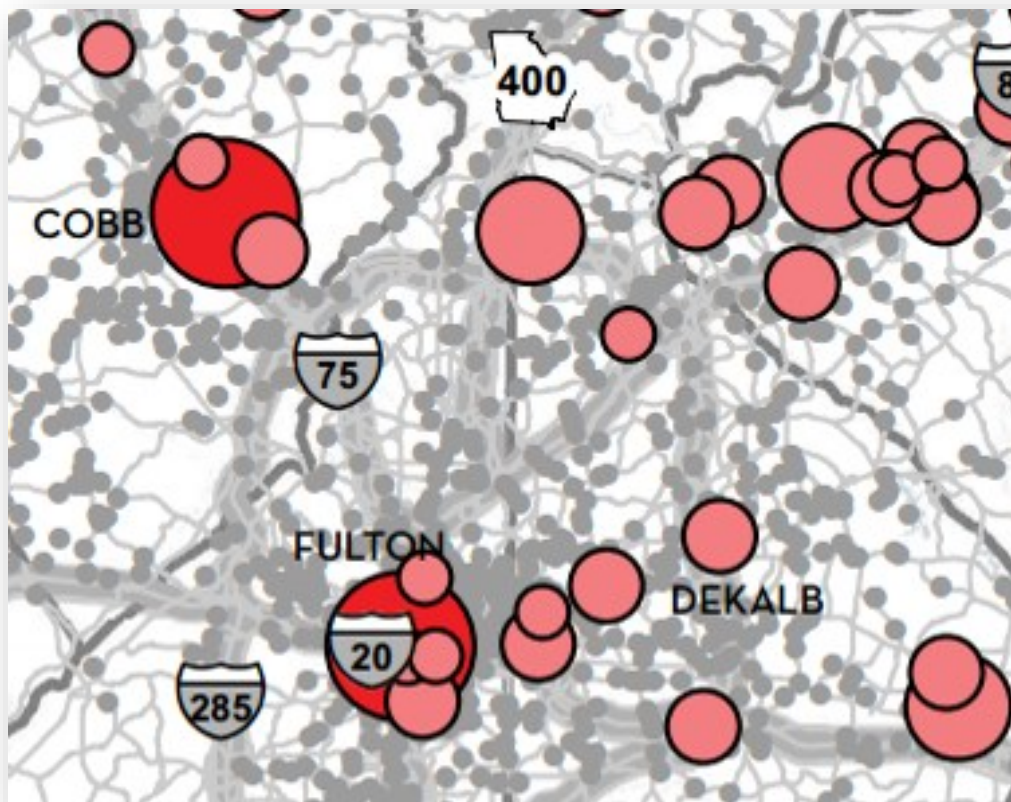
Despite the data challenges, crash hotspots around the Region were identified and numerous short-term projects are included in *The Atlanta Region's Plan (Transportation)* specifically to improve conditions for roadway users, including drivers and their passengers, as well as bicyclists and pedestrians. And many large-scale projects, such as a roadway widening or interchange upgrade, include elements that address particular safety issues within the footprint of the project, even though some other consideration such as congestion relief may be the primary intent. For this reason, the majority of projects in this plan could be considered safety projects in some fashion.



Photo credit: Good Image Gallery



IMPLEMENTING THE PLAN



ARC frequently helps local governments work with available data to identify high crash locations and gain a better understanding of what is occurring at those locations. This analysis helps define priorities and the scopes of projects for funding consideration. As the quality of data improves, these efforts will continue to become even more strategic and effective.

Vision Zero

While hotspot- or site-analysis methods are critical for identifying locations with large number of crashes, systemic approaches are emerging as important tools for assessing widespread high-risk conditions and behaviors. Systemic analyses identify common problems across the transportation system, look for common roadway characteristics, focus on low-cost countermeasures, and prioritize amongst widely dispersed locations for cost-effective spending. These tools take safety funding beyond projects to routine measures that prevent common crashes, especially in rural areas and for vulnerable urban users such as pedestrians or bicyclists.

Beyond both hotspot and systemic approaches, the emerging concept of 'Vision Zero' is a policy-driven and action-based effort to eliminate preventable traffic deaths. 'Vision Zero' states simply that no loss of life

is acceptable and that government bodies, road designers, and road users should work together to eliminate roadway dangers. 'Vision Zero' programs routinely include common roadway design elements that reduce traffic speeds and protect vulnerable road users, enforcement actions that increase automatic recording and normalize enforcement actions, and marketing or outreach strategies that focus on reducing driver inattention and improve user behaviors.

As traffic crashes and deaths continue to rise, ARC will expand analysis tools, lead the region on moving towards 'Vision Zero' policies for all roadways, and prioritize funding for incorporation of safety elements into both roadway design and marketing efforts.

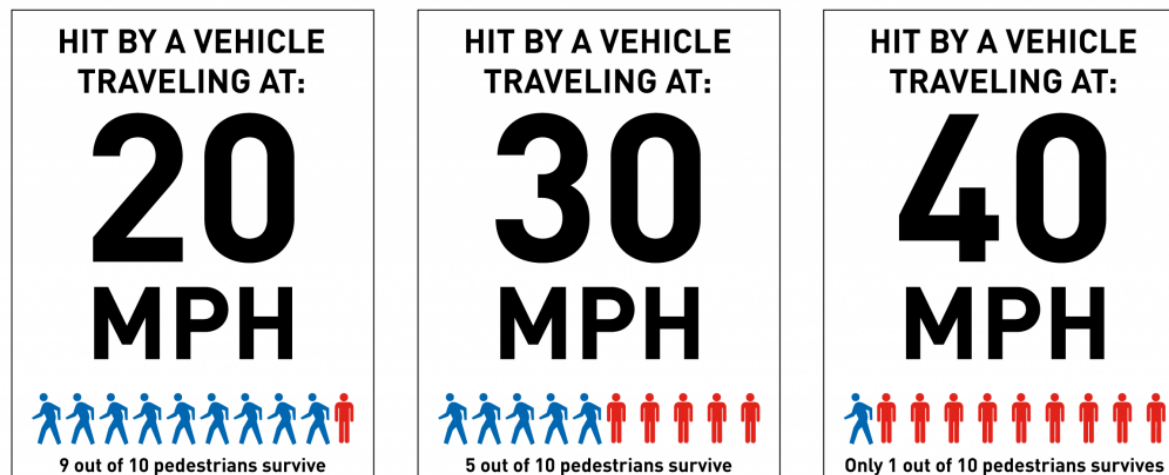


Image credit: City of Seattle Vision Zero Plan

Safety Solutions for All Roadway Users

500 to
600

Average number of fatalities on roads in the Atlanta Region each year

55,000 to
65,000

Average number of injuries on roads in the Atlanta Region each year

45%

Increase in the number of bicyclists and pedestrians killed annually compared to a decade ago



Notable Short-Term Safety Projects in the TIP/RTP

I-20 interchange lighting at Sigman Road and SR 162 in Rockdale County

Crowell Road / Almon Road Access Road improvements in Newton County

Continuation of Regional Towing and Recovery Incentive Program

US 41 (Cobb Parkway) Intersection Improvements at SR 120 Alternate in Cobb County

Campbellton Road Intersection Improvements at New Hope Road / Boat Rock Road in southern Fulton County

Klondike Road Intersection Realignment at McDaniel Mill Road in Rockdale County

SR 16 Intersection Improvements at Pylant Street in Coweta County

Solutions for the Goods Movement Industry

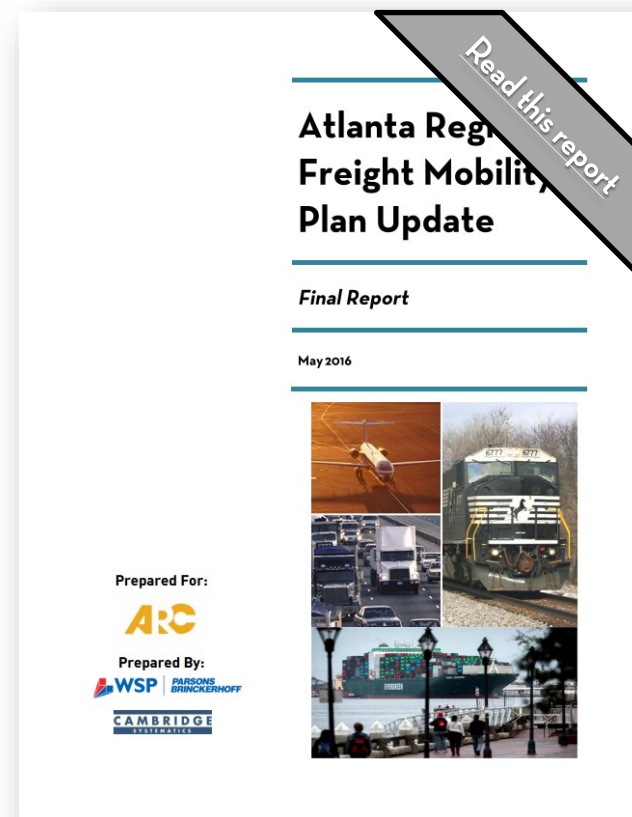
These solutions support the following transportation policies of *The Atlanta Region's Plan*:

3.1 3.2 3.3 6.1 6.2 6.3 7.1

The Atlanta Region is a global leader in freight and logistics, forming a key component of the Region's economic base. In 2012, output from freight dependent industries was 38% of the total regional economy. These industries, which include transportation/warehousing, manufacturing, wholesale, construction, and retail, are forecast to grow from \$184 billion of economic output today to \$407 billion in 2040. Jobs in these industries are forecast to grow from about 900,000 to 1.3 million by 2040. Jobs in transportation/warehousing, manufacturing, and other goods movement/logistics roles can play a role in ladders of opportunity, as many of these jobs provide a livable wage but typically do not require a college education.

Metro Atlanta is the third largest inland port in the United States behind only Chicago and Dallas. This global logistics presence is built on world class infrastructure in four modal pillars:

- **Truck** – The Region is one of five U.S. cities served by three major interstate highways. Approximately 25% of the U.S. population is within a one day truck drive from Atlanta. More than 80% of the U.S. commercial and consumer markets can be reached within 2 days.
- **Rail** – With CSX and Norfolk Southern facilities and rail lines, Metro Atlanta is served by two Class I railroads, four intermodal terminals, multiple classification and bulk rail yards and direct service to the Port of Savannah.



This section summarizes the findings and recommendations of the *Atlanta Regional Freight Mobility Plan*, which is a topic focused extension of *The Atlanta Region's Plan*

- **Sea** – The Region benefits from being only 250 miles from the Port of Savannah, the fourth busiest port and fastest growing container port in the US. At 1,200 acres, the Port of Savannah's Garden City terminal is the largest container facility in the nation. Approximately 26.6 million tons of cargo, or 3.6 million Twenty-foot Equivalent container Units (TEUs), moved through the Garden City Terminal in 2016, numbers which continue to rise year after year.

- Air – Hartsfield-Jackson Atlanta International Airport (H-JAIA) is the 12th busiest cargo airport in North America, has 2 million square feet of total on-airport air cargo warehouse space, and its cargo services features operations by more than 100 licensed customs brokers and 200 domestic and international freight forwarders.

Freight is vital to the regional economy and is central to the Atlanta Region's growth. ARC strives to facilitate freight and logistics growth through transportation planning work. The *Atlanta Regional Freight Mobility Plan* (2008) and the *Atlanta Truck Route Master Plan* (2010), have provided the guiding input for ARC's freight policies. During 2015, ARC undertook an update to the *Atlanta Regional Freight Mobility Plan*, which involved revisiting data, assumptions, and recommendations from the original plan document. The plan update's Vision Statement is:

Metropolitan Atlanta will win the future, remaining and growing as the capitol of the South by sustaining our stature through industry, trade, and cultural vitality, and by serving the people through enhancement of our role as a global hub for goods, services, and enterprise.

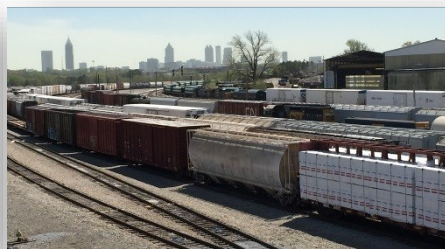
ARC's freight policy is also aligned with state freight policy as set by the *Georgia Statewide Freight and Logistics Plan* and national freight policy as set by the federal transportation funding bill, MAP-21*. The state freight plan incorporates all of the major improvements recommended

in *PLAN 2040*. MAP-21, for the first time, attempted to create a national perspective on freight by setting a national policy for goods movement. Potential long-term transportation bills in Congress may have an increased emphasis on freight and goods movement, and will impact freight planning and project implementation in Metro Atlanta.

The key issues, trends and opportunities related to goods movement in Metro Atlanta are as follows:

- According to the most recent FHWA Commodity Flow Survey, completed in 2012, Metro Atlanta is the 7th largest market for total goods trade nationally, and the largest market in the southeast.
- Shifts in the global economy related to increasing consuming populations, increasing global trade, and reshoring indicate that there is a long-term opportunity for Atlanta-based, freight-related companies to expand their customer and supply base. This has the potential to increase employment opportunities, bring down the cost of goods, and increase regional competitiveness in the Atlanta Region.

* The federal MAP-21 legislation in effect at the time was superseded by the FAST Act in December 2015.



- The extensive goods movement trade with neighboring states indicates that the performance of Georgia's long haul corridors is critical to the competitiveness of Metro Atlanta's freight-related businesses.
- Under a base scenario, freight is forecast to increase by 56 percent across all modes by 2040. To successfully accommodate this growth, significant new capacity will need to be developed and increased efficiencies from existing freight infrastructure will be needed. To capture outsized growth in freight-related businesses requires going above and beyond the needs indicated by the base scenario.
- Savannah is Metro Atlanta's top metropolitan level trading partner, so corridors between the two regions are of particular importance.
- The Port of Savannah has experienced record growth in recent years, due to increasing cargo demands and shifts of cargo from west coast to east coast ports. As these trends continue, and the Panama Canal expansion and the Savannah Harbor Expansion Project (SHEP) are completed, the continued strong growth projected for the Port of Savannah will impact freight flows in and through the Atlanta Region.
- There are a small set of clusters in the Atlanta Region that serve as the nodes for freight activity. These clusters make up less than 5 percent of the Region's overall land area, but account for 45 percent of the Region's warehouses and distribution centers, 23 percent of the Region's manufacturing facilities, and 31 percent of the Region's vacant industrial land. Freight planning efforts in the Atlanta Region should incorporate a focus on goods moving in and out of these clusters.
- There is a significant overlap in truck corridors with the highest truck volumes and the most congested roadways in the Atlanta region, highlighting the interrelationship between truck activity and regional congestion. The key long-haul corridors in the Atlanta Region feature significant commuter congestion and the local roads on the ASTRoMaP are similarly congested during peak periods, including the roads leading in and out of the key freight clusters in the Region.
- Truck crashes are most prevalent at interstate interchanges and along I-285, likely due to the weaving and curves that are present on these two types of locations.

The update to the *Atlanta Regional Freight Mobility Plan* was undertaken concurrent with the *Atlanta Region's Plan (Transportation)*. Numerous projects in the RTP directly support freight and goods movement, and additional programs, policies and recommendations on future planning initiatives to support this important component of our Region's economy are detailed in that document.

One project of particular note which will be important to the goods movement industry is the addition of commercial vehicle lanes in the northbound direction of I-75 from I-475 near Macon to southern Henry County. Trucks traveling along this corridor will be required to use these free lanes, freeing up capacity in the existing I-75 lanes for commuters and other travelers. This project was proposed under the Major Mobility Investment Program (MMIP) and the concept is currently being developed by GDOT. A more robust description of the project will be included in the next major update of this document. The cost of the portion of the project within the Atlanta Region, including operations, maintenance and debt service, is estimated at \$1.0 billion, of which \$380 million is considered as part of this plan's fiscal constraint analysis through 2040. The remaining \$755 million of payments fall beyond the 2040 horizon year.

Solutions for the Goods Movement Industry

7th

The Atlanta Region's national rank as a freight market

56%

Forecast increase in freight traffic between now and 2040

1,300

Miles of roadway identified as regional truck routes under the Atlanta Strategic Truck Route Master Plan



Notable RTP projects important for freight movement

I-75 near Bethlehem Road in Henry County - New Interchange

I-85 at Amlajack Boulevard Extension in Coweta County - New Interchange

I-85 at Gravel Springs Road in Gwinnett County - New Interchange

I-285 West at I-20 in Fulton County - Interchange Reconfiguration

I-285 East at I-20 in DeKalb County - Interchange Reconfiguration

I-85 at SR 74 in Fulton County - Interchange Reconfiguration

SR 6 (Thornton Road) in Douglas County and Cobb County - Truck Friendly Lanes

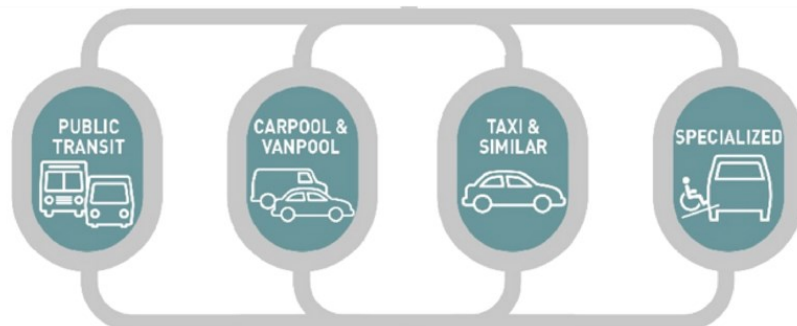
I-75 South in Henry County - Commercial Vehicle Lanes

Solutions for Individuals with Specialized Needs

These solutions support the following transportation policies of The Atlanta Region's Plan:

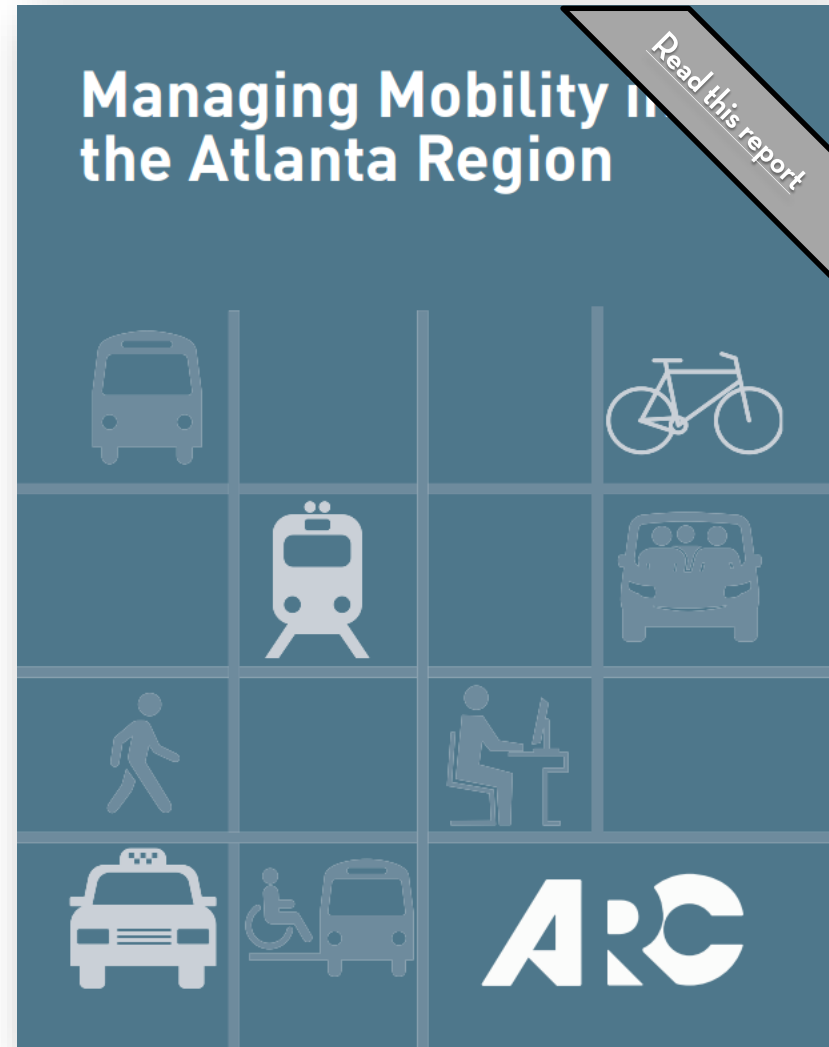
5.1 5.2 5.3 5.4 7.1 7.2

Human Services Transportation (HST) includes a broad range of service options designed to meet the needs of the Region's transportation disadvantaged, including persons with disabilities, individuals with lower incomes and older adults. These individuals have different needs and require a variety of transportation services to ensure quality of life. Planning and coordinating HST services helps to improve the efficiency of limited transportation resources, reduce duplication of services and improve customer satisfaction.



Public Transit, Active Transportation and General Options

In urban areas with public transit, transit is relied upon as the backbone of the HST system. From a service standpoint, ensuring that transit is available as frequently as possible and with schedules that operate early in the morning and late into the night can accommodate a variety of employment types. Pedestrian infrastructure is important to HST populations in order to access public transit and to be used separately



This section summarizes the findings and recommendations of the *Managing Mobility in the Atlanta Region: Human Services Transportation Plan*, which is a topic focused extension of *The Atlanta Region's Plan (Transportation)*.

as a pedestrian travel option. For individuals with disabilities in particular, ensuring that sidewalks are available and accessible in accordance with the Americans with Disabilities Act (ADA) is critical. Cycling is also an option for HST populations, and the infrastructure quality can make a big difference. For instance, cycling infrastructure that has protective barriers, clear markings, and less conflict with car traffic is generally more usable by people with cognitive/intellectual disabilities or visual impairments. In addition, HST populations leverage available options such as carpooling/vanpooling and taxis/transportation network companies to the degree they are affordable and accessible.

Specialized Services

In addition to the transportation options explained above, HST populations have access to a range of other transportation options connected to certain eligibility factors. These services, often called “specialized services,” break down into a variety of types in the Atlanta Region. These services generally take people “curb-to-curb” from the pick-up point to the drop-off point (also known as a “demand-response” type of service).

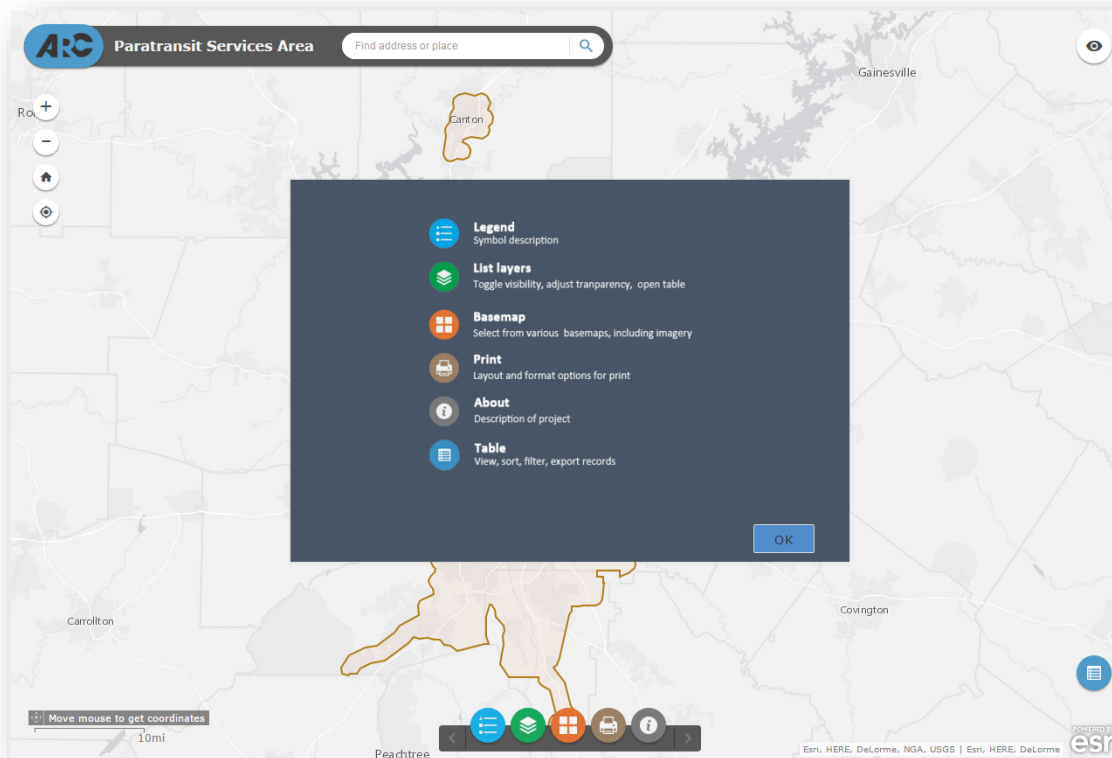
Existing Fixed Route Transit Services in the Atlanta Region



- **Volunteer driver programs** – These programs can operate more or less formally and require having a willing group of volunteers with their own vehicles to provide rides to people who need them. Often drivers are reimbursed for gas/mileage but do not receive other forms of compensation. This type of service can be particularly impactful in areas where fixed route transit is not available and/or in situations when a curb-to-curb trip is needed (e.g., to a medical appointment, for an older adult). The Atlanta Region has a few volunteer driver programs in operation.
- **Voucher programs** – These programs involve subsidizing curb-to-curb trips to make them more affordable for the consumer. There are many voucher programs across the Atlanta region, and ARC has leveraged various Federal Transit Administration (FTA) funding options to support these programs since 2006. As with volunteer driver programs, voucher programs can be particularly impactful in areas where fixed route transit is not available and/or in situations when a curb-to-curb trip is needed. Voucher programs are often operated in concert with a volunteer driver pool, but this is not a requirement.

- **ADA complementary paratransit** – Complementary Paratransit is required by the Americans with Disabilities Act (ADA) as a service for people with disabilities that complements the fixed route transit system. Generally speaking, the paratransit service area is a ¾ mile buffer to either side of each fixed transit route. The HST Plan contains an inventory of ADA complementary paratransit available in the Atlanta Region. ARC also maintains a website where the public can enter an address and find out if it is inside the paratransit area. When an individual with a disability is considering a new home or work location, this could be a helpful tool.
- **Human Service Agencies** – Human service agencies in the Atlanta Region that provide HST in the form of curb-to-curb trips include, but are not limited to, the Department of Human Services (DHS), the Department of Community Health (DCH, Medicaid/Medicare), the Department of Veterans Affairs, and county-based senior service agencies. These trips are typically curb-to-curb for specific trip purposes (medical in the case of DCH for example). In July 2015, ARC contracted with DHS to lead coordination of DHS transportation in DeKalb County. This initiative is a pilot project and will produce insights about how to achieve enhanced coordination of HST.

Paratransit Services Website



LEARN MORE

Mobility Management

Mobility Management entails integrating or coordinating transportation services in order to achieve efficiency for the providers of services as well as improving the customer experience. It is particularly applicable to HST populations, as they are navigating the most options in many cases. For HST populations, understanding which options will work best for them and using them as a set day-to-day (according to schedules, weather, etc.) is a major task. They will often have access to general options as well as specialized services. Within specialized services, they can be dually or triply eligible for multiple services. In order to operate efficient services, many providers (especially publicly funded services) will coordinate services in situations of dually/triply eligible clients. It is possible that the providers are driving the same people to the same destination, perhaps even passing each other in traffic with an empty seat. To avoid that scenario and make efficient use of resources, various mobility management strategies are employed.

Training and Awareness

In addition to service coordination by providers, awareness building and travel training are strategies employed to achieve Mobility Management on the consumer-facing side. Awareness building involves making sure HST populations have access to transportation information, particularly about the available options along with any eligibility restrictions, costs, and accommodations (e.g., wheelchair accessible vehicles). Typically this information is accessed through the internet, by phone, at common destinations, or by word of mouth.

Travel training is a strategy to train potential users of transit on how to plan trips and use the transit system. It is especially common for individuals with disabilities and older adults, but the concept can apply to any person who wants to become comfortable with transit. There are currently multiple agencies in the Atlanta Region offering a travel training program, and ARC is working on a Regional Travel Training program to scale these initiatives up regionally.





IMPLEMENTING THE PLAN

SIMPLY GET THERE

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?

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[Options](#)
[Review](#)
[Plan](#)
NEXT

Trip Details ?

Trip* ? Round trip One-way trip

Trip Options*

- Bike
- Carpool
- Drive
- Specialized Services
- Vehicle for Hire
- Public Transit
 - Bus
 - Rail

Trip Purpose*

Departing From*

Arriving At*

Trip #1 (Outbound)*

Trip #2 (Return if round trip)*

? NEXT

* Required Trip Detail

About Simply Get There

SIMPLY GET THERE is a one-stop trip planning resource that makes it easy for you to find personalized transportation options, no matter where you live.

Your personalized instructions to get you there.

Please click [here](#) for more information about transportation options in the Atlanta region. If you need someone to compare trip options by telephone, please call 404-463-3333.

Atlanta Regional Commission

One example of how services are being coordinated in the Atlanta Region is the Simply Get There project, funded through a Veterans Transportation and Community Living Initiative (VTCLI) grant of the Federal Transportation Administration (FTA) as part of their “One-Click/One-Call” initiative. Launched on March 2015, Simply Get There became the first comprehensive online trip planner for HST populations in the Atlanta Region. It covers all the options explained above such as public transit, carpool/vanpool, specialized curb-to-curb services, pedestrian trips, cycling, and taxis/transportation network companies. Visitors to the website can be confident that all their options are displayed to select the appropriate trip. They will then receive information on how to contact transportation providers to make the final arrangements for the trip. ARC was awarded a Mobility Services for All Americans (MSAA) grant by FTA in July 2015 to pursue a second phase of the Simply Get There project.

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ARC THE ATLANTA REGION'S PLAN | TRANSPORTATION
May 2019

Solutions for Individuals with Specialized Needs

30% to
40%

Percentage of people in the Atlanta Region who may be in need of specialized services due to disability, low income, older adult and/or

1,600

Number of annual visitors to the Simply Get There website

18,000

Number of trips each year provided through volunteer driver and voucher programs (estimated based on three months of data)

713,000

Number of annual ADA complementary paratransit trips made by regional residents annually

Innovative Solutions for Commuters

These solutions support the following transportation policies of The Atlanta Region's Plan:

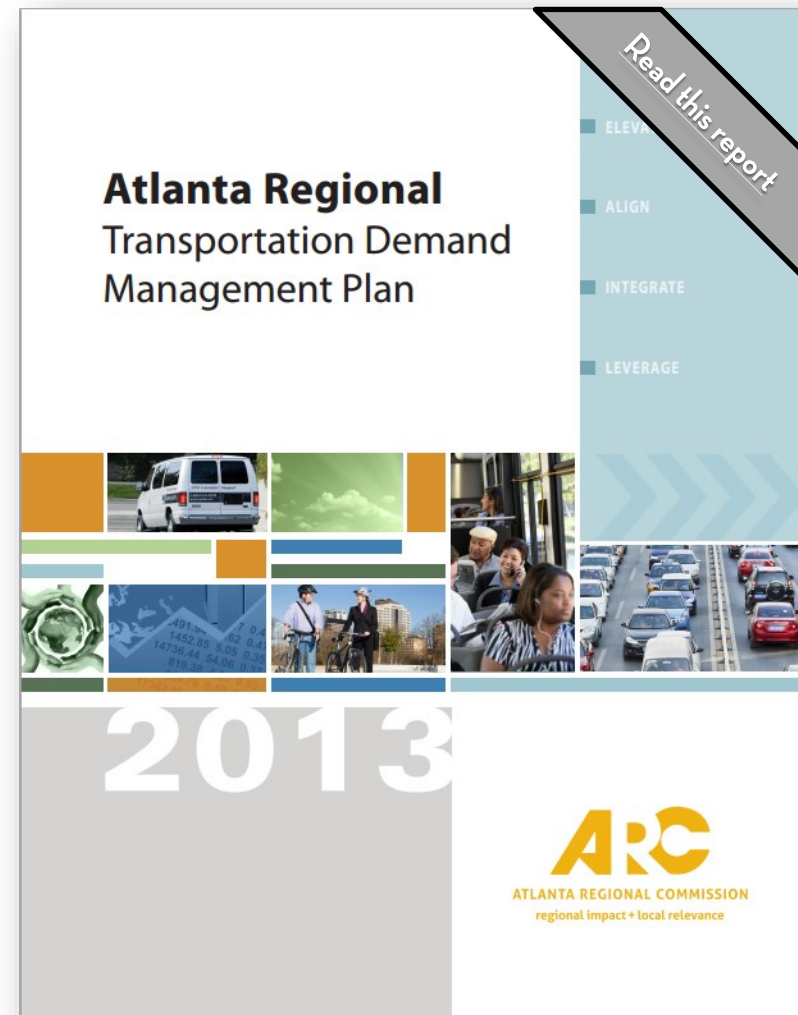
1.2 1.3 2.4 2.5 3.1 5.4 7.1 7.2

Transportation Demand Management (TDM) is generally defined as a collection of strategies designed to reduce roadway congestion and demand for single occupancy vehicle (SOV) travel by redistributing travel demand to alternative travel modes, times, and routes. Auto-centric development patterns and parking management policies that favor low-to-no costs for SOV operators make driving alone an easy decision for most commuters, and in many cases, the only realistic option. This has certainly been the case in the Atlanta region, and even with transit options like MARTA and Xpress bus, the 2014 Metro Atlanta Regional Commuter Survey found that 76% of weekly commute trips are made by driving alone.

Georgia Commute Options

In an effort to mitigate the issues described above, the Atlanta Regional Commission established the first regional TDM program in 1994, providing outreach to employers and commuters. Through these efforts, the Atlanta Region has become a leader in the use of TDM strategies to minimize peak hour commuter congestion. In 2013, ARC adopted the *Atlanta Regional Transportation Demand Management (TDM) Plan* which is a long-range plan that defines a strategic framework for developing and integrating TDM strategies into planning, project development and system operations investment decision-making.

The Georgia Commute Options program, a joint effort of the Georgia DOT and ARC, operates on a regional scale, providing commuter incentives and employer assistance in the adoption of alternative commuting. ARC



This section summarizes the findings and recommendations of the *Atlanta Regional Transportation Demand Management Plan*, which is a topic focused extension of *The Atlanta Region's Plan (Transportation)*.

also provides significant grant funding to Transportation Management Associations (TMAs) to conduct commuter and employer outreach in seven regional activity centers. Currently, the Atlanta TDM program holds over 1,600 employer partnerships with nearly 200 demonstrating at least 20 percent of all employee trips to the worksite involving alternatives to driving alone. Additionally, ARC funds a free commuter ride matching and a safety net program in which commute alternative participants receive a free ride home in the case of an unexpected event.

One of the central intentions of the TDM Plan is to better integrate travel planning with transportation planning, system operations, land use, economic development and healthy communities. The effective implementation of the Atlanta regional TDM programs results in spreading peak period congestion, decreased SOV trips, reduced vehicle miles traveled (VMT), and reduced emissions throughout the Region. These efforts support and are integrated with the larger aims of the Region as outlined in *The Atlanta Region's Plan*.

By promoting, raising awareness of, and incentivizing the use of alternative transportation modes, the regional TDM program aims to maximize the value, connectivity, and efficiency of the existing regional transportation infrastructure. Ensuring a comprehensive transportation network requires the promotion of transit, car/vanpool, and active transportation in order to maximize the potential of these infrastructural networks.

The regional TDM program promotes the use of transit, multi-occupancy vehicles, and active transportation modes to and within existing and emerging employment centers. Diversifying transportation options in these activity centers reduces congestion and makes them more attractive centers of economic development and job growth. Ultimately, these efforts reflect the larger goal of building the Region as a globally recognized hub of innovation and prosperity.

In promoting the use of transit, active transportation, and high

occupancy vehicles, regional TDM efforts help mitigate the impacts of impaired air quality tied to emissions. By fostering a more sustainable Atlanta region, these efforts support the goal of promoting health, arts, and other aspect of a high quality of life.

Even with the success of the Region's TDM program, there is room for growth. The Region has identified three areas that offer potential to continue to make gains in reducing single occupant vehicle trips, each of which are described on subsequent pages.



Atlanta Regional Commission

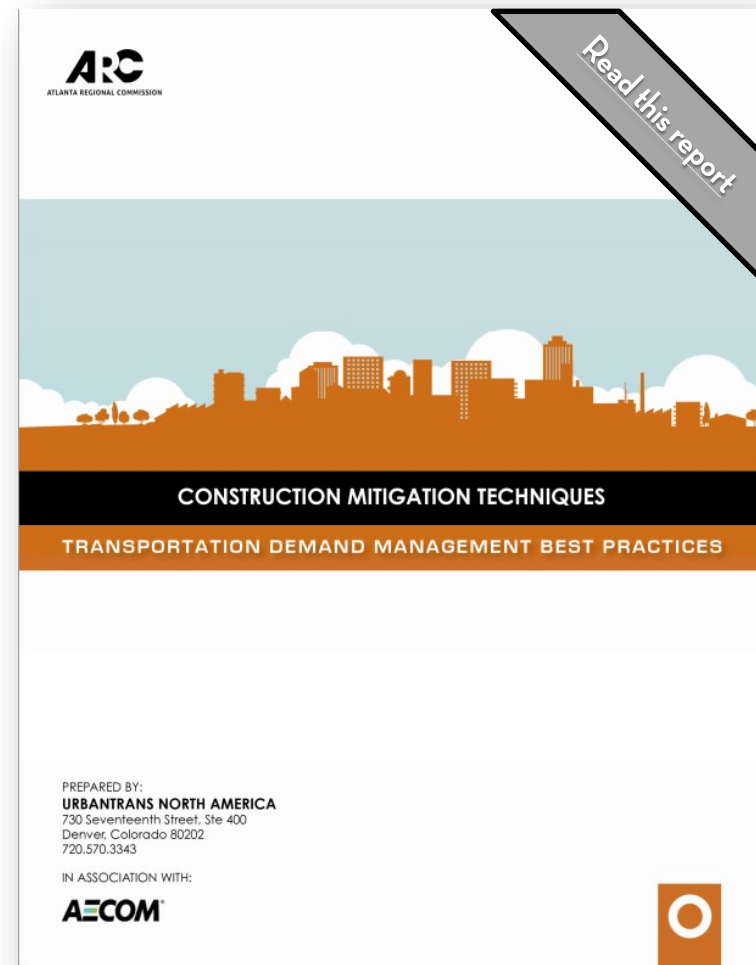


LEARN MORE

The Case for TDM as Part of Small to Large Scale Construction Efforts

As the Region continues to struggle with challenges around congestion and impacted mobility, major construction projects will be necessary to ensure the long-term mobility of our community and the Atlanta Region. Unfortunately, construction efforts tend to negatively impact mobility in the short-term. Many communities have started to use transportation demand management (TDM) strategies during construction cycles to minimize travel delays, ensure that travelers have alternative travel options, while building interest in new transportation services that may result from construction. Other regions have found TDM programs to be flexible, low cost, measurable, and an opportunity to conduct robust outreach to commuters and regional employers.

A key action and recommendation of the *Atlanta Regional TDM Plan* is to allocate a portion of construction project budgets to TDM marketing and messaging, in an effort to reduce travel delays and commuter productivity losses. While the Region has taken some steps toward the use of TDM to address construction-related congestion, this process has not been widely adopted and/or incorporated in current large scale projects or budgets. A broader expansion of the use of TDM to address construction related delays and impacts is a logical next step for our Region.



Atlanta Regional Commission

A Growing Regional Cycling Community

Recently, the Region has seen an increased investment in its bicycle infrastructure, which is both a response to and a cause of the growth in the Region's bicycle community. That is, as the Region's cycling community continues to grow, demand for infrastructure increases. And as more cycling infrastructure is added to the network in response to this demand, more non-cyclists will begin to use cycling as a viable transportation option, adding to the size of the community.

Infrastructural expansion has consisted of on-road bike lanes and cycle-tracks, as well as separated multi-use paths, with the BeltLine standing as maybe the most well known example. This multi-pronged infrastructural approach recognizes that cyclists cannot be divided into the two distinct camps of commuters/transport riders and recreational riders: most cyclists use their bikes for both types of trips, often in one outing.

With this in mind, the Atlanta Regional Commission has developed the annual Atlanta Bike Challenge as part of Georgia Commute Option's suite of programs promoting alternative transportation modes. Although the ultimate goal of the month-long challenge is to create a mode shift in the Region's commuters by getting them to cycle to work rather than drive, it is open to all bicycle trip types: commuting, transportation, and recreation. This broad approach to growing the Atlanta Region's cycling community is based on a behavior change model that recognizes the fact that people are not likely to go straight from never riding a bike to riding one to work. Instead, they are likely to begin with a recreational trip on the weekend and then, once they get comfortable on a bike, move on to cycling to the store and, eventually, incorporate commuting to work in their cycling activities. In line with the goals of the other TDM programs in the region, the Atlanta Bike Challenge aims to raise awareness of cycling as a viable transportation option while also demonstrating demand for alternative transportation infrastructure in the Region.

THE 2016
ATLANTA BIKE CHALLENGE
EXPERIENCE THE FREEDOM OF TWO WHEELS

September 25 to October 23, 2016

Join - Ride - Win

- Fun, free workplace competition
- Ride anywhere, anytime
- Ride for just 10 minutes or ride hundreds of miles!
- Earn points for riding and encouraging others

www.atlbikechallenge.com

Logos for Atlanta Regional Commission, Georgia Commute Options, Atlanta Bike Challenge, and Powered by Love to Ride.

Atlanta Regional Commission



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Regional Transit Marketing and Awareness

Future developments in the Atlanta Region's transit system will involve not only the expansion of the actual network's infrastructure, but upgrades and improvements to customer service as well. The latter will consist of projects aimed at improving the five main aspects of transit user experience: awareness, trip planning, real time information, wayfinding, and fare payment. ARC's Regional Transit Marketing program will focus on increasing public awareness of available transit services in the Region. Trip planning and real time information will be made more accessible and easier to navigate for users through online and smartphone apps like ATLTransit.org and One Bus Away. And as on-the-ground wayfinding is made more intuitive by the integration of a new

Regional Bus Stop Signage program, fare payment and system transfers will also be simplified through an integrated Regional Transit Fare Payment system.

Raising awareness of these improvements to service aspects of the Atlanta Region's transit network will be a key focus for future TDM outreach efforts. These improvements have the same end-goal as current TDM outreach: maximizing the existing systems efficiency and effectiveness. By focusing on service improvements, GCO, the regional TDM provider, along with the seven regional TMAs, will play a vital role in increasing transit ridership, particular in regards to peak-hour commute trips to and from regional activity centers.

ATLTransit Website

The screenshot displays the ATLTransit website interface. At the top, the ATLTransit logo is followed by navigation links: Plan trip, Getting around, Fares & Transfers, Rider's Guide, and More. A search icon is also present. Below the navigation is a notification bar with a warning icon and the text "Click to view recent status updates." The main content area features a trip planning form with tabs for "Plan trip", "Next arrival", and "Stop ID". The form includes input fields for "Enter starting address..." and "Enter destination...", a "Leave now" dropdown menu, and "Plan with:" options for "ATLtransit" and "Google Transit". Below the form is a "Find a Park 'n' Ride near you:" section with a dropdown menu showing "Acworth" and a "Go" button. To the right of the form is a large promotional banner with a background image of a stressed man driving. The banner text reads "DRIVING STRESSING YOU OUT?" and "Plan your next commute with transit." with navigation arrows and a progress indicator.



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Atlanta Regional Commission

Innovative Solutions for Commuters

7

Number of Transportation Management Associations (TMA) in the Atlanta Region

0.8%

Percent of the Atlanta Region's land area which is within TMA service areas

20%

Percent of the Atlanta Region's jobs which are within the TMA service areas

505

Number of employers and property managers actively working with TMAs to provide commute options programs to employees and tenants

25%

Percent of these organizations that have achieved platinum status, meaning at least 20% of commute trips made by their employees and tenants are by some mode other than a single occupant vehicle

Growth and Development Solutions

These solutions support the following transportation policies of The Atlanta Region's Plan:

2.2

2.4

3.1

3.4

5.2

5.4

The Atlanta Region has been both blessed and cursed by its rapid growth over the past several decades. While growth brings new and better job opportunities and an improved quality of life, it also can result in situations where the transportation infrastructure has not been able to keep pace or was ill-suited to meet the types of demands placed on it. *The Atlanta Region's Plan* recognizes the direct relationship between how land is used and what transportation services will be most effective. This section explores programs and initiatives where proactive decisions can help the Region grow in a more sustainable manner without compromising the health of our economy.

Livable Centers Initiative (LCI)

Capitalizing on the region-wide momentum generated through more than a decade of support for livable communities and tighter integration of transportation and land-use planning, *The Atlanta Region's Plan* continues efforts to focus growth in established communities. A primary way it does this is through the LCI program. The goals of the program are consistent with the *Policy Framework* vision for the region:

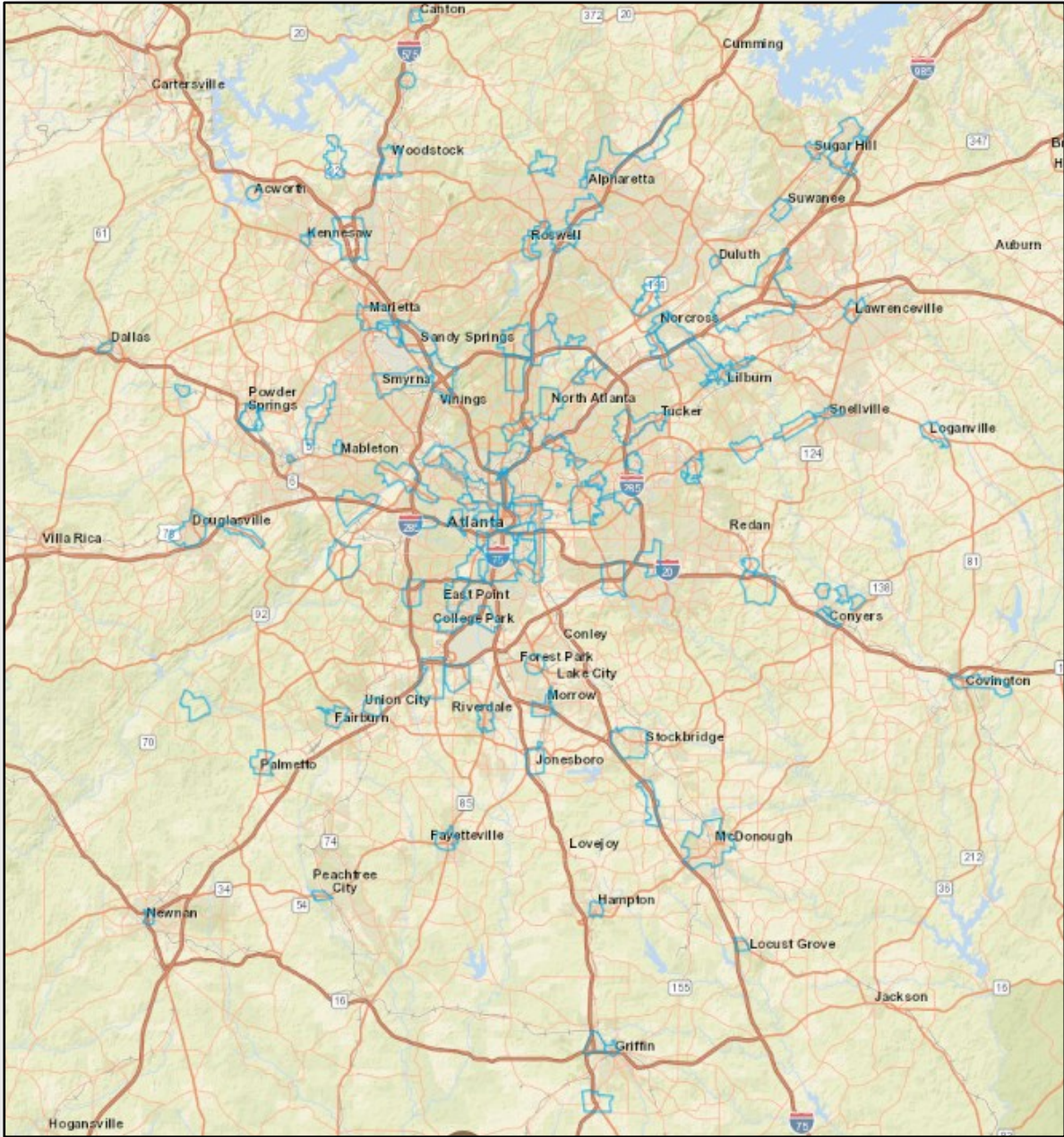
- Encourage a diversity of housing, employment, commercial, shopping and recreation land uses at the transit station, local and regional center level accessible by people of all ages, abilities and incomes levels.
- Enhance access to a range of travel modes including transit, roadways, walking and biking and increase roadway connectivity to provide optimal access to all uses within the study area.

- Foster public-private partnerships and sustained community support through an outreach process that promotes the involvement of all stakeholders, including those historically underserved or underrepresented.

Grants and technical assistance are available through the LCI and Community Choices programs to assist local jurisdictions with developing the planning and regulatory framework to create connected, mixed-use centers and corridors that foster a jobs-housing balance and support transit, biking and walking trips.. One unique aspect of the program is the award of federal funding for LCI transportation projects to those communities that have demonstrated implementation of their plans (e.g. by adopting new zoning or design guidelines). As a result, many of the current 120 LCI communities have enacted policies that support the goals and objectives of their plan.

ARC will continue to support the creation of livable centers and the implementation of existing LCI studies through the continuation of the current \$500 Million investment in the RTP. To date, ARC has expended \$201 Million on LCI transportation projects, leaving \$299 Million remaining through the planning horizon year of 2040. The program is one of the key emphasis areas identified for Surface Transportation Block Grant Program (STBGP) and Transportation Alternatives Program (TAP) funding available each year in the TIP. Funded projects will support multimodal travel, more livable and affordable neighborhoods, and the development of jobs and housing in existing town centers and near transit. Encouraging future growth within LCI areas increases transit ridership, promotes more bicycle and walking trips, and shortens the length of automobile trips, thus helping to reduce both vehicle miles traveled and emissions of carbon dioxide and other pollutants.

Livable Centers Initiative Study Areas (2000-2018)



Atlanta Regional Commission



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Transit Oriented Development (TOD)

Transit Oriented Development (TOD) is a type of community development that includes a mixture of housing, office, retail and/or other amenities integrated into a walkable neighborhood that is located within reasonable proximity of public transportation. Successful TODs provide people from all ages, incomes and abilities with convenient, affordable and active lifestyles.

Some of the benefits of TOD include:

- Reduced household driving and thus lowered regional congestion, air pollution and greenhouse gas emissions
- Walkable communities that accommodate more healthy and active lifestyles
- Increased transit ridership and fare revenue
- Potential for added value created through increased and/or sustained property values where transit investments have occurred
- Improved access to jobs and economic opportunity for low-income people and working families
- Expanded mobility choices that reduce dependence on the automobile, reduce transportation costs and free up household income for other purpose

LCI communities served by premium transit services, especially MARTA rail, have plans in place which are generally consistent with the principles of a successful TOD. While the Atlanta Region has been slow to fully leverage the potential of land adjacent to these transit assets, there are several notable examples where a concerted effort to reshape development patterns have proven successful, most notably around the Lindbergh Center station.

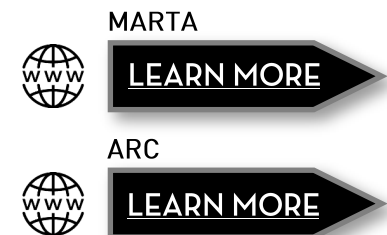


What was once an unwelcoming area of surface parking lots and vacant land has been transformed into a dense and vibrant neighborhood around the Lindbergh Center MARTA station. The agency hopes to create similar success stories around more of its stations in the near future.

The potential benefits of a more robust TOD program has led MARTA to conduct station area profiles and identify guidelines to provide a framework for designing and constructing successful projects. The guidelines are built around four foundational principles:

- **Station area development that is compact and dense relative to its surroundings.** Compared to its surroundings, TOD seeks greater density for a simple reason—so that more people can live, work, shop, or go to school within walking distance of the station. In so doing, they not only generate revenue for MARTA and other transit providers; they also drive less, use less gasoline, and save money.
- **A rich mix of land uses.** TOD creates places where the clustering of uses allows people to do what they need and want to do more conveniently. A lively mix of uses strengthens the link between transit and development, as station areas become “24/7” places where people use transit at night and on weekends. Combining transit origins like housing with transit destinations like jobs and schools allows the system to carry rush-hour commuters in both directions, functioning more cost-effectively by serving more riders with the same fleet.
- **A great public realm.** Transit-oriented development is pedestrian-oriented development, especially within the quarter-mile radius that most people will walk as part of a daily commute. In a TOD environment, a grid of small, navigable blocks has sidewalks throughout, with attractive amenities, lighting, way-finding and active uses at street-level. The streets, sidewalks, plazas, and stations are safe, active, and accessible.

- **A new approach to parking.** TOD does not mean “no cars”. Even with high transit utilization, many people will come and go by automobile and need a place to park. But a defining characteristic of TOD is that it requires less parking than similar development in non-transit locations. Parking is shared as much as possible, taking advantage of dove-tailing uses and reducing further the actual number of spaces provided. And that parking which is required is designed so as not to dominate the visual or pedestrian environment.





IMPLEMENTING THE PLAN

Selected LCI and TOD projects in the Atlanta Region



Image credit: MARTA

This conceptual TOD plan for the Oakland City station could be a catalyst to transform a part of the Region which has struggled economically for decades by capitalizing on inexpensive land and excellent accessibility to Hartsfield-Jackson Airport and downtown Atlanta.



Atlanta Regional Commis-

A new roundabout in Emory Village, funded through the LCI program, relieved traffic congestion, improved safety and provided a more attractive gateway for Emory University.



Image credit: Atlanta Business Chronicle

The new State Farm campus in Perimeter Center was designed specifically to take advantage of the adjacent MARTA rail line and continues a long string of successes for the area to transform into a true live/work play environment as envisioned in their LCI Plan.



Image credit: MARTA

MARTA recently collaborated with Walton Communities to develop unused land adjacent to the King Memorial station into 350 apartments and 10,000 square feet of retail space. This station also received the first installation of a new mural program formed in collaboration with WonderRoot and the TransFormation Alliance.

Growth and Development Solutions

120

Number of Livable Centers Initiative plans completed or begun since

\$201
million

Atlanta Region's Plan funds expended to date to assist communities in implementing their LCI plans

\$299
million

Remaining project funds committed for the LCI program still available through 2040

325

Acres of land available around 10 MARTA rail stations available for new Transit Oriented Development (TOD)

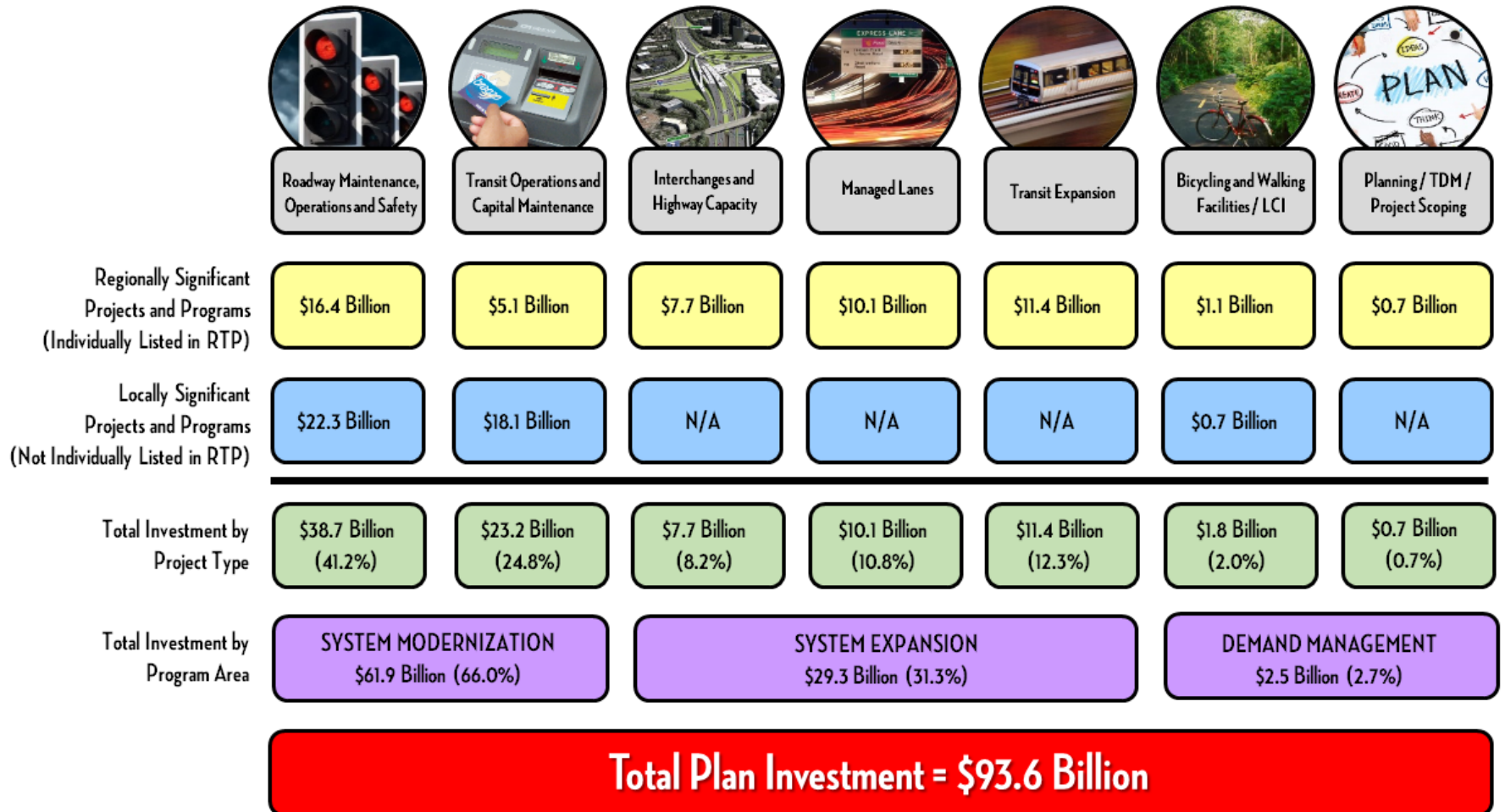
60%


Percent of real estate investment in the Region since 2009 which has gone into current and emerging walkable places, which include LCI communities and MARTA station areas

SUMMARY



The Atlanta Region's financially constrained transportation investments through 2040




 All costs are in Year of Expenditure (YOE) dollars to account for the impacts of inflation over time. Costs are calculated based on when individual projects are programmed in the plan.

SUMMARY



Other investments included in the Atlanta Region's financially unconstrained transportation vision



 Since these projects are unfunded, they do not have implementation schedules defined. Calculation in Year of Expenditure (YOE) dollars is not possible. Costs are generally shown in Current Year (CY) dollars. A list of potential additional interchange, managed lane, arterial widening and transit expansion projects is included in Appendix (L).

Doing everything shown here is not realistic, given the magnitude of additional funds which would be needed, likely in the range of \$30 billion to \$35 billion. And in some cases, the solutions may be redundant of each other. Assessing how all of these potential incremental investments interrelate and identifying the most cost effective package of projects and programs for funding consideration will be a major emphasis in the next plan update cycle.