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.
Last Mile Connectivity

- Focus on
  - Last mile connections within PCIDs boundaries
  - Hub connections between PCIDs and key activity centers, along key corridors
Short-Term Projects
(0-3 years)

- **Sidewalks**
  - Abernathy Rd (south side) from GA 400 entrance ramp to Peachtree Dunwoody Rd
  - Concourse Pkwy from Peachtree Dunwoody Rd to Hammond Drive
  - Glenridge Drive/Glenlake Parkway from Abernathy Road to 50 Glenlake office building
  - Glenridge Drive from Northland Drive to existing sidewalk at Stonecrest Estates
  - Central Parkway from 7000 Central Parkway to Perimeter Center West
  - Johnson Ferry Road from Peachtree Dunwoody Rd to Old Johnson Ferry Road

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

- **Corridor Studies**
  - Abernathy Road
  - Glenridge Drive/Glenridge Connector (Hammond Dr to Peachtree Dunwoody Rd)

*Improvements in yellow text reflect those that “fill gaps” between existing projects.*
Other Short-Term Improvements
(0-3 years)

- Commuter Trails
  - Peachtree Dunwoody Commuter Trail (in design)
  - Ashford Dunwoody Road Commuter Trail (in design)
- Glenridge Drive sidewalks
  - I-285 ramp to Hammond Drive
  - Roswell Road to Colton Road
- Sidewalks in FY 2016 Capital Sidewalk Program
- Sidewalks (CDBG project)

- Johnson Ferry Road Complete Street project (Glenridge Connector to eastern city limit)
- Peachtree Dunwoody Road Multi-Use Path (Glenridge Connector to Lake Hearn Drive)
- Sandy Springs Circle improvements (Phase 2)
- Mt. Vernon Highway streetscape improvements at intersections
Mid-Term Improvements

- Complete Streets – provide bike and ped facilities on:
  - Abernathy Road (Barfield Road to Mt. Vernon Highway)
  - Johnson Ferry Road (Abernathy Road to Glenridge Drive/Glenairy Drive)
  - Mt. Vernon Highway (Abernathy Rd east to city limit)
  - Glenridge Drive (Roswell Road to Greenland Drive)

- Multi-Use Paths
  - Glenlake Parkway Multi-use Path (UPS to Abernathy Road)
  - Barfield Road Multi-Use Path
  - Glenridge Drive/Glenlake Parkway Multi-use Path (Abernathy Road to UPS)

*Improvements in yellow text reflect those that “fill gaps” between existing projects.*
Mid-Term Improvements (Continued)

- Sidewalks
  - Peachtree Dunwoody Road (south of Perimeter area)
  - Boylston Drive sidewalks
  - Hilderbrand Drive sidewalks

- GA 400 Trail System (from current end of PATH 400 Trail to I-285/GA 400 interchange)
Complete Streets – provide bike and pedestrian facilities on:
- Mt. Vernon Highway (Long Island Drive to Roswell Road)
- Peachtree Dunwoody Road (Mt. Vernon Highway to Spalding Drive)
- Abernathy Road (Roswell Road to Barfield Road)
- Lake Forrest Drive (Northwood Drive to Mt. Vernon Highway)
- Sandy Springs Circle pedestrian enhancements (Phase 3)

Trails from Commuter Trails Master Plan and Bicycle, Pedestrian, and Trail Implementation Plan

Development of multimodal improvements to accompany grid street system for City Springs

Pedestrian bridge between North Springs MARTA Station and Glenlake Parkway

Identify opportunities for additional bike/ped facilities on local street connections

*Improvements in yellow text reflect those that “fill gaps” between existing projects.*
Long-Term Strategy

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

Develop Perimeter “Greenbelt” - Network of low stress bike facilities connecting cities, hubs, and PCIDs

Consider connections to Chamblee
Hammond Drive
Work with MARTA to implement arterial rapid transit recommendations along Hammond Drive.
Provide transit amenities (signal priority, shelters, real-time information boards) for riders

Ashford-Dunwoody Road
Work with MARTA to study supporting local service and discuss alignment on Ashford-Dunwoody
Provide transit amenities (signal priority, shelters, real-time information boards) for riders

Previously Planned
Sandy Springs – City Springs Feasibility Study
Consider conducting a feasibility study for potential transit connections and supportive infrastructure to connect City Springs to Sandy Springs MARTA Station.
Perimeter Last Mile Circulation

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 per revenue hour
- **Vehicle Costs:** $350k - $600k per 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

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

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Transit-Supportive Strategies for Circulation Recommendation

**Short-Term**
- Transit Signal Priority
- Transit Stop Amenities
- Real-Time Information
- Partner with Existing Ridesharing Services (Uber/Lyft)
- Partnerships with Private Shuttles

**Mid-Term and Long-Term**
- Transit Intersection Improvements
- Peak Hour Arterial Bus Lanes
- Coordination with Managed Lanes Projects
- Land Use and Urban Design
Recommended Improvements include:

- Intersection improvements along key corridors, including Glenridge Drive, Roswell Road, and Peachtree Dunwoody Road
- Mount Vernon Highway – roundabouts at Johnson Ferry Road, extension to Blue Stone Road, bridge replacement over GA 400
- GA 400 CD Lanes and new interchange at Abernathy Road
- Hammond Drive improvements
- Development of street grid system for City Springs
- Windsor Parkway context-sensitive corridor improvements
Upcoming Activities and Next Steps

- Public Open House – January 26, 2017
  - Present draft recommendations, solicit input
- Final Presentation to Cities and PCIDs Board (February and March 2017)
- Submission of Draft and Final Report (early 2017)
- Adoption of Study by Cities and PCIDs Board (early 2017)