

SOUTHERN FULTON COMPREHENSIVE TRANSPORTATION PLAN

EXECUTIVE SUMMARY

August 2020



ACKNOWLEDGMENTS:



The Southern Fulton Comprehensive Transportation Plan was contracted through the Atlanta Regional Commission (ARC), with contributions from the Cities of Chattahoochee Hills, College Park, East Point, Fairburn, Hapeville, Palmetto, South Fulton, and Union City.



The consultant team was led by Modern Mobility Partners, in association with AECOM, Arcadis, and PEQ.

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WHAT IS THE SOUTHERN FULTON COMPREHENSIVE TRANSPORTATION PLAN?

The Southern Fulton Comprehensive Transportation Plan (SFCTP) was conducted over 20 months from February 2019 to September 2020 to update local transportation plans that are used as input into the regional transportation planning process. The study area for the SFCTP includes the Cities of Chattahoochee Hills, College Park, East Point, Fairburn, Hapeville, Palmetto, South Fulton, and Union City, as well as the unincorporated portion of Fulton County along Fulton Industrial Blvd.

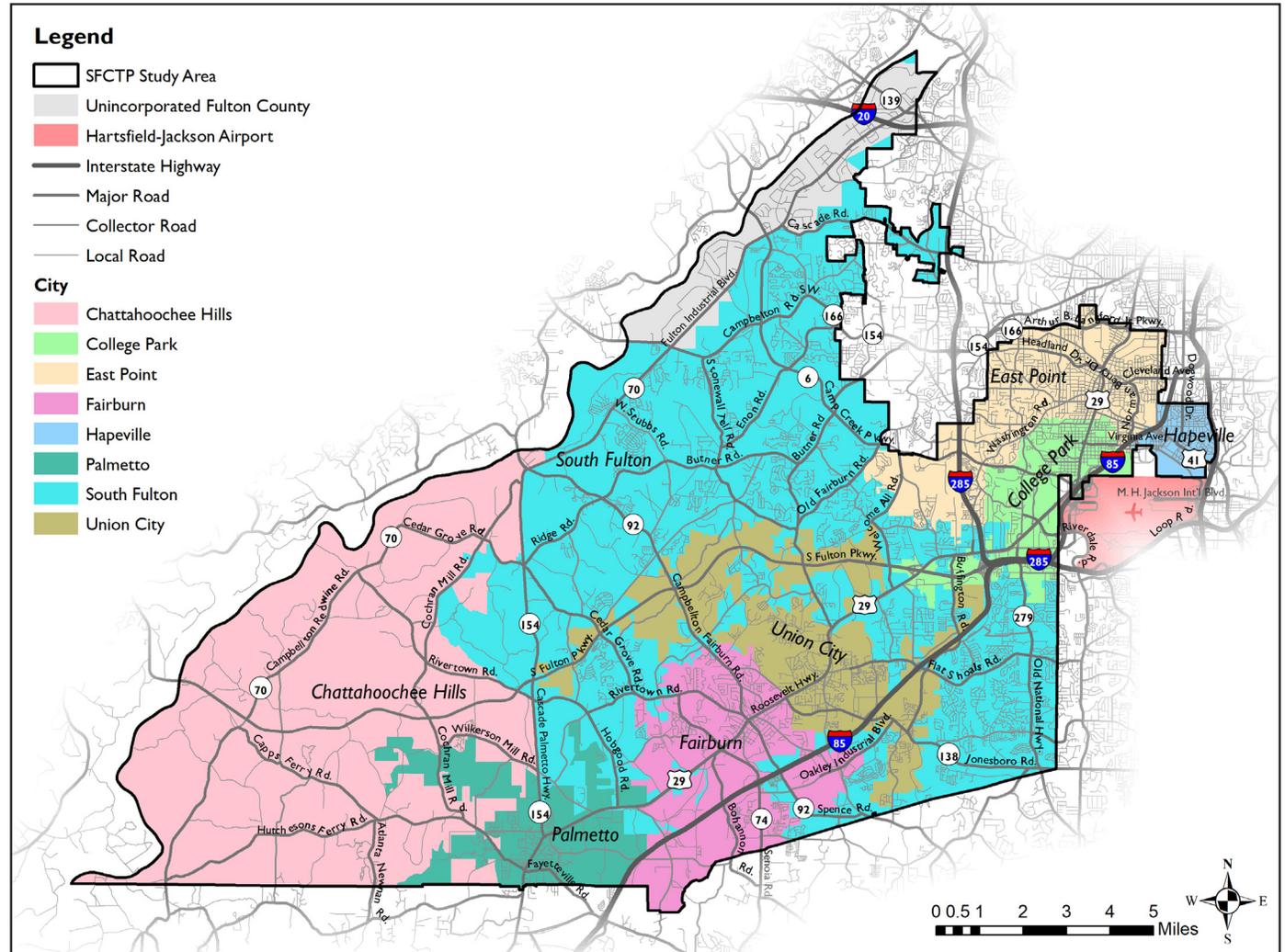


FIGURE 1: SFCTP STUDY AREA

The SFCTP evaluates current and future transportation conditions in the study area and determines transportation needs, across all modes, through the year 2050. The outcome is a recommended list of transportation projects to be implemented in the near-term (1-5 years), mid-term (6-10 years), and long-term (11+ years) for the entire Southern Fulton region, as well as by City, based on anticipated revenues.

As the federally designated Metropolitan Planning Organization (MPO) for the Atlanta region, the Atlanta Regional Commission (ARC) is responsible for developing a short-term Transportation Improvement Program (TIP) and long-term Regional Transportation Plan (RTP) for the entire 20-county Atlanta region. The ARC TIP and RTP include all modes of transportation and meet the Clean Air Act planning requirements for emissions. Unlike Comprehensive Transportation Plans (CTPs), the TIP and RTP are fiscally constrained and have actual funds tied to them. In contrast, CTPs include a list of recommended projects and policies, which local jurisdictions and agencies must then apply for State or Federal funds through the ARC. Project recommendations from the SFCTP will form the basis for future funding requests submitted to ARC and the Georgia Department of Transportation (GDOT).

If transportation projects can be funded entirely without State or Federal money, they can be included in the County or City's future TSPLOST (Transportation Special Purpose Local Option Sales Tax) list.

TO BE ELIGIBLE FOR FUNDING THROUGH THE ARC, PROJECTS IN SOUTHERN FULTON MUST BE INCLUDED IN THE SFCTP. HOWEVER, THE CTP CAN BE AMENDED IN THE FUTURE, AS IT IS POSSIBLE THAT NEW PROJECTS COULD BE IDENTIFIED THROUGH SUBSEQUENT PLANNING EFFORTS OR TO ADDRESS ADDITIONAL NEEDS THAT MAY ARISE.

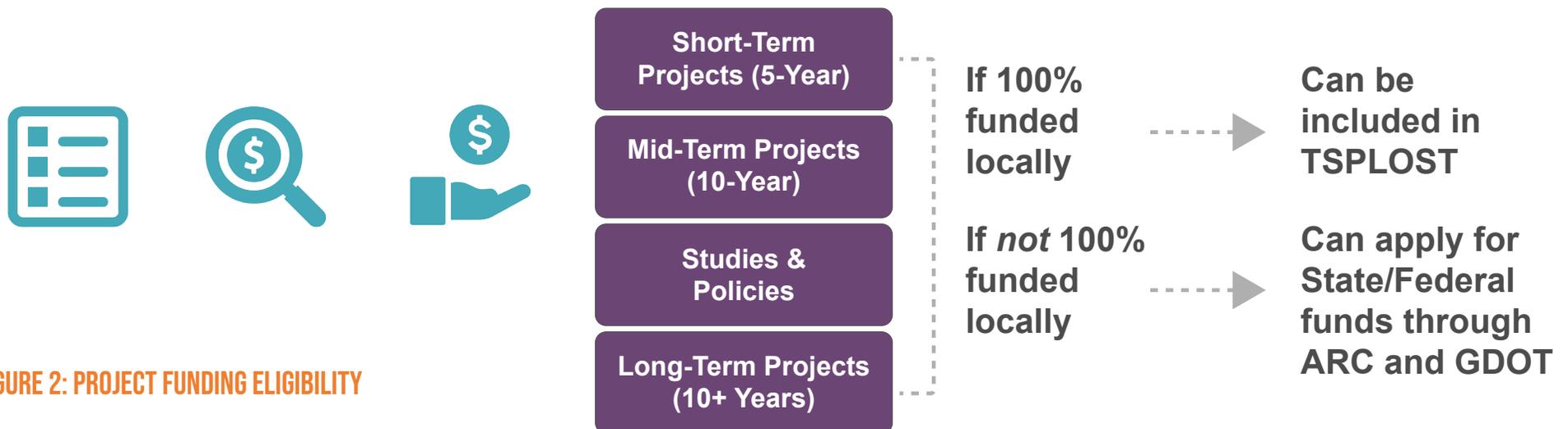


FIGURE 2: PROJECT FUNDING ELIGIBILITY

WHAT IS THE PURPOSE OF THIS REPORT AND WHERE CAN I FIND MORE INFORMATION?

This report serves as a high-level summary of the overall SFCTP process and outcomes. Further detail on the technical analysis can be found online at www.southernfultonctp.org, as follows:

1. *Vision, Goals, Objectives, and Project Prioritization Framework Technical Report, January 2020*
2. *Inventory of Existing Conditions and Trends Technical Report, January 2020*
3. *Short- & Long-Range Needs Assessment & Corridor Analysis Technical Report, June 2020*
4. *Recommendations Technical Report, July 2020*

Previous presentations to the general public and City Councils can also be found at the project website above. The four technical reports above align with the four major milestones of the SFCTP illustrated here.



FIGURE 3: PROJECT OVERVIEW

HOW WERE STAKEHOLDER AGENCIES ENGAGED?



FIGURE 4: STAKEHOLDER ENGAGEMENT BY THE NUMBERS

Many stakeholders, or partner agencies, were involved throughout the SFCTP process from beginning to end. Two key groups were essential in developing the plan, as follows:

- **Project Management Team (PMT)** – The PMT provided overall direction on the CTP and reviewed and approved study processes, outreach activities, and technical reports. PMT members acted as the liaison between the study and the primary funding and review agencies. The PMT included representatives from:
 - ARC
 - Cities of Chattahoochee Hills, College Park, East Point, Fairburn, Hapeville, Palmetto, South Fulton, and Union City
 - Fulton County
 - Community Improvement Districts (CIDs): Aerotropolis Atlanta CIDs, South Fulton CID, Boulevard CID
 - GDOT

- **Stakeholder Committee (SC)** – This group assisted with the identification of issues and opportunities, development of plan goals and objectives, and review of feasibility and effectiveness of recommendations. Members contributed their respective organizations’ perspective on transportation issues in the study area and provided detail on land use and economic development issues, shared information with their organizations and networks, and encouraged public involvement in the process. This group included the above PMT members, as well as representatives from:

- Metropolitan Atlanta Rapid Transit Authority (MARTA)
- State Road and Toll Authority (SRTA)/Georgia Regional Transportation Authority (GRTA)/The Atlanta-Region Transit Link Authority (The ATL)
- Hartsfield-Jackson Atlanta International Airport
- Airport University (workforce)
- CSX Railroad
- Fulton County Schools
- South Fulton Chamber of Commerce
- Airport Area Chamber of Commerce
- Old National Merchants Association
- Keep South Fulton Beautiful
- South Fulton Parkway Alliance
- Cascade Business Association
- Georgia International Convention Center
- Aerotropolis Alliance
- Uber
- Atlanta Bicycle Coalition
- PEDS
- City of South Fulton Economic Development, Planning Department, and City Council Districts 1, 3, and 6

FIGURE 5: ORGANIZATIONS ENGAGED THROUGHOUT THE SFCTP PROCESS



HOW WAS THE GENERAL PUBLIC ENGAGED?

INITIALLY THE PLAN WAS TO HAVE TWO ROUNDS OF IN-PERSON PUBLIC MEETINGS, BUT DUE TO THE COVID-19 PANDEMIC, THE SECOND ROUND HAD TO BE ONLINE ONLY. TOTAL PARTICIPATION FROM BOTH ROUNDS WERE COMPARABLE.

To ensure a transparent and accessible process, many different public outreach strategies were used to notify the general public of engagement opportunities, including:

- **Press release** – Issued at the beginning of the project and provided general background information for future input opportunities. Additionally, press releases were issued to announce the two rounds of public meetings.
- **Project website** – A website (www.southernfultonctp.org) was created specifically for the SFCTP and updated throughout the process with information about the plan; a map of the study area; information about how to get involved; public meeting dates, times, and locations; and reports, presentations, and videos.
- **Social media** - Facebook, Twitter, and Instagram were used for posting information and updates about the SFCTP, including public meetings, updates, and events. The handle is SouthernFultonCTP for all three channels. In addition, Facebook Live was used to live-stream both in-person and virtual public meetings.
- **Email database** – A list of approximately 730 email addresses for residents, businesses, schools, neighborhood associations, faith-based organizations, and agencies was maintained, and meeting announcements and other updates were sent out regularly to these contacts.
- **Advertising** – Public meeting announcements were published in the ARC Community Engagement Network, the South Fulton Neighbor Newspaper, the Connect South Fulton network, the City of South Fulton Observer, and to the websites and social media platforms for all the municipalities. Also, several elected officials announced public meetings in their individual newsletters encouraging participation.

- **Community Facilities** – Public meeting announcement flyers and hard-copy surveys were provided at community facilities, including Hudson Plaza in Fairburn, Wayfield Foods in South Fulton and College Park, and the Piggly Wiggly grocery store in Palmetto.
- **COVID-19 Food Delivery Flyers** – Through coordination with the City of South Fulton’s elected officials and Parks and Recreation Department, the team was allowed to provide 300 flyers for two events in May conducted to provide food assistance for families impacted by COVID-19. The flyers were added to food boxes that were passed out to participants.

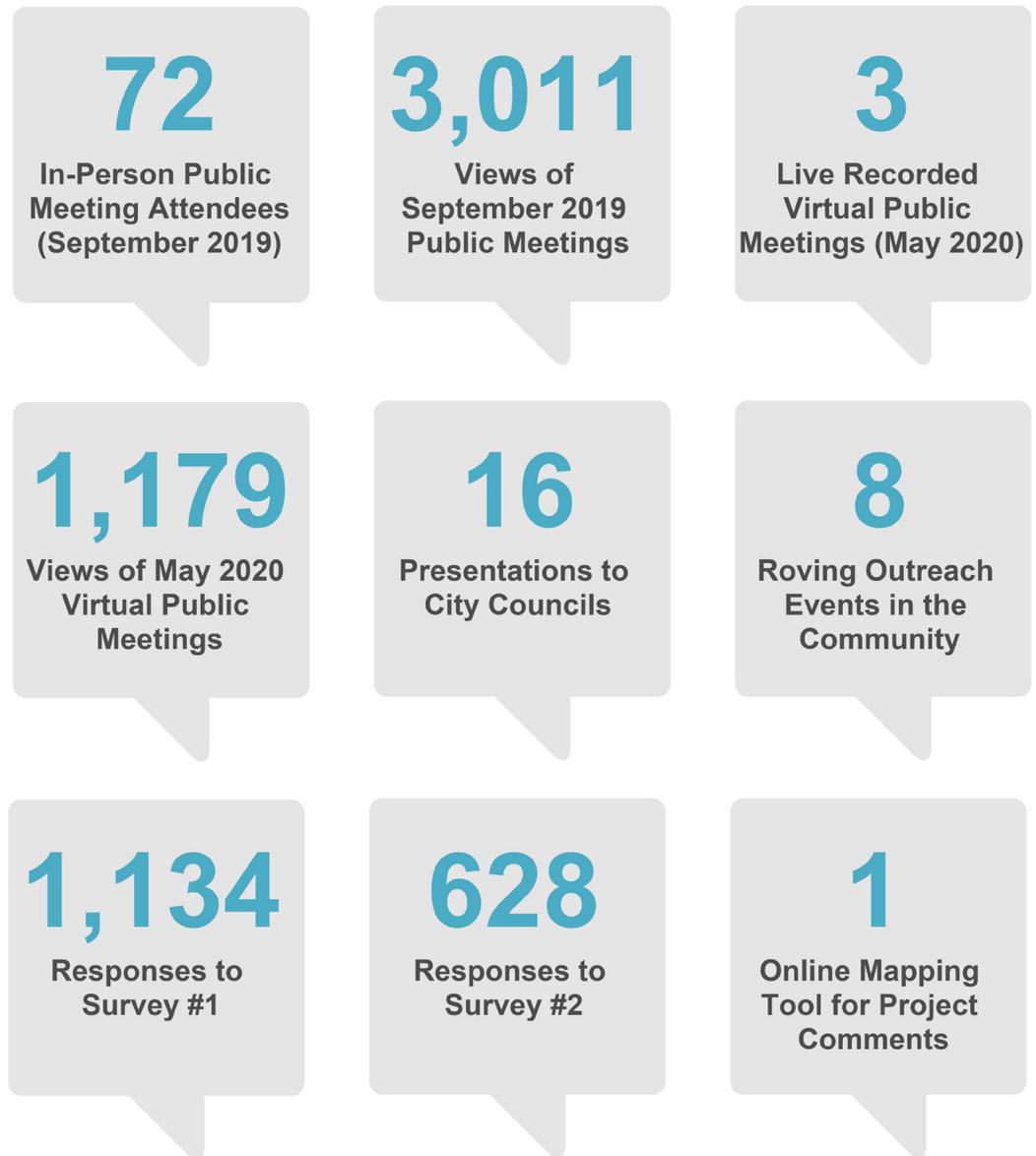


FIGURE 6: PUBLIC ENGAGEMENT BY THE NUMBERS

HOW EFFECTIVE WERE THE PUBLIC ENGAGEMENT ACTIVITIES?

To ensure that the engagement strategies were effective, analysis of participation was continuously monitored, and strategies were adjusted to promote involvement in areas with less participation. For example, during the first round of public meetings, participation from the City of South Fulton was less than what would be expected proportional to the city's share of the region. As a result, additional outreach efforts were targeted at groups and organizations in that area, resulting in greater participation in later meetings and survey responses.

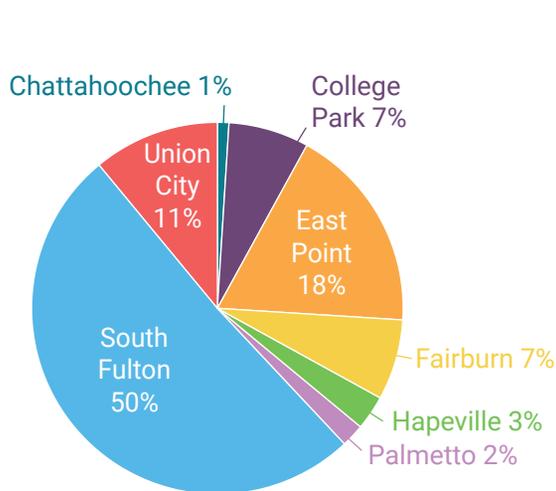


FIGURE 7: POPULATION OF SOUTHERN FULTON

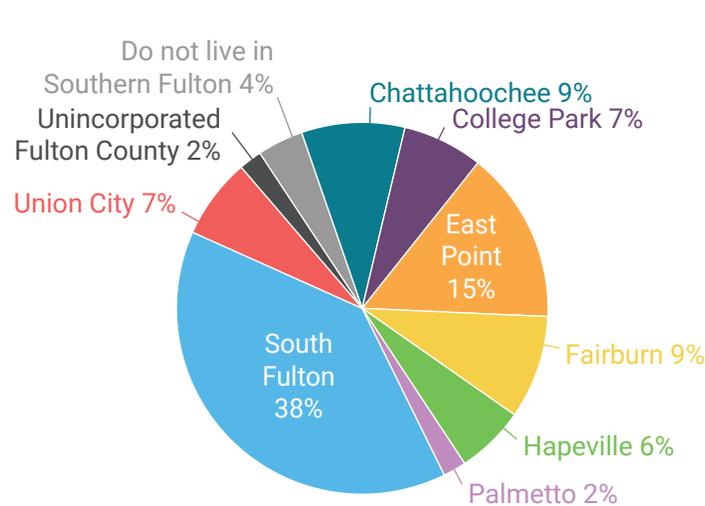


FIGURE 8: SURVEY #1 PARTICIPATION

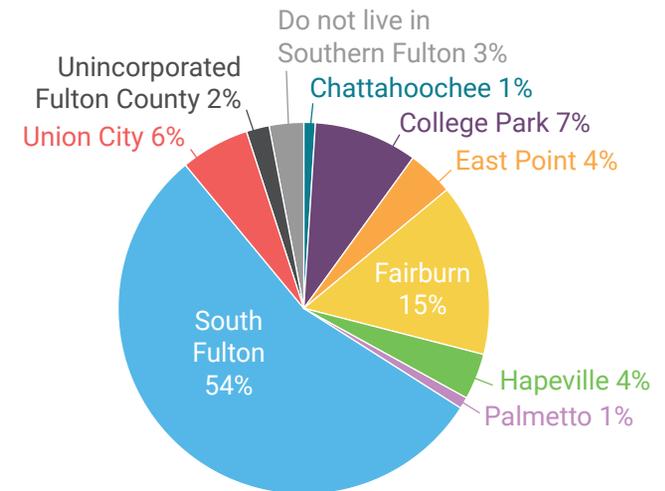


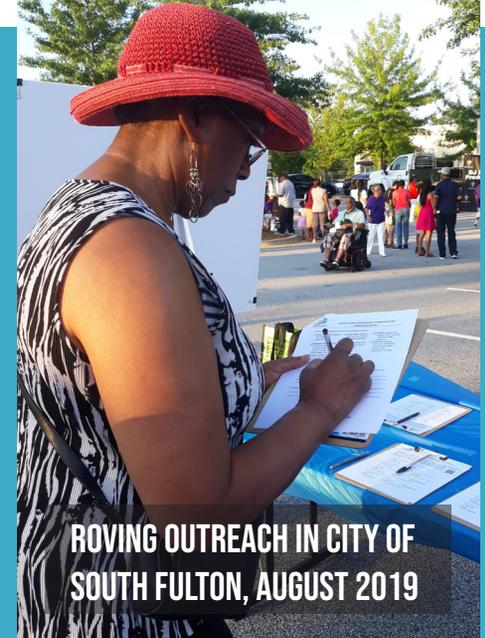
FIGURE 9: SURVEY #2 PARTICIPATION



MAYORS' CHARRETTE, MAY 2019



PUBLIC MEETING IN PALMETTO, SEPTEMBER 2019

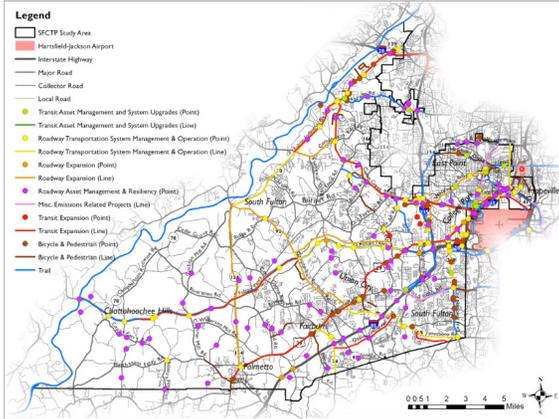


ROVING OUTREACH IN CITY OF SOUTH FULTON, AUGUST 2019



BUS TOUR, OCTOBER 2019

Where are the new projects in the region?



VIRTUAL PUBLIC MEETING, MAY 2020 our project website on the home page as well so we encourage you if you forget how to do

If you had \$100 to fund transportation projects, how would you divide it among these categories?



SURVEY #2

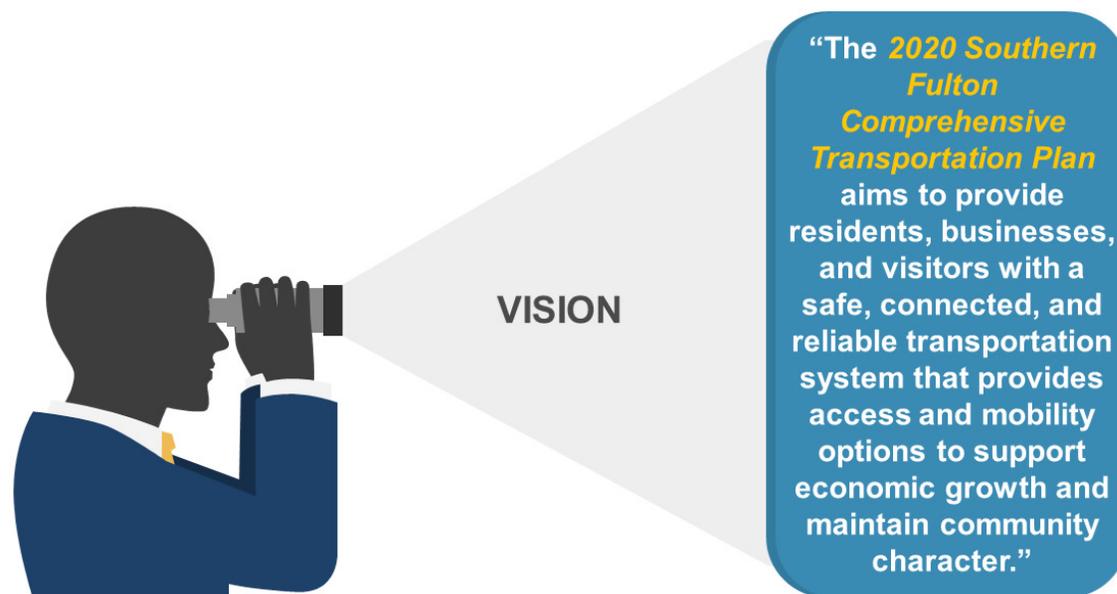
ONLINE MAPPING TOOL FOR PUBLIC INPUT

WHAT ARE THE VISION, GOALS & OBJECTIVES OF THE PLAN?

The vision, goals, and objectives are essential in guiding the planning process and identifying and evaluating potential projects and policies. Specifically:

- **Vision** – The vision is a comprehensive statement describing the intended long-term outcomes of the plan.
- **Goals** – Goals align with the vision and identify specific focus areas and elements to be achieved.
- **Objectives** – Objectives are specific, measurable actions supporting each goal.

The overall vision for the SFCTP, and goals and objectives supporting the vision, were developed based on input from the stakeholder groups, the mayors' charrette, and key themes and priorities identified through the first public survey.



*“The **2020 Southern Fulton Comprehensive Transportation Plan** aims to provide residents, businesses, and visitors with a safe, connected, and reliable transportation system that provides access and mobility options to support economic growth and maintain community character.”*

FIGURE 10: SFCTP VISION STATEMENT



Goal 1: Provide safe and reliable mobility options for all.

Objectives:	
	Ensure the availability of transportation options for people of all ages and abilities.
	Provide new and improved transportation facilities that support existing and emerging modes.
	Promote last-mile connectivity to leverage existing and planned public transit.
	Facilitate the implementation of new and emerging technologies, such as connected and autonomous vehicles, to improve safety.



Goal 2: Provide a connected, reliable transportation system that operates efficiently and supports future growth.

Objectives:	
	Address existing and future congestion on major roads and intersections.
	Balance mobility and accessibility through improved access management.
	Promote innovative approaches for reducing congestion and promoting travel time reliability across multiple modes.
	Provide new or improved transportation connections.



Goal 3: Promote economic growth in Southern Fulton and the metropolitan Atlanta region.

Objectives:	
	Ensure long-term success of regional economic generators, including the Hartsfield Jackson Atlanta International Airport and existing freight and logistics areas.
	Provide safe and efficient freight facilities that minimize conflicts with other modes and uses.
	Coordinate transportation improvements with local and regional land use and economic development plans to promote transportation facilities that support existing and future development patterns.
	Provide context-sensitive improvements that enhance the existing character of the area.

FIGURE 11: SFCTP GOALS AND OBJECTIVES

HOW DID WE ACCOUNT FOR DIFFERENT USERS ALONG SPECIFIC CORRIDORS?

Corridors meeting specific criteria were categorized into three corridor types, each suited for certain corresponding improvement recommendations, as illustrated in Figure 12.

To arrive at which corridors to focus on and how they were categorized, an extended analysis was conducted with multiple data layers, as illustrated in Figure 13. Existing truck route ordinances were also reviewed to ensure no corridors designated as an Economic/Freight Corridor would fall on a route that prohibits trucks.

A UNIQUE ASPECT OF THE SFCTP WAS THE DEVELOPMENT OF A CORRIDOR FRAMEWORK FOR CONSIDERATION DURING FUTURE LAND USE AND ZONING DECISIONS AND TO FOCUS THE TYPES OF TRANSPORTATION IMPROVEMENTS ALONG THE CORRIDOR BASED ON THE INTENDED USES.



Smart Corridors

Corridors where technology upgrades are most beneficial for improved safety and operations.



Livability Corridors

Corridors with commercial, residential, and mixed-use land uses, and activity centers. These corridors have high bicycle, pedestrian, and transit volumes.



Economic Freight Corridors

Corridors where projects focus on improving freight and economic activity. These corridors have heavy commercial vehicle volumes and industrial land uses.

FIGURE 12: SFCTP CORRIDOR TYPES

The corridor analysis served as a deeper dive into key segments of the Southern Fulton transportation network. A total of 17 corridors, or corridor segments, were identified. A corridor profile was documented for each corridor, and short- and long-range needs were identified based on the findings. Later, these needs were considered in development of the draft universe of potential project recommendations. All 17 corridor profiles are included in the **Short- & Long-Range Needs Assessment & Corridor Analysis Technical Report**.

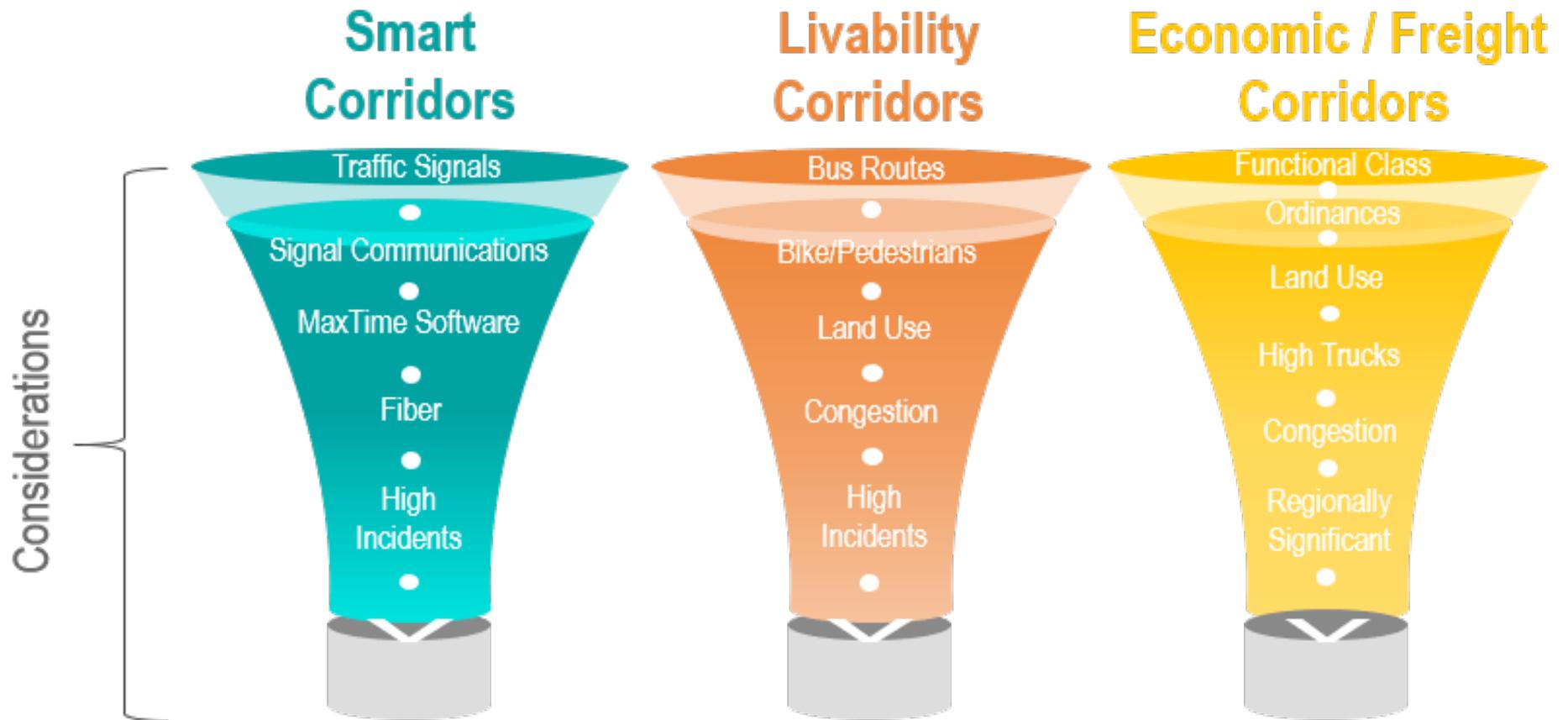


FIGURE 13: DATA EVALUATED WHEN DESIGNATING CORRIDORS

CORRIDOR DESCRIPTION	CORRIDOR FOCUS			CITIES								
	SMART	LIVABILITY	ECONOMIC FREIGHT	Chatham Hills	College Park	East Point	Fairburn	Hapeville	Palmetto	South Fulton	Union City	Unincorporated
SR 6/Camp Creek Pkwy. from SR 70/Fulton Industrial Blvd. to US 29					✓	✓				✓		
SR 70/Fulton Industrial Blvd. from SR 139/MLK Jr. Dr. to SR 154/Campbellton Rd.										✓		✓
Virginia Ave. from US 29/Main St. to S. Central Ave.					✓	✓		✓				
Washington Rd./Cleveland Ave. from Springdale Rd. to SR 6/Camp Creek Pkwy.					✓	✓						
Sylvan Rd. from SR 166/Langford Pkwy. to N. Central Ave.						✓		✓				
SR 279/Old National Hwy. from SR 138/Jonesboro Rd. to I-285					✓					✓		
Flat Shoals Rd. from Westbrook St. to Clayton Co. Line										✓	✓	
SR 74/Senoia Rd./Fairburn Industrial Blvd. from to Fayette Co. to US 29/SW Broad St.							✓					
South Fulton Pkwy. from SR 154/Cascade Palmetto Pkwy. to Buffington Rd.					✓					✓	✓	
SR 138/Jonesboro Rd./Beverly Engram Pkwy. from US 29 to I-85											✓	
SR 138/Jonesboro Rd. from I-85 to SR 279 Old National Hwy.										✓	✓	
Headland Dr./Norman Berry Dr. from Ben Hill Rd. to Cleveland Ave.						✓						
US 29/SR 14/SW Broad St/Roosevelt Hwy/Main St. from City of Atlanta to Coweta Co. Line					✓	✓	✓	✓	✓	✓	✓	
US 29/Main St (Livability Node 1: East Point to College Park) from W. Cleveland Ave. to Lee St. Con.					✓	✓						
US 29/SR 14/SW Broad St/Roosevelt Hwy (Node 2: Fairburn) from Strickland St. to Brooks Dr.							✓					
US 29/SR 14/SW Broad St/Roosevelt Hwy (Node 3: Palmetto) from Walnut Way to Church St.									✓			
Oakley Industrial Blvd. from Jonesboro Rd. to Creekwood Rd.							✓			✓	✓	

FIGURE 14: CORRIDOR FOCUS BY JURISDICTION

Definitions of each improvement type are included in the **Appendix** of this report.

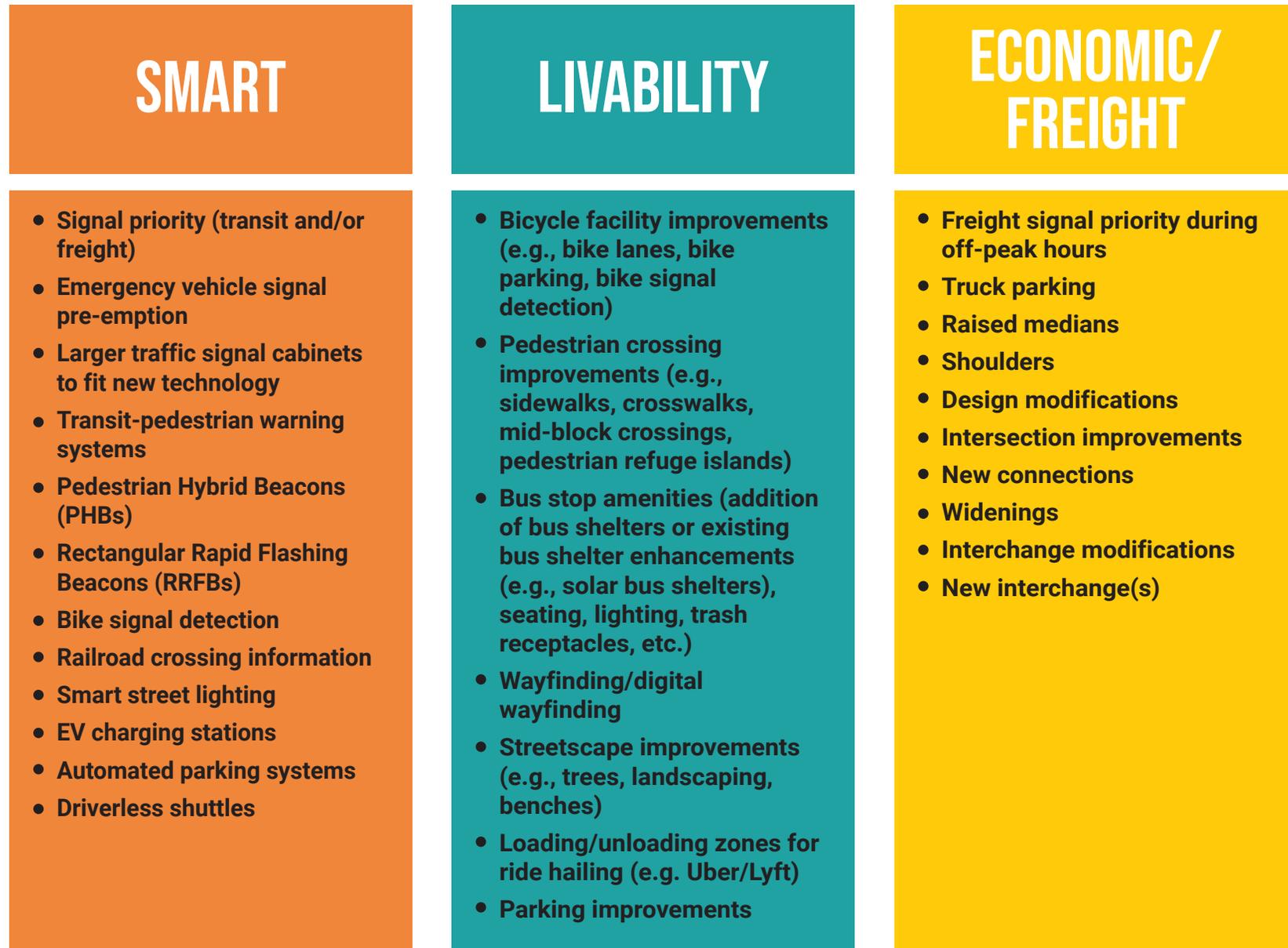


FIGURE 16: IMPROVEMENT TYPES BASED ON CORRIDOR TYPE

WHAT IS THE CURRENT STATE OF TRANSPORTATION IN SOUTHERN FULTON COUNTY?

To understand the existing transportation conditions, a thorough review was conducted including review of:

- Previous plans and studies
- Demographics (ex. population and employment growth)
- Land use and development patterns
- Roadway conditions
- Safety (crashes and design issues)
- Freight (trucks and at-grade railroad crossings)
- Transit (availability, access, and rider experience)
- Active transportation (sidewalks, trails, and bicycle facilities)
- Intelligent Transportation Systems or ITS, such as traffic signal technology and connected vehicle readiness
- System resiliency and reliability

Demographic and transportation snapshots were created for each city and for the region based on pre-COVID-19 conditions. The snapshots for each city can be found in the **Inventory of Existing Conditions & Trends Technical Report**. Snapshots for the Southern Fulton County region are included here.

**FIGURE 17: SOUTHERN FULTON REGION
DEMOGRAPHIC SNAPSHOT**

DEMOGRAPHIC SNAPSHOT

SOUTHERN FULTON REGION



197,456
Population ¹



867.2
Population Density
(people/sq.mi.)



227.7
Area (sq.mi.)

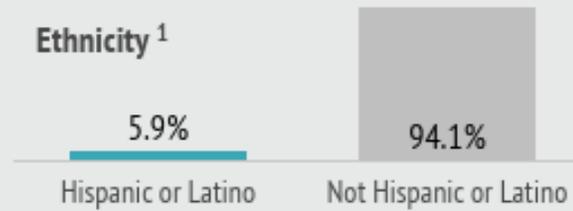


85,005
Employed Residents ²

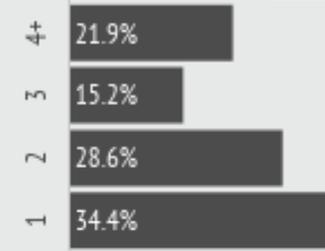


99,874
Jobs ²

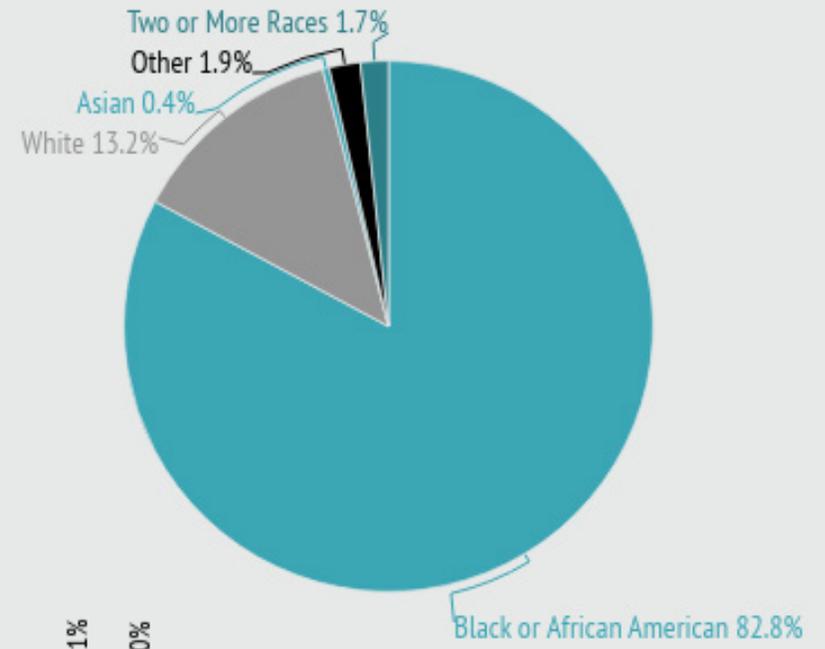
Ethnicity ¹



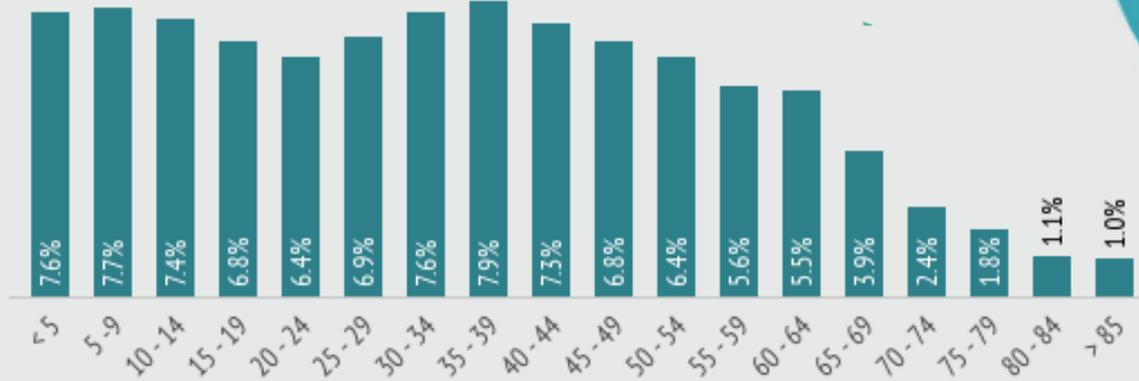
Household Size ¹



Race ¹



Age ¹



Sources: ¹ 2013-2017 American Community Survey 5-Year Estimates. ² U.S. Census Bureau, OnTheMap Application and Longitudinal Employer-Household Dynamics Origin-Destination Employment Statistics. 2017.

Southern Fulton Comprehensive Transportation Plan

Highlights from the city snapshots include:



Sidewalks are located mostly in and around downtown areas with some trails, including the Phoenix Trail in the City of College Park and the East Point Model Mile in the City of East Point.



Dedicated bicycle facilities in Southern Fulton County are lacking with just a few bike lanes in the Cities of College Park and South Fulton.



Residents of the City of College Park take transit to work more than any other residents in Southern Fulton County, with residents of the City of East Point not far behind. This makes sense due to the location of the College Park and East Point MARTA rail stations.



In the Southern Fulton region, 73% of workers drive alone to work. The percentage of commuting alone is highest in Chattahoochee Hills (81%), which has no fixed route transit, and in the City of South Fulton (78%). The percentage is lowest in College Park (56%) and Palmetto (59%).



In the Southern Fulton region, almost 11% of employed residents carpool to work. The percentage is highest in Palmetto (33%), followed by Fairburn (18%) and Hapeville (15%). Chattahoochee Hills has the smallest percentage of workers carpooling to work (6%).



Prior to COVID-19, Chattahoochee Hills workers worked from home more than any other city at 10%, compared to almost 5% for the Southern Fulton region overall.



Commute times are longest in Chattahoochee Hills with 63% of employed residents commuting over 30 minutes to work and 34% commuting over 45 minutes. In the Southern Fulton region, about half of workers have commutes over 30 minutes, and 25% have commutes over 45 minutes.



Of the Southern Fulton cities, Hapeville has the largest percentage of major road miles, excluding interstates, operating at Level of Service (LOS) D or worse in the PM peak period (15%), compared to 6% for the Southern Fulton region. In Palmetto, 0% of roadway miles operate at LOS D or worse in the PM peak period.



The percentage of truck trips is 8% in the Southern Fulton region overall and ranges from 4% in Chattahoochee Hills and East Point to 9% in Union City and 18% in Unincorporated Fulton County.

FIGURE 18: SOUTHERN FULTON REGION TRANSPORTATION SNAPSHOT

TRANSPORTATION SNAPSHOT

Bicycle, Pedestrian & Transit Facilities



Sidewalks mostly located in and around downtown areas. Some trails, including Phoenix Trail in College Park and Model Mile in East Point.



Few dedicated bicycle facilities, but some bike lanes in College Park and City of South Fulton.



26 fixed bus routes (MARTA and GRTA), two MARTA rail stations (College Park and East Point), and paratransit service.

Freight Facilities



Miles of Railroad Track 81.9



Number of At-Grade Railroad Crossings 84

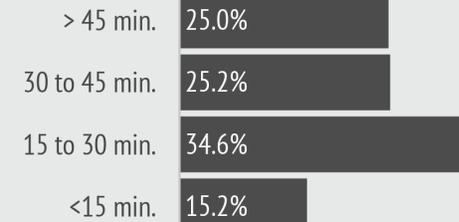


Truck Routes SR 3, SR 6, SR 14, SR 70, SR 92, SR 138, SR 154, SR 166

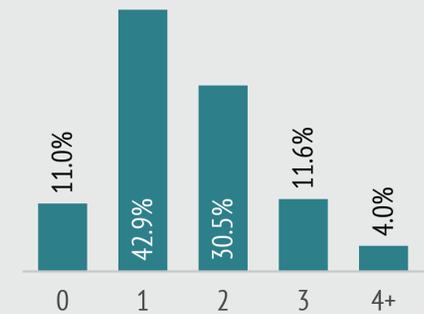


Percent Truck Trips 8%

Travel Time to Work ³



Vehicles per Household ³



SOUTHERN FULTON REGION

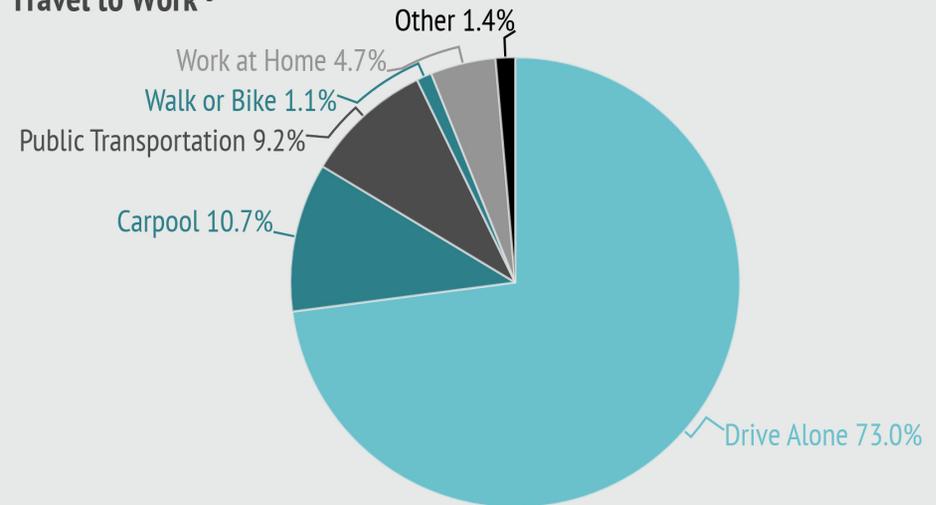
552.6 Major Road Miles ¹



2017 PM Peak Period Congestion ²



Mode of Travel to Work ³



Sources: ¹Linear miles of major roads (including roads functionally classified as collectors and above, excluding local roads). ² Percentage of major road miles, excluding interstates, operating at Level of Service (LOS) D or worse in PM peak period, 2017. Source: ARC Travel Demand Model. ³ Source: 2013-2017 American Community Survey 5-Year Estimates. ⁴ Percent Truck Trips. Source: ARC Travel Demand Model, 2017.

DEMOGRAPHICS

In addition to demographic snapshots, transportation snapshots were developed summarizing existing transportation conditions in the Southern Fulton region and in each city. The Southern Fulton regional snapshot is shown in Figure 18 and snapshots for each city can be found in the **Inventory of Existing Conditions & Trends Technical Report**. Projected change in population and employment based on the ARC Travel Demand Model are shown in Figures 19-22.

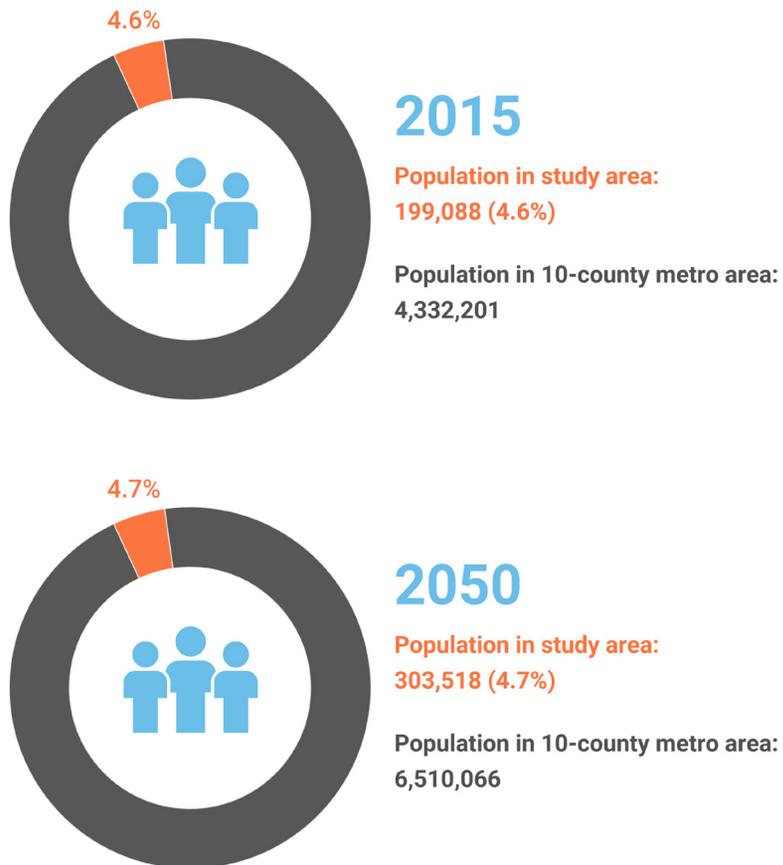


FIGURE 19: 2015 - 2050 POPULATION COMPARISONS

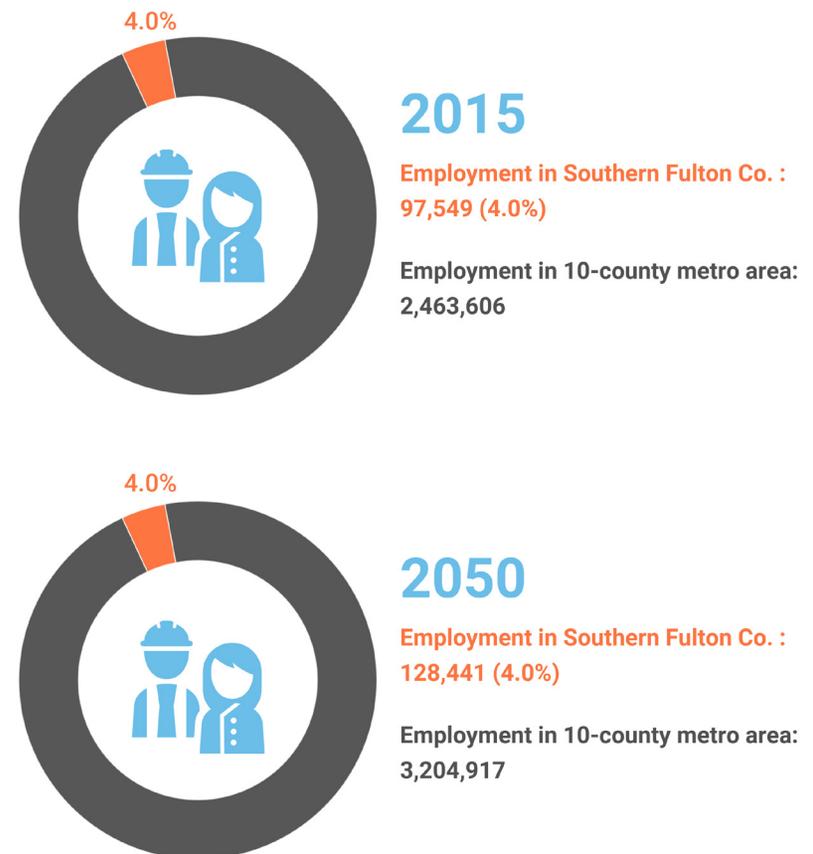


FIGURE 20: 2015 - 2050 EMPLOYMENT COMPARISONS

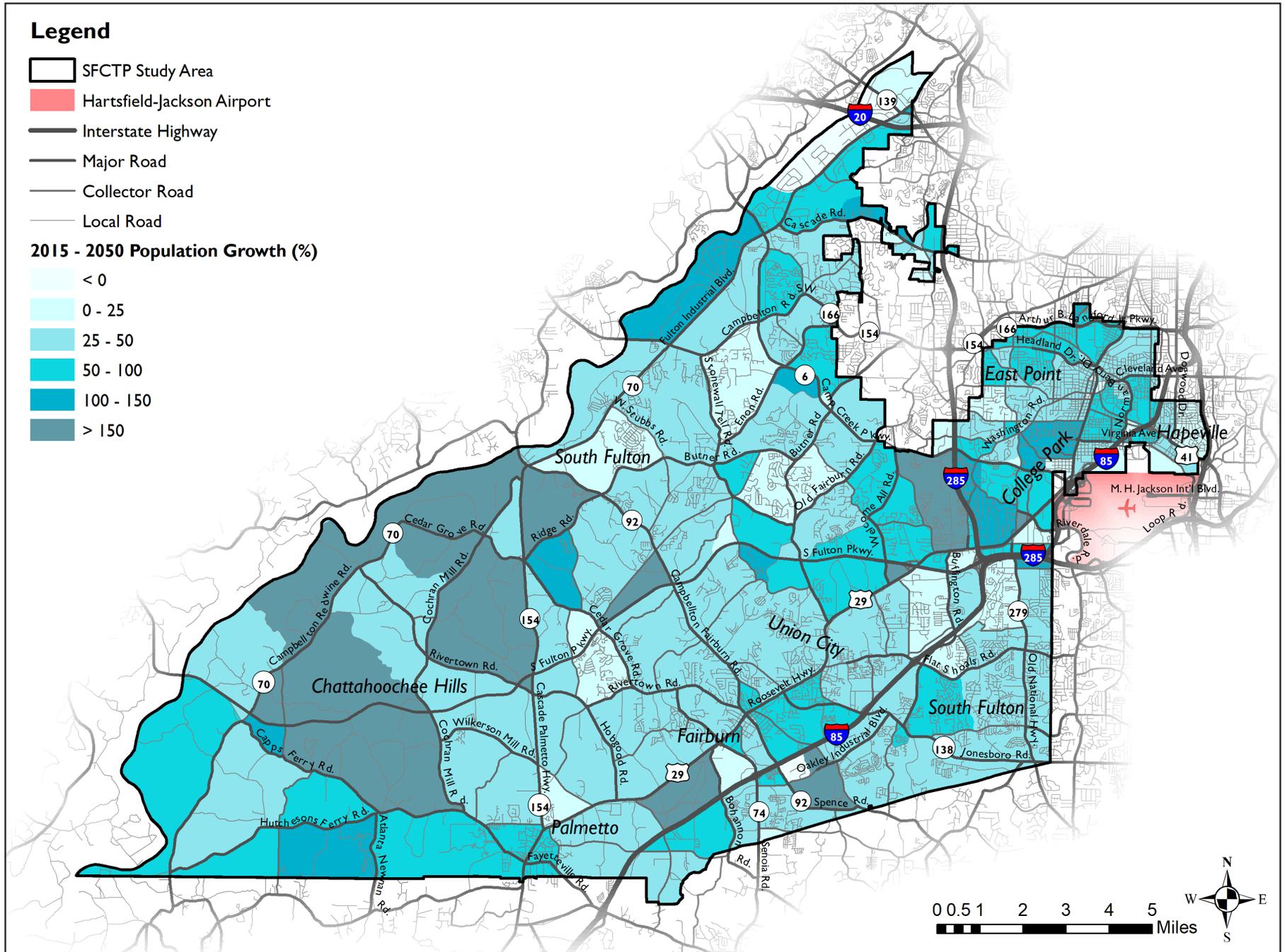


FIGURE 21: 2015-2050 POPULATION GROWTH

WHAT ARE THE TRANSPORTATION NEEDS IN SOUTHERN FULTON COUNTY?

The needs assessment is based on the quantitative and qualitative data gathered throughout the existing conditions process and stakeholder and public outreach. High-level observations, gaps, and short- and long-range needs were identified. For more detailed information, see the **Short- & Long-Range Needs Assessment & Corridor Analysis Technical Report**.

ROADWAY NEEDS

Short-Term Needs:

- Improve pavement conditions through resurfacing and full-depth reclamation, focusing on segments with low International Roughness Index (IRI) ratings.
- Replace and repair bridges with low to medium sufficiency ratings.
- Improve traffic signal efficiency through signal technology and infrastructure upgrades and signal timing improvements, including pre-emption for emergency vehicles and priority for transit vehicles and freight (along freight corridors).

Long-Term Needs:

- Expand Georgia Commute Options (GCO) and Transportation Management Associations (TMAs) to reduce single-occupant vehicle trips and associated roadway capacity needs.
- Widen road segments with LOS E and F to increase capacity and vehicle throughput and/or implement intersection operational improvements to reduce or remove congestion bottlenecks in and around segments with LOS E and F.

SAFETY NEEDS

Short-Term:

- Implement operational improvements for intersections with high crash rates
- Continue programmed projects to increase corridor safety
- Install crosswalks at intersections with high pedestrian volumes and crashes
- Install pedestrian refuge islands and mid-block crossings with rapid flashing beacons where crossings occur between intersections
- Install sidewalks and/or bike lanes along corridors with high pedestrian and bicycle volumes, prioritizing transit corridors

Long-Term:

- Install raised medians and/or implement traffic calming along high crash corridors with high rates of speed
- Consider closing access points to re-route traffic to signalized intersections
- Build out *AeroATL Greenway Plan* with off-street multi-use trails
- Assess on-street parking design for reconfiguration

FREIGHT NEEDS

Short-Term:

- Implement a notification system to truck drivers when in a restricted area
- Implement freight signal priority on truck routes such as US 29/Roosevelt Hwy and SR 6/Camp Creek Pkwy.
- Identify and install operational improvements along truck routes to ease truck maneuvering
- Install raised medians where feasible along truck routes
- Install broadcasting to notify drivers of upcoming train events

Long-Term:

- Maintain truck route pavement to reinforce the asphalt or upgrade to concrete as routes are due for paving cycles
- Install additional grade separated railroad crossings in high volume areas
- Assess ingress and egress around HJAIA, especially on the southern edge near the air cargo facilities



TRANSIT NEEDS

Short-Term:

- Improve existing bus stops with additional amenities such as shelters, benches, trash receptacles, and signage. Figure 23 shows the locations of recommended bus stop amenity improvements.
- Install crosswalks, pedestrian refuge islands, and sidewalk segments connecting existing bus stops.
- Implement a mobility district with on-demand micro-transit to connect areas in Southern Fulton without fixed transit service.

Long-Term:

- Plan and design additional fixed route transit such as light rail and BRT/ART along corridors including SR 14/South Fulton Pkwy., SR 6/Camp Creek Pkwy., and US 29/Roosevelt Hwy.
- Upgrade transit facilities to accommodate additional modes, access and parking, among other modernization improvements

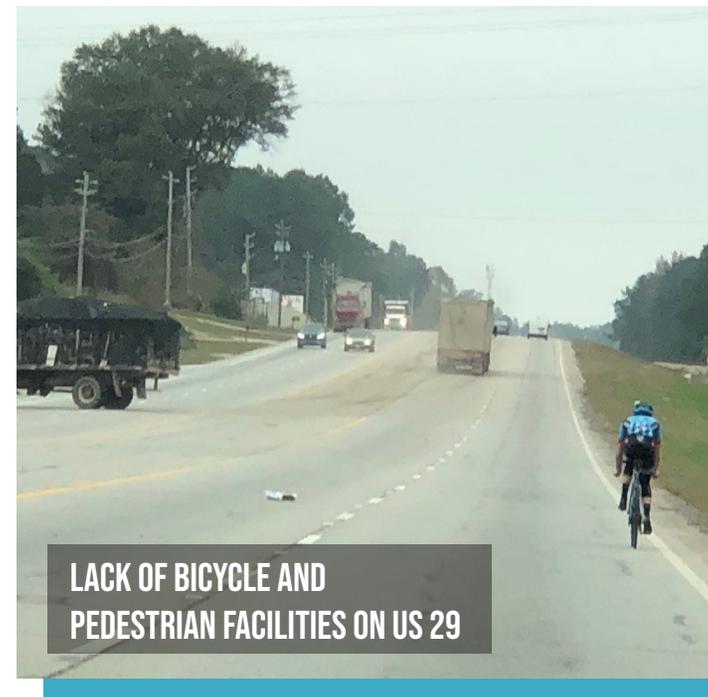
ACTIVE TRANSPORTATION (BICYCLE & PEDESTRIAN)

Short-Term:

- Fill in sidewalk gaps, especially around bus stop and shelters, including crosswalks and mid-block crossings
- Build model mile segments from *AeroATL Greenway Plan* including an identified connection to the Atlanta BeltLine
- Update development regulations to require developers to include pedestrian accommodations to connect property to public network, especially near transit
- Continue progress on programmed projects

Long-Term:

- Build out *AeroATL Greenway Plan*
- Build out Chattahoochee RiverLands Greenway along the Chattahoochee River



**LACK OF BICYCLE AND
PEDESTRIAN FACILITIES ON US 29**

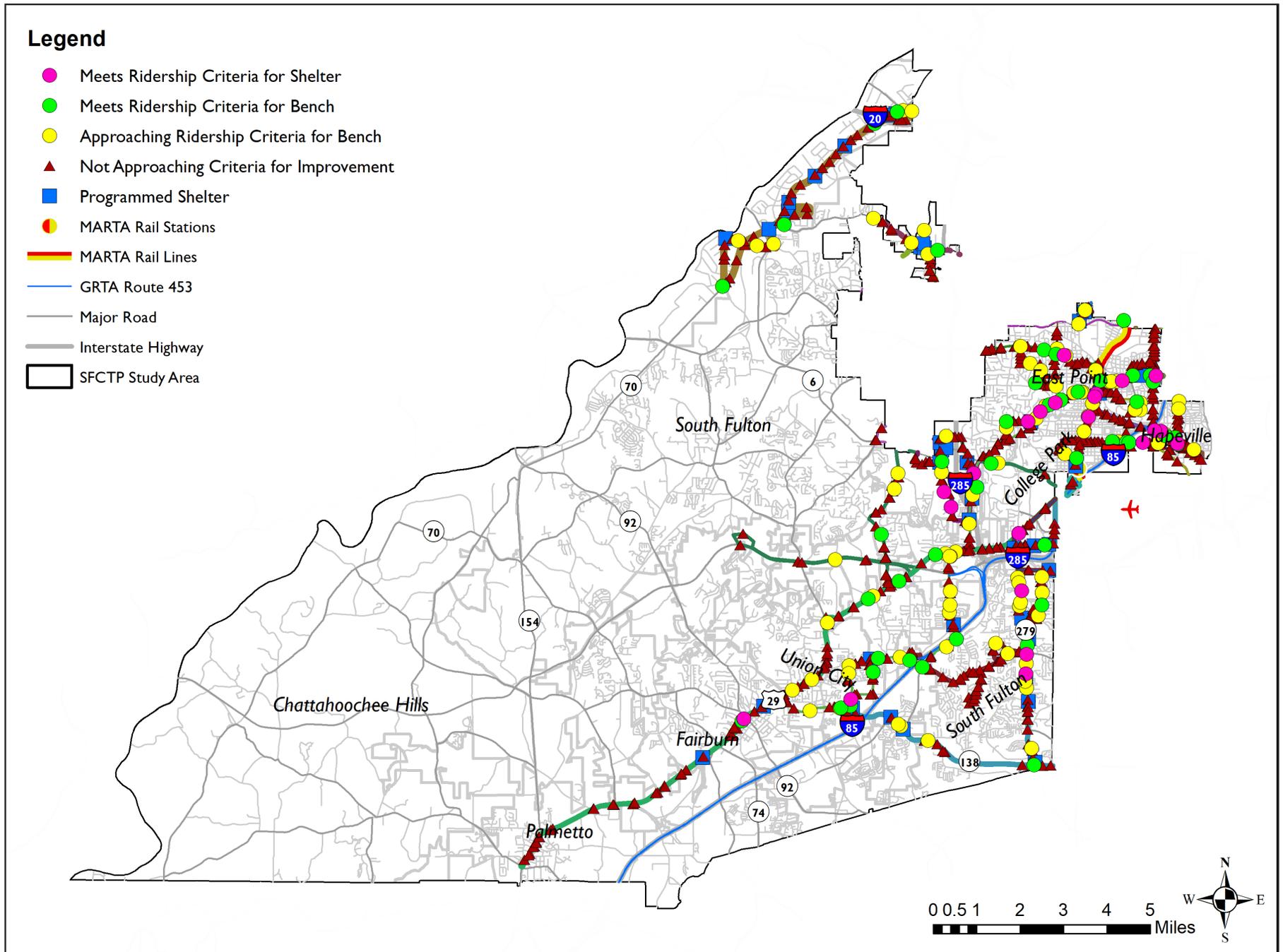


FIGURE 23: BUS STOP NEEDS

SUMMARY OF NEEDS

Based on the existing conditions, future forecasts and an assessment of Southern Fulton, the bullets below provide the general takeaways of needs in the area:

- Pedestrian and bicycle improvements throughout Southern Fulton, focusing on off-road improvements
- Operational improvements along corridors and intersections to improve safety as well as freight efficiencies
- Railroad crossing improvements
- Technology improvements, focusing on traffic signals and railroad crossings
- Continued implementation of projects from other studies and plans with local, state and federal funding
- Funding for transit expansion, while focusing on improving existing transit with pedestrian connectivity and transit stop amenities

HOW WERE PROJECTS EVALUATED AND PRIORITIZED?

EVALUATION CRITERIA & MEASURES

Once potential projects were identified based on the Needs Assessment and stakeholder and public input, the projects were then evaluated and prioritized. The project prioritization evaluation criteria align with the Vision, Goals & Objectives and were developed and refined based on input from the PMT, Stakeholder Committee, and public survey. Eight evaluation criteria categories were identified, as illustrated in Figure 25.

Within each project evaluation criteria category are metrics used to gauge how well each project met the objectives of the evaluation criteria (see Figure 26).



**Refined
Vision**



**Refined
Goals &
Objectives**



**Weighting
Scenarios**

FIGURE 24: USE OF PUBLIC SURVEY #1 FEEDBACK

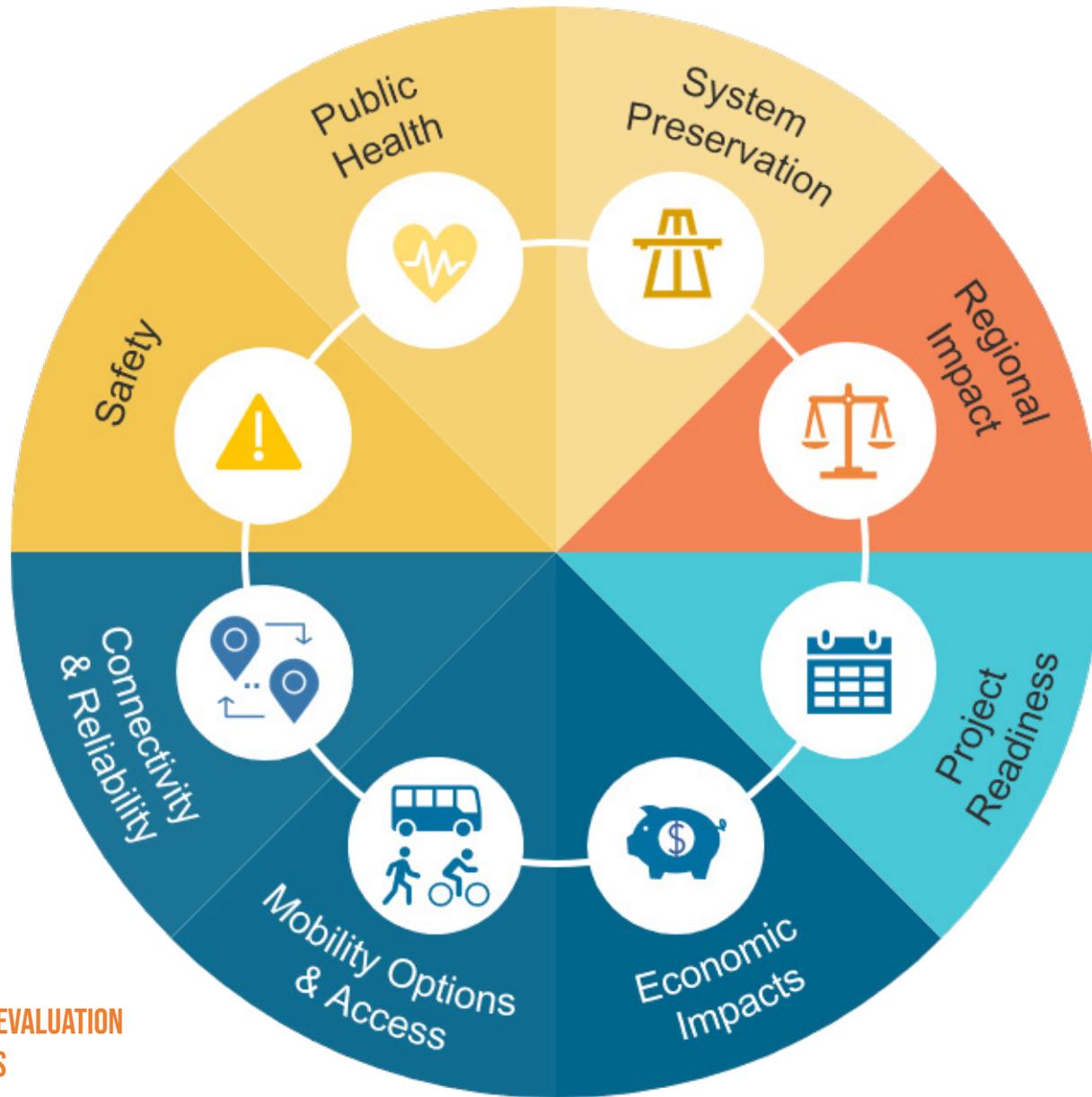


FIGURE 25: PROJECT EVALUATION CRITERIA CATEGORIES



FIGURE 26: METRICS WITHIN EACH PROJECT EVALUATION CATEGORY

HOW DOES THE SFCTP ACCOUNT FOR DIFFERING VALUES AMONG THE CITIES WHEN PRIORITIZING PROJECTS?

The stakeholder groups (PMT, SC, and Mayors Charrette) and the public were asked to prioritize the eight project prioritization criteria during the stakeholder meetings and via the first public survey. While there was some variation in priorities among the PMT, SC, and Mayors Charrette, criteria that ranked highly across most stakeholder groups were Connectivity & Reliability, Economic Impacts, Safety, and Mobility Options & Access (see Figure 27). The values in Figure 27 indicate scores for each criteria based on each stakeholder group’s ranking selections.

Each city’s prioritization weighting was evaluated based on the online survey in which respondents were asked to select their city. The average score for each criterion across all survey respondents resulted in Safety as the top priority, followed by Connectivity & Reliability and Mobility Options & Access (see Figure 28).

The survey results were used as weighting scenarios in the project prioritization. Each potential project was assigned a raw score based on the performance metrics. The weighing scenarios were applied (both city and region) and projects were then ranked based on the scenario scores (see Figure 29).

- Safety
- Public Health
- System Preservation
- Regional Impact
- Project Readiness
- Economic Impacts
- Mobility Options & Access
- Connectivity & Reliability

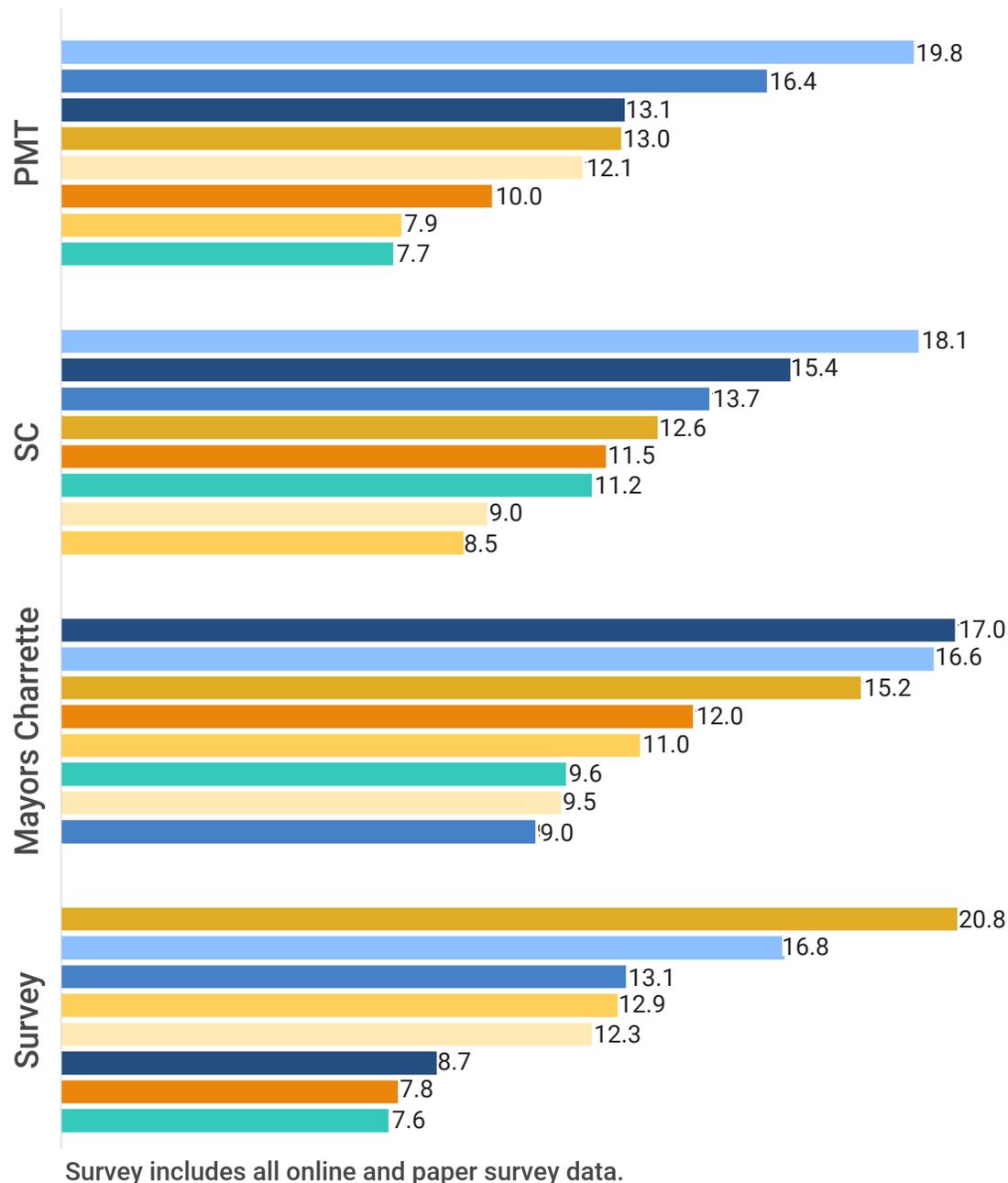
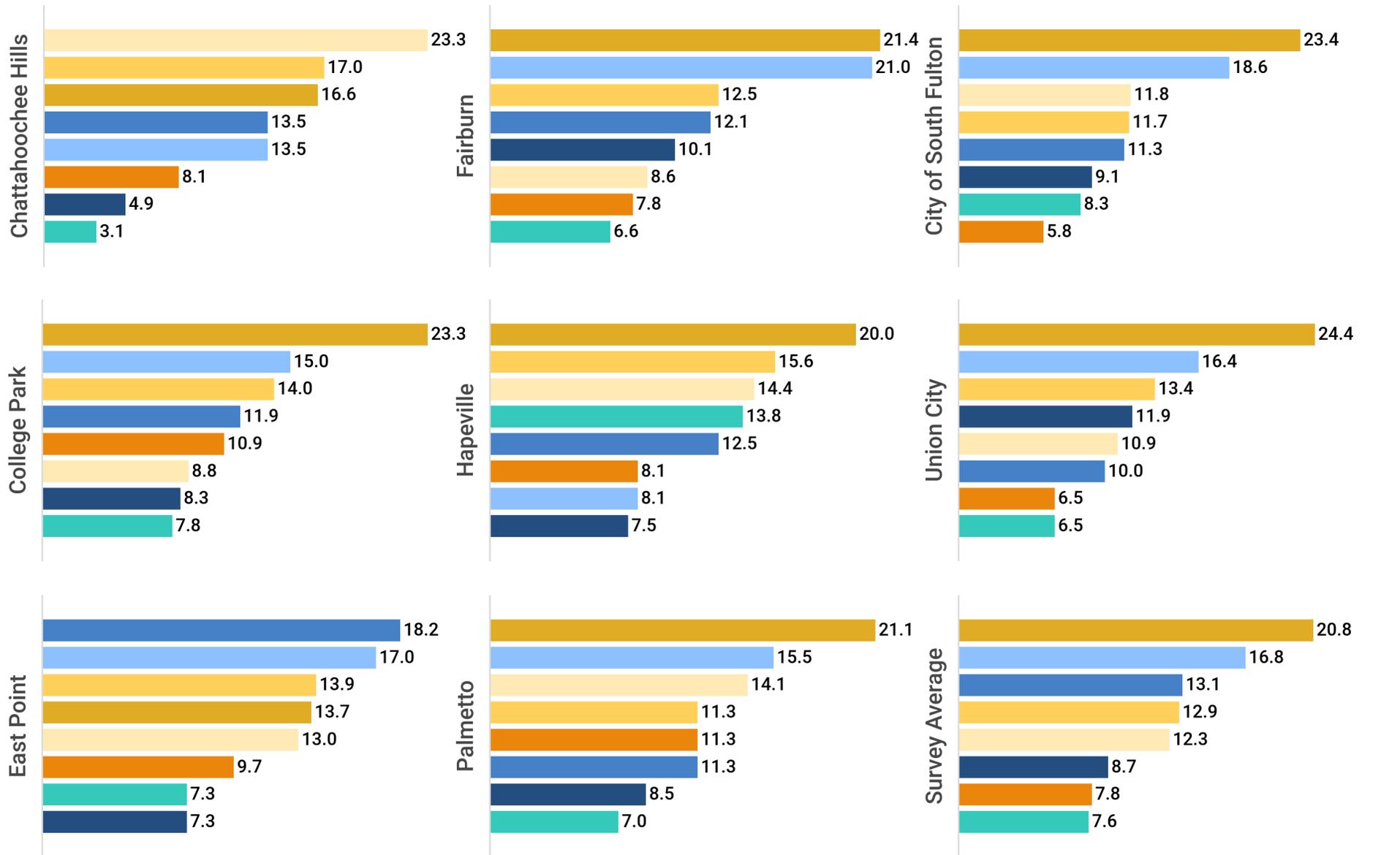


FIGURE 27: STAKEHOLDER RANKING OF EVALUATION CRITERIA CATEGORIES

Southern Fulton Comprehensive Transportation Plan



Includes all survey data (1,134 responses)

FIGURE 28: CITY RANKINGS OF EVALUATION CRITERIA CATEGORIES

- Safety
- Project Readiness
- Public Health
- Economic Impacts
- System Preservation
- Mobility Options & Access
- Regional Impact
- Connectivity & Reliability
- Project Readiness

The end-product is a master list of prioritized projects for the Southern Fulton region, as well as a prioritized list by city (see **Appendix of the Recommendations Technical Report**). In addition to including high-performing projects in the SFCTP, these prioritized project lists can be used by each of the cities for future funding programs, such as Special Purpose Local Option Sales Tax (SPLOST) or Local Maintenance and Improvement Grants (LMIG). LMIG funds are formula amounts made available by GDOT to local governments and are derived from the motor fuels taxes.

- 01 Universe of Projects**
List of project ideas based on data needs and stakeholder input
- 02 Raw Score**
Based on the selected metrics
- 03 City Weighting**
Based on survey #1 results by city
- 04 Regional Weighting**
Based on all survey #1 results combined
- 05 Ranking**
Prioritized list of projects in order by combined city and regional score



FIGURE 29: PROJECT RANKING PROCESS

WHAT ARE THE RECOMMENDATIONS?

Once the potential projects were evaluated and ranked through the project prioritization process, the draft recommendations were presented to the stakeholders and the public. Based on the comments received and the anticipated available funding, a financially feasible project list of short- and mid-range project recommendations were finalized for the next 10 years. Longer term project recommendations were also identified for the timeframe beyond the next 10 years. As previously discussed, these are additional, new projects based on needs identified in the SFCTP process. Projects already funded and programmed in the Regional Transportation Plan (RTP) and Fulton County TSPLOST are displayed separately, as these projects are expected to continue as programmed. Funding projections reflect the anticipated future funding excluding funds already dedicated to these existing projects.

The following tables and maps depict the projects anticipated to be funded within the 5- to 10-year Financially Feasible Plan from 2023-2032. The Financially Feasible Plan includes 181 projects for a total cost of \$408.4M. Out of all 181 projects in the Financially Feasible Plan, 44 projects (24%) are multi-jurisdictional (crossing more than one jurisdiction boundary), totaling \$290.8M or 71% of the total cost of the Financially Feasible Plan.

Project lists and maps are in the **Appendix**.

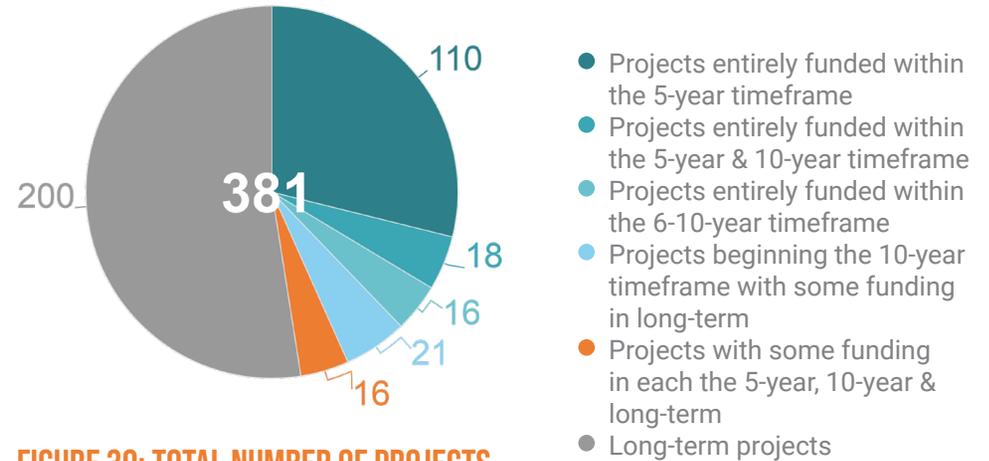


FIGURE 30: TOTAL NUMBER OF PROJECTS

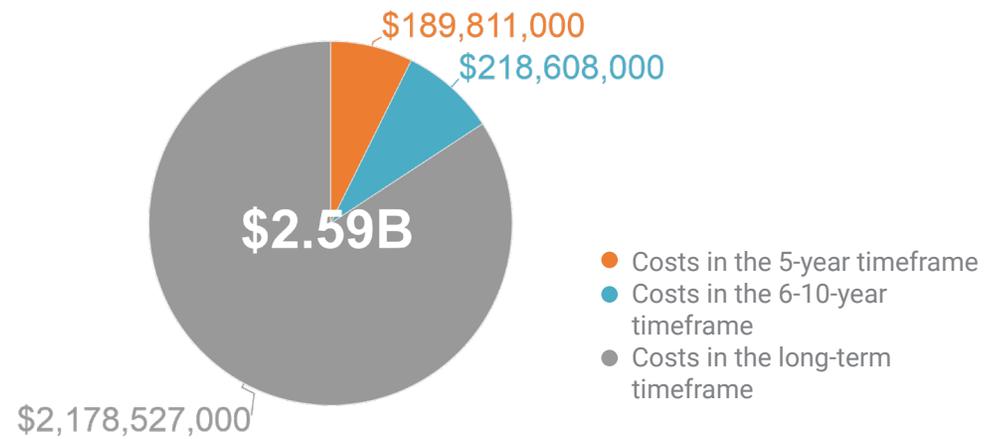


FIGURE 31: TOTAL PROJECT COSTS

JURISDICTION*	5-YEAR FINANCIALLY FEASIBLE PLAN		10-YEAR FINANCIALLY FEASIBLE PLAN		LONG-TERM PLAN		TOTAL	
	NO.	COST	NO.	COST	NO.	COST	NO.	COST
Chattahoochee Hills	18	\$3,585,000	2	\$4,079,000	25	\$195,581,000	45	\$203,245,000
College Park	37	\$16,626,000	12	\$15,131,000	38	\$254,862,000	87	\$286,619,000
East Point	53	\$35,599,000	15	\$42,971,000	21	\$167,456,000	89	\$246,026,000
Fairburn	25	\$5,628,000	3	\$5,786,000	22	\$160,496,000	50	\$171,910,000
Hapeville	27	\$8,361,000	6	\$7,882,000	10	\$57,050,000	43	\$73,293,000
Palmetto	20	\$5,538,000	1	\$5,722,000	8	\$67,745,000	29	\$79,005,000
City of South Fulton	59	\$88,813,000	16	\$108,238,000	61	\$707,050,000	136	\$904,101,000
Union City	28	\$25,384,000	3	\$28,521,000	20	\$202,768,000	51	\$256,673,000
Unincorporated Fulton County	15	\$275,000	5	\$276,000	29	\$365,518,000	49	\$366,069,000
Southern Fulton Region	144	\$189,811,000	37	\$218,608,000	200	\$2,178,527,000	381	\$2,586,946,000

*Note that the numbers of projects by jurisdiction add up to more than the total number of projects because multi-jurisdictional projects are counted in each jurisdiction in which they are located. There are 13 project recommendations that apply to all jurisdictions and are included in each city's total. The totals also include non-capital project recommendations for plans and studies, which make up 21 of the 381 total project recommendations. Additionally, there are 28 recommendations for coordination and policies, which do not have costs associated with them and are not included in the totals.

TABLE 1: PROJECTS ANTICIPATED TO BE FUNDED WITHIN THE 5- TO 10-YEAR FINANCIALLY FEASIBLE PLAN (2023-2032)

PROJECT TYPES

The project recommendations are grouped according to ARC’s eight project types within their current Transportation Improvement Program (TIP) project solicitation process, as illustrated in Figure 32: Bicycle & Pedestrian, Trail, Roadway Asset Management & Resiliency (e.g., improvements to bridges & pavement), Roadway Expansion, Roadway Transportation System Management & Operation (e.g., traffic operations and signal improvements), Transit Expansion (e.g., new or extended transit routes), Transit Asset Management & System Upgrades (e.g., transit stop/station amenities), and Misc. Emissions Related Projects (e.g., signal priority for buses and trucks).

Examples of each project type are provided below:

- **Bicycle & Pedestrian:** Dedicated bike lanes or cycle tracks, bike signals, sidewalks, crosswalks, flashing beacons
- **Trail:** Multi-use trails separate from the roadway
- **Roadway Asset Management & Resiliency:** Bridge rehabilitation or replacements, pavement resurfacing
- **Roadway Expansion:** Widening, new roadway, new or modified interchange
- **Roadway Transportation System Management & Operation (TSMO):** Traffic operations improvements at intersections, access management, traffic signal improvements
- **Transit Expansion:** New or extended transit routes, higher frequencies
- **Transit Asset Management & System Upgrades:** Transit stop or station amenities, such as bus shelters, benches, smart trash receptacles
- **Misc. Emissions Related Projects:** Signal priority for buses and/or trucks, signal pre-emption for emergency response vehicles such as ambulances and fire trucks

Figure 33 illustrates the number of Financially Feasible Plan projects by type. In addition, it also includes the number of studies that were recommended, each of which has an estimated cost that was included in the Financially Feasible Plan.

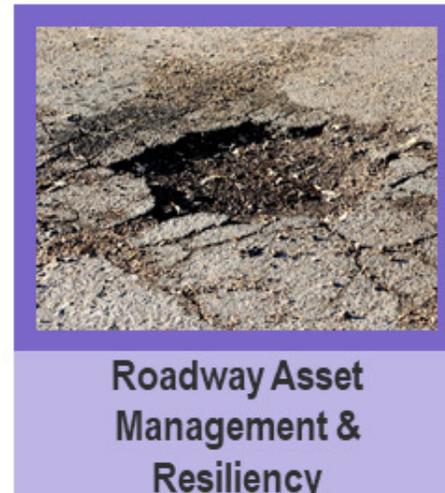
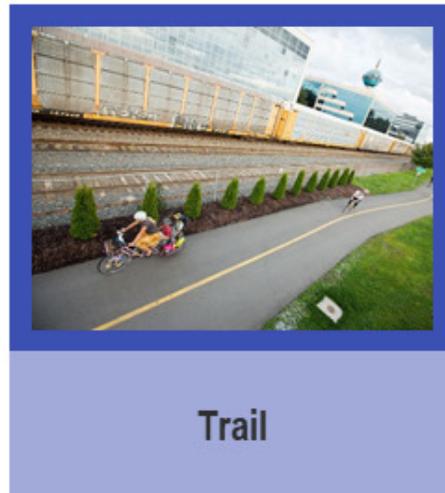
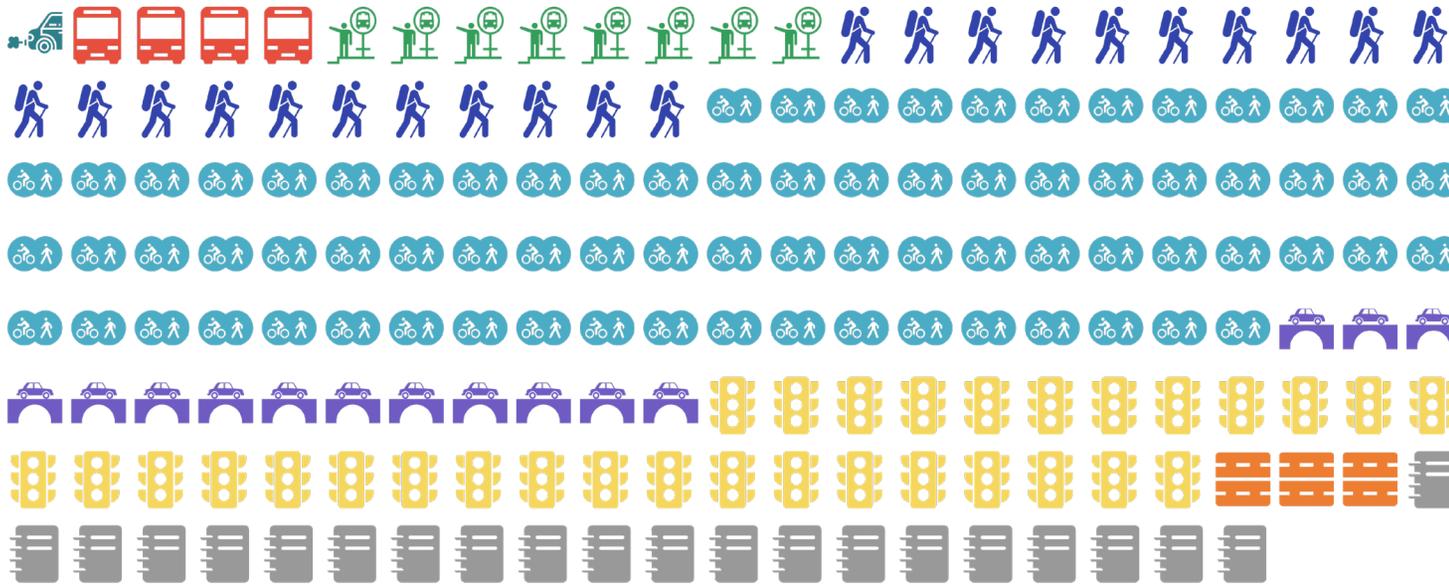
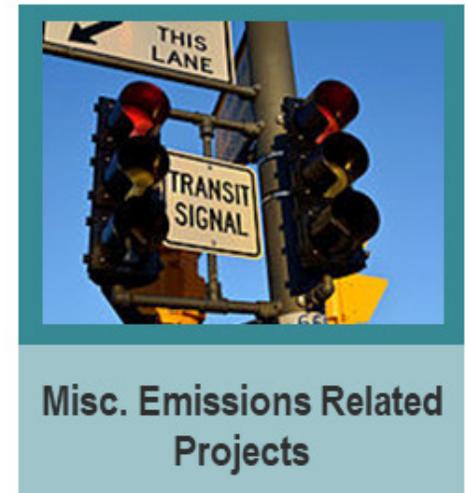
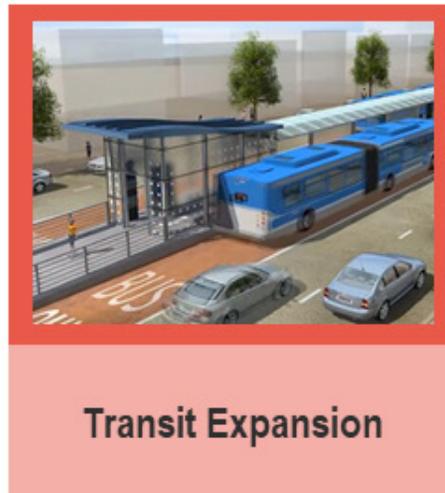
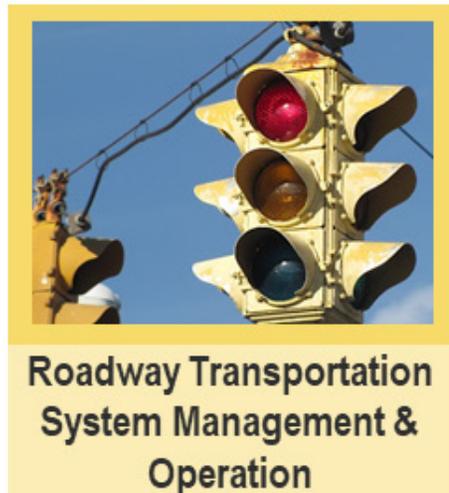


FIGURE 32: PROJECT TYPES



- Misc. Emissions Related Projects (1)
- Transit Expansion (4)
- Transit Asset Management and System Upgrades (8)
- Trail (21)
- Bicycle & Pedestrian (78)
- Roadway Asset Management & Resiliency (14)
- Roadway Transportation System Management & Operation (31)
- Roadway Expansion (3)
- Other (21)

FIGURE 33: NUMBER OF FINANCIALLY FEASIBLE PLAN PROJECTS BY TYPE



Southern Fulton Comprehensive Transportation Plan

- Misc. Emissions Related Projects ● Transit Expansion ● Transit Asset Management and System Upgrades ● Trail
- Bicycle & Pedestrian ● Roadway Asset Management & Resiliency
- Roadway Transportation System Management & Operation ● Roadway Expansion ● Other

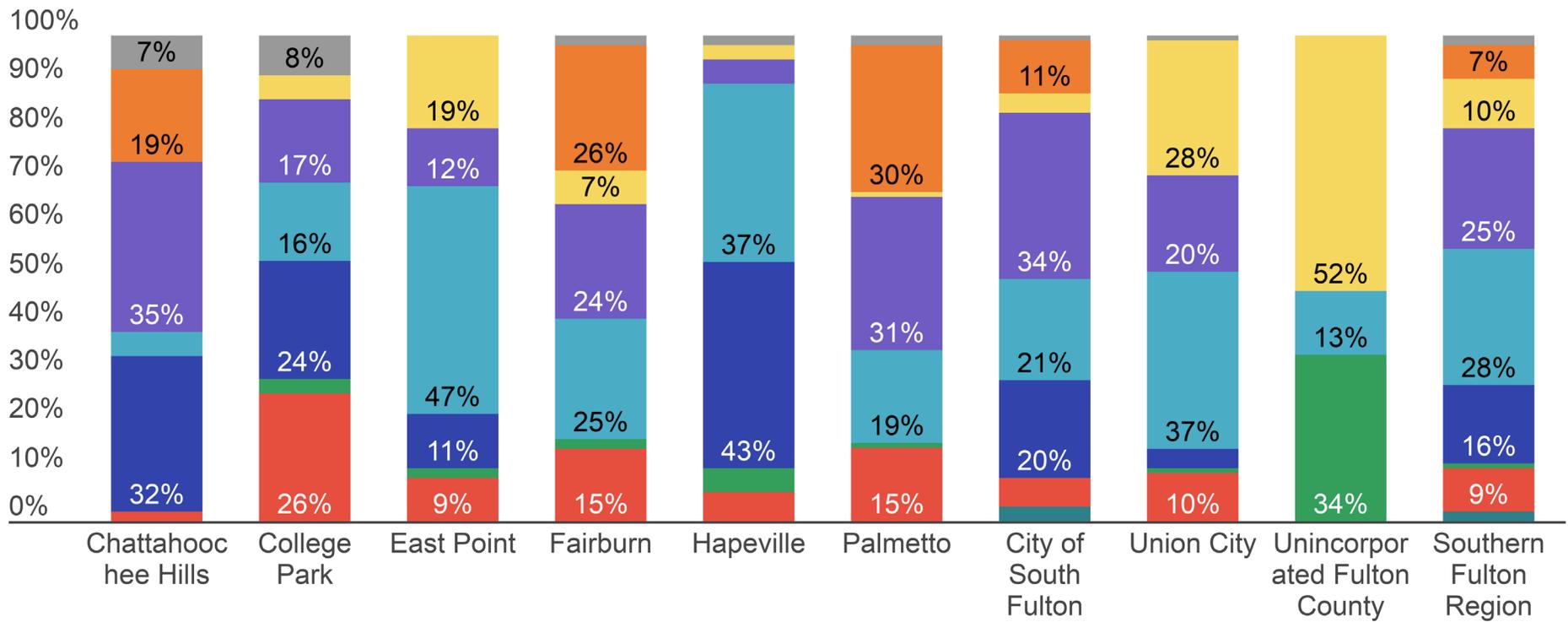


FIGURE 34: FINANCIALLY FEASIBLE PLAN PROJECT COSTS BY CITY

- Misc. Emissions Related Projects ● Transit Expansion ● Transit Asset Management and System Upgrades ● Trail
- Bicycle & Pedestrian ● Roadway Asset Management & Resiliency
- Roadway Transportation System Management & Operation ● Roadway Expansion ● Other

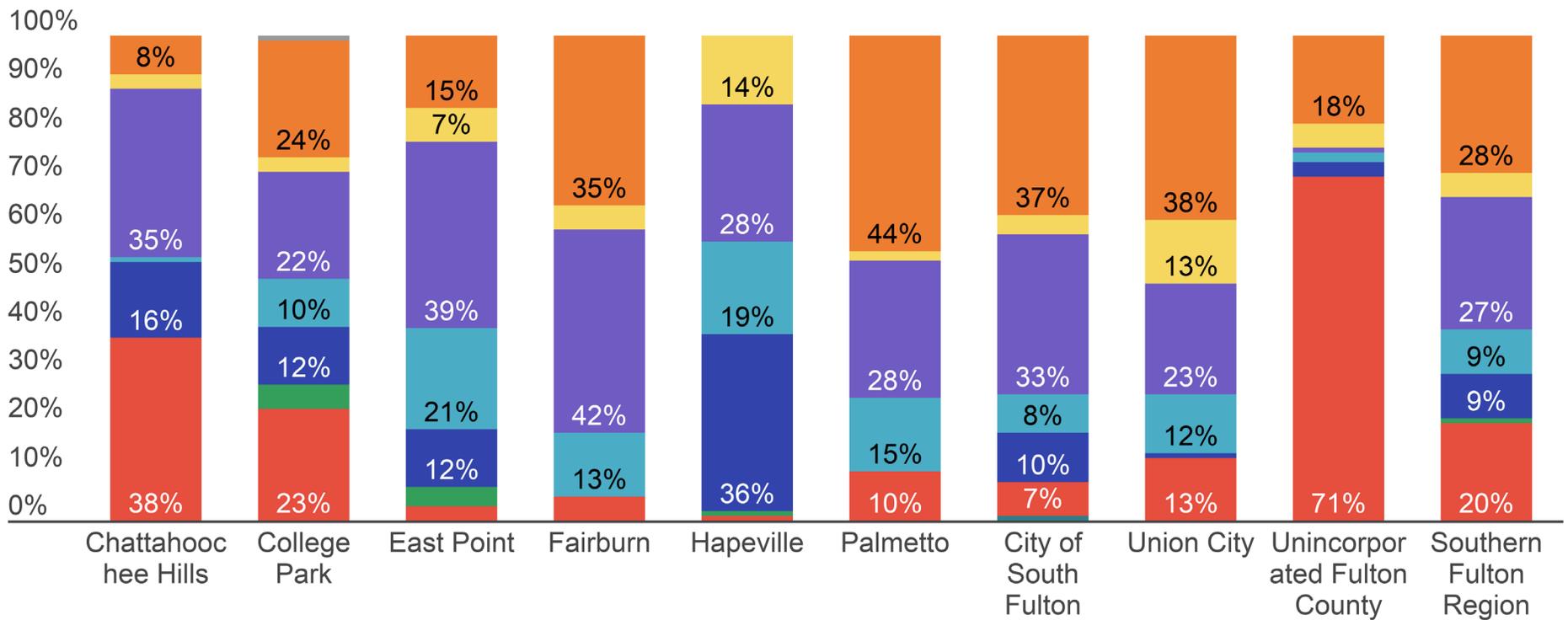


FIGURE 35: ALL PROJECT COSTS BY CITY

WHAT ARE THE BENEFITS OF IMPLEMENTING THESE PROJECTS?

This System Performance Dashboard was created to show the benefits of implementing the SFCTP project recommendations. The Dashboard shows the baseline conditions as well as forecasted future (2050) conditions with full plan implementation including Long-Term projects. Dashboards for each city are included in the **Appendix** of the **Recommendations Technical Report**.

DOES THE SFCTP IMPROVE ACCESS FOR TRADITIONALLY UNDERSERVED COMMUNITIES?

The dashboard includes two measures related to Environmental Justice (EJ), which refers to traditionally underserved communities. They are the Social Vulnerability Index and ARC’s Isolation Index. During the project prioritization process, one of the project evaluation metrics was “improves access in EJ communities.” This metric was included in the Regional Impact category in the project prioritization framework, and projects anticipated to improve access in EJ areas were awarded higher scores for that metric. None of the SFCTP project recommendations are anticipated to negatively impact EJ communities, although many are anticipated to improve mobility and access in those areas.

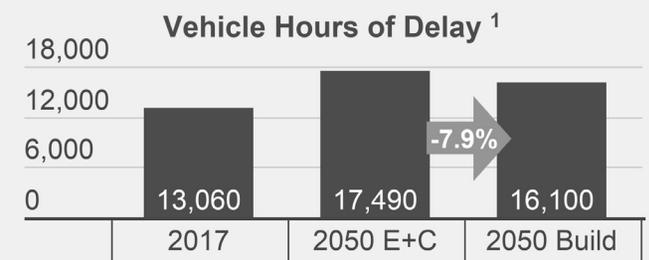
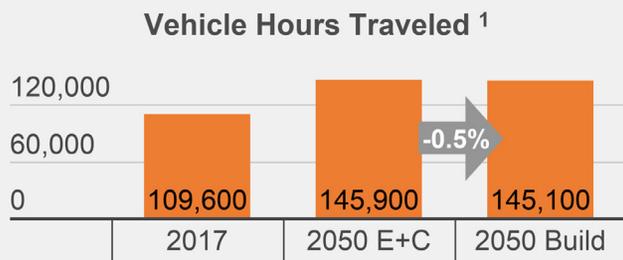
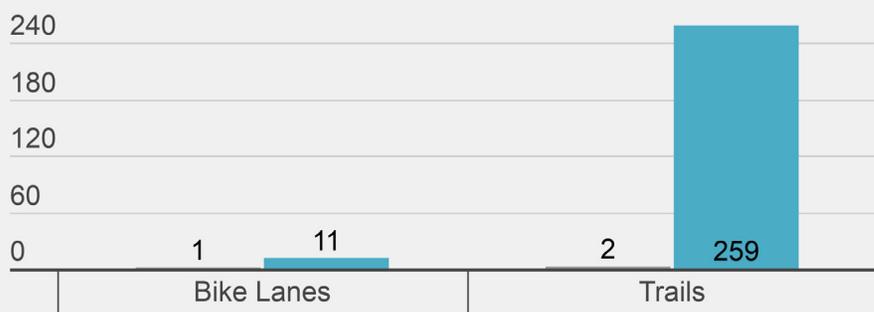


FIGURE 36: SYSTEM PERFORMANCE DASHBOARD: SOUTHERN FULTON REGION

This dashboard compares the Base Year, 2050 Existing + Committed (E+C), and 2050 Build scenario for the Southern Fulton Comprehensive Transportation Plan (SFCTP) study area. The Base Year is 2017 for data from the ARC Travel Demand Model, including Vehicle Hours Traveled (VHT), Vehicle Miles Traveled (VMT), Vehicle Hours of Delay (VHD), and Level of Service (LOS). 2020 Base Year data is used for bike lane and trail miles and bus stop metrics. Base Year bike lane and trail mileage data is from the ARC Metro Atlanta Bicycle Facility Inventory 2014 (updated 2020) and Google Earth, while Base Year bus stop data is from MARTA. The 2050 E+C includes projects programmed in the ARC RTP through 2050. The 2050 Build scenario includes the 2050 E+C plus all SFCTP projects. All statistics are for the SFCTP study area.

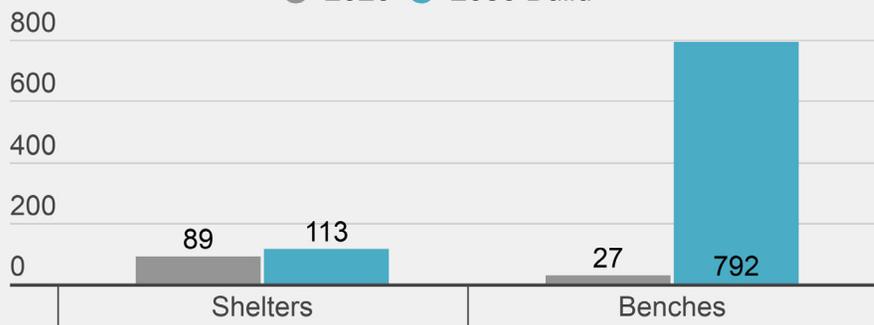
Miles of Bike Lanes & Trails

● 2020 ● 2050 Build



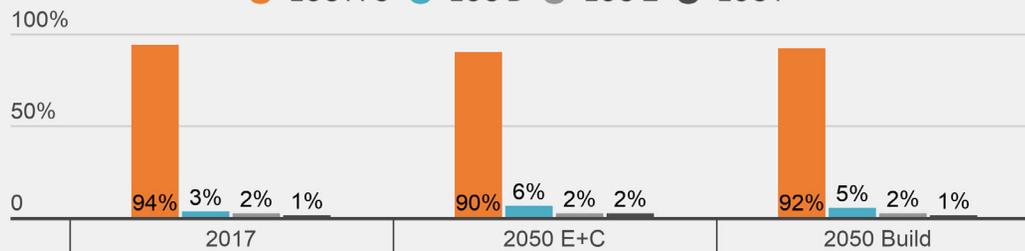
Number of Bus Stops with Shelters & Benches

● 2020 ● 2050 Build



Level of Service ^{1,2}

● LOS A-C ● LOS D ● LOS E ● LOS F



Multi-Jurisdictional Projects: 64

Projects that cross jurisdictional boundaries have high economic and regional benefits.

Projects in High SVI Areas: 104

Projects in areas that are high on the CDC's Social Vulnerability Index (SVI) are expected to improve accessibility and mobility in those areas.

Projects in High Isolation Areas (Transit): 23

Projects in High Isolation Areas (Auto): 65

The ARC's Isolation Index measures access to hospitals, K-12 schools, commercial centers, and fire stations by automobile and transit. Projects in areas that are high on the Isolation Index are expected to improve accessibility and mobility in those areas, thereby improving resiliency.

¹VHD, VHT, VMT and LOS are daily statistics are for all roads, excluding interstates. ² LOS statistics show the percentage of major roadway miles that fall within LOS A-C, D, E, and F during the PM peak period, excluding interstates.

HOW WILL THE TRANSPORTATION PROJECTS BE PAID FOR?

The SFCTP project recommendations are anticipated to be funded with a combination of federal, state, and local funding sources. To create the Financially Feasible Plan, historical funding trends were used to project future funding assumptions for the various funding sources. Additionally, a project funding strategy was developed to indicate which funding sources can be used for each project.

The financially feasible project list includes projects within 10 years from 2023 to 2032, as the current TSPLOST is fully committed to projects and ends in 2022. The RTP and TSPLOST projects are expected to continue as currently programmed and funded. Therefore, funding projections and assumptions for the SFCTP Financially Feasible Plan exclude the funds already dedicated to existing programmed projects, and the funding information presented here is for the new projects recommended in this SFCTP. Additional details on project funding are provided in the **Recommendations Technical Report**.

LOCAL FUNDING

For the purposes of limiting the project list to a list that is financially feasible, the following assumptions were made regarding the local share:

- For projects already in the RTP, the local match in the RTP is accounted for by reducing the available local funding projections for new projects in the SFCTP.
- All local projects on local roads (non-state routes or interstates) will be 100% funded by the local jurisdiction. It should be noted that any local bridges may be eligible for state and federal funding and will be discussed in the funding strategy section.
- The RTP reports that for the Southern Fulton region, the average local share for a project is 44.5%. This is due to locals covering most pre-construction activities (e.g., Scoping, Preliminary Engineering (PE)). For state route projects, the local match will reflect the overall regional local match percentage in ARC's RTP which is 43.5%. The state/federal share will equal 56.5%.
- There will be no local share for projects in the Major Mobility Investment Program (MMIP) or along interstates (this does not include interchanges or bridges over the interstate).
- For projects that cross multiple city boundaries, the match as outlined above is split proportionally based on the project length within each jurisdiction boundary.

THE FINANCIALLY FEASIBLE PLAN IS A GUIDE FOR PROJECTS THAT ARE LIKELY TO HAVE THE MOST IMPACT. HOWEVER, IF AN OPPORTUNITY ARISES FOR A PROJECT IN THE LONG-TERM PLAN EARLIER, ANY RECOMMENDED PROJECT IN THIS SFCTP IS ELIGIBLE FOR FUNDING APPLICATIONS AND IT IS ENCOURAGED TO SEEK THESE OPPORTUNITIES FOR ADDITIONAL INVESTMENT IN SOUTHERN FULTON.

STATE FUNDING

The following assumptions are made for State funding:

- According to the current ARC RTP, state funding obligations in Southern Fulton between FY 2020 - FY 2025 are \$59.2 million, \$10.3 million between FY 2025 - FY 2030 and \$144.9 million between FY 2031 - FY 2040.
- ARC estimates that approximately \$50 billion of state revenue will be available for commitment to projects in the region through 2050. Of this, about \$32 billion is uncommitted to specific projects at this time, but will likely be allocated under various programs for small scale exempt projects such as bridge replacements, resurfacings, signal upgrades, etc. It can reasonably be assumed that some share of that money could be used for projects yet to be determined in Southern Fulton.
- Partnerships with the state and other agencies can be formed to leverage local and state funding.

FEDERAL FUNDING

The following assumptions are made for Federal funding revenues:

- Allocated federal funding in Southern Fulton between FY 2020 - FY 2025 is \$128.3 million and FY 2025 - FY 2030 is \$251.0 million. Between FY 2031 - FY 2040 it is estimated at \$698,680,000 based on ARC's Transportation Improvement Program (TIP) and Regional Transportation Plan (TIP)
- ARC estimates that up to \$2.3 billion of FHWA funds and \$1.9 billion of FTA funds above and beyond currently committed amounts could be available to the region through 2050. This is based on "fair share" calculations using population projections. This plan intentionally selected projects to be below these amounts to be conservative.

LEVERAGING FUNDING SOURCES

Beyond the primary federal, state, and local funding types, jurisdictions should seek opportunities to leverage multiple funding sources by applying for grants. Additionally, there are partnering opportunities within the region to help advance projects. Partners could, but are not limited to, Community Improvement Districts (CIDs), MARTA, ATL, SRTA, as well as private companies who may have a vested interest in specific projects or specific locations to leverage local dollars to complete additional projects beyond the financially feasible project list. The project recommendations list is divided into three implementation timeframes: 5-Year (2023-2027), 10-Year (2028-2032), and Long-Term (2033-2050).

HOW WAS COVID-19, EMERGING TECHNOLOGIES, AND OTHER DISRUPTERS ACCOUNTED FOR IN THE SFCTP?

Several important factors may affect future transportation conditions and funding availability. These include, but are not limited to, the following:

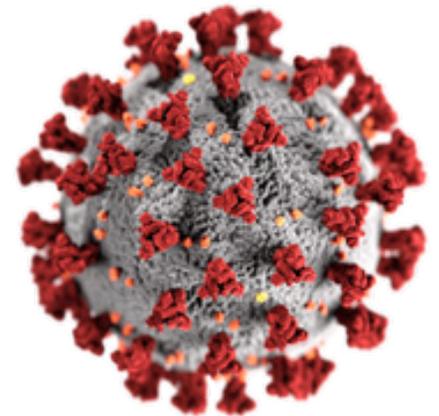
- Pandemics, such as COVID-19
- Economic downturn or recessions
- Increasing number of electric vehicles
- Connected vehicles
- Autonomous (driverless) vehicles

Further detail on each and how they were accounted for in the SFCTP are included below.

PANDEMICS AND ECONOMIC DOWNTURNS

As of July 2020, when this SFCTP is nearing adoption, we are still social-distancing, and many are still working from home or unemployed as a result of COVID-19. Not only has COVID-19 had a worldwide impact on human health, but it has also had an impact on human behavior. Due to working from home or being unemployed as a non-essential worker, less people are driving which has reduced the amount of motor fuel tax revenues collected. It is these revenues, as well as sales tax revenues from the cities, that is primarily used to fund transportation improvements.

To account for these unknowns, an alternate future funding scenario was developed to reflect reduced TSPLOST and LMIG revenues. In 2023, the reduction is 20% to reflect impacts from COVID-19. From there, the reduction is reduced by 2% each year for 10 years before returning to current revenue levels. This results in an overall 12.3% reduction in the short-term (2023-2032) from the Status Quo Funding Scenario. In comparison, in May 2020, Georgia motor fuel tax revenue decreased by 25.7% compared to FY 2019.¹



¹<https://www.bizjournals.com/atlanta/news/2020/06/08/state-of-georgias-tax-collections-fell-10-percent.html>

- Chattahoochee Hills
- College Park
- East Point
- Fairburn
- Hapeville
- Palmetto
- South Fulton
- Union City

In addition to reflecting the impact of COVID-19 within the revenue forecasts, we also considered potential long-term impacts on the types of projects. According to ARC's COVID-19 Weekly Report from July 10, 2020, Fulton County vehicle traffic was down almost 42% compared to pre-COVID conditions. Overall time out of the house was also down by approximately 25% compared to pre-COVID conditions in Fulton County. Many of the residents in Southern Fulton County are transit-dependent, which means they do not have access to a vehicle. Since one of the goals of the SFCTP is to include mobility options for all, the recommended project list already includes a robust list of bicycle, pedestrian, and transit projects. Bicycle and pedestrian projects will provide additional options outside of transit in case transit routes are closed due to future pandemics. In addition, when jurisdictions install sidewalks, if physically and financially feasible, they may want to consider wider sidewalks. Best practices outlined in ARC's Walk Bike Thrive plan and the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide can be used as projects progress into the scoping and design phases.

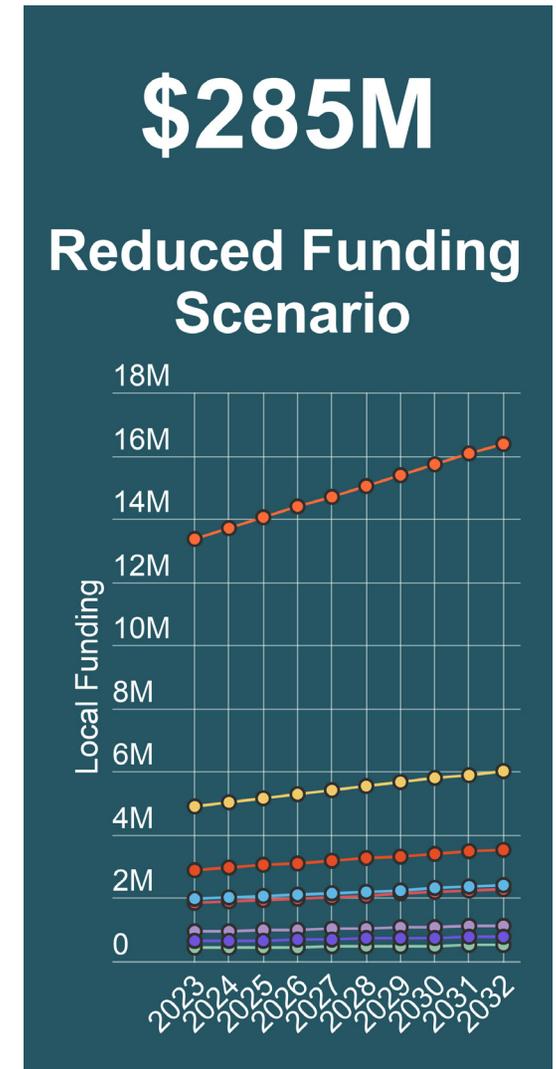


FIGURE 37: COMPARISON OF ANNUAL REVENUE FORECASTS BY FUNDING SCENARIO

ELECTRIC VEHICLES

As electric vehicles (EVs) are becoming more common and are anticipated to continue to increase in number, the SFCTP addresses them in the transportation funding scenarios and project recommendations. In the Reduced Funding Scenario, less funding is anticipated due to a variety of potential factors including reduced motor fuel tax revenue due in part to increased share of electric vehicles. The funding scenarios are described in more detail in the **Recommendations Technical Report**. Additionally, the SFCTP project recommendations include EV charging in downtown areas within Southern Fulton.

Additional details on the project recommendations are in the **Appendix** and the **Recommendations Technical Report**.

CONNECTED VEHICLES

Preparing for and implementing connected vehicles (CV) infrastructure was weaved throughout the SFCTP from the Vision all the way through to the project recommendations, as illustrated in Figure 38.

As part of SFCTP, a smart corridor network was identified to proactively identify corridors that would be ripe for smart mobility projects that will improve safety and mobility. Many of the transportation improvements identified for these smart corridors are CV or CV-readiness projects. These projects are:

- **Project #151: Connected Vehicles Deployment Phase 1** - Includes outfitting 108 traffic signals with CV infrastructure and activating emergency vehicle preemption (EVP), transit signal priority (TSP), and freight signal priority (FSP) applications. Phase 1 provides CV signal communication upgrades, including all signals on SFCTP smart corridors, excluding those already upgraded or programmed for upgrade through the Atlanta region's CV1K initiative being led by ARC and GDOT.
- **Project #2000: Signal Preemption for Emergency Vehicles** - In conjunction with CV Deployment Phase 1, this project is recommended to install vehicle transponders on fire vehicles and ambulances in each of the eight cities.
- **Project #2001: Connected Vehicles Deployment Phase 2** - Includes CV signal communication upgrades, including all signals on all roads, excluding those already upgraded or programmed for upgrade through the CV1K initiative or through Connected Vehicles Deployment Phase 1.
- **Project #216: Regional Signal Monitoring & Maintenance Contract** - This project is recommended to establish a regional contract for signal monitoring, maintenance, and operations in the Southern Fulton region. This would be like GDOT's Regional Traffic Operations Program

(RTOP) but for non-state routes. Should GDOT include non-state routes into their monitoring program in the future, this contract may not be needed.

For more details on the smart corridor network, refer to pages 13-17 of this **Executive Summary** or the **Short- and Long-Range Needs Assessment and Corridor Analysis Technical Report**. Additional details on the project recommendations are in the **Appendix** and the **Recommendations Technical Report**.

AUTONOMOUS (DRIVERLESS) VEHICLES

In alignment with the SFCTP vision, goals, and objectives, the SFCTP recommendations tend to focus more on system perseveration and optimization than roadway capacity expansion. These types of improvements also support the potential for autonomous vehicles, which may require less roadway capacity and instead, upgraded signals and good roadway striping for example. Lump sum amounts for each city were reserved for roadway maintenance, resurfacing, and re-striping to ensure a higher focus on system preservation. In addition, for those routes that were designated as freight corridors, a more frequent resurfacing schedule was assumed in the cost.

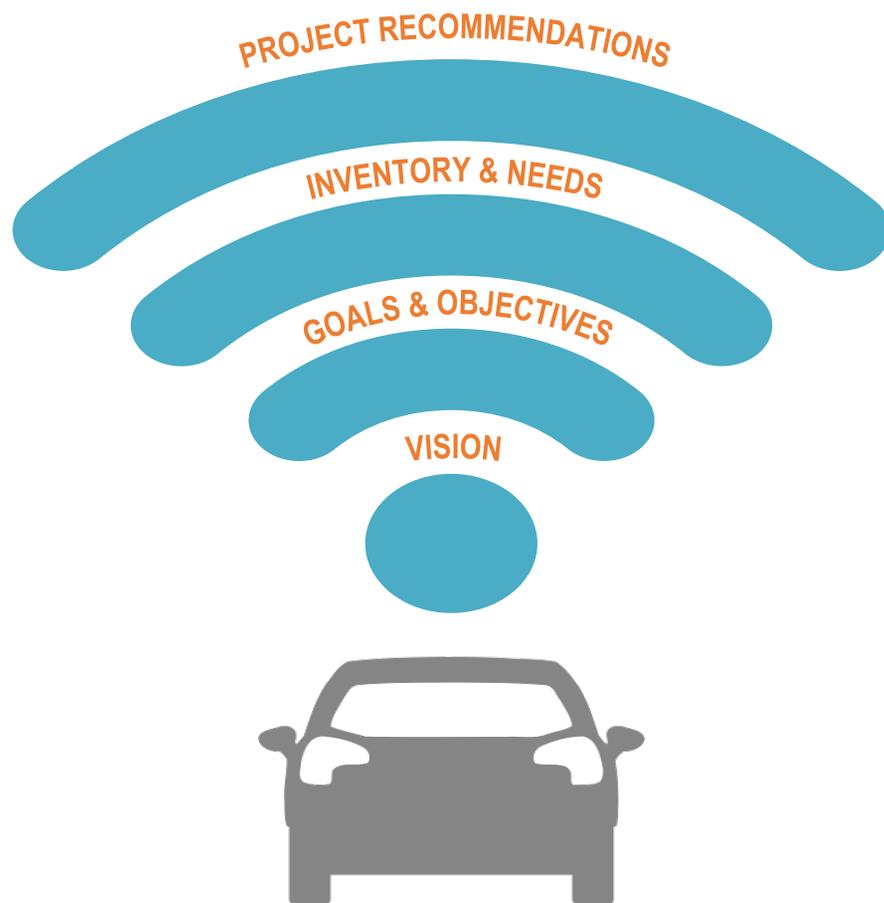


FIGURE 38: ACCOUNTING FOR CVS AND EVS IN THE SFCTP

PROJECT RECOMMENDATIONS

- ✓ Identified smart corridor network
- ✓ Project cost estimates include fiber (line itemed) for widening and new construction
- ✓ Installation of communications at traffic signals
- ✓ Signal preemption for emergency vehicles and signal priority for buses and/or trucks on designated corridors
- ✓ Flashing beacons for mid-block pedestrian crossings
- ✓ Bike signals
- ✓ Electric Vehicle (EV) charging locations
- ✓ Reduced funding scenario to reflect disruptors that may impact motor fuel tax revenues such as pandemics, connected and autonomous vehicles, and EVs.

INVENTORY & NEEDS

- ✓ Communications equipment (cellular, Dedicated Short-Range Communications (DSRC), and/or fiber)
- ✓ Smart corridor network

GOALS & OBJECTIVES

- ✓ CVs reflected in Goal #2: Provide a connected and reliable transportation system that operates efficiently supports future growth.
- ✓ CVs reflected in Objective within Goal #2: Promote innovative approaches for reducing congestion and promoting travel time reliability across multiple modes.

VISION

- ✓ CVs reflected in “connected” transportation infrastructure to support mobility options and economic growth.

WHAT HAPPENS NEXT?

The final SFCTP must be adopted by at least five of the eight Southern Fulton cities in order to be considered an adopted plan. To apply for federal funding as part of the ARC's Regional Transportation Plan (RTP) and/or Transportation Improvement Program (TIP) project solicitation process, projects must be included in the SFCTP adopted plan. A project is considered in the plan regardless of whether or not it is included in the Financially Feasible Plan (i.e. it can be in the Long-Term project list). The City must have also adopted the SFCTP in order to apply for federal funds from ARC. If a project arises after the SFCTP is adopted in 2020, the SFCTP can be amended by the Cities to reflect new projects. For locally funded projects, cities should consider (but are not required) to incorporate the SFCTP projects into their next TSPLOST project lists and work programs for implementation.

In addition, a performance-based framework has been weaved throughout the SFCTP, including a performance monitoring plan to measure the system benefits of implementing projects. Please refer to the Recommendations Technical Report for details on performance measures.

