



# Mayor & City Council

## Workshop Session

~ Agenda ~

City of College Park  
3667 Main Street  
College Park, GA 30337

<http://www.collegeparkga.com>

404-669-3756 (Main)

Experience College Park  
Georgia's Global City

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**Monday, June 20, 2022**

**6:00 PM**

**Council Chambers**

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1. South Fulton County Transit Initiative Presentation by MARTA.
2. State Waters Maintenance



# CITY OF COLLEGE PARK

P.O. BOX 87137 · COLLEGE PARK, GA 30337 · 404.767.1537

## WORKSHOP AGENDA ITEM

DOC ID: 9747

**DATE:** June 15, 2022

**TO:** The Honorable Mayor and Members of City Council

**THROUGH:** Jackson Myers, Interim City Manager

**FROM:** Sonya Harold, Executive Assistant

**RE:** South Fulton County Transit Initiative

**PURPOSE:**  
South Fulton County Transit Initiative Presentation

**REASON:**  
South Fulton County Transit Initiative Presentation

**RECOMMENDATION:** NA

**BACKGROUND:** NA

**COST TO CITY:** NA

**BUDGETED ITEM:** NA

**REVENUE TO CITY:** NA

**CITY COUNCIL HEARING DATE:** June 20, 2022

**CONSIDERATION BY OTHER GOVERNMENT ENTITIES:** NA

**AFFECTED AGENCIES:** NA

**RELATIONSHIP TO EXISTING ORDINANCE OR RESOLUTION:** NA

**REQUIRED CHANGES TO WORK PROGRAMS:** NA

**STAFF:** NA

**ATTACHMENTS:**

- South Fulton County Transit Initiative -Presentation (PDF)

**Review:**

- Sonya Harold Completed 06/13/2022 1:58 PM
- Sonya Harold Completed 06/13/2022 1:58 PM
- City Manager's Office Completed 06/13/2022 1:58 PM
- Mayor & City Council Pending 06/20/2022 6:00 PM



# Our Team



**Morgan Simmons,  
MARTA Project  
Manager**



**Shelly Peart,  
MARTA**



**Kaycee Mertz, AICP  
WSP**



**Grady Smith  
VHB**



**Michael Hightower  
The Collaborative  
Firm**



**Kathy Warren,  
The Collaborative  
Firm**

# Project Focus



# How did we get here?

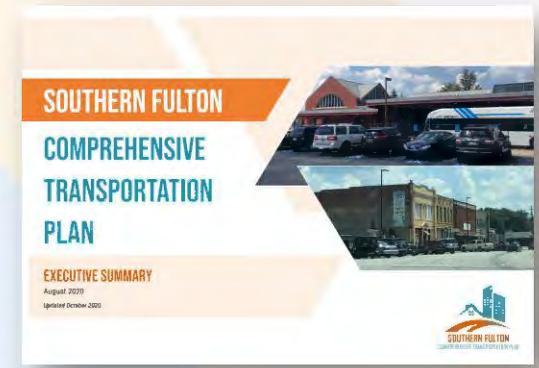
prior to 2018



2018



2020



2020

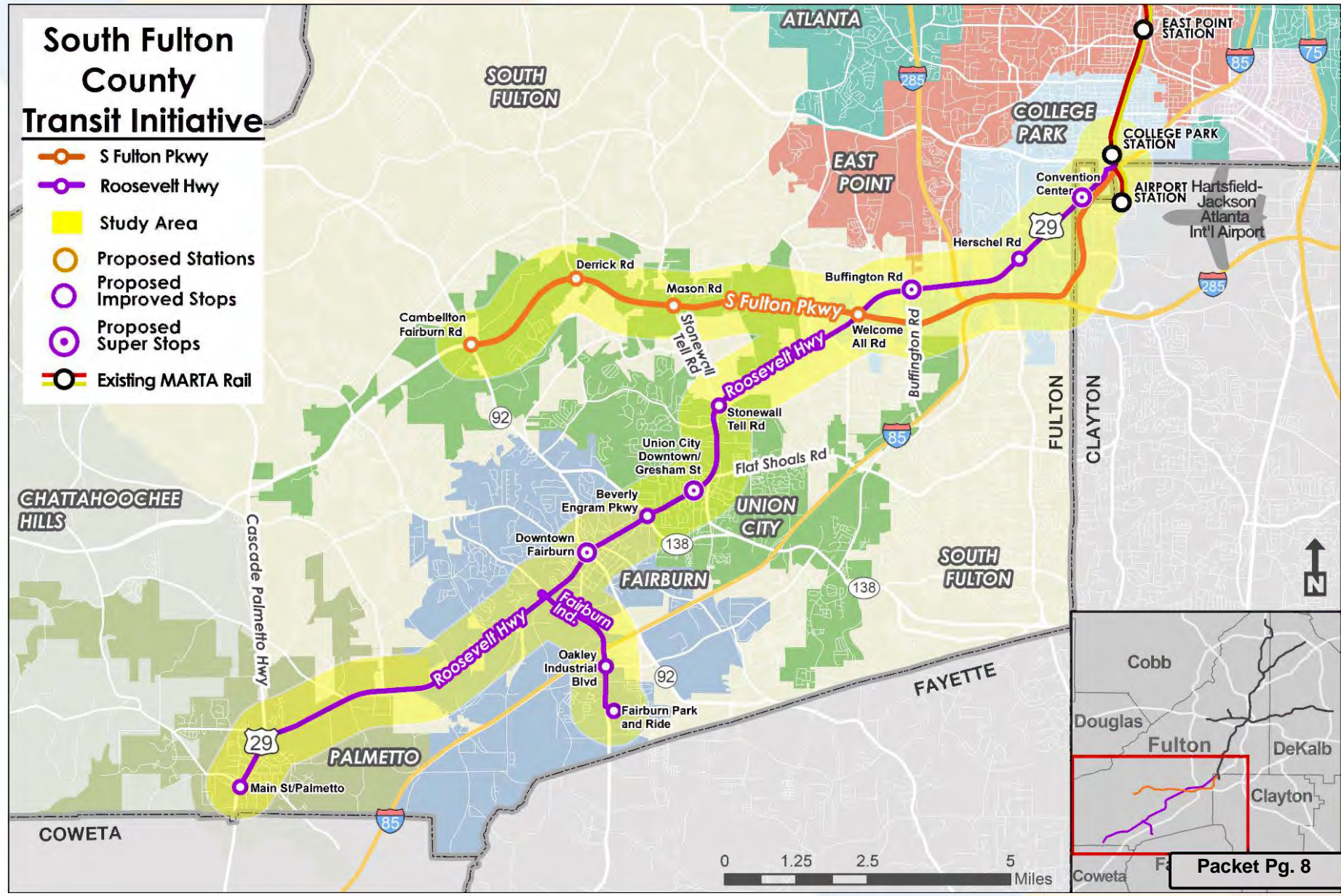




# Project Focus

**South Fulton Parkway**  
Bus Rapid Transit (BRT)  
Feasibility

**Roosevelt Highway (US 29)**  
Transit Enhancements  
for Existing Service





# Transit Mode Definitions

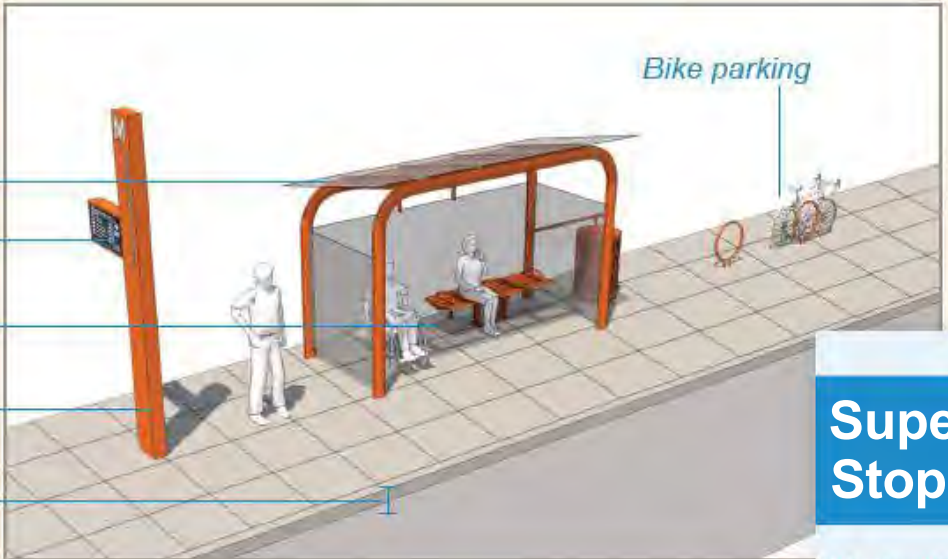


	Local Bus	Arterial Rapid Transit (ART)	Bus Rapid Transit (BRT)
Stop/Station Spacing	800-1,200 feet	¼ to ½ mile	Every ½ mile or more
Typical Frequency	30-60 minutes	15 minutes or better	10 minutes or better
Span	16-21 hours of service	20-21 hours of service	20-21 hours of service
Capacity	50-100 riders per hour	Up to 250 riders per hour	250-500 riders per hour
Cost to Implement	\$	\$\$	\$\$-\$\$\$
Planning & Construction Time	0.5 -1 year	3-5 years	5-7 years
Stop/Station Amenities	Signage; shelter and benches at some stops	Local amenities, plus: ADA-accessible station shelters, wayfinding, real-time information	ART amenities, plus: raised platforms, off-board fare payment, first/last mile connections

# Sample Enhanced Stations

## Improved Stop

- Modular shelter
- Real-time arrival information
- Seating
- Vertical marker
- 6-inch Curb



## Super Stop

- Vertical marker
- Ticket vending machine
- Level Boarding
- Accessibility ramp





# Sample BRT Features



# Process, Schedule & Outreach



# Schedule

## South Fulton Parkway Bus Rapid Transit



## Roosevelt Highway Transit Enhancements



# Assessment Phase (2021-2023) Process



# Outreach & Engagement 12-Month Outlook

**Current Phase**

**Spring 2022**

**Existing Conditions**  
*Project introduction & existing conditions analysis*

- ✓ Elected Officials- Mayors (**May 10**)
- ✓ Elected Officials- City Councils (**June**)
- ✓ Stakeholder Agencies- Technical Staff (**May 25**)
- ☐ The Public (**June 26**)

**Upcoming Phases**

**Fall 2022**

**Initial Transit Concepts and Scopes**

- ☐ Elected Officials
- ☐ Stakeholder Agencies
- ☐ General Public

**Winter 2023**

**Implementation Plan**  
*Final Deliverables*

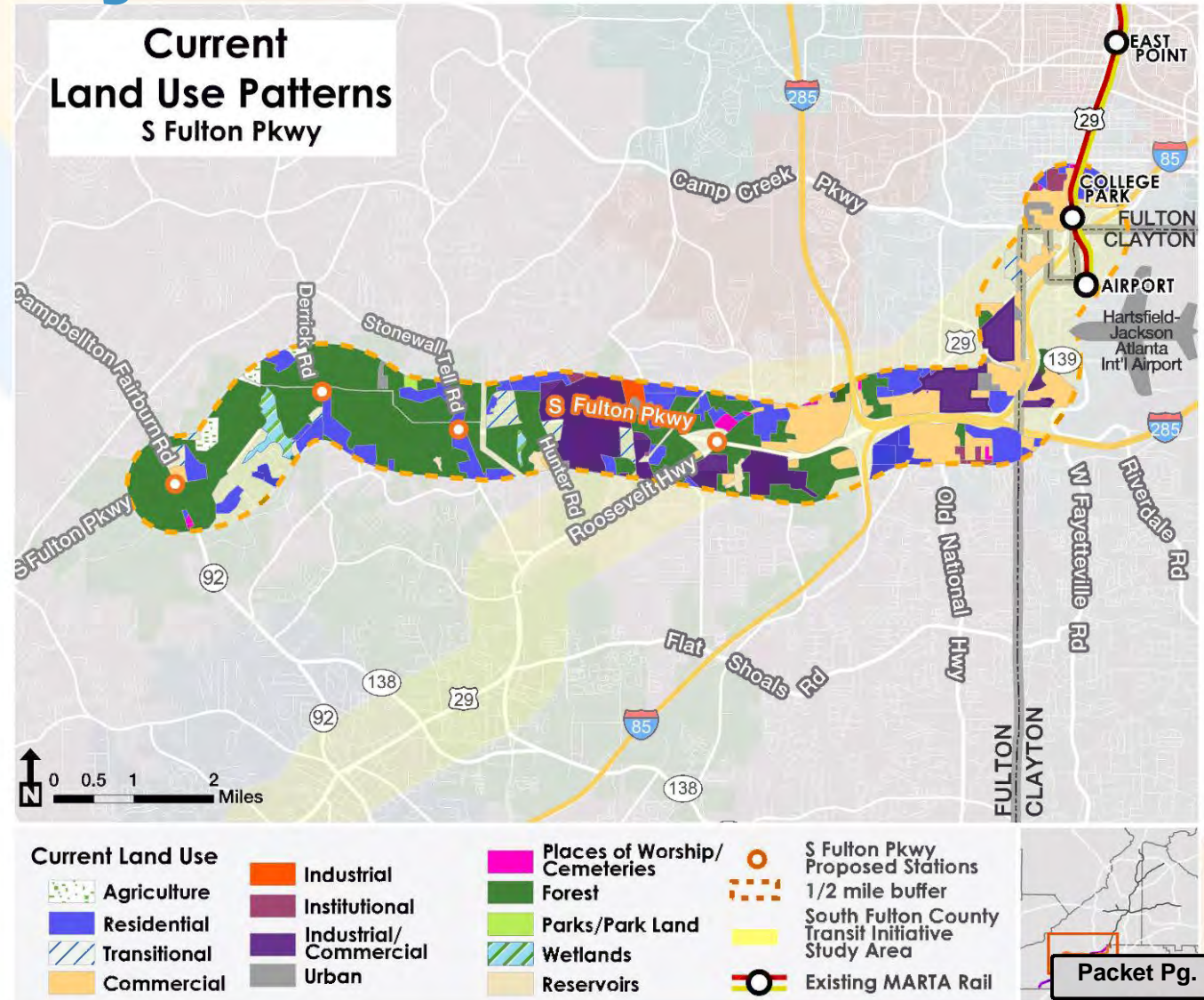
- ☐ Elected Officials
- ☐ Stakeholder Agencies
- ☐ General Public

# South Fulton Parkway Key Characteristics



# South Fulton Parkway Key Characteristics

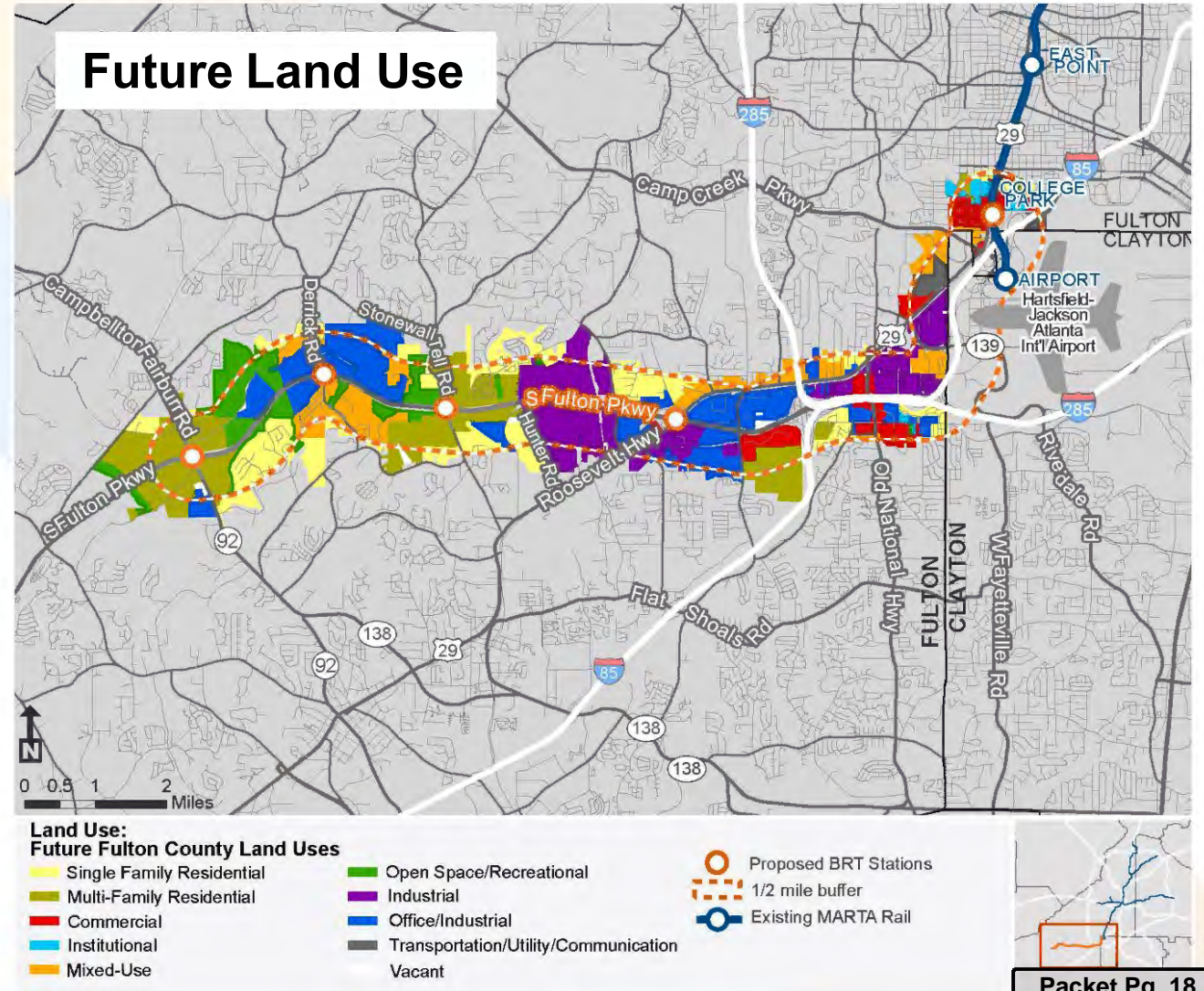
- Ample roadway capacity and growing freight activity
- Large amount of developable land
- Pedestrian and Bike Safety Concerns
- Potential to increase development density, intensity, and mix
- Existing MARTA service area





# South Fulton Parkway Key Characteristics

- Ample roadway capacity and growing freight activity
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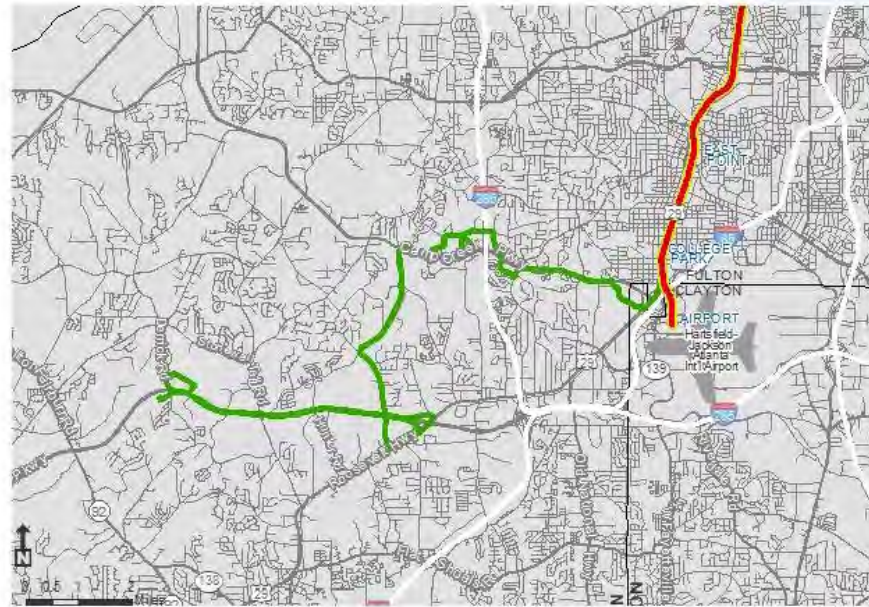




# South Fulton Parkway Current Transit Service, Ridership & Trends

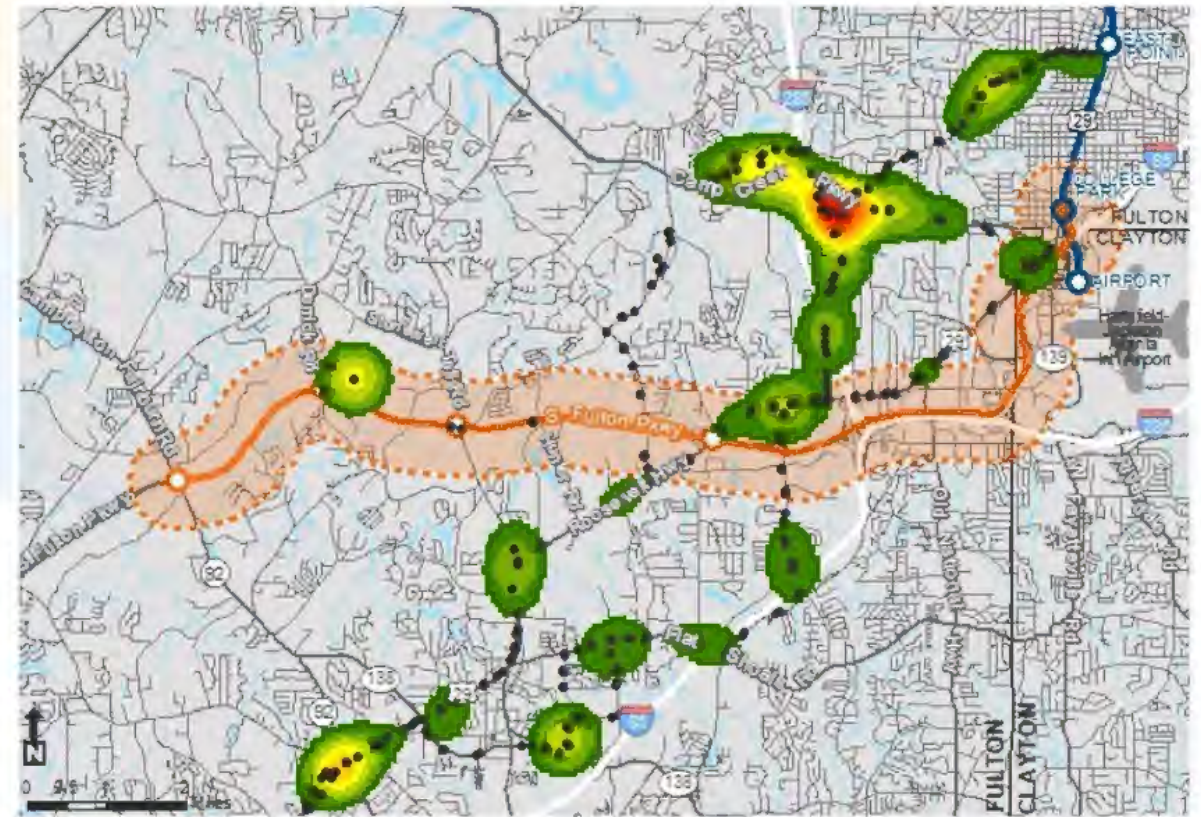
Route	Total Route Ridership*	On-Time Performance
82	2,490	78.84%

\*Pre-COVID August-December 2019 Ridership  
Source: MARTA Planning



MARTA Existing Routes

- 82
- GOLD
- RED



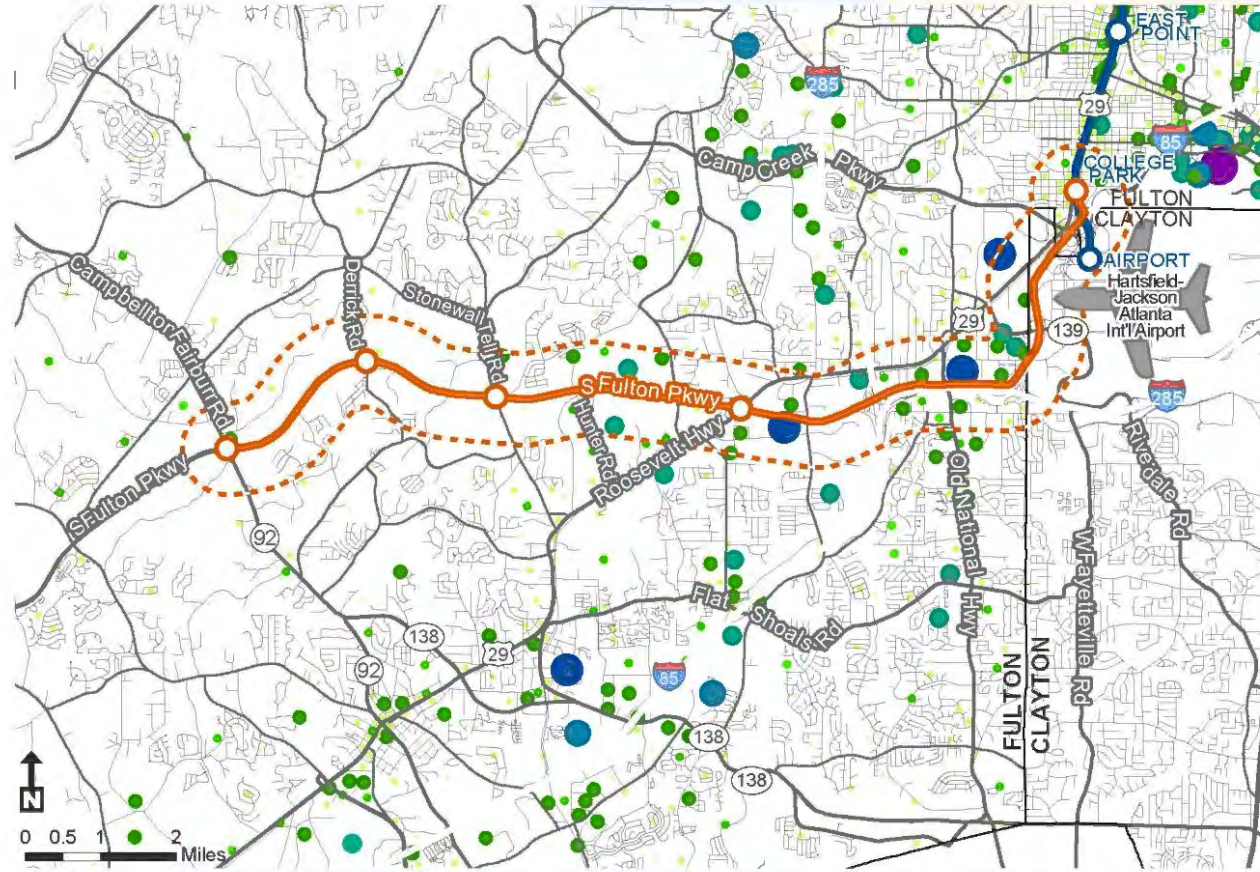
Bus Ridership by Stop Heat Map; MARTA Routes 82, 180, & 181

- >2,100 Riders
- 535-2,100 Riders
- <535 Riders
- Bus Stop

- S Fulton Pkwy BRT Route
- Proposed BRT Stations
- ⋯ 1/2 mile buffer
- MARTA Rail
- MARTA Rail Stations
- Proposed BRT to Rail Connection (College Park Station)



# South Fulton Parkway Employment Overview



**Job Counts**  
LEHD - OnTheMap employment data

1-5	501-1000	8200+
6-50	1001-2000	
51-100	2001-3500	
101-500		

- S Fulton Pkwy BRT Route
- Proposed BRT Stations
- ⋯ 1/2 mile buffer
- Existing MARTA Rail

Major Employers headquartered nearest the study area include:

- Chick-Fil-A
- National Credit Systems, Inc.
- Halpern’s Purveyors of Steak & Seafood

Major employment centers along the corridor include:

- Del Monte Foods
- Kellogg
- GE Energy Parts Inc.
- Walmart Fulfilment Center



# South Fulton Parkway

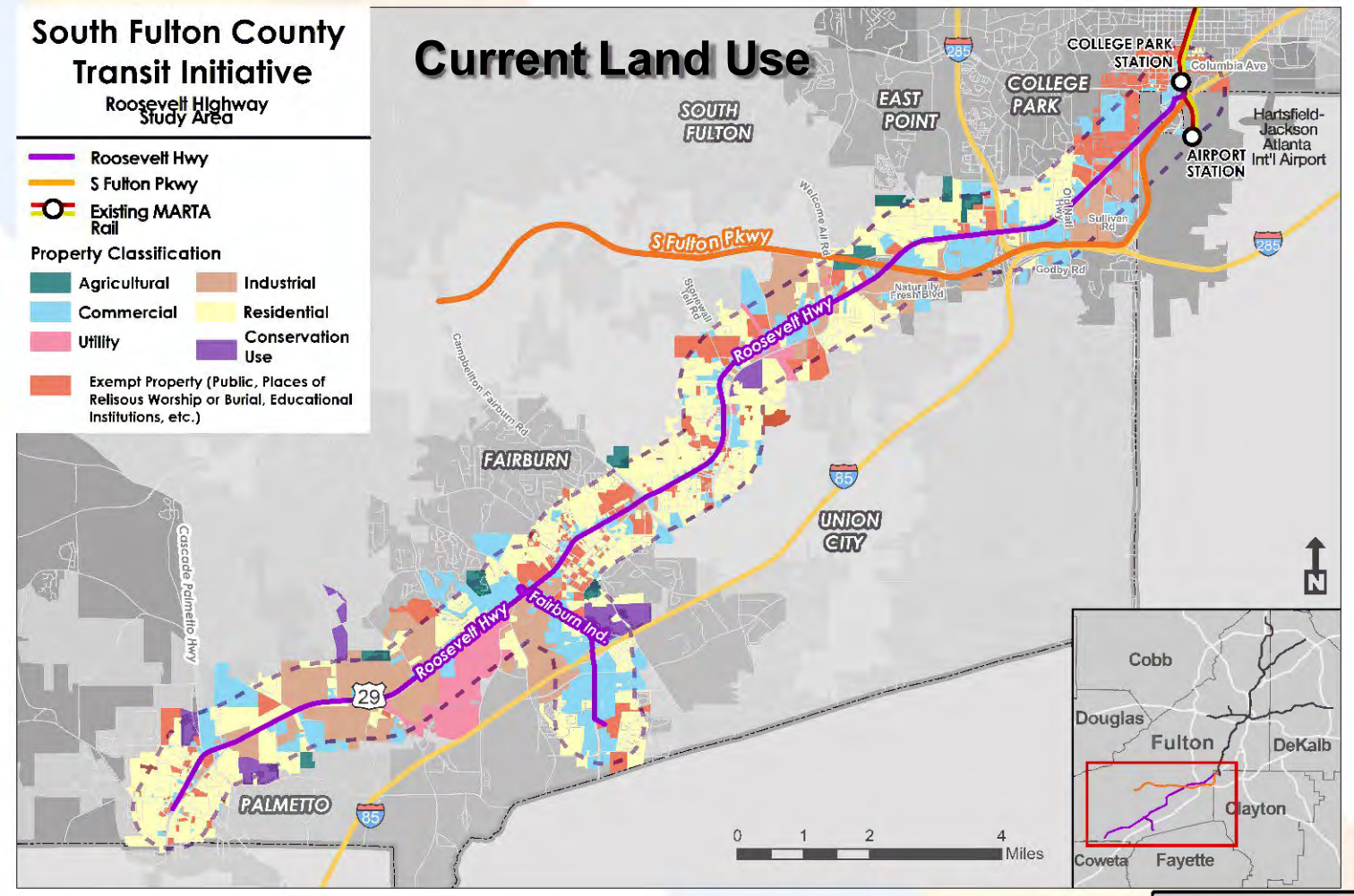
## Major Takeaways

- **Land Use & Development**
  - Build on previous transit supportive land use planning
  - Developable land available
- **Lack of pedestrian and bike facilities**
  - Corridor and stop level pedestrian facilities
- **Travel Patterns**
  - Origin-destination commuting patterns support BRT stop locations
- **Upward and clustered trend in crashes**
- **Potential to increase development density, intensity, and mix**

# Roosevelt Highway/US 29 Key Characteristics

# Roosevelt Highway Key Characteristics

- Low population & employment density
- Transit supportive land use policies and zoning codes
- Gaps in pedestrian and bike facilities
- Upward and clustered trend in crashes
- Potential to increase development density, intensity, and mix





# Roosevelt Highway

## Key Characteristics

- Low population & employment density
- Transit supportive land use policies and zoning codes
- Gaps in pedestrian and bike facilities
- Upward and clustered trend in crashes
- Potential to increase development density, intensity, and mix



A. Gresham Street; B. Hershel Road; C. Buffington Road

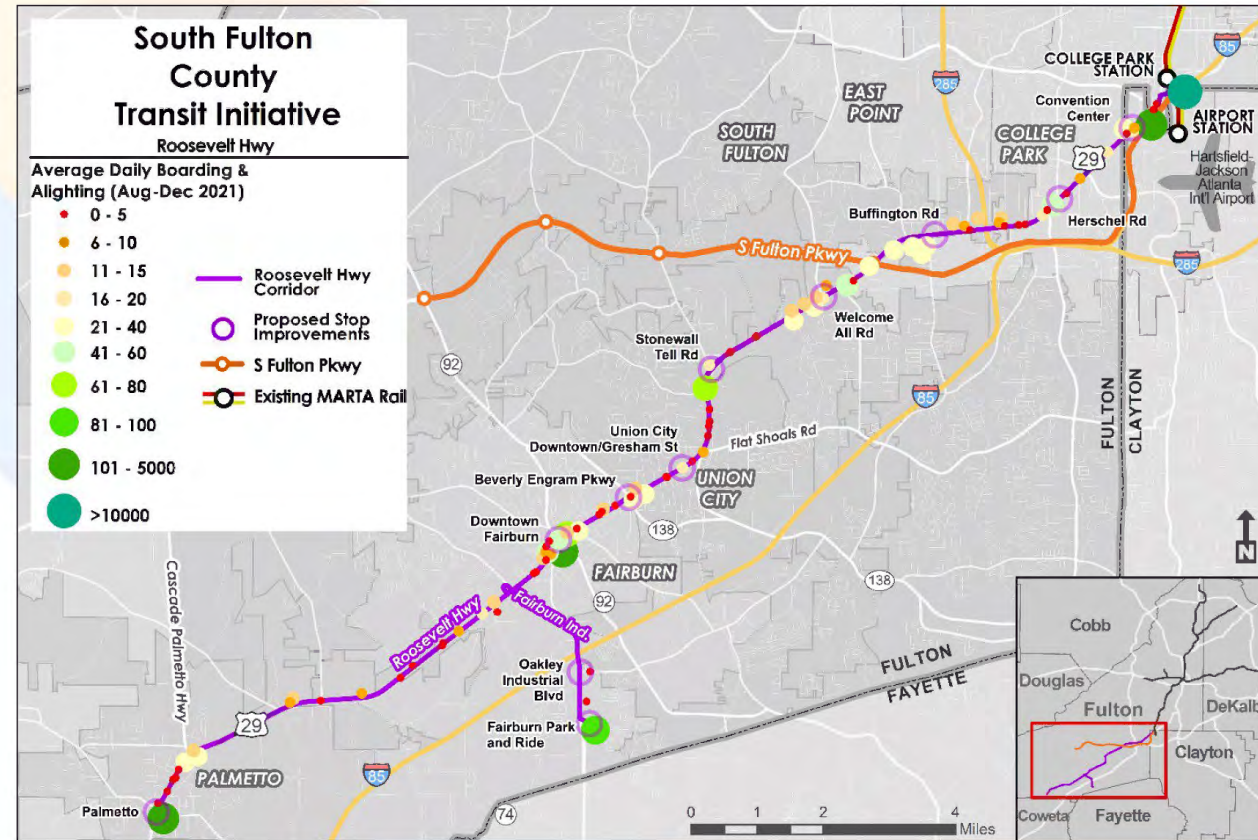


# Roosevelt Highway

## Current Transit Service, Ridership & Trends

Route	Total Route Ridership*	On-Time Performance
180	2,116	83.65%

\*Pre-COVID August-December 2019 Ridership  
Source: MARTA Planning



# Roosevelt Highway Evaluation at Each Stop

For each **proposed** station or stop area the project evaluates:

- Current Infrastructure
- Utilities
- Parking
- Lighting
- Land use and zoning
- Current MARTA ridership



Buffington Road Stop Location



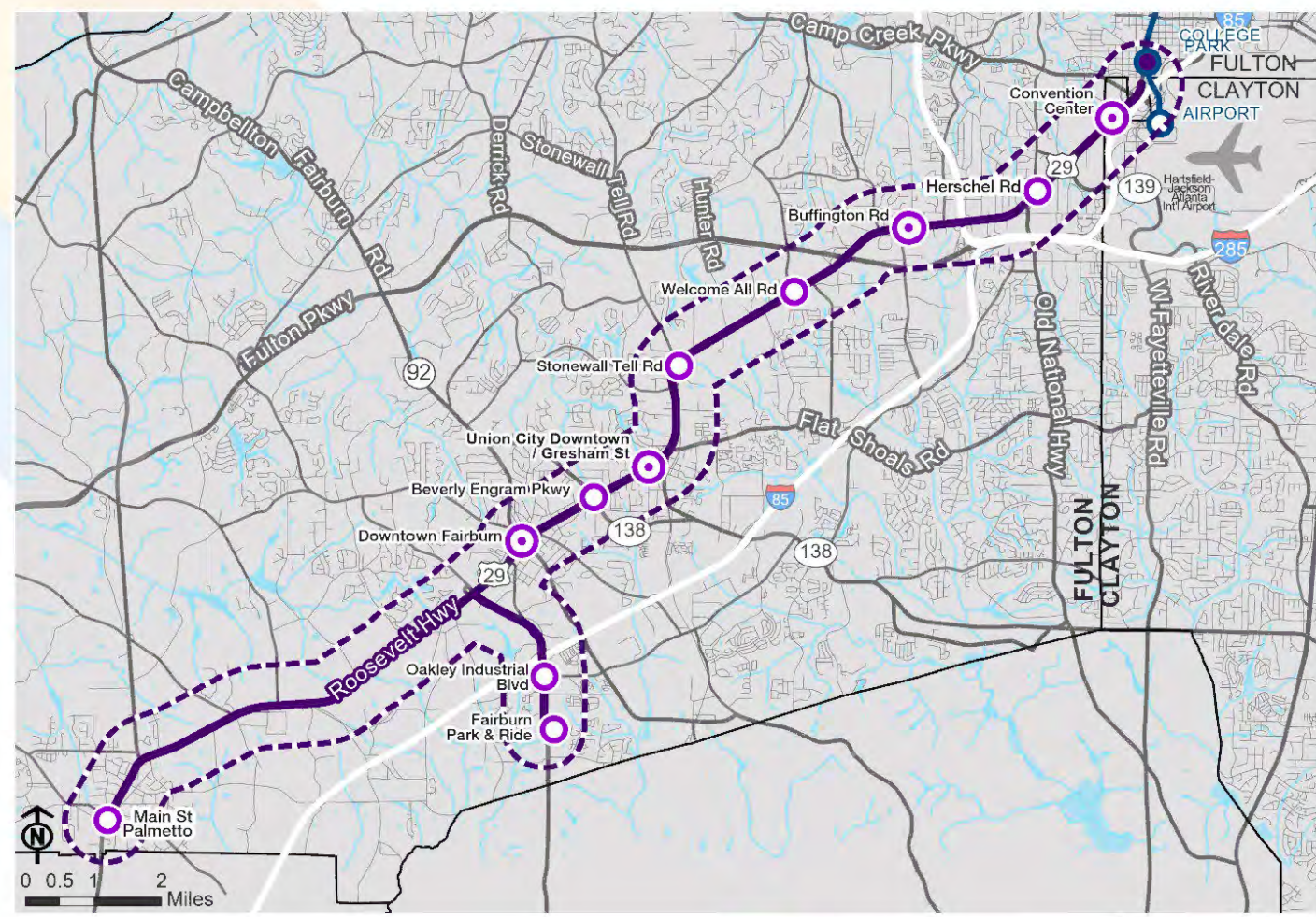
# Roosevelt Highway Overview of Stop Sites

## Improved Stops:

- ✓ Passenger amenities (shelters, seating, bike parking, etc.)
- ✓ Vertical marker for bus operations

## Super Stops:

- ✓ [same as 'Improved Stop']
- ✓ Enhanced amenities (larger shelters, ticket-vending machine, real-time arrival information, etc.)
- ✓ Level boarding area
- ✓ ADA-accessible ramp
- ✓ Tactile warning strips.



Bus Stop Locations	Roosevelt Hwy BRT Route
Improved Stops	1/2 mile buffer
Super Stops	MARTA Rail
	MARTA Rail Stations
	Enhanced Transit to Rail Connect (College Park Station)

# Roosevelt Highway

## Major Takeaways

- **Land Use & Development**
  - Currently greater densities than South Fulton Parkway
  - Policy differences across multiple jurisdictions
- **First/Last Mile Connections**
  - Gaps in pedestrian and bicycle connections
  - Some improvements at stop locations, but limited
- **Travel Patterns**
  - Reverse commuters coming from Atlanta to employment on Roosevelt
  - HOV mode share indicates strong potential for transit market



# Next Steps

## Under the 'Assessment Phase (2021- 2023)'



# Questions & Answers

**MARTA Project Manager**  
Morgan L. Simmons  
mlsimmons@itsmarta.com





# CITY OF COLLEGE PARK

P.O. BOX 87137 · COLLEGE PARK, GA 30337 · 404.767.1537

## WORKSHOP AGENDA ITEM

DOC ID: 9718

**DATE:** June 9, 2022

**TO:** The Honorable Mayor and Members of City Council

**THROUGH:** Jackson Myers, Interim City Manager

**FROM:** Melissa Echevarria, Director of Public Works

**RE:** State Waters Maintenance

**PURPOSE:** To provide information regarding creek maintenance and the ownership or rights to state or federal waters.

**REASON:** To answer questions regarding what the city maintains and why regarding creeks.

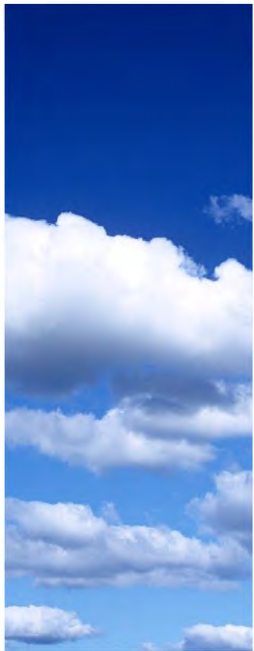
### ATTACHMENTS:

- Presentation State Waters and Creek Maint.1 (PDF)

### Review:

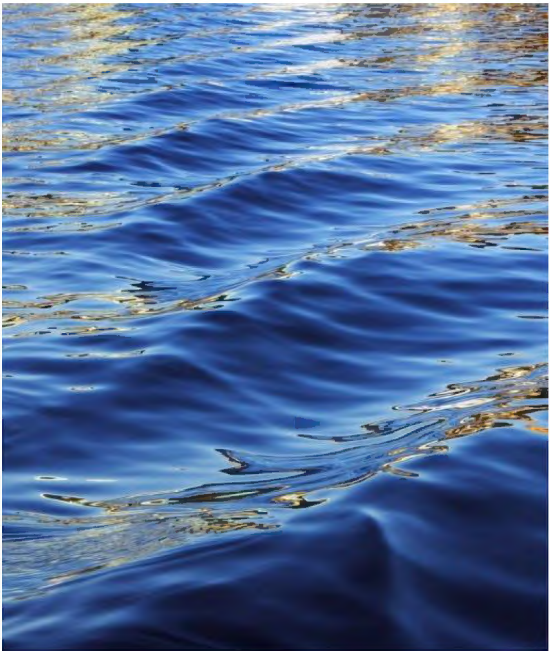
- Melissa Echevarria Pending
- Sonya Harold Pending
- City Manager's Office Pending
- Mayor & City Council Pending 06/20/2022 6:00 PM





# State Waters

Maintenance



# State Waters

Per O.C.G.A. 12-7-3(16)

*“State waters” includes any and all rivers, streams, creeks, branches, lakes, reservoirs, ponds, drainage systems, springs, wells, and other bodies of surface or subsurface water, natural or artificial, lying within or forming a part of the boundaries of the state, which are not entirely confined and retained completely upon the property of a single individual, partnership, or corporation.*

Under the direction of Georgia Environmental Protection Division and the Federal Army Core of Engineers.

U.S. Army Corps  
of Engineers



# Federal Waters

U.S. Army Corps  
of Engineers



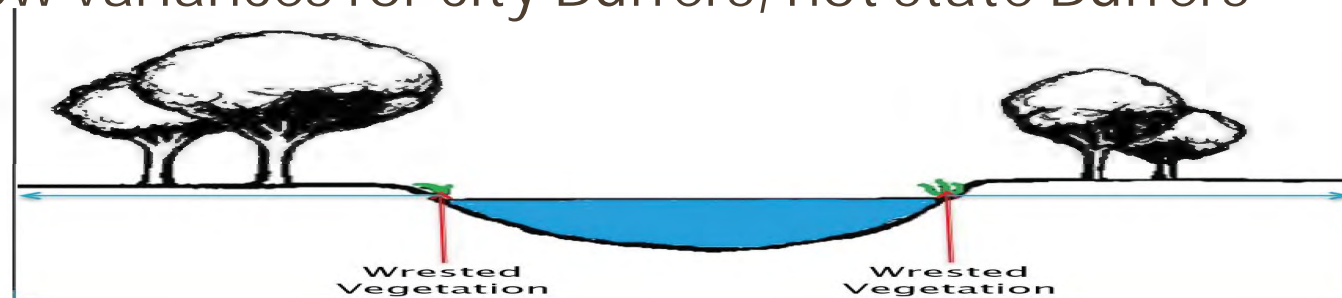
## USACE Role in E&SC in Georgia

- ▶ Evaluate permit applications for construction activities that occur in the Nation's waters
- ▶ Jurisdiction
  - Section 10 – Rivers and Harbors Act of 1899
    - Regulates structures, or work in or affecting, navigable waters of the United States
  - Section 404 – Clean Water Act of 1972
    - Regulates discharges of dredged or fill material into wetlands and other waters of the United States



# Buffers

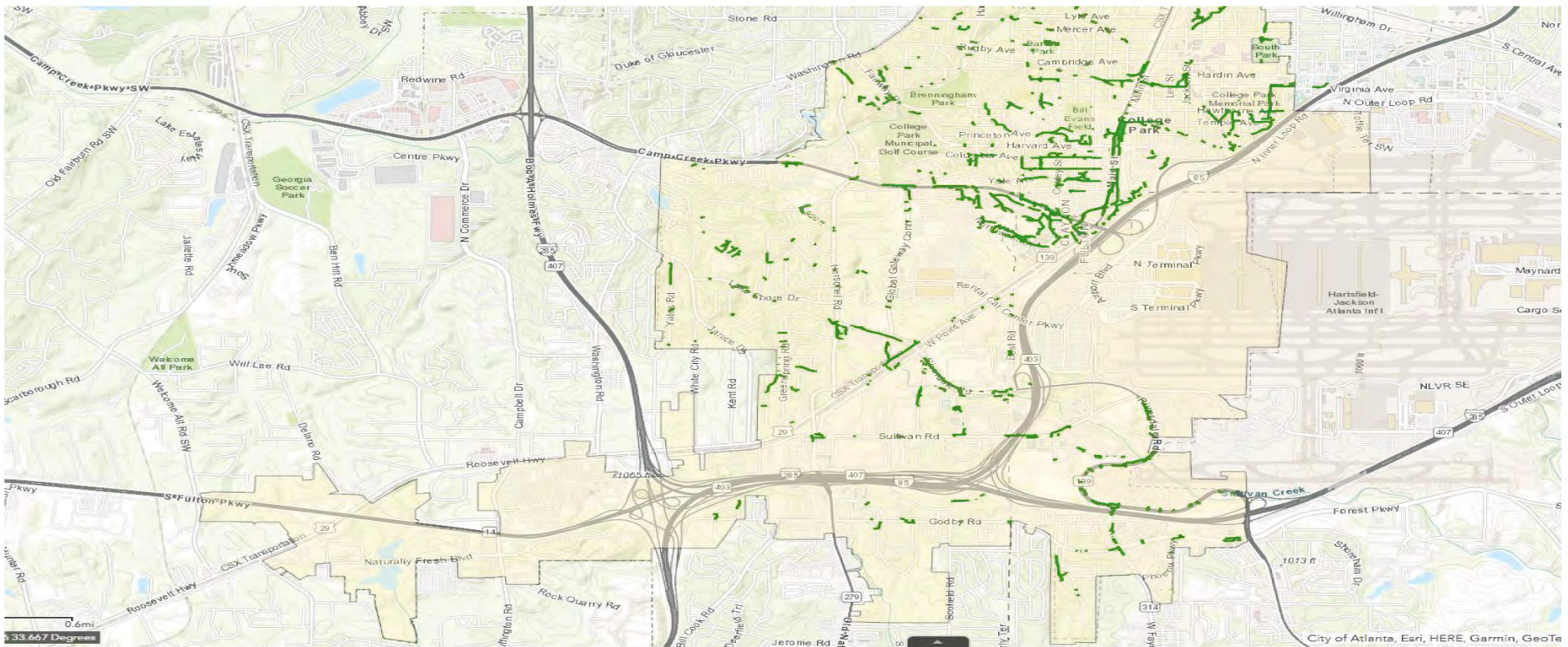
- Protected areas immediately adjacent to state waters
- State mandated Buffers ; **25 ft** for warm water/ non trout, **50ft** for cold water/trout. Required to apply (GAEPD) for a Buffer Variance for access and disturbance. There are exceptions, for life, health, safety or **emergencies**
- City Buffers **50ft** with an additional **25ft** setback . The city can only allow variances for city Buffers, not state Buffers



# If State Waters Exist, Are There City Waters?

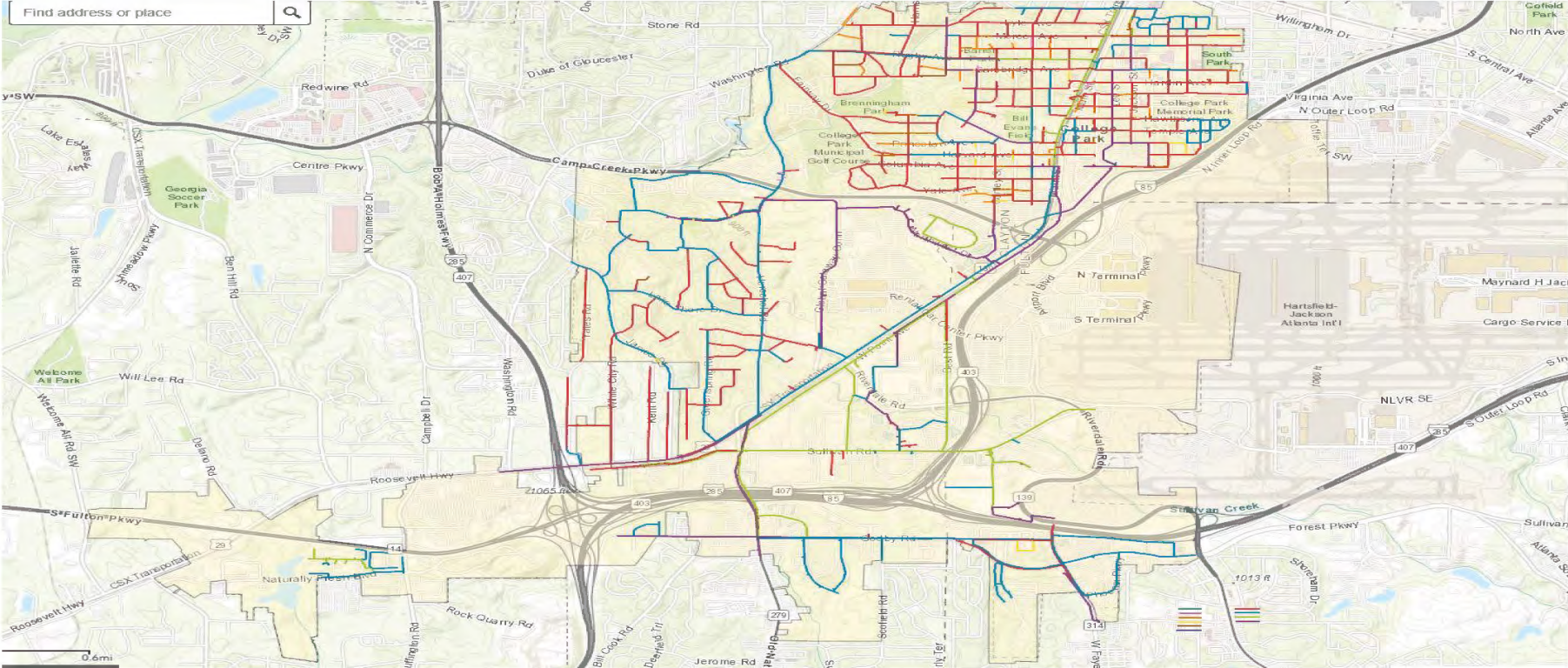
- No, College Park as well as other cities have no legal authority to State Waters or Federal Waters. They are under the direction of Georgia Environmental Protection Division and the Federal Army Core of Engineers.
- All material placed in State Waters/ Federal Waters must be approved, as well as any kind of construction
- Working without the necessary permits can result in Clean Water Act violations and penalties for the city.
- Exceptions are repair and maintenance of existing water, sewer, storm infrastructure and emergency repair work that impact life, health and safety

# Storm Water Network



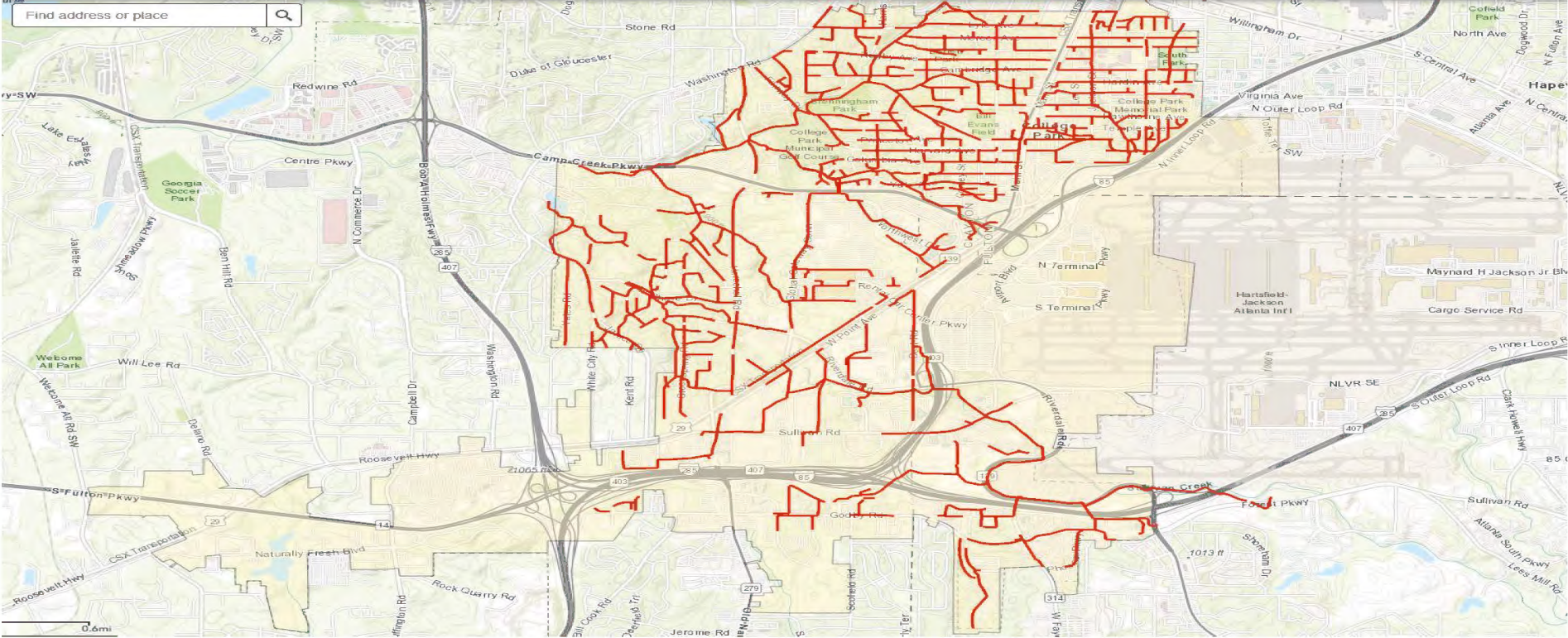


# Water Distribution



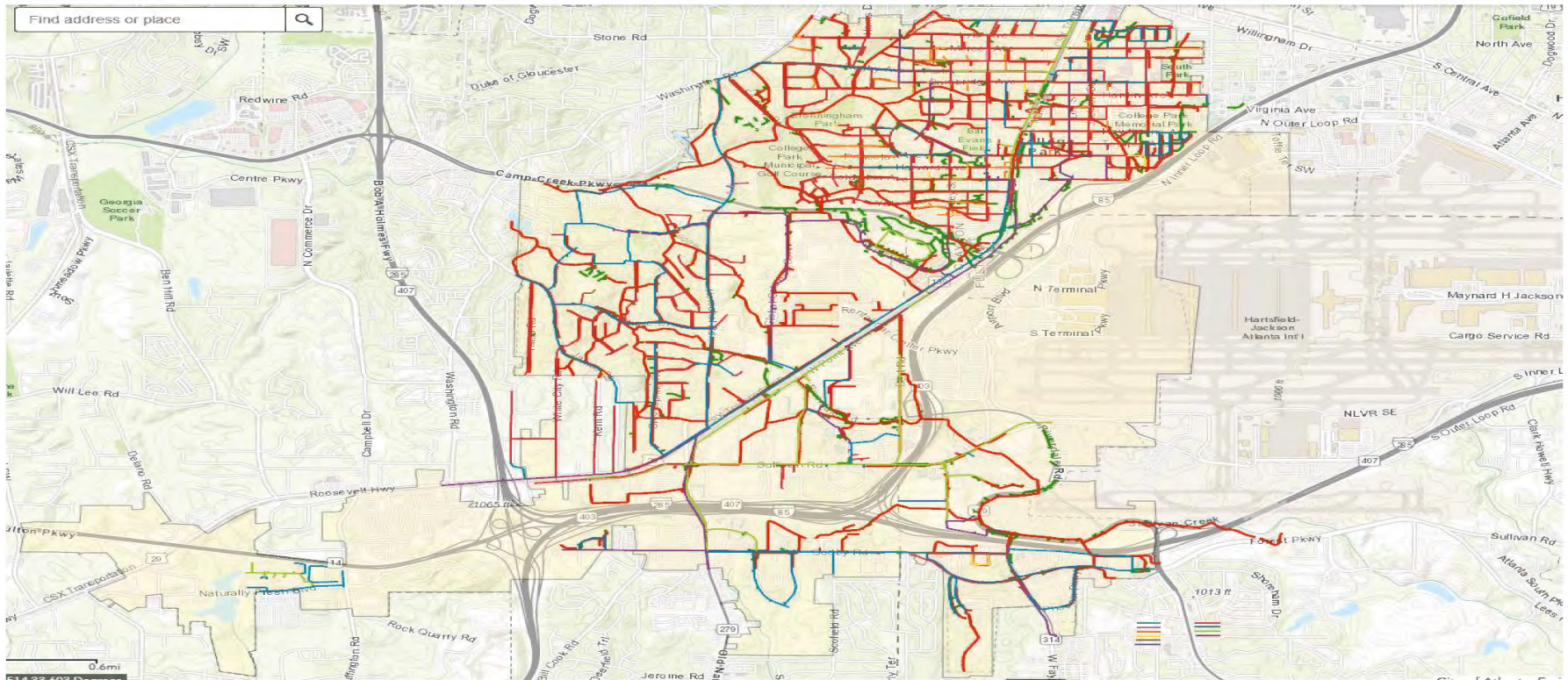


# Sewer Distribution





# Combined Map of Infrastructure





## What Does the City Maintain in Creeks/ State /Federal Waters ?

- The City is responsible for infrastructure in ROW, Easements and city owned structures in or near creeks/state waters
- Each concern should be considered individually as city infrastructure could be responsible for damage on private property
- The City does not work on private property unless an easement exists or if city owned infrastructure is in need of emergency repair or failing
- Maintenance on private property is the responsibility of the property owner



# The City Worked On My Neighbors Property

- The city owns miles of infrastructure, if the city worked on private property it was due to an infrastructure failure or emergency that impact life, health and safety
- Sometimes these repairs will lead to tree trimming, cutting and removal and restoration of property that was damaged while the city conducted the emergency repair
- If we do not expedite repairs this can lead to Clean Water Act monetary penalties for the city

# Guide for Residents Regarding City Owned Structures

- If you believe a City owned structure is failing or causing damage to property, please contact the Public Works Department to request an inspection at (404) 669-3778 or [PublicWorksManagement@collegetparkga.com](mailto:PublicWorksManagement@collegetparkga.com)
- You can also request for a copy of your property profile to view your property boundaries



# What City Programs Can Assist With Stream and Community Clean ups ?



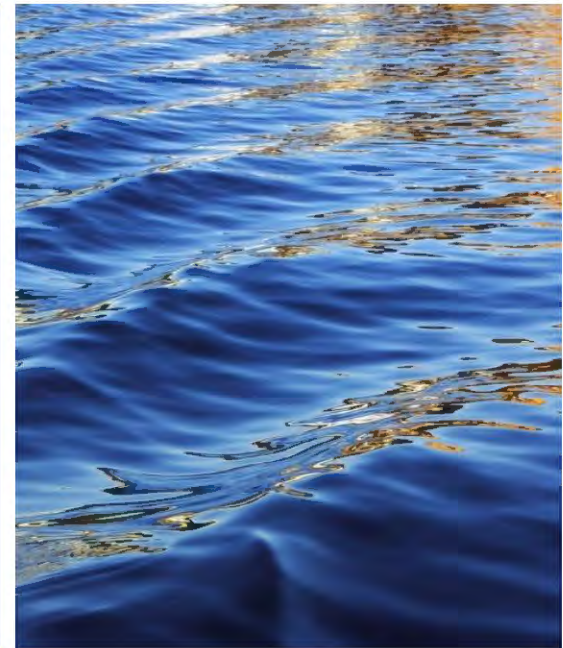
## Keep College Park Beautiful

[KeepCollegeParkBeautifulAdvisoryCommission@collegetparkga.com](mailto:KeepCollegeParkBeautifulAdvisoryCommission@collegetparkga.com)


Ms. Frances Kennedy, Executive Director

fkennedy@collegetparkga.com

( 470) 303-5163



# Summary



Maintenance and emergency repair of city owned structures that exist within creeks are exempt from state and federal permitting. Additional work, fill material or major work requires state and federal permits.

The City does not own state or federal waters, however city owned structures exist but are required to maintained

There are some exemptions ( emergency or repair of structures that exist) to conducting work in state buffers however, working in this area requires a state variance

Each concern or repair needs to be considered individually

Does the City maintain Creeks? The answer is , No or it depends on the above information

When in Doubt Give Public Works A Call

