



**Project Submittal Form – Atlanta 10-County Regional Commission Area\*\***

1. **Project Name:** \_\_\_\_\_

**Location (city, county, counties)** \_\_\_\_\_

2. **Lead Agency:** \_\_\_\_\_

**Address:** \_\_\_\_\_

**Contact (name, e-mail, phone):** \_\_\_\_\_

3. **Program Area (Select all that apply):**

<input type="checkbox"/>	Roadway Capital
<input type="checkbox"/>	Roadway & Bridge Maintenance (Asset Management)
<input type="checkbox"/>	Safety and Traffic Operations
<input type="checkbox"/>	Freight & Logistics

<input type="checkbox"/>	Aviation
<input type="checkbox"/>	Bicycle and Pedestrian
<input type="checkbox"/>	Transit Capital
<input type="checkbox"/>	Transit Operations & Maintenance

4. **Project Purpose:**

5. **How does project meet the adopted Atlanta Roundtable criteria?**

6. **Public Benefit (Check all that apply and explain how the project can achieve that goal):**

<input type="checkbox"/>	Enhance safety	
<input type="checkbox"/>	Congestion relief	
<input type="checkbox"/>	Economic development	
<input type="checkbox"/>	Increase modal options:	
<input type="checkbox"/>	Other (describe)	

\*Submittal form for projects and programs that meet the adopted Atlanta Roundtable criteria. Project submittal requirement and criteria do not apply to the 15% local share to be distributed by formula to cities and counties.

\*\*Cherokee, Clayton, Cobb, DeKalb, Douglas, Fayette, Fulton, Gwinnett, Henry, Rockdale Counties

7. **Project Description Summary:** On an attached sheet and limited to 250 words, provide a detailed description of the project that includes location/limits (especially city and county limits), project components and functional improvements. Please provide an 8½” x 11” black & white or color map of the project location noting project limits or service area. Map must be clear and legible and include street detail.

8. **Total Project Funding (current dollars) for:**

Phase/Scope	Total Cost (\$)	Total Amount Requested (\$)
Design		
Right-of-Way		
Construction		
Other (describe)		
Transit Operations		
Transit Capital		

9. **Project Readiness:**

a. Project is programmed/adopted in local or regional plans consistent with adopted Atlanta Roundtable guidance. Check all that apply. For GDOT and ARC plans and programs, include project number. For county plans and transportation studies, include title and date adopted.

- GDOT Construction Work Program (CWP): \_\_\_\_\_
- GDOT State Transportation Improvement Program (STIP): \_\_\_\_\_
- ARC Regional Transportation Plan or Transportation Improvement Program (TIP): \_\_\_\_\_
- County Capital Improvement Plan: \_\_\_\_\_, date: \_\_\_\_\_
- County/City Comprehensive Plan: \_\_\_\_\_, date: \_\_\_\_\_
- Transportation Study: \_\_\_\_\_, date: \_\_\_\_\_
- Other \_\_\_\_\_, date: \_\_\_\_\_

b. Provide the percentage complete for the following:

Phase, if applicable	% Complete	... as of (date)
Environmental documentation		
Design plans		
Right-of-Way Acquisition		

10. **If funding were available today, provide the estimated completion time for each phase:**

Phase	Number of Months
Design (if applicable)	
Right-of-Way (if applicable)	
Construction	

## **Project Description Summary**

The original design of MARTA's Heavy Rail Transit Stations was primarily for vehicle use. It is a goal of the region to have these MARTA stations accessible by all modes of transportation. In order for a community to accomplish a true multi-modal environment, it must first provide accessible opportunities to all users, with an emphasis on pedestrians. In general, to entice people away from using personal automobiles, an area should contain activity centers and community nodes which are designed to the pedestrian scale. These destinations can then be linked by convenient alternative travel facilities such as sidewalks, bicycle lanes, or public transit.

While the current primary method of transportation into and within the PCIDs is the personal automobile, which is supported by the extensive roadway network and proximity to I-285 and Georgia 400, there exists a strong opportunity to expand the network to incorporate other modes of transportation. There are three MARTA stations supporting local and regional transit service and a growing network of sidewalks and crosswalks that encourage pedestrian activity through providing pedestrian options. Completing this walkable and bikeable infrastructure will complete the ever so important 'last mile' for the MARTA station's accessibility.

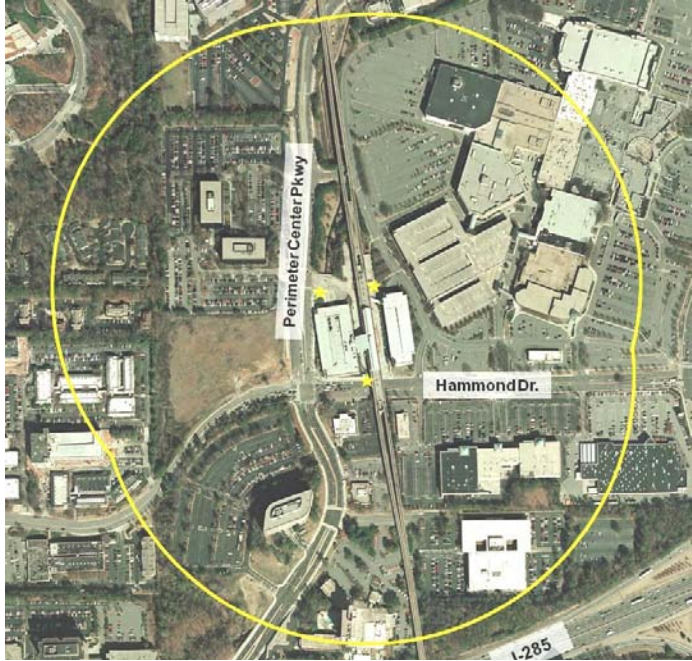
### **Dunwoody Station Proposed Improvements:**

- Various Bicycle and Pedestrian improvements within ½ Mile radius of the Dunwoody Station
- Construct crosswalks across Hammond Drive adjacent to the station where appropriate. Modify the existing median for use as pedestrian refuge.
- Consider short-term special uses for adjacent underutilized parking lots, such as a farmer's market.
- Coordinate with the developers of the proposed High Street development.
- Allow private shuttles to operate in the MARTA bus bay area.
- Install way-finding signage in and around the station for those arriving by both vehicle and those walking or biking.
- Restripe lane markings, stop bars, crosswalks, etc. inside of the parking structure.

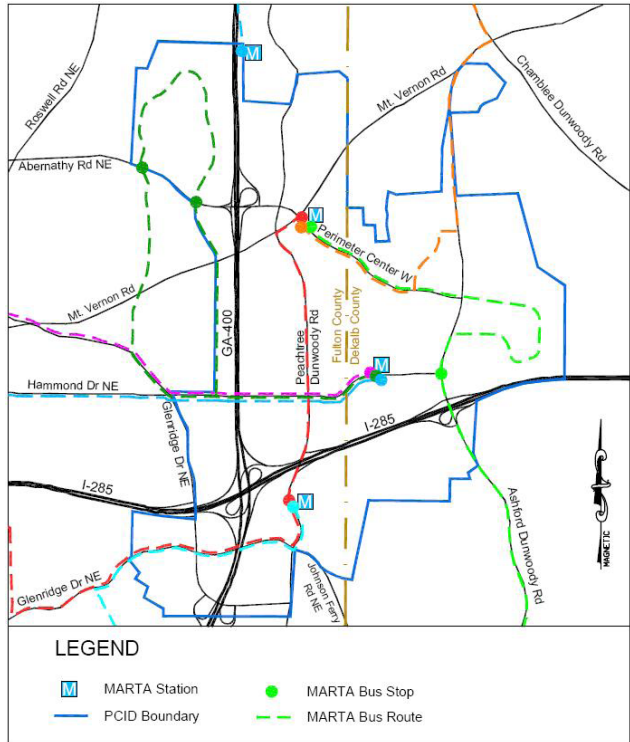
The recommendations implementation strategy includes transmitting this information to MARTA for their consideration and action as a partnership program including both infrastructure improvement and support of MARTA station and development strategies.

### ***Rail Station Densities***

Existing MARTA infrastructure is the PCIDs' most important asset in creating an infrastructure to support future pedestrian oriented development. It is common practice to assume that people will walk approximately ¼ mile to reach a destination, and points beyond that usually result in an automobile trip. However, some studies have shown that people often walk nearly twice that distance (1/2 mile) to reach a heavy rail or express transit access point, suggesting that it is important to consider the walkability of the built environment within a larger area around MARTA stations.



Dunwoody MARTA Rail Station Adjacent Densities



PCIDs MARTA Bus Routes and Rail Stations

