marta

NextGen Bus Network

More Access to More Places: Report on the Draft New Network

November 2024

smarter. faster. better.

JARRETT WALKER + ASSOCIATES HNTB

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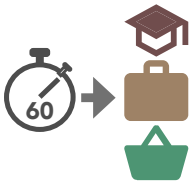
Executive Summary

A New Bus Network for the Region's Future

With the NextGen Bus Network, the region could see the biggest transformation in where you can go on public transit since the substantial completion of the MARTA Rail network nearly 30 years ago. The NextGen Bus Network would make the bus network more useful to more people for more trips, all across the City of Atlanta and Fulton and DeKalb Counties.

In the current network, routes have typically changed incrementally, even as the region has grown and many new destinations have appeared rapidly. It is hard to change bus service, because even inefficient or outdated routes have people who depend on them and will object to any changes. So to redesign a bus network, the changes must have big benefits that make the change worth the effort. The NextGen Bus Network described in this report delivers those benefits.

More Access to More Destinations



With the NextGen Bus Network, **the average resident will be able to get to 21% more jobs**, or other useful destinations, **in 60 minutes**. Minority Residents and Low-Income Residents see a 19-20% gain in jobs reachable in 60 minutes. That means more people, when they look up a trip they might make, will find that the travel time is reasonable.

Connecting more people to more destinations in less time is key to encouraging more riders to use transit. Nobody has more than 24 hours in their day, so people will not use transit if it is not a valuable use of their time. For people without cars, that may mean they cannot take a better job, or go to a certain school, or reach a doctor, or pursue a hobby they love. That decision is not just bad for them, it is worse for the region's economy. **Transportation is the number one barrier to employment in the United States.** With a better bus network, MARTA can help the region combat that problem with better bus service.

Wait Less to Reach More

The most important single transformation is reduced waiting, which is everyone's least favorite part of a transit trip. The NextGen Bus Network dramatically expands the frequent network—the set of services that run every 15 minutes all day. That 15-minute frequency is the tipping point where many people find that transit is ready to go whenever they need it. **The number of frequent corridors in the network goes from five to 18** and in conjunction with the MARTA Rail Lines, forms a grid of frequent lines covering much of the dense core of the region.

When the bus is always coming soon, many more people find it useful for all kinds of trips. With the expanded frequent network, **the NextGen Bus Network would triple the number of people living near frequent service and would nearly double the number of jobs near frequent service.** The NextGen Bus Network brings frequent transit service to an additional 105,000 people and 103,000 jobs.

Developing this Draft Plan has been a substantial journey, subject to delays caused by the pandemic. The project began in 2021 when MARTA staff, consultants, and local government staff worked together to develop concepts for the public and riders to consider. The public input guided a Board decision in April 2023 that defined guiding principles for this Draft New Network. Meanwhile, the plan has had to adjust to reflect how demand is changing after the pandemic and MARTA needed time to build back its workforce. **Now, MARTA is ready to propose a big change with even bigger benefits, and some trade-offs, that MARTA can implement.**

What Changes in the NextGen Bus Network?

A Blank Slate, but Constrained Resources

The NextGen Bus Network was drawn from a blank slate. Some routes are similar to the routes running today, but there are proposed changes to most routes in the system. The NextGen Bus Network uses roughly the **same budget as the Fall 2023 bus network**.

Less Spent on Coverage, More on Ridership

The biggest difference, and **the change that drives all of the other differences,** is that the NextGen Network **focuses more of MARTA's service in the places that have the most riders and potential riders.** Within a limited budget for transit service, any transit agency **must balance these competing goals**:

- focusing service into frequent routes that serve more riders, or
- spreading service out so that minimal service covers a larger area.

In 2022, MARTA asked the public how the agency should balance these competing goals. In consideration of public input, **the MARTA Board adopted a policy to modestly shift to a higher ridership network**.

In the existing network, about 60% of the budget is spent on routes that attract high ridership relative to cost; the other 40% is spent on routes with low ridership relative to cost. The MARTA Board directed staff to allocate 75-80% of the bus budget on high ridership services, reducing spending on low ridership services. For more about this trade-off, see page 13.

The NextGen Network focuses more service on areas that have the most riders and potential riders.

More Direct Routes

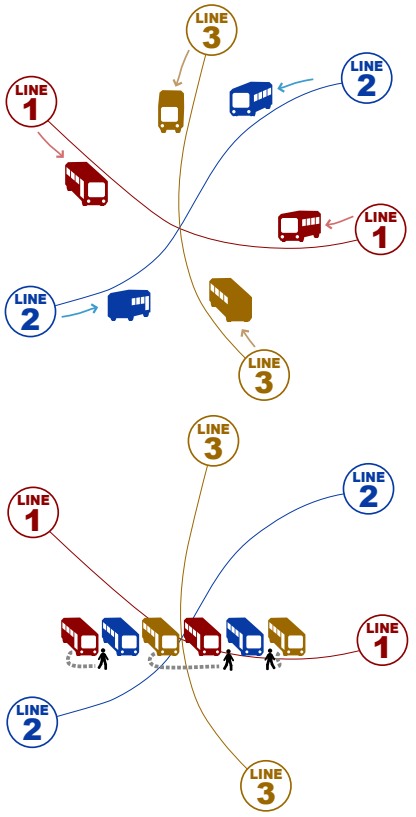
Routes designed for high ridership go straight, rather than deviating or wiggling, because the majority of riders want to go straight to major destinations. In the NextGen Network, routes are straighter, only deviating if there is someplace off the main road that large numbers of people travel to.

More Coverage Provided with On-Demand

To cover places where ridership is lower, MARTA can use a flexible service rather than a scheduled transit route. This service is called "On-Demand." Because of its lower cost to provide service in low-ridership areas, it is a useful coverage tool and there are 12 zones in the network. See page 28 for more.

Timed Connections

Today, when MARTA routes meet at a rail station, they rarely are timed to minimize waiting between routes. By carefully scheduling routes so they meet and wait a few minutes before departing again, lower frequency routes can be made so that people can make a quicker transfer among buses without a long wait. In the NextGen Bus Network there are several locations with timed connections, see page 24.

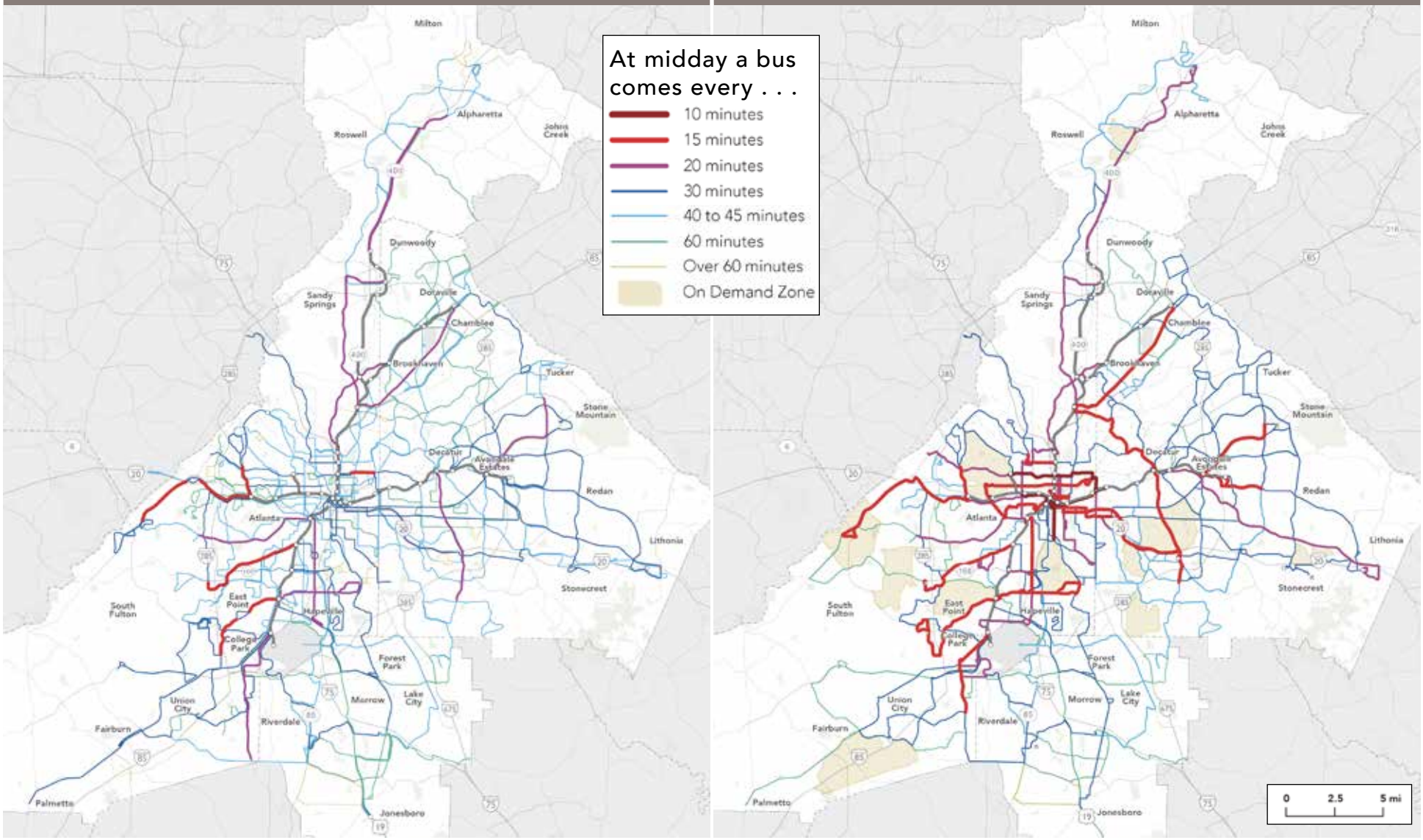


Big Picture Comparison

The maps below compare MARTA's network in Fall 2023 to the NextGen Bus Network. As it can be difficult to read at this scale, we present detailed maps in later chapters. We present the detailed maps in later chapters. These maps give you a sense of the big differences in frequency of service and changes in coverage. **Note the legend: colors indicate how often the bus comes, on weekdays at midday. That's very important.**

Existing Network (Fall 2023)

Draft NextGen Bus Network



Outcomes at a Glance

3% more service hours
than the Fall 2023 Network[1]

18 Frequent Service Corridors
compared to 5 in the Fall 2023 Network

79 Routes
compared to 113 routes in the Fall 2023 Network
The number of routes measures the complexity of service. The new network is simpler and more frequent. (See page 21).

12 On-Demand Zones

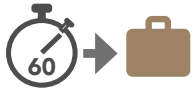
People and Jobs Near Transit

The NextGen Bus Network brings frequent (every 15 minute) transit to

- 95,200 more residents, 245% more than today.
- 103,300 more jobs, 103% more than today.
- 64,800 more minority residents, 232% more than today.
- 26,400 more low-income residents, 202% more than today.

The NextGen Bus Network covers 2% more people, but 7% fewer jobs overall.

Many more people and jobs are near frequent service. Some people and jobs are farther from service. See page 142 for details.



Jobs Reachable by Transit

The NextGen Bus Network helps people reach more jobs and destinations within 60 minutes.

- The average resident could reach 21% more jobs.[2]
- The average low-income resident could reach 23% more jobs.
- The average minority resident could reach 23% more jobs.

More people can go more places sooner. See page 11 about what access is. See page 149 for more about access to various destinations.

[1] Technical term is revenue hour. This is one bus operating for one hour and it is a basic measure of service quantity. For the NextGen Bus Network, on-demand service hours are counted as 80% of the value of a fixed route service hour, due to their lower costs.

[2] Change in jobs reachable for the average resident is an average of the increase and decrease for all residents summed across the service area. See page 148 for a detailed explanation.

What's in this Report?

What Does This Report Cover?

The NextGen Bus Network Redesign is part of the MARTA 2040 program, which supports faster and more reliable service, shorter travel times, connectivity and safety. The Redesign, however, deals only with the pattern of routes and schedules that the buses operate. Where do the buses go, how often, and at what times of day and days of the week? These are the things that a bus network redesign can study and propose to change.

What Does This Report NOT Cover?

There are many important issues with bus service that are not part of this report, including the management of operations, the design of the fleet, and most infrastructure such as shelters. This report does make limited recommendations about infrastructure, typically where a physical change in street design is needed in order to make a bus service or easier transfers possible.

What is in This Report?

This report describes the draft plan and explains the recommendations and their outcomes and reasoning. It also explains how previous conversations with the public helped determine the draft design. The report is organized as follows:

- **Executive Summary:** Overview of the Draft New Network.
- **How Did We Get Here:** Background describing the process the led to the Draft New Network.
- **Plan Design Principles and Assumptions:** A chapter describing key principles that informed the design of the Draft New Network.
- **Draft Network:** Overview of the Draft New Network.
- **Draft Network in Detail:** A detailed review of the new network that explains the changes in each area, and why they are proposed.
- **Network Outcomes in Detail:** Provides an overview of the change in people and jobs covered by service and the change in access to jobs and destinations.
- **Next Steps:** Reviews the opportunities for giving feedback to MARTA about this Draft New Network.

To understand the plan in more detail, you may also want to refer to two previous reports:

- The Transit Choices Report analyzed the existing system of 2019 and also contains explanations of how transit works. Shorter versions of these explanations are in this report but the previous report may still be valuable.
- In 2022, MARTA presented two alternative networks that show the effect of different possible goals. These alternatives are discussed on page 17 and more detail is available on the project website. The public comment on those alternatives helped guide the Board in setting the goals that guide this draft plan.

Who is Leading the Redesign?

"We" in this report refers to the design team, consisting of MARTA service planners and experts from Jarrett Walker + Associates and HNTB Corporation. This design team is responsible for developing this plan based on MARTA Board guidance and input from the previous round of engagement. The Bus Network Redesign has been, and will continue to be, a collaborative process with input from the public, riders, and key stakeholders such as local governments.

This is a Draft. You Can Help Make It Better.

Whether you usually ride transit or not, we hope you will consider how the NextGen Bus Network affects you, your neighbors, your community, and the region. Help others discover the new freedom it provides. Especially in the busiest parts of the region, streets and highways just do not have room for everyone's car. Everyone benefits when people have options for living rich and rewarding lives without driving. The NextGen Bus Network aims to make that possible for far more people.

Yet this is just a ***draft***. In the rest of this report **we intentionally call this the Draft New Network**. That means it is the best we can come up with based on guidance from the Board and the information we have. We know public comment will help make it better. So learn more by reading this report or getting more information at our website. **Take the survey and provide comments so that MARTA can make this Draft New Network better.**

Next Steps

This report leads into the public outreach phase described in the redesign process below. For more information and to respond to the Draft Plan, go to marta2040nextgenbus.com.

Your input matters! This is a Draft Plan. Take the survey, come to an event, and provide your comments to help us make the plan better.

1. Discover

- Existing bus routes
- Ridership and route performance studies
- Define Network Concepts

2. Engage

- Conversations about ridership and coverage trade-off
- Organizational stakeholder workshop
- Public meetings
- Survey

3. Design

- Study community input
- Obtain MARTA Board direction
- Develop draft reimagined network

4. Confirm

We Are Here

- Obtain input on the draft reimagined network
- Organizational stakeholder workshop
- Public meetings
- Survey

5. Complete

- Public hearings on the proposed service changes
- MARTA's goal is to implement in Summer 2025

How Did We Get Here?

Why a Bus Network Redesign?

There are many reasons to redesign MARTA's bus network:

- **Changing Communities**. MARTA's bus system has changed incrementally since its origin in the 1970s. In that time, the region has experienced rapid growth and substantial change in its development pattern. So a wholesale and comprehensive redesign is needed for the network to stay relevant.
- **Changing Goals**. The goals that justify public transit, and govern its design, have changed dramatically in the last 50 years.
  - **Rectifying racial and social inequalities** through urban planning is a top priority.
  - **Reducing car dependence** has become more important, for both climate and affordability reasons.
  - Meanwhile, the rise of working from home since the Covid-19 pandemic has **reduced the demand for commutes to office jobs**, so the network cannot be as narrowly focused on that market as it has in the past.

The MARTA NextGen Bus Network Redesign is meant to ***ensure that the network meets the goals of our community now***, not those of 50 years ago.

Why Think So Much About Buses?

MARTA's buses carry about 40% of all the passenger miles traveled and represent 48% of all boardings on the MARTA system. So buses are critical to the success of transit in the region.

Urban areas are where people access all of the opportunities that arise from being close to other people. Every successful urban place hits physical limitations on how many people can get close to one another if they all move in small vehicles:

- **Severe road space limitations.** There is a limit to how much roads can be widened as travel demand increases, especially in urban places.
- **Parking limitations.** Places to store private cars and hired cars when they are not in use are costly, compared to the other ways that land could be used in a growing city.

Figure 1: This famous image shows how much space 60 people take if they are in a bus, on bikes, or in cars
Photo credit: The Cycling Promotion Fund of Canberra, Australia

Why Buses?

- **Intensification of land use.** The MARTA service area is growing more dense, so these space limitations are only going to get more severe.

Hired cars and autonomous cars cannot change this basic geometric problem, as they take up nearly as much space as regular cars—plus they make driving so much easier and more attractive that they increase traffic. Carpools are helpful, but no car-based solution can get close to the space efficiency of people walking, cycling or riding transit, as illustrated by the photos below.

Trains are even more space-efficient than buses, but they are expensive and require many years to plan and build. **High frequency bus networks complement a rail network, providing useful, liberating transit service well beyond the area that rail can serve.**

In every global city with a high-ridership rail system, there is also a high-ridership bus network. Even in Paris, where almost everyone lives within a 1/2 mile of a subway station, bus lines on street carry large volumes of people for trips that the subway doesn't serve. Worldwide, there are no major metropolitan areas where buses are not an essential part of the transportation system.

To ensure that people can reach all the opportunities in the Atlanta region, we must use our road space efficiently. **To be really efficient with public space, there is no replacement for high-ridership, big-vehicle transit. Where we can't justify trains, we need buses.**

That's why the design of MARTA's bus services are so important, not just to existing riders, but to the economic viability and livability of the region. Everyone who cares about these things has a stake in the usefulness of the bus network.

Moving large numbers of people and extending the reach of rail, MARTA's bus network is critical to equitable access to the region's many opportunities.

What is Access to Opportunity?

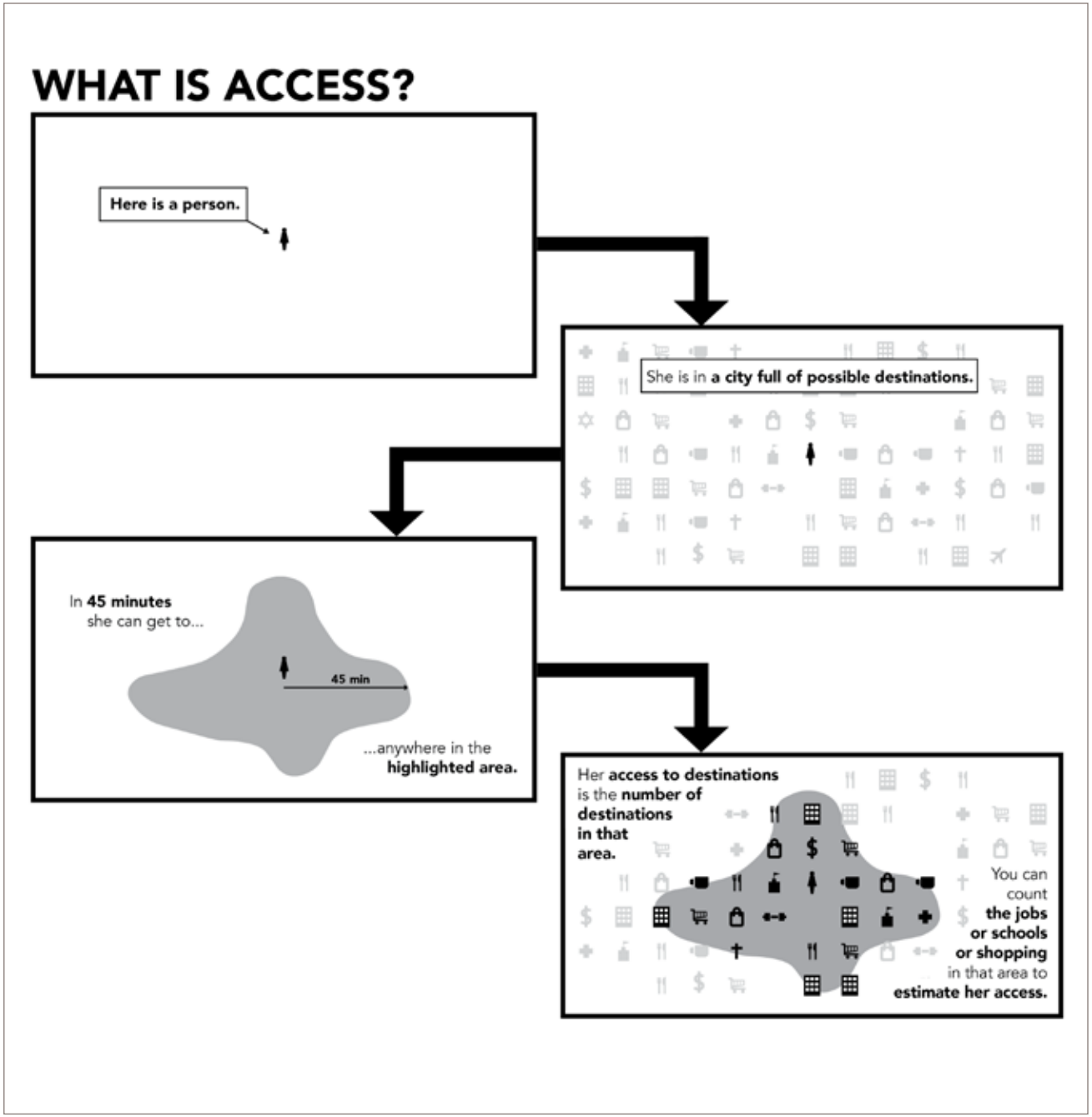
The word "access" means many things in different contexts.

In this report it has a very specific meaning: *the number of opportunities someone can reach through the transit network, in a given amount of time.*

A person's access is determined by:

- **How many destinations are near them**, and near transit that is near them. Transit planning can't change the pattern of development, but it can respond to it. We can increase access by focusing service where there are lots of people and destinations.
- The **speed** of the service. This is mostly governed by traffic and street conditions.
- **How long they have to walk** to get to and from service.
- **How long they have to wait** for the service.
- **How far they have to ride** on the service.
- **How long they have to wait for connections** between services.

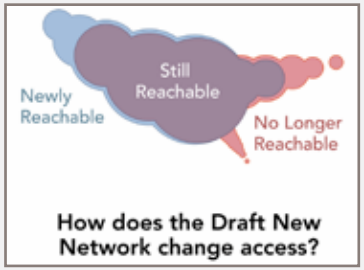
Transit planning does have a direct affect on the last four of these.



Why does Access to Opportunity Matter?

Why do we focus on access to opportunity? Because when we improve it, many important things get better for many people:

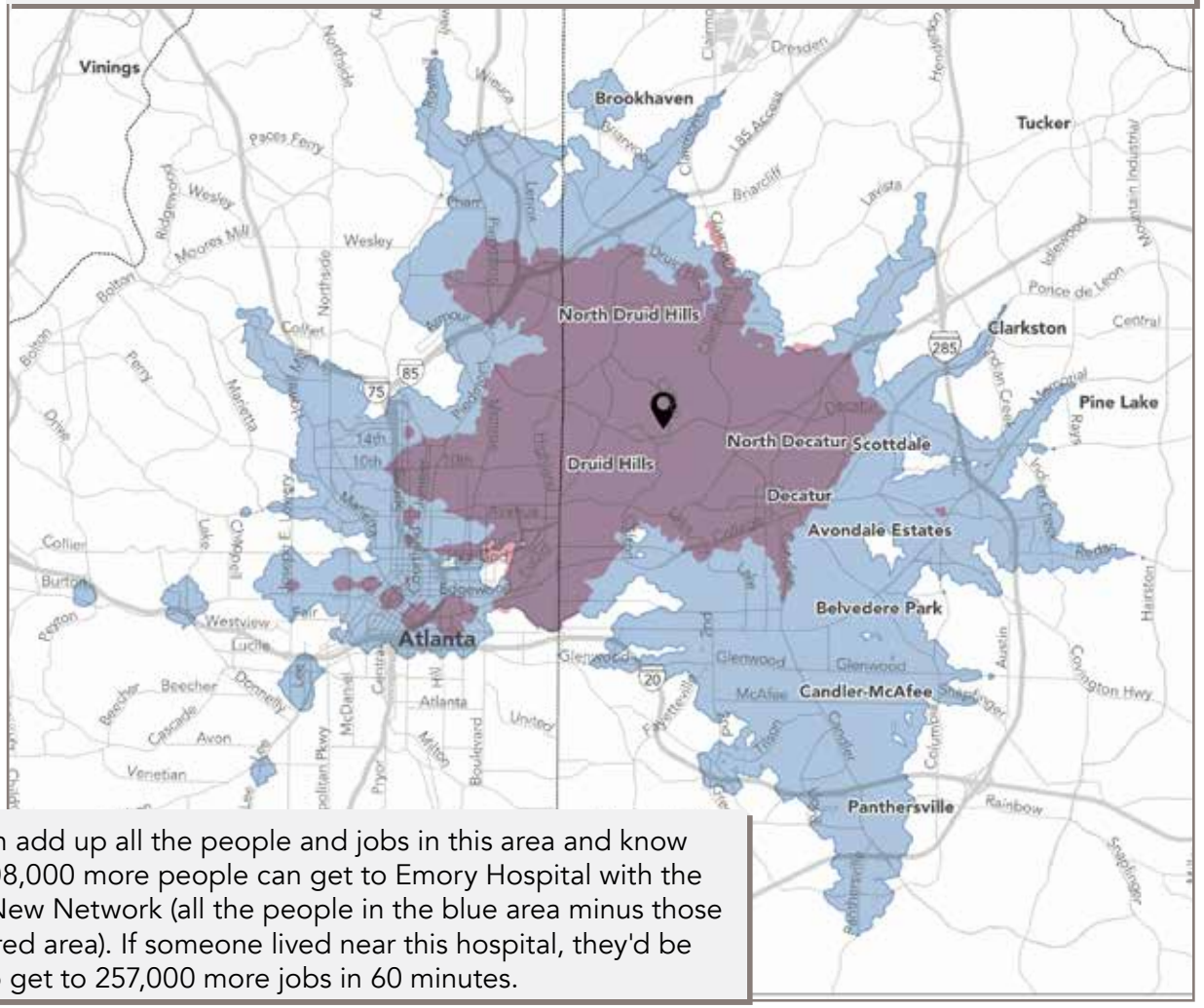
- **Ridership**. Access increases the odds that when someone looks up a trip they would like to make, they will find that the travel time is reasonable. This efficient use of time is the foundation of ridership.
- **Economic Vitality**. Access to opportunity is why people live in urban areas at all, so it is a measure of economic success for the region and for its people.
- **Equity**. We can measure access for different racial or income groups, to ensure that the results are equitable. This is more effective than counting how much service each neighborhood receives, because access measures whether the service is actually useful.
- **Freedom.** If we have more choices in our lives, we are more free. Access to opportunity measures how many options we have: for work, shopping, study, socializing, and so on.



An example of access to opportunity: the dot at the center is Emory University Hospital.

The purple and blue areas show where someone can reach in 60 minutes both today and in the Draft New Network.

The light blue area is newly reachable in 60 minutes with the Draft New Network. The red area is reachable today, but not within 60 minutes in the Draft New Network.



We can add up all the people and jobs in this area and know that 208,000 more people can get to Emory Hospital with the Draft New Network (all the people in the blue area minus those in the red area). If someone lived near this hospital, they'd be able to get to 257,000 more jobs in 60 minutes.

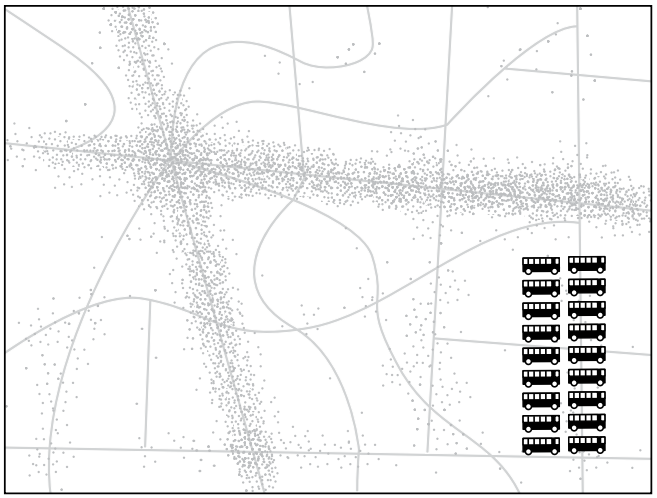
What is Success? Ridership or Coverage

What is the goal of public transit? Many people assume the goal is high ridership, but many people value low-ridership services. Service that is predictably low-ridership, but valued by the people who use it, is called coverage service. **Ridership and coverage are competing goals**, because they lead to opposite kinds of networks.

The image on this page shows why. Imagine a simple town where most of the residents and destinations are clustered along two main streets. Imagine you have a fixed budget of 18 buses.

If the goal of transit were maximum ridership, it would serve only those two streets, but to serve them really well, with high-frequency service that is always coming soon. That way, most people, but not everyone, has service that's useful to them.

On the other hand, if the goal were coverage, the first priority would to run some service to all parts of the town. But that means there are many more miles of routes. Resources are spread thinly over all of those routes, and the result is low frequency. These buses are usually not coming when you need them, so not many people find the service useful. For a more detailed explanation of this trade-off, see the Transit Choices Report.



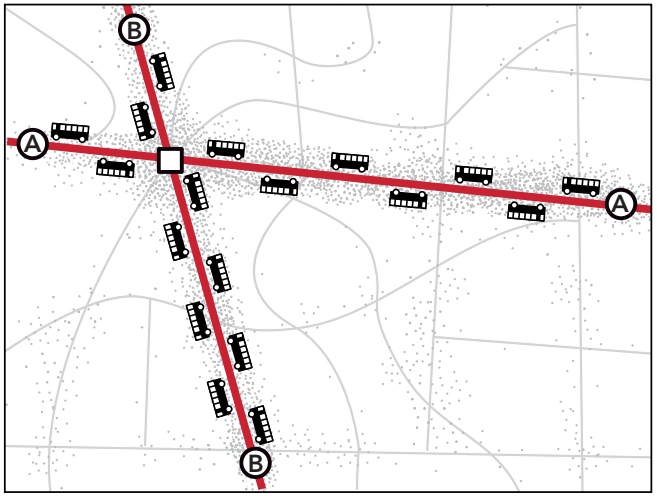
Imagine you are the transit planner working in this fictional neighborhood.

The dots scattered around the map are people and jobs.

The 18 buses are the resources the town has to run transit.

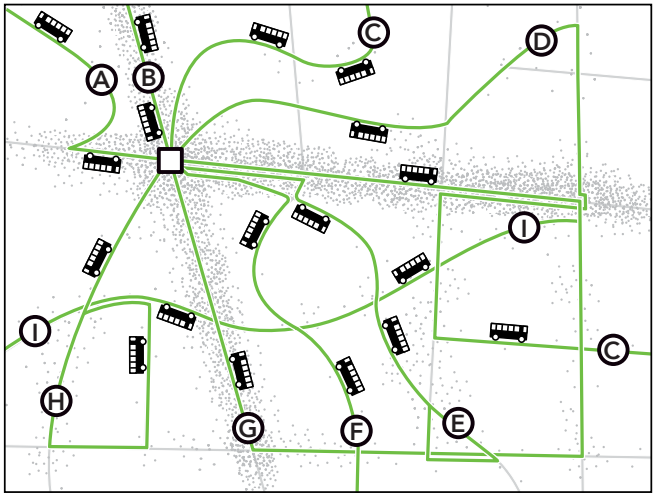
Before you can plan transit routes, you must decide: What is the purpose of your transit system?

Maximum Ridership



All 18 buses are focused on the busiest area. Waits for service are short but walks to service are longer for people in less populated areas. Frequency and ridership are high, but some places have no service.

Maximum Coverage



The 18 buses are spread around so that there is a route on every street. Everyone lives near a stop, but every route is infrequent, so waits for service are long. Only a few people can bear to wait so long, so ridership is low.

Ridership versus Coverage

The goals of ridership and coverage are both important to many people.

Reasons people care about high ridership include:

- Using public resources efficiently.
- Serving more riders.
- Combatting congestion.
- Reducing vehicle emissions.
- Increasing fare revenue; reducing subsidy per ride.
- Supporting dense and walkable development.
- Improving job access for large numbers of workers.

Reasons people care about high coverage include:

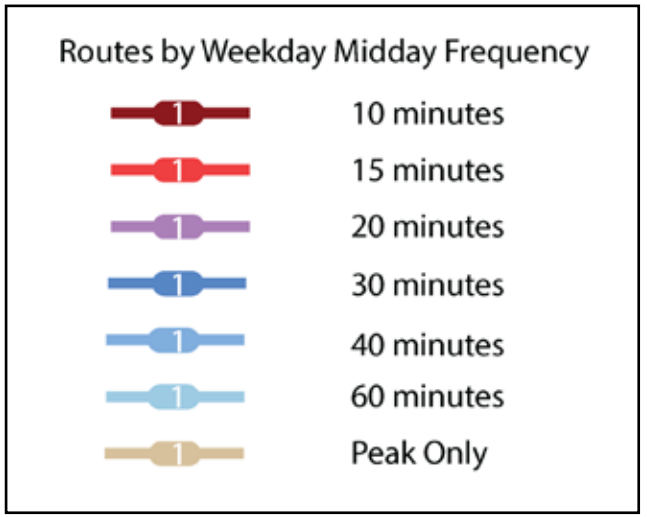
- Promoting social and economic inclusion for as many people as possible, regardless of where they live.
- Providing some service to as many people with a severe need for transit as possible.
- Serving more jurisdictions, voters, or taxpayers within the MARTA service area (Fulton, DeKalb, and Clayton Counties).

Conceptual Alternatives

This trade-off is unavoidable, especially within a fixed budget. That is why we had a conversation with the public, in 2021, about these goals. In that process, we shared two alternative networks, showing what MARTA's bus system would look like if it were designed more for ridership or more for coverage. The public feedback on the concepts led to the Board's decision that guided this plan.

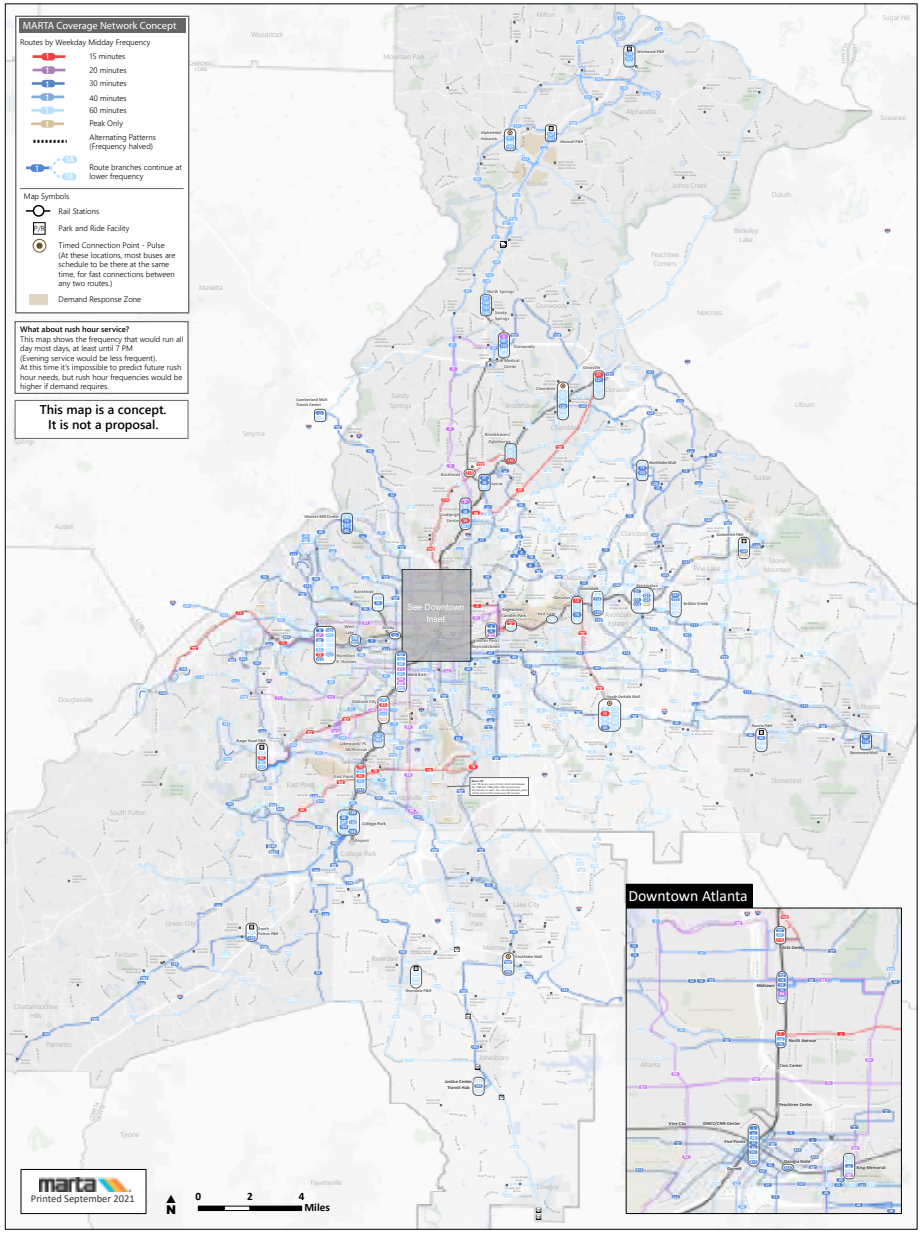
The maps on the following page show the two conceptual alternatives presented to the public beginning in November 2021. These concepts illustrated the spectrum of possible ways to redesign the bus network in ways that emphasized **high ridership goals** or **high coverage goals**. The Coverage Concept kept service near everyone that has service today. The Ridership Concept provided much higher frequency along the busiest corridors, but some people in lower density areas would lose bus service.

To understand the concepts, make sure you understand the colors. The legend below shows how the color of each line represents the frequency of service at midday for each concept.

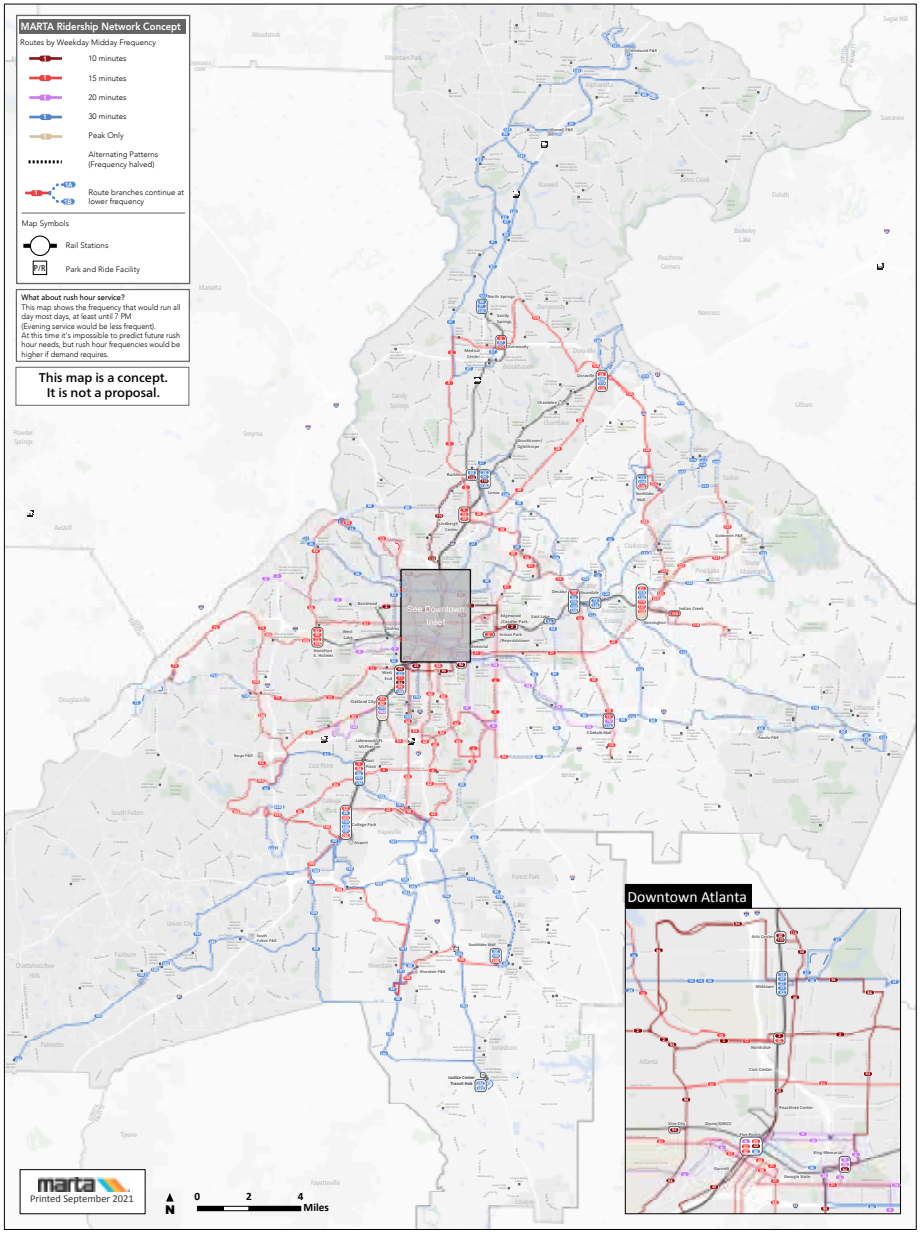


Round 1: Conceptual Alternatives

Coverage Concept



Ridership Concept

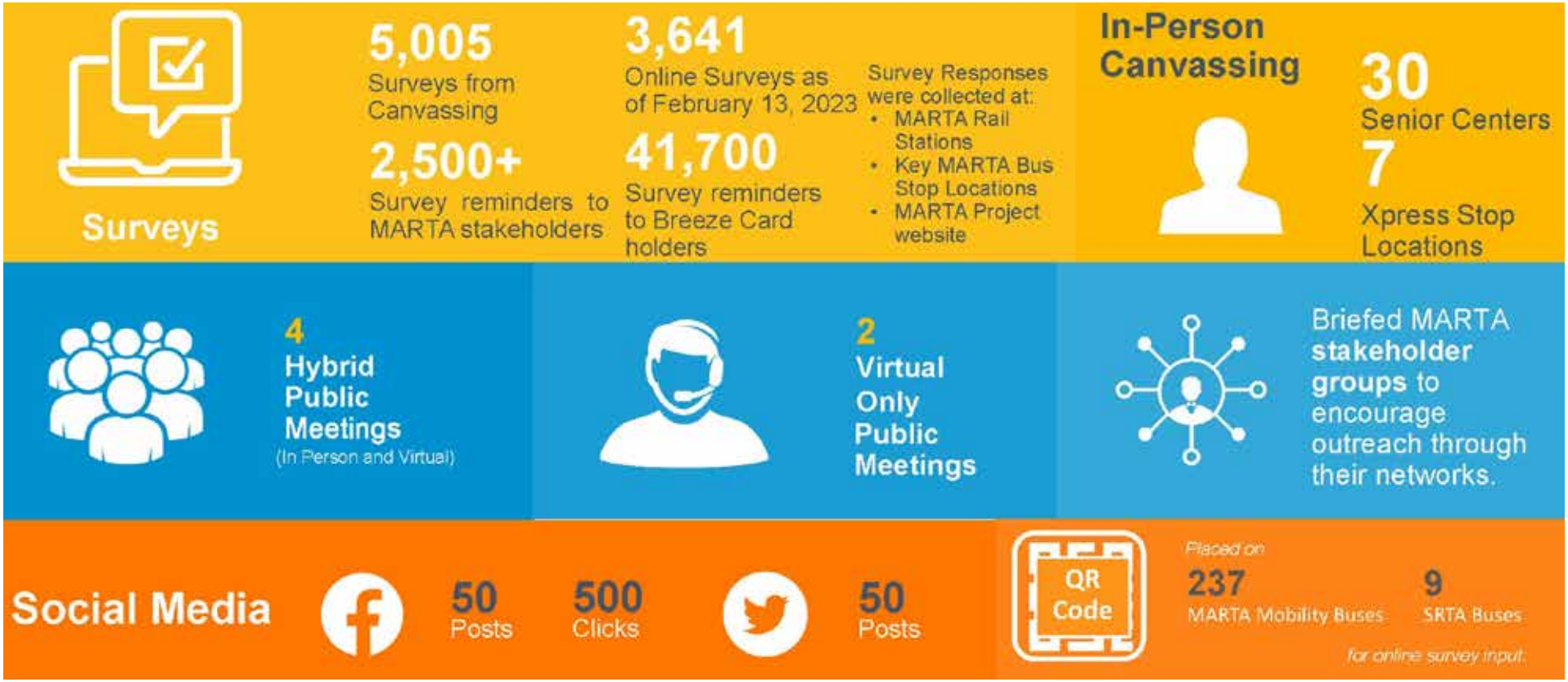


Round 1: Public Engagement

In Round 1 of public engagement, we released the Transit Choices Report that raised key questions for the public to consider and showed two contrasting concepts, the Ridership and Coverage Concepts, to help people understand the outcomes of different choices.

MARTA held 6 total public meetings (4 hybrid, and 2 virtual only) due to Covid-19 public guidelines in 2021. After the public meeting, MARTA launched an online survey that generated 3,641 responses regarding the concept preferences. To ensure feedback was reflective of their riders, MARTA canvassed rail stations, bus routes, bus stops, community events, senior centers, and regional commuter bus service to solicit feedback. Canvassing these priority areas generated an additional 5,005 survey responses. Between the online surveys and canvassing a total of 8,646 people responded to the survey. **A majority (51%) favored the Ridership Concept,** and 37% favored the Coverage Concept, while 12% were halfway between the concepts.

Based off the feedback MARTA received regarding the concepts, this information helped the MARTA Board of Directors developed a policy guidance for the new bus network 75-80%-Ridership/20-25% Coverage.



Response to the Conceptual Alternatives

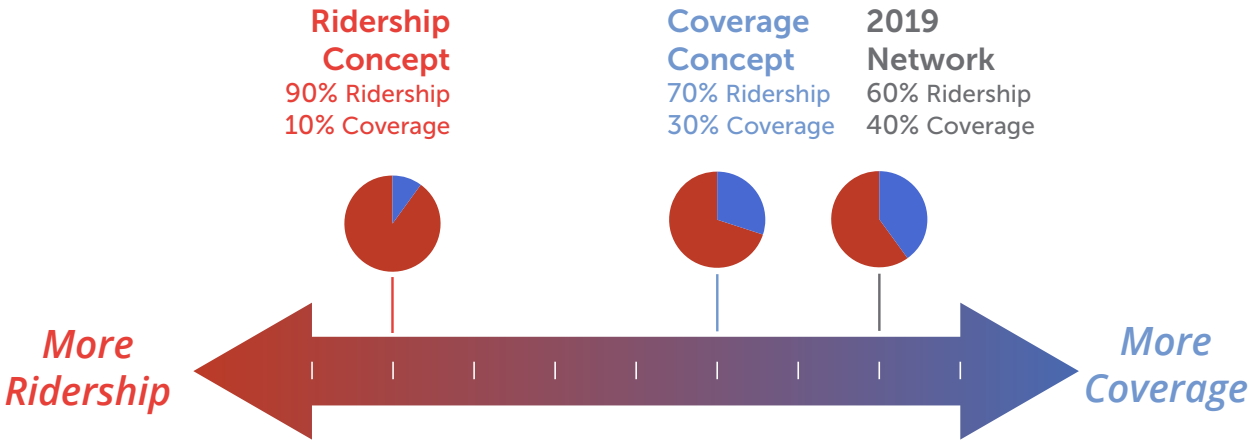
The key question during the Concepts Phase was Ridership or Coverage? MARTA has a limited number of resources that need to be used strategically.

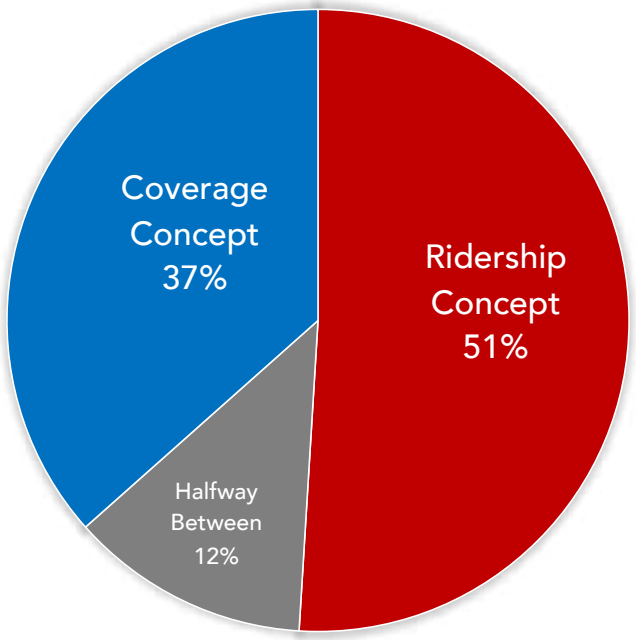
- They can be concentrated in the region's densest and most walkable areas to provide high frequency service to large numbers of people
- or they can be spread out throughout the region to reach more people but with service that is infrequent, and thus less people find it useful.

In the Concepts Phase, two networks were developed to illustrate the spectrum of possible ways to redesign the bus network. The figure below shows the trade-offs between these networks. The Coverage Concept kept service near everyone that has service today. The Ridership Concept provided much higher frequency along the busiest corridors, but some people in lower density areas would lose bus service.

By showing the public, stakeholders, and decision-makers the range of possibilities, MARTA asked: "Now that you see the outcomes of emphasizing on one goal over another, which do you prefer?"

When asked which of the network concepts they preferred, 51% of respondents preferred the Ridership Concept, while 37% preferred the Coverage Concept and 12% were about halfway in-between. This suggests a general preference for the Ridership Concept.





MARTA Board Direction

The Board's Direction

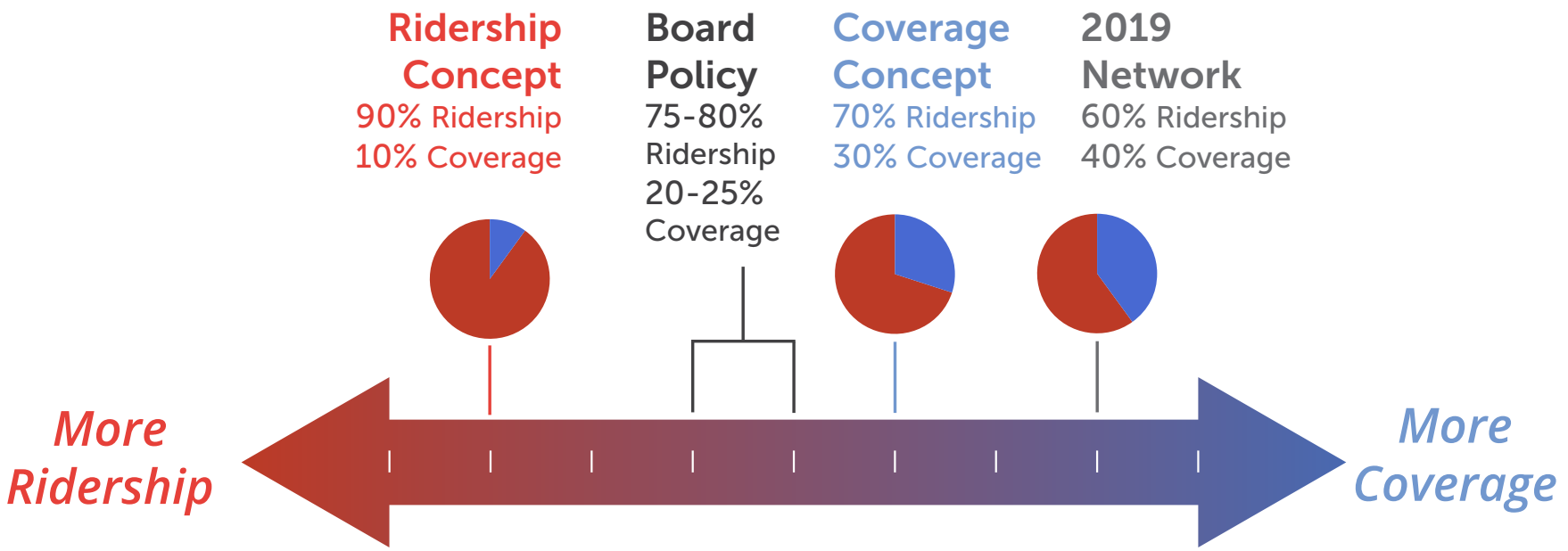
The public feedback was critical input to the MARTA Board, which adopted the Bus Network Redesign Project Policy Framework, which directed us to **apportion 75-80% of service according to the goal of ridership, and the other 20-25% to the goal of coverage**. In other words, 75-80% of the operating budget should to services that would be justified if ridership were the only goal of the network. The other 20-25% go to services that only exist because coverage is also a goal.

In the existing network, by contrast, only about 60% of the budget is going to services justified by ridership, while the other 40% are devoted to coverage services. Therefore, the Board direction requires the network to move away from the coverage goal and toward the ridership goal.

In general, this means adding service in places where high ridership is possible. Those places tend to have:

- high **density**, which means that many people and activities benefit from each bus stop.
- high **walkability**, so that people around a bus stop can easily get to the stop. High walkability means that it is easy to walk in reasonably straight lines, and to cross major streets on foot.
- high **linearity**, which means that the street network lets buses run in reasonably straight lines.

But because the budget is fixed, this shift toward ridership comes at the expense of coverage services, which do not have these features. Coverage service is reduced and streamlined in the plan, to reduce it from 40% of the operating budget to about 20-25%, as the Board directed.



Guiding Principles

Based on the public feedback, **the MARTA Board adopted the following Guiding Principles to guide development of the Draft New Network.** This table shows how each principle affected the plan.

Guiding Principle	How the Principle Guided the Draft Plan
Expand Access. Expand access to opportunity, so that more people find bus service useful, leading more people to ride, which advances inclusive economic development, environmental stewardship, and positive fiscal impacts.	Access to opportunity was the primary indicator of ridership potential used throughout the plan. By access to opportunity, we mean: How many jobs and other useful destinations can a person reach in a limited amount of time? We analyzed how various service options affect access and preferred those that expand access most efficiently. See on page 11 for an explanation of this critical measure.
Equity. Go beyond ensuring there are no disparate negative impacts for historically disadvantaged communities by providing quality bus service to reduce disparities, which benefits the entire region in linking access, equity and growth.	We worked and reworked the network design to ensure that access to jobs and opportunities was better, on average, for disadvantaged groups than for the general population. We put forth a strong effort to ensure that service removals did not heavily affect concentrations of low-income, racial minority, or other disadvantaged groups who are especially likely to experience public transit as a lifeline.
Future Facing. Plan for the community now and in the future, not for the travel patterns of the past.	We studied post-Covid ridership data and travel patterns. We engaged with planning staff of municipal partners to understand their development plans and their goals for their communities.
Balance. Find the right balance between the competing goals of ridership and coverage.	Planning for ridership means concentrating frequent and attractive service in places where the development and street patterns allow transit to be both useful and efficient. **The Board-approved project policy framework directed us to devote 75-80% of resources to high-ridership services. The other 20-25% of resources were used to retain coverage to low-ridership areas.** We emphasized equity (see above) in allocating coverage services.
Challenges. Accept that while the network will be a net improvement, some customers will object to the changes.	Network redesigns that do not expand the quantity of service much are always controversial, because they change patterns that some people are used to. We tried to design a network that produced so many widely shared benefits that the improvements would be worth the effort and challenges of the changes.

Principles and Assumptions

Why Frequency Matters

A central idea of the Draft Plan is the need to increase frequency. Waiting time is one of the biggest reasons not to use public transit, so higher-frequency services tend to be higher-ridership services.

Higher frequency service improves access to opportunity in several ways, and thus makes the service more useful:

- It reduces waiting time (and thus overall travel time).
- It lets you travel whenever you want.
- It supports reliability, because if you miss your bus or it breaks down, another one is coming soon.
- It makes transferring (between two frequent services) fast and reliable, so that you can reach more destinations.

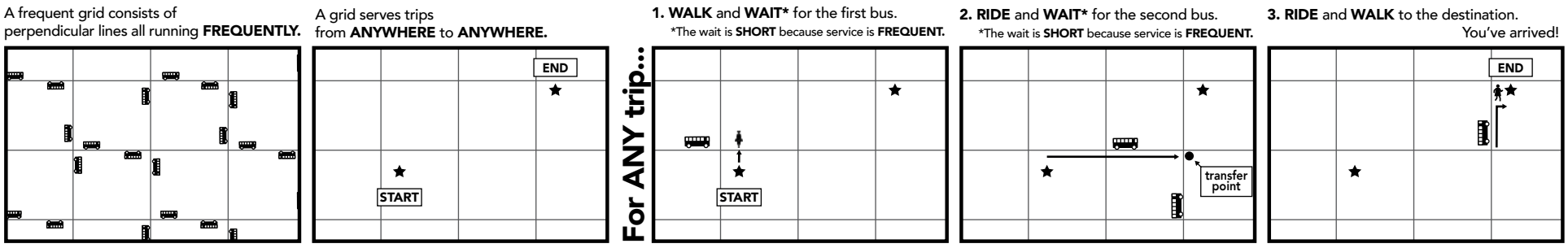
When we analyze travel time, we count the average wait (half of the scheduled time between buses) as part of that time. Increasing frequency thus reduces travel time. It is especially powerful for trips that require more than one route, because **higher frequency reduces both the wait at the beginning of the trip and the delay you experience when changing buses** or changing between a bus and a train. The graphic below shows how a connected grid of frequent routes drastically expand liberty and access to opportunity. Although the Atlanta region does not have a perfect grid of streets across the entire region, it is possible to build some useful grid connections even in a less than perfect street pattern.

When frequencies are every 15 minutes or better, ridership tends to rise, as this seems to be threshold where people no longer plan around the schedule.[1] The Draft New Network shifts resources toward corridors with high potential for ridership and starts to build more of a grid of frequent services in combination with rail.

1 See Choices and Concepts Report, pages 29-31

Designing for higher ridership means designing a network that is useful for more people making more trips. And most people place a high value on how long their trips take.

HOW FREQUENT GRIDS WORK



Continue Routes Beyond Rail Stations

The existing network continues a tradition that bus routes are "feeders" to rail. Relatively few bus routes reach a rail station and continue on to other destinations - only a dozen or so routes in the existing system do so.

The Draft New Network introduces many lines that continue past rail stations, connecting the areas on either side. This would eliminate transfers for many trips, saving 15 to 30 minutes of waiting time depending on the frequencies of the routes. Today, for someone to travel from Georgia Tech (A) to Ponce City Market (B), across the rail line, they must:

- Wait an average of 15 minutes for Route 50.
- Take a short ride to the North Avenue Station
- Wait an average of 7.5 minutes for either Route 2 or 102.
- Ride to Ponce City Market

Many transit trips across a rail line work like this, with two waits for infrequent bus routes. The Draft Network builds more continuous routes across rail. So in the second map, the same trips means only a 5 minute wait for Route 2 and a direct trip across North Avenue and onward to Ponce City Market. That saves more than 15 minutes of waiting time.

Flattening Frequency Across the Day

MARTA deploys extra service at rush hours, mostly to increase frequencies on rail and bus lines, but also to provide some peak-only routes, such as existing Route 143.

MARTA routes are, on average, more productive during rush hours, so by that measure extra peak service is a high ridership strategy. High peaks in service, especially for the two rush-hour peaks, come with hidden costs:

- There is a capital cost to so much peaking, which is not captured in a route's productivity. Buses have to be purchased, stored, maintained, and replaced about every 10-12 years, so a larger fleet imposes larger annual costs. In the 2019 Network analysis from the Choices Report, **we found that 24% of MARTA's buses are only used during weekday rush hours.**[1]
- **Routes that only run during rush hours also have a high "deadhead" cost.** Deadhead is the time and mileage spent shuttling out-of-service vehicles to and from the start of a route.

Higher frequencies and extra routes during rush hours also affect labor costs, in ways that can be hard to see:

- Sometimes extra peaking is handled with "split shifts," in which drivers report for two short shifts a day, with a long break in between. These can be unpleasant and exhausting, and difficult for drivers who have other obligations besides work.
- Split shifts and other short shifts can be expensive (to the agency) if drivers are paid extra for them. They can be expensive (to drivers) if they pay the same but impose more personal costs.
- Peaking requires more complicated driver work schedules, which imposes an administrative cost.
- Peaking tends to require a larger crew of operators. Agencies around the country have recently struggled to attract and retain skilled bus operators.

There are a few small labor benefits to rush-hour peaking, such as the ability to do maintenance on buses that aren't being used during the midday (rather than at night). Yet, these are small benefits compared to the large costs.

The Draft New Network removes most peak-only services and significantly reduces the investment in extra peak frequency on most routes.

Additionally, key routes operate the weekday early morning periods, before 5 AM, running a slightly reduced frequency for initial trips before ramping up to their all-day frequency throughout the day.

These changes allows the Draft New Network to deploy more service all-day and all-week across the network.

1 At least some extra vehicles will always be needed at rush hours. Slower traffic at rush hours means that MARTA has to put out a few more vehicles to keep frequencies consistent. At rush hours some routes can become overcrowded, at which point adding more frequency can relieve crowding. In many big cities, agencies offer lower fares during off-peak, as a way to relieve crowding that is less costly than adding more vehicles.

Maximizing Infrequent Services: Pulsing

One tool to make lower frequency services more useful is to create timed connections, or pulses, at key locations where multiple routes converge.

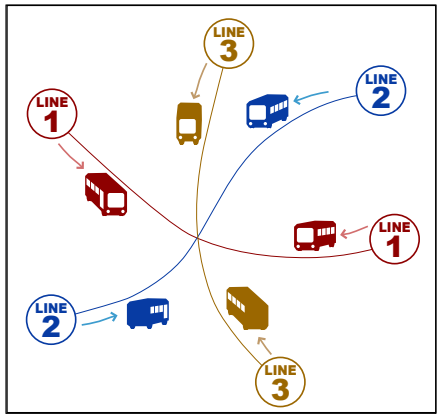
In a pulse, many routes arrive at a transfer point at the same time, sit together for a few minutes, and then depart the transfer point at the same time. This time allows passengers to connect between routes easily. A pulse can happen at any regular interval, though half-hourly and hourly pulses are common in most networks with timed connections. By making transfers less difficult and risky than they would be if they happened at random, pulses help build a more useful network, and expand access to opportunity for people and places along lower frequency services.

However, a pulse needs to be designed carefully. The pulse needs to be at the right point along or at the end of a route, and buses must all be timed to meet. Therefore, it can only happen in strategic, and carefully located places in a network, usually in relatively central locations. The pulse location also benefits from having a lot of bus service, so it is a good idea for the pulse to be in a place where many people are going, such as shopping centers, rail stations or other activity hubs.

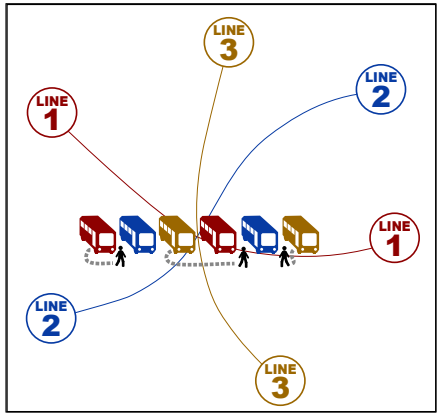
The Draft New Network includes pulsing connections between multiple routes at the following locations:

- College Park Station,
- Hamilton E. Holmes Station,
- Doraville Station,
- Kensington Station,
- the Gallery at South DeKalb, and
- Union City, and
- Fulton Industrial Boulevard.

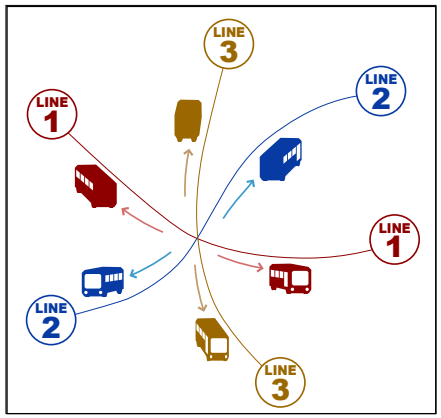
Example of Pulsed Routes



Lines 1, 2, and 3 each have two buses providing 30-minute service along each route. At the top of the hour buses leave from the outer end of each route and pick-up and drop-off passengers along the way.



At 30 after the hour, all six buses meet in the middle where the three routes cross. The buses sit for a few minutes so passengers can transfer between routes easily.



A few minutes later, each bus departs and continues on its route. With the pulse connection, a rider starting on Line 2, can reach places long Line 1 or 3 with just a short wait. If the connection was random, the average wait would be 15 minutes.

Re-space Routes to Provide Shorter Waits

As part of a higher ridership strategy, a choice is to space routes more widely in more walkable and dense areas in order to offer a shorter wait and a faster trip.

The illustration at right shows the trade off between walking and waiting in walkable neighborhoods.

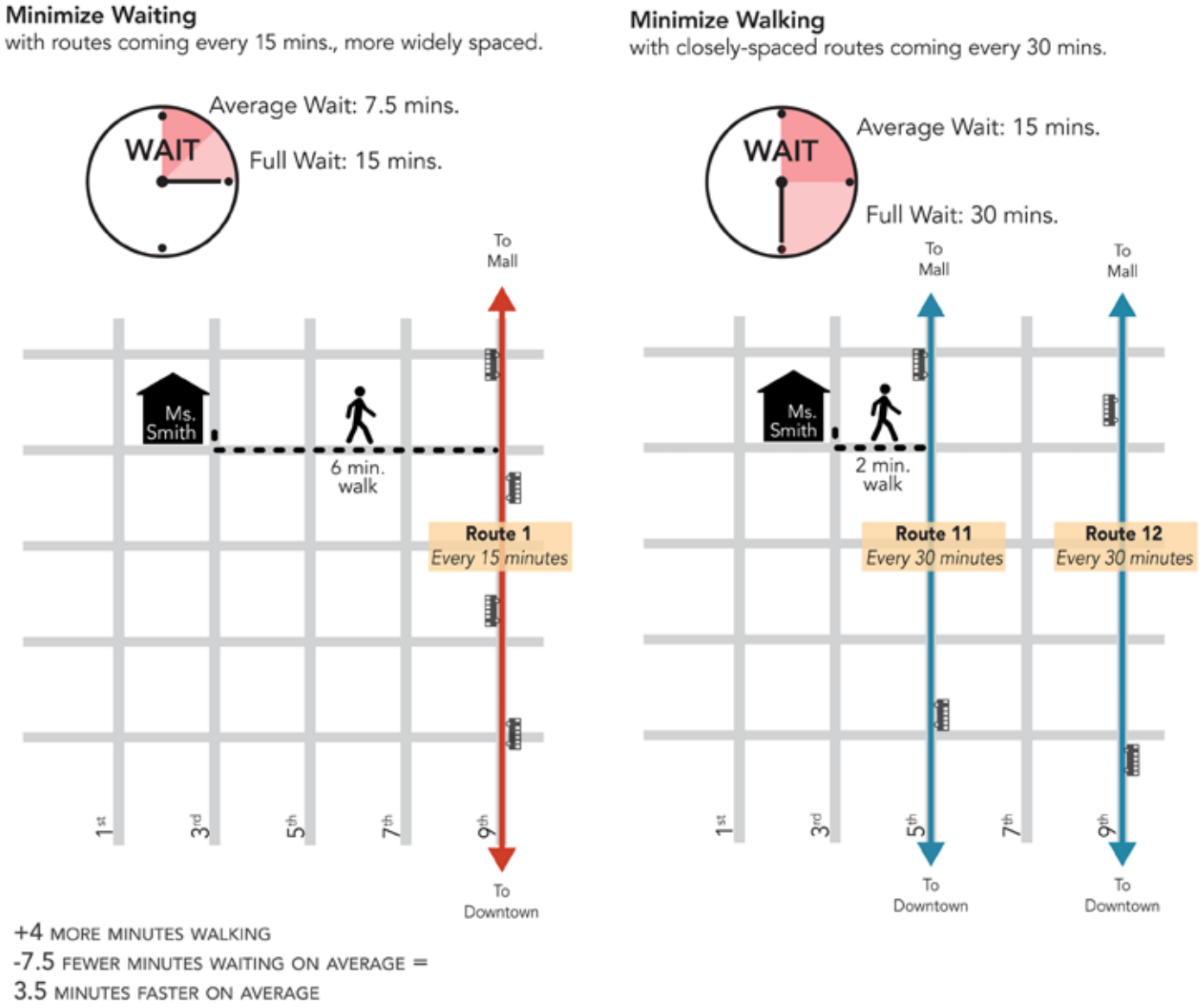
The design strategy that requires a longer walk, but a shorter wait, actually gets people where they are going sooner.

In the example to the right, on average...

+ 4 MORE MINUTES WALKING

– 7.5 FEWER MINUTES WAITING

= 3.5 MINUTES FASTER



Examples of Wider Route Spacing

Walking and waiting both add time and inconvenience to any transit trip, and different people have a wide variety of preferences regarding each. A higher ridership network is one that focuses more on shorter waits, rather than shorter walks. Doing so increases access by shortening most peoples' total travel time.

One mathematical fact about transit is that the more you concentrate service into fewer lines, the more frequent those lines can be. More frequent lines mean shorter waits.

In dense, walkable areas, concentrating service into fewer lines doesn't have to mean people lose all access to service. On the right is the Fall 2023 Network on top and the Draft Network below for the area from Civic Center to Arts Center Stations in Central Atlanta. In these close-in neighborhoods the Existing network has many routes running close together, but nearly all at every 30 minutes or less frequent. Being walking distance from multiple routes that each come so infrequently, and go a very short distance, is not a way to attract high ridership.

Infrequent services with long waits in walkable areas often have trouble drawing significant ridership that would justify them, especially in a network crafted with the ridership/coverage split the board has given as direction. For transit to be useful to large numbers of people for shorter trips, it must be especially frequent, otherwise peoples' other alternatives will be many times faster.

The Draft Network maximizes access and ridership potential in this dense and walkable area by running frequent routes about ¼ to ½ mile apart. That way, riders have short waits and connections between routes are fast and reliable. Choosing this strategy means some people must walk further than they walk today. In many cases, though, they are rewarded with much shorter waits for a bus, and will get where they are going faster.

Drop Little-Used Deviations to Speed Up Trips

Some existing MARTA routes include deviations. Most people tend to find deviating or circuitous routes less useful, because they take longer to travel between most places.

Deviations also take longer for MARTA buses to drive, and as a result they consume bus driving time that could instead be used to offer a better frequency.

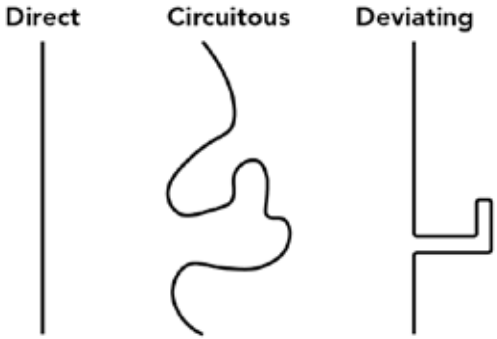
Deviations and circuitous patterns are helpful when the purpose of a route is coverage. They get service close to specific people or places, even if they make the service less useful to a larger group of people.

For example, the map, at bottom right, shows the path of Route 42 (Pryor Road) and the number of boardings at each stop. Blue dots are boardings outbound from downtown and red are towards downtown. Bigger dots mean more boardings per day. Route 42 has four deviations from a direct path.

On three of the deviations, boardings are not any higher than on the main road. On the fourth, at A, boardings are high, but the stops on the deviation are within a few minutes' walk of the main road, along good sidewalks.

Route 42 show us examples of deviations that serve a coverage goal. They get service very close to specific people, and provide very short walks, rather than attempt to be useful to large numbers of riders.

The Draft New Network intentionally removes many of these deviations to maximize the usefulness of the fixed-route services in the network. In some cases, the more cost-efficient on-demand zone is used to provide a replacement for deviations. In other cases, some existing riders will have longer walks to reach service.

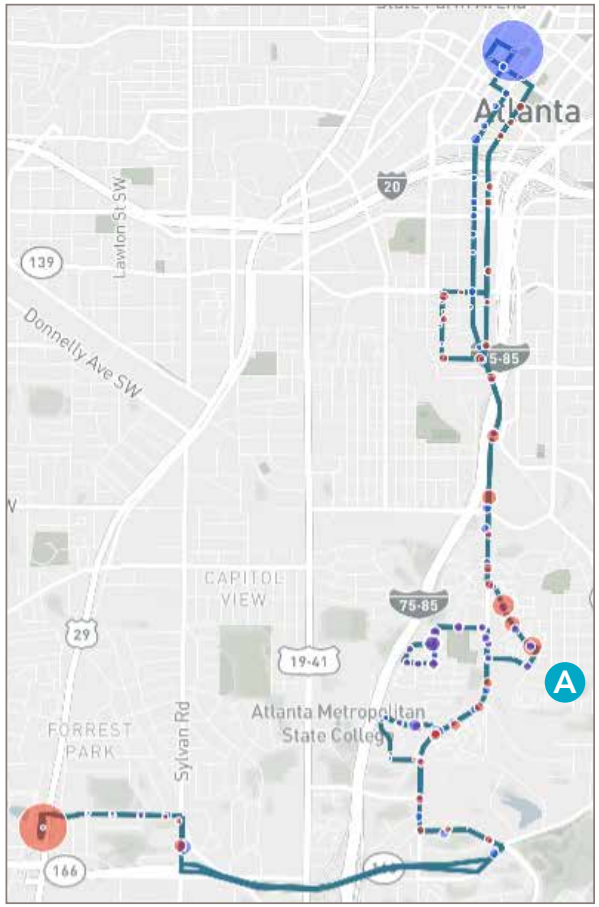


Direct routes stay on mostly straight, direct paths. They are faster but require more people to walk out to them.

Circuitous routes turn-off main roads to get closer to smaller destinations, reducing walking distance but adding to ride time.

Deviating routes will turn-off main roads for just one or two destinations.

Existing Route 42 has many deviations into neighborhoods that are not a long walk from the main roads it primarily serves.



A New Coverage Tool: On-Demand Transit

Fixed routes are suited to areas with high ridership potential, moderate to high density areas with well-connected street networks. Where MARTA is trying to provide coverage-oriented service, fixed routes are not always the best tool, as sometimes:

- the streets are either too narrow or the turns are too tight for buses.
- the pattern of development makes it difficult to walk to a fixed route bus stop.

Service justified by a goal of ridership would not go to these areas. Where service is justified by a goal of coverage, on-demand transit, also called microtransit, is sometimes a good option. On-demand transit serves a designated zone with small vans that carry a few passengers each. Vans roam in the zone transporting people who request service. On-demand zones in the proposed plan are shaded in beige on the draft network maps, like in the example below of the Hillandale Zone.

For each zone, on-demand transit can be summoned:

- Anywhere within the zone.
- At any fixed bus stop on the boundaries of the zone.
- At a transfer point outside the zone, such as a rail station.

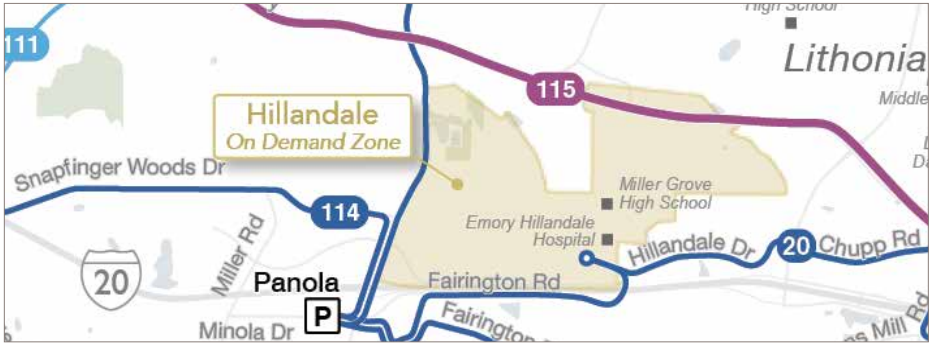


Figure 2: A typical on-demand zone from the draft plan.

Passengers request service using an app. If their origin is within the zone, they may be asked to walk to a "virtual stop" within 1/4 mile walk, or they may be picked up at their address, depending on their location. Asking riders to walk to a "virtual stop" allows the service to run on a more efficient path that serves more people in a limited amount of time.

The service can be used to travel:

- between points in the zone,
- between any point in the zone and a fixed bus stop or rail station on the boundary of the zone, or
- between any point in the zone (but not the fixed stops on its edges) and a designated external transfer point.

At most hours, the service would aim to meet people within 30 minutes of their requested time, providing a responsiveness comparable to a fixed route running every 30 minutes.

MARTA conducted an on-demand transit pilot called Reach, for six months in 2022. We anticipate that initially, on-demand transit would be provided with a similar van-based model. In the future, other options could be considered to make the service more extensive and efficient. The exact service model and vehicles have yet to be determined.

Figure 3: The vehicle used in MARTA's Reach on-demand service pilot.

Operating Budget Assumptions

Operating Budget

The total quantity of bus service is determined by MARTA's operating budget and the ability of MARTA to hire operators to provide service. Service quantity is measured in revenue hours. One revenue hour is one bus operating in service for one hour.

MARTA has set an operating budget of approximately 2,139,000 annual revenue hours of fixed route service plus an additional 65,000 hours of demand response service. This level is lower than the 2019 service level but higher than the Fall 2023 network. Of the fixed route budget, a 3% portion is set aside as an implementation reserve, to account for potential unknowns or inaccuracies in route planning during the redesign process. Therefore only 2,075,000 revenue hours of fixed route service were allocated during design of the Draft New Network.

To meet the MARTA Board Policy Framework within this budget means that any higher frequency service in busier areas must come at the expense of service reduced or discontinued in other, less busy areas.

Division of Resources by Subarea

MARTA also specified a division of resources among five subareas, to ensure that large amounts of service are not being moved from one part of the region to another. The subareas are:

- City of Atlanta (including portions in both counties)
- South Fulton County (areas south and west of the City of Atlanta)
- North Fulton County (areas north of the City of Atlanta)
- South DeKalb County (areas south of Memorial Drive).
- North DeKalb County (areas north of Memorial Drive).

The goal with these subarea budgets was to ensure that no area saw an increase or decrease from these targets of more than about 5-10%.

The Draft Plan assumes that no More MARTA funding will be used for enhanced bus service levels, so the City of Atlanta's service level reverts to a revenue hour budget closer to its level in 2016 (before More MARTA).

Other Constraints and Assumptions

Implementation Date: Winter 2025

The plan is designed to be operable in Winter 2025. The plan also developed a list of minor infrastructure needs that could be delivered by then—projects such as adjusting parking spaces or stop lines to allow for a bus to turn. The network assumes that the new MARTA Rapid A Line (formerly Summerhill BRT) will be completed and included in the new network. Other projects, such as the Cleveland and Metropolitan Arterial Rapid Transit (ART) projects, are expected to open in later years. To prepare the overall network for these eventual changes, we thought about how to make the implementation of those changes easier. So in certain cases, the network reflects operating patterns of those future services.

When considering future development and the demand those developments will generate, we treated a development as existing if it is expected to be open and occupied by Winter 2025. If not, we considered it but did not treat it as existing.

Baseline Date: Fall 2023

The proposed network is compared to an existing network, but this is difficult because the existing network has continued to change. Since 2020, MARTA services have been constrained by a shortage of bus operators and other operations staff. However, MARTA has been progressively adding more service as it hires additional staff. As a result, any date we choose as "existing" will be somewhat out of date by the time you read this.

Maximum Running Times

As a route gets longer, it is possible to connect more destinations with a one-seat ride, yet it also increases the amount of time that a driver must wait between breaks and opportunities to use a restroom. Additionally, as routes get longer, they are more likely to experience unexpected delays and are more likely to experience reliability challenges. These trade-offs are always a challenge for agencies to address in a large region like Atlanta, where many people need to make long trips to access jobs and opportunities. MARTA Planning, Scheduling, and Operations staff weighed these trade-offs and set the following parameters, similar to the existing network, for this redesign: a route should have a maximum of 75 minutes of drive time in one direction and a maximum of 135 minutes between restroom opportunities.

Turn Compatibility Across the Fleet

In addition to the standard 40-foot buses, MARTA has smaller fleets of 30, 35, and 60-foot buses. Smaller buses are needed for some routes today where larger buses cannot safely make turns. This presents complexity in dispatch and fleet management. To improve efficiency, the Draft Network reduces the number of routes that require a smaller vehicle by avoiding many locations with tight turns.

Road Geometry and Right Turns

Buses sometimes do not fit on streets that have been designed solely for cars. After factoring in side mirrors and sway, a bus generally needs a minimum a 10.5-foot wide lane, but a 12-foot wide lane is preferable. An especially common problem is right turns. For a bus to turn right from the right lane of a street, it often has to swing across two lanes of traffic. If there is only one traffic lane on the street that is being turned into, the turn can be impossible. The plan requires a few adjustments to street geometry to make turns possible where there is no alternative.

How the Draft Plan Was Developed

The Draft Plan was drawn in intensive virtual design workshops attended by:

- staff from MARTA Planning, Operations, Safety, and Communications departments.
- planning and transportation staff from nearly every city and county in the service area being redesigned (Fulton and DeKalb Counties).
- representatives of Emory University and Georgia Tech.
- planners from the consulting team (HNTB and Jarrett Walker + Associates).

The workshops consisted of five hours of meetings every day for two weeks. The facilitator was Jarrett Walker of Jarrett Walker + Associates, who has led more than 20 successful network redesigns in many comparable cities all over the world.

The purpose of this process was to fuse three kinds of expertise:

- the international experience of the consultants;
- the intimate knowledge of the communities served, which lies with local government staffs who also shared information about projects and planned developments; and
- the knowledge of MARTA's operational capabilities and safety concerns, which lies with MARTA staff.

As we drew the network, we looked at various data sources:

- location and density of population and jobs.
- location and density of low-income residents and zero-vehicle households.
- location and density of communities of color.
- location of committed affordable housing units and lower cost market-rate housing.
- maps of the 2019 and 2023 bus networks.
- ridership by stop and trip of each route (2019 and 2023).
- aerial photos and Street View images in Google Maps.
- network design ideas from the previous round of planning (the Ridership and Coverage Concepts).

The plan was hand-drawn on a map using a Photoshop layer that all participants could view.

At the end of each day of work, a "3 PM Check-in" allowed additional staff from these organizations to review the day's work and make comments, thus expanding the range of people whose insights could be included.

Because network design process is time consuming and detailed, there are always limits to the number of people who can practically be included. The workshop methodology was designed to involve as many partner agencies as possible, and use their time efficiently, to maximize their input on the plan.

While substantial effort and expertise went into the Draft Plan, we do not claim that the resulting plan is finished. This is a draft. Your comments will help us make the plan better.

Draft Network

Existing Network

At right is a map of MARTA's network in Fall 2023. As it can be difficult to read at this scale, so we'll take you through it area by area in the next chapter.

Note the legend: colors indicate how often the bus comes, on weekdays at midday. That's very important.

MARTA runs 113 routes, but not much frequency. Only five segments (red) have service every 15 minutes or better all day. Most routes run every 30, 40, 45, or 60 minutes, and a few run only at peak times or not on weekends. There are few timed connections between routes.

Access to jobs

The average resident can reach **104,600 jobs within 60 minutes** by transit and walking.

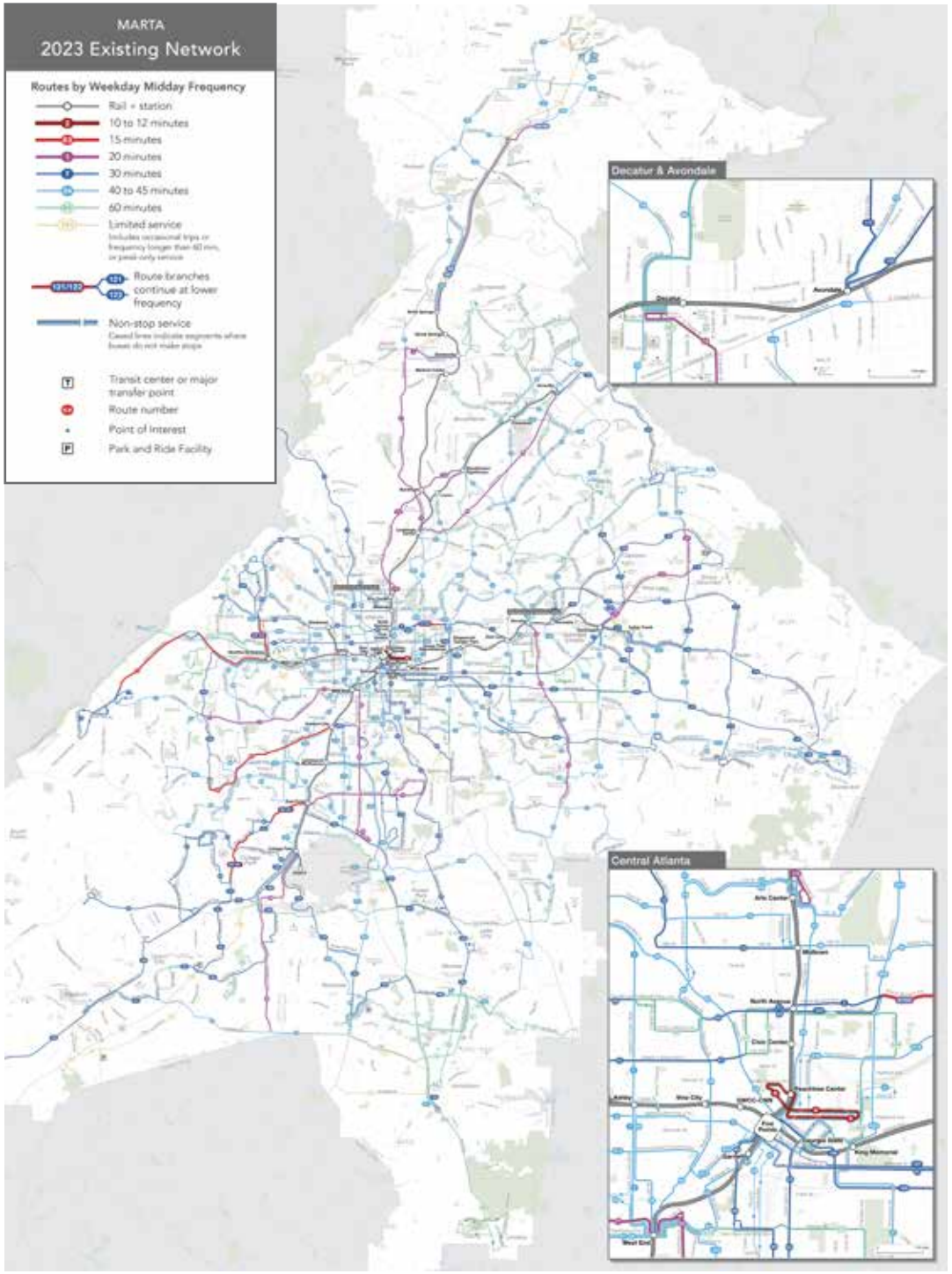
The average person of color can reach **86,900 jobs within 60 minutes** by transit and walking.

The average low-income resident can reach **108,600 jobs within 60 minutes** by transit and walking.

People near transit

610,600 residents **are within 1/4 mile of any transit service.**

38,800 residents **are within 1/4 mile of service every 15 minutes or better.**



Draft New Network

At right is a map of the Draft Network. As it can be difficult to read at this scale, we present detailed maps in later chapters.

The draft network has only 79 routes, but has far more frequent lines (red), 18 in total. Many less frequent routes also make timed connections for faster trips and it includes 12 on-demand transit zones.

Access to jobs

The average resident could reach **126,700 jobs within 60 minutes** by transit and walking, an **21% increase**.

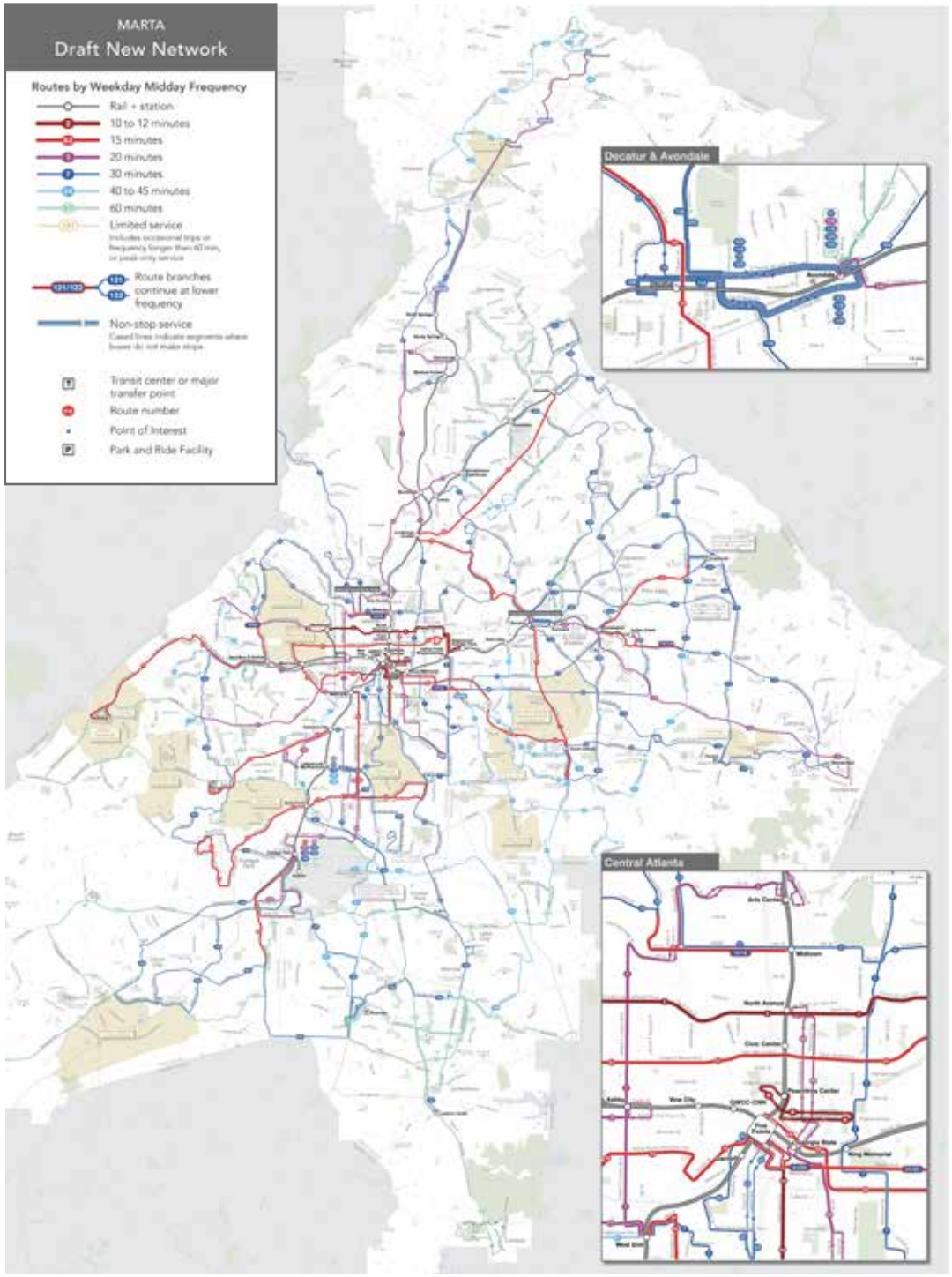
The average minority resident could reach **106,600 jobs within 60 minutes** by transit and walking, a **23% increase**.

The average low-income resident could reach **133,900 jobs within 60 minutes** by transit and walking, a **23% increase**.

People near transit

622,000 residents **are within 1/4 mile of any transit service,** 6% more than today.

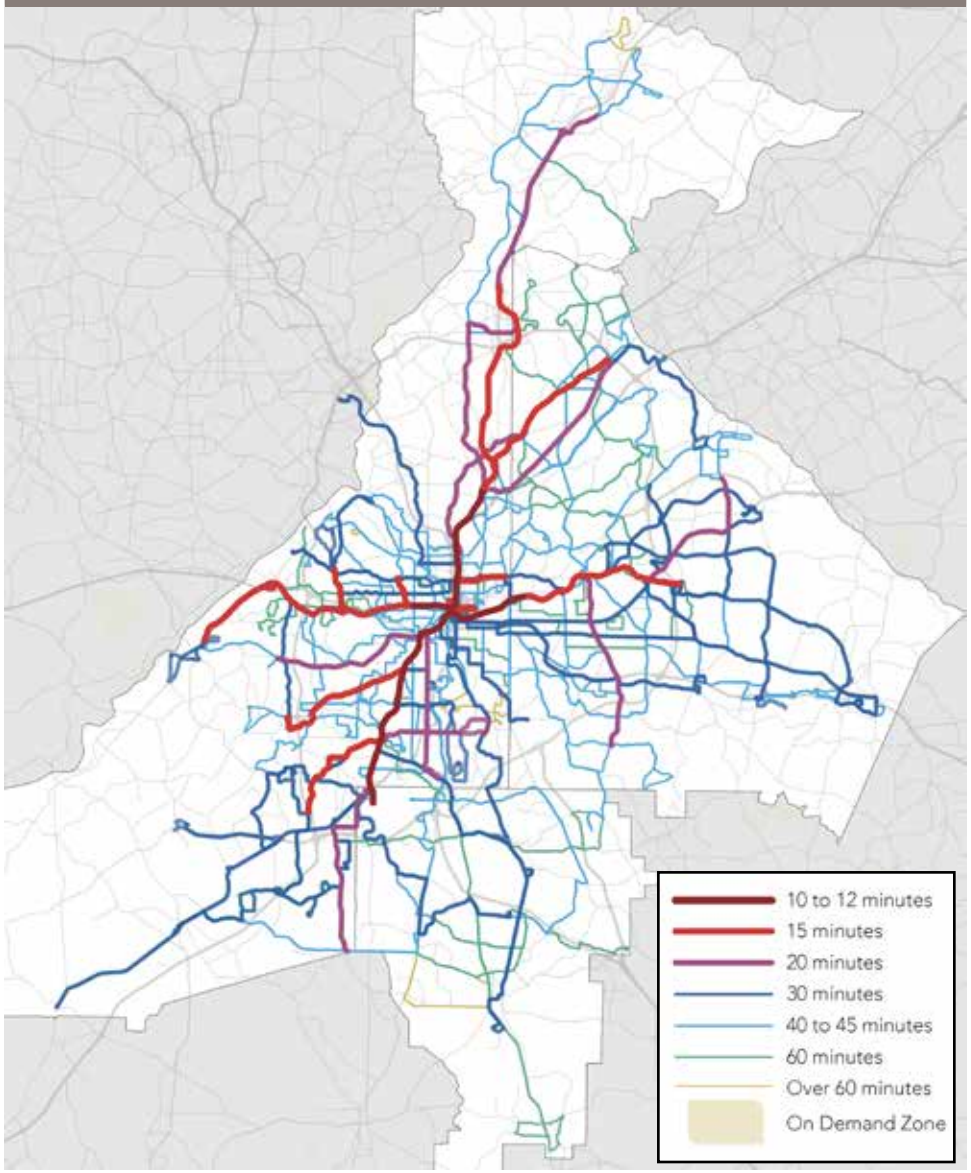
133,900 residents **are within 1/4 mile of service every 15 minutes or better,** 245% more than today.



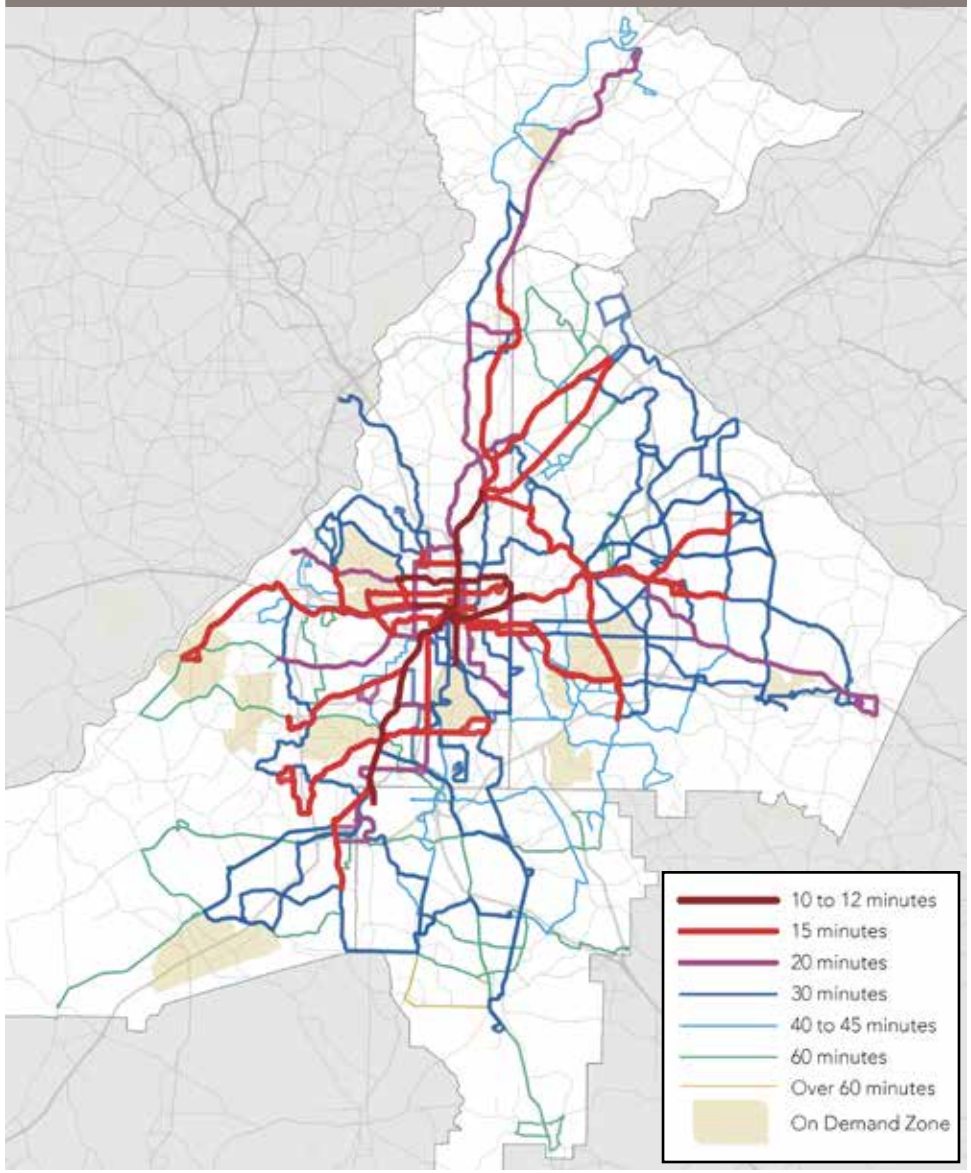
Weekday Daytime Frequencies

The maps on this page show the frequency of service provided on Weekdays at noon (an example of Midday service) in the Existing Network on the left and the Draft New Network on the right.

Existing Network



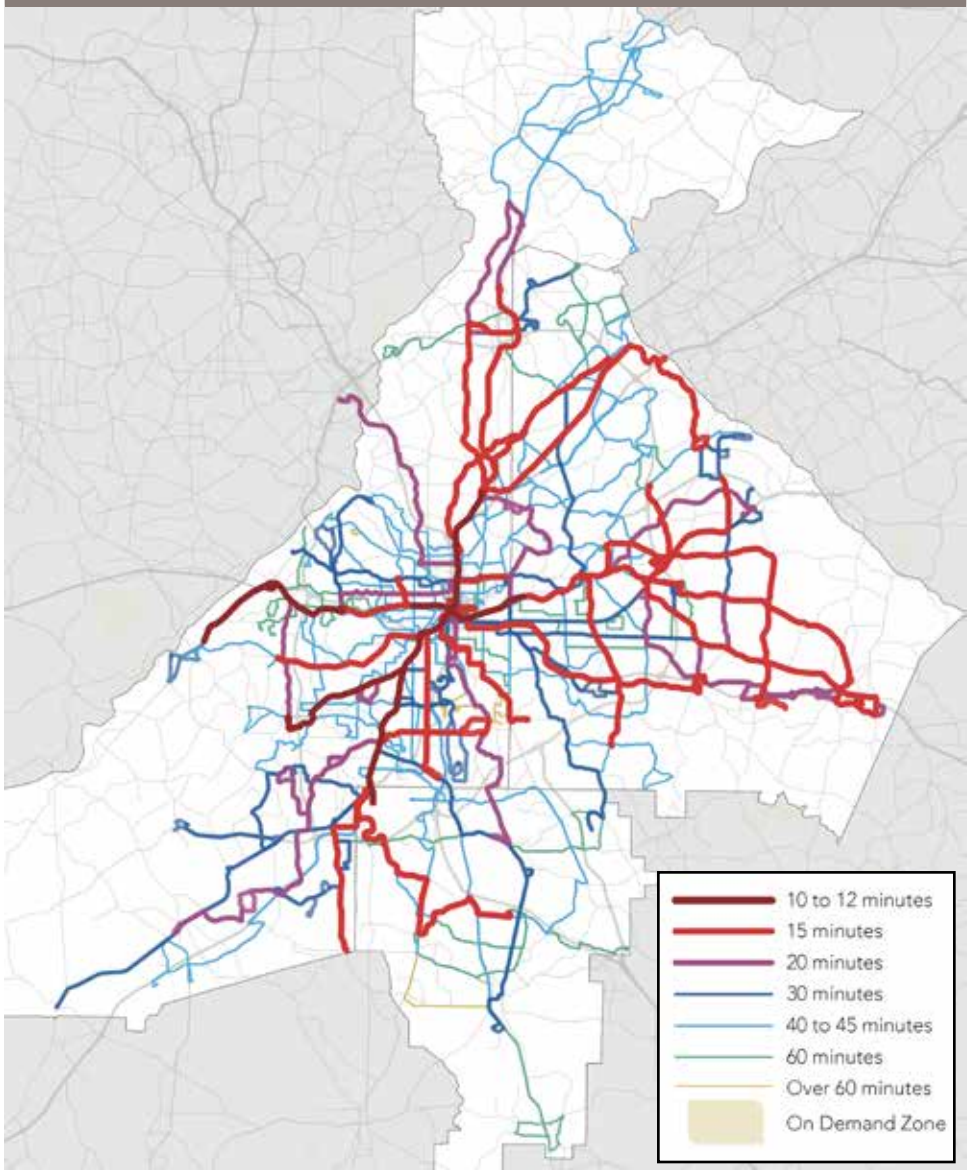
Draft Network



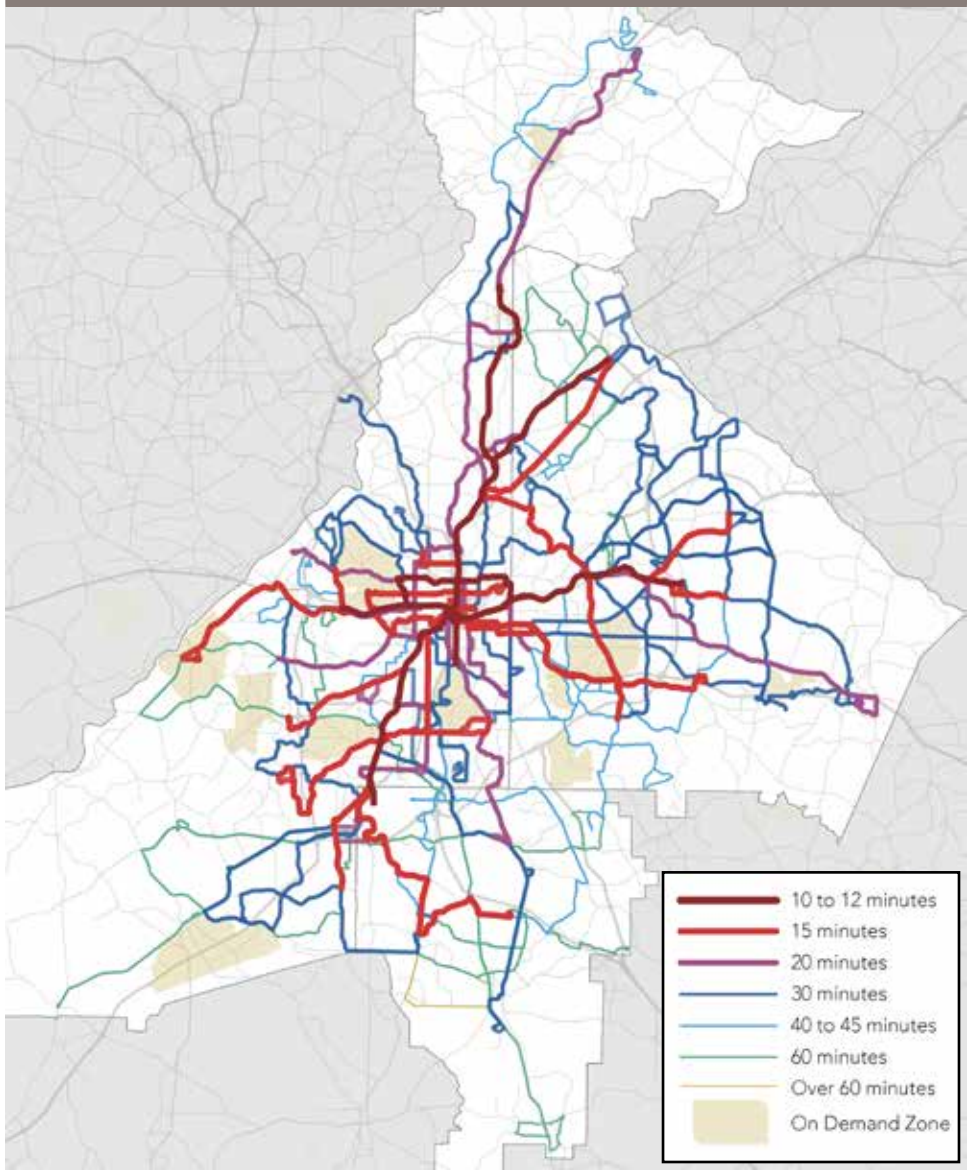
Weekday Rush Hour Frequencies

The maps on this page show the frequency of service provided on Weekdays at rush hours in the Existing Network on the left and the Draft New Network on the right. Note that many of the higher frequency routes in the existing network on this map only provide that high frequency in one direction during rush hours.

Existing Network



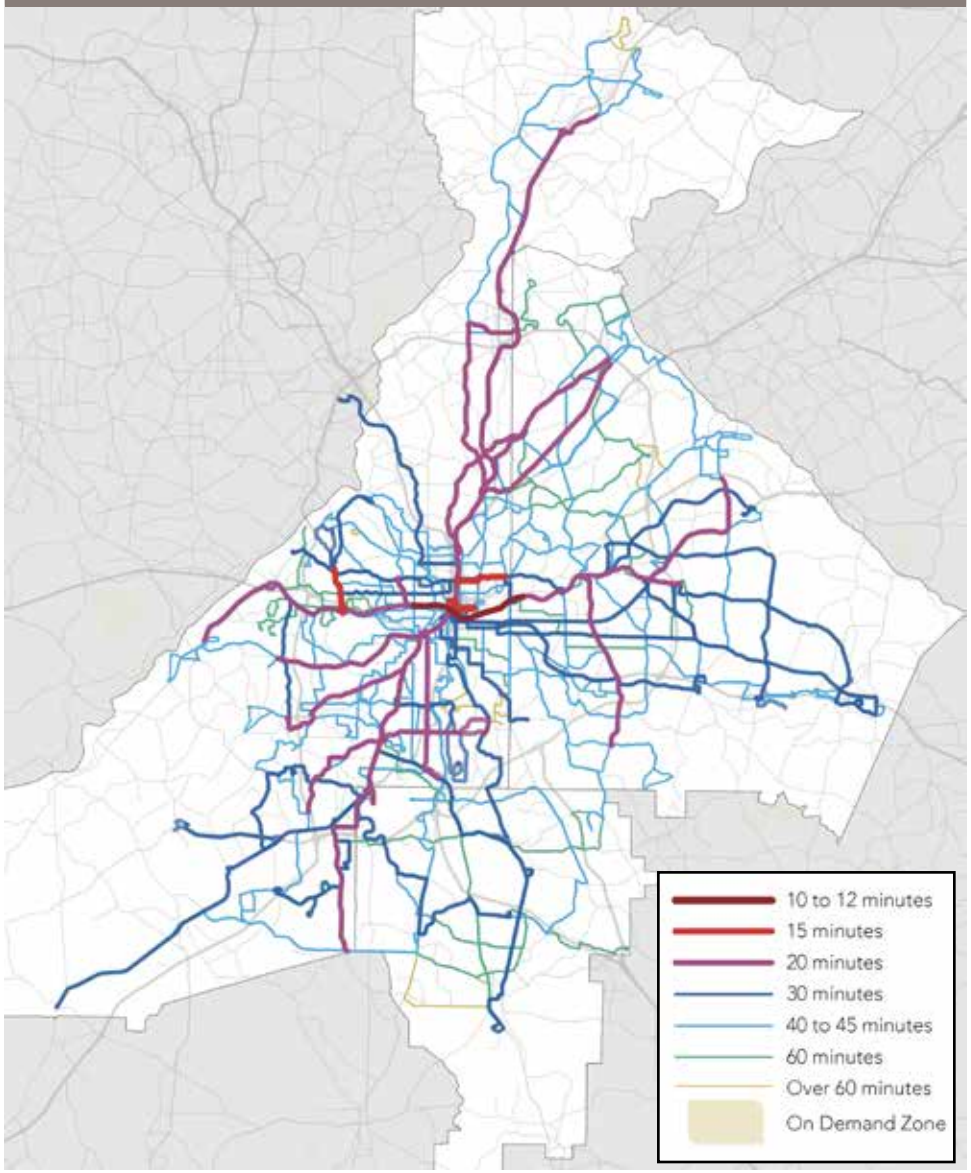
Draft Network



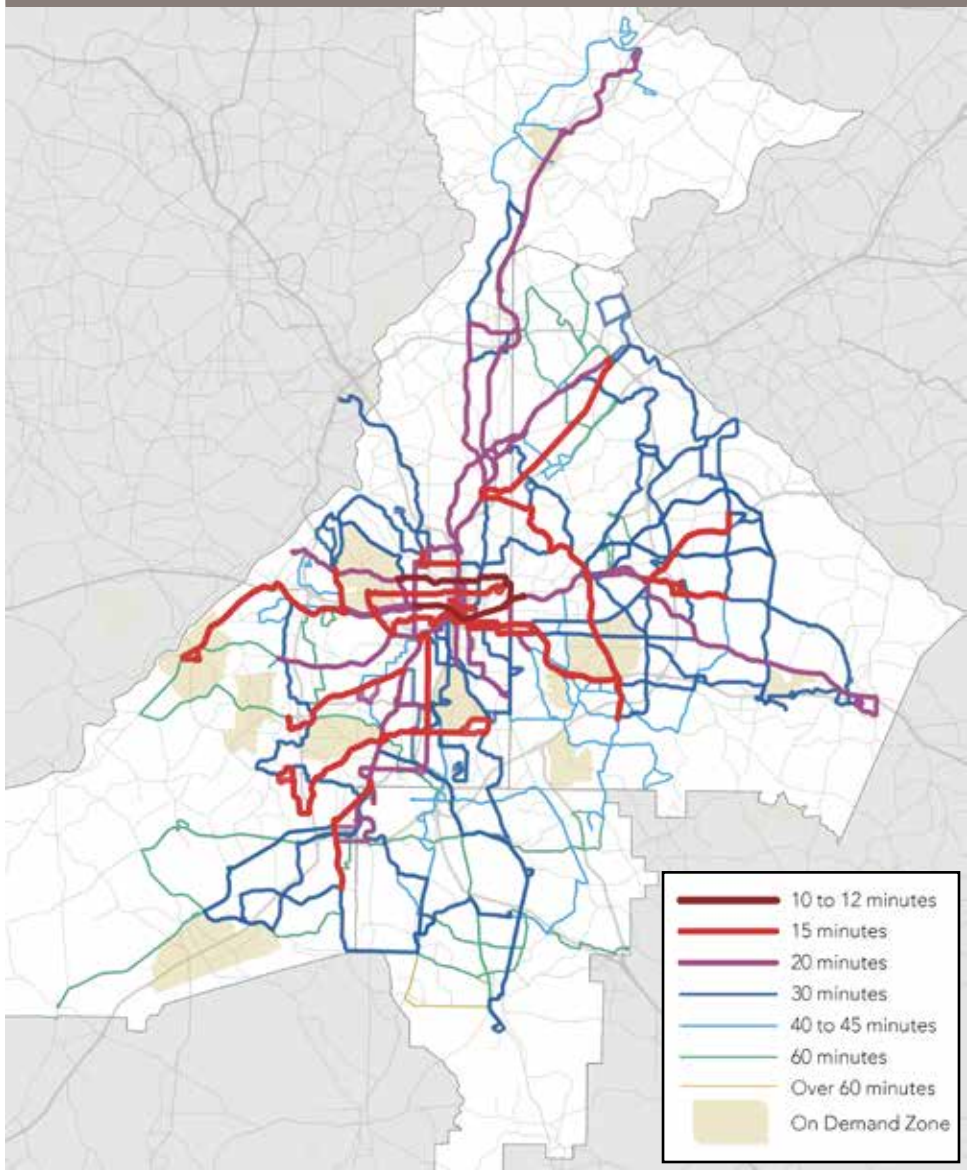
Weekday Night Frequencies

The maps on this page show the frequency of service provided on Weekdays at night-time (generally after 9pm) in the Existing Network on the left and the Draft New Network on the right.

Existing Network



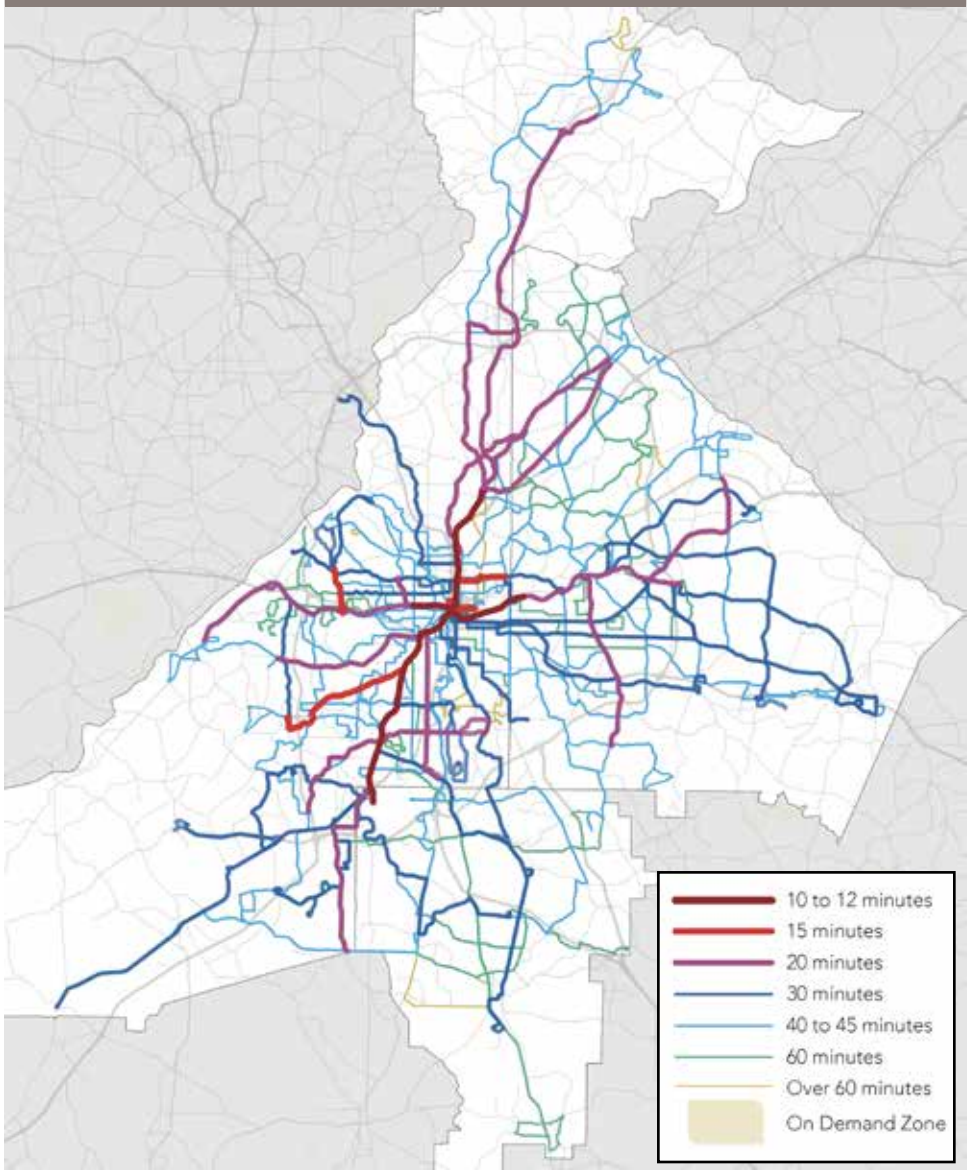
Draft Network



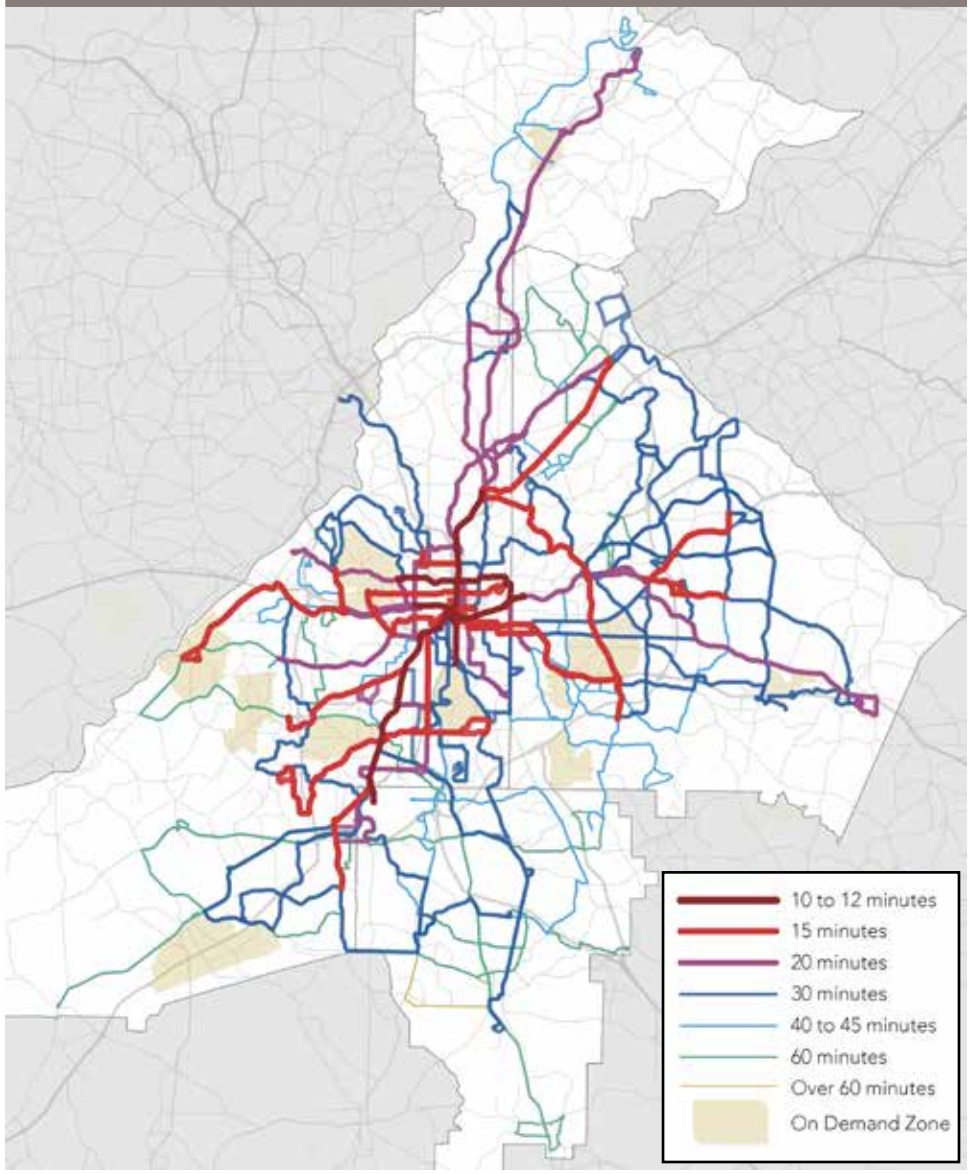
Weekend Daytime Frequencies

The maps on this page show the frequency of service provided on Weekends at noon (an example of daytime service) in the Existing Network on the left and the Draft New Network. These maps show Saturday service for those routes that differ between Saturday and Sunday.

Existing Network



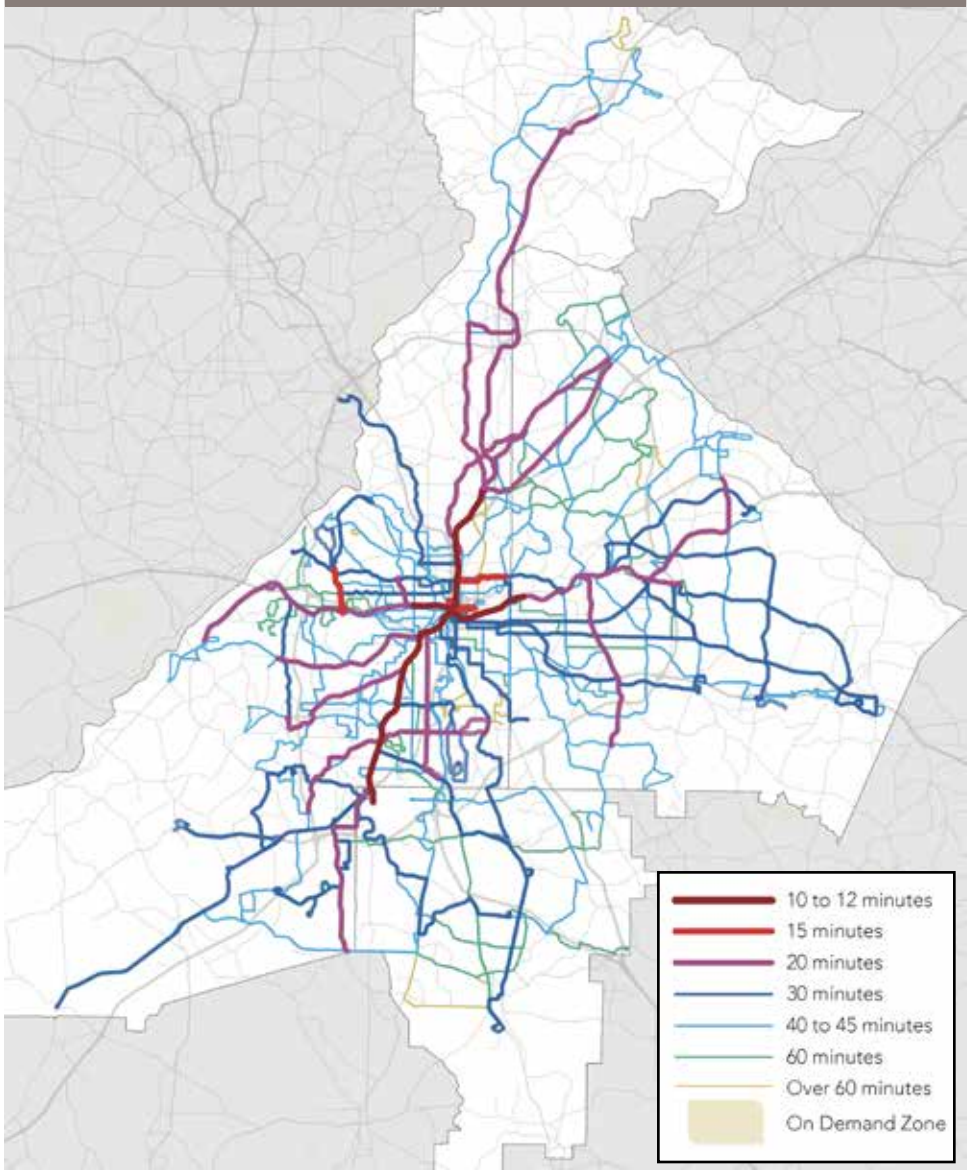
Draft Network



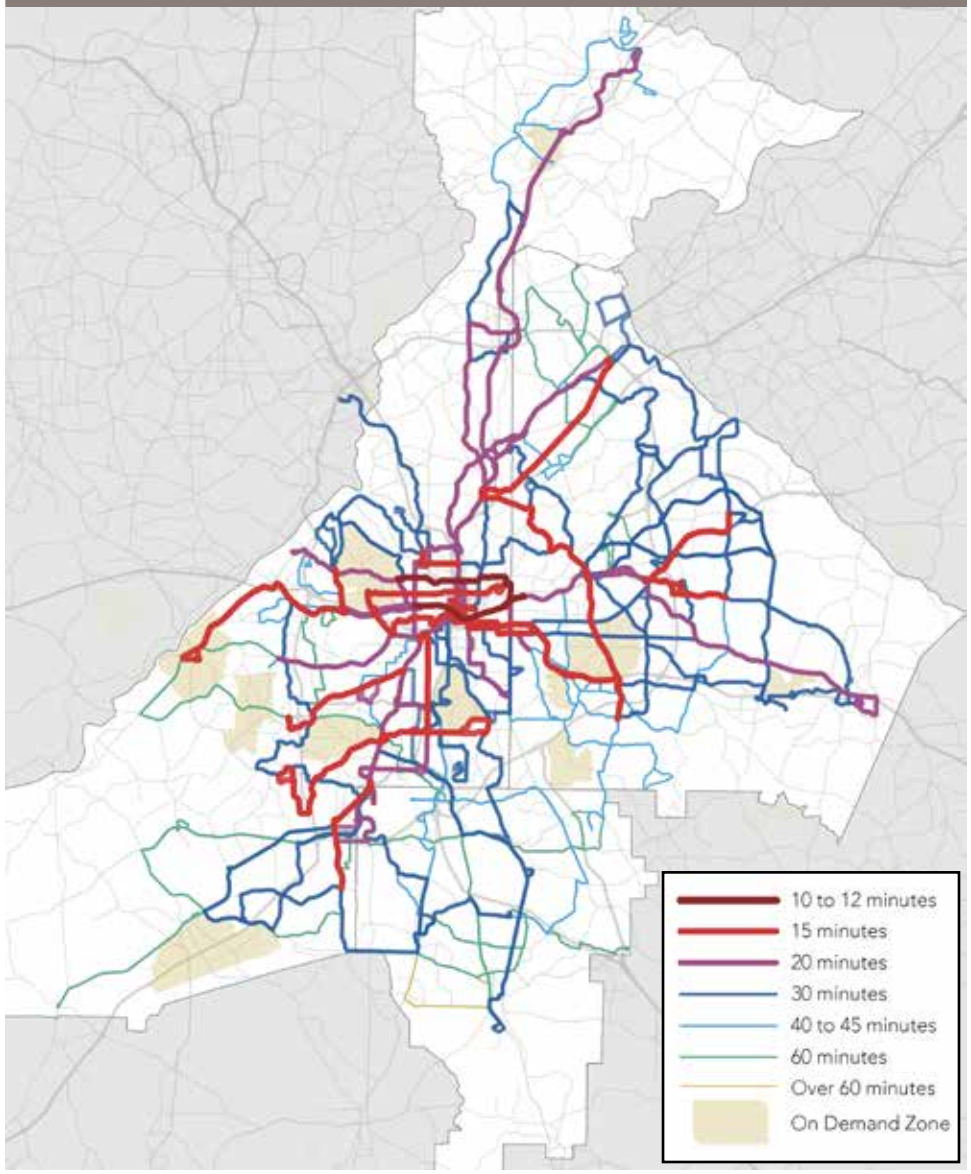
Weekend Night Frequencies

The maps on this page show the frequency of service provided on Weekends at night-time (generally after 9pm) in the Existing Network on the left and the Draft New Network. These maps show Saturday service for those routes that differ between Saturday and Sunday.

Existing Network



Draft Network



The Draft Network in Detail

Draft Plan in Detail

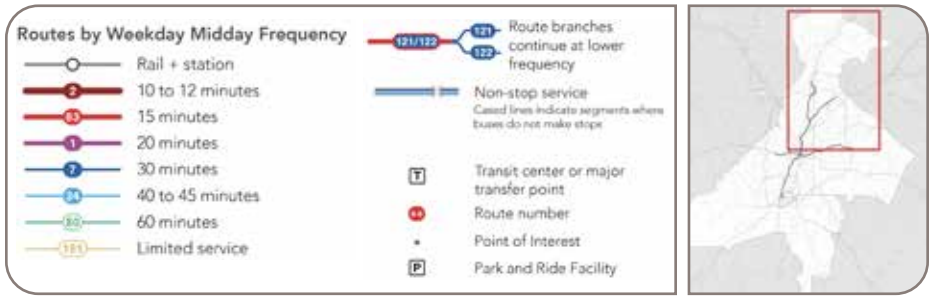
This section goes through the Draft Plan by subareas of the region. Each subsection has detailed comparison maps, one showing the Fall 2023 Network and the other showing the Draft New Network.

Following the maps are descriptions of the changes in each part of the MARTA service area.

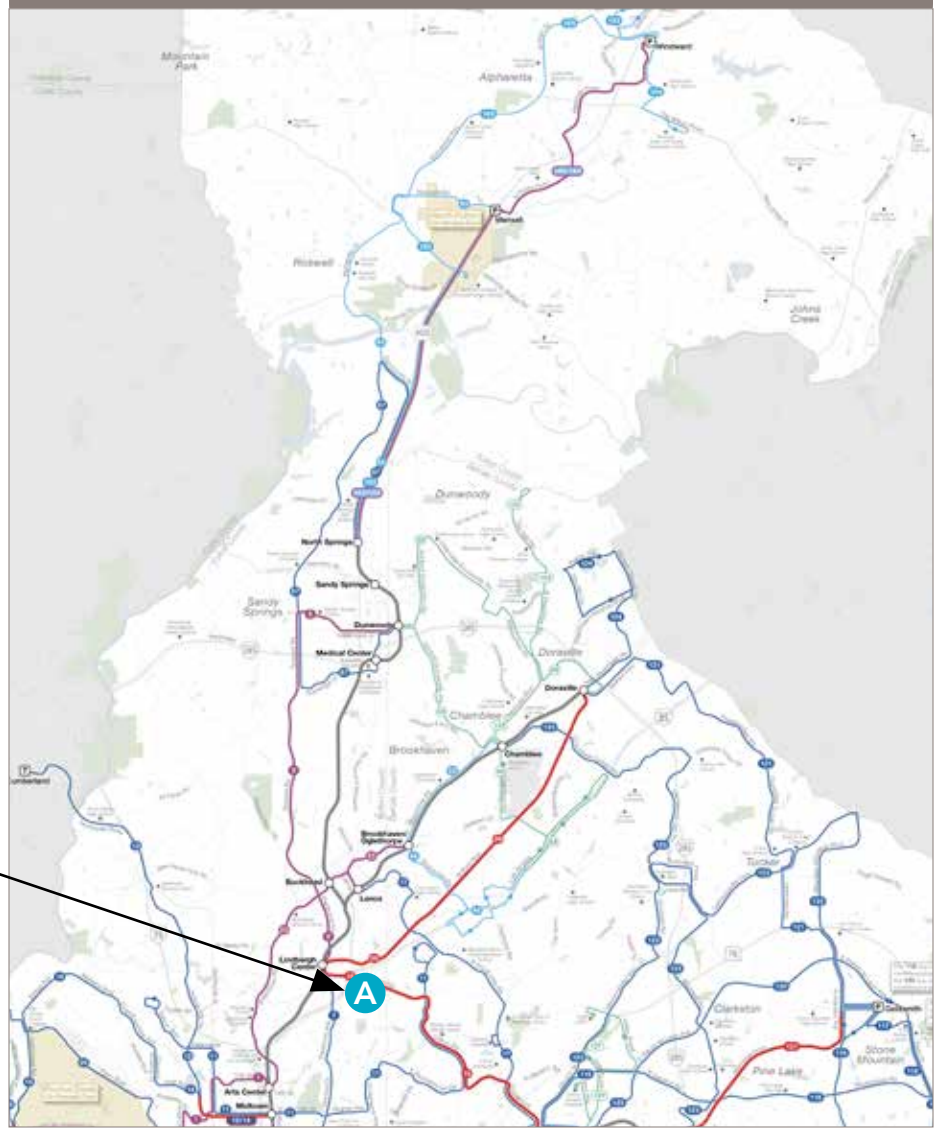
Throughout this section, Existing Network route numbers are in dark gray text (such as Route 110). The Draft New Network route numbers are in orange text (such as Route 23).

Some maps may include the callout boxes, like the example below, to draw your attention to specific details.

Anytime you see a symbol like A or B in this document, look for the same symbol on a nearby image.

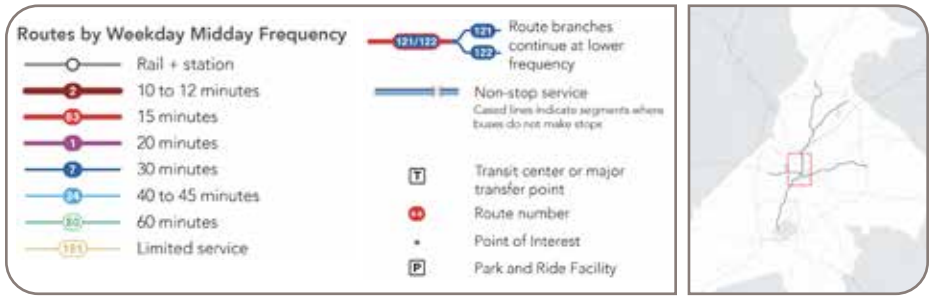


Draft Network



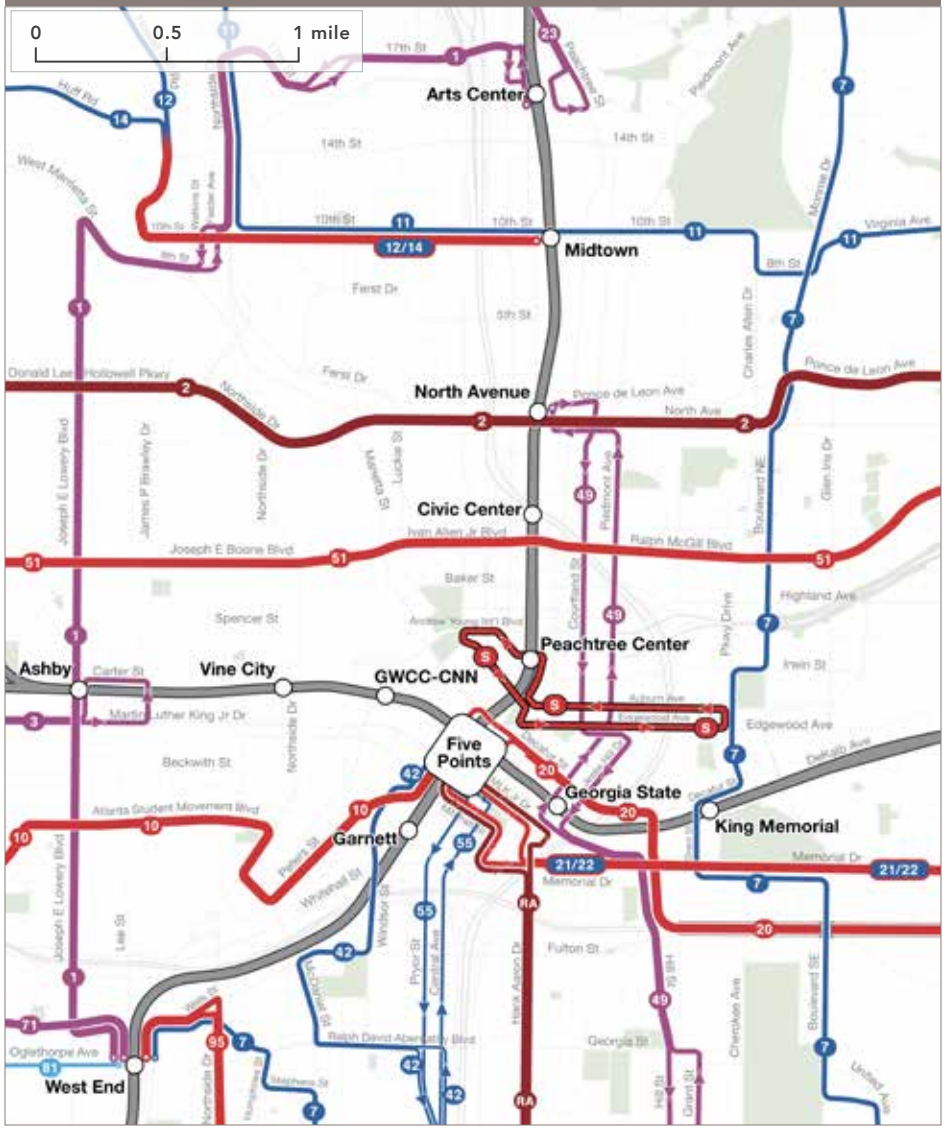
Central Atlanta

This page provides a closer view of the existing and draft networks in the central Atlanta portion of the MARTA service area. See discussion on next page.



Existing Network

Draft Network



Central Atlanta Changes

In this report, "Central Atlanta" means the area generally inside the loop of the Beltline, including development oriented toward the Beltline trail on both sides.

The central part of Atlanta contains the region's largest concentrations of jobs and a rapidly expanding stock of dense housing. It includes many destinations that are important to people all over the region—including event venues, state government offices, and many cultural and recreational resources. There are two large universities (Georgia State and Georgia Tech) as well as Historically Black Colleges and Universities (HBCUs) in the southwest.

When considering the geometric features of a community that indicate high transit ridership potential (density, walkability, linearity and proximity), Central Atlanta exhibits the largest concentration of these features in the region. Density is high, the street network is mostly gridded and walkable, development is often oriented toward straight and operable streets, and travel distances within the area are short.

Obviously, downtown travel demand has declined as many office jobs have shifted to working from home, possibly permanently. Like all big US cities, Atlanta has seen a drop in rush-hour transit ridership. However, even with less demand from office jobs, Central Atlanta presents rich opportunities for higher ridership, due to the many other favorable geographic features.

Most comparable downtowns in the US have a robust grid of frequent bus services, complementing any frequent rail networks when present. Frequency is especially important downtown because trip distances are short. People will not wait long to go a short distance, especially if they are making a connection from another service to reach their downtown destination. Downtown is at the nexus of the region's rail network, yet there are many destinations, major activity centers, and dense nodes that are too far to walk from a rail station. Thus, a frequent bus network would complement the rail network in Central Atlanta. A key barrier to easy travel within Central Atlanta is that most existing routes end at rail stations, instead of continuing across them.

The plan seeks to construct a grid of frequent services spanning as much of Central Atlanta as possible, focusing especially on areas of highest demand and building the east-west grid of frequent service to complement the frequent spine of north-south rail service that connects Downtown and Midtown. As much as possible, these grid lines continue all the way across Central Atlanta and often some distance into surrounding neighborhoods. This grid pattern is designed to ensure that most trips within Central Atlanta are possible with just one transfer. The frequency is the key to making the transfer time short enough to be a viable option for travel for a wide range of people.

Resource constraints, including the budget and staffing, mean that it was not possible to design a complete grid of frequent services. Thus, some frequencies in this area are only every 20 or 30 minutes. Those corridors should be considered for increased frequency in the future, if additional resources become available.

East-West Grid Elements

The east-west routes forming the grid, described from south to north, are as follows:

- **Routes 21 & 22** cover Memorial Drive on the east side and starts at Five Points Station. It replaces today's routes 21 and 107. Routes 21 and 22 would each be every 30 minutes, for 15-minute frequency where the routes are together from Five Points to Glenwood Avenue and Maynard Terrace.

Central Atlanta Changes Continued

- **Route 10** covers Fair Street/Atlanta Student Movement Boulevard on the west side replacing today's **Route 813**. Service is every 15 minutes to West Lake Station and with a deviation via Langhorn Street and Ralph David Abernathy Boulevard to connect with **Route 71** and shopping destinations. This line dramatically improves access to Historically Black Colleges and Universities, by offering more frequent service to downtown and to other route and rail connections to the west.

- **Route 51** follows Joseph E. Boone Boulevard and Ivan Allen Jr. Boulevard, between West Lake Station in the west and Inman Park/Reynoldstown Station in the east, crossing the Red/Gold Lines near Civic Center Station. For better east-west travel time this route does not deviate into Civic Center Station, but serves it via stops on nearby Ivan Allen Jr Boulevard.

- **Route 2** (replacing the existing **Routes 2 and 102**) generally follows Donald Lee Hollowell Parkway, Northside Drive, North Avenue and Ponce de Leon Avenue, with service every 10 minutes between Bankhead and Edgewood/Candler Park Stations.[1] Service continues west beyond Bankhead Station every 20 minutes. The route would not deviate into North Avenue Station, but it would serve stops adjacent to the station on North Avenue.

- It would be ideal to have an additional, continuous frequent line along 10th Street, but the operating resources and limited turnaround options made this difficult. Instead, in the draft plan 10th Street west of Midtown has a combined 15-minute service from **Routes 12 and 14** ending at Midtown Station, plus a continuous east-west 30-minute service all the way across Midtown via **Route 11**.

North-South Grid Elements

There are fewer continuous north-south streets in Central Atlanta where buses can run in uninterrupted patterns. So elements of the north-south grid were more difficult to design. Each option has certain limitations that made it difficult to provide enough frequency for the dense activity of central Atlanta.

- **Route 1** along Joseph E. Lowery Boulevard is upgraded to run every 20 minutes and redirected at the north end to serve the busy segment of Northside Drive between North Avenue and 17th Street. It then continues east along 17th, serving the Atlantic Station development, to end at Arts Center Station. It crosses the Blue/Green Lines at Ashby Station.

- **Route 49** is proposed to run every 20 minutes, generally along Piedmont Avenue northbound and along Courtland Street and Jesse Hill Jr Drive southbound. The idea is to provide a frequent north-south service through an area of high residential density that has strong demand to Georgia State University.

- **Route 7** along Boulevard would run every 30 minutes extending north to Lindbergh Center Station and south to the zoo and other neighborhoods south of I-20. In Central Atlanta it generally replaces **Route 809**.

[1] MARTA plans to continue operating this route with battery electric buses. MARTA has planned its first charging facility at Edgewood/Candler Park Stations, requiring us to end the route there. MARTA will study a charging facility at Inman Park/Reynoldstown Station which would allow Route 2 to end there and provide improved connections to Routes 4, 32, and 74, as well as operational flexibility.

Central Atlanta Changes Continued

Segments Discontinued

The plan proposes to discontinue service on three major north-south streets.

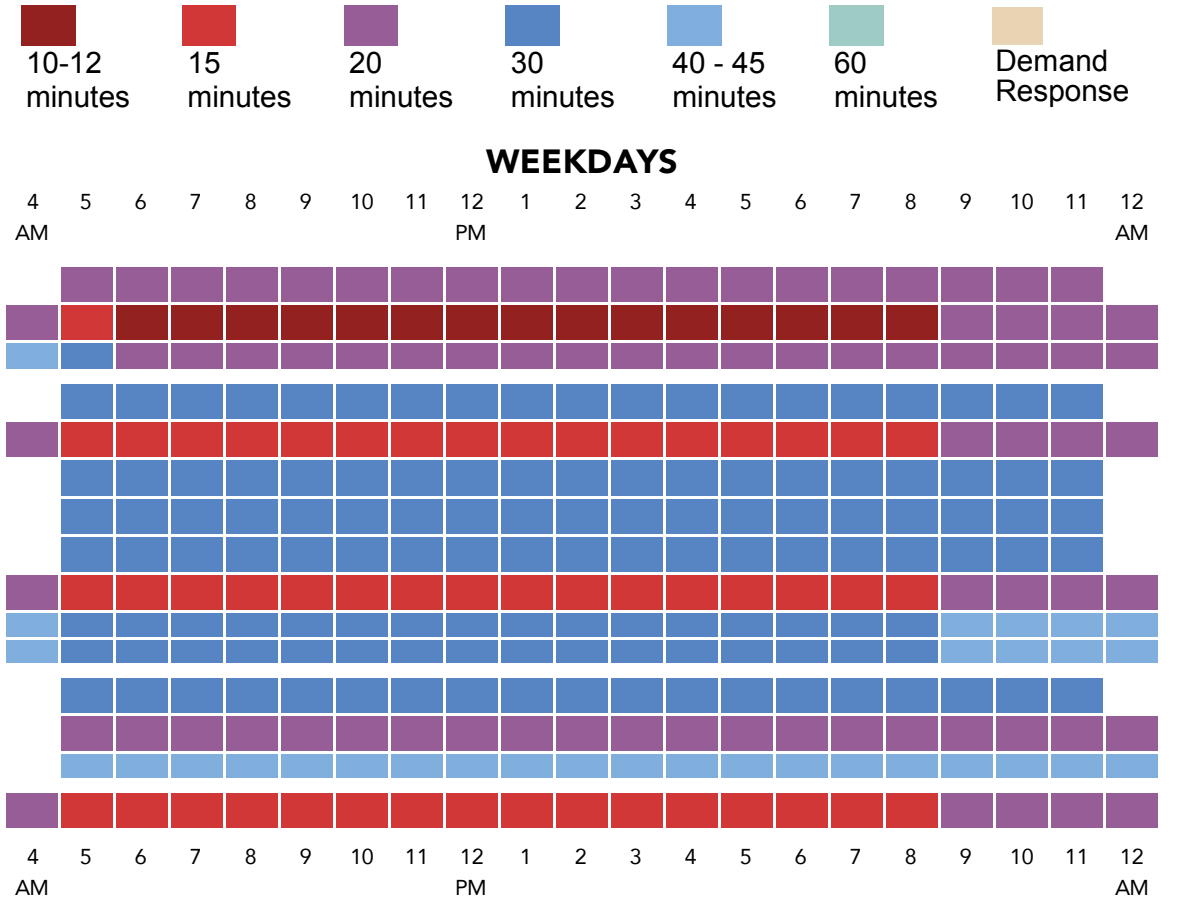
- Existing **Route 94** on Northside Drive is discontinued. **Route 1** would provide this service north of 10th Street to 17th Street along Northside Drive. Service along Northside Drive can be difficult to operate due to frequent events at the Mercedes-Benz Stadium, which require the route to detour substantially on a regular basis. The route is also not currently frequent enough to be very useful for the short trips that it serves. Given the available resources, we recommend using this route to improve service nearby on Joseph E Lowery Boulevard, where the geography for transit ridership, especially walkability, is much more favorable, and where reliable operations are possible (existing Route 94 follows this path during event detours).

- Existing **Route 40** along Peachtree Street is discontinued north of Five Points, although new service is proposed along Piedmont Avenue and Courtland Street (See **Route 49** above). South of Five Points it is replaced partly by revised **Route 42**. This route runs through the densest corridor in the region, but it competes directly with the nearby Red/Gold Lines. The experience in comparable US cities suggests that a very frequent service, every 5-7 minutes, could get high ridership along this corridor, because it would serve many short trips for which the time required to access the subway is not worthwhile. However, available resources do not allow such a concentrated investment at this time, though it should be considered in the future if more resources are identified to support it. The current **Route 40** operates only every 45 minutes at most times. That service is far too infrequent to be relevant to this market, so its low ridership is not surprising.

- Existing **Route 26** along Marietta Street east of Bankhead Station is discontinued. This service, running every 40 minutes, is too infrequent to be relevant for most travel within downtown, so ridership is low. Most of the stops are near another service. Similar to Peachtree Street, this corridor might respond well to more frequent service, and should be considered for future service if additional resources become available. A further challenge is that, similar to Northside Drive, Marietta Street is heavily impacted by events at Mercedes-Benz Stadium, State Farm Arena, and the GWCC campus making it difficult to provide a consistent service without protection from traffic.

Central Atlanta Frequency and Span on Weekdays

MARTA Draft Network
The bus comes about every:

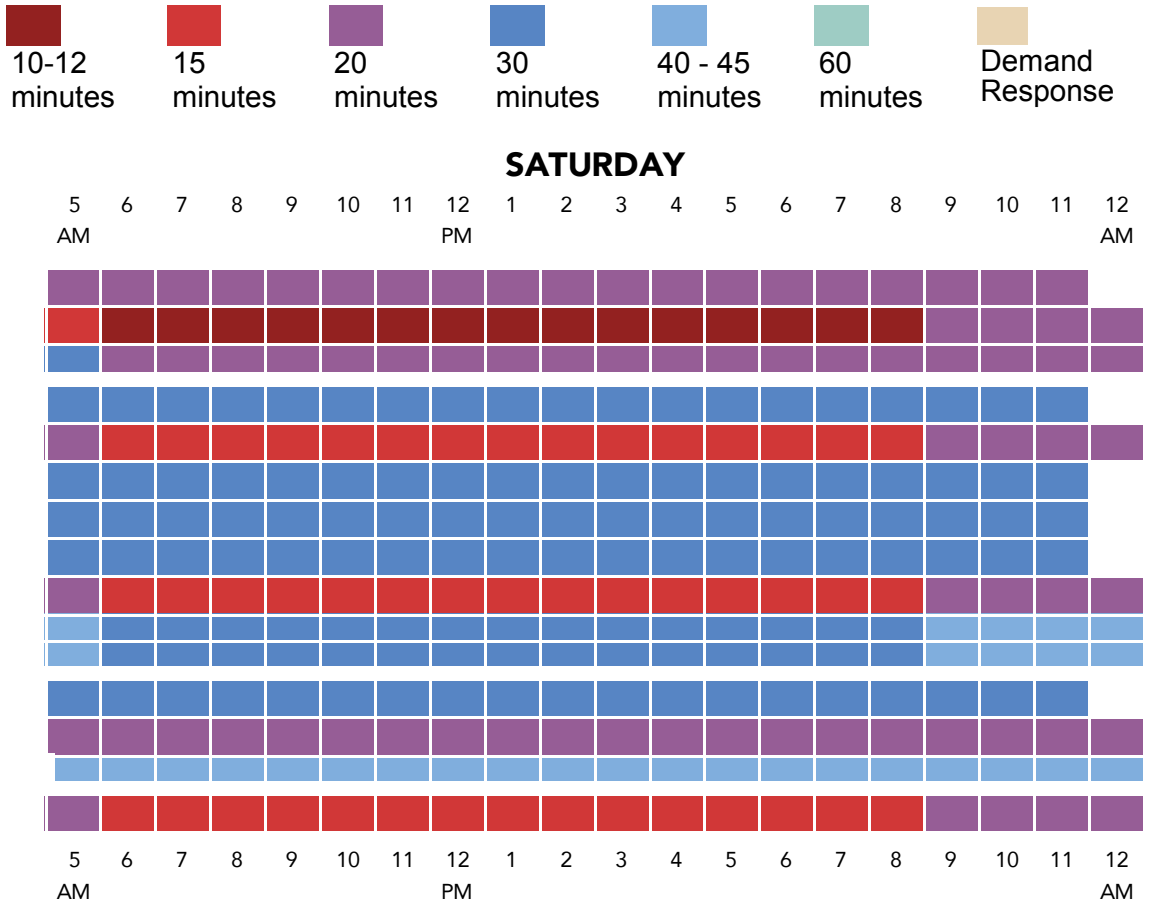


No.	Route
1	Joseph E. Lowery / 17th
2	Ponce De Leon
2L	Ponce de Leon / Hollowell
7	Monroe / Abernathy
10	Atlanta Student Movement
11	Defoor / Emory
12	Howell Mill / 10th
14	Holmes / Blandtown
21 x 22	Memorial Drive
21	Memorial Drive
22	Glenwood
42	Pryor / McDaniel
49	Hank Aaron / McDonough
49L	Hank Aaron / McDonough / Const.
51	McGill / Boone

This table displays approximate hours of operation and is subject to refinement in the next phase of the study.

Central Atlanta Frequency and Span on Saturdays

MARTA Draft Network
The bus comes about every:



No.	Route
1	Joseph E. Lowery / 17th
2	Ponce De Leon
2L	Ponce de Leon / Hollowell
7	Monroe / Abernathy
10	Atlanta Student Movement
11	Defoor / Emory
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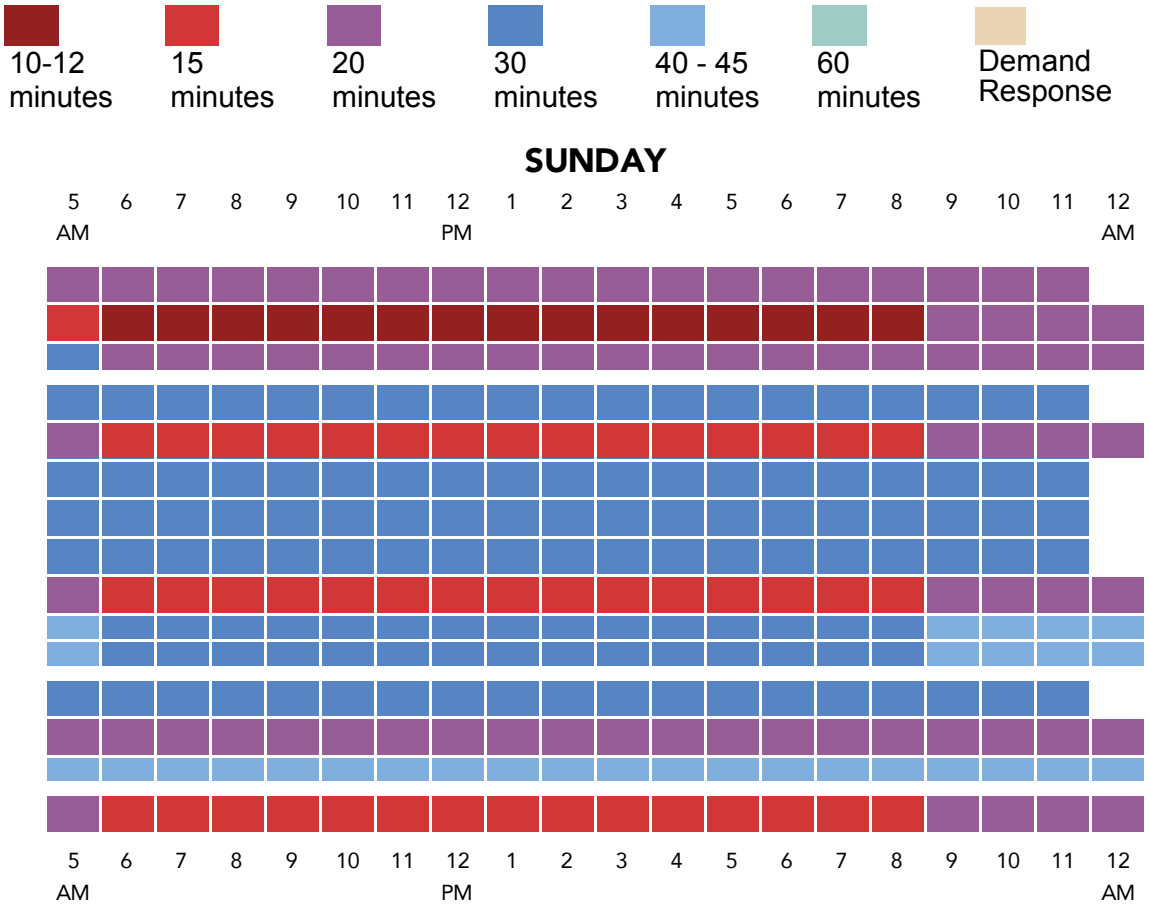
14	Holmes / Blandtown
21 x 22	Memorial Drive
21	Memorial Drive
22	Glenwood
42	Pryor / McDaniel
49	Hank Aaron / McDonough
49L	Hank Aaron / McDonough / Const.
51	McGill / Boone

This table displays approximate hours of operation and is subject to refinement in the next phase of the study.

Central Atlanta Frequency and Span on Sundays

MARTA Draft Network
The bus comes about every:

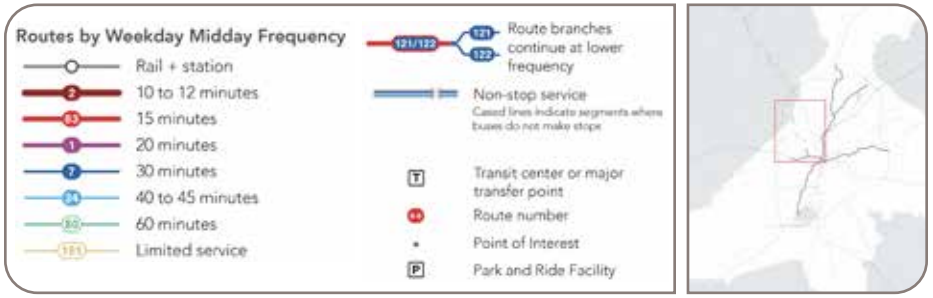


No.	Route
1	Joseph E. Lowery / 17th
2	Ponce De Leon
2L	Ponce de Leon / Hollowell
7	Monroe / Abernathy
10	Atlanta Student Movement
11	Defoor / Emory
12	Howell Mill / 10th
14	Holmes / Blandtown
21 x 22	Memorial Drive
21	Memorial Drive
22	Glenwood
42	Pryor / McDaniel
49	Hank Aaron / McDonough
49L	Hank Aaron / McDonough / Const.
51	McGill / Boone

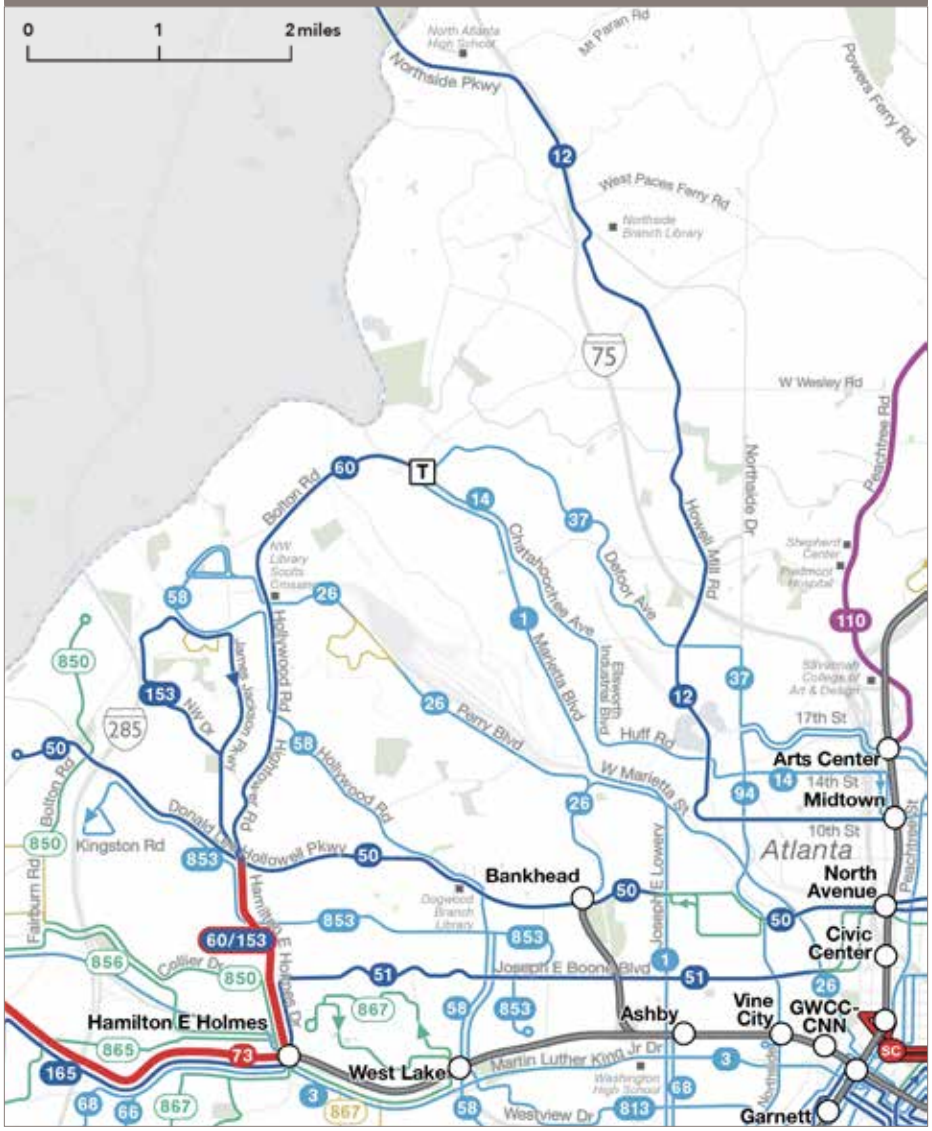
This table displays approximate hours of operation and is subject to refinement in the next phase of the study.

Northwest Atlanta

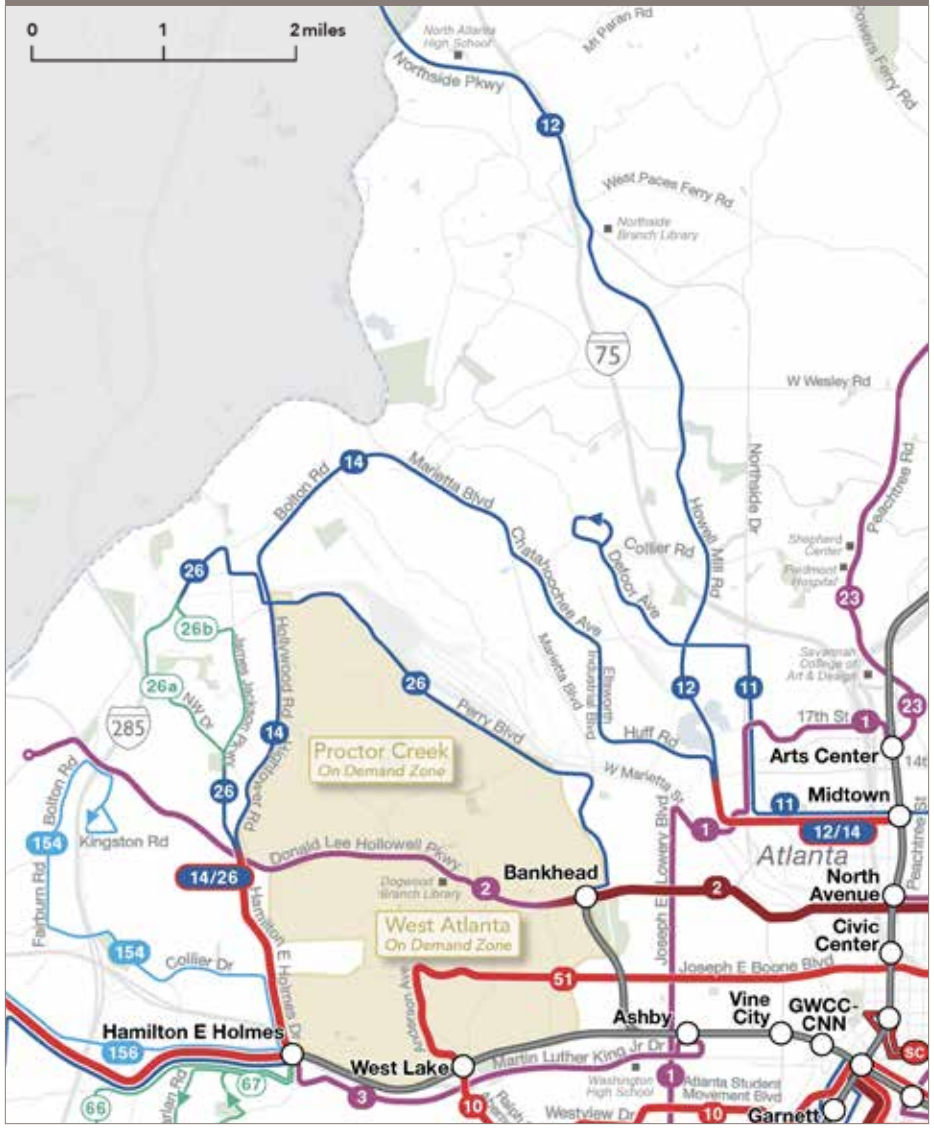
This page provides a closer view of the existing and draft networks in the northwestern part of Atlanta. See the detailed explanation following these maps.



Existing Network



Draft Network



Northwest Atlanta Changes

Many inner northwest areas of Atlanta are experiencing rapid growth in density, especially residential density. Current services in this area run every 40-45 minutes, not frequent enough to be relevant to most people. The plan restructures these services by removing the lowest-ridership segments, so that the remaining segments can run every 30 minutes. It also extends two lines west to end at Hamilton E. Holmes Station, improving access between this area and areas to the west.

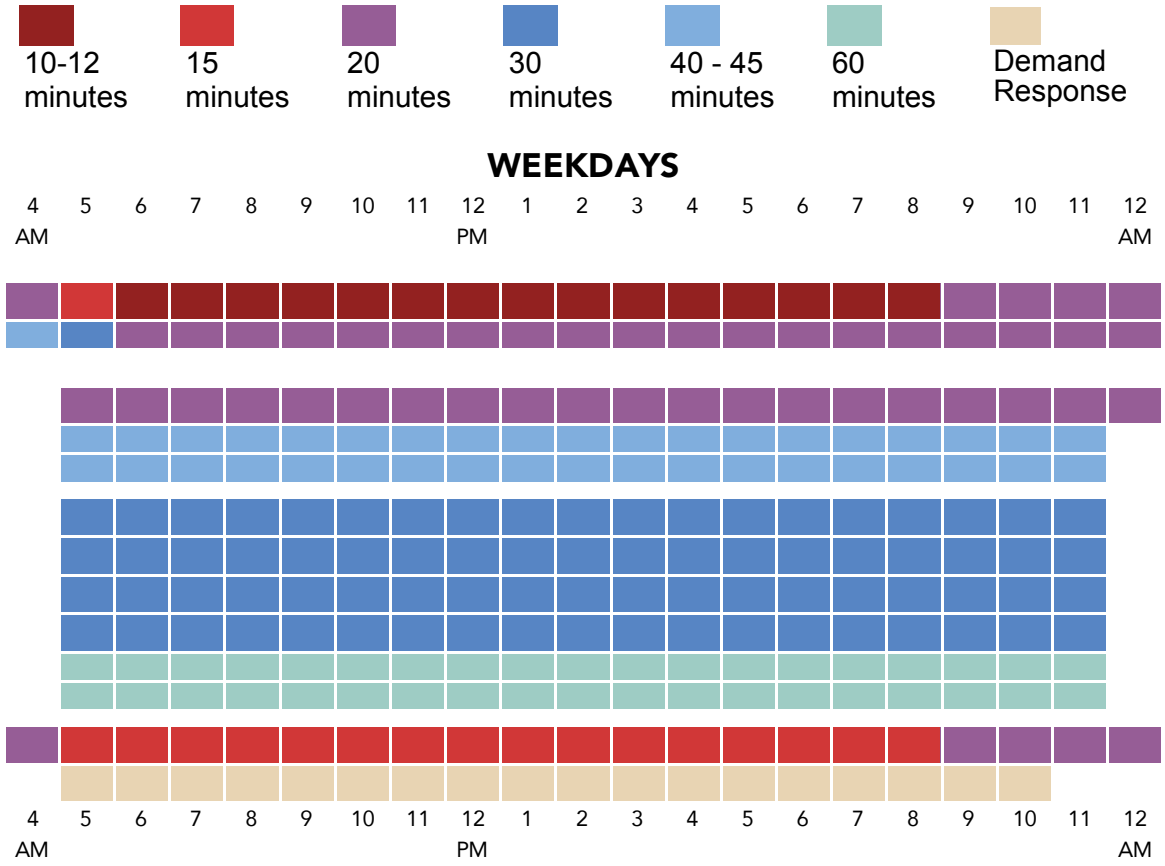
- **Route 11** replaces today's **Route 37** along Bellemeade Avenue and Defoor Avenue, but ending just north of Collier Road, where the density of development ends. No service would be provided on Defoors Ferry Road beyond Hills Avenue. Service is upgraded from 40 minute frequency to 30 minute frequency.
- **Route 12** on Howell Mill Road and 10th Street follows the same path as today to Cumberland Mall. Frequency is every 30 minutes all day, with no extra rush hour service.
- **Route 14** is unchanged along Huff Road, Ellsworth Industrial Boulevard, and Chattahoochee Avenue, but would use 10th Street instead of 14th Street to access Midtown Station. At the west end, **Route 14** replaces **Route 60**, so that service continues beyond Moores Mill Road along Hollywood Road and Hightower Road to Hamilton E. Holmes Station. This provides a new direct link to jobs in the Ellsworth Industrial area, and surrounding development, for people living further west. This route is upgraded from 40 minute frequency to 30 minute frequency.
- **Route 26** serves Perry Boulevard west of Bankhead Station, but would no longer run into downtown along Marietta Street. At the west end, this route is extended to H.E. Holmes Station, replacing **Route 153**, which will make the service useful for reaching more destinations. This route is upgraded from 40 minute frequency to 30 minute frequency. The loop segment of **Route 153** running along Northwest Drive and James Jackson Parkway would be replaced by two-way branching service arriving every 60 minutes. The Carver Hills deviation on this route is replaced by the **Proctor Creek On-Demand Zone**.

To pay for this increased frequency, the plan would discontinue service on four segments in this area:

- West Marietta Street east of Marietta Boulevard (Existing **Routes 1 and 26**): Most of the stops on this low-ridership segment are near other services.
- Marietta Boulevard from Perry Boulevard to Chattahoochee Avenue: This very low-ridership segment of current **Route 1** has relatively sparse industrial employment.
- Defoors Ferry Road from Hills Avenue to Coronet Way (Existing **Route 37**). This low-ridership segment has some density but not enough to justify it from a ridership perspective.
- 14th Street between Northside Drive and the Red/Gold rail lines. While **Route 14** could continue to cover this segment, ridership potential is greatest if more service is concentrated on 10th Street, to provide a higher combined frequency. Most stops on this street are within walking distance of stops on 10th Street, 17th Street, or Northside Drive.

NW Atlanta Frequency and Span on Weekdays

MARTA Draft Network
The bus comes about every:

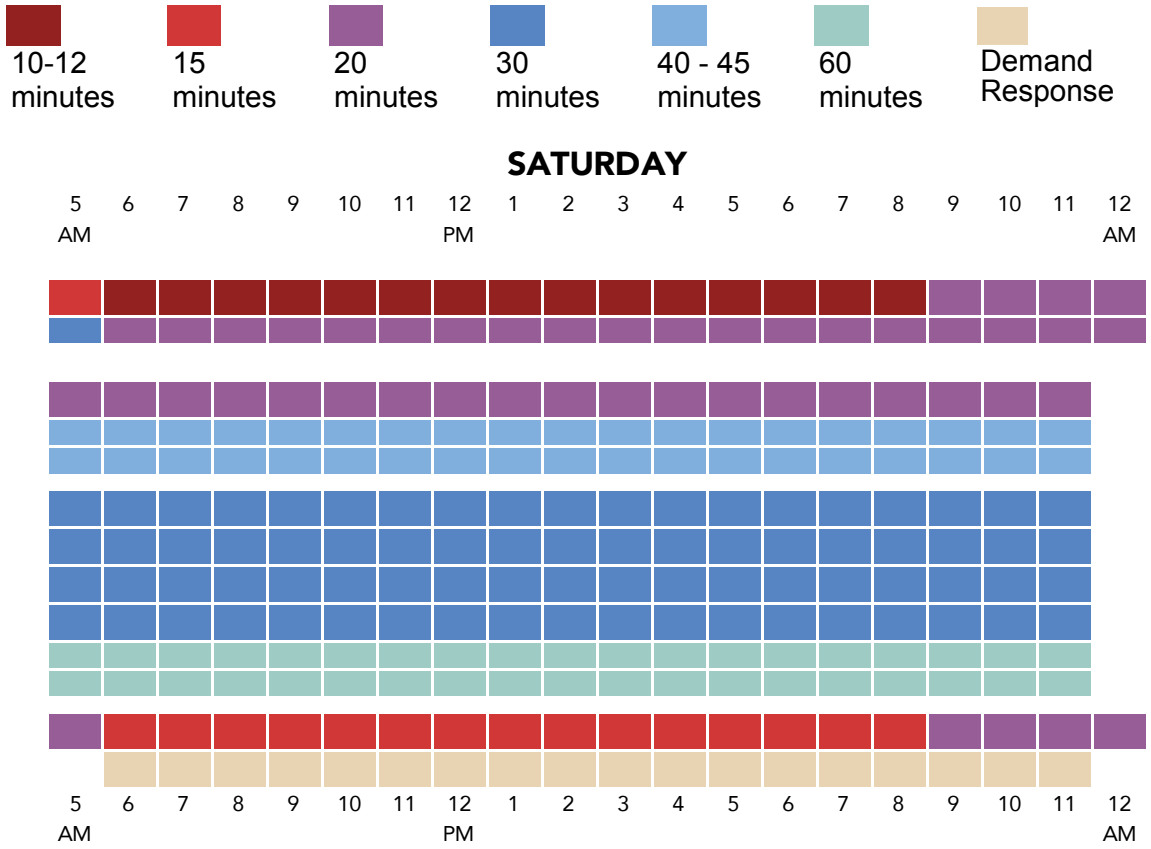


No.	Route
2	Ponce De Leon
2L	Ponce de Leon / Hollowell
3	Martin Luther King Jr
3a	MLK / Fairburn Heights
3b	MLK / Boulder Park
11	Defoor / Emory
12	Howell Mill / 10th
14	Holmes / Blandtown
26	Perry / Holmes
26a	Perry / Hamilton Holmes / Bolton
26b	Perry / Hamilton Holmes / Jackson
51	McGill / Boone
301	Proctor Creek / Westside Park

This table displays approximate hours of operation and is subject to refinement in the next phase of the study.

NW Atlanta Frequency and Span on Saturdays

MARTA Draft Network
The bus comes about every:

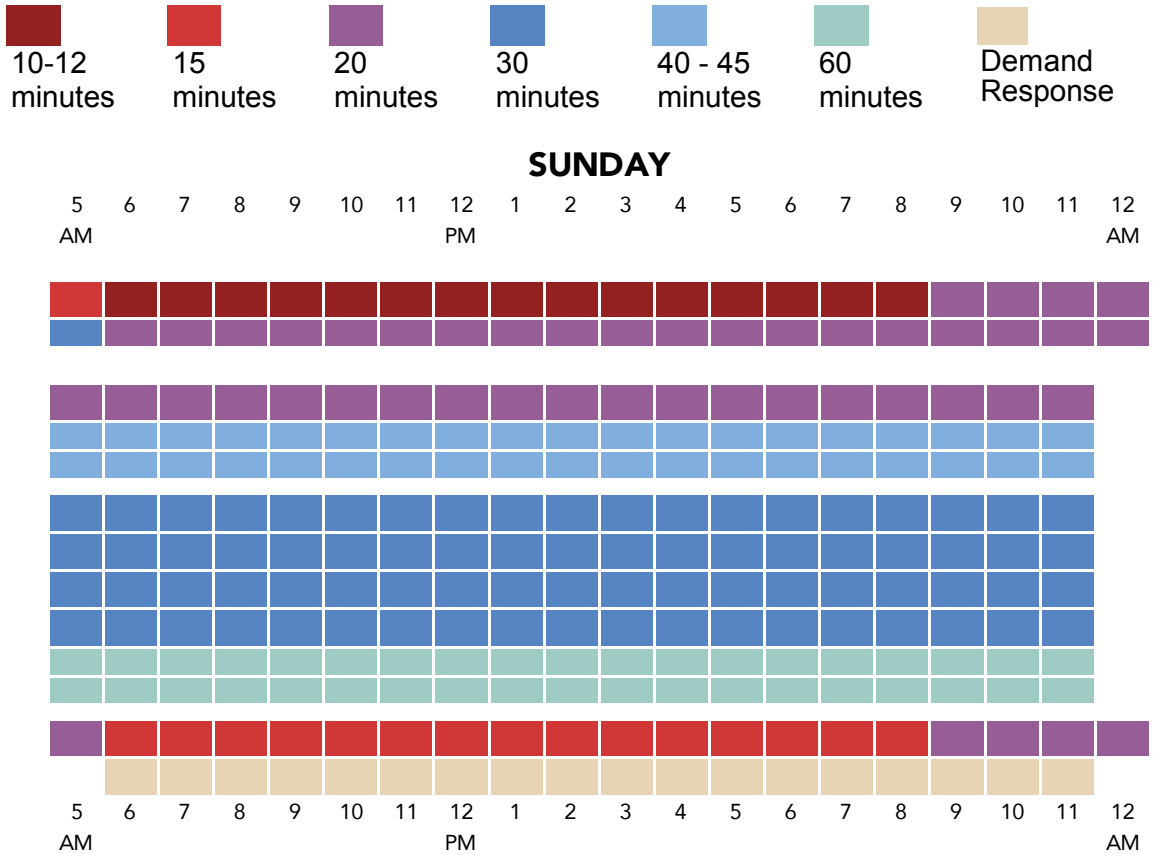


No.	Route
2	Ponce De Leon
2L	Ponce de Leon / Hollowell
3	Martin Luther King Jr
3a	MLK / Fairburn Heights
3b	MLK / Boulder Park
11	Defoor / Emory
12	Howell Mill / 10th
14	Holmes / Blandtown
26	Perry / Holmes
26a	Perry / Hamilton Holmes / Bolton
26b	Perry / Hamilton Holmes / Jackson
51	McGill / Boone
301	Proctor Creek / Westside Park

This table displays approximate hours of operation and is subject to refinement in the next phase of the study.

NW Atlanta Frequency and Span on Sundays

MARTA Draft Network
The bus comes about every:



No.	Route
2	Ponce De Leon
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3b	MLK / Boulder Park
11	Defoor / Emory
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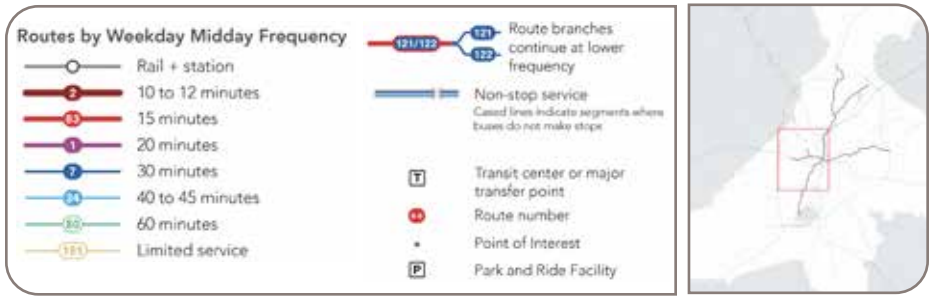
14	Holmes / Blandtown
26	Perry / Holmes
26a	Perry / Hamilton Holmes / Bolton
26b	Perry / Hamilton Holmes / Jackson
51	McGill / Boone
301	Proctor Creek / Westside Park

This table displays approximate hours of operation and is subject to refinement in the next phase of the study.

Inner Westside

This page provides a closer view of the existing and draft networks in the inner westside of Atlanta. See the detailed explanation following these maps.



Existing Network

Draft Network

Inner Westside Changes

The plan increases frequency on major streets in the West Side, but also discontinues some low-ridership segments. Two new On-Demand Zones serve historically disadvantaged communities where the roads and development pattern are poorly suited to fixed route service.

- **Hollywood Road.** East of Hightower Road, Hollywood Road has a scattering of low-income residences but the overall density is very low. Some apartments are also located too far from the road for easy access. The plan replaces this segment with an On-Demand Zone (see below). North of the junction with Hightower Road, **Route 14** would cover Hollywood Road, replacing current **Route 60**, with 30 minute frequency and direct service to both Midtown and Hamilton E. Holmes Stations.

- **Donald Lee Hollowell Parkway.** **Route 2** replaces **Route 50** along Donald Lee Hollowell Parkway, with service every 10 minutes as far as Bankhead Station and every 20 minutes to the current terminus at UPS Smart Hub near Fulton Industrial Boulevard. Unlike **Route 50**, the new **Route 2** continues across downtown to the east side, dramatically improving east-west access across downtown. An infrequent deviation to Cameron Madison Alexander Boulevard is discontinued to make this route simpler and more direct.

- **Joseph E. Boone Boulevard.** **Route 51** is extended east across downtown to Inman Park/Reynoldstown Station, dramatically increasing access to opportunity from the west side and frequency is increased to every 15 minutes. The western portion of today's route drops in density. For this reason, the plan recommends turning south on Anderson Avenue (serving several high-density areas and Anderson Park) and ending at West Lake Station. West of Anderson Avenue, the new **West Atlanta On-Demand Zone** would cover the remaining part of Joseph E. Boone Boulevard.

- **Martin Luther King Jr. Drive.** Currently, **Route 3** is often disrupted by events at Mercedes-Benz Stadium. To provide a more reliable service, the plan discontinues the route east of James P. Brawley Drive. The end of the line would serve the newly re-opened Walmart Neighborhood Market at James P. Brawley Drive but not continue further east. Most residences in the affected segment through Vine City are within walking distance of Vine City Station or the upgraded service on Fair Street and Atlanta Student Movement Boulevard (see below). The shortening of this line allows the frequency to be improved to every 20 minutes and the route continues beyond Hamilton E. Holmes Station to serve neighborhoods farther west (see Outer Westside on page 61).

- **Atlanta Student Movement Boulevard.** This street is currently served by the infrequent **Route 813** but the geometric factors suggest it has higher ridership potential with frequent service, because of the mixture of uses, the high density, and the presence of the Atlanta University Center. Proposed **Route 10** would provide a 15-minute frequency along this segment, continuing east to Five Points Station. The service would retain the deviation south to McDaniel Street made by the current **Route 813**. This deviation brings service close to Spelman College and helps to compensate for the removal of **Route 94** along Northside Drive.

- **Westview Drive, Mozley Park.** The proposed **Route 10** runs every 15 minutes and continue west to West Lake Station. The current routing of **Route 813** goes through Mozley Park neighborhood on minor streets, making numerous difficult turns. The proposed **Route 10** routing would instead take Langhorn Street south to Cascade Avenue, then Ralph David Abernathy Boulevard back north to West Lake Station.

Inner Westside Changes Continued

- **Lucile Avenue.** The Lucile Avenue segment of **Route 58** is discontinued. Most of this area is within walking distance of stops on Ralph David Abernathy Boulevard or the new **Route 10** service on Langhorn Street.

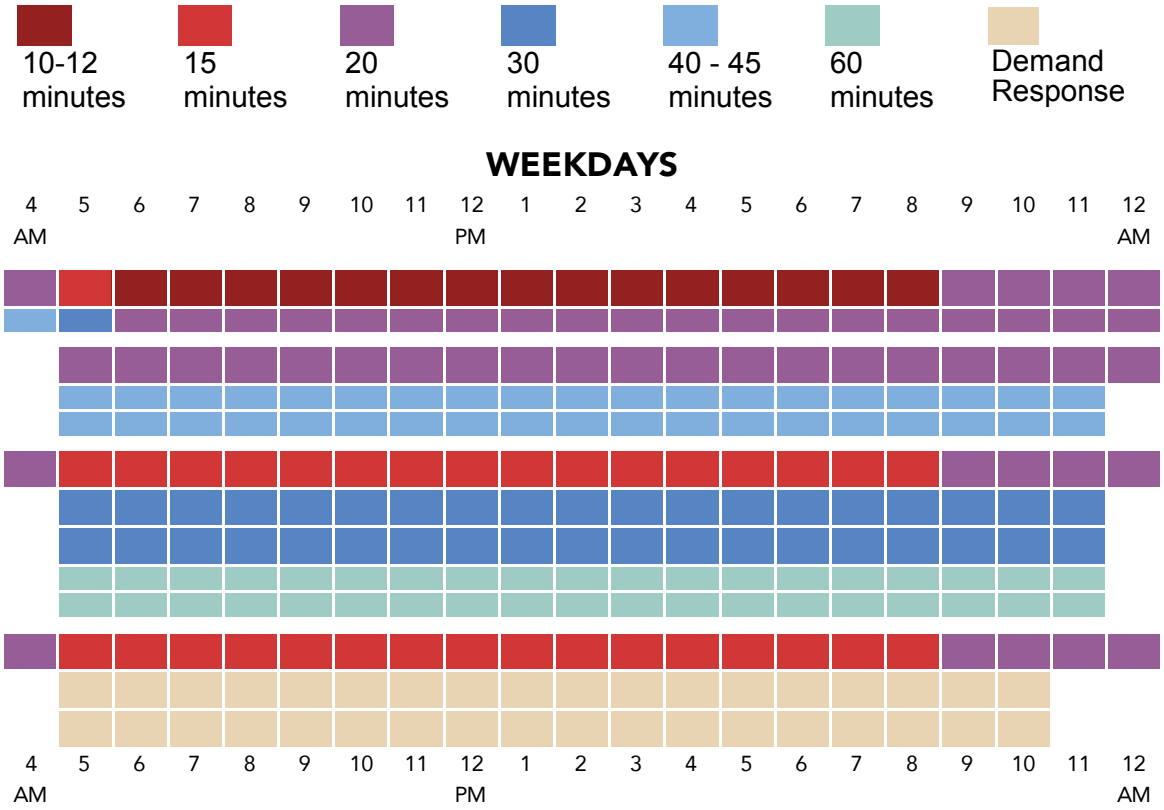
New Proctor Creek and West Atlanta On-Demand Zones

These new **On-Demand Zones** are designed to replace portions of **Routes 51, 58, and 853**, in areas where the street network and development pattern make fixed routes difficult to operate and also difficult to walk to. The Proctor Creek zone also replaces the Carver Hills deviation on current **Route 26**. These zones would provide on-demand service to the areas indicated and would also expand coverage beyond the range of the current fixed routes.

The draft plan provides additional coverage with two on-demand zones. The Proctor Creek Zone A and the West Atlanta Zone B would allow people to request trips within the zone and to fixed route bus stops and rail stations on the edge of the zones.

Inner Westside Frequency and Span on Weekdays

MARTA Draft Network
The bus comes about every:



No.	Route
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3a	MLK / Fairburn Heights
3b	MLK / Boulder Park
10	Atlanta Student Movement
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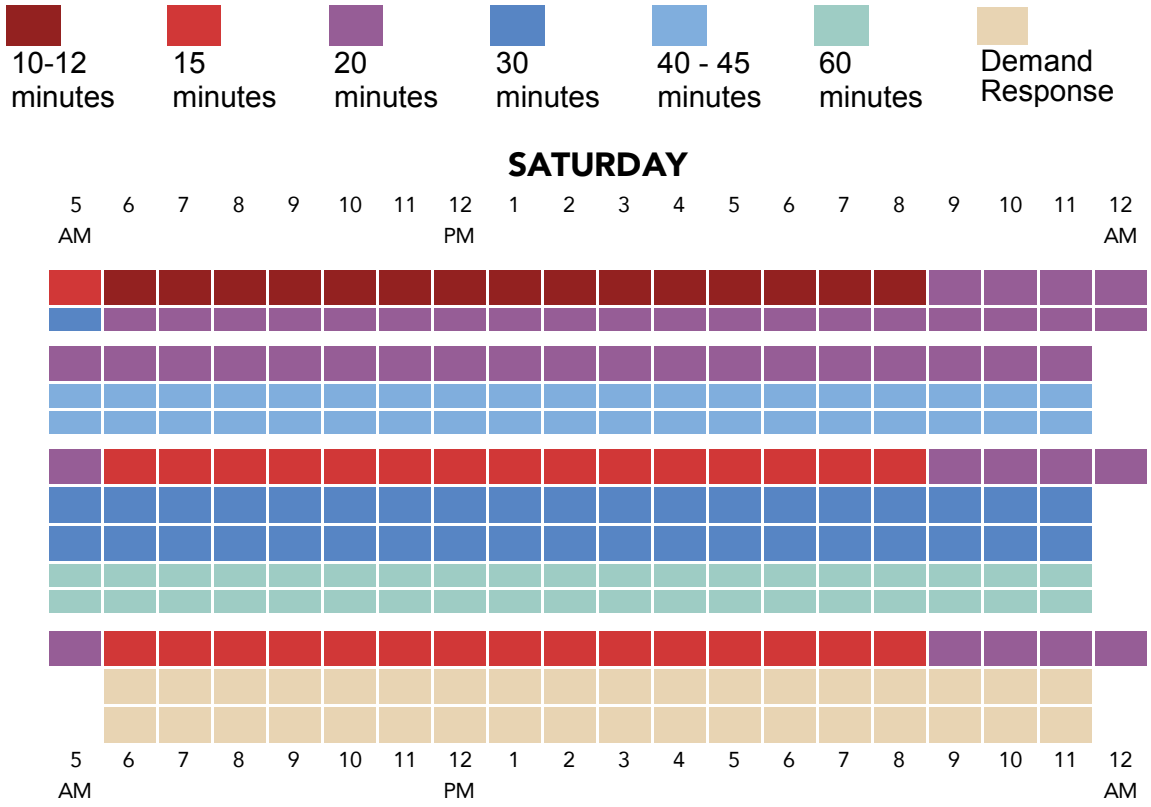
26	Perry / Holmes
26a	Perry / Hamilton Holmes / Bolton
26b	Perry / Hamilton Holmes / Jackson
51	McGill / Boone
301	Proctor Creek / Westside Park
302	West Atlanta

This table displays approximate hours of operation and is subject to refinement in the next phase of the study.

Inner Westside Frequency and Span on Saturdays

MARTA Draft Network
The bus comes about every:

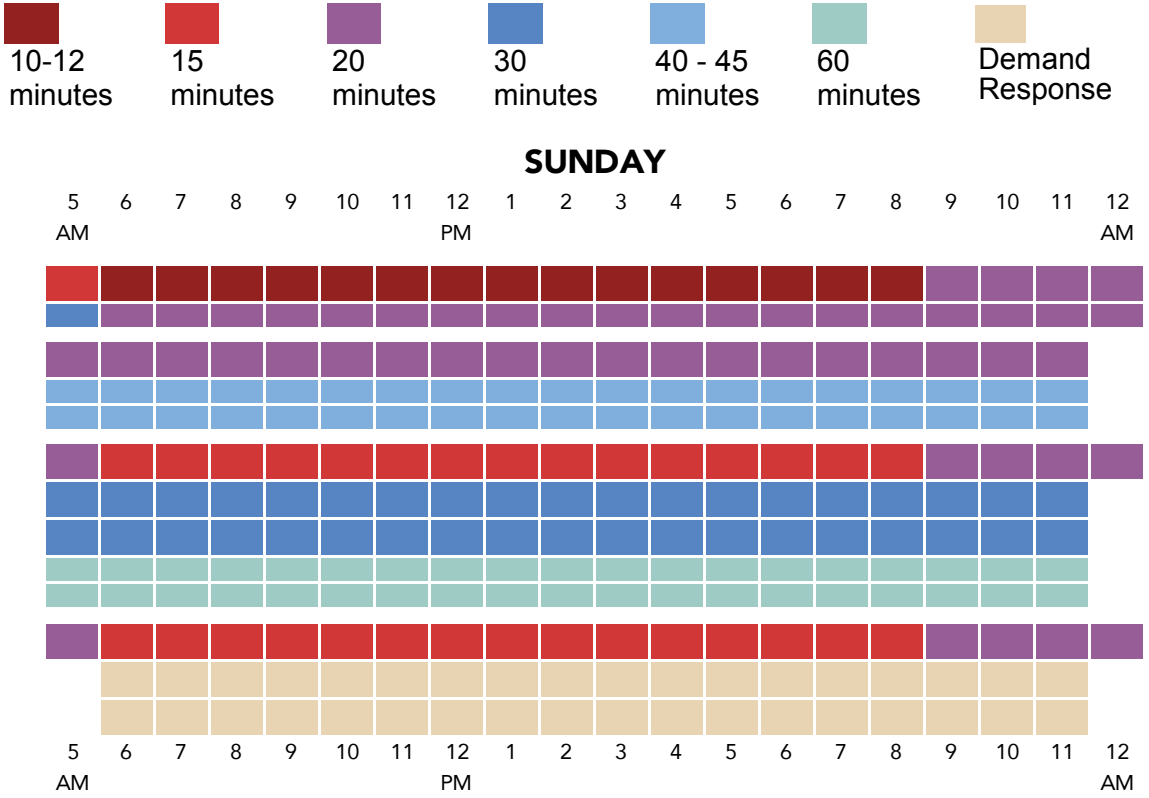


No.	Route
2	Ponce De Leon
2L	Ponce de Leon / Hollowell
3	Martin Luther King Jr
3a	MLK / Fairburn Heights
3b	MLK / Boulder Park
10	Atlanta Student Movement
14	Holmes / Blandtown
26	Perry / Holmes
26a	Perry / Hamilton Holmes / Bolton
26b	Perry / Hamilton Holmes / Jackson
51	McGill / Boone
301	Proctor Creek / Westside Park
302	West Atlanta

This table displays approximate hours of operation and is subject to refinement in the next phase of the study.

Inner Westside Frequency and Span on Sundays

MARTA Draft Network
The bus comes about every:



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51	McGill / Boone
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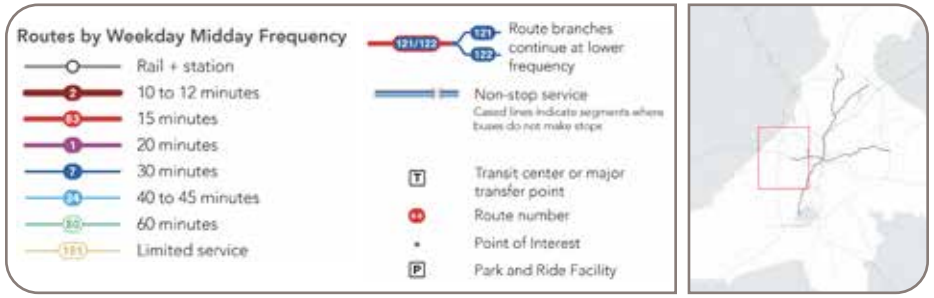
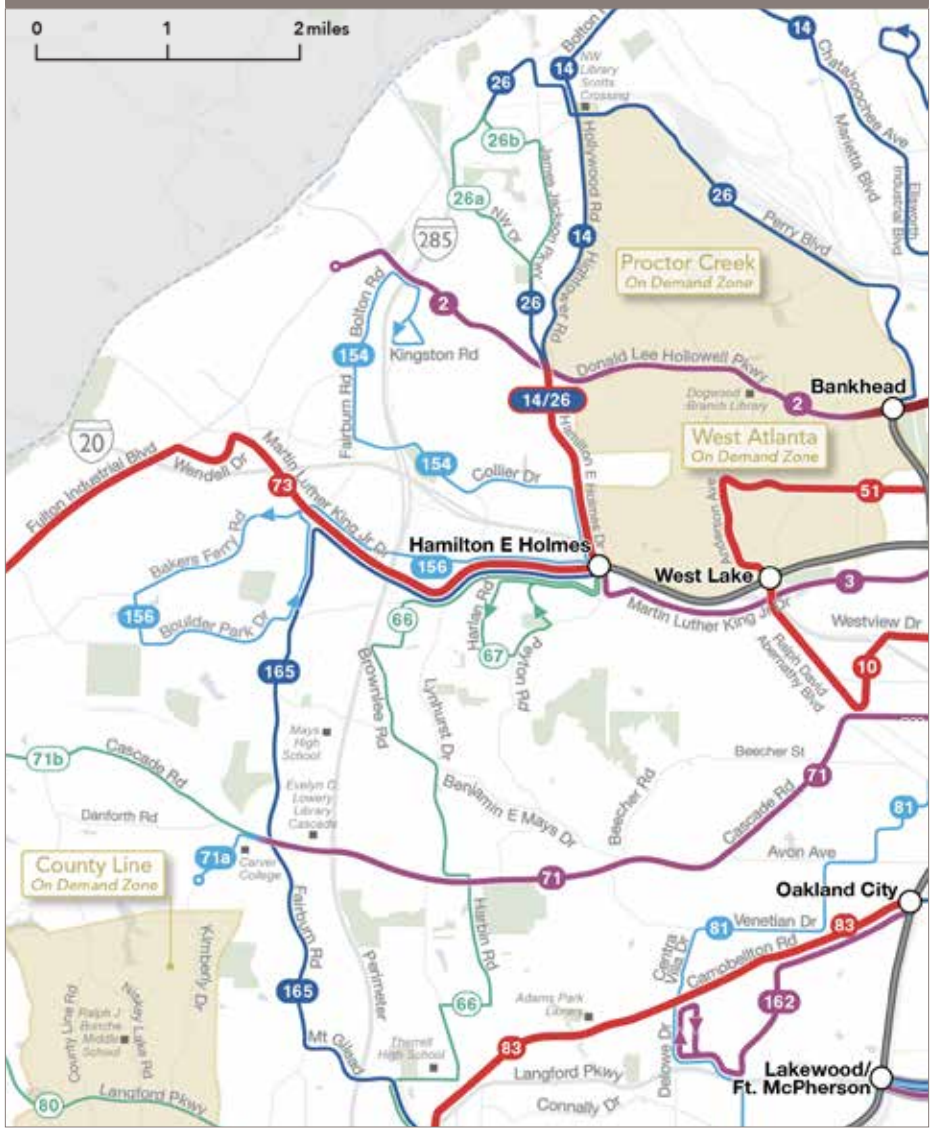
Outer Westside

This page provides an overview of the existing and draft networks in the outer westside of Atlanta. See the detailed explanation following these maps.



Existing Network

Draft Network



Outer Westside Changes

This area is served mostly by routes feeding into Hamilton E. Holmes Station. The plan streamlines some routes, increasing frequencies where possible. Several routes are extended at their far ends to provide direct service to other parts of Atlanta.

Hightower Road, Hollywood Road. Current **Route 60** becomes part of **Route 14**. All current service is retained at 30-minute frequency, but the service continues beyond Moores Mill to serve northwest Atlanta, ending at Midtown Station.

James Jackson Parkway, Bolton Road, Lincoln Homes, Bolton Hills. Current **Route 153** becomes part of **Route 26**, providing new direct service to Perry Boulevard and Bankhead Station. The route is identical to the two-way part of **Route 153**. Where **Route 153** makes a one-way loop, the **Route 26** would split in the middle, offering hourly two-way service on each side of the loop. Two-way service lets people in this loop area make two-way trips within their neighborhood, and connects them to both Bankhead and Hamilton E. Holmes Stations.

Fairburn Heights, Carroll Heights. Existing **Route 850** and portions of **Route 856** are replaced in this area by proposed **Route 3a**, with service every 40 minutes. This route would be a branch of **Route 3** (Martin Luther King Jr. Drive) and extends off that route from Hamilton E. Holmes Station via Collier Drive, Fairburn Road and Bolton Road to Donald Lee Hollowell Parkway, then ends by serving The Preserve at Collier Ridge on Harwell Road. The very infrequent service that **Route 850** provides in Carroll Heights is discontinued. Ridership is very low in this area and the streets and intersections make it challenging for buses to operate within the neighborhood.

Martin Luther King, Jr. Drive, Fairburn Industrial Boulevard. The path of **Route 73** is unchanged along Martin Luther King Jr. Drive. Some streamlining is proposed in the Fulton Industrial area, described in the Fulton Industrial Area Changes section.

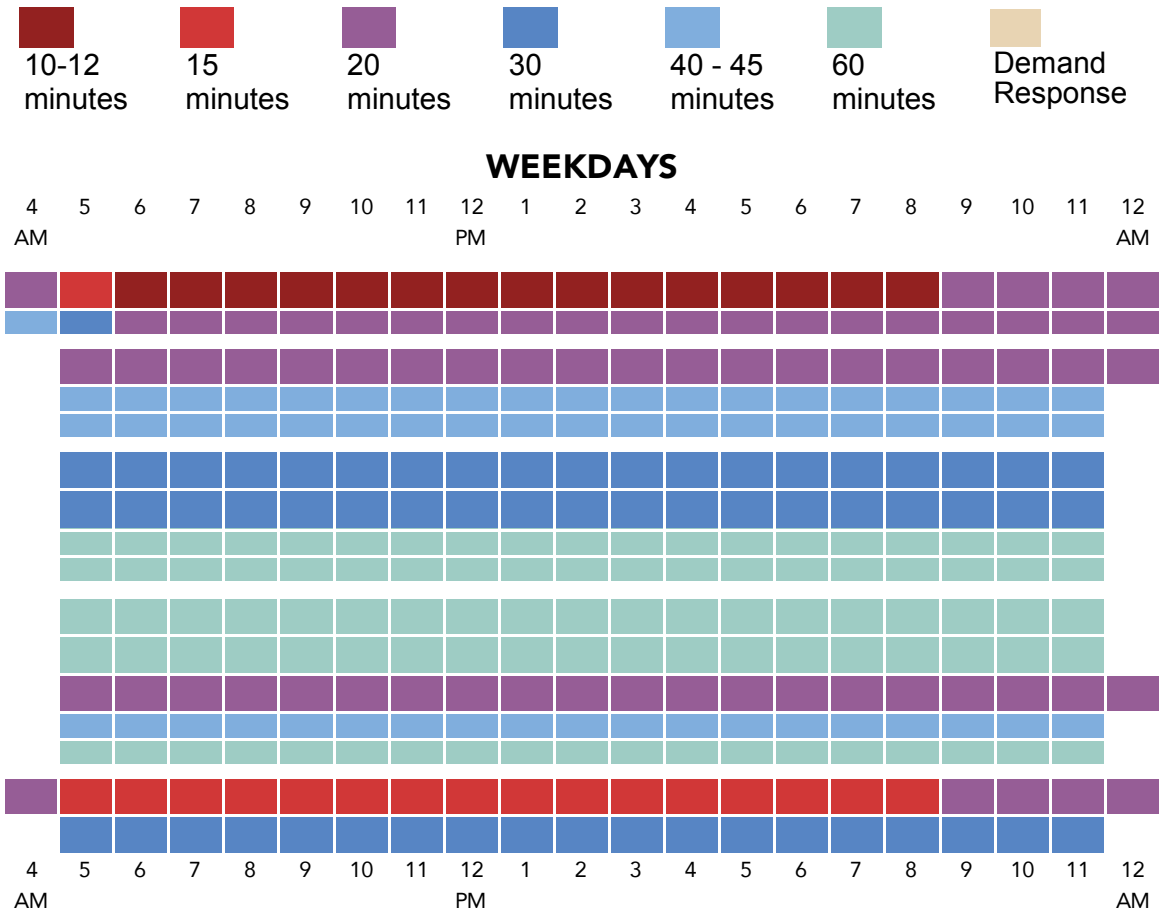
Wisteria Gardens, Wilson Mill Meadows, Baker Hills, Wildwood, Ridgecrest Forest. These neighborhoods south of I-20 and west of I-285 are served by **Routes 856 and 865** today, both every 60 minutes. These routes circulate these neighborhoods on local streets, so they are very circuitous and inefficient. We recommend running more frequent service that stays on the main roads and does not deviate through the neighborhoods. The plan proposes a simpler loop serving stops on the main roads for faster and more efficient travel. Proposed **Route 3b** would cover Delmar Lane and then loop counterclockwise via Bakers Ferry Road, Dollar Mill Road, and Boulder Park Drive. Some people would have to walk further, but the service would be more direct and more frequent, every 40 minutes with continuous service east of Hamilton E. Holmes Station to destinations along Martin Luther King Jr. Drive via the trunk of **Route 3**. Service is discontinued along Nathan Road, as this segment is challenging to operate with buses longer than 30 feet.

Fairburn Road. **Route 165** would continue to serve Fairburn Road from Martin Luther King Jr. Drive south to Greenbriar Mall. From there, the line is extended south to the Camp Creek Marketplace and ending at College Park Station, providing a new path between the west and south sides of Atlanta.

Lynhurst Drive, Benjamin E Mays Drive, Brownlee Road, Beecher Road, Westwood Terrace. Although it has patches of apartments, most of this area is low-density except near major streets like Martin Luther King Jr. Drive and Cascade Avenue, which retain frequent service. **Routes 66 and 68** both have low ridership in this area, and the plan discontinues **Route 68**. To maintain some coverage, **Route 66** (Lynhurst Drive) is retained between Hamilton E. Holmes Station and Greenbriar Mall. North of Benjamin E Mays Drive the route is shifted west to Brownlee Road to retain service to the Towne West Manor Apartments. **Route 67** replaces **Route 867** along Harlan Road, Peyton Road, and Peyton Place.

Outer Westside Frequency and Span on Weekdays

MARTA Draft Network
The bus comes about every:

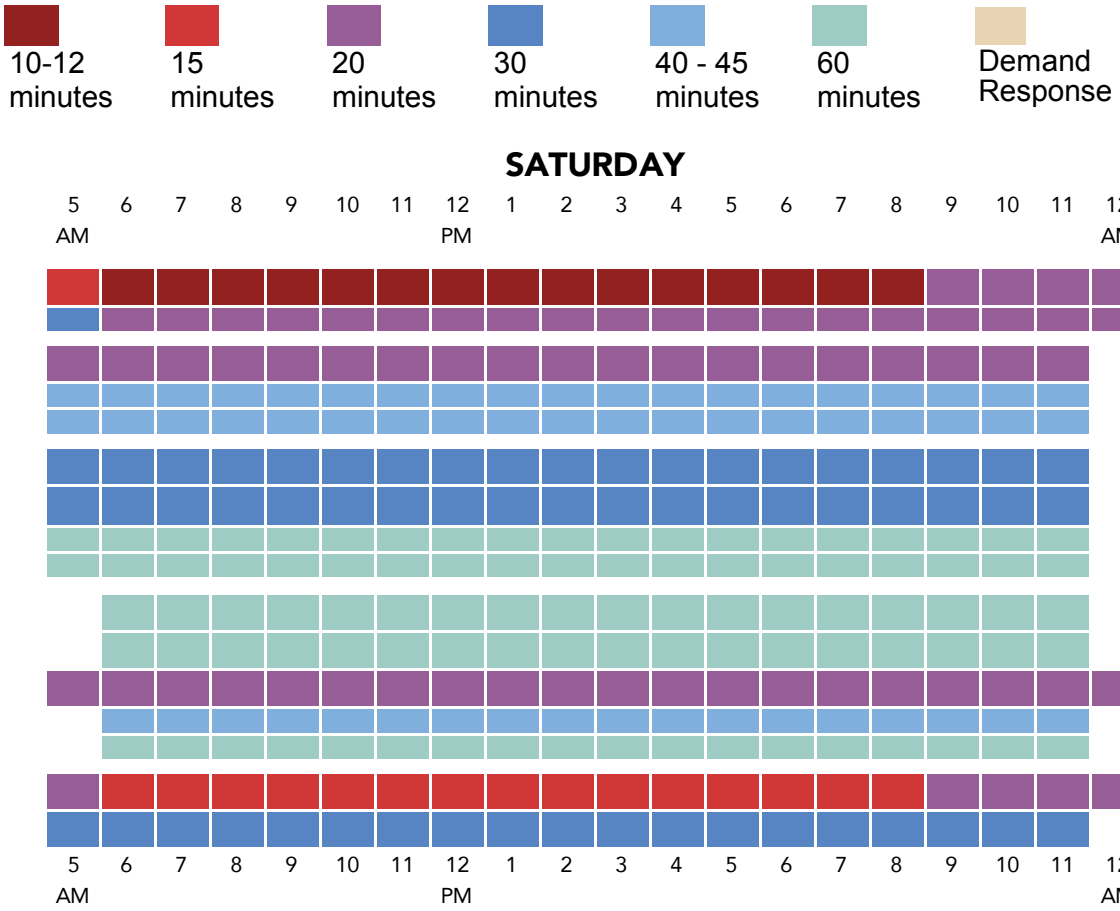


No.	Route
2	Ponce De Leon
2L	Ponce de Leon / Hollowell
3	Martin Luther King Jr
3a	MLK / Fairburn Heights
3b	MLK / Boulder Park
14	Holmes / Blandtown
26	Perry / Holmes
26a	Perry / Hamilton Holmes / Bolton
26b	Perry / Hamilton Holmes / Jackson
66	Lynhurst / Cascade Springs
67	Peyton Forest
71	Cascade
71a	Cascade / Kimberly
71b	Cascade / Fulton Industrial
73	Fulton Industrial
165	Fairburn

This table displays approximate hours of operation and is subject to refinement in the next phase of the study.

Outer Westside Frequency and Span on Saturdays

MARTA Draft Network
The bus comes about every:



No.	Route
2	Ponce De Leon
2L	Ponce de Leon / Hollowell
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3a	MLK / Fairburn Heights
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14	Holmes / Blandtown
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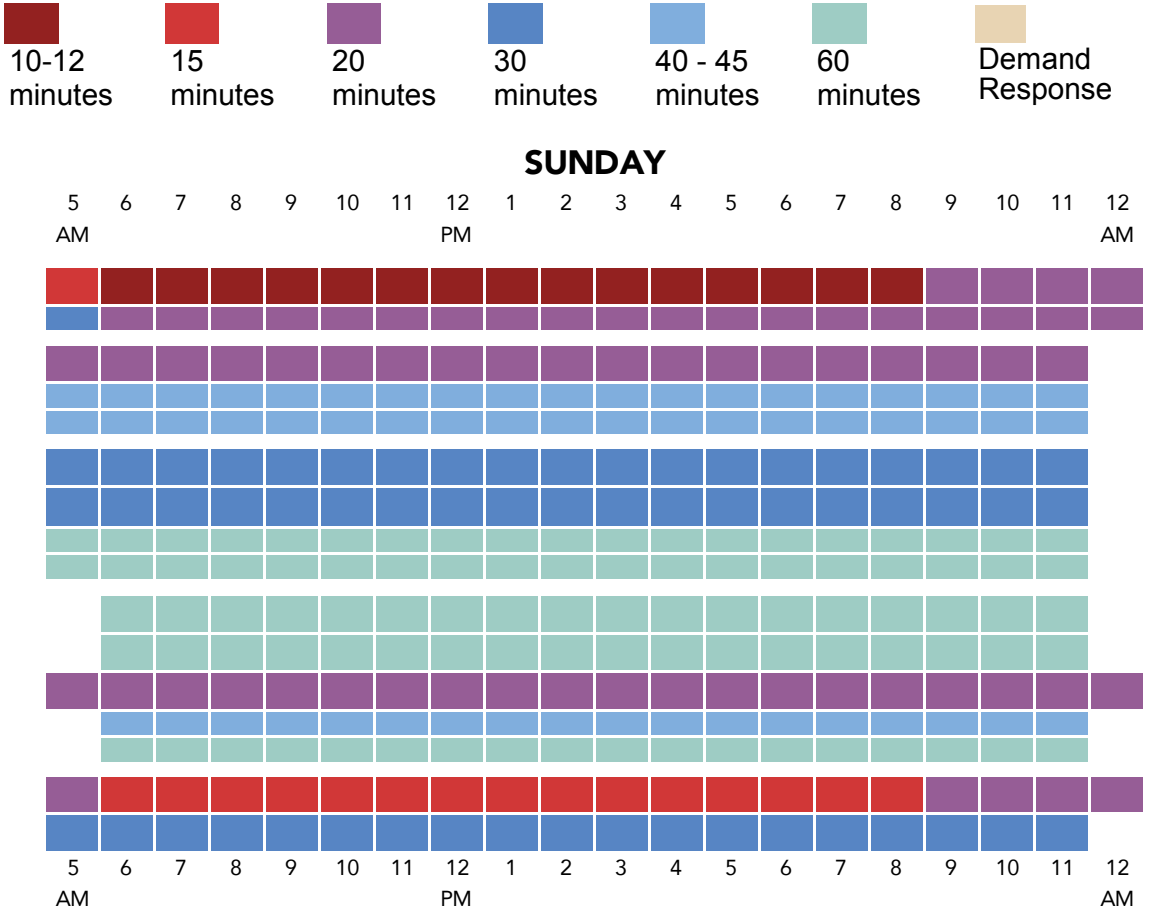
26a	Perry / Hamilton Holmes / Bolton
26b	Perry / Hamilton Holmes / Jackson
66	Lynhurst / Cascade Springs
67	Peyton Forest
71	Cascade
71a	Cascade / Kimberly
71b	Cascade / Fulton Industrial
73	Fulton Industrial
165	Fairburn

This table displays approximate hours of operation and is subject to refinement in the next phase of the study.

Outer Westside Frequency and Span on Sundays

MARTA Draft Network
The bus comes about every:



No.	Route
2	Ponce De Leon
2L	Ponce de Leon / Hollowell
3	Martin Luther King Jr
3a	MLK / Fairburn Heights
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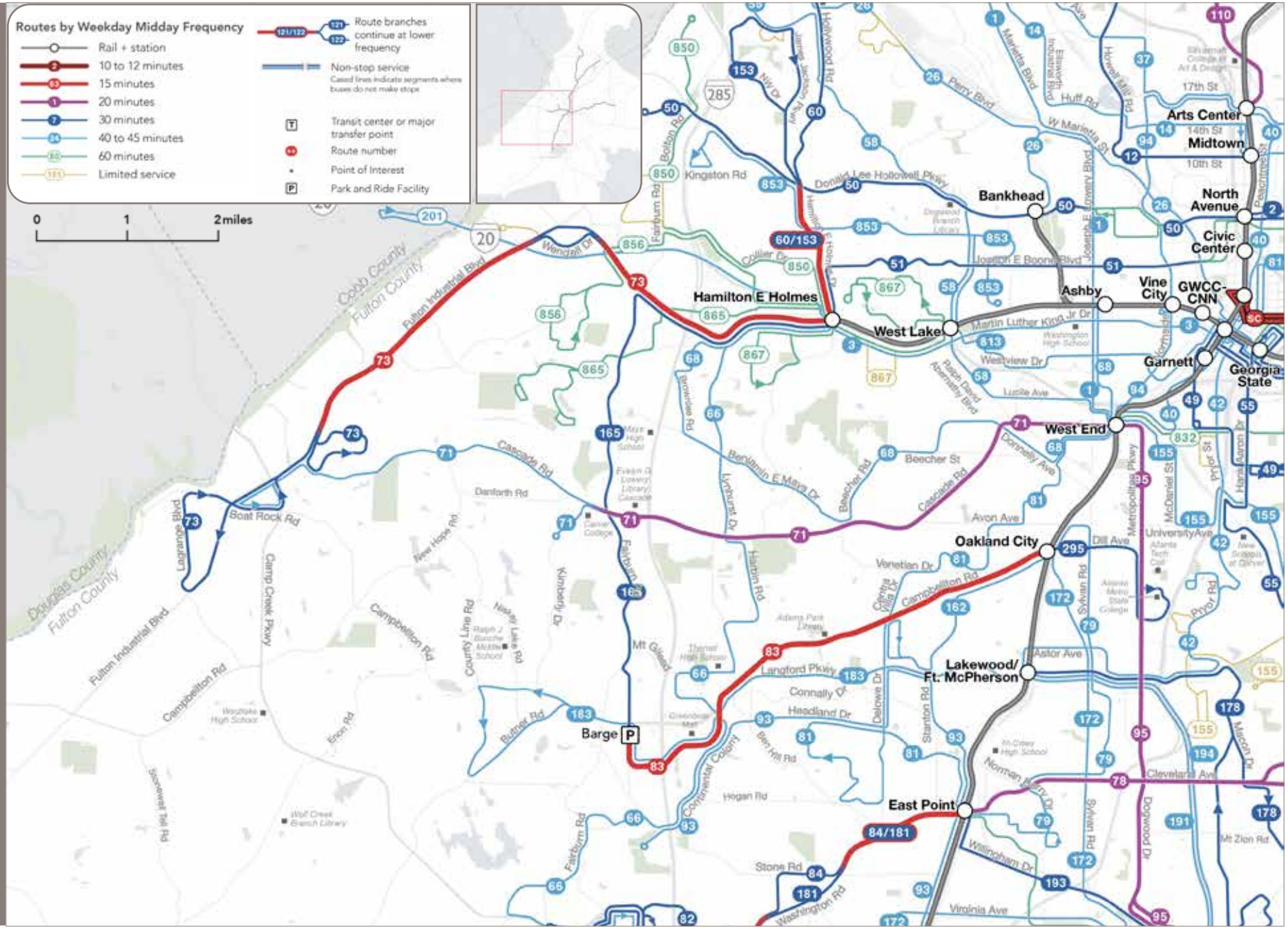
71	Cascade
71a	Cascade / Kimberly
71b	Cascade / Fulton Industrial
73	Fulton Industrial
165	Fairburn

This table displays approximate hours of operation and is subject to refinement in the next phase of the study.

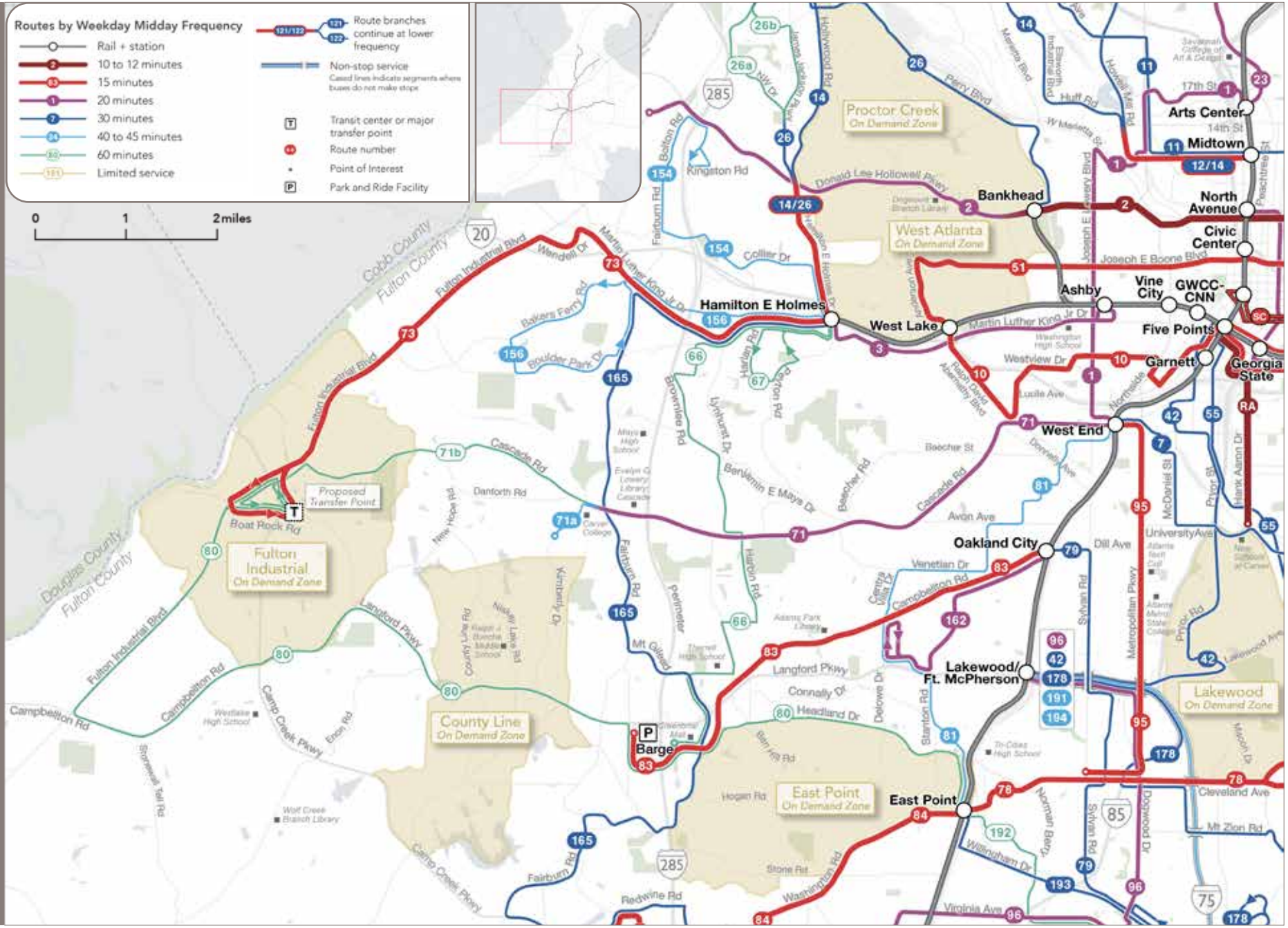
Overall Westside Existing

Existing Network



Overall Westside Draft Network

Draft Network



Southwest Atlanta Changes

Looking at the areas within Southwest Atlanta, the most significant change is the creation of an expanded north-south **Route 165** linking Hamilton E. Holmes Station, Greenbriar Mall, Camp Creek Marketplace, and College Park Station, providing more opportunities for north-south travel on this side of the city. This service would replace **Route 66** and a portion of **Route 93** south of Greenbriar Mall.

Other changes are as follows:

Cascade Avenue (Route 71). East of Fairburn Road this route is unchanged and continues to run every 20 minutes most of the day. The branches of the 71 are revised so that the service to Fulton Industrial Boulevard is once an hour, while other trips go to the turnaround at Kimberley Road near the Ashley Cascade Apartments. This allows the Fulton Industrial Boulevard trips to make timed connections with other services for easier access to jobs in the industrial area. For more on this connection see page 68.

Venetian Hills (Route 81). This route is unchanged within the City of Atlanta, except that one deviation along Sandtown Road and Westridge Road is discontinued to make the route straighter and faster. In East Point, its routing is revised to serve East Point Station more directly, providing easier access from Venetian Hills to rail for trips south. For the southern part of this route, see the East Point section on page 73.

Stanton Road and Alison Court (Route 162). The path of this route is unchanged. Its frequency is improved to every 20 minutes at mid-day, evenings, and weekends.

Campbellton Road east of Barge Road (Route 83). The path of this major frequent route is unchanged.

Outer Campbellton Road (existing Route 183). Proposed new **Route 80** would cover Campbellton Road between Fulton Industrial Boulevard and Barge Road, then continue east along Greenbriar Parkway and Headland Drive to end at East Point Station. The idea of this route is to provide new access to Fulton Industrial Boulevard jobs from South Atlanta, Clayton County, and South Fulton County. Currently, the only access to this area is via Hamilton E. Holmes Station, which requires these trips too far north out of direction. This route also serves the Sandtown Crossing commercial node at the junction of Campbellton Road and Riverside Drive. This route replaces the Campbellton Road segment of **Route 183**. The rest of that route is replaced by the **County Line On-Demand Zone**.

New County Line On-Demand Zone: MARTA is not able to serve Niskey Lake Road because the road geometry is difficult for buses. In addition, the density of development is very low in this area and the overall street pattern is disconnected and challenging to serve with fixed routes. This leads us to suggest a new **County Line On-Demand Zone** covering the areas now served by **Route 183** but away from Campbellton Road. This zone would provide a link to the Barge Park & Ride for connections to fixed routes (**Routes 80 and 83**).

The Fulton Industrial corridor is a major concentration of industrial jobs that lies west of the City of Atlanta, and MARTA continues to receive requests for service to the jobs here.

Service to this area currently consists of frequent **Route 73**, which comes out of Hamilton E. Holmes Station and extends south along Fulton Industrial Boulevard, and a branch of **Route 71**, which runs along Cascade Avenue from West End Station. The path of these routes have only small changes in the plan.

Fulton Industrial Area Changes

On-Demand Zone and New Timed Transfer Point

Industrial areas are difficult to serve with fixed routes, because it is often hard to walk between the industrial workplace and the nearest place a bus can safely stop. For this reason, we recommend introducing new **Fulton Industrial On-Demand Zone** to help people reach more workplaces in the area.

The On-Demand Zone is designed to make timed connections to the fixed routes at a point in the general vicinity of the intersection of Fulton Industrial Boulevard and Camp Creek Parkway, although the exact location remains to be determined. The on-demand service would replace some of the loops that **Route 73** currently makes, allowing it to operate more directly.

At the timed transfer point, every 60 minutes, buses from **Routes 71, 73** and the new **Route 80** would be timed to be present together, and one or more on-demand vehicles would be scheduled to be there at the same time. Passengers could transfer between any of these services to complete their journeys.

New Route 80

In the existing system, services from the Fulton Industrial area connect to the rest of the network only at Hamilton E. Holmes Station and West End Station. New proposed **Route 80** would be a new connection to the industrial area from East Point Station and Greenbriar Mall. This route would make it easier to get to these industrial jobs from southern parts of Atlanta, as well as from East Point, College Park, Hapeville and even Clayton County. The new line also serves the Sandtown Crossing at the junction of Campbellton Road and Riverside Drive.

From the new Fulton Industrial timed transfer point near Camp Creek Parkway, the line would extend southwest along Fulton Industrial Boulevard and then turn east on Campbellton Road. Ideally, this routing would also serve the Amazon facility at this intersection, although it may be difficult to stop near the facility in the northbound direction. Unfortunately, this destination is too far south to efficiently included in the On-Demand Zone.

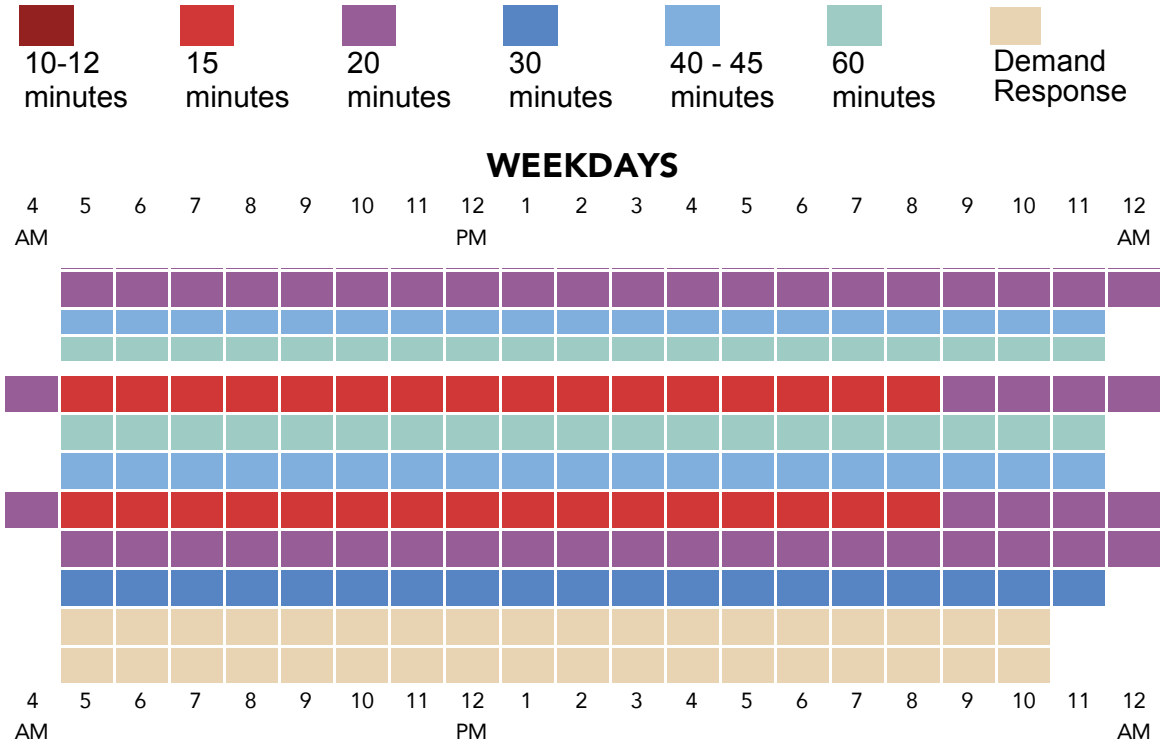
Other Changes

Route 71 is largely unchanged except that the frequency of the branch serving the Fulton Industrial area is reduced from 40 minutes to 60 minutes. This is necessary to make timed connections with other routes at the new Fulton Industrial timed transfer point. Also, no extra rush hour service is provided, so frequency on the trunk of the route remains every 20 minutes for most of the service day.

The path of **Route 73** has a small proposed change near the intersection of Martin Luther King Jr. Boulevard and Fulton Industrial Boulevard. Currently half of all trips operate via Wendell Drive in this area. Select trips along Wendell Drive west of Fulton Industrial Boulevard will be discontinued. To simplify the service, the plan recommends that all service use Wendell Drive. The bypassed stops are all within a short walk of service.

SW Atlanta Frequency and Span on Weekdays

MARTA Draft Network
The bus comes about every:

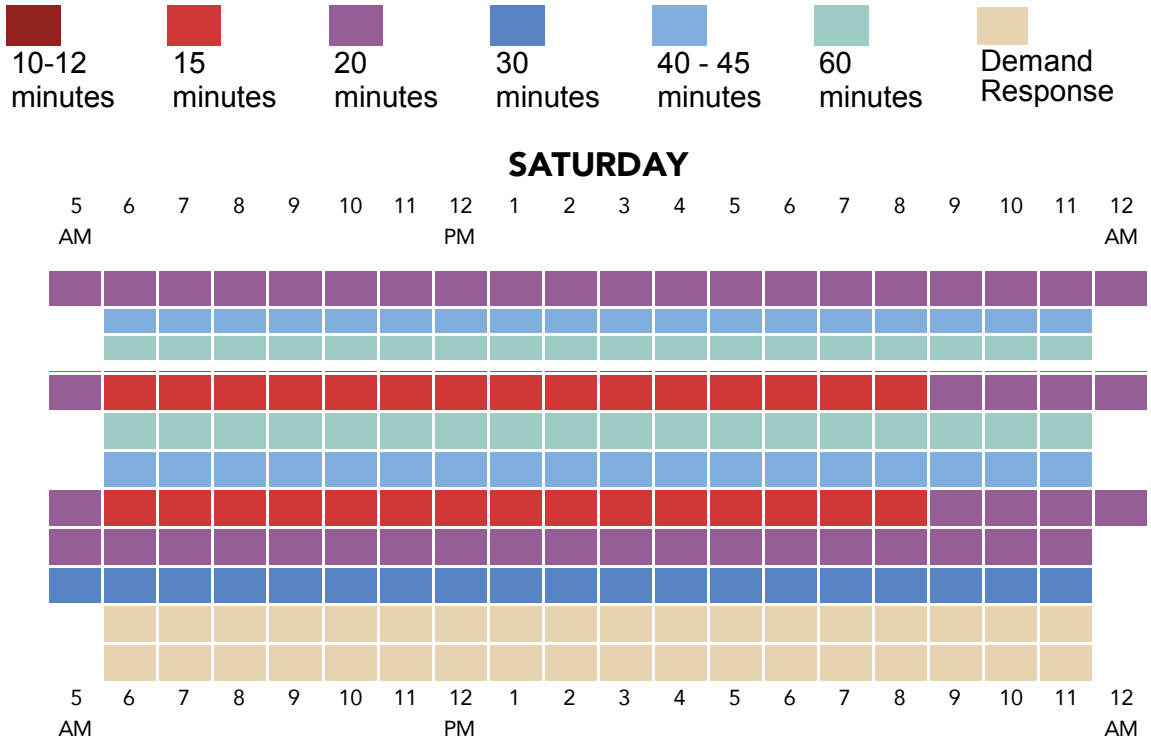


No.	Route
71	Cascade
71a	Cascade / Kimberly
71b	Cascade / Fulton Industrial
73	Fulton Industrial
80	Campbellton / Fulton Indust.
81	Venetian Hills / Connally
83	Campbellton
162	Alison
165	Fairburn
303	County Line
306	Fulton Industrial

This table displays approximate hours of operation and is subject to refinement in the next phase of the study.

SW Atlanta Frequency and Span on Saturdays

MARTA Draft Network
The bus comes about every:



No.	Route
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162	Alison
165	Fairburn
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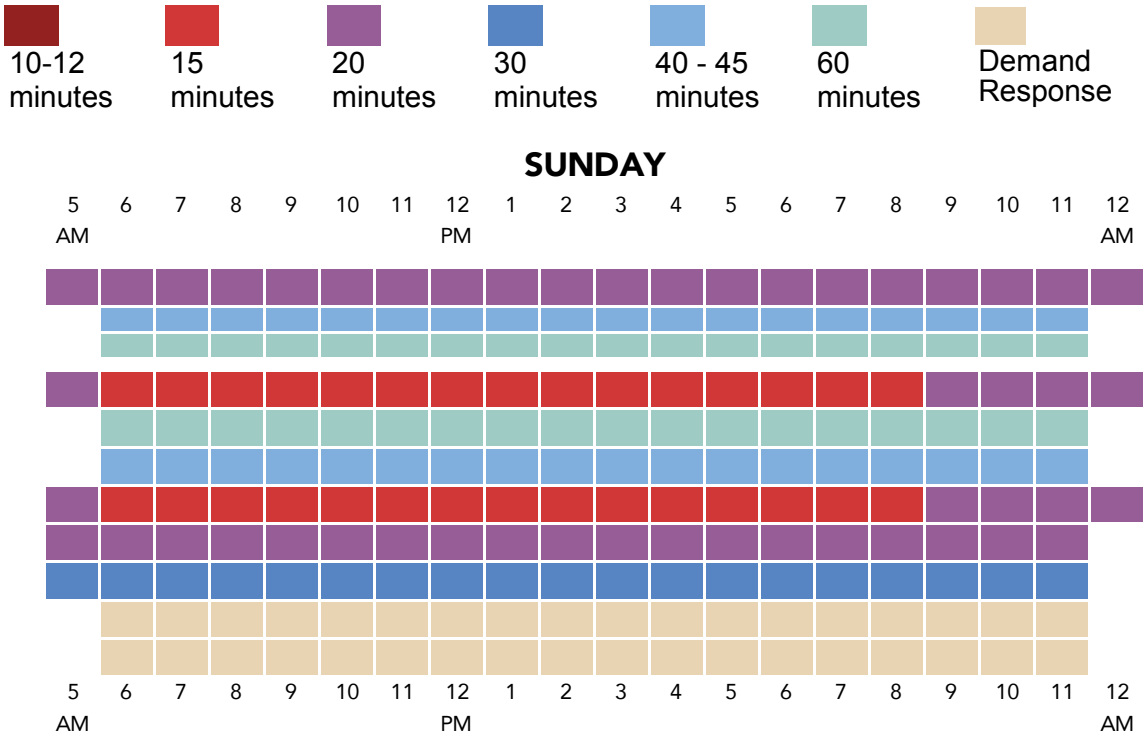
This table displays approximate hours of operation and is subject to refinement in the next phase of the study.

SW Atlanta Frequency and Span on Sundays

MARTA Draft Network
The bus comes about every:



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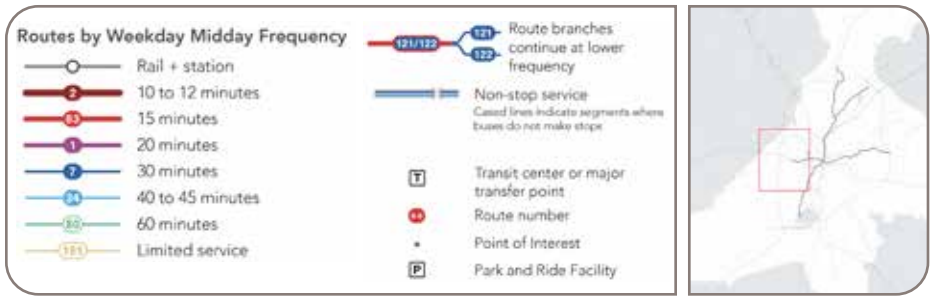
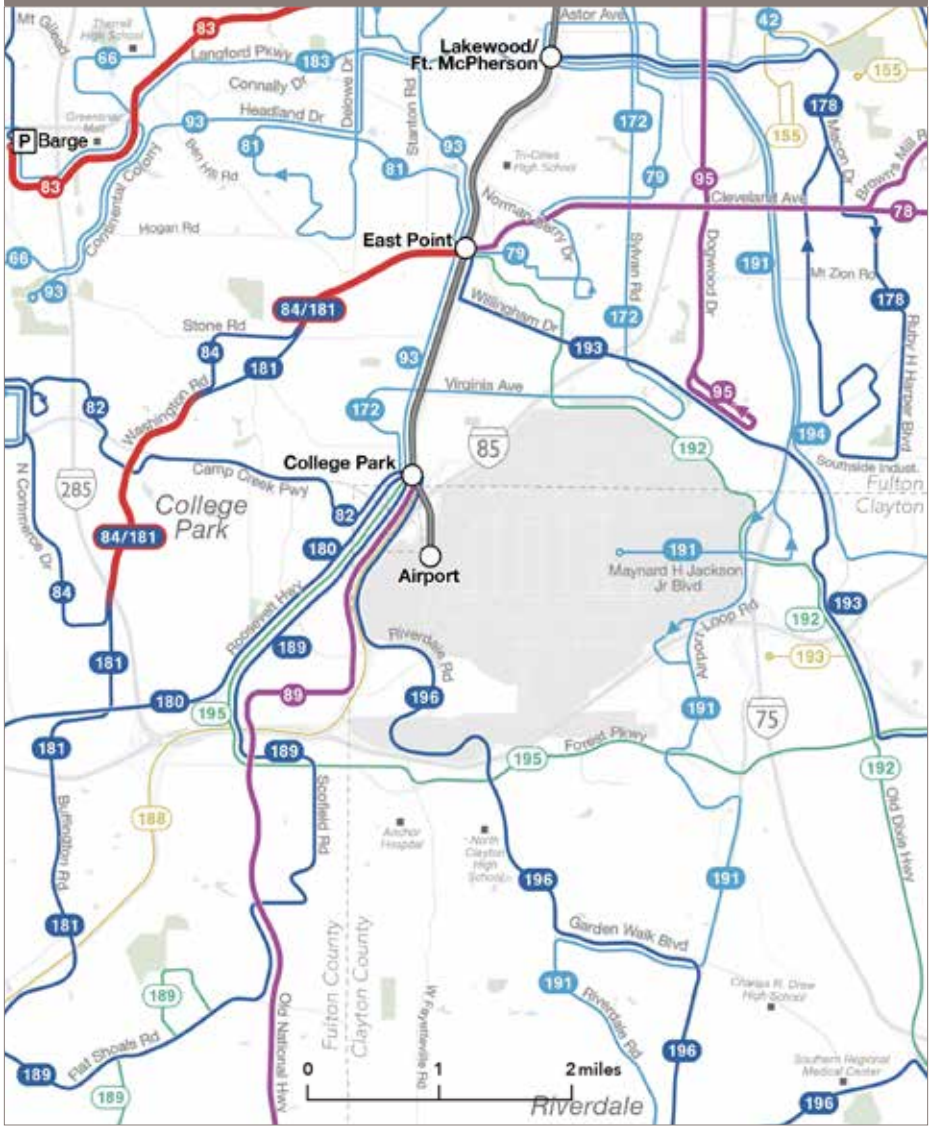
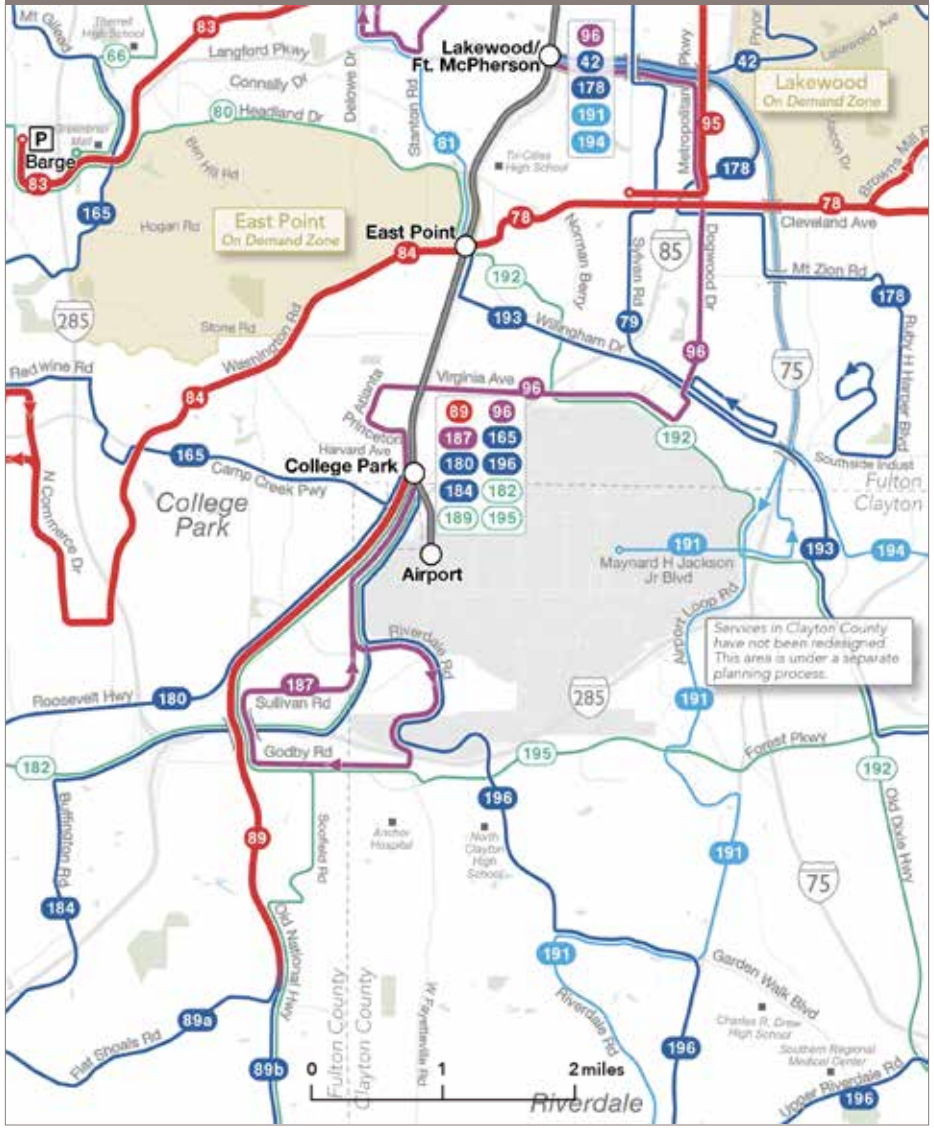
College Park, East Point, Hapeville



Existing Network



Draft Network



East Point Changes

East Point

On Headland Drive, New Route 80 replaces Route 93. This route continues to link East Point to Greenbriar Mall, but also continues west to the Fulton Industrial area, opening up new access to industrial jobs for East Point residents.

Washington Road service is streamlined and simplified. This road is one of the highest-ridership segments in the MARTA network. It is now served by overlapping **Routes 84 and 181**, each every 30 minutes for 15 minute service on their common segment. Today, **Route 84** goes to Camp Creek Marketplace while **Route 181** continues south into Fairburn. The following changes are proposed to simplify this service and make its operations more reliable:

- All **Route 84** buses would go to Camp Creek Marketplace following the current pattern except that the terminal loop would flow clockwise to reduce the number of left turns and increase the speed and reliability of the route.
- Currently, **Route 84** makes a deviation along Stone Road and Mt. Olive Road. In the new structure, all trips would bypass this deviation and a new **East Point On-Demand Zone** would serve that area.
- On Washington Road between Commerce Drive and Roosevelt Highway, service is discontinued. Passengers on this low-demand segment would need to walk north to Commerce Drive or south to Roosevelt Highway. **Route 180** will continue providing service along Roosevelt Highway, with service every 30 minutes between Lee Street and Beverly Engram Parkway. Service along Roosevelt Highway between Beverly Engram Parkway and Church Street in Palmetto will be every 60 minutes. New **Route 184** would replace **Route 181** further south in Union City. A key benefit of this change is that it takes bus service off of a freight rail crossing just south of Roosevelt Highway on Buffington Road, which is a source of significant delay effecting the Washington Road service. See the Southwest Fulton section on page 80.

Expanded Camp Creek Parkway Route 165 replaces Route 82 between College Park Station and Camp Creek Marketplace, Proposed **Route 165** forms a belt around the southwest side of the region, with direct service to many new destinations, including Greenbriar Mall and Camp Creek Marketplace. Service is discontinued on Welcome All Road (current **Route 82**) in the far southwest of East Point. This is a very low-ridership segment.

New East Point On-Demand Service. This service is proposed for the area between Headland Road and Washington Road, replacing a loop of current **Route 81** and also replacing the Stone Road and Mt. Olive Road deviation of **Route 84**. This zone provides access to both Greenbriar Mall and East Point Station.

Straighter Route 81. This route, which comes from West End Station via Venetian Hills, currently has a very circuitous routing through East Point, which would be replaced by the on-demand service described above. The plan streamlines this routing so that it goes to East Point Station more directly via Stanton Road, retaining access to the Hillcrest Active Adult Community there.

Upgraded Cleveland Avenue service. Route 78 is upgraded from 20-minute frequency to 15-minute frequency.

Changes to Routes 192 and 79. The redesign of southern Atlanta service discontinues **Route 79** from the east side of East Point. This route currently runs along Norman Berry Drive, Calhoun Avenue, Randall Street and East Washington Avenue in this neighborhood east of East Point Station. The plan proposes to shift **Route 192**, which currently serves R.N. Martin Street, to

Hapeville and College Park Changes

run along the path of Route 79 instead. The service would no longer loop around the Housing Authority complex but would continue to stop right in front of it. The Martin Street stops that would be discontinued are all within walking distance of stops on the revised routing. Service is discontinued along Main Street between East Point and College Park Stations.

Hapeville

Route 79 replaces Route 172 on Sylvan Road. Sylvan Road service is upgraded to every 30 minutes and becomes **Route 79**. This service would end in Hapeville, turning around as **Route 95** does now.

New Route 96 replaces Route 95 on Metropolitan Parkway south of Cleveland Avenue. The redesign of **Route 95** on Metropolitan Parkway, intended to match the future routing of the Arterial Rapid Transit project, removes this route from Hapeville. A new **Route 96**, with service every 20 minutes, replaces it. This route comes from Lakewood Station, offering a faster travel time from downtown Atlanta than **Route 95** from West End Station does. It covers Metropolitan Parkway/ Dogwood Street from Langford Parkway down to South Central Avenue. It then continues into College Park replacing the southern part of **Route 172** along Virginia Avenue, ending at College Park Station.

College Park

Expanded Camp Creek Parkway Route 165 replaces Route 82 between College Park Station and Camp Creek Marketplace, with 30 minute service. This route forms a belt around the southwest side of the region, with direct service to many destinations, including Greenbriar Mall and Hamilton E. Holmes Station.

Virginia Avenue: Route 172 along Virginia Avenue is replaced by new **Route 96**, which goes to Lakewood Station instead of Oakland City Station for faster travel toward Atlanta. At the other end it follows the existing **Route 172** routing to the College Park Housing Authority, then ends at College Park Station.

Old National Highway (Route 89). This high-ridership route is upgraded to 15-minute frequency, and is made faster by removing the deviation via Sullivan Road and Best Road. Those roads are served by new **Route 187** below.

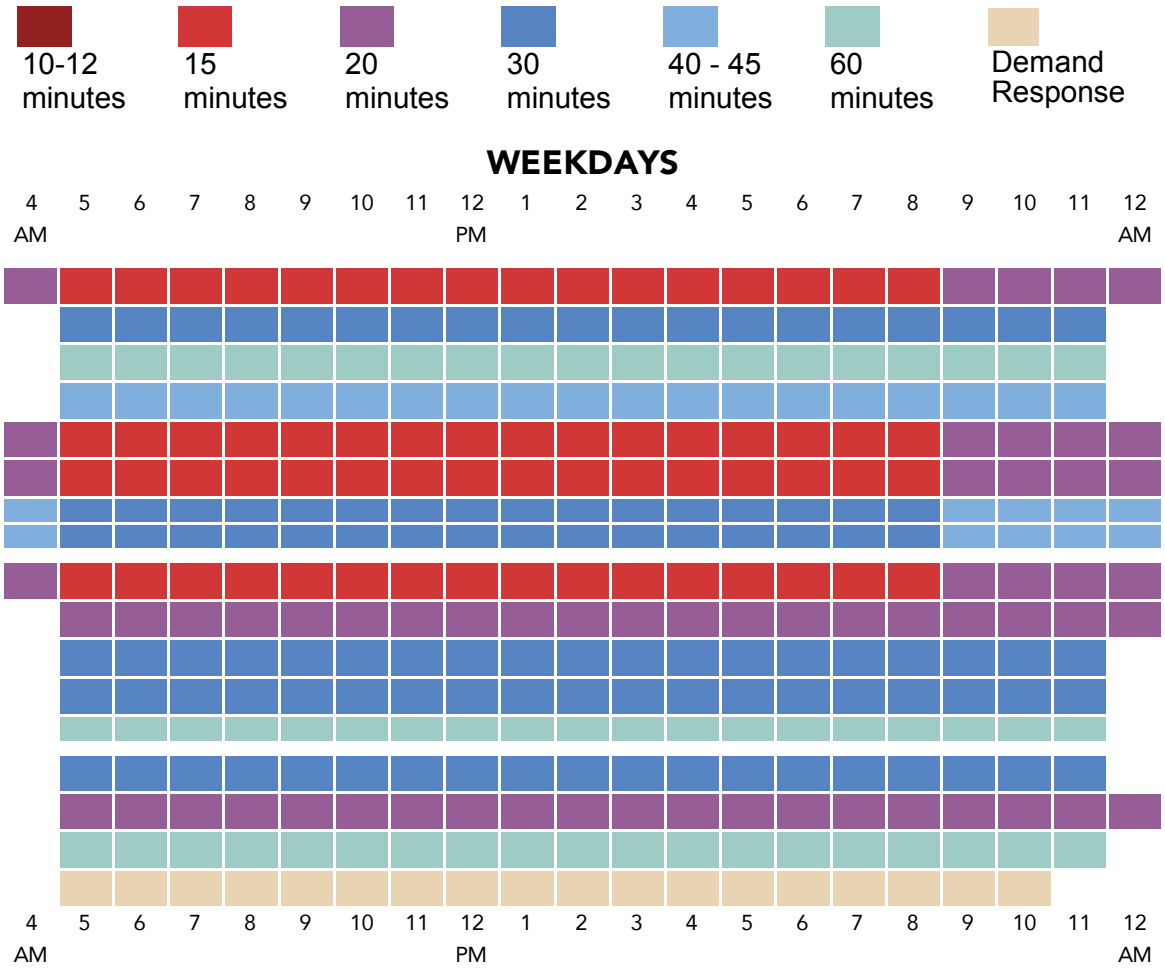
Best Road, Sullivan Road, Godby Road: New **Route 187** replaces **Route 89** on Best and Sullivan Roads, and replaces **Route 189** on Godby Road. Godby Road is an especially high ridership area because of the apartment complexes. New **Route 187** is designed to improve service to this area while also allowing **Route 89** to bypass Best and Sullivan Roads. The route is a one-way clockwise loop from College Park Station covering Riverdale Road, Godby Road, Sullivan Road, Best Road, and Old National Highway between Godby Road and Sullivan Road.. It would run every 20 minutes, matching the current service on Best and Sullivan Roads and an improvement over **Route 189**'s 30-minute frequency on Godby Road.

Scofield Road: Route 189 continues to serve Scofield Road, but is reduced to every 60 minutes. This route is busy on Godby Road but has few riders along Scofield Road, Surrey Trail, and Pleasant Hill Road, where the density is low. The plan reduces frequency on this segment, but increases frequency on both Godby Road (**Route 187**) and Old National Highway (**Route 89**).

Clayton County services are unchanged, as Clayton County is outside of the Network Redesign project.

College Park, East Point, Hapeville Frequency and Span on Weekdays

MARTA Draft Network
The bus comes about every:

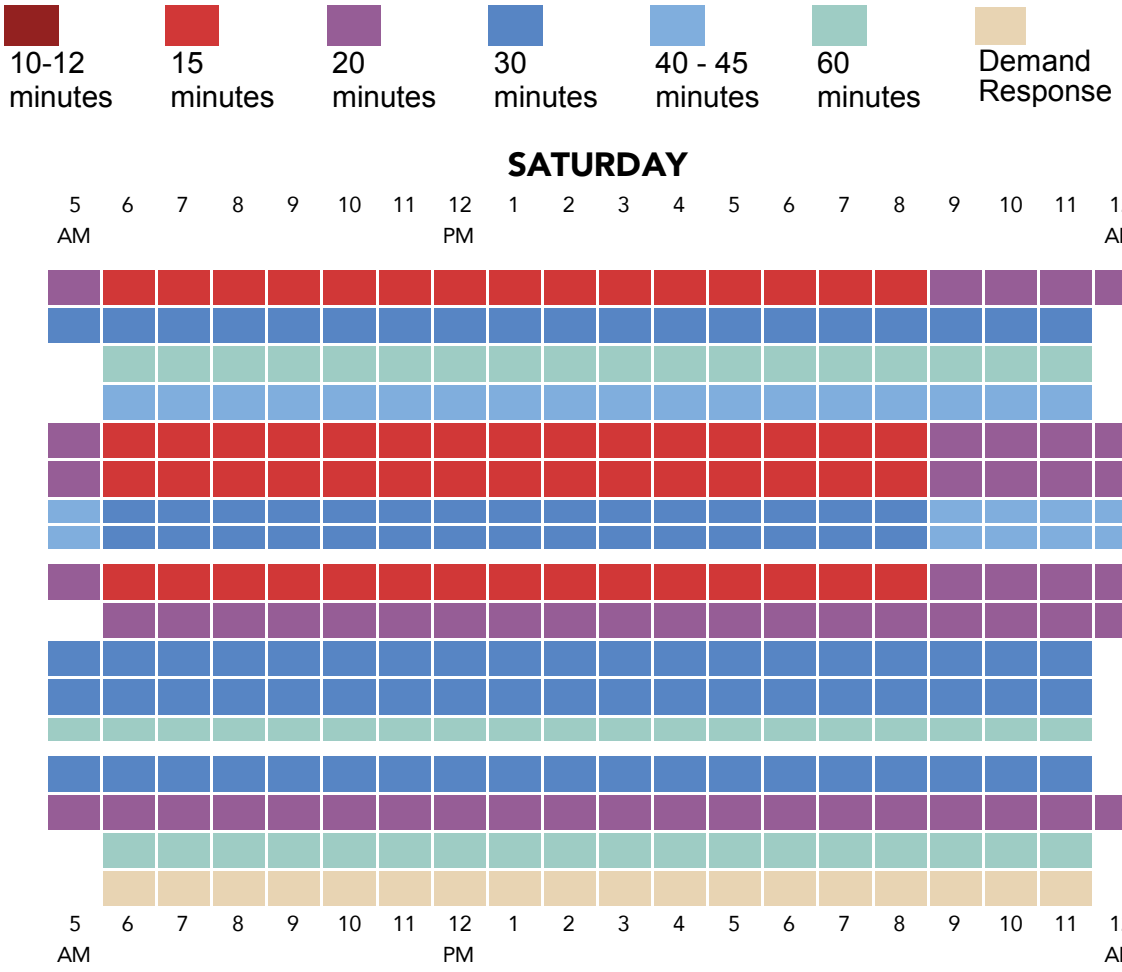


No.	Route
78	Cleveland
79	Sylvan Hills
80	Campbellton / Fulton Indust.
81	Venetian Hills / Connally
84	Washington
89	Old National Hwy
89a	Old National Hwy / Flat Shoals
89b	Old National Hwy / Riverdale
95	Metropolitan Pkwy
96	Virginia / Lakewood
165	Fairburn
180	Roosevelt
180L	Roosevelt / Palmetto
184	Buffington
187	Airport Loop
192	Old Dixie / Tara Boulevard
307	East Point

This table displays approximate hours of operation and is subject to refinement in the next phase of the study.

College Park, East Point, Hapeville Frequency and Span on Saturdays

MARTA Draft Network
The bus comes about every:



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79	Sylvan Hills
80	Campbellton / Fulton Indust.
81	Venetian Hills / Connally
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89a	Old National Hwy / Flat Shoals
89b	Old National Hwy / Riverdale
95	Metropolitan Pkwy
96	Virginia / Lakewood
165	Fairburn
180	Roosevelt
180L	Roosevelt / Palmetto
184	Buffington
187	Airport Loop
192	Old Dixie / Tara Boulevard
307	East Point

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College Park, East Point, Hapeville Frequency and Span on Sundays

MARTA Draft Network
The bus comes about every:

No.	Route
78	Cleveland
79	Sylvan Hills
80	Campbellton / Fulton Indust.
81	Venetian Hills / Connally
84	Washington
89	Old National Hwy
89a	Old National Hwy / Flat Shoals
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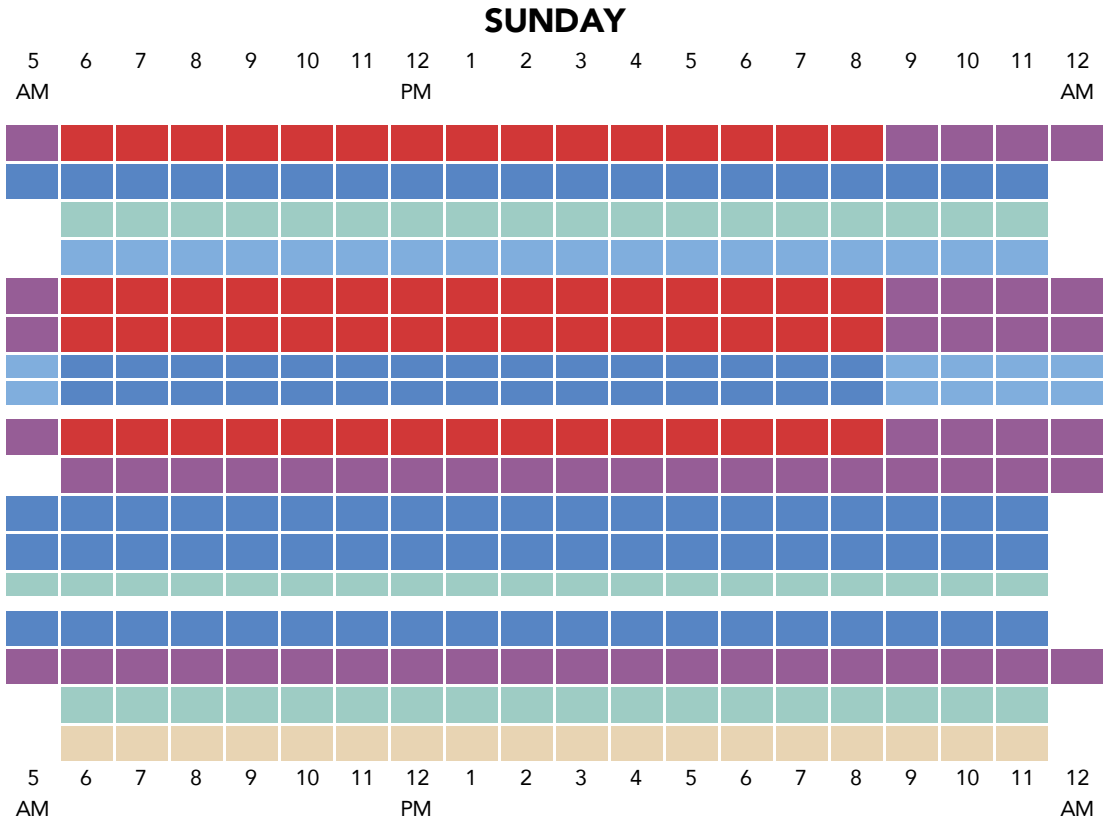

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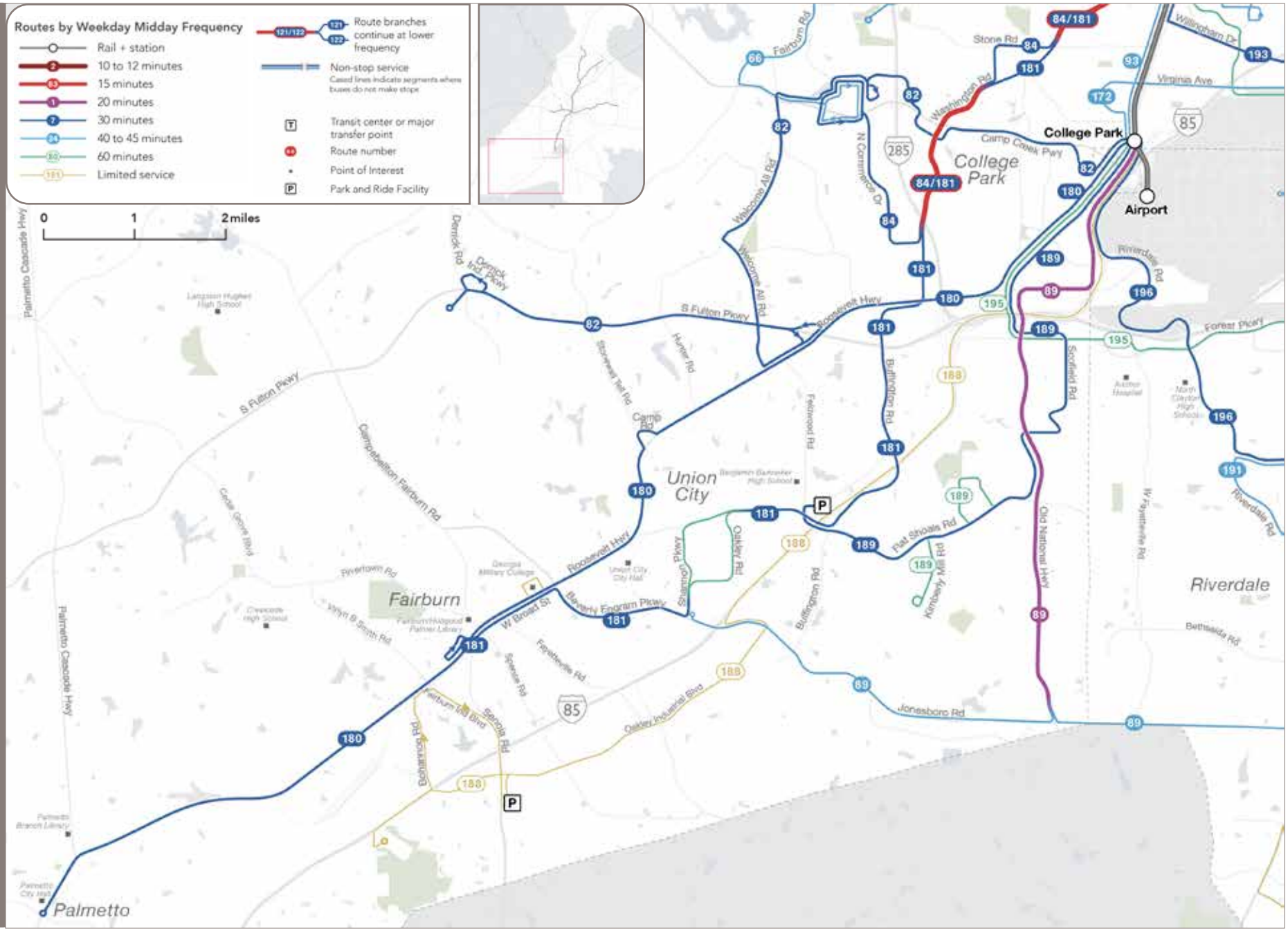
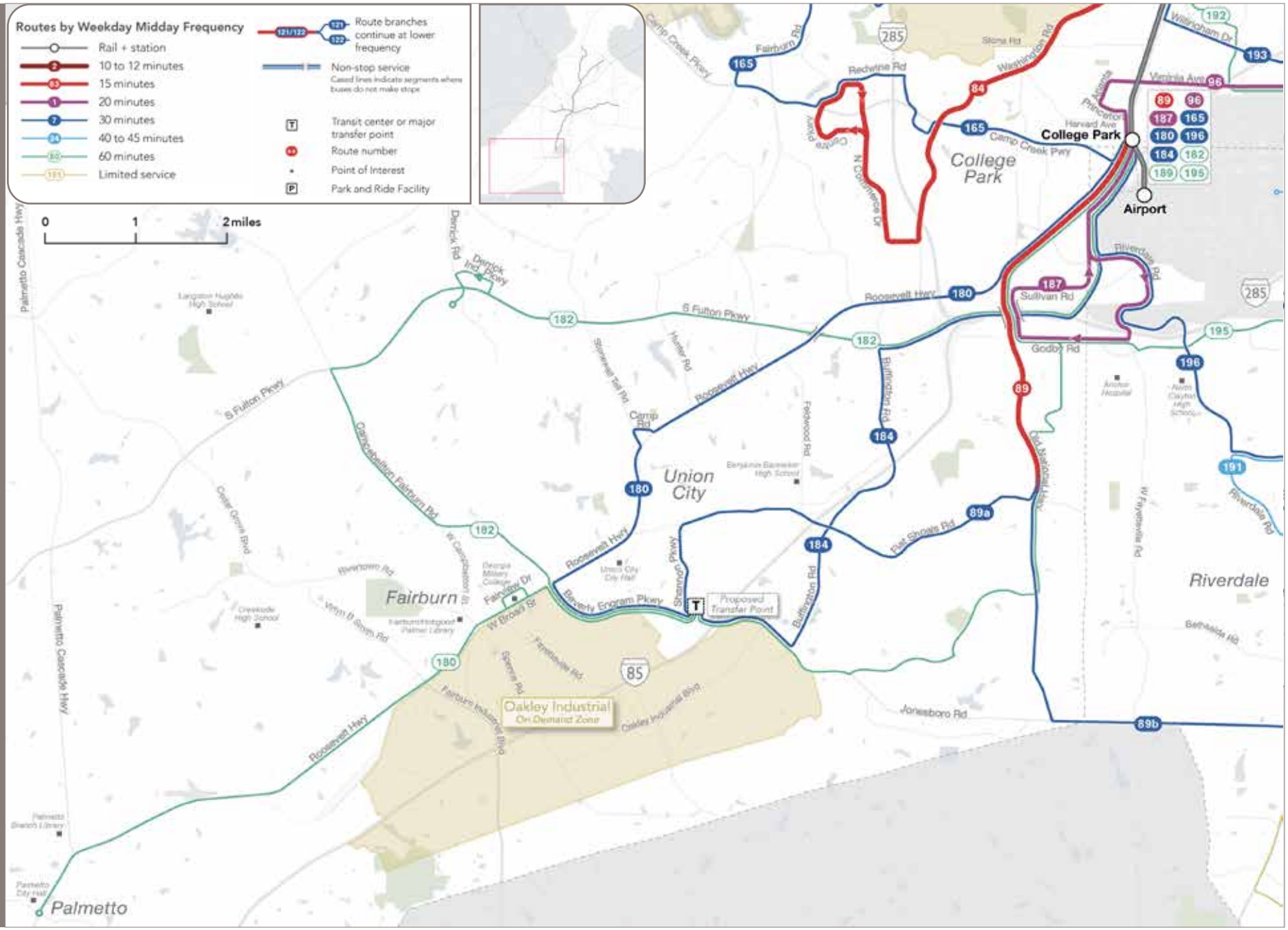
Southwest Fulton Existing

Existing Network



Southwest Fulton Draft Network

Draft Network



Southwest Fulton Changes

New Timed Transfer Point in Union City

Because of the low densities in southern Fulton County and the long distances that must be covered, it would be quite costly and inefficient to offer high frequencies in this area. The proposed network consists mostly of routes running every 30 or 60 minutes. To make these routes useful, they are all organized around a proposed timed connection point in the vicinity of Jonesboro Road and Shannon Parkway. At this point, buses from all routes would be scheduled to be present together for a few minutes every 30 or 60 minutes, so that people could connect from any bus to any other. A new **Oakley Industrial On-Demand Zone**, described below, would also serve this point.

This point is near the shopping centers around the intersection of Shannon Parkway and Jonesboro Road in Union City. This connection point does not have to be a major piece of infrastructure. All that is required is enough space for a few buses to gather, along with sidewalk and shelter. At this stage we are not specifying the exact location of this facility, but several sites near that intersection appear to be good locations.

Fixed Routes

Route 89a (western branch) is revised to serve the Union City transfer point and replace **Route 189**. Currently, **Route 89** extends south from College Park Station along Old National Highway, and half the service turns west on Jonesboro Road to end at the Union City transfer point. Jonesboro Road has little development on this segment. The plan moves this service to Flat Shoals Road, replacing **Route 189** in this area. New **Route 184** serves Jonesboro Road between Shannon Parkway and Buffington Road.

A revised Route 189 serves Scofield Road, Bethsaida Road, and portions of Jonesboro Road that are served by today's **Route 89** western branch. This revised service is every 60 minutes, instead of today's route which is every 40 minutes.

Route 180 on Roosevelt Highway is revised. **Route 180**, which runs along Roosevelt Highway between College Park Station and Palmetto, is revised to deviate east along Jonesboro Road to serve the Union City transfer point. This provides new direct access to the Walmart and other shopping destinations for people in Palmetto and all along Roosevelt Highway. Between the Union City transfer point and College Park Station the frequency would remain every 30 minutes, with every other trip continuing on to Palmetto.

New Route 182 (South Fulton Parkway): The new route would provide faster but less frequent service to South Fulton Parkway and new service on Campbellton Fairburn Road. South Fulton Parkway, including an Amazon facility, is currently served by **Route 82**, which runs every 30 minutes but follows a slow path into College Park Station. The plan replaces it with **Route 182**, which runs nonstop from College Park Station to South Fulton Parkway, with service every 60 minutes. The service would continue to provide new coverage along South Fulton Parkway and Campbellton Fairburn Road into Union City transfer point. While the draft plan generally does not add new coverage, an exception was made here because of several important destinations newly developed on this segment, including a Fulton County elections facility and grocery retail.

New Route 184 (Buffington Rd). Buffington Road is currently served by **Route 181**, with 30-minute service but a very long ride to the first rail connection, which is at East Point Station. This route is also frequently disrupted by the freight rail crossing just south of Roosevelt Highway. The plan proposes to serve Buffington Road with a new **Route 184** every 30 minutes from College Park Station. This route would use I-85 and South Fulton

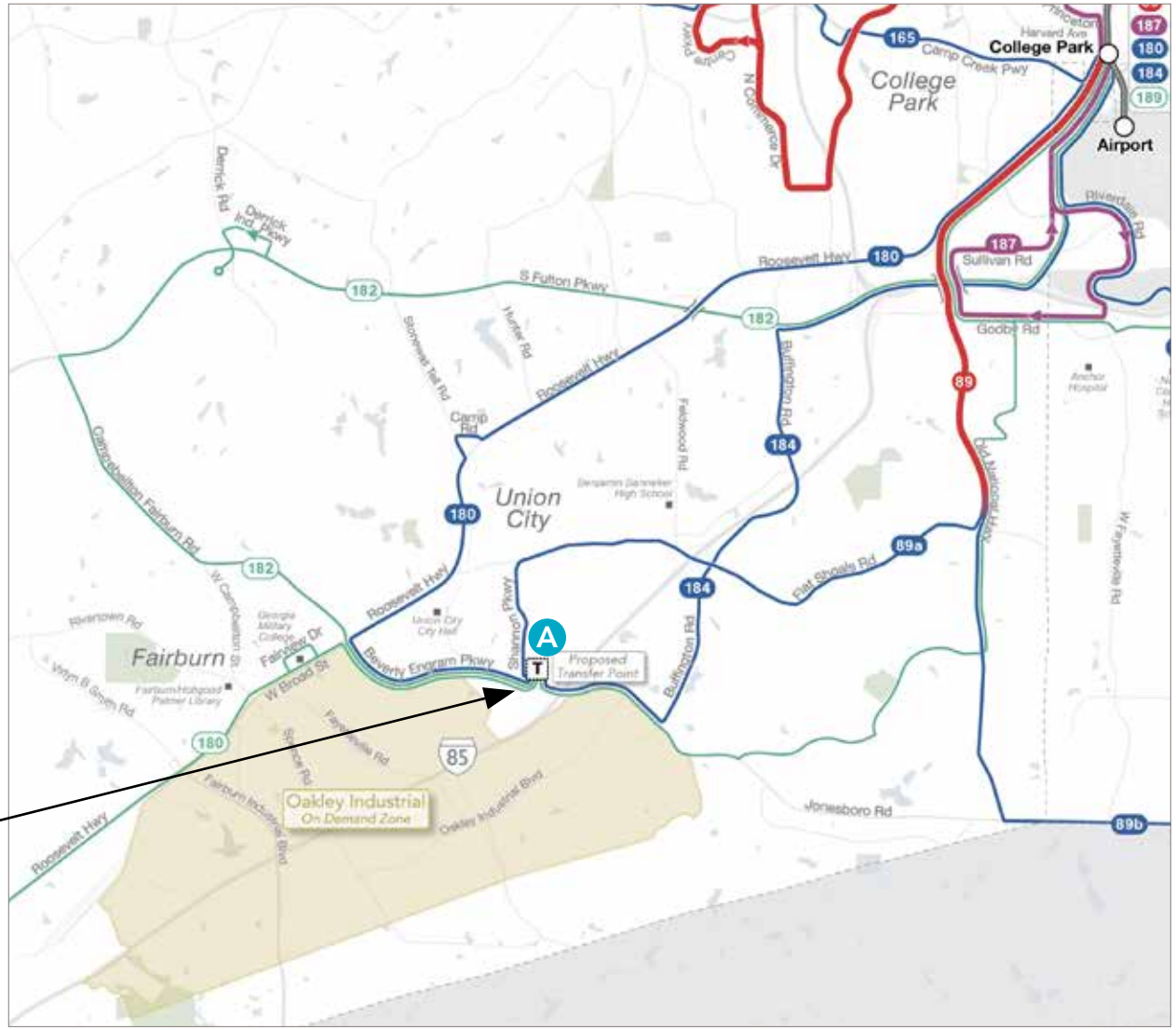
Southwest Fulton Changes Continued

Parkway nonstop to Buffington Road, then run south along Buffington Road to Jonesboro Road, ending at the new Union City transfer point.

New Oakley Industrial On-Demand Area

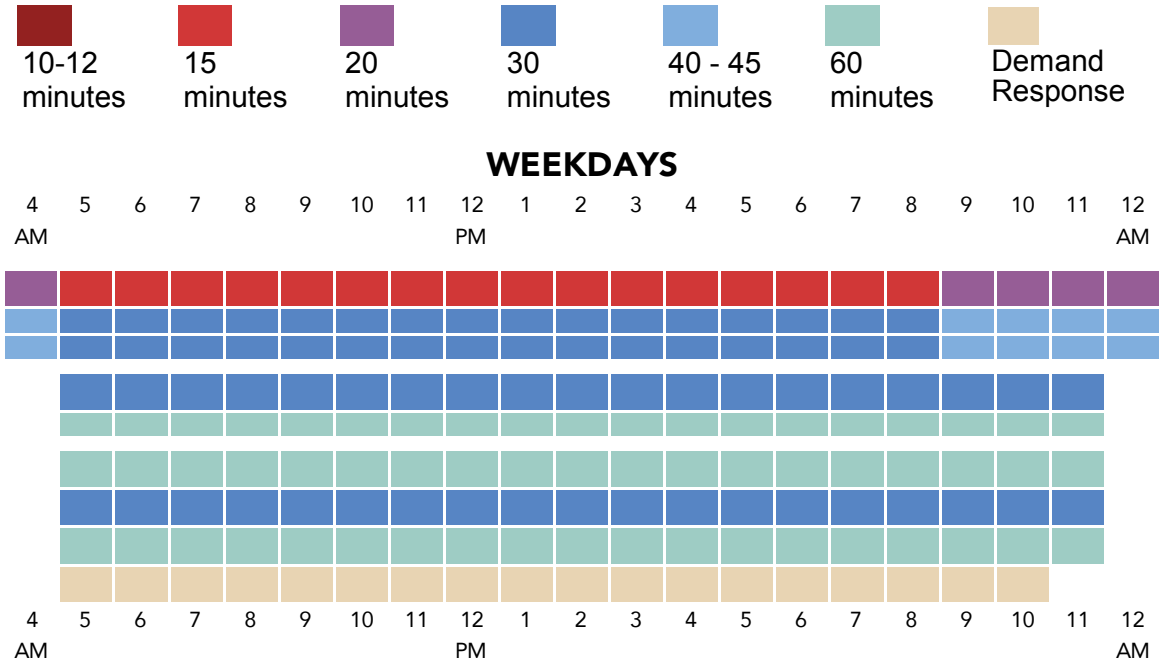
Currently, the Oakley Industrial area in Fairburn is served only by **Route 188**. It runs every 45 minutes with a shorter span of service, even though many industrial jobs start and end at other times. The plan would replace this service with the **Oakley Industrial On-Demand Zone** that is better suited to industrial development patterns and can get closer to many jobs than a fixed route can. This service would run all day, evening, and weekend, providing access to shift changes at most times of day.

A proposed new transfer point in Union City (A) provides timed connections for short wait times to connect between Routes 89a, 180, 182, 184, 189 and the Oakley Industrial On-Demand service.



Southwest Fulton Frequency and Span on Weekdays

MARTA Draft Network
The bus comes about every:

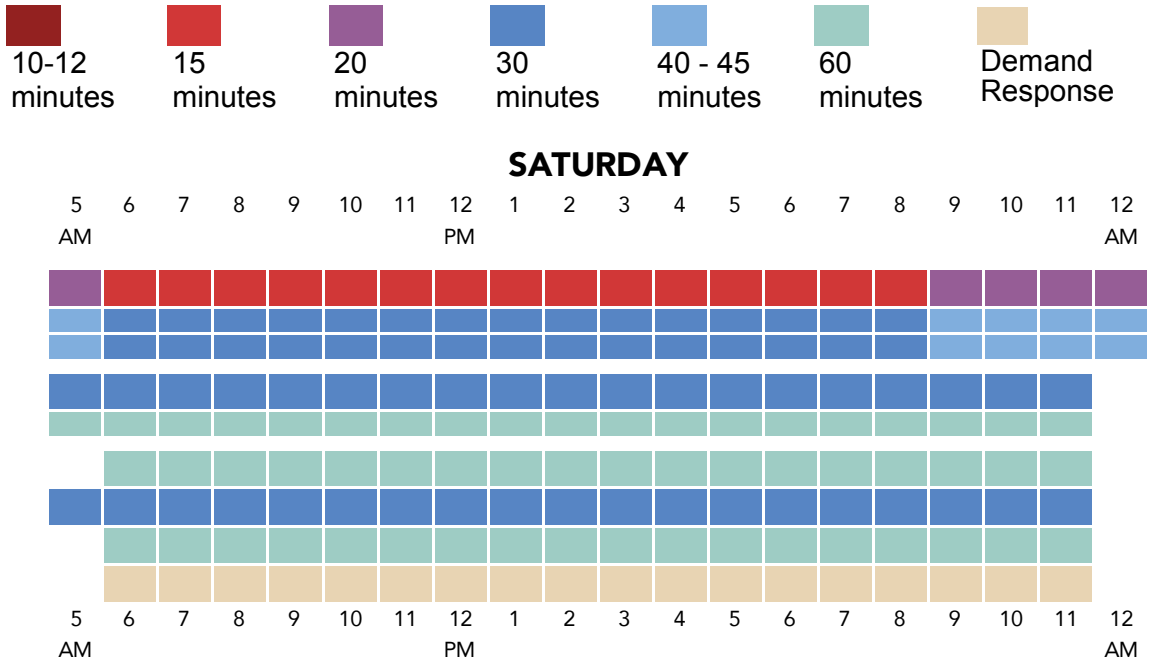


No.	Route
89	Old National Hwy
89a	Old National Hwy / Flat Shoals
89b	Old National Hwy / Riverdale
180	Roosevelt
180L	Roosevelt / Palmetto
182	Fulton Hwy / Union City
184	Buffington
189	Old National Hwy / Bethsaida / Scofield
305	Oakley Industrial

This table displays approximate hours of operation and is subject to refinement in the next phase of the study.

Southwest Fulton Frequency and Span on Saturdays

MARTA Draft Network
The bus comes about every:

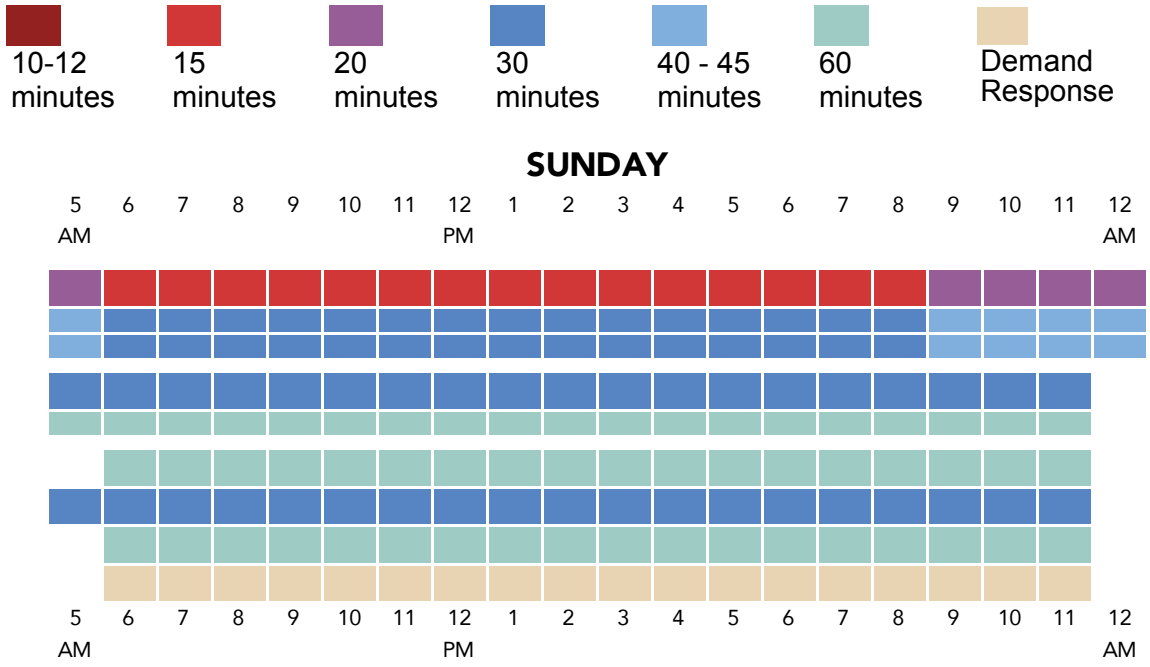


No.	Route
89	Old National Hwy
89a	Old National Hwy / Flat Shoals
89b	Old National Hwy / Riverdale
180	Roosevelt
180L	Roosevelt / Palmetto
182	Fulton Hwy / Union City
184	Buffington
189	Old National Hwy / Bethsaida / Scofield
305	Oakley Industrial

This table displays approximate hours of operation and is subject to refinement in the next phase of the study.

Southwest Fulton Frequency and Span on Sundays

MARTA Draft Network
The bus comes about every:

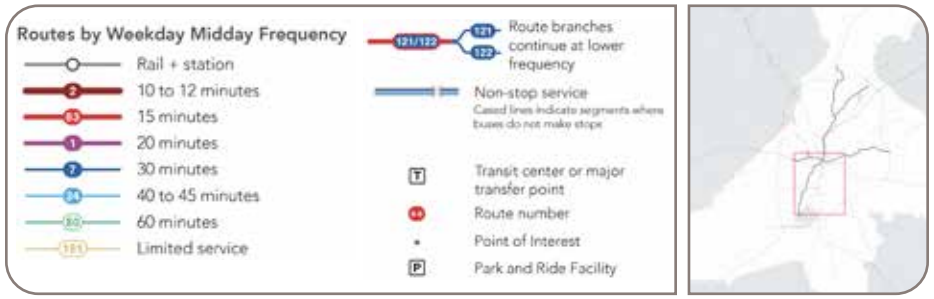


No.	Route
89	Old National Hwy
89a	Old National Hwy / Flat Shoals
89b	Old National Hwy / Riverdale
180	Roosevelt
180L	Roosevelt / Palmetto
182	Fulton Hwy / Union City
184	Buffington
189	Old National Hwy / Bethsaida / Scofield
305	Oakley Industrial

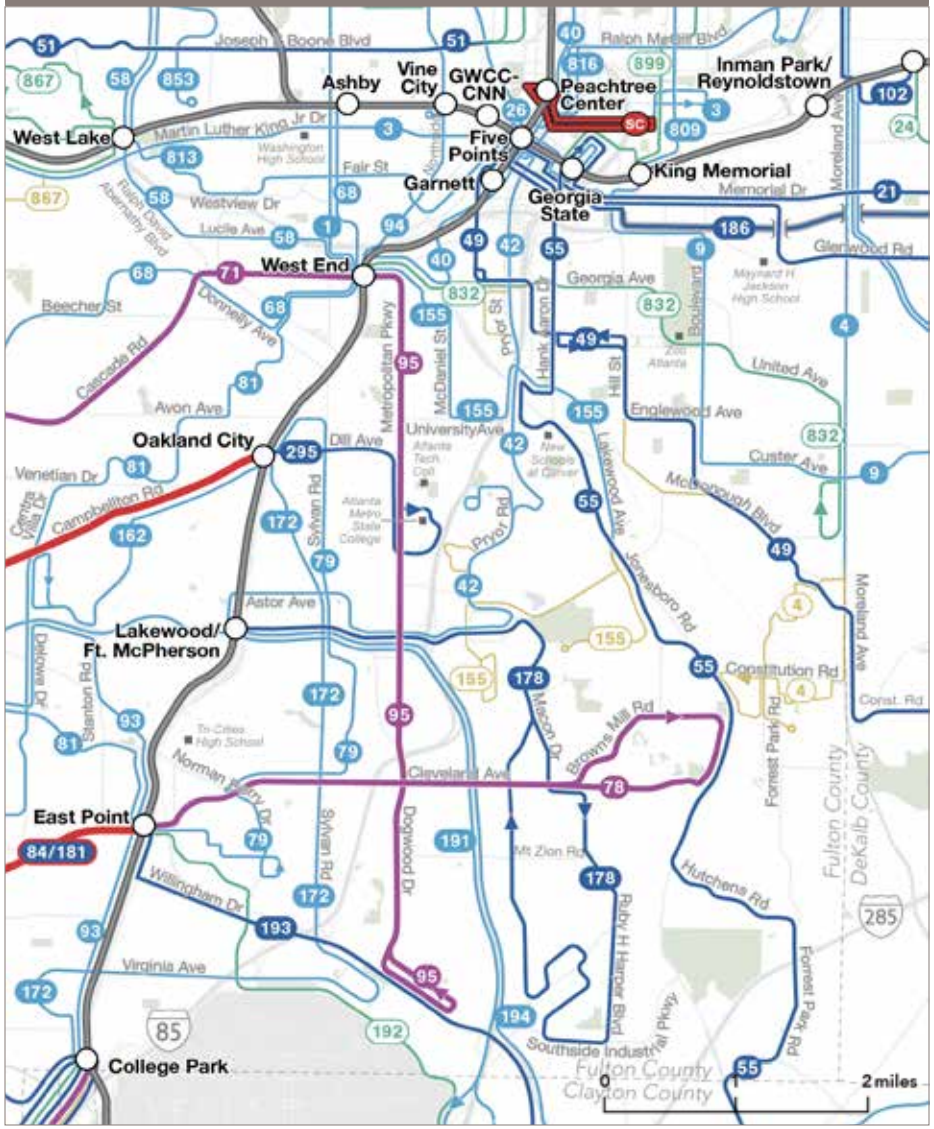
This table displays approximate hours of operation and is subject to refinement in the next phase of the study.

Southeast Atlanta

This page provides a closer view of the existing and draft networks in the southeastern part of Atlanta.



Existing Network



Draft Network

Southeast Atlanta Changes

The southeastern side of Atlanta is an especially challenging landscape for public transit. Many logical routings are impossible because streets are too narrow or turns are too tight. Many neighborhoods are cut-off from destinations and activity centers by freeways and railroads. There are also substantial numbers of low-income residents and minority residents living in areas where the street network is not conducive to efficient bus service.

In planning for this area, we took into account the planned Arterial Rapid Transit projects on Metropolitan Parkway and Cleveland Avenue, and the **Rapid A Line** (formerly the Summerhill BRT), on Hank Aaron Drive. The **Rapid A Line** is expected to open in 2025, just before or alongside the implementation of the Bus Network Redesign and we have designed other services in the area to complement the new **Rapid A Line**. The Metropolitan and Cleveland Arterial Rapid Transit services are expected to begin after the 2025 implementation date for the plan but we did think about how the network would later be adapted to them. For these two corridors, we propose to create frequent bus routes matching the alignment of the planned service, so that these routes can easily be replaced by the new ART Lines when they open.

East West Services

Only three east-west services are reasonable in this area. In addition, some north-south services in the area would turn west along Langford Parkway to serve Lakewood Station.

Memorial Drive (Routes 21 & 22). Existing **Routes 21 and 107** are replaced by proposed **Routes 21 and 22**, which jointly provide 15-minute east-west service. The service begins at Five Points Station, serves the State Capitol area, then extends east on Memorial Drive. A major change is proposed at Bill Kennedy Way. Existing **Routes 21 and 107** separate at this point, with 21 continuing east on Memorial Drive and 107 shifting south to Glenwood Avenue. We believe the highest ridership design is for both lines to turn south on Bill Kennedy Way and east on Glenwood Avenue so that the full 15-minute frequency is available at the major commercial centers on Glenwood Avenue in southeast Atlanta. Instead, the branching would occur further east, as described in the East Atlanta section on page 94.

McDonough Boulevard (New Route 7). Because so many transit connections are available at West End Station, it is logical to provide a service east from that station across Southeast Atlanta. Proposed **Route 7** begins at West End Station and follows Ralph David Abernathy Boulevard to Humphries Street to McDaniel Street, to University Avenue, similar to today's **Route 155.** It would continue on University Avenue to McDonough Boulevard, serving Thomasville Heights, before turning north on Moreland Avenue. The route becomes the Boulevard line crossing north-south through downtown, connecting to King Memorial Station and ending at Lindbergh Center Station. The route is obviously not designed to be ridden end to end, but it is an efficient way to connect many inner southeast neighborhoods, and the zoo, west to the Red/Gold lines and also north to the Blue/Green lines.

Cleveland Avenue (Route 78). Cleveland Avenue service is unchanged but upgraded to run every 15 minutes. This route would later be replaced by the Cleveland Avenue Arterial Rapid Transit project. In this plan, service on McWilliams Road is currently provided only as a means of turning around. The ART project will create a new turnaround allowing service to run two-way on Cleveland Avenue all the way to Jonesboro Road. At that point, the intention is that the McWilliams Road segment would become part of the **Lakewood On-Demand Zone**, described on page 89.

Southeast Atlanta Changes Continued

North-South Services

To the extent possible, north-south routes are revised to be more parallel, with fewer "stairstep" routings that consume time with many turns, but many obstacles in the street network make this difficult. This section explains the proposed north-south services, in order from west to east.

Sylvan Road (Route 79, existing Route 172). The plan consolidates current Routes 172 and 79 to create a simpler and more frequent Route 79, with service every 30 minutes. North of Cleveland Avenue the route would follow the path of current Route 79, mostly on Sylvan Road but deviating via Springdale Road between Langford Parkway and Cleveland Avenue. Instead of turning west to East Point Station as Route 79 does, it would continue south on Sylvan Road to end in Hapeville, using the same turnaround used now by Route 95. A revision to Route 192 (see the East Point section) would replace Route 79 service along Norman Berry Drive in eastern East Point. Ridership is very low on the segments of Route 172 that would be discontinued (Langston Avenue, and Sylvan Road between Langford Parkway and Cleveland Avenue). Most of Langston Avenue is also within walking distance of proposed stops on Sylvan Road.

Metropolitan Parkway (Route 95 and New Route 96). Route 95 is revised to match the future alignment of the Arterial Rapid Transit project, ending in a turnaround loop along Springdale Road, Glenway Drive, and Sylvan Road, near the Walmart at Sylvan Road & Cleveland Avenue rather than in Hapeville. Service is increased to every 15 minutes. The new Route 96, covers Metropolitan Parkway from Langford Parkway to Hapeville. This route, every 20 minutes, begins at Lakewood Station and extends east along Langford Parkway and south along Metropolitan Parkway into Hapeville. That part of the route is described further in the South Fulton County chapter.

The design affecting **McDaniel Street, Windsor Street, Pryor Street, and Hank Aaron Drive** needs to be considered as a holistic network adjustment to streamline services with the introduction of the Rapid A Line, provide more direct service to downtown and rail stations for areas in Southeast Atlanta, and reduce duplication.

With the introduction of the Rapid A Line, Route 55 (Jonesboro Road) and Route 42 (Pryor) are each shifted to the west. Route 55 would use Central Avenue and Pryor Street into downtown, while Route 42 would use portions of Central and Pryor, and cover portions of Ralph David Abernathy Boulevard, McDaniel Street, Fulton Street, and Windsor Street. Details of these routes and the considerations behind them are as follows.

McDaniel Street, Windsor Street. Route 155 is an infrequent service that covers McDaniel Street and Lakewood Avenue, ending in branches that serve Harper Road and the Polar Rock neighborhood. For the McDaniel Street segment south of Ralph David Abernathy Boulevard, the plan proposes 30-minute frequency on new Route 7, connecting to West End Station. For areas north of Ralph David Abernathy Boulevard currently served by either Route 40 or Route 49, the revised Route 42 would flow into downtown via Fulton and Windsor Streets to Five Points Station.

Pryor Road. Route 42 would be upgraded to every 30 minutes. The deviations into the Joyland neighborhood and along Moury and Meldon Avenues would be replaced by the Lakewood On-Demand Zone (described on page 89), allowing this route to provide more direct service. North of Ralph David Abernathy Boulevard, the route would shift west to McDaniel Street, as described above. This new route will cover portions of the current Routes 40 and 49.

Southeast Atlanta Changes Continued

Jonesboro Road, Pryor Street (Revised Route 55). The Jonesboro Road service from Clayton County is streamlined for faster operation. Deviations via Browns Mill Road and Harper Road would be served by the **Lakewood On-Demand Zone**. Today's **Route 55** makes a deviation west to Pryor Street and back to Hank Aaron Drive. With the **Rapid A Line** on Hank Aaron, the revised **Route 55** takes a faster path into Five Points Station from Lakewood Heights via Lakewood Avenue to Milton Avenue to Weyman Avenue to Ridge Avenue to Pryor Street. Areas not within walking distance of Jonesboro Road or Lakewood Avenue could use the Lakewood On-Demand Zone. At Milton Avenue and Hank Aaron Drive, the revised route would connect with the **Rapid A Line**.

Hank Aaron Drive, Milton Ave, McDonough Road (Revised Route 49). A major improvement for the southside is the streamlining of **Route 49** which would follow Hill Street to Martin Luther King Jr. Drive, with service every 20 minutes, dramatically improving its travel time from the Thomasville Heights area to downtown. In the northbound direction **Route 49** would use Grant Street from Atlanta Avenue to Georgia Avenue, and intersection changes would be needed at Georgia Avenue and Hill Street to accommodate northbound buses turning right onto Hill Street. This route would go to Georgia State Station and then continue north to North Avenue Station along Courtland Street and Piedmont Avenue. At the other end, every second trip would continue to the Gallery at South DeKalb, opening new access to the mall and its many transit connections from these southside Atlanta neighborhoods.

Boulevard, United Avenue (New Route 7, replacing existing Routes 9 and 832). New **Route 7**, with service every 30 minutes, would run north-south between Lindbergh Center Station and West End Station. This route would serve two different segments of Boulevard. One segment would be from Ponce de Leon Avenue to Irwin St. The other segment would be from Memorial Drive to Ormewood Avenue. From there it would turn east on Ormewood Avenue to United Avenue and south on Moreland Avenue. From here it would make a small deviation eastward along Eastland Road and Custer Avenue to service segments now served by **Route 9**. It would then proceed south to Thomasville Heights and begin traveling back westward, finally reaching West End Station. (The east-west part of this route is described above.) This route is not intended to be ridden end-to-end, but connects all of the areas it serves both west to West End Station and north across parts of Boulevard to Lindbergh Center Station, making many connections with east-west services.

Moreland Avenue, Leila Valley, Rebel Valley Forest. The frequency of **Route 4** is improved to run every 30 minutes. At the south end the route would be simplified to use Constitution Road on all trips, ending at a convenient connection at Jonesboro Road and McWilliams Road (**Route 55** and **Route 78**). The current infrequent deviations via the Leila Valley and Rebel Valley Forest neighborhoods and along Turner Road and Thomasville Drive, would be discontinued. Riders would have much more frequent service if they walk to stops on Kipling Street or McDonough Boulevard. In Leila Valley and Rebel Valley Forest, the nearest stops would be along Hargis Street and Forrest Park Road.

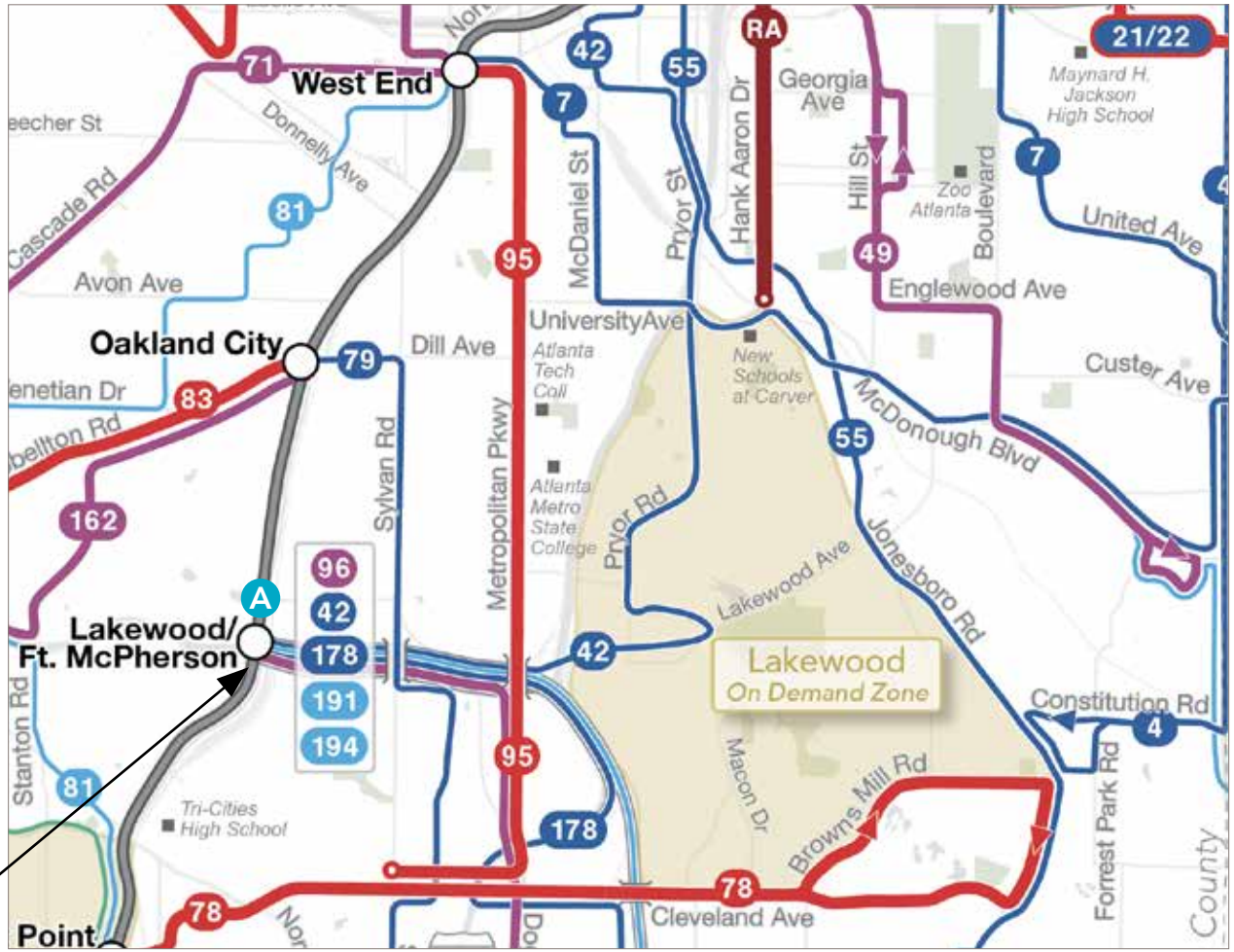
Ruby Harper Boulevard and Macon Drive (Revised Route 178). The Ruby Harper Boulevard service is streamlined for faster operation and more two-way service. Macon Drive is now served by the **Lakewood On-Demand Zone**. The new Route 178 starts at Lakewood/Fort McPherson Station using Langford Parkway and I-85 to reach Cleveland Avenue. From there it operates on Cleveland Avenue, Forrest Hills Drive, Mount Zion Road, Browns Mill Road, Ruby H. Harper Boulevard and Southside Industrial

Southeast Atlanta Changes Continued

Parkway to Zip Industrial Boulevard and ends in a one-way loop via Browns Mill Road and Hamilton Boulevard. This new design provides more consistent two-way service for more customers, connects to a major grocery store, and provides connections to Routes 78, 95, and 96. Portions of Hapeville Road and Empire Boulevard are no longer served, but most sections are within 1/4 mile of the revised route or another service.

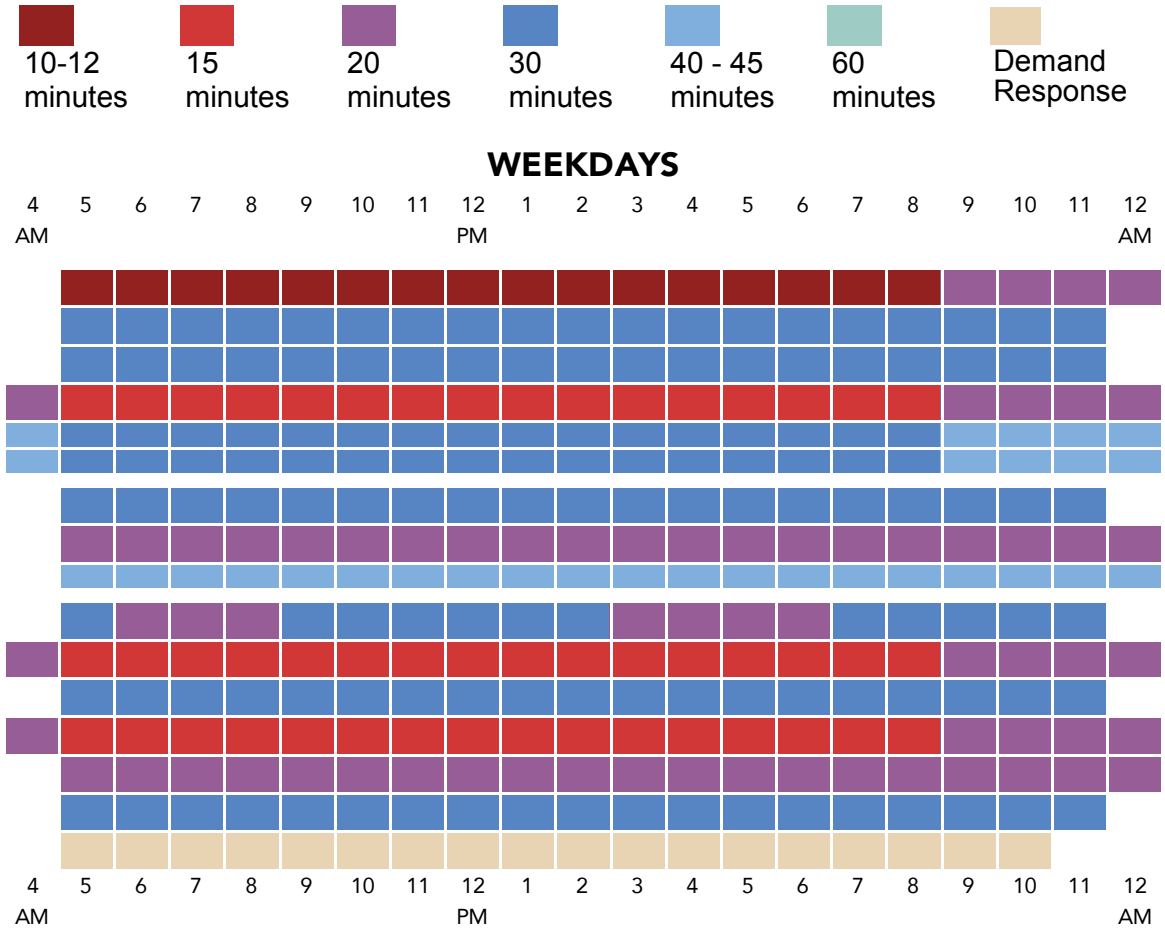
Lakewood On-Demand Zone. Currently, **Routes 42 and 155** have complex and circuitous deviations to serve the disconnected street networks across areas of Lakewood. The plan proposes to replace these low-frequency, circuitous paths with the **Lakewood On-Demand Zone** that would connect to Lakewood/Fort McPherson Station and nearby fixed routes (such as the Rapid A Line and Routes 4, 7, 42, 55, and 78) and major shopping destinations nearby.

The proposed Lakewood On-Demand Zone would serve areas of Lakewood, Lakewood Heights, Joyland, Browns Mill Park, and surrounding neighborhoods currently served by Routes 42 and 155. It would provide connections to all areas within the zone, adjacent fixed routes, and direct connections to Lakewood/Fort McPherson Station (A).



Southeast Atlanta Frequency and Span on Weekdays

MARTA Draft Network
The bus comes about every:

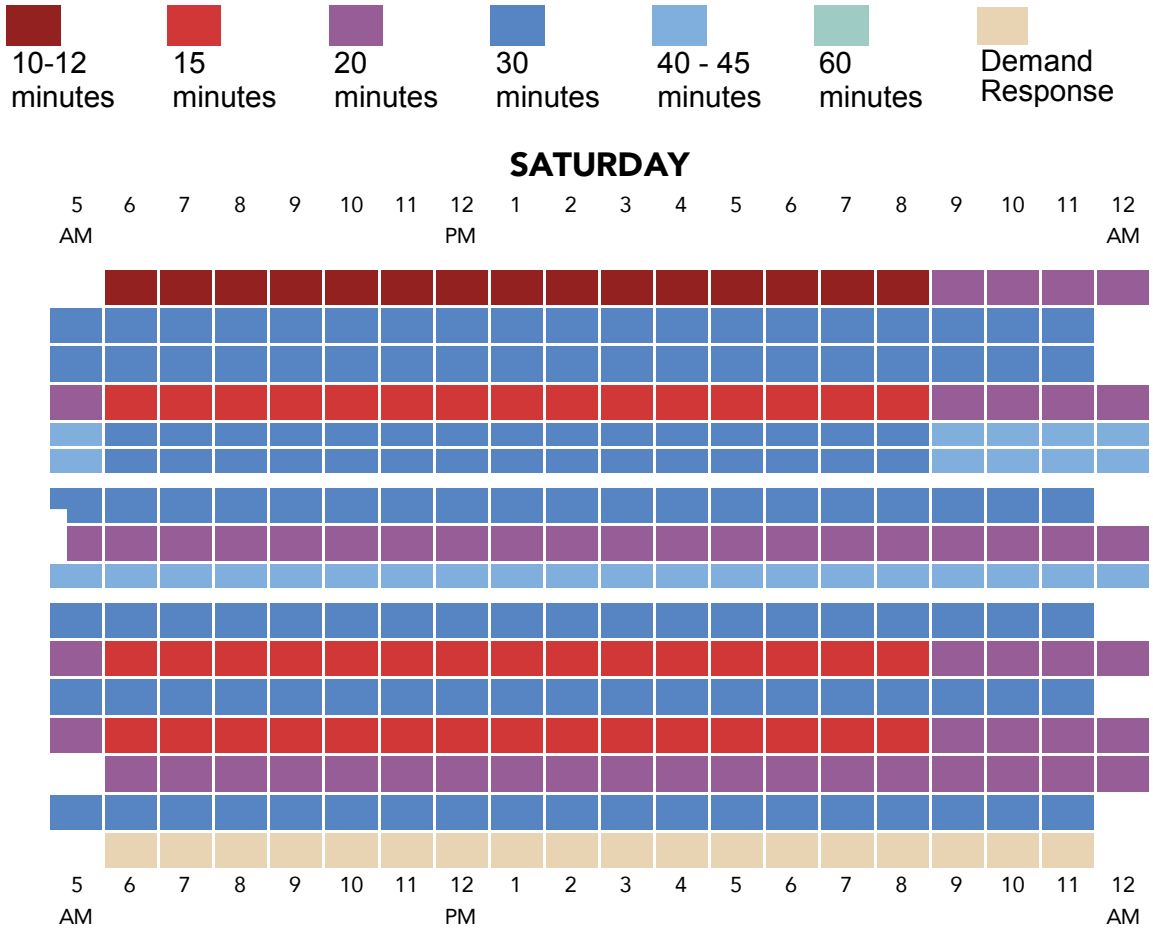


No.	Route
RA	Rapid A Line
4	Moreland
7	Monroe / Abernathy
21 x 22	Memorial Drive
21	Memorial Drive
22	Glenwood
42	Pryor / McDaniel
49	Hank Aaron / McDonough
49L	Hank Aaron / McDonough / Const.
55	Jonesboro
78	Cleveland
79	Sylvan Hills
95	Metropolitan Pkwy
96	Virginia / Lakewood
178	Ruby Harper
304	Lakewood

This table displays approximate hours of operation and is subject to refinement in the next phase of the study.

Southeast Atlanta Frequency and Span on Saturdays

MARTA Draft Network
The bus comes about every:



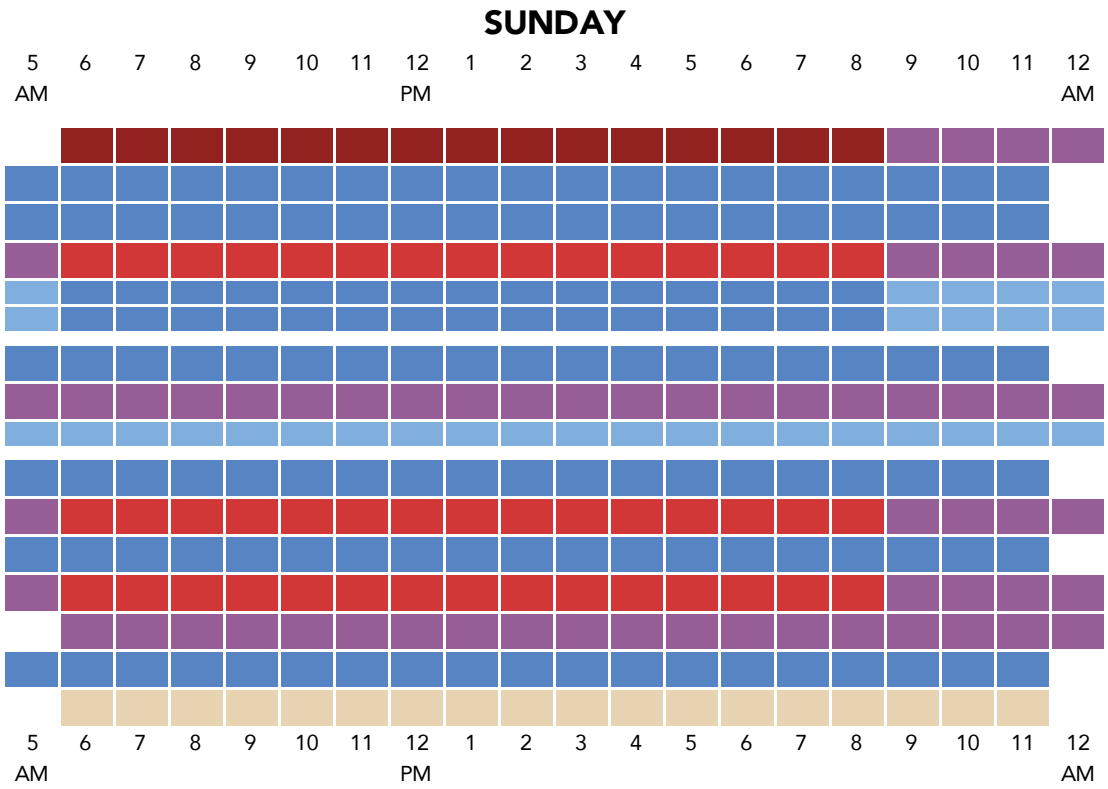
No.	Route
RA	Rapid A Line
4	Moreland
7	Monroe / Abernathy
21 x 22	Memorial Drive
21	Memorial Drive
22	Glenwood
42	Pryor / McDaniel
49	Hank Aaron / McDonough
49L	Hank Aaron / McDonough / Const.
55	Jonesboro
78	Cleveland
79	Sylvan Hills
95	Metropolitan Pkwy
96	Virginia / Lakewood
178	Ruby Harper
304	Lakewood

This table displays approximate hours of operation and is subject to refinement in the next phase of the study.

Southeast Atlanta Frequency and Span on Sundays

MARTA Draft Network
The bus comes about every:

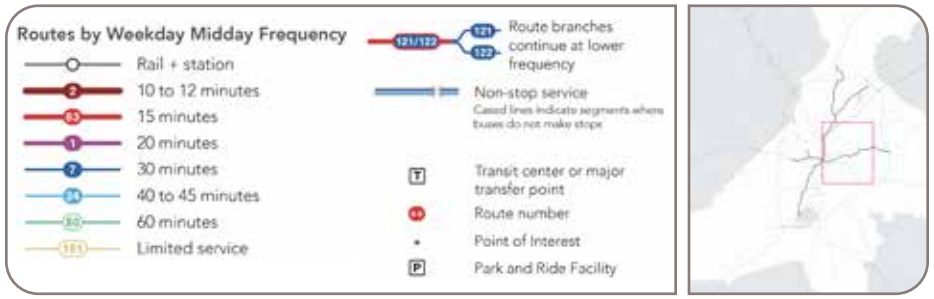
No.	Route
RA	Rapid A Line
4	Moreland
7	Monroe / Abernathy
21 x 22	Memorial Drive
21	Memorial Drive
22	Glenwood
42	Pryor / McDaniel
49	Hank Aaron / McDonough
49L	Hank Aaron / McDonough / Const.
55	Jonesboro
78	Cleveland
79	Sylvan Hills
95	Metropolitan Pkwy
96	Virginia / Lakewood
178	Ruby Harper
304	Lakewood



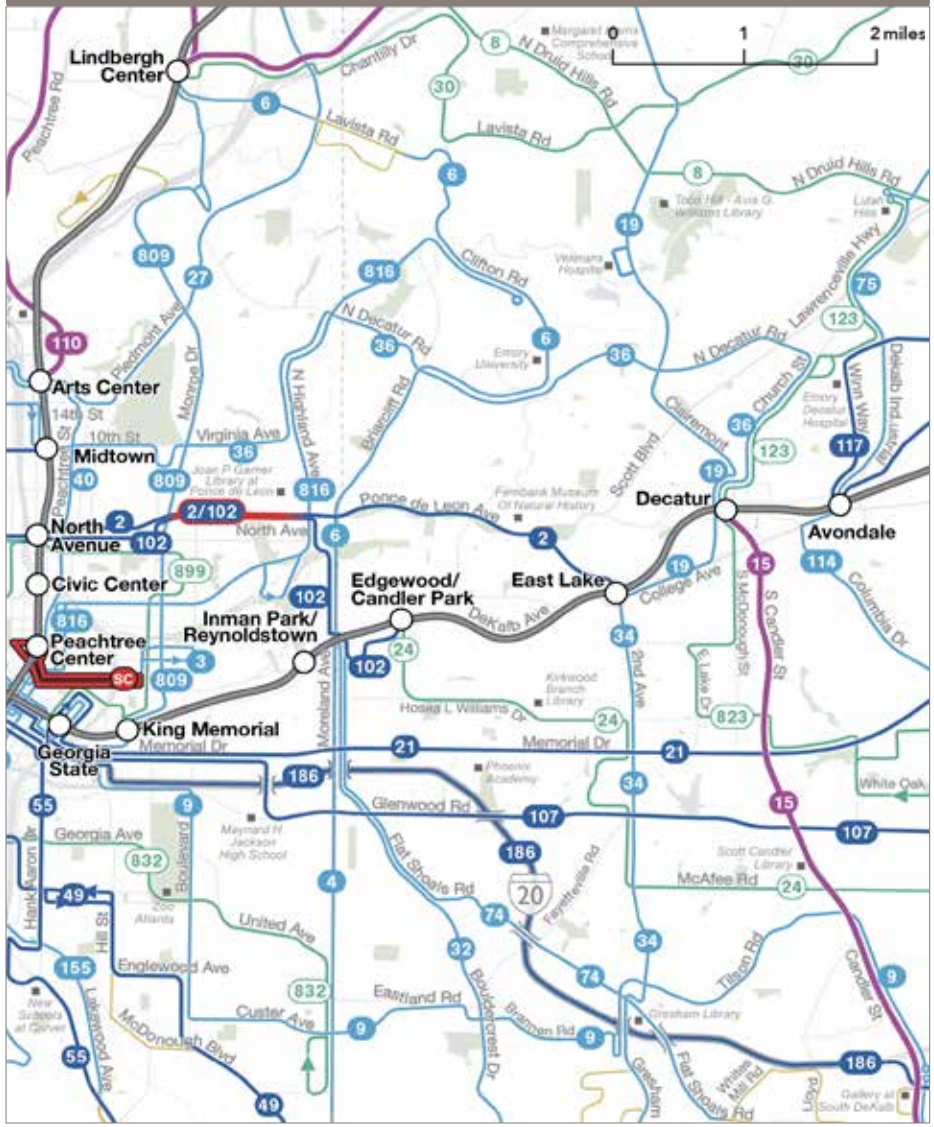
This table displays approximate hours of operation and is subject to refinement in the next phase of the study.

East Atlanta

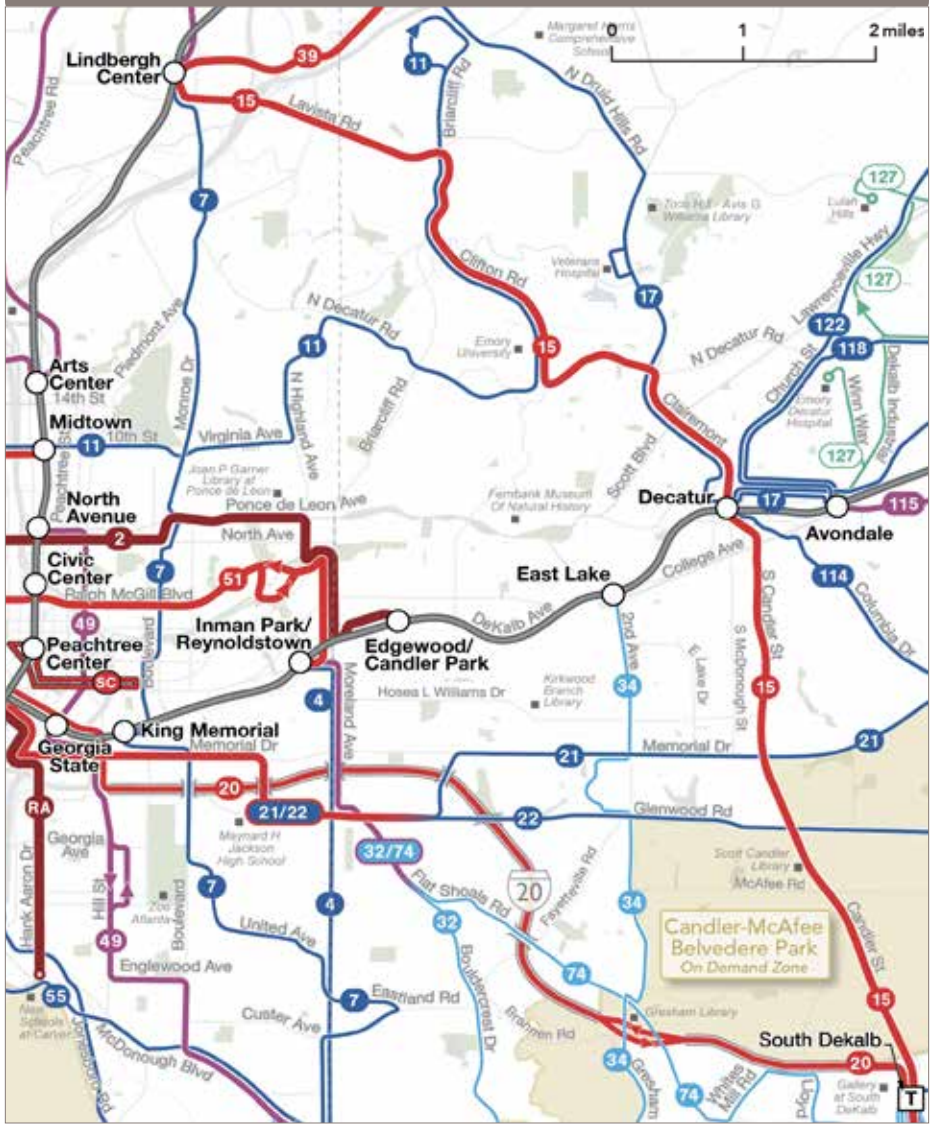
This page provides a closer view of the existing and draft networks in the eastern part of Atlanta and surrounding areas.



Existing Network



Draft Network



East Atlanta Changes

This section covers the portion of the City of Atlanta that extends into DeKalb County. For more on services affecting this area, see the Central DeKalb and South DeKalb sections below.

Memorial Drive, Glenwood Avenue

The half-hourly **Routes 21** and **107** are generally retained but restructured to extend high frequency service. The route number **107** is changed to **Route 22**, so that it is easier for people to see how these two routes work together.

Currently, these two routes combine to provide a 15-minute frequency along a portion of Memorial Drive, but then split to serve different downtown destinations, so that high frequency is not available from the downtown end. The Draft Plan restructures these routes so that the 15-minute service continues through downtown, serving Georgia State and Five Points Stations.

The two routes currently separate at Bill Kennedy Way, with **Route 21** continuing east on Memorial Drive and **Route 107** shifting south to Glenwood Avenue. We propose that the full 15-minute frequency follow the **Route 107** path through this area, because it serves an area of very intense demand. Combined **Route 21 and 22**, coming east from downtown on Memorial Drive, would turn south on Bill Kennedy Way and east on Glenwood Avenue through the East Atlanta Village. At Maynard Terrace, the routes would separate, with **Route 21** shifting back north to Memorial Drive and **Route 22** (current **Route 107**) continuing east along Glenwood Avenue. The outer part of **Route 21** is unchanged and ends at Kensington Station. **Route 22** is mostly the same as today's **Route 107**, with a slight adjustment to serve South Indian Creek Drive to Indian Creek Station, instead of using I-285.

Flat Shoals Road (Route 32 and 74)

Routes 32 and 74 are unchanged within Atlanta, though there are revisions further south (see page 100). One improvement is that the schedules of the two routes would be coordinated to provide a 20-minute frequency from Inman Park/Reynoldstown Station to Flat Shoals Road and Bouldercrest Road.

Edgewood and Candler Park

The neighborhoods east of Moreland Avenue and north of Memorial Drive have no local bus service under the plan, apart from the **Route 2** service along the north side of the Blue and Green Lines to Edgewood/Candler Park Stations. As noted on page 44, future charging infrastructure should be prioritized for Inman Park/Reynoldstown Station to enable **Route 2** to make powerful connections with other routes traveling further south along Moreland Avenue.

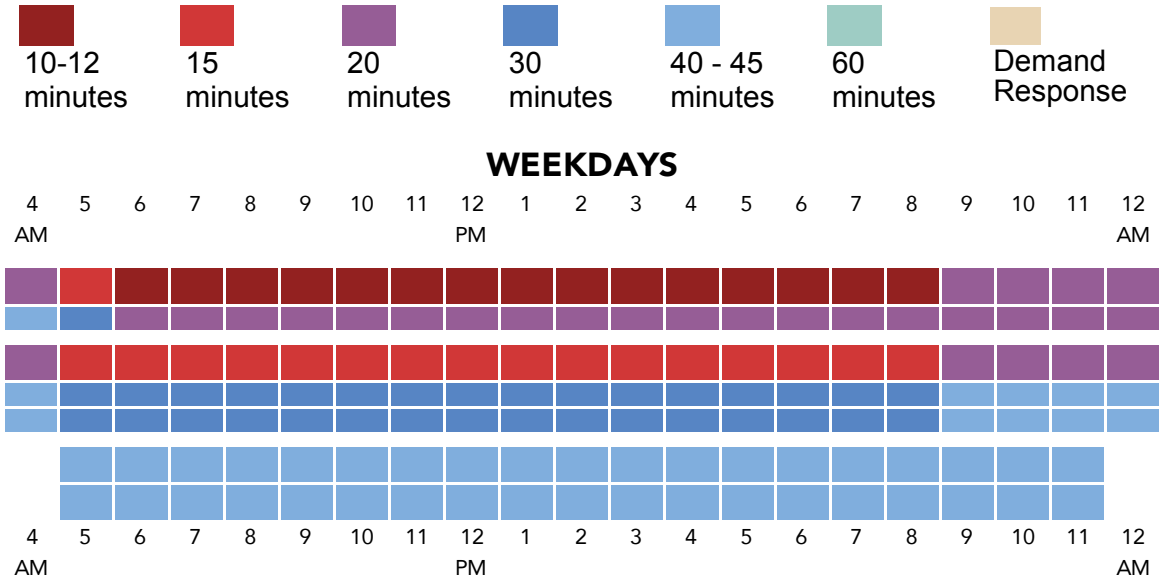
The plan discontinues the low-ridership service along Ponce De Leon Avenue, currently part of **Route 2**, and the segment of **Route 102** along Caroline Street, Marion Place, and La France Street. The plan also discontinues the low-performing **Route 24** along Hosea L. Williams Drive.

We would have liked to retain more service in this area, but the barriers are significant. Where there are straight streets suitable for bus operations, like Ponce de Leon Avenue and Hosea L. Williams Drive, there is a lack of density. Where there is high development density, such as near Pullman Yards, the streets present barriers like narrow right of way or tight turns.

We also considered deploying an on-demand service in this area, but could not justify service under current resource levels. While it was not justified under the project's equity goals, future on-demand service in the area could be considered further.

East Atlanta Frequency and Span on Weekdays

MARTA Draft Network
The bus comes about every:

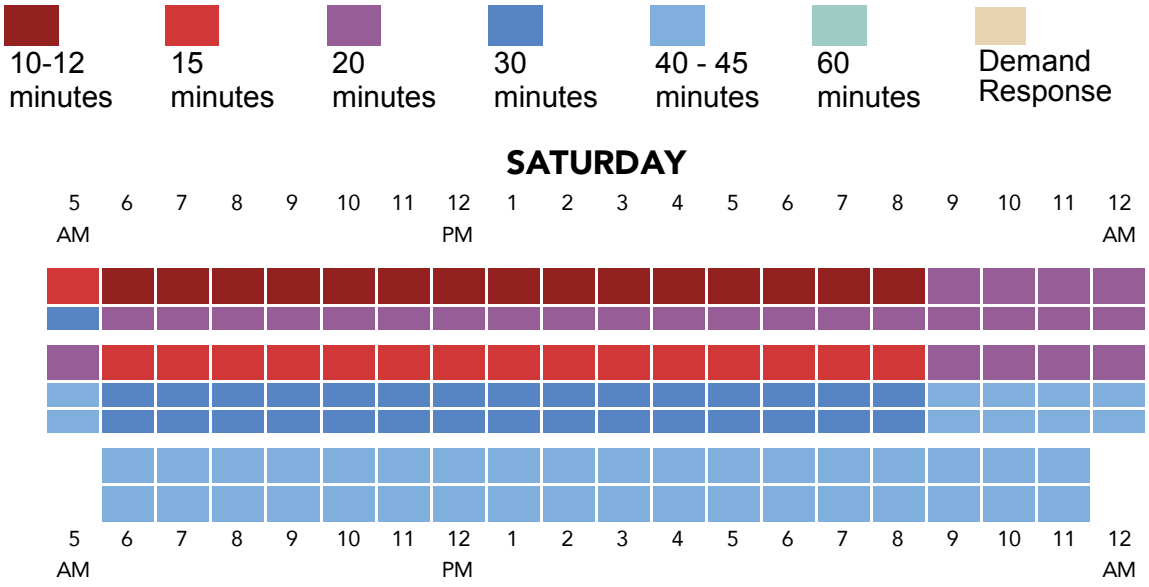


No.	Route
2	Ponce De Leon
2L	Ponce de Leon / Hollowell
21 x 22	Memorial Drive
21	Memorial Drive
22	Glenwood
32	Bouldercrest
74	Moreland / Flat Shoals

This table displays approximate hours of operation and is subject to refinement in the next phase of the study.

East Atlanta Frequency and Span on Saturdays

MARTA Draft Network
The bus comes about every:

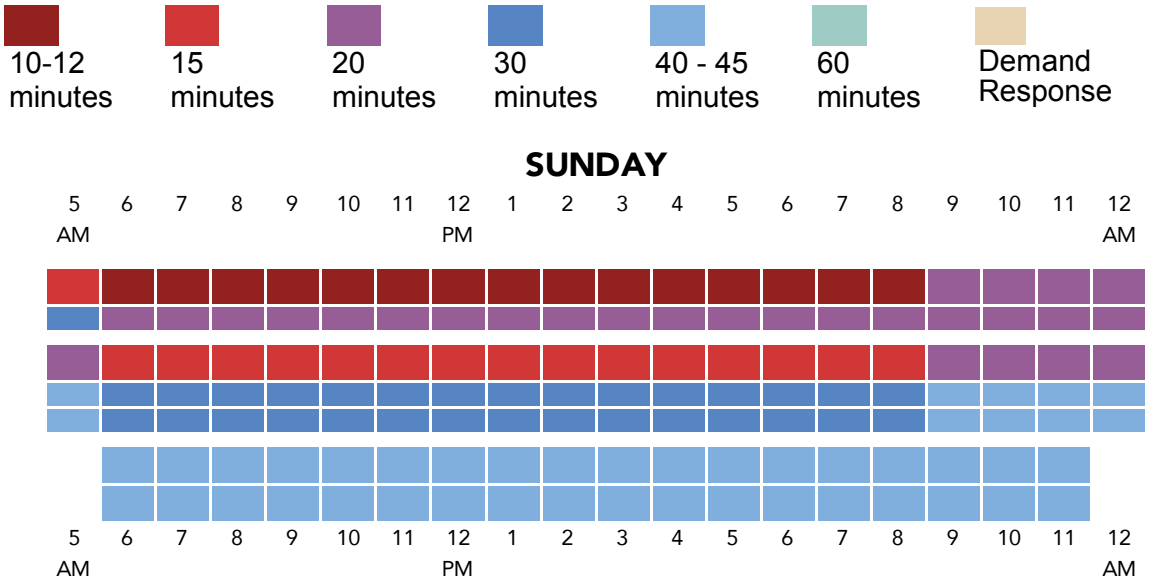


No.	Route
2	Ponce De Leon
2L	Ponce de Leon / Hollowell
21 x 22	Memorial Drive
21	Memorial Drive
22	Glenwood
32	Bouldercrest
74	Moreland / Flat Shoals

This table displays approximate hours of operation and is subject to refinement in the next phase of the study.

East Atlanta Frequency and Span on Sundays

MARTA Draft Network
The bus comes about every:

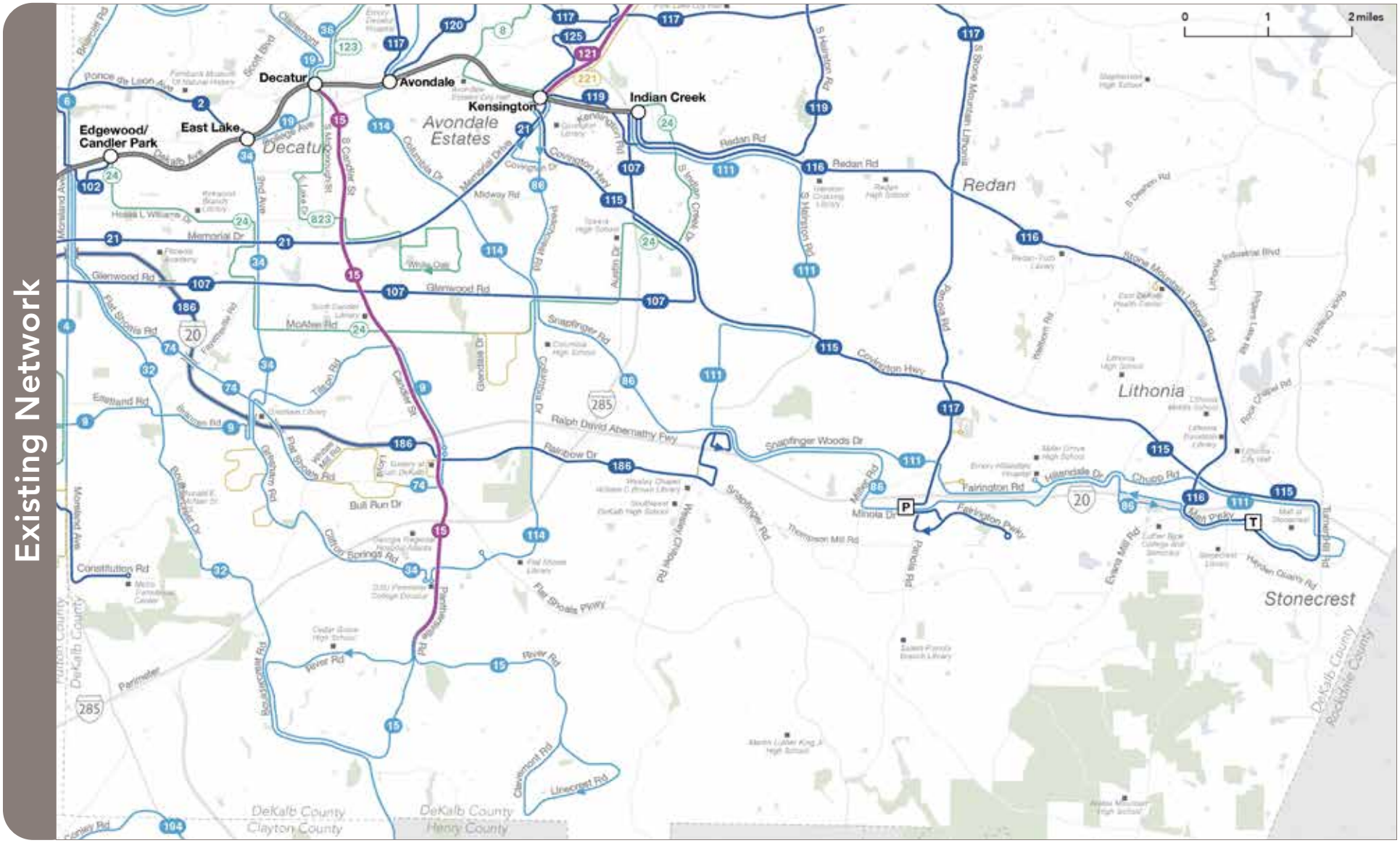


No.	Route
2	Ponce De Leon
2L	Ponce de Leon / Hollowell
21 x 22	Memorial Drive
21	Memorial Drive
22	Glenwood
32	Bouldercrest
74	Moreland / Flat Shoals

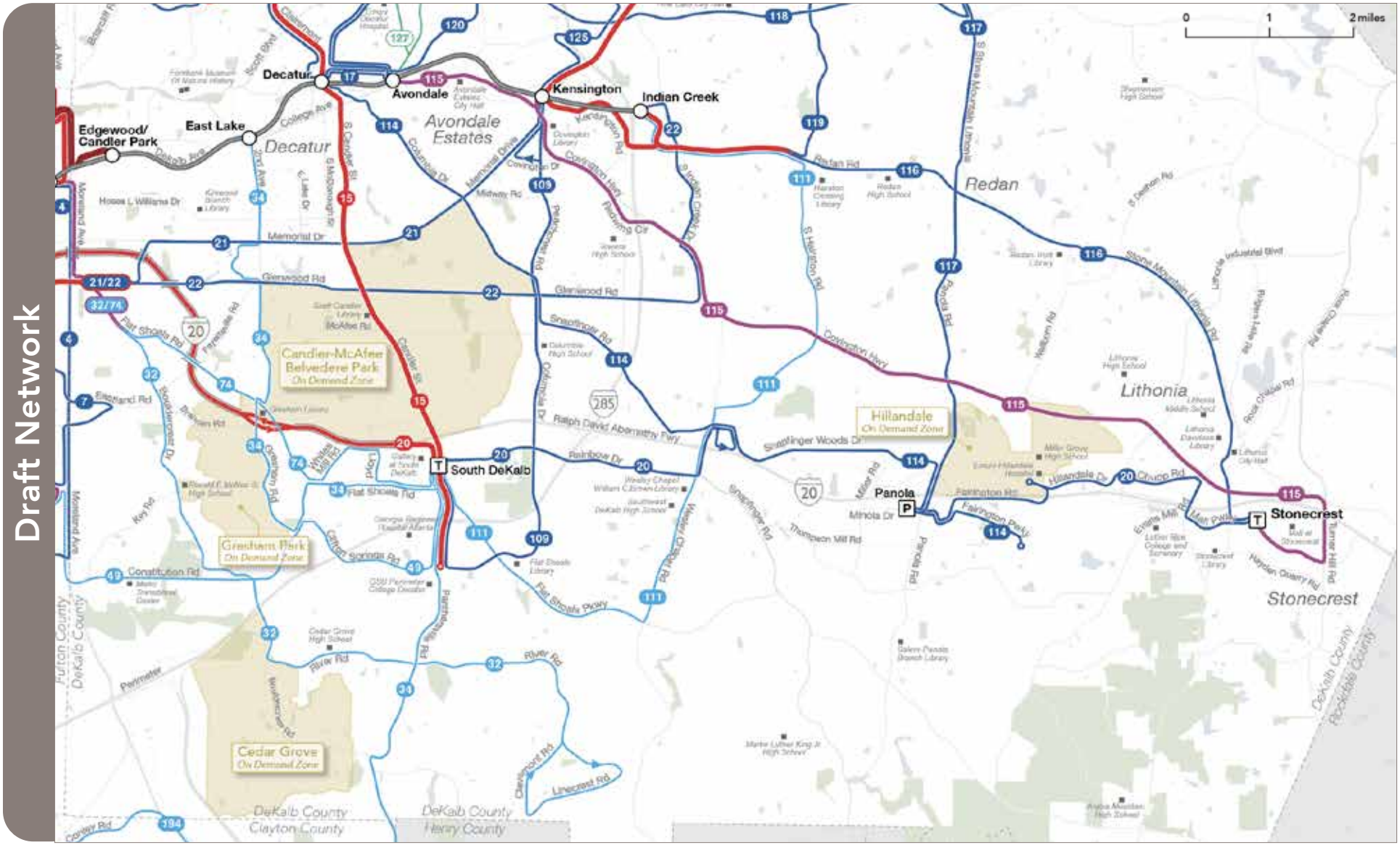
This table displays approximate hours of operation and is subject to refinement in the next phase of the study.

South DeKalb Existing

This page provides a closer view of the existing and draft networks in the southeastern part of the MARTA service area.



South DeKalb Draft Network



South DeKalb Changes

This section discusses the structure in DeKalb County south of Memorial Drive and Rockbridge Road, focused on areas outside the City of Atlanta. For the portion of DeKalb County in the City of Atlanta, see the previous East Atlanta section. This section explains the network, proceeding west to east. The main features of the redesign in South DeKalb County include

- Streamlined and more frequent I-20 express service between Atlanta and the Gallery at South DeKalb and with continuing service eastward.
- Timed connections for half-hourly and hourly routes at Kensington Station, make local and regional trips easier.
- An upgraded and extended frequent **Route 15** along Candler Road, which extends north to Emory University, and Lindbergh Center Station.
- Four new on-demand service zones.
- A direct link between the Gallery at South DeKalb and Clayton County.

West of Candler Road / Panthersville Road

This is an area of mostly low density land use with relatively poor walkability and disconnected street patterns. There are some concentrations of low-income residents along Flat Shoals Road and in the Gresham Park area.

Route 9 is discontinued. This route has low ridership on its DeKalb County segments except where it is near other services. The segments of current **Route 9** are replaced as follows:

New Route 7 serves Eastland Road and Custer Avenue. A deviation of **Route 7**, described in the South Atlanta section on page 86, would serve the apartments and businesses around the junction of Eastland Road and Custer Avenue. Frequency is increased to every 30 minutes, with service to downtown and to West End Station. East of Custer Avenue the Eastland Road service is discontinued.

Service along Brannen Road and Welland Avenue is replaced by the **Gresham Park On-Demand Zone**. Service along Tilson Road is replaced by the **Candler-McAfee / Belvedere Park On-Demand Zone** (see below)

Route 24 is replaced by Route 34 along Eva Davis Way and the Candler-McAfee/Belvedere Park On-Demand Zone. **Route 115** will cover the segment along Redwing Circle, and **Route 22** will serve the current South Indian Creek Drive segment.

Route 32 is revised south of I-285. Instead of serving Anvilblock Road, the route turns east along River Road to end in a loop at Linecrest Road, replacing one of the existing branches of **Route 15**. Anvilblock Road can still be reached by connecting to **Route 34** at Panthersville Road.

Route 74 is revised slightly just west of the Gallery at South DeKalb. This route currently runs every 40 minutes but splits into branches running every 80 minutes in this area. Instead, all service would follow the northerly Whites Mill Road branch, while the southerly Bull Run Drive branch is discontinued.

Route 34 (2nd Ave) is revised to serve the Gallery at South DeKalb and then continue to GSU Perimeter College and Anvilblock Road in Clayton County. This revision allows **Route 34** to replace part of **Route 74** on Flat Shoals Road, so that all segments have 40-minute frequency. **Route 49** replaces the Clifton Springs Road segment of **Route 34**.

Route 34 replaces Route 24 along Eva Davis Way between Memorial Drive and Glenwood Avenue, where **Route 24** is discontinued. This retains service to the East Lake Highrise, a senior residential community.

South DeKalb Changes Continued

Route 49 is extended to Perimeter College and the Gallery at South DeKalb. Currently this South Atlanta service ends at the Metro Transitional Center on Constitution Road. Service would be extended via Constitution Road, Clifton Church Road, and Clifton Springs Road to GSU Perimeter College, then north to the Gallery at South DeKalb. This extension opens up access to the Gallery at South DeKalb and its transit connections for a large part of southeastern Atlanta.

Candler Road Corridor

Candler Road (**Route 15**) is currently one of the highest ridership segments in South DeKalb County. Currently, the route extends from Decatur Station south to the Gallery at South DeKalb and GSU Perimeter College. There is tremendous potential to make transit more useful to many more people by extending this service north and increasing its frequency to every 15 minutes.

To the north, **Route 15** would continue beyond Decatur to serve Emory University and Lindbergh Center Station, vastly expanding the destinations that can be reached from this corridor.

Current **Route 15** has branches at the south end serving neighborhoods along River Road both east and west of Panthersville Road. The eastern branch, is replaced by an extension of **Route 32**. The western branch is replaced by the new **Cedar Grove On-Demand Zone**. Removal of these branches makes it possible to offer a consistent two-way service south into Clayton County via **Route 34** to Anvilblock Road.

I-20 Express and South DeKalb Transfer Point

The plan's other big move for South DeKalb County is to increase the frequency of I-20 express service, which is currently **Route 186** and which is rebranded as **Route 20**. This route would run from downtown Atlanta to a new transfer point at the Gallery at South DeKalb every 15 minutes, with a brief connection at Gresham Road and Flat Shoals Road, a big improvement from the 30-minute frequency offered now. East of the transfer point, the route would serve Rainbow Drive and end at the same loop at Snapfinger Woods Drive that current **Route 186** uses today. At peak hour, this entire route would operate at every 15 minutes.

The **Transfer Point in the South DeKalb area** is an important part of this strategy. Here, **Route 20** would connect with many local routes, including the frequent **Route 15**. It would be ideal to have a timed connection among all routes, but that requires all frequencies to be multiples of each other, which is not possible within the operating budget. Yet, the 15-minute frequency on both **Route 20** to Atlanta and north-south **Route 15** means that fast connections would be possible most of the day between these routes and other local routes.

Infrastructure for a permanent transit hub in the South DeKalb area is not expected to be complete by Summer 2025, but MARTA staff are working to identify a temporary location in the interim.

East of Candler Road / Panthersville Road

New **Route 20**, described above replaces **Route 186** and portions of **Route 111** near I-20, with through service from Atlanta to Wesley Chapel and Snapfinger Drive. This new route is described above.

Route 107 (Glenwood Road) is renumbered to **Route 22** to emphasize its relationship to **Route 21** further west and is mostly the same as today's **Route 107**, with a slight adjustment to serve South Indian Creek Drive to Indian Creek Station, instead of using I-285.

South DeKalb Changes Continued

Route 24 along McAfee Road is replaced by the **Candler-McAfee On-Demand Zone**. This zone allows for more effective coverage of this area than is possible with a fixed route.

Route 24 along Austin Drive and Redwing Circle is discontinued. A deviation of **Route 115** would serve Redwing Circle.

Routes 86 and 114 are replaced by new **Routes 20, 109 and 114**, with 30 minute frequency. In the existing system, **Route 114** goes southeast from Avondale Station on Columbia Drive to GSU Perimeter College via Clifton Springs Road. **Route 86** goes south from Kensington Station via Peachcrest Road, Columbia Drive, and then east via Snapfinger Road and Snapfinger Woods Drive to Stonecrest. Access would be increased if these routes crossed so that each proceeded in more of a straight line.

New **Route 109** replaces **Route 86** south from Kensington Station on Peachcrest Road, then continues south along Columbia Drive, Clifton Springs Road to the Gallery at South DeKalb.

New **Route 114** extends from Decatur via Columbia Road to Snapfinger Road, but then continues east via Snapfinger Road to Snapfinger Woods Drive and Panola Park-and-Ride. It would extend further east to serve Emory Hillandale Hospital and the Mall at Stonecrest, providing new direct-to-Decatur service for this area. In this area, a lack of dedicated restrooms constrains design due to maximum running time rules. If MARTA and regional partners could provide operator restrooms at the Panola Park and Ride lot, additional network design options to improve access could be possible.

Route 115 (Covington Highway) is upgraded to 20-minute frequency. This route is also extended to Avondale. A deviation is added via Redwing Circle to replace **Route 24**'s service along Redwing Circle.

Routes 116 and 119 are revised so that each runs every 30 minutes and their common segment, from Kensington Station through Indian Creek Station to Redan, runs every 15 minutes. **Route 116** is largely unchanged except that it would approach the Mall at Stonecrest more directly via Klondike Road instead of Evans Mill Road, which will instead be served by new **Route 114**. **Route 119** is modified so that it serves Hairston Road from Redan Road north to Central, then turns east and ends at Goldsmith Park-and-Ride, part of a larger redesign of Stone Mountain discussed below.

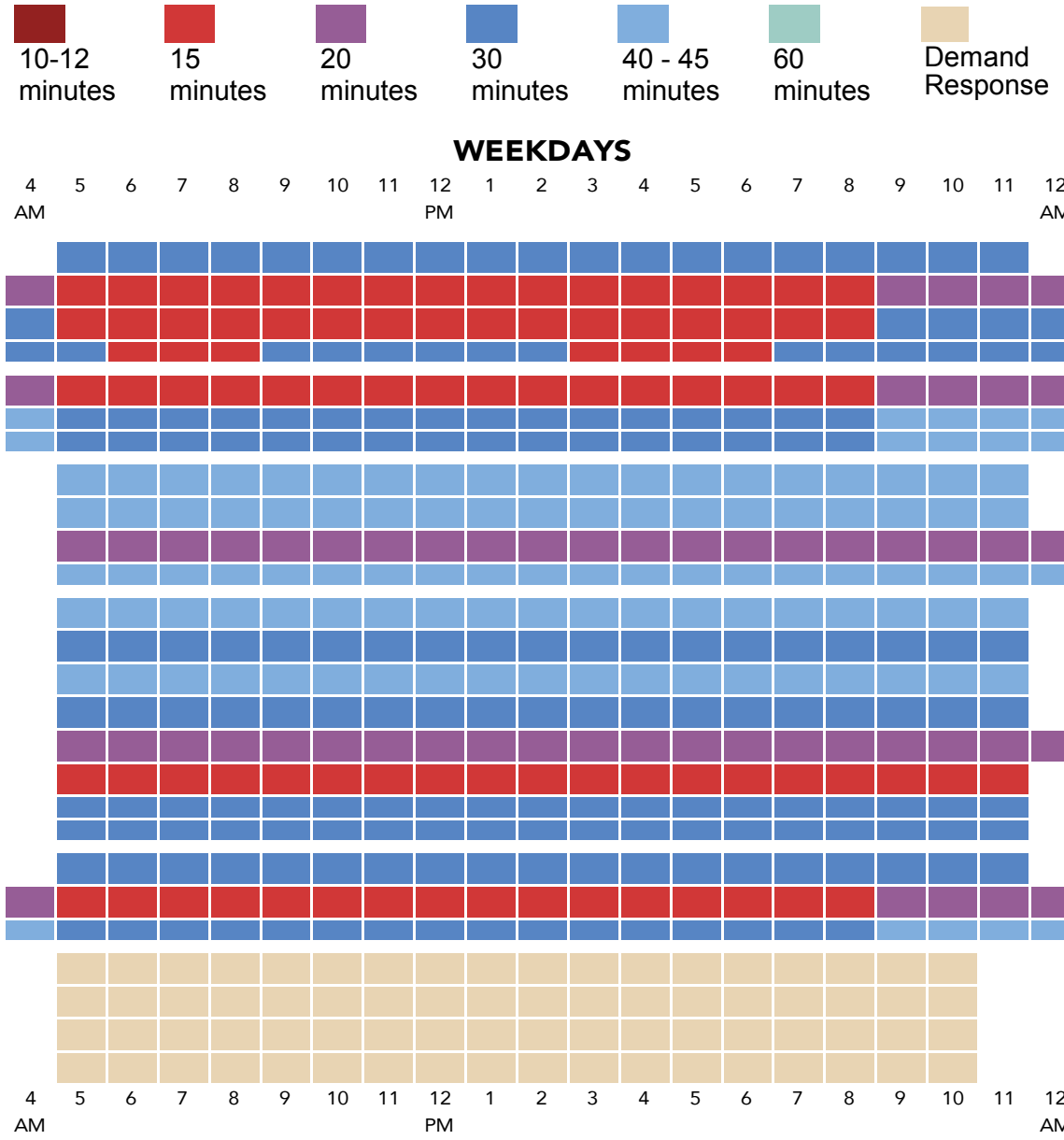
Route 111 is modified to run south from Redan along Hairston Road and Wesley Chapel Road, then west on Flat Shoals Parkway to the Gallery at South DeKalb. Service is discontinued on Wesley Chapel between Hairston Road and Covington Highway. Service along Snapfinger Woods Drive and Hillandale Drive is replaced by **Route 114**. Service along Covington Highway is replaced by **Route 115**. This revision creates new direct service to the Gallery at South DeKalb, and 4 miles of new coverage around the intersection of Wesley Chapel Road and Flat Shoals Parkway.

Route 117 (Panola Road) is revised to be shorter, running from the Fairington Parkway apartments, through Panola Park and Ride north to Goldsmith Park and Ride where it would interline with revised **Route 121** for connections to Kensington Station as described in the Central DeKalb section below. If MARTA and The ATL can coordinate to provide restrooms at Panola Park and Ride then this route would be a direct continuation of one branch of **Route 121**. Currently, the route must be split at Goldsmith Park and Ride to abide by the maximum running time rules describe on page 30.

South DeKalb Frequency and Span on Weekdays

MARTA Draft Network

The bus comes about every:



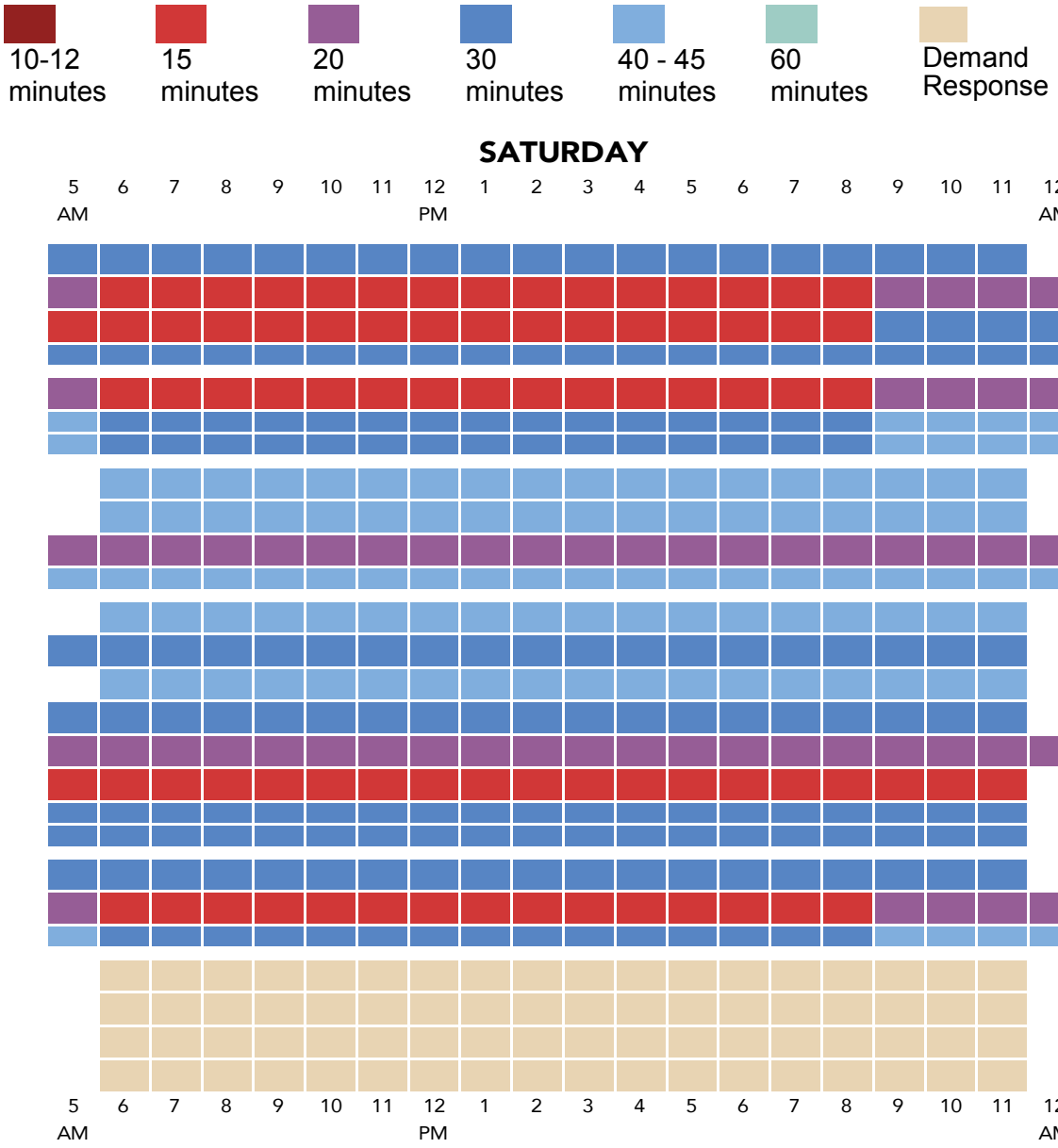
No.	Route
7	Monroe / Abernathy
15	Clifton / Candler
20	Rainbow / Gallery at South Dekalb
20 L	Rainbow / Stonecrest
21 x 22	Memorial Drive
21	Memorial Drive
22	Glenwood
32	Bouldercrest
34	Gresham
49	Hank Aaron / McDonough
49L	Hank Aaron / McDonough / Const.
74	Moreland / Flat Shoals
109	Peachcrest / Columbia
111	Hairston / Wesley Chapel
114	Columbia / Snapfinger
115	Covington / Hwy
116 x 119	Kensington / Indian Creek
116	Redan
119	Hairston / Stone Mtn Village
117	Stone Mountain / Panola
121	Memorial
121L	Memorial / Pleasantdale
308	Hillandale
309	Candler-McAfee / Belvedere Park
310	Cedar Grove
311	Gresham Park

This table displays approximate hours of operation and is subject to refinement in the next phase of the study.

South DeKalb Frequency and Span on Saturdays

MARTA Draft Network

The bus comes about every:



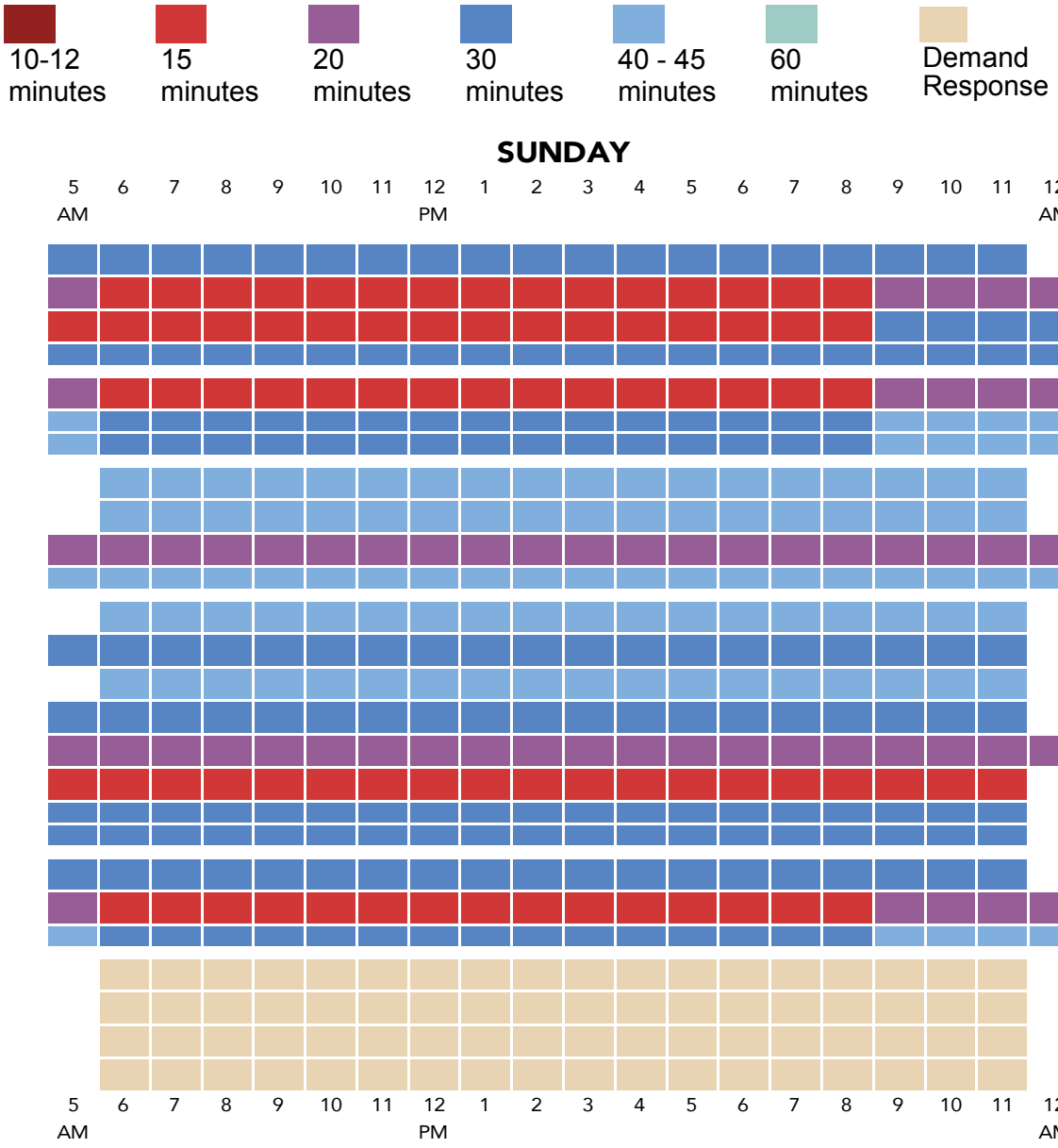
No.	Route
7	Monroe / Abernathy
15	Clifton / Candler
20	Rainbow / Gallery at South Dekalb
20 L	Rainbow / Stonecrest
21 x 22	Memorial Drive
21	Memorial Drive
22	Glenwood
32	Bouldercrest
34	Gresham
49	Hank Aaron / McDonough
49L	Hank Aaron / McDonough / Const.
74	Moreland / Flat Shoals
109	Peachcrest / Columbia
111	Hairston / Wesley Chapel
114	Columbia / Snapfinger
115	Covington / Hwy
116 x 119	Kensington / Indian Creek
116	Redan
119	Hairston / Stone Mtn Village
117	Stone Mountain / Panola
121	Memorial
121L	Memorial / Pleasantdale
308	Hillandale
309	Candler-McAfee / Belvedere Park
310	Cedar Grove
311	Gresham Park

This table displays approximate hours of operation and is subject to refinement in the next phase of the study.

South DeKalb Frequency and Span on Sundays

MARTA Draft Network

The bus comes about every:

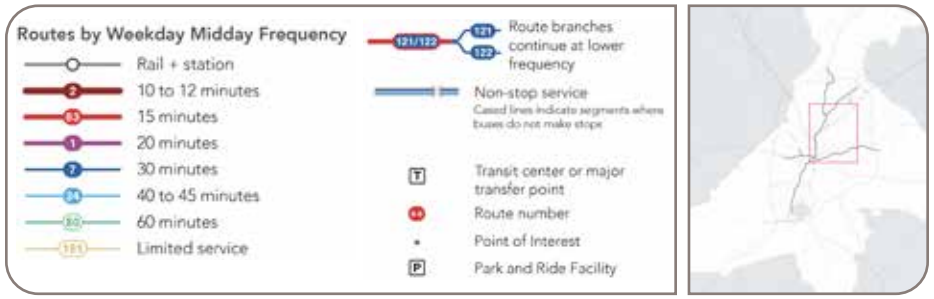


No.	Route
7	Monroe / Abernathy
15	Clifton / Candler
20	Rainbow / Gallery at South Dekalb
20 L	Rainbow / Stonecrest
21 x 22	Memorial Drive
21	Memorial Drive
22	Glenwood
32	Bouldercrest
34	Gresham
49	Hank Aaron / McDonough
49L	Hank Aaron / McDonough / Const.
74	Moreland / Flat Shoals
109	Peachcrest / Columbia
111	Hairston / Wesley Chapel
114	Columbia / Snapfinger
115	Covington / Hwy
116 x 119	Kensington / Indian Creek
116	Redan
119	Hairston / Stone Mtn Village
117	Stone Mountain / Panola
121	Memorial
121L	Memorial / Pleasantdale
308	Hillandale
309	Candler-McAfee / Belvedere Park
310	Cedar Grove
311	Gresham Park

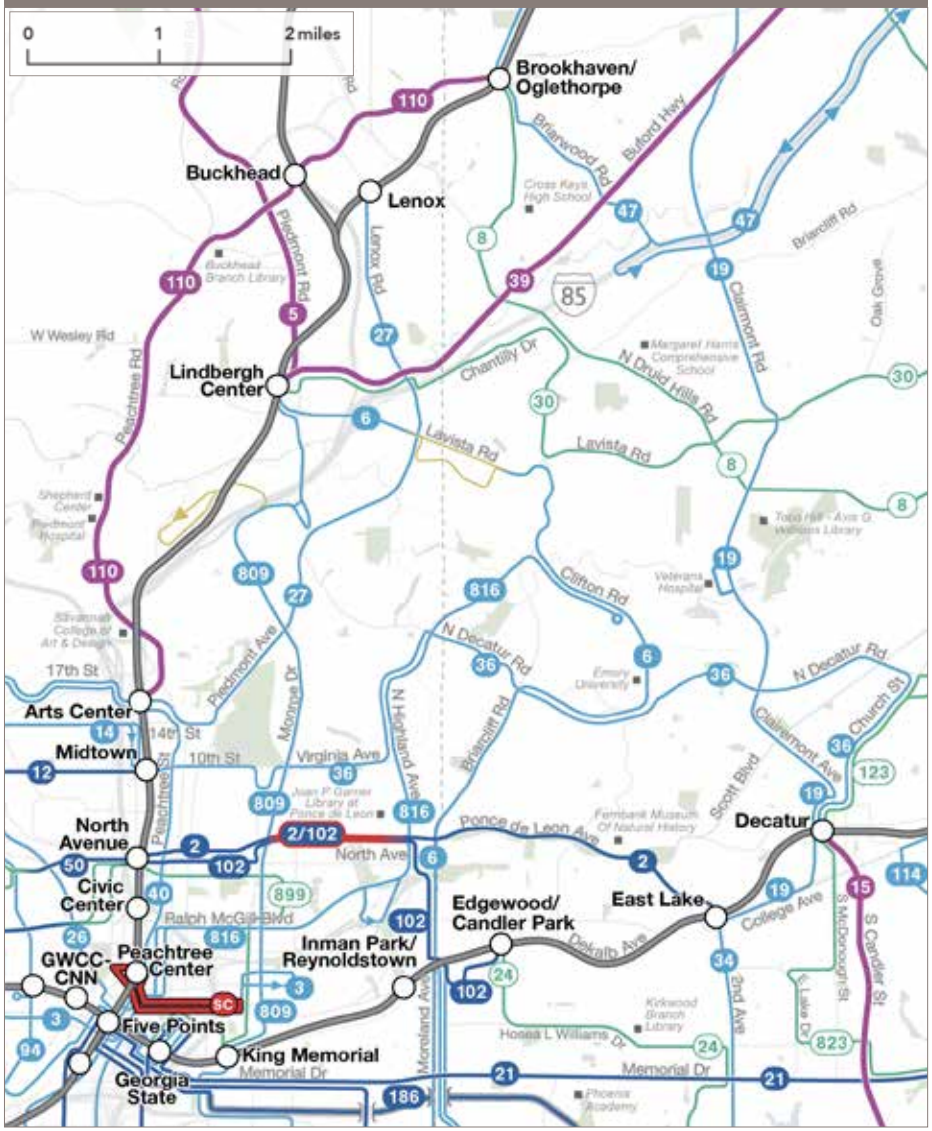
This table displays approximate hours of operation and is subject to refinement in the next phase of the study.

Northeast Atlanta

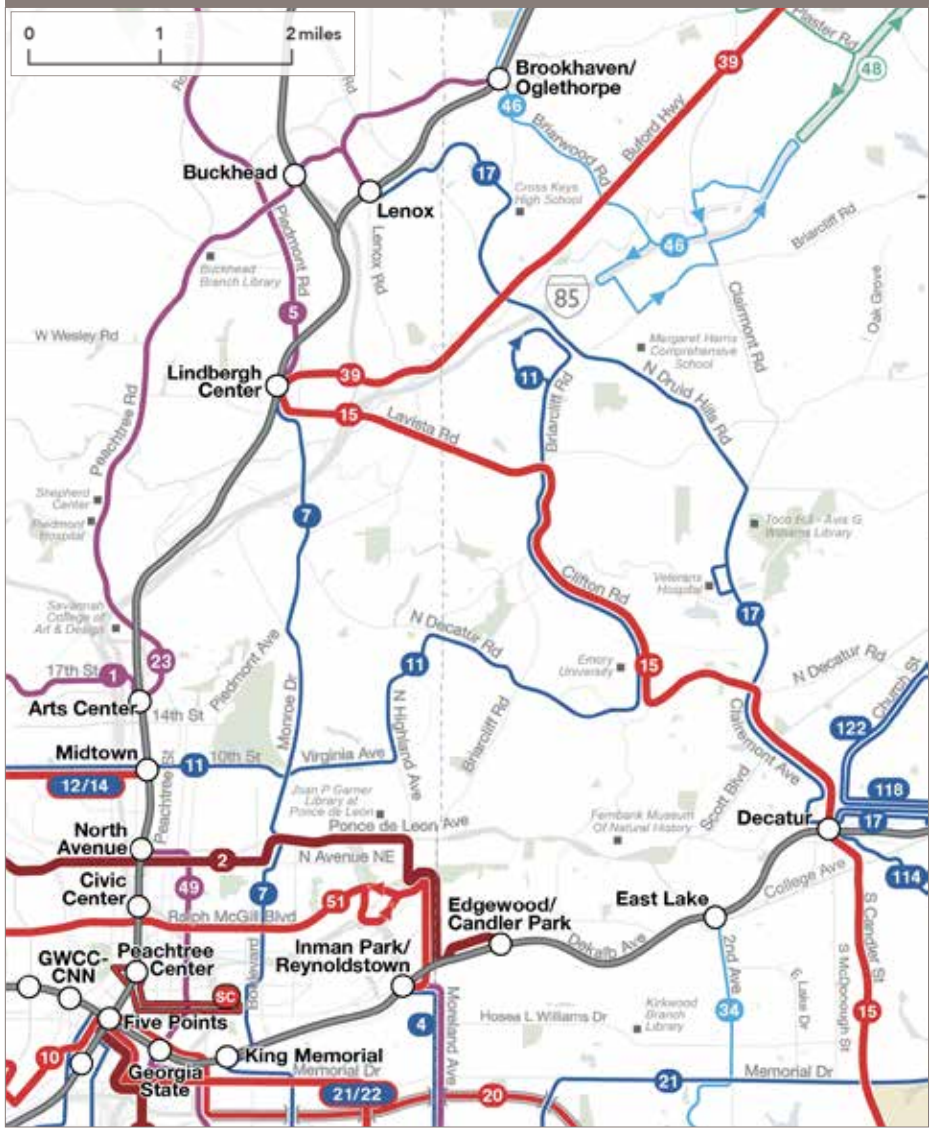
This page provides a closer view of the existing and draft networks in the northern part of the city of Atlanta. A detailed explanation starts on the next page.



Existing Network



Draft Network



Northeast Atlanta Changes

Piedmont Heights, Cheshire Bridge, Lindbergh Center

The Atlanta neighborhoods north and east of Piedmont Park are currently served by **Route 27 and 809**. Looking at the ridership on these segments, we recommend replacing these with a single route that could run more frequently: the proposed north-south **Route 7**. Coming from the south, this route would operate along Boulevard and Monroe Drive to the intersection with Piedmont Avenue, but then follow Piedmont Avenue and Piedmont Road to Lindbergh Center Station. There would be no service on Monroe Drive west of Piedmont Avenue or along Cheshire Bridge Road and Lenox Road, south of Lenox Station. However, some of these areas would have access to frequent services along Lavista Road / Lindbergh Drive (New **Route 15**) and Buford Highway (upgraded **Route 39**), both every 15 minutes.

This level of service reflects the difficult choices that have to be made within the Policy Framework adopted by the MARTA Board. That framework guides us to focus on simpler, straighter lines to emphasize higher ridership and on equity needs such as lower-income populations.

While there are additional destinations in this area that would not be served on **Route 7**, challenges with the street network and lower ridership led us to focus service along Piedmont Road.

Peachtree Road, Buckhead and surrounding areas

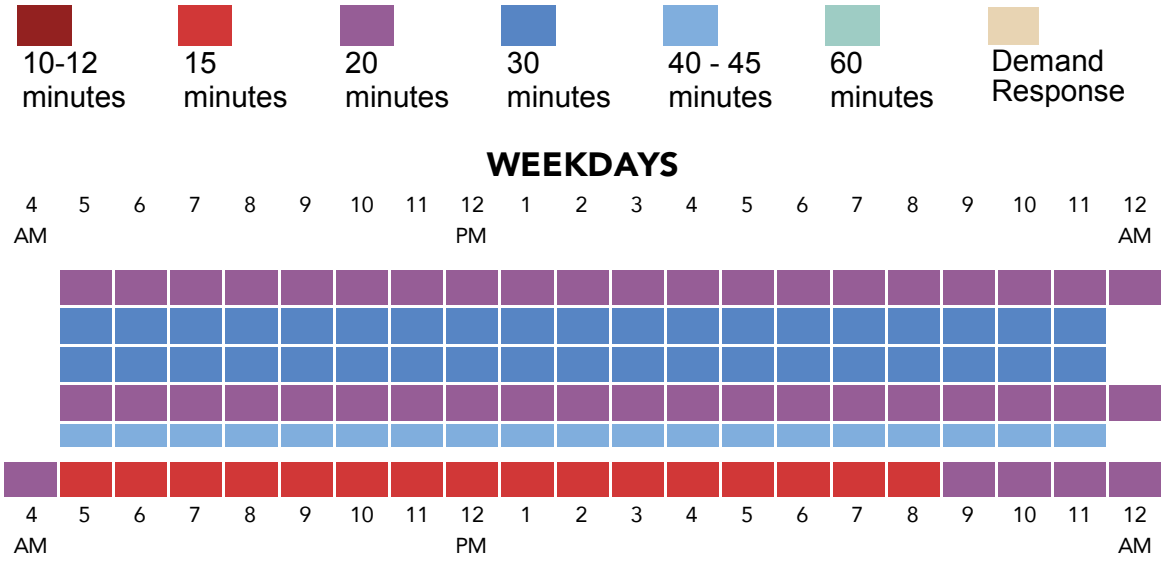
Route 23, the main Peachtree Road service, remains at every 20 minutes from Arts Center Station to Brookhaven Station. It is revised to dip down into Lenox Station to make connections with **Route 17**. In the new network every other **Route 23** bus would continue north to Chamblee Station, replacing **Route 25** in this segment.

Lenox Station would also have new **Route 17**, every 30 minutes, extending east along Roxboro Road. This route serves several major destinations in northern DeKalb County, including the VA Hospital on Clairmont Road as well as downtown Decatur and Avondale Station.

No changes are proposed to the path or base frequency of **Route 5** (Roswell Road) but this route would operate at 20 minutes all-day, instead of having 15-minute frequency at peak hours.

NE Atlanta Frequency and Span on Weekdays

MARTA Draft Network
The bus comes about every:

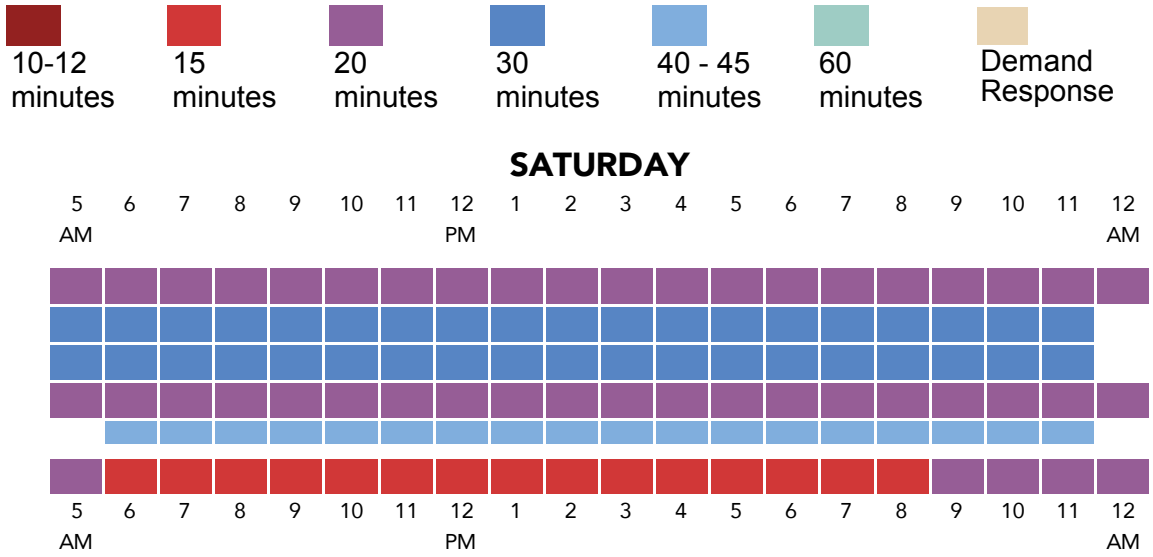


No.	Route
5	Piedmont / Sandy Springs
7	Monroe / Abernathy
17	Clairmont / N Druid Hills
23	Peachtree
23L	Peachtree to Chamblee
39	Buford Hwy

This table displays approximate hours of operation and is subject to refinement in the next phase of the study.

NE Atlanta Frequency and Span on Saturdays

MARTA Draft Network
The bus comes about every:

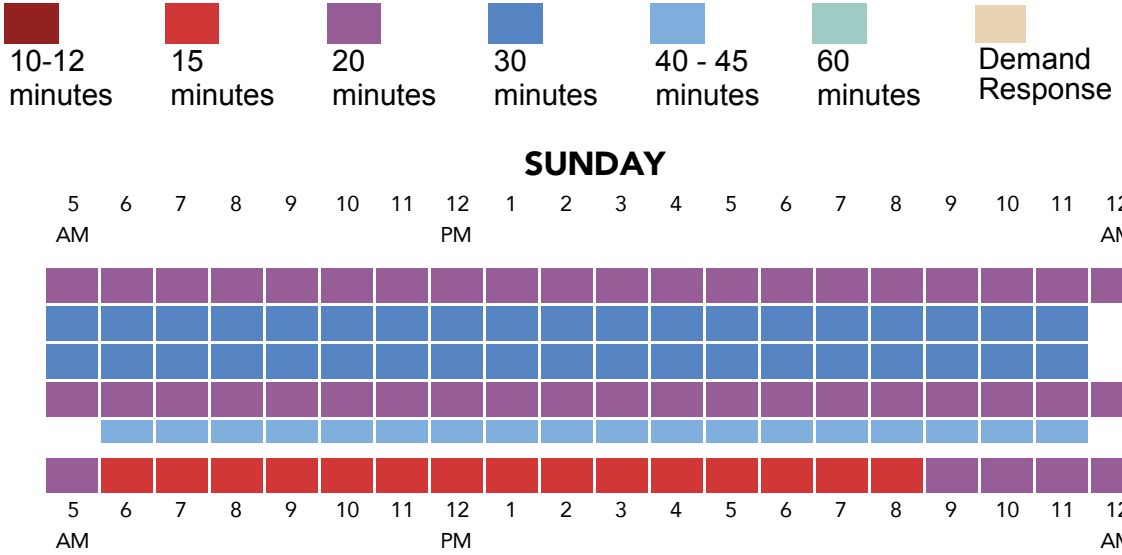


No.	Route
5	Piedmont / Sandy Springs
7	Monroe / Abernathy
17	Clairmont / N Druid Hills
23	Peachtree
23L	Peachtree to Chamblee
39	Buford Hwy

This table displays approximate hours of operation and is subject to refinement in the next phase of the study.

NE Atlanta Frequency and Span on Sundays

MARTA Draft Network
The bus comes about every:

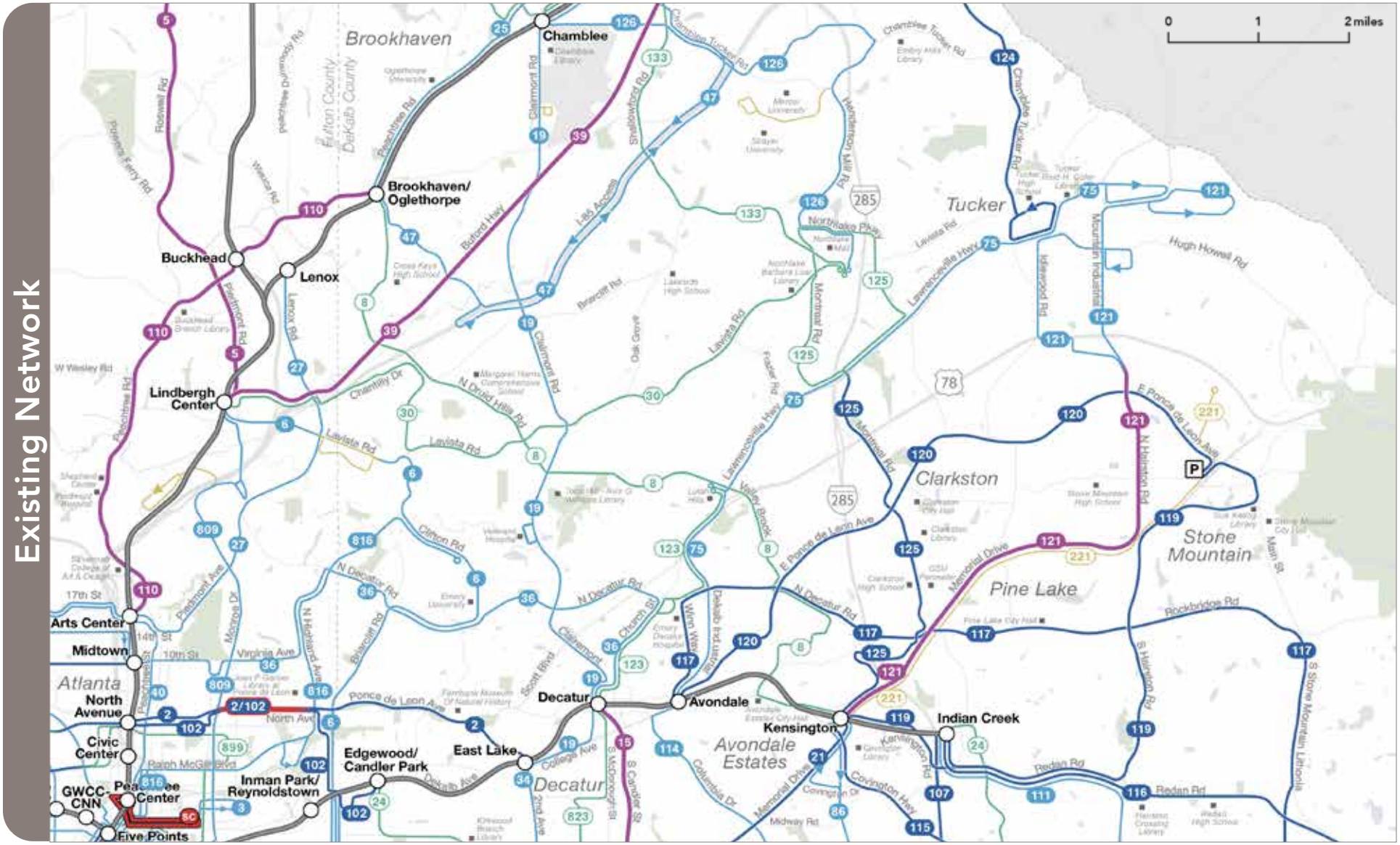


No.	Route
5	Piedmont / Sandy Springs
7	Monroe / Abernathy
17	Clairmont / N Druid Hills
23	Peachtree
23L	Peachtree to Chamblee
39	Buford Hwy

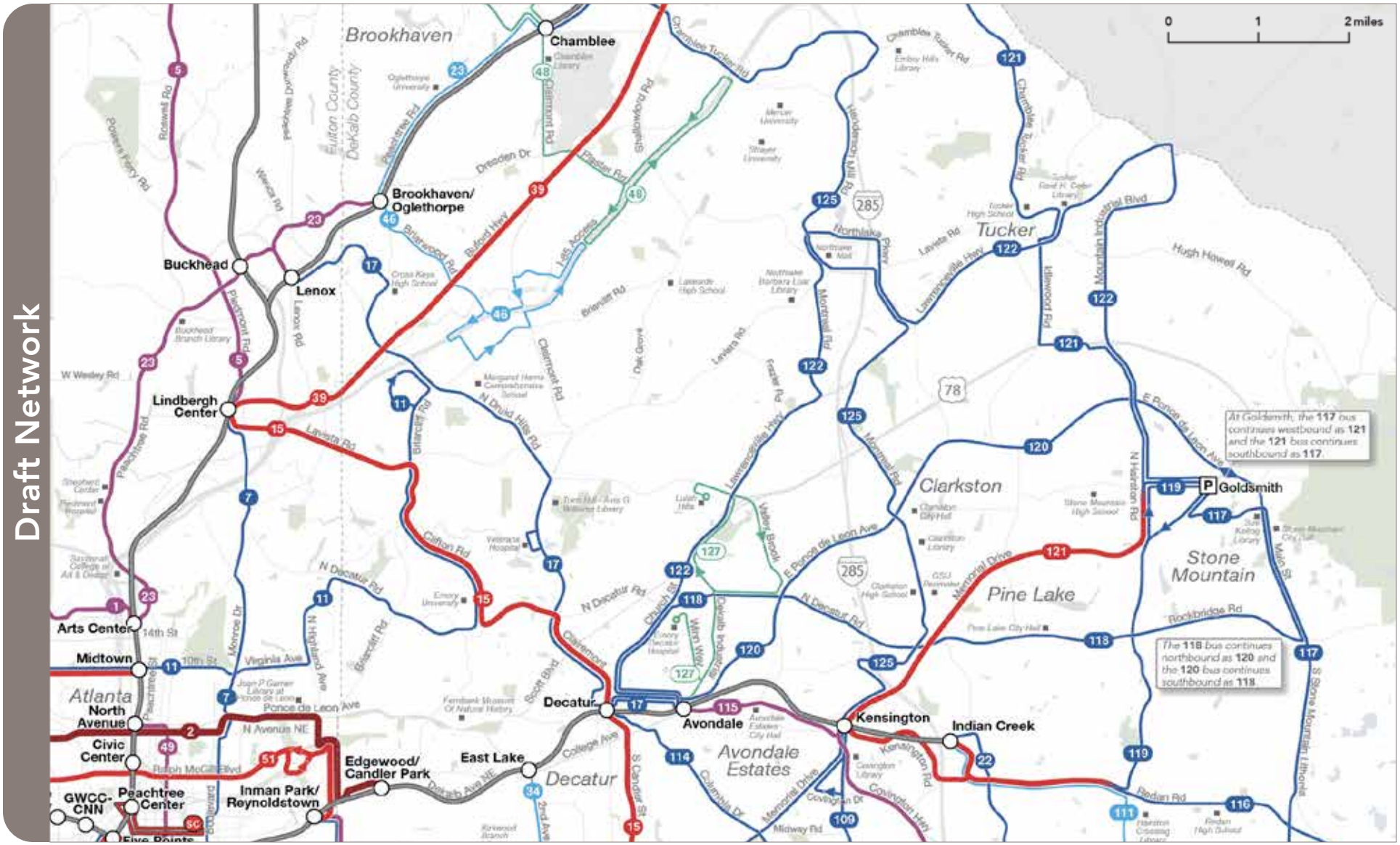
This table displays approximate hours of operation and is subject to refinement in the next phase of the study.

Central DeKalb Existing

This page provides a closer view of the existing network in the central part of DeKalb County. The Draft New Network is shown on the following page and a detailed explanation starts on page 113.



Central DeKalb Draft Network



Central DeKalb Changes

This section describes the plan in DeKalb County north of Memorial Drive and Rockbridge Road, south of the Gold Line. Areas further north and east are discussed in the North DeKalb section later on. The design in this area emphasizes:

- improved north-south services linking major destinations within the county. Four long north-south routes are proposed (**Routes 15, 17, 121 and 125**)
- improved service to the promising transit market of Emory University.
- A greater focus on Decatur as a hub with high ridership potential.
- Increased frequencies in areas of high demand or need.
- Reduced service in areas where demand and need are low.

Emory University Area & Druid Hills

Large universities and medical centers typically generate large and diverse ridership, a mixture of students, employees, patients and other visitors, with demand throughout the day. Emory University also has a strong interest in encouraging transit ridership, since building enough parking for everyone who wants to visit would not be an economical use of its limited, valuable land.

In the existing network, Emory has a collection of bus routes coming every 40-45 minutes, but no frequent service. Frequency is the key to ridership in this setting. Universities and medical centers generate demand throughout the day, so service must be coming soon whenever it is needed. The proposed changes replace existing **Routes 6, 36, and 816** with a new structure.

Newly expanded Frequent Route 15 (service every 15 minutes) links Lindbergh Center Station, Emory University, Decatur, the Gallery at South DeKalb, and GSU Perimeter College. This route replaces **Route 6** from Lindbergh Center to Emory and **Route 36** between Emory and Decatur. For Emory and the CDC, this new line would be the frequent and direct link to rail both at Decatur Station (Blue/Green Lines) and Lindbergh Center (Red/Gold Lines). It also expands access to Emory and the CDC for many other destinations and connections, including along Candler Road and from the Gallery at South DeKalb. This is expected to be one of the highest-ridership segments in northern DeKalb.

Route 11 replaces Route 36 between Emory and Midtown, continuing to the Georgia Tech area, upgraded to service every 30 minutes. This link follows the path of **Route 36** but continues beyond Midtown Station to serve Defoors Ferry Road, a segment of the current **Route 37**. The point of this continuity is to provide direct service from Emory to the west side of Midtown, including many graduate facilities related to Georgia Tech. This service would not replace the campus shuttles that link Emory directly to the center of Georgia Tech. Instead, this service combines some university travel with many other markets to create an attractive east-west service across Midtown Atlanta. This service would perform even better at a higher frequency, but it must cross a large low-ridership gap in Druid Hills and competes with many other much needed services for Atlanta's share of the operating budget.

Route 11 continues north of Emory to Executive Park. This area, near the junction of Briarcliff Road and N Druid Hills Road, is the site of a new Children's Healthcare of Atlanta North Druid Hills campus. **Route 11** would provide service from this area to the Emory campus and onward to Midtown Atlanta. Linkages from this area to rail at Lindbergh Center and Decatur Stations are provided by **Route 17**, described next.

New Route 17, every 30 minutes, provides access to the VA Hospital on Clairmont Road. It replaces **Route 19** from there

Central DeKalb Changes Continued

south to Decatur and a segment of **Route 8**, west of Clairmont Road, north to the Gold Line, though it would connect to the Gold Line at Lenox Station instead of Brookhaven Station. This new line links many jobs and medical destinations to rail.

All other existing services in Druid Hills and North Druid Hills are discontinued, replaced by these services, or in certain cases not replaced, as follows:

- **Route 6's direct service between Emory and Inman Park/ Reynoldstown Station is discontinued.** Emory's link to the Blue Line would be at Decatur Station. While Inman Park is obviously attractive because it has more rail frequency, focusing on Decatur Station requires less duplicative operation, since the link from Emory and Candler Road serves so many other purposes as well. This would discontinue service on the low-ridership segment of Briarcliff Road between Rock Springs Road and Ponce de Leon Avenue.
- **Route 19 is discontinued.** The draft plan proposes no service on Clairmont Road in the low-ridership segment between North Druid Hills Road and Briarcliff Road. South of North Druid Hills Road **Route 19** is replaced by **Route 17**.
- **Route 30 is discontinued.** This route covers very low-ridership segments on Lavista Road from Northlake to Briarcliff Road, continuing to Lindbergh Center Station. This route cannot be justified on either ridership or equity grounds. The only concentrations of ridership on this route are at Executive Park and Northlake, which have other services under the plan.
- **Route 36 service is discontinued in North Decatur.** See the separate discussion of Decatur and North Decatur below.

Stone Mountain

Stone Mountain is an important recreational destination for the region and also has a walkable historic downtown. Both of these features make it a logical focal point for transit service. The proposed structure increases the frequency of service to Stone Mountain from Avondale Station, while also providing an every 30 minute link to Kensington Station and new direct service southward along Panola Road.

A separate issue in Stone Mountain is access to the park itself. The draft plan brings improved service to Main Street, from which it is possible to walk into the park. Service further into the park would require collaboration with the State Park service to provide adequate turnaround facilities.

Route 117 revised to serve Stone Mountain. **Route 117** currently extends north from Panola Park-and-Ride along Panola Road and Stone Mountain-Lithonia Road then turns west onto Rockbridge Road before it reaches Stone Mountain. From there it follows Rockbridge Road and North Decatur Road, reaching the rail line at Avondale Station. This is a long journey to rail for people coming from Panola Road. Revised **Route 117** would continue north to Stone Mountain, providing new access to this destination from the south, and would then connect to Goldsmith Park-and-Ride. At this point the route would have a short layover and would become **Route 121** with continuing service to Kensington Station. Service would remain every 30 minutes.

In this area, a lack of dedicated restrooms constrains design due to maximum running time rules. If MARTA and regional partners could provide operator restrooms at the Panola Park and Ride lot, additional network design options to improve access could be possible.

Central DeKalb Changes Continued

Route 118 would serve Stone Mountain and replaces **Route 117** along Rockbridge Road and North Decatur Road, connecting to rail at both Decatur and Avondale Stations. Service would be every 30 minutes. Instead of turning south as **Route 117** does, the route would turn north to serve Stone Mountain's Main Street. From here, **Route 118** buses would continue as **Route 120**.

Route 120 (Ponce de Leon) is a high-ridership route covering Ponce de Leon Avenue between Avondale and Stone Mountain, but it currently ends at Goldsmith Park-and-Ride, from which it is difficult to walk to the town or the park. Instead, the route would continue into Stone Mountain's Main Street. No turnaround is required. **Route 120** buses would continue as **Route 118** and **Route 118** buses would continue as **Route 120**, providing new through-travel opportunities across Stone Mountain.

Tucker and North-South Services Near I-285

The plan introduces more frequent and continuous north-south services along both sides of I-285, linking the major population and activity centers, by combining existing route fragments into longer continuous routes (**Routes 121 and 125**). These routes go more places and are useful for more trips. A new 15-minute frequency is also introduced along outer Memorial Drive (**Routes 121**) between Kensington Station and Memorial Drive and Hairston Road. The proposed changes are as follows:

Existing Route 75 (Lawrenceville Highway) is renumbered Route 122, made more frequent, and expanded to serve Decatur, Northlake and Kensington Stations.

- The route is revised to serve Decatur via Church Street.
- A deviation northward is added to serve the Northlake commercial area.
- In Tucker, the route is revised to serve the intersection of Lawrenceville Highway and Jimmy Carter Boulevard, making a connection with Ride Gwinnett service.
- From Tucker, the line is extended south along Mountain Industrial and Hairston Road to Central Drive, ending at Goldsmith Park-and-Ride.
- Service along Royal Atlanta Drive is discontinued.

Route 121, which currently ends in Tucker, is extended northward to replace **Route 124**, creating a new north-south link all the way from Kensington Station to Doraville. **Route 124** currently runs only from Doraville to Tucker. By combining it with **Route 121** from Tucker to Kensington Station, we can create a new continuous service that is useful for many more trips. Service would be every 30 minutes for the whole length.

The portion of **Route 121** along outer Memorial Drive and North Hairston Road, from Kensington Station to Central Drive is improved to every 15 minutes. This is a potentially high-ridership segment with many apartments and other destinations.

New Route 122 replaces **Route 75**, as described above.

Route 124 is replaced by Route 121, described above, with no changes to frequency. The new route has an extension of service south to Kensington Station and drops a small segment of Dawson Boulevard and Button Gwinnett Drive.

New Route 125 is created by combining existing **Route 125 and 126**. Beginning at Kensington Station, this half-hourly service extends all the way to Chamblee and Dunwoody, opening up many new connections in the network. From Kensington Station this route follows the current **Route 125** path along Montreal Road to Lawrenceville Highway, then continues via Lawrenceville Highway and Northlake Parkway to Northlake.

Central DeKalb Changes Continued

Service on Montreal Road north of Lawrenceville Highway is replaced by **Route 122**. From Northlake, **Route 125** service continues following the path of current **Route 126**, which it replaces. This segment serves Henderson Mill Road and Chamblee Tucker Road. It then continues into Chamblee Station and on to Dunwoody. Service is every 30 minutes, matching current **Route 125** and an improvement for current **Route 126**.

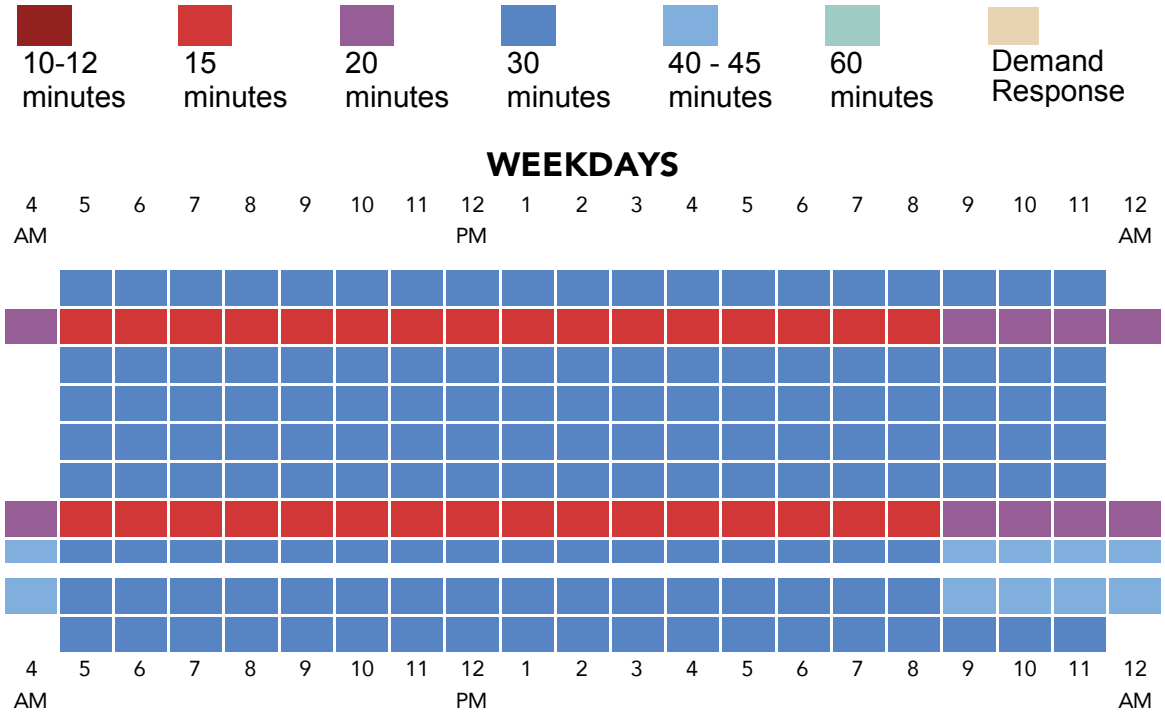
These changes all improve access to Northlake from high-demand areas to the north, south, and east. However, low-ridership service extending west from Northlake (**Routes 30 and 133**) are discontinued. These routes extend into an especially low-density and low-demand area that cannot justify service under the Board's direction to shift focus toward higher ridership areas.

A Note on Mercer University

Universities are often powerful ridership generators, but the Mercer University Atlanta Campus presents challenges that we could not resolve within the resources available. This satellite campus has a smaller market than a major university's main campus would. While **Route 125** could have been routed through the Mercer campus, this would miss the relatively dense neighborhood and commercial center around the junction of Chamblee Tucker Road and Henderson Mill Road. An additional challenge is that the campus is mostly oriented towards Flowers Drive, a circular roadway that is hard to serve on the way to other destinations. As a result, no service to Mercer University is proposed in the Draft Network.

Central DeKalb Frequency and Span on Weekdays

MARTA Draft Network
The bus comes about every:

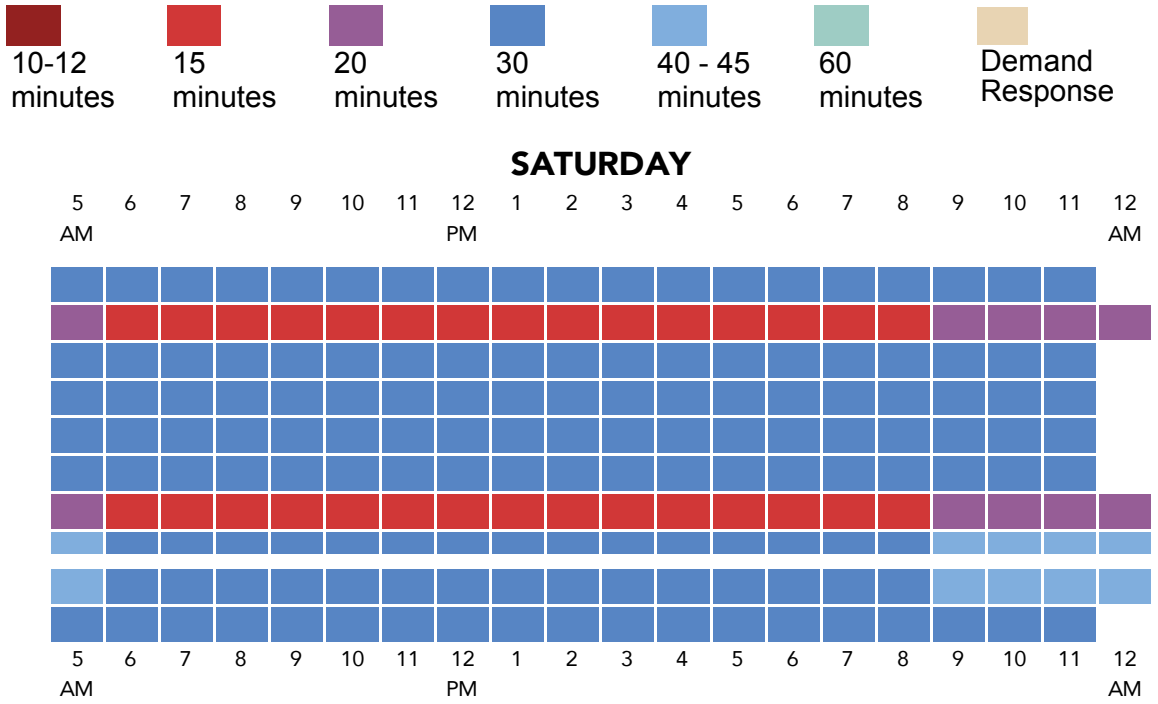


No.	Route
11	Defoor / Emory
15	Clifton / Candler
17	Clairmont / N Druid Hills
117	Stone Mountain / Panola
118	Rockbridge / Stone Mountain
120	Ponce De Leon
121	Memorial
121L	Memorial / Pleasantdale
122	Lawrenceville Hwy
125	Clarkston / Chamblee Tucker

This table displays approximate hours of operation and is subject to refinement in the next phase of the study.

Central DeKalb Frequency and Span on Saturdays

MARTA Draft Network
The bus comes about every:

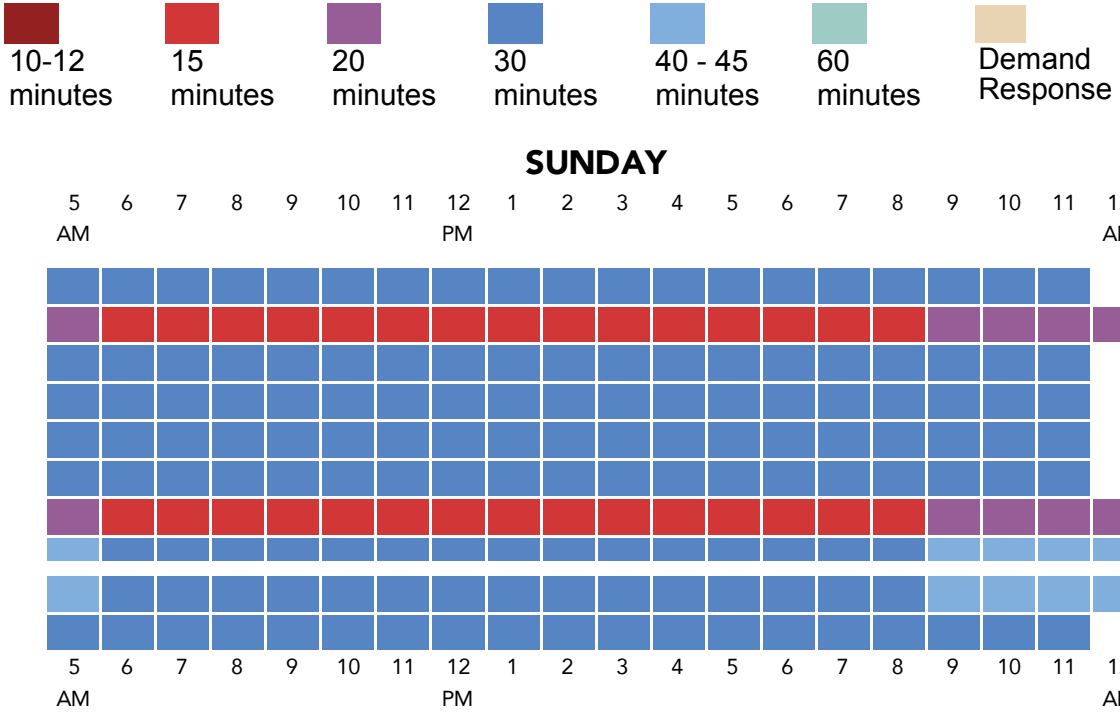


No.	Route
11	Defoor / Emory
15	Clifton / Candler
17	Clairmont / N Druid Hills
117	Stone Mountain / Panola
118	Rockbridge / Stone Mountain
120	Ponce De Leon
121	Memorial
121L	Memorial / Pleasantdale
122	Lawrenceville Hwy
125	Clarkston / Chamblee Tucker

This table displays approximate hours of operation and is subject to refinement in the next phase of the study.

Central DeKalb Frequency and Span on Sundays

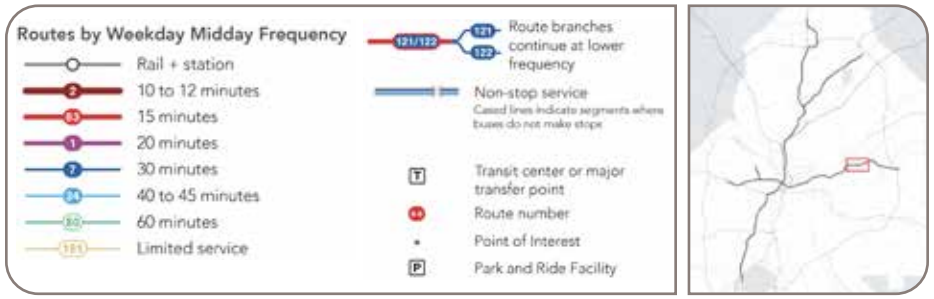
MARTA Draft Network
The bus comes about every:



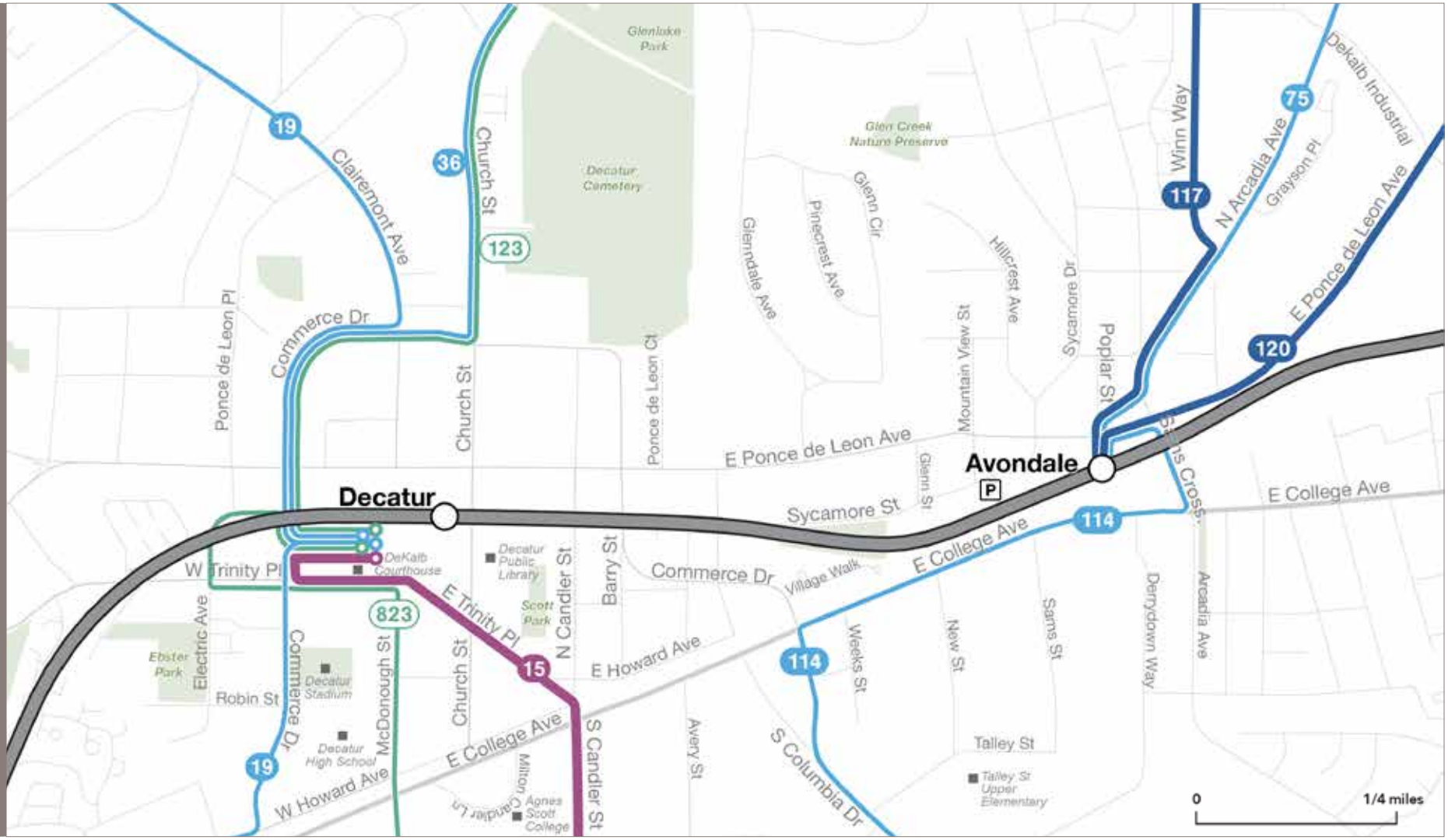
No.	Route
11	Defoor / Emory
15	Clifton / Candler
17	Clairmont / N Druid Hills
117	Stone Mountain / Panola
118	Rockbridge / Stone Mountain
120	Ponce De Leon
121	Memorial
121L	Memorial / Pleasantdale
122	Lawrenceville Hwy
125	Clarkston / Chamblee Tucker

This table displays approximate hours of operation and is subject to refinement in the next phase of the study.

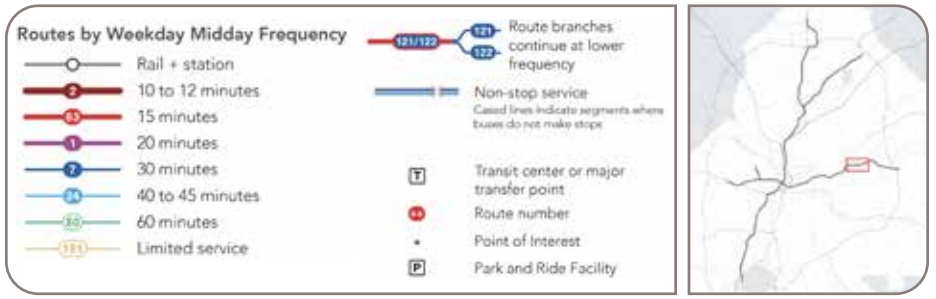
Decatur and Avondale Existing



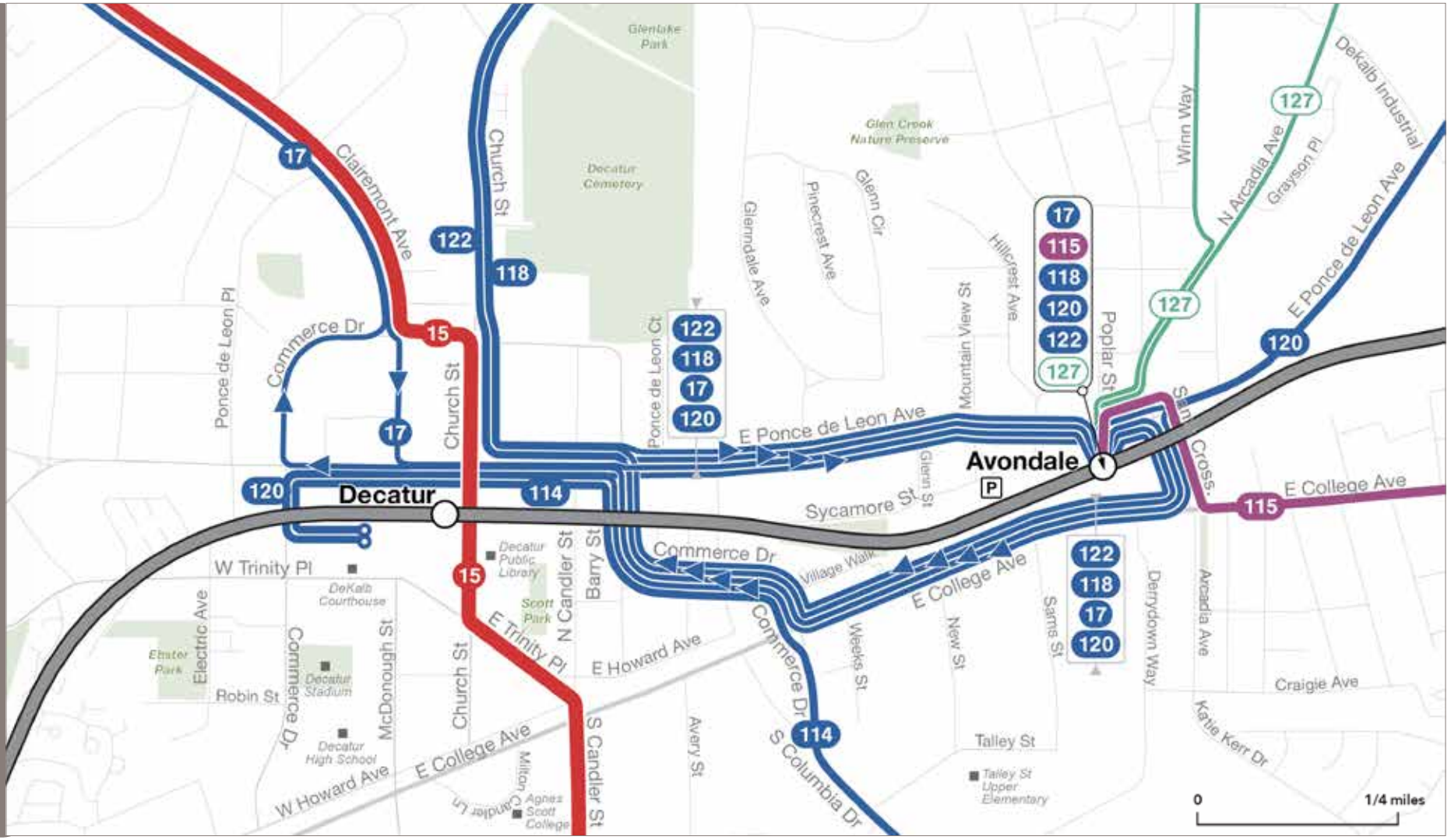
Existing Network



Decatur and Avondale Draft Network



Draft Network



Decatur and Avondale

The previous section described the larger Central DeKalb network. This section zooms in on Decatur and the Avondale area, where demand is especially high and the local routing issues are especially challenging. The close-up maps on the previous pages show most of this area, but northern Decatur is on the Central DeKalb County maps in the previous section.

Downtown Decatur offers substantial potential for high ridership, because it features relatively high density in a regular and walkable street grid that is unique in DeKalb County. This grid means that pedestrians can walk to transit along reasonably straight paths with safe street crossings, which is not always true in the suburban fabric of most of the County. The draft plan tries to make the most of Decatur's potential by using it as a focal point and connection point, of while respecting the limitations of how many buses can terminate at Decatur Station.

Limitations and Opportunities

A major weakness in the current network is that major routes approaching Decatur from the east end at Avondale Station, where they fail to make a direct connection with major routes serving Decatur Station. This means that many bus-to-bus connections are delayed by having to use rail to travel just from Avondale to Decatur. This is especially an issue on weekends and nights when rail frequency is only every 20 minutes.

To resolve this, the plan takes the general approach that:

- routes coming from the east and ending at Avondale Station are extended to end at Decatur Station.
- routes coming from the west that would otherwise end at Decatur Station are extended to end at Avondale Station. This is necessary because the Decatur Station bus facility on Swanton Way has room for only about 5 buses.
- Major lines going through Decatur but not ending would not serve the Swanton Way terminus, but would instead stop near the rail station on Church Street or Ponce de Leon Avenue.

This structure has big benefits for passengers, but it would be more efficient if it were possible for buses to turn left out of Avondale Station. The lack of a signal at the station egress on the north side of Avondale Station is a major limitation. We avoid it by routing buses from Avondale to Decatur via College Avenue, but this produces circuitous and inefficient routings.

Proposed Changes

Route 15 is upgraded and extended to Emory and Lindbergh Center. The Candler Road service is increased to 15-minute frequency and extended north to Emory University and Lindbergh Center Station. For optimal travel time, this service would cross through downtown Decatur along Church Street, stopping near the station but not serving Swanton Way.

New Route 17, every 30 minutes, extends from Avondale Station through Decatur and north along Clairmont Road, serving the VA, then continuing northwest eventually ending at Lenox Station.

Route 19 (Clairmont Avenue) is discontinued on the segment between East Lake and Decatur Stations. Service between Decatur and North Druid Hills is replaced by **Route 17**.

Route 36 is discontinued. Service between Decatur and Emory is replaced by the more direct and frequent **Route 15**. Service is discontinued on the segment of North Decatur Road between Clairmont Road and Church Street, but abundant service is available at both ends of this segment.

Route 75 (Lawrenceville Highway) is renumbered Route 122

Decatur and Avondale Continued

and revised to cover Church Street into Decatur. This route currently ends at Avondale but not Decatur. Instead, it would follow Church Street into Decatur, then turn east and end at Avondale Station. This provides more frequency along Church Street, replacing the overlap of **Routes 36 and 123**.

Route 114 (Columbia Drive) is shifted to end at Decatur Station, instead of Avondale Station. Farther south it is revised to provide new direct service from Decatur to Snapfinger Woods Drive and other destinations along I-20, including Stonecrest.

Route 115 (Covington Highway) is increased in frequency to every 20 minutes. This change provides new service to the main street of Avondale Estates, which is experiencing dense redevelopment.

Route 118 replaces Route 117, revised to serve Decatur. This route comes from the east along Rockbridge Road and North Decatur Road and currently turns south to end at Avondale Station. Instead, it would proceed into Decatur via Church Street, then turn east to end at Avondale Station. This further enhances frequency along Church Street and brings all ridership from **Route 118** into the many transit connections in Decatur. Further east, this route is extended to serve downtown Stone Mountain.

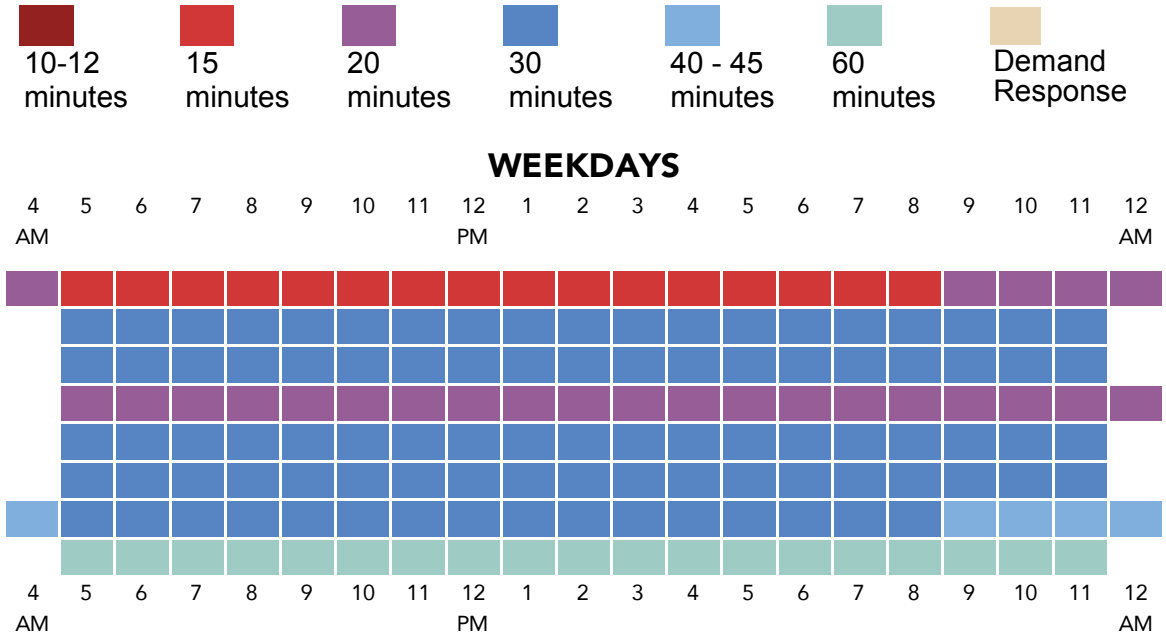
Route 120 (Ponce de Leon Avenue east) is extended from Avondale to Decatur, but otherwise unchanged in this area. Further east, the route is extended to provide closer service to downtown Stone Mountain.

Route 123 is discontinued, but all segments are still served. This route is replaced by **Routes 118 and 120** along Church Street, and by **Route 127** (below) at Emory Decatur Hospital, on DeKalb Industrial and Valley Brook Road.

New Route 127 (Winn Way, DeKalb Industrial, Valley Brook) is a new hourly service designed to cover some key areas of need that are not directly on any of the above routes. It replaces portions of existing **Routes 75, 117, and 123**. It extends from Avondale Station in two separate loops, one going up Winn Way to Emory Decatur Hospital, the other going up DeKalb Industrial Way then serves Valley Brook Road. Emory Decatur Hospital is also reachable at higher frequency by walking to nearby stops on North Decatur Road and Church Street. This additional service is for those who cannot walk that distance and will tolerate a lower frequency.

Decatur and Avondale Frequency and Span

MARTA Draft Network
The bus comes about every:

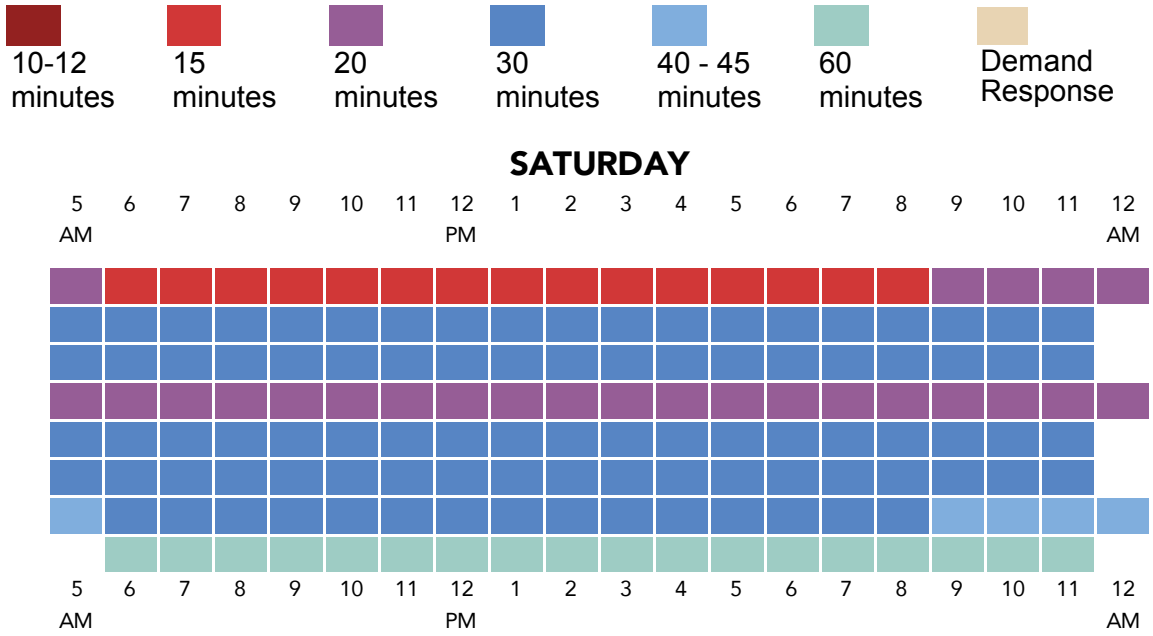


No.	Route
15	Clifton / Candler
17	Clairmont / N Druid Hills
114	Columbia / Snapfinger
115	Covington / Hwy
118	Rockbridge / Stone Mountain
120	Ponce De Leon
122	Lawrenceville Hwy
127	Valley Brook Loop

This table displays approximate hours of operation and is subject to refinement in the next phase of the study.

Decatur and Avondale Frequency and Span

MARTA Draft Network
The bus comes about every:



No.	Route
15	Clifton / Candler
17	Clairmont / N Druid Hills
114	Columbia / Snapfinger
115	Covington / Hwy
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120	Ponce De Leon
122	Lawrenceville Hwy
127	Valley Brook Loop

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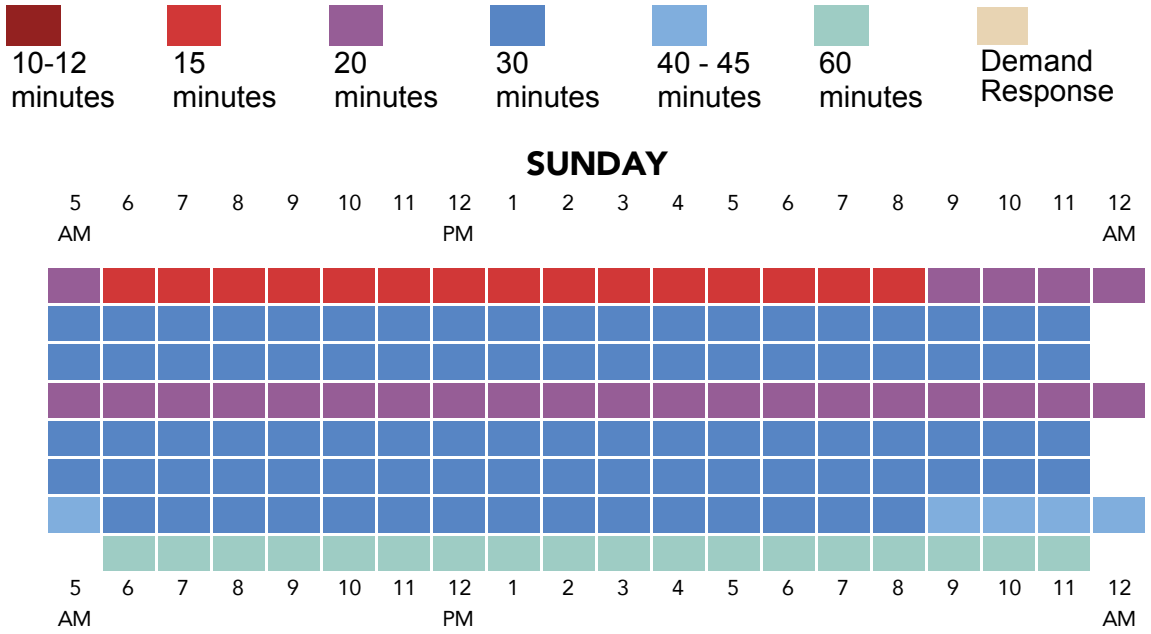
Decatur and Avondale Frequency and Span

MARTA Draft Network
The bus comes about every:

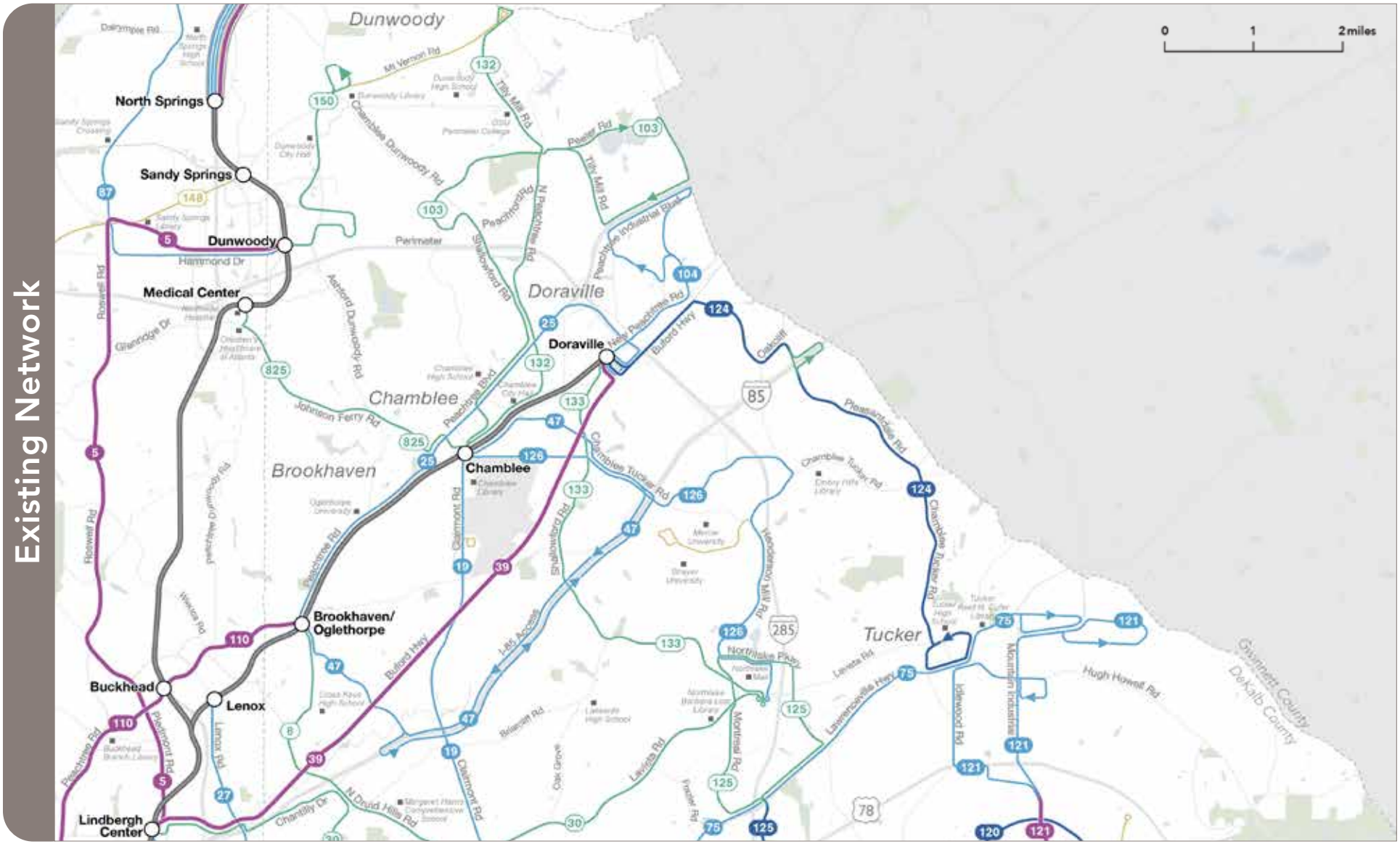


No.	Route
15	Clifton / Candler
17	Clairmont / N Druid Hills
114	Columbia / Snapfinger
115	Covington / Hwy
118	Rockbridge / Stone Mountain
120	Ponce De Leon
122	Lawrenceville Hwy
127	Valley Brook Loop

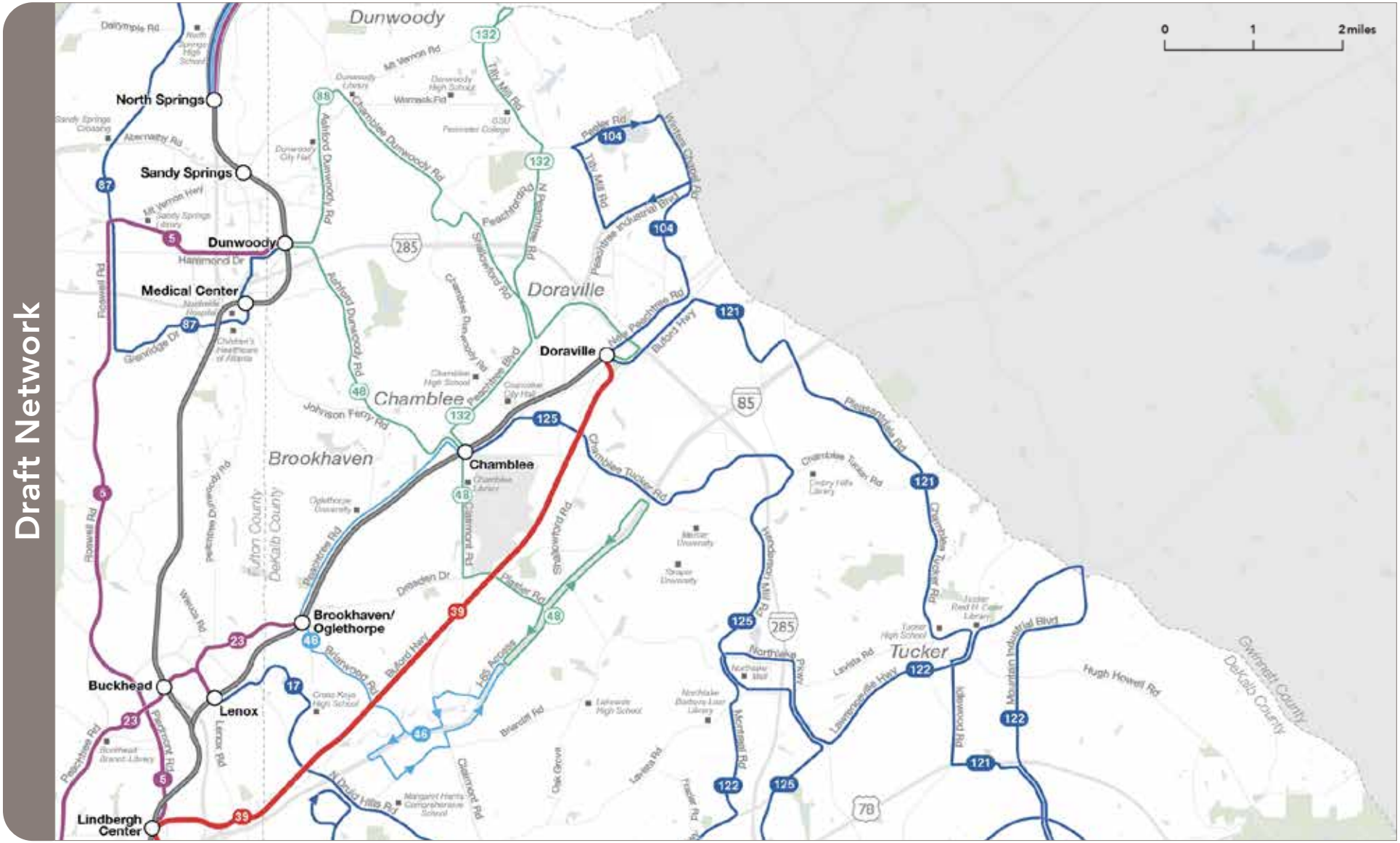
This table displays approximate hours of operation and is subject to refinement in the next phase of the study.

North DeKalb & Sandy Springs Existing

This page and the next provide a closer view of the existing and draft networks in DeKalb County near and north of I-85 and Sandy Springs. A detailed explanation starts on page 129.



North DeKalb & Sandy Springs Draft Network



North DeKalb Changes

Brookhaven, Chamblee, Doraville

The plan's benefits in these cities include 15-minute frequency on Buford Highway and new north-south services that links this area north to Dunwoody and south to Tucker and Kensington Station. To pay for these improvements, some segments of low-ridership or duplicative service are discontinued.

Route 19 (Clairmont) is discontinued. This long route has many gaps with little ridership potential, and further south various other routes replace portions of it, as outlined in the sections above. **Route 48** (described below) retains service between Chamblee Station and Dresden Drive. This is a low ridership segment but includes the North DeKalb Health Center that need basic service.

Route 23 (Peachtree Road) is revised to be an extension of the higher-frequency Peachtree Road service south of Brookhaven Station. Every other **Route 23** bus would continue from Brookhaven Station to Chamblee Station, with service every 40 minutes. New **Route 132** replaces **Route 25** east of Chamblee Station, to Peachtree Blvd's intersection with N Peachtree Road. This change is designed to better fit service to demand on each segment of Peachtree Road.

Route 39 (Buford Highway), is upgraded to 15-minute frequency most of the service day.

Routes 46 and 48 replace Route 47, providing service along the I-85 access roads. Development fronting onto freeway access roads is one of the most difficult environments for fixed route service, because most people can walk to only one direction of service unless they are at a point where pedestrians can cross over or under the freeway. The existing **Route 47** covers these roads but with service of limited usefulness, since you can use it to get to a destination but not to get back from there. By breaking the route apart into two smaller loops, we increase the amount of useful two-way service and reduce the amount of out of direction travel that is necessary. **Route 47** is therefore replaced by two routes:

- **Route 46** runs two-way out of Brookhaven Station along Briarwood Road, and then makes a small loop serving the I-85 frontages as far east as the U-turn near North Fork Peachtree Creek. This loop also retains access to the business district and apartments near the intersection of Briarcliff Road and Clairmont Road, currently served by **Route 19**. The route would operate every 40 minutes and for cost-saving purposes would be interlined with **Route 23**.

- **Route 48** replaces parts of **Route 825** north of Chamblee Station and parts of **Route 47** south of Chamblee Station to I-85. It runs two-way out of Dunwoody Station via Ashford-Dunwoody Road, Johnson Ferry Road, and Peachtree Boulevard to Chamblee Station. It then operates along Clairmont Circle, Dresden Drive and Plaster Road, then makes a loop covering the access roads from North Fork Peachtree Creek to Chamblee Tucker Road. This helps to replace the service around the Shallowford Road interchange provided by **Route 133**. It would operate every 60 minutes.

Route 88 provides a new link from Doraville Station to Dunwoody Station via Chamblee Dunwoody Road and North Shallowford Road. This route replaces **Route 103** along North Shallowford Road, including the Dunwoody Park deviation. It also replaces **Route 150** service along Ashford Dunwoody Road.

Route 103 is discontinued, partly replaced by **Route 88** along North Shallowford Road and Dunwoody Park. Service is discontinued along Peeler Road between Shallowford Road and North Peachtree Road, where there is little demand. Revised **Route**

North DeKalb Changes Continued

104 below replaces the eastern part of **Route 103**.

Route 104 is revised to focus more on areas with dense residential development, including the north frontage of Peachtree Industrial Boulevard, and to provide service to the Walmart Neighborhood Market at Winters Chapel Road and Peeler Road. Service is discontinued along Woodwin Road and the south frontage of Peachtree Industrial Boulevard, where the industrial uses limit demand.

New Route 121 replaces Route 124 from Doraville Station to Tucker, but continues onward to more destinations to the south, ending at Kensington Station. Frequency remains every 30 minutes north of Hairston Road and Central Drive.

New Route 125 replaces Route 126 south of Chamblee Station with modifications. This new route, every 30 minutes, offers a continuous north-south link from Chamblee Station to Kensington Station. South of Chamblee Station, **Route 125** replaces **Route 126**, however, between Chamblee Station and Buford Highway, the route uses Chamblee Dunwoody Road (replacing **Route 47**) instead of Chamblee Tucker Road, to better cover these neighborhoods. Chamblee Tucker Road is a less effective transit street because the executive airport on one side limits demand.

Route 132, which links Chamblee Station to Georgia State Perimeter College, is revised to use Peachtree Boulevard instead of Peachtree Road between Chamblee Station and North Peachtree Road. This change replaces **Route 25** on that segment but abandons service on the segment of Peachtree Road alongside the MARTA rail line north of Chamblee Station.

Route 133 on Shallowford Road is discontinued. This route has some demand along Shallowford Road between Doraville Station and I-85, but frequent **Route 39** is within walking distance of most of these stops. At the I-85 interchange, service is provided by **Route 48**. South of I-85, demand on **Route 133** is very low except for the end of line at Northlake. Northlake would be served from the north by **Route 125** instead.

Dunwoody

Dunwoody has several important focal points, including multiple shopping and retail destinations as well as a Georgia State Perimeter College campus. Its dominant center of transit demand is the greater Perimeter Center area, site of Dunwoody Station. Perimeter Center includes shopping, dense housing, and dense office employment. Just south across the freeway is a major medical center surrounded by residential development. While it has substantial density of activity and mixture of uses, it also has a challenging development pattern for transit to serve it efficiently. Buildings are set far back from the street. The relatively wide, fast streets can be difficult to cross. These factors dampen transit ridership potential.

The transit market here can be divided into internal and external. Internal trips are local trips within greater Perimeter Center area. There are likely many short, internal trips inside of greater Perimeter Center, most of them now happening by car. Local transit—a system of frequent shuttles—could be helping to provide alternatives to some of these.

However, serving an internal market requires very high frequency, more frequent than 10 minutes, because people will not wait long for such a short trip. With the existing resources, fairly divided across its service area, MARTA cannot provide this intensity of service anywhere. Even in Central Atlanta, the current resources cannot afford to serve the internal circulation market with better than 10 minute frequency on any corridor. So, this plan's view on Perimeter Center's internal market is the same as its view on the Peachtree corridor in Downtown and

Dunwoody & Sandy Springs Changes

Midtown Atlanta: there is a potential high-ridership market here, but it requires a concentration of resources that is not possible within the current resources. With additional funding, or directed funding from separate sources that wish to focus on these markets, MARTA could enhance service within Perimeter Center to better serve the internal trip market.

Therefore, the draft plan focuses on strengthening links into Perimeter Center from other areas and does not emphasize the internal circulation need. The proposed changes are as follows:

Route 5 is unchanged in its path in North DeKalb. Other changes are described in the Sandy Springs section.

Route 87 is revised and increased in frequency to every 30 minutes. Most revisions affect service in Sandy Springs, described in the next section.

Route 88 replaces **Routes 150 and 103**, to create a new direct link to Doraville Station and better circulation in the Medical Center Station area. **Route 88** replaces most of **Route 150** and continues southeast along Chamblee Dunwoody Road and Shallowford Road to Doraville Station, where it replaces a portion of **Route 103**. The deviation along Chamblee Dunwoody Road and Dunwoody Park is retained.

Route 48 provides the direct link to Chamblee Station and continues south to Clairmont Road and the I-85 Access Road area in Chamblee. It would run every 60 minutes. South of Chamblee Station this route covers portions of today's **Route 19 and 47**.

Route 132 is unchanged in Dunwoody. This route links Georgia State Perimeter College to Chamblee Station. There is a small routing change in Chamblee described above.

Sandy Springs

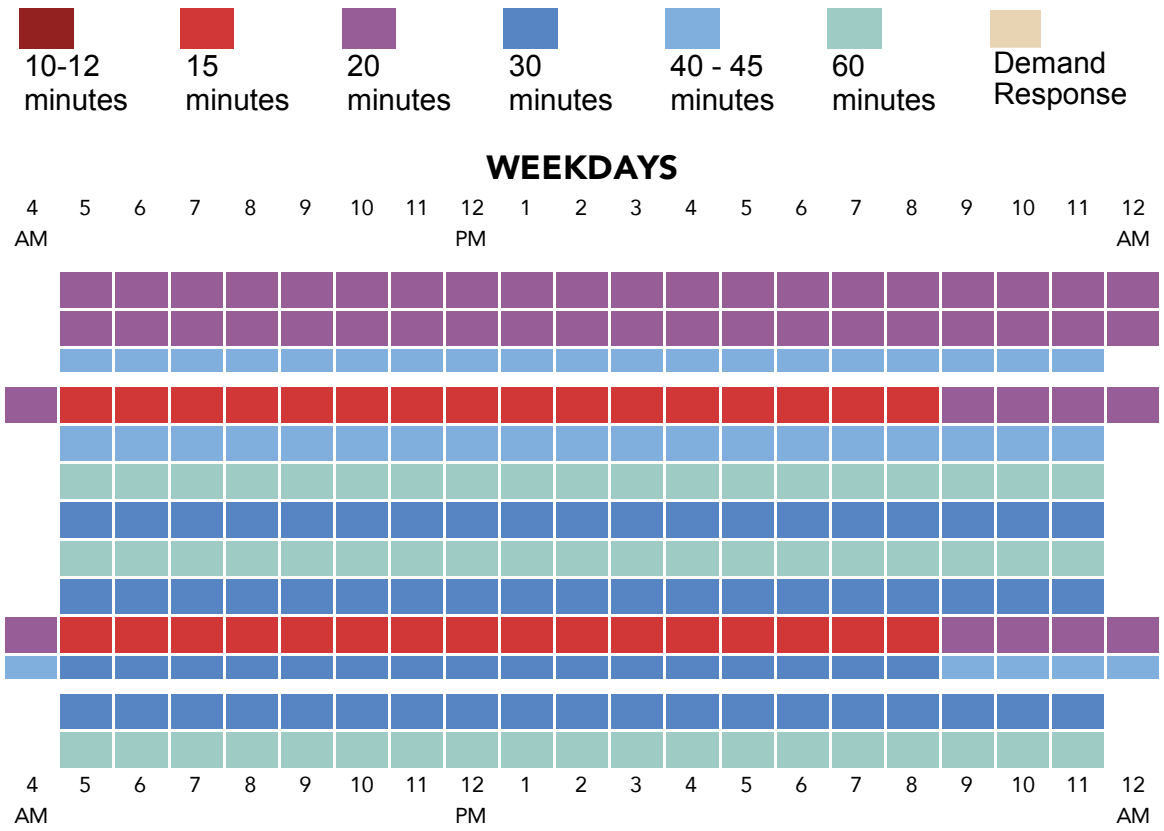
Route 5 is unchanged in its path, but would remain every 20 minutes all day, instead of having every 15 minute service at peak hours. This route extends west from Dunwoody Station and then south along Roswell Road and Piedmont Road to Lindbergh Center Station. We considered a suggestion from Sandy Springs staff to revise the route to operate via Mount Vernon Highway and Barfield Road, where it would provide more coverage to jobs, apartments, and medical destinations. Due to available resources, this change was not included in the Draft Network, but should be considered in the future if additional resources are available.

Route 87 is revised and increased in frequency to every 30 minutes. This route currently comes from the north along Roswell Road and turns east on Hammond Drive to Dunwoody Station. The plan revises the route so that it continues south on Roswell Road and then east on Glenridge Drive to the Medical Center Station, then north to Dunwoody Station. This revision provides new service to apartments, senior living facilities, and other useful destinations along Glenridge Drive. Passengers coming from the north and connecting to the Red line would be able to connect at Medical Center Station.

Route 148 on Mt. Vernon Highway is discontinued. This route has very low ridership. Working with city staff, we looked at ways to expand this service to Cumberland Mall to make it more useful but could not justify the cost given the available resources. This could be a potential future partnership opportunity with CobbLinc.

North DeKalb & Sandy Springs Frequency and Span on Weekdays

MARTA Draft Network
The bus comes about every:

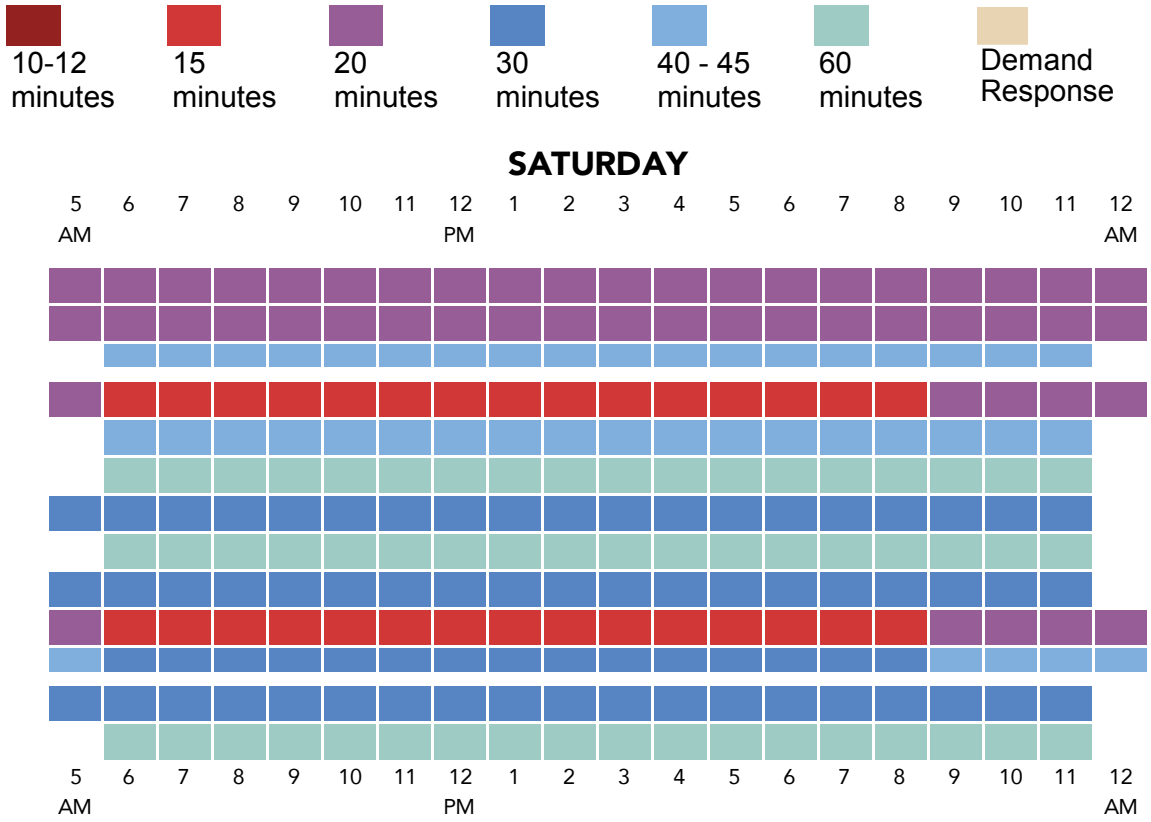


No.	Route
5	Piedmont / Sandy Springs
23	Peachtree
23L	Peachtree to Chamblee
39	Buford Hwy
46	I-85 Access Road South
48	I-85 Access Road North
87	Roswell / Sandy Springs
88	Sandy Springs Doraville
104	Winters Chapel
121	Memorial
121L	Memorial / Pleasantdale
125	Clarkston / Chamblee Tucker
132	Tilly Mill

This table displays approximate hours of operation and is subject to refinement in the next phase of the study.

North DeKalb & Sandy Springs Frequency and Span on Saturdays

MARTA Draft Network
The bus comes about every:



No.	Route
5	Piedmont / Sandy Springs
23	Peachtree
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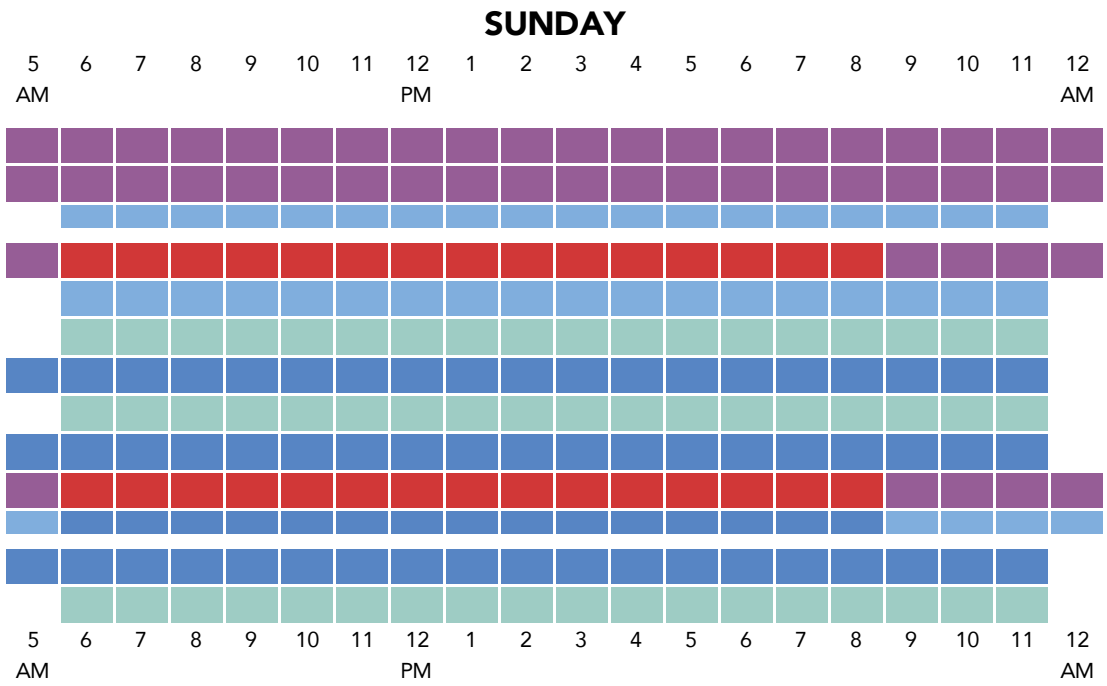
46	I-85 Access Road South
48	I-85 Access Road North
87	Roswell / Sandy Springs
88	Sandy Springs Doraville
104	Winters Chapel
121	Memorial
121L	Memorial / Pleasantdale
125	Clarkston / Chamblee Tucker
132	Tilly Mill

This table displays approximate hours of operation and is subject to refinement in the next phase of the study.

North DeKalb & Sandy Springs Frequency and Span on Sundays

MARTA Draft Network
The bus comes about every:

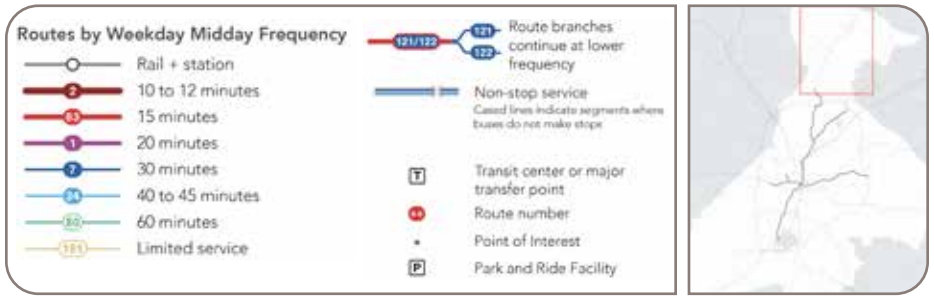
No.	Route
5	Piedmont / Sandy Springs
23	Peachtree
23L	Peachtree to Chamblee
39	Buford Hwy
46	I-85 Access Road South
48	I-85 Access Road North
87	Roswell / Sandy Springs
88	Sandy Springs Doraville
104	Winters Chapel
121	Memorial
121L	Memorial / Pleasantdale
125	Clarkston / Chamblee Tucker
132	Tilly Mill



This table displays approximate hours of operation and is subject to refinement in the next phase of the study.

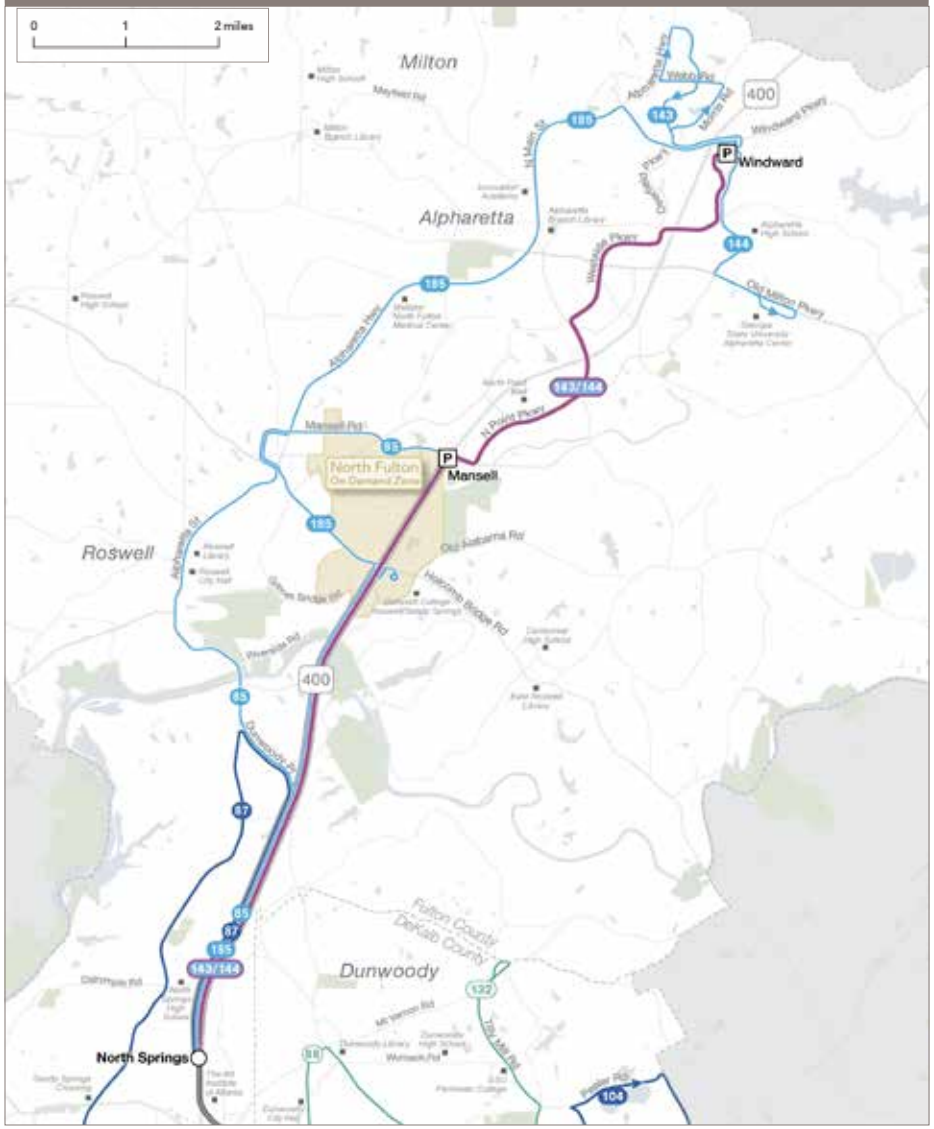
North Fulton

This page provides a closer view of the existing and draft networks in Fulton County north of Atlanta. See the following pages for explanation.



Existing Network

Draft Network



North Fulton Changes

Roswell and Alpharetta

Currently all frequencies in this are every 40 minutes or less, except at Mansell Park-and-Ride and North Point Mall, where **Routes 140 and 141** are overlaid to create a 20-minute frequency. A key ridership-oriented move is to extend this 20-minute frequency to cover more major destinations, including Alpharetta's Avalon commercial center and the Windward Park-and-Ride, via the new **Routes 143 and 144** described below. To make this improvement, several low-ridership segments are discontinued as noted below.

Route 85 is revised to serve a new segment along East Crossville Road and Mansell Road, west of Alpharetta Highway, providing closer service to grocery stores. The segment of Alpharetta Highway between Holcomb Bridge Road and Mansell Road would be discontinued.

Routes 140 and 141 are replaced by Routes 143 and 144. Each is every 40 minutes, but service is every 20 minutes where they are together, which is over most of their length. From North Springs service is nonstop to Mansell Park-and-Ride and then via North Point Parkway to North Point Mall. Instead of branching here as the current routes do, the routes stay together for 20-minute service turning north on Haynes Bridge Road and then northeast on Westside Parkway to Avalon. From there, they turn east on Webb Bridge Road and north on North Point Parkway to Windward Park-and-Ride. Service is discontinued on North Point Parkway between Haynes Bridge Road and Old Milton Parkway, which a relatively low-ridership segment. At Windward Park-and-Ride, **Routes 143 and 144** separate:

- **Route 143** makes a loop into Milton, serving a portion of Deerfield Parkway and Morris Road. This loop doubles the level of service into Milton, from every 80 minutes to every 40 minutes.
- **Route 144** turns south on North Point Parkway and east on Old Milton Parkway to end at Brookside Parkway, where it replaces **Route 185** in providing access to the Georgia State University Alpharetta Center.

Route 142 is discontinued. This extremely low-ridership route extends southeast from Mansell Park-and-Ride along Holcomb Bridge Road, ending at Spalding Drive. We studied the option of extending this route to Doraville to make it more useful, but could not justify the operating cost within the available resources. This may be an opportunity for potential future partnership with Ride Gwinnett. The strongest ridership on this route is at Market Boulevard just east of the GA-400 freeway, so we propose a small deviation of **Route 185** to retain service to this area.

Route 185 is modified. This route runs nonstop from North Springs to the Holcomb Bridge interchange, then generally runs west on Holcomb Bridge Road and north on Alpharetta Highway, which becomes Main Street. Three changes are proposed for this route:

- At the Holcomb Bridge interchange, a small deviation eastward is added to provide access to the commercial and job destinations on the east side of the interchange, replacing discontinued **Route 142** service to this area and providing these destinations with a direct link to North Springs Station.
- At the intersection of Alpharetta Highway and Holcomb Bridge Road, a routing change to East Crossville Road and Mansell Road, west of Alpharetta Highway, provides closer service to grocery stores. The segment of Alpharetta Highway between Holcomb Bridge Road and Mansell Road would be discontinued.
- In Alpharetta, the route is revised to no longer turn east

North Fulton Changes Continued

on Old Milton Parkway. Instead it would continue north along Main Street, and east on Windward Parkway to end at Windward Park-and-Ride. **Route 144** would provide the service to Georgia State University Alpharetta Center that is currently provided by **Route 185**.

Every effort would be made to time the connection at Windward Park-and-Ride to enable **Route 185** passengers to connect to **Route 144** and reach Georgia State University Alpharetta Center.

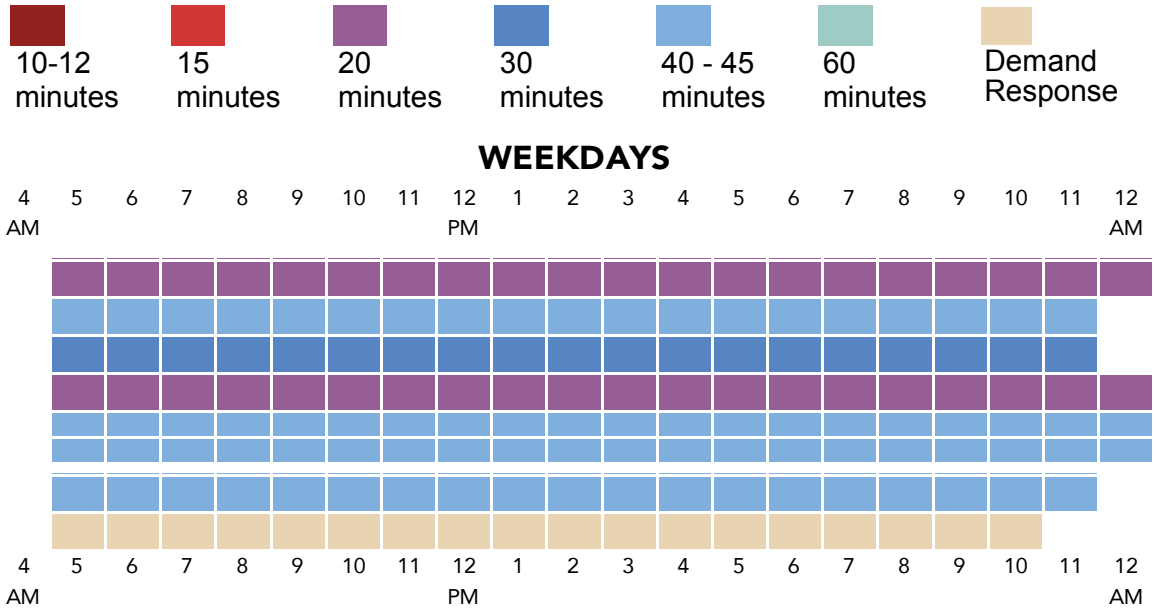
North Fulton On-Demand Zone. We have added the **North Fulton On-Demand Zone** to serve an area of apartments and shopping centers with particularly challenging street networks around Holcomb Bridge Road, Old Roswell Road, and Mansell Road. This area has a relatively high level of people in poverty, many of whom are living in apartments that are on cul-de-sacs relatively far from the main roads that fixed route buses can serve. This on-demand zone will provide better connectivity within this area, allowing people to more easily connect to shopping destinations and to the fixed routes in the area including Routes 85, 185, 143, and 144.

Sandy Springs

Note: Sandy Springs is not on the North Fulton network map on the previous pages, but it can be found on the North DeKalb maps on page 128 and changes are described on page 131.

North Fulton Frequency and Span on Weekdays

MARTA Draft Network
The bus comes about every:

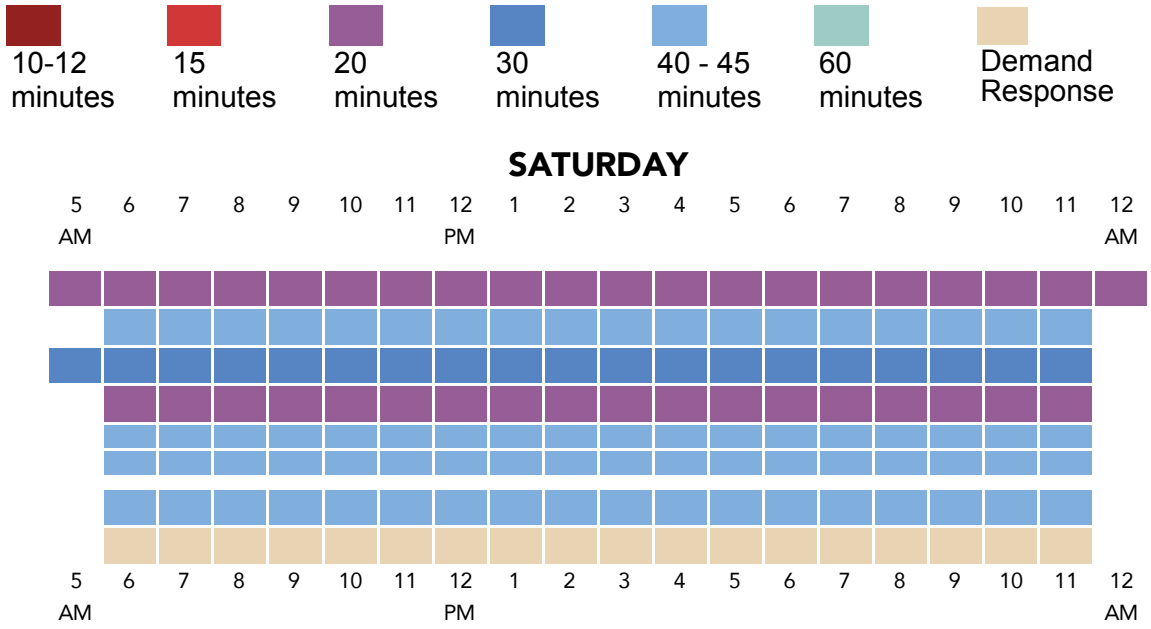


No.	Route
5	Piedmont / Sandy Springs
85	Roswell
87	Roswell / Sandy Springs
143x144	North Point Pkwy
143	North Point Pkwy / Deerfield
144	North Point Pkwy / Brookside
185	Alpharetta
312	North Fulton

This table displays approximate hours of operation and is subject to refinement in the next phase of the study.

North Fulton Frequency and Span on Saturdays

MARTA Draft Network
The bus comes about every:

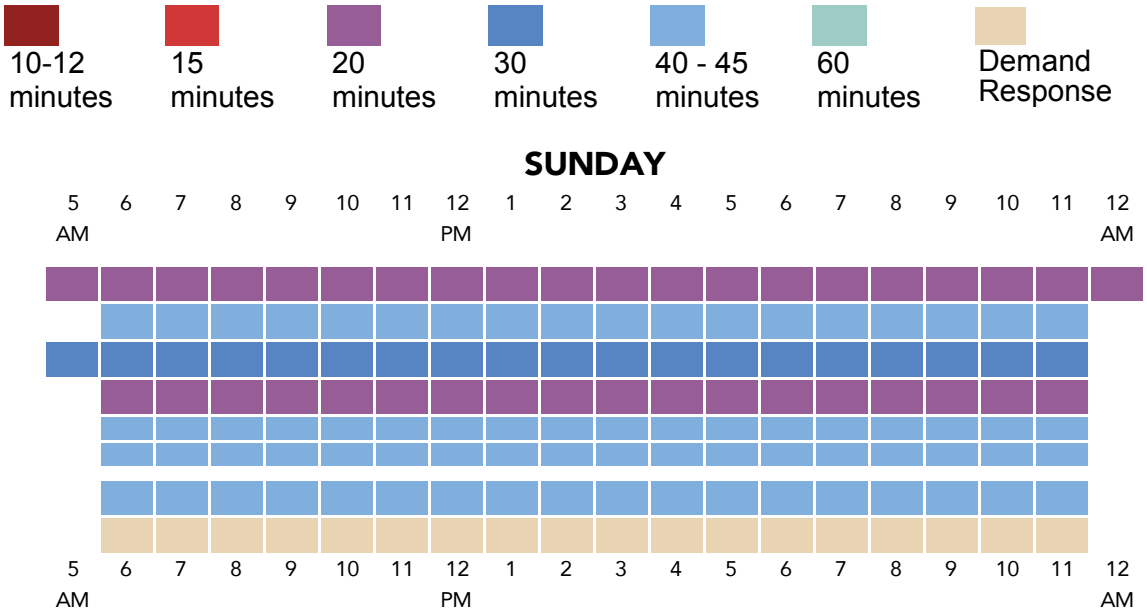


No.	Route
5	Piedmont / Sandy Springs
85	Roswell
87	Roswell / Sandy Springs
143x144	North Point Pkwy
143	North Point Pkwy / Deerfield
144	North Point Pkwy / Brookside
185	Alpharetta
312	North Fulton

This table displays approximate hours of operation and is subject to refinement in the next phase of the study.

North Fulton Frequency and Span on Sundays

MARTA Draft Network
The bus comes about every:



No.	Route
5	Piedmont / Sandy Springs
85	Roswell
87	Roswell / Sandy Springs
143x144	North Point Pkwy
143	North Point Pkwy / Deerfield
144	North Point Pkwy / Brookside
185	Alpharetta
312	North Fulton

This table displays approximate hours of operation and is subject to refinement in the next phase of the study.

Network Outcomes in Detail

Proximity to Transit

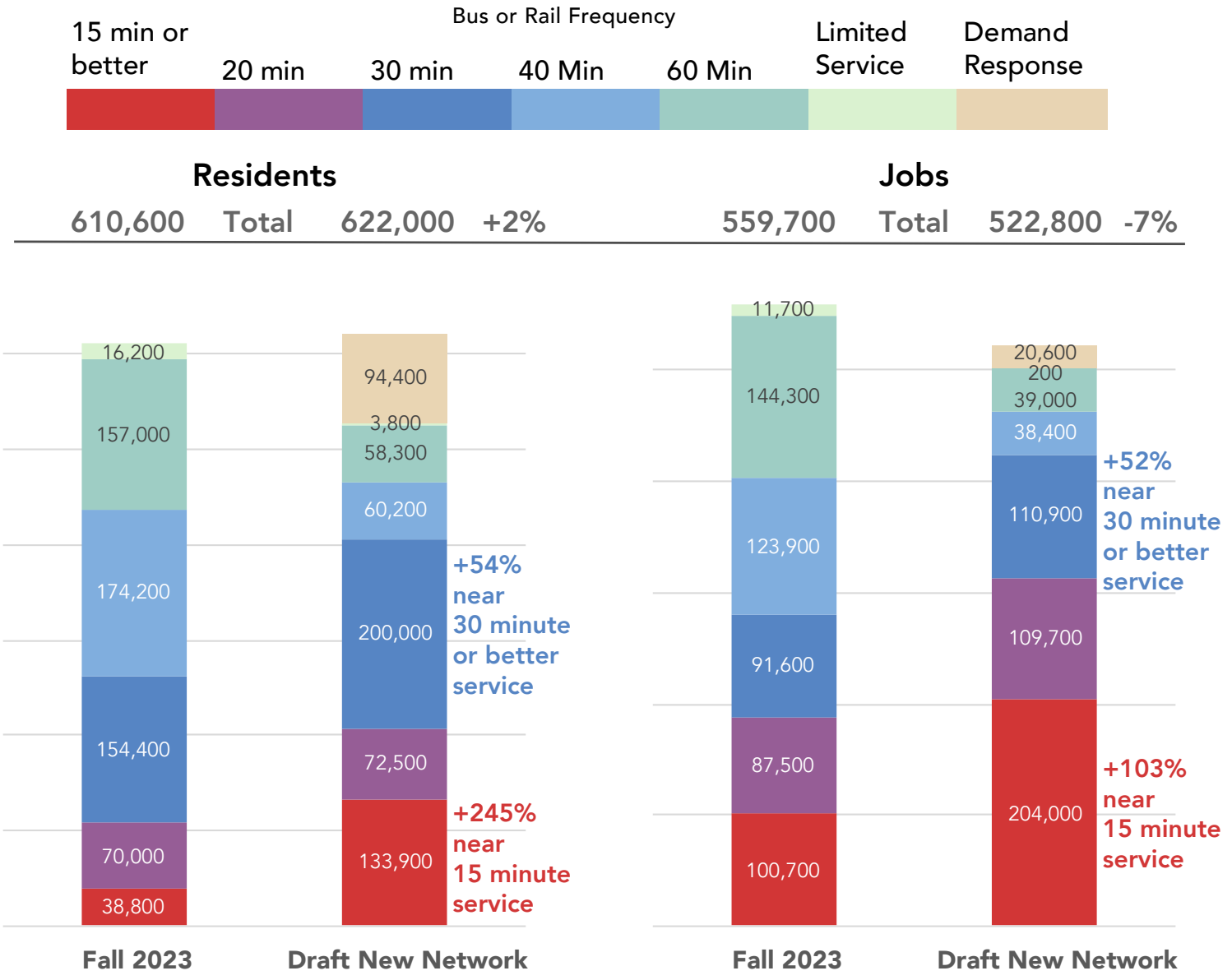
The charts on this page show **how many people and jobs were near a bus or rail stop at midday on a weekday** in the Existing Network compared to how many would be within a 1/4 mile of a transit stop in the Draft New Network.

Overall, 2% more people would be near any transit service, while 54% more would be near 30-minute or better service. **The Draft New Network brings frequent transit to 95,100 more people, a 245% increase over today's network.**

Overall, 7% fewer jobs are near any service, yet 52% more jobs are near 30-minute or better service. **The Draft New Network brings frequent transit to 103,300 more jobs, a 103% increase over today's network.**

The increase in people and jobs near frequent service is a significant sign that the Draft New Network would be more useful to far more people for many more trips, and therefore likely to achieve higher ridership.

How many people and jobs are within a walk of transit?



Change in People Near Transit

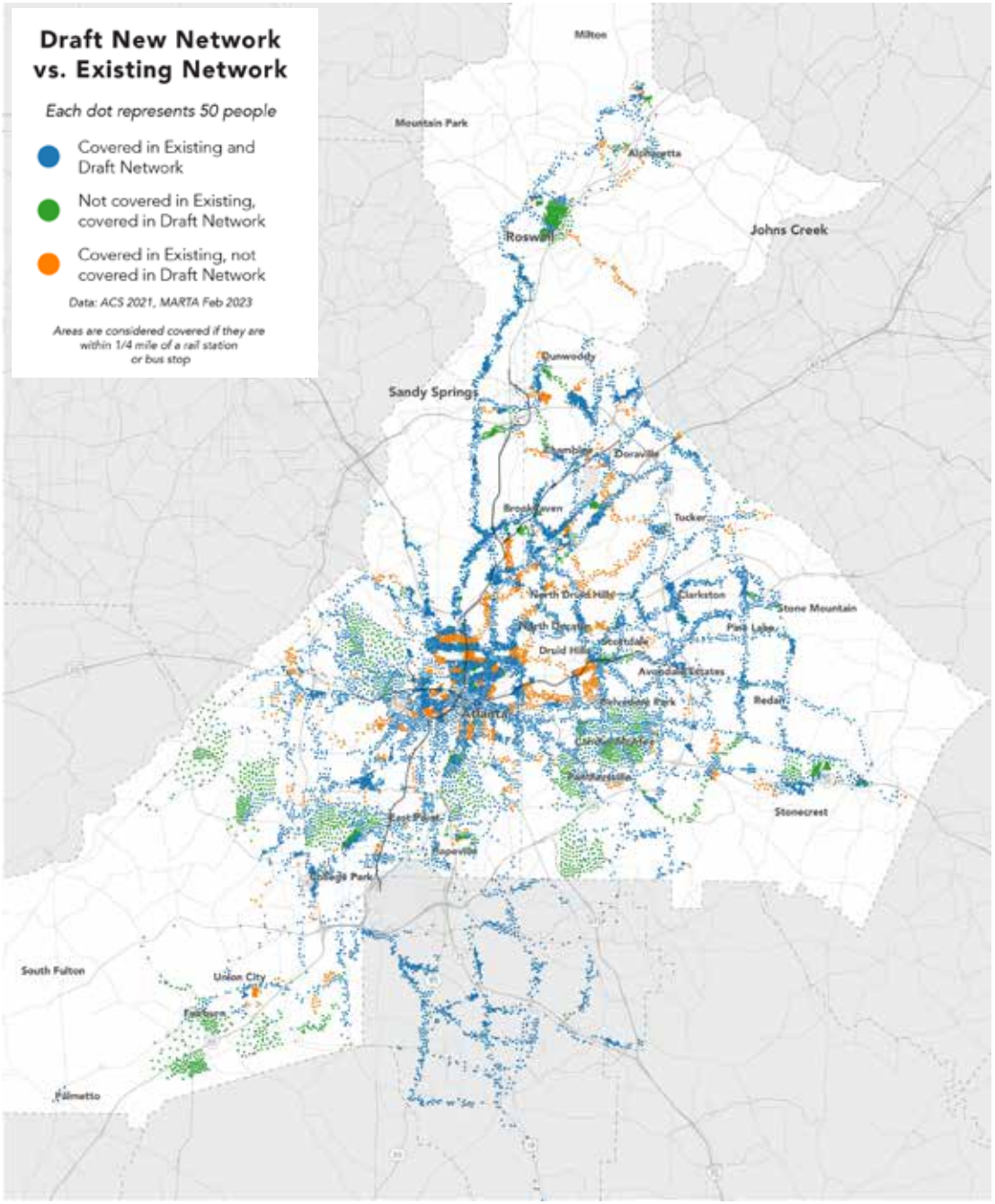
The charts on the previous page show how many people are near service by different frequency. The map at right shows where people who lose or gain transit coverage are located, during the weekday midday service period.. Each dot represents 50 people:

- Blue dots are people within 1/4 mile of a bus stop or rail station today and in the Draft New Network.
- Green dots are people beyond 1/4 mile of a bus stop or rail station today, but who are within 1/4 mile of the Draft New Network.
- Orange dots are people 1/4 mile of a bus stop or rail station today, but who are beyond 1/4 mile in the Draft New Network.

Orange areas highlight where routes have been removed, such as on 14th Street downtown or along Lavista Road in North DeKalb.

In the case of 14th Street, this analysis overestimates the loss of transit. In the Draft New Network, higher frequency services are on 10th and 17th Streets. Although the common standard is 1/4 mile, this is not a hard boundary. The relationship between distance and willingness to walk is a continuous curve without sharp breaks. Research shows many people are willing to walk farther for more useful service.

In the case of Lavista Road, however, there is no nearby alternative in the section between North Druid Hills Road and Montreal Road, so coverage is definitely lost in this area by any reasonable standard.



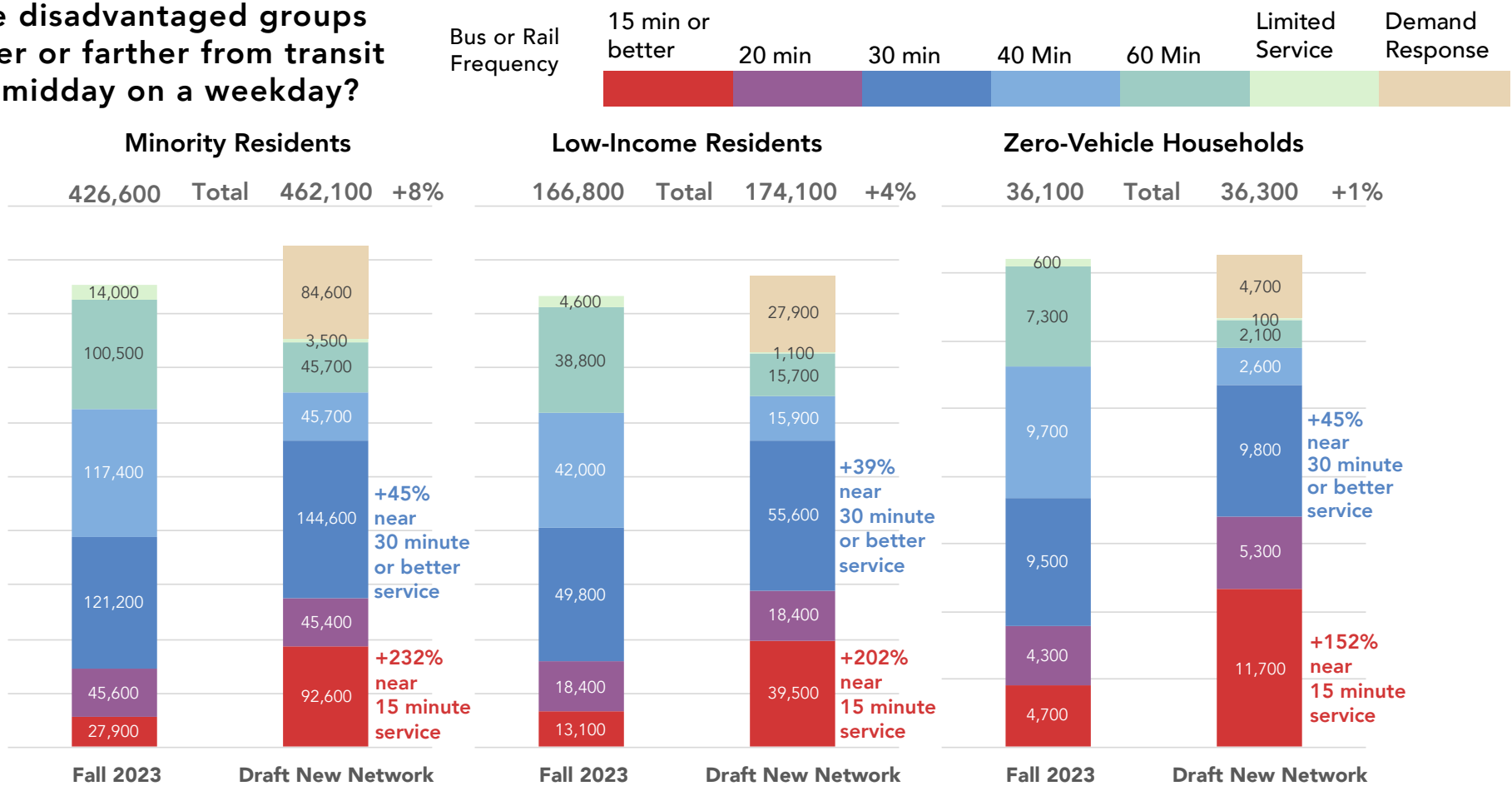
Proximity to Transit for Title VI Populations

Transit is often tasked with providing affordable transportation for low-income residents. This is one of the reasons agencies provide service to some people and areas, regardless of ridership potential.

The chart below shows the change in Minority Residents, Low-Income Residents, and Zero-Vehicle Households within 1/4 mile of a bus stop or rail station in the Fall 2023 Network and the Draft New Network.

The Draft New Network increases the number of Minority Residents, Low-Income Residents, and Zero-Car Households covered by any transit service.

Are disadvantaged groups closer or farther from transit at midday on a weekday?



Federal laws and regulations protect Minority Residents and Low-Income Residents from disparate transportation impacts. These regulations are implemented under the overall guidance of Title VI of the Civil Rights Act of 1964 which states:

> *No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.*

Subsequent federal legislation and executive orders have extended these protections to Low-Income Residents and persons with Limited English Proficiency (LEP). This is one of the reasons agencies sometimes provide transit service in places with concentrations of Low-Income and Minority Residents, even if these would not generate much ridership. A Low-Income Resident is defined as someone earning 150% of the federal poverty threshold. A Minority Resident is defined by based on Census categories of race and ethnicity and includes anyone who identifies as Non-White or Hispanic. While Zero-Vehicle Households do not constitute a protected class, they do represent a community of concern, since they are likely to have limited alternative transportation options.

MARTA has official Title VI Service Equity Policies that stipulate how to assess whether a service change has a disparate impact or disproportionate burden on a protected class of people. The policies specify methods to analyze impacts and thresholds about the level of impacts that constitute a disparate impact or disproportionate burden. These official analyses are normally completed within 6 months of a service change, when proposed schedules and other details of service change allow the agency to more finely measure changes.

The proximity measures on the previous page and the access analyses shown later in this chapter provide some insights about the impacts of the Draft New Network on protected classes, but do not constitute an official Title VI Service Equity Analysis.

The Draft New Network increases the number of Minority Residents, Low-Income Residents, and Zero-Car Households near any transit service by 8%, 4% and 1%, respectively. Contrast these results with the chart on page 142, which shows that the Draft New Network increase the number of people overall near transit by 2%. So Minority Residents and Low-Income Residents are seeing much higher rates of increase in proximity to any service than the overall population. Zero-Car Households are seeing less of an increase than the population overall, though.

For people near frequent service, Minority Residents see an increase of 232%, Low-Income Residents see an increase of 202% and Zero-Car Households see an increase of 152%. All of these are less than the overall population, which sees an increase of 245%. For people near service that comes at least every 30 minutes, Minority Residents see an increase of 45%, Low-Income Residents see an increase of 39% and Zero-Car Households see an increase of 45%. All of these are greater than the overall population, which sees an increase of 30%.

Note: A Low-Income Resident is defined as someone earning no more than 150% of the federal poverty threshold.

Minority Residents and Low-Income Residents see higher than average increases in proximity to service every 30 minutes or better.

Proximity of Service to Existing Stops & Riders

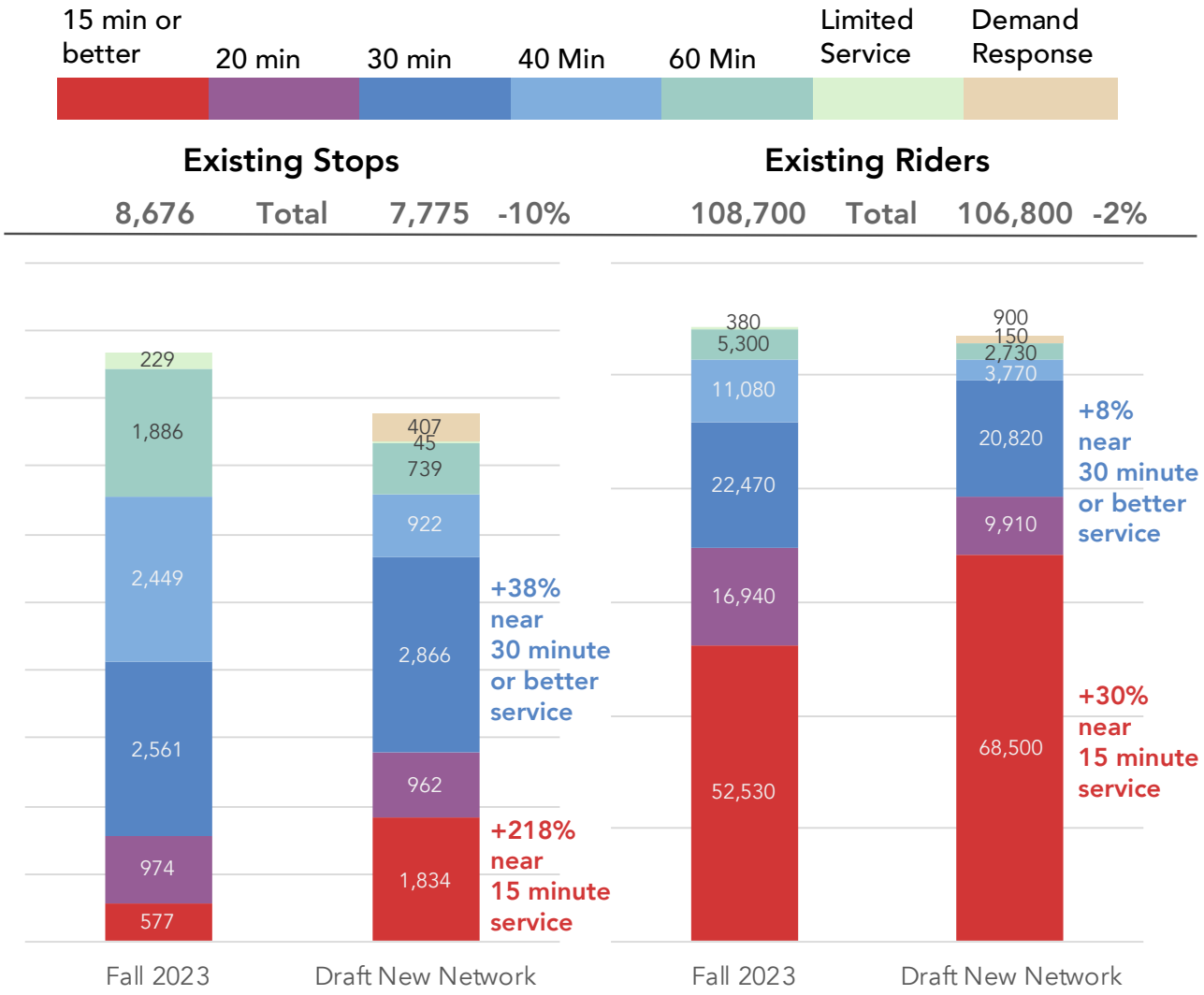
The graph at right shows **the type of transit service that is close to each existing bus stop and close to each existing rider.** A stop is considered walkable if it is within 1/4 mile of a bus stop or rail stop.

The Draft New Network would not reach all existing bus stops. It would provide service within 90% of existing stops, so about 900 stops would be more than an acceptable walk from service. Yet in the Draft New Network, **21% of existing bus stops would be near frequent service, compared to just 7% today.** Also, 30% more stops would be near 30-minute or better service, with 65% of bus stops near that level of service.

The second chart on the right shows **how close transit service would be to the locations where people boarded buses in Fall 2023.** These graphs give a better sense of how ***existing riders*** would be affected by the Draft New Network, compared to the chart on the left side, since different bus stops are used by very different numbers of riders.

The Draft New Network would maintain service close to nearly all of existing riders' boarding locations. **Only 2% of today's boardings would be more than an acceptable walk from service in the Draft New Network.** Bus stops that would be unserved by the new network are mostly places with few existing riders. More existing riders would be near higher frequency service in the Draft New Network. **The percent of existing boardings near frequent bus service (every 15-minutes) would increase from 48% to 63%. The percent of existing boardings near 30-minute or better service would increase from 85% to 91%.**

Existing bus stops and riders that would be within a 1/4-mile walk of transit



Freedom and Access

You can find out how the Draft New Network would affect travel time in your area, or to and from any place you care about.

Two examples are provided at right, for two major destinations:

- Clark Atlanta University
- Emory University Hospital

On each of the maps:

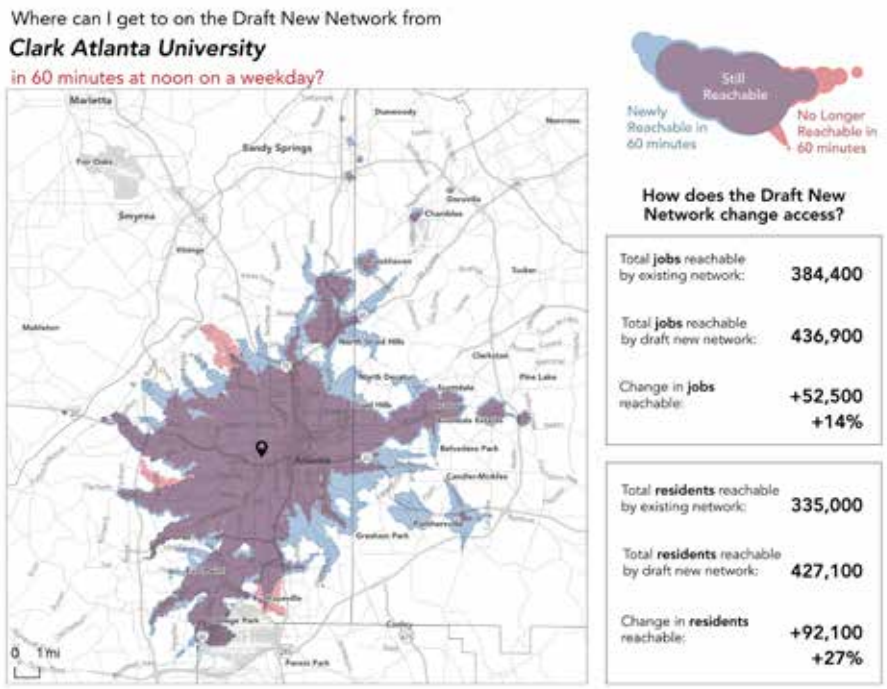
- The light blue areas are the places that the Draft New Network would make accessible from that major destination, in an hour, by transit.
- The bright red areas are places that are reachable today that would not longer be reachable in the Draft New Network.
- Where the two colors overlap, access within 60 minutes would still be possible.

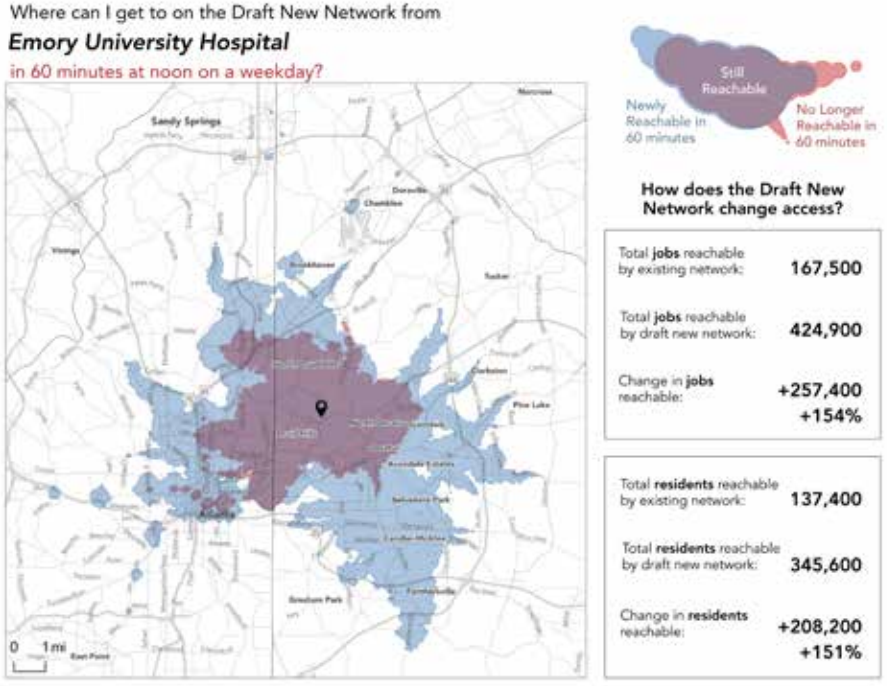
When access to major destinations like these improves, it means that more people could apply for jobs, enroll in schools, run errands, or visit friends and family in that area.

Expanding the places people can go in a reasonable amount of time expands their access to opportunity.

This is also one of the most important strategies transit agencies can use for retaining and attracting more riders.

You can make maps like this for yourself, for any place in the MARTA service area, in the interactive online map. More examples are also provided in Appendix A to this report.





Change in Access to Jobs Across the Region

The maps on the previous pages show you access to jobs and people from a single location.

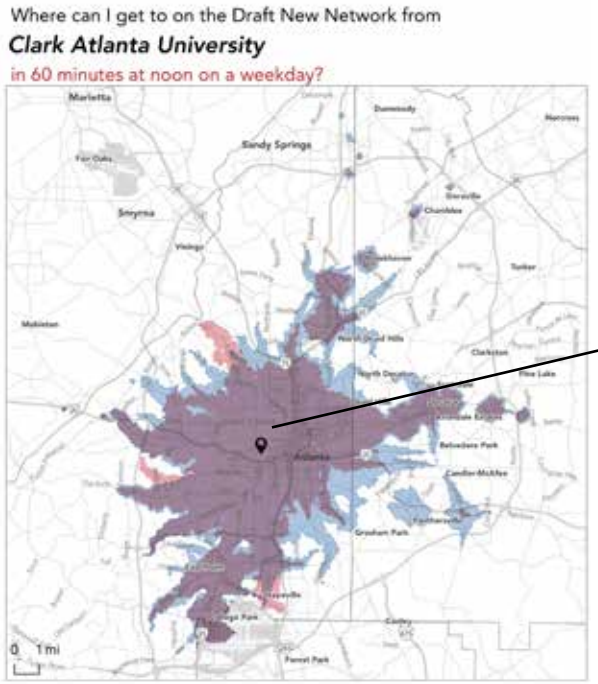
But what about all parts of the region? The diagram at right depicts how we expand on the previous analysis to show the change in access to jobs for all parts of the region.

The tables and maps on the following pages show how many more (or fewer) jobs could be reached in 45, 60, or 90 minutes on transit on weekdays at noon, from anywhere in the region, using the Draft New Network. The travel time is door-to-door and includes walking, waiting, riding, and any time required for transfers.

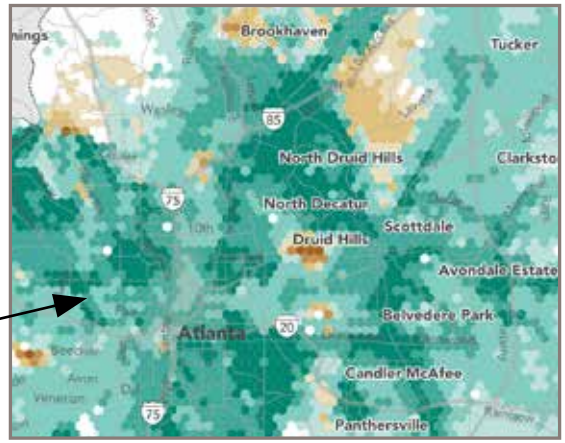
The maps we have developed to show job access throughout the region do not just focus on areas. They focus on where people live. The Draft New Network is designed to shift some transit operating resources around in order to focus more service in areas where many people would benefit. To see the impacts of that, we display Access Change as a dot-density map where every 50 residents are represented with one dot.

We can then take the change in jobs reachable within each hexagon, multiply by the number of people in each hexagon, and then divide by the total people in the two-county service area, to get the average change. That is how we summarized the average change on the next page.

Step 1: Job access from specific locations

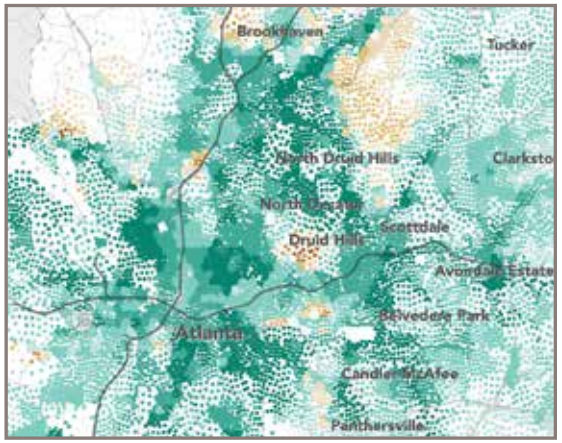


Step 2: Repeat throughout the region



1 hexagon = 1/4 mile area

Step 3: Adjust for population density



1 dot = 50 people

Data: LEHD 2020, ACS 2021, MARTA 2023

How many more jobs can be reached?

This table shows how the Draft New Network changes access to jobs for the average resident.[1] In other words, **how many more or less jobs can residents reach using the Draft New Network compared to the Fall 2023 Network?** (On the following pages this is broken down by location, race, and income.)

Regardless of whether we use a travel time of 45, 60 or 90 minutes, the Draft New Network delivers a substantial increase in jobs reachable by the average resident.

This is the essence of why the ridership-coverage trade-off is difficult. The Draft New Network dramatically expands access to jobs on average, and therefore is likely to cause an expansion of ridership. Yet it does so in part because **it also discontinues service to a few people and jobs to reinvest in frequent service for many people and jobs,** as we saw in the Proximity analysis on page 142.

...in 45 minutes travel time

Network	Average Resident
Existing Network	44,000
Draft New Network	53,200
Change	9,200 (+21%)

...in 60 minutes travel time

Network	Average Resident
Existing Network	104,700
Draft New Network	126,700
Change	22,000 (+21%)

...in 90 minutes travel time

Network	Average Resident
Existing Network	312,800
Draft New Network	358,000
Change	45,200 (+15%)

1 In all access measurements for both Concepts, rail lines are assumed to have 15 minute headways at midday. In locations where rail lines come together, a combined headway of 7.5 minutes is used.

Change in Access to Jobs in 45 Minutes

How many additional or fewer jobs can residents reach using the Draft New Network compared to the Fall 2023 Network? The map on this page shows that information by location for a 45 minute travel time. The charts starting on page 153 show the same data by race and income.

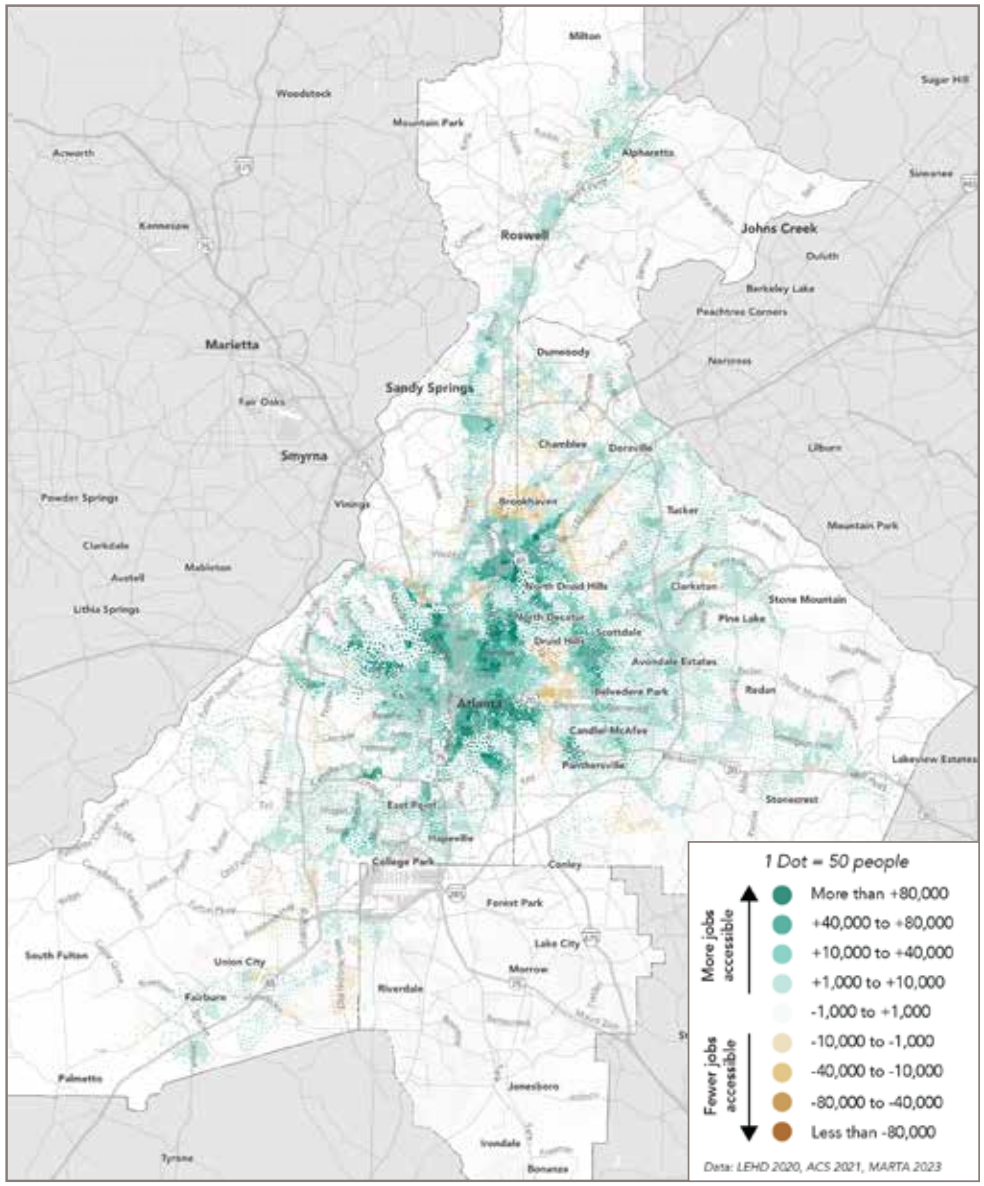
With the smallest travel time budget, the areas closest to the core see some of the largest access gains. This is due to the relatively proximity to major jobs centers near Downtown, Midtown, Decatur, and Emory where job density is highest. Gains are also concentrated in places where frequency of service has increased the most, and particularly on corridors like Joseph E. Boone Boulevard and Donald Lee Hollowell Parkway, where distance to downtown is relatively short and frequency improves substantially with the Draft New Network.

In a 45 minute travel time, the average resident could reach

21% more jobs

in the Draft New Network.

...in 45 minutes travel time



Change in Access to Jobs in 60 Minutes

How many additional or fewer jobs can residents reach using the Draft New Network compared to the Fall 2023 Network in 60 minutes? The map on this page shows that information by location for a 60 minute travel time. The charts starting on page 153 show the same data by race and income.

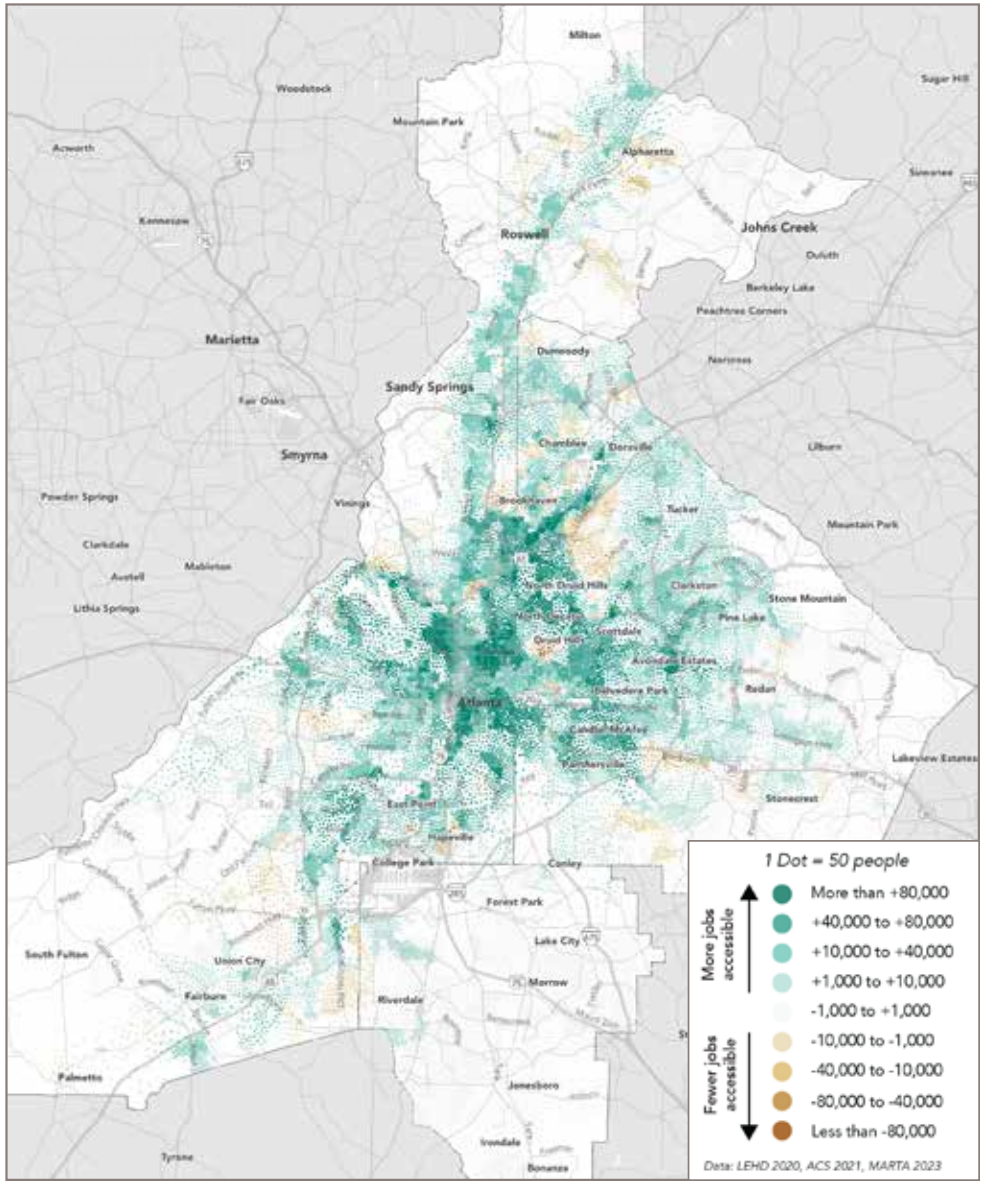
At the 60 minute travel time budget, substantial job access gains are spread farther across the service area. Greater gains are seen in far west Fulton County, far east DeKalb County and industrial parks with the new on-demand zones, such as Oakley Industrial Park.

In a 60 minute travel time, the average resident could reach

21% more jobs

in the Draft New Network.

...in 60 minutes travel time



Change in Access to Jobs in 90 Minutes

How many additional or fewer jobs can residents reach using the Draft New Network compared to the Fall 2023 Network? The map on this page shows that information by location for a 90 minute travel time. The charts starting on page 153 show the same data by race and income.

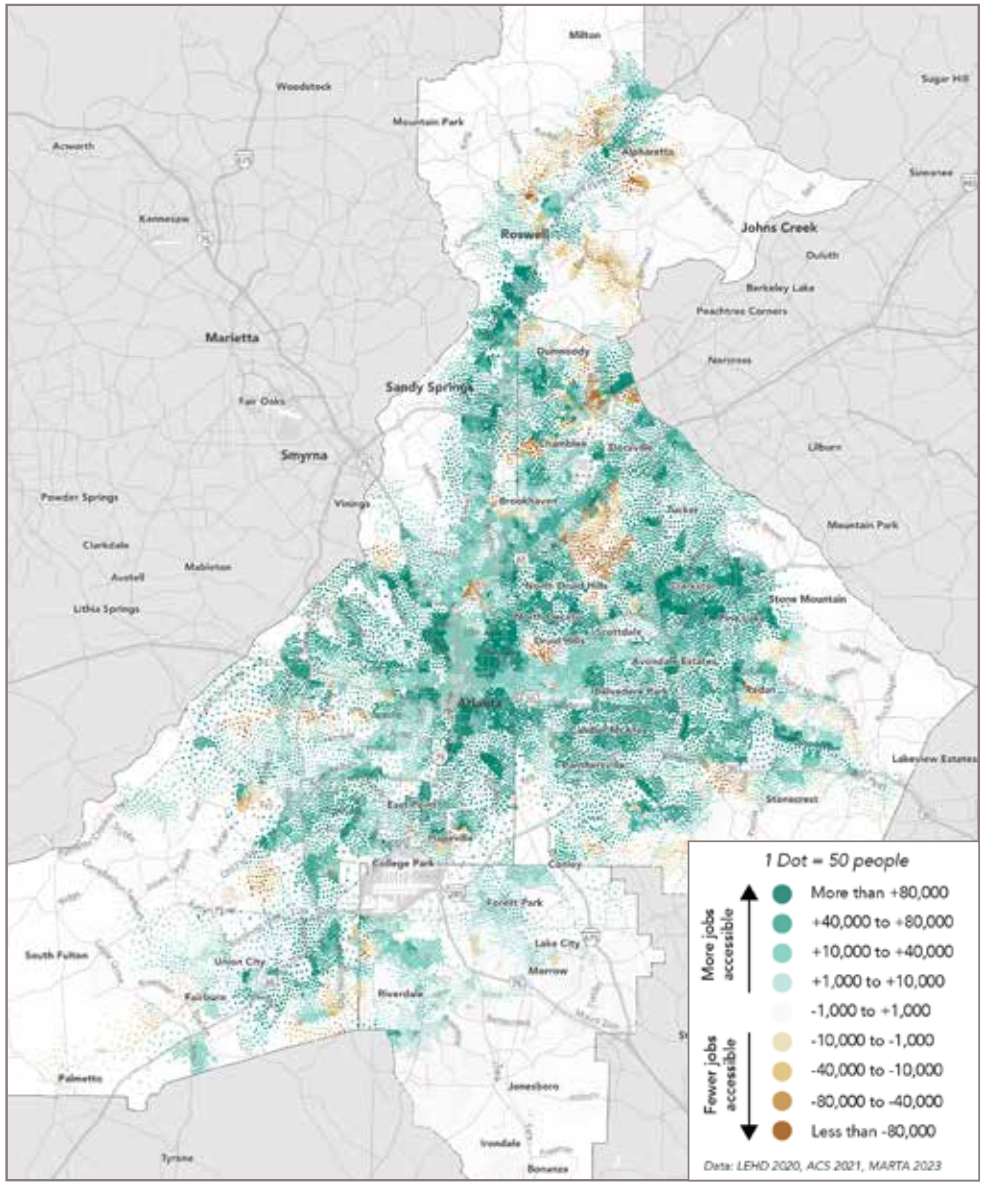
At the 90 minute travel time budget, substantial job access gains are seen across the vast majority of the MARTA service area.

In a 90 minute travel time, the average resident could reach

15% more jobs

in the Draft New Network.

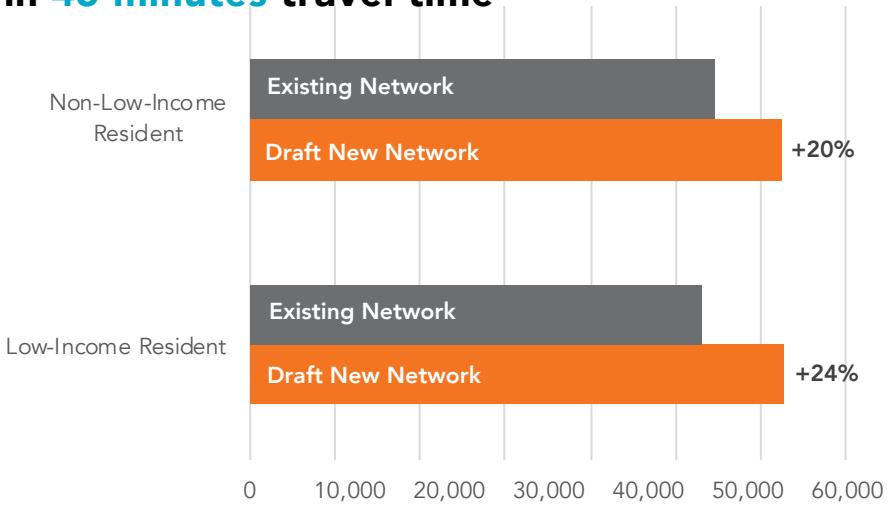
...in 90 minutes travel time



Access to Jobs for Low-Income Residents

How many jobs can the average Low-Income and Non-Low-Income Resident reach . . .

in 45 minutes travel time



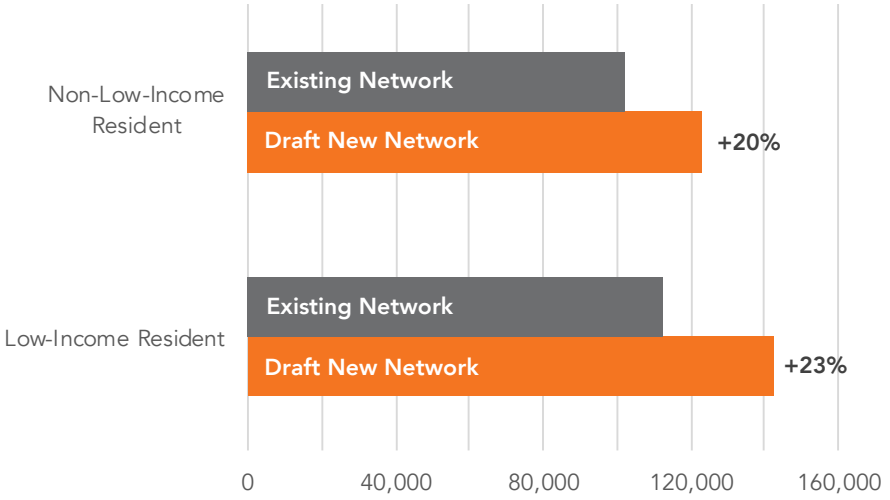
On average, Low-Income and Non-Low-Income residents see gains in jobs access and

Low-Income Residents see greater access gains

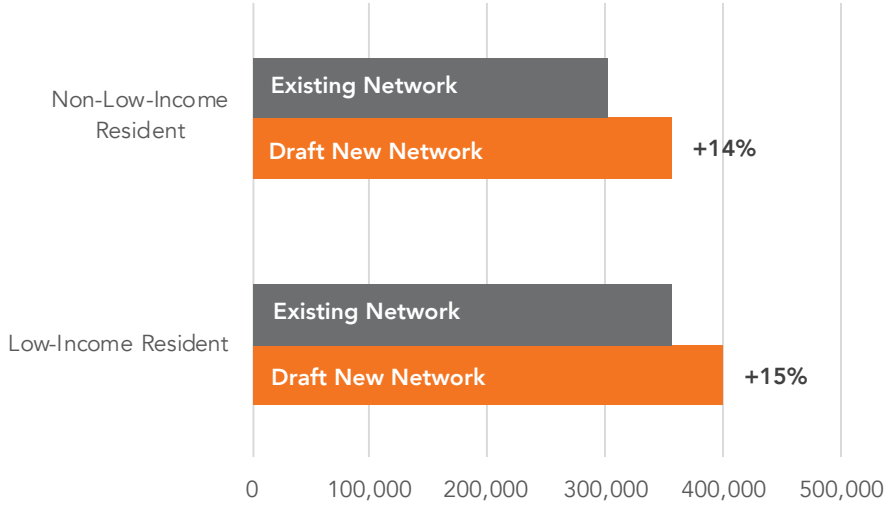
at each time period compared to Non-Low-Income Residents.

Notes: A Low-Income Resident is defined as someone earning no more than 150% of the federal poverty threshold.

in 60 minutes travel time



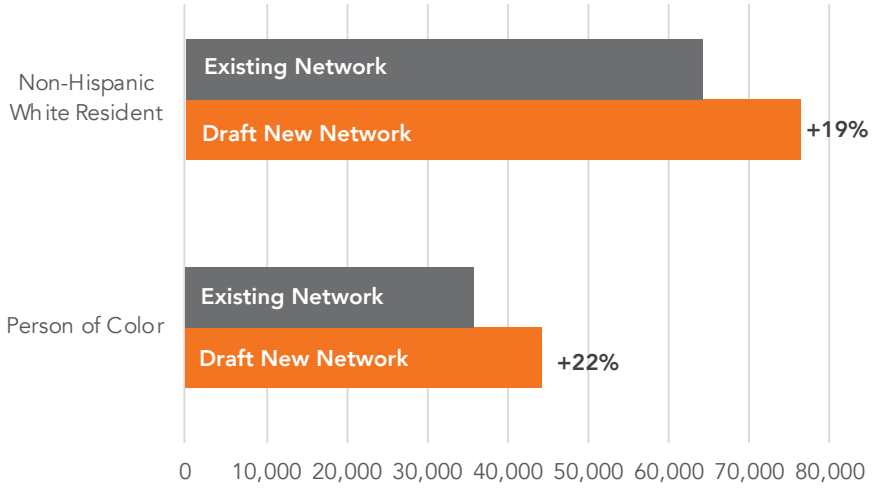
in 90 minutes travel time



Access to Jobs for Minority Residents

How many jobs can the average Minority Resident and Non-Hispanic White Resident reach . . .

in 45 minutes travel time



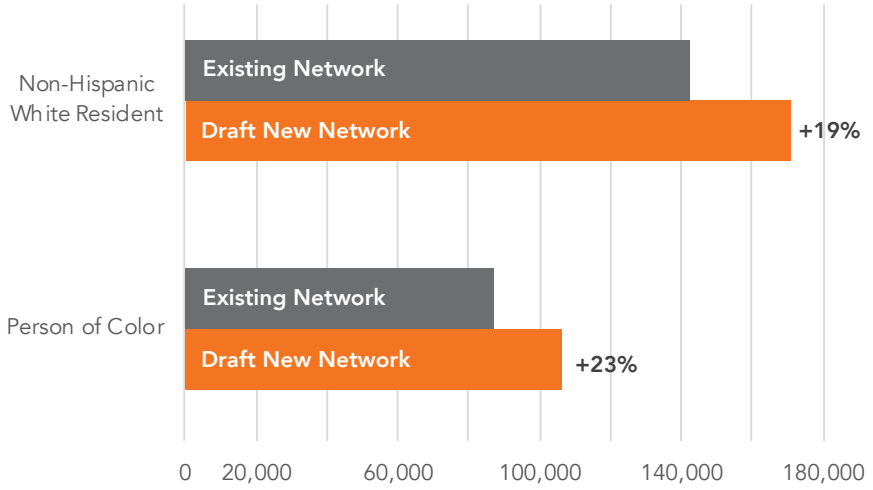
The Draft New Network achieves

3 to 5% greater gains in job access for Minority Residents

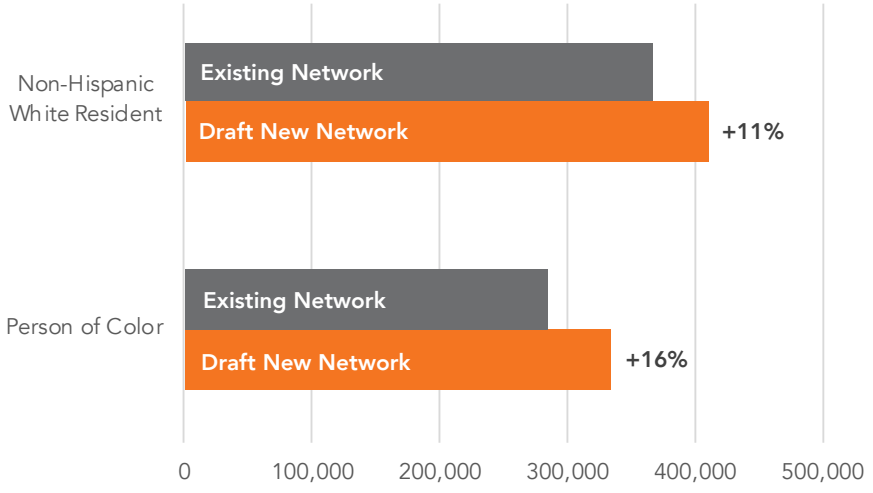
at each time period compared to Non-Hispanic White Residents.

Notes: A Minority Resident is based on Census categories of race and ethnicity and includes anyone who identifies as Non-White or Hispanic.

in 60 minutes travel time

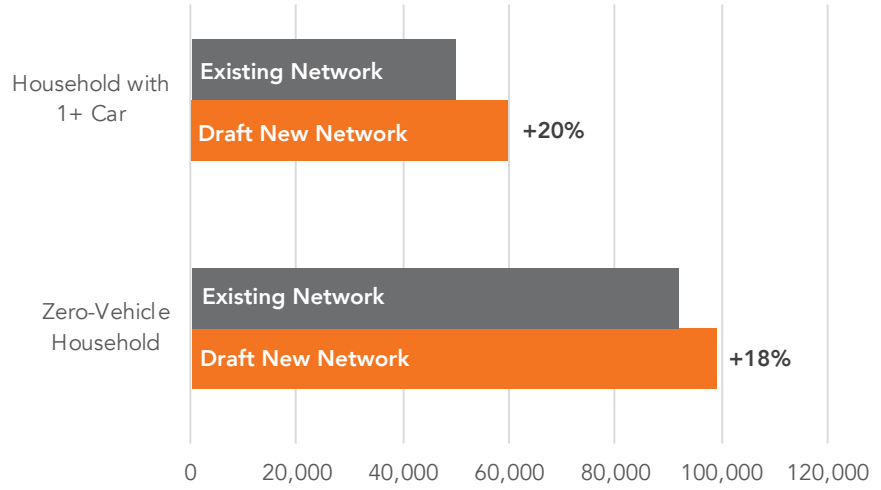


in 90 minutes travel time



Access to Jobs for Zero-Vehicle Households

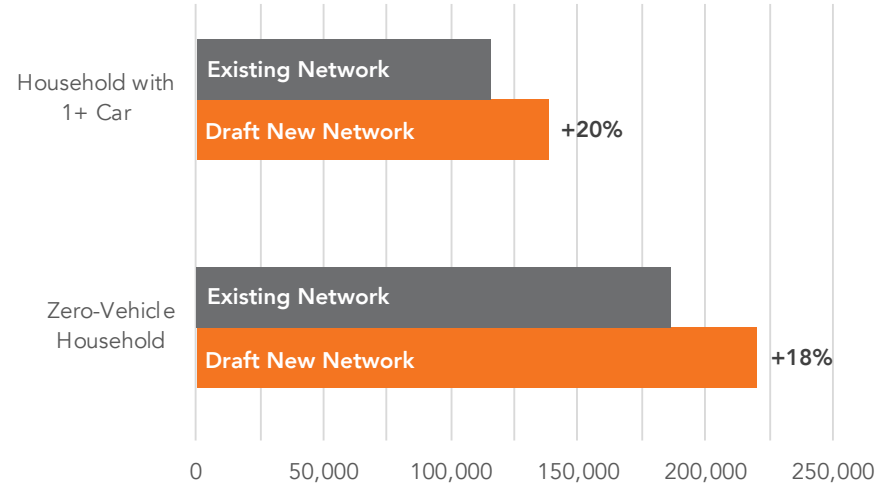
How many jobs can the average Household without a Vehicle reach compared to Households with Vehicles . . . in 45 minutes travel time



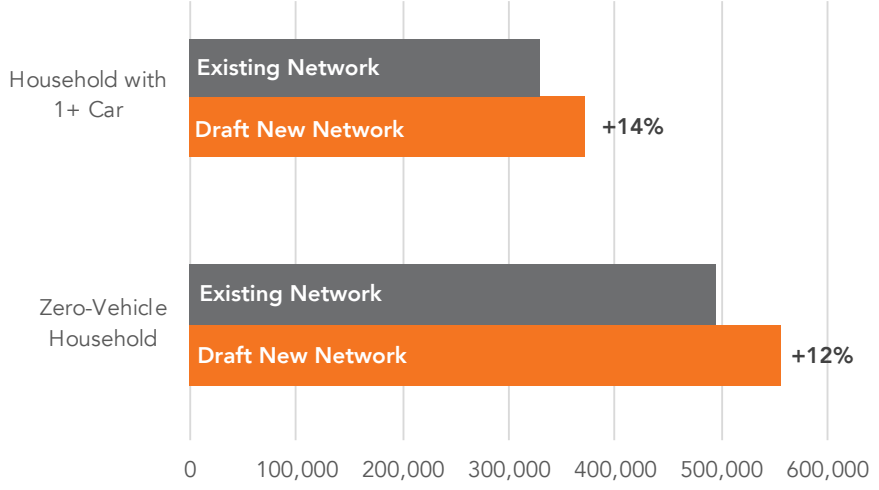
Zero-Vehicle Households gain access to more jobs compared to Households with Cars during each time period.

Zero-Vehicles Households live closer to transit and have much higher access to jobs by transit in both networks than Households with Cars. At 45 and 60 minutes, Zero-Vehicle Households have an 18% increase in access to jobs. At 90 minutes, Households with Cars can reach 45,300 more jobs, or 14% more, in the Draft Network. Households without Cars can reach 60,500 more, or 12% more. The percentage increase is smaller due to the much larger denominator.

in 60 minutes travel time



in 90 minutes travel time

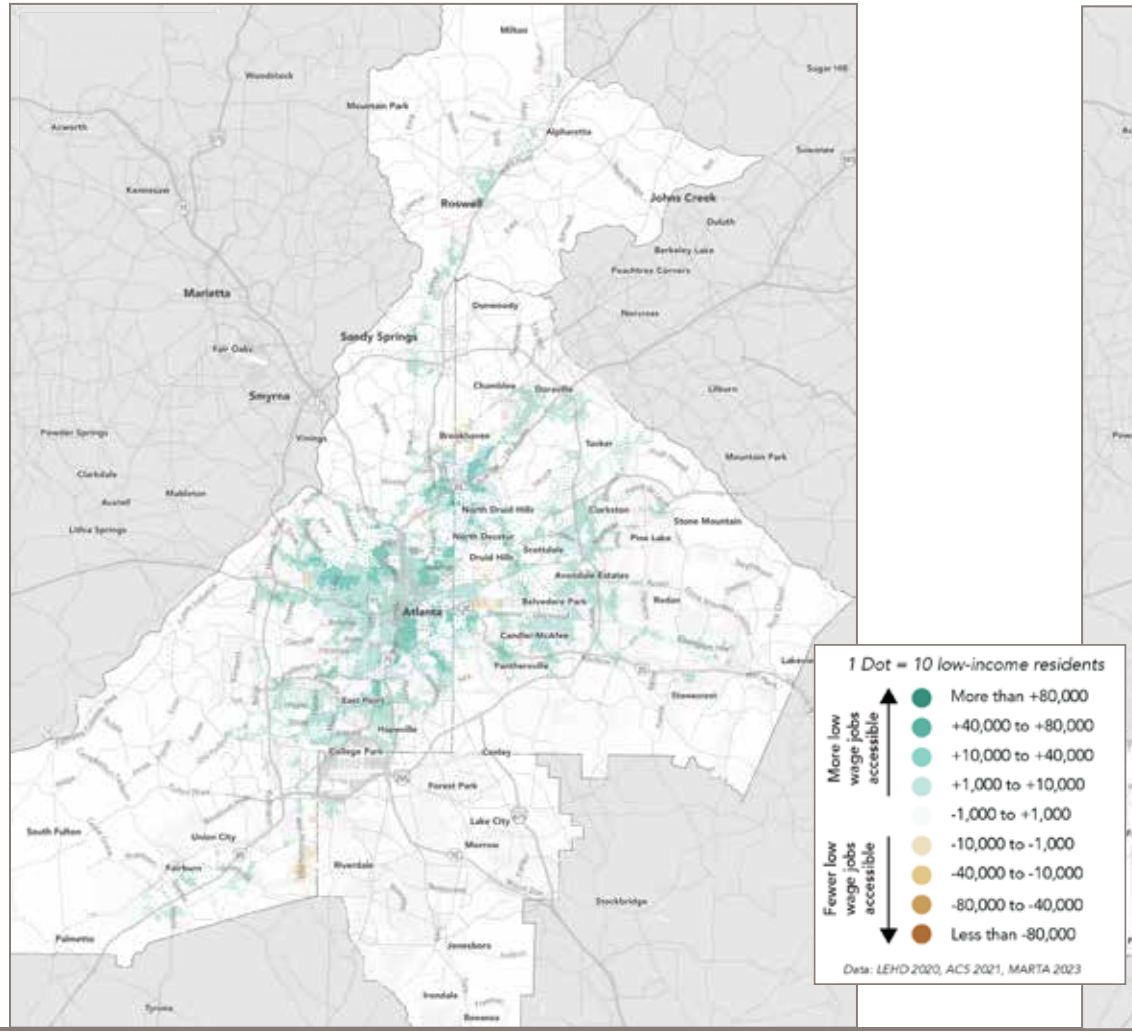


Access to Low-Wage Jobs

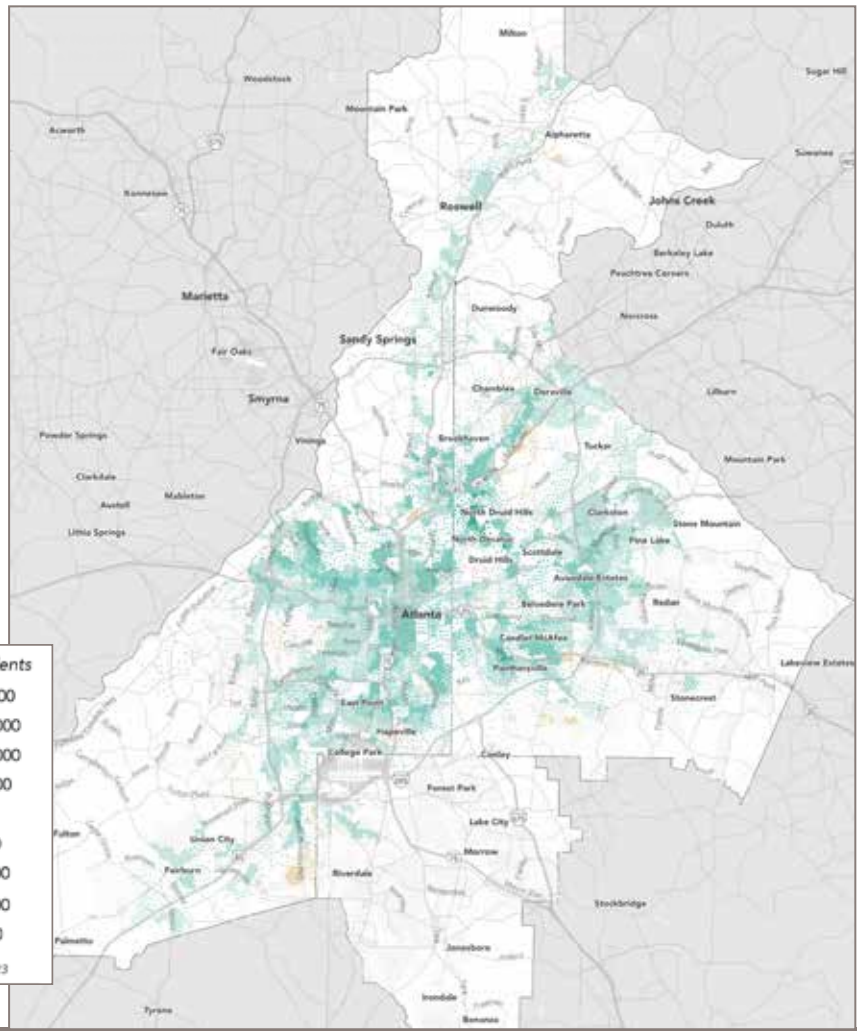
Access to any jobs tells us a great deal about overall access to opportunity. It can, however, overemphasize access to higher wage and higher skilled jobs that tend to concentrate in downtown. In these maps we look at **how many low-wage jobs someone living on a low income could reach**. This analysis considers the types of jobs that lower income residents may be more likely to want to reach for commuting. The Draft New Network increases access to lower-wage jobs at similar rates as it does for all jobs, indicating that the network is not overemphasizing high-wage jobs in downtown.

In 60 minutes travel time, the average low-income resident gains access to 20% more lower-wage jobs in the Draft New Network.

...in 45 minutes travel time



...in 60 minutes travel time



Access to Jobs for Existing Riders

...in 45 minutes travel time

Network	Jobs Reachable
Existing Network	163,000
Draft New Network	185,400
Change	22,400 (+14%)

...in 60 minutes travel time

Network	Jobs Reachable
Existing Network	315,900
Draft New Network	356,700
Change	40,800 (+13%)

...in 90 minutes travel time

Network	Jobs Reachable
Existing Network	710,000
Draft New Network	764,000
Change	53,200 (+8%)

Note: The change in access reported in these tables is based on the average daily boardings at each bus stop in Fall 2023, and the number of jobs reachable by transit plus walking from the area where each stop is located.

These tables show the change in access to jobs for the average person who was riding transit in Fall 2023. While we don't have the data to know where each riders start their trip, usually by walking, we can use the locations where they boarded to approximate their starting location.

In the Draft New Network, the average existing rider could reach 8 to 14% more jobs depending on the travel time budget.

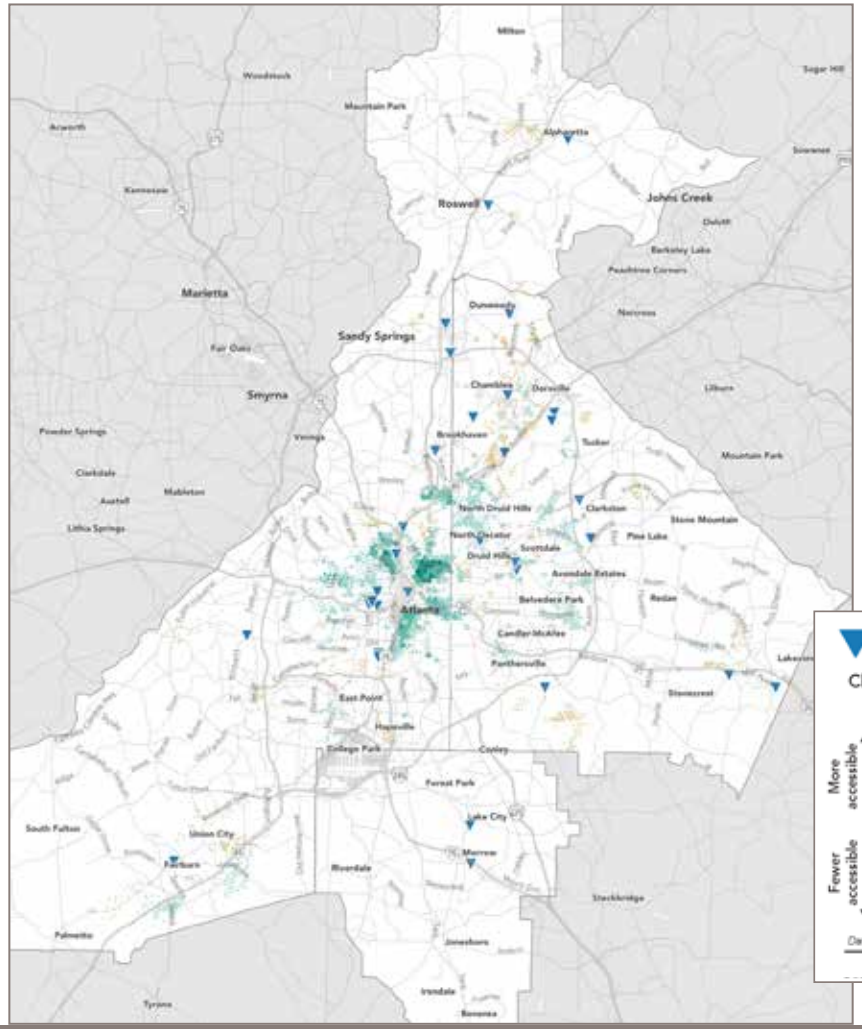
In the Draft New Network, the *average* existing rider would see an increase of 8% to 14% in access to jobs and opportunity.

Access to Higher Education

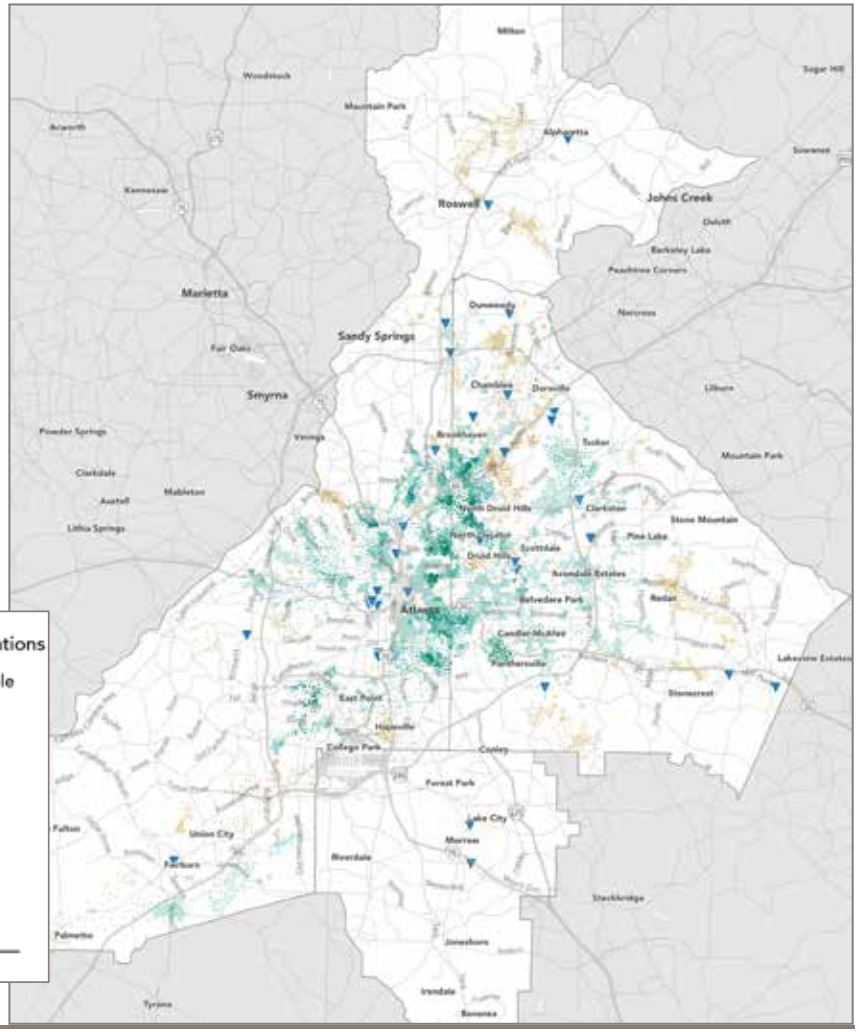
In addition to jobs, measures of access can be used for other important destinations in people's daily lives. The maps on this page show the change in the number of colleges and universities that are reachable by transit in the Draft New Network compared to the Fall 2023 Network.

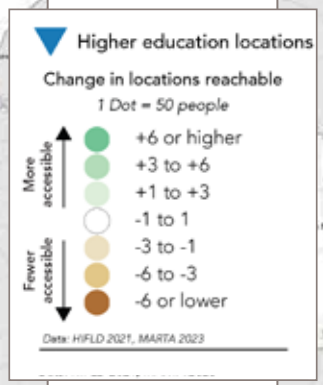
The average resident could reach 22% more colleges and universities in 60 minutes with the Draft New Network compared to today.

...in 45 minutes travel time



...in 60 minutes travel time



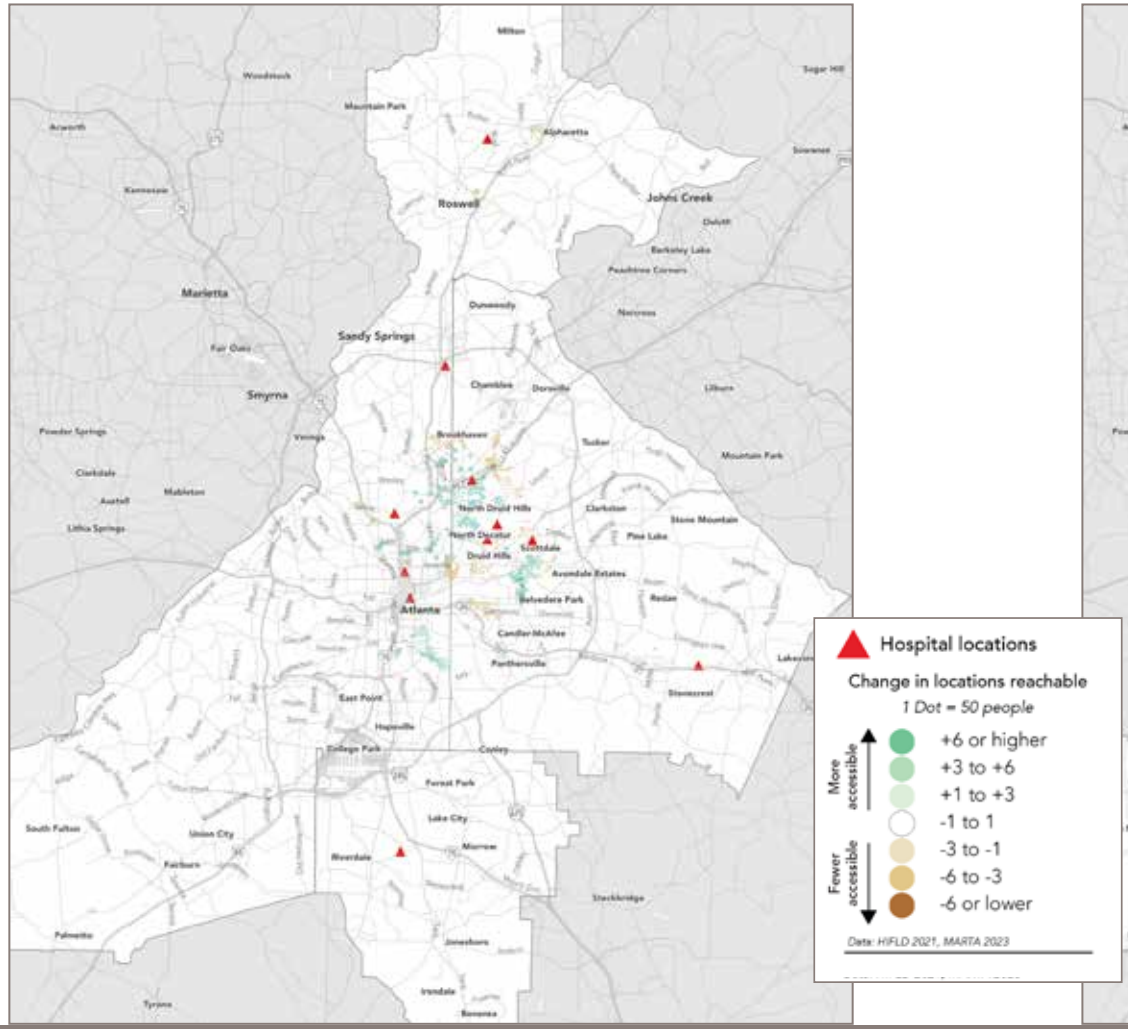


Access to Hospitals

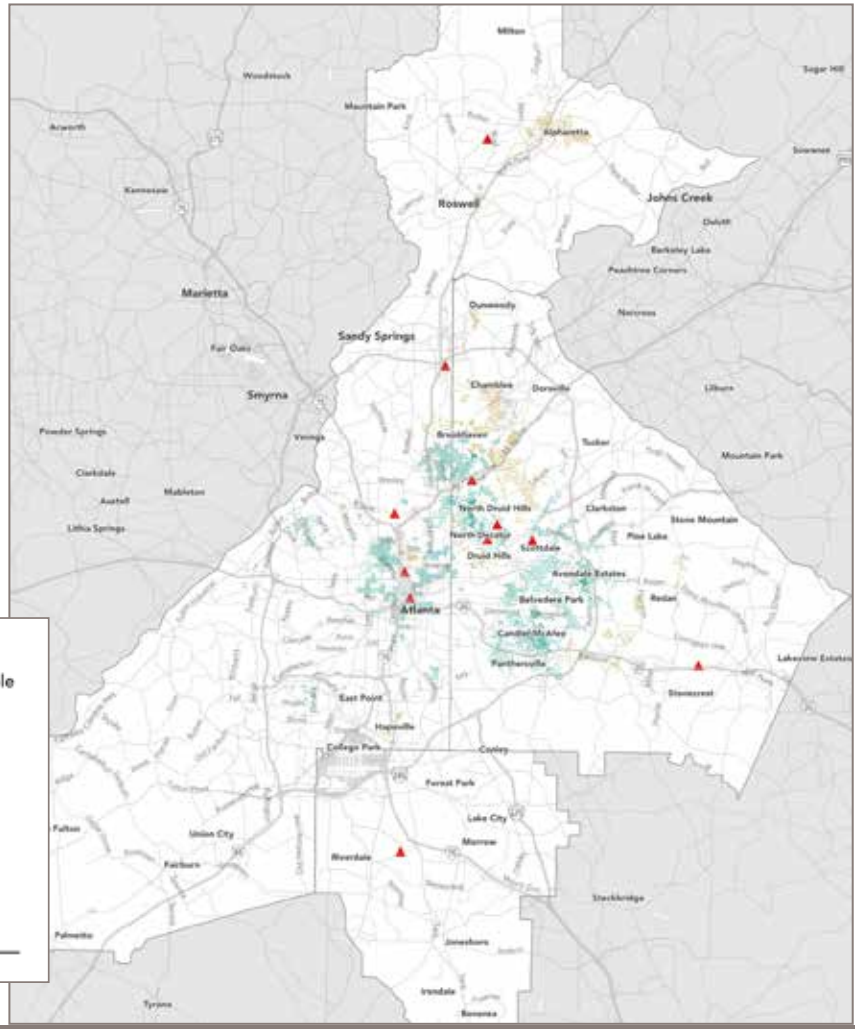
In addition to jobs, measures of access can be used for other important destinations in people's daily lives. The maps on this page show the change in the number of hospitals that are reachable by transit in Draft Network compared to the Fall 2023 Network.

The average resident could reach 27% more hospitals in 60 minutes with the Draft New Network compared to today.

...in 45 minutes travel time



...in 60 minutes travel time

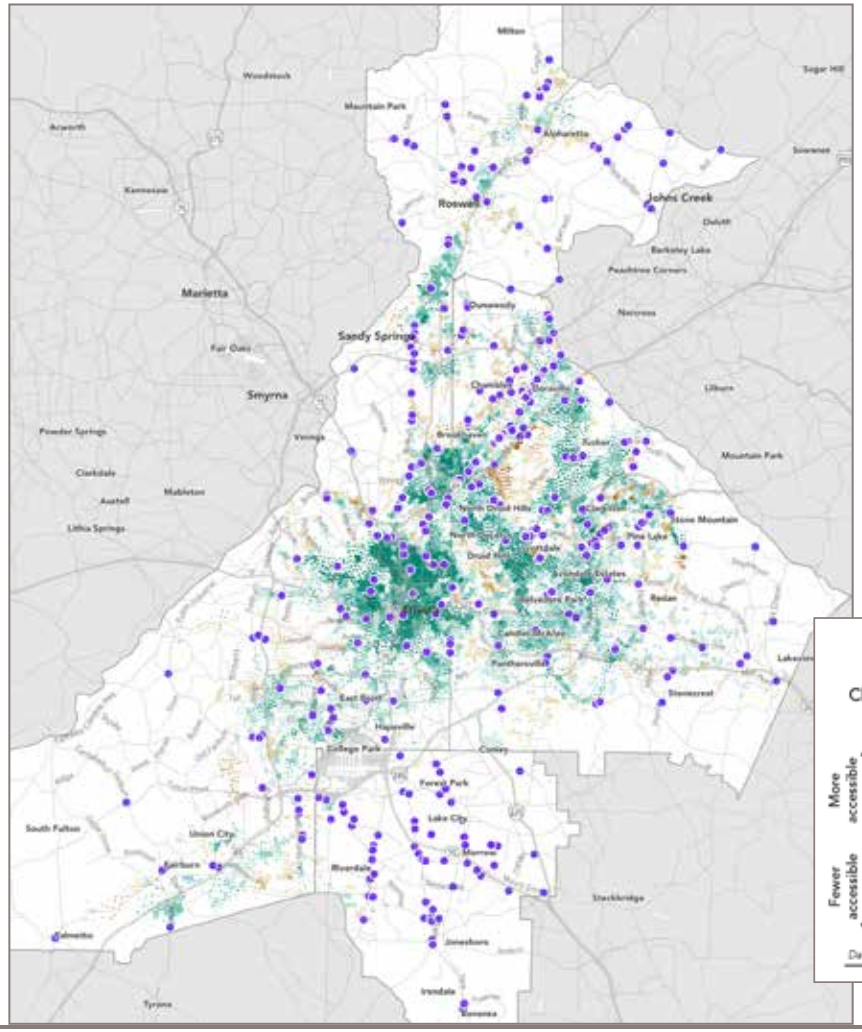


Access to Grocery Stores

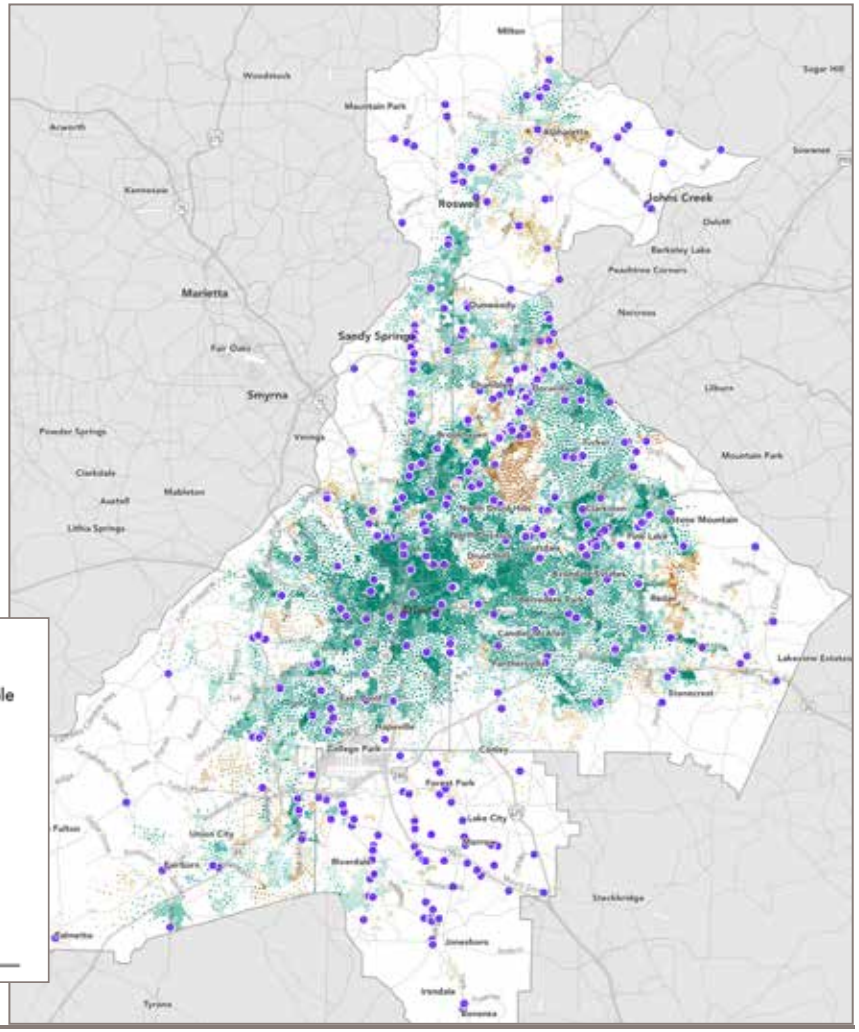
In addition to jobs, measures of access can be used for other important destinations in people's daily lives. The maps on this page show the change in the number of grocery stores that are reachable by transit in Draft Network compared to the Fall 2023 Network.

The average resident could reach 26% more grocery stores in 60 minutes with the Draft New Network compared to today.

...in 45 minutes travel time



...in 60 minutes travel time



Next Steps

We Need Your Input

This report is part of a public process. It is meant to help the general public, existing transit riders, stakeholders, and elected officials understand the Draft New Network. With input from riders, the public, stakeholders, and the MARTA Board, the study team will improve this network and publish a Final Plan for Board approval.

Next Steps

This report leads into the public outreach phase described in the redesign process below. For more information and to get involved in the project, go to marta2040nextgenbus.com.

Your input matters! This is a Draft Plan. Engage in community activities and take the survey to provide your comments to help us make the plan better.

We Are Here

1. Discover

- Existing bus routes
- Ridership and route performance studies
- Define Network Concepts

2. Engage

- Conversations about ridership and coverage trade-off
- Organizational stakeholder workshop
- Public meetings
- Survey

3. Design

- Study community input
- Obtain MARTA Board direction
- Develop draft reimagined network

4. Confirm

- Obtain input on the draft reimagined network
- Organizational stakeholder workshop
- Public meetings
- Survey

5. Complete

- Public hearings on the proposed service changes
- Prepare for Implementation