

# I-285 TOP END TRANSIT FEASIBILITY STUDY

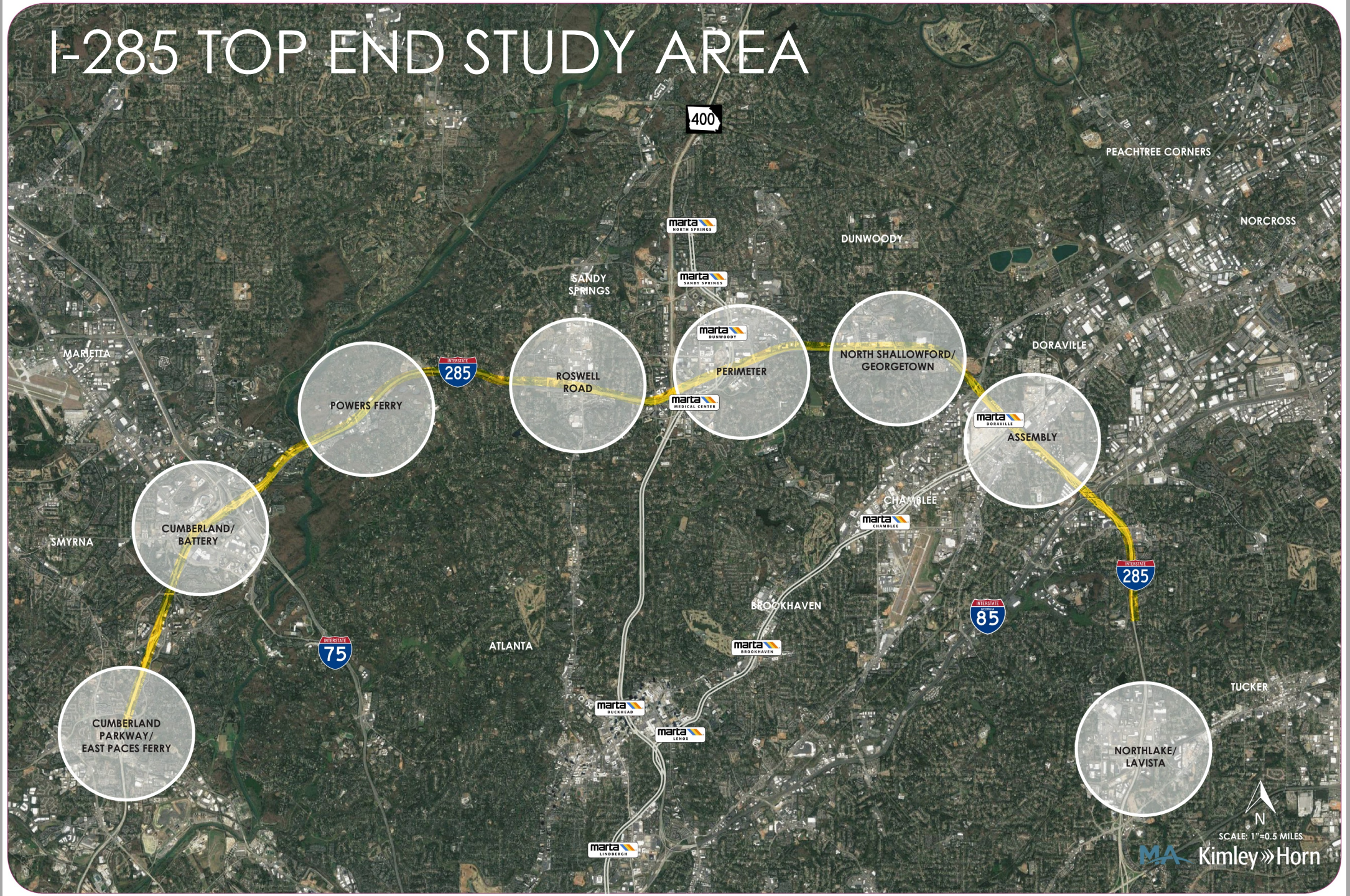
AUGUST 8, 2019 MAYORS MEETING

# PHASE 1 STUDY OBJECTIVES

- Facilitate discussions among I-285 Top End leaders regarding high-capacity transit feasibility
- Compare rubber-wheel versus rail-based transit potential along the corridor
- Evaluate special service district models
- Identify next steps

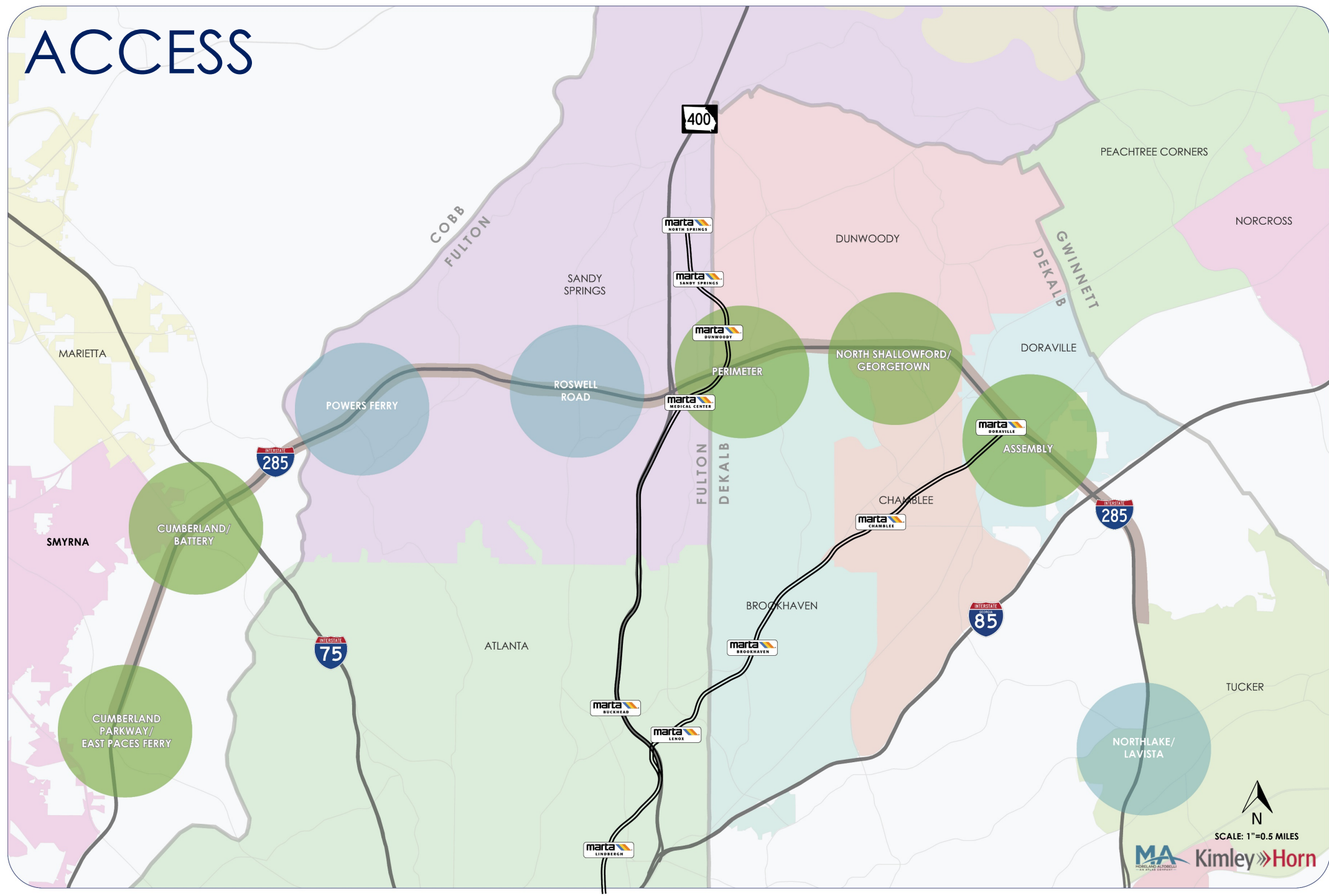


# I-285 TOP END STUDY AREA





# ACCESS





# PHASE 1 SIGNIFICANT FINDINGS

1. A high-capacity, rubber wheeled transit system utilizing the GDOT Express Lanes is operationally and financially feasible across the Top End of I-285.
2. A rail-based system would cost 8-10 times that of a rubber wheeled system due to the need for additional right of way and a separate guideway.
3. Projected revenue from a localized tax is sufficient to cover projected operational costs (and some construction cost) and justify a more detailed analysis including a detailed service plan, ridership projections, and implementation strategies.

# PHASE 2 PRE-PROJECT DEVELOPMENT TECHNICAL ANALYSIS

- Preliminary service plan
- Travel time analysis
- Capital improvements list
- Ridership forecasting
- Refined capital and operations and maintenance cost estimates



# PRELIMINARY SERVICE PLAN

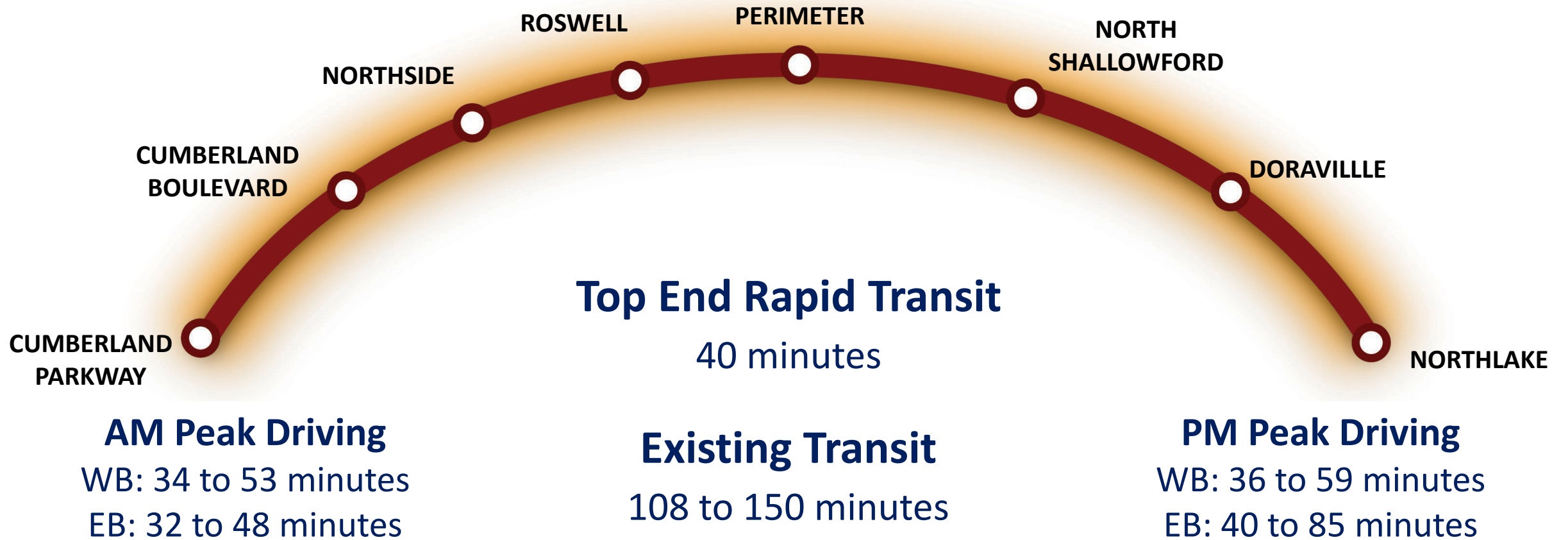
- 10-minute frequencies weekdays
- 15-minute frequency weekday nights, weekends, and holidays
- Detailed service plan is used in the STOPS ridership modeling

# TRAVEL TIME ANALYSIS

- Station locations and access points
- Express Lane travel speed of 45 mph
- Full off-board fare payment
- Transit Signal Priority (TSP)

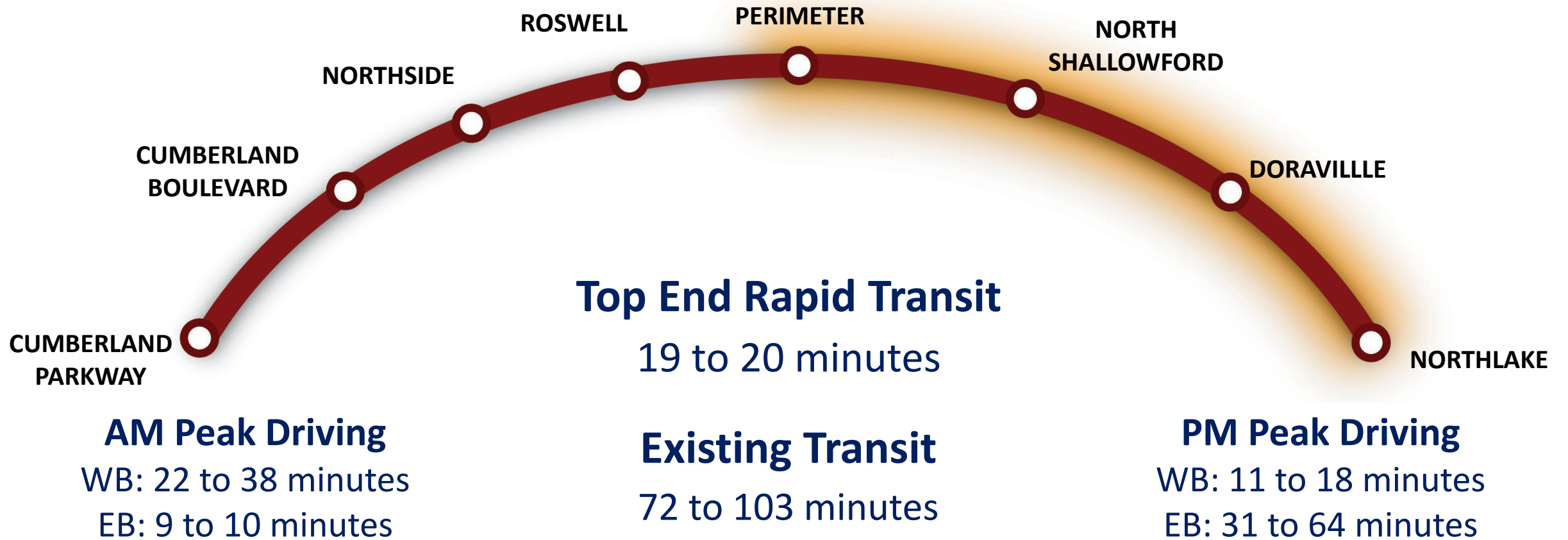


# TRAVEL TIME ANALYSIS – NORTHLAKE/CUMBERLAND PARKWAY



PRELIMINARY- NOT FOR RELEASE

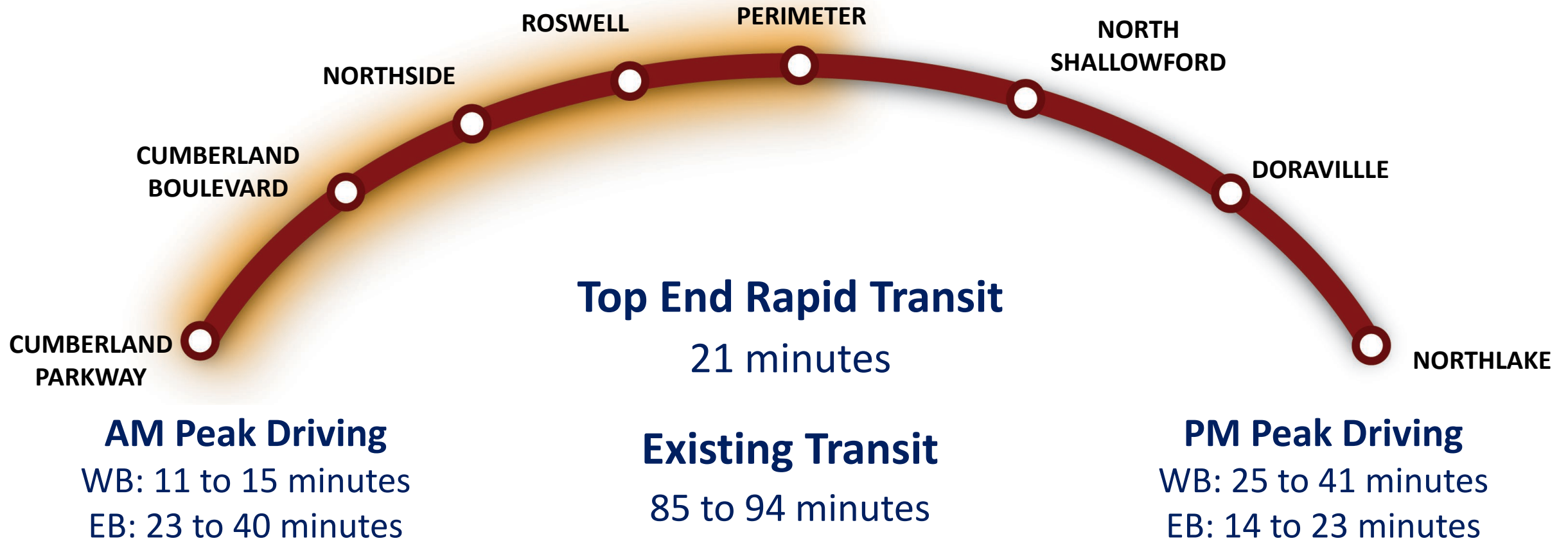
# TRAVEL TIME ANALYSIS – NORTHLAKE/PERIMETER



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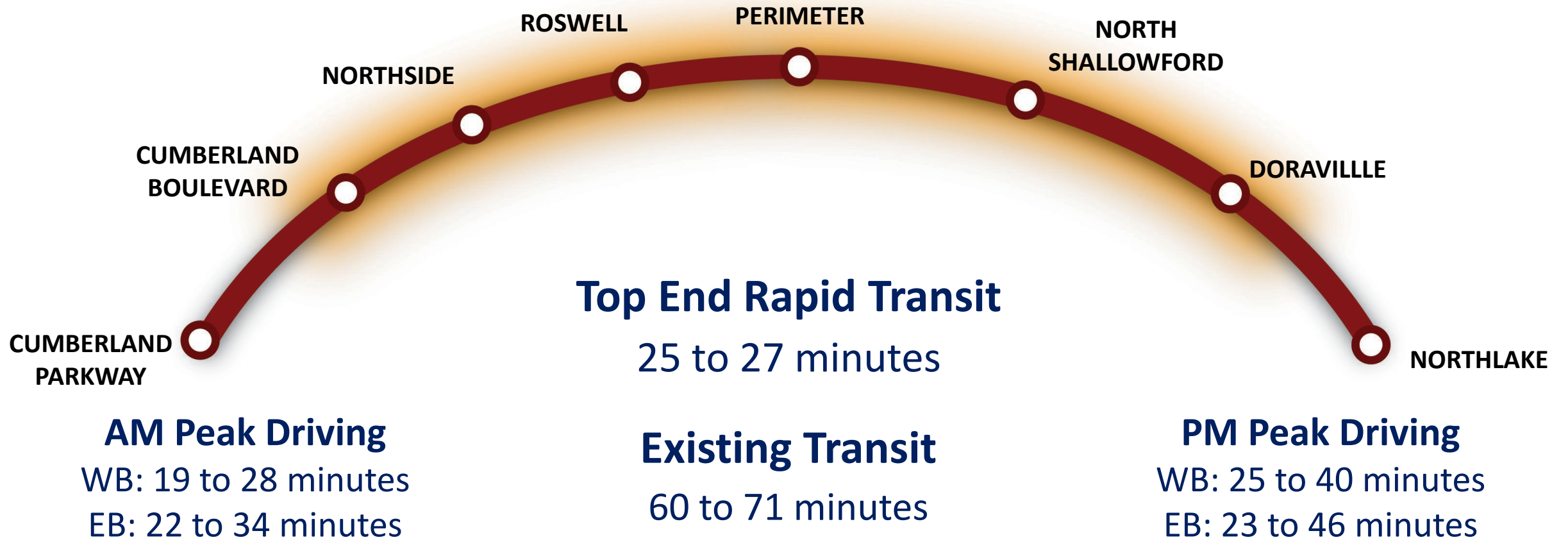


# TRAVEL TIME ANALYSIS – PERIMETER/CUMBERLAND PARKWAY



PRELIMINARY- NOT FOR RELEASE

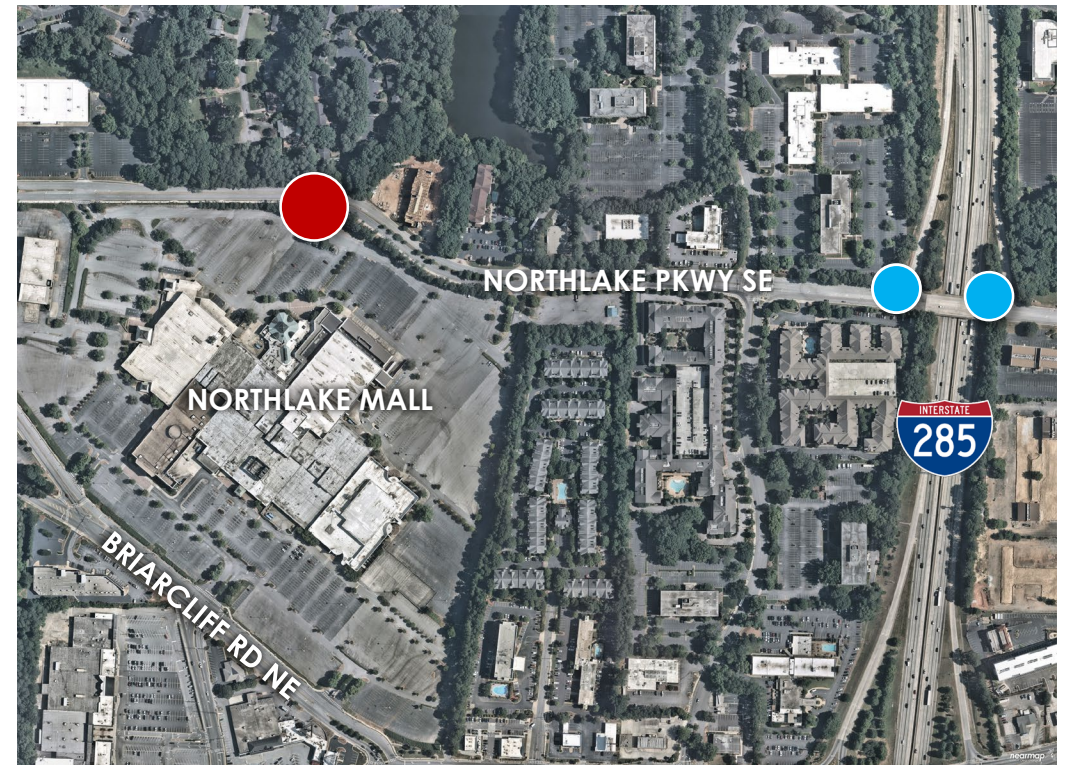
# TRAVEL TIME ANALYSIS – PERIMETER/CUMBERLAND PARKWAY



PRELIMINARY- NOT FOR RELEASE

# NORTHLAKE

- Eastern terminus
- Station in the Northlake Mall area
- Express Lanes access at Northlake Parkway
- Parking at station for park-and-ride
- TOD potential



Station: ●

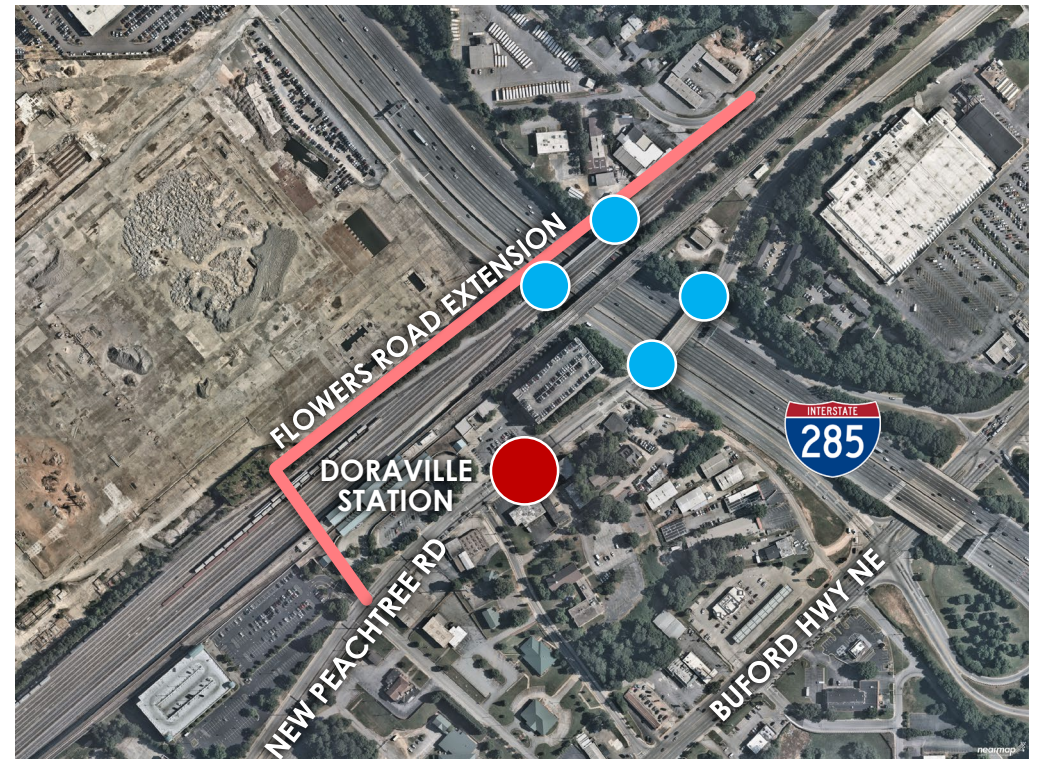
Proposed EL Access Point: ●

PRELIMINARY- NOT FOR RELEASE



# DORAVILLE

- Located at or adjacent to the existing Doraville Station
- Connections to the MARTA Gold Line, MARTA bus routes, and GCT bus routes
- Express Lane access at New Peachtree Road and Flowers Road
- Existing/future park-and-ride
- Future development/TOD surrounding station area
- Requires a connection between New Peachtree Road and Flowers Road extension across the adjacent rail lines



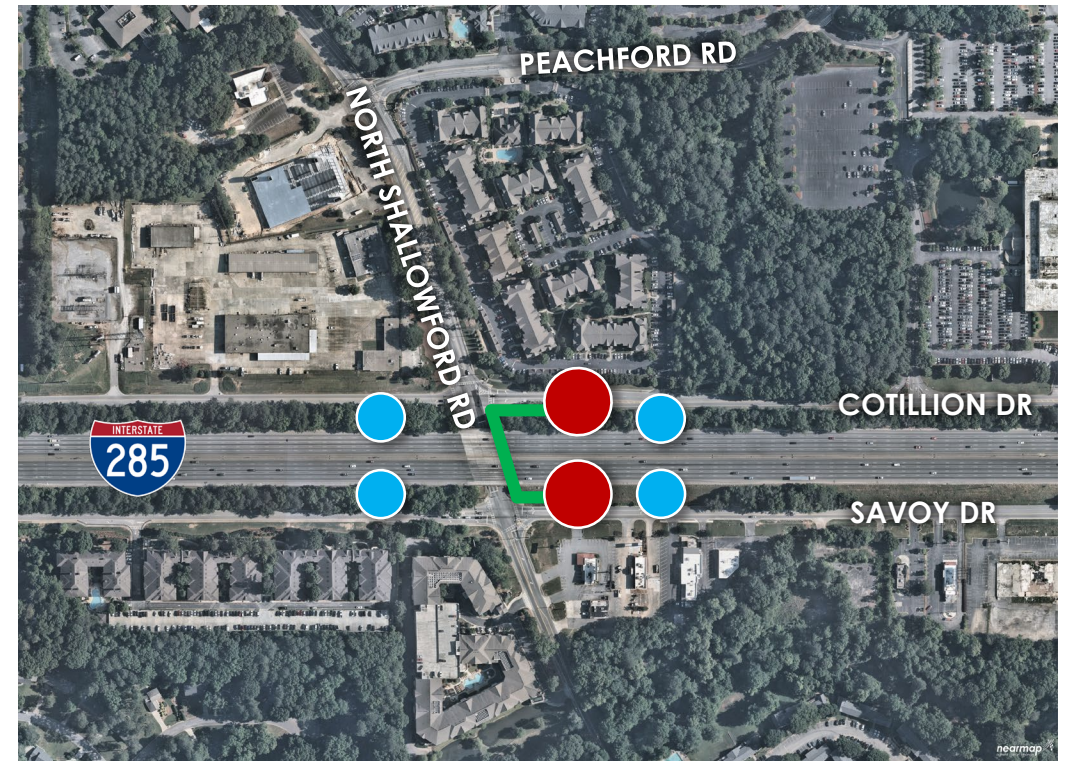
Station: ●

Proposed EL Access Point: ●

New Roadway Connection: —

# NORTH SHALLOWFORD

- At-grade east/west station pair at North Shallowford Road
- Planned Express Lanes access point
- Pedestrian connection along North Shallowford Road
- Limited parking
- Neighborhood oriented stations at small scale



Station: ●

Proposed EL Access Point: ●

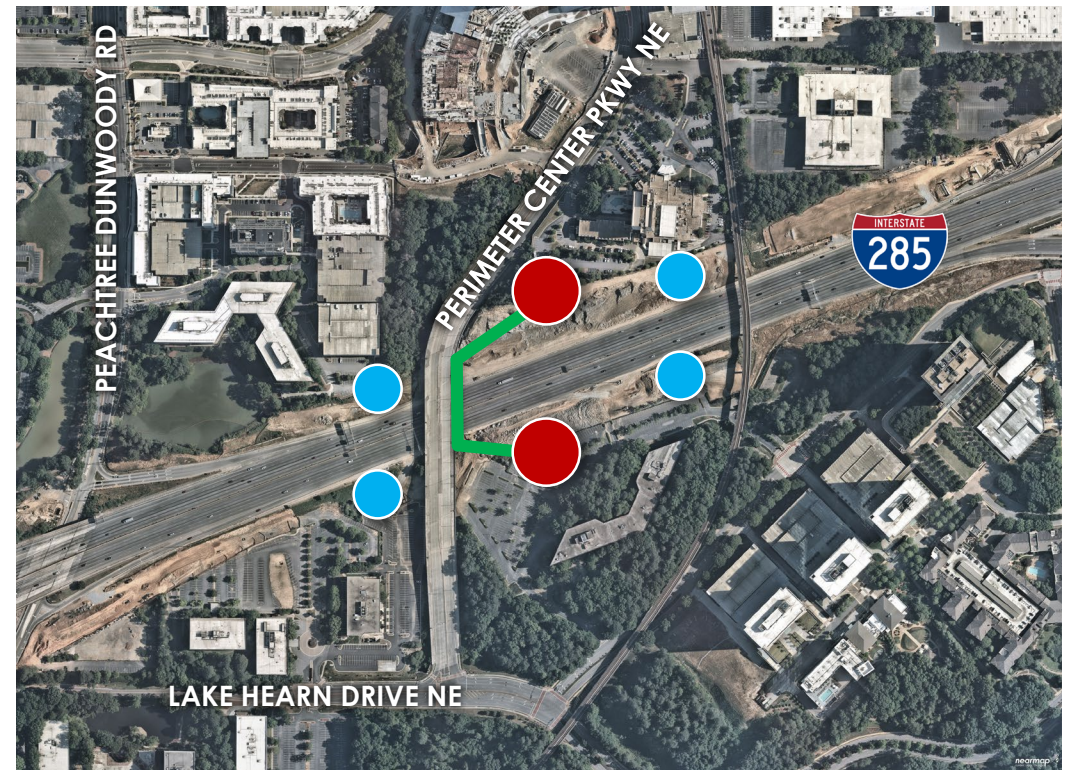
Ped Connection: —

PRELIMINARY- NOT FOR RELEASE



# PERIMETER CENTER

- At-grade east/west station pair at Perimeter Center Parkway
- Planned Express Lanes access point
- Pedestrian bridge connecting the station pair
- Sidewalk connections to the MARTA Red Line Dunwoody and Medical Center Stations
- Limited/no parking
- Potential for future TOD



Station: ●

Proposed EL Access Point: ●

Ped Connection: —

PRELIMINARY- NOT FOR RELEASE



# ROSWELL ROAD

- Elevated east/west station pair at Roswell Road
- Dedicated transit only exits/entrances from Express Lanes
- No local access to Express Lanes
- Pedestrian bridge between the station pair
- Long term development/connectivity potential



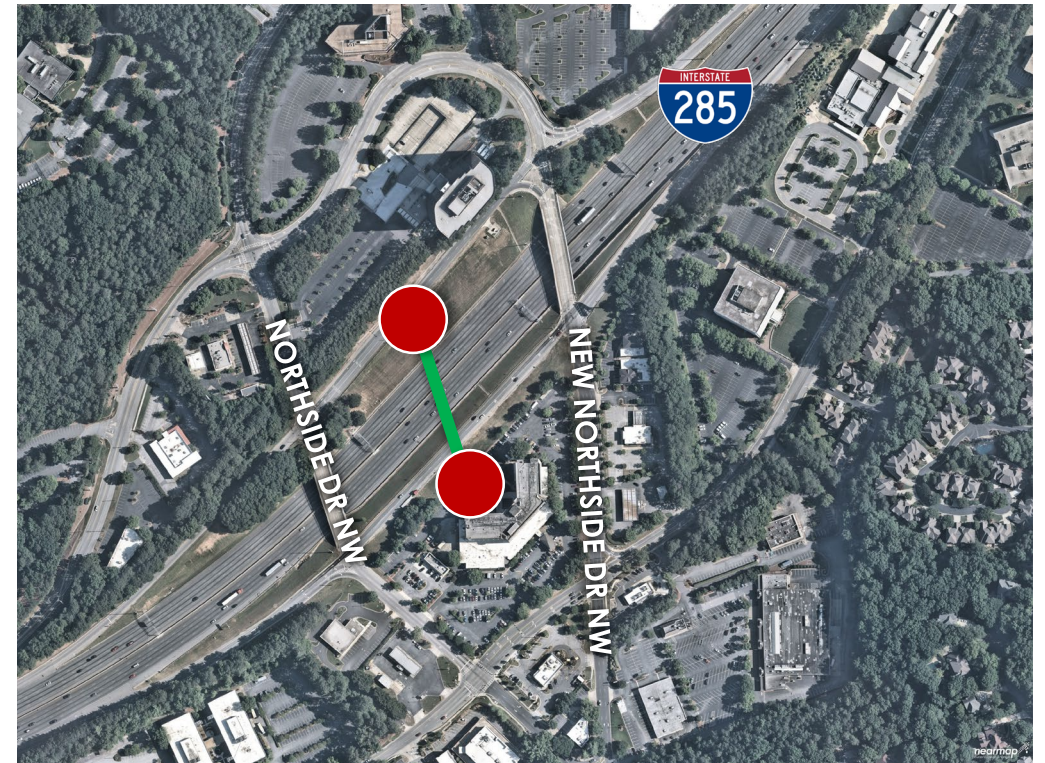
Station: ●

Ped Connection: —

PRELIMINARY- NOT FOR RELEASE

# NORTHSIDE

- Elevated east/west station pair
- Dedicated transit only exits/entrances from Express Lanes
- No local access to Express Lanes
- Pedestrian bridge connecting station pair
- Serves office developments in the area
- High potential for TOD



Station: ●

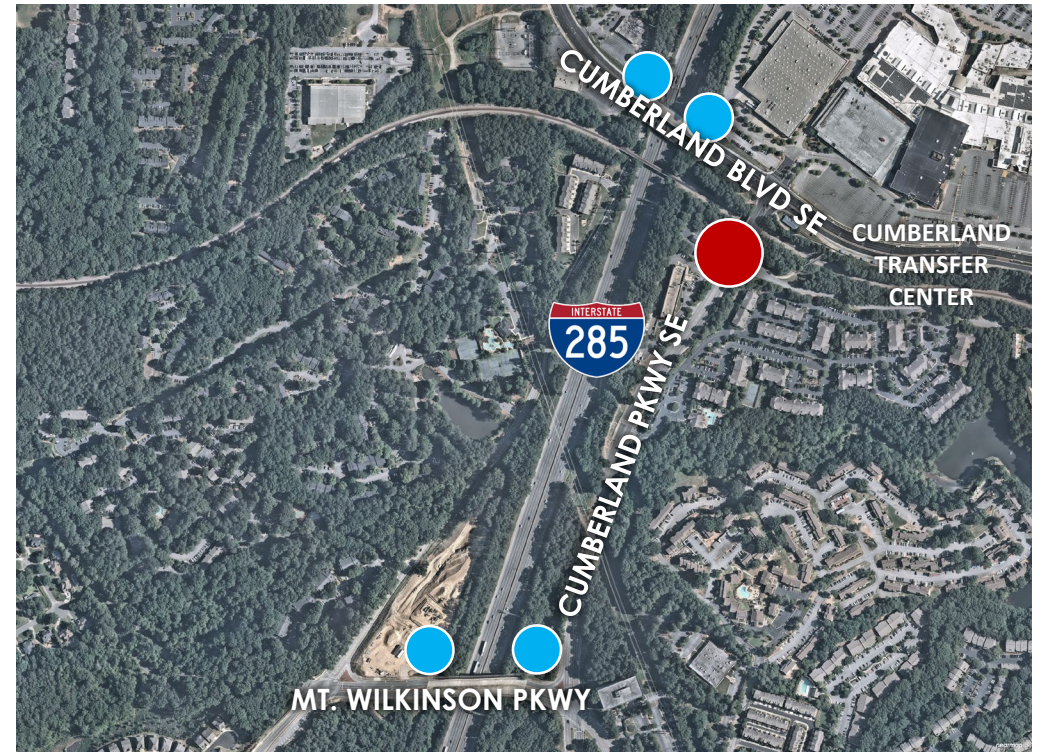
Ped Connection: —

PRELIMINARY- NOT FOR RELEASE



# CUMBERLAND BOULEVARD

- At-grade station along Cumberland Parkway near CobbLinc Cumberland Transfer Center
- Express Lanes access at Cumberland Boulevard to the north and at Mt. Wilkinson Parkway to the south
- Cumberland Parkway connecting access points
- Limited/no parking
- Adjacent to major activity center



Station: ●

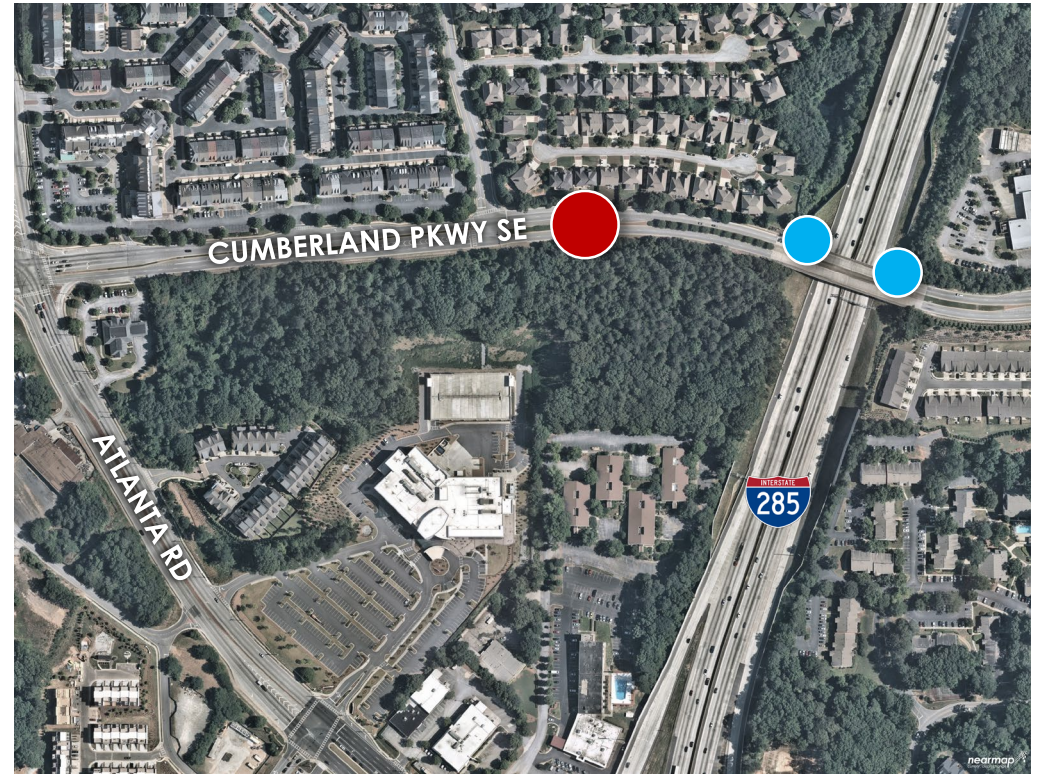
Proposed EL Access Point: ●

PRELIMINARY- NOT FOR RELEASE



# CUMBERLAND PARKWAY

- Western terminus
- Located somewhere along Cumberland Parkway
- Express Lanes access at Cumberland Parkway
- Parking at station for park-and-ride
- Potential TOD



Station: ●

Proposed EL Access Point: ●

PRELIMINARY- NOT FOR RELEASE

# RIDERSHIP FORECASTING

- STOPS – “Simplified Trips on Project Software”
- Federal Transit Administration ridership modeling software
- Census worker data
- Regional travel demand model highway travel data
- Existing transit network and ridership

# MODELING SCENARIOS

- Existing system + Top End Rapid Transit
- Existing system + Express Lanes + Top End Rapid Transit
- Reduced number of stations
- In-line station at Northlake to tie into DeKalb East Wall BRT

# NEXT STEPS

- Service plan and travel time input
- Clarify major capital items
  - Doraville cross rail connection
  - Northlake Parkway inline versus offline access (GDOT)
  - Transit-only interchanges at Roswell Road and Northside
  - Pedestrian connections between split stations at North Shallowford, Perimeter, Roswell Road, and Northside
- Modeling scenario input
- Consider connections to other local transit services