Streamlining Suburban Transit
Transit Signal Priority – Proof of Concept

Georgia Smart Communities Challenge 2020

Region
“A Metro-Atlanta Community”

Proposal Government Lead
Sandy Springs, GA

In Collaboration With
Metropolitan Atlanta Rapid Transit Authority (MARTA)
Dunwoody, GA
Dr. Michael Hunter
Dr. Kari Watkins

Point of Contact
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1 Galambos Way
Sandy Springs, GA 30328
Proposal: Streamlining Suburban Transit

Table of Contents

1 Project Narrative ............................................................................................................. 1
  1.1 Vision .................................................................................................................... 1
  1.2 Framework .......................................................................................................... 4
  1.3 Plan ....................................................................................................................... 5
  1.4 Research ............................................................................................................. 7

2 Execution Plan ............................................................................................................. 8
  2.1 Cost Plan ............................................................................................................. 8
  2.2 Personnel Plan ..................................................................................................... 8
  2.3 Schedule ............................................................................................................. 10
  2.4 Collaboration ....................................................................................................... 11

Appendix A Letters of Support ....................................................................................... 13
Appendix B Documentation of Financial Support ......................................................... 14
Appendix C References and Citations ........................................................................... 15
1 Project Narrative

The City of Sandy Springs, the “City”, in partnership with MARTA, the City of Dunwoody, and Georgia Tech researchers, would like to leverage existing infrastructure to conduct a study to test transit signal priority (TSP) technology using bus location data published through an application program interface (API) instead of communicating with a unit on board the bus. The results of this study will guide implementation of TSP in both cities.

1.1 Vision

Motivating Factors

The outcomes of this project will help the City work towards its goals of improving mobility, maximizing the transit system, and improving walkability and sense of place in the Perimeter and Roswell Road areas. The City’s Comprehensive Plan, The Next Ten, (adopted in 2017) specifically identified these goals as part of its overarching ten goals for the City, which were vetted by extensive public engagement during the planning process. TSP would improve the existing transit system without needing new infrastructure and has the potential to shift drivers to transit riders, improving transit and vehicular mobility. TSP also complements walkability in more dense areas because it reduces vehicular reliance, allowing the transportation system to prioritize other users and modes. Fewer single occupancy vehicle drivers would also improve air quality, creating a healthier environment for active transportation users.

The City of Sandy Springs understands the value of technology and data driven decisions in delivering high-quality services to its constituents. The City has a history of pursuing projects that incorporate technology and data, with demonstrated success utilizing technology to address transportation challenges. Home to two regional employment centers and a built out environment, the City of Sandy Springs has a congested road network and cannot rely on building additional roadway capacity to accommodate this traffic. Instead, the City invested significant resources to improve the efficiency of the current system by implementing the Split Cycle Offset Optimization Timing (SCOOT) signal technology in the most congested areas to minimize vehicle delays at intersections.

Existing Conditions/Known Local Challenges

Congestion and Reliability

While transit has benefited from some of the delay reductions from the SCOOT implementation, buses continue to be caught in traffic, so there is a need to further improve transit service in the City. Intensive measures such as bus only lanes would be prohibitively expensive given the City’s limited rights of way, would have significant implications for private property owners, and would cause serious implications to vehicular traffic flow. Instead, the City hopes to improve transit service by implementing transit signal priority (TSP). The City has already invested in Glance devices at all traffic signals in order to provide emergency vehicle preemption. These devices can be configured to provide TSP without requiring on-unit devices for buses.

Transit signal priority would extend a green signal or provide an early green signal if a bus is within a certain distance of the traffic signal, and the bus is behind schedule. Without the extension of green time or truncation of red time, the bus would arrive at the signal when the signal is red, and possibly need to wait the entire cycle before it can move forward again. This delay of a minute or two at each signal leads to the bus falling further behind in schedule. Implementing TSP would improve on-time performance for buses and reduce total travel time. (Park and Hu, 2014)
Last Mile Connectivity

There are three rail stations within the City of Sandy Springs, and one rail station just outside the City in Dunwoody. Several bus routes serve these stations, including MARTA Routes 5, 87, and 148. While commuters can reach both cities by transit, reducing the number of single occupancy vehicles on the street, their final destinations may still be another mile or two from the station. The Perimeter Connects 2018-2019 Impact Report reported that 83% of commuters in the Perimeter Community Improvement District (PCID) drive alone to their work site. The cities of Sandy Springs and Dunwoody developed a Last Mile Connectivity Study in 2017, which identified TSP as a means to address this challenge. Reliability is critical for commuters, as they need to reach their jobs on time. An increase in reliability and reduction in total travel time will make bus transit more attractive to those who need it to reach their final destinations.

Existing Transit Service – MARTA Route 5

This project will study TSP on MARTA Route 5. This route was selected because it serves two major activity centers, the Perimeter area and Roswell Road commercial corridor, and is one of MARTA’s highest ridership routes within the system. Bus ridership along MARTA Route 5 can be seen in Figure 1 below. Route 5 connects the Dunwoody and Lindbergh MARTA stations, traveling along Hammond Drive, Glenridge Drive, Johnson Ferry Road, and Roswell Road within the cities of Dunwoody and Sandy Springs. In the peak, it operates with 15-minute headways.
Citizen Input

As mentioned above, the City’s Comprehensive Plan was developed based upon an extensive public engagement process, which identified transit as a main priority and goal of the plan. Feedback from the public specifically notes that improved connections are needed between Perimeter Center and City Springs/Roswell Road, and that “last mile” connections to and from MARTA stations should be addressed.

Through the Last Mile Connectivity study, feedback was collected from the public and stakeholders within the Perimeter area. Through this study, MARTA mentioned that congestion in the Perimeter area makes it difficult for buses to adhere to fixed schedules and that there was a desire to implement TSP for routes 87 and 5, with Route 5 as the higher priority. At the public
Proposal: Streamlining Suburban Transit

open house, attendees reiterated that more robust transit service was a top priority and specifically mentioned that arterial transit, which would include TSP, was a high priority along Hammond Drive to Dunwoody Station and City Springs.

Envisioned Future State

Long-term, the City would like to better manage and reduce vehicle mobility and maximize the transit system. One way to do so is to make existing transit a more attractive means of travel, improving access for the transit dependent and shifting single occupancy drivers to transit users. Transit signal priority is the first step in doing so. Through this project study, the City hopes to identify best practices, and use the findings to determine where and how to focus future transit investments.

Equity is a focus for all City projects, encouraging investments that help diverse groups of people. TSP is an equitable transportation improvement that benefits existing riders, many of which are low income and/or transit dependent, while increasing the appeal of transit to new riders. Attracting new riders, especially those with other mode choices, will help address the last mile challenge for both cities.

1.2 Framework

As discussed in the above section, the City desires to see transit become a more attractive means of travel. In partnership with the City of Dunwoody and MARTA, we plan to take steps toward that goal by providing transit signal priority for MARTA bus routes, while exploring complementary improvements to improve the transit experience.

Transit Signal Priority Implementation

This project will be the first step to implementing transit signal priority in the City. In order to provide transit signal priority, all partners need a better understanding of the magnitude of benefits and disadvantages of implementing TSP. Furthermore, we need to understand how, and if, existing infrastructure can be used to provide this service. While the public feedback from the Last Mile Connectivity plan supported TSP as a potential project, the cities will need to share the project benefits and drawbacks with the public through a data driven process, to provide a complete understanding of how this project could change the transportation system. These impacts will also serve as on-going metrics to measure success.

The implementation plan developed through this project will guide how the partners proceed to implement TSP along MARTA bus routes. The implementation plan will allow the partners to determine next steps for TSP implementation within the cities. The plan will consider needed resources to provide a realistic implementation strategy, which might be phased or focused on specific corridors.

Complementary Efforts

In addition to TSP, the cities will investigate additional methods to improve the transit experience, making it more attractive to all users. The City will pursue partnerships with transit providers, including MARTA and GRTA, to develop a way forward to better provide traveler information, facilitate smooth transfers, and incorporate placemaking. Some of the initial conversations with partners will take place during the first year of the project.
The City also understands the importance of improving access to bus stops and stations for riders. The City is currently working on several sidewalk projects on Roswell Road, just south of I-285, to improve access to bus stops along Route 5.

1.3 Plan

This proposal will address Smart Mobility.

The City of Sandy Spring will partner with MARTA, the City of Dunwoody, and Georgia Tech research partners to conduct a proof of concept study for transit signal priority along MARTA bus Route 5. The project will leverage the City’s existing infrastructure used for emergency vehicle preemption, Glance, to test the effectiveness of direct communication between Glance and a public API with bus location data, instead of requiring an on-board unit to communicate with Glance. The project will also test the impacts of the transit signal priority to gauge the magnitude of benefits and consequences of transit signal priority along these corridors. The project will focus on the MARTA Route 5, within the congested areas in the cities of Sandy Springs and Dunwoody. This section of the Route 5 travels through the Perimeter, City Springs, and the I-285 interchange at Roswell Road. Figure 2 shows a map of the project location.

Figure 2: Project Location
The first year of the plan will focus on a proof of concept study for transit signal priority using Glance units and develop an implementation plan based on the results.

**Transit Signal Priority Study**

Georgia Tech research partners will take the lead in designing and conducting the study to ensure the results are representative of real conditions. The study will include the following research items:

1. **Confirm functionality between Glance units, SCOOT System, and MARTA public API:** MARTA is rolling out a system where bus location data will be published on a public API, every 3-5 seconds. The Glance units and SCOOT system will then be configured to receive this data and provide priority based on established rules. It is critical to test this functionality because typical TSP deployment has involved communication between an onboard unit and device at a signal cabinet.

   If feasible, the study will also test how a bus with an onboard unit communicates with Glance units to provide TSP. This test would also take place on MARTA Route 5 to see if there is any difference in system reliability, detection, or latency.

   The study may test different rules to provide priority in order to understand their different effects. These rules may include:
   
   i. Extending the green time if a bus is approaching and behind schedule.
   ii. Red Truncation or early green time, where the bus at a red light receives a green signal sooner than usual.
   iii. Skip a phase, where a bus at a red light received a green signal sooner because a conflicting phase is skipped or sequence of phases is changed.

2. **Impacts on Transit:** The study will collect before and after data to understand impacts of TSP on transit. For Route 5, the study will look at on-time performance, travel time variability, headway variability, intersection delay, and how often and where TSP is requested. This project will take place across jurisdictional boundaries, so the study will also review jurisdictional interoperability and how well the bus transitions through the corridor.

3. **Impacts on Other Elements of Transportation Network:** As noted in the framework, it is important to understand impacts that are a byproduct of the TSP. The study will set out to measure impacts to vehicular travel, including travel time reliability. Many of the signals in the project scope operate with adaptive signal timing. Both SCOOT and Intelight Maxtime systems will be studied to see how the TSP affects how the systems optimize timing.

**Implementation Plan**

Based on the data results, best practices, and public feedback, the City will develop an implementation plan on how and where to execute TSP in the cities of Sandy Springs and Dunwoody. A consultant will lead the implementation effort. The plan development process will include the following:

i. Review of best practices.
ii. Draft implementation recommendations.

iii. Public Meeting. There will be at least one public meeting to share study results and collect feedback on next steps for TSP in the cities.

iv. Plan for future partnerships with other transit providers. The plan will identify opportunities to partner with other providers such as GRTA/SRTA and private shuttle operators.

v. Identify complementary transit improvements. There may be complementary improvements, such as relocating bus stops to the far side of the intersection that would improve TSP effectiveness.

vi. Identify funding sources and clear next steps.

This project is the first step to improve the transit experience for residents and commuters alike. Sharing the results with the public is a great opportunity to market the new technology and get new users excited about transit. It will also serve existing transit riders, providing a more reliable experience and faster travel time. This momentum can lead to more people “trying” transit and start the shift away from single occupancy vehicle trips.

This project would be the first step of the framework plan to implement TSP. The first year plan may also lead to additional conversations with MARTA and other regional partners about what other complementary improvements can be made and identify how the cities can assist in the process. The improvements could include traveler information displays and incorporating art at stations and bus stops.

1.4 Research

The City will work with Dr. Michael Hunter and Dr. Kari Watkins on a research component for the project. The focus of the research will be a study to understand the impacts of the transit signal priority system using published bus location data. The study will be designed during the fall 2020. Data sources and study parameters will be identified during the study design process. The study will then collect a minimum of two weeks of data with transit signal priority in place and a minimum of two weeks of data with buses running without transit signal priority. The testing will take place in spring 2020 and focus on congested periods. Due to COVID-19, travel patterns have recently changed, and there is still uncertainty on whether they will return to levels prior to the pandemic. A back-to-back two week test period can accommodate these changes and will improve reliability of the results since travel patterns will likely be very similar during that time frame. The research component will conclude during the first year of the project, but may have recommendations for future areas or research and application as follow-up steps. The results of the study will also guide the implementation plan.

This research aligns with smart technology because it is a data driven process that drives how a new technology will be implemented. The study will use data from Bluetooth data devices, the CAD/AVL system, and the Glance units to understand the impacts of the pilot. The results will provide next steps and best practices for the TSP in the partner cities and other municipalities within the region.
2 Execution Plan

2.1 Cost Plan

The total project cost would be $190,000. The total project cost includes the $50,000 allotted to the Georgia Tech research team by the Georgia Smart Communities Challenge, if this project is selected by the grant committee. This application requests $100,000 from the Georgia Smart Communities Challenge program. The City of Sandy Springs will provide a local match of $25,000 cash and $15,000 of in-kind support. A resolution with Sandy Springs Mayor and City Council approval of the local match is provided in Appendix B. The project budget is shown in Figure 3.

These funds would be used to design and conduct the research study, purchase and configure devices needed for the project, host a public meeting, and develop an implementation plan. While the City of Sandy Springs can leverage its existing Glance units for the project, the project would include purchasing Glance units for two traffic signals in Dunwoody, bus licenses for data processing, and modifying signal systems to permit transit signal priority.

Figure 3: Project Budget

<table>
<thead>
<tr>
<th>Timeline</th>
<th>Activity</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sept. 2020 - Sept. 2021</td>
<td>Project Management</td>
<td>$11,000 (in kind)</td>
</tr>
<tr>
<td>Sept. 2020 - Dec. 2021</td>
<td>Design Before and After Study</td>
<td>GA Tech Research Team</td>
</tr>
<tr>
<td>Sept. 2020 - Nov. 2020</td>
<td>Procure additional devices, establish licensing agreements, and modify SCOOT signals</td>
<td>$75,000 (cash)</td>
</tr>
<tr>
<td>Dec. 2020 - Feb. 2021</td>
<td>Configure Glance units</td>
<td>$3,000 (in-kind)</td>
</tr>
<tr>
<td>Feb. 2021 - April 2021</td>
<td>Collect Before &amp; After Data</td>
<td>$1,000 (in-kind)</td>
</tr>
<tr>
<td>April 2021 - June 2021</td>
<td>Evaluate Results</td>
<td>GA Tech Research Team</td>
</tr>
<tr>
<td>July 2021</td>
<td>Public Meeting</td>
<td>$10,000 (cash)</td>
</tr>
<tr>
<td>June 2021 - Aug. 2021</td>
<td>Summarize study, identify recommendations, develop implementation plan</td>
<td>$40,000 (cash)</td>
</tr>
</tbody>
</table>

GA Smart Grant         $100,000
Local Match              $25,000
In-Kind Contribution     $15,000
GA Tech Research Funds   $50,000

2.2 Personnel Plan

Kristin Smith, Assistant City Manager at the City of Sandy Springs, will serve as the application point of contact. Kristin manages the Innovation, Business, and Tech initiatives at the City, including overseeing the City’s interdepartmental Smart Cities Committee.

Kristen Wescott, Transportation and Traffic Unit Manager at the City of Sandy Springs, will serve as the project’s lead point-of-contact. Kristen oversees the Traffic Management Center and transportation planning and engineering staff. She oversees the emergency vehicle preemption program, which utilizes the same Glance system technology. Kristen is AICP certified and has nearly 20 years of transportation experience, including 9 years working at the City of Sandy Springs. She will dedicate 10% of her time to this project.
Caitlin Shankle, Transportation Planner at the City of Sandy Springs, will serve as the project lead. Caitlin served as the project manager for the City’s ITS Master Plan (2019). She is AICP certified and has five years of transportation planning experience. She will dedicate 25% of her time to the project.

Other Key personnel are shown in Figure 4.

**Figure 4: Other Key Personnel**

<table>
<thead>
<tr>
<th>Key Personnel</th>
<th>Project Role</th>
<th>Organization</th>
<th>Time Commitment</th>
<th>Relevant Qualifications</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jim Bunting</td>
<td>Technical Implementation</td>
<td>Sandy Springs</td>
<td>5-10%</td>
<td>27 years experience planning and implementing a variety of ITS projects, Implementing Sandy Springs EVP project with Glance units.</td>
</tr>
<tr>
<td>Michael Hunter</td>
<td>Research Lead, design study, manage student assistants</td>
<td>Georgia Tech</td>
<td>10-15%</td>
<td>Over 20 years experience in evaluating corridor control and communication technology.</td>
</tr>
<tr>
<td>Kari Watkins</td>
<td>Research Partner, Design study, manage student assistants</td>
<td>Georgia Tech</td>
<td>5-10%</td>
<td>Professional Engineer, 20 years experience in transit planning and operations in practice and research</td>
</tr>
<tr>
<td>David Emory</td>
<td>Technical implementation</td>
<td>MARTA</td>
<td>10-20%</td>
<td>Director of IT Strategy and Innovation; 15 years experience in transit planning and technology applications</td>
</tr>
<tr>
<td>Shankar Calambakkam</td>
<td>Technical Implementation, data coordination</td>
<td>MARTA</td>
<td>10-20%</td>
<td>Manager of IT Strategy and Relations; 20 years experience in technology project management and strategic planning</td>
</tr>
</tbody>
</table>
### Key Personnel

<table>
<thead>
<tr>
<th>Key Personnel</th>
<th>Project Role</th>
<th>Organization</th>
<th>Time Commitment</th>
<th>Relevant Qualifications</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kirk Talbott</td>
<td>Provides technical staff</td>
<td>MARTA</td>
<td>5%</td>
<td>Chief Information Officer; 25 years experience in strategic technology leadership and implementation</td>
</tr>
<tr>
<td>Michael Smith</td>
<td>Technical implementation</td>
<td>Dunwoody</td>
<td>5%</td>
<td>Dunwoody Public Works Director, manager of City’s infrastructure</td>
</tr>
<tr>
<td>Winter Horbal</td>
<td>Technical Advisor</td>
<td>Temple</td>
<td>5%</td>
<td>Traffic Product Sales Professional Engineer, 20 years experience</td>
</tr>
<tr>
<td>Walt Townsend</td>
<td>Technical Advisor</td>
<td>Applied Information</td>
<td>5%</td>
<td>30+ years engineering experience, specializing in advanced traffic management systems and other ITS applications.</td>
</tr>
</tbody>
</table>

### Organization Chart

The team will consist of staff from MARTA, the City of Sandy Springs, City of Dunwoody and Georgia Tech. Professional services will be procured for developing the implementation plan. See collaboration section for more details.

### 2.3 Schedule

The project schedule is shown in Figure 5. The City of Sandy Springs will create a project specific website where we will share this schedule and post updates to share with the public. Internally, the City will monitor the schedule using project management software.

After the project kick-off in September 2020, the City will spend fall 2020 procuring the necessary professional services and products needed for the pilot and implementation plan. At the same time, GA Tech research partners will design the before and after study for the project. The bus runs, with and without TSP, will take place in spring 2021. Shortly afterwards, the results will be analyzed, shared with the public, and used to develop implementation recommendations and an implementation plan.

In addition to Mid-year Status Report, and a final Project Report, the City will provide Monthly Status Reports to the Georgia Smart team.
2.4 Collaboration

The team will consist of staff from MARTA, the City of Sandy Springs, City of Dunwoody, Georgia Tech, and Temple/Applied Information. Outside professional services will be procured to develop the implementation plan. As the lead applicant, the City of Sandy Springs will provide coordination with all project partners to ensure the project meets objectives and stays on schedule. The City will set up a standing monthly call with project partners to discuss progress and next steps. The City will also take the lead to procure professional services and additional technical equipment, configure equipment, and provide Bluetooth Data. MARTA will provide access to its public API, provide one test bus for onboard unit test (if needed), and provide AVL data and performance data. Georgia Tech researchers will lead on the study design and analysis. The City of Dunwoody will install necessary equipment at their signals and provide data as needed. As vendors of the Glance equipment, Temple and Applied Information will be serve as technical advisors. A consultant will be procured to develop the implementation plan and host the public meeting. An organization chart is shown in Figure 6.
Figure 6: Organization Chart

**Transit Provider**
- MARTA
  - Kirk Talbott
  - David Emory
  - Shankar Calambakkam

**Technical Advisors**
- Winter Horbal (*Temple*)
- Walt Townsend (*Applied Information*)

**Professional Services**
- TBD

**Local Partner**
- Dunwoody
  - Michael Smith

**Team Lead**
- Sandy Springs
  - Kristen Wescott*
  - Caitlin Shankle
  - Jim Bunting

**Research**
- Georgia Tech
  - Michael Hunter
  - Kari Watkins

*Project Point of Contact
Appendix A  Letters of Support
June 5, 2020

RE: Georgia Smart Community Challenge 2020

Georgia Smart Communities Review Panel,

The City of Sandy Springs is thrilled to submit a smart mobility project for the 2020 LCI with Georgia Smart Communities Challenge. The City hopes to pursue a Transit Efficiency project in partnership with MARTA and the City of Dunwoody. We would like to see transit transform into a more attractive means of travel, improving service for the transit dependent and shifting single occupancy drivers to transit users.

This project will be the City’s first step to improve transit service by using transit signal priority (TSP) technology. The pilot project will consist of a before and after study of TSP along MARTA Route 5. This route is one of MARTA’s highest ridership routes and serves the Roswell Road commercial corridor, Perimeter, and the Dunwoody MARTA rail station. The results of the pilot project will be used to develop an implementation plan to guide the cities of Sandy Springs and Dunwoody on how best to deploy TSP in a permanent partnership with MARTA.

If awarded funding, the City of Sandy Springs will provide 20% local match funds, up to $25,000, and will commit the appropriate resources and staff time to the effort.

If you have any questions about this application, please contact Kristin Smith, Assistant City Manager, at kristin.smith@sandyspringsga.gov.

Sincerely,

Andrea Surratt
City Manager
City of Sandy Springs
June 10, 2020

RE: Letter of Support for Georgia Smart Communities Challenge 2020

To whom it may concern:

On behalf of the Metropolitan Atlanta Rapid Transit Authority (MARTA), I am pleased to express our support for the City of Sandy Springs’ application to the Georgia Smart Communities Challenge 2020, “Transit Signal Priority – Proof of Concept”, which would explore the application of transit signal priority (TSP) to existing MARTA bus service in Sandy Springs. We believe this proposal will be a valuable demonstration of how an innovative technology approach can improve transit service reliability and the overall customer experience, and we are excited to partner with Sandy Springs on the application.

The proposed pilot would involve an established and well-utilized MARTA bus route, 5 – Piedmont Road / Sandy Springs, which provides all-day scheduled service along Hammond Drive, Glenridge Drive, Johnson Ferry Road, and Roswell Road within the City of Sandy Springs. This corridor has already benefited from a significant investment in Glance signal priority infrastructure, which the pilot would leverage and extend to MARTA bus operation. A particular innovation to be explored by this project, and one that sets it apart from other TSP applications, is the software-based integration between the buses and the fixed TSP infrastructure, eliminating the need for specialized TSP equipment on the buses and allowing for greater operational flexibility and reliability.

As part of this proposal, MARTA is committing to provide a high-frequency data feed of live vehicle positions for the buses operating the route, produced by existing cellular routers installed across the full bus fleet. MARTA will also provide access to a technology test bus as needed. MARTA technology staff, specifically our Office of Technology Strategy and Innovation, will serve as the primary point of contact for the project partners and will work with the partners to ensure that all technology and data needs are addressed. We have also discussed this proposal with MARTA’s bus operations and planning departments, who have expressed their full support as well.

MARTA is actively considering TSP and other technology-driven transit enhancements on a number of existing and proposed service corridors, and the Sandy Springs pilot will be a valuable exploration of one of the most promising technology approaches to TSP—one with applicability to a wide range of other transit applications. I thank you for your consideration of the proposal and look forward to our continued cooperation.

Sincerely,

Kirk Talbott
Chief Information Officer
June 12, 2020

Dear Georgia Smart Community Challenge:

The City of Dunwoody fully supports the City of Sandy Springs’ Georgia Smart application for a pilot Transit Signal Priority (TSP) Proof of Concept project.

The proposed project would develop a pilot transit signal priority (TSP) project to understand the magnitude of impacts of the technology. The results will be shared with the public and help guide the development of an implementation plan for deploying TSP in the cities of Sandy Springs and Dunwoody. Buses that serve MARTA Route 5 will participate in this pilot. Route 5 is one of the highest ridership routes in the MARTA system and improvements to the transit experience would benefit current riders and future riders.

We look forward to partnering with the City of Sandy Springs on this project. If you have any questions, please contact Michael Smith, Public Works Director, at Michael.smith@dunwoodyga.gov.

Sincerely,

[Signature]

Eric Linton, ICMA-CM, AICP
City Manager
June 10, 2020

Dear Georgia Smart Community Challenge:

The Perimeter Community Improvement District fully supports the City of Sandy Springs’ Georgia Smart application for a pilot Transit Signal Priority (TSP) Proof of Concept project.

The proposed project would develop a pilot transit signal priority project to understand the magnitude of impacts of the technology. The results will be shared with the public and help guide the development of an implementation plan for deploying TSP in the cities of Sandy Springs and Dunwoody. Buses that serve MARTA Route 5 will participate in this pilot. Route 5 is one of the highest ridership routes in the MARTA system and improvements to the transit experience would benefit current riders and future riders.

PCID supports the City of Sandy Springs’ effort to reduce single occupancy vehicle trips in the Perimeter area and shift trips to other modes. The proposed transit improvements will better connect employees and clients to places of business in the Perimeter, and positively contribute to the local economy. We strongly support this project and are looking forward to working with the City of Sandy Springs on this effort and similar efforts in the future.

Sincerely,

Ann Hanlon
Executive Director
Perimeter Community Improvement Districts
June 8, 2020

Dear Georgia Smart Community Challenge:

The Sandy Springs Perimeter Chamber of Commerce fully supports the City of Sandy Springs’ Georgia Smart application for a pilot Transit Signal Priority (TSP) Proof of Concept project.

The proposed project would develop a pilot transit signal priority project to understand the magnitude of impacts of the technology. The results will be shared with the public and help guide the development of an implementation plan for deploying TSP in the cities of Sandy Springs and Dunwoody. Buses that serve MARTA Route 5 will participate in this pilot. Route 5 is one of the highest ridership routes in the MARTA system and improvements to the transit experience would benefit current riders and future riders.

MARTA Route 5 serves two economic engines in Sandy Springs: Perimeter and the Roswell Road corridor. Improvements to transit along this route will better connect employees and clients to places of business, and positively contribute to the local economy.

Sincerely,

Tom Mahaffey
President/CEO
Appendix B  Documentation of Financial Support
RESOLUTION NO. 2020-06-63

STATE OF GEORGIA
COUNTY OF FULTON

A RESOLUTION TO APPROVE A PLANNING GRANT APPLICATION TO THE GEORGIA INSTITUTE OF TECHNOLOGY FOR THE GEORGIA SMART COMMUNITIES CHALLENGE GRANT PROGRAM AND TO MAKE A COMMITMENT FOR LOCAL FUNDING MATCH

WHEREAS, the Georgia Institute of Technology has offered the Georgia Smart Communities Challenge Grant program for a transit efficiency project for the past three years; and

WHEREAS, the City of Sandy Springs desires to better leverage data and technology to become a smarter, more efficient city; and

WHEREAS, the City of Sandy Springs desires to improve transit service for existing and potential riders in the City; and

WHEREAS, the City of Sandy Springs’ adopted Last Mile Connectivity Plan recommended transit signal priority as a means to improve transit service; and

WHEREAS, the City has the opportunity to leverage recent infrastructure investments for additional applications.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF SANDY SPRINGS, GEORGIA:

1. That the City Manager is authorized to complete or to cause to be completed, executed and submitted an application, together with any other required documentation, to the Georgia Institute for Technology for the 2020 Georgia Smart Communities Challenge Grant program for a transit efficiency project; and

2. That the City Manager is authorized to commit local match funding of up to $25,000.00 for a federal grant match of up to $100,000.00; and

3. That the City Manager and appropriate City staff shall take such actions as may be deemed necessary to effectuate the intent of this Resolution.

RESOLVED this the 2nd day of June, 2020.

Approved:

Russell K. Paul, Mayor

Attest:

Raquel Di Gonzalez, City Clerk
Appendix C  References and Citations


