

Transit Routing Options and MARTA Connectivity Assessments

Atlanta BeltLine West

Citywide Conversation
October 30, 2014



- **Open House**
- **Welcome and Introductions**
- **Today's Agenda:**
 - Schedule
 - Project Background
 - Screening Process and Results
- **Questions and Discussion**
- **Adjourn**

Community Engagement Schedule

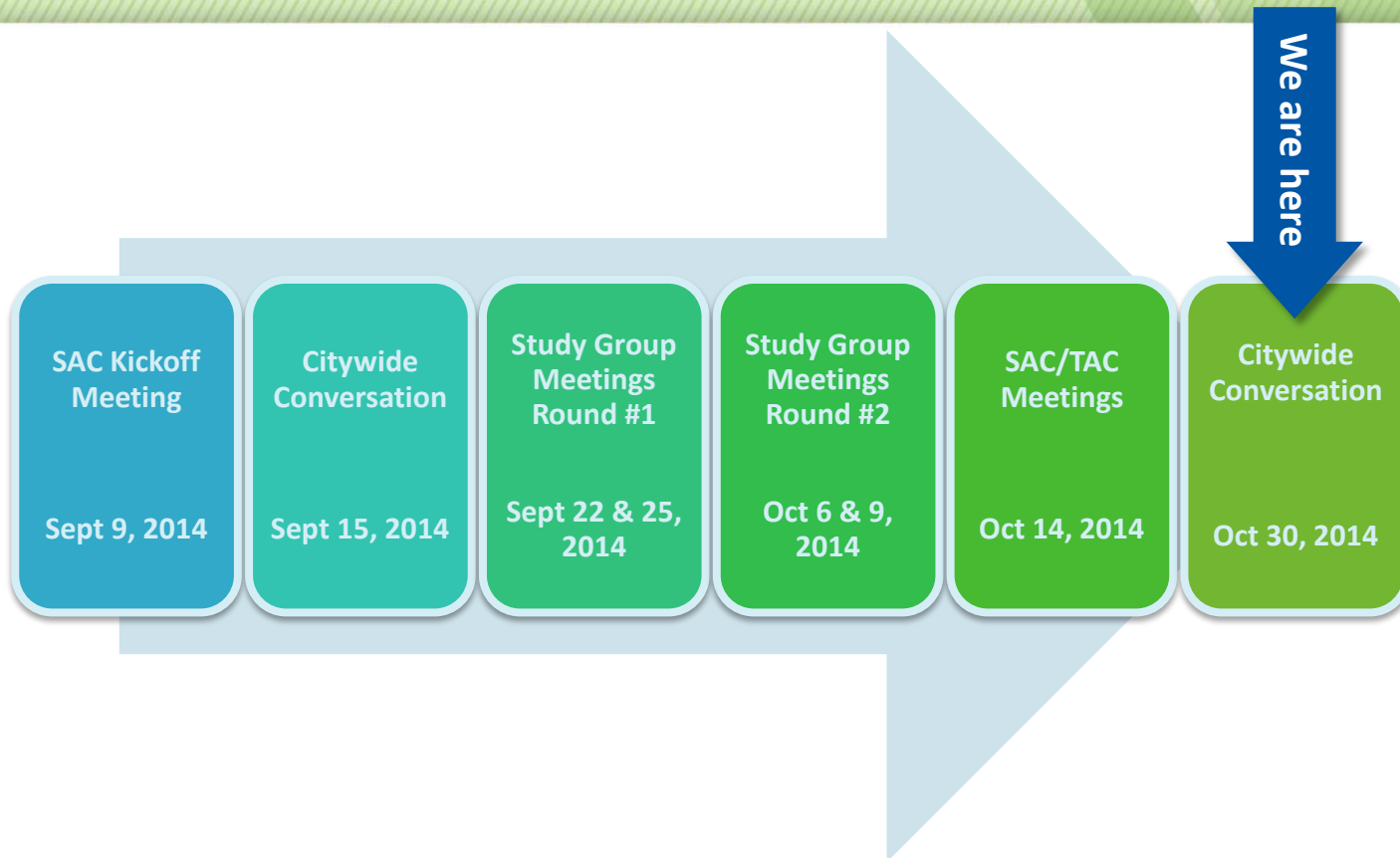
Summer and Fall 2014



Atlanta
BeltLine



ATLANTA STREETCAR



Stakeholder Advisory Committee (SAC): Advisory committee for each project corridor representing business and property owners, adjacent neighborhoods, and community groups.

Technical Advisory Committee (TAC): Advisory committee comprised of representatives with technical and/or environmental expertise.

Study Groups: Residents and business owners with an interest in the project within each geographical area.

Citywide Conversations: Citywide public meetings are forums to educate the public at large with upcoming plans, policies, and studies.

Milestone Schedule



Atlanta
BeltLine



ATLANTA STREETCAR

We are here

Transit Routing
Options/MARTA
Connectivity
Assessments

June 2014 to
November 2014

Technical Studies
and Evaluation

September 2014
to March 2015

Complete Draft
Environmental
Assessment (EA)

March 2015

Public/Agency
Review and
Public Hearing

April 2015

Finding of No
Significant
Impact (FONSI)

May 2015

Project
Development
(PD) Entry
Request

Summer 2015



Project Background Atlanta BeltLine West



Connect Atlanta Plan

November 2008

Draft Atlanta BeltLine/Atlanta Streetcar System Plan (SSP)

March 2014

Atlanta Streetcar Finding of No
Significant Impact (FONSI)

April 2011

Record of Decision (ROD) for Tier 1
EIS

August 2012

Project Background

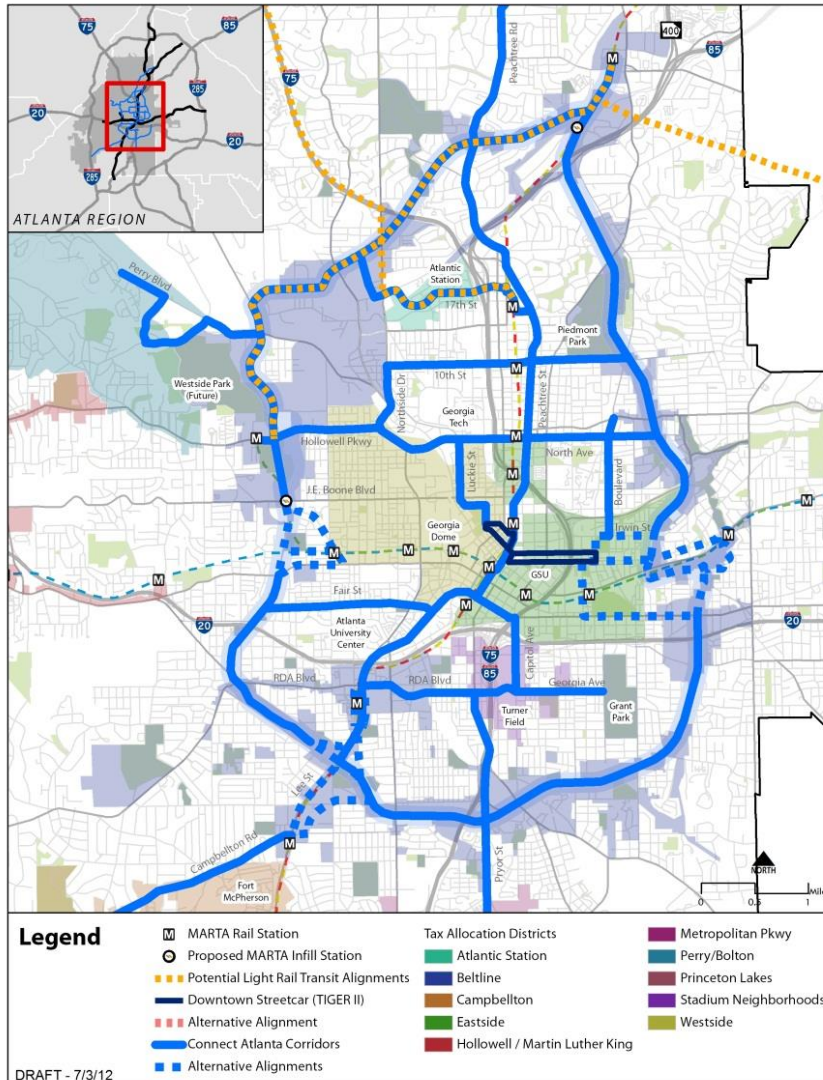
Atlanta BeltLine/Atlanta Streetcar System Plan



Atlanta
BeltLine



ATLANTA STREETCAR



A Supplement to the *Connect Atlanta Plan* and the ABI Strategic Implementation Plan (SIP)

Phasing of transit in SIP based on this strategy

Includes all streetcar lines in the Connect Atlanta Plan including Atlanta BeltLine

Project evaluation based on Equity, Readiness, Value Capture, Finance, Ridership

Significant stakeholder and public input garnered to date

Integrates Atlanta Streetcar lines and Atlanta BeltLine into a unified system

Project Background

Atlanta BeltLine/Atlanta Streetcar System Plan



**Atlanta
BeltLine**



Streetcar is the transit technology for the Atlanta BeltLine corridor

Comprehensive system network

Complements existing and future MARTA bus and rail services

Project Background

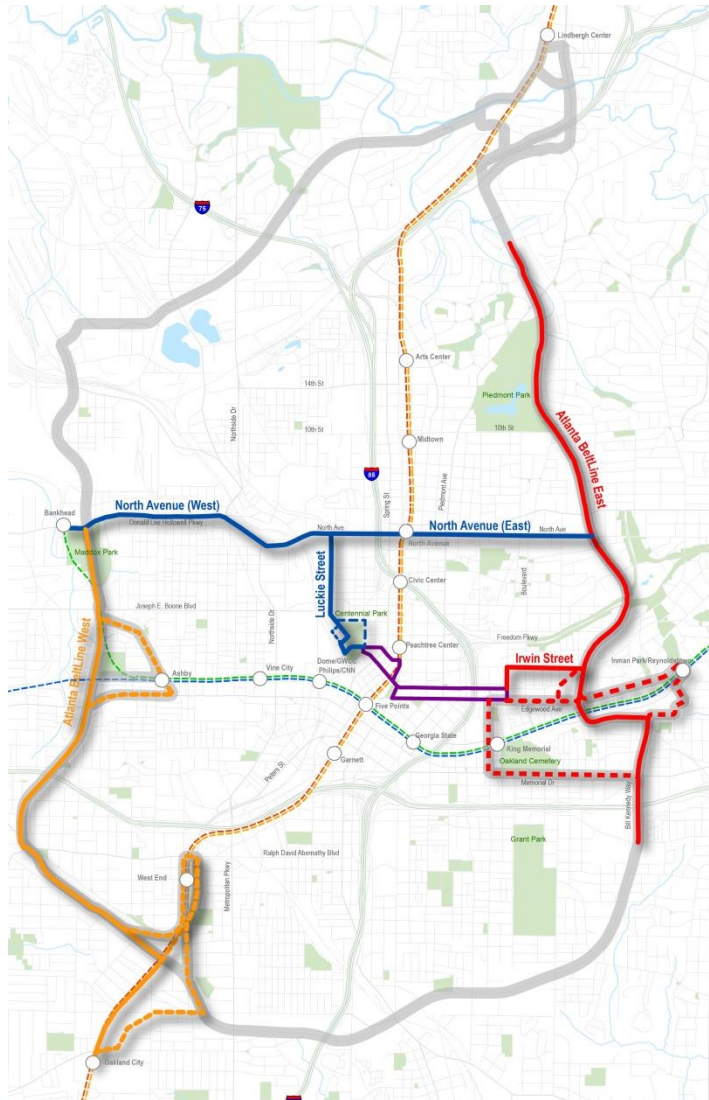
Current Program of Projects



Atlanta
BeltLine



ATLANTA STREETCAR



Atlanta BeltLine East



-Alignment Options



Midtown/Crosstown Corridor



-Alignment Options



Atlanta BeltLine West



-Alignment Options



Atlanta Streetcar*



MARTA Red/Gold Line*



MARTA Blue/Green Line*

* Shown for Reference

Screening Process Atlanta BeltLine West

Screening Process

Focus Areas

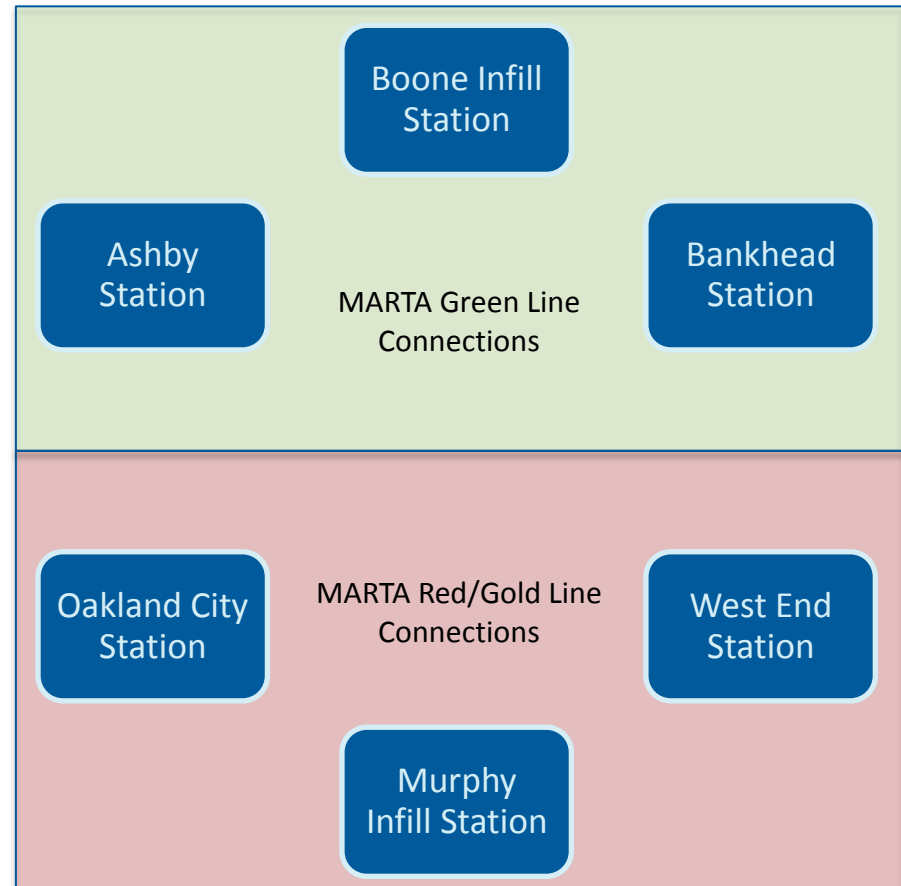


Atlanta
BeltLine



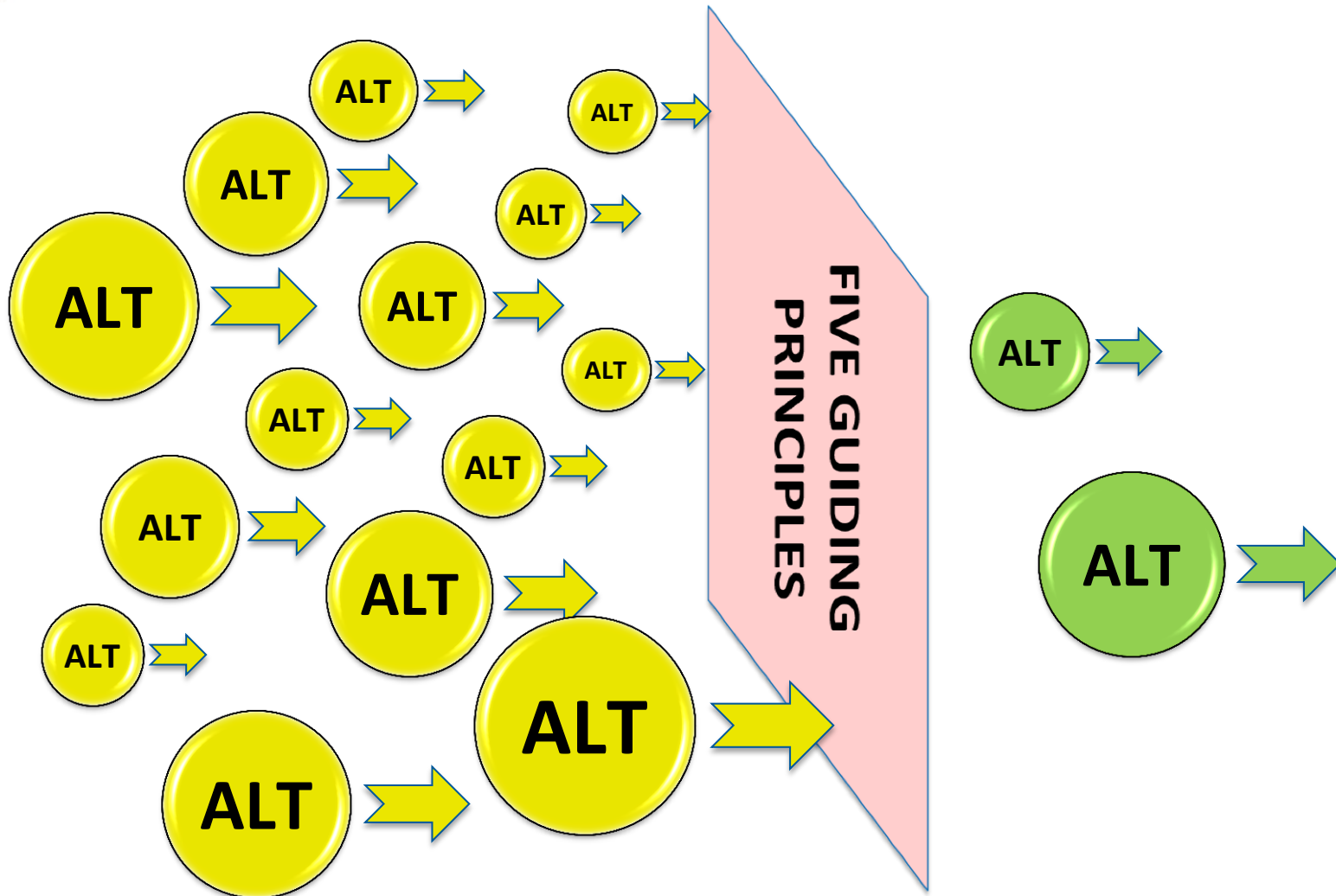
ATLANTA STREETCAR

- Two Focus Areas for MARTA connectivity
- Connections are mutually exclusive, by Focus Area
- Routing options are mostly station specific
- Screening to identify the most competitive alignment to each MARTA station





- **Five Guiding Principles**
 - Project Readiness
 - Practicality / Ridership
 - Equity
 - Financial Options
 - Development Impact
- **Phase 1 Screen: High-level**
 - 20 alternatives analyzed
- **Phase 2: Sharper pencil**
 - 10 alternatives analyzed





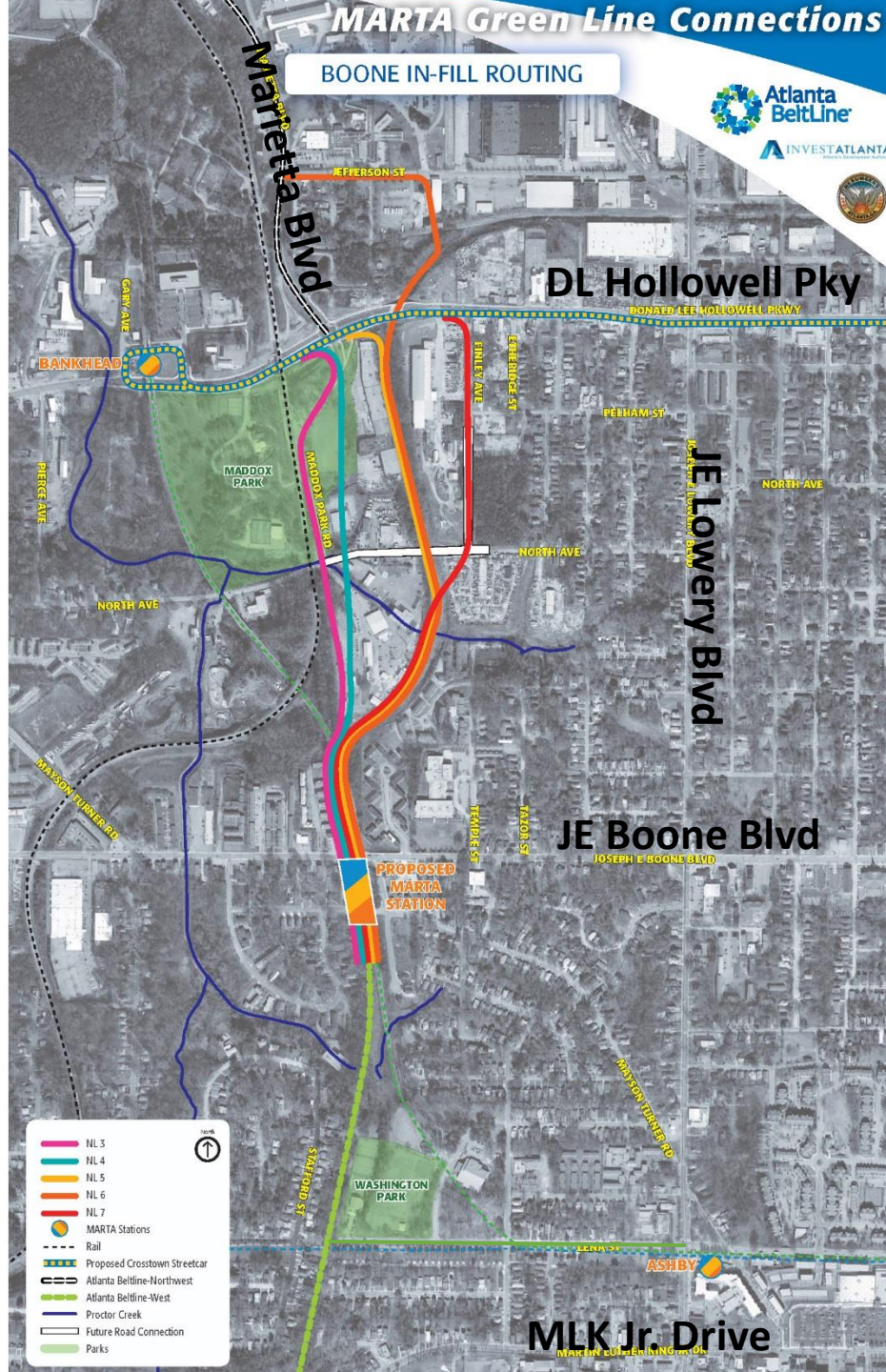
Screening Results MARTA Green Line Connections Atlanta BeltLine West

MARTA Green Line Connections

BOONE IN-FILL ROUTING



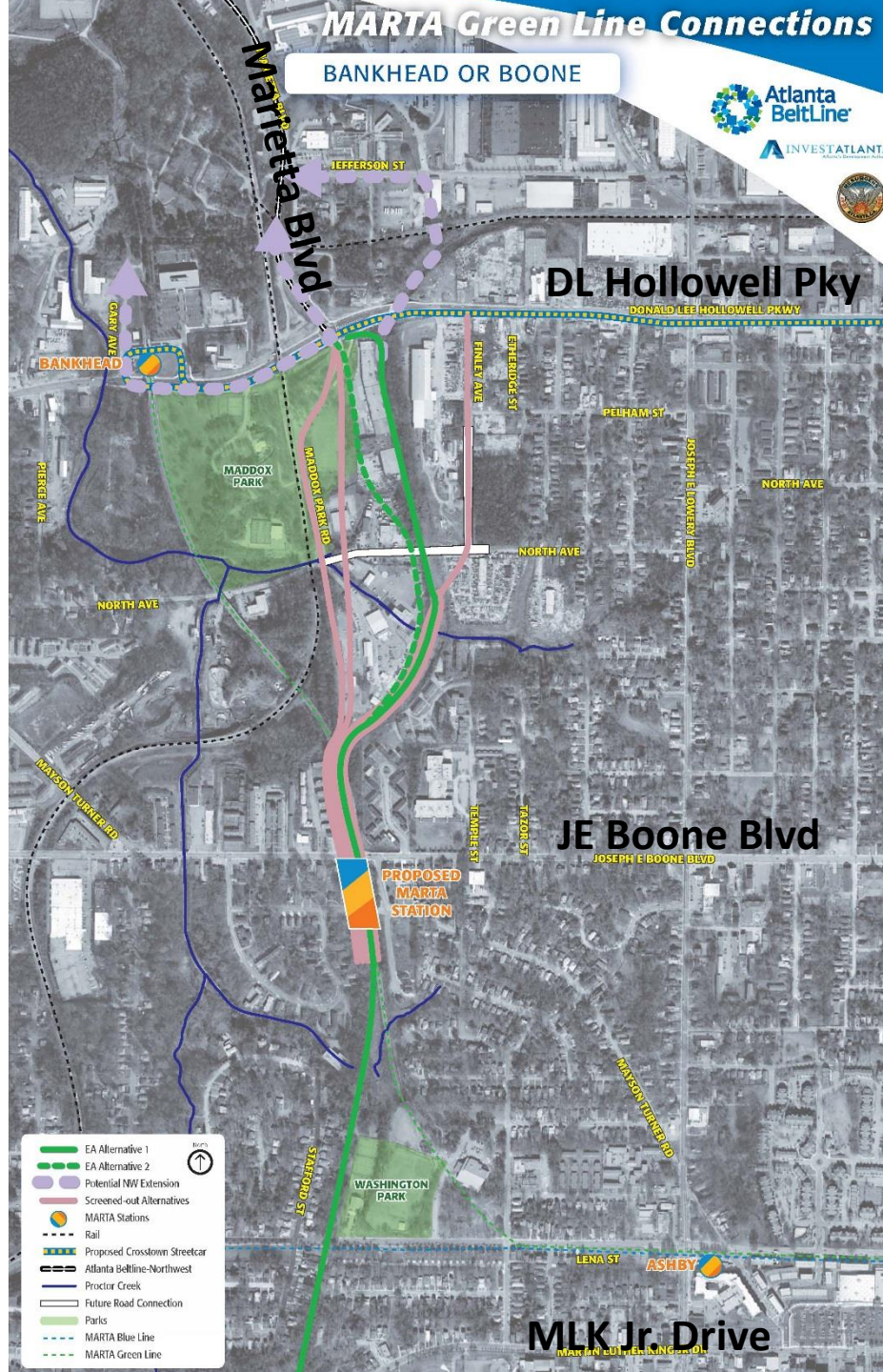
INVEST ATLANTA



- NL 3
- NL 4
- NL 5
- NL 6
- NL 7
- MARTA Stations
- Rail
- Proposed Crosstown Streetcar
- Atlanta Beltline-Northwest
- Atlanta Beltline-West
- Proctor Creek
- Future Road Connection
- Parks



MLK Jr. Drive

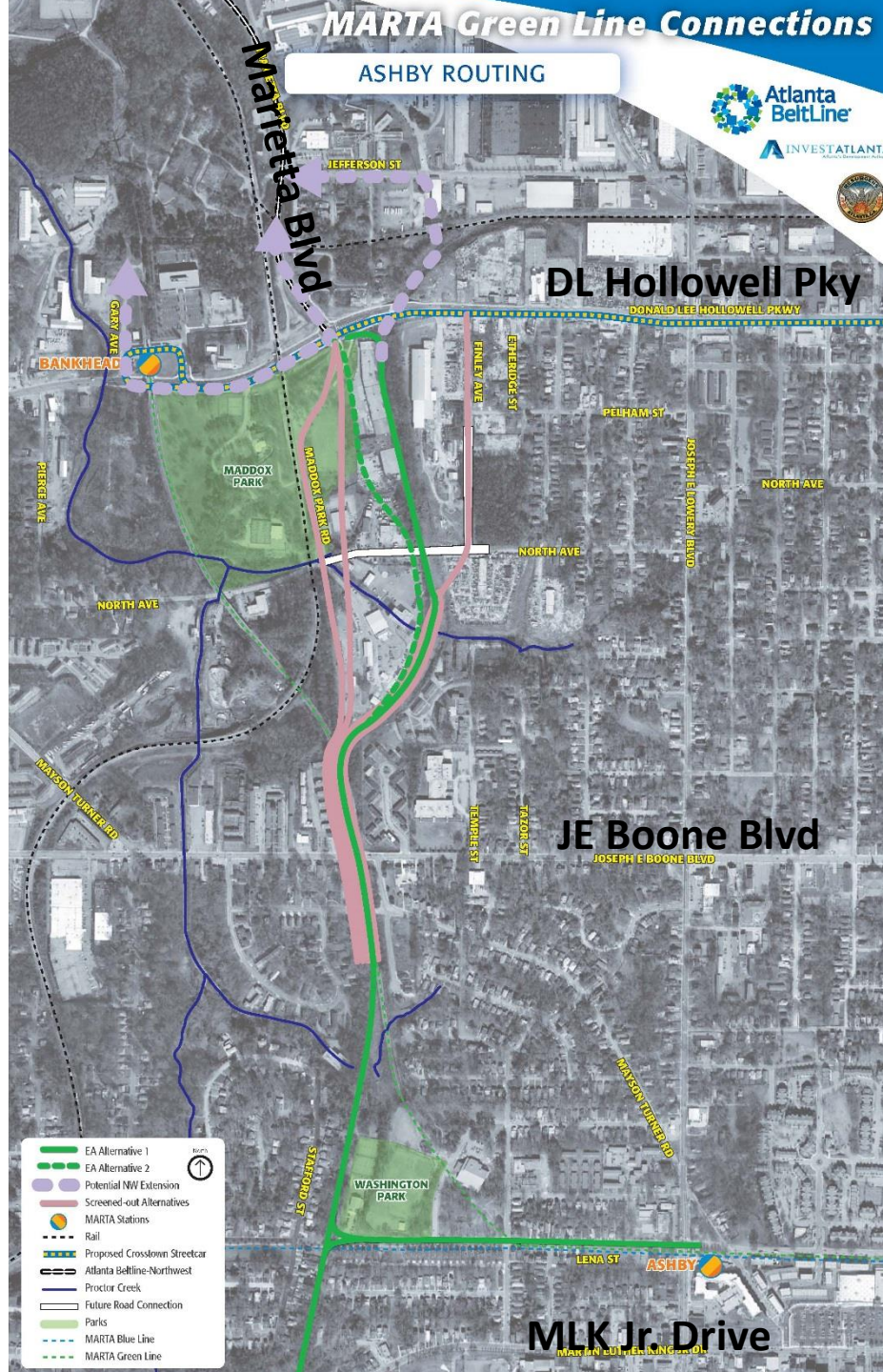


MARTA Green Line Connections

ASHBY ROUTING



INVEST ATLANTA
Atlanta's Development Authority



Community Engagement

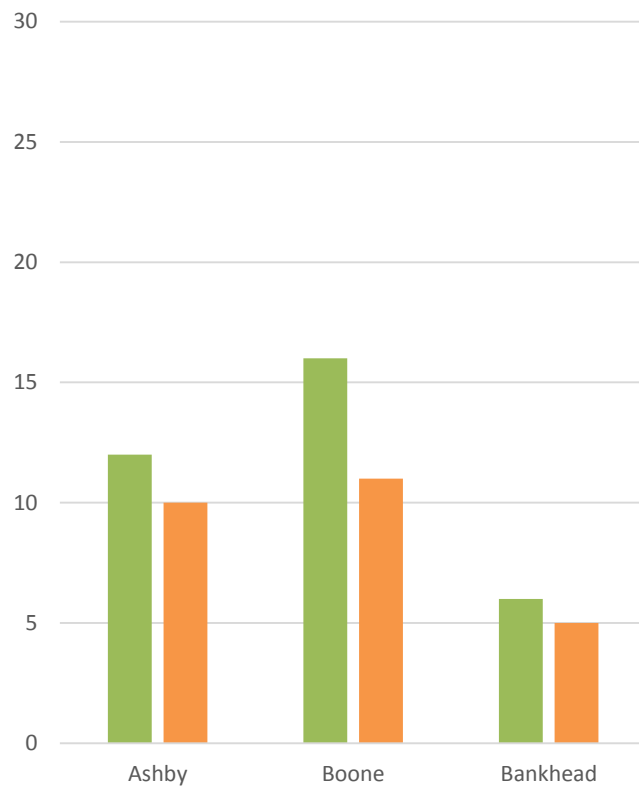
Phase 1 Dot Exercise Results



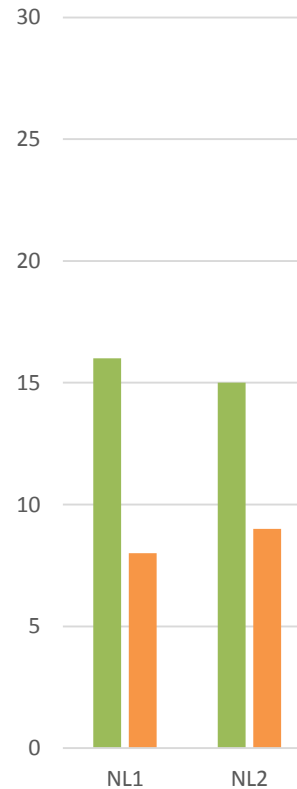
Atlanta
BeltLine



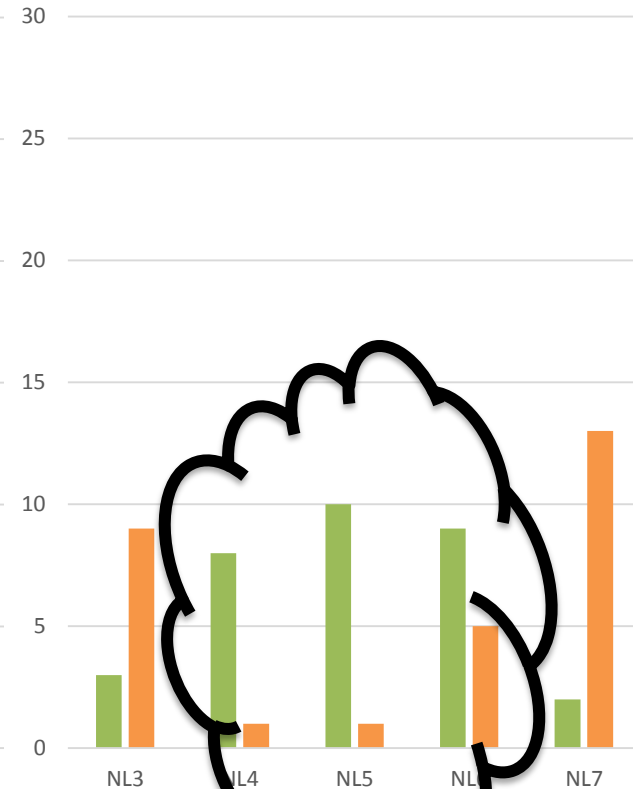
MARTA Green Line Station Preference





Bankhead Routings



Ashby/Boone/Bankhead Routings



 Most Preferred
 Least Preferred

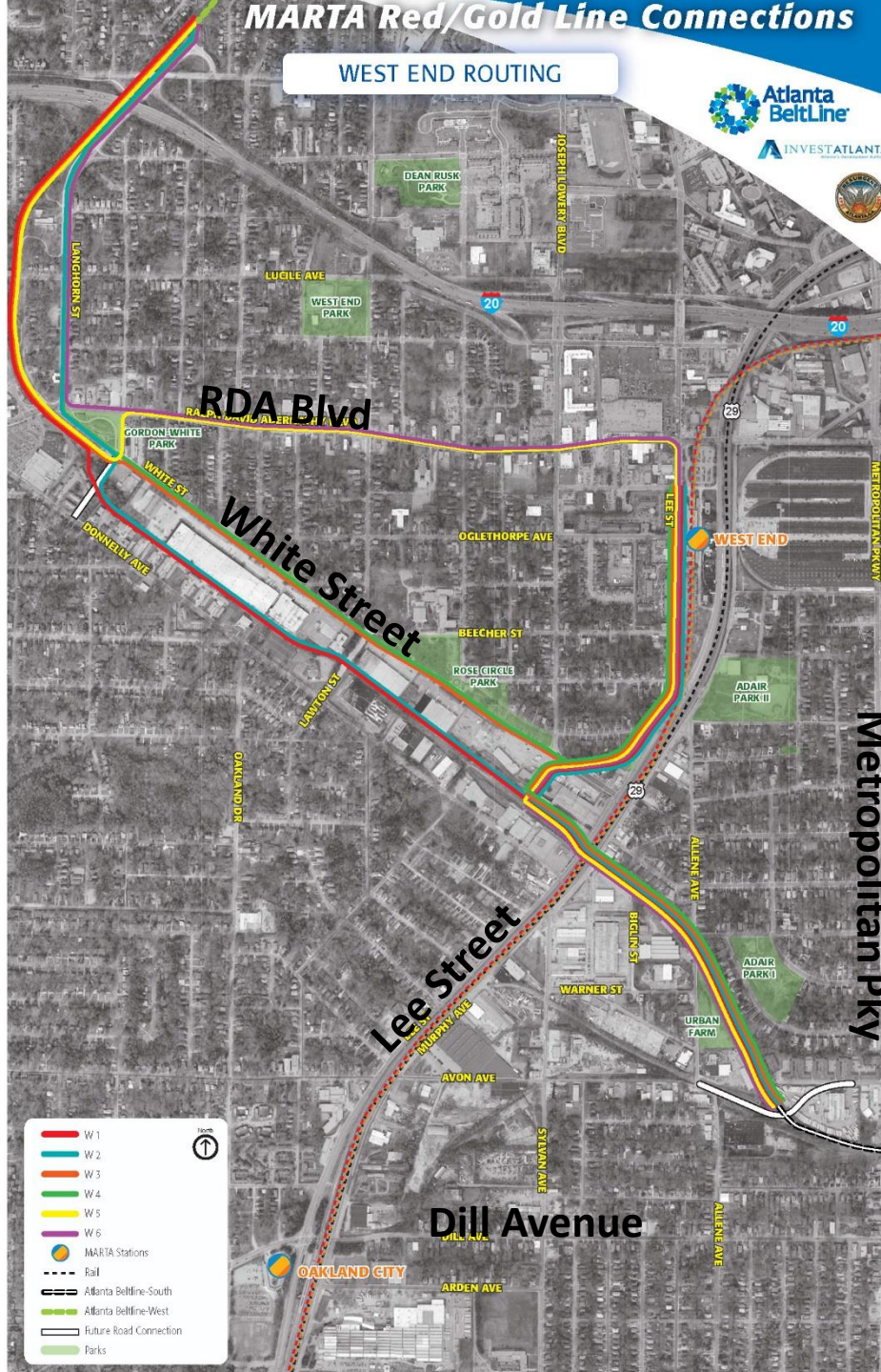


Screening Results MARTA Red/Gold Line Connections Atlanta BeltLine West



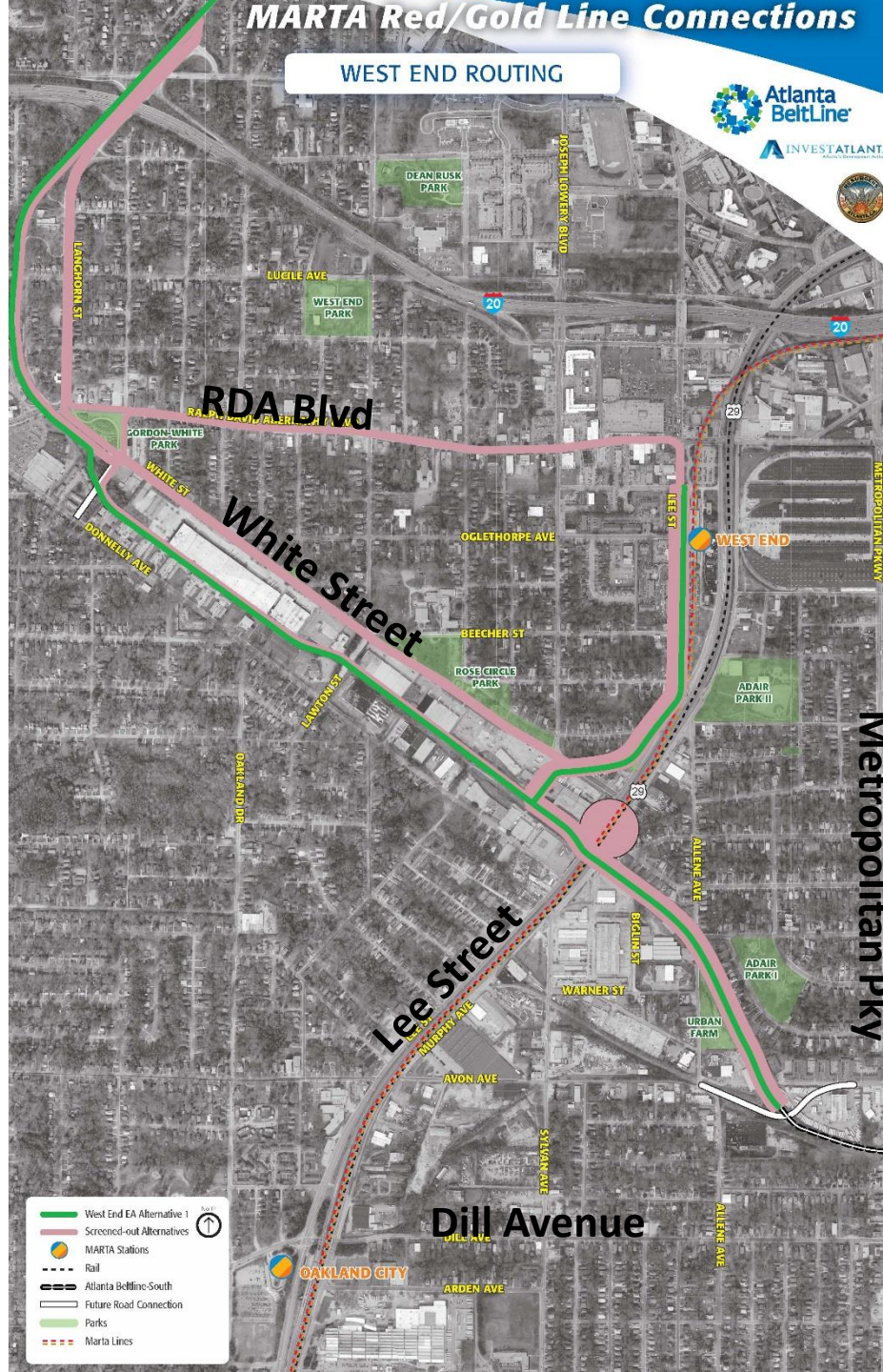
MARTA Red/Gold Line Connections

WEST END ROUTING



MARTA Red/Gold Line Connections

WEST END ROUTING



- West End EA Alternative 1
- Screened-out Alternatives
- MARTA Stations
- Rail
- Atlanta BeltLine-South
- Future Road Connection
- Parks
- Marta Lines

Community Engagement

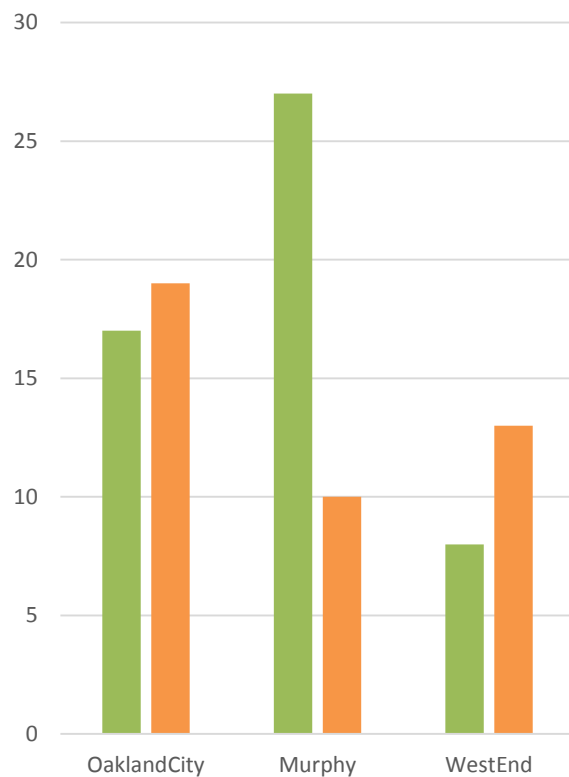
Phase 1 Dot Exercise Results



Atlanta
BeltLine

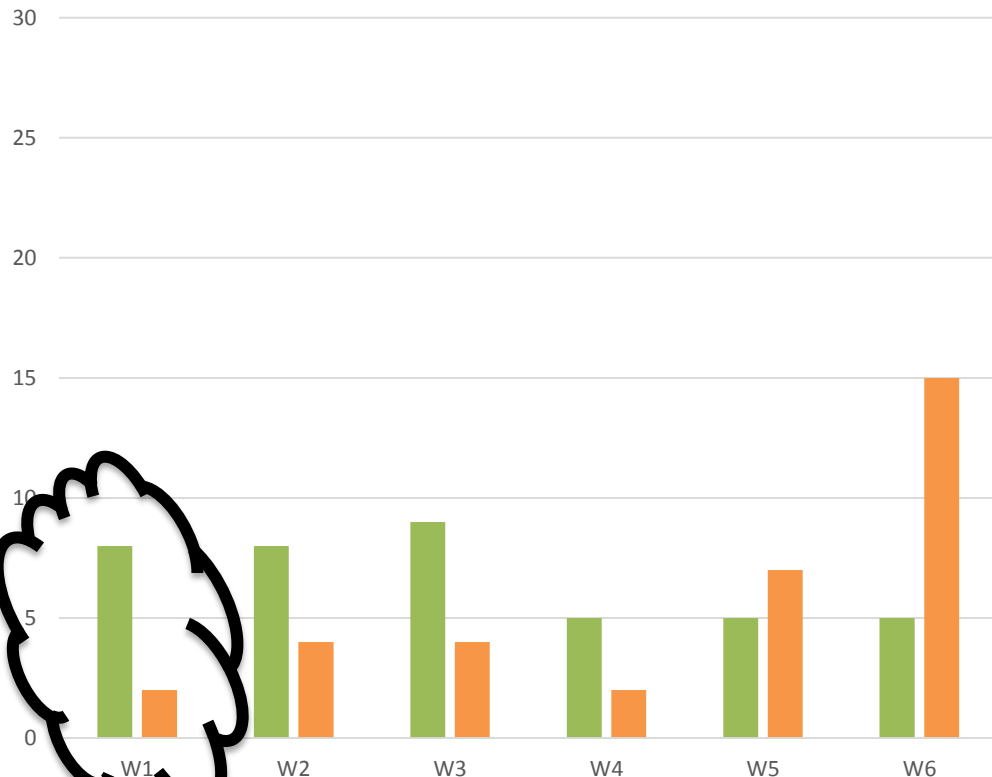


MARTA Red/Gold Station Preference



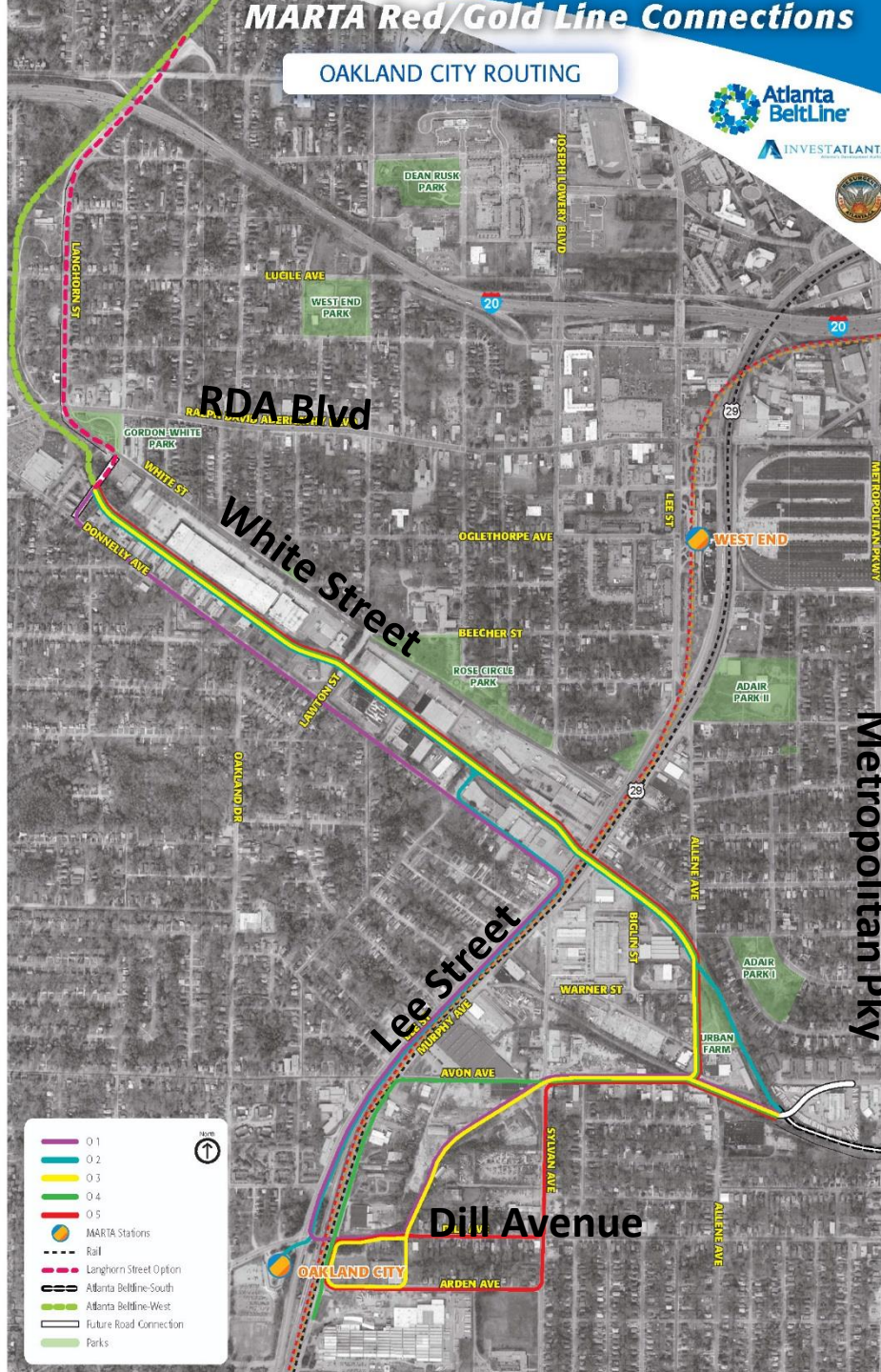
— Most Preferred
— Least Preferred

West End Station Routings



MARTA Red/Gold Line Connections

OAKLAND CITY ROUTING



- 0.1
- 0.2
- 0.3
- 0.4
- 0.5
- MARTA Stations
- Rail
- Langhorn Street Option
- Atlanta Beltline-South
- Atlanta Beltline-West
- Future Road Connection
- Parks

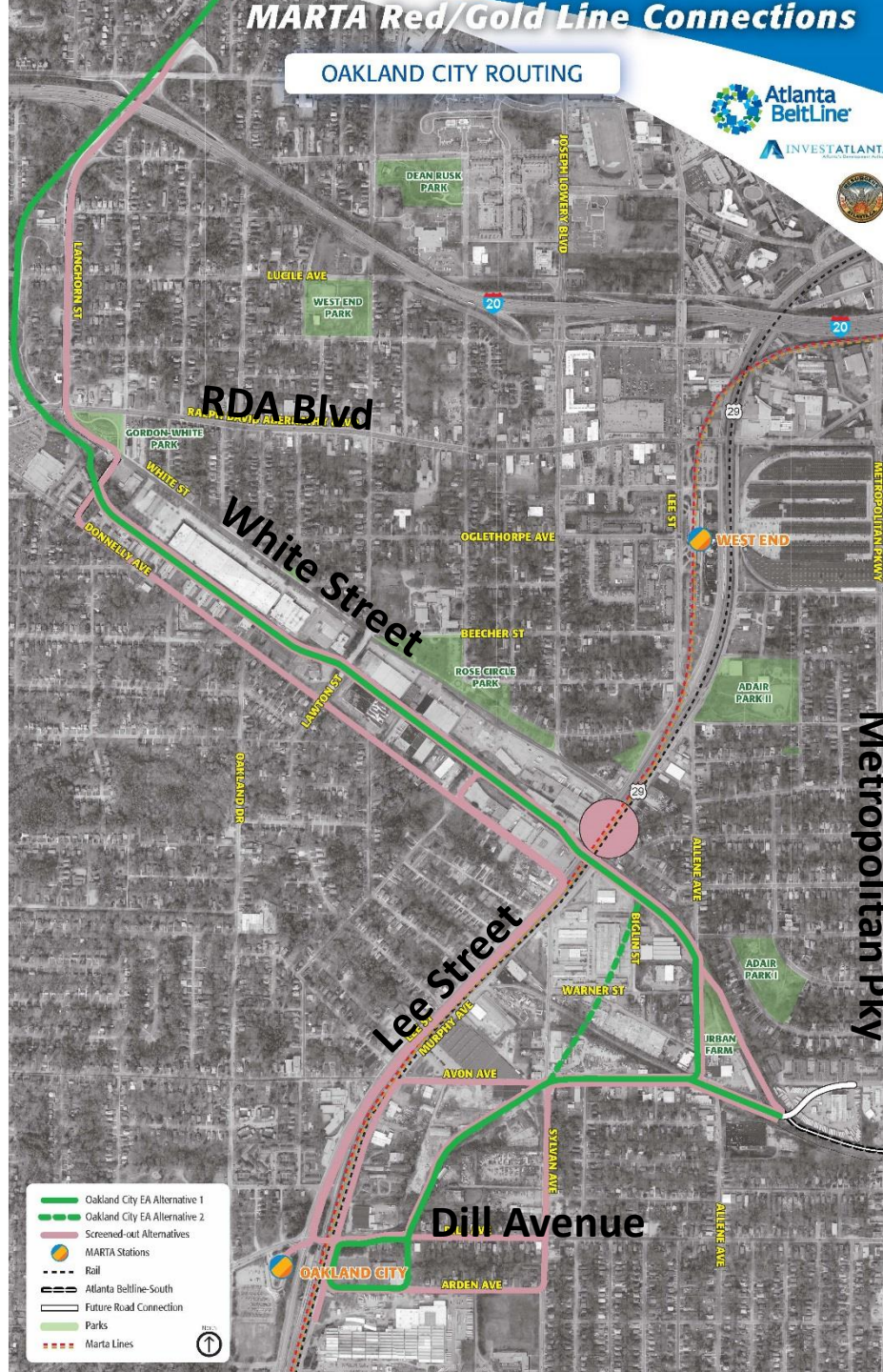
Metropolitan Pky

MARTA Red/Gold Line Connections

OAKLAND CITY ROUTING



INVEST ATLANTA



- Oakland City EA Alternative 1
- Oakland City EA Alternative 2
- Screened-out Alternatives
- MARTA Stations
- Rail
- Atlanta BeltLine-South
- Future Road Connection
- Parks
- Marta Lines

Metropolitan Pkwy

Community Engagement

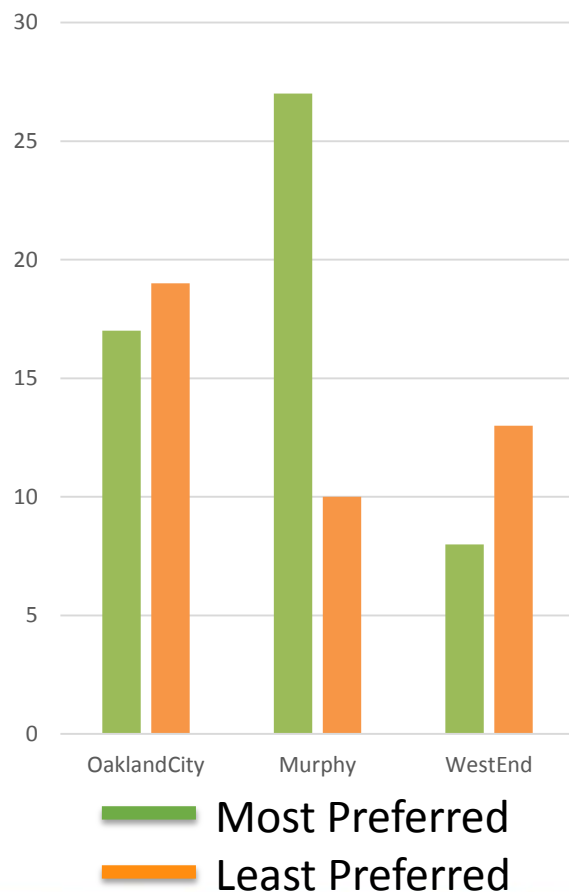
Phase 1 Dot Exercise Results



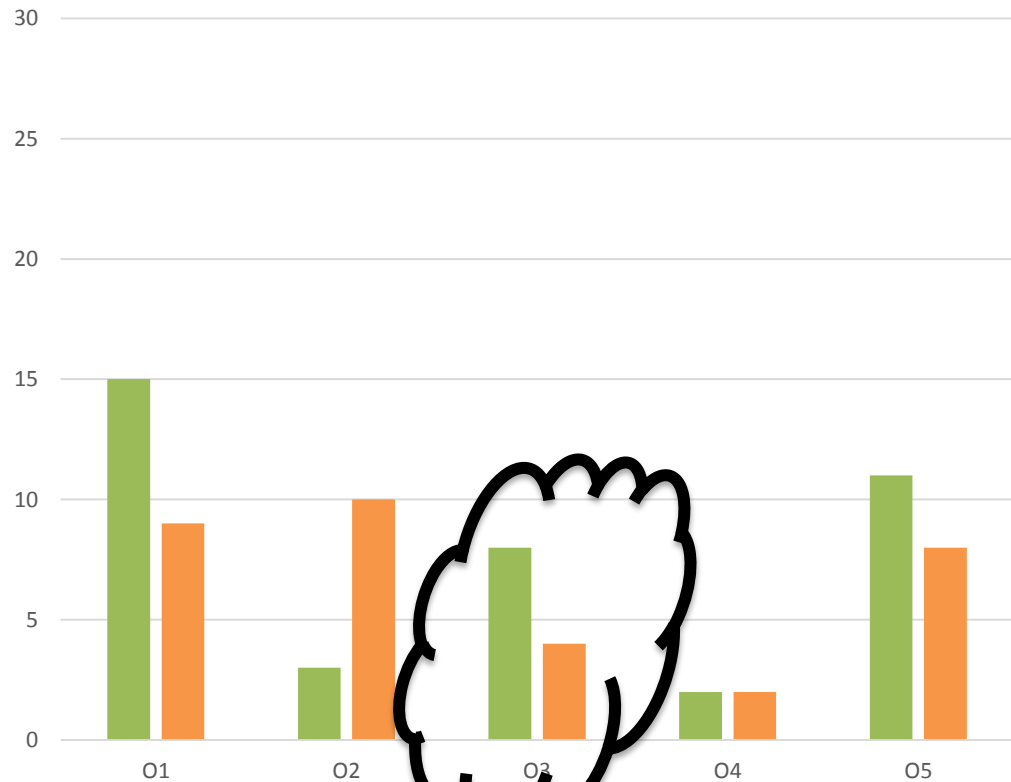
Atlanta
BeltLine



MARTA Red/Gold Station Preference



Oakland City Station Routings



Contact Information



Atlanta
BeltLine



Jonathan Lewis, AICP

Interim Assistant Director of Planning -
Transportation
City of Atlanta, Department of Planning
JLewis@atlantaga.gov

Shaun Green, PE

Senior Transit Engineer
Atlanta BeltLine, Inc.
sgreen@atlbeltline.org

Nathan Soldat

Community Engagement Advocate
Atlanta BeltLine, Inc.
nsoldat@atlbeltline.org