

Atlanta Streetcar Program

Environmental
Clearance Process
Update

September 20, 2016



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Atlanta
BeltLine®

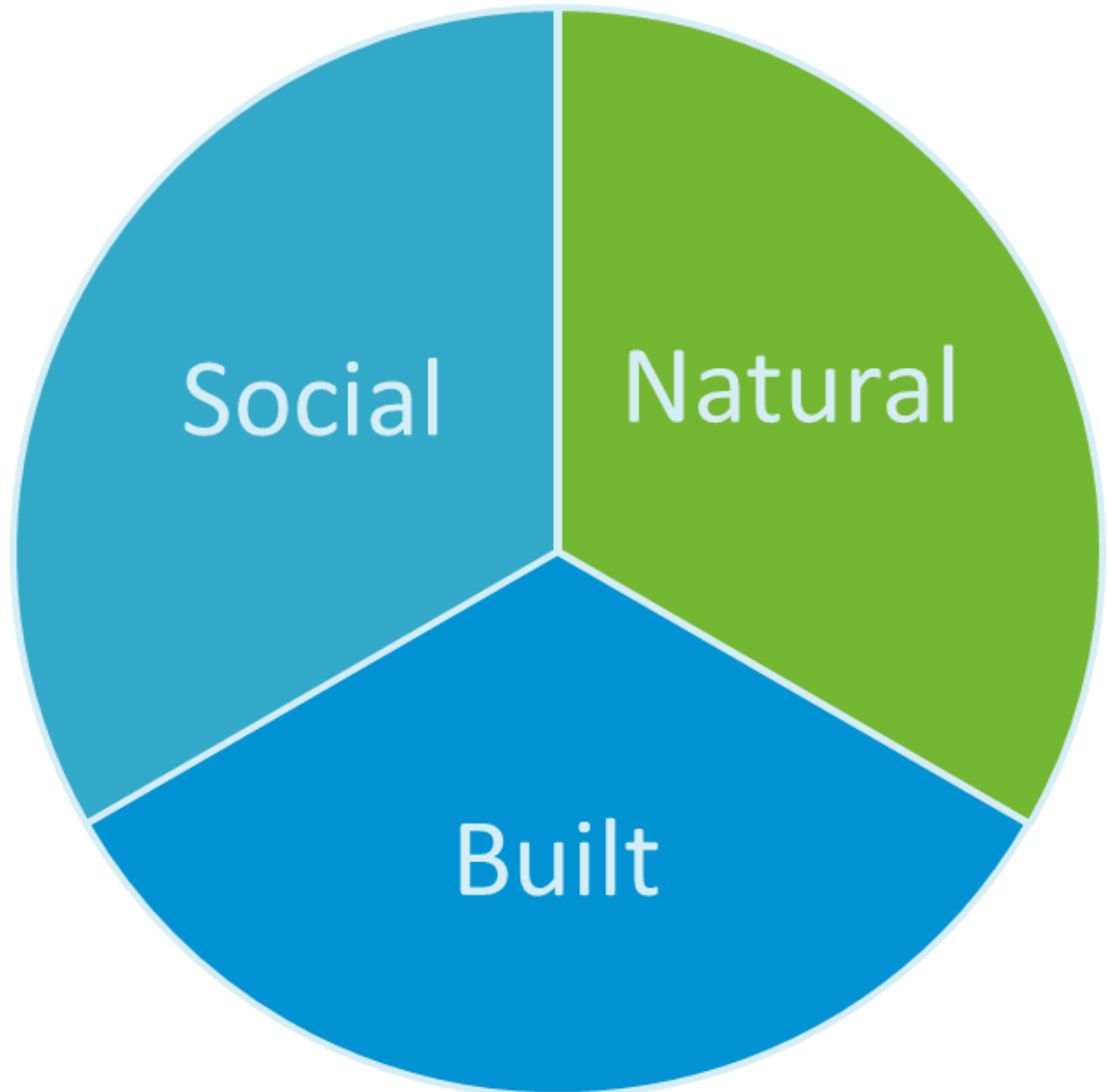


Organizational Structure

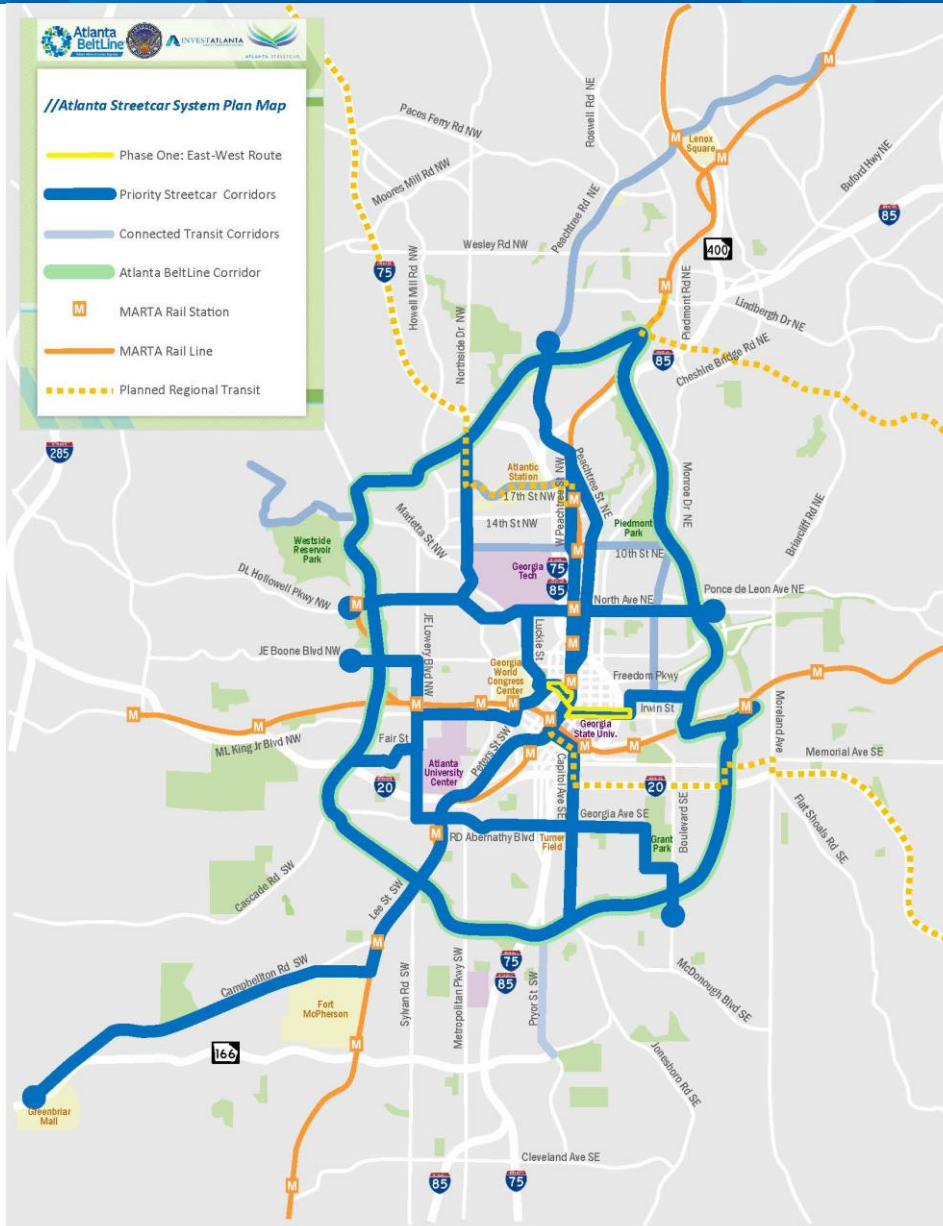


Environmental Process

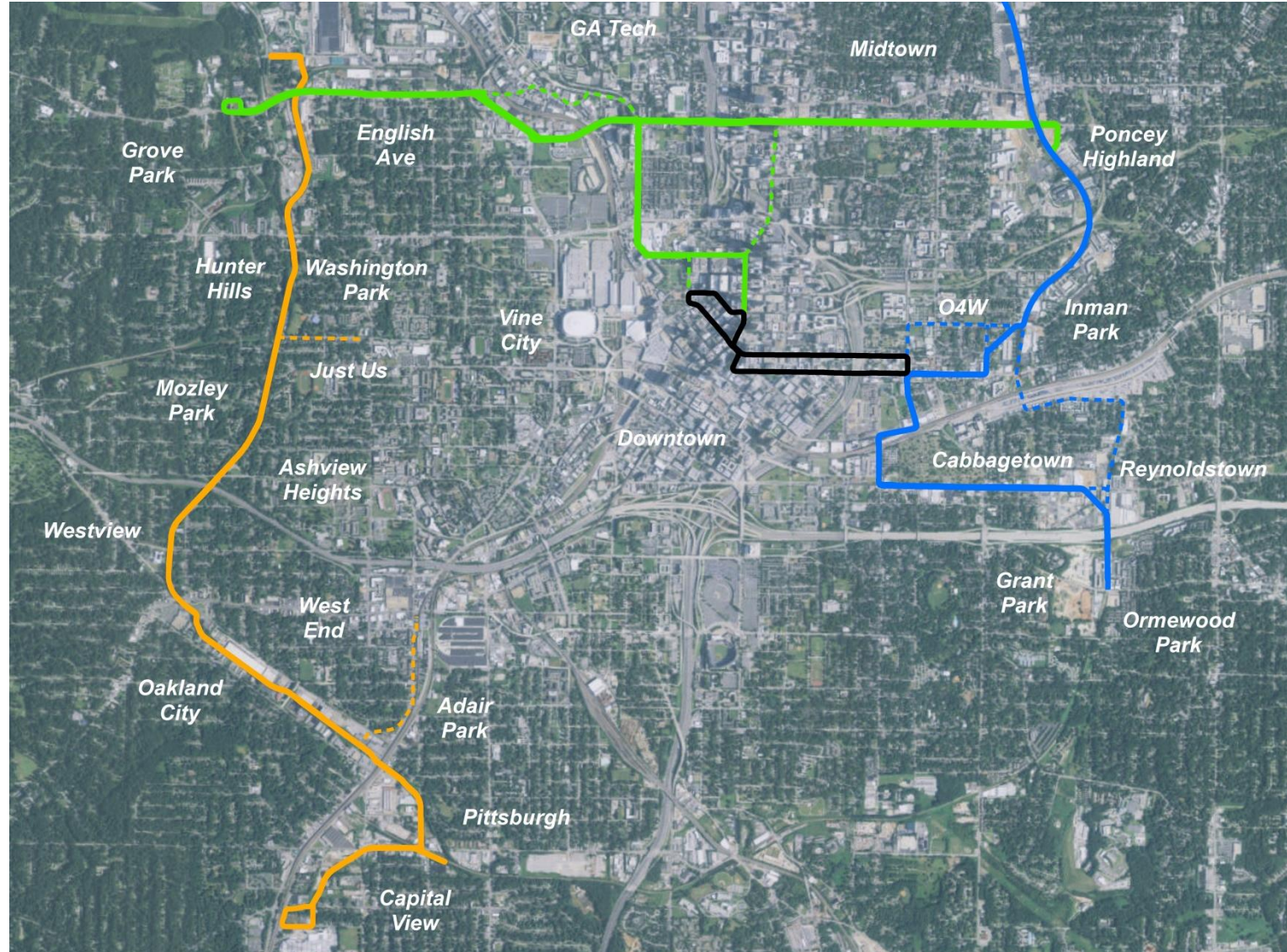
- National Environmental Policy Act (NEPA) of 1969
- Projects with federal funds must consider impacts to the environment



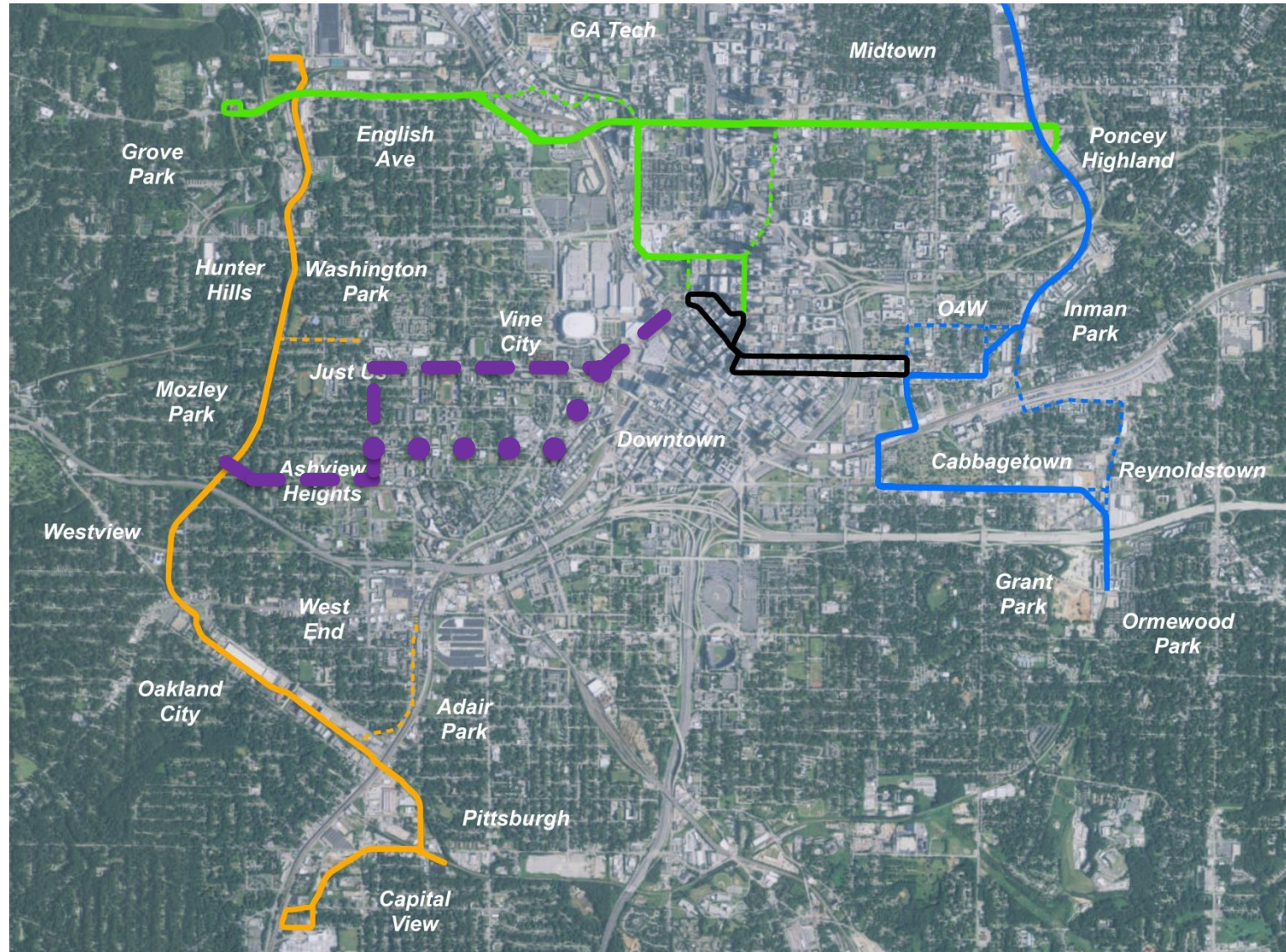
Proposed Streetcar System



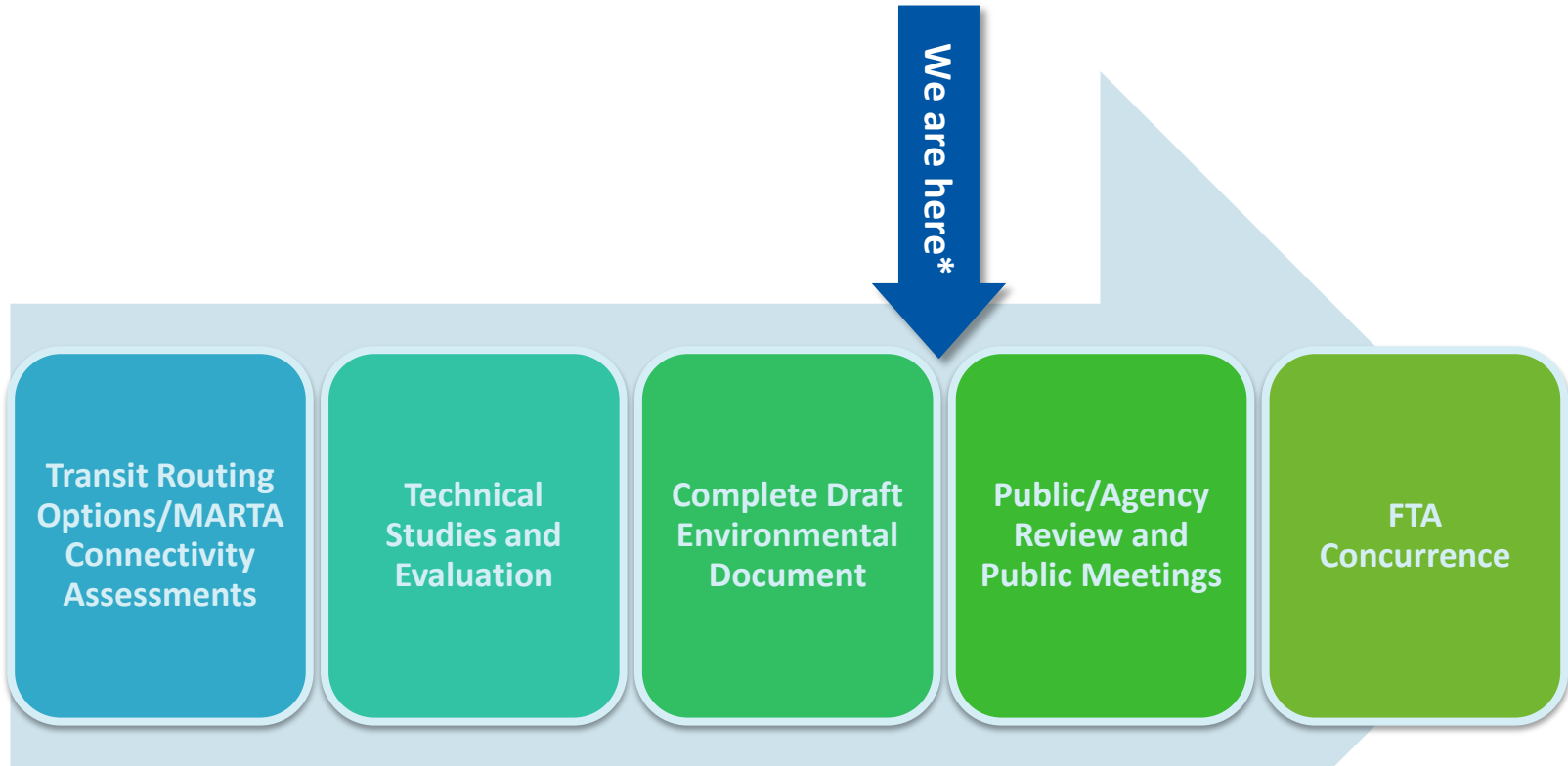
Environmental Review



Environmental Review



Milestone Schedule



*Technical studies are now starting for the Crosstown Downtown corridor

Atlanta BeltLine West Transit Corridor

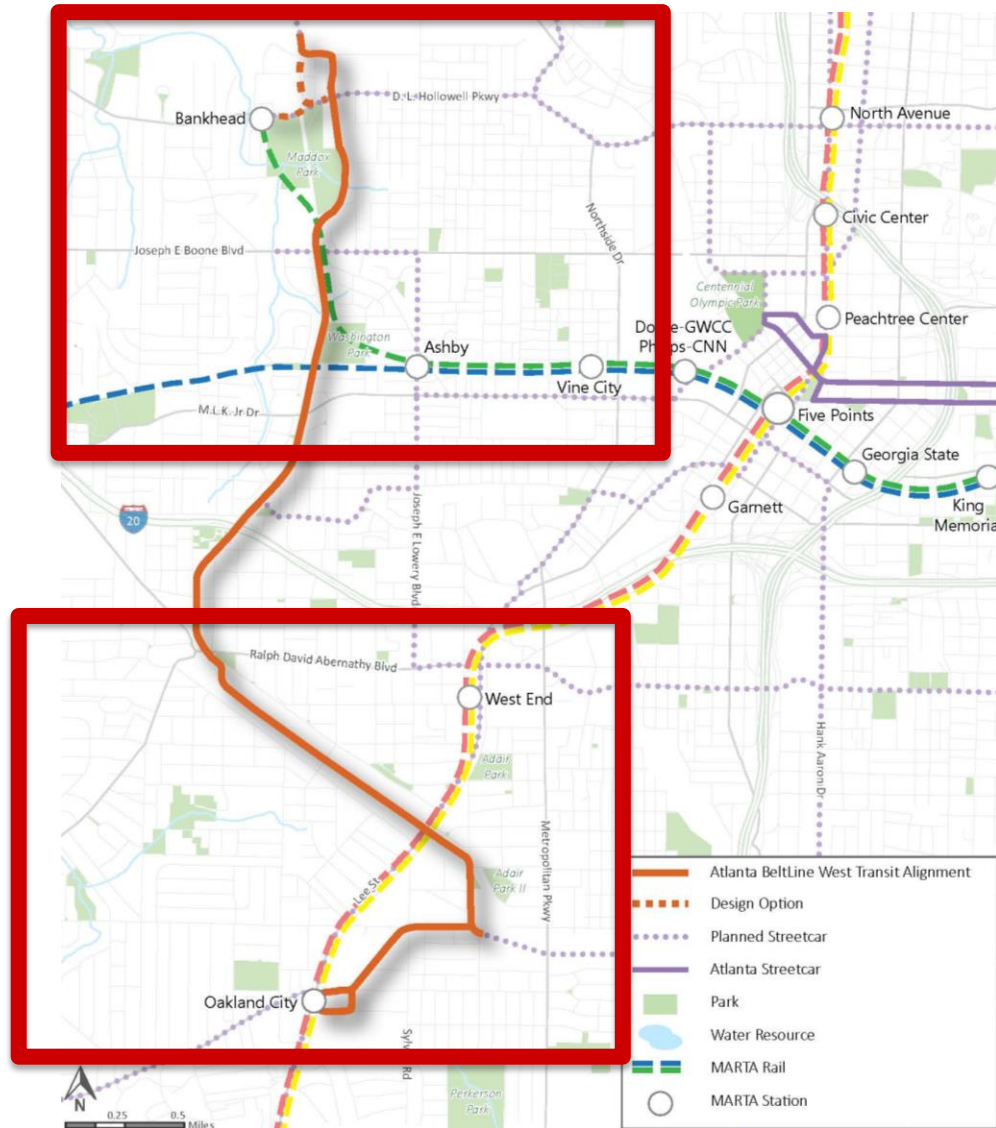
Environmental
Document



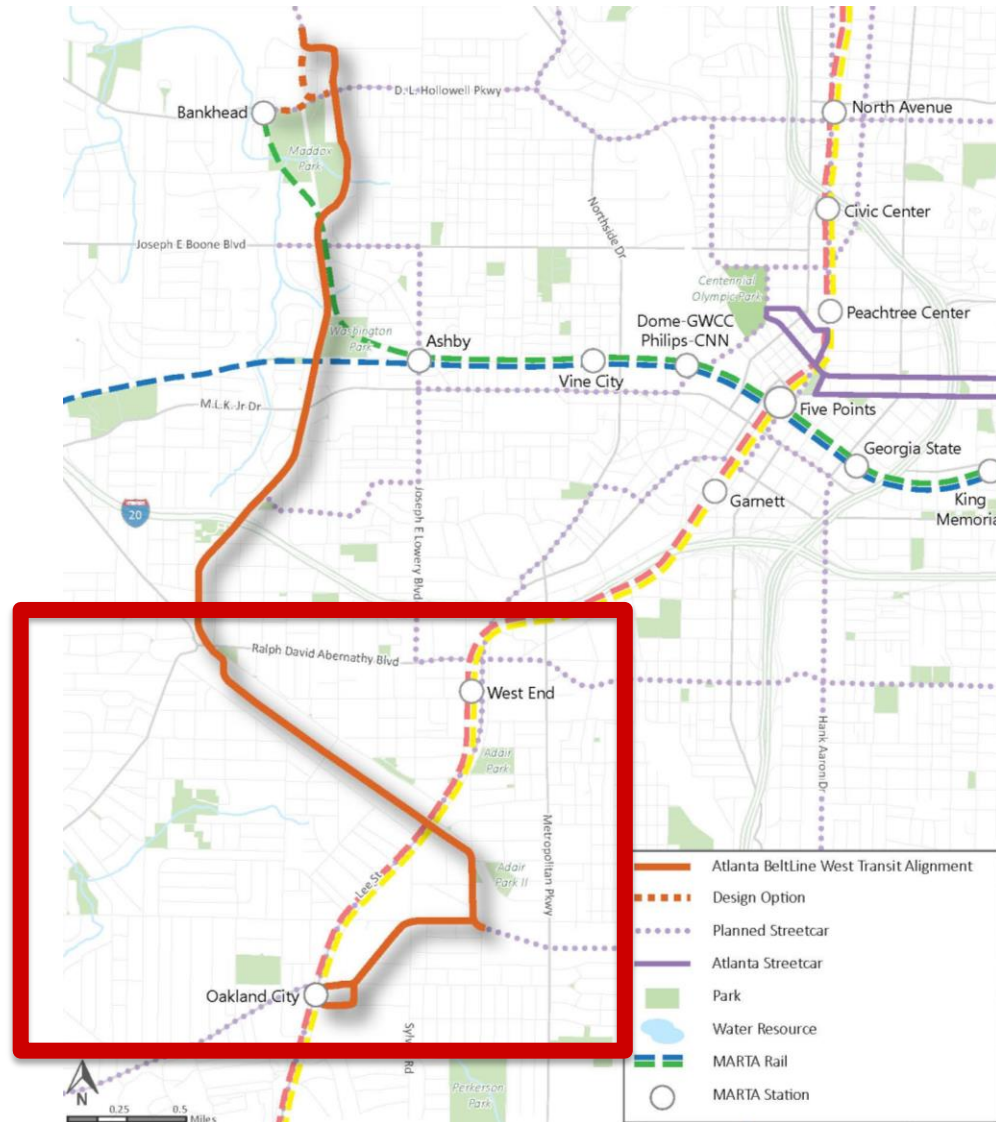
West: Transit Corridor



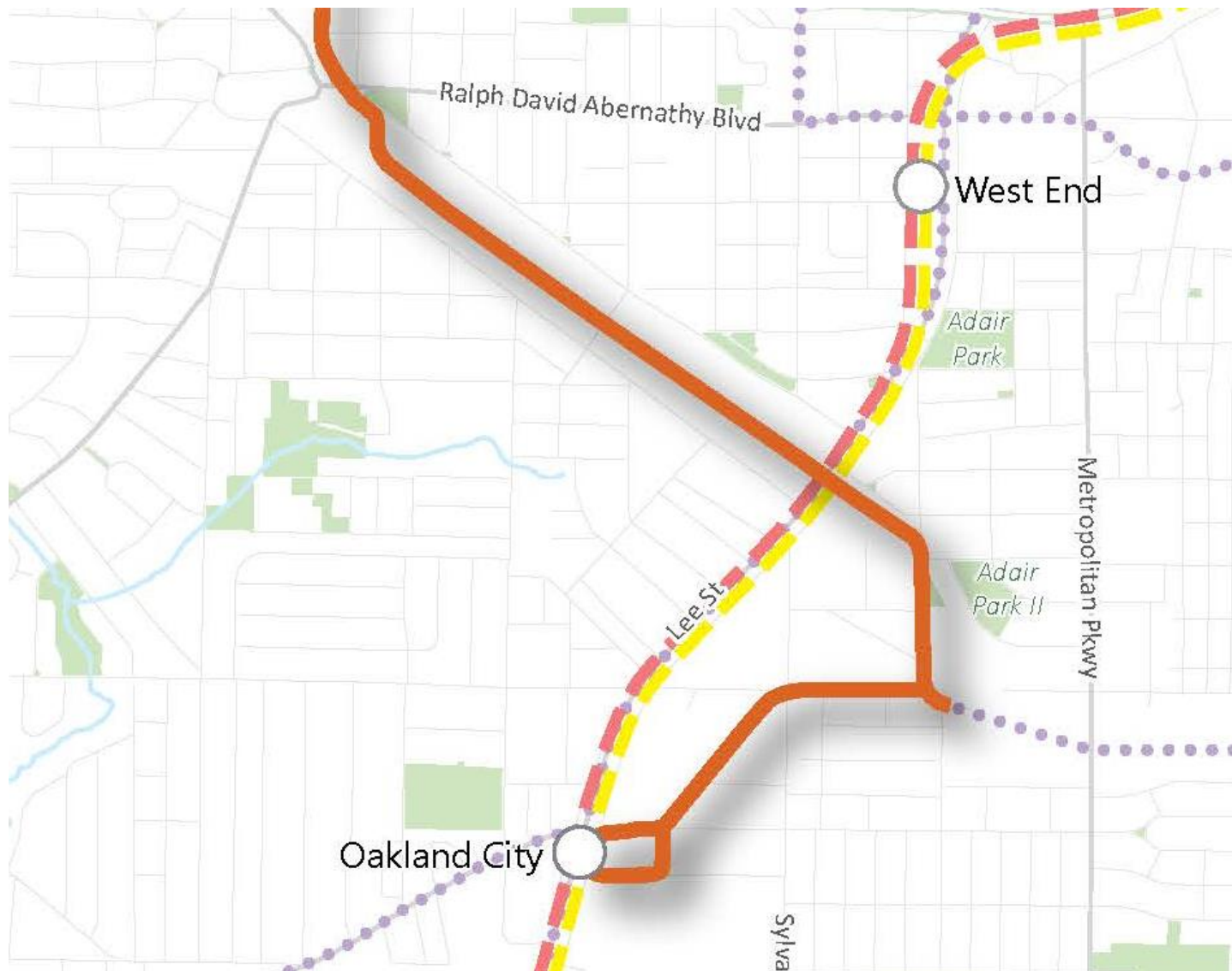
West: Two Focus Areas



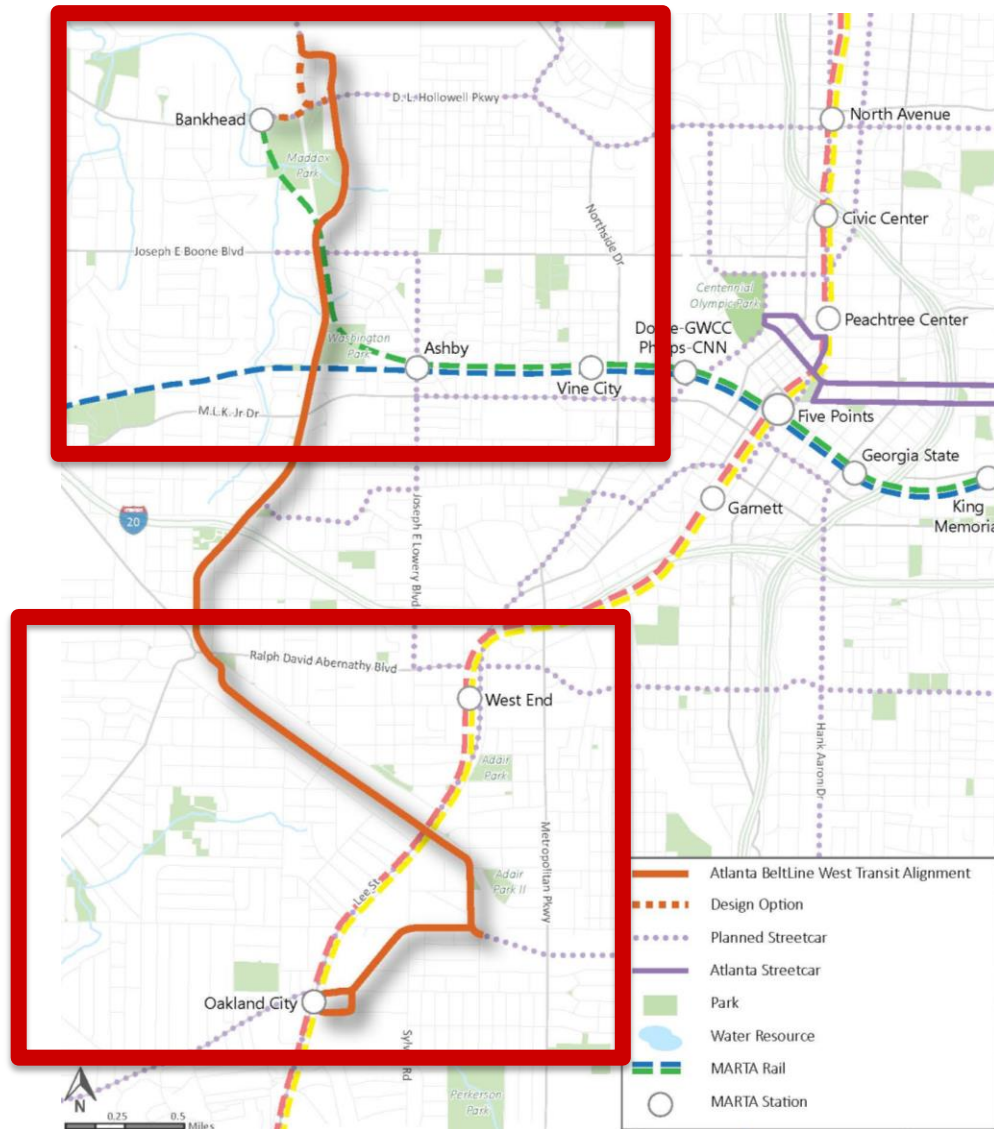
West: Southern Focus Area



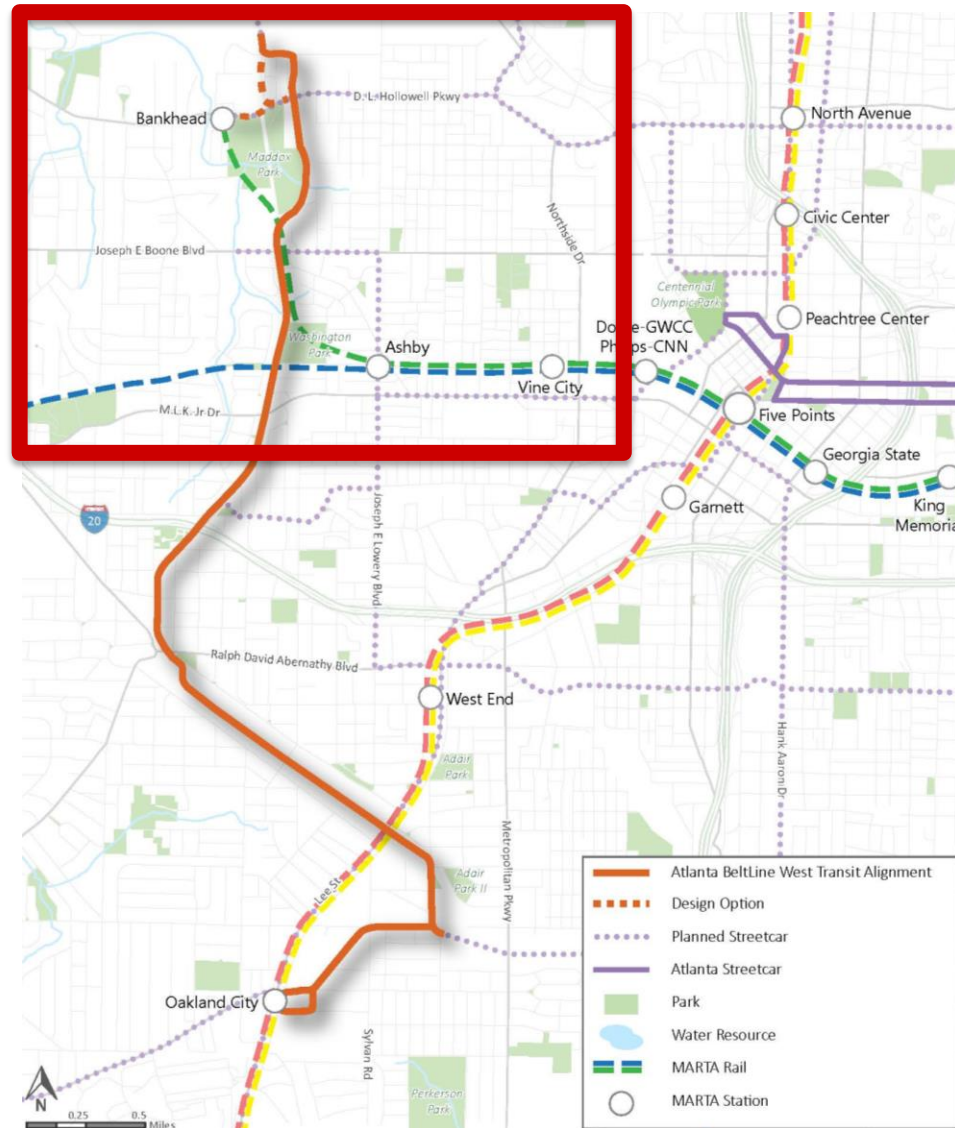
West: Southern Focus Area



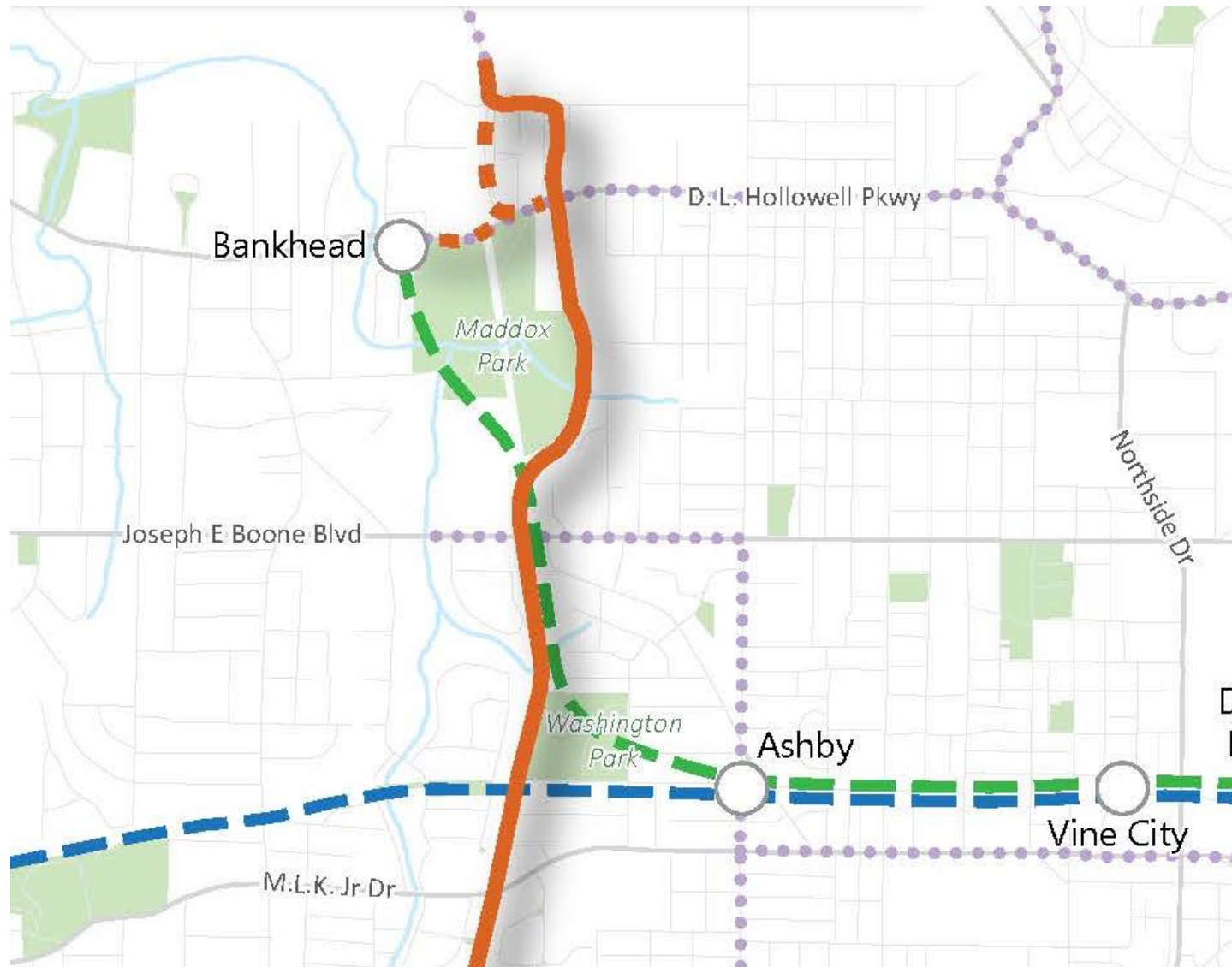
West: Two Focus Areas



West: Northern Focus Area



West: Northern Focus Area



West: Preferred Alignment

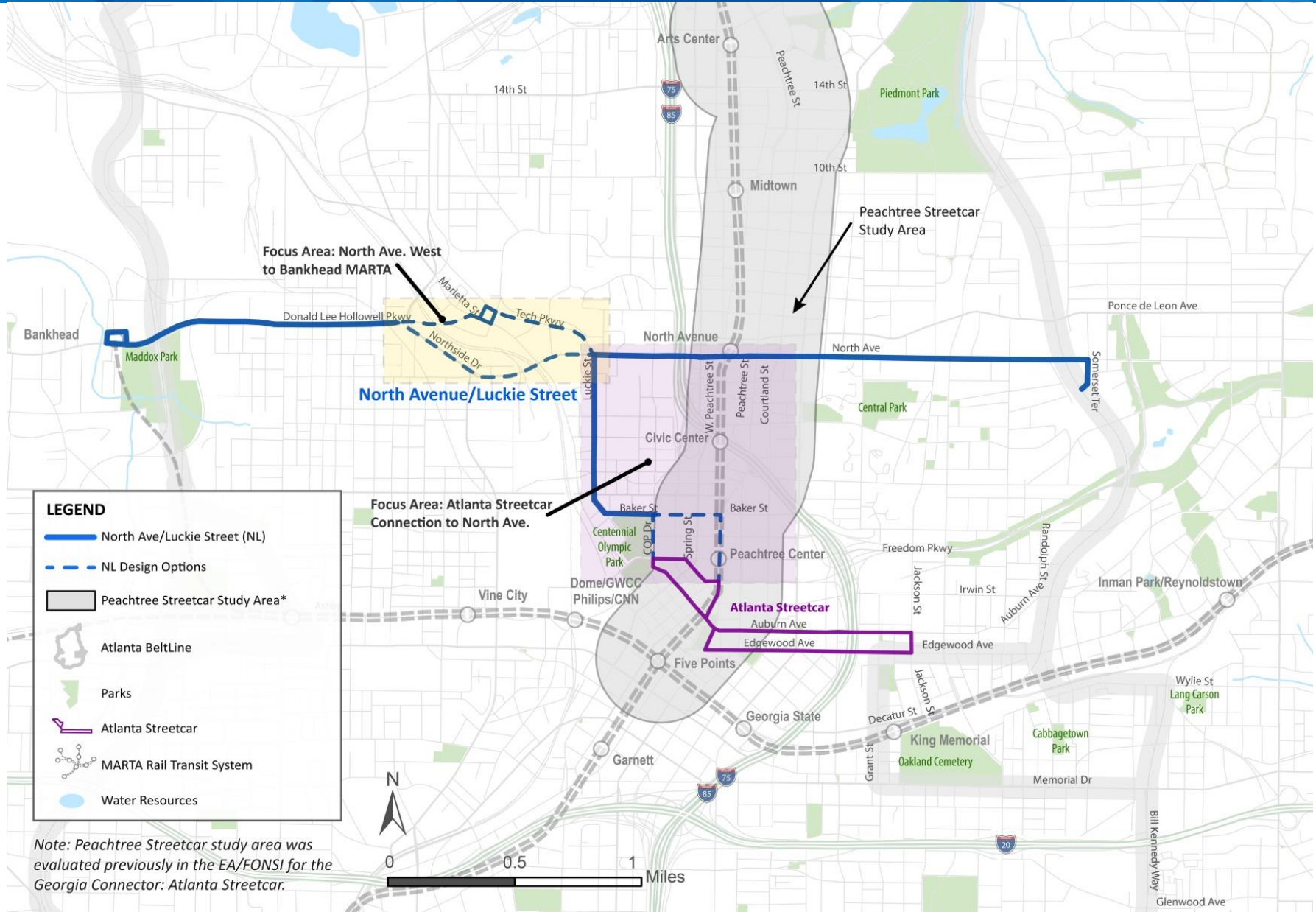


Crosstown Midtown Transit Corridor

Environmental Document



Crosstown Midtown: Two Focus Areas

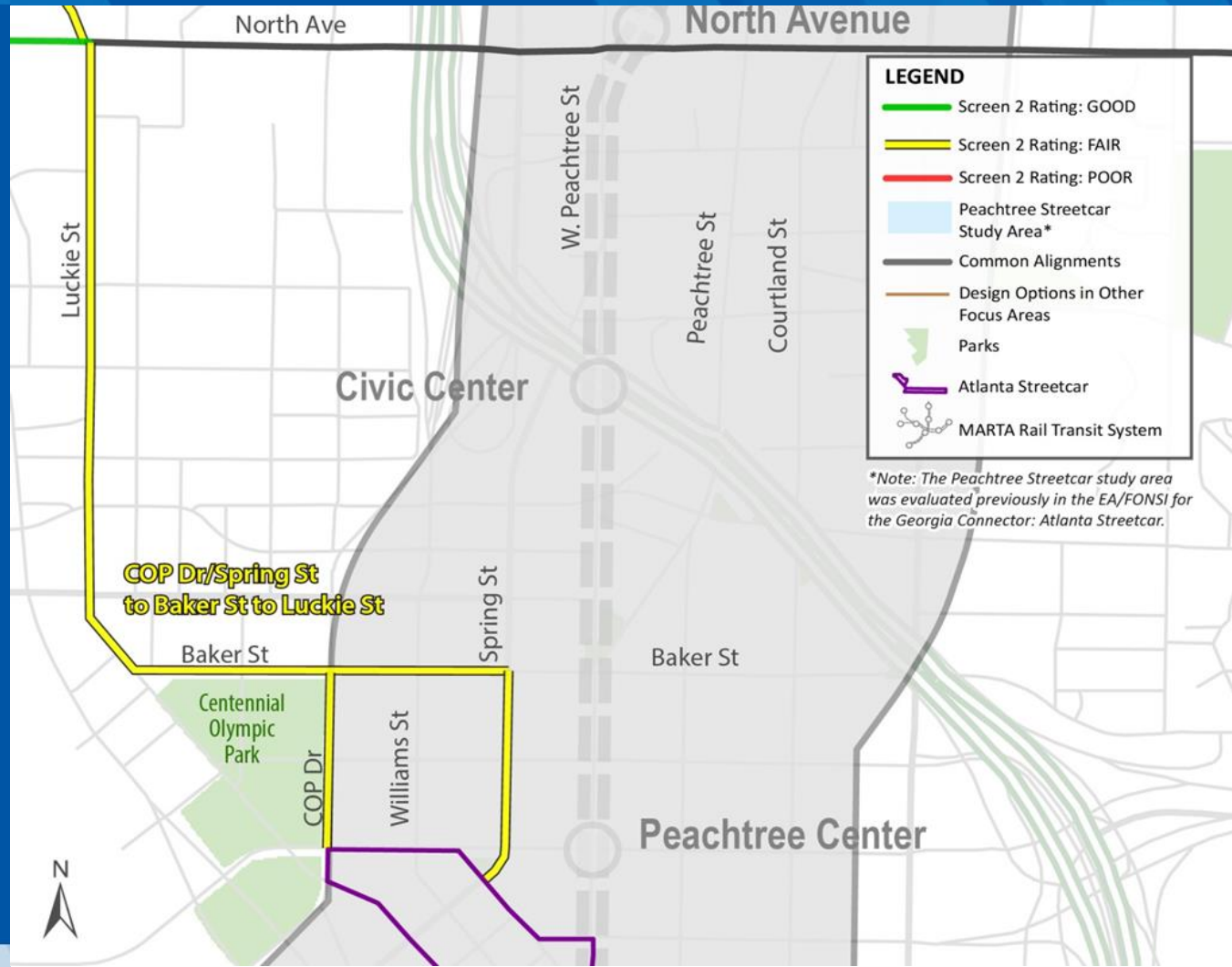


Crosstown Midtown



A-Line to North Avenue:

- Based on Stakeholder and Business Community feedback, Spring Street is not a viable route connecting A-line streetcar to Baker Street
- Williams Street is also not viable due to building impacts from turning radii
- COP Drive and Baker Street remain potential connection routes

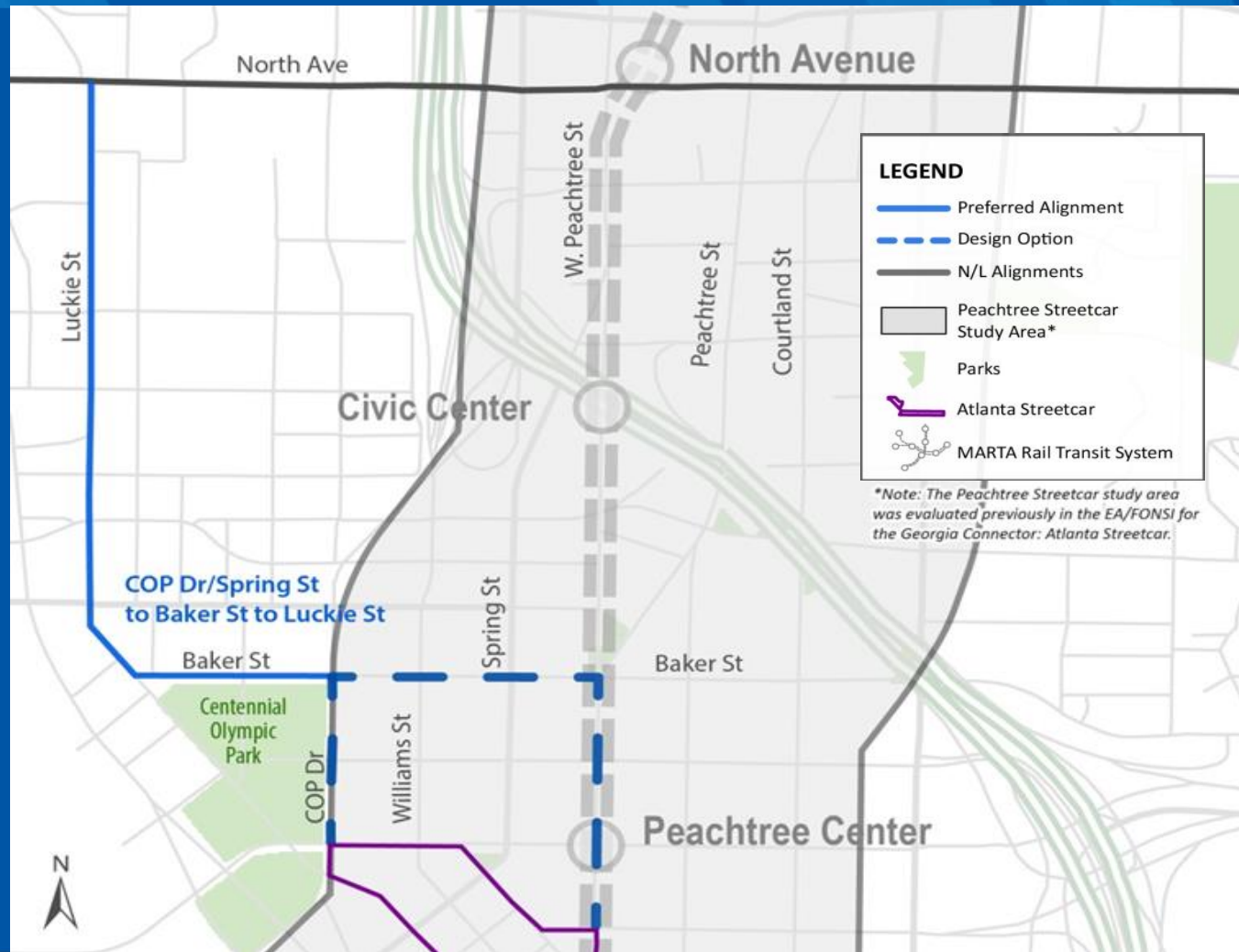


Crosstown Midtown



A-Line to North Avenue:

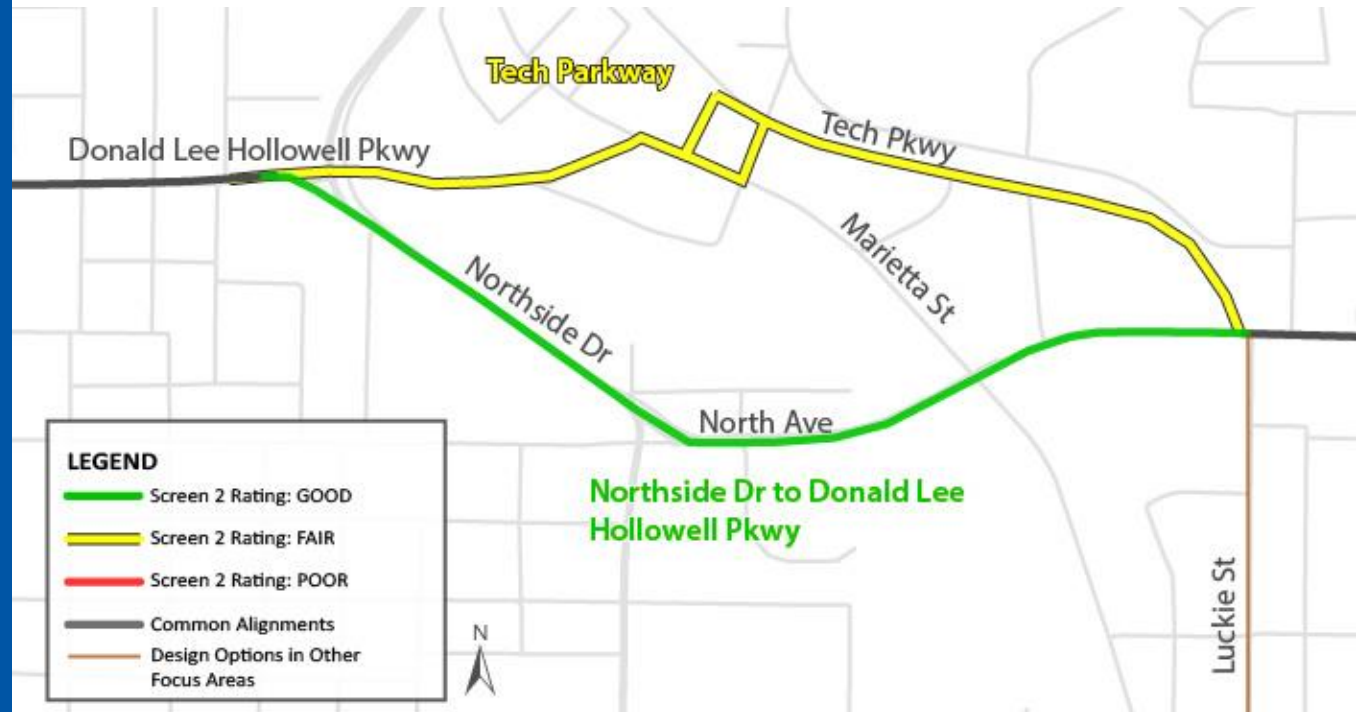
- Evaluated two options:
 - Peachtree-Baker double-track
 - COP Drive double-track
- Uncertain utilities and ROW
- Preferred alignment is COP Drive
- Carry Peachtree-Baker as a design option



Crosstown Midtown



Luckie Street to MARTA Bankhead Station

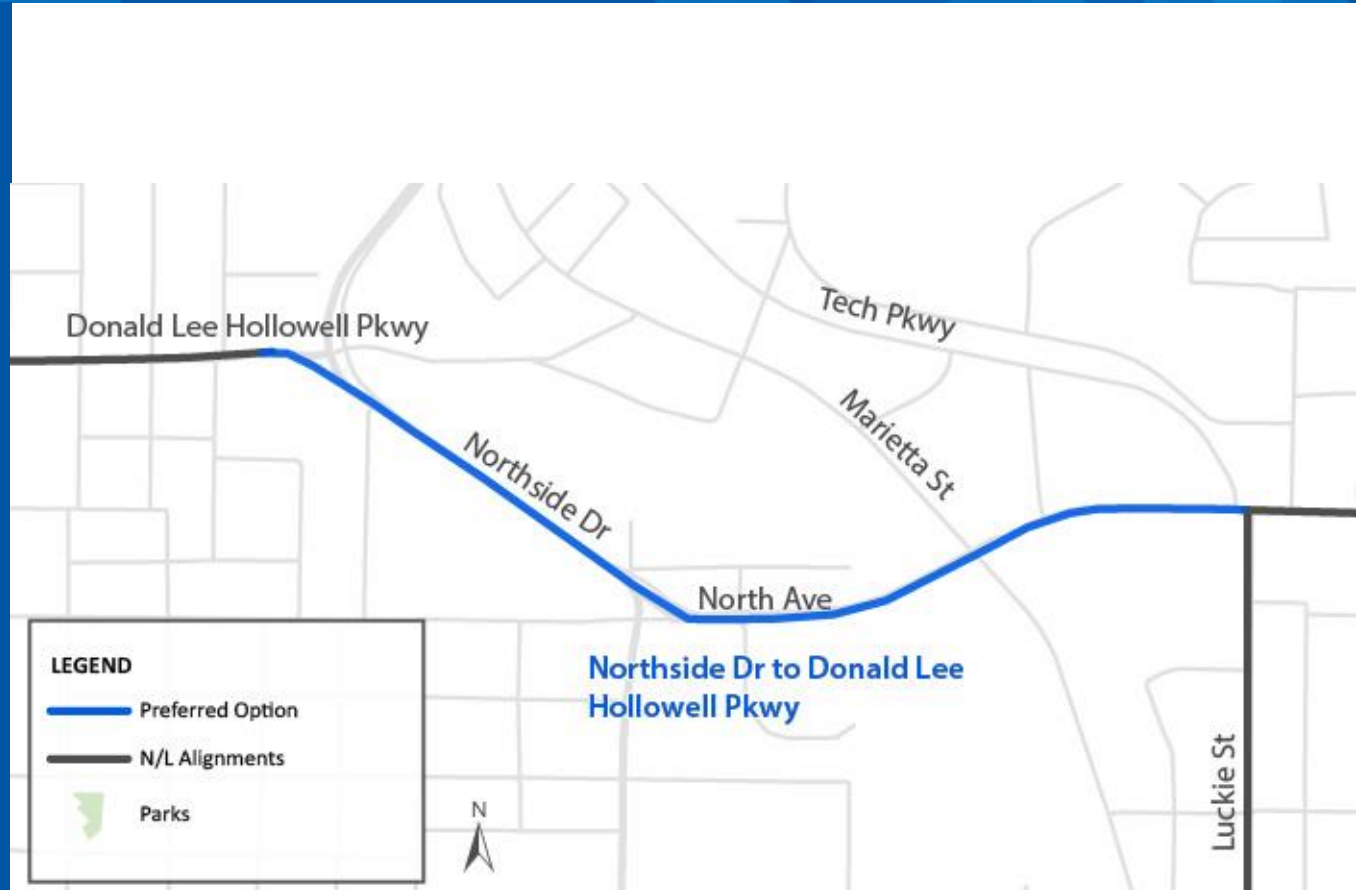


Crosstown Midtown

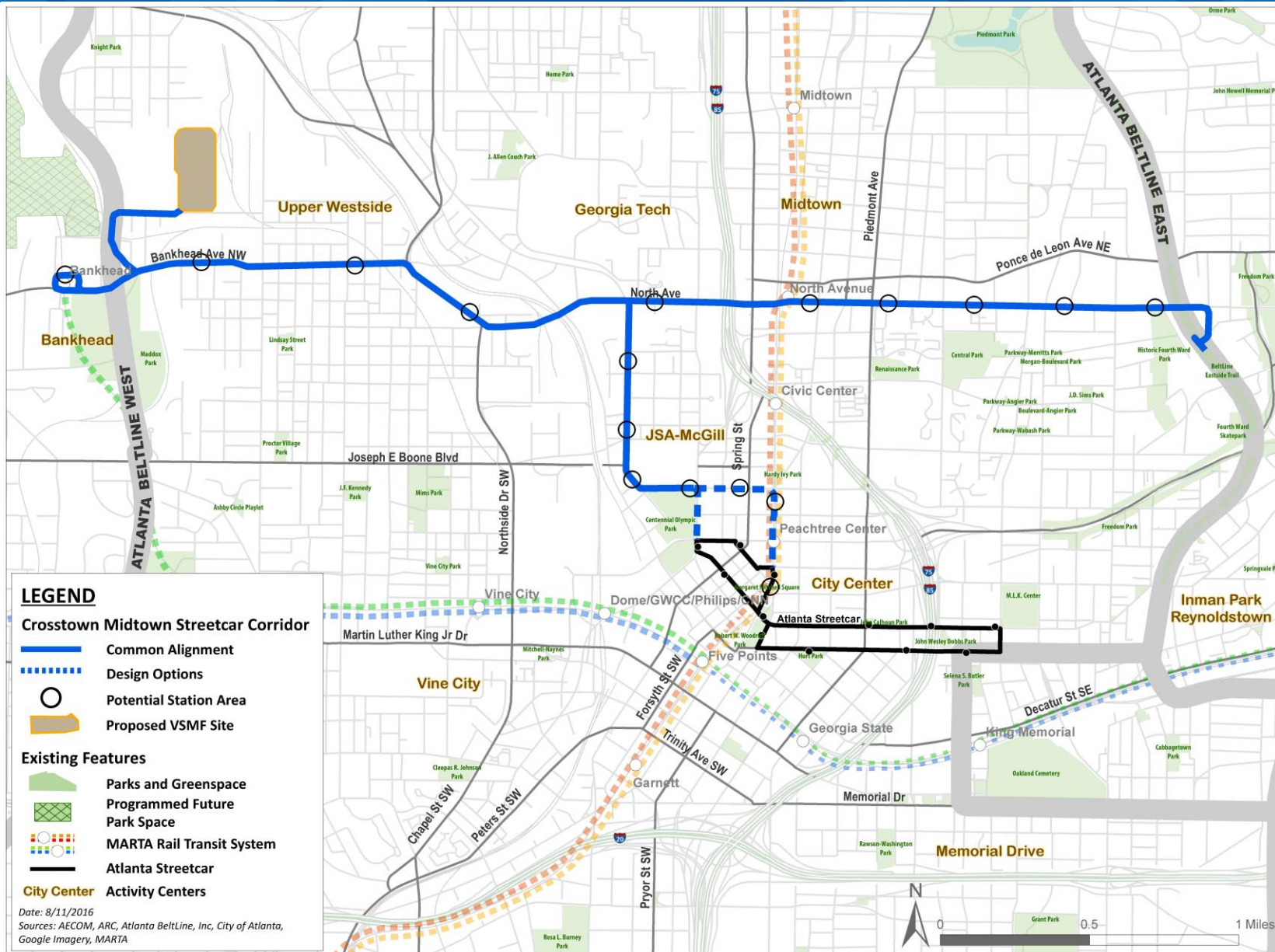


Luckie Street to MARTA Bankhead Station:

- Tech Parkway is not project ready – would require new bridge, new roadway, and property acquisitions.
- Northside Drive option provides better redevelopment opportunities.
- Northside Drive is the preferred alignment



Crosstown Midtown: Preferred Alignment & Design Option

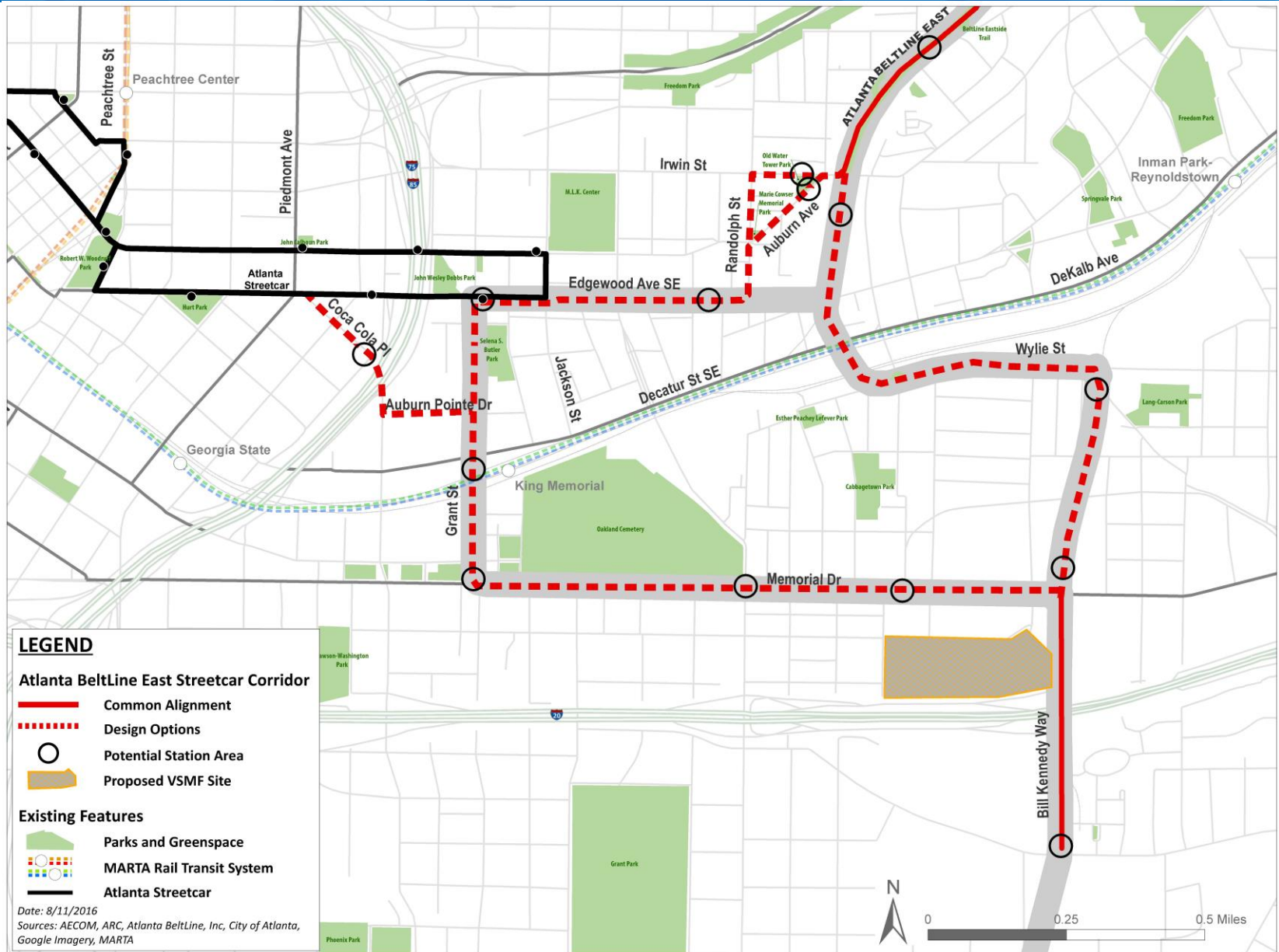


Atlanta BeltLine East Transit Corridor

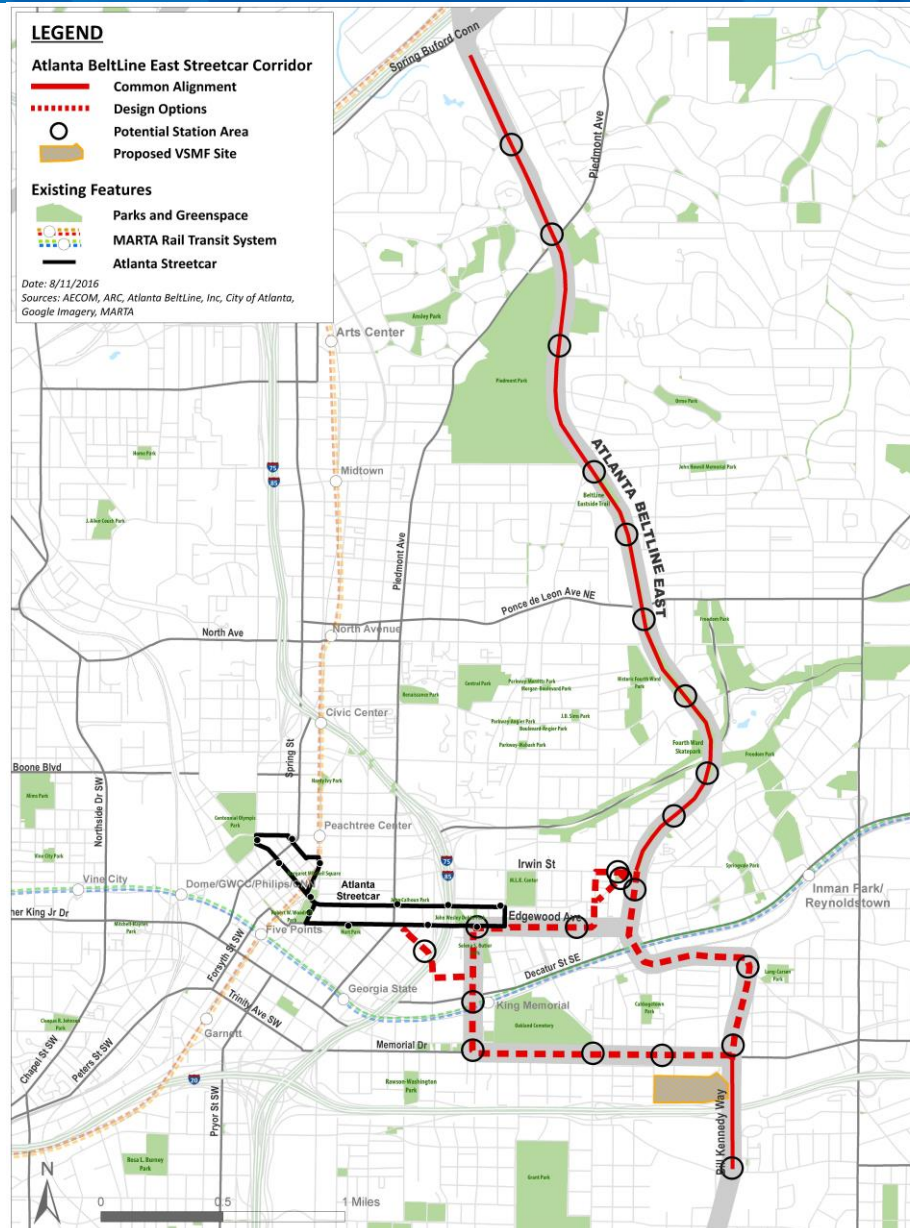
Environmental
Document



East: Alignment Design Options



East: Preferred Alignment & Design Options

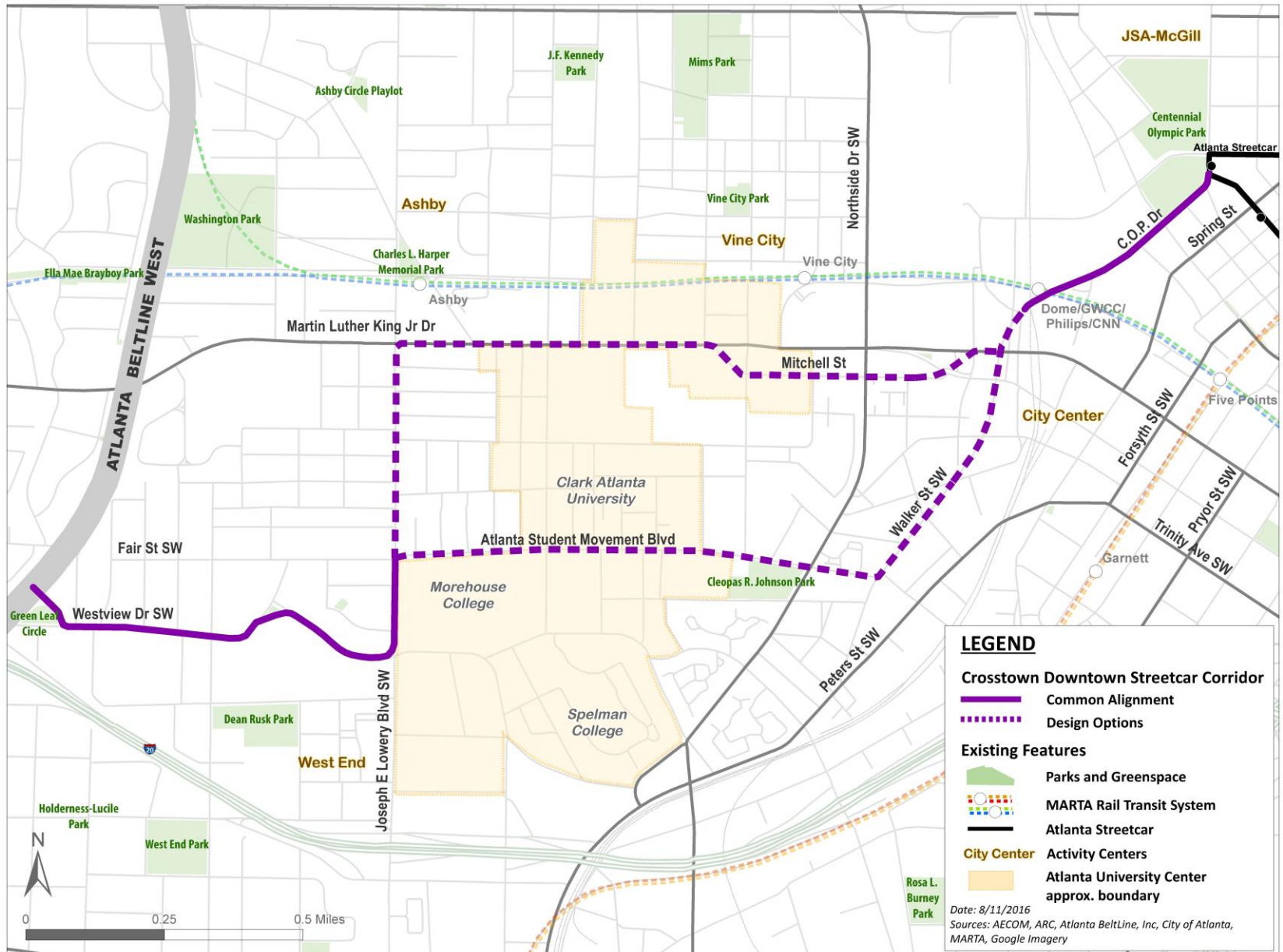


Crosstown Downtown Transit Corridor

Environmental Document



Crosstown Downtown: Design Options



Next Steps



- Continued community engagement
- Submit draft environmental documents to FTA
 - AB West: September
 - AB East: October
 - Crosstown Midtown: November
 - Crosstown Downtown: December

Contacts



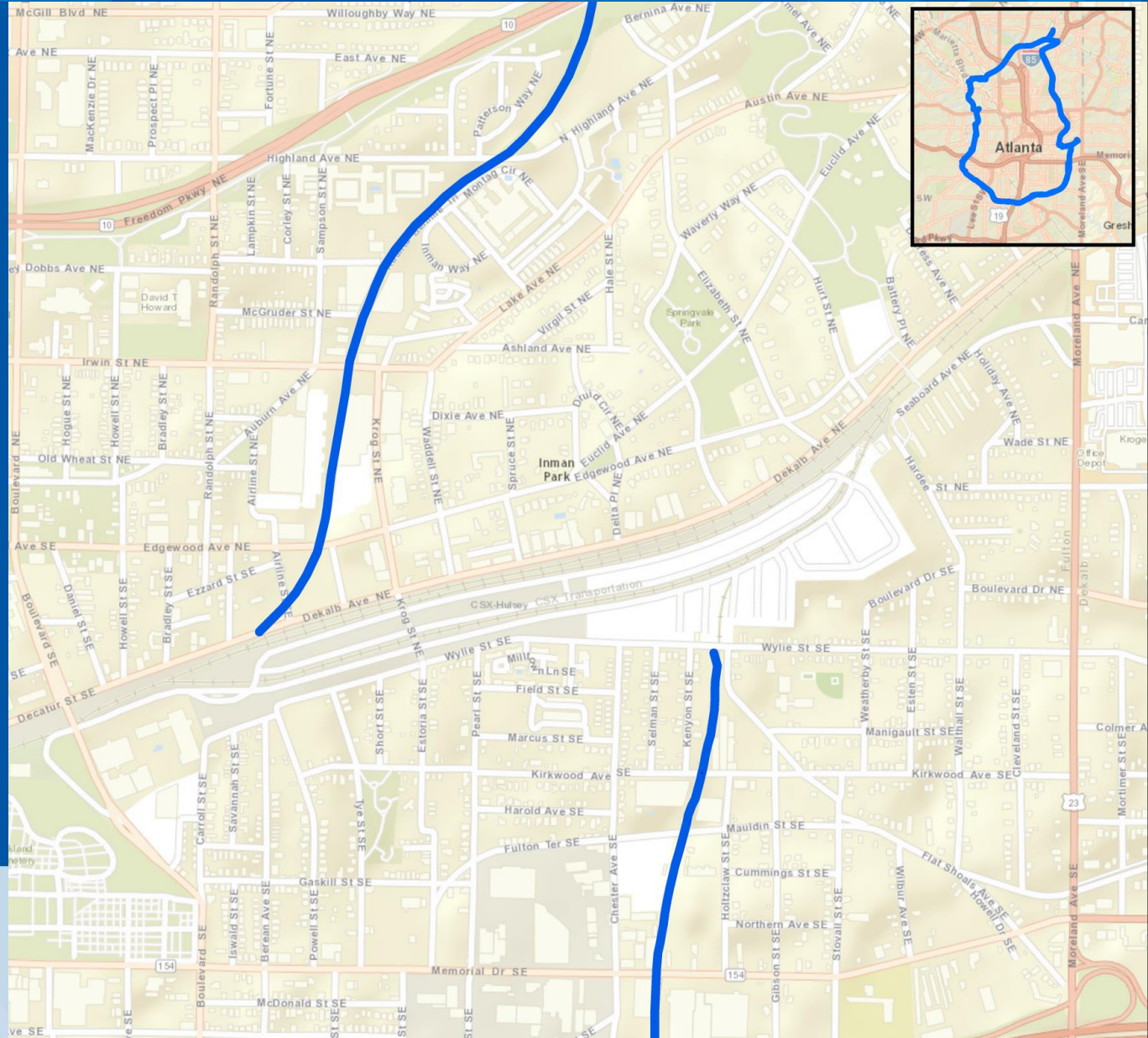
- **East and Crosstown Corridors**
 - Catherine Owens, PE
 - cowens@atlbeltline.org
- **West Corridor**
 - Shaun Green, PE
 - sgreen@atlbeltline.org
- **Community Engagement Manager:**
 - Nathan Soldat
 - nsoldat@atlbeltline.org

Crossing DeKalb Ave



Existing Freight Corridors

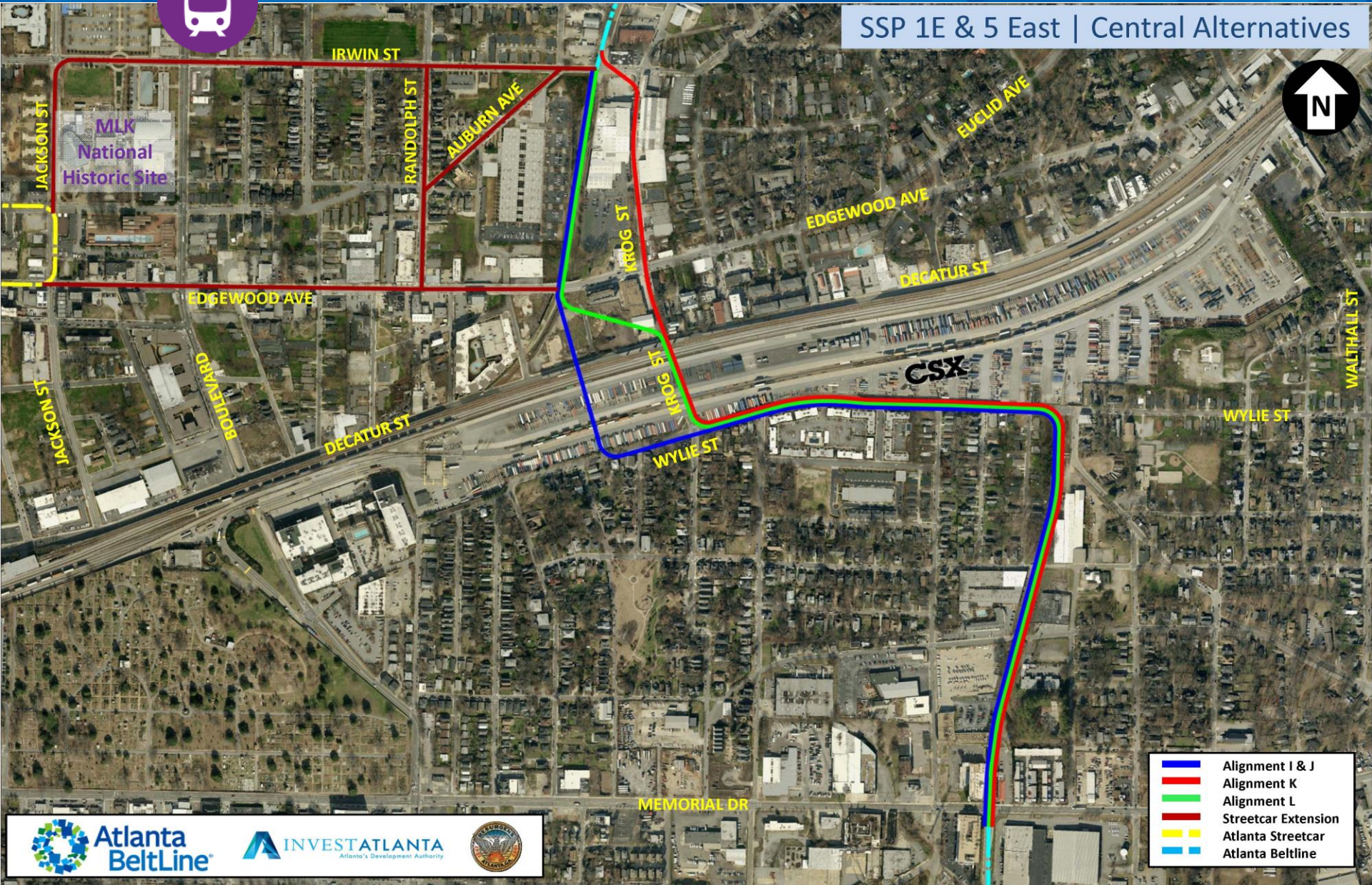
- Norfolk Southern
- Atlanta & W Point
- Disconnected lines currently separated by Hulsey Yard



Crossing DeKalb Ave

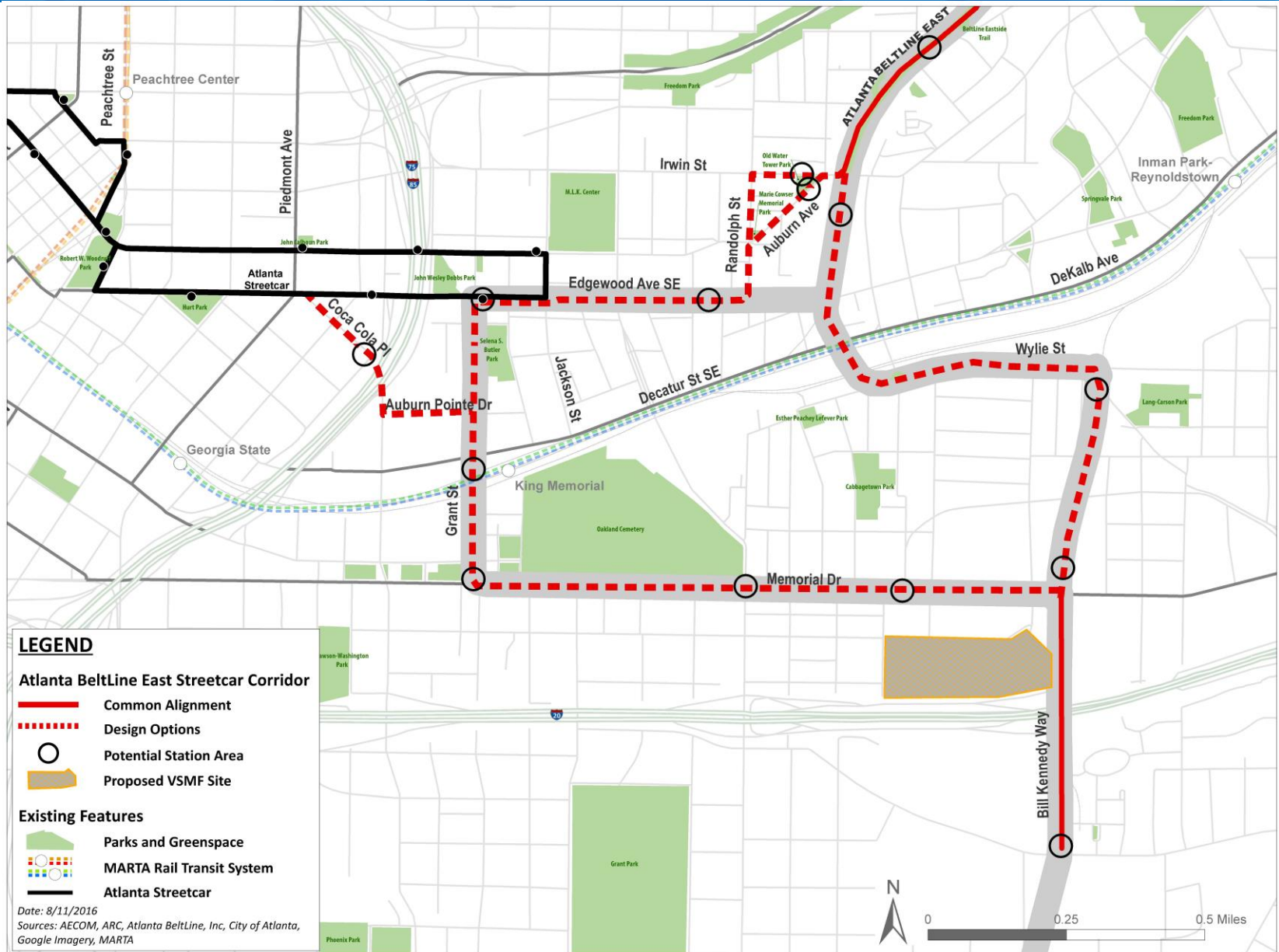


SSP 1E & 5 East | Central Alternatives



- Alignment I & J
- Alignment K
- Alignment L
- Streetcar Extension
- Atlanta Streetcar
- Atlanta Beltline

East: Alignment Design Options

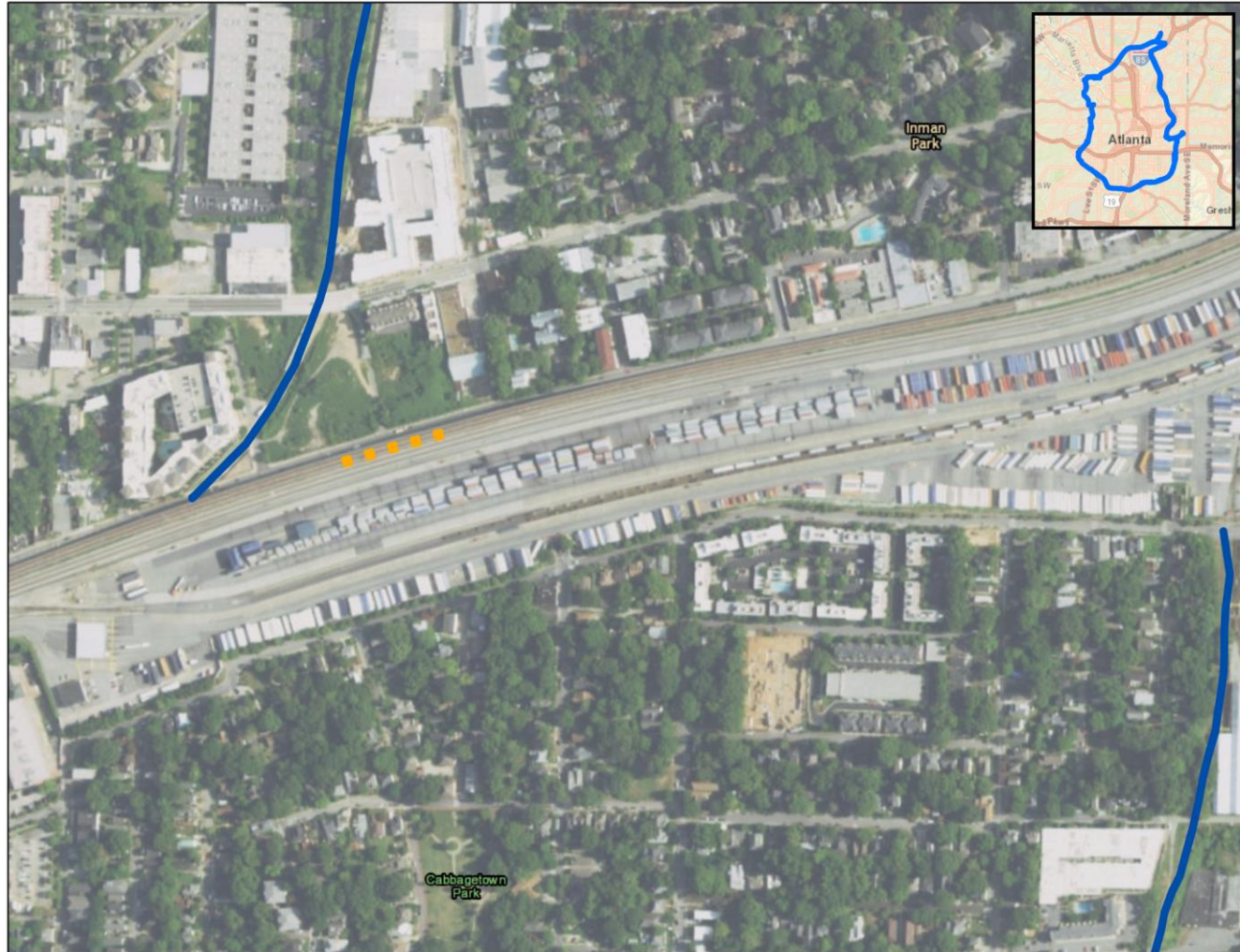


Crossing DeKalb Ave



Crossing Challenges

- MARTA Bridge
- Active CSX Line
- DeKalb Ave



Crossing DeKalb Ave



Tunnel Solution

- Accommodates Trail and Transit (double track)
- Avoids impacts to MARTA Bridge foundations
- Avoids DeKalb Ave Crossing
- Avoids a CSX Crossing

