

# South Fulton Parkway Transit Feasibility Study

## Final Recommendations To Fulton County



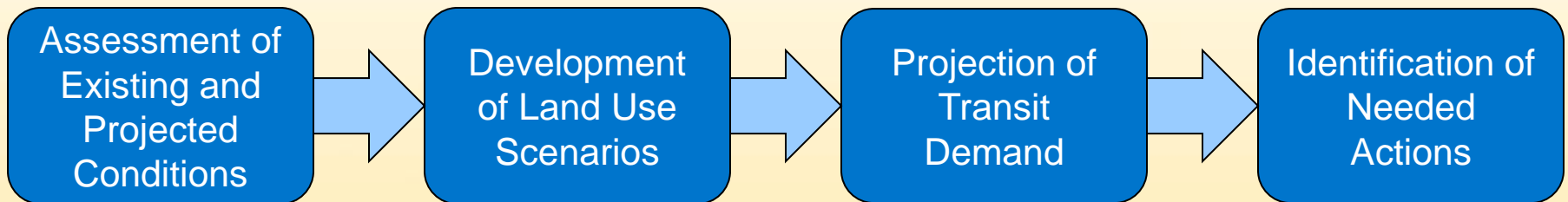
# Study Purpose

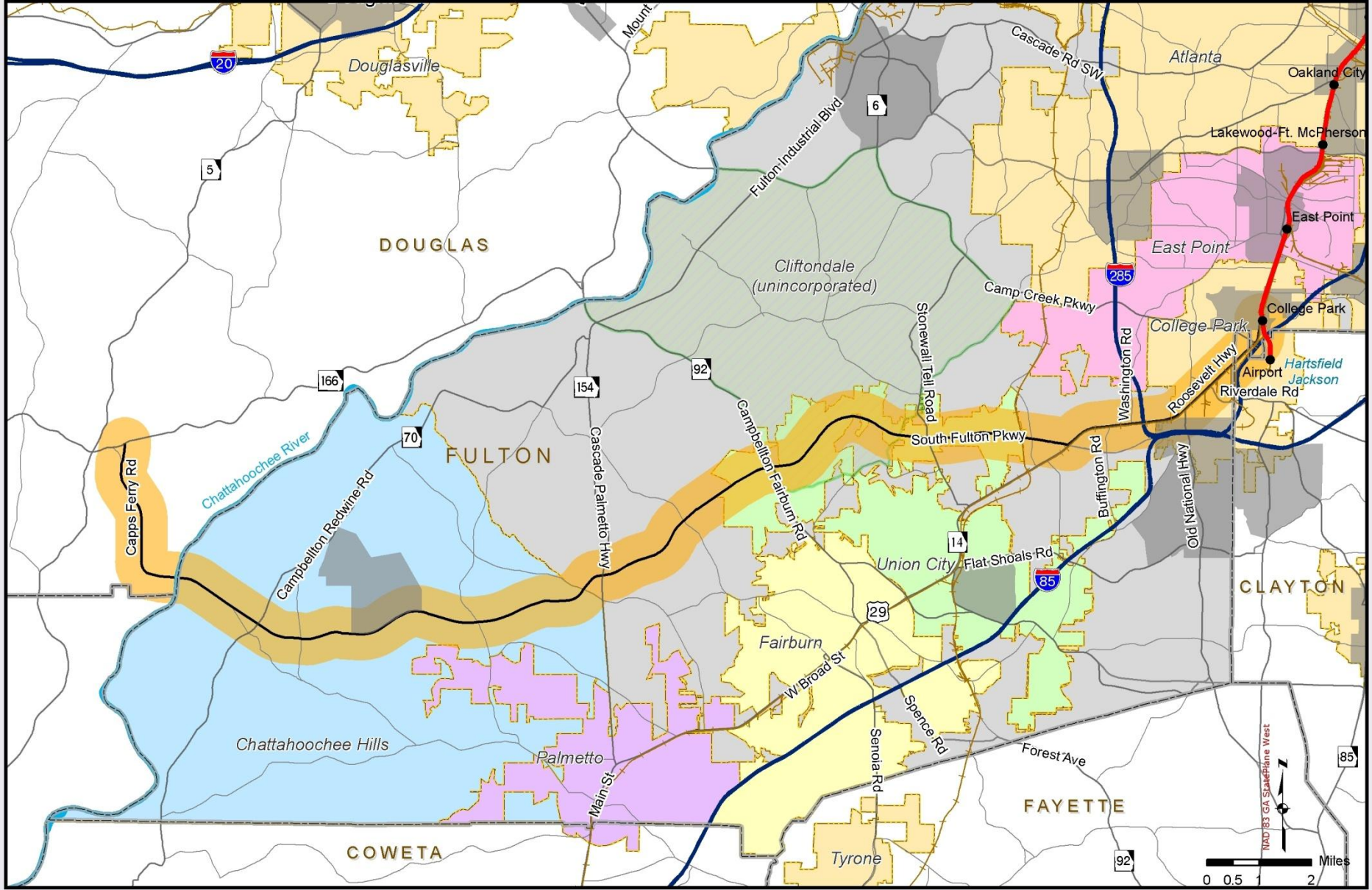
To conduct a high level assessment of potential transit improvements in the South Fulton Parkway Corridor through the evaluation of various transit service and land use scenarios

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# Study Approach





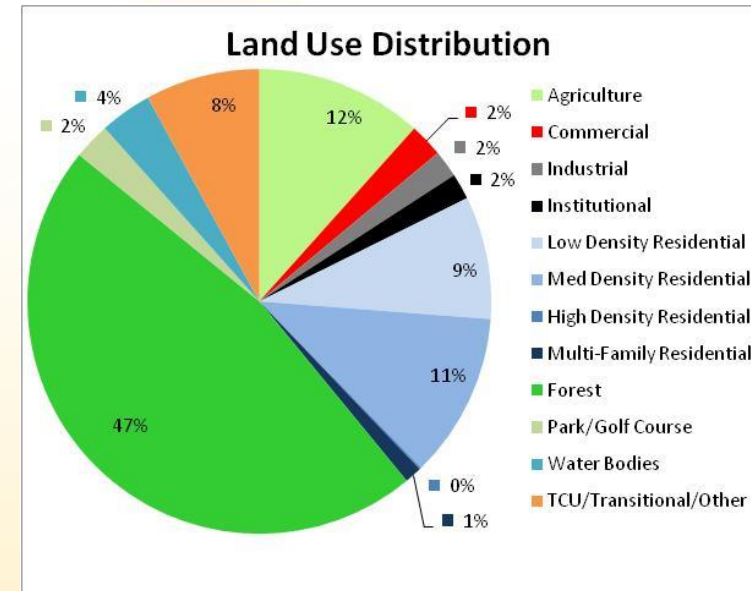
# South Fulton Parkway Transit Feasibility Study

Metropolitan Atlanta Rapid Transit Authority



# Summary of Corridor Characteristics

- Study area currently characterized by low density development patterns and zoning
- Local jurisdictions have expressed desire to promote nodal development
- 90 percent of commuter trips destined for employment centers outside of the study area
- South Fulton Parkway designed to be a limited access facility
- Travel demand modeling results confirmed:
  - Land use initiatives to promote smart growth needed within corridor to support transit
  - Need for circulator routes to support premium services
  - Phased approach needed due to uncertainty of time needed for development to occur



# Snapshot of Major Intersections – SR 92



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Metropolitan Atlanta Rapid Transit Authority



# Snapshot of Major Intersections – Stonewall Tell



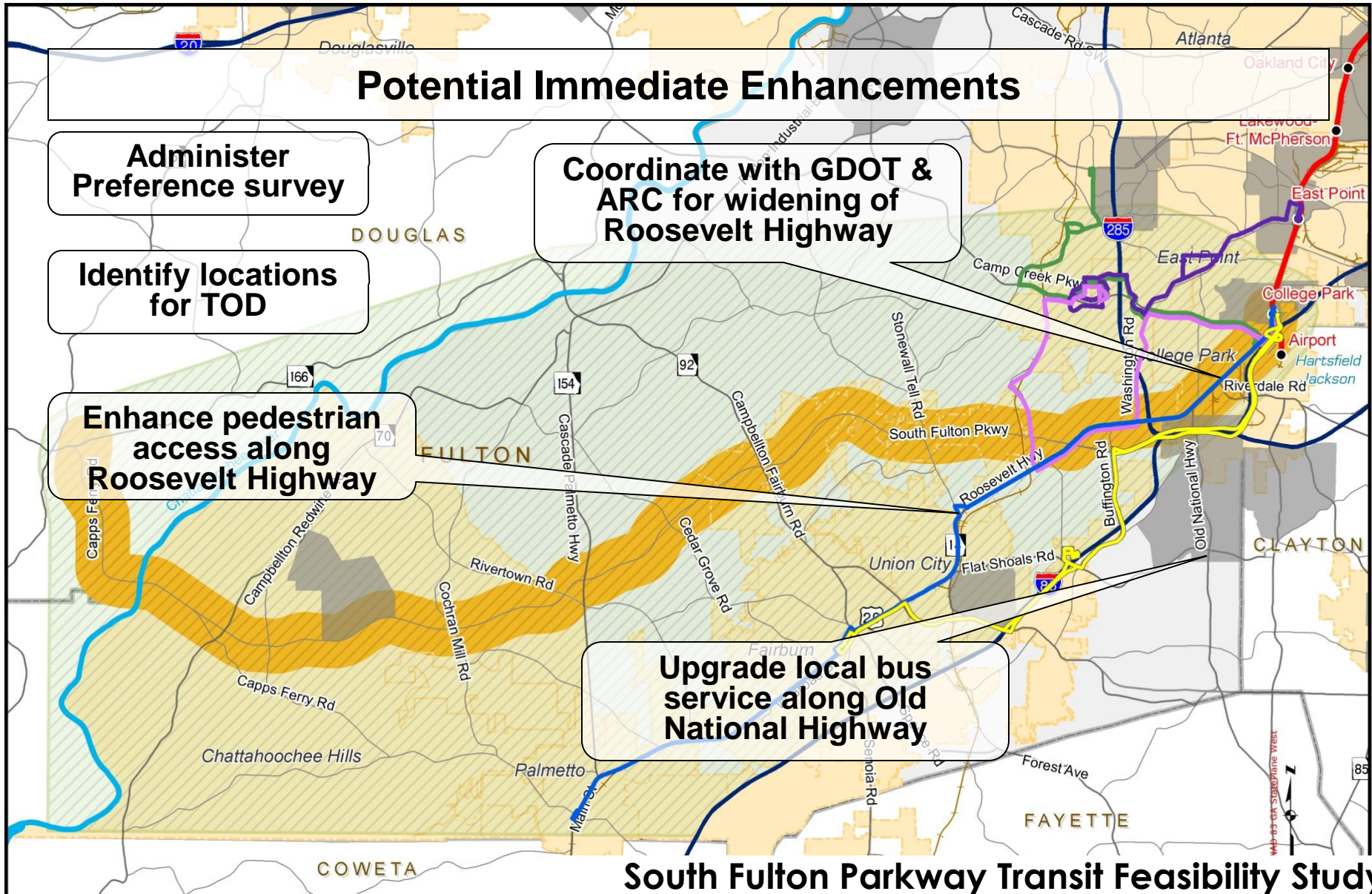
# Factors Influencing Recommendations

The type of transit service along the South Fulton Parkway is contingent upon:

- Type of development that local jurisdictions along the corridor are willing to implement
- Cooperation/coordination with GDOT to accommodate the phased expansion of transit service



# Potential Transit for South Fulton

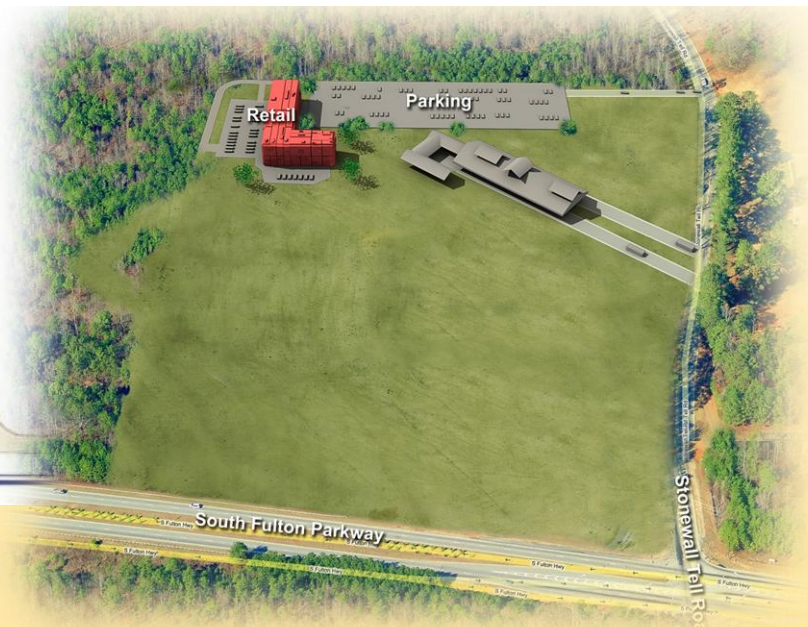
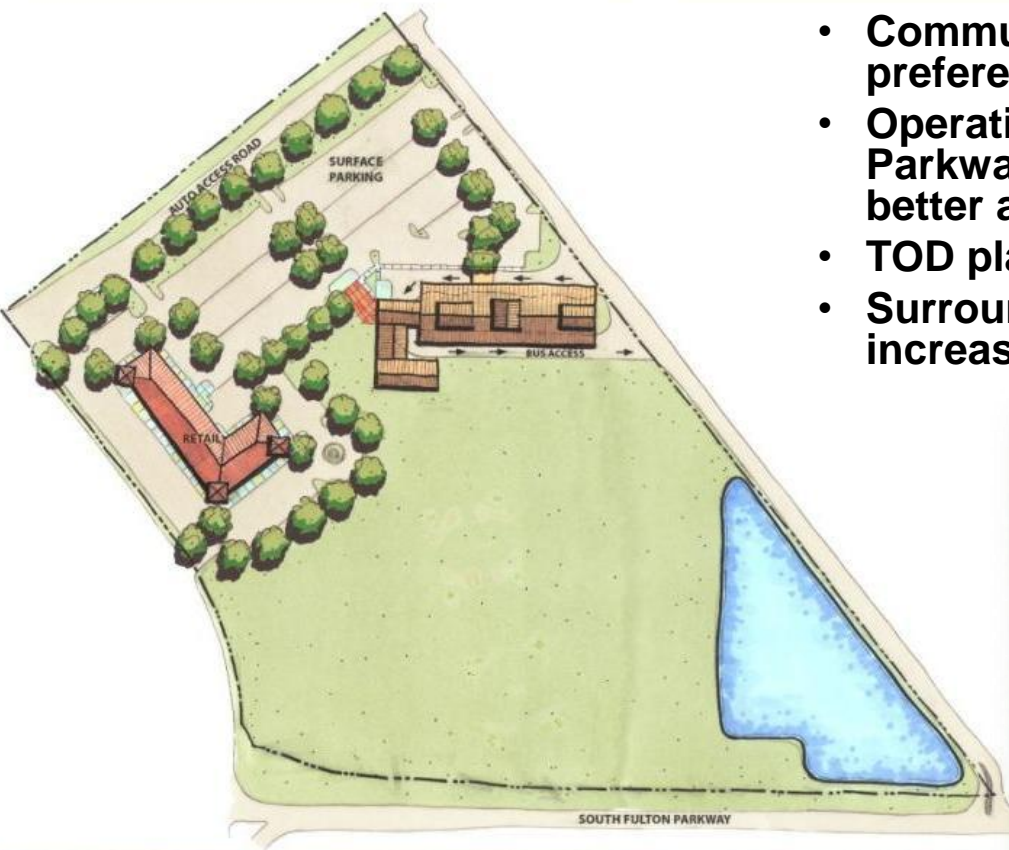


South Fulton Parkway Transit Feasibility Study



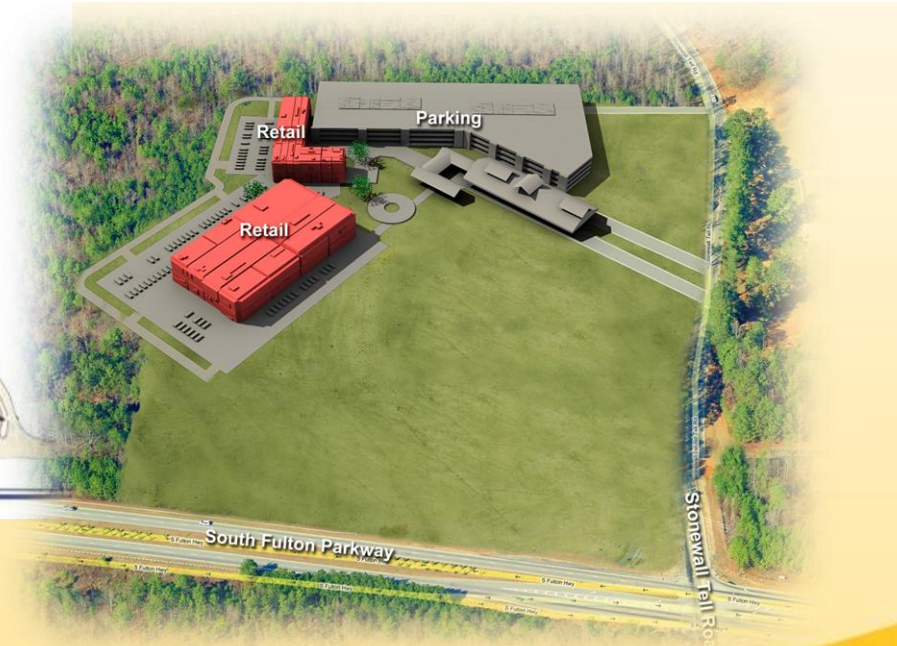
# Phase I - Schematic Station Concept for Commuter Bus

- Commuter travel demand sufficient per preference survey, Park-and-ride facilities built
- Operational improvements to South Fulton Parkway and connecting roadways to provide better access to park and ride facilities
- TOD plans developed by local jurisdictions
- Surrounding single-family development increases



# Phase II - Schematic Station Concept for Enhanced Bus

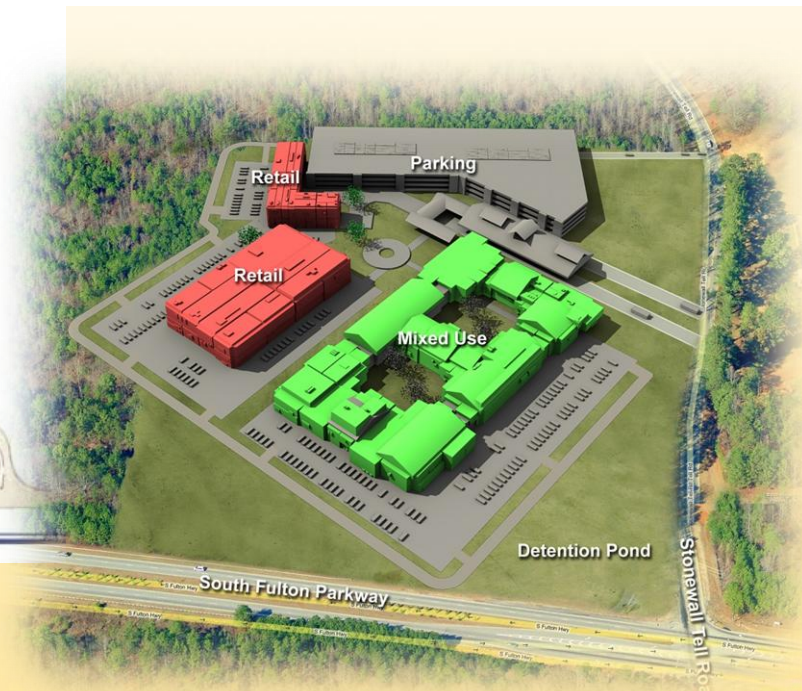
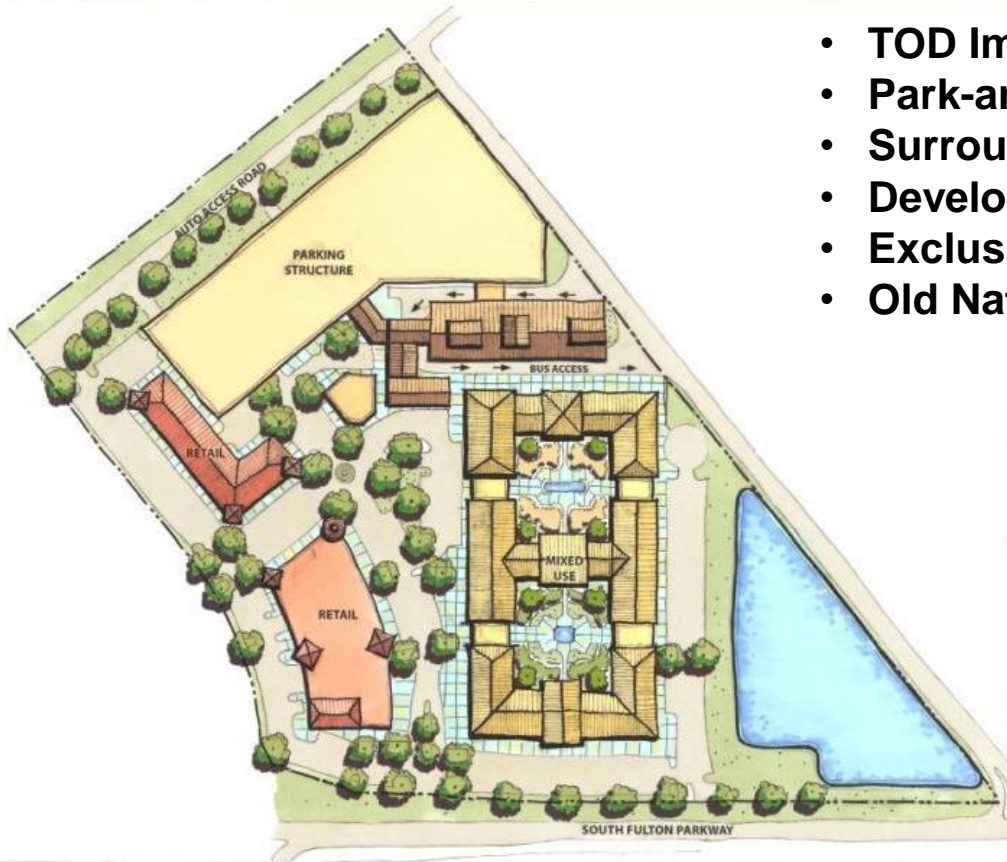
- TOD Implementation begins at station area
- Parking facilities expanded
- Commuter travel demand increases
- Surrounding single-family development increases
- Development of Parkway South begins
- Old National LCI initiatives begin





# Phase II - Schematic Station Concept for Fixed Guideway Services

- TOD Implementation maximized at station area
- Park-and-ride structure expanded
- Surrounding single-family development built-out
- Development of Parkway South complete
- Exclusive transit access modified
- Old National Highway redevelopment matures



















# Action Plan

- Local jurisdictions to create Task Force to:
  - Establish overall vision for corridor
  - Identify specific locations along South Fulton Parkway to focus TOD activities
  - Address land use issues along corridor
- Local jurisdictions to create transit supportive zoning districts
- MARTA to conduct preference survey for initial commuter services
- MARTA and local jurisdictions to participate in GDOT access management study
- MARTA to continue to monitor corridor and plan for phased service improvements

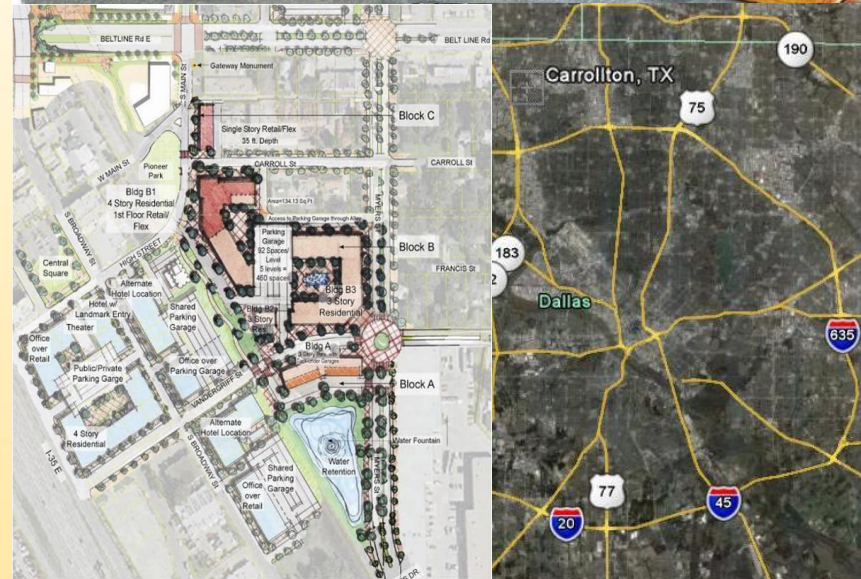


# Examples for South Fulton

	Carrollton, TX	Hillsboro, OR	York Region, CAN
Similar distance from CBD			
Mixture of suburban and rural development patterns			
Similar zoning and Master Plan needs			
Represents similar extension to existing rail system			
Development on greenfield site			
Station area development through private sector partnerships			
Phased implementation of transit service			

# Carrollton, TX

- Primary activities include:
  - Creation of Transit Center (TC) Zoning District, including design standards
  - Establishing Tax Increment Financing District
  - Land Acquisition
  - Developing Station Area Master Plan
- Goals of the TC District:
  - To capitalize on regional transit, freeways and arterial roadways by creating major urban and village centers
  - To provide development and land use flexibility within framework of a form-based development code
  - To provide mix of residential, retail and office uses in pedestrian-friendly district



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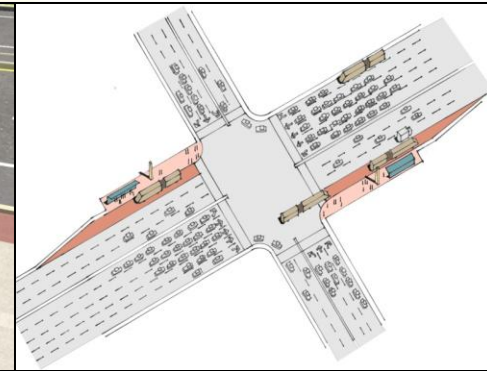
# Orencia Station: Hillsboro, OR

- Largest master-planned community on the MAX system
- Undertaken through partnership with private sector – PacTrust
- Developer worked with TriMet and City of Hillsboro to develop Master Plan
- Built on greenfield
- Development close to station areas



# VIVA: York Region, Canada

- Phased transit service
  - Distinct, branded fleet of low-floor, wide-door vehicles
  - Queue-jumper lanes with first-in-line signal priority
- Created through a common vision for transit line
- Specific steps taken for TOD





# What We Hope to Avoid



South Fulton Parkway



GA 400

**GA 400 is a prime example of what results from unchecked sprawl along a new roadway in a suburban environment**