Last Mile Connectivity Study

BROOKHAVEN CITY COUNCIL WORK SESSION

FEBRUARY 28, 2017

Purpose

Purpose

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

- *Offer a network of **safe, comfortable, convenient options** for traveling **between origins/destinations and transit service***
- *Make it **easier** for people to **make short trips on bike or on foot** and make it more **convenient for people to take advantage of existing transit** service*

Why Last Mile Connectivity?

Offer choices and options to workers, residents, and visitors other than personal vehicles

Tremendous growth in the area, including commercial and some residential development

Reduce congestion

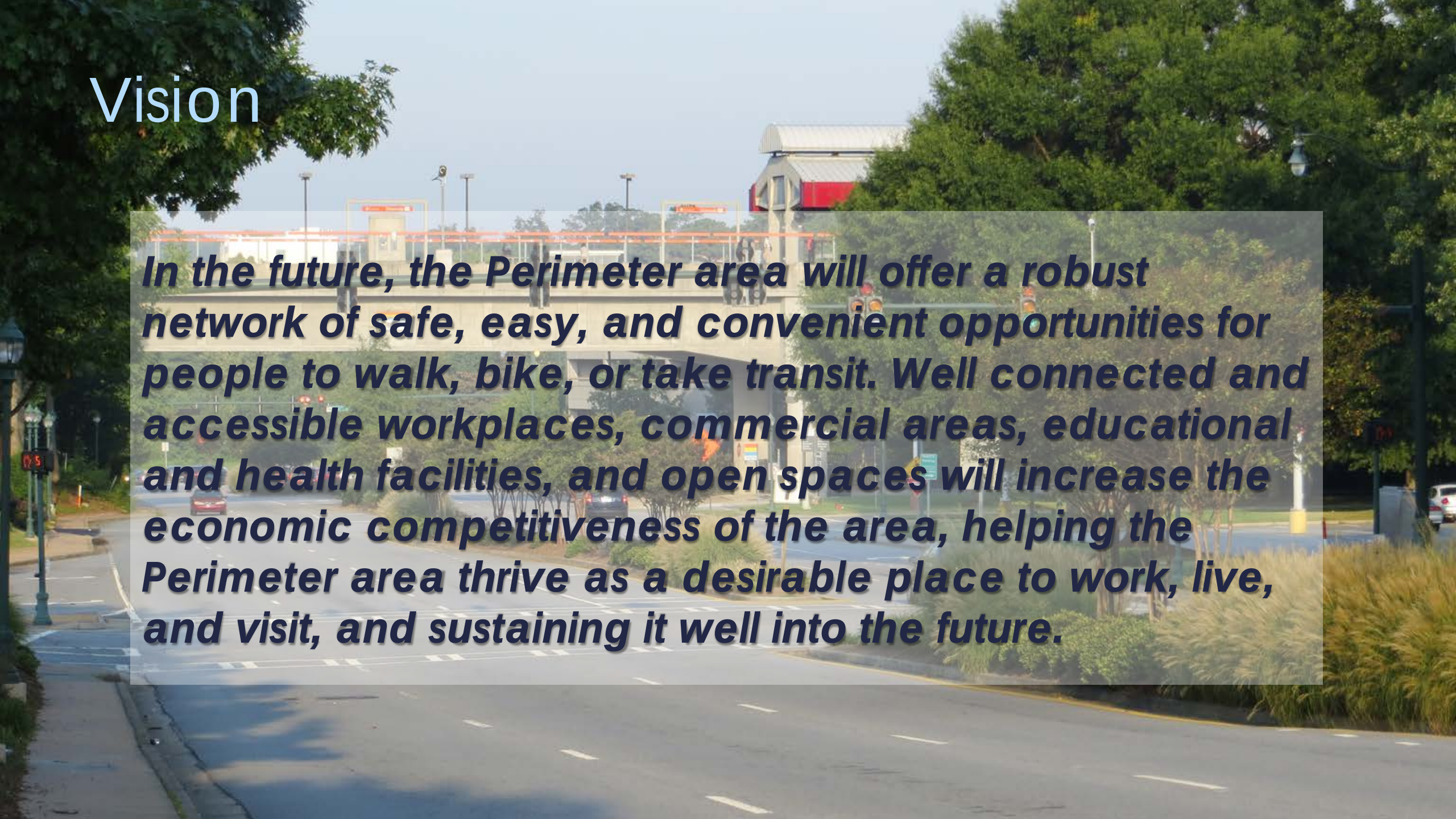
Provide opportunities for healthier lifestyles

Maintain the area as desirable destination for workers, residents, and visitors

Ensure economic competitiveness

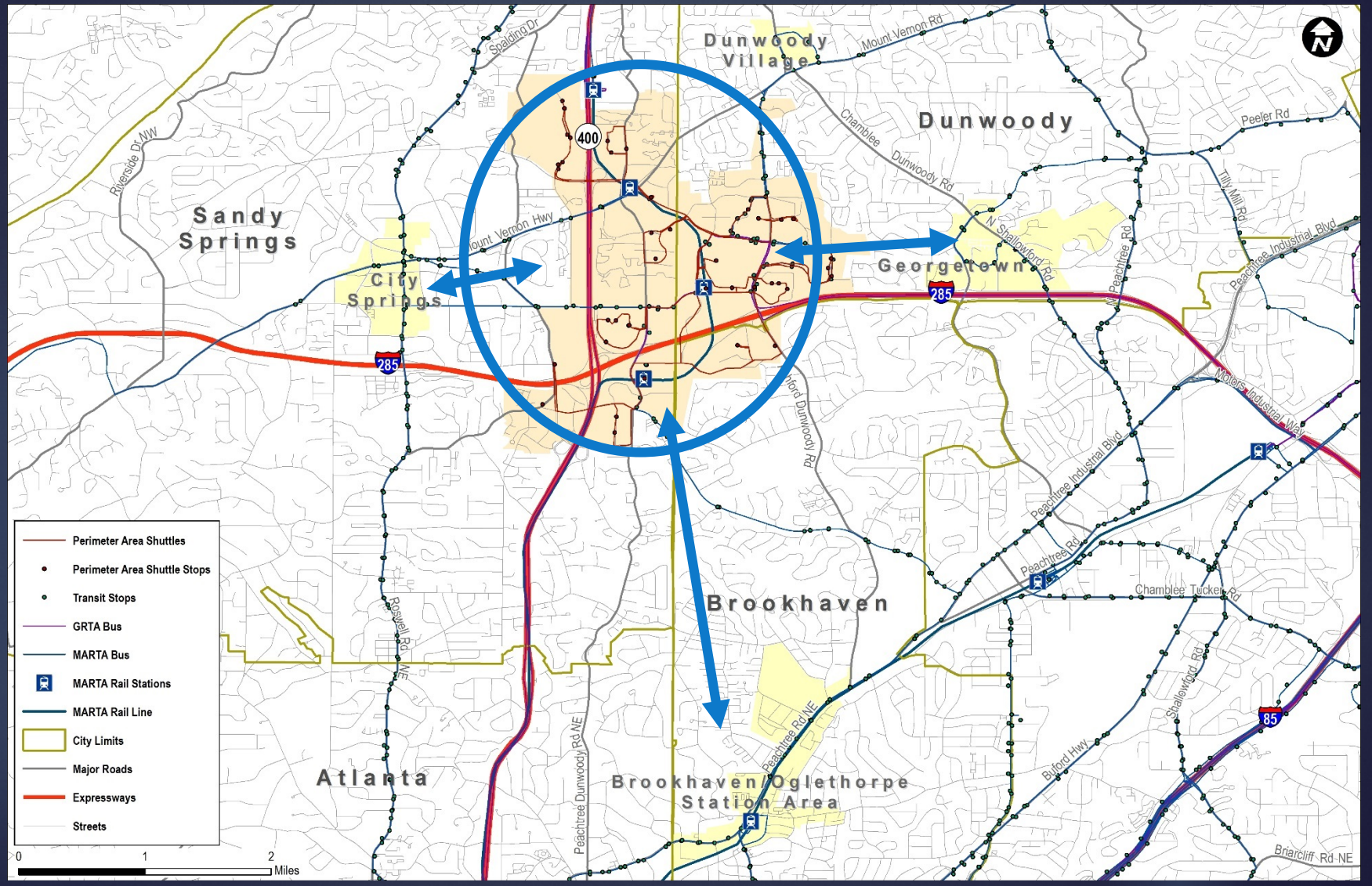
Provide safe and comfortable transportation options

Vision



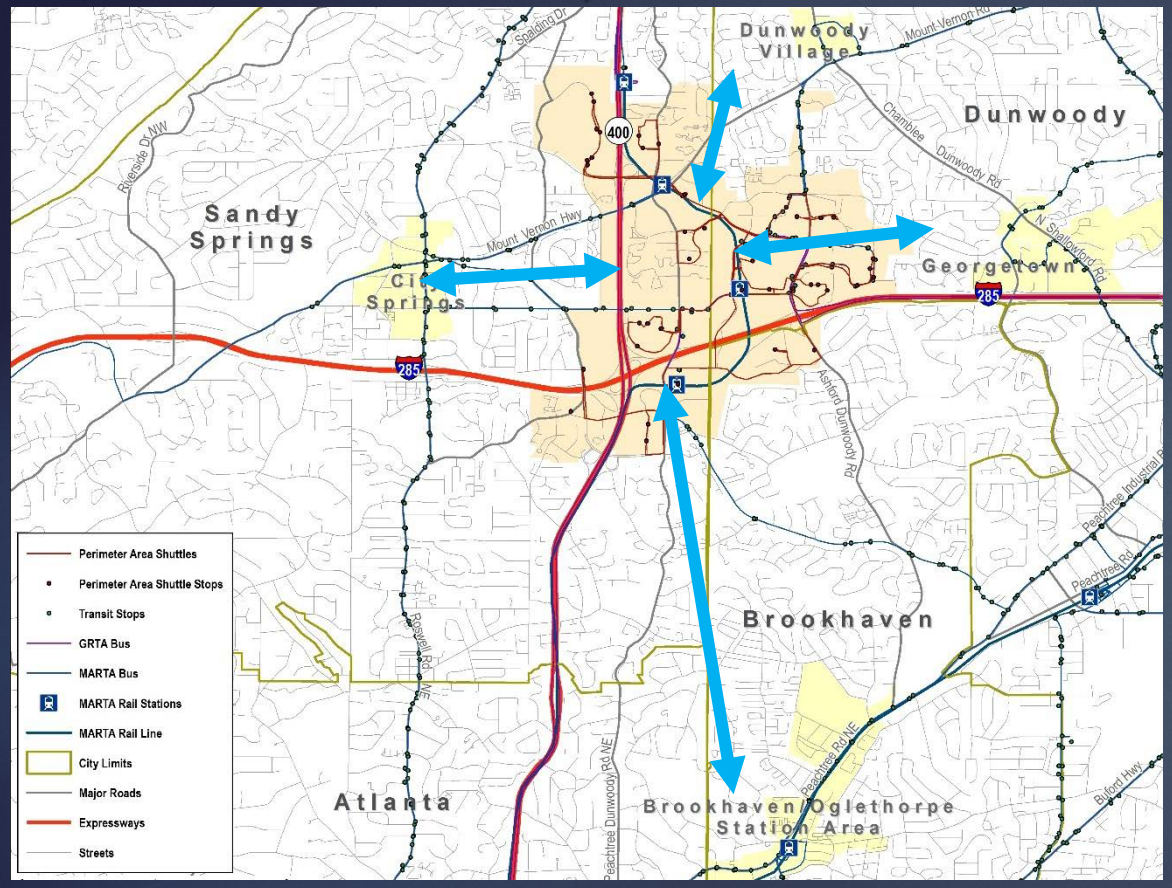
In the future, the Perimeter area will offer a robust network of safe, easy, and convenient opportunities for people to walk, bike, or take transit. Well connected and accessible workplaces, commercial areas, educational and health facilities, and open spaces will increase the economic competitiveness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

Study Area


Dunwoody Village
Dunwoody
Sandy Springs
City Springs
Georgetown
Brookhaven
Atlanta
Brookhaven/Oglethorpe Station Area
Perimeter Area Shuttles
Perimeter Area Shuttle Stops
Transit Stops
GRTA Bus
MARTA Bus
MARTA Rail Stations
MARTA Rail Line
City Limits
Major Roads
Expressways
Streets
0
1
2
Miles

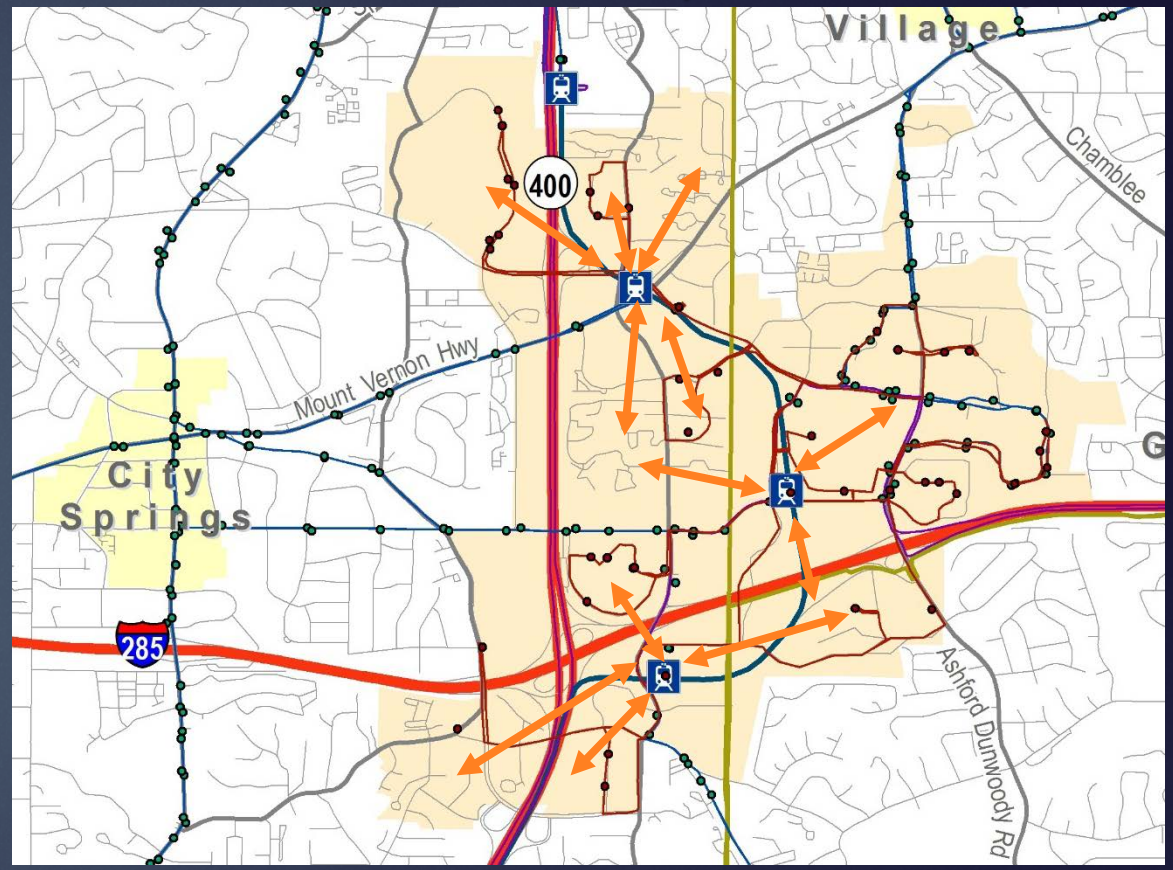
Types of Connectivity

Node Connectivity



- *Between PCIDs and activity centers*
- *Creating or funding low-stress links between nodes and the PCIDs, along primary corridors*

Last Mile Connectivity



- *Between home/destination and nearest transit stop, station or hub*
- *Within one mile of rail stations and within walking distance of bus stops*

Consolidated Project List

Quick Wins

Priority Short-Term Projects

Wayfinding Guidelines and Program

Develop and implement branded wayfinding guidelines and program for the Perimeter area at two scales:

- Pedestrian-scale to guide people on foot and cyclists
- Vehicular-scale to guide motorists on a broader scale throughout Perimeter area
- Focus around MARTA rail stations, the mall, hospitals, and other key destinations
- $150-$200K for guidelines and design, $2-2.25M for fabrication and installation

Source: GS&P

Source: GS&P

Improvements in yellow text are new recommendations that enhance last mile connectivity

Other Short-Term Improvements

0-6 years

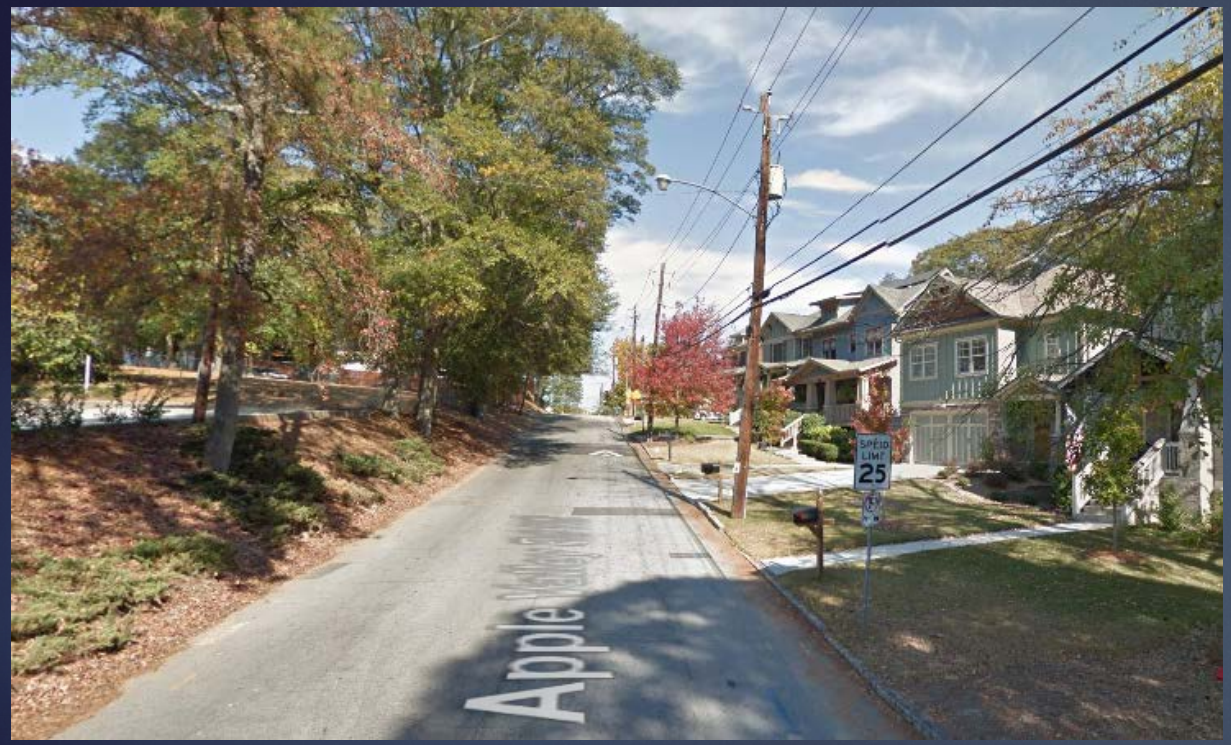


Image © 2017 Google

Fill sidewalk gaps

- Apple Valley Road
- Peachtree Road
- Old Johnson Ferry Road
- W. Nancy Creek Drive
- Ashwoody Court/Ashwoody Trail

Other Short-Term Improvements

0-6 years

Upgrade pedestrian crossings

- *Montgomery Elementary School
- *Kadleston Way
- *Nancy Creek Trail at YMCA, adjacent to Blackburn Park

Image © 2017 Google

Recommendations from the Ashford Dunwoody Road Corridor Study, subject to change following March 2017 Council Work Session

Other Short-Term Improvements

0-6 years

Intersection Improvements

- *Ashford Dunwoody Road at:
  - Windsor Parkway
  - Johnson Ferry Road/Donaldson Drive
  - Harts Mill Road
  - W. Nancy Creek Drive
- Peachtree Road at:
  - Dresden Drive/Brookhaven Drive
  - N. Druid Hills Road
- N. Druid Hills Road at Apple Valley Road

Image © 2017 Google

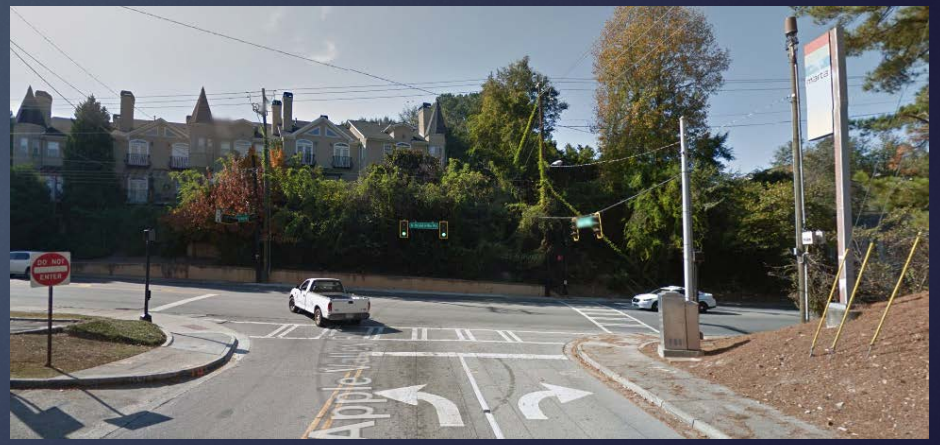


Image © 2017 Google

Recommendations from the Ashford Dunwoody Road Corridor Study, subject to change following March 2017 Council Work Session

Mid-Term Improvements

6-10 years

Image © 2017 Google

- Operational improvements on Johnson Ferry Road
- Perimeter-Medical Center Multi-Use Trail
- Mid-block crossing on Perimeter Summit Parkway
- *Intersection improvements at Ashford Dunwoody Road with Perimeter Summit Parkway, Peachtree Road, and at Montgomery Elementary School
- Additional bike and ped enhancements from Bicycle, Pedestrian and Trail Plan

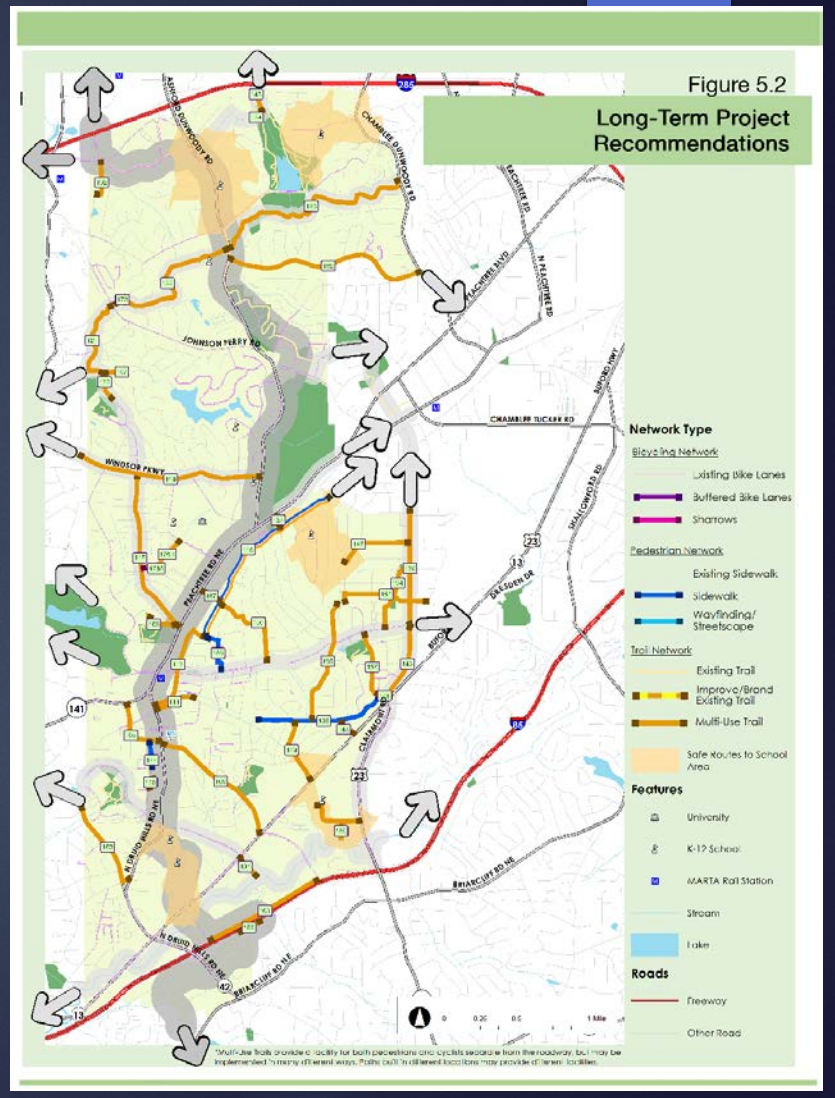
Improvements in yellow text are new recommendations that enhance last mile connectivity

***Recommendations from the Ashford Dunwoody Road Corridor Study, subject to change following March 2017 Council Work Session**

Long-Term Improvements

10+ years

- New sidewalks, multi-use paths, and trails as identified in Bicycle, Pedestrian, and Trail Plan

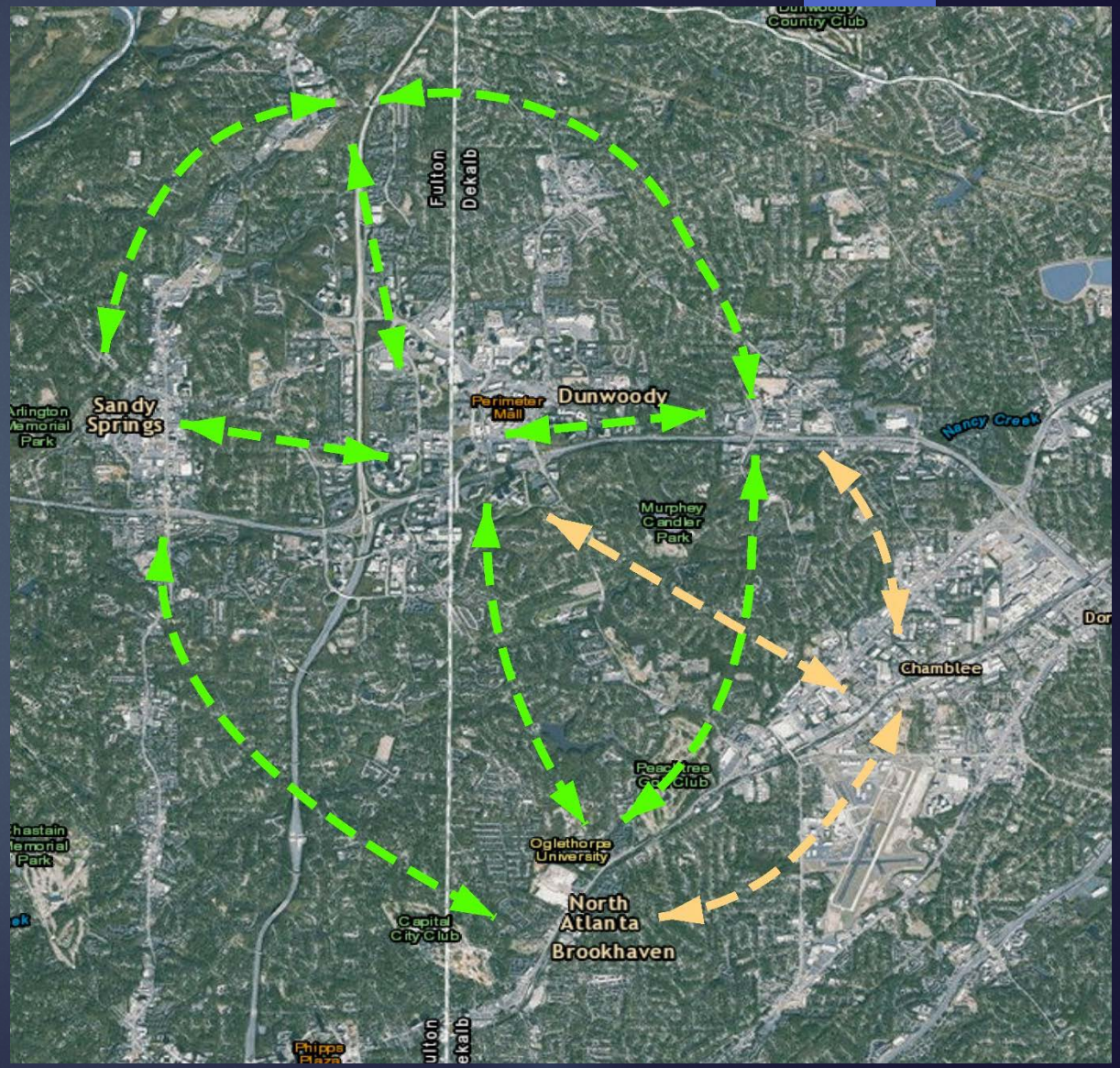


Source: Brookhaven Bicycle, Pedestrian, and Trail Plan

Long-Term Strategy: Regional Greenbelt

Low-stress bicycle and pedestrian connectivity between Perimeter and activity centers

Consider connections to Chamblee



Source: ArcGIS Basemap

Transit Vision

Node Connectivity Recommendations

Hammond Drive

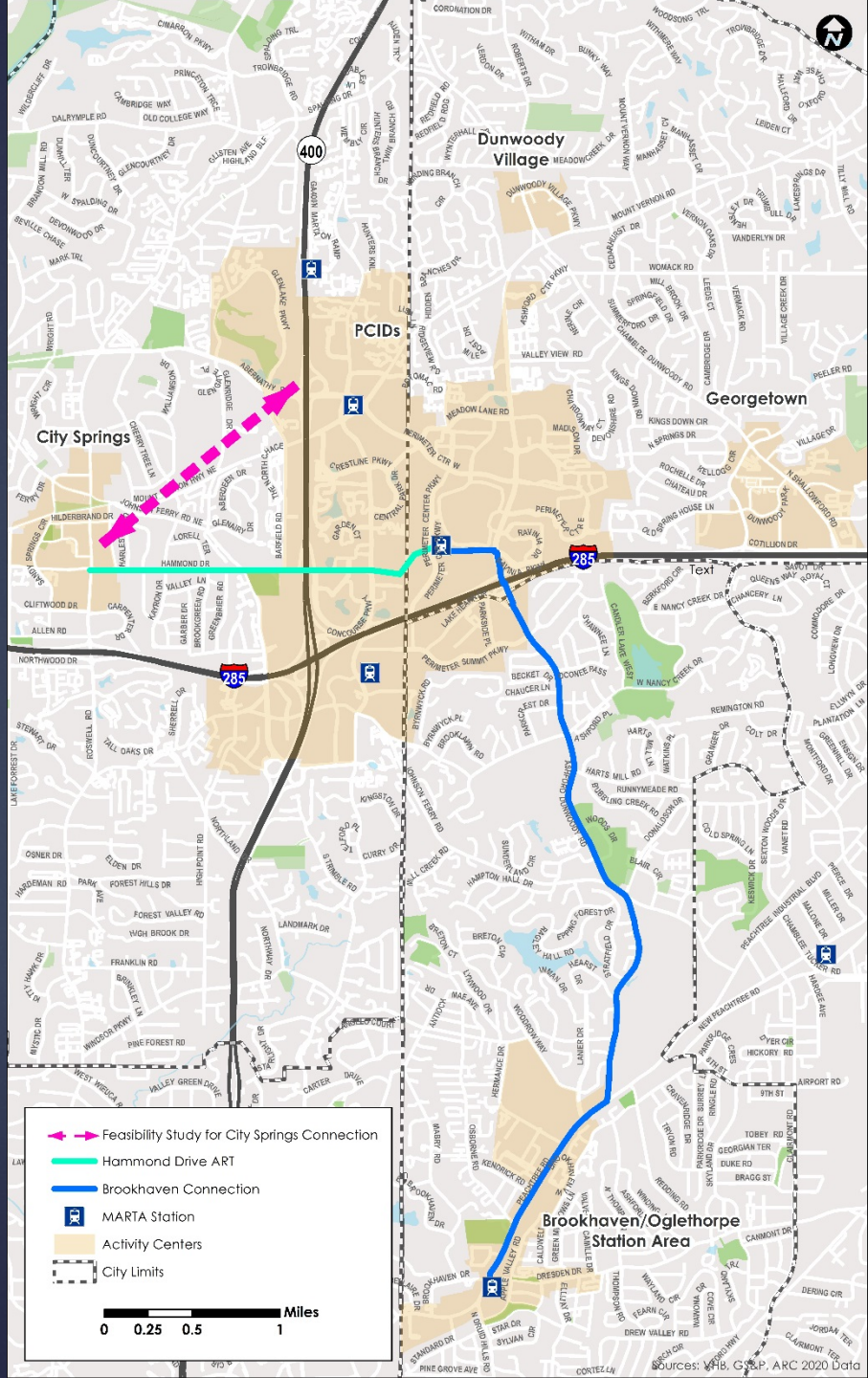
- Transit signal priority compatible with responders on MARTA buses
- Queue jumpers at critical intersections

Brookhaven Connection

- Small, shuttle-style vehicle between Brookhaven/Oglethorpe MARTA Station and Perimeter area
- Transit signal priority

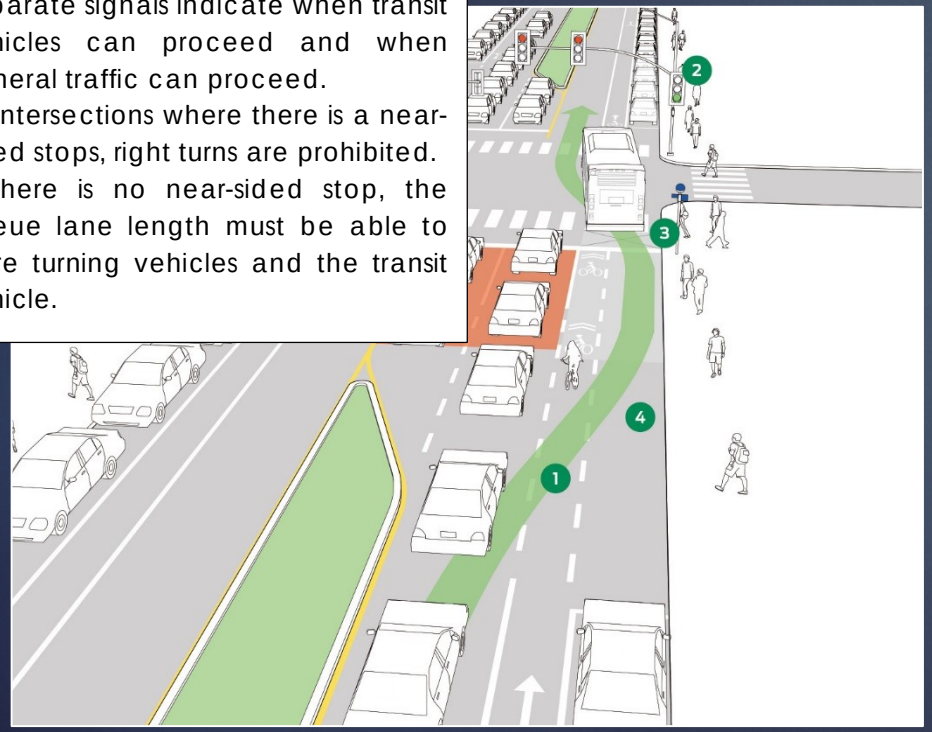
City Springs Connection

- East-west connection between City Springs and Perimeter area
- Recommending a feasibility study

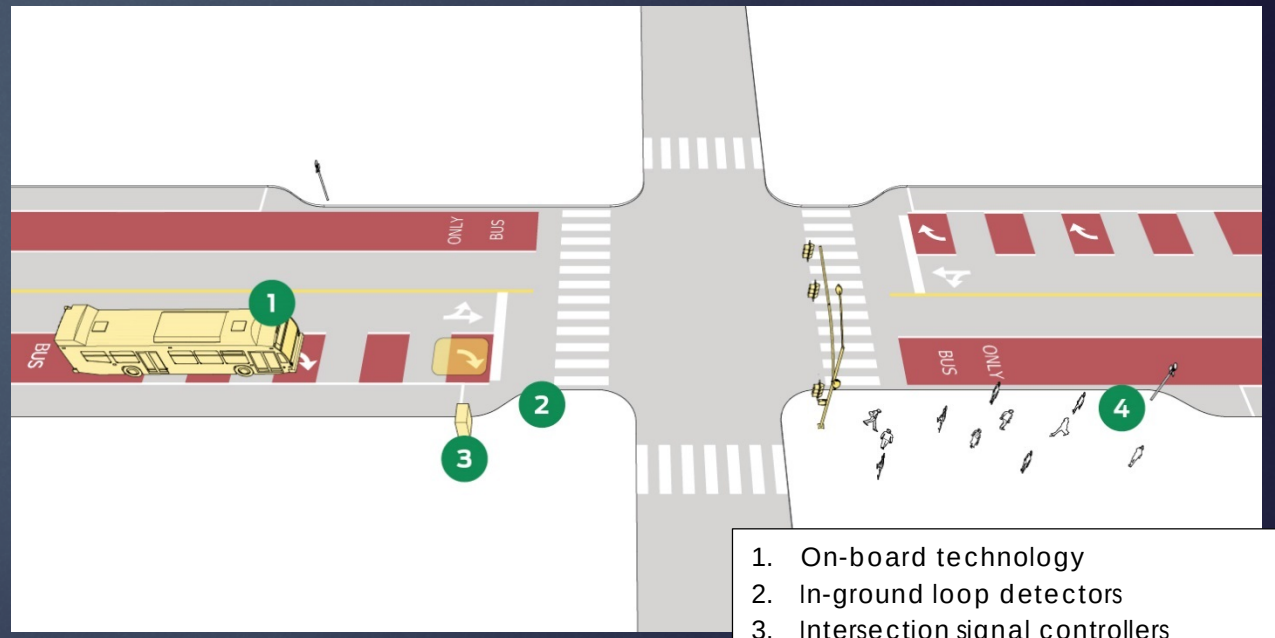


Queue Jumpers and Transit Signal Priority

1. Buses require access to a lane that allows them to reach the front of the traffic queue.
2. Separate signals indicate when transit vehicles can proceed and when general traffic can proceed.
3. At intersections where there is a near-sided stops, right turns are prohibited.
4. If there is no near-sided stop, the queue lane length must be able to store turning vehicles and the transit vehicle.



Source: NACTO Transit Street Design Guide



Source: NACTO Transit Street Design Guide

1. On-board technology
2. In-ground loop detectors
3. Intersection signal controllers
4. Advanced signal detection system

Last Mile Transit Recommendations

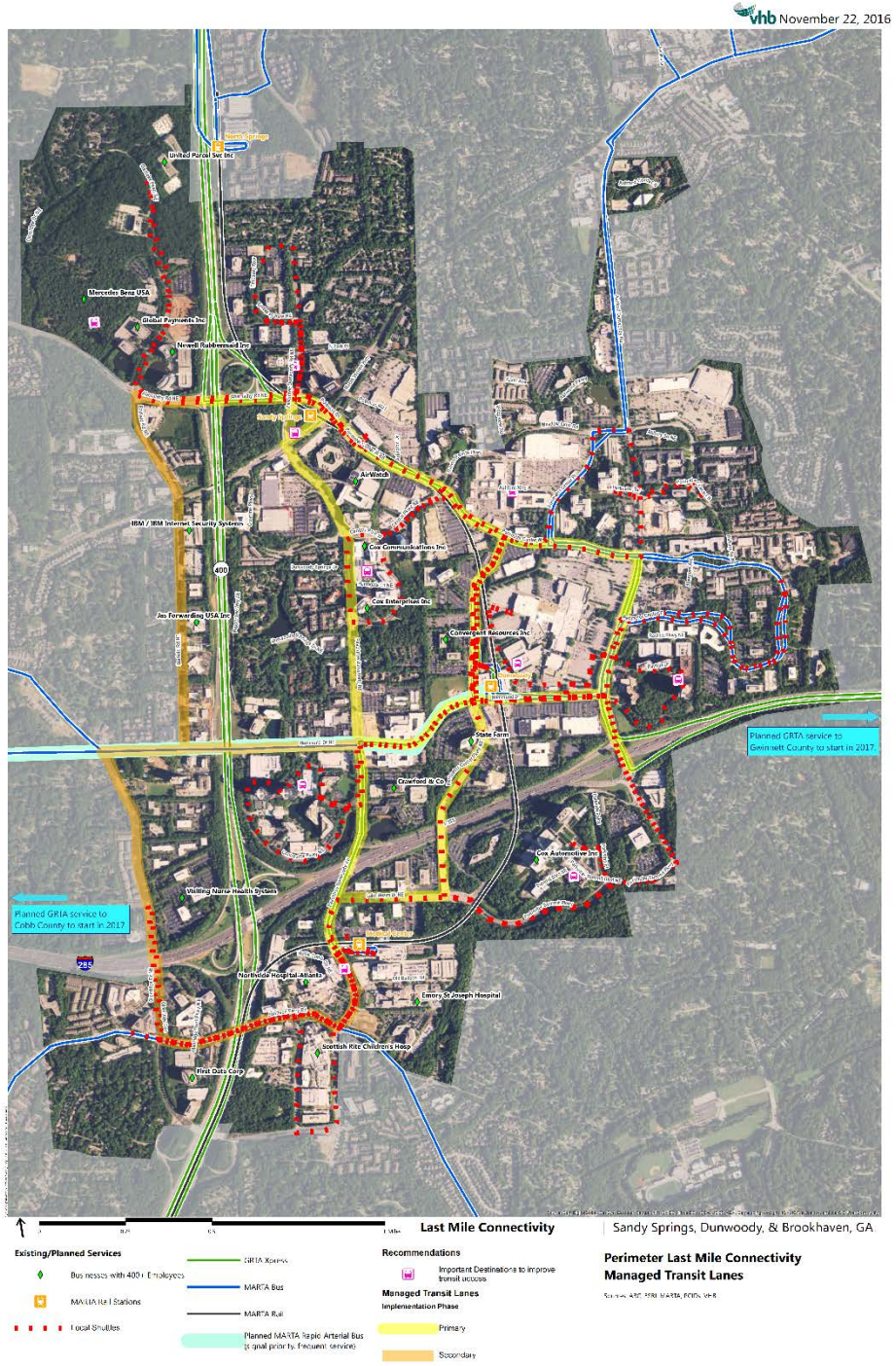
Dedicated lanes for transit service in the Perimeter area, to serve existing shuttles, MARTA buses, and GRTA Xpress buses

Tier 1: High-priority connections between MARTA stations, mall, and major office campuses

Tier 2: Secondary connections

Benefits

- Utilizes existing transit service and leverages planned transit enhancements
- No operating or vehicle costs for cities
- Minimal capital costs
- Flexible options for ROW acquisition
- Can operate initially in peak periods only
- Tie-in to future managed lane system



Short-Term Transit-Supportive Strategies

Standardize Stop Amenities
Shelters
Signage
Real-time information

Technology and Infrastructure
Transit signal priority
Queue jumpers

Improve Walkability and Bikeability
Wider sidewalks, internal sidewalks
Street shading
Cyclist amenities

Leverage Ridesharing Services
Formal agreements with Uber/Lyft
Designated pickup/dropoff areas

Private Shuttles
Minimum hours of service
Real-time data for mobile application

Long-Term Transit-Supportive Strategies

Land Use and Urban Form
Direct connections to transit stations and between uses
Thresholds for residential and employment density

Parking Management Policies
Subsidies and other incentives for transit users
Pass parking costs to users

Foster Active Streets
Wider sidewalks
Smaller minimum setbacks
Street trees, benches, and other amenities

Public Open House

January 26, 2017

60 attendees

High Priorities

- More robust transit service
- Safer facilities
- Wider sidewalks
- Fully connected transportation network

Low Priorities

- Bicycle lanes
- Consolidated shuttle
- Roadway reconstruction projects

Source: GS&P

Thank You!

Questions?

Additional information?

Richard Meehan
City of Brookhaven
Public Works
404-637-0500
Richard.Meehan@BrookhavenGa.gov

Nithin Gomez
Consultant Project Manager
Gresham, Smith and Partners
770-754-0755
Nithin_Gomez@gspnet.com