



# DeKalb County

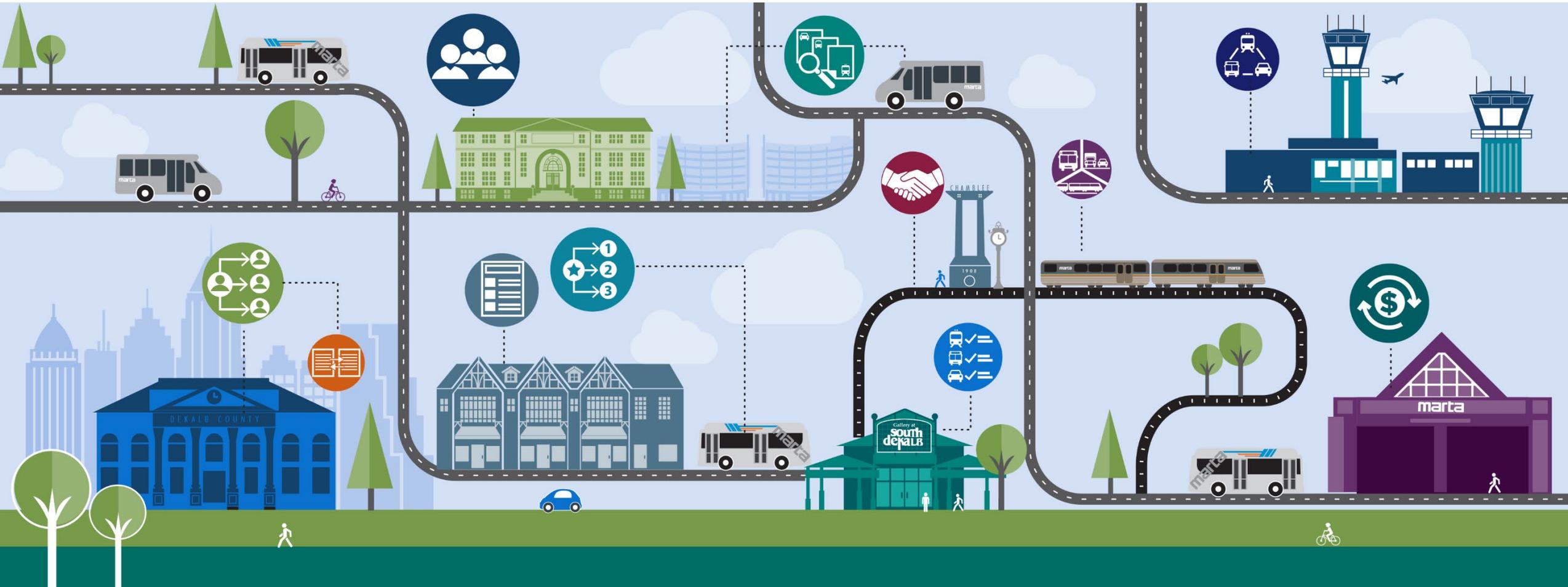
TRANSIT MASTER PLAN

## DeKalb County Transit Master Plan

DeKalb County Board of Commissioners Committee of the Whole

June 27, 2019

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



# Project Goals



## Live, work, play and use transit

Focused on creating an environment where transit is a seamless part of living, working and playing in DeKalb County. By creating a robust network of complementary modes that include **different types of transit solutions**, the plan will **improve residents' quality of life** and businesses' bottom lines.



## Make sure thriving and emerging areas have transit service

Defined **fiscally sensible solutions**, the Master Plan will **bolster economic development** activities in currently prosperous areas and encourage investment in those areas identified for future growth so that all areas of the County will benefit from future transit improvements.



## Ensure that the transit vision is affordable and effective

Create an environment to **listen, educate, and collaborate** with residents, local businesses, cities, and DeKalb County, together we can develop a prioritized list of well-defined, realistic, and feasible transit improvements to guide us for the next few years and beyond.



## Make sure transit is available for everyone

Provide mobility options for all DeKalb County residents. The recommendations will balance the needs of **discretionary riders** who could choose to commute via private automobile instead of transit with the needs of more **transit-dependent riders** such as seniors, individuals with low incomes, underserved residents, persons with disabilities, and youth.

# Transit Master Plan Outcomes

## What We Heard About Scenarios

- Unmet transit needs
- Universe of projects
- No new funding, half-penny, full-penny, previously MARTA

## The Path Forward

Building momentum through the following action items:

- 1 More public/stakeholder education and input
- 2 Collaboration with MARTA on current unmet needs
- 3 Collaboration with MARTA and agency partners to advance transit system expansion
- 4 Create better alignment between land use plans/codes, and transit project delivery

## Steps to Implementation



# Recent Outreach Activities





# Universe of Projects

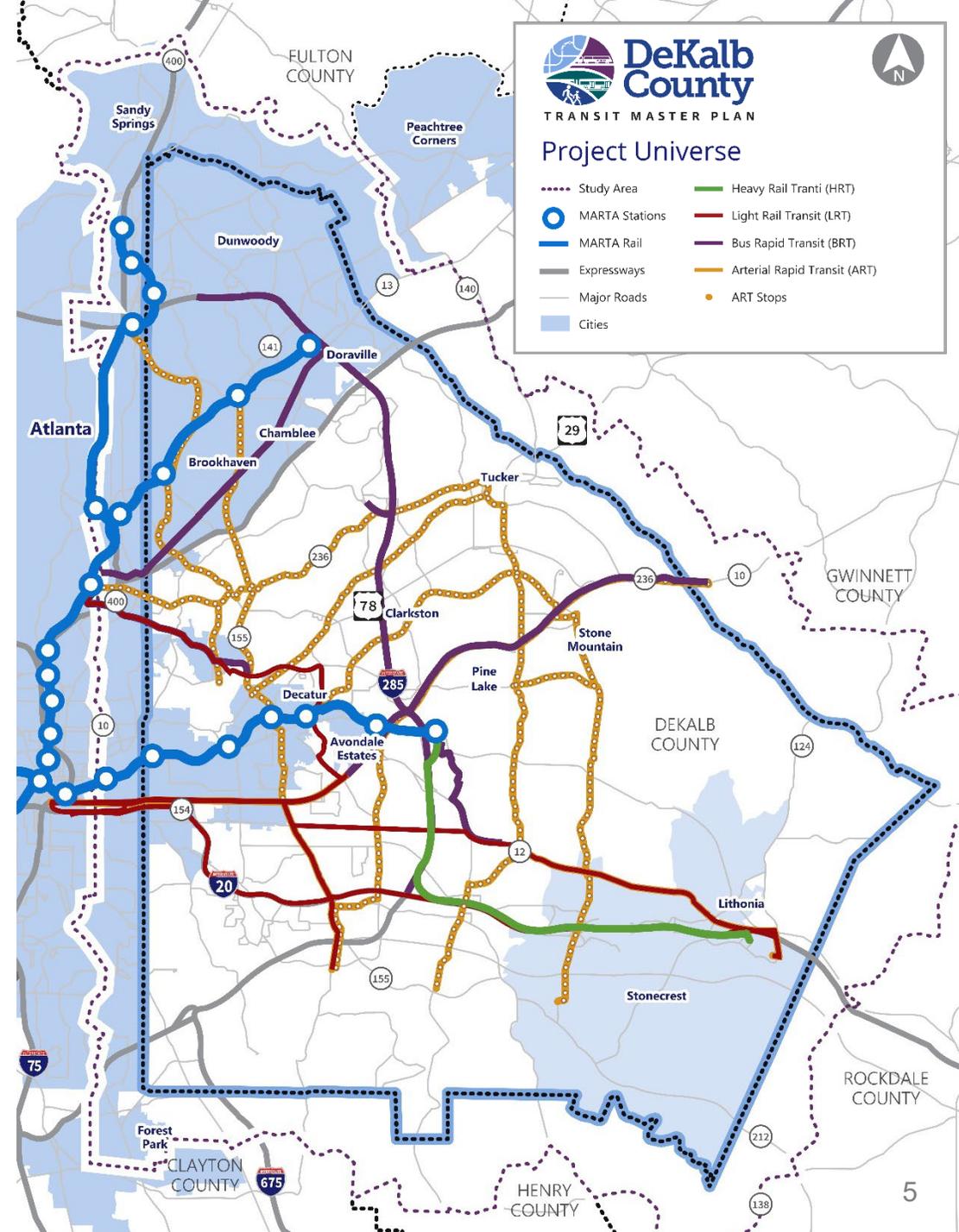
## DeKalb's Moonshot for Transit Investments



**\$25**  
BILLION

**\$20**  
BILLION  
in Capital Costs

**\$4.8**  
BILLION  
in O&M Costs





# Financial Forecasting

## DeKalb County Sales Tax

State of Georgia	4%
EHOST ( <i>Equalization Homestead Option Sales Tax</i> )	1%
Education	1%
SPLOST	1%
MARTA	1%
<b>Current Total</b>	<b>8%</b>

## Potential Sales Tax Revenue under HB 930 (over 30 years in 2019 dollars)

**Full-Penny**  
(Maximum Allowed)



**\$3.65 B**

**Half-Penny**



**\$1.85 B**



# Review of Transit System Scenarios



## No New Funding

### LEGEND

- Study Area
- MARTA Stations
- MARTA Rail
- Expressways
- Major Roads
- Cities
- DeKalb County Station Rehabilitation
- GRTA Xpress Routes
- MARTA Bus Routes
- Park and Ride



Improved local bus, community circulator, and paratransit services throughout DeKalb County.



## Half-Penny System

### LEGEND

- Study Area
- MARTA Stations
- MARTA Rail
- Expressways
- Major Roads
- Cities
- Mobility Centers
- Park and Ride Lot
- Expanded Paratransit Needs
- Light Rail Transit (LRT) LRT Stations
- Bus Rapid Transit (BRT) Running in Express Lane BRT Stations-Freeway
- BRT-Running in dedicated lane BRT Stations-Arterial
- Arterial Rapid Transit (ART) (Stops located approx. every 1/3 mile)
- Improve Local Bus/Circulators and On-Demand Service



Improved local bus, community circulator, and paratransit services throughout DeKalb County.



## Full-Penny System

### LEGEND

- Study Area
- MARTA Stations
- MARTA Rail
- Expressways
- Major Roads
- Cities
- Mobility Centers
- Park and Ride Lot
- Expanded Paratransit Service
- Light Rail Transit (LRT) LRT Stations
- Bus Rapid Transit (BRT) Running in Express Lane BRT Stations-Freeway
- BRT-Running in dedicated lane BRT Stations-Arterial
- Arterial Rapid Transit (ART) (Stops located approx. every 1/3 mile)
- Improve Local Bus/Circulators and On-Demand Service



Improved local bus, community circulator, and paratransit services throughout DeKalb County.



## Previously Adopted

### LEGEND

- Study Area
- MARTA Stations
- MARTA Rail
- Expressways
- Major Roads
- Cities
- Park and Ride
- Light Rail Transit (LRT) LRT Stations
- Bus Rapid Transit (BRT) BRT Stations
- Heavy Rail Transit (HRT) HRT Stations



Improved local bus, community circulator, and paratransit services throughout DeKalb County.

# Consensus:

An increased understanding of transit modes

Increasing funding for transit

BRT investments on Buford Hwy

Scenarios responded to previous public input

Extending Clifton Corridor Light Rail to South DeKalb

Leveraging express lane investments for BRT service

# Consensus:

1  
2  
3  
Maintaining a transparent Master Planning Process

Developing mobility centers and mobility on-demand services

ART connecting healthcare nodes and cities within DeKalb

Future-proofing of transit concepts to not preclude technology advancements

# Concerns:

Improving safety and security

Conceptual alignments and station locations

Need for improving fare collection technology & passenger information availability & reliability

Lack of transit concepts that use existing freight rail corridors

Need for transit in the I-20 E corridor as a catalyst for development

Need for public-private-partnerships & innovative financing

# Concerns:

Lack of last mile/first mile connectivity

Limited capital enhancements with existing MARTA penny

Lack of local bus and paratransit services in South and East DeKalb

Lack of rail transit along the entire I-20 East Corridor

Highest sales tax in the region with full-penny



# Building Momentum Towards Implementation— The Path Forward





**ACTION ITEM #1**

# More Public/Stakeholder Education and Input

## Scenarios, Modes, and Technology



**No New Funding**



**Half-Penny System**



**Full-Penny System**



**Previously Adopted**

- Increase understanding of travel benefits and impacts of scenarios
- Visualization of how modes will integrate into the community such as 3D renderings, models and videos
- Future-proofing to provide more information on the impacts and opportunities of technology



**ACTION ITEM #1**

# More Public/Stakeholder Education and Input

## Project Delivery and Financing Opportunities

### Public-Private-Partnership (P3)

A **project delivery agreement** between a public owner and a private sector partner for the design, construction, financing, and operations & maintenance for the transit project



### Value Capture

A type of **public financing** that recovers the value that transit projects generate for private landowners around stations



### Competitive Federal Transit Administration Process

Capital investment grants for transit





## ACTION ITEM #2

# Collaborate with MARTA on Current Unmet Needs

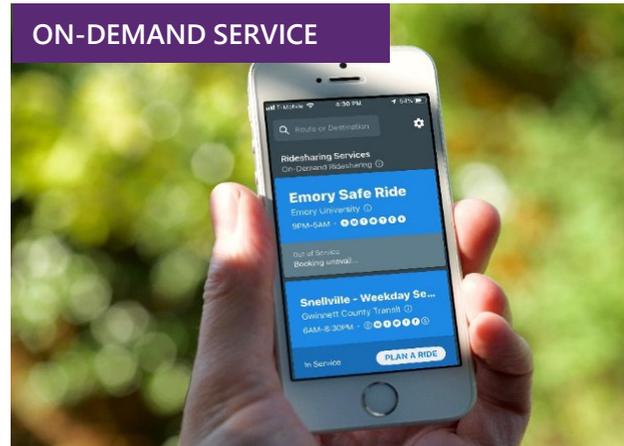
## Deliver more under the existing MARTA penny to address current unmet needs

- Paratransit expansion in south and eastern DeKalb
- Mobility centers
- Bus to rail transfer improvements
- Last mile/first mile connectivity
- Improvements to routes that serve high ridership corridors
- Expanded local bus service, bus circulators, and mobility on-demand service

MARTA MOBILITY



ON-DEMAND SERVICE



MOBILITY CENTER LOCATIONS





## ACTION ITEM #3

# Collaborate with MARTA and Agency Partners

## Advance planning for expansion projects consistent with the Master Plan

- Re-evaluate I-20 East High Capacity Transit to Stonecrest (require GDOT coordination)
- Bus Rapid Transit in I-285 East Wall and Top End Express Lanes (require GDOT coordination)
- Bus Rapid Transit for Buford Highway (require GDOT coordination)
- Clifton Corridor Light Rail Transit
- Extension of Clifton Corridor–Central and South DeKalb Light Rail Transit
- Arterial Rapid Transit Network



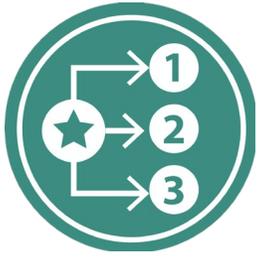


## ACTION ITEM #4

# Align Land Use, Development Codes & Transit Efforts

- Update comprehensive plans to include high capacity transit corridors identified in the master plan
- Direct growth into high-capacity transit corridors
- Strengthen land use codes to catalyze TOD and enhance FTA competitiveness
- Focus development activities around transit to incentivize private investment at station areas





# Steps to Implementation



**Continue public/stakeholder education on all scenarios**



**Gain consensus from DeKalb leadership-CEO's office, BOC, and cities, on a preferred scenario**



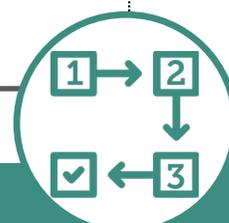
**Agree on funding approach**



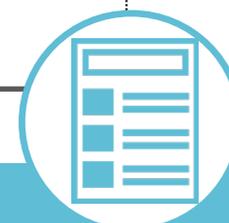
Traditional and non-traditional outreach



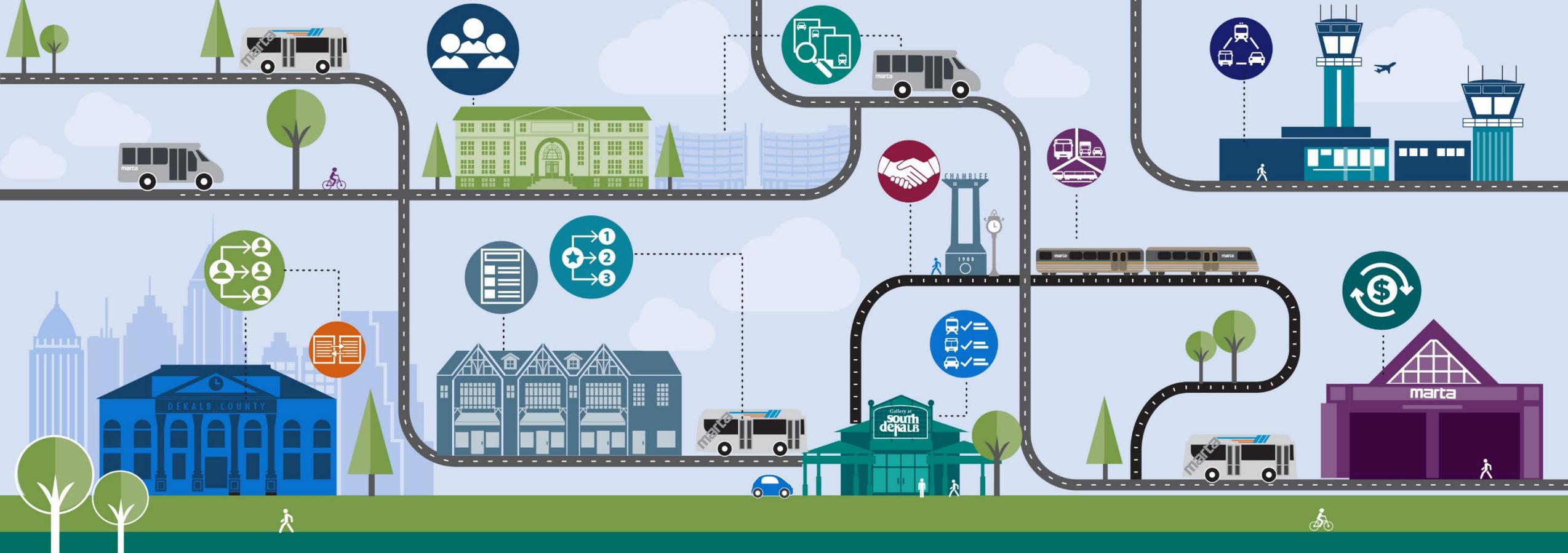
Continued coordination with the ATL, MARTA, and GDOT



Prioritization & project sequencing



Transit system delivery



# Thank You

[DeKalbTransitMasterPlan.com](http://DeKalbTransitMasterPlan.com)



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