

## **MEMORANDUM**

**To:** Mayor and City Council

**From:** Michael Smith, Public Works Director

**Date:** February 27, 2017

**Subject:** **Presentation of Recommendations for Perimeter Last Mile Connectivity**

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### **BACKGROUND**

At its March 28, 2016 meeting the City Council authorized a funding contribution for a study of last mile connectivity to be coordinated between Brookhaven, Dunwoody, Sandy Springs and the Perimeter Community Improvement District (PCID). The purpose of this study was to identify projects and policies that would improve transportation service for “last mile” connections between transit stops and final destinations and for short trips within the Perimeter Center area. With the input from each of these entities, Sandy Springs procured the services of Gresham, Smith and Partners to conduct the study.

Gresham, Smith has reviewed existing facilities and plans for the central perimeter area and developed recommendations for pedestrian, bicycle, transit and roadway improvements and policies. Preliminary findings were presented to each city and the PCID board and a public information meeting was held on January 26, 2017.

The conclusions and recommendations are being presented to each city council and the PCID board prior to final adoption. Many of the recommendations in the report focus around filling gaps in the pedestrian and cycling network and enhancing transit service. Perhaps the most significant policy recommendation is the concept of dedicated transit lanes on some arterial streets in the perimeter area. The state has indicated that construction of high occupancy lanes will begin within 10 years on I-285 and S.R. 400. The idea of adding transit lanes on the arterials that connect between the freeway and the MARTA stations is that bus and shuttle riders could bypass traffic for their entire commute into and out of perimeter. Shorter travel times for transit should provide an incentive for more commuters to choose this option.

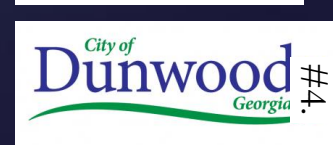
### **RECOMMENDED ACTION**

Staff recommends incorporation of the Last Mile Connectivity recommendations into the Dunwoody’s upcoming transportation plan update.

# Last Mile Connectivity Study

DUNWOODY CITY COUNCIL

MARCH 13, 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

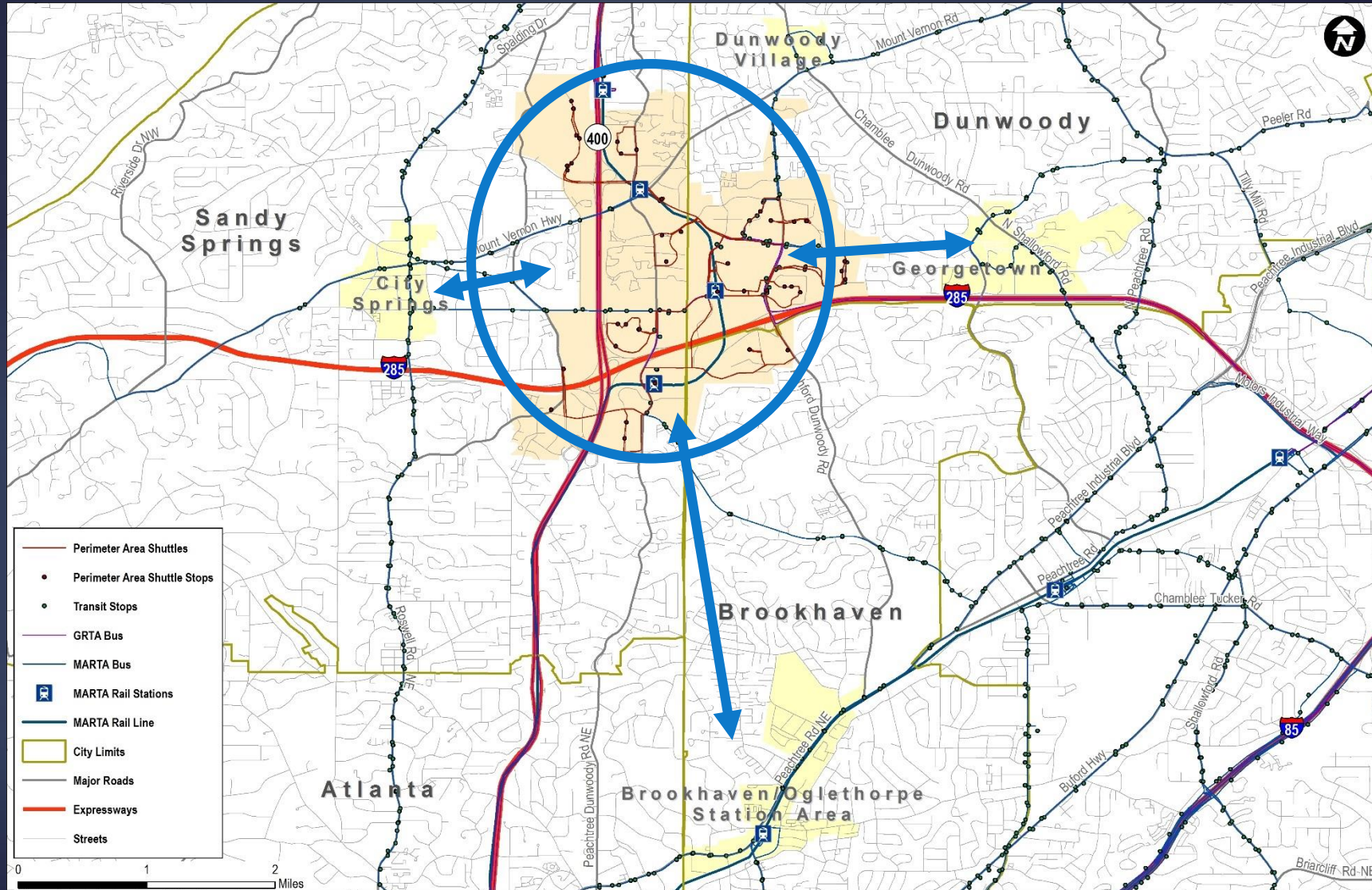


# Vision

*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.*



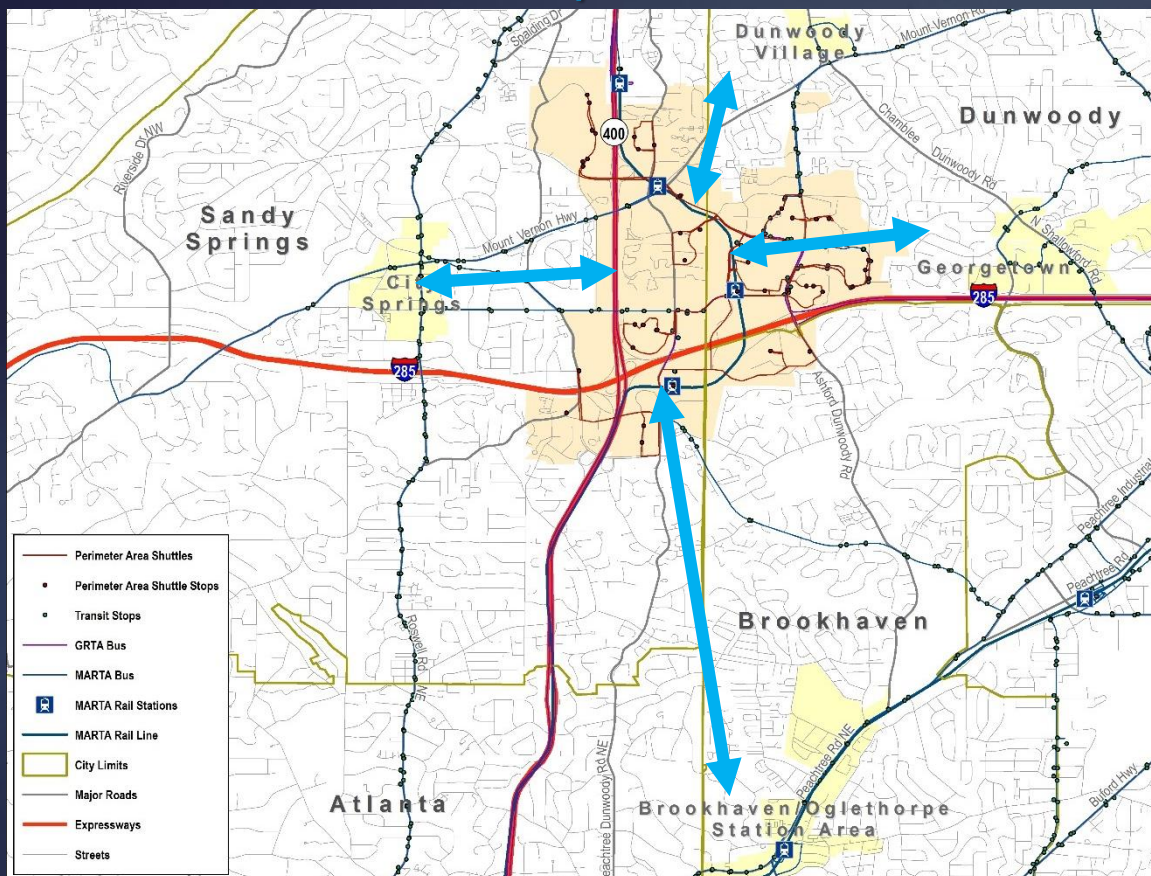
# Study Area





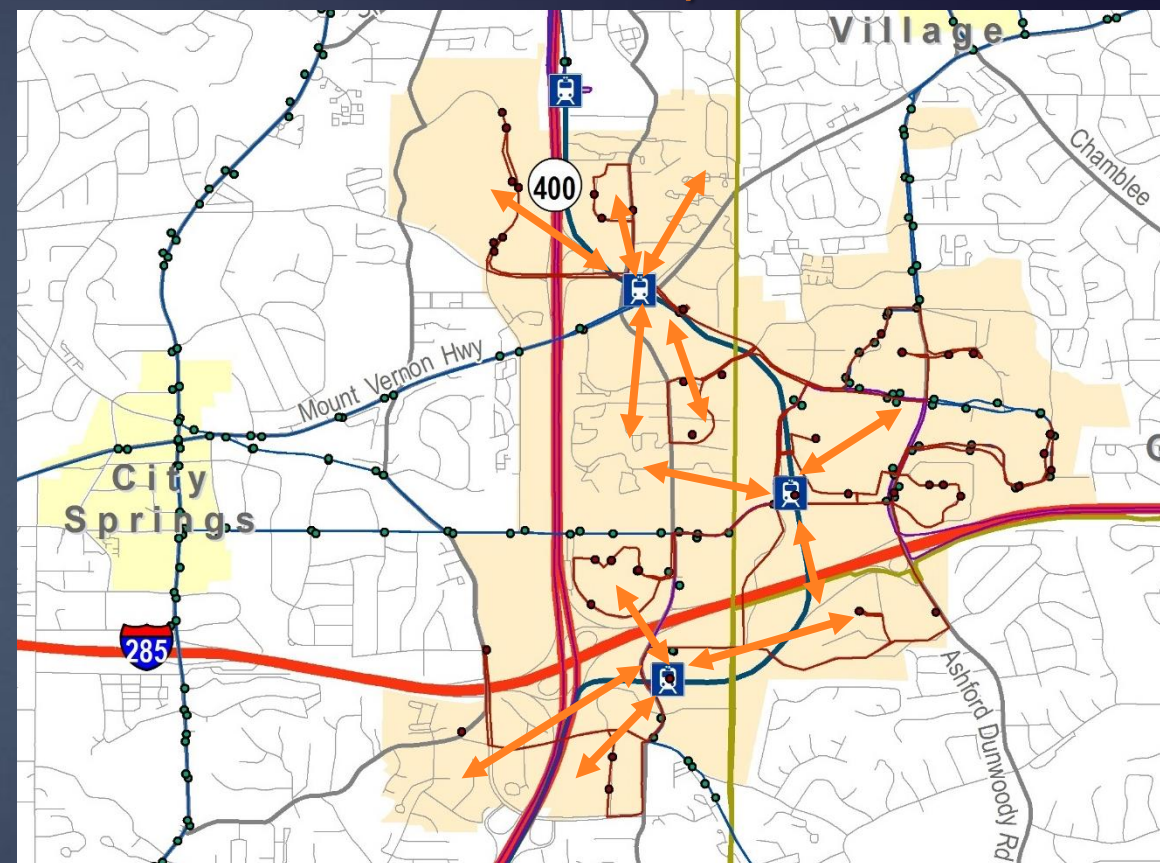
# Types of Connectivity

## 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

#4.



Image © 2017 Google

### Fill sidewalk gaps

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

# Quick Wins

## Priority Short-Term Projects



Image © 2017 Google

### MARTA Station Area Improvements

Work with MARTA to improve pedestrian accessibility, internal circulation, lighting, and facades at Perimeter MARTA stations, and enhance connections to surrounding sites and facilities

Est. Cost:

- ▶ Design \$50,000-\$100,000/station
- ▶ Implementation/construction TBD

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



# 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

- ▶ Georgetown Gateway Project
- ▶ Cotillion Drive multi-use trail
- ▶ Bicycle and pedestrian improvements on Ashford Dunwoody Road (in front of Perimeter Mall)
- ▶ East-West Connector
- ▶ Perimeter Center Greenway
- ▶ Pedestrian bridge on Perimeter Center East



Source: City of Dunwoody



Source: City of Dunwoody



# Short-Term Initiatives

#4.

## Perimeter Bikeshare Program

Create a task force to explore implementing a bikeshare program within the Perimeter area.

- ▶ Representatives from Sandy Springs, Dunwoody, Brookhaven, and PCIDs
- ▶ Consider different models of bikesharing, including Downtown Atlanta program
- ▶ May issue survey to gauge public interest
- ▶ Identify phased approach to implementation of program

-72-



Relay Atlanta Bike Share Program, Downtown Atlanta  
Photo credit: Isadora Pennington, Atlanta Intown Paper

# Mid-Term Improvements

6-10 years

-73-



Source: Reporter Newspapers

- ▶ Chamblee Dunwoody Road – multimodal and intersection improvements near Dunwoody Village
- ▶ Enhanced bicycle and pedestrian facilities on Ashford Dunwoody Road
- ▶ Westside Connector



# Long-Term Improvements

10+ years

#4.

-74-



Source: City of Dunwoody

- ▶ New multiuse paths
  - ▶ Commuter trails
- ▶ New roadways
  - ▶ Peachford Road Extension
  - ▶ New street between Ravinia Pkwy and Perimeter Center East
- ▶ Hammond Drive improvements



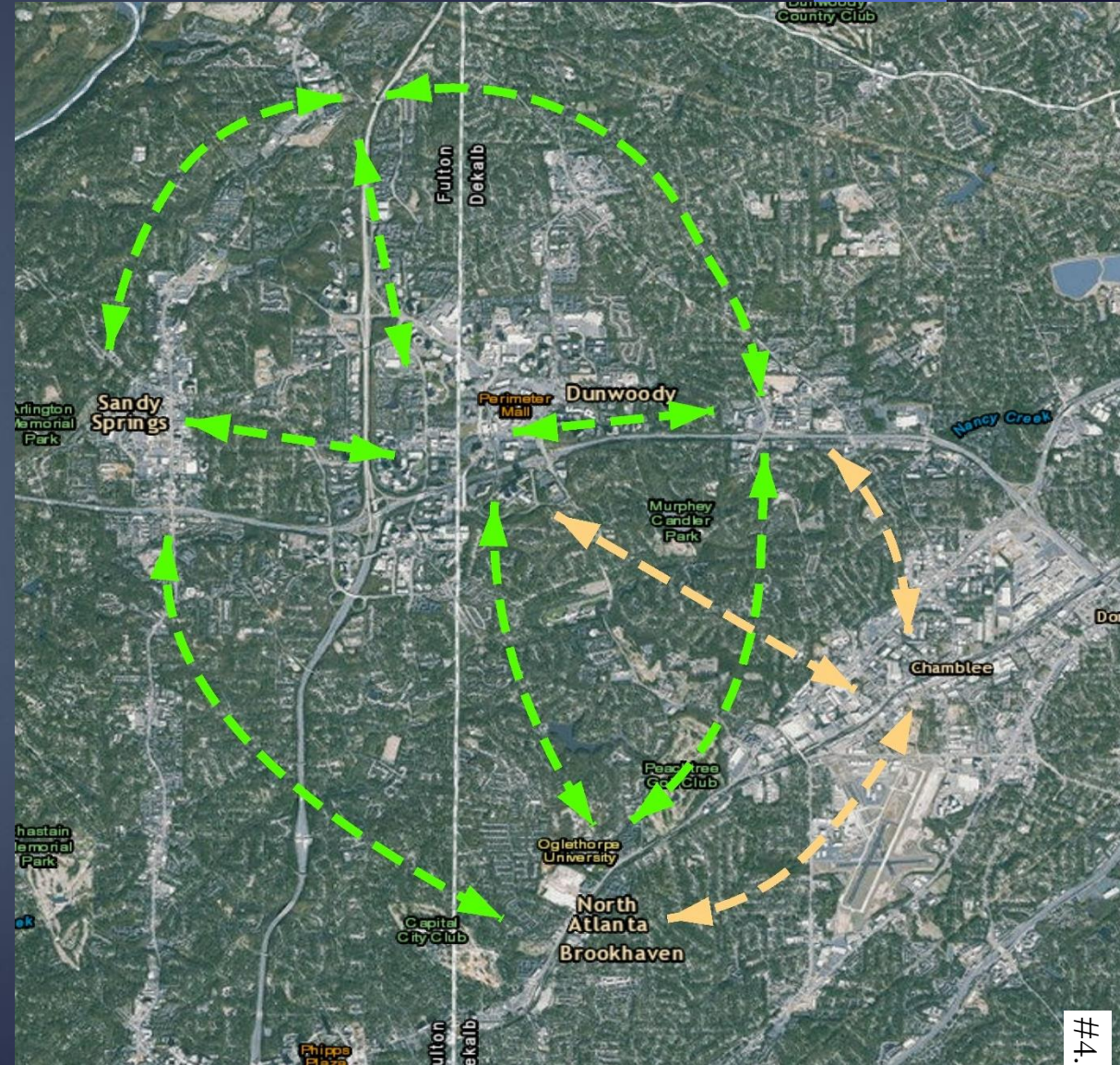
# Long-Term Strategy: Regional Greenbelt



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

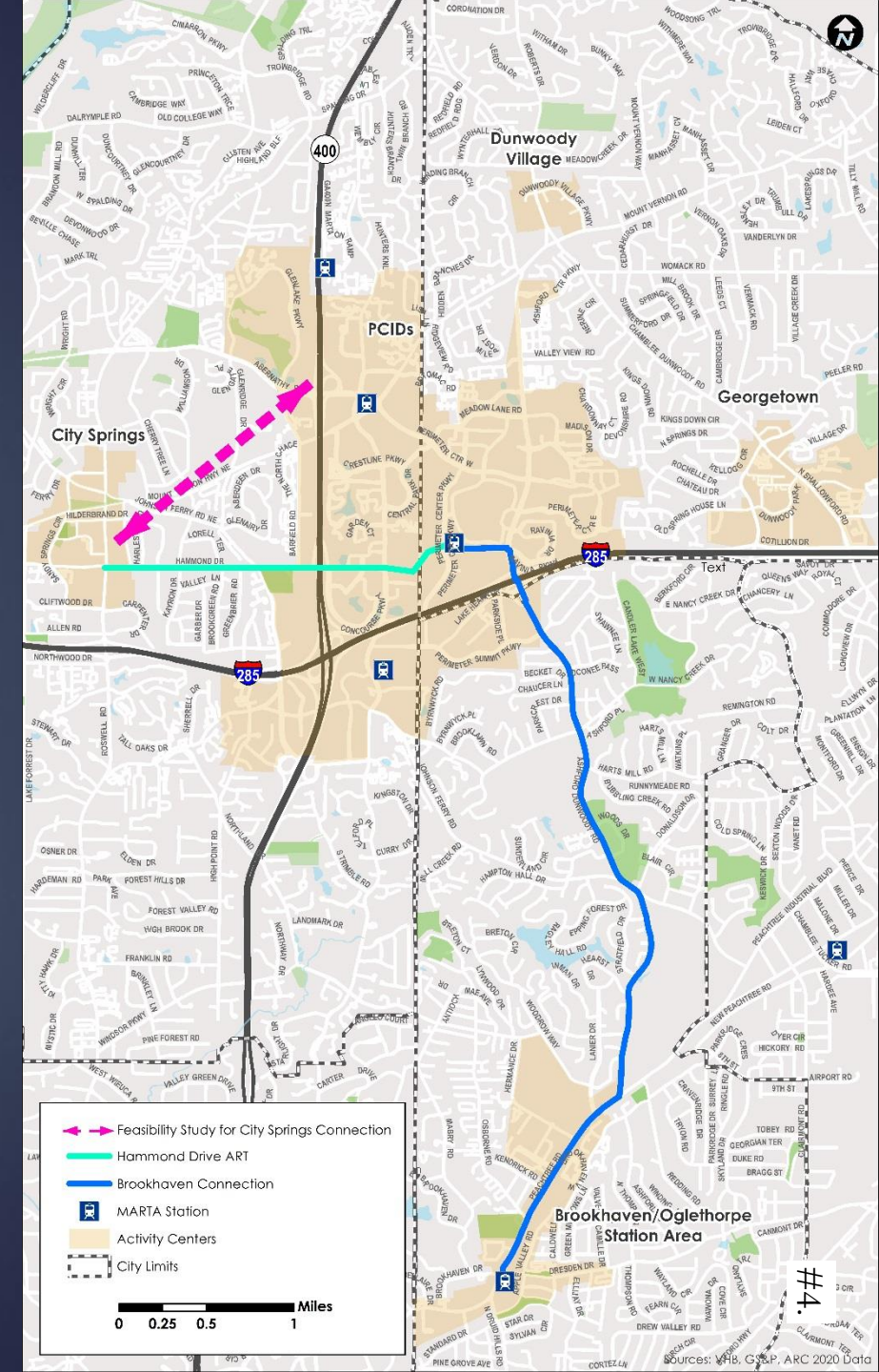
- Transit signal priority compatible with transmitters on MARTA buses

## Brookhaven Connection

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

## City Springs Connection

- East-west connection between City Springs and Perimeter area
- Recommending planning and operations study







# Last Mile Transit Recommendations

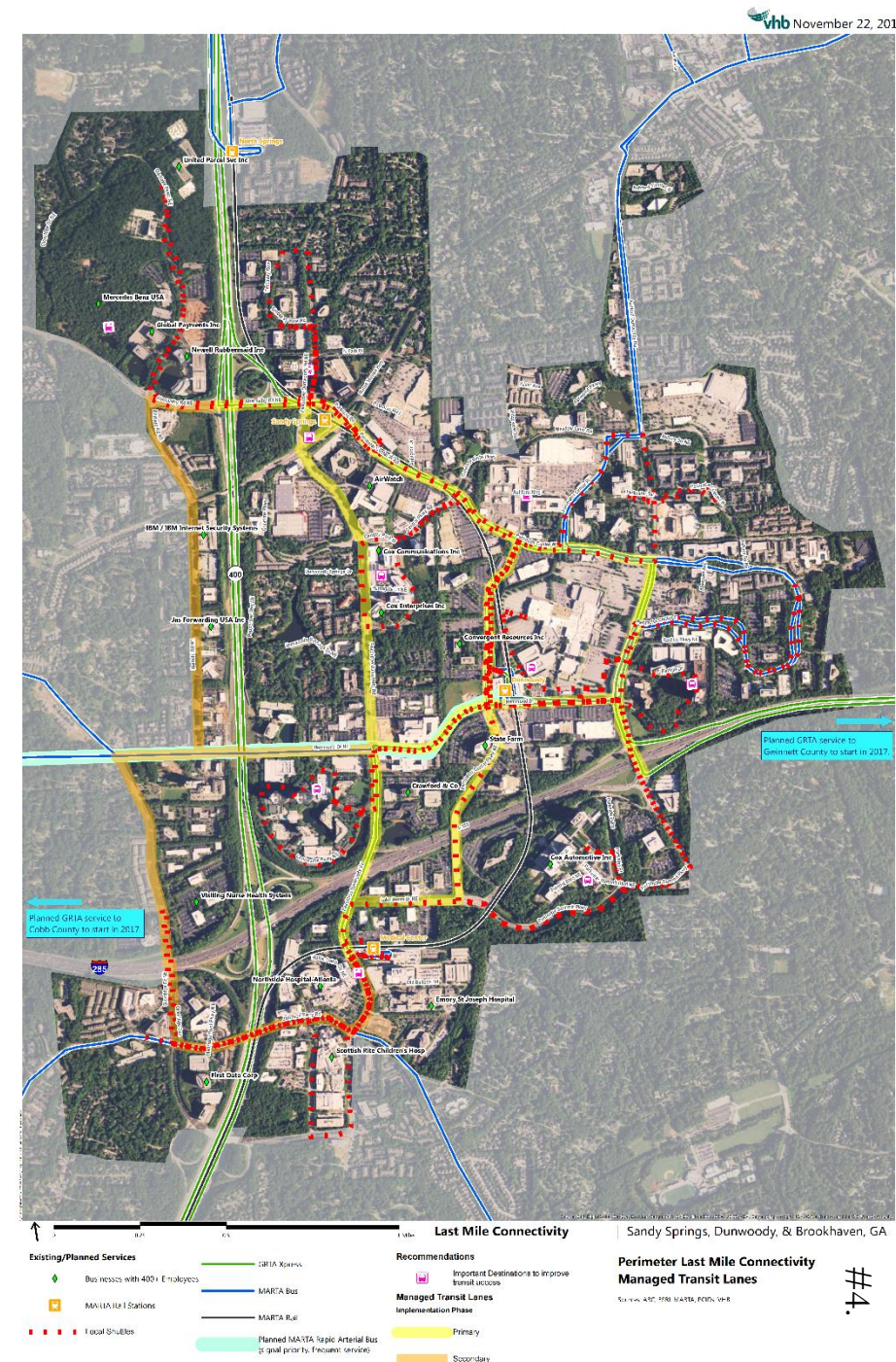
Dedicated lanes for transit service in the Perimeter area, to serve existing shuttles, MARTA buses, and GRTA Xpress buses

**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

23 comments

- 70% comments indicate support for bike facilities and shared paths for cyclists and pedestrians
- 78% comments indicate support for enhanced transit service in Perimeter area

## High Priorities

- Enhanced transit
- Safer facilities
- Wider sidewalks
- Fully connected transportation network

## Low Priorities

- Bicycle lanes
- Consolidated shuttle
- Roadway reconstruction projects



Source: GS&P

# Public Open House

January 26, 2017

*“Improve the quality of sidewalk/path connectivity – it is poor today...a patchwork of sidewalks and paths and crosswalks.”*

-83-

*“If buses and shuttles are the answer, need to change the negative attitude towards using them.”*

*“MARTA Stations are 1960’s cement tombs. They should be designed for humans and protected from elements. (And cleaned!)”*

*“With complete and new construction going up, getting people out of their cars is paramount.”*



Source: GS&P



# Thank You!

## Questions?

## Additional information?

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