Balancing Multiple Priorities in the Southern Fulton Comprehensive Transportation Plan

GPA Spring Conference
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Essential Facts About the ARC CTP Program

▪ Began in 2005
▪ Locally led long range transportation planning process
▪ Typically updated every 6 to 8 years
▪ 80% federal funds with 20% local match
▪ Federal contribution typically ranges from $250K to $1M
▪ Plans form the foundation for the TIP/RTP
▪ Important for establishing local priorities for future revenue opportunities
Basic Requirements of a CTP

- Prioritized list of transportation investments supporting regional and community visions
- Five to ten year fiscally constrained action plan
- Local “buy in” resulting from robust community engagement
- Recommendations that leverage regional facilities, services and programs
- Recommendations that knit together existing local plans
SFCTP Consultant Team

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SFCTP
Stakeholders
What is the SFCTP?

- Southern Fulton Comprehensive Transportation Plan (SFCTP)
- Master list of prioritized transportation projects for 8 cities across all modes providing mobility options for all users
  - Financially Feasible Plan
    - Short-Term (5 years)
    - Mid-Term (10 years)
    - Long Term (10+ years)
- Can be used to:
  - Populate project list for next SPLOST program
  - Apply for federal funding from ARC during project solicitation process
Key Challenges:

1. Balancing the needs and priorities of 8 jurisdictions
2. Planning for new and emerging technologies
3. Balancing the competing needs of freight and people along corridors and dealing with zoning decisions of nearby jurisdictions
4. COVID-19 impact on public engagement
Challenge #1: Balancing the needs and priorities of 8 jurisdictions
Audience Poll Question #1

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Project Prioritization

- Projects were identified based on the Needs Assessment and stakeholder and public input.
- The project prioritization evaluation criteria align with the Vision, Goals & Objectives and were developed and refined based on stakeholder and public input.
- Specific metrics were identified for each evaluation criteria.
Each city’s prioritization weighting was evaluated based on the online survey in which respondents were asked to select their city.

The average resulted in **Safety** as the top priority, followed by **Connectivity & Reliability** and **Mobility Options & Access**.
Project Prioritization Framework

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
Challenge #2: Planning for new and emerging technologies
Audience Poll Question #2

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How were new and emerging technologies, and other disrupters, accounted for?

**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.
Challenge #3:
Balancing the **competing needs of freight and people** along corridors and dealing with zoning decisions of nearby jurisdictions
Accounting for Differing Users

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.

Legend
- SFCTP Study Area
- Hartsfield-Jackson Airport
- Interstate Highway
- Major Road
- Collector Road
- Local Road
- Livability Corridor
- Smart Corridor
- Economic Freight Corridor

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.
Accounting for Differing Users

Smart Corridors
- Traffic Signals
- Signal Communications
- MaxTime Software
- Fiber
- High Incidents

Livability Corridors
- Bike/Pedestrians
- Land Use
- Congestion
- High Incidents

Economic / Freight Corridors
- Functional Class
- Ordinances
- Land Use
- High Trucks
- Congestion
- Regionally Significant

Considerations
Improvements by Corridor Type

**SMART**
- Signal priority (transit and/or freight)
- Emergency vehicle signal pre-emption
- Adaptive signal control technology
- Larger traffic signal cabinets to fit new technology
- Transit-pedestrian warning systems
- Pedestrian Hybrid Beacons (PHBs)
- Rectangular Rapid Flashing Beacons (RRPBs)
- Bike signal detection
- Railroad crossing information
- Smart street lighting
- Automated traffic monitoring/object detection
- EV charging stations
- Automated parking systems
- Automatic license plate readers
- Driverless shuttles

**LIVABILITY**
- Bicycle facility improvements (e.g., bike lanes, bike parking, bike signal detection)
- Pedestrian crossing improvements (e.g., sidewalks, crosswalks, mid-block crossings, pedestrian refuge islands)
- Bus stop amenities (addition of bus shelters or existing bus shelter enhancements (e.g., solar bus shelters), seating, lighting, trash receptacles, etc.)
- Wayfinding/digital wayfinding
- Public Wi-Fi
- Streetscape improvements (e.g., trees, landscaping, benches)
- Loading/unloading zones for ride hailing (e.g., Uber, Lyft)
- Parking

**ECONOMIC / FREIGHT**
- Freight signal priority during off-peak hours
- Truck parking
- Raised medians
- Shoulders
- Design modifications
- Intersection improvements
- New connections
- Widenings
- Interchange modifications
- New interchange(s)
Audience Poll Question #3

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Challenge #4: COVID-19 impact on public engagement
COVID-19 Impact on Public Engagement

- Switched to online engagement via online meetings and webinars
- All in-person and virtual public meetings livestreamed on social media
- Over 4,000 views of the 11 public meetings!
- Flyers within food boxes provided to individuals and households affected by the pandemic
Audience Poll Question #4

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Questions?

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Audience Poll Question #5

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