

**Route 12: Howell Mill Road / Cumberland:**

It is proposed that the weekday peak-period patterns to Northside Drive be simplified to follow one routing. From Howell Mill Road, select trips are proposed to operate east on Peachtree Battle Avenue and north on Northside Drive to return southbound on Howell Mill Road. Segments of Moore's Mill Road and West Wesley Road between Howell Mill Road and Northside Drive would no longer be served due to underutilization. However, these discontinued segments will still be within one-quarter mile of the recommended alignment. The full-length trips to Cumberland Transfer Center, including all weekend service are not impacted by this recommendation.

**Route 30: Lavista Road:**

It is proposed eastern terminus of this route be modified to improve schedule adherence and better tailor service to demand. After leaving the end-of-line at Briarcliff Road & Fielding Drive, Route 30 will return to westbound Lavista Road via Fielding Drive and Henderson Mill Road. Segments along Henderson Mill Road, Northlake Parkway, Parklake Drive and Lavista Road will no longer

be served by Route 30. However, these segments will continue to be served by Routes 125 and 126 in their current configuration.

**Route 75: Tucker:**

It is proposed that the eastern terminus of the route, including routing through Tucker be modified to improve schedule adherence and better tailor service to demand. From Lawrenceville Highway & Main Street, Route 75 is proposed to continue east on Lawrenceville Highway to its present alignment on North Royal Atlanta Drive. At Mountain Industrial Boulevard, Route 75 is proposed to travel southwest and then north on Tuckerstone Parkway to the current end-of-line. Return trips are proposed to travel west on North Royal Atlanta Drive and southwest on Lawrenceville Highway to its present alignment on North Druid Hills Road. Discontinued route segments along Main Street and Lavista Road will continue to be served by Route 124. The eastern end of North Royal Atlanta Drive and South Royal Atlanta Drive will now be served by proposed modifications to Route 121.

**Route 81: Venetian Drive / Adams Park:**

It is proposed this route alignment be extended to serve the Myrtle Drive, Alison Court, and Delowe Drive segments currently operated by Route 162-Headland Drive/Alison Court. Route 81 will maintain current alignment between West End Station and Adams Park. At Campbellton Road, the proposed route alignment will travel east and then south on Myrtle Drive. The route then returns to Adams Park via westbound Alison Court, northbound Delowe Drive, northbound Boulevard Lorraine and eastbound Venetian Drive. From here, the route resumes the inbound routing of the current Route 81 to West End Station. The service frequency will be improved to operate 30-minutes during all service periods on all service days.

**Route 82: Camp Creek / Welcome All:**

It is proposed this route short turn alignment be extended to Centre Parkway. The short turn trips will maintain current alignment to Redwine Road and N. Commerce Drive then continue Redwine Road, Princeton Lakes Pkwy., across Camp Creek Pkwy to Centre Pkwy. which will be the new terminus for the short turn alignment during all service periods on all service days. Return trips to College Park station will operate via Centre Pkwy., N. Commerce Drive,

Camp Creek Pkwy., to Princeton Lakes Pkwy. then continue current routing. The trips that operate between College Park station and South Fulton Service Center remain unchanged. This proposal will operate alternating service between trips to Centre Pkwy. and South Fulton Service Center during all service periods on all service days.

**Route 84: East Point / Camp Creek:**

It is proposed all trips operate between East Point station and Centre Parkway during all service periods on all service days. Return trips to College Park station will operate via Centre Pkwy., N. Commerce Drive, Camp Creek Pkwy. to Princeton Lakes Pkwy then continue current routing. The western terminus of this route, along Camp Creek Pkwy., Old Fairburn Road, Fairburn Road, and N. Camp Creek Pkwy will be served by proposed modifications to Route 93-East Point / Delowe Drive. The segment along Hogan Road between Fairburn Road and N. Camp Creek Pkwy. will be discontinued.

**Route 93: East Point / Delowe Drive:**

It is proposed the route be realigned to provide linear, bi-directional service from East Point station to Camp Creek Marketplace via maintaining current routing to Headland Drive and Bryant Drive then

continue Headland Drive, Greenbriar Pkwy., Continental Colony Pkwy., Stone Hogan Connector, assume segments from Route 84 along N. Camp Creek Pkwy., Stone Road, Hogan Road, N. Camp Creek Pkwy., Fairburn Road, Old Fairburn Road, Camp Creek Pkwy. to Centre Pkwy. which will be the new terminus for Route 93. Return trips to East Point station will operate via Centre Pkwy., N. Commerce Drive, across Camp Creek Pkwy., Redwine Road, Princeton Lakes Pkwy. to Camp Creek Pkwy. then continue reverse of before-mentioned routing. Current Route 93 segments along Delowe Drive, Dorsey Avenue, Lancaster Drive and Plantation Drive as well as those along Old Colony Road and Bryant Drive will be served by proposed modifications to Route 162. Service along Graywall Street and Montrose Drive will be discontinued due to low utilization. Nonetheless, service will still be provided within two-tenths of a mile of the newly aligned Route 162. Portions of the current Route 93 east of East Point Station will also be reallocated to other routes or eliminated due to low utilization. Segments along Cleveland Avenue will continue to be served by Route 78. Service along Bayard Street, Washington Avenue, Randall Street and Bell Avenue will be discontinued. However, new service along North

Martin Street will be provided by proposed modifications to Route 192. Between Routes 78 and 192, service will still be accessible within one-quarter mile of discontinued segments.

**Route 119: Kensington / Hairston Road:**

It is proposed that the eastern terminus of the route be extended to serve Stone Mountain Village. From Memorial Drive, Route 119 is proposed to travel east on West Mountain Street, north on Main Street, northwest on East Ponce de Leon Avenue and south on Memorial Drive to Goldsmith Road and the Goldsmith Road Park & Ride. Return trips to Indian Creek and Kensington Stations would be operated in the reverse of the before-mentioned routing.

**Route 120: East Ponce de Leon Avenue / Tucker:**

It is proposed that the eastern terminus of the route be realigned to the Goldsmith Road Park & Ride. From East Ponce de Leon Avenue, Route 120 is proposed to continue across North Hairston Road/Mountain Industrial Boulevard to Memorial Drive. At Memorial Drive, the route is proposed to travel south to Goldsmith Road and the Goldsmith Road Park & Ride. Return trips to Avondale Station would be operated in the reverse of the before-mentioned routing.

The northern segments of the current Route 120, including Mountain Industrial Boulevard, Hugh Howell Road, Lawrenceville Highway, Idlewood Road, Sarr Parkway and Greer Circle will now be served by proposed modifications to Route 121. As a Frequent Local service, the new Route 120 alignment is proposed to operate at 15-minute frequency during weekday peak hours. All other times, including weekday off-peak, Saturdays and Sunday service will operate at 20-minute frequency.

**Route 121: Stone Mountain / Memorial Drive:**

It is proposed that the eastern terminus of the route be realigned to Mountain Industrial Boulevard. From North Hairston Road, Route 121 is proposed to operate two distinct patterns. The first pattern continues across East Ponce de Leon Avenue onto Mountain Industrial Boulevard. At South Royal Atlanta Drive, the route is proposed to travel east to North Royal Atlanta Drive and return west to Mountain Industrial Boulevard. Return trips to Kensington Station would travel south on Mountain Industrial Boulevard to resume the current routing to Memorial Drive. The second pattern also travels north on Mountain Industrial Boulevard, crossing East Ponce de Leon Avenue and turning west on Greer Circle. Route 121 then continues

west on Sarr Parkway, north on Idlewood Road and west on Hugh Howell Road to Flintstone Drive. The return trip is completed by traveling south on Flintstone Drive, north on Mountain Industrial Boulevard, west on Hugh Howell Road, south on Idlewood Road, east on Sarr Parkway and southeast on Greer Circle to Mountain Industrial Boulevard to resume the current routing to Memorial Drive. The eastern segments of the current Route 121 through Stone Mountain Village, including East Ponce de Leon Avenue, Main Street and West Mountain Street will now be served by proposed modifications to Route 119. The eastern segments of the current Route 121 along East Ponce de Leon Avenue west of Memorial Drive will now be served by proposed modifications to Route 120. The select weekday peak-period trips to Juliette Road are proposed to be served by modifications to Route 221. As a Frequent Local service, the new Route 121 alignment is proposed to operate at 15-minute frequency during weekday peak hours. All other times, including weekday off-peak, Saturdays and Sunday service will operate at 20-minute frequency.



### **Route 162: Headland Drive / Allison Court:**

It is proposed that the western terminus of the route be realigned to serve western portions of the current Route 93. From Alison Court, Route 162 is proposed to operate two distinct patterns. The first pattern continues west on Alison Court, south on Delowe Drive, west on Dorsey Drive, southwest on Lancaster Drive, northeast on Plantation Drive and east on Montrose Drive to Delowe Drive. Return trips to Oakland City Station would travel north on Delowe Drive and east on Alison Court to resume the current routing to Stanton Street. The second pattern also travels west on Alison Court and south on Delowe Drive to Headland Drive. From here, the route travels west and then south on Graywall Street, west on Old Colony Road and north on Bryant Drive. The return trip is completed by traveling east on Headland Drive, north on Delowe Drive and east on Alison Court to Stanton Street to resume the current routing to Oakland City Station. Current Route 162 service along Myrtle Drive, Campbellton Road and Delowe Drive (north of Alison Court) will now be served by proposed modifications to Route 81. The western segments of the current Route 162 to Stone Creek Apartments including Headland Drive, Greenbriar Parkway, Continental Colony Parkway and North

Camp Creek Parkway will now be served by proposed modifications to Route 93. Segments of the current Route 162 along North Camp Creek Parkway and Hogan Road (west of North Camp Creek Parkway) will now be served by proposed modifications to Route 82. Service along Fairburn Road as well as Hogan Road (east of North Camp Creek Parkway) and Stone Road will be discontinued due to low utilization. However, service will be accessible within one-quarter mile of the discontinued segments through proposed modifications to Route 82 and 93 as well as current Route 66. As a Frequent Local service, the new Route 162 alignment is proposed to operate at 15-minute frequency during weekday peak hours. All other times, including weekday off-peak, Saturdays and Sunday service will operate at 20-minute frequency.

**Route 191: Justice Center / SR 85-Riverdale / Maynard H Jackson Int'l Terminal:**

It is proposed that the northern terminus of this route be realigned to Lakewood Station. From the ATL International Terminal, Route 191 will continue east on Charles W. Grant Parkway to Interstate 75. From here, the route will continue north to westbound Langford Parkway (GA 166), exiting at the Fort McPherson exit to Lakewood

Station. Return trips to ATL International Terminal would be operated in the reverse of the before-mentioned routing via Lee Street to Langford Parkway (GA 166).

**Route 192: Justice Center / Tara Blvd. / Old Dixie Rd.:**

It is proposed that the northern terminus of this route be extended to East Point Station. From northbound Old Dixie Highway, the route will continue north to Charles W. Grant Parkway, west to Airport Loop Road, and northwest to Toffie Terrace. From here, the route continues north on Bobby Brown Parkway and Norman Berry Drive. A branch to maintain service to an East Point housing complex is provided by traveling east on Maria Head Terrace and north on Calhoun Avenue, returning to southbound Norman Berry Drive. At RN Martin Street, Route 191 will travel northwest to East Point Station via westbound Irene Kidd Parkway and northbound Main Street. Return trips to Tara Boulevard would be operated in the reverse of the before-mentioned routing via eastbound Irene Kidd Parkway and southbound RN Martin Street. The current northern terminus and its associated turnaround along Central Avenue and Springdale will be discontinued. However, this discontinuation only

impacts one stop that is currently located approximately 100 feet from Routes 193 and 195.

**Route 193: Justice Center / SR -54 Jonesboro Rd. / East Point:**

There are four alignment changes proposed for Route 193. Trips serving Battlecreek Road are proposed to operate along Southlake Parkway between Jonesboro Road and Battlecreek Road. Trips that operate along Smith Street will continue to maintain the service alignment along Jonesboro Road. The second proposed alignment change impacts Clayton State University. To improve operational movement and transit accessibility within the University, buses will serve the campus via eastbound Harper Drive, southbound North Lake Drive and westbound Clayton State Boulevard. The service will operate in the same direction for both inbound and outbound service. The third proposed change involves, select trips are proposed to serve the Clayton Transitional Center at 242 Falcon Drive. These trips will operate from Old Dixie Highway via westbound Lake Mirror Drive, southbound Frontage Road, westbound Falcon Drive and northbound Braves Drive, taking eastbound Lake Mirror Road to return to Old Dixie Highway. The final segment proposed for realignment is between South Central Avenue and East Point Station.

At Willingham Drive, the route is proposed to continue westbound to Main Street and then north to East Point Station. The return trip to South Central Avenue would be made via westbound Irene Kidd Parkway and Washington Avenue, southbound Legion Way and eastbound Willingham Drive. The segments along South Central Avenue between Willingham Drive and Irene Kidd Parkway will be discontinued due to underutilization. However, the discontinued segments are less than 700 feet from the new service alignment.

**Route 194: Justice Center / Mount Zion / SR 42 Moreland Ave. / East Point:**

Changes in the northern and southern termini are proposed for Route 194 to improve on-time performance, minimize duplicative service and better tailor service to demand. The southern terminus of the route is proposed to be moved to Southlake Mall. Service along Mt. Zion Road west of the mall will continue to be served by Route 196. Service along Tara Boulevard leading to the Justice Center will continue to be served by Routes 191, 192 and 193. An additional alignment change is proposed to extend service further south on Mt. Zion Parkway to Fielder Road, returning northbound on Mt. Zion Road to Richardson Parkway. The segment of Mt. Zion Road

between Mt. Zion Parkway and Richardson Parkway would be discontinued. The northern terminus of Route 194 is also proposed to be changed to Lakewood Station instead of East Point station. At I-75, the route would travel north to westbound Langford Parkway (GA 166), exiting at the Fort McPherson exit to Lakewood Station. Return trips to Crown Road would be operated in the reverse of the before-mentioned routing via Lee Street to GA 166. The segment between I-75 and East Point station will continue to be served by a combination of Routes 78, 95, and 172.

**Route 195: Forest Parkway / Roosevelt Highway:**

It is proposed that the eastern terminus of this route be extended to serve SouthPark Business Park to provide new access to employment. From Anvil Block Road, the route will travel south on SouthPark Boulevard to the first cul-de-sac. From there, the route returns to Forest Parkway via northbound SouthPark Boulevard, eastbound Anvil Block Road, southbound Bouldercrest Road and westbound Forest Parkway. The segments along Anvil Block Road west of SouthPark Boulevard will be maintained by Route 15 as well as I-675 with no impacts due to closed door operation on Interstate.

**Route 196: Church Street / Upper Riverdale / Mt. Zion:**

It is proposed that the routing between Riverdale Road and College Park Station be adjusted to improve schedule adherence. From Riverdale Road, Route 196 will continue north past I-285, instead accessing I-85 at the Riverdale Road ramp. Return trips to Riverdale Road would be operated in the reverse of the before-mentioned routing.

**Route 221: Stone Mountain / Central Drive Limited:**

It is proposed this route be extended to assume segments of select Route 121 trips. From the Goldsmith Road Park & Ride, Route 221 would continue north on Memorial Drive, west on Ponce de Leon Avenue and north on Juliette Road to the turn-around at 1551 Juliette Road. Return trips to Goldsmith Road Park & Ride would be operated in the reverse of the before-mentioned routing. Service will continue to operate during weekday peak hours only. However, service frequency will be adjusted to operate every 20 minutes to better tailor service to demand.

**Route 800: Lovejoy / Justice Center:**

It is proposed this service be realigned to provide simplified routing through the Lovejoy Rd., McDonough Rd., Hasting Bridge Rd., and Talmadge Rd. loop. From the Justice Center the route would operate via Tara Blvd., Lovejoy Rd., Panhandle Rd., McDonough Rd., E Lovejoy Rd., Hasting Bridge Rd. to current terminus. Return trips will operate via Talmadge Rd. and Tara Blvd. Additionally, this proposed alignment will improve transit accessibility to a major mobile home complex along E Lovejoy Rd. The segments on Hasting Bridge Rd. between McDonough Rd. and E Lovejoy Rd. and Lovejoy Rd. between Tara Blvd. and Talmadge Rd. will be discontinued.

**MOBILITY:**

ADJUST COMPLEMENTARY ADA SERVICE TO REFLECT THE MODIFIED ROUTE ALIGNMENTS TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT OF 1990.

THAT CONCLUDES THE OVERVIEW OF THE PROPOSED SERVICE MODIFICATIONS FOR AUGUST 5, 2017.