

MEMORANDUM

To: Mayor and City Council

From: Michael Smith, Public Works Director

Date: December 12, 2016

Subject: **Presentation on Perimeter Last Mile Connectivity**

BACKGROUND

At its March 28, 2016 meeting the City Council authorized a funding contribution for a last mile connectivity study to be coordinated between Brookhaven, Dunwoody, Sandy Springs and the Perimeter Community Improvement District (PCID). Sandy Springs, with the input of the other three entities, procured the services of Gresham, Smith and Partners to conduct the study. Gresham, Smith has reviewed existing facilities and plans for the Perimeter area and will present their preliminary findings and recommendations. Subsequent to preliminary presentations to each city and the PCID board, a public information meeting will be held and final recommendations will be developed for review and approval by the City Council.

Last Mile Connectivity Study

CITY COUNCIL BRIEFING

DECEMBER 2016



Purpose and Vision

Purpose

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

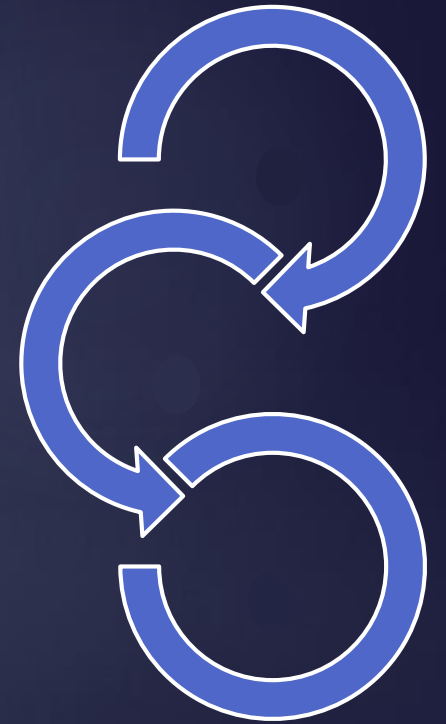
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Vision

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.

What is “Last Mile Connectivity”?

- ▶ Addresses the connections between transit stops or hubs and final destinations such as residences, offices, and retail areas
- ▶ Addresses the multimodal connections within and between activity centers such as Perimeter Center and local town centers
- ▶ Gives people choices other than the automobile for shorter trips or to connect longer trips



Methodology

1. Examine previously planned and programmed (funded) transportation improvements in Sandy Springs, Dunwoody, and Brookhaven.
2. Identify gaps in last mile connectivity.
3. Build upon existing projects to enhance connectivity in the “gap areas.” Project enhancements will include all transportation modes: bicycle/pedestrian facilities, trails, roadway, and transit.
4. Establish a transit vision that leverages existing services (MARTA and GRTA) and sets the stage for investment in enhanced transit services in the future.

“Low-Hanging Fruit”

(Planned Projects and Enhancements to Existing Projects, to be completed in the short-term)

► Sidewalks

- Perimeter Center East (NB) Sidewalks from Lincoln Parkway to Perimeter Center Lofts
- Sidewalks on Central Parkway from 7000 Central Parkway to Perimeter Center West

► Access and Wayfinding

- MARTA Station pedestrian accessibility improvements: internal circulation and connections to surrounding sites/facilities
- Branded wayfinding program

► Corridor Studies

- Abernathy Road Corridor Study (Roswell Rd to Mt. Vernon Rd)

Improvements in yellow text reflect those that “fill gaps” between existing projects.

Other Short-Term Improvements

(Planned Projects and Enhancements to Existing Projects, to be completed in 0-3 years)

- ▶ Intersection improvements along Chamblee Dunwoody Road
- ▶ Multi-use trail on Cotillion Drive from N. Shallowford Road to Chamblee Dunwoody Road
- ▶ Multimodal improvements in Georgetown Gateway area
- ▶ Old Springhouse Lane multimodal improvements
- ▶ Commuter Trail on Ashford Dunwoody Road (in front of Perimeter Mall)
- ▶ Park on Perimeter Center East with accompanying bridge to Georgetown area

Mid-Term Improvements

(Planned Projects and Enhancements to Existing Projects, to be completed in 3-6 years)

- ▶ Multi-use path on Mt. Vernon Road from Ashford Dunwoody Road to city limits
- ▶ Multimodal improvements in Dunwoody Village
- ▶ Sidepath on Abernathy Rd from Barfield Rd to Mt. Vernon Highway
- ▶ Pedestrian improvements on Mall Loop Road
- ▶ East-West Connector
- ▶ GA 400 Trail System (from current end of PATH 400 Trail to I-285/GA 400 interchange)
- ▶ Intersection improvements at Ashford Dunwoody Rd and Mt. Vernon Rd
- ▶ Hammond Drive improvements

Improvements in yellow text reflect those that “fill gaps” between existing projects.

Long-Term Improvements

(Planned Projects and Enhancements to Existing Projects, to be completed in 6+ years)

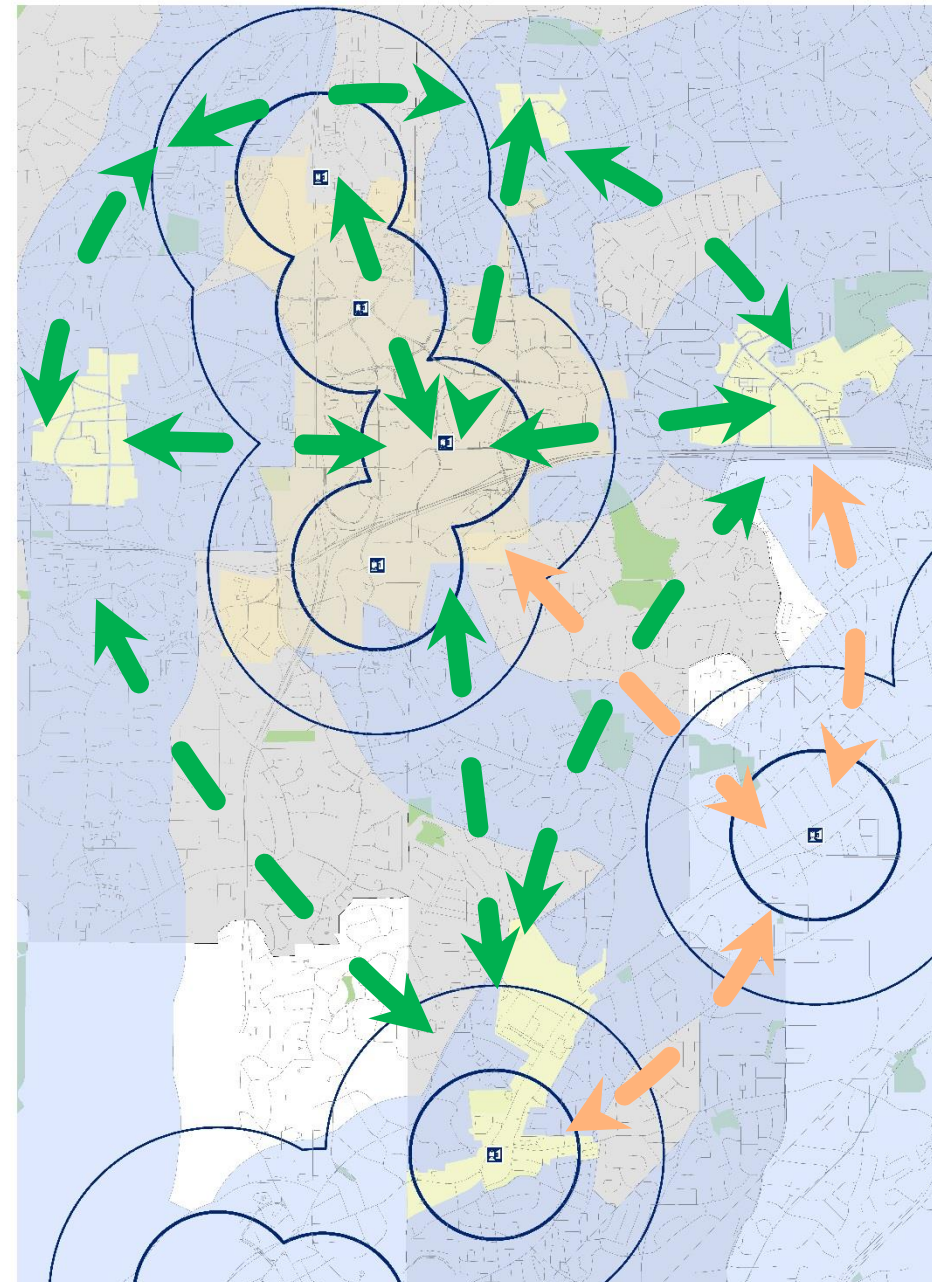
- ▶ Perimeter Center Greenway
- ▶ New path between Mount Vernon Road and Perimeter area
- ▶ Ashford Center Parkway/Womack Road multimodal improvements
- ▶ New street connection between Ravinia Parkway and Perimeter Center East
- ▶ Bicycle route on Valley View Road and Ashford Gables Drive
- ▶ Recommendations from Commuter Trail Master Plan
- ▶ Westside Connector

Long-Term Strategy

Fill sidewalk gaps within ½-mile to 1-mile of rail station and within ½ mile of bus routes

Low stress bike connectivity between hubs and PCIDs (including “greenbelt” concept)

Consider connections to Chamblee



Draft Transit Plan

Hub Connectivity Recommendations

Short-Term

Improve Amenities and Walkability



Improve Travel Time for Existing Transit



Travel Demand Management (TDM)



Partner with Existing Transit Services



Long-Term

Change the Urban Design of Hubs



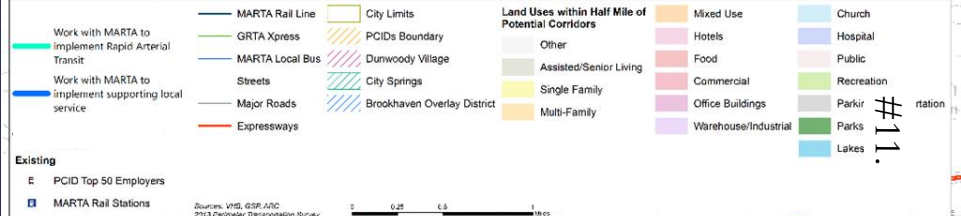
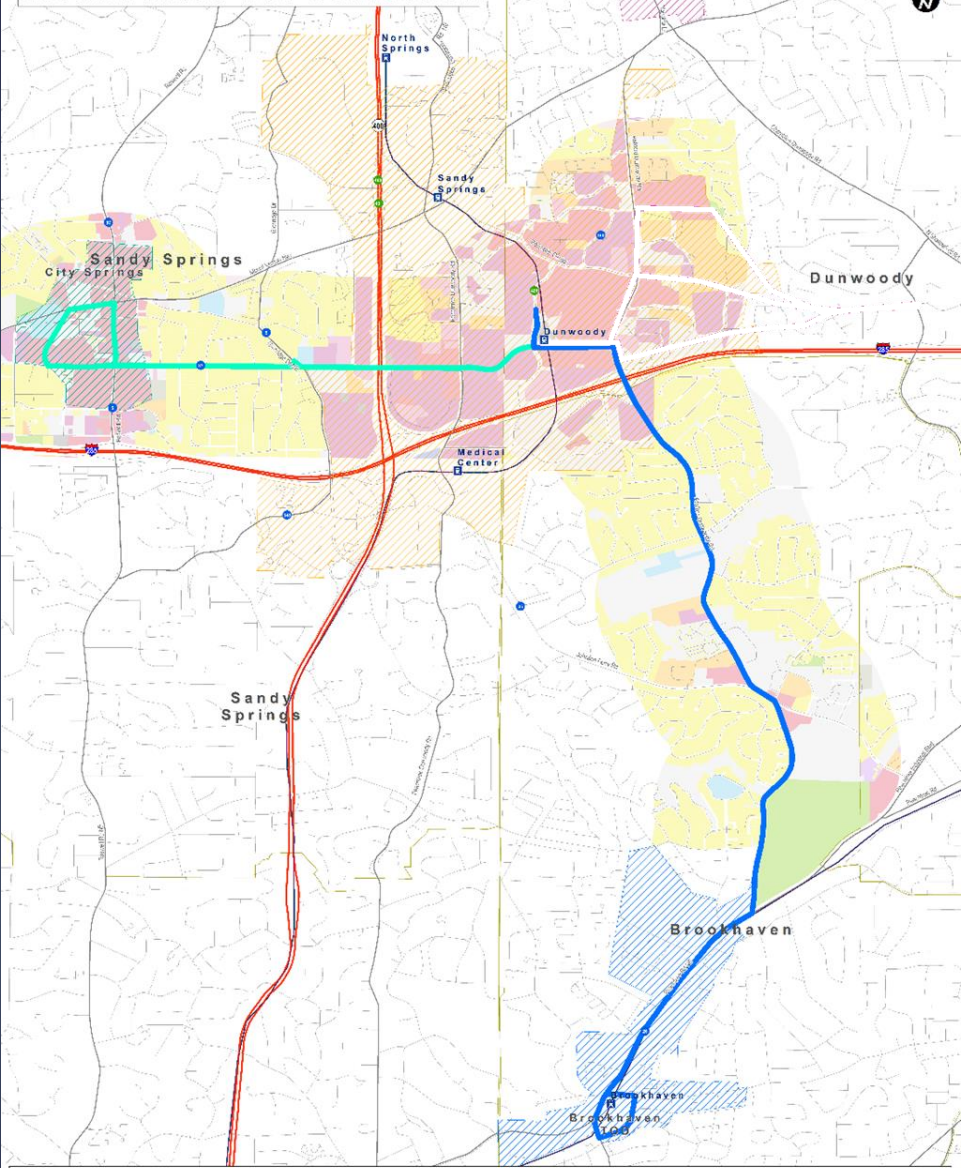
Explore Rapid Transit Alternatives as Hubs and Corridors Density



Access Management along Hub Connections



Recommended Hub Connection



Circulation Recommendation

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

Associated Costs



~~Operating Costs: \$50-\$150/revenue hour~~

~~Vehicle Costs: \$350k-\$400k/vehicle~~

Capital Costs: \$0.5-\$5 million/mi

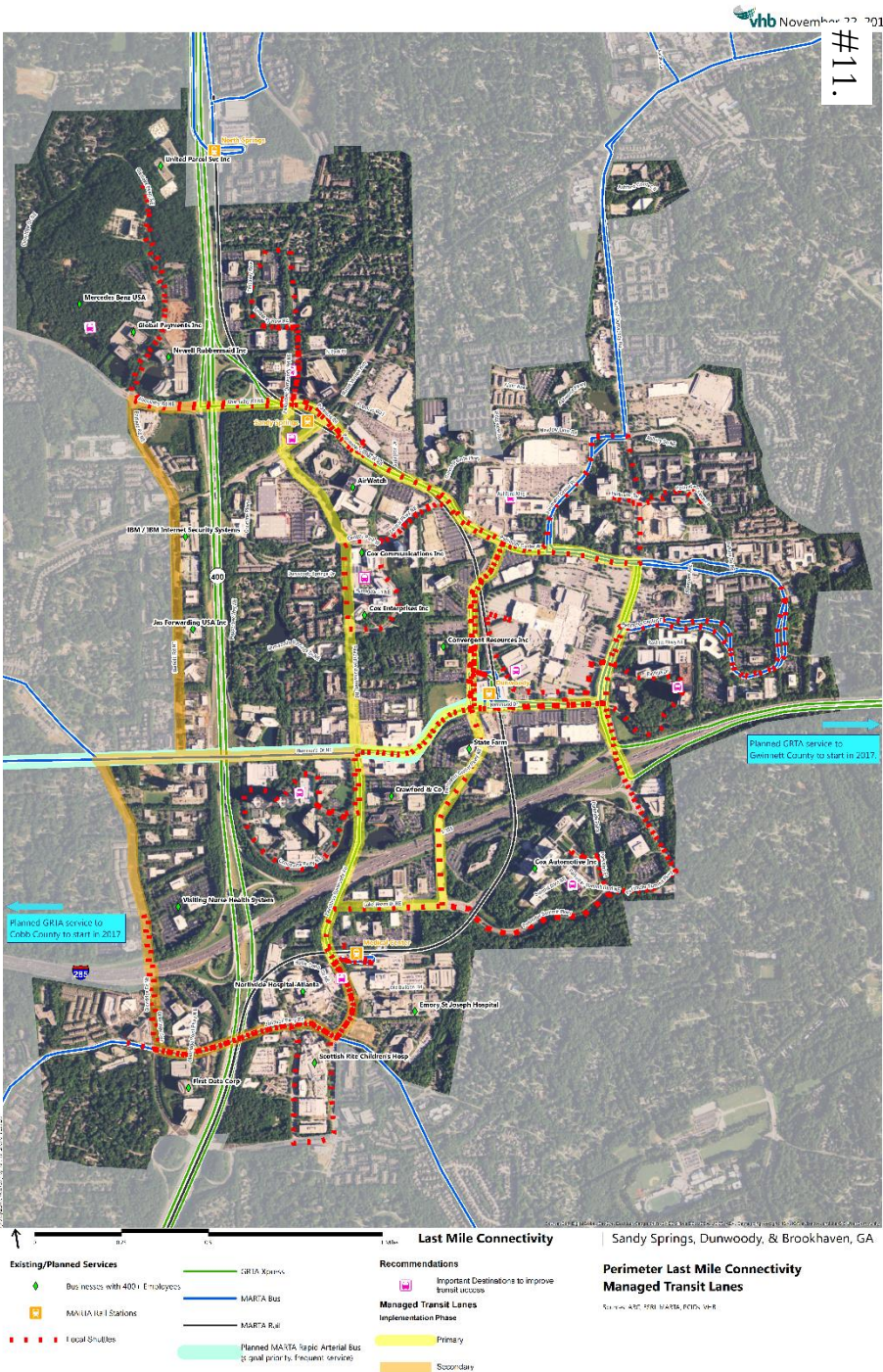
ROW: 12' per lane from existing ROW or acquisition

Users

MARTA
Local service
Rapid/frequent service

GRTA
Two existing routes
Two new routes in 2017

Employer Shuttles
13 current shuttles
New development planned in PCID



Transit-Supportive Strategies for Circulation Recommendation

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Improve/
Standardize
Amenities for
Existing Transit



Improve Travel
Time for
Existing Transit



Improve
Walkability
around Transit
Stops



Partner with Existing
Ridesharing
Services (Uber/Lyft)



Continue to
Encourage
Direct Local
Shuttles



Areawide
Parking
Management



Upcoming Activities

- ▶ Public Open House
- ▶ Final Presentation to City Council
- ▶ Preparation of Draft and Final Reports