

**STATE OF GEORGIA
CITY OF DUNWOODY**

RESOLUTION 2019-XX-XX

**A RESOLUTION OF THE CITY OF _____ RELATED TO THE DEKALB
COUNTY TRANSIT MASTER PLAN**

WHEREAS, viable and affordable transportation and mobility options are critical to the collective success of DeKalb County and the cities within the County; and,

WHEREAS, a transportation network containing different types of transit solutions can enhance residents' quality of life and improve business outcomes; and,

WHEREAS, mobility options throughout the County must consider the unique circumstances and needs of all potential riders; and,

WHEREAS, DeKalb County has lead a countywide, comprehensive master planning process to identify transit enhancements for today and expansion opportunities for the future; and,

WHEREAS, over the past year the DeKalb County Transit Master Plan Project Management Team has met with stakeholders, neighborhood groups and residents to gather input to inform the development of a master plan; and,

WHEREAS, the planning process has resulted in the DeKalb County Transit Master Plan for consideration of approval by the DeKalb County Board of Commissioners.

NOW, THEREFORE BE IT RESOLVED, by the _____ of the City of _____, and it is hereby resolved:

- 1) The "elected body" agrees with the process used to develop the transit master plan; and,
- 2) The "elected body" generally agrees with the list of transit projects generated by the planning process; and,
- 3) The "elected body" requests that the cities within DeKalb County have a formal role in determining the project priorities of the transit master plan; and,
- 4) The "elected body" requests that the cities work closely with the County on timing and communications for any public vote on funding the plan; and
- 5) The "elected body" requests that a project oversight team be developed to monitor progress of the transit master plan implementation and that the cities have representation on the oversight team.

Adopted this ____ day of _____, 2019.

Approved:

Denis L. Shortal, Mayor

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Attest:

City Clerk

What is DeKalb County's Transit Master Plan?

The Transit Master Plan is a 30-year vision for future transit investments in DeKalb County. This includes major new transit investments as well as enhancements to existing transit services. The mission of this plan is address the **county's mobility challenges, foster economic development, and improve the quality of life**. In 2018, the master planning process was initiated by DeKalb County in partnership with the Atlanta Regional Commission, MARTA and all of the DeKalb County cities. The Plan is scheduled to conclude this summer.

Current Unmet Needs

After completing a comprehensive review of the MARTA system, land use trends and travel conditions in DeKalb County, the Master Plan identified several unmet rider needs to be addressed:

- Expansion of paratransit services
- Improvements to bus service in popular corridors
- Mobility centers to better accommodate bus-to-bus transfers
- Expanded local bus services, circulators and on-demand service
- Bus to rail transfer improvements
- First mile/last mile infrastructure improvements

STAY INVOLVED

As always, continued stakeholders and citizen input is critical to the master planning process. We invite you to stay involved.

You can keep up with developments on our website www.DeKalbTransitMasterPlan.com.

Plan Development Process



Universe of Transit Options

The Master Plan process engaged the community and stakeholders to identify the universe of potential transit options. Through this process a total of 40 potential transit concepts totaling roughly \$25 B were advanced into an evaluation process.



Evaluation Process

Each concept in the universe of transit options was evaluated across four major goal areas:

Performance—Comparison of ridership projections

Economic development potential—How well a potential option serves the economic development vision for the County

Equity—How well a potential option serves Equitable Target Areas (ETAs), high concentrations of low-income and minority populations

Land use compatibility—How compatible a potential option is with land use densities and intensities

In addition to the four evaluation areas, cost estimates were developed to compare overall benefits against projected costs.



Financial Forecasting

Financial forecasts are based on two revenue sources. However, this does not preclude consideration of other financial sources such as public/private or innovative funding options.

Existing MARTA Sales Tax—Revenue projections based on the current 1-penny sales tax assessed under the MARTA Act in DeKalb County. This source is used to maintain the current system in a state of good repair and deliver sustaining capital projects. Expansion of the system is not possible under this source.

HB 930 Sales Tax—Under new legislation passed in 2018, it is possible for DeKalb County to levee up to 1-penny in new sales tax funding for transit over 30-years. A ballot referendum would have to pass a County vote. If implemented, this sales tax could be used to expand transit offerings in DeKalb County. For the Master Plan, 30-year projections of a ½- and 1-penny sales tax revenue were calculated.

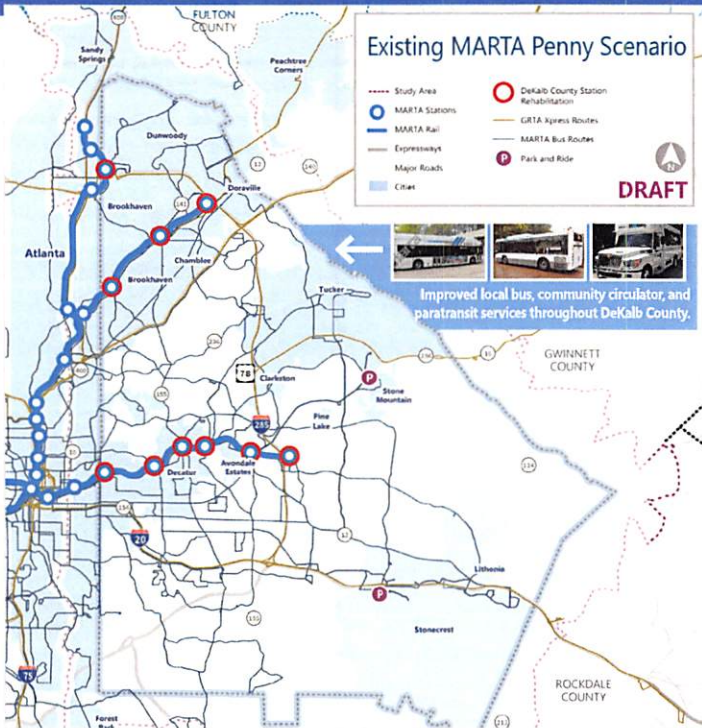


Scenario Development

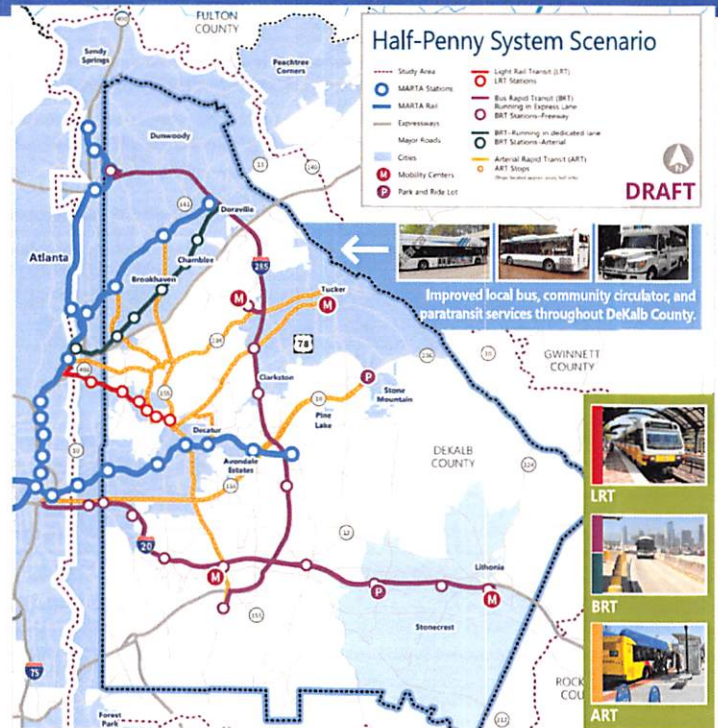
The next step in the master planning process involved combining high performing transit options into transit scenarios based on projected fiscal constraints.



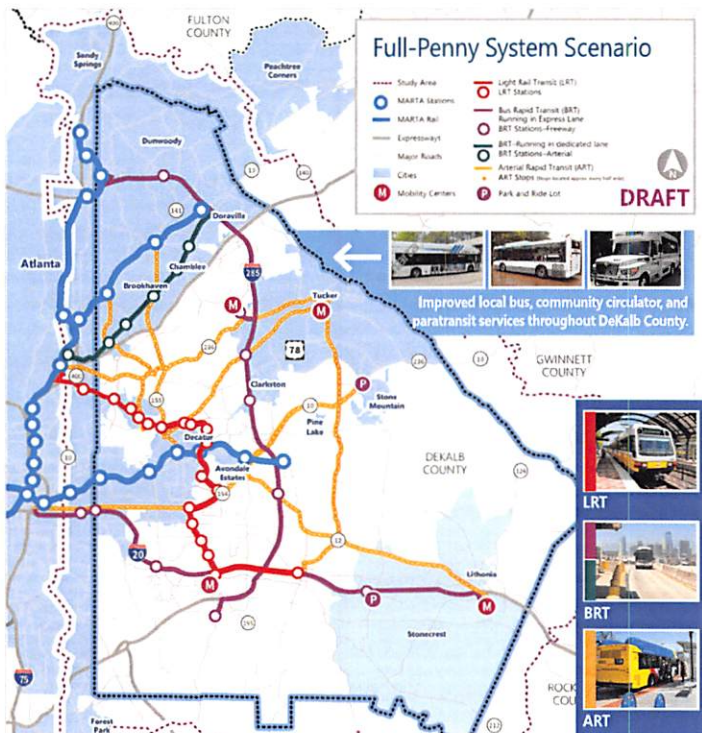
Four potential transit scenarios have been developed for comparison purposes.



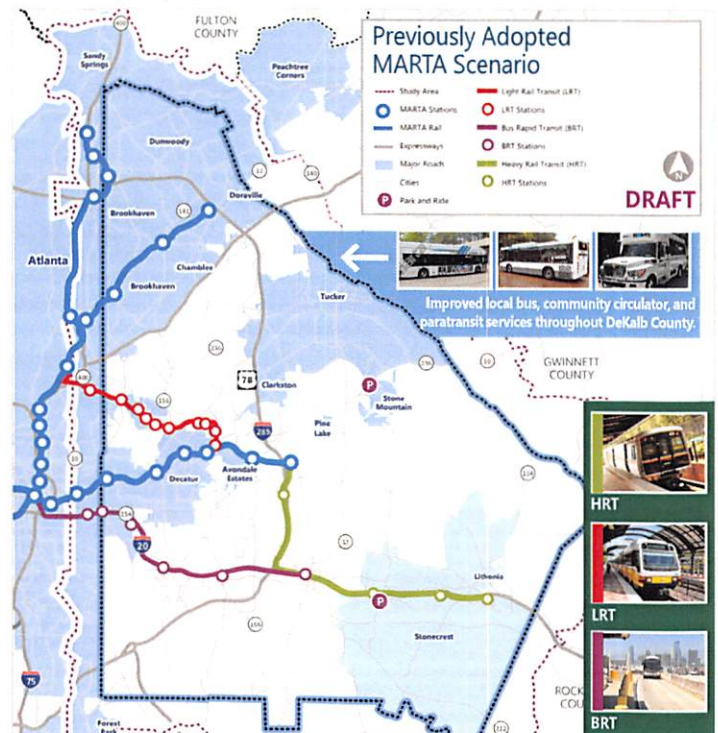
Focuses on the maintenance, sustaining capital, and operations of existing system with no additional transit expansion projects.



Features 15 projects: 1 Light Rail Transit (LRT), 5 Bus Rapid Transit (BRT), 9 Arterial Rapid Transit (ART), and 139 project miles, which are affordable under a 1/2-penny sales tax increase.



Features 16 projects: 4 LRT, 4 BRT, and 8 ART and 180 project miles, which are affordable under a full-penny sales tax increase.



Features 3 projects: 1 Heavy Rail Transit (HRT), 1 LRT, and 1 BRT and 37 project miles. Unaffordable, requires more than 1 penny sales tax. Focuses on MARTA board adopted plans for I-20 East and Clifton Corridor in 2012.

Different Types of Transit Service and Vehicles

Which option is right for DeKalb County?

There are so many transit options. Most communities find that a single option isn't enough and have to have a mix of transit options to meet residents' needs. You'll also find more Transit Service options on our website at www.DeKalbTransitMasterPlan.com.



Heavy Rail Transit (HRT)

- Operates on tracks separated from traffic.
- Carries more people and travels at faster speeds than light rail trains, but are more expensive to build.
- Typically powered electrically from a third rail.
- Operates at ground level, on an elevated structure, or below ground.

Passengers

- Pay to enter stations (not the train itself) which speeds the boarding process.
- Board from platforms that are level with the train's floor which helps people of all abilities to board more easily.

Stations

- Spaced at least a mile apart, but may be closer together in dense urban areas.
- Urban areas offer access for pedestrians, bicyclists and drop-off passengers.
- Suburban areas typically offer all of those access options plus parking areas.
- May offer amenities like ticket vending machines, customer service kiosks, directional signs, real-time train arrival information, etc.



Frequency

Typically 15 min or less



Operating Cost (per veh/per hr)

Approx. \$250–\$300



Capital (per mile)

Approx. \$250M



Light Rail (LRT)

- May operate in their own lane separated from traffic.
- Carries fewer people and travels at slower speeds than heavy rail trains, but are less expensive to build.
- Typically powered electrically from an overhead wire.
- Often operated at ground level, but can operate below ground.
- Streetcars are a type of light rail that operate in mixed traffic.

Passengers

- Pay to enter stations (not the train itself) which speeds the boarding process.
- Board from platforms that are level with the train's floor which helps people of all abilities to board more easily.

Stations

- Spaced at least a mile apart, but can be closer in urban areas.
- Streetcar stations are usually ¼–½ mile apart.
- May offer amenities like ticket vending machines, directional signs, real-time train arrival information, etc.



Frequency

Typically 15 min or less



Operating Cost (per veh/per hr)

Approx. \$250–\$350



Capital (per mile)

Approx. \$120M (streetcar \$75M)



Bus Rapid Transit (BRT)

- A bus that is operated like a train and operates in its own lane so that they are not affected by automobile congestion.
- Carries fewer people, travels at slower speeds than trains, but are much less expensive to build.
- Often articulated and more stylized than local buses.
- Often operated at ground level, but can operate below ground.

Passengers

- Pay to enter stations (not the bus itself) which speeds the boarding process.
- Board from platforms that are level with the bus's floor which helps people of all abilities to board more easily.

Stations

- Spaced about ⅓ mile apart, but can be closer in highly developed urban areas.
- Offer amenities like ticket vending machines, directional signs, and real-time bus arrival information.



Frequency

Typically 15 min or less



Operating Cost (per veh/per hr)

Approx. \$100–\$150



Capital (per mile)

Approx. \$25M



Arterial Rapid Transit (ART)

- A bus that operates on regular streets so that vehicles are affected by congestion, but short bus-only lanes adjacent to major intersections are used to reduce delays.
- Carries the same number of people as BRT vehicles, but they tend to travel at slower speeds due to being in normal traffic lanes.
- Less expensive to build because a dedicated travel lane is not needed.
- Buses are often articulated.
- May also employ technology to reduce delay caused by traffic signals.

Passengers

- May use stations or stops to access bus.

Stations/Stops

- Typically spaced about 1/3 mile apart.
- May offer amenities like ticket vending machines, real-time bus arrival information, etc.



Frequency

Typically 15 min or less



Operating Cost (per veh/per hr)

Approx. \$100–\$150



Capital (per mile)

Approx. \$2.5M



Express/High Capacity Bus Service

- Picks up commuters near their residences and takes them directly to an employment district with very few stops along the way.
- Operates on regular streets and are affected by automobile congestion.
- Carries fewer people than BRT/ART vehicles.
- Designed for greater comfort than local buses as passengers ride longer distances on them and they often use interstates for travel.

Passengers

- Pay upon entering the bus which slows the boarding process.
- Buses have lifts to assist passengers with limited mobility.

Stations/Stops

- Service often originates in a park-and-ride lot and drops passengers off at standard bus stops.



Frequency

Concentrated during peak morning and evening commute periods and one or two trips during the middle of the day



Operating Cost (per veh/per hr)

Approx. \$150–\$250



Capital (per vehicle)

Approx. \$600–\$800K



Local Bus

- Designed to make frequent stops along a fixed route and schedule.
- Operates on regular streets and are affected by automobile congestion.
- Carries approximately 40 seated passengers, but can have standing passengers as well.
- Capital costs are limited to vehicles and stop infrastructure.
- Fueled by gasoline, diesel, compressed natural gas, electricity, or a hybrid of fuel sources.

Passengers

- Pay upon entering the bus which slows the boarding process.
- Ramps assist passengers with limited mobility.

Stops

- This service uses traditional bus stops that vary between a stop with only a bus stop sign to a stop with a sheltered seating area.



Frequency

Varies substantially from 10 min on high demand routes in peak periods to 60 min during evenings and weekends



Operating Cost (per veh/per hr)

Approx. \$100–\$150



Capital (per vehicle)

Approx. \$600–\$800K