

I-285 EXPRESS LANES TRANSIT

Strategic Plan

JULY 2025

Prepared for:

The Metropolitan Atlanta Rapid Transit Authority and
the Atlanta-Region Transit Link Authority



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Acronyms and Abbreviations

AA	Alternatives Analysis
APP	Areas of Persistent Poverty
ARC	Atlanta Regional Commission
ARC TAZ Data	Atlanta Regional Council Transportation Analysis Zone Data
ATL	Atlanta-Region Transit Link Authority
BRT	Bus Rapid Transit
BUILD	Better Utilizing Investments to Leverage Development
CBA	Cost-Benefit Analysis
CID	Community Improvement Districts
CMAQ	Congestion Mitigation and Air Quality
CTC	Cumberland Transfer Center
EL	Express Lanes
ELT	Express Lanes Transit
HDC	Historically Disadvantaged Communities
SR 400	Georgia State Route 400
GDOT	Georgia Department of Transportation
LCI	Livable Communities Initiative
LEHD	Longitudinal Employer-Household Dynamics
MARTA	Metropolitan Atlanta Rapid Transit Authority
MTC	Marietta Transfer Center
PSP	Preliminary Service Plan
POI analysis	Point of Interest Analysis
SSD	Special Service District
STBG	Surface Transportation Block Grants
STOPS	FTA’s Simplified Trips-on-Project Software

TAD	Tax Allocated District
TIFIA	Transportation Infrastructure Finance and Innovation
TSP	Transit Signal Priority
T-SPLOST	Transportation Special Purpose Local Option Sales Tax
TOD	Transit-Oriented Development



Definitions

Access-Burdened: People who have limited access to transportation options, which affects their ability to reach essential services.

Accessibility: The ease with which people can reach desired goods, services, activities, and destinations.

Alignment: The route or course a transportation corridor follows.

Boarding: The act of getting on a vehicle, such as a bus or train.

Baseline Scenario: The Perimeter Express Rider scenario, Iteration 2, closely reflects the service recommend in 2022 Plan and serves as the baseline for comparing the Hybrid and Preliminary Service Plan.

Carpool: A group of people traveling together in a private vehicle.

Catchment area - The vicinity around a transit stops or station from which most of the passengers originate.

Census Tract: A geographic region defined for the purpose of taking a census, usually corresponding to a neighborhood.

Commuter: A person who travels some distance to work on a regular basis.

Cost-Burdened: Households that spend a high percentage of their income on housing and transportation costs.

Density: The number of things—such as people, housing units, or jobs—in an area.

Disadvantaged Community - A group of individuals that either live in geographic proximity or experience common conditions of being marginalized, overburdened, and underserved.

Equitable: Fair and impartial treatment, especially in terms of access to opportunities and resources.

Essential Rider: Essential workers with in-person jobs who are transit dependent.

Essential Worker: An employee considered crucial to the operations of the critical infrastructure sectors including health care and social assistance, accommodation and food services, transportation and warehousing, retail and trade, administrative and support, waste management, manufacturing, and wholesale trade sectors. Essential workers may or may not be in person employees.

General Purpose Lanes: Lanes on a roadway that are open to all types of vehicles without tolls.

In-person Jobs: Employment positions that require the employee to be physically present at the job location.

Job Center: A location or area with a high concentration of employment opportunities.

Land Use: The function of land, such as residential, commercial, industrial, agricultural, and recreational purposes, as well as the intensity of such uses.

Latent transit demand - Unrealized or unmet need for public transit services within certain population groups or geographic areas.

Market Segment: A group of potential customers who share similar needs and characteristics.

Memorandum of Understanding (MOU): A formal agreement between two or more parties, often used to establish official partnerships.

Mobility: The ability to move freely and easily.

Mode: A particular form of transport, like walking, cycling, driving, or taking the bus.

Node: A point at which lines or pathways intersect or branch, like a transportation hub.

Pandemic: The COVID-19 pandemic

Park and Ride: Designated parking areas located near public transportation services where commuters can park their cars and transfer to a bus, train, or carpool for the remainder of their trip.

Peak Hours: Specific times during the day when traffic and travel demand are at their highest, usually coinciding with work commutes.

Premium Transit: High-quality transit services that often include features like greater frequency, speed, and comfort.

Private Vehicle: A personal mode of transportation, such as a car or motorcycle, which is not used for public transit.

Public Transit/Transportation: A system of vehicles such as buses and trains that operate at regular times on fixed routes and are used by the public.

Replica: data platform that provides detailed insights into transportation and other aspects of the built environment.

Ridership: The number of passengers who use a particular form of public transportation.

Right-of-way: The land on which a road or railway is built, including the roadway, shoulders, ditches, and additional space reserved for future expansion or utilities

Service Planning: The process of designing and organizing transportation services to meet the needs of the public.

Stop/Transit Stop: A designated place where buses or trains halt to pick up and drop off passengers.

Teleworking: Working from a location other than the traditional office environment, often from home, through the use of technology.

The 2022 Plan: The 2022 I-285 Top End Rapid Transit Segment Station Plan

The Region: Atlanta Metropolitan Region

The Study: The I-285 Express Lanes Transit Planning Study

Town Centers: The central area of a town, typically containing a concentration of retail, business, and cultural activities.

Transit Centers: Centralized hubs where multiple public transportation services such as buses and trains converge, facilitating easy transfers between different routes or modes.

Transit Hub: A central point where multiple routes and modes of transportation come together.

Transit Insecurity: The state of having unreliable or insufficient access to public transportation.

Transitway: A dedicated roadway or corridor used exclusively by buses or other forms of public transportation.

Travel Demand: The total amount of travel desired by individuals within a given area and period.

Travel Patterns: The typical ways in which people move about within a region or area.

Travel Time: The amount of time it takes to go from one place to another.

Trip: A journey from one place to another.

Underserved: Communities or populations that do not have adequate access to services, including transportation.

Unlinked Trip: A single journey on public transportation with no transfers.

Walkability: The measure of how friendly an area is to walk.

Zero-car Household: A household that does not have access to a private vehicle.

Executive Summary

The Georgia Department of Transportation (GDOT) is currently advancing the I-285 Express Lanes (I-285 EL), adding two new, barrier-separated tolled express lanes (EL) in both directions of the northern portion of I-285, alongside the existing general-purpose lanes. The I-285 EL facility, along with the SR 400 EL project located directly north of the I-285 EL project limits, is planned to be developed in segments by GDOT in conjunction with private partners. Construction schedules for these projects are not yet developed.

The Metropolitan Atlanta Rapid Transit Authority (MARTA), in partnership with the Atlanta-Region Transit Link Authority (ATL), and GDOT, conducted the I-285 Express Lanes Study (the Study) to explore opportunities for premium transit service within the I-285 EL.

The Study builds and expands upon the 2022 I-285 Top End Rapid Transit Segment Station Plan (the 2022 Plan), a collaborative planning effort between MARTA and ATL, which explored the use of transit within the I-285 EL corridor, identified 12 preliminary station locations, outlined elements such as station location and type (i.e., inline or offline), and proposed various sets of routes (service plan alternatives) within the I-285 corridor.

Systems Planning Approach

The current study took a systems planning approach to evaluate the demand for and benefits of, various combinations of routes, stops, and stations in and around the I-285 EL corridor. The results of the analysis informed the recommendations for service planning and associated infrastructure improvements. Finally, using the alternatives identified and analyzed with GDOT design guidance and stakeholder input, a preliminary service plan (PSP) was developed with the aim to enhance regional connectivity and provide equitable transportation solutions for travelers along the I-285 corridor.

Service Scenarios

The systems planning approach began with the identification of people who are both in need of enhanced transit options and likely to utilize them. This resulted in the development of three service scenarios intended to maximize service for core rider characteristics and/or specific demographics:

- Scenario 1 - Perimeter Express Riders, builds on the foundation established in the 2022 Plan, which focuses primarily on the areas that are easily accessible from the I-285 corridor. The scenario served as the baseline alternative for comparison purposes.
- Scenario 2 - Essential Riders, expands the Perimeter Express Riders Scenario to increase direct access, one-seat trips, and convenience for populations in industries and income brackets most likely to fit the category of essential workers who depend on transit to meet their daily needs. These core transit users often require service outside of standard commute times and are identified for the purposes of this study as *essential riders*.
- Scenario 3 - Commuters, focuses on improving access to jobs in the study area from the surrounding suburbs and commuter markets by proposing new express services that leverage the I-285 EL to connect current or proposed park and ride lots to major employment centers.

Hybrid Alternatives

The results of the service scenario analyses informed the development of two route and station alternatives, which combined elements from each of the three service scenarios based on quantitative performance relative to the goals and objectives, as well as feedback from stakeholders, and ongoing design considerations. The route and station alternatives were compared against the baseline scenario and each other to compare the changes and relative performance between alternatives.

Each of the service scenarios and subsequent alternatives were analyzed with similar operating plans, with no constraints based on the number of transit vehicles or costs.

Station Validation

The alternatives helped inform the station validation process, which evaluated and confirmed the feasibility, accessibility, and effectiveness of proposed station locations within the I-285 EL corridor. The station validation process ensured that proposed locations meet the project's goals and objectives in coordination with ongoing conceptual design efforts of the EL.

Preliminary Service Plan

The Preliminary Service Plan (PSP) was developed with and from the route and station alternatives and station validation, iterative consultation with stakeholders and MARTA, solicitation and incorporation of public feedback, and refinements based on the evolving GDOT I-285 EL designs. Existing and planned future land use was evaluated and physical improvements in and around the I-285 corridor that would increase the reliability, timeliness, and speed of the PSP were identified and evaluated.

Infrastructure Recommendations

The results of the PSP analysis informed the recommendations for service planning and associated infrastructure improvements. These infrastructure recommendations were developed in two tiers, each intended to address different but complementary aspects of efficient transit operations and connectivity.

Tier 1 includes the locations and types of stations along the I-285 EL corridor necessary to support premium transit service, along with the associated roadway and network improvements needed to accommodate the proposed station configurations. These Tier 1 improvements are specifically designed to facilitate faster and more reliable transit vehicle movements to, from, and within the EL, enhancing service performance along the corridor. Examples of Tier 1 improvements may include dedicated access ramps, inline station platforms, transit-only slip ramps, and merge lanes that prioritize bus entry and exit from the EL system.

Tier 2 includes recommended arterial and local street infrastructure investments that support station access and improve connectivity between the EL corridor and surrounding communities. These improvements are intended to facilitate faster transit vehicle movements between the EL corridor and local communities, stations, and stops, thereby improving the overall effectiveness of the network. Examples of Tier 2 improvements may include offline station platforms, bus queue jumps, dedicated bus

lanes, transit signal priority (TSP), improved pedestrian infrastructure, and enhanced bicycle connections that enable first/last mile access to stations.

Together, Tier 1 and Tier 2 improvements create a supportive infrastructure framework that enhances the performance, reliability, and reach of proposed transit services within the I-285 EL corridor and the broader regional network.

Primary Finding

It was determined that by expanding premium transit service beyond the I-285 corridor to adjacent neighborhoods, destinations, and planned and existing transit hubs and park and ride lots substantially increases accessibility for residents and especially for essential riders and transit dependent travelers. The attractiveness of the I-285 Express Lane transit service is enhanced by leveraging the improved

mobility, travel time advantages, and reliability provided by the I-285 EL to access major activity centers as well as dense residential and associated commercial areas beyond the I-285 Express Lane Corridor interchanges.

While the completion of the I-285 EL remains several years in the future, the alternatives analysis illustrates the need, demand for, and benefits of, transit service that utilizes the I-285 EL to reach destinations on as well as outside of the I-285 corridor. It is recommended that such service should be planned for, further refined, and incorporated into future service planning and roadway projects to enhance this significant regional investment and provide greater mobility, accessibility and travel options throughout the Atlanta region.

1.0 About the I-285 Express Lanes Study

The GDOT is currently advancing the I-285 EL adding two new, barrier-separated tolled EL in both directions of the northern portion of I-285, alongside the existing general-purpose lanes. The I-285 EL facility, along with the SR 400 EL project, is planned to be developed in segments by GDOT in conjunction with private partners. Construction schedules for these projects are not yet developed. **Figure 1-1** generally illustrates the overall limits of these projects.

Figure 1-1: I-285 Express Lanes Project



Source: GDOT, <https://majormobilityga.com/i-285-express-lanes/>

To leverage this investment, the MARTA, in collaboration with the ATL and GDOT, and with the support of the Atlanta Regional Commission (ARC), Cobb County, and Gwinnett County and other stakeholders illustrated in **Figure 1-2**, is evaluating opportunities for premium transit service within these EL, known as the I-285 Express Lanes Transit Planning Study (the Study).

Figure 1-2: I-285 Express Lanes Project Partners and Stakeholders



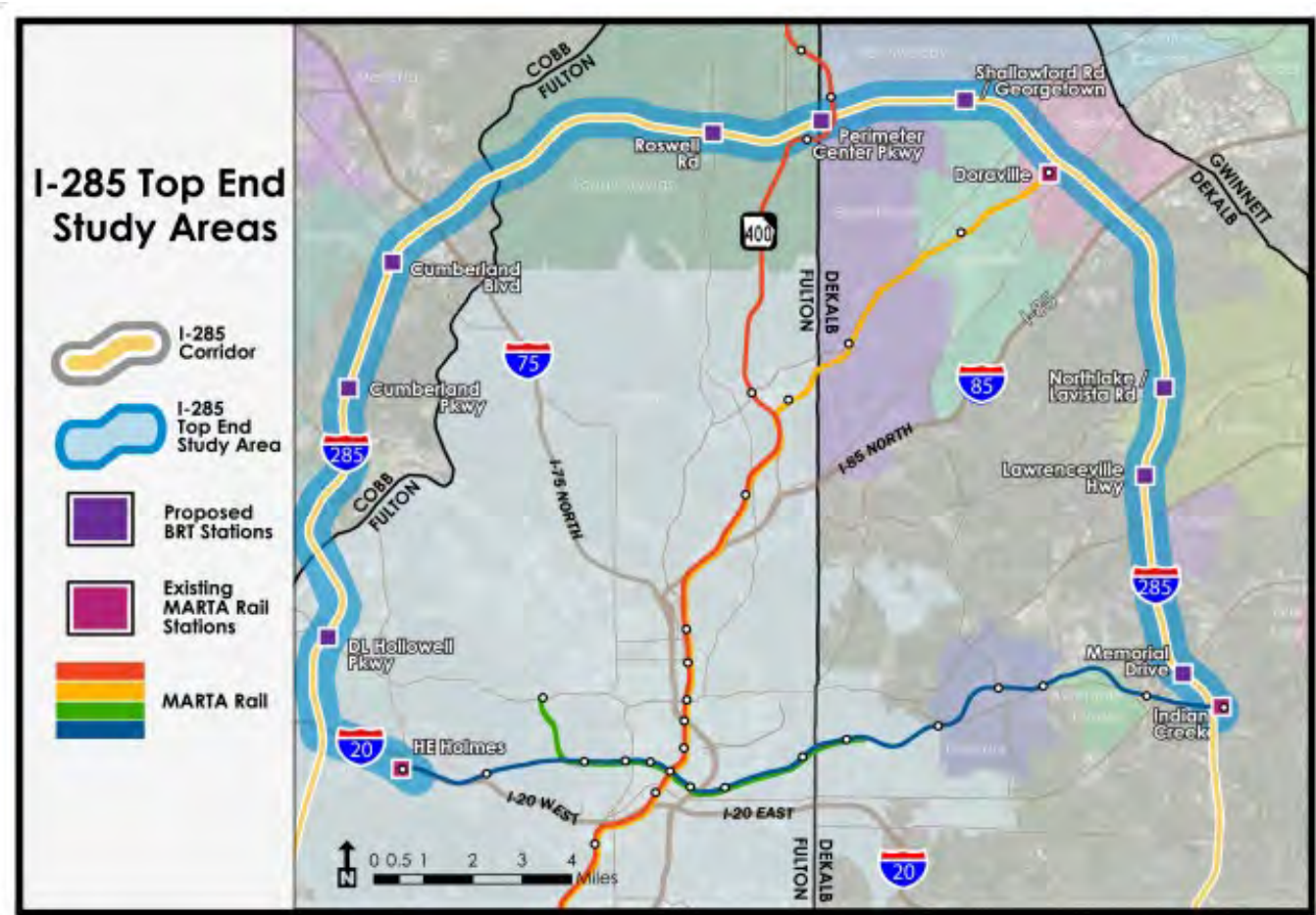
The Study uses a service planning approach to evaluate and develop a PSP with associated infrastructure investments needed to support transit service within and near the EL corridor.

Building upon the recommendations established in the Alternatives Analysis (AA), this Implementation Plan provides a detailed summary of the recommended infrastructure improvements for each of the Study's recommended stations and routes. It is intended to serve as an informational resource for local jurisdictions to support the planning, development, and implementation of transit infrastructure associated within and adjacent to the I-285 EL.

1.1 Study Genesis and History

The Study builds upon the 2022 I-285 Top End Rapid Transit Segment Station Plan (the 2022 Plan), a collaborative planning effort between MARTA and ATL that examined the potential for transit use in the I-285 EL. The 2022 Plan considered the use of transit within the I-285 EL corridor, identified preliminary locations for 12 stations (**Figure 1-3**), and proposed various service plan alternatives within the corridor, including the final recommendation of a stop-to-stop service plan with 12 locations using the proposed I-285 EL.

Figure 1-3: 2022 Plan Station Locations



Source: I-285 Top End Rapid Transit Segment Station Plan, 2022

The Study evaluates a system of transit services that leverages the new I-285 EL infrastructure to provide sustainable, equitable, efficient, reliable, and premium transit to communities along I-285 between the Hamilton E. Holmes MARTA Station and the Indian Creek MARTA Station. The Study's goals include:

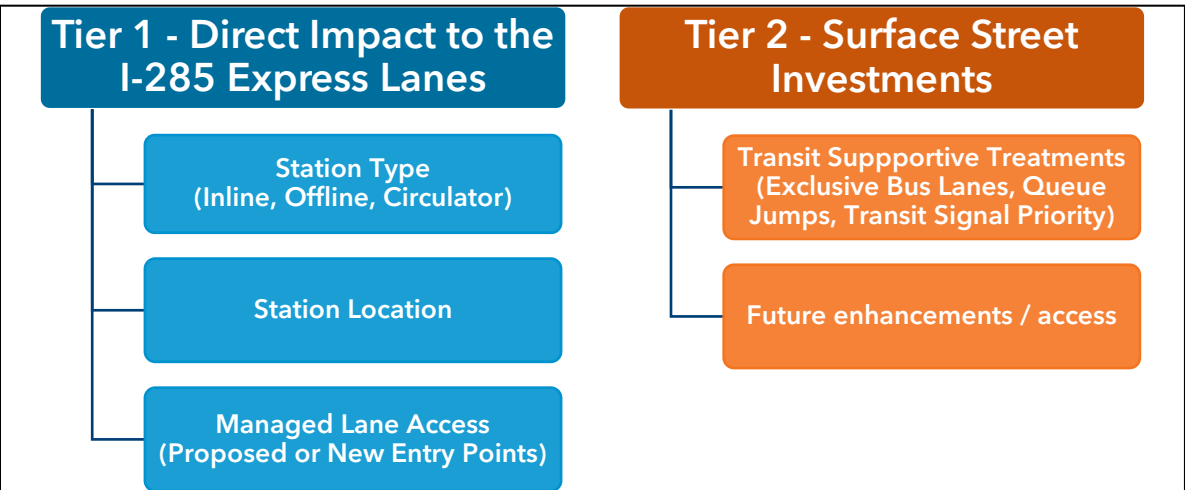
- Leverage the GDOT I-285 EL for transit.
- Determine improvements needed to better accommodate transit access to the I-285 EL, such as ramps, stations, etc.
- Inform approaches for funding and implementation.

To accomplish these goals, the Study's evaluation takes a systems planning approach to analyze the potential demand for, and benefits of, various combinations of routes, stops, and stations. The results of the systems planning evaluation informed recommendations for:

- Specific transit stations and related infrastructure investments in conjunction with the I-285 EL projects, classified as Tier 1 improvements.
- Potential arterial and local street infrastructure investments to support the stations, routes and stops, classified as Tier 2 improvements; and

- A PSP that illustrates the need and demand for, and benefits of, providing service to an expanded area beyond the I-285 EL corridor. **Figure 1-4** below illustrates the infrastructure investment tiers.

Figure 1-4: Infrastructure Investment Tiers



In combination with Tier 1 and Tier 2 infrastructure, the Study's AA contemplated and evaluated multiple service plans to develop the PSP recommendations. These recommendations were developed by the conceptual design team through the integration of service plans and preliminary design and were further refined in coordination with the team using input from public involvement activities. This process informed the Study's overall recommendations, which include high-level design concepts, implementation phasing strategies, and potential funding sources.

1.2 Corridor Characteristics

The I-285 facility is nearly 64-miles in length and operates as a bypass roadway, encircling the City of Atlanta, Georgia. The corridor traverses Clayton, Cobb, DeKalb, and Fulton counties. The I-285 corridor is one of the busiest interstates and carries an estimated average annual daily traffic of 12.7 million motorists (GDOT Traffic & Data Application), as of 2023, in the Atlanta Metropolitan Region (the Region). The existing I-285 corridor ranges from 7 to 12 lanes and intersects Interstates 20, 75, and 85 as well as Georgia State Route 400 (SR 400). The study corridor comprises the portion of I-285 north of I-20.

The study corridor is 33.5 linear miles around the northern Atlanta region from the Hamilton E. Holmes MARTA Station on the west side to the Indian Creek MARTA Station on the region's east side. The study corridor includes the proposed I-285 EL and a portion of I-20 on the west side between Hamilton E. Holmes Drive and the I-20/I-285 interchange. To adequately capture the corresponding regional transit market for the communities located along Atlanta's perimeter the study area extends three miles inward

from the study corridor towards downtown Atlanta and five miles outward from the study corridor. The study corridor and the associated study area are shown in **Figure 1-5: Study Area**.

According to ARC, the study area population is expected to increase by 42 percent between 2015 and 2050, and employment is expected to increase by 33 percent over the same period. **Table 1.1** shows the population and employment projections and the percent increase from 2015 to 2050. In addition, areas with high concentrations of expected population and employment growth were spatially analyzed and identified within the study area to inform potential service plans.

Table 1.1: Study Area Population and Employment Growth

	2015 ACTUAL	2050 PROJECTED	PERCENT INCREASE (2015 - 2050)
POPULATION	1.30 MILLION PEOPLE	1.84 MILLION PEOPLE	42%
EMPLOYMENT	0.82 MILLION JOBS	1.09 MILLION JOBS	33%

Source: ARC Series 17 Forecasts, February 2024

The Study’s existing conditions analysis findings and subsequent Existing Conditions Technical Memorandum contained in (**Appendix A**) evaluated current conditions and planned future conditions throughout the study corridor. The COVID-19 pandemic (the pandemic) profoundly impacted the Atlanta Region’s commute and travel, which resulted in a shift in transit services to accommodate essential workers - workers whose occupations are vital to the function of society. According to the U.S. Department of Homeland Security (DHS), it is suggested that the essential workforce is those who provide public health and safety, essential products, and other infrastructure support. Subsequently, the Study focuses on essential riders, defined as those who are essential workers that are also transit dependent, as well as a broader, commuter-based future transit markets, termed commuter, as the core riders of the new premium transit service.

In conjunction with the existing conditions analysis, the Study’s equity baseline analysis within the Alternative Analysis (**Appendix A**) assessed the degree to which the study area population can access available transportation infrastructure and services, and the ease with which essential riders, transportation cost-burdened households, and access-burdened households can travel between study area locations. It identified the locations of cost-burdened and access-burdened populations within the study area to inform service plan development and ensure enhanced access and connections between these communities and employment, education, and healthcare opportunities and services, termed Equity Focus Areas. The proposed I-285 stations from the 2022 Plan located within an Equity Focus Area include:

- Hamilton E. Holmes MARTA Station
- Memorial Drive Station
- Indian Creek MARTA Station
- D.L Hollowell Parkway Station

The Equity Focus Area communities outside of the proposed I-285 EL but within the study area include:

- Blackwood Hills
- Carey Park
- Cascade Heights
- City of Clarkston
- Collier Heights
- Covered Bridge
- Embry Hills
- Indian Crossing
- Knollwood
- Fair Oaks
- Fairburn Heights
- City of Marietta
- City of Norcross
- Panthersville
- City of Pine Lake
- Pleasant Hill
- Scottdale
- Smoketree
- Wesley Chapel
- Glen Haven

I-285 EXPRESS LANES TRANSIT
A SEPARATE LAND USE AND SOCIOECONOMIC ANALYSIS WAS CONDUCTED BY KIMLEY-HORN IN PARALLEL WITH THE I-285 EXPRESS LANES TRANSIT STUDY TO ASSESS HOW PROPOSED TRANSIT INVESTMENTS COULD INFLUENCE FUTURE DEVELOPMENT PATTERNS. THE SOCIOECONOMIC RESULTS CAN BE FOUND IN APPENDIX B.

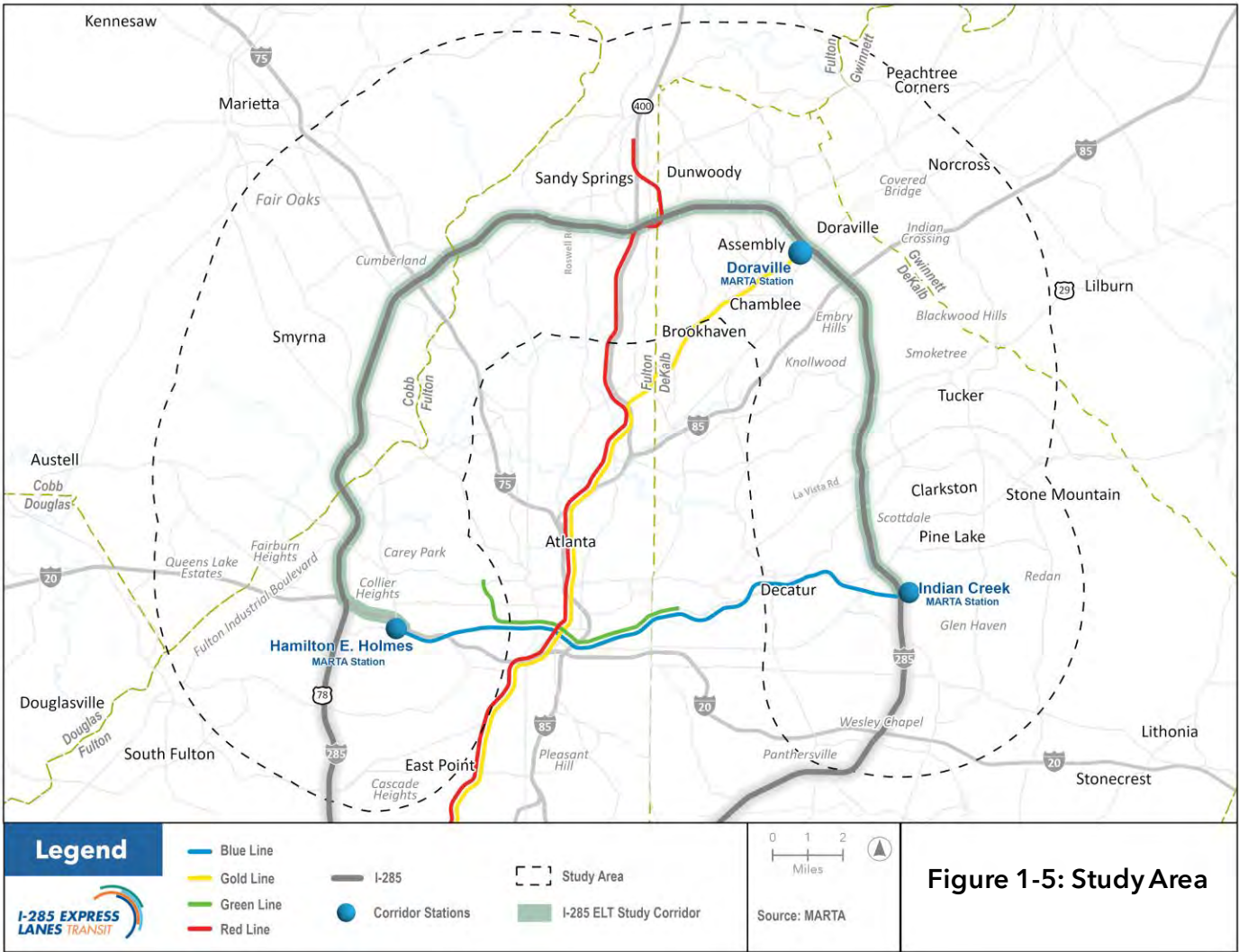
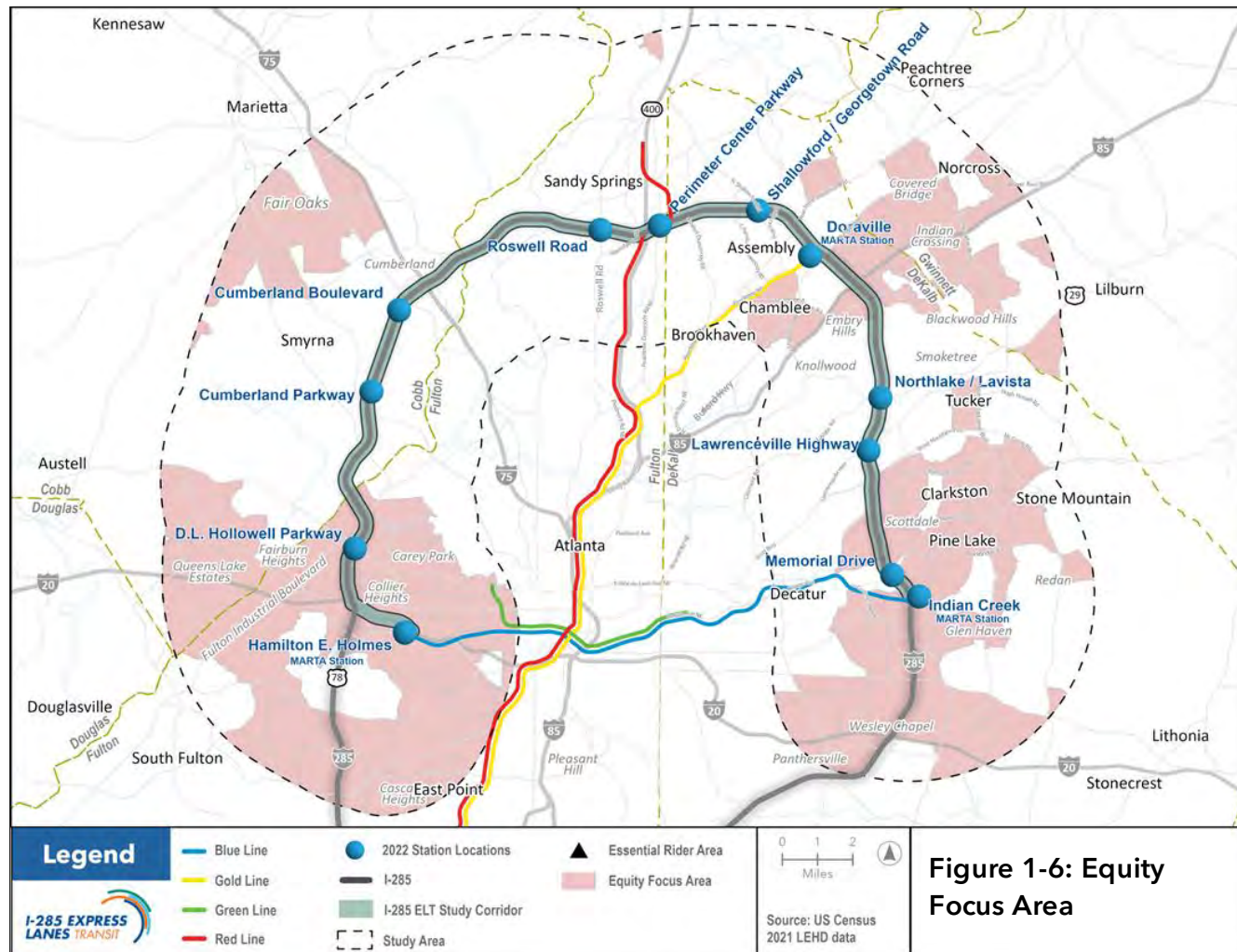


Figure 1-5: Study Area

The identified equity focus areas in the study area relative to the study corridor are identified below in **Error! Reference source not found..**



1.3 Transit Operators

Transit services for the study area were evaluated as they existed in summer 2024 (at the time of study analysis). The descriptions below are based on operations as of that time. The study recognizes recent and ongoing operating adjustments and planning efforts that have and changed services in some of these areas. It is anticipated that services and service planning by the various agencies will continue to evolve based on development patterns, need, and funding opportunities. This study aims to help inform those future service planning decisions as the I-285 EL project continues to develop into construction and operation.

In addition to MARTA, other transit agencies providing service along or near the I-285 study corridor include ATL Xpress, CobbLinc, and Ride Gwinnett. The I-285 ELT and recommended improvements provide opportunities for enhanced regional connectivity, improved travel time reliability, and equitable

access to these transit operators as well. **Figure 1-7** identifies existing transit operator routes throughout the study area as of Summer 2024.

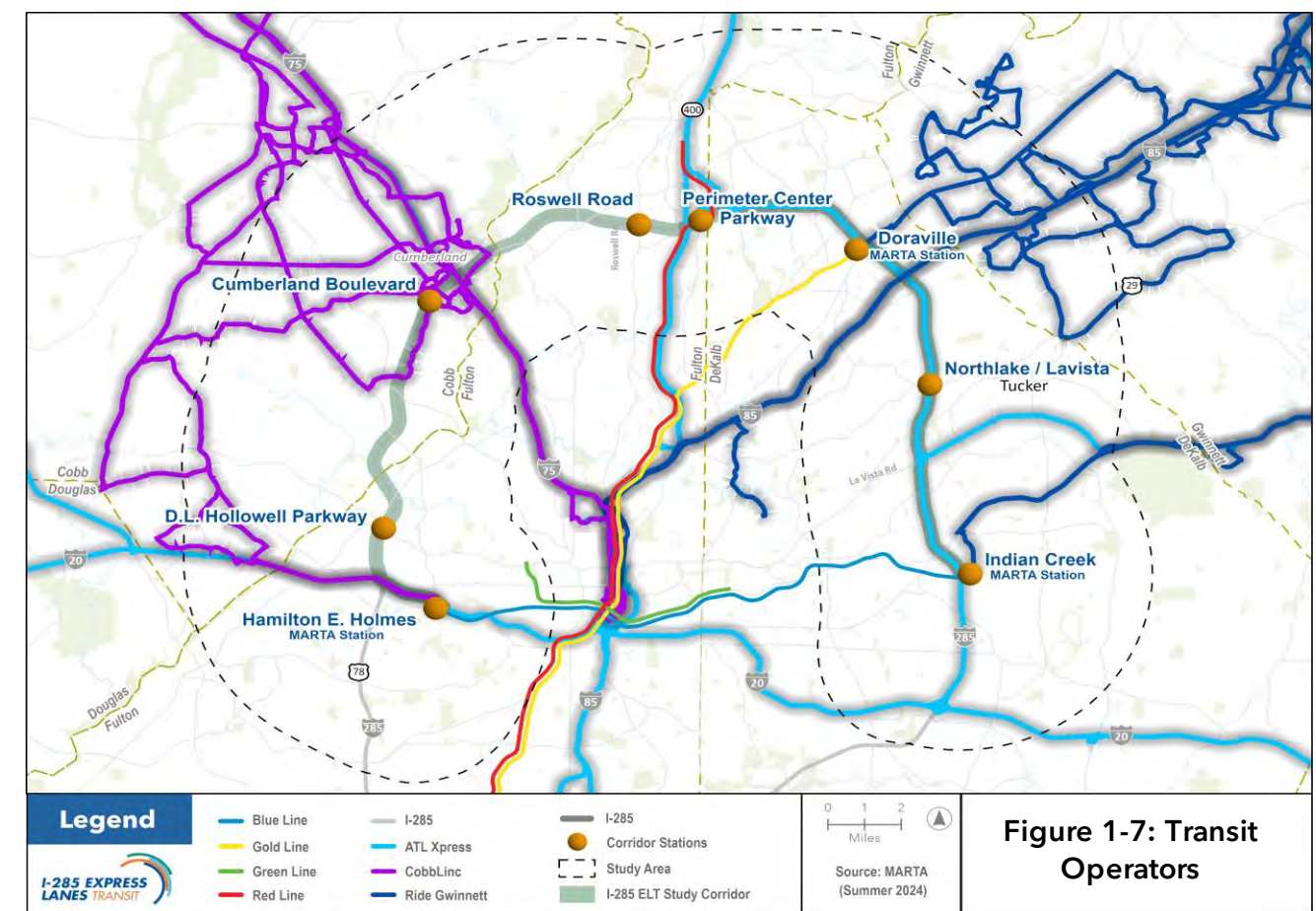
1.3.1 ATL Xpress

Operated by ATL, Xpress buses provide more than 1.8 million passenger trips every year. They operate 27 routes across 12 metro Atlanta counties, providing commuters with access to and from major employment centers in Downtown, Midtown, and Perimeter Center.

ATL Xpress connects to Perimeter Center via several routes, including Route 401 from Cumming via SR 400, Route 417 from Sugarloaf Mills via I-85 and I-285, and Route 428 from West Conyers/Panola via I-20 and I-285.

1.3.2 CobbLinc

With more than 2.75 million passenger trips annually, CobbLinc provides local bus service, paratransit, and FLEX on-demand service within Cobb County and commuter bus to and from Downtown and Midtown Atlanta with connections at the Cumberland Transfer Center (CTC) and the Marietta Transfer Center (MTC).



1.3.3 Ride Gwinnett

Ride Gwinnett offers express bus, local bus, and paratransit service within Gwinnett County, and a commuter express bus service operating between Gwinnett County, Downtown, and Midtown Atlanta. Ride Gwinnett offers convenient express bus routes that also connect riders to key destinations, including the Doraville MARTA Station, a major transit connection which serves as the northern terminus of MARTA's Gold Line rail service and connects Doraville with the larger MARTA rail network as well as several connecting local bus routes.

1.4 Public Involvement & Stakeholder Engagement

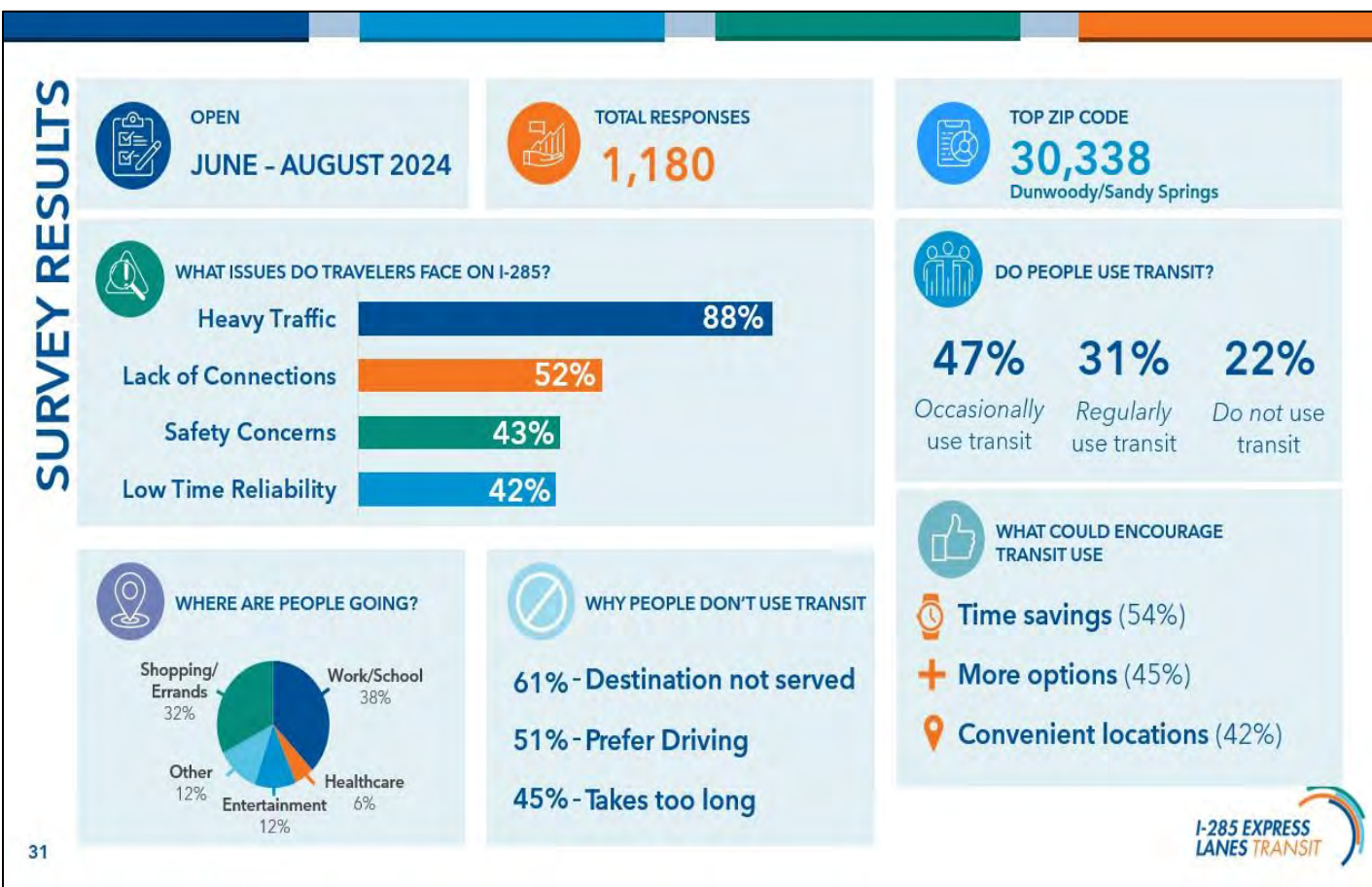
This section summarizes public and stakeholder engagement conducted as part of the Study. The engagement was designed to gather meaningful input in shaping the study’s goals and objectives and informing project priorities. This input was critical in ensuring the project was relevant and responsive to community needs and desires. A comprehensive overview of the public involvement efforts for this study including outreach methods and feedback received is provided in **Appendix B**.

The objective of the engagement during phase one was to understand the existing transportation needs and challenges in the communities along the I-285 corridor. To do this, the study team gathered input through an online survey and at in-person pop-up events. The study team used digital advertising methods, like social media and eblasts, to spread the word about the survey.

1.4.1 Survey

An online survey was distributed across Atlanta between June and August 2024. The study team received 1,180 responses. A summary of the survey responses is below in **Figure 1-8**.

Figure 1-8: Survey Summary



1.4.2 Interviews and Listening Sessions

Ten community stakeholders were invited to share their insights on transportation and transit usage in Atlanta. These interviews and listening sessions were held virtually and occurred on the dates below with the following stakeholders:

- 06/26/2024 Sherry Williams (Transit Advocate)
- 07/08/2024 Council for Quality Growth
- 07/09/2024 Gwinnett and Cobb Chambers of Commerce
- 07/10/2024 East Memorial Drive Revitalization
- 07/12/2024 Center for Visually Impaired
- 07/16/2024 Asian Americans Advancing Justice
- 07/17/2024 We Love Buford Highway & Sandy Springs Chamber of Commerce
- 07/23/2024 Decide DeKalb
- 07/24/2024 Perimeter Connects

During these interviews, stakeholders noted the current lack of accessibility when it comes to transit and provided several suggestions on ways to address challenges, including the following:

- Changes to payment infrastructure** (e.g., multiple payment methods, lowered costs)
- Accessibility considerations** (e.g., increased ride-sharing information, translation of materials for non-English speakers)
- Change to messaging of public transit** to improve public image, reduce perceived stigma and encourage use over personal vehicles, emphasizing benefits
- Improvements to user experience** (e.g., increased frequency and reliability)

1.4.3 Pop-ups and Community Events

The project team held 14 pop-ups at community events between April and August 2024. The project team interacted with nearly 430 members of the public across all the events.



The study was positively received by individuals at the pop-ups and community events. Attendees recognized the potential benefits of the project, such as job opportunities, improved transportation, and greater access to regions throughout metro Atlanta. Some had concerns about right-of-way requirements and suggested considering heavy rail instead of bus rapid transit.

A breakdown of where and when the pop-ups occurred is below:

- 5/17/2024 The Atlanta International Night Market
- 6/05/2024 Wednesday Run Club
- 6/07/2024 A Taste of Black Gwinnett
- 6/07/2024 City of Chamblee Concert Series
- 6/15/2024 Sandy Springs Farmers Market
- 6/20/2024 Dunwoody Food Truck Thursdays
- 6/26/2024 Food Truck Roundup
- 6/29/2024 The City of Austell Mayor’s 5k Run
- 6/29/2024 Movie Under the Stars and Fourth of July Event
- 7/09/2024 Food Truck Tuesdays
- 7/18/2024 Gwinnett Chamber of Commerce – Coffee & Conversations Networking
- 7/20/2024 Westside Beltline 5K Run
- 7/20/2024 Kids Sew Genius Foundation 5th Annual Back to School Event
- 7/23/2024 Monthly NPU-D Meeting

1.4.4 Engagement Summary Conclusion

Feedback gathered provided valuable insights into the community’s transportation priorities and concerns. Participants consistently identified traffic congestion as the most pressing challenge and expressed broad support for expanded transit options. While some voiced concerns about the potential impacts of express lanes on local communities, many highlighted the importance of system connectivity, reliable service, frequent trips, and strong first/last mile access.

Additionally, preferences for rail or dedicated bus lanes over shared EL underscore the need for thoughtful infrastructure design that reflects community expectations. These findings have informed the development of the service plan and infrastructure recommendations and will continue to shape the future phases of the project in terms of engagement, planning, engineering and design.

1.5 Purpose and Approach

1.5.1 Study Purpose and Goals

The purpose of the Study is to leverage the planned GDOT I-285 EL to provide sustainable, equitable, and efficient transit service, enhancing regional connectivity and improving accessibility between the Hamilton E. Holmes and Indian Creek MARTA Stations. The Study aims to identify transit services (a general service plan) for the study area, determine necessary infrastructure and programmatic improvements to support access to and capitalize on the opportunities provided by the EL, and advise on funding and implementation strategies.

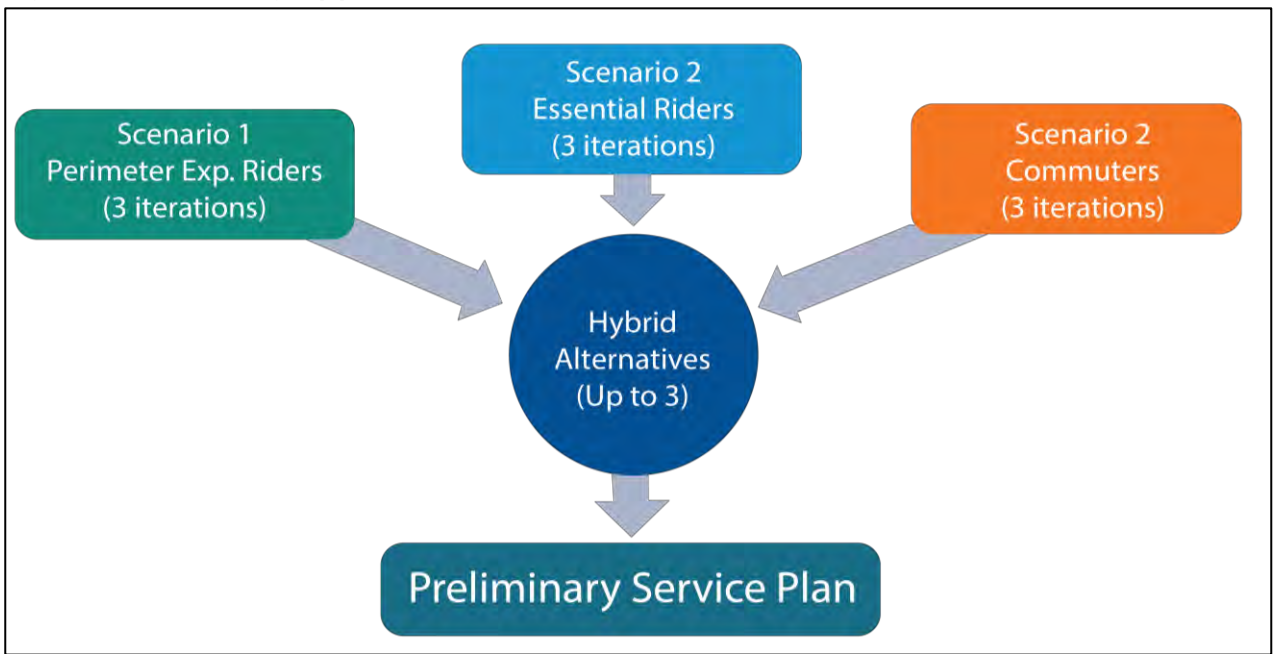
The project addresses the need for corridor improvements that expand connectivity and ensure that the benefits of the I-285 EL are accessible to all populations, including those without access to personal vehicles. Three primary goals guided the study objectives, scenario refinement, and alternative evaluation:

- Increasing ridership
- Improving population accessibility
- Enhancing access to employment opportunities

1.5.2 System Planning Approach

The Study took a systems-planning approach to develop a PSP. **Figure 1-9** illustrates the approach used to develop the PSP. Beginning with the 2022 Plan, the approach developed three scenarios to focus on different aspects of the system. Each of these scenarios and the subsequent hybrids alternatives were analyzed with similar operating plans and with no constraints on the number of vehicles or costs.

Figure 1-9: Planning Approach



1.5.3 Scenario Evaluation

The Study scenario descriptions are as follows:

- **Scenario 1 - Perimeter Express Riders (Baseline Scenario)** - is based on the 2022 Plan and explores different station locations and types. This scenario exclusively operates in the EL to facilitate a station-to-station service (Perimeter Express) connecting the Indian Creek MARTA Station in the region's east to the Hamilton E. Holmes MARTA Station in the region's west. This will serve as the baseline for comparison purposes.
- **Scenario 2 - Essential Riders** - focuses on using the I-285 express lanes infrastructure as the backbone of a system to connect essential riders and equity focus area with essential jobs and major employment centers.
- **Scenario 3 - Commuters** - focuses on providing regional service, connecting commuters from suburban areas and communities located outside of the I-285 corridor to employment centers along I-285 and vice-versa.

After defining an initial proposed system of routes, the project team modeled and analyzed the results against the three study objectives. The team reviewed the data at the route, stop, and the system level. The project team then used the results to refine and improve route alignments, making route adjustments as needed. This process was repeated three times in total - initial modeling and two refinements - to enhance the route alignment to meet the scenario parameters to the maximum extent as well as test combinations of station types based on planning judgment, feedback from stakeholders, and the conceptual design.

Each of the three service scenarios were evaluated based on the study objectives and metrics (listed below), station, route, and stop-level data, and planning judgment. The evaluation results from each scenario were used to refine subsequent iterations by eliminating some routes, modifying others, testing station types and locations, and modifying the alignments and service characteristics. The study objectives and metrics are as follows:

- **Grow Ridership:** To calculate ridership, the project team leveraged the 2050 ARC Simplified Trips-on-Project Software (STOPS) model. STOPS accounts for people who walk to the system, those who utilize kiss and ride (drop off), and those who are park and ride users.
- **Improve Accessibility:** To analyze performance of the system relative to this objective, the project team used the ARC Traffic Analysis Zone (TAZ) data to evaluate results in the transportation planning and infrastructure development platform, Podaris. Populations within one-half mile of the stations and stops in each alternative were measured.
- **Enhance Job Accessibility:** To evaluate effectiveness for this objective, the project team used Longitudinal Employer-Household Dynamics (LEHD) and ARC TAZ data to model results in Podaris. Employment opportunities within one half mile of the stations and stops in each alternative were measured.

The results of the scenario analyses, along with feedback from stakeholders, informed the development of hybrid alternatives, which combined elements from each of the three service scenarios based on quantitative performance relative to the study objectives.

1.6 Alternatives Development

Following the scenario evaluation stage, hybrid alternatives were developed using integrated elements from each of the scenarios to assess service offerings and infrastructure to better align with the project purpose and goals. The metrics used to assess performance for the hybrid analysis related to growing ridership, improving accessibility, and enhancing job accessibility, consistent with the Study's purpose, need, and goals and the metrics used in the scenario evaluation. These hybrid alternatives were compared to the previous 2022 Study, or Baseline Scenario, as described below.

1.6.1 Baseline Scenario - Perimeter Express

The Perimeter Express Riders Scenario was based on the 2022 Plan served as the Baseline Scenario. This scenario aligned station location, station type (e.g., inline, offline, circulator, or access ramps), and the proposed operating concept with the 2022 Plan. Specifically, the 2022 Plan proposed bus service between Hamilton E. Holmes MARTA Station and Indian Creek MARTA Station, stopping at ten proposed stations along the I-285 express lanes route. Key components of the Perimeter Express Riders Scenario include:

- Station Location: Identifies the specific locations of the twelve total stations including the Hamilton E. Holmes and Indian Creek stations, strategically placed to maximize accessibility and efficiency based on the 2022 Plan. Station locations were also refined based on projected ridership demand, maximizing accessibility and efficiency.
- Operating Concept: Proposed service follows a direct route between Indian Creek MARTA Station and Hamilton E. Holmes MARTA Station, making it possible for every proposed station is serviced, enhancing connectivity and convenience for passengers.

The Perimeter Express Scenario was evaluated using the updated STOPS model that included updated service plan and frequency and closely represents an updated version of the 2022 Plan. As it represents the previous plan with updated model assumptions, the Baseline Scenario is utilized as a baseline for comparison of the Hybrid Alternatives to the 2022 Study Plan, as represented by the Perimeter Express Scenario (2).

1.6.2 Hybrid Alternative 1

The alternative development process, in collaboration with the 10 percent design effort, builds on the scenario iterations to establish a **premium transit service** and identify the strategic Tier 1 and Tier 2 infrastructure investments needed to implement that service. Hybrid Alternative 1 focused on:

- Maximizing ridership and convenience by prioritizing one-seat trips.
- Developing a service plan that identifies service in and around the I-285 corridor, including:
 - I-285 station type,
 - Essential Rider routes, stations, and stops from the Essential Rider Scenario analysis,
 - Commuter routes, stations, and stops from the Commuters Scenario analysis.
- Incorporating the best-performing routes, stations, and stops in terms of meeting project goals from the scenario iterations, including those that serve transit demand, and improve and enhance accessibility to people and jobs.
- Service Assumptions:
 - 10-minute frequency and service span from 5 AM to 2 AM for essential rider routes,
 - 30-minute frequency in AM and PM peak hours for commuter routes. Peak hours are defined as 6 AM to 9 AM and 4 PM to 7 PM.

Figure 1-10 illustrates the system of routes, stations, and stops that are included in Hybrid Alternative 1. **Table 1.2** summarizes the station type assumptions.

Figure 1-10: Hybrid Alternative 1 System Map

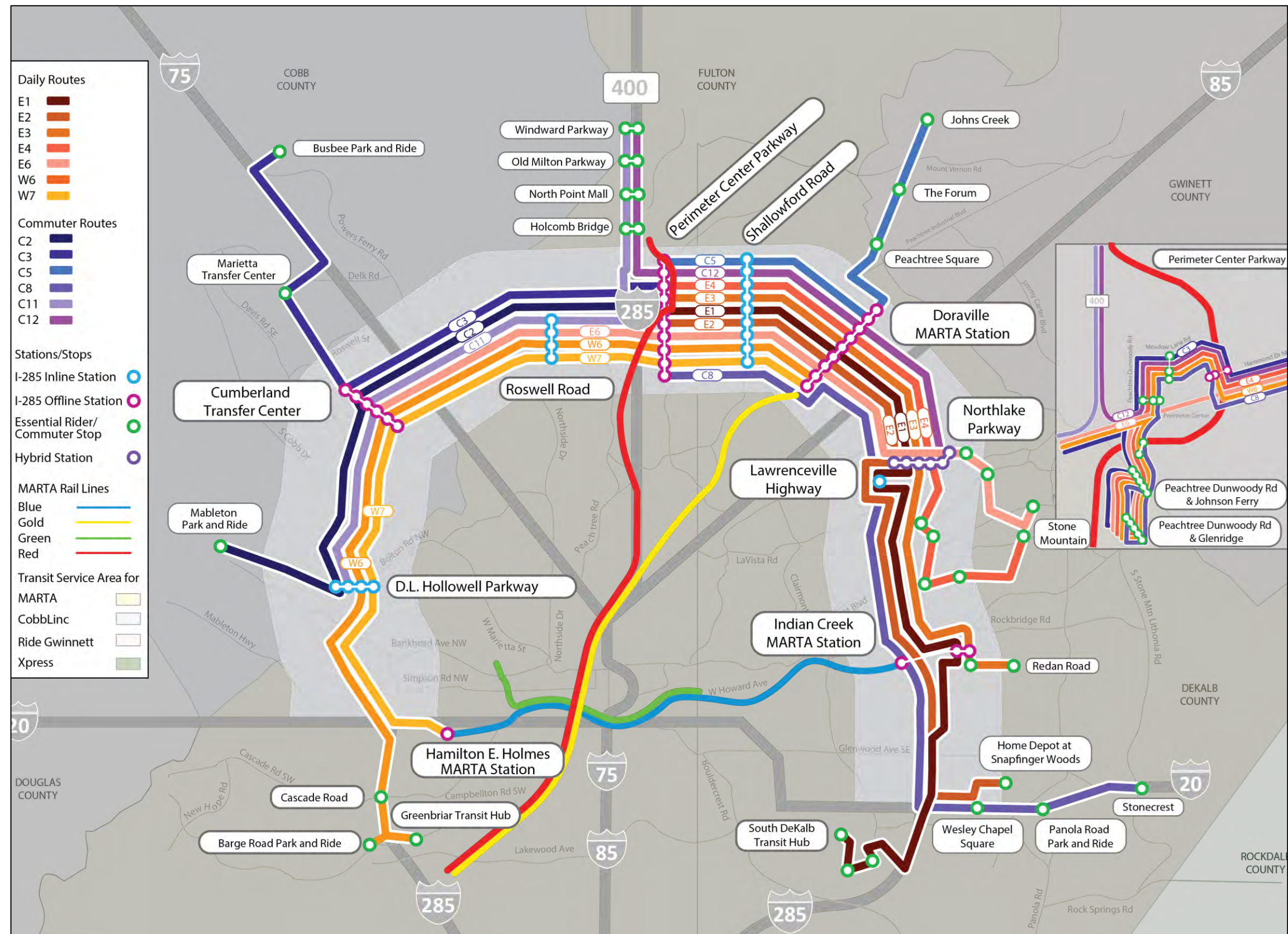


Table 1.2: Hybrid Alternative 1 Station Types

Station Location	Station Type Hybrid 1
Hamilton E. Holmes MARTA Station	Offline
D.L. Hollowell Parkway	Inline
Cumberland Boulevard	Offline
Roswell Road	Inline
Perimeter Center Parkway	Circulator (No Transfer Required)
Shallowford Road	Inline
Doraville MARTA Station	Offline
Northlake Parkway	Offline
Lawrenceville Highway	Inline
Indian Cree MARTA Station	Offline

The metrics for Hybrid Alternative 1 are provided in Table 1.3.

Table 1.3: Hybrid Alternative 1 System Level Ridership and Accessibility Results

Riders by Access Type	Walk	10,177
	Kiss and Ride (Drop Off)	533
	Park and Ride	2,834
	Total	13,544
New Boardings	Travelers Shifting from Auto to Transit	6,711
	% of Total	50%
Access Within ½ Mile(2050)	Total Population	129,066
	Equity Focus Area Population	50,572
	Zero Car Households	4,223
	Total Jobs	204,553
	Essential Jobs	108,790

Source: FTA’s Simplified Trips-on-Project Software (STOPS) model, Longitudinal Employer-Household Dynamics (LEHD), ARC TAZ data, and Podaris

Table 1.4 summarizes a comparison of Hybrid Alternative 1 with the Baseline. The findings show a 136 percent increase in boardings, and 628 percent increase in population accessibility and 500 percent increase in jobs when compared to the baseline scenario.

Table 1.4: Hybrid Alternative 1 Summary - Metrics

	Demand		Accessibility for People		Accessibility to Jobs	
	Boardings	New Boardings	Population	Zero Car Households	Essential Jobs	Total Jobs
Baseline (2050) Perimeter Express Riders Scenario	5,733	2,549	17,737	770	17,347	34,080
Hybrid Alternative 2 (2050)	13,544	6,711	129,066	4,223	108,790	204,553
Percent Chase from Baseline Scenario to Hybrid Alternative 2 (2050)	136%	163%	628%	448%	527%	500%

Source: FTA’s Simplified Trips-on-Project Software (STOPS) model, Longitudinal Employer-Household Dynamics (LEHD), ARC TAZ data, and Podaris

1.6.3 Hybrid Alternative 2

Hybrid Alternative 2 was developed to maximize rider convenience and one-seat trips. Hybrid Alternative 2 modified assumptions about several of the station types along the I-285 study corridor to evaluate the systemwide impacts, assist with determining station type/location, and inform the development of Tier 1 and Tier 2 infrastructure investment recommendations. The general routes and stops were not changed from Hybrid Alternative 1 except to accommodate changes in station type assumptions. The incorporated modifications to station types were:

- Perimeter Center Parkway was changed from a circulator route to an offline station at the Dunwoody MARTA Station.
- Roswell Road changed from inline to offline. The offline station is assumed to include additional ramps to and from the EL at Roswell Road.
- Doraville was modified to an inline station without a direct connection to the Doraville MARTA Station.
- Northlake Parkway was changed to an inline station.
- Shallowford Road was eliminated due to low ridership and potential physical constraints with the EL ramps.
- Lawrenceville Highway was eliminated due to low ridership and a challenging configuration in terms of accessibility.
- Cumberland Parkway was reintroduced for evaluation due to modifications in the express lane ramps at this interchange.

Figure 1-11 illustrates the system of routes and stops that are included in Hybrid Alternative 2. **Table 1.5** summarizes the station type assumptions included in Hybrid Alternative 2.

Figure 1-11: Hybrid Alternative 2 System Map

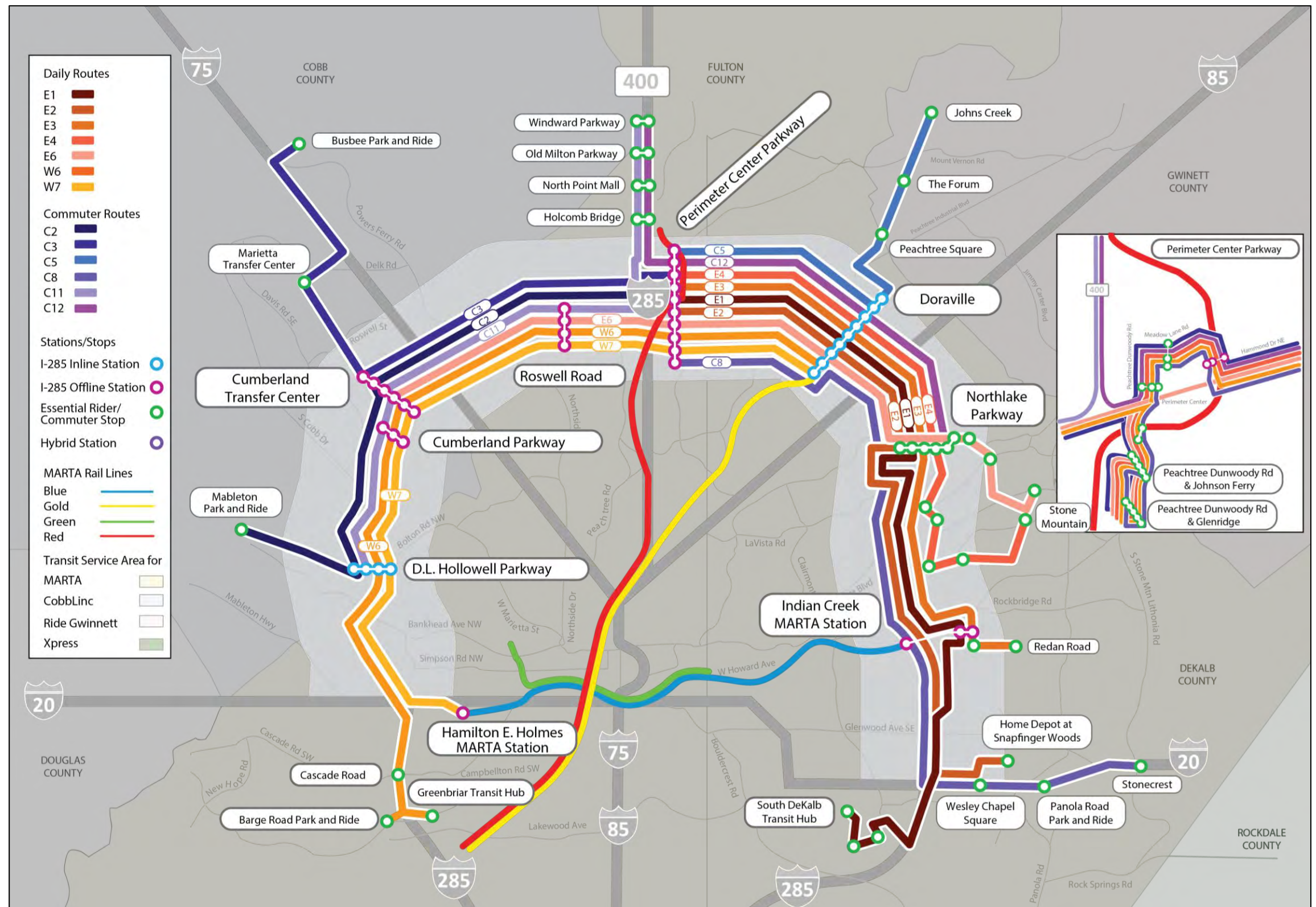


Table 1.5: Hybrid Alternative 2 Station Types

Station Location	Station Type Hybrid 2
Hamilton E. Holmes Marta Station	Offline
D.L. Hollowell Parkway	Inline
Cumberland Parkway	Offline
Cumberland Boulevard	Offline
Roswell Road	Offline
Perimeter Center Parkway @ Dunwoody Marta Station	Offline
Doraville	Inline
Northlake Parkway	Inline
Indian Creek Marta Station	Offline

The results for Hybrid Alternative 2 are provided in **Table 1.6**.

Table 1.6: Hybrid Alternative 2 System Level Ridership and Accessibility Results

Riders by Access Type	Walk	8,320
	Kiss and Ride (Drop Off)	532
	Park and Ride	2,713
	Total	11,561
New Boardings	Travelers Shifting from Auto to Transit	6,066
	% of Total	52%
Access Within ½ Mile (2050)	Total Population	122,908
	Equity Focus Area Population	51,901
	Zero Car Households	3,909
	Total Jobs	158,694
	Essential Jobs	76,568

Source: FTA’s Simplified Trips-on-Project Software (STOPS) model, Longitudinal Employer-Household Dynamics (LEHD), ARC TAZ data, and Podaris

Table 1.7 summarizes a comparison of Hybrid Alternative 2 with the Baseline Scenario. Similar to Hybrid Alternative 1, the findings show a substantial increase in boardings, accessibility for people, and accessibility for jobs, when compared to the Baseline Scenario.

Table 1.7: Hybrid Alternative 2 Summary - Metrics

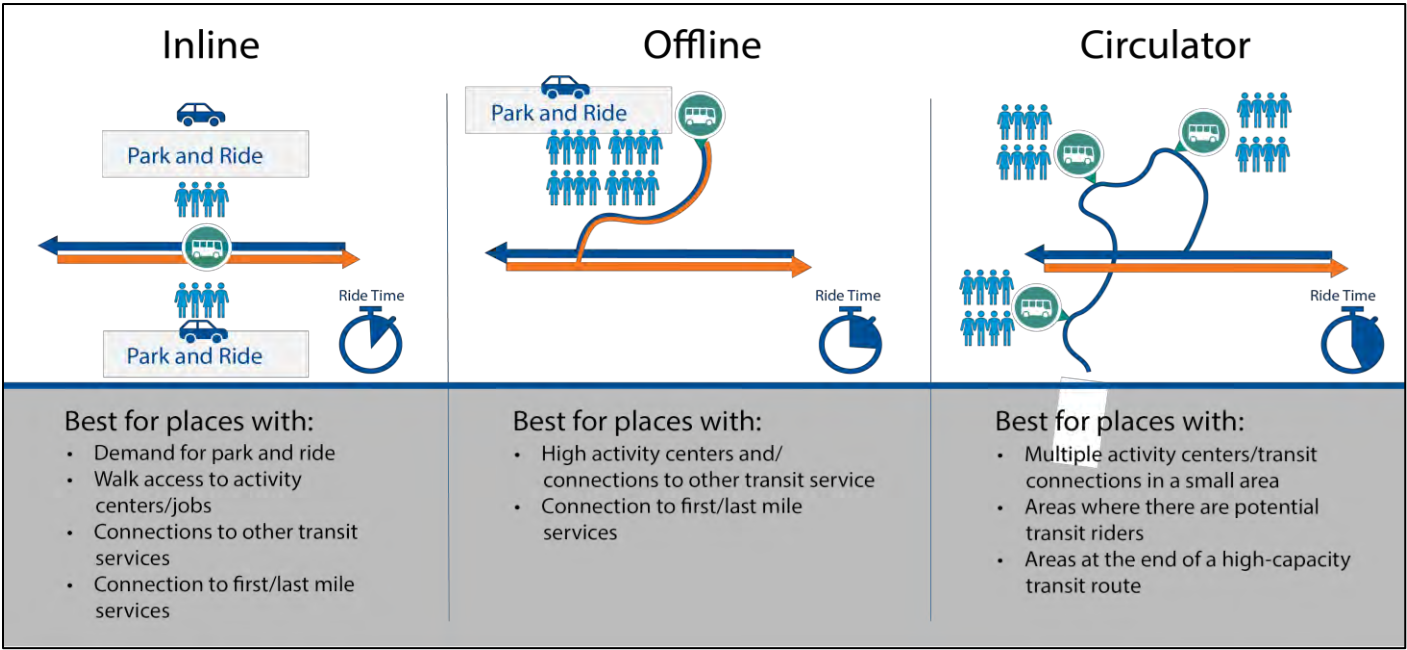
	Demand		Accessibility for People		Accessibility to Jobs	
	Boardings	New Boardings	Population	Zero Car Households	Essential Jobs	Total Jobs
Baseline (2050) Perimeter Express Riders Scenario	5,733	2,549	17,737	770	17,347	34,080
Hybrid Alternative 2 (2050)	11,561	6,066	122,908	3,909	76,568	158,694
Percent Change from Baseline Scenario to Hybrid Alternative 2 (2050)	102%	138%	593%	408%	341%	366%

Source: FTA’s Simplified Trips-on-Project Software (STOPS) model, Longitudinal Employer-Household Dynamics (LEHD), ARC TAZ data, and Podaris

1.6.4 Station Validation

Within the analyses of the scenarios and alternatives, the Study evaluated various station types and combinations, including inline, offline, and circulator stations/services, as well as potential access ramps to the express lanes, to help inform infrastructure recommendations and identify the needed Tier 1 and Tier 2 improvements in coordination with GDOT plans for the I-285 EL project. Information from the various analyses was also used to inform station elimination recommendations. **Figure 1-12** illustrates the different station types and characteristics considered in the various scenarios and alternatives analyses.

Figure 1-12: Scenario Station Types



The full station validation process is detailed in **Section 8** of the Alternatives Analysis (**Appendix A**). Based on these analyses, eight (8) stations were recommended for inclusion in the PSP, with the configurations noted in **Table 1.8**.

Table 1.8: Station Validation Recommendations

Station Location	Station Type Preliminary Service Plan
Hamilton E. Holmes Marta Station	Offline
D.L. Hollowell Parkway	Offline
Cumberland Boulevard	Offline
Roswell Road	Offline
Perimeter Center Parkway	Circulator (No Transfer Required)
Doraville Marta Station	Offline
Northlake Parkway	Inline/Offline
Indian Creek Marta Station	Offline

1.6.5 Preliminary Service Plan

The PSP was developed through the iterative process from Hybrid Alternative 2, described herein, incorporating feedback and input from stakeholders and MARTA, and refinements based on the evolving GDOT I-285 EL designs. Existing and planned future land use to support increased transit potential was considered, and transit improvements within and around the I-285 corridor that could enhance the reliability, timeliness, and speed of the PSP were identified and evaluated. The development of the PSP was not based exclusively on quantitative analysis, but included stakeholder and public feedback, design considerations and feasibility, and planning judgement. It is anticipated that as the design and coordination with GDOT’s project and stakeholders continues, the I-285 EL service plan and the station related Tier 1 and Tier 2 infrastructure recommendations will continue to be refined and updated. For the purposes of this report, based on the current level of planning and conceptual design as of January 2025, the following summarizes the latest PSP based on recommendations derived from of the hybrid alternatives, station validation, and incorporating feedback from MARTA and stakeholders.

1.6.5.1 Preliminary Service Plan Station Type Recommendations

- Perimeter Center Parkway was recommended as the circulator route with a stop at / near Dunwoody MARTA Station.
- Roswell Road changed from inline to offline. The offline station is assumed to include additional ramps to and from the express lanes at Roswell Road.
- Doraville was recommended as an offline station with a direct connection to Doraville MARTA Station.
- Northlake Parkway was recommended as an inline station.
- Shallowford Road, Cumberland Parkway, and Lawrenceville Highway were excluded due to low ridership and, in some cases, physical constraints.
- During review it was determined that the online station at D.L. Hollowell had limited accessibility due to the configuration of the EL ramp merge lanes (there is no direct access from the EL to D.L. Hollowell). The I-285 EL design prevents routes starting south of D.L. Hollowell from accessing the proposed inline station, and routes starting along D.L. Hollowell would also not be able to access the proposed inline station. However, access to the area south of the Chattahoochee River and north of I-20 was desired and identified as an equity focus area. Based on these considerations, an offline concept was developed and is recommended for the D. L. Hollowell area, with associated route changes as noted in the route changes section.

1.6.5.2 Post-AA updates to the PSP reflecting coordination with GDOT and evolving EL design considerations (April 2025):

- Northlake Station Configuration: The Northlake Station was modified from an inline-only design to a hybrid configuration, incorporating both an inline station and an offline station at Northlake Mall. Routes that begin or end at Northlake will utilize the offline transit center, while through-routes will use the inline station to maintain faster operations.
- Indian Creek Station Ramps: The proposed northbound ramps at Indian Creek Station were eliminated due to cost considerations.

- Perimeter Center Circulator Extension: The circulator in the Perimeter Center was extended to enhance access to employment centers near Glenridge Con and Johnson Ferry Road.

Table 1.9: Preliminary Service Plan Station Types

Station Location	Station Type Preliminary Service Plan
Hamilton E. Holmes Marta Station	Offline
D.L. Hollowell Parkway	Offline
Cumberland Boulevard	Offline
Roswell Road	Offline
Perimeter Center Parkway	Circulator (No Transfer Required)
Doraville Marta Station	Offline
Northlake Parkway	Inline/Offline
Indian Creek Marta Station	Offline

The results for the PSP are provided in **Table 1.10**.

Table 1.10: Preliminary Service Plan System Level Ridership and Accessibility Results

Riders by Access Type	WALK	8,809
	KISS AND RIDE (DROP OFF)	621
	PARK AND RIDE	3,048
	TOTAL	12,478
New Boardings	TRAVELERS SHIFTING FROM AUTO TO TRANSIT	6,326
	% OF TOTAL	51%
Access Within ½ Mile (2050)	TOTAL POPULATION	130,218
	EQUITY FOCUS AREA POPULATION	55,103
	ZERO-CAR HOUSEHOLDS	4,182
	TOTAL JOBS	211,685
	ESSENTIAL JOBS	111,832

Source: FTA’s Simplified Trips-on-Project Software (STOPS) model, Longitudinal Employer-Household Dynamics (LEHD), ARC TAZ data, and Podaris

Table 1.11 summarizes a comparison of the Baseline scenario with the PSP. Like Hybrid Alternative 1 and 2, the findings show a substantial increase in boardings, accessibility for people, and accessibility for jobs, when compared to the Baseline Scenario.

Table 1.11: Preliminary Service Plan Summary - Metrics

	Demand		Accessibility for People		Accessibility to Jobs	
	Boardings	New Boardings	Population	Zero Car Households	Essential Jobs	Total Jobs
Baseline (2050) Perimeter Express Riders Scenario	5,733	2,549	17,737	770	17,347	34,080
Hybrid Alternative 2 (2050)	12,478	6,326	130,218	4,182	111,832	211,685
Percent Change from Baseline SCENARIO TO HYBRID ALTERNATIVE 2 (2050)	118%	148%	634%	443%	521%	545%

Source: FTA’s Simplified Trips-on-Project Software (STOPS) model, Longitudinal Employer-Household Dynamics (LEHD), ARC TAZ data, and Podaris

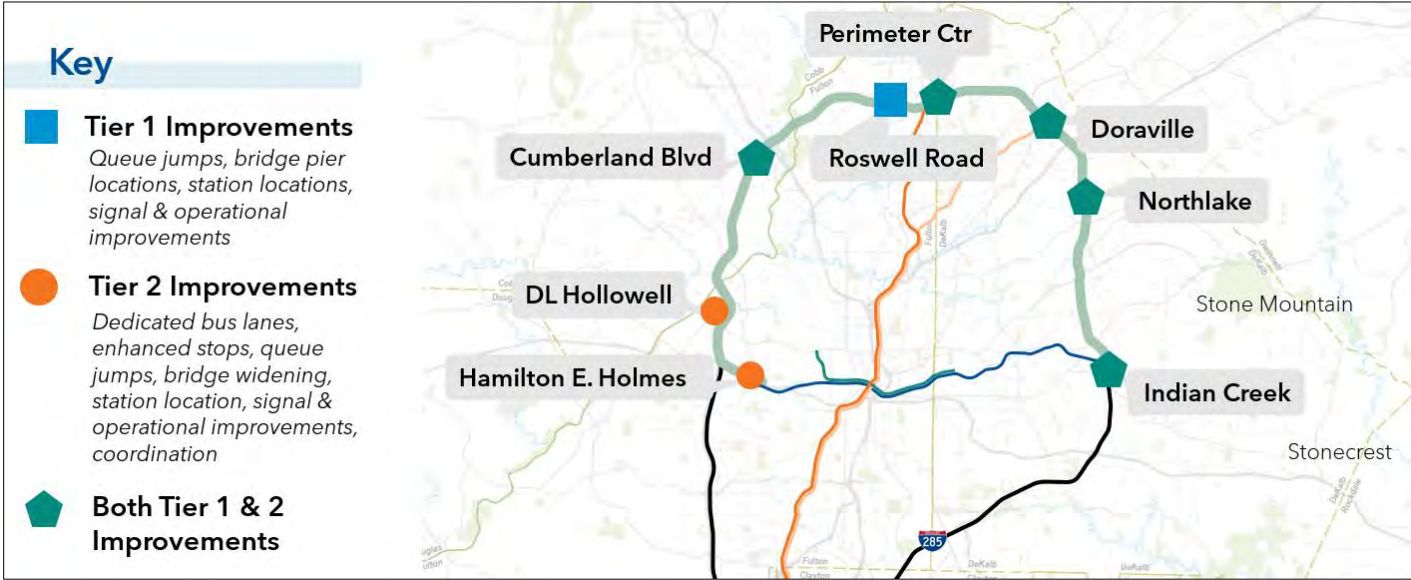
1.7 Evaluation and Findings

The results of this analysis indicate that expansion of premium service beyond the I-285 corridor substantially increases both accessibility and attractiveness of the service for all riders, but particularly those identified as essential riders, or those employed in essential industries that rely on transit and are the core transit ridership, those who are transit dependent, and those traveling to and from regional communities to commute to and from work. While the completion of the I-285 express lanes corridor remains several years away, the PSP indicates that expansion of service beyond the envelope of the I-285 corridor highlights the accessibility benefits for service expansion beyond the immediate corridor. Future transit service and roadway projects should incorporate and refine these expansions to maximize the value of this regional investment and improve accessibility and travel options across the Atlanta region.

2.0 Infrastructure Recommendations

This section of the report outlines the infrastructure investments recommended to support and accommodate ELT service along the I-285 corridor as illustrated in **Figure 2-1**. The primary objective is to inform GDOT and potential public or private development partners of the key physical elements that are recommended to be incorporated into the design and construction of the I-285 EL to enable premium, high-capacity transit service. In addition to corridor-specific infrastructure, this section includes recommendations for local municipalities, with a focus on improvements to adjacent arterial and local street networks that enhance station access and overall transit connectivity. These recommendations are grounded in the PSP, illustrated as **Figure 1-13**, which identifies proposed transit routes, station locations, and station types that together define the operational framework/service plan for future ELT service.

Figure 2-1: Tier 1 and 2 Infrastructure Improvement Recommendations



2.1 Recommendation Improvements

2.1.1 Tier 1a

Tier 1a investments include specific transit stations and associated infrastructure improvements that should be implemented in coordination with the I-285 EL projects. These investments are essential to ensure that future transit services can be effectively accommodated within the EL corridor. Since these recommendations fall within the I-285 project envelope, they would be incorporated by GDOT and potential private development partners as part of the EL design and implementation process. The recommendations are listed in **Table 2.1** and illustrated in greater detail in the 15% design plans included in **Appendix D**.

Table 2.1: Tier 1a Recommendations

Station	Tier	Type	Location
Perimeter Center	1a	Queue Jumps	EB & WB EL Off ramps
		Signal	EB & WB EL Off ramps
		Pier Locations	East & West of Perimeter Center
Doraville	1a	Queue Jumps	WB off ramp
		Signal	WB off ramp
		Pier Locations	East and West of New Peachtree Road
Northlake Parkway	1a	Queue Jumps	NB & SB EL Off ramps
		Signal	NB & SB EL Off ramps
		Pier Locations	North & South of Northlake
Indian Creek	1a	Queue Jumps	NB & SB EL Off ramps
		Signal	NB & SB EL Off ramps
H.E. Holmes	No Tier 1 Recommendations		
DL Hollowell			
Cumberland Boulevard	1a	Queue Jumps	NB & SB EL Off ramps
		Signal	NB & SB EL Off ramps
		Pier Locations	North & South of Mt Wilkinson Pkwy & Cumberland Boulevard
Roswell Road	1a	Queue Jumps	TBD based on potential developer access to Roswell Road
		Signal	TBD based on potential developer access to Roswell Road
		Pier Locations	TBD based on potential developer access to Roswell Road
		Bus Operations Improvements	Roswell Road coordinated with interchange study

2.1.2 Tier 1b/2a

Tier 1B and Tier 2A investments focus on targeted improvements to adjacent arterial and local street infrastructure that enhance station access, improve connectivity, and strengthen overall network integration with ELT service. These enhancements are critical for efficient service from the I-285 corridor to transit stations, stops, and surrounding neighborhoods and activity centers. The full list of recommended improvements is provided in **Table 2.2** and illustrated in greater detail in the 15% design plans included in **Appendix D**.

Table 2.2: Tier 1b/2a Recommendations

Station or Route	Tier	Type	Location
Perimeter Center	2a	Side Running/BAT lanes	Perimeter Center between EL & Dunwoody Station
Doraville	2a	Side Running/BAT lanes	New Peachtree Road

Station or Route	Tier	Type	Location
		Underpass Operational Improvements	Longmire Way
		Bridge Widening	Longmire Way
		New Bus Transit Center	AT&T Parking Garage
		Bus Lanes/Bus Ops Improvements	Between Buford Highway & New Peachtree Road
Northlake Parkway	1b	In Line Station	NB & SB EL Off ramps
	2a	Enhanced Stop	Route 125 East and West of EL Ramps
		Bus Operations Improvements	Along Northlake Parkway
		Sidewalk Connectivity	Along Northlake Parkway
		New Community Transit Hub	NW Corner of Northlake Mall
Indian Creek	2a	Enhanced Stop	Elder Lane north of Redan Road
		Bus Operations Improvements	Along Elder Lane
		Coordination	Adequate Park and Ride and Bus Bays in new transit center
H.E. Holmes	2a	Queue Jumps	I-20 EB off Ramp, EB Burton Road
		Signal	New signal at bus only driveway and Hamilton E. Holmes Drive
		Coordination	Ensure there are adequate bus bays and park and ride spaces in redesigned H.E. Holmes Station/TOD
DL Hollowell	2a	Park and Ride	DL Hollowell at Atlanta Industrial Parkway
		Bus Operations Improvements	DL Hollowell Parkway Atlanta Industrial Parkway
		Enhanced Stop	DL Hollowell Parkway
Cumberland Boulevard	2a	Bus Only Lanes	SB along Spring Hill Pkwy & NB along Cumberland Boulevard
		Bus Operations Improvements	TBD based on new location for Cobb Transit Center
Roswell Road	1b	New Community Transit Hub & Park and Ride	SE Quadrant Roswell Road and I-285 Interchange

2.1.3 Tier 2b

Tier 2b recommendations focus on off-corridor infrastructure enhancements that support and elevate the overall performance of ELT services. These projects are located beyond the immediate EL corridor but

play a critical role in enhancing transit centers/hubs and key stops that connect to the I-285 ELT system. These projects are intended to support seamless transfers, improve passenger experience, and strengthen the overall regional network by upgrading facilities that serve as important access points to ELT routes. Recommended improvements may include enhanced passenger amenities, signage, shelters, and improved connections to local bus services. While located outside the express lanes' corridor, these upgrades are essential to maximizing the effectiveness and reach of ELT services. The full list of recommended improvements is provided in **Table 2.3** and illustrated in **Sections 2.2.1 and 2.2.2**.

Table 2.3 Tier 2b Recommendations

Route	Tier	Type	Location
W6	2b	Coordination	Greenbriar Transit Center & Barge Park and Ride
		Enhanced Stop	Cascade Road & Fairburn Road
C2	2b	Coordination	Douglasville MMTC Park and Ride
		Park and Ride	Mableton Park and Ride
C3	2b	Coordination	Busbee Park and Ride
		Coordination	Marrietta Transit Center
C5	2b	Park and Ride	TBD
		Enhanced Stop	The Forum Peachtree Corners
		Enhanced Stop	Peachtree Square
E1	2b	Coordination	South Dekalb Transit Hub
		Enhanced Stop	GA Perimeter College, Decatur
		Enhanced Stop	Flat Shoals Pkwy & Clifton Springs Road
E2	2b	New Community Transit Hub	Snapfinger Woods Drive & Wesley Chapel Road
E8	2b	Coordination	Kensington MARTA Station
C8	2b	Coordination	Stonecrest Mall
		Coordination	Panola Road Park and Ride
		New Community Transit Hub	Snapfinger Woods Drive & Wesley Chapel Road
E3	2b	Enhanced Stop	Redan Road & S. Hairston Road
		Enhanced Stop	Redan Road & Valerie Woods
E4	2b	New Community Transit Hub	Goldsmith Park and Ride
		Enhanced Stop	Memorial Drive & Rays Road
		Enhanced Stop	GA Perimeter College, Clarkston
		Enhanced Stop	DeKalb Clarkston Library

Route	Tier	Type	Location
		Enhanced Stop	Montreal Road & Clarkston Industrial Boulevard
		Enhanced Stop	Montreal Road & Lawrenceville Highway
E6	2b	Enhanced Stop	Juliette Road & Tree Mountain Parkway
		Enhanced Stop	Mountain Industrial & Hugh Howell
		Enhanced Stop	LaVista Road & LaVista Woods Drive
C11 & C12	2b	Coordination	GA 400 Stops

2.2 ELT Route and Station Information Sheets

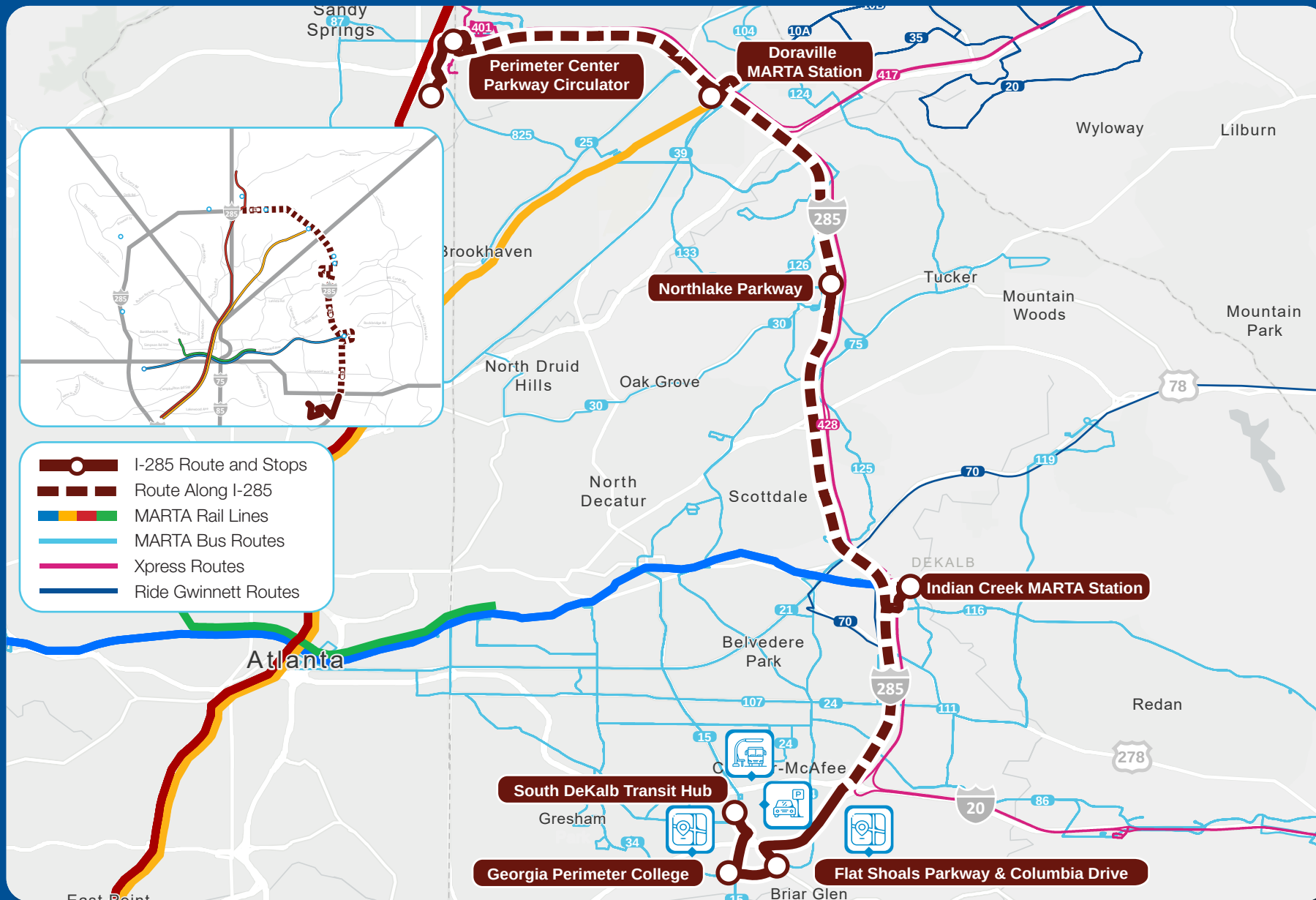
This section presents a series of ELT route and station information sheets, developed from the PSP to provide a detailed project-level overview of each proposed route and station. These information sheets are intended to support future planning, coordination, and decision-making by clearly illustrating how each proposed route and station contributes to the overall ELT network. These sheets are designed to function as stand-alone information sheets and may be pulled from this report for use in communicating with stakeholders, developers, or other interested parties about each route and or station. These sheets represent conditions and recommendations as of the time of this study (late 2024/early 2025). It is fully anticipated and expected that these will evolve as the I-285 EL and other related transportation projects (roadway, transit, bicycle, and pedestrian) are planned and executed.

2.2.1 Route Information Sheets

The following route information sheets present detailed summaries of the proposed ELT routes included in the PSP. Each sheet outlines the key characteristics of an individual route, including:

- Route alignment and description
- Major destinations and transfer opportunities
- Service area demographics and statistics
- Operational characteristics (span, frequency, fleet needs)
- Recommended infrastructure investments and coordination needs

E1 South DeKalb Transit Hub to Perimeter Center Parkway



 Provide adequate amount of parking for Park and Ride customers

 Improve existing local bus stop to meet enhanced station/stop design standards

 Ensure station capacity matches demand, including bus bay and layover needs

Route Description



I-285 EXPRESS Lanes TRANSIT

E1 is a daily route that runs in both directions, beginning at the South DeKalb Transit Hub, stopping at Georgia Perimeter College, Flat Shoals Parkway & Columbia Drive, Indian Creek MARTA Station, then traveling on the I-285 Express Lanes to Northlake Parkway, Doraville MARTA Station, and terminating at the Perimeter Center Parkway circulator, with stops at Perimeter Center Parkway at Hammond Drive, the Medical Center, along Peachtree Dunwoody Road at Johnson Ferry Road and at Glenridge Road.

Key Destinations



- Georgia Perimeter College
- The Gallery at South DeKalb
- Candler-Flat Shoals Livable Communities Initiatives (LCI) District
- Northlake Mall
- Emory Saint Joseph's Hospital
- Perimeter Mall

Transfer Options as of Summer 2024



Transfer Routes:

- MARTA: Routes 5, 24, 25, 30, 34, 39, 74, 87, 104, 107, 111, 116, 119, 124, 125, 126, 133, 150, 825, Red Line, Gold Line, and Blue Line
- Xpress: Routes 401, 417, and 428
- Ride Gwinnett: Routes 10A, 10B, 20, 35, and 70

Transfer Hubs:

- MARTA: South DeKalb Transit Hub, Indian Creek MARTA Station, Doraville MARTA Station, Dunwoody MARTA Station, Medical Center MARTA Station

Service Area Statistics



- 4** Community Improvement Districts served:
- Fulton & DeKalb Perimeter
 - Assembly
 - Tucker-Northlake
 - Chamblee Doraville

- 4** Park and Ride lots served

4,829 Park and Ride parking spaces

People and Jobs within a 15-minute Walk



27,199 People

96,149 Jobs

6,641 People in Equity Focus Areas

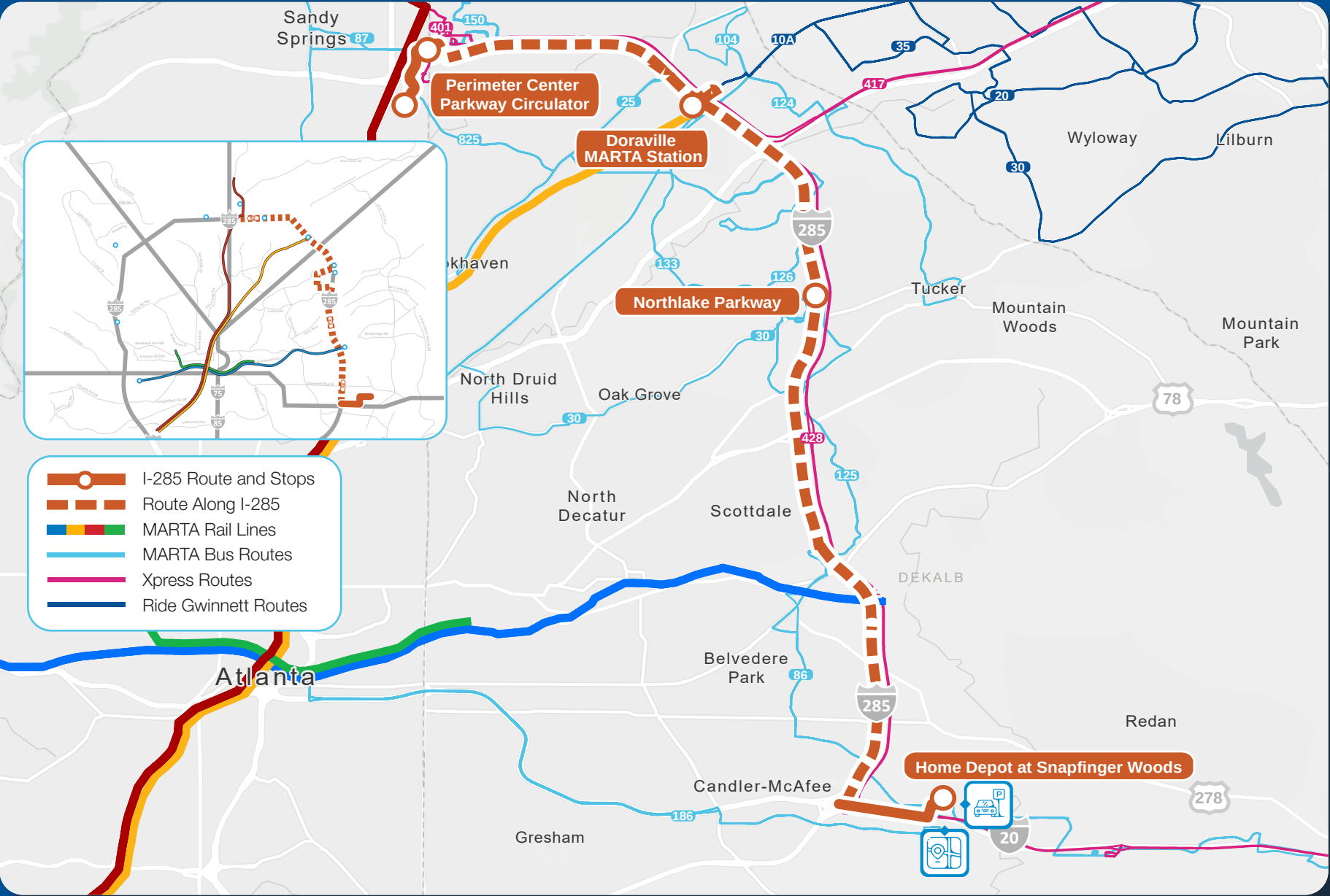
Operational Characteristics



Proposed Span	Proposed Frequency	Number of Buses Required	Estimated Operating Cost
5:00 A.M. - 2:00 A.M. (Daily)	Every 10 minutes (Daily)	10 peak vehicles	\$13,750,550 (2050)

E2

Home Depot at Snapfinger Woods to
Perimeter Center Parkway



Ensure proposed route alignment is permissible based on site ownership

Provide adequate amount of parking for Park and Ride customers

Route Description

 I-285 EXPRESS LANES TRANSIT

E2 is a daily route that runs in both directions, beginning at the Home Depot at Snapfinger Woods, then traveling on the I-285 Express Lanes to Northlake Parkway and Doraville MARTA Station, and terminating at the Perimeter Center Parkway circulator, with stops at Perimeter Center Parkway at Hammond Drive, the Medical Center, along Peachtree Dunwoody Road at Johnson Ferry Road and at Glenridge Road.

Key Destinations

Transfer Options as of Summer 2024

- Little Giant Farmers Market
- Emory Saint Joseph's Hospital
- Perimeter Mall
- Northlake Mall
- Wesley Chapel Crossing
- Home Depot at Snapfinger Woods

- Transfer Routes:**
- MARTA: Routes 5, 15, 25, 30, 39, 86, 87, 104, 114, 124, 125, 126, 133, 150, 186, 825, Red Line, and Gold Line
 - Ride Gwinnett: Routes 10A, 10B, 20, and 35
 - Xpress: Routes 401, 417 and 428
- Transfer Hubs:**
- MARTA: Doraville MARTA Station, Dunwoody MARTA Station, Medical Center MARTA Station

Service Area Statistics

People and Jobs within a 15-minute Walk

- 5** Community Improvement Districts served:
- Fulton & DeKalb Perimeter
 - Assembly
 - Tucker-Northlake
 - Chamblee Doraville
 - East Metro DeKalb CID
- 3** Park and Ride lots served
- 2,479** Park and Ride parking spaces

21,165 People

91,876 Jobs

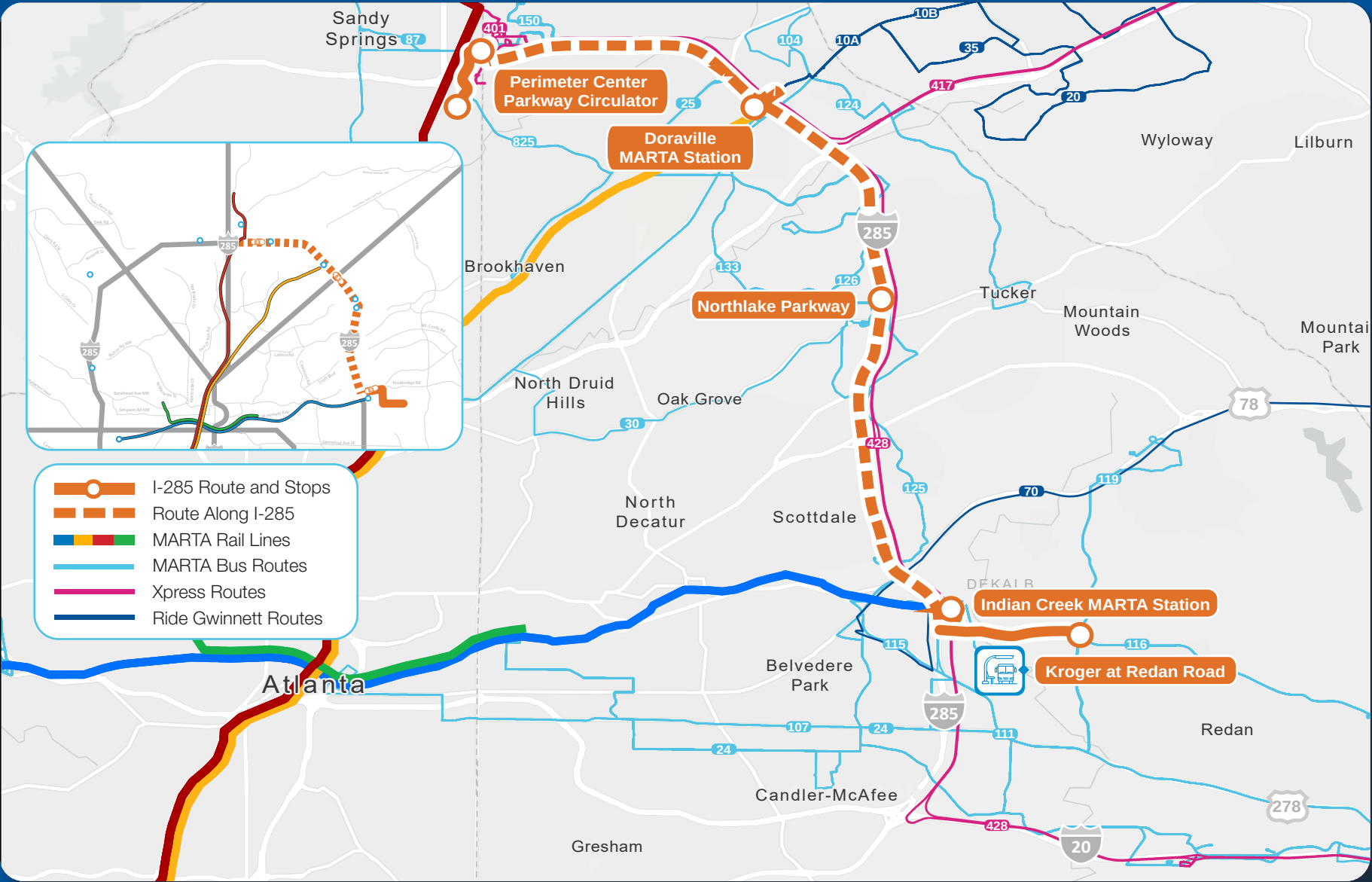
4,078 People in Equity Focus Areas

Operational Characteristics

Proposed Span	Proposed Frequency	Number of Buses Required	Estimated Operating Cost
5:00 A.M. - 2:00 A.M. (Daily)	Every 10 minutes (Daily)	8 peak vehicles	\$11,846,660 (2050)

E3

Redan Rd to Perimeter Center Parkway



Improve existing local bus stop to meet enhanced station/stop design standards

Route Description

I-285 EXPRESS LANES TRANSIT

E3 is a daily route that runs in both directions, beginning at the Kroger at Redan Road, Redan Road & Valerie Woods, then traveling on the I-285 Express Lanes to Indian Creek MARTA Station, Northlake Parkway, and terminating at the Perimeter Center Parkway circulator, with stops at Perimeter Center Parkway at Hammond Drive, the Medical Center, along Peachtree Dunwoody Road at Johnson Ferry Road, and at Glenridge Road.

Key Destinations

- Kroger at Redan Road
- Northlake Mall
- Perimeter Mall
- Emory Saint Joseph's Hospital
- Electric Owl Studios
- Generation Avondale East

Transfer Options as of Summer 2024

Transfer Routes:

- MARTA: Routes 5, 24, 25, 30, 39, 87, 104, 107, 111, 116, 119, 124, 125, 126, 133, 150, 825, Red Line, Gold Line, and Blue Line
- Xpress: Routes 417, 419, and 428
- Ride Gwinnett: Routes 10A, 10B, 20, 35, and 70

Transfer Hubs:

- MARTA: Indian Creek MARTA Station, Doraville MARTA Station, Dunwoody MARTA Station, Medical Center MARTA Station

Service Area Statistics

4 Community Improvement Districts served:

- Fulton & DeKalb Perimeter
- Assembly
- Tucker-Northlake
- Chamblee Doraville

4 Park and Ride lots served

4,829 Park and Ride parking spaces

People and Jobs within a 15-minute Walk

32,246 People

97,934 Jobs

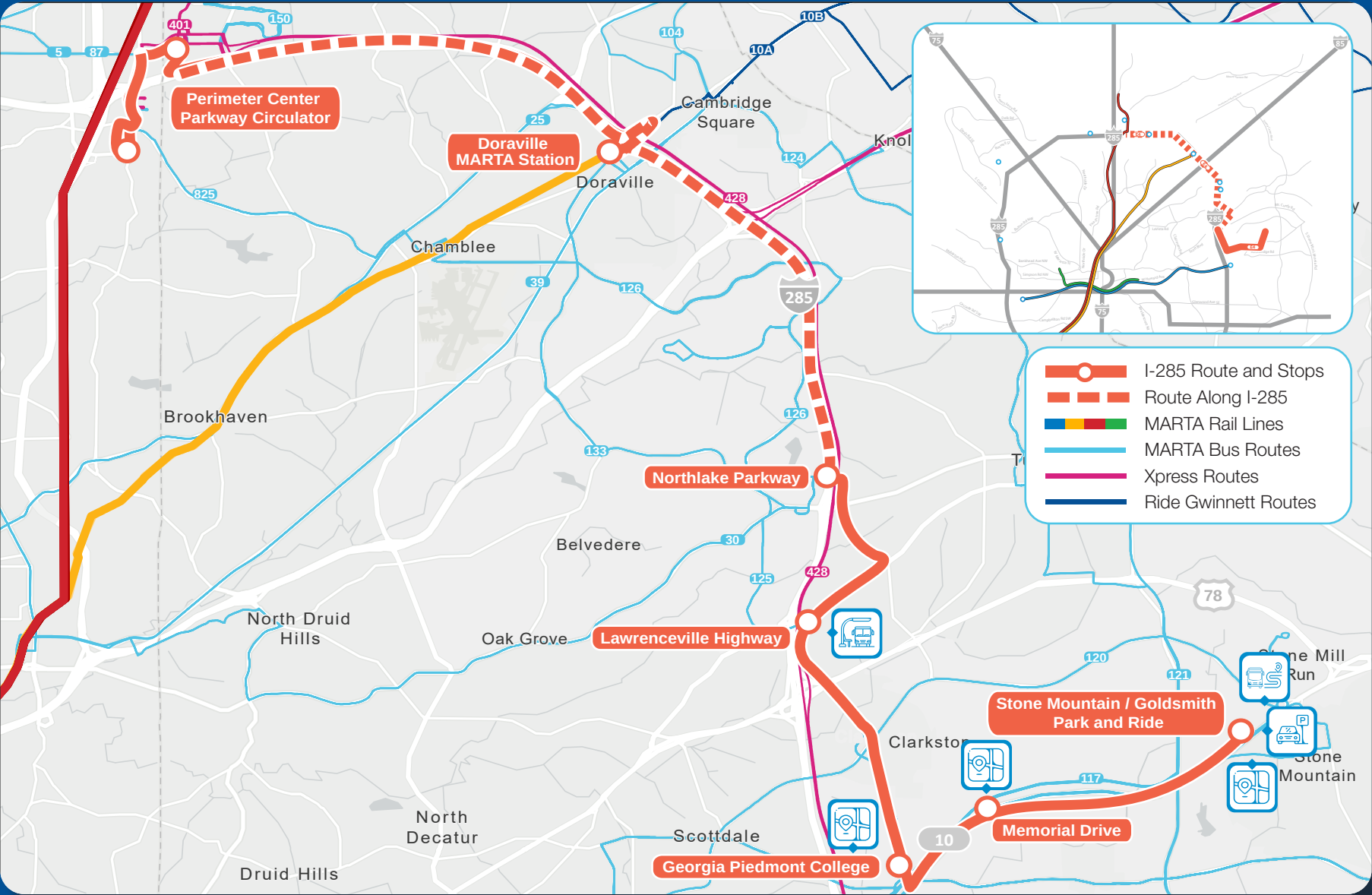
10,269 People in Equity Focus Areas

Operational Characteristics

Proposed Span	Proposed Frequency	Number of Buses Required	Estimated Operating Cost
5:00 A.M. - 2:00 A.M. (Daily)	Every 10 minutes (Daily)	9 peak vehicles	\$11,220,846 (2050)

E4

Stone Mountain / Goldsmith Park and Ride to
Perimeter Center Parkway



Ensure roadway geometry accommodates enhanced operations

Design stop to meet enhanced station/stop design standards

Improve existing local bus stop to meet enhanced station/stop design standards

Provide adequate amount of parking for Park and Ride customers

Route Description

I-285 EXPRESS LANES TRANSIT

E4 is a daily route that runs in both directions, beginning at the Stone Mountain / Goldsmith Park and Ride, Memorial Drive & Rays Road, DeKalb Clarkston Library, Montreal Road, Lawrenceville Highway (local stop), then traveling on the I-285 Express Lanes to Northlake Parkway, and Doraville MARTA Station, and terminating at the Perimeter Center Parkway circulator, with stops at Perimeter Center Parkway at Hammond Drive, the Medical Center, along Peachtree Dunwoody Road at Johnson Ferry Road and at Glenridge Road.

Key Destinations

Nam Dae Mun Farmers Market
GSU Perimeter College: Clarkston Campus
DeKalb Clarkston Library
Northlake Mall
Perimeter Mall
Emory Saint Joseph's Hospital

Transfer Options as of Summer 2024

Transfer Routes:

- MARTA: Routes 5, 25, 30, 39, 87, 104, 117, 120, 121, 124, 125, 126, 133, 150, 825, Red Line, and Gold Line
- Xpress: Routes 417 and 428
- Ride Gwinnett: Routes 10A, 10B, 20, and 35

Transfer Hubs:

- MARTA: Doraville MARTA Station, Dunwoody MARTA Station, Medical Center MARTA Station
- Xpress: Stone Mountain/Goldsmith Park and Ride

Service Area Statistics

4 Community Improvement Districts served:

- Fulton & DeKalb Perimeter
- Assembly
- Tucker-Northlake
- Chamblee Doraville

4 Park and Ride lots served

2,479 Park and Ride parking spaces

People and Jobs within a 15-minute Walk

38,167 People
95,824 Jobs
19,929 People in Equity Focus Areas

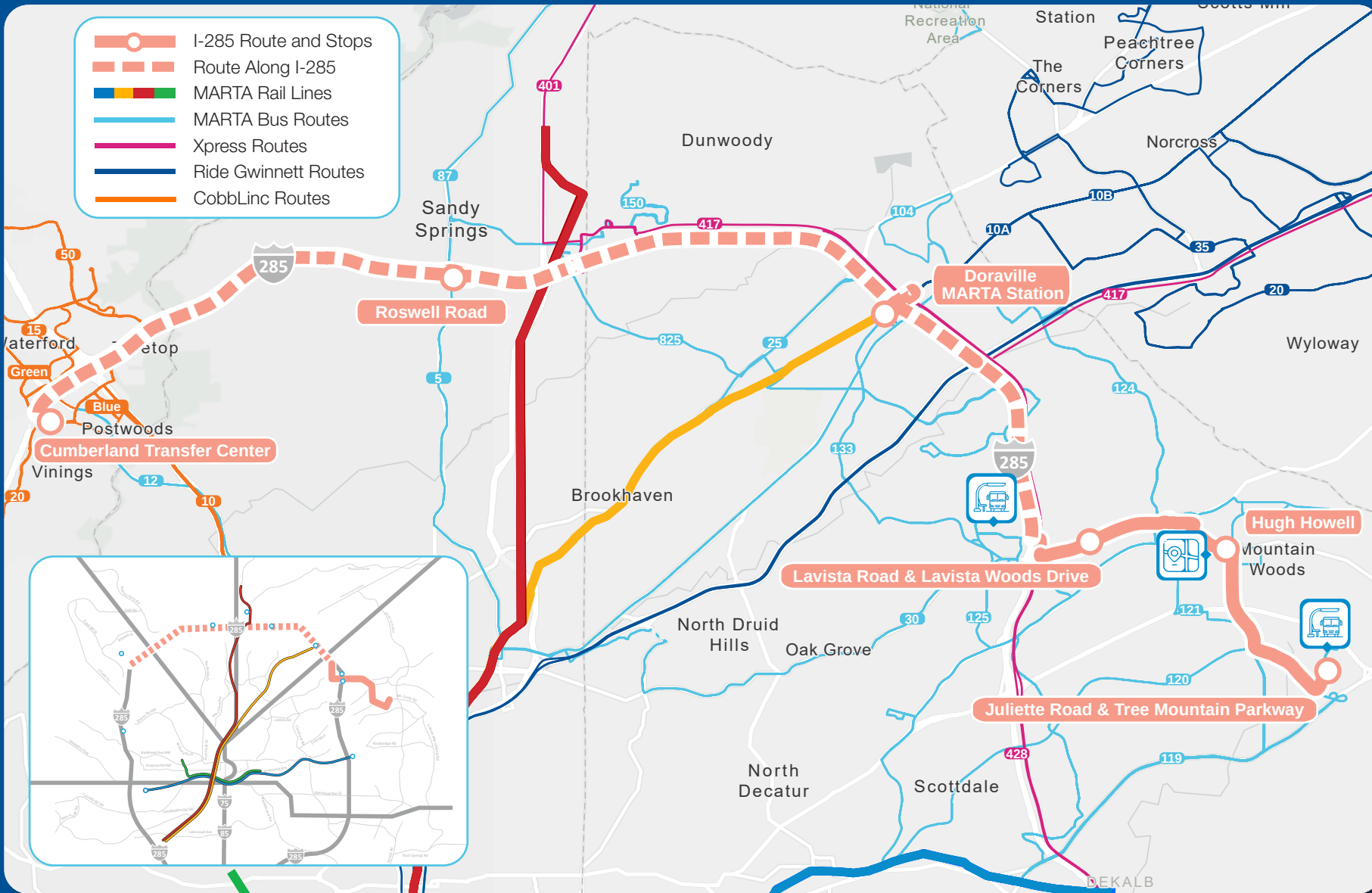
Operational Characteristics

Operational Characteristics

Proposed Span	Proposed Frequency	Number of Buses Required	Estimated Operating Cost
5:00 A.M. - 2:00 A.M. (Daily)	Every 10 minutes (Daily)	9 peak vehicles	\$12,183,211 (2050)

E6

Juliette Road & Tree Mountain Parkway to Cumberland Transfer Center



Design stop to meet enhanced station/stop design standards



Improve existing local bus stop to meet enhanced station/stop design standards

Route Description



I-285 EXPRESS LANES TRANSIT

E6 is a daily route that run in both directions, beginning at Juliette Road & Tree Mountain Parkway, SR 8 CONN & Hugh Howell, LaVista Road & LaVista Woods Drive, then traveling on the I-285 Express Lanes to Doraville MARTA Station and Roswell Road, and ends at Cumberland Transfer Center.

Key Destinations



- Northlake Mall
- Perimeter Mall
- Emory Saint Joseph's Hospital
- Cumberland Mall
- The Prado

Transfer Options as of Summer 2024



Transfer Routes:

- MARTA: Routes 5, 12, 25, 30, 39, 87, 104, 119, 120, 121, 124, 125, 126, 133, 150, 825, Red Line, and Gold Line
- CobbLinc: Routes 10, 15, 20, 50, Rapid 10, Circulator Blue, and Circulator Green
- Xpress: Routes 401, 417, and 428
- Ride Gwinnett: Routes 10A, 10B, 20, and 35

Transfer Hubs:

- MARTA: Doraville MARTA Station, Dunwoody MARTA Station, Medical Center MARTA Station

Service Area Statistics



- 7 Community Improvement Districts served:
- Cumberland
 - Roswell Road
 - Fulton & DeKalb Perimeter
 - Assembly
 - Tucker - Northlake
 - Chamblee Doraville
 - Tucker Summit
- 2 Park and Ride lots served
- 2,279 Park and Ride parking spaces

People and Jobs within a 15-minute Walk



22,506 People

31,934 Jobs

4,956 People in Equity Focus Areas

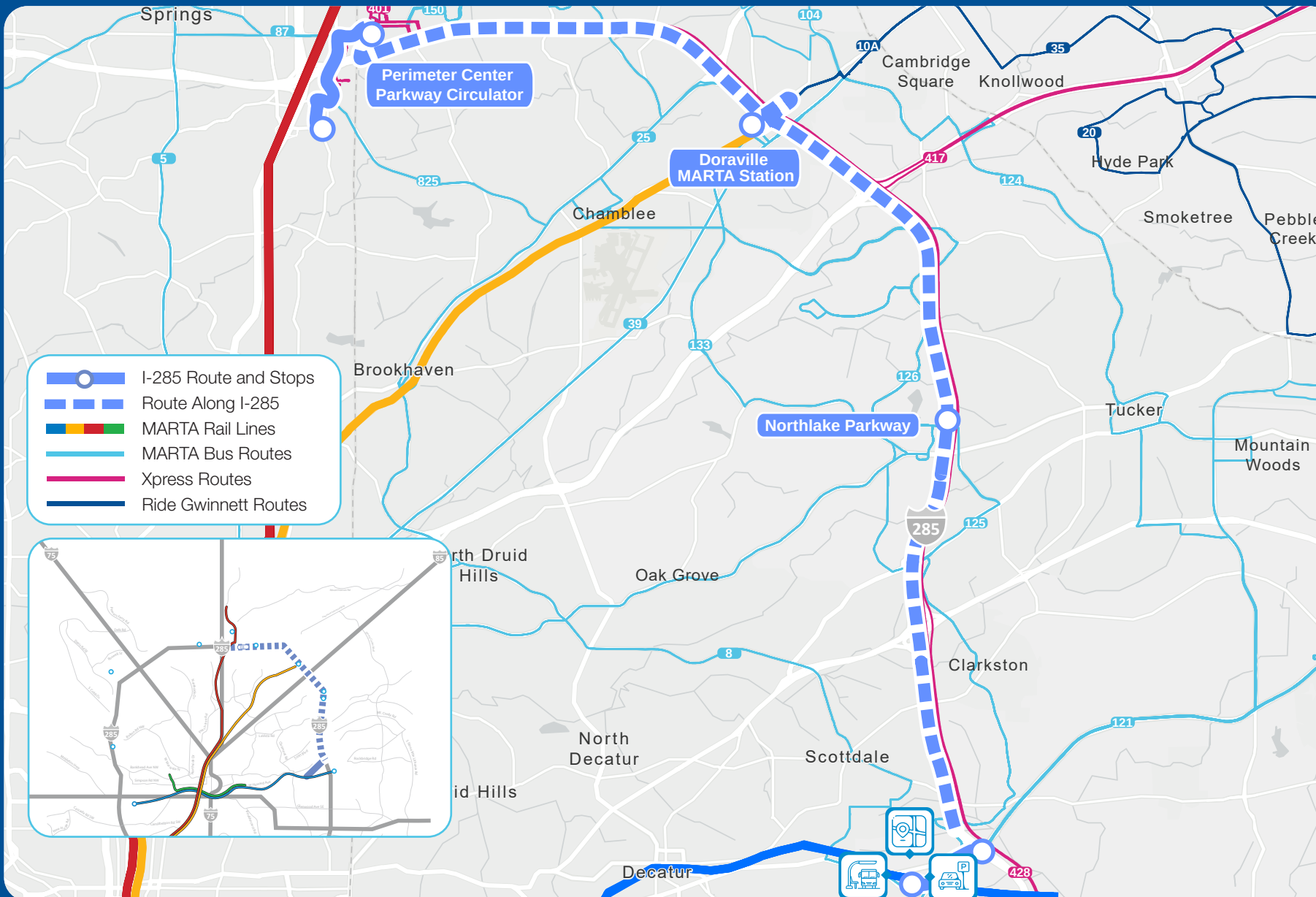
Operational Characteristics



Proposed Span	Proposed Frequency	Number of Buses Required	Estimated Operating Cost
5:00 A.M. - 2:00 A.M. (Daily)	Every 10 minutes (Daily)	10 peak vehicles	\$13,456,202 (2050)

E8

Kensington MARTA Station to Perimeter Center Parkway



Provide adequate amount of parking for Park and Ride customers



Ensure roadway geometry accommodates enhanced operations



Ensure station capacity matches demand, including bus bay and layover needs

Route Description



I-285 EXPRESS LANES TRANSIT

E8 is a daily route that runs in both directions, beginning at Kensington MARTA Station, then traveling on the I-285 Express Lanes from Northlake Parkway to Doraville MARTA Station, and terminating at the Perimeter Center Parkway circulator, with stops at Perimeter Center Parkway at Hammond Drive, at the Medical Center, along Peachtree Dunwoody Road at Johnson Ferry Road and at Glenridge Road.

Key Destinations



- Northlake Mall
- Assembly Atlanta
- Perimeter Mall
- Emory Saint Joseph's Hospital
- MVD Tag Office

Transfer Options as of Summer 2024



Transfer Routes:

- MARTA: Routes 5, 25, 30, 39, 87, 104, 124, 125, 126, 133, 150, 825, Red Line, Gold Line, and Blue Line
- Xpress: Routes 401, 417 and 428
- Ride Gwinnett: Routes 10A, 10B, 20, and 35

Transfer Hubs:

- MARTA: Kensington MARTA Station, Doraville MARTA Station, Dunwoody MARTA Station, Medical Center MARTA Station

Service Area Statistics



4 Community Improvement Districts served:

- Fulton & DeKalb Perimeter
- Assembly
- Tucker-Northlake
- Chamblee Doraville

3 Park and Ride lots served

2,479 Park and Ride parking spaces

People and Jobs within a 15-minute Walk



21,481 People

92,646 Jobs

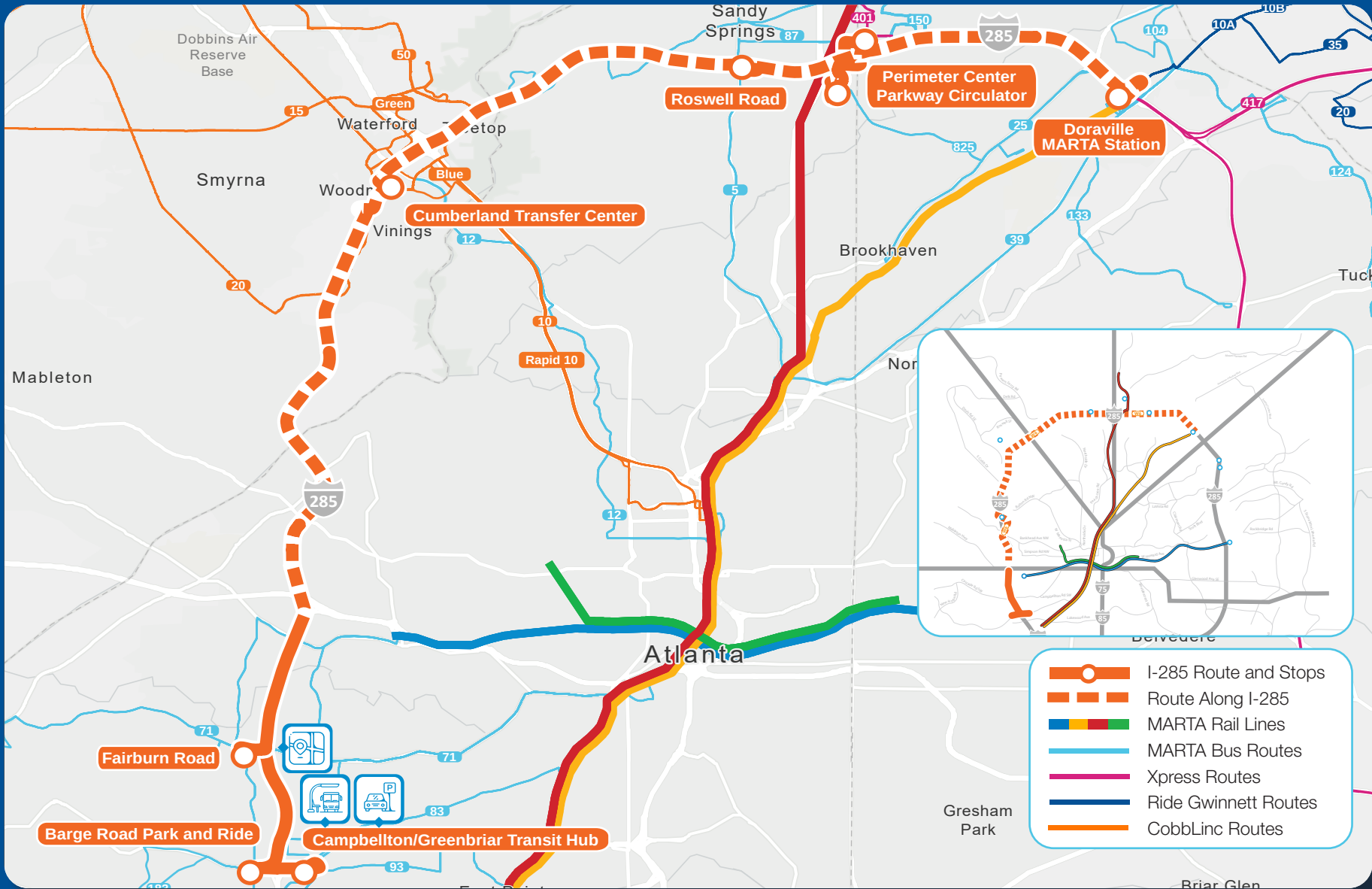
2,142 People in Equity Focus Areas

Operational Characteristics



Proposed Span	Proposed Frequency	Number of Buses Required	Estimated Operating Cost
5:00 A.M. - 2:00 A.M. (Daily)	Every 10 minutes (Daily)	7 peak vehicles	\$9,292,085 (2050)

W6 Campbellton/Greenbriar Transit Hub to Doraville MARTA Station



Route Description



I-285 EXPRESS
LANES TRANSIT

W6 is a daily route that runs in both directions, beginning at Campbellton/Greenbriar Transit Hub, Barge Road Park and Ride, and Fairburn Road, then traveling on the I-285 Express Lanes to Cumberland Transit Center, Roswell Road, and Perimeter Center Parkway circulator, with stops at Perimeter Center Parkway at Hammond Drive, the Medical Center, along Peachtree Dunwoody Road at Johnson Ferry Road and at Glenridge Road, and ends at Doraville MARTA Station.

Key Destinations



- Greenbriar Mall
- Cumberland Mall
- Cobb Galleria Centre
- Akers Mill Square
- The Prado
- Perimeter Mall
- Emory Saint Joseph's Hospital
- Assembly Atlanta

Transfer Options as of Summer 2024



Transfer Routes:

- MARTA: Routes 5, 12, 25, 39, 87, 93, 104, 124, 133, 150, 183, 825, Red Line, and Gold Line
- CobbLinc: Routes 10, 15, 20, 50, Rapid 10, Circulator Blue, and Circulator Green
- Xpress: Routes 417 and 418
- Ride Gwinnett: Routes 10A, 10B, 20, and 35

Transfer Hubs:

- MARTA: Campbellton/Greenbriar Transit Hub, Barge Road Park and Ride, Dunwoody MARTA Station, Medical Center MARTA Station, Doraville MARTA Station

Service Area Statistics



5 Community Improvement Districts served:

- Cumberland
- Roswell Road
- Fulton & DeKalb Perimeter
- Assembly
- Chamblee Doraville

4 Park and Ride lots served

2,744 Park and Ride parking spaces

People and Jobs within a 15-minute Walk



31,286 People

104,840 Jobs

5,410 People in Equity Focus Areas



Provide adequate amount of parking for Park and Ride customers



Improve existing local bus stop to meet enhanced station/stop design standards



Ensure station capacity matches demand, including bus bay and layover needs

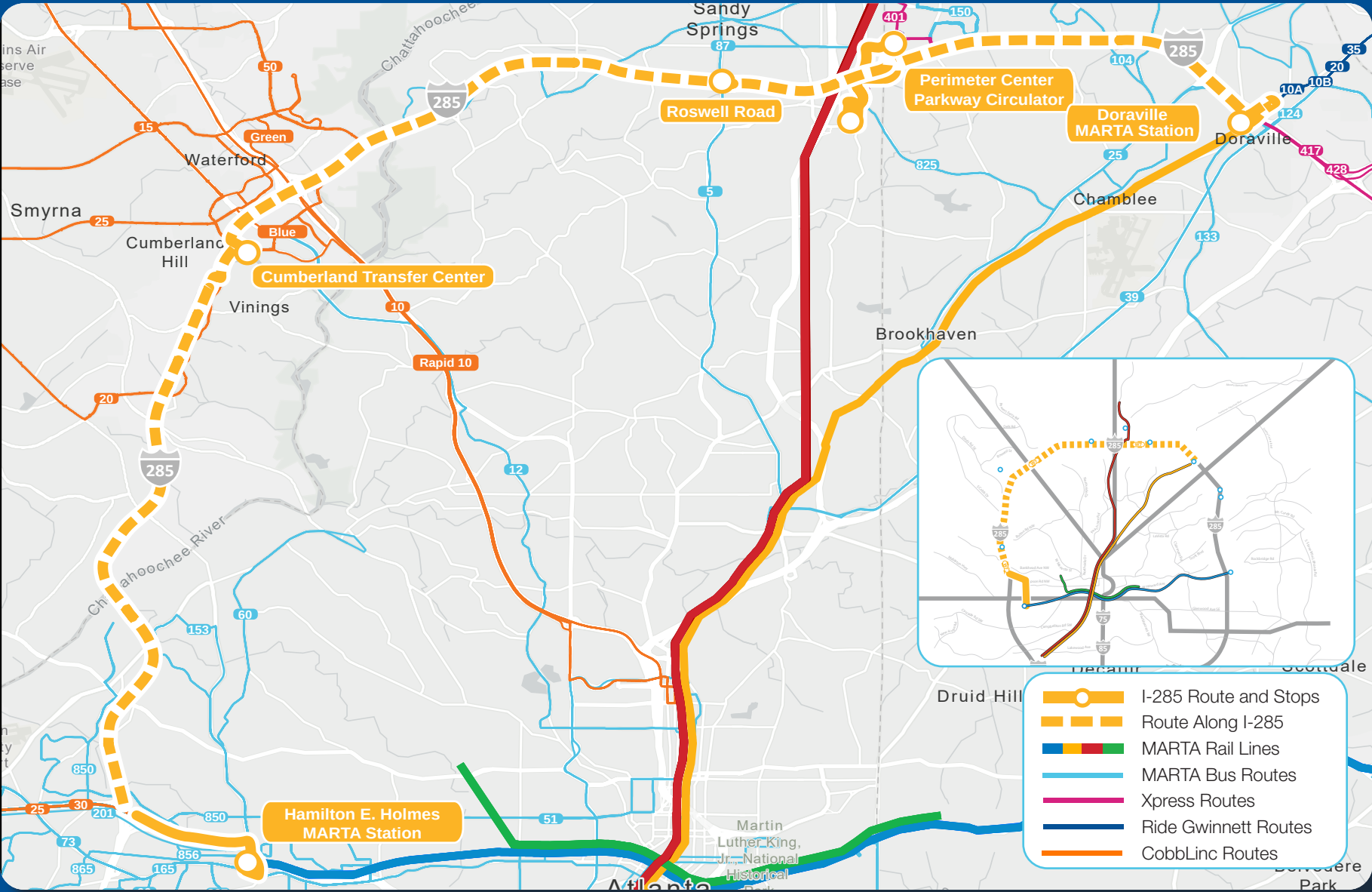
Operational Characteristics



Proposed Span	Proposed Frequency	Number of Buses Required	Estimated Operating Cost
5:00 A.M. - 2:00 A.M. (Daily)	Every 10 minutes (Daily)	14 peak vehicles	\$17,905,272 (2050)

W7

Hamilton H. Holmes MARTA Station to Doraville MARTA Station



No tier 2 improvements

Route Description



W7 is a daily route that runs in both directions, beginning at Hamilton E. Holmes MARTA Station, then traveling on the I-285 Express Lanes to Cumberland Transfer Center, Roswell Road, and Perimeter Center Parkway circulator, with stops at Perimeter Center Parkway at Hammond Drive, the Medical Center, along Peachtree Dunwoody Road at Johnson Ferry Road and at Glenridge Road, and ends at Doraville MARTA Station.

Key Destinations



- Hamilton E. Holmes LCI District
- Cumberland Mall
- The Prado
- Perimeter Mall
- Emory Saint Joseph's Hospital

Transfer Options as of Summer 2024



Transfer Routes:

- MARTA: Routes 5, 12, 25, 39, 51, 60, 66, 68, 73, 87, 104, 124, 133, 150, 153, 165, 201, 825, 850, 856, 865, 867, Red Line, Gold Line, and Blue Line
- CobbLinc: Routes 10, 15, 20, 25, 30, 50, Rapid 10, Circulator Blue, and Circulator Green
- Xpress: Routes 417 and 418
- Ride Gwinnett: Routes 10A, 10B, 20, and 35

Transfer Hubs:

- MARTA: Hamilton E. Holmes MARTA Station, Dunwoody MARTA Station, Medical Center MARTA Station, Doraville MARTA Station

Service Area Statistics



- 5 Community Improvement Districts served:
- Cumberland
 - Rowell Road
 - Fulton & DeKalb Perimeter
 - Assembly
 - Chamblee Doraville

4 Park and ride lots served

3,915 Park and Ride parking spaces

People and Jobs within a 15-minute Walk



29,695 People

105,515 Jobs

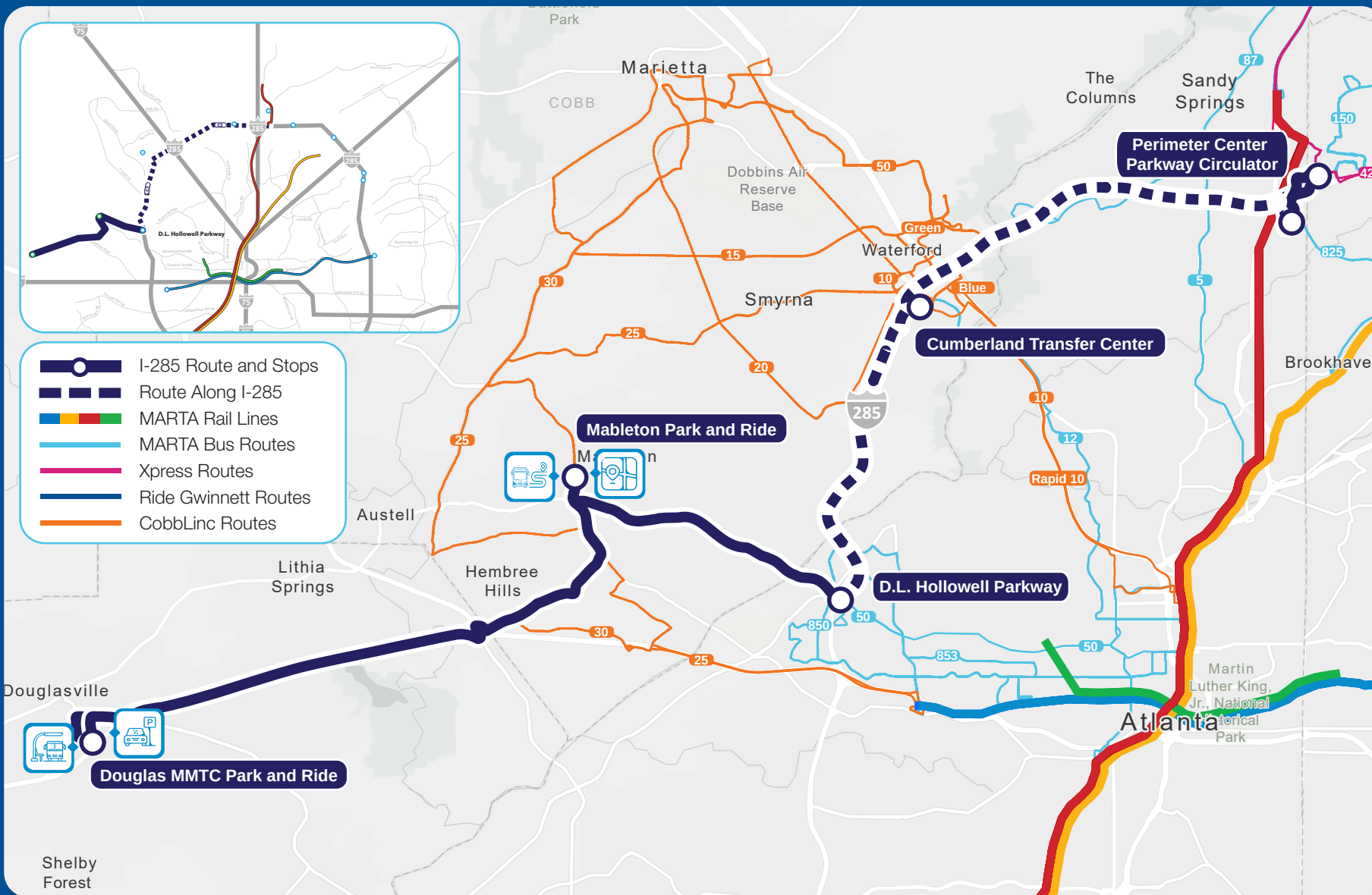
3,996 People in Equity Focus Areas

Operational Characteristics



Proposed Span	Proposed Frequency	Number of Buses Required	Estimated Operating Cost
5:00 A.M. - 2:00 A.M. (Daily)	Every 10 minutes (Daily)	11 peak vehicles	\$14,170,755 (2050)

C2 Douglasville MMTC Park and Ride to Perimeter Center Parkway





Ensure roadway geometry accommodates enhanced operations



Ensure proposed route alignment is permissible based on site ownership



Ensure station capacity matches demand, including bus bay and layover needs



Provide adequate amount of parking for Park and Ride customers

Route Description



C2 is a commuter route, operating during the morning and afternoon peak hours. This route runs in both directions, beginning at Douglas Multi-Modal Transportation Center Park and Ride, travels through Mableton Park and Ride, D.L. Hollowell Parkway, and Cumberland Transfer Center, and terminating at the Perimeter Center Parkway circulator, with stops at Perimeter Center Parkway at Hammond Drive, the Medical Center, along Peachtree Dunwoody Road at Johnson Ferry Road and at Glenridge Road.

Key Destinations



- Douglas County Butterfly Trail
- The Mable House Arts Center
- South Cobb Regional Library
- Atlanta West Regional Center
- Cumberland Mall
- Perimeter Mall
- Emory Saint Joseph's Hospital

Transfer Options as of Summer 2024



Transfer Routes:

- MARTA: Routes 5, 12, 50, 87, 150, 825, 850, 853, and Red Line
- CobbLinc: Routes 10, 15, 20, 25, 30, 50, Rapid 10, Circulator Blue, and Circulator Green
- Xpress: Route 401

Transfer Hubs:

- MARTA: Dunwoody MARTA Station, Medical Center MARTA Station
- CobbLinc: Mableton Park and Ride

Service Area Statistics



- 2** Community Improvement Districts served:
- Cumberland
 - Fulton & DeKalb Perimeter
- 3** Park and Ride lots served
- 2,798** Park and Ride parking spaces

People and Jobs within a 15-minute Walk



18,497 People

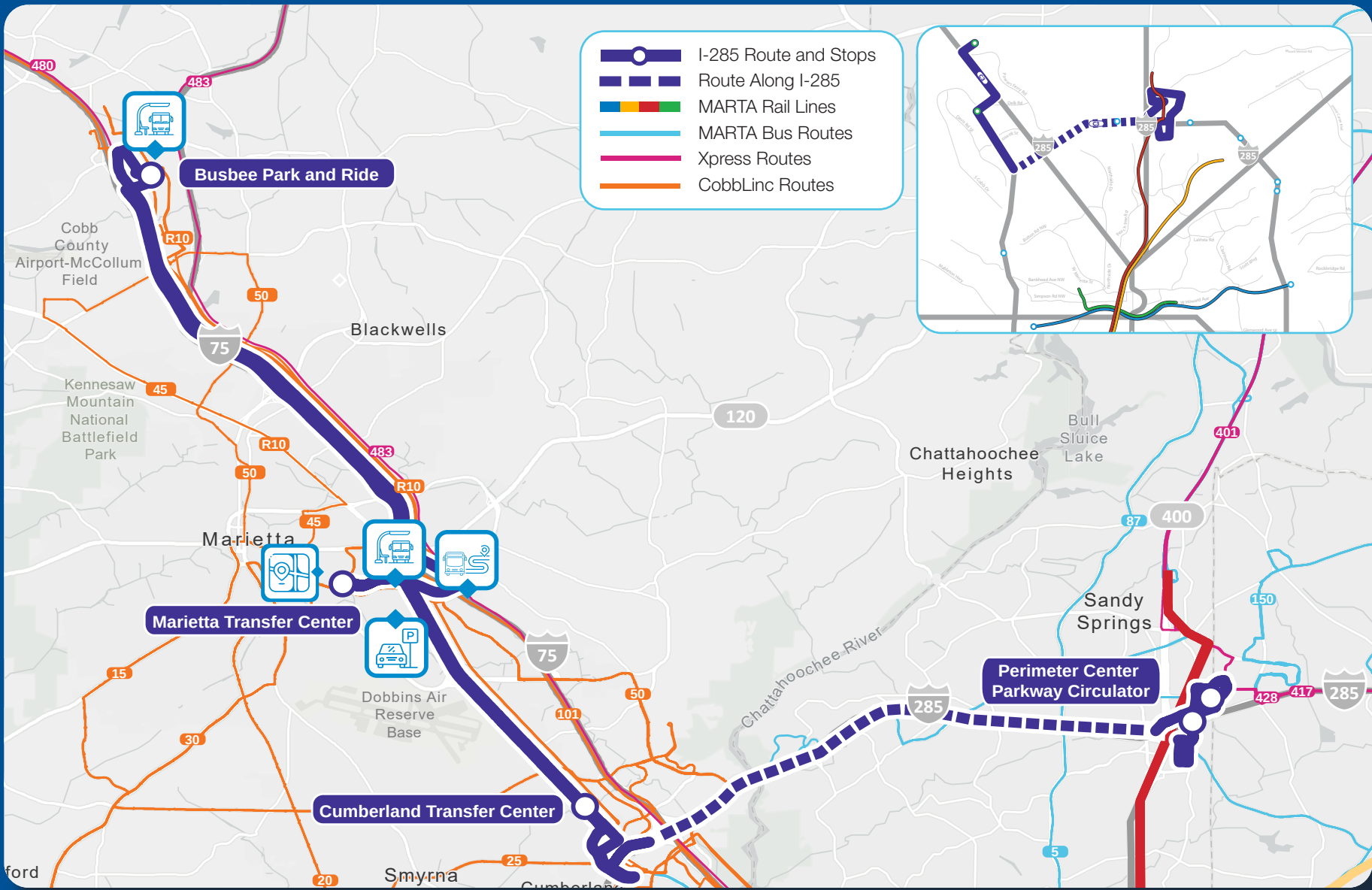
99,342 Jobs

Operational Characteristics



Proposed Span	Proposed Frequency	Number of Buses Required	Estimated Operating Cost
6:00 A.M. - 9:00 A.M.	Every 30 minutes	14 peak vehicles	\$19,798,222 (2050)
4:00 P.M. - 7:00 P.M.			

C3 Busbee Park and Ride to Perimeter Center Parkway



Ensure roadway geometry accommodates enhanced operations

Confirm CobbLinc's site selection for Marietta Transit Center

Ensure station capacity matches demand, including bus bay and layover needs

Provide adequate amount of parking for Park and Ride customers

Route Description

I-285 EXPRESS LANES TRANSIT

C3 is a commuter route, operating during the morning and afternoon peak hours. This route runs in both directions, beginning at Busbee Park and Ride, travels through Marietta Transfer Center and Cumberland Transfer Center, and terminating at the Perimeter Center Parkway circulator, with stops at Perimeter Center Parkway at Hammond Drive, the Medical Center, along Peachtree Dunwoody Road at Johnson Ferry Road and at Glenridge Road.

Key Destinations Transfer Options as of Summer 2024

- Perimeter Mall
- Emory Saint Joseph's Hospital
- Akers Mill Shopping Mall
- Cumberland Mall
- Walmart
- Kennesaw State University
- Town Center at Cobb
- Cobb County Civic Center
- Truist Park
- Fifth Third Stadium
- Cobb County Aquatic Center
- Museum of History and Holocaust Education

- Transfer Routes:**
- MARTA: Routes 5, 87, 150, Red Line
 - CobbLinc: Routes 10, R10, 15, 20, 25, 30, 40, 45, 50, 101
 - Xpress: Routes 401, 417, 428, 480, 483
- Transfer Hubs:**
- MARTA: Dunwoody MARTA Station, Medical Center MARTA Station
 - CobbLinc: Marietta Transfer Center, Cumberland Transfer Center

Service Area Statistics People and Jobs within a 15-minute Walk

- 4** Community Improvement Districts served:
 - Town Center Area
 - Marietta Gateway
 - Cumberland
 - Fulton & DeKalb Perimeter
- 2** Park and Ride lots served
- 500** Park and Ride parking spaces

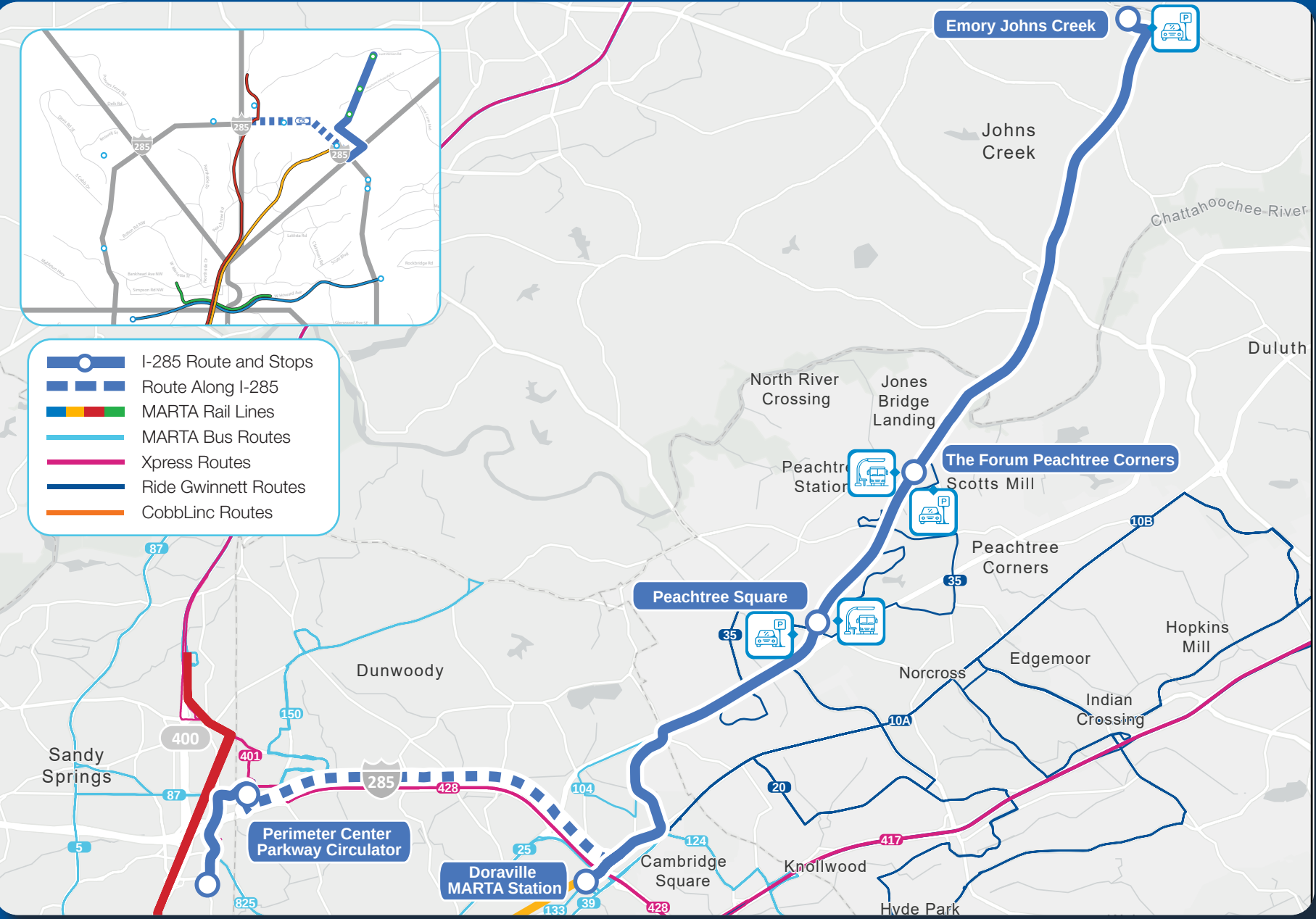
19,244 People
103,305 Jobs

Operational Characteristics

Proposed Span	Proposed Frequency	Number of Buses Required	Estimated Operating Cost
6:00 A.M. - 9:00 A.M.	Every 30 minutes	3 peak vehicles	\$754,639 (2050)
4:00 P.M. - 7:00 P.M.			

C5

Emory Johns Creek to Perimeter Center Parkway



Identify location for Park and Ride facility

Design stop to meet enhanced station/stop design standards

Route Description

C5 is a commuter route, operating during the morning and afternoon peak hours. This route runs in both directions, beginning at Emory Johns Creek, travels through The Forum Peachtree Corners, Peachtree Square, then traveling on the I-285 Express Lanes to Doraville MARTA Station, and terminating at the Perimeter Center Parkway circulator, with stops at Perimeter Center Parkway at Hammond Drive, the Medical Center, along Peachtree Dunwoody Road at Johnson Ferry Road and at Glenridge Road.

Key Destinations

Transfer Options as of Summer 2024

- Emory Johns Creek Hospital
- Peachtree Corners Town Center
- Perimeter Mall
- Emory Saint Joseph's Hospital

Transfer Routes:

- MARTA: Routes 5, 25, 39, 87, 104, 124, 133, 150, 825, Red Line, and Gold Line
- Xpress: Routes 401 and 417
- Ride Gwinnett: Routes 10A, 10B, 20, and 35

Transfer Hubs:

- MARTA: Doraville MARTA Station, Dunwoody MARTA Station, Medical Center MARTA Station

Service Area Statistics

People and Jobs within a 15-minute Walk

1 Community Improvement Districts served:

- Fulton & DeKalb Perimeter

3 Park and Ride lots served

2,479 Park and Ride parking spaces

20,948 People

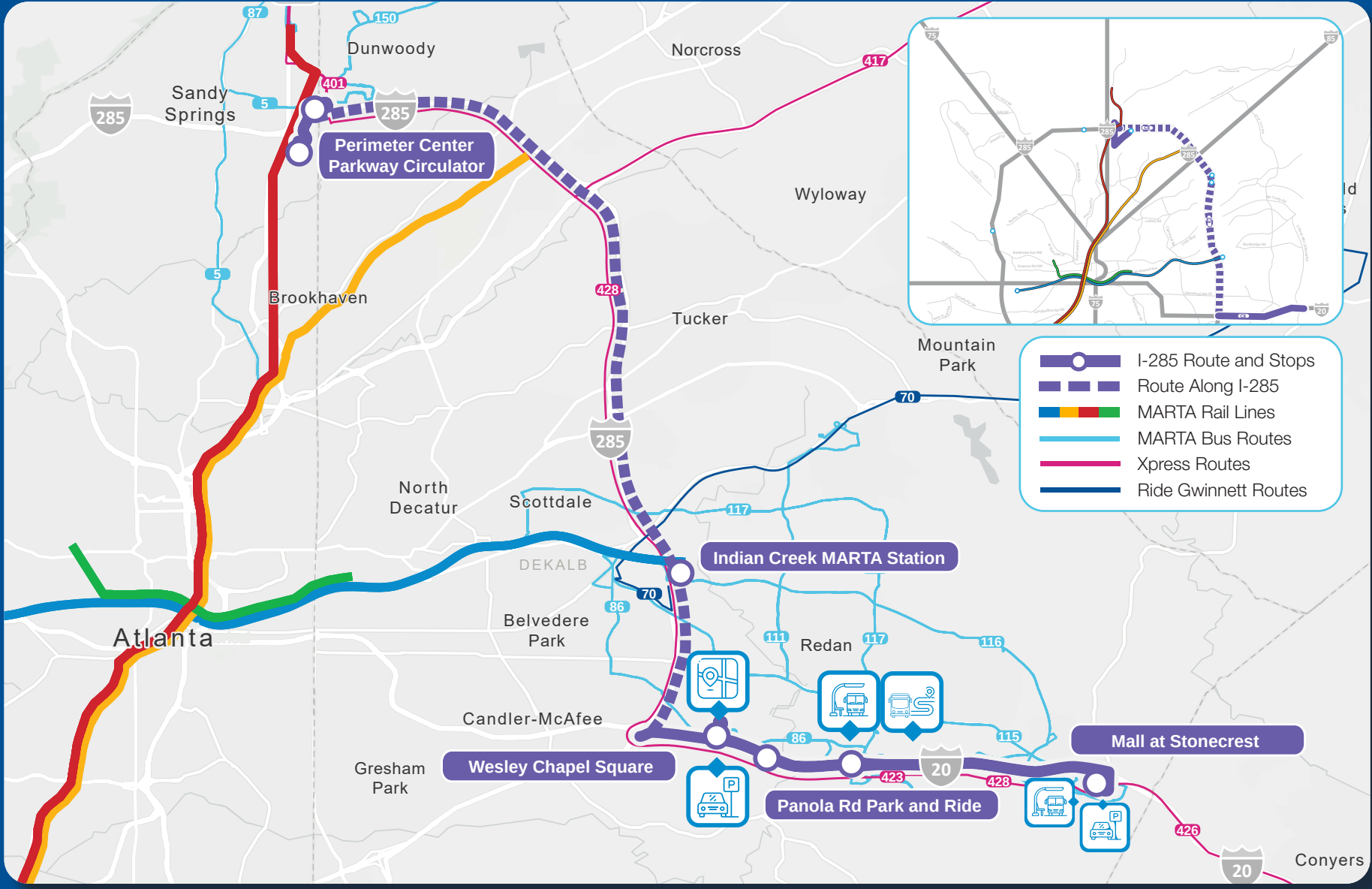
96,750 Jobs

Operational Characteristics

Proposed Span	Proposed Frequency	Number of Buses Required	Estimated Operating Cost
6:00 A.M. - 9:00 A.M.	Every 30 minutes	3 peak vehicles	\$658,527 (2050)
4:00 P.M. - 7:00 P.M.			

C8

Mall at Stonecrest to Perimeter Center Parkway



Ensure roadway geometry accommodates enhanced operations

Identify, assess and coordinate a suitable common site and confirm site ownership and ability to access

Ensure station capacity matches demand, including bus bay and layover needs

Provide adequate amount of parking for Park and Ride customers

Route Description

I-285 EXPRESS LANES TRANSIT

C8 is a commuter route, operating during the morning and afternoon peak hours. This route runs in both directions, beginning at the Mall at Stonecrest, travels through Panola Road Park and Ride, Wesley Chapel Square, and Indian Creek MARTA Station, then traveling on the I-285 Express Lanes and terminating at the Perimeter Center Parkway circulator, with stops at Perimeter Center Parkway at Hammond Drive, the Medical Center, along Peachtree Dunwoody Road at Johnson Ferry Road and at Glenridge Road.

Key Destinations

Transfer Options as of Summer 2024

- Perimeter Mall
- Emory Saint Joseph's Hospital
- Wesley Chapel Square
- Walmart at Fairington
- Mall At Stonecrest
- Turner Hill Marketplace
- New Black Wall Street Market
- Strayer University

Transfer Routes:

- MARTA: Routes 86, 111, 115, 116, 117, 186, Red Line, Gold Line, and Blue Line
- Xpress: Routes 423, 426, and 428
- Ride Gwinnett: Routes 10A, 10B, 20, 35, and 70

Transfer Hubs:

- MARTA: Wesley Chapel Square, Indian Creek MARTA Station, Dunwoody MARTA Station.
- Xpress: Panola Road Park and Ride

Service Area Statistics

People and Jobs within a 15-minute Walk

5 Community Improvement Districts served:

- Fulton & DeKalb Perimeter
- East Metro DeKalb
- Tucker-Northlake
- Assembly
- Chamblee Doraville

4 Park and Ride lots served

4,829 Park and Ride parking spaces

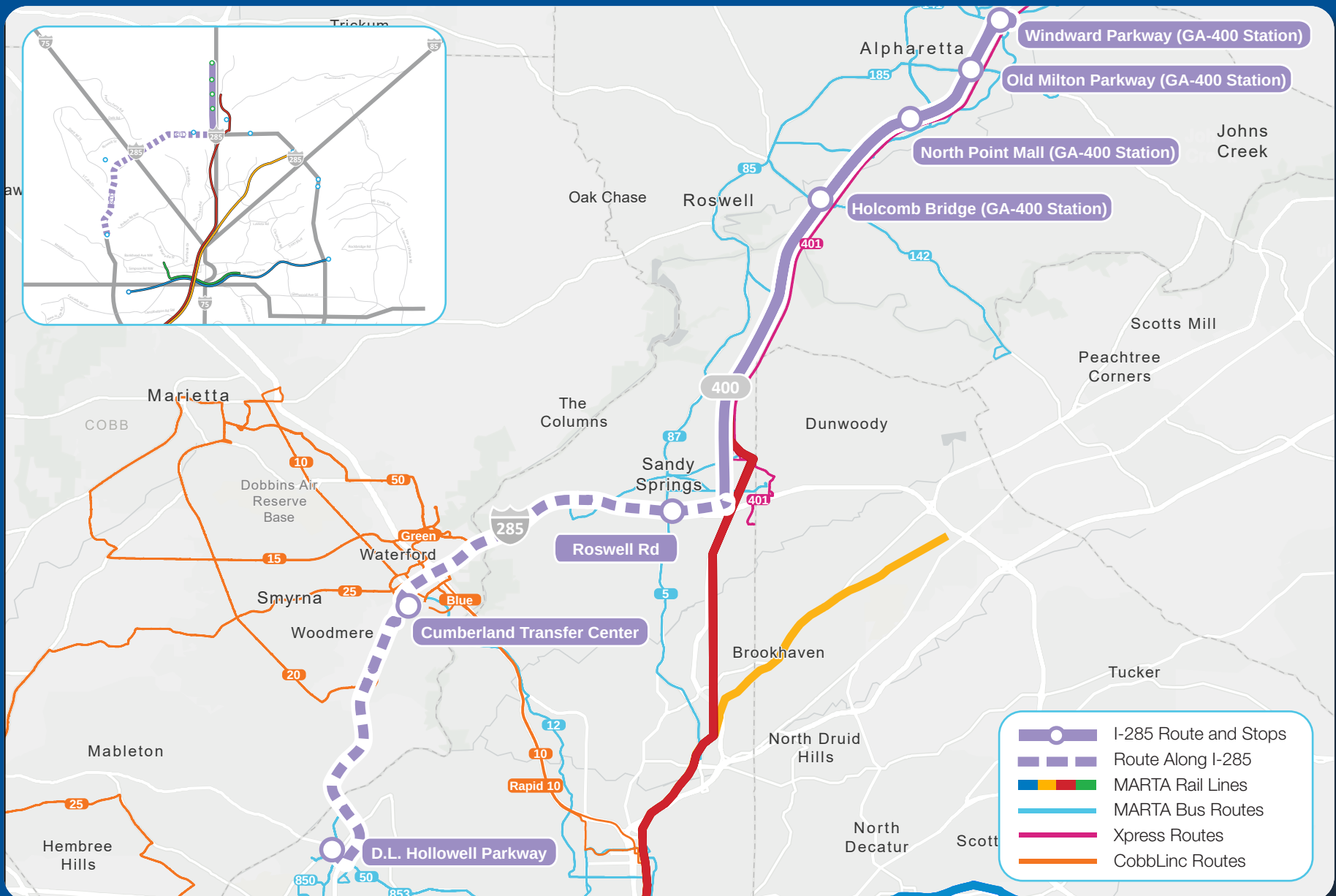
25,278 People

95,172 Jobs

Operational Characteristics

Proposed Span	Proposed Frequency	Number of Buses Required	Estimated Operating Cost
6:00 A.M. - 9:00 A.M.	Every 30 minutes	4 peak vehicles	\$983,844 (2050)
4:00 P.M. - 7:00 P.M.			

C11 D.L. Hollowell Parkway to Windward Parkway Park and Ride



No tier 2 improvements

Route Description



C11 is a commuter route, operating during the morning and afternoon peak hours. This route runs in both directions, traveling on the I-285 Express Lanes beginning at D.L. Hollowell Parkway, Cumberland Boulevard, Roswell Road, then travels on SR 400 to Holcomb Bridge, North Point Mall, Old Milton Parkway, and ends at Windward Parkway.



Key Destinations



Transfer Options as of Summer 2024



- AT&T Corporation
- North Point Mall
- Holcomb Woods Business Center
- Cumberland Mall
- The Prado

Transfer Routes:

- MARTA: Routes 5, 12, 50, 87, 850, and 853
- CobbLinc: Routes 10, 15, 20, 25, 50, Rapid 10, Circulator Blue, and Circulator Green

Transfer Hubs:

- MARTA: Windward Parkway Park and Ride

**Service Area
Statistics**



People and Jobs within a 15-minute Walk



- 4** Community Improvement
Districts served:
- **Cumberland**
 - **Roswell Road**
 - **Fulton & DeKalb Perimeter**
 - **North Fulton**

- ## 2 Park and Ride lots served

2,225 Park and Ride parking spaces

22,660 People

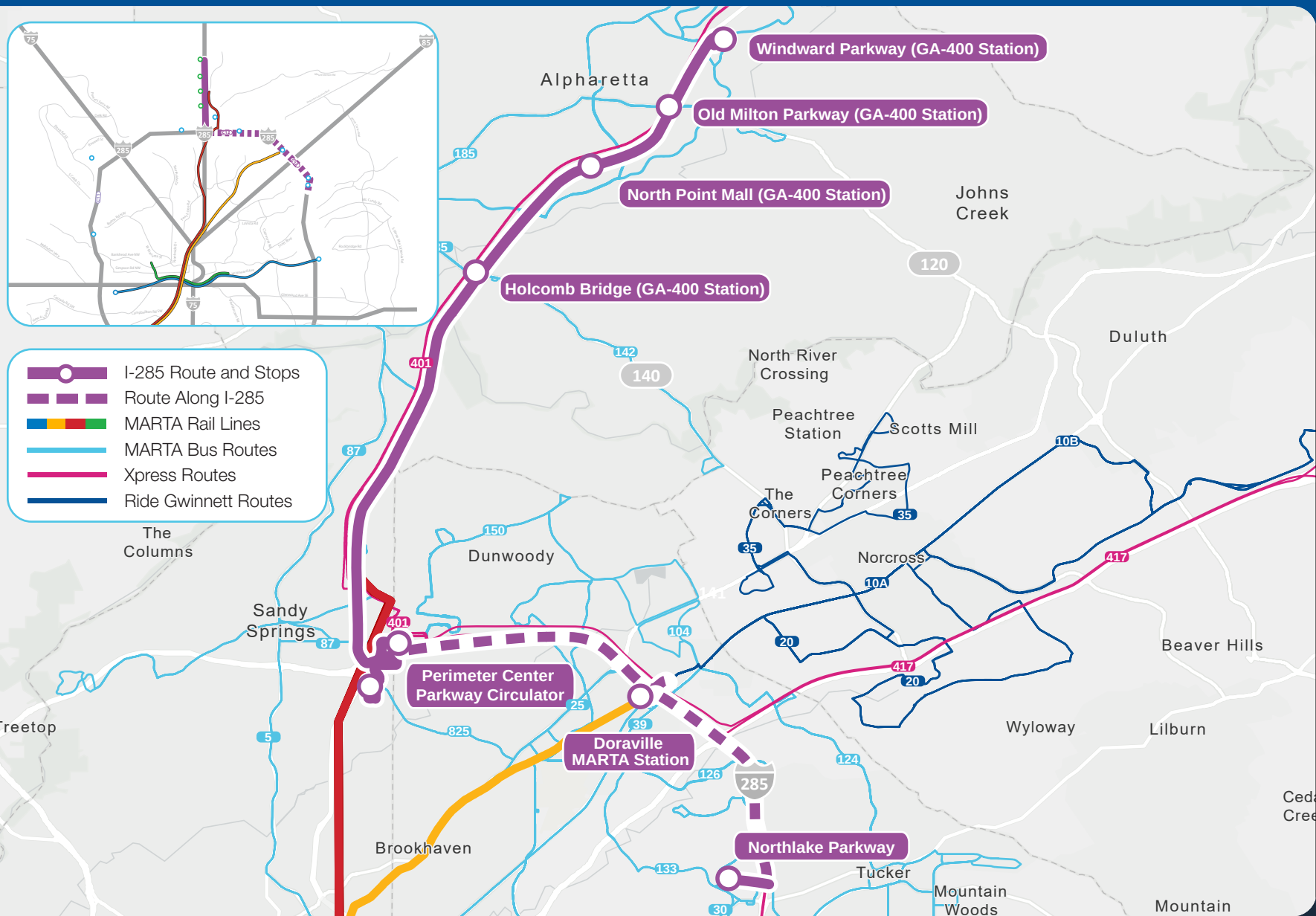
46,436 Jobs

Operational Characteristics



Proposed Span	Proposed Frequency	Number of Buses Required	Estimated Operating Cost
6:00 A.M. - 9:00 A.M.	Every 30 minutes	3 peak vehicles	\$831,723 (2050)
4:00 P.M. - 7:00 P.M.			

C12 Northlake Mall to Windward Parkway Park and Ride



No tier 2 improvements

Route Description



I-285 EXPRESS
LANES TRANSIT

C12 is a commuter route, operating during the morning and afternoon peak hours. This route runs in both directions beginning at the Northlake Mall, then traveling on the I-285 Express Lanes to the Doraville MARTA station, the Perimeter Center Parkway circulator, with stops at Perimeter Center Parkway at Hammond Drive, the Medical Center, along Peachtree Dunwoody Road at Johnson Ferry Road and at Glenridge Road, then travels on SR 400 to Holcomb Bridge, North Point Mall, Old Milton Parkway, and ends at Windward Parkway.

Key Destinations



- AT&T Corporation
- North Point Mall
- Holcomb Woods Business Center
- Northlake Mall
- Perimeter Mall

Transfer Options as of Summer 2024



Transfer Routes:

- MARTA: Routes 5, 25, 30, 39, 87, 104, 124, 125, 126, 133, 150, 825, Red Line, and Gold Line
- Ride Gwinnett: Routes 10A, 10B, 20, and 35
- Xpress: Route 417

Transfer Hubs:

- MARTA: Doraville MARTA Station, Dunwoody MARTA Station

Service Area Statistics



4 Community Improvement Districts served:

- Fulton & DeKalb Perimeter
- Assembly
- Tucker-Northlake
- North Fulton

3 Park and Ride lots served

2,781 Park and Ride parking spaces

People and Jobs within a 15-minute Walk



27,465 People

114,363 Jobs

Operational Characteristics



Proposed Span	Proposed Frequency	Number of Buses Required	Estimated Operating Cost
6:00 A.M. - 9:00 A.M.	Every 30 minutes	3 peak vehicles	\$740,206 (2050)
4:00 P.M. - 7:00 P.M.			

2.2.2 Station Information Sheets

The following station information sheets present detailed summaries of the proposed ELT stations included in the PSP. A sidewalk gap analysis was conducted using GIS network analysis to identify access challenges such as missing sidewalk segments, unsafe crossings, and disconnected pedestrian routes. The results of this analysis informed the development of targeted infrastructure improvement recommendations to enhance station accessibility and support safe, multimodal access to transit.

Each sheet outlines the key characteristics of an individual station, including:

- Station Location and Context
- Transit-Supportive Land Use
- Transit Connectivity
- Recommended infrastructure investments

Indian Creek MARTA Station



Tier 2 15% Improvements



Lane Treatments - Bus only lanes along Elder Lane from Redan Road to Indian Creek MARTA Station



Signal improvements - Queue jumps at signalized intersections outside of express lanes interchange

Bike/Pedestrian 15-minute Walkshed

Existing Infrastructure		Planned Infrastructure
341	 Jobs	699 ▲105%
2,050	 Pop.	3,519 ▲72%

Transit Supportive Land Use

Future TOD is anticipated at this location per the Indian Creek Station TOD Master Plan which is currently under development. Recommended land uses will be informed by the planning process, market study, existing conditions, and input from the public and stakeholders. There will likely be a phased development approach including a mixture of residential (affordable and market-rate), commercial, and greenspace.

Plans will include enough long-term and commuter parking, balanced with spaces for residential and retail uses. MARTA will adopt a new approach to parking, which could include shared parking agreements, parking garages, unbundled parking, and replacement parking based on utilization rates. Improved connectivity across transportation modes to and from the station will reduce the number of car trips needed.

The Indian Creek station area includes multi-family residential developments to the south along Redan Road.

Route Connections as of Summer 2024

- MARTA Bus – Route 24, 107, 111, 116 and 119
- MARTA Rail - Blue Line
- Ride Gwinnett – Route 70

I-285 Routes

Destinations

E1 E3 C8	• South DeKalb Transit Hub • GA Perimeter College • Northlake Parkway	• Doraville MARTA Station • Perimeter Center Parkway Circulator* • Dunwoody MARTA Station
	• Kroger at Redan Road • Northlake Parkway • Doraville MARTA Station	• Perimeter Center Parkway Circulator* • Medical Center • Dunwoody MARTA Station
	• Mall at Stonecrest • Panola Road Park and Ride • Wesley Chapel Square	• Perimeter Center Parkway Circulator* • Medical Center

***Perimeter Center Parkway Circulator Destinations:** Perimeter Center Parkway and Hammond Drive, GSU North Metro Campus WB, Peachtree Dunwoody Road, Medical Center, Peachtree Dunwoody Road & Johnson Ferry Road, Peachtree Dunwoody Road & Glenridge Road



Northlake Station



Tier 2 15% Improvements



Lane Treatments - Widen Northlake Parkway bridge for pedestrian capacity and improve sidewalks east and west of I-285



Signal Improvements - Queue jumps at select intersections

Bike/Pedestrian 15-minute Walkshed



	Existing Infrastructure	Planned Infrastructure	Proposed Infrastructure
Jobs	1,409	2,961 ▲ 110%	3,570 ▲ 153%
Pop.	728	1,523 ▲ 109%	1,831 ▲ 152%

Transit Supportive Land Use

Located within the Northlake-Tucker LCI and Tucker-Northlake CID, this station is surrounded by multi-family development, commercial development such as the Northlake Mall, and municipal support services such as the North Fulton County VA Clinic, the DeKalb County Division of Family and Children Services (DFCS), and the International Rescue Committee Atlanta. Some adjacent neighborhoods include Smoketree and Knolwood.

Barriers Identified

- Driveways along Lavista Road create pedestrian safety concerns
- Henderson Mill Creek creates access barrier for neighborhoods to the northeast
- Lack of sidewalks on north side of Northlake Parkway

Proposed Infrastructure

- Add new trails connecting Lauderdale Drive to future Tucker trail network
- Add new sidewalks along Northlake Center Drive at Northlake Parkway and along north side of Northlake Parkway

Route Connections as of Summer 2024

- MARTA Bus – Routes 30, 125, 126, and 133



Northlake Station



I-285 Routes

E1

- South DeKalb Transit Hub
- GA Perimeter College
- Indian Creek MARTA Station
- Northlake Parkway

- Doraville MARTA Station
- Perimeter Center Parkway Circulator*
- Dunwoody MARTA Station

E2

- Home Depot at Snapfinger Woods
- Northlake Parkway
- Perimeter Center Parkway Circulator*
- Dunwoody MARTA Station

E3

- Kroger at Redan Road
- Indian Creek MARTA Station
- Northlake Parkway

- Doraville MARTA Station
- Perimeter Center Parkway Circulator*

E4

- Stone Mountain Park and Ride
- DeKalb Clarkston Library
- Northlake Parkway

- Doraville MARTA Station
- Perimeter Center Parkway Circulator*

E8

- Greenbriar Transit Hub
- Barge Road Park and Ride
- D.L. Hollowell Parkway
- Cumberland Transfer Center

- Roswell Road
- Perimeter Center Parkway Circulator*
- Doraville MARTA Station

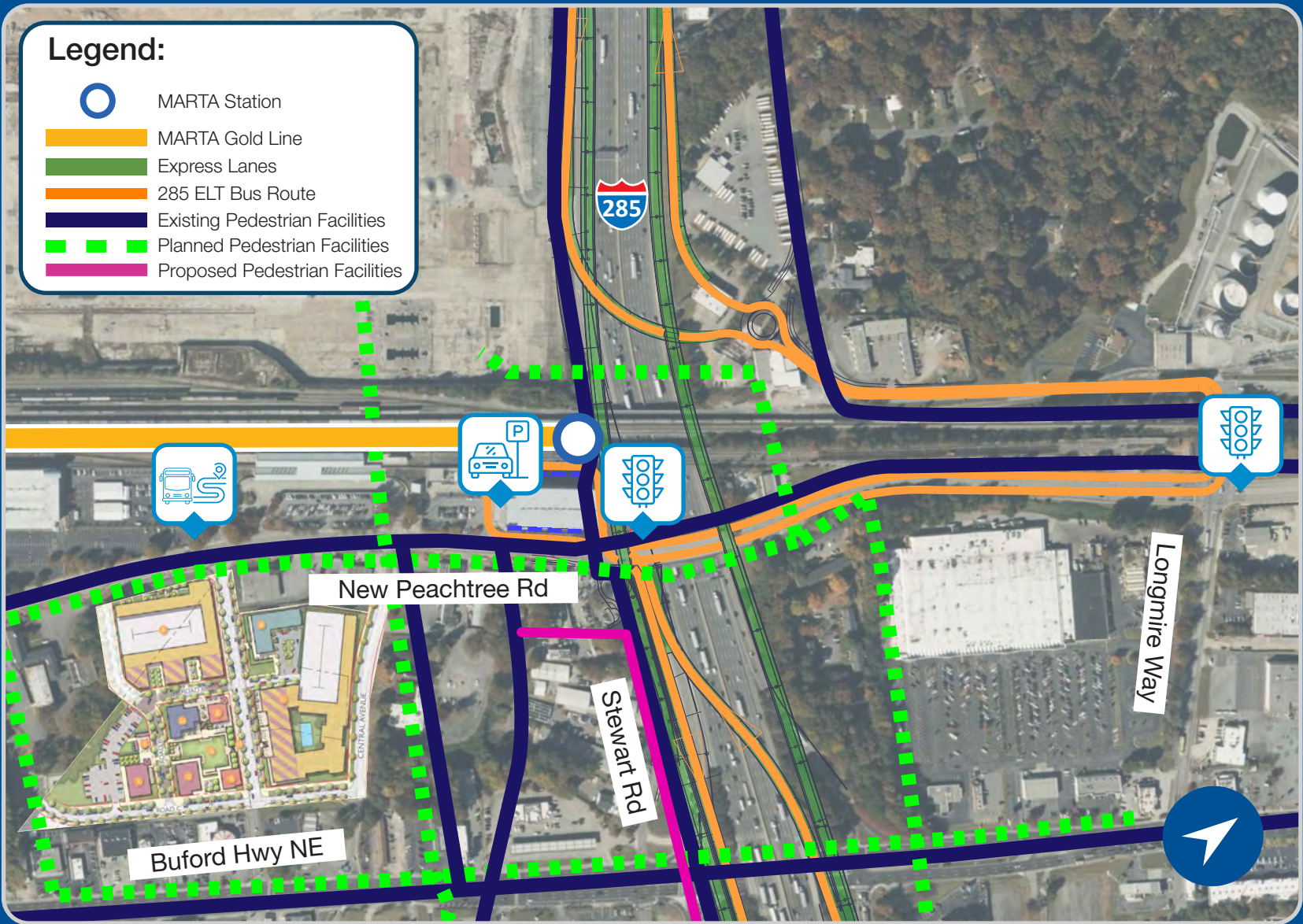
C12/C12r

- Northlake Parkway
- Doraville MARTA Station
- Perimeter Center Parkway Circulator*

- Holcomb Bridge (GA-400 Station)
- North Point Mall (GA-400 Station)
- Old Milton Parkway (GA-400 Station)
- Windward Parkway (GA-400 Station)

***Perimeter Center Parkway Circulator Destinations:** Perimeter Center Parkway and Hammond Drive, GSU North Metro Campus WB, Peachtree Dunwoody Road, Medical Center, Peachtree Dunwoody Road & Johnson Ferry Road, Peachtree Dunwoody Road & Glenridge Road

Doraville MARTA Station



Tier 2 15% Improvements

-  **Facility Improvements** - Park and Ride at new offline stop at Doraville MARTA station
-  **Lane Treatments** - Bi-directional BRT lane on New Peachtree Road to Longmire Way
-  **Signal Improvements** - Queue jumps at select intersections

Bike/Pedestrian 15-minute Walkshed

	Existing Infrastructure	Planned Infrastructure	Proposed Infrastructure
 Jobs	2,191	2,606 ▲ 110%	2,988 ▲ 153%
 Pop.	2,366	2,847 ▲ 109%	3,291 ▲ 152%

Transit Supportive Land Use

Located within the Doraville LCI and the Assembly CID, this station area lies within the heart of the City of Doraville, and it includes a mix of residential and employment opportunities such as the Assembly Studios and the future planned redevelopment project at Doraville Town Center as reflected in the 2022-2042 Doraville Comprehensive Plan. This site is located just outside of the equity focus area where communities such as Covered Bridge and Indian Crossing exist. Per Resolution 2015-09 by the mayor and council of the City of Doraville, Tax Allocation District (TAD) boundaries were established, and a redevelopment plan was adopted to capture the value of new development that could be reinvested to fund infrastructure improvements.

Barriers Identified

- Driveways along Buford Highway create pedestrian safety concerns
- Lack of pedestrian crossings over Buford Highway, especially from Buena Vista Avenue

Proposed Infrastructure

- Add new sidewalks along Clearview Drive and Stewart Road, and across Church Drive to Central Avenue

Route Connections as of Summer 2024

- MARTA Bus – Routes 25, 39, 104, 124, 133
- MARTA Rail – Gold Line
- Ride Gwinnett - Routes 10A, 10B, 20, and 35



Doraville MARTA Station



I-285 Routes

E1

E2

E3

E4

E6

E8

W6

W7

C5

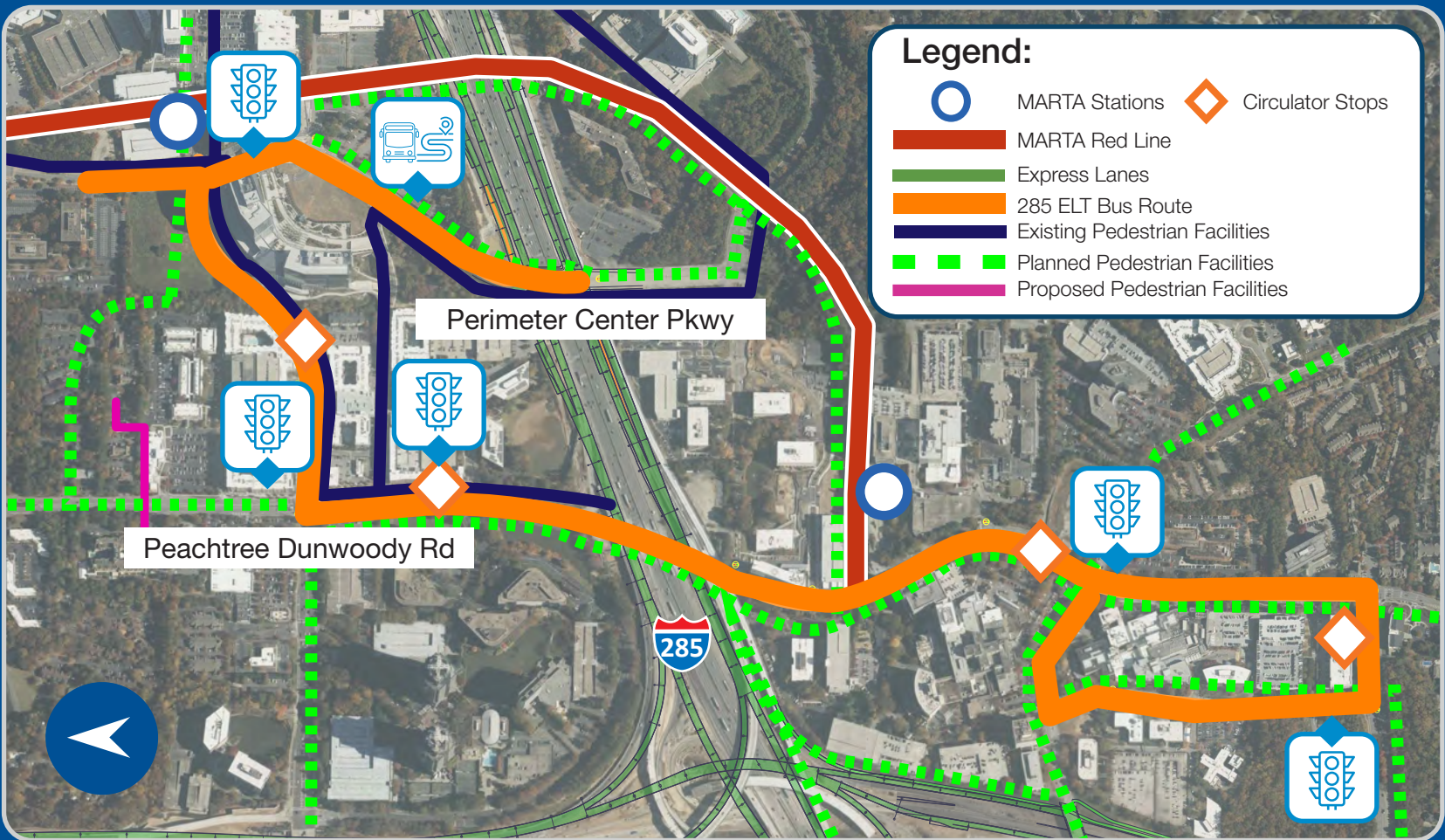
C12/C12r

Destinations

- South DeKalb Transit Hub - GA Perimeter College	- Indian Creek MARTA Station - Northlake Parkway	- Perimeter Center Parkway Circulator* - Dunwoody MARTA Station
- Home Depot at Snapfinger Woods - Northlake Parkway	- Perimeter Center Parkway - Perimeter Center Parkway Circulator*	Dunwoody MARTA Station
- Kroger at Redan Road - Indian Creek MARTA Station	- Northlake Parkway - Doraville MARTA Station	- Perimeter Center Parkway Circulator* - Dunwoody MARTA Station
- Stone Mountain Park and Ride - DeKalb Clarkston Library	- Northlake Parkway - Doraville MARTA Station	- Perimeter Center Parkway Circulator* - Dunwoody MARTA Station
- Julliette Rd & Tree Mountain Parkway - Northlake Parkway	- Perimeter Center Parkway Circulator* - Dunwoody MARTA Station	- Roswell Road - Cumberland Transfer Center
- Greenbriar Transit Hub - Barge Road Park and Ride	- D.L. Hollowell Parkway - Cumberland Transfer Center	- Roswell Road - Perimeter Center Parkway Circulator*
- Greenbriar Transit Hub - Barge Road Park and Ride	- D.L. Hollowell Parkway - Cumberland Transfer Center	- Roswell Road - Perimeter Center Parkway Circulator*
- H.E. Holmes MARTA Station - D.L. Hollowell Parkway	- Cumberland Transfer Center - Roswell Road	Perimeter Center Parkway Circulator*
- Emory Johns Creek - The Forum Peachtree Corners	- Peachtree Square - Perimeter Center Parkway Circulator*	Dunwoody MARTA Station
- Northlake Parkway - Perimeter Center Parkway Circulator*	- Holcomb Bridge (GA-400 Station) - North Point Mall (GA-400 Station)	- Old Milton Parkway (GA-400 Station) - Windward Parkway (GA-400 Station)

***Perimeter Center Parkway Circulator Destinations:** Perimeter Center Parkway and Hammond Drive, GSU North Metro Campus WB, Peachtree Dunwoody Road, Medical Center, Peachtree Dunwoody Road & Johnson Ferry Road, Peachtree Dunwoody Road & Glenridge Road

Perimeter Center Station with Circulator



Tier 2 15% Improvements



Lane Treatments - Bus only lanes along Perimeter Center Parkway



Signal Improvements - Queue jumps at select stops along Circulator route to improve speed and reliability

Bike/Pedestrian 15-minute Walkshed

*Includes Perimeter Center Station + Circulator Route



Jobs



Pop.

Existing
Infrastructure

36,518

Planned
Infrastructure

40,295

▲10%

Proposed
Infrastructure

42,115

▲15%

11,241

12,502

▲11%

12,999

▲16%

Transit Supportive Land Use

Located within the Fulton & DeKalb Perimeter CID, the Perimeter LCI district, the heart of the Perimeter Center Business District, and at the center of the I-285 express lane designated study area is the focal point for a growing concentration of transit-supportive development with connections to pedestrian and bicycle infrastructure that links to the largest job centers in the Region including the Emory St. Joseph's Hospital and Northside Hospital. There are no Equity Focus Areas within the one-mile station area. Per the 2020 MARTA Transit-Oriented Development (TOD) Plan, this station is within the I-285 East TOD area. Additionally, as part of the Peachtree Dunwoody Road Corridor Study from the City of Sandy Springs, TOD will be incorporated into the plan for the 13 acres of undeveloped land at North Springs MARTA Station.

Barriers Identified

- Lack of sidewalks and crossings through major parking lots, such as at Perimeter Mall
- Only one side of sidewalks along Glenridge Connector, creating barrier to Circulator access

Proposed Infrastructure

- Add new sidewalks along Dunwoody Springs Drive and Dunwoody Chace

Route Connections as of Summer 2024

- MARTA Bus – Routes 5, 25, 39, 87, 104, 124, 133, 150
- MARTA Rail – Red Line



Perimeter Center Station with Circulator



I-285 Routes

E1

E2

E3

E4

W6

W7

C2

C5

C8

C11/C11r

Destinations

- South DeKalb Transit Hub - GA Perimeter College	- Indian Creek MARTA Station - Northlake Parkway	- Doraville MARTA Station - Perimeter Center Parkway Circulator* - Dunwoody MARTA Station
- Home Depot at Snapfinger Woods - Northlake Parkway	- Doraville MARTA Station - Perimeter Center Parkway Circulator*	Dunwoody MARTA Station
- Kroger at Redan Road - Indian Creek MARTA Station	- Northlake Parkway - Doraville MARTA Station	- Perimeter Center Parkway Circulator* - Dunwoody MARTA Station
- Stone Mountain Park and Ride - DeKalb Clarkston Library	- Northlake Parkway - Doraville MARTA Station	- Perimeter Center Parkway Circulator* - Dunwoody MARTA Station
- Greenbriar Transit Hub - Barge Road Park and Ride	- D.L. Hollowell Parkway - Cumberland Transfer Center	- Roswell Road - Perimeter Center Parkway Circulator* - Doraville MARTA Station
- H.E. Holmes MARTA Station - D.L. Hollowell Parkway	- Cumberland Transfer Center - Roswell Road	- Perimeter Center Parkway Circulator* - Doraville MARTA Station
- Douglas MMTC Park and Ride - Mableton Park and Ride	- D.L. Hollowell Parkway - Perimeter Center Parkway Circulator*	Dunwoody MARTA Station
- Emory Johns Creek - The Forum Peachtree Corners	- Peachtree Square - Doraville MARTA Station	- Perimeter Center Parkway Circulator* - Dunwoody MARTA Station
- Mall at Stonecrest - Indian Creek MARTA Station	- Perimeter Center Parkway Circulator* - Dunwoody MARTA Station	
- D.L. Hollowell Parkway - Cumberland Transfer Center	Roswell Road	

***Perimeter Center Parkway Circulator Destinations:** Perimeter Center Parkway and Hammond Drive, GSU North Metro Campus WB, Peachtree Dunwoody Road, Medical Center, Peachtree Dunwoody Road & Johnson Ferry Road, Peachtree Dunwoody Road & Glenridge Road

Roswell Road Station



Tier 2 15% Improvements

No tier 2 recommendations.

Bike/Pedestrian 15-minute Walkshed

	Existing Infrastructure	Planned Infrastructure	Proposed Infrastructure
 Jobs	2,330	4,335 ▲86%	4,492 ▲93%
 Pop.	2,059	3,890 ▲89%	3,945 ▲92%

Transit Supportive Land Use

Located within the Roswell Road CID and to the immediate south of the Sandy Springs CID, this station area is along a major north-south commercial corridor alongside areas of high-density multi-family developments within a 1-mile radius. Multiple locations have been considered to accommodate stations along Roswell Road, both at I-285 and slightly north toward Sandy Springs. Additionally, this station area connects to proposed regional trails. There are no Equity Focus Areas within the one-mile station area.

Currently, there is no future TOD anticipated at this station area.

Barriers Identified

- Driveways along Roswell Road create pedestrian safety concerns
- Inconsistent sidewalks on Carpenter Drive create access barriers to key destinations on the eastern end of the loop

Proposed Infrastructure

- Add new sidewalks along Carpenter Drive from Mountain Creek Road to Parkside Sandy Springs

Route Connections as of Summer 2024

- MARTA – Route 5



Roswell Road Station



I-285 Routes

E6

W6

W7

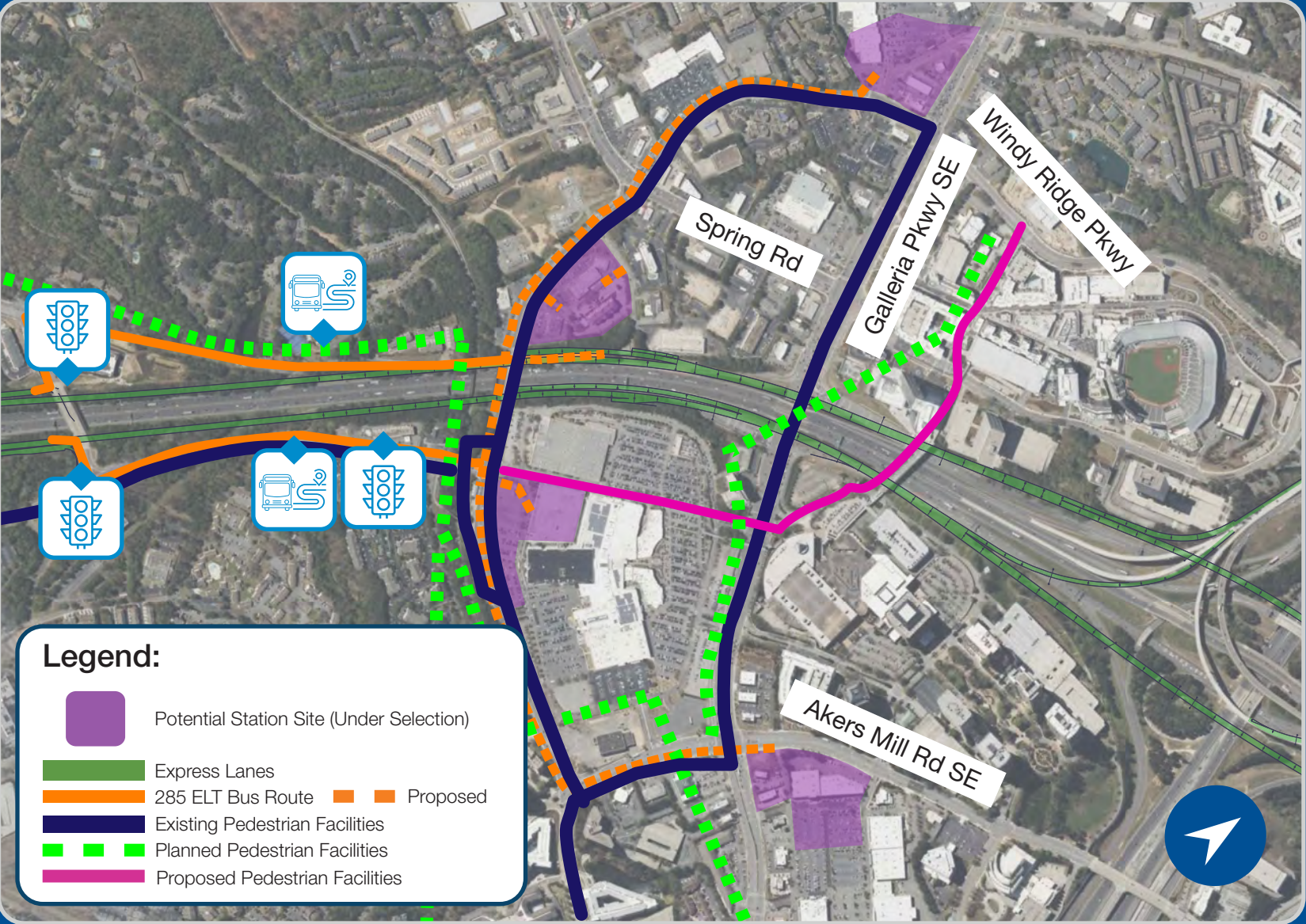
C11/C11r

Destinations

- | | |
|---|---|
| <ul style="list-style-type: none">• Juliette Rd & Tree Mountain Parkway• Northlake Parkway• Doraville MARTA Station | <ul style="list-style-type: none">• Perimeter Center Parkway Circulator*• Dunwoody MARTA Station• Cumberland Transfer Center |
| <ul style="list-style-type: none">• Greenbriar Transit Hub• Barge Road Park and Ride• D.L. Hollowell Parkway | <ul style="list-style-type: none">• Cumberland Transfer Center• Perimeter Center Parkway Circulator*• Doraville MARTA Station |
| <ul style="list-style-type: none">• H.E. Holmes MARTA Station• D.L. Hollowell Parkway• Cumberland Transfer Center | <ul style="list-style-type: none">• Perimeter Center Parkway Circulator*• Doraville MARTA Station |
| <ul style="list-style-type: none">• D.L. Hollowell Parkway• Cumberland Transfer Center• Holcomb Bridge (GA-400 Station) | <ul style="list-style-type: none">• North Point Mall (GA-400 Station)• Old Milton Parkway (GA-400 Station)• Windward Parkway (GA-400 Station) |

***Perimeter Center Parkway Circulator Destinations:** Perimeter Center Parkway and Hammond Drive, GSU North Metro Campus WB, Peachtree Dunwoody Road, Medical Center, Peachtree Dunwoody Road & Johnson Ferry Road, Peachtree Dunwoody Road & Glenridge Road

Cumberland Transfer Center



Tier 2 15% Improvements



Lane Treatments - Bus only lane along Spring Hill Parkway and Cumberland Parkway from Mount Wilkinson Parkway to Cumberland Transfer Center



Signal Improvements - Select intersections along route to future Transit Center

Bike/Pedestrian 15-minute Walkshed



Jobs



Pop.

Existing
Infrastructure

4,325

Planned
Infrastructure

6,518

▲51%

Proposed
Infrastructure

8,781

▲103%

1,737

2,618

▲51%

3,543

▲104%

Transit Supportive Land Use

Located within both the Cumberland CID and the Cumberland LCI, this station area is characterized by concentrations of high-density development including regional retail, office, entertainment, and multi-family development. The Cumberland area is one of the largest job centers in the Atlanta Metropolitan Region.

It is assumed that any offline station at this location will be co-located with the existing CobbLinc Transfer Center, the potential for a new transfer center, either at its current or future site, and meeting the goal of positioning the station near The Battery and Truist Park. The station will be centrally located within the Cumberland Business District and integrated with future projects, including the Cumberland Core Loop and the Cobb Galleria Parkway Streetscape, which will feature side paths and trails. There are no Equity Focus Areas within the one-mile station area. Currently, there is no future TOD anticipated at this station area.

Barriers Identified

- Lack of connections through major parking lots limits access to Cumberland Mall and Truist Park

Proposed Infrastructure

- Add new walking paths from Cumberland Station to The Battery

Route Connections as of Summer 2024

- MARTA – Route 12
- CobbLinc - Routes 10, 15, 20, 25, 50, Rapid 10, Circulator Blue, and Circulator Green



Cumberland Transfer Center



I-285 Routes

E6

W6

W7

C2

C3

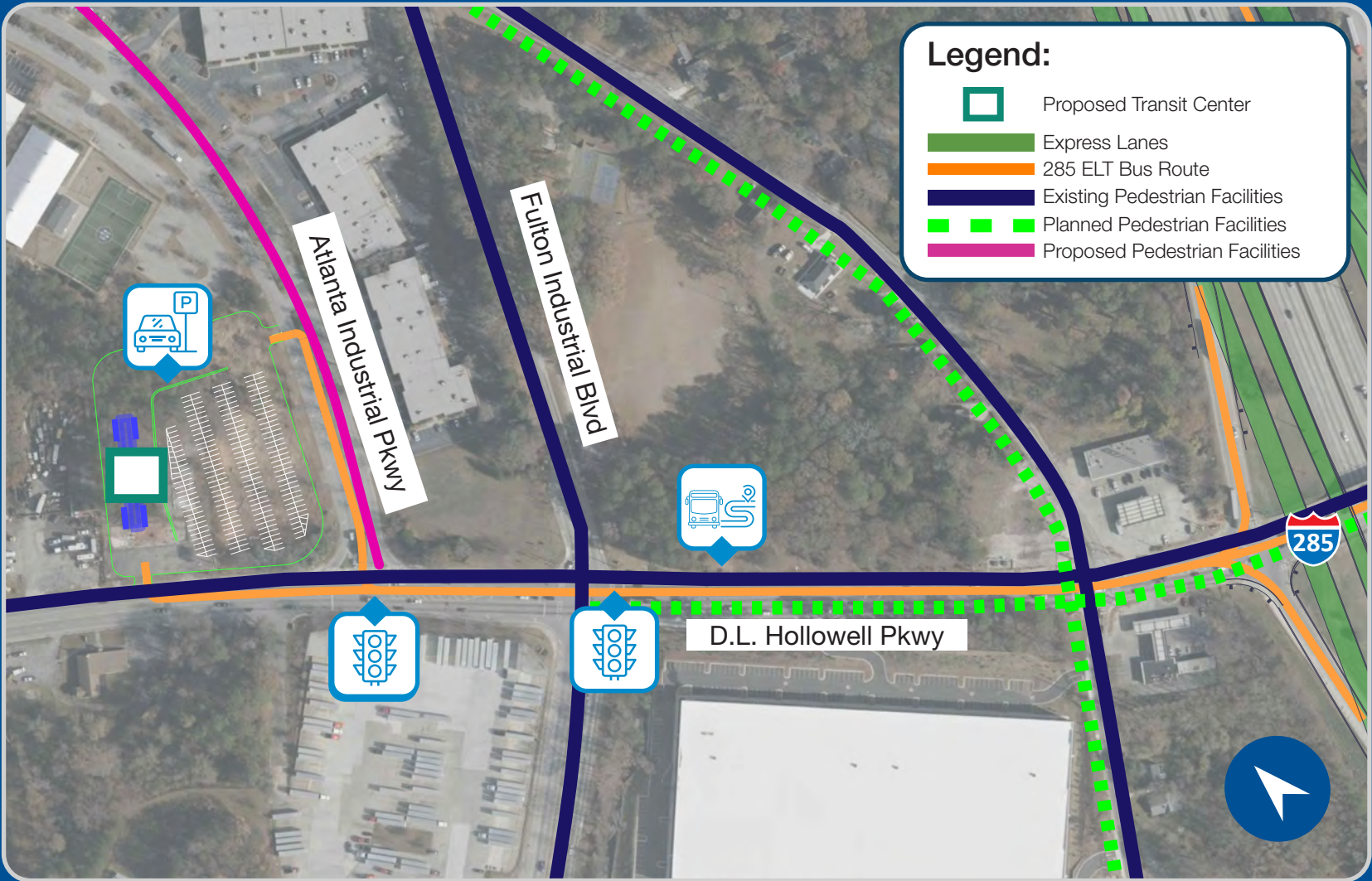
C11/C11r

Destinations

- | | |
|---|---|
| <ul style="list-style-type: none">• Julliette Rd & Tree Mountain Parkway• Northlake Parkway• Doraville MARTA Station• Perimeter Center Parkway Circulator* | <ul style="list-style-type: none">• Dunwoody MARTA Station• Roswell Road• Cumberland Transfer Center |
| <ul style="list-style-type: none">• Greenbriar Transit Hub• Barge Road Park and Ride• D.L. Hollowell Parkway | <ul style="list-style-type: none">• Roswell Road• Perimeter Center Parkway Circulator*• Doraville MARTA Station |
| <ul style="list-style-type: none">• H.E. Holmes MARTA Station• D.L. Hollowell Parkway | <ul style="list-style-type: none">• Roswell Road• Perimeter Center Parkway Circulator*• Doraville MARTA Station |
| <ul style="list-style-type: none">• Douglas MMTC Park and Ride• Mableton Park and Ride• D.L. Hollowell Parkway | <ul style="list-style-type: none">• Perimeter Center Parkway Circulator*• Dunwoody MARTA Station |
| <ul style="list-style-type: none">• Busbee Park and Ride• Marietta Transfer Center | <ul style="list-style-type: none">• Perimeter Center Parkway Circulator*• Dunwoody MARTA Station |
| <ul style="list-style-type: none">• D.L. Hollowell Parkway• Roswell Road• Holcomb Bridge (GA-400 Station) | <ul style="list-style-type: none">• North Point Mall (GA-400 Station)• Old Milton Parkway (GA-400 Station)• Windward Parkway (GA-400 Station) |

***Perimeter Center Parkway Circulator Destinations:** Perimeter Center Parkway and Hammond Drive, GSU North Metro Campus WB, Peachtree Dunwoody Road, Medical Center, Peachtree Dunwoody Road & Johnson Ferry Road, Peachtree Dunwoody Road & Glenridge Road

Donald Lee Hollowell Parkway Station



Tier 2 15% Improvements



Lane Treatments - Bus lanes along D.L. Hollowell Parkway and Atlanta Industrial Boulevard



Signal Improvements - Queue jumps at intersections along D.L. Hollowell Parkway outside of I-285 general purpose interchange

Bike/Pedestrian 15-minute Walkshed



Jobs



Pop.

Existing Infrastructure Planned Infrastructure Proposed Infrastructure

690

690

866

▲0%

▲25%

709

709

831

▲0%

▲17%

Transit Supportive Land Use

Located within Donald Lee Hollowell LCI district, this station area hosts mixed-residential and industrial development within a one-mile radius. Ongoing multi-family development activity is underway to the west of I-285 along Bolton Road. This station provides increased accessibility and connectivity to residential and employment areas along Fulton Industrial Boulevard. This station is located within an Equity Focus Area. Within the one-mile station area, the Equity Focus Areas are in the neighborhoods of Monroe Heights, Brookview Heights, Collier Heights, Carroll Heights, and Buckhead/Bolton.

Currently, there is no future TOD anticipated at this station area.

Barriers Identified

- Lack of sidewalks on Atlanta Industrial Parkway presents barriers to destinations near station

Proposed Infrastructure

- Add new sidewalks along Atlanta Industrial Parkway from D.L. Hollowell Parkway to Atlanta Industrial Park

Route Connections as of Summer 2024

- MARTA – Routes 50, 850, and 853

I-285 Routes

Destinations

C2

- Douglas MMTC Park and Ride
- Mableton Park and Ride
- D.L. Hollowell Parkway

- Cumberland Transfer Center
- Perimeter Center Parkway Circulator*
- Dunwoody MARTA Station

C11/
C11r

- D.L. Hollowell Parkway
- Cumberland Transfer Center
- Roswell Road

- Holcomb Bridge (GA-400 Station)
- North Point Mall (GA-400 Station)
- Old Milton Parkway (GA-400 Station)
- Windward Parkway (GA-400 Station)

***Perimeter Center Parkway Circulator Destinations:** Perimeter Center Parkway and Hammond Drive, GSU North Metro Campus WB, Peachtree Dunwoody Road, Medical Center, Peachtree Dunwoody Road & Johnson Ferry Road, Peachtree Dunwoody Road & Glenridge Road



Hamilton E. Holmes MARTA Station



Tier 2 15% Improvements



Lane Treatments - Bus only lane along Burton Road NW



Signal Improvements - Queue jumps along Burton Road NW

Bike/Pedestrian 15-minute Walkshed



Jobs



Pop.

Existing
Infrastructure

402

Planned
Infrastructure

402

▲0%

Proposed
Infrastructure

538

▲34%

1,803

1,803

▲0%

2,591

▲44%

Transit Supportive Land Use

Located within the Hamilton E. Holmes LCI district, this station area supports a significant multi-family residential development and consists of vacant areas for new development potential within a one-mile radius. This station is also located within an Equity Focus Area, as identified in the equity baseline analysis. Additionally, the 1-mile station area includes Equity Baseline Focus Areas in the neighborhoods of Collier Heights, Center Hill, Dixie Hills, Florida Heights, and Harland Terrace.

Per the Transit-Oriented Development (TOD) Master Plan Compilation, published in April 2023, future TOD is anticipated at this station area.

Barriers Identified

- Inconsistent sidewalks along side streets create access barriers to destinations

Proposed Infrastructure

- Add new sidewalks along Burton Road
- Add new sidewalks along Westland Boulevard from Burton Road to MLK Jr Drive SW

Route Connections as of Summer 2024

- MARTA Bus – Routes 3, 51, 60, 66, 68, 73, 153, 165, 201, 850, 856, 865, and 867
- MARTA Rail – Blue Line
- CobbLinc - Routes 25 and 30

I-285 Routes

Destinations



- Cumberland Transfer Center
- Roswell Road
- Perimeter Center Parkway Circulator*
- Dunwoody MARTA Station
- Doraville MARTA Station

***Perimeter Center Parkway Circulator Destinations:** Perimeter Center Parkway and Hammond Drive, GSU North Metro Campus WB, Peachtree Dunwoody Road, Medical Center, Peachtree Dunwoody Road & Johnson Ferry Road, Peachtree Dunwoody Road & Glenridge Road



3.0 Implementation and Funding

The infrastructure associated with the I-285 EL facility is planned to be delivered in segments by GDOT in cooperation with private development partners. As of now, construction schedules for these segments have not been finalized, and implementation timelines will depend on a variety of factors including funding availability, project readiness, and coordination with regional partners.

Given this phased approach, the implementation of transit-supportive infrastructure and services will also need to be coordinated with the segment delivery schedule of the I-285 EL. This section outlines the recommended strategies for aligning transit improvements with EL development, including coordination needs, phasing priorities, and potential funding pathways to advance both near-term and long-term transit goals in the corridor.

3.1 GDOT EL Implementation Schedule

The I-285 EL project will consist of two managed lanes in each direction spanning approximately 33 miles, from I-20 on the west side of the corridor around the northern portion of the corridor to the Indian Creek MARTA Station on the east. The implementation of the express lanes will occur in multiple phases, coordinated by GDOT and the private development partners. The corridor has been conceptually divided into two (2) phases, an eastern section spanning from the I-20/I-285 east interchange near the Indian Creek MARTA station to Northside Drive, and a western section spanning from Northside Drive to the I-20/I-285 west interchange.

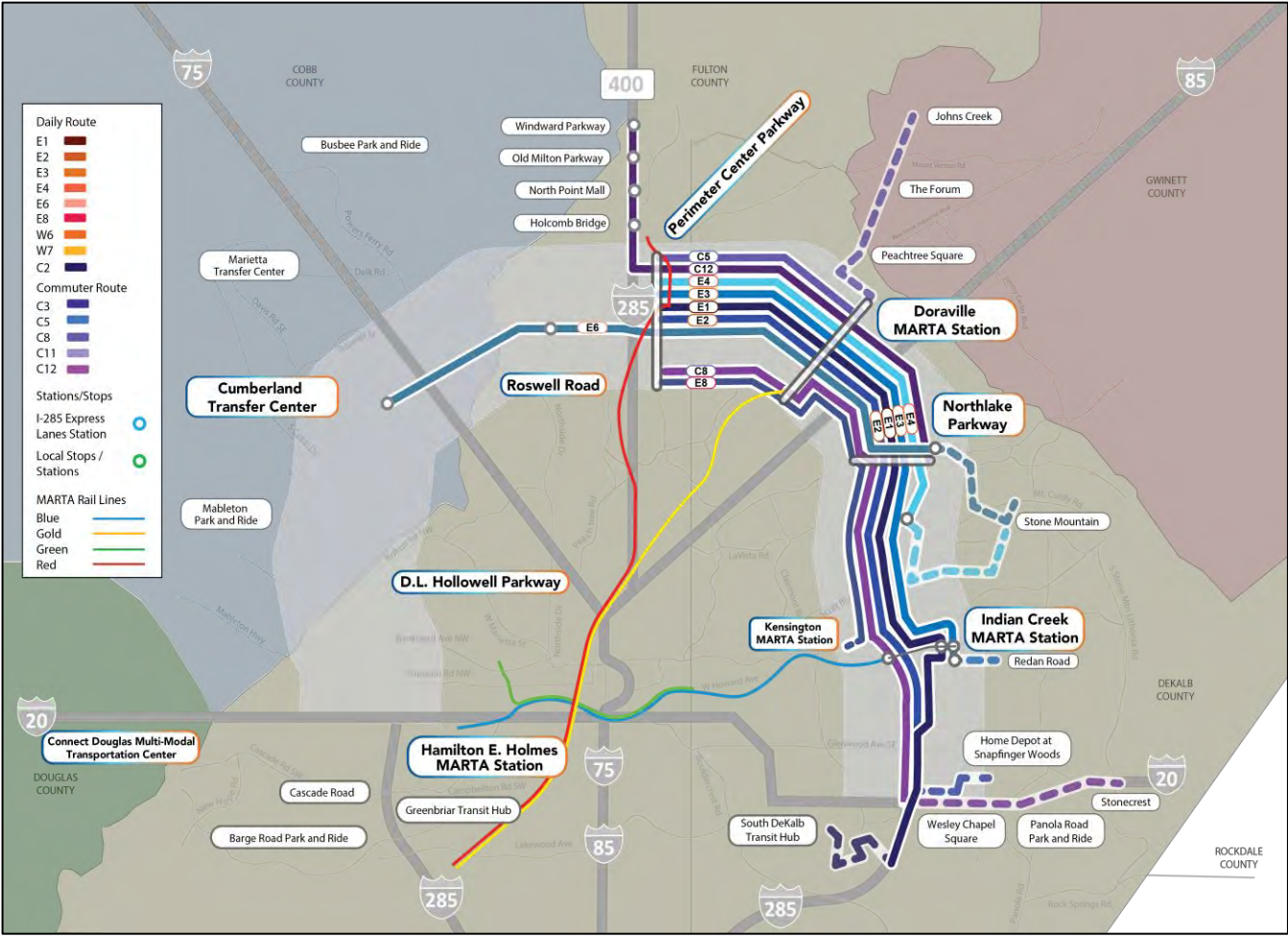
3.1.1 Eastern EL Phases

The initial phase focuses on the westbound lanes in the eastern portion of the corridor, adding two westbound express lanes along I-285, extending from the vicinity of Henderson Road to Northside Drive, approximately 19 miles. Subsequent East phases will include the addition of two new eastbound express lanes along I-285 from Northside Drive to Henderson Road and the construction of two new express lanes in each direction between Henderson Road and the I-20/I-285 east interchange, completing the eastern section of the express plans from Northside Drive to the I-20/I-285 interchange

3.1.2 East Service Implementation

East service implementation should commence once all EL and Tier 1 improvements in the eastern section are completed. The eastern EL build out in combination with the stations will enable the launch of a transit service plan that includes six all-day routes and three peak-hour routes (**Figure 3-1**) providing reliable service with travel time savings along the corridor. These routes will span from South DeKalb Transit Hub to Perimeter Center Parkway area, enhancing regional connectivity and offering new transit options to historically underserved areas. Service will be designed to take full advantage of the travel time savings and reliability improvements provided by the managed lanes, supporting both commuter and all-day transit markets.

Figure 3-1: East Service Implementation

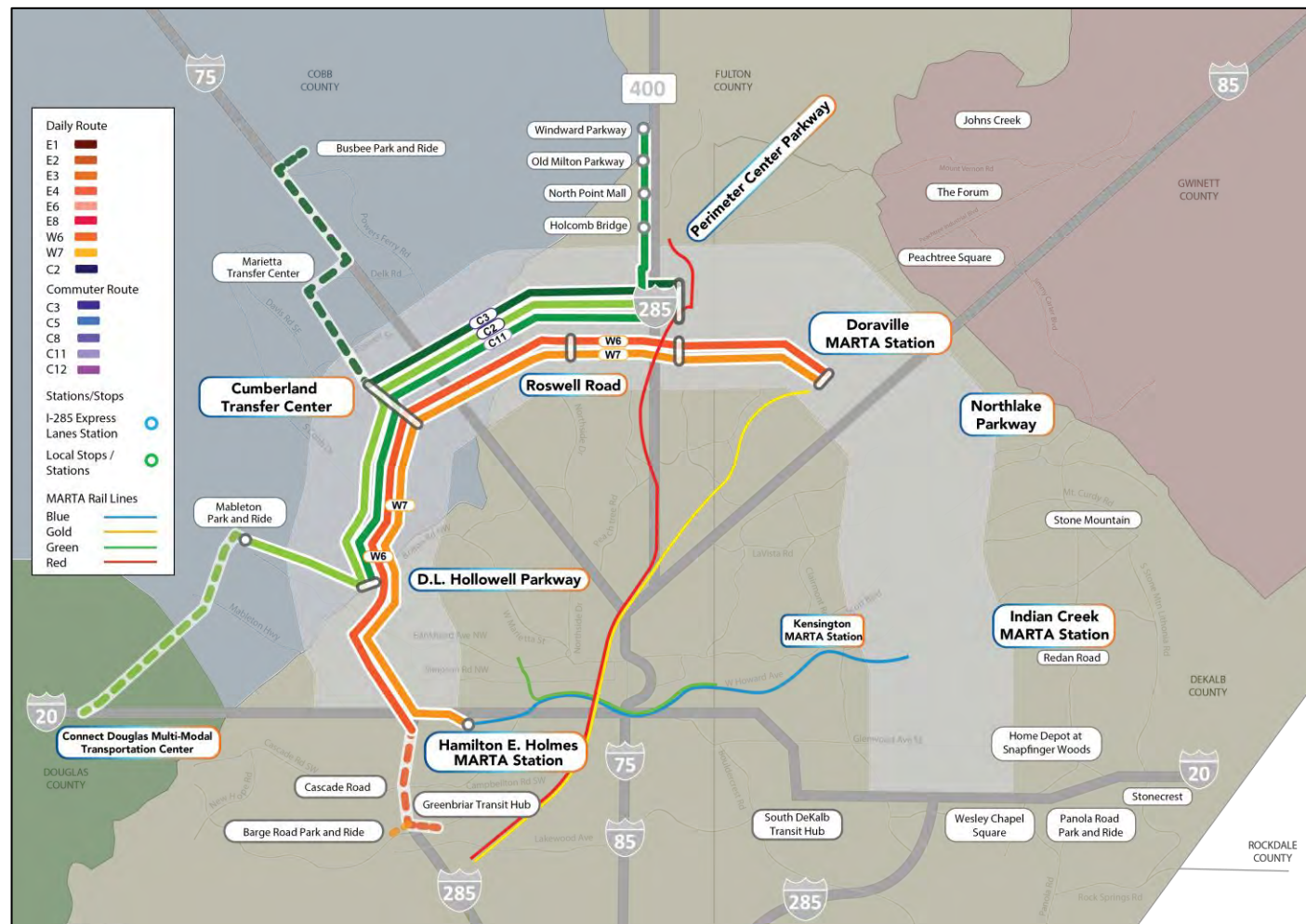


3.1.3 Western EL Phase

The western portion of the EL corridor will extend from Northside Drive to the I-20/I-285 west interchange, completing the 33-mile EL system. While the precise phasing and construction timeline for the western section are still under development, the corridor is expected to include two managed lanes in each direction, connecting key regional destinations in Cobb and Fulton counties to the broader I-285 EL network.

3.1.4 West Service Implementation

Transit service in the western section will be implemented upon completion of the EL infrastructure between Northside Drive and the I-20/I-285 west interchange. As shown in **Figure 3-2**, the preliminary service plan proposes two all-day routes and three peak-hour commuter routes connecting major hubs including Hamilton E. Holmes MARTA Station, the Cumberland Transfer Center, the Marietta Transfer Center, and the Busbee Park and Ride. These routes will improve regional mobility by linking residential areas, employment centers, and educational institutions.

Figure 3-2: West Service Implementation

meets the needs of the community. **Table 3.1** and **Table 3.2** identify current transportation projects that align with the PSP system routes and stations respectively, and represent opportunities to incorporate recommended transit improvements, as well as, additional bicycle, pedestrian and local transit route needs where they intersect with the I-285 ELT, providing a more seamless, safe, and effective regional transportation system.

3.2 Coordinating Opportunities

To provide consistency with ongoing planning efforts and to identify opportunities for coordination, the project team conducted a comprehensive review of relevant plans and projects along the I-285 study corridor and within proposed station areas. In addition to utilizing GDOT's Project Search portal, this review included regional, local, and hyper-local planning documents. The team also consulted the ARC's Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), and Regional Transportation Plan (RTP) to identify potential alignment or overlap between broader transportation strategies, planning efforts, and projects and the tiered recommendations of this study.

Identifying transportation projects such as road resurfacing, road widening, Bus Rapid Transit (BRT) systems, road extensions, intersection reconfigurations, and new road construction is crucial for efficiently incorporating the recommended I-285 ELT improvements and service plans that enhance urban mobility and connectivity. Integrating these projects with a BRT bus study while considering the I-285 ELT service plans and projects ensures a cohesive approach to urban planning and transportation planning, where each element complements the others, creating a seamless and sustainable transportation network that

Table 3.1: Corresponding Projects with System Routes

Route	Project	From	To	Sponsor	Source	CSTYr	Additional Info
E1 South Dekalb Transit Hub to Doraville MARTA Station	Candler Road Arterial Rapid Transit	Avondale MARTA Station	GSU Pantherville Campus	MARTA	MTP/RTP	2025	FactSheet
	RESURFACING - PANTHERSVILLE RD	CLIFTON SPRINGS RD	Flat Shoals Rd	GDOT	GDOT	2052	GeoPI Project Information
E2 Home Depot at Snapfingerwoods to Perimeter Center Parkway	I-20 East Express Lanes	Columbia Dr East	Evans Mill Rd	GDOT (P3 - PROJECT)	GDOT	2051	GeoPI Project Information
E2 Home Depot at Snapfingerwoods to Perimeter Center Parkway	I-20 East High Capacity Premium Transit Service	Downtown Atlanta	Stonecrest Mall Area	MARTA	MTP/RTP	2050	FactSheet
E3 Kroger at Redan Road to Perimeter Center Parkway at Dunwoody MARTA Station	Widening - Redan Rd	I-285 East	Hariston Rd	GDOT	GDOT	2052	GeoPI Project Information
E4 Stone Mountain / Goldsmith Park and Ride to Perimeter Center Parkway at Dunwood MARTA Station	None	None	None	None	None	None	GeoPI Project Information
E6 Juliette Road & Tree Mountain Parkway to Cumberland Boulevard	Mountain Industrial Road Widening	US 78 (Stone Mountain Freeway)	US 29 (Lawrenceville Highway)	City of Tucker	MTP/RTP	2040	FactSheet
W6 Greenbriar Transit Hub to Doraville MARTA Station	Campbellton Road Corridor High Capacity Premium Transit Service	MARTA Oakland City Station	Greenbriar Mall Area	MARTA	MTP/RTP	2028	FactSheet
	Resurfacing - SR 154	SR 70	I-285	GDOT	GDOT	2025	GeoPI Project Information
C2 Douglass MMTC Park and Ride to Perimeter Center Parkway at Dunwoody MARTA Station	I-20 West Express Lanes	I-285 West	SR 92 (Fairburn Road)	GDOT	MTP / RTP	2050	FactSheet
C3 Busbee Park and Ride to Perimeter Center Parkway at Dunwoody MARTA Station	Widening - I-75	SR 5 Conn	CR 633/Glade Road	GDOT	GDOT	2051	GeoPI Project Information
	Connect Cobb/Northwest Atlanta High Capacity Premium Transit Service	Kennesaw State University	Midtown Atlanta	Cobb County	MTP/RTP	2050	FactSheet
	Resurfacing SR 141	Dekalb County Line	Fulton County Line	GDOT	GDOT	2026	GeoPI Project Information
C5 Emory Johns Creek to Perimeter Center Parkway at Dunwoody MARTA Station	SR 141 (Medlock Bridge Road) Widening (Phase 1) 4 TO 6 Lanes	Chattahoochee River	Old Alabama Road	City of Johns Creek	MTP/RTP	2030	FactSheet
C8 Mall at Stonecrest to Perimeter Center Parkway at Dunwoody Station	I-20 East Express Lanes	Columbia Dr East	Evans Mill Road	GDOT	GDOT	2051	GeoPI Project Information
C11 / C11R D.L. Hollowell Parkway to Windward Parkway C12 / C12R Northlake Parkway to Windward Parkway	SR 400 Express Lanes	North Springs MARTA Station	McFarland Road	GDOT (P3 - Project)	GDOT	2052	GeoPI Project Information ⁱ

Table 3.2: Corresponding Projects with Station Areas

Station Area	Project	From	To	Sponsor	Source	CSTYr	Additional Info
Hamilton E. Holmes	Resurfacing - I-20	Chattahoochee River	Hill Street	GDOT	GDOT	N/A	Geopi Project Information
Cumberland Blvd	PEDESTRIAN BRIDGE CROSSING @ SR 3/US 41 @ CUMBERLAND BLVD/WINDY RIDGE PKWY	SR 3/US 41 @ CUMBERLAND BLVD/WINDY RIDGE PKWY		GDOT	GDOT	2029	Geopi Project Information
	Cumberland Multi-Modal Path - Segment D	Bridge that Crosses 285 at Galleria Drive	Intersection of Heritage Ct and Windy Ridge Pkwy	GDOT	GDOT	2029	Geopi Project Information
	Cumberland Core Loop	E of Galleria Drive	Cumberland Blvd	GDOT	GDOT	2028	Geopi Project Information
	Cumberland Sweep - Segment C	Intersection of Galleria Drive and Akers Mill Road	Intersection of Galleria Drive and I-285 Pedestrian Bridge	Cumberland CID, Cobb County	MTP/RTP	2027	Factsheet
	Connect Cobb / Northwest Atlanta High Capacity Premium Transit Service	Kennesaw State University	Midtown Atlanta	Cobb Couty	MTP/RTP	2050	Factsheet
Roswell Rd	Hammond Drive Widening (2 TO 4 Lanes)	SR 9 (Roswell Road)	Glenridge Drive	City of Sandy Springs	MTP/RTP	2030	Factsheet
Perimeter Center	Dunwoody Station Improvements (Sidewalks)			GDOT	GDOT	2052	Geopi Project Information
	Hammond Drive Widening	Ashford Dunwoody Road	Glenridge Drive	City of Sandy Springs/City of Dunwoody	MTP/RTP	2052	Geopi Project Information
Doraville MARTA Station	New Alignment - Park Avenue	SR 13 (Buford Highway)	SR 141 (Peachtree Boulevard)	City of Doraville	MTP RTP	2030	Factsheet
	I-85 North/Satellite Boulevard Corridor High Capacity Premium Transit Service (2 to 4 Thru Lanes)	MARTA Doraville Rail Station	Sugarloaf Mills	Gwinnett County	MTP/RTP	2050	Factsheet
	Buford Highway High Capacity Premium Transit Service	MARTA Lindbergh Rail Station	MARTA Doraville Rail Station	MARTA	MTP/RTP	2025	Factsheet

3.3 Funding Opportunities

Potential funding options for the proposed I-285 EL include a combination of federal and local sources. Key federal discretionary programs—such as the Federal Transit Administration’s Capital Investment Grants (CIG) program—and formula-based funding mechanisms that can support planning, design, and capital investment are such potential sources. This section also outlines possible local funding strategies, including dedicated sales taxes, and general obligation bonds, emphasizing the importance of a diversified and sustainable funding mix to ensure the project’s implementation.

3.3.1 Federal Discretionary Grants

Federal discretionary programs offer significant funding opportunities for the I-285 ELT. These programs provide essential financial resources to develop and enhance BRT systems, promoting efficient and sustainable urban transit solutions. *Note: This information reflects funding levels and eligibility as of April 2025.*

3.3.1.1 Better Utilizing Investments to Leverage Development (BUILD) – Formerly RAISE

The Better Utilizing Investments to Leverage Development (BUILD) Grant Program, previously known as RAISE and TIGER, funds surface transportation projects with significant local or regional impact. Eligible projects must be related to surface transportation infrastructure, such as BRT, and requests can be made up to \$25 million.

The federal share is up to 80% for urban projects, and up to 100% for those in Areas of Persistent Poverty (APP) and Historically Disadvantaged Communities (HDC). Applications must demonstrate readiness, including a detailed project description, budget, and benefit-cost analysis, and meet criteria related to safety, environmental sustainability, and economic competitiveness.

- Federal Share: 80-100%
- Local Match 0-20%
- Maximum federal funding: \$25 million

3.3.1.2 Mega Grant Program (National Infrastructure Project Assistance)

The National Infrastructure Project Assistance (Mega) program, established under the Infrastructure Investment and Jobs Act, and administered by the U.S. Department of Transportation, provides discretionary grants for large, complex transportation projects that are difficult to fund through traditional means. While BRT is not explicitly listed as a standalone eligible project type, it may qualify if it is a key component of a larger eligible project – such as a multimodal corridor or highway project on the National Highway System.

Projects must typically cost \$100 million or more and are evaluated on criteria such as safety, economic impact, climate resilience, and project readiness. BRT components must contribute to broader infrastructure investments that advance national or regional transportation objectives.

- Federal Share: 60% Mega, 20% other federal
- Local Match: 20-40%

- Maximum federal funding (Mega): No project request cap

3.3.2 Federal Formula Funding

3.3.2.1 Surface Transportation Block Grants (STBG)

The Surface Transportation Block Grant (STBG) Program in Georgia provides flexible federal funding for transportation projects, including BRT. In the Atlanta region, the ARC administers STBG funds through a competitive process that supports projects aligned with regional transportation goals.

The I-285 ELT project can qualify for STBG funding if it enhances mobility and is included in the Transportation Improvement Plan (TIP). Applicants must demonstrate readiness and consistency with ARC’s goals.

- Federal Share: 80-90%
- Local Match 10-20%
- Maximum federal funding: Dependent on federal allocation

3.3.2.2 Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The Congestion Mitigation and Air Quality Improvement (CMAQ) Program provides federal funding for transportation projects that reduce traffic congestion and improve air quality. The ARC works with the GDOT to distribute CMAQ funds through a competitive process. Projects must demonstrate measurable benefits in reducing vehicle emissions and congestion.

BRT is eligible for CMAQ funding if it aligns with regional transportation plans and demonstrates measurable benefits in reducing vehicle emissions and congestion.

- Federal Share: 80%
- Local Match 20%
- Maximum Federal funding: Dependent on federal allocation

3.3.2.3 Transportation Infrastructure Finance and Innovation Act Loan (TIFIA)

The Transportation Infrastructure Finance and Innovation Act (TIFIA) program offers low-interest, long-term loans to support major transportation projects, including BRT systems. Administered by the U.S. Department of Transportation, TIFIA can finance up to 49% of eligible project costs.

BRT projects are eligible if they meet minimum cost thresholds (typically \$50 million or \$10 million for local projects), demonstrate public benefit, and have a reliable repayment source, such as dedicated local funding or fare revenue.

- Maximum federal funding: No maximum

3.3.3 Local Funding Options

The I-285 ELT project will require significant local funding, even with the support of federal discretionary and formula grants. Local contributions are essential for meeting federal match requirements and

addressing any funding gaps. Given the constraints of local budgets – such as competing priorities and diverse regional needs – securing local support will require proactive stakeholder engagement.

Revenue enhancements through existing mechanisms or new sources may be considered; however, they could be politically sensitive and should be approached strategically.

The following summarizes potential local funding streams:

3.3.3.1 Financing

MARTA can issue revenue bonds to finance capital improvements.

3.3.3.2 Tax Allocation Districts (i.e., Tax Increment Financing)

In Georgia, Tax Allocation Districts (TADs) function similarly to Tax Increment Financing in other states. Enabled by the Redevelopment Powers Law of 1985, TADs allow local government to fund redevelopment by capturing increased property tax revenue from rising property values within designated areas.

MARTA does not have legislative authority to establish TADs independently and would need to partner with one or more local governments to implement this funding mechanism.

3.3.3.3 MARTA sales tax

In Fulton, Clayton, Dekalb Counties, a 1% sales tax funds MARTA operations, while the City of Atlanta levies a 0.5% MARTA sales tax. These tax revenues represent the agencies' largest funding source¹. Existing sales tax allocations or future increases could help finance the I-285 EL.

3.3.3.4 Special Services District(s)

One or more Special Service District(s) (SSD) could be established to generate additional property tax revenue for services within the designated area. The revenue generated from SSD revenue must be used to provide services within the geographic area.

3.3.3.5 Fare Revenue

Farebox revenue from the I-285 ELT BRT services will provide an important source of funding for operations, maintenance, and potential bond payments. These revenues can also be pledged as security for MARTA capital improvement bonds.

3.3.3.6 Advertising Revenue

MARTA already generates advertising revenue, accounting for 0.9% of its operating income. The visibility of the I-285 EL presents additional advertising opportunities on vehicles and station infrastructure.

3.3.3.7 Transportation Special Purpose Local Option Sales Tax (T-SPLOST)

A Transportation Special Purpose Local Option Sales Tax (T-SPLOST) in Georgia allows counties to levy an additional sales tax dedicated exclusively to transportation projects, including the development of BRT systems. To fund BRT along the I-285 corridor, local governments would need to propose a T-SPLOST

referendum specifying the project details and anticipated costs. Upon voter approval, the collected tax revenue could be allocated to cover expenses such as dedicated bus lanes, stations, and related infrastructure improvements.

3.3.3.8 Local Municipal Bonds

Local governments within the I-285 service area can utilize their bonding abilities to fund portions of the I-285 ELT.

3.3.3.9 Georgia Transit Trust Fund

State funding from the Transit Trust Fund Program can be utilized for capital improvements related to the I-285 EL.

3.3.4 Funding Roadmap

Federal discretionary grants operate on variable funding cycles with different deadlines. Coordinating the submittal of discretionary grant applications to coincide with desired construction dates is crucial while also demonstrating a necessary degree of project readiness for grant applications.

Each sequence of the I-285 ELT project is eligible for CIG and BUILD grant funding. Mega grant funding may be available if a sequence of the I-285 ELs is part of a broader project. Some sequences may score better than others dependent on the characteristics of the surrounding area such as population served and economic development potential. Moreover, commitment of local funding should be secured prior to submitting a grant application.

Based on the latest designation of APP and the Equity Report from March 2024 as part of this project, the following sequences would likely score well on discretionary grant programs:

- Hamilton E. Holmes Station
- DL Hollowell Pkwy
- Route Stations and Facilities: W6, C2, E2, E3, E4, E6

The main discretionary grant funding sources are BUILD grants which offer \$25 million respectively in federal funding for each grant application cycle.

A BUILD grant application requires a Cost-Benefit Analysis (CBA). The merits of each individual BUILD application will depend on the sequence's context and results of the CBA. The last BUILD grant cycle closed in January of 2025.

3.3.5 Formula and Local Funding

Formula funding should be aligned in collaboration with the ARC and GDOT to ensure strategic allocation and compliance with regional transportation priorities. Additionally, federal financing options such as the TIFIA or other debt programs can be utilized as needed to support capital costs. Locally,

¹ itsmarta.com/uploadedfiles/MARTA_FY25_Adopted_Budget_Book.pdf

MARTA can evaluate the viability of various revenue streams identified in this section to determine which sources are most appropriate and sustainable for the project's long-term success.

3.4 Implementation Workshop

To advance the I-285 ELT service from planning to execution, a series of implementation workshops will be conducted with regional transit service providers. These workshops will utilize the results of the PSP to collaboratively identify next steps, define responsibilities, and develop a shared framework for implementation. The primary objectives of the workshops include:

- **Route Operations Assignments:** Facilitating agency-level discussions to determine which transit agencies will operate the proposed I-285 ELT routes. These conversations will focus on agency capacity, route ownership, and service delivery responsibilities.
- **Operational and Facility Impact Assessment:** Participants will review how route assignments affect existing transfer points, operations and maintenance facilities, and capital infrastructure. Agencies will begin to identify where facility upgrades or new investments may be required to support assigned routes who will be responsible for building, operating, and maintaining the infrastructure.
- **Operational Capacity and Needs Evaluation:** Once route assignments are confirmed, each service provider's ability to operate their designated routes will be evaluated. This includes analysis of fleet availability, operator and maintenance staffing, and supporting infrastructure such as depots and layover locations. Workshops will facilitate the identification of existing resources and operational gaps.
- **Framework Finalization:** The outcomes of the workshops will be documented in a formal implementation framework. This will be codified through Inter-Governmental Agreements that define roles and responsibilities, route operations, funding commitments, and coordination protocols. These agreements will guide ongoing collaboration to assist in the implementation of the I-285 ELT service.

These workshops represent a critical step in transitioning the ELT vision into a coordinated, actionable program that delivers high-quality regional transit service across the I-285 corridor.

3.5 Conclusion

The I-285 ELT built of the foundation provided by the 2022 Study and establishes a forward-looking vision for integrating premium transit service into one of the region's most critical transportation corridors. Through a data-driven approach grounded in equity, accessibility, and regional connectivity, the study outlines a feasible and flexible service plan supported by recommendation for transit-ready infrastructure and coordinated operations. While implementation will require continued collaboration among MARTA, GDOT, local jurisdictions, and regional service providers, the recommendations laid out in this study provide a clear and actionable foundation for delivering reliable, high-capacity transit along I-285. By aligning future service planning with EL project development process, this effort positions the Atlanta region to maximize the benefits of infrastructure investment and meet the mobility needs of a growing and dynamic population.