

Door-to-Door: Improving Last Mile Connectivity

GEORGIA PLANNING ASSOCIATION CONFERENCE

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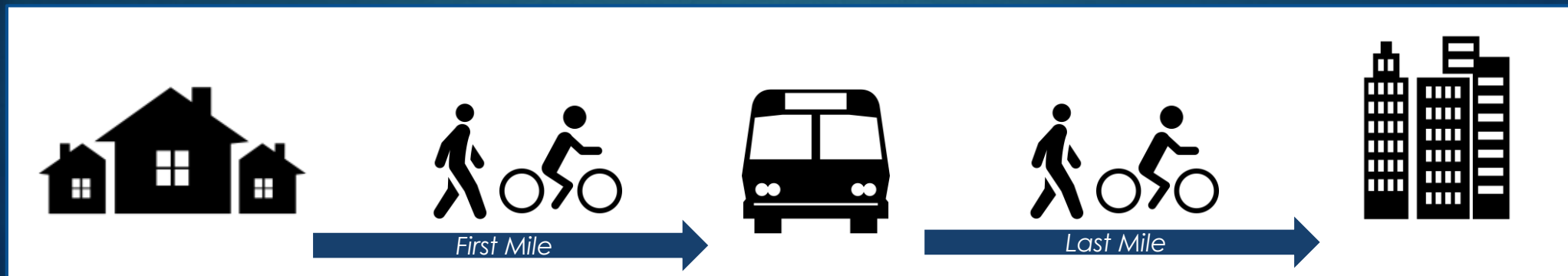
Today's Panel

Moderator: Erin Thoresen, Transportation Planner, Gresham, Smith and Partners

- ▶ **Rosa Evans, Director of METRA/Transportation**, Columbus Consolidated Government
- ▶ **Kristen Wescott, Transportation Planner**, City of Sandy Springs
- ▶ **Spencer Stoleson, Service Planner**, MARTA
- ▶ **Megha Young, Transportation Planner**, Gresham, Smith and Partners

What is “Last Mile Connectivity”?

- ▶ **Improves the connections** between transit stops and key destinations in a community
- ▶ **Gives people choices** other than the automobile for by offering **safe, comfortable, and convenient** options for traveling between origins/destinations and transit service
- ▶ Makes it easier for people to **make short trips on bike or on foot** and more convenient for people to **take advantage of existing transit service**



Why Last Mile Connectivity?



Offer choices and options to workers, residents, and visitors other than personal vehicles

Reduce roadway congestion

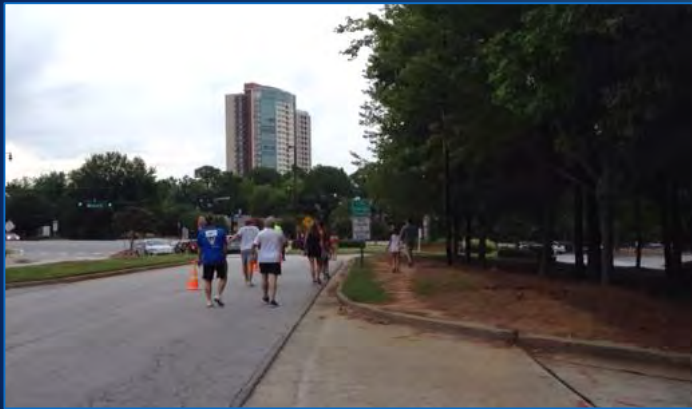
Provide opportunities for healthier lifestyles

Enhance communities as desirable destination for workers, residents, and visitors

Ensure economic competitiveness

Provide safe and comfortable transportation options

Last Mile Improvements: Projects



Source: Kristen Wescott

Fill Sidewalk Gaps

- Particularly at bus stops and at key origins and destinations (apartments / condos, office towers, etc.)
- May need to coordinate with property owners

Signage

- Wayfinding signs around transit stations, downtowns, malls/retail areas, hospitals, and other key destinations
- Transit stop signage should be clear and informative with route information

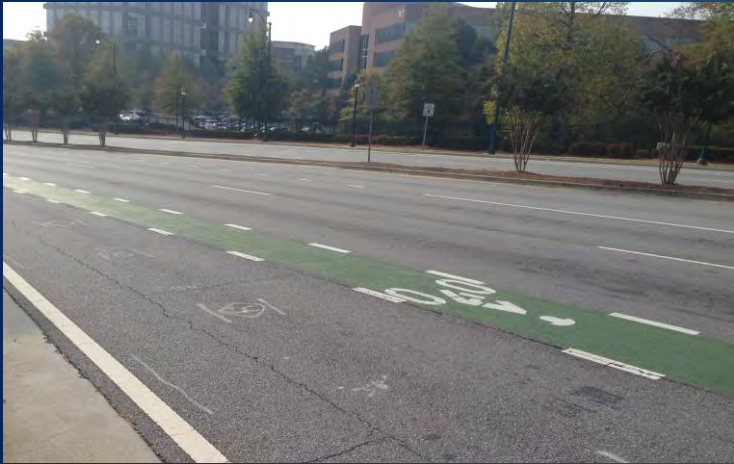


Source: GS&P



Source: ARC

Last Mile Improvements: Projects



Source: GS&P

Complete Streets

- Provide full complement of bike and pedestrian facilities along major corridors that serve key destinations



Image © 2017 Google

Transit Station/Stop Improvements

- Signage
- Facades
- Shelter
- Pedestrian accessibility
- Internal circulation
- Lighting

Last Mile Improvements: Programs



Source: GS&P

Bikeshare Program

- For residents, workers, and visitors
- Launch following provision of adequate bicycle facilities



Source: GS&P

Ridesharing and Carsharing Programs

- Partnership between transit systems and ridesharing services
- Also applicable for paratransit and senior transit services
- Designated pick-up and drop-off areas

Last Mile Supportive Strategies (Short to Mid-Term)



Standardize Stop Amenities

*Shelters
Signage
Real-time information*



Improve Walkability and Bikeability

*Wider sidewalks, internal sidewalks
Street shading
Cyclist amenities*



Technology and Infrastructure

Transit signal priority



Private Shuttles

*Minimum hours of service
Real-time data for mobile application*

Last Mile Supportive Strategies (Long-Term)



Land Use and Urban Form

*Direct connections to transit stations and between uses
Thresholds for residential and employment density
Provide a range of housing types within close proximity of transit*



Parking Management Policies

*Subsidies and other incentives for transit users
Pass parking costs to users*



Design Guidelines to Foster Active Streets

*Wider sidewalks
Smaller minimum setbacks
Street trees, benches, and other amenities*

Other Communities: BaltimoreLink

- ▶ Wayfinding and signage around stops and stations
- ▶ New bus stop signs with route information
- ▶ Improve crosswalks and sidewalks around transfer facilities
- ▶ Coordinating with Baltimore DOT to install 10 bikeshare docking stations
- ▶ New bike racks at 83 MTA rail stations
- ▶ Bike racks on all buses
- ▶ Partnering to locate Zipcar at all rail stations
- ▶ “Microtransit pilot program”



Other Communities: Denver

Denver

- Primary focus has been on expanding transit and building new stations
- Strategies aimed at “increasing the reach of a station into the community”
- Art and amenities to making walking more pleasant
- Technology to improve reliability and legibility
- Mobile app to collect data on walking infrastructure and identify barriers such as poor sidewalk conditions and crossing locations – **WALKScope.org**
- Connect bike lanes to rail stations via on- and off-street facilities

45%

of older adults in Colorado’s urban areas indicate that the distance to a stop is a barrier to using transit

Despite the focus on new transit, WalkDenver, Mile High Connects, and other partners find a lack of direct investment in “first and last mile connections”

- <http://www.walkdenver.org/first-last-mile-connecting-people-to-transit/>

Discussion

MARTA

CONNECTING BUSINESS & TRANSIT



The Last Mile





New Bus Stop Signage



Key Benefits

- Tiered system, adaptable by stop
- New and improved route information
- New access to “next bus” information
- Regional design – for use by any/all agencies

METRA

USING SPLOST TO IMPROVE LAST MILE CONNECTIVITY



New Vehicles

- Hybrid-electric fixed route buses equipped with bike racks
- Accessible Dial-A-Ride vehicles

Stops and Signage





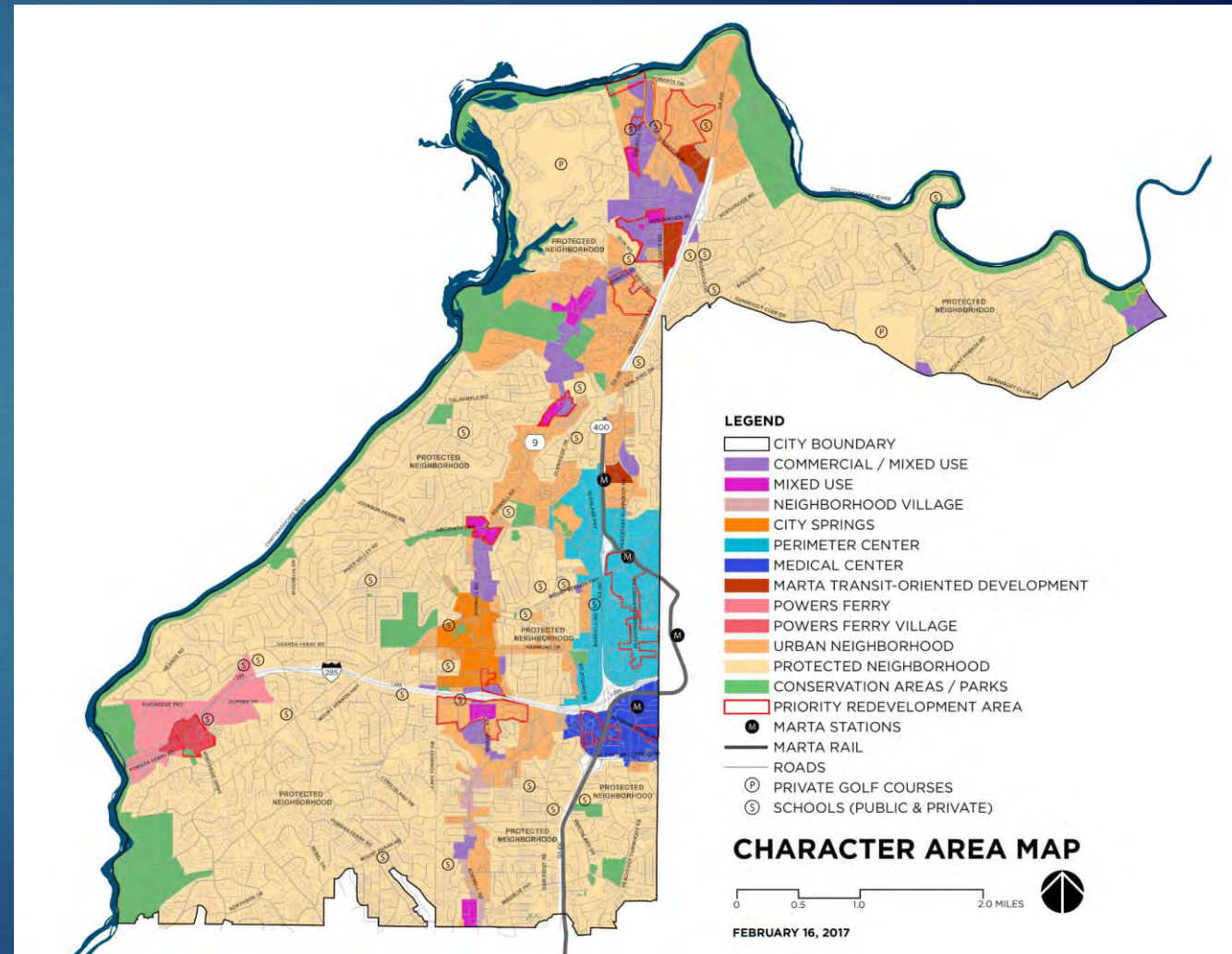
Improved
bicycle
infrastructure

Sandy Springs

City of Sandy Springs, GA

Profile

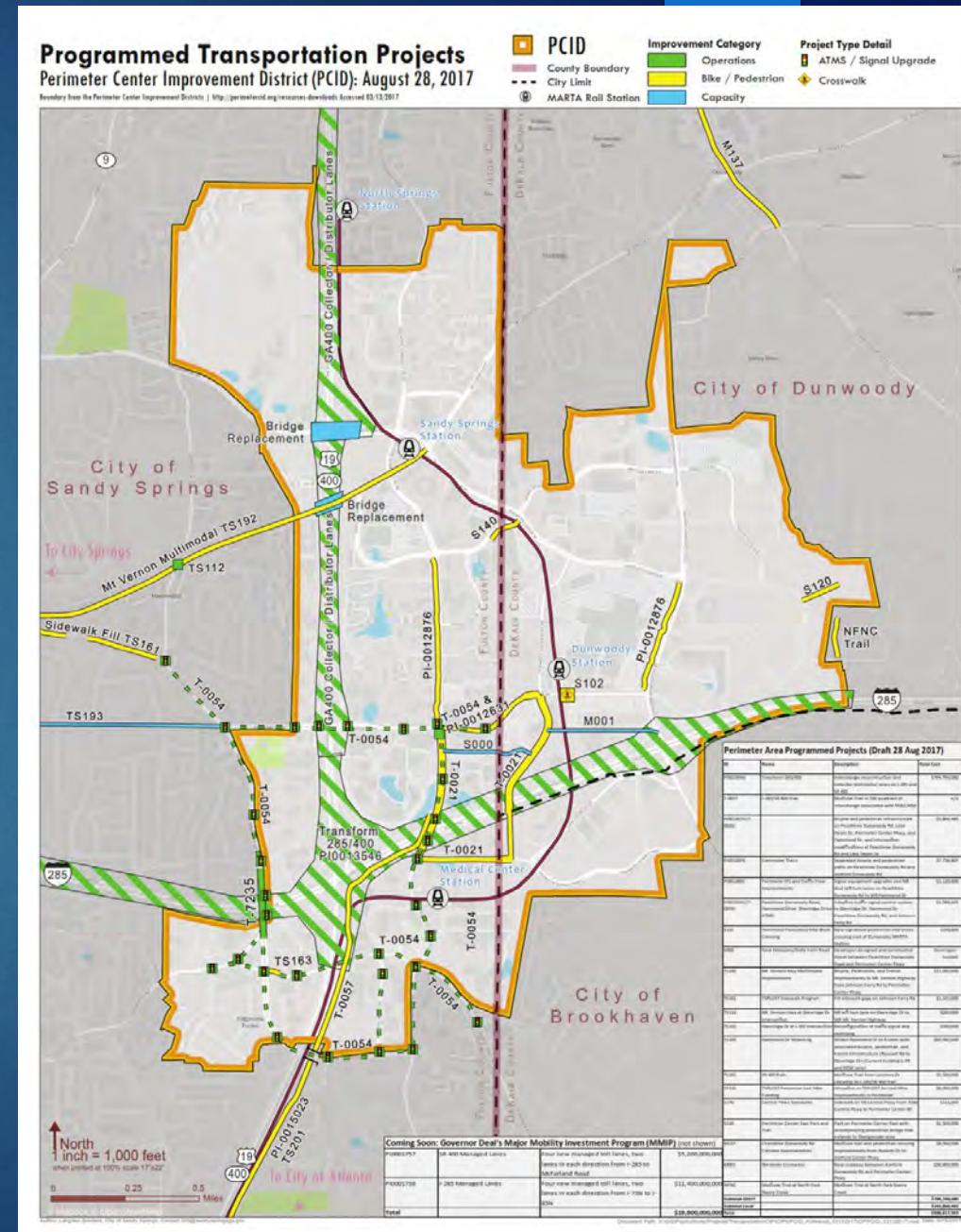
- Incorporated in 2005
- Population (2016): 105,703, making it the 7th largest city in Georgia
- Employment (2015): 117,000
- Major employers (2016): IBM Corp, Cox Communications, Airwatch, Cisco
- 303 centerline miles of paved roads
- MARTA Heavy Rail Redline w/ 3 stations
- Contracted Services Delivery Model (all departments except management and public safety are private contracts)



Last Mile Connectivity

Planning Efforts to Support Last Mile

- TheNext10 Comprehensive Plan Completed in 2017 with 4 Subarea Plans:
 - Roswell Road
 - Perimeter Center
 - MARTA Stations
 - Powers Ferry
- Last Mile Connectivity Studies (2017)
- Bicycle, Pedestrian, and Trail Plan (2014)
- 3 Livable Centers Initiative (LCI) Studies: City Center, Roswell Road, and Perimeter Community Improvement Districts



Thank you!

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