



AGENDA

Stakeholders Advisory Committee – Meeting #2

Thursday, November 8, 2018

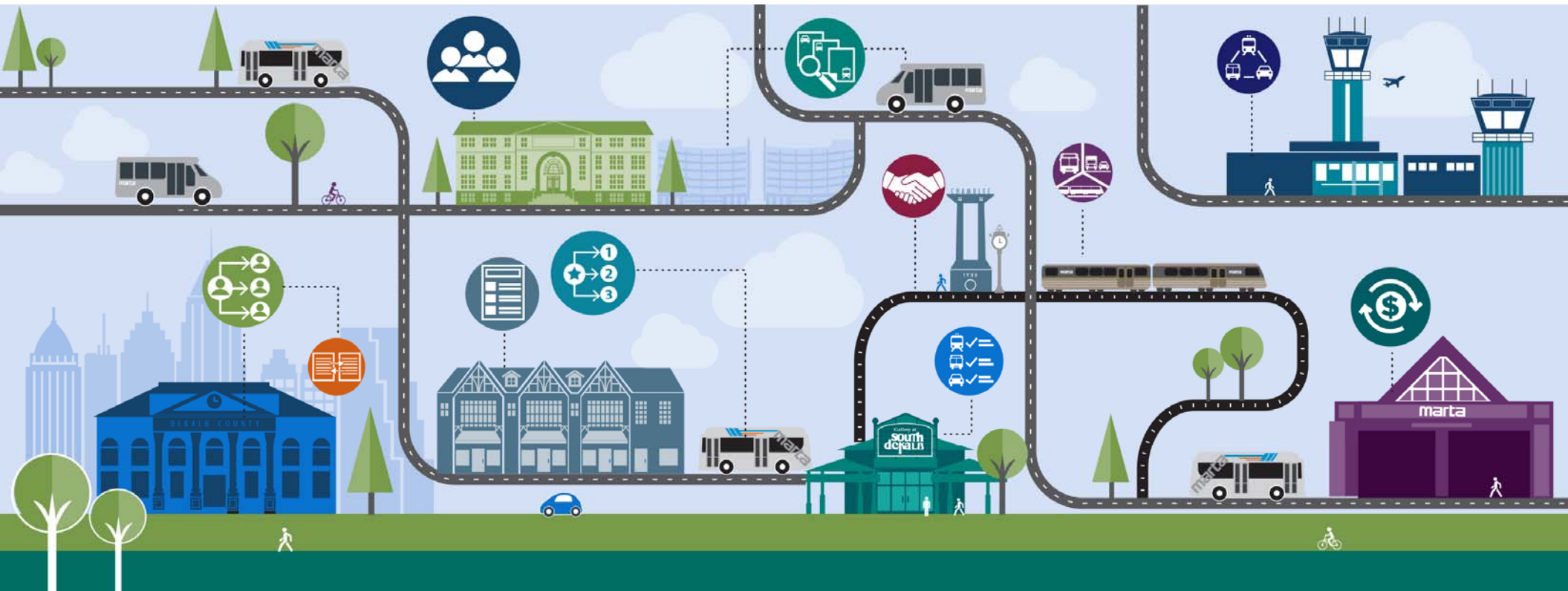
6:00 p.m. - 7:30 p.m.

Maloof Center (1300 Commerce Drive, Decatur, GA 30030)

Welcome	<i>Delores Crowell</i> , Director – Intergovernmental Affairs, DeKalb County
Opening Remarks	Chris Tomlinson, Executive Director, The ATL
Minnesota Trip Testimonial	Lori Sand, ARC Laura Everitt, VHB
Existing and Future Conditions & Understanding What We Heard	
Travel Trends	Grady Smith, VHB
State of the Transit System	Emily Ritzler, WSP
Economic Development	Jonathan Gelber, BAG
Policy & Decisions	Grady Smith, VHB
Q&A	Michael Hightower, TCF
Next Steps	Laura Everitt, VHB

If you have ideas/thoughts/concerns as we go through the agenda, feel free to write them on a comment card and give them to any team member.

No Boundaries—Today's Preparation, Tomorrow's Achievement



Meeting Objectives

- Welcome
- Remarks from Chris Tomlinson, Executive Director, The ATL
- Minnesota Trip Testimonials
- Existing & Future Conditions & Understanding
What We've Heard
- What's Next?

Opening Remarks



Chris Tomlinson

Executive Director, *The ATL*

About Chris Tomlinson

Chris serves as the Executive Director of the State Road and Tollway Authority (SRTA) and the Georgia Regional Transportation Authority (GRTA) and as Interim Executive Director of the newly created Atlanta-region Transit Link Authority (the ATL).



About the ATL

The ATL is attached to the Georgia Regional Transportation Authority (GRTA) for shared administrative resources and is governed by a 16-member board. Ten of these members represent 10 new, specially created Transit Districts and are chosen by a combination of county commission chairs and a caucus of local legislative delegations.



Minnesota Trip Testimonial

Peer City Takeaways

What We Learned

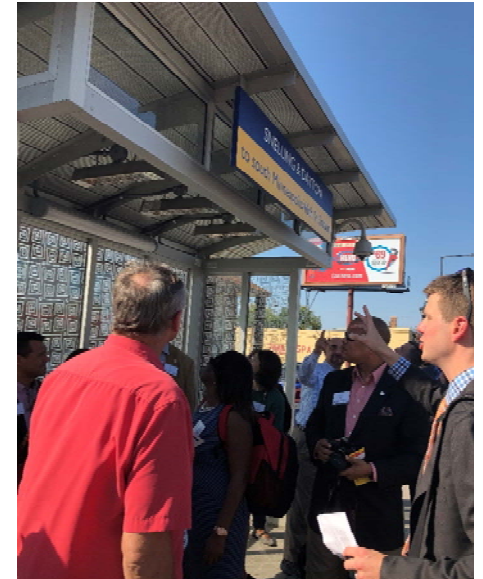
- Understanding of the different modes (LRT, BRT and ART)
- Transit impacts: mobility and economic development
- Regional collaboration



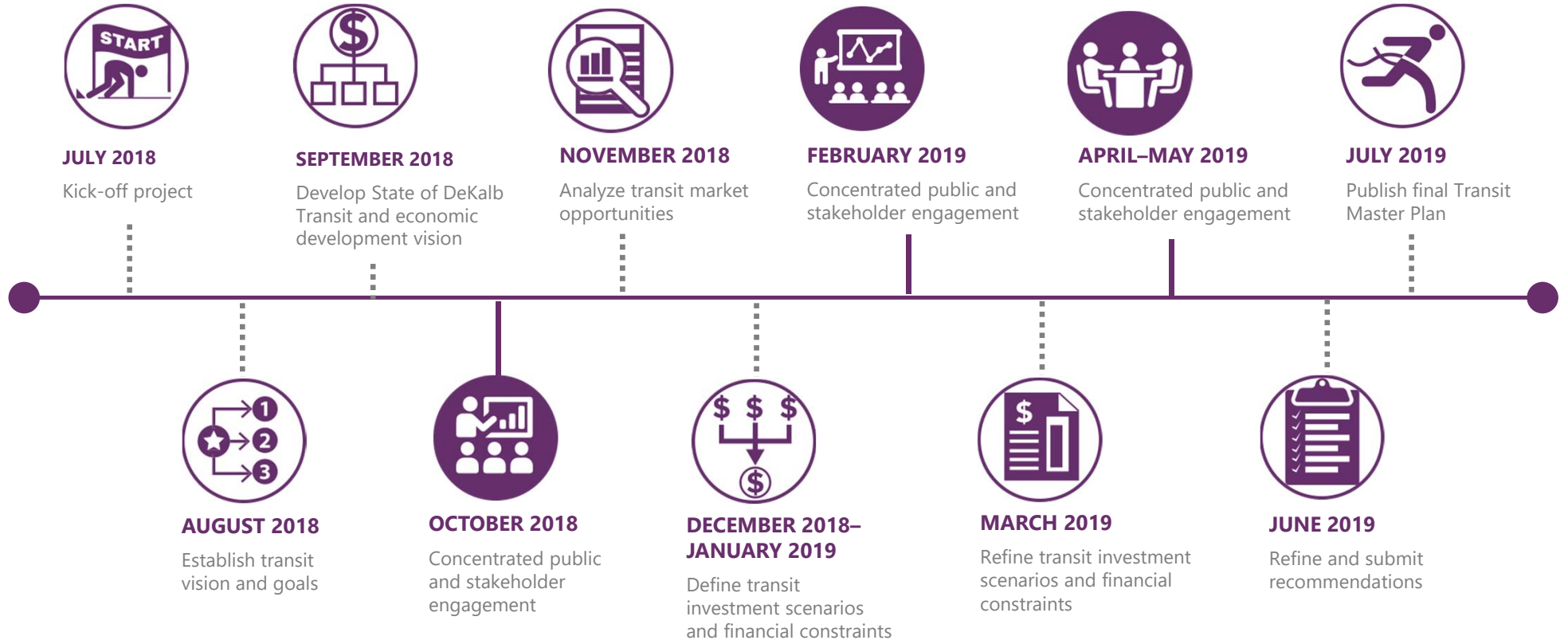
Peer City Takeaways

What We Learned

- Prioritize projects that could be completed first
- Able to see the impact to the community
- Need to address equitable distribution of benefits



Process



Existing and Future Conditions



Travel Trends

- Trip Desire
- Travel Time Reliability
- Mode Split
- Access to Transit



State of the System

- Service Availability
- System Operating Efficiency
- Ridership
- System Connectivity



Economic Development

- Access to Jobs
- Nodal Density/Intensity
- Development/Redevelopment



Policy & Decisions

- Past Investments
- Current Funding and Plans



Travel Trends

South
deKalb



Travel Trends

Top Trip Pairs & Average Travel Times

1. Druid Hills to Emory/CDC
2. Chamblee to Buckhead
3. Dunwoody to Perimeter
4. Chamblee/Tucker to Downtown Atlanta
5. South DeKalb to Downtown Atlanta

Existing *(average travel time)*

- 29 minutes by automobile
- 44 minutes by transit

Future *(average travel time)*

- 35 minutes by automobile
- 48 minutes by transit

What We Heard

- What percent of the total trips are represented by the top 10 trip pairs?
- What about thru-trips? How do those affect DeKalb County?





Travel Trends

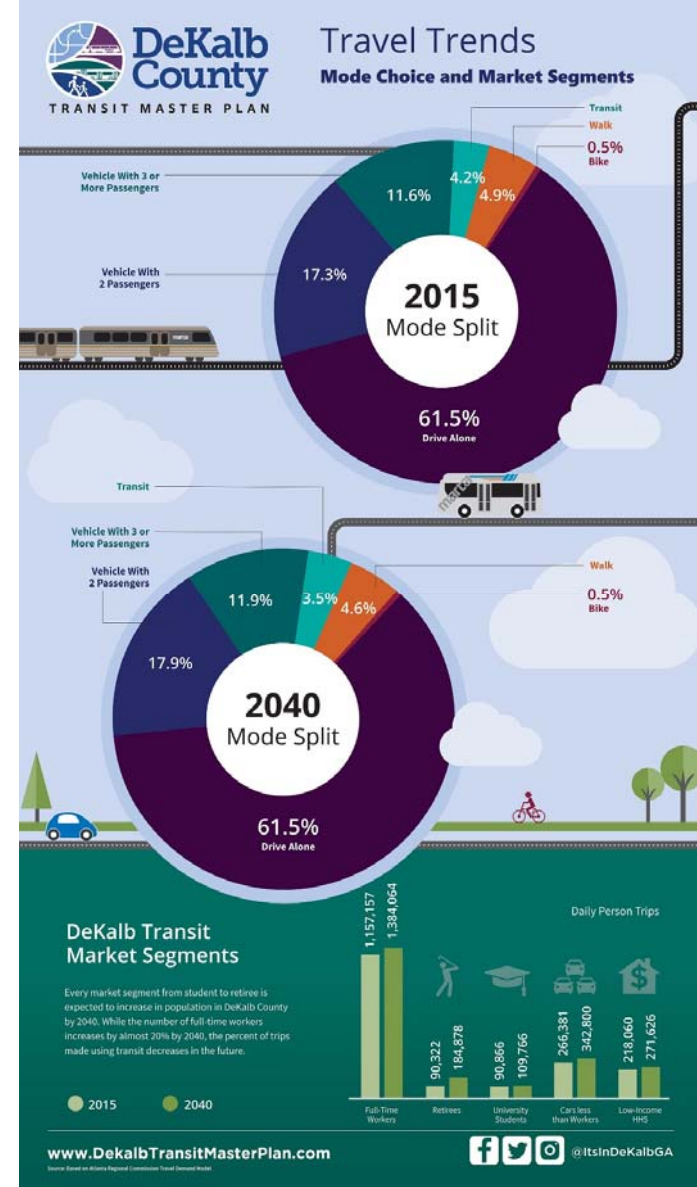
DeKalb County Travel Patterns

No Major Change in Mode Split Between 2015 and 2040

- Full-time workers are projected to grow 20%
- Limited investments in roadways and transit
 - Managed lanes on I-285 (East Wall)
 - Interchange improvement at I-285 and I-20 East

What We Heard

- Why doesn't mode split change more with the investment in managed lanes?





State of the Transit System



State of the Transit System

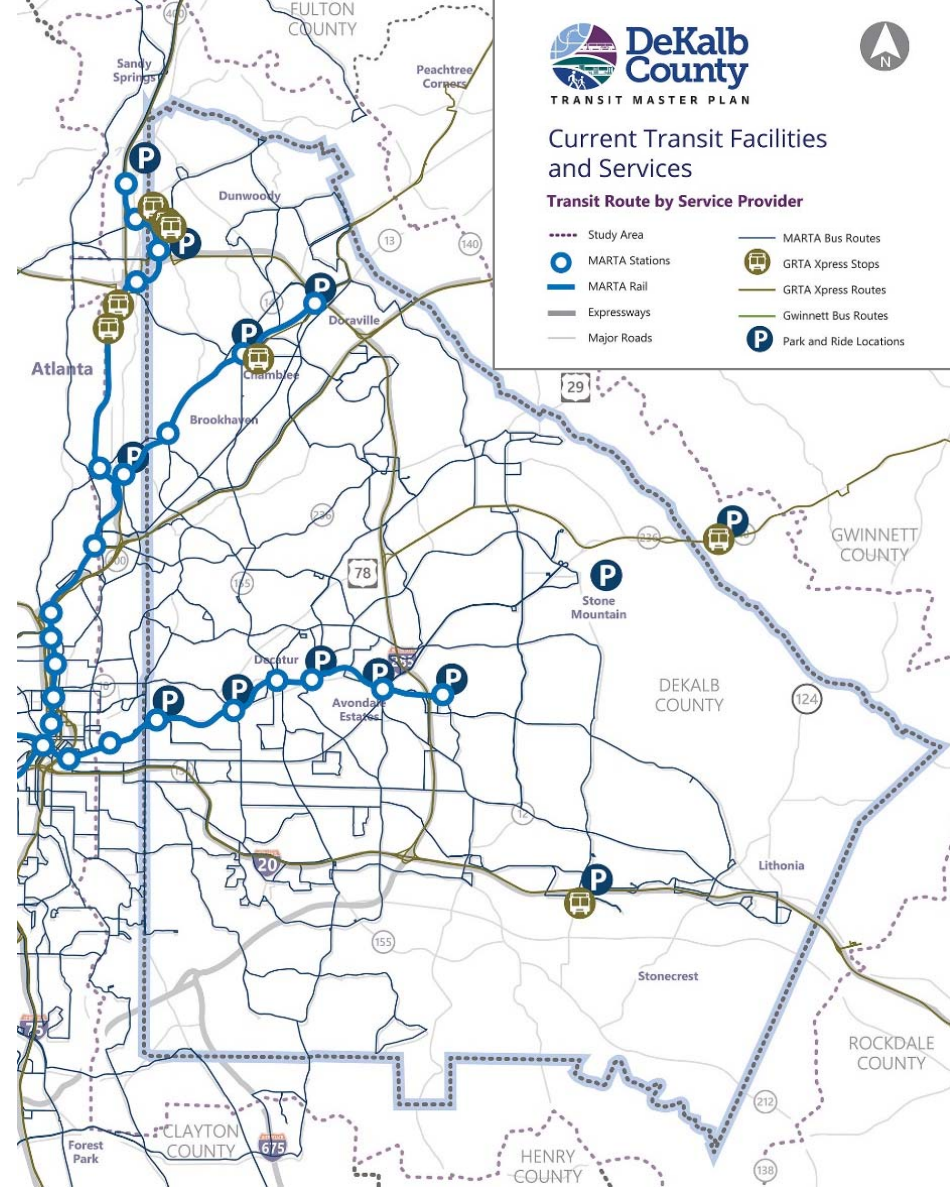
Today's Transit Service in DeKalb County

Existing Transit Service in DeKalb County

- 46 MARTA Bus Routes
 - GRTA Xpress Service
 - Gwinnett County Transit
- 10 Rail Stations
- 2 Park-n-Ride Locations

What We Heard

- Not as much service in South DeKalb as North DeKalb
- What about other providers like Emory's Cliff Shuttles and Royal Bus Shuttles on Buford Highway?





State of the Transit System

Today's Transit Service in DeKalb County

- 31%** of annual bus ridership occurs in DeKalb
- 32%** of annual bus revenue miles occur in DeKalb
- 20%** of annual rail ridership occurs in DeKalb
- 20%** of annual rail revenue miles occur in DeKalb

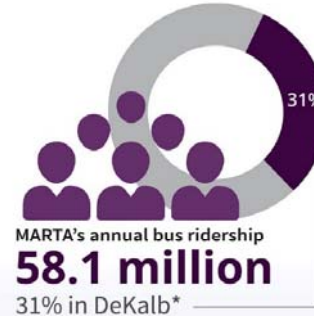
What We Heard

- Desire for more high-capacity transit and better connectivity to jobs



MARTA Bus and Rail Services

2017 Ridership and Service Statistics



*Calculations exclude parts of DeKalb County within the City of Atlanta

Source: Data provided by MARTA.





State of the Transit System

Today's MARTA Ridership

Highest Utilized Train Stations

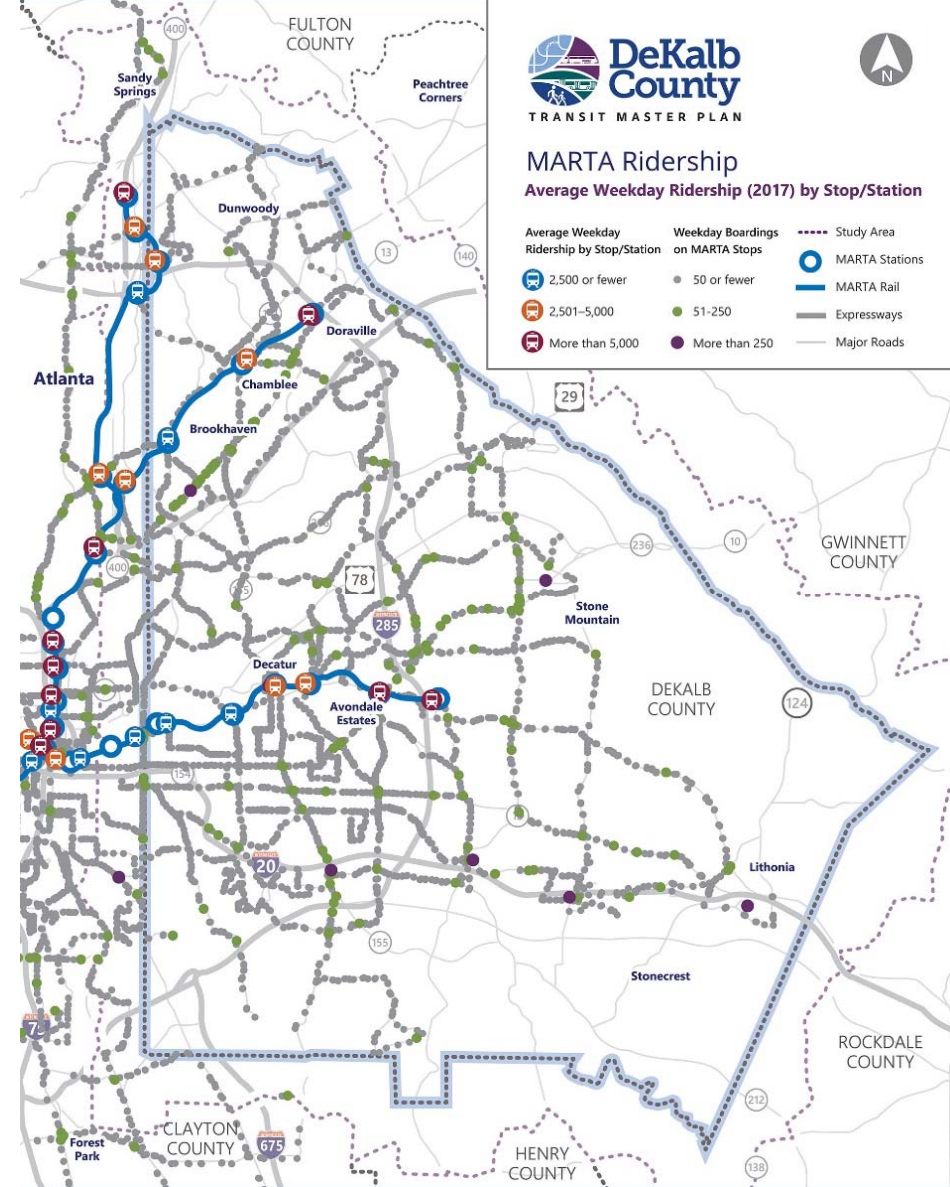
- Indian Creek
- Doraville
- Kensington

Areas With High Bus Ridership

- Rail stations
- Park-and-ride lots
- Buford Highway
- Memorial Drive
- I-20 East
- Mall at Stonecrest
- Candler Road/South DeKalb Mall
- Emory/CDC

What We Heard

- Want more information on transfers between bus and rail
- People expressed surprise when educated on the high capital cost of transit modes





Economic Development



Economic Development

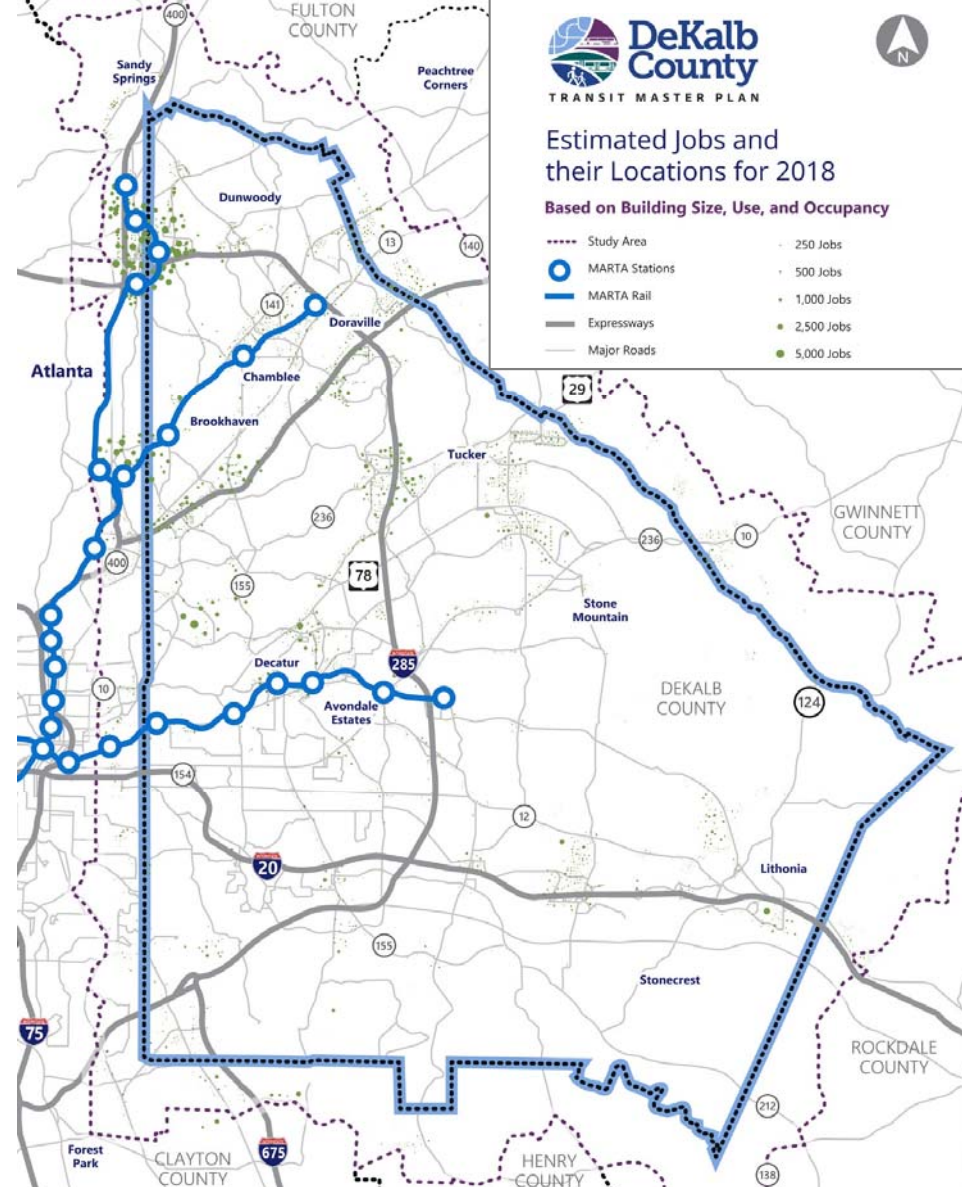
Today's Jobs

Most jobs are in North DeKalb

- Perimeter
- Emory/CDC
- Tucker/Northlake
- I-85 Corridor
- Several dense job hubs are not well-served by transit
- I-20 East jobs emerged recently

What We Heard

- People noted a lack of jobs in South DeKalb
- Jobs at Emory appear visually underrepresented
- Surprise at job-density of Northlake, Perimeter areas





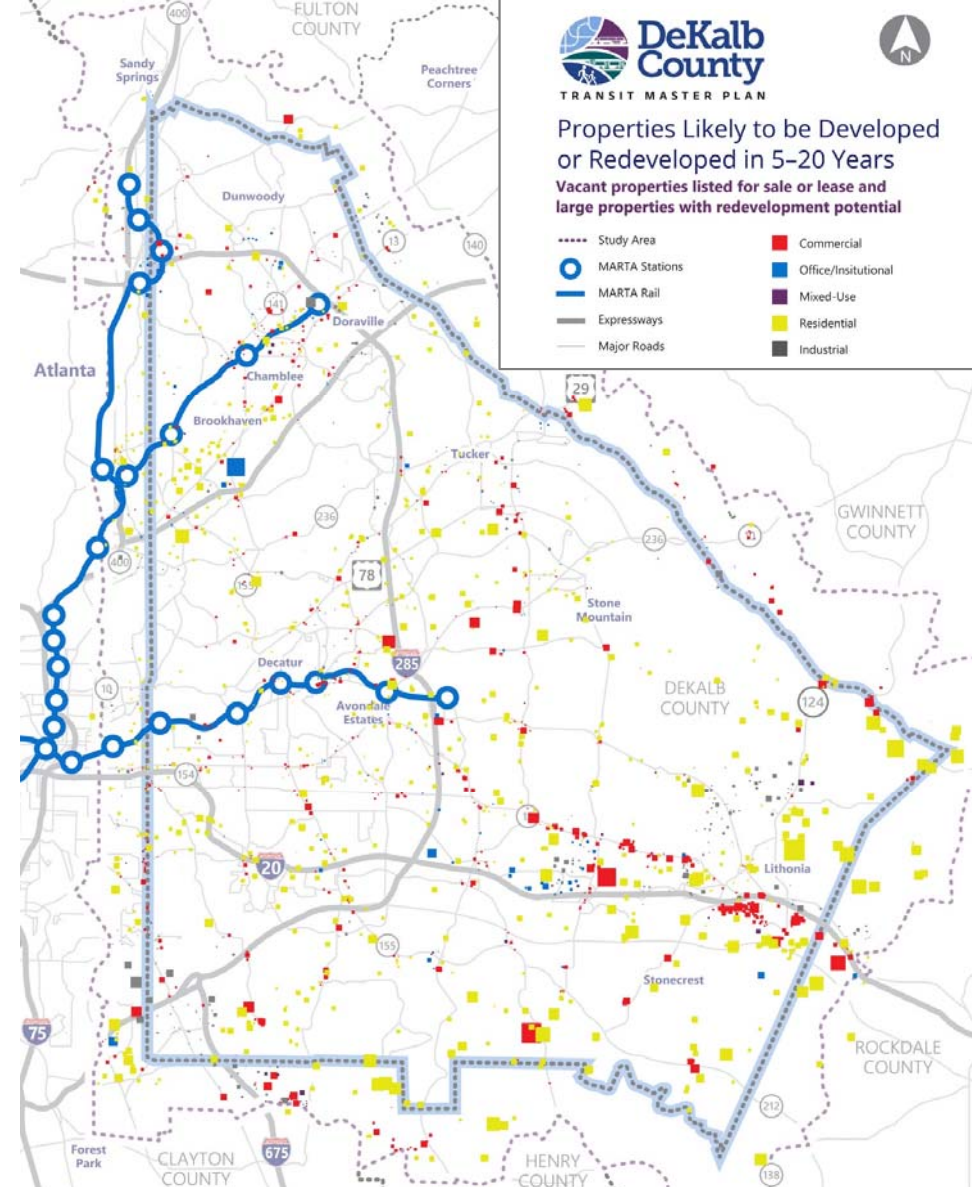
Economic Development Development in the Near Future

Future Development Opportunities

- Stonecrest, Covington Highway, Panola Industrial Area
- Redevelopment along major arterials
- In-fill development in Chamblee and Doraville

What We Heard

- Surprised to see more development opportunities along arterials versus the interstates (e.g., I-20 & I-285)





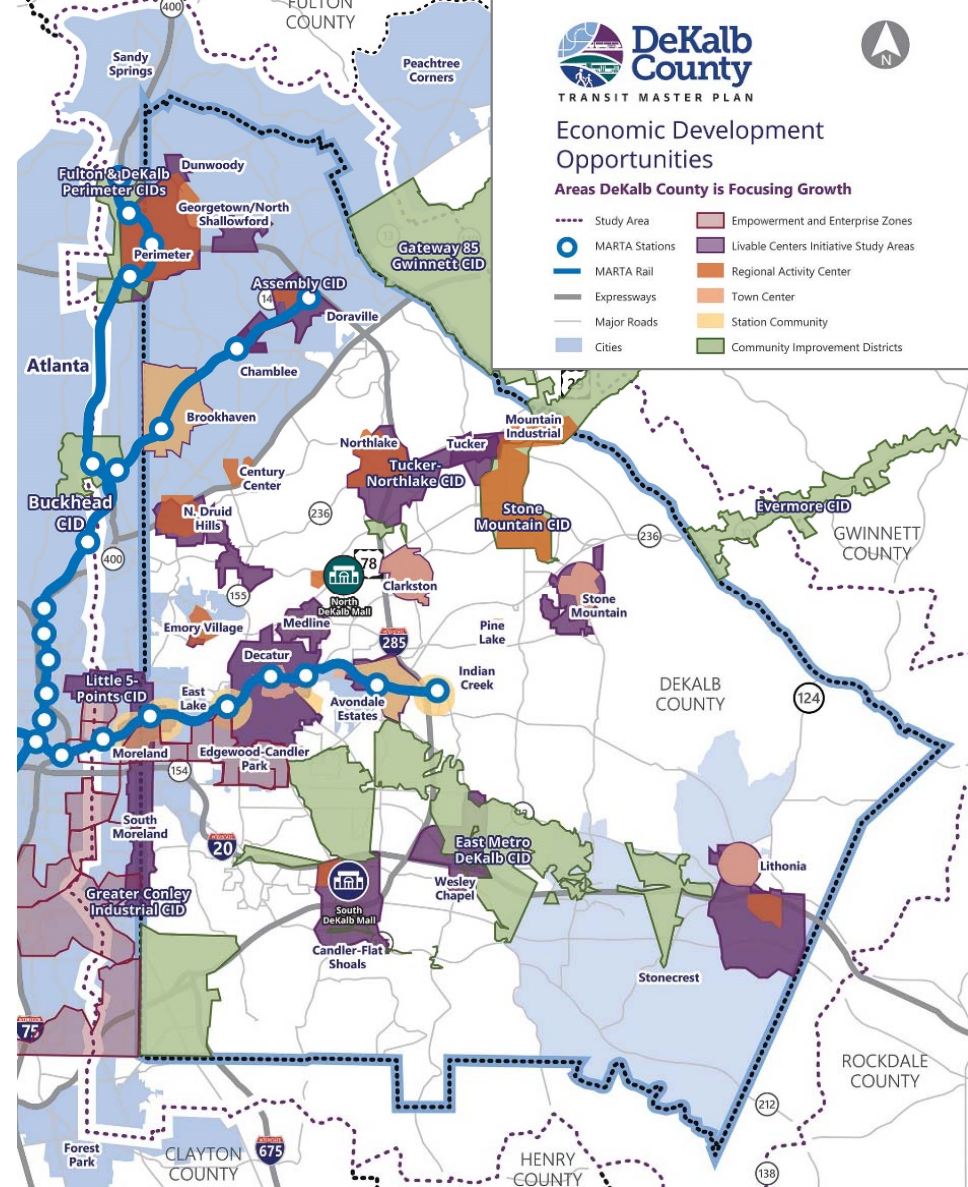
Economic Development Opportunities

Economic Development Initiative are Focused on Key Growth Area in DeKalb County

- These areas have champions, funding and plans
- Patterns resemble redevelopment opportunity map
- These areas are “pre-cleared” for economic development

What We Heard

- There are economic development initiatives in South DeKalb, but still a lack of jobs
- How do these initiatives support transit-oriented development?
- The map also shows areas that DON'T want growth and development





Policy & Decisions



Facts About the MARTA Service Area



DeKalb County	25% of the Contributed MARTA Sales Tax Revenue
City of Atlanta	34%
Fulton County	30%
Clayton County	11%



Early History of MARTA in DeKalb County

1965

The MARTA Act was approved by the Georgia General Assembly

1971

Referendum funding MARTA was approved by voters in DeKalb and Fulton counties, and the City of Atlanta

1972

MARTA bus service begins with purchase of the Atlanta Transit System

1979

First rail line opens connecting DeKalb County to downtown Atlanta

Five Points

Georgia State

King Memorial

Inman Park/Reynoldstown

Edgewood/Candler Park

East Lake

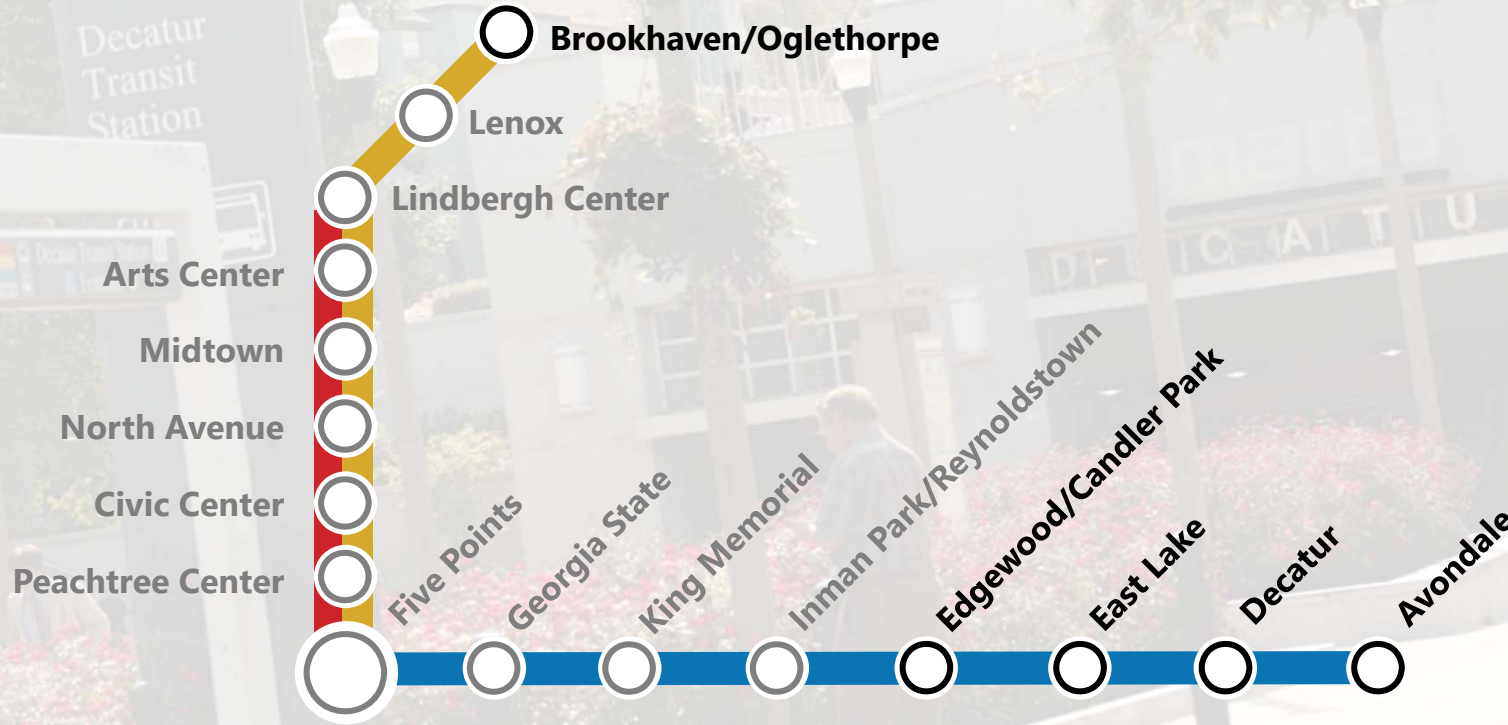
Decatur

Avondale



The Evolution of MARTA Rail

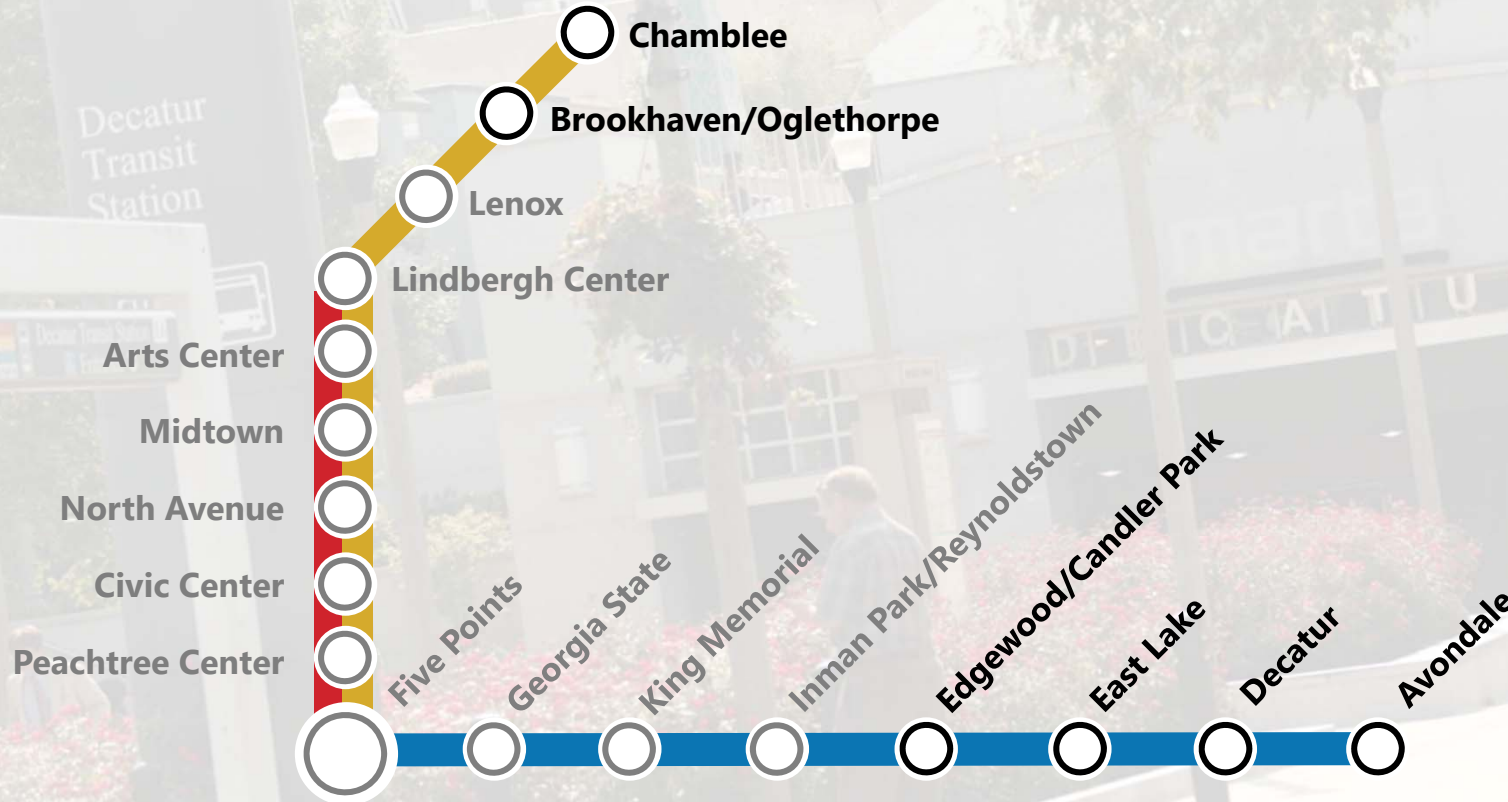
1984





The Evolution of MARTA Rail

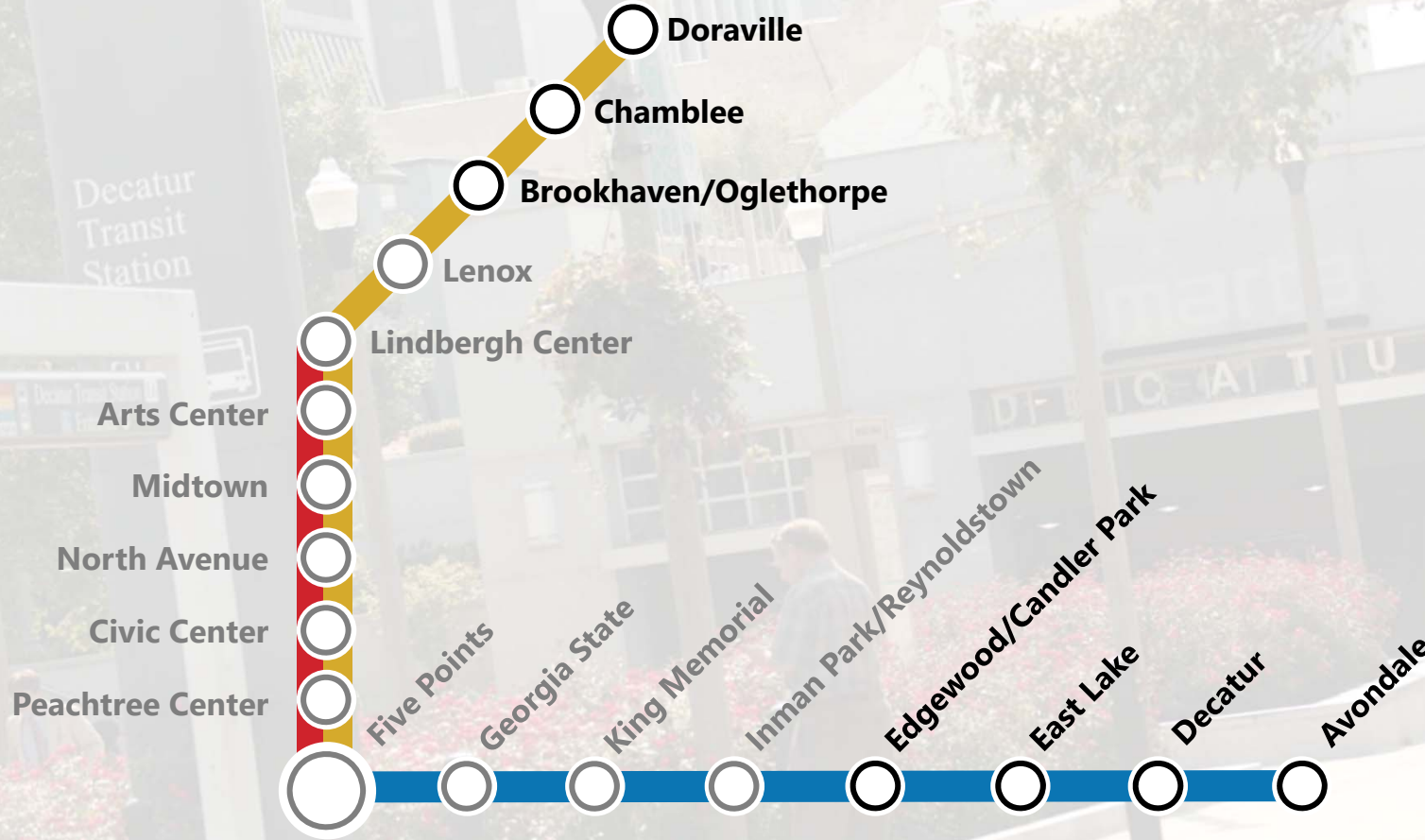
1987





The Evolution of MARTA Rail

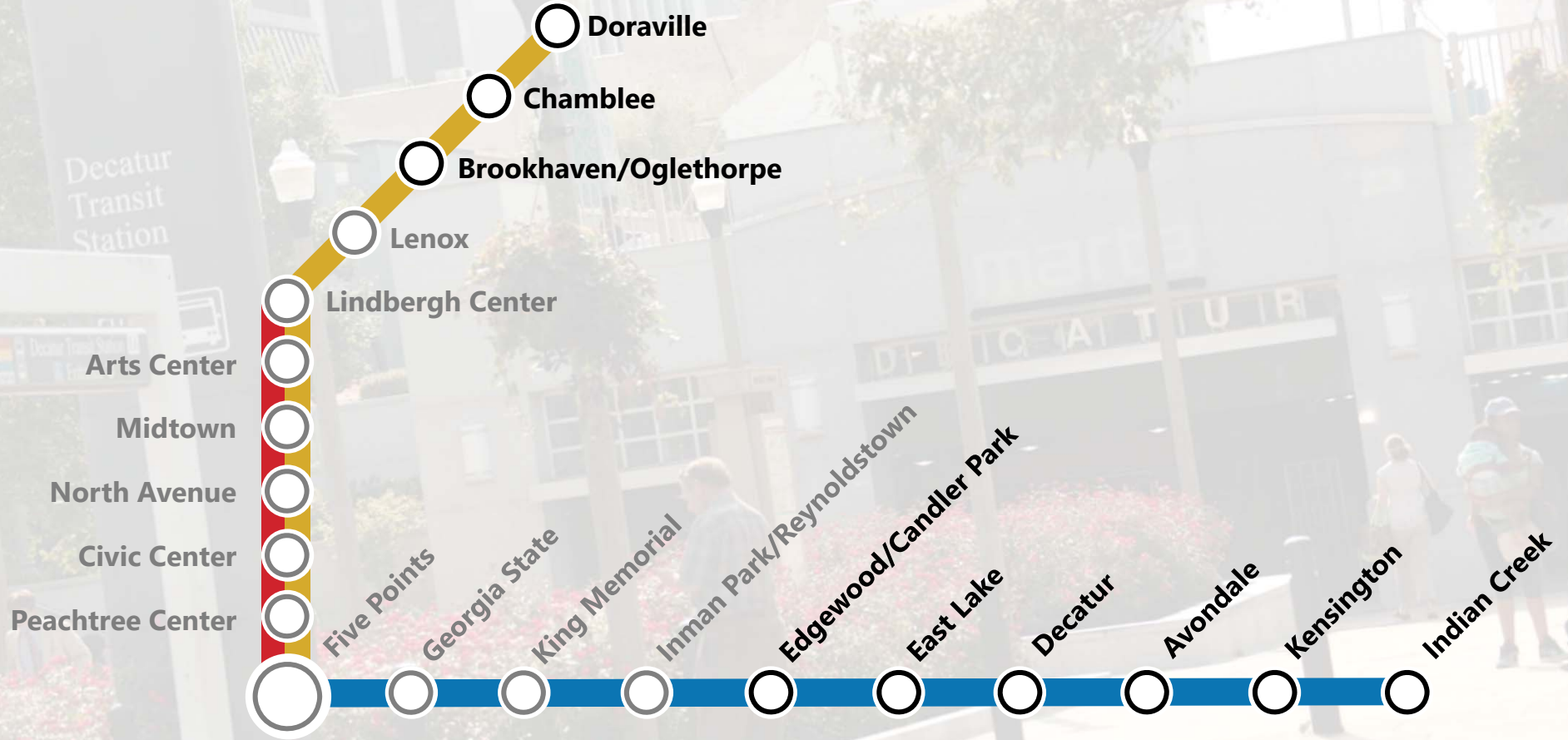
1992





The Evolution of MARTA Rail

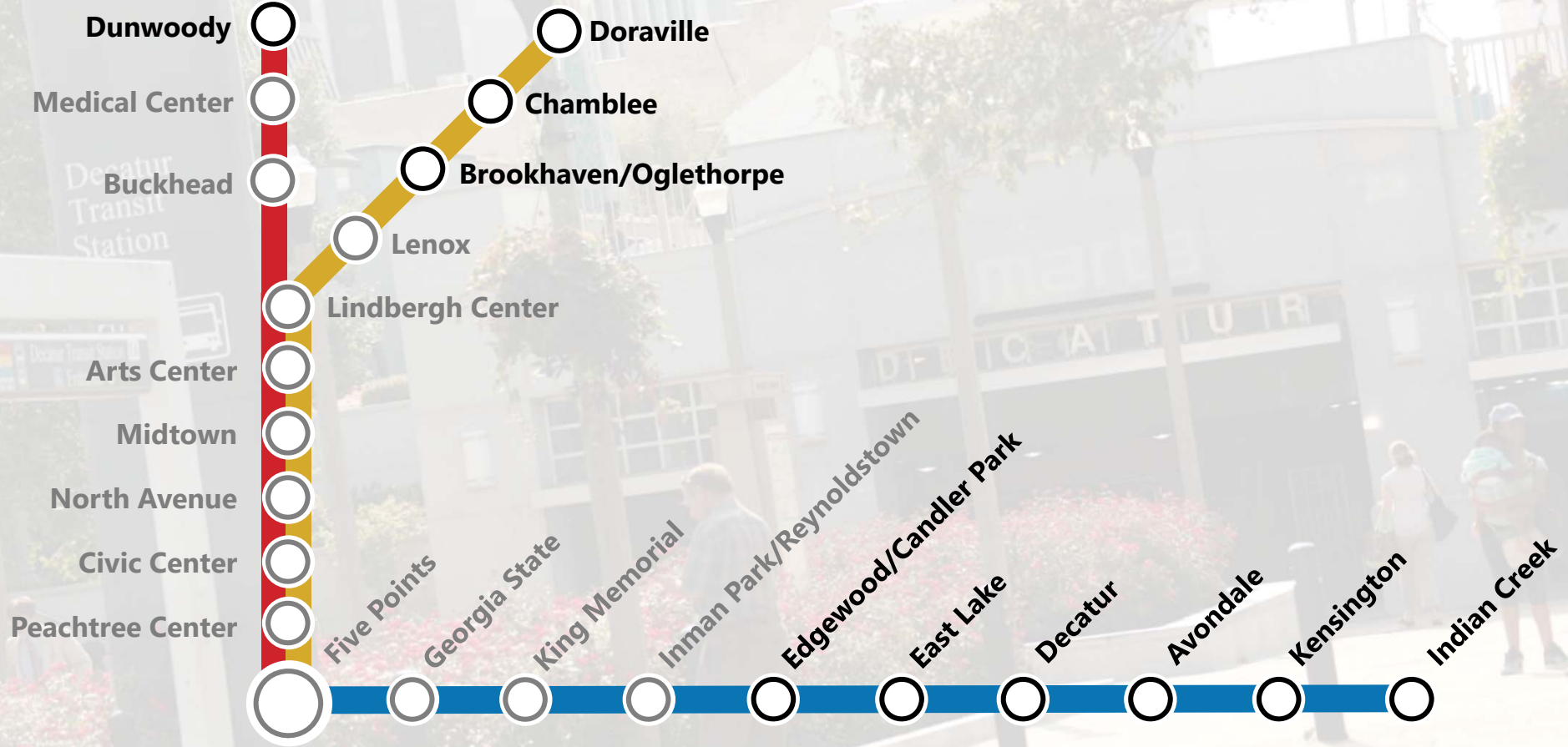
1993





The Evolution of MARTA Rail

1996





MARTA Rail Station Openings in DeKalb County



Edgewood Candler Park
June 30, 1979



East Lake
June 30, 1979



Decatur
June 30, 1979



Avondale
June 30, 1979



Kensington
June 26, 1993



Indian Creek
June 26, 1993



Brookhaven/Oglethorpe
December 15, 1984



Chamblee
December 19, 1987



Doraville
December 12, 1992



Dunwoody
June 8, 1996



Current Conditions and Constraints



- Significant MARTA investment in DeKalb County
- System is nearly 40 years old and requires state-of-good repair investments
- These investments limit MARTA's ability to fund system expansions



Transportation Planning Framework



DeKalb County
GEORGIA

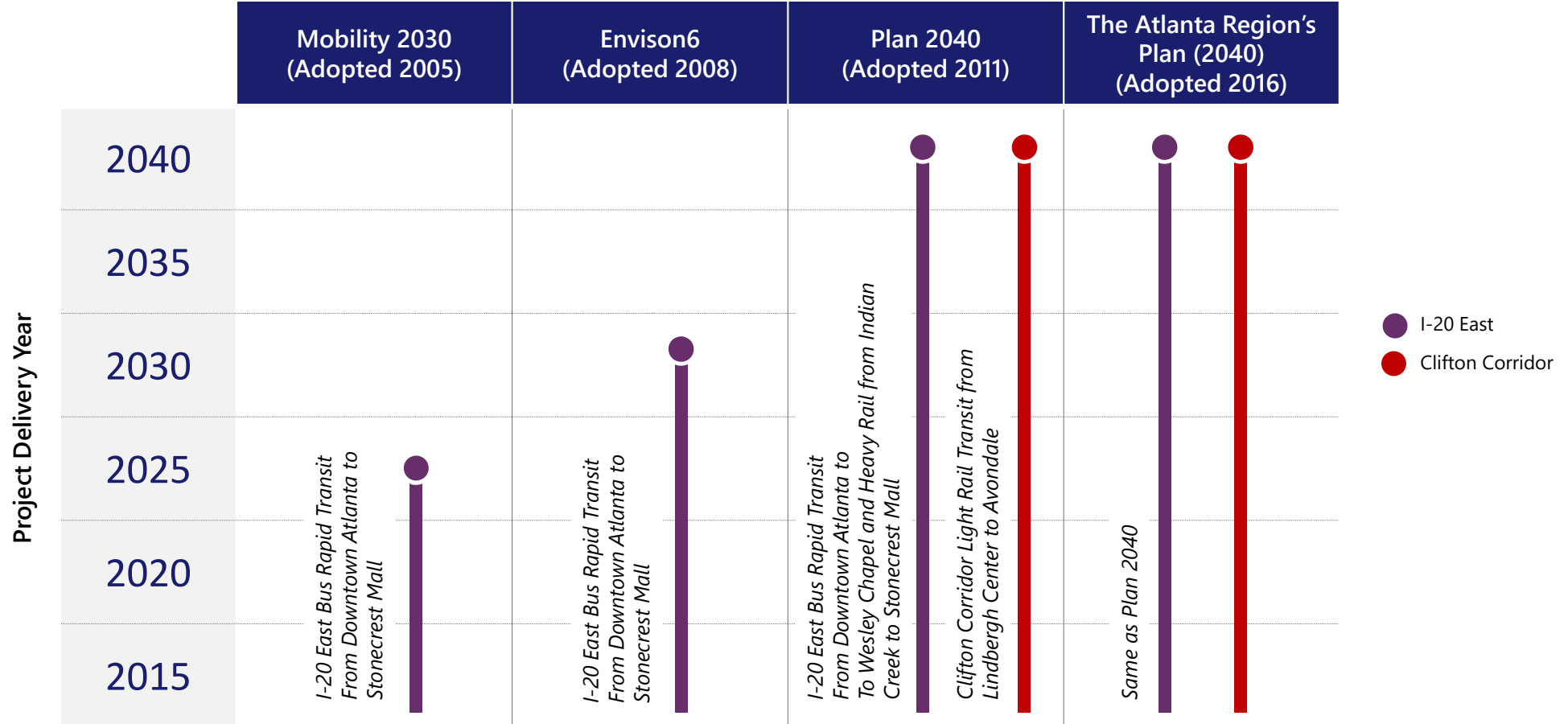


- Regional Transportation Plan (RTP)
 - Federally required 20-year plan
 - Must be multi-modal and financially constrained
 - Updated every five years
 - ARC is responsible for developing the plan
- The ATL will develop the transit components of upcoming RTPs
- MARTA will coordinate project delivery with the ATL, ARC, and jurisdictional partners



DeKalb County High Capacity Transit Plans

Regional Transportation Plans

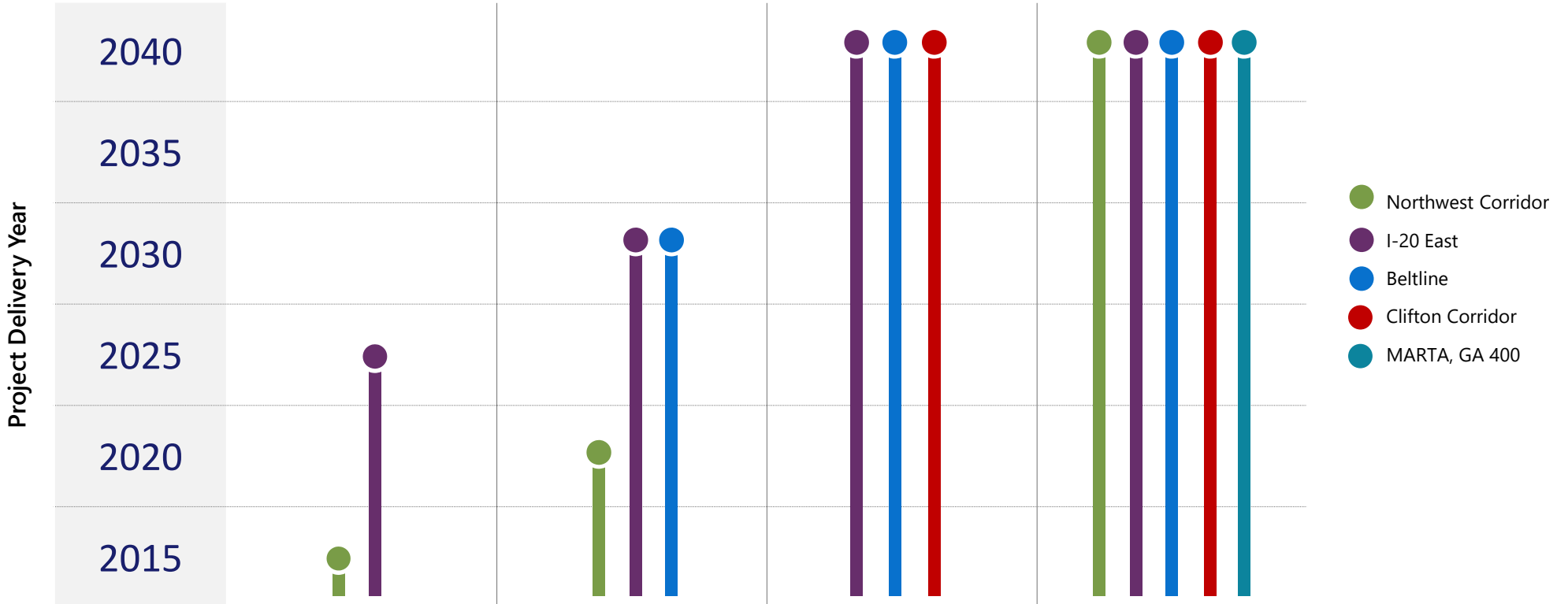




Regional High Capacity Transit Plans

Regional Transportation Plans

	Mobility 2030 (Adopted 2005)	Envision6 (Adopted 2008)	Plan 2040 (Adopted 2011)	The Atlanta Region's Plan (2040) (Adopted 2016)
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Key Reasons For Project Delays

- Lack of local funding and resources
- Changing expectations on project definition
- Lack of regional consensus on prioritization
- Lack of consistent political support

Stakeholders and the public have become frustrated and question the ability of leadership to implement regionally significant transit investments



What Has Changed?

- 2015 - Passage of HB 170 –increased the gas tax, \$1 billion statewide annually
 - Investments in managed lanes and major interchange improvements
- 2017 - City of Atlanta voters passed More MARTA tax - additional ½ penny totaling \$2.7 billion
 - Transit expansion only in the City of Atlanta
- 2018 - Passage of HB 930 - created the ATL
 - Creates a regional transit governance structure
- Even more uncertainty about the level of federal funding available for transit

Momentum is building across the region towards increased local funding for transit expansion



Importance of the DeKalb Transit Master Plan



DeKalb County TRANSIT MASTER PLAN

- Concise, locally supported plan
- Short-, mid-, & long-term transit investment strategies
 - State-of-Good Repair
 - Expansion Priorities
 - Regional Connectivity
 - Equity
 - Economic Development
- In line with funding opportunities (*local, state, federal, private*)
- Focused action plan for all parties
 - DeKalb County
 - DeKalb Cities
 - MARTA
 - The ATL
 - ARC



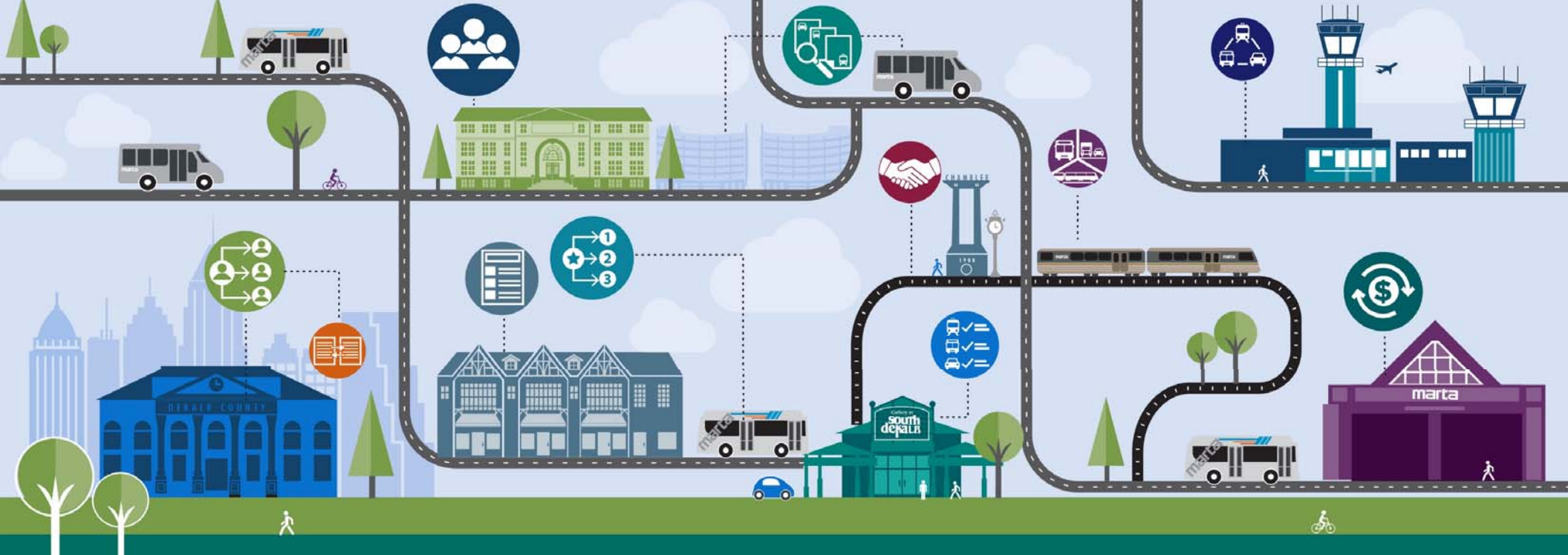
Q & A



Next Steps

What's Next?





Thank You