

FULTON COUNTY TRANSIT MASTER PLAN



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

**February 2018
Overview**

Master Plan Overview

Phase 1

Community Vision
and Existing Transit
Conditions

April - July

Phase 2

Scenario
Development

July - October

Phase 3

Transit Master Plan
Refinement

November - January

Master Plan Overview

850+ PUBLIC PARTICIPANTS

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

TECHNICAL COMMITTEE

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

FINANCIAL TASKFORCE

7 business community and city financial officers
3 Meetings

40+ STAKEHOLDER INTERVIEWS

2,400+
Online Survey
Participants



Prioritized Guiding Principles

NORTH FULTON

SOUTH FULTON

Faster, more reliable mobility



1

Provide **greater access to employment**



2

Enhance **transportation options and access**



3

Catalyze **economic development**



4

Greater **regional connectivity**



5

Return of investment



6



Provide **greater access to employment**



Faster, more reliable mobility



Catalyze **economic development**



Enhance **transportation options and access**



Greater **regional connectivity**



Return of investment

Fulton County Transit - Evaluation Criteria

CRITERIA 1

Current/projected needs of each corridor

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

CRITERIA 2

Feasibility for modes on each corridor

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

CRITERIA 3

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

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

Transit Modes



Heavy Rail

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



Light Rail

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

Transit Modes



BRT in Express Lanes

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



BRT along major corridors

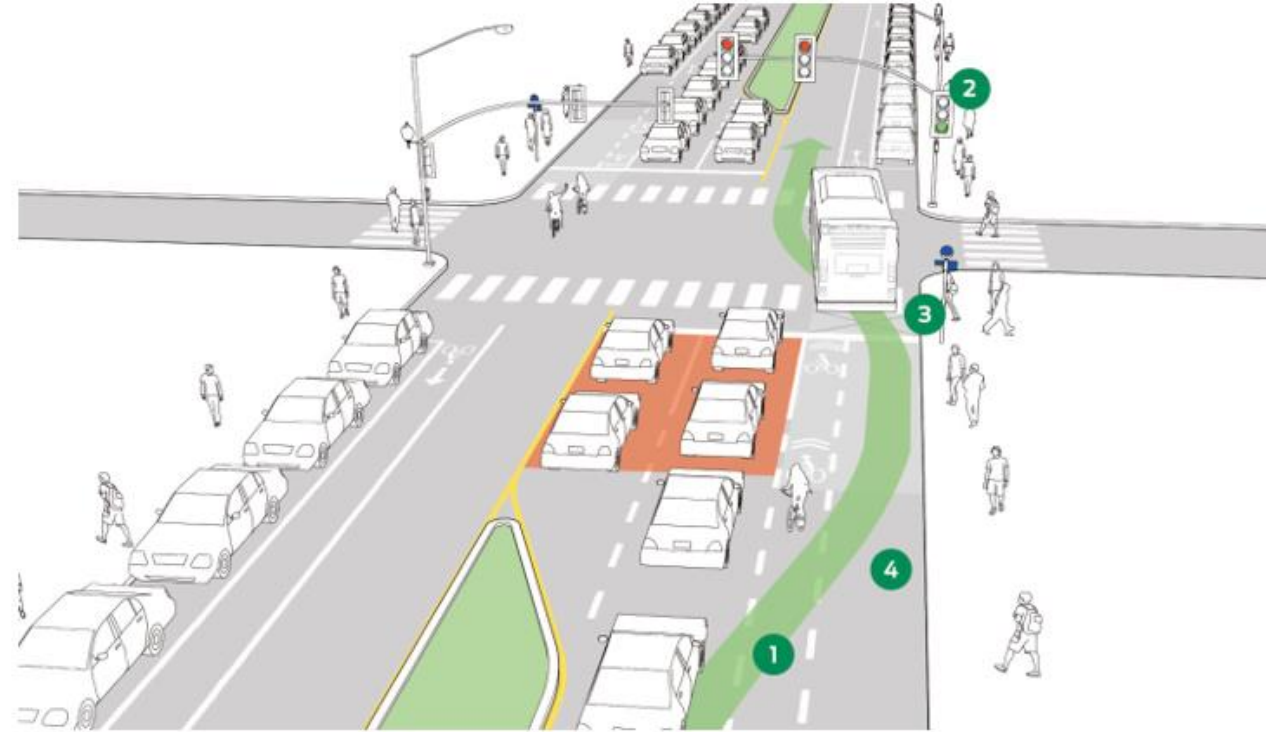
- Medium capital cost
- Medium capacity
- Travels in dedicated lane
- Signal coordination and priority
- Peak service every 5-15 mins.
- Serves major transit stations
- Can spur economic development at stations

Transit Modes



Arterial Rapid Transit

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



Transit Modes



Frequent and Local Fixed Routes

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



Flex/Microtransit

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

Market Based Vision

Heavy Rail

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

Light Rail

I-285

Bus Rapid Transit

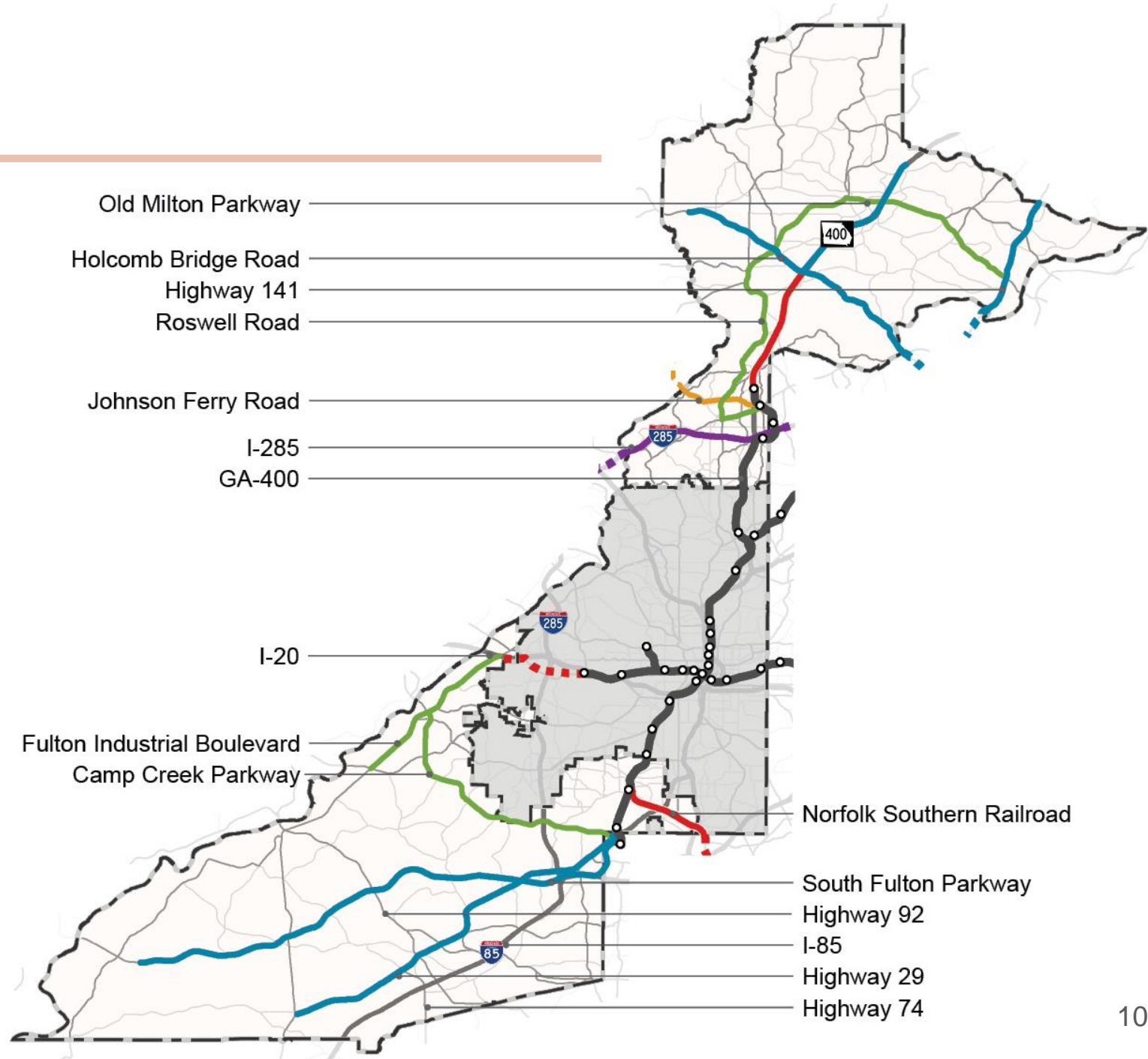
GA 400 Holcomb Bridge to Windward
Holcomb Bridge Road
Highway 141
Highway 29
South Fulton Parkway to Chatt Hills

Arterial Rapid Transit

Roswell Road
Old Milton Parkway
Camp Creek Parkway
Fulton Industrial Boulevard

Frequent Local Bus

Johnson Ferry Road



1/2-Cent BRT/ART Scenario

Bus Rapid Transit

GA 400 to Old Milton

Holcomb Bridge Road

Highway 29

South Fulton Parkway to Highway 92

Arterial Rapid Transit

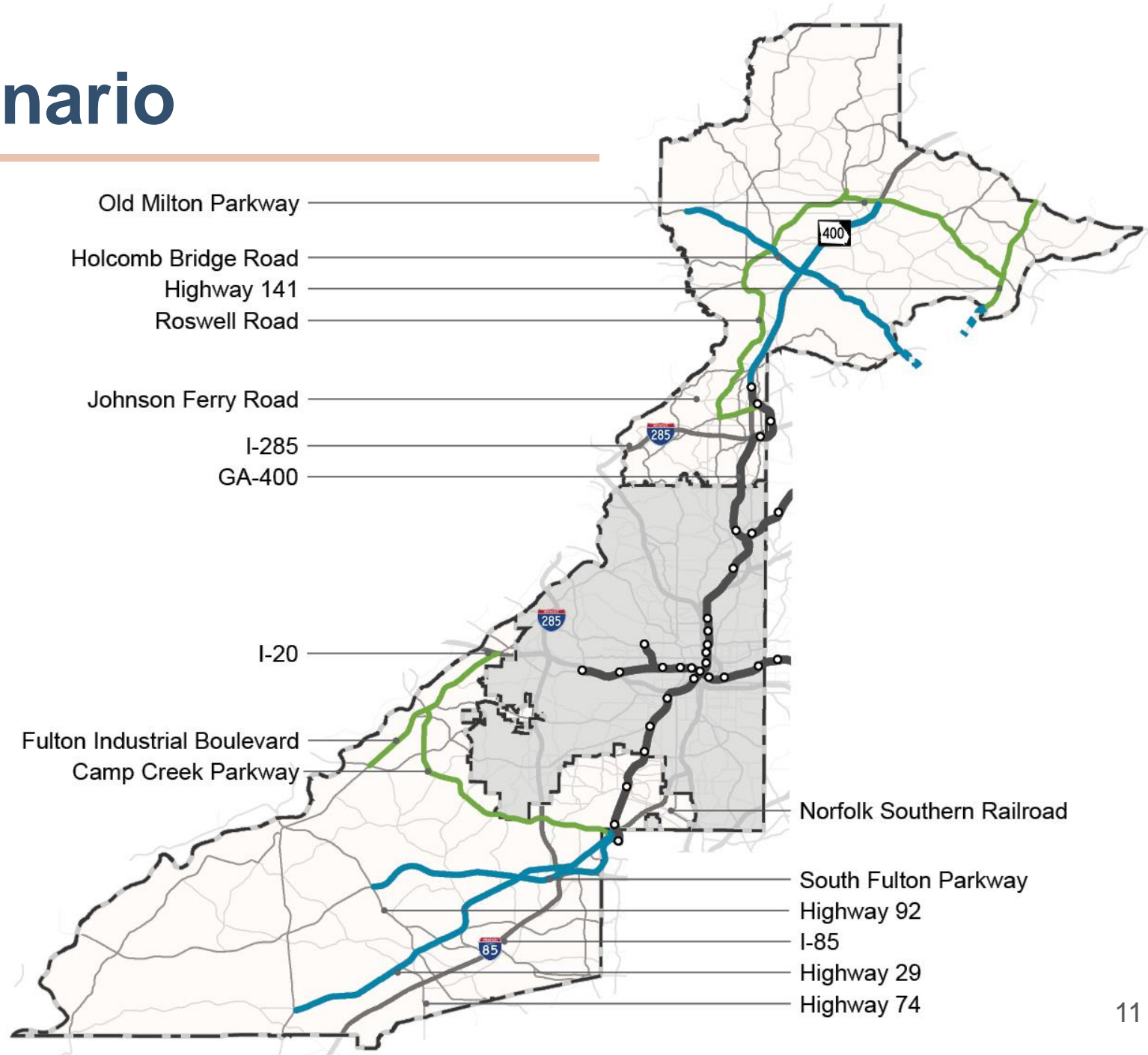
Roswell Road

Old Milton Parkway

Highway 141

Fulton Industrial Boulevard

Camp Creek Parkway



Local Funding Buckets

LAST MILE CONNECTIVITY PROGRAM (\$25M)

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

BUS STOP PROGRAM (\$25M)

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

RAIL STATION PROGRAM (\$30M)

- To update amenities and provide connectivity to surrounding neighborhoods

Next Steps

Based on the direction of the County Commission and Fulton County Mayors on January 29, the County will work with the State Legislature to:

- Enact legislation that allows up to a ½ cent sales tax to fund transit enhancements and extensions in Fulton County
- Use the ½-Cent BRT/ART Scenario as the basis for locally-funded improvements
- Continue to work with regional and state partners to discuss and consider rail extensions within the County through a separate funding source

Project Website

For more information and project updates, visit our website at

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

Share what you've learned on social media!

#TransitInFulton

