



**CLAYTON COUNTY
TRANSIT INITIATIVE**

Update for I-75 Central Corridor Coalition
May 16, 2019

Comprehensive Transit



Local Bus Service



Bus Stop Amenities



High Capacity Transit



Park-and-Ride



Multipurpose Facility



High Capacity Transit

Clayton Co.

CLAYTON SYSTEM PLAN

System Plan 2018-2020

- Transit Vision Charrettes
 - Completed
- Bus & Paratransit Service Evaluation
 - To be completed in Summer 2019
- System Financial Analysis
 - To be completed Fall 2019
- Transit supportive land use policies
 - To be completed Spring 2020



TRANSIT SUPPORTIVE LAND USES

Benefits to Creating a Land Use & Economic Development Action Plan to:

1. Increase readiness for FTA Grants
2. Maximize local benefits of transit investment
(economic development, increased mobility, job growth, access to affordable housing, access to jobs and more)
3. Direct growth into high-capacity transit corridors
4. Enhance user experience of transit corridors



Major Milestone - Board Adopted Projects Dec 2018



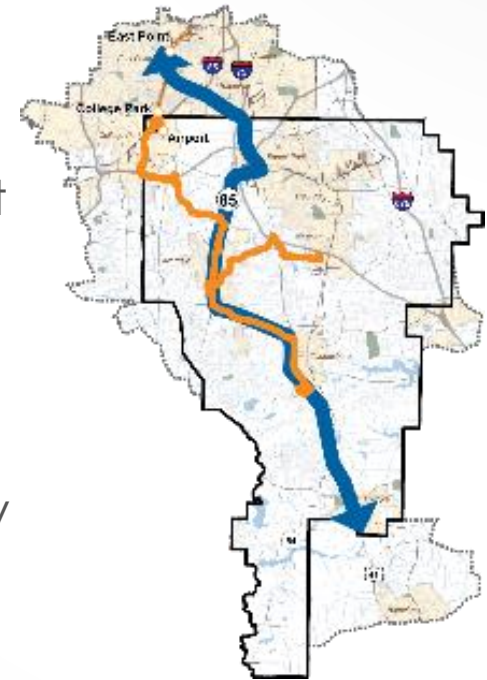
A. Commuter Rail - Norfolk Southern

- Advance into federal environmental review
- Makes the right connections to key activity centers
- Competitive in federal funding process
- Corridor favored by public, stakeholders and elected officials

B. Bus Rapid Transit - SR 85/SR 139

Provide opportunities for faster high capacity transit implementation

- Addresses the high ridership demand along current bus routes 196 (highest performing route in Clayton County)
- Supports planned growth throughout the county
- Corridor favored by public, stakeholders and county officials



Commuter Rail

Corridor Specifics

- 22 mile corridor
- East Point MARTA Station to Lovejoy
- Adjacent to Norfolk Southern rail (shared or exclusive tracks)
- Consider phases

Why this Corridor?

- Connects important nodes
 - Southlake Mall, Fort Gillem, Clayton State University
- Corridor with highest commercial development
- Forecasted growth by 2040 (20% population, 11% employment)



Bus Rapid Transit

- Analyze alignment along SR 139 and SR 85 (portions of routes 191 & 196)
- Operates at a higher frequency
- More predictable and reliable
- Lower implementation costs compared to traditional rail
- Signal prioritization for increased reliability
- Enhanced stations
- Utilizes 50%+ dedicated lanes



Thank you for your time and support!



TRANSIT SUPPORTIVE LAND USE INITIATIVE WORKSHOPS

Timeframe	Workshop
February 2019	Workshop #1: Completed
Summer 2019	Workshop #2: TOD performance metrics
Fall 2019	Workshop #3: Best practices for TOD development regulations & incentives
Fall / Winter 2019	Workshop #4: Refine boundaries of transit supportive overlay districts
Winter 2020	Workshop #5: Draft Model Overlay Zoning Ordinance
Spring 2020	Workshop #6: Results of 3D Vision and input on final Model Overlay Zoning Ordinance