

# Last Mile Connectivity Study

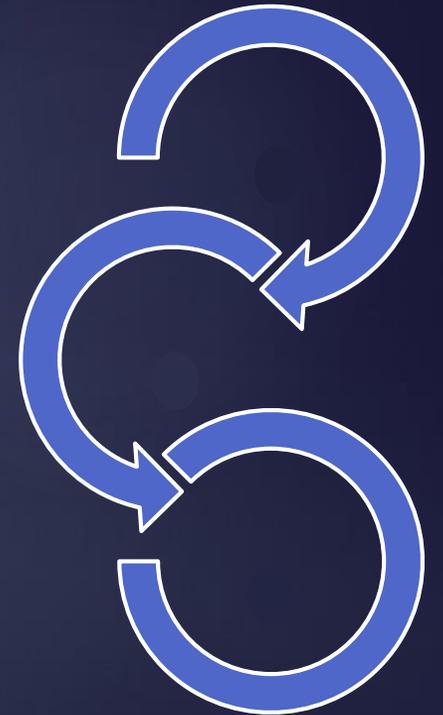
CITY COUNCIL RETREAT

JANUARY 2017



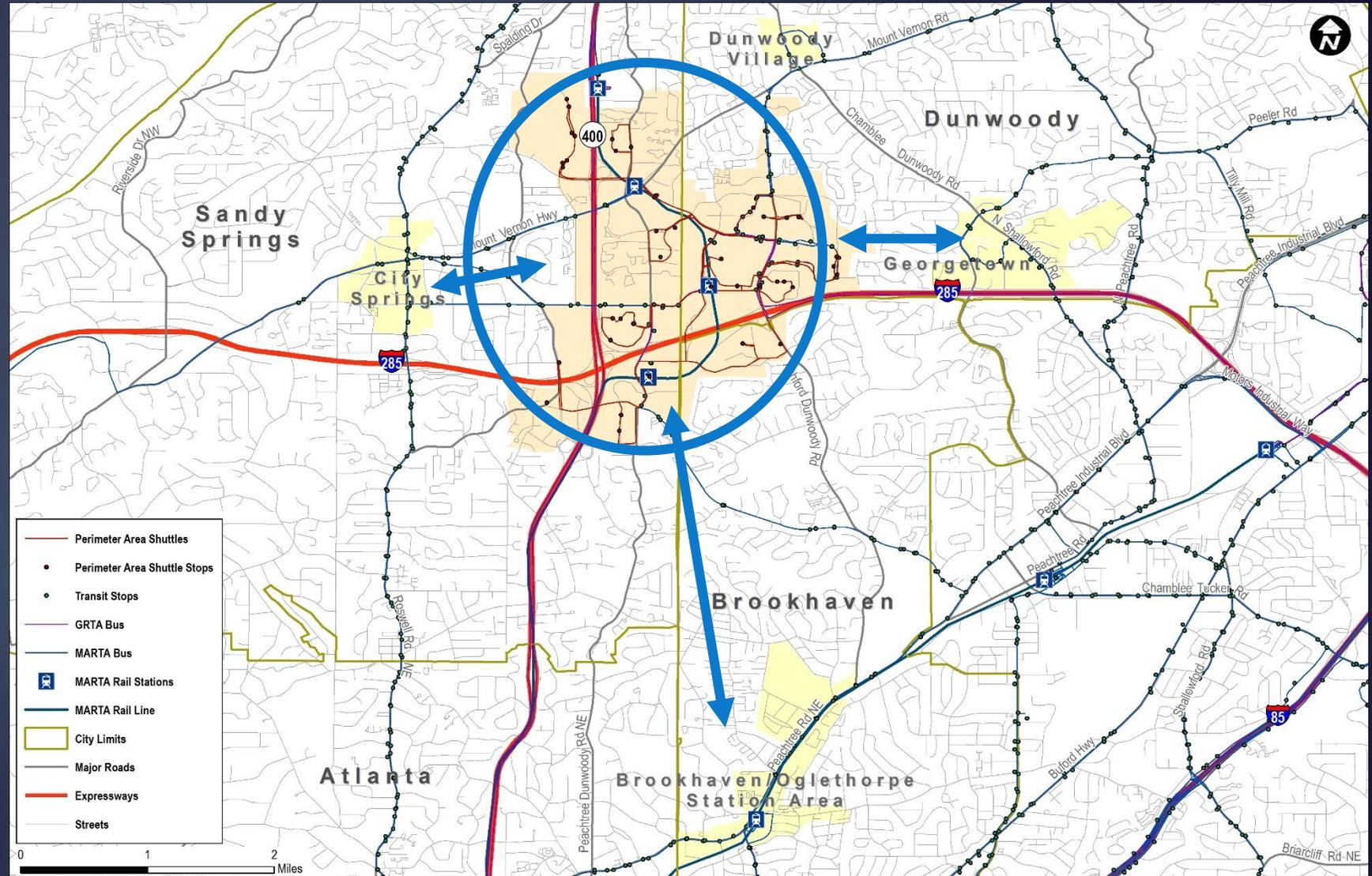
# What is “Last Mile Connectivity”?

- ▶ 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)*

# 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/Glenair 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)**

# 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)

# Long-Term Improvements

- ▶ 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

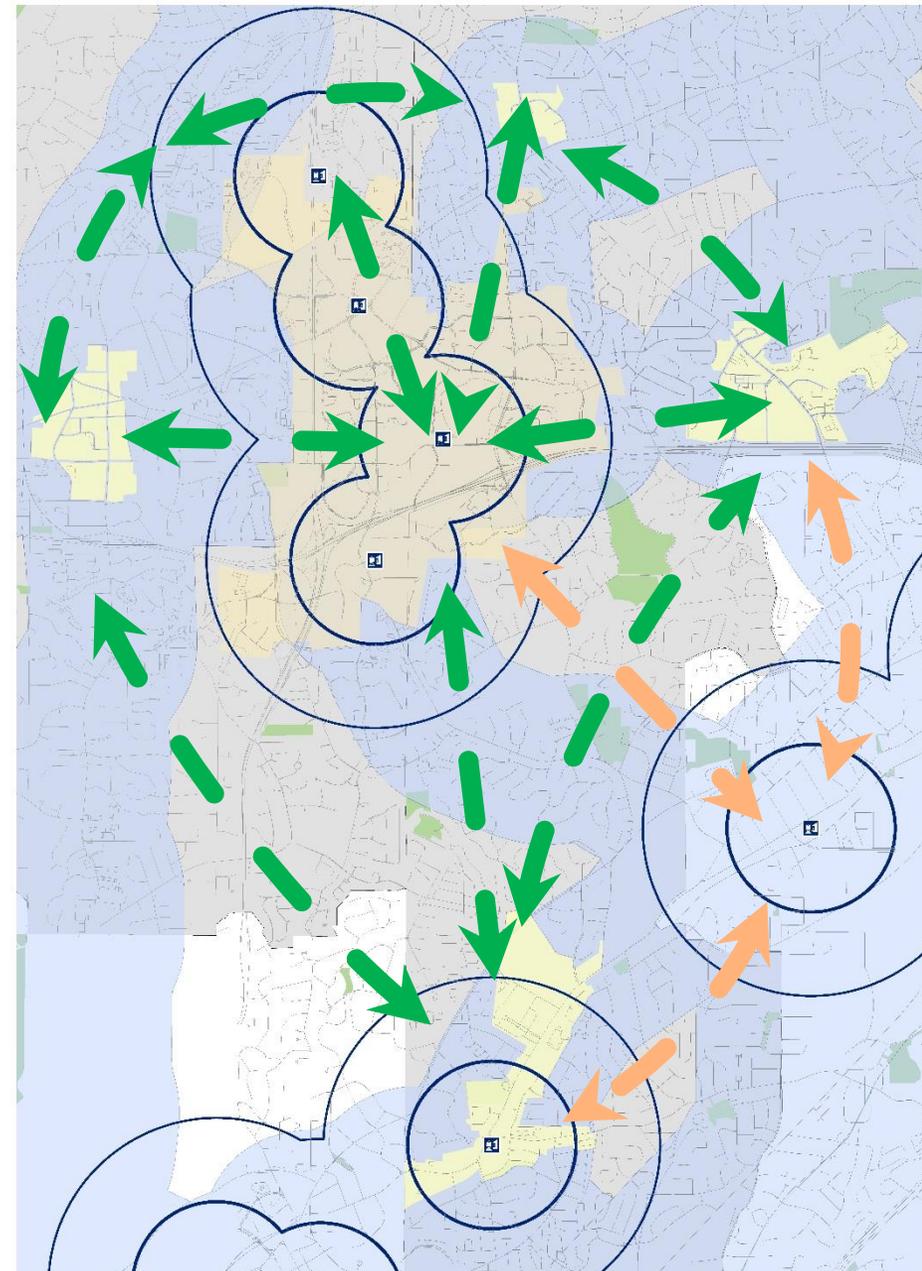
***Improvements in yellow text reflect those that “fill gaps” between existing projects.***

# 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



# Hub Recommendations

## 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

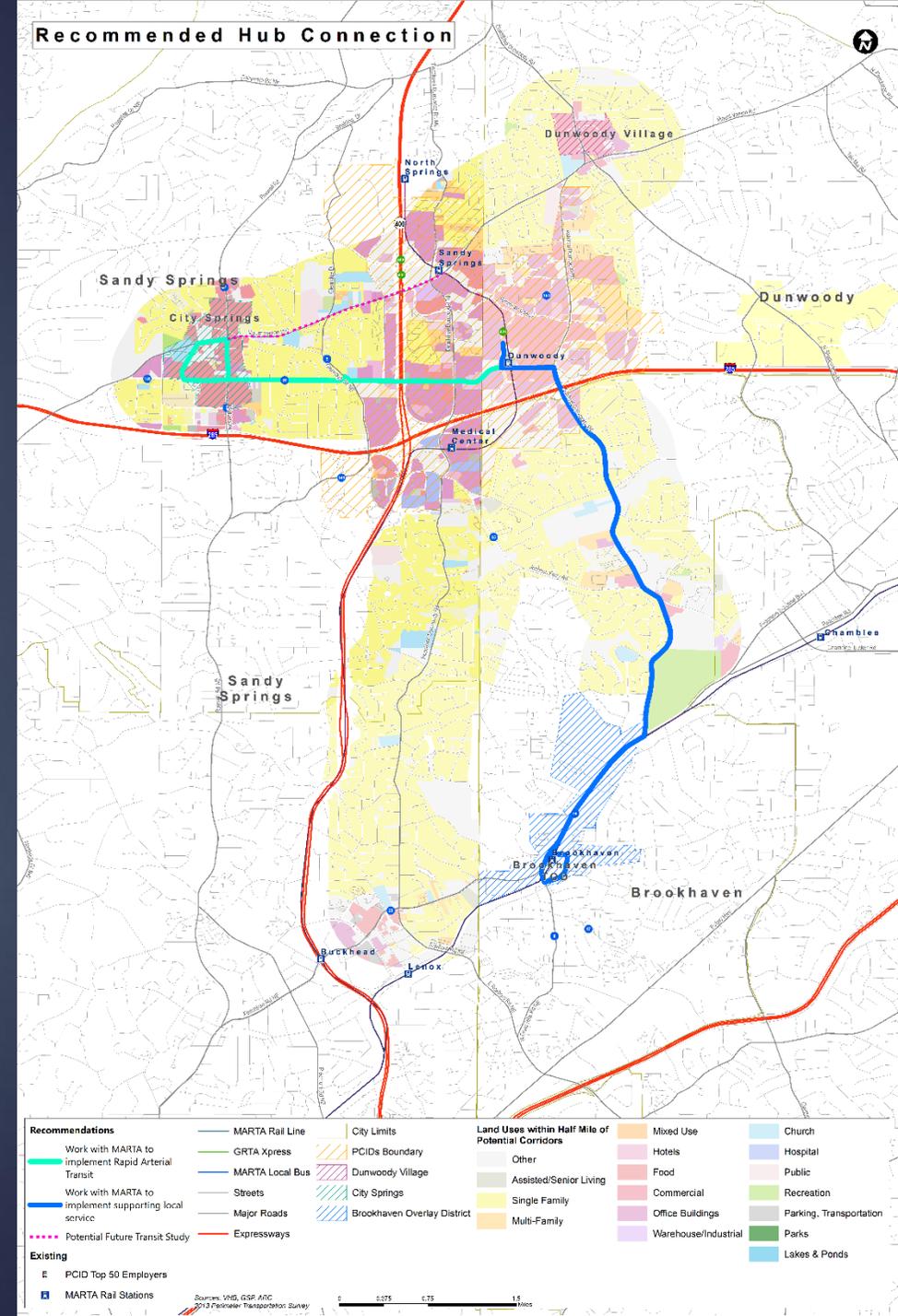
Work with MARTA to study supporting local service and discuss alignment on Ashford-Dunwoody

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.





# Transit-Supportive Strategies for Circulation Recommendation

Transit Signal Priority



Transit Stop Amenities



Real-Time Information



Partner with Existing Ridesharing Services (Uber/Lyft)



Partnerships with Private Shuttles



Short-Term

Mid-Term and Long-Term

Transit Intersection Improvements



Peak Hour Arterial Bus Lanes



Coordination with Managed Lanes Projects



Land Use and Urban Design



# Planned Roadway Improvements

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)