Transit Route Options and MARTA Connectivity Assessment – Wrap-Up

Atlanta BeltLine East and North Avenue/Luckie Street

Citywide Conversation August 21, 2014
Citywide Conversation
What will we discuss today?

• Open House (30 minutes)

• Today’s Agenda:
  ▪ Community Engagement background
  ▪ Provide overview of design options/routes to be evaluated in Environmental Assessments
  ▪ Questions & Answers
  ▪ Next steps

• Adjourn
Citywide Conversation
How we have engaged the community to date

Participation – Provide your input during the Open House

Guidance – Provide input for potential benefits and impacts for streetcar along these routes

Feedback – Ask questions and provide comments after the presentation

Support – Receive a schedule outlining project timeline
This schedule is subject to change. Please check the website (http://beltline.org/events/) for other community engagement opportunities associated with the environmental review process.
Design Options/Routes to be Evaluated in Environmental Assessments
Atlanta BeltLine East and North Avenue/Luckie Street
Transit Route Options and MARTA Connectivity Assessment

What are the main focus areas?
Transit Route Options and MARTA Connectivity Assessment

How does this process fit in to the environmental review process?

Five Guiding Principles

Route Selection and MARTA Connectivity Assessment

- Narrows route options from many down to a few
- Evaluates MARTA connectivity options

Environmental Assessment

- Evaluates environmental impacts of alignments
- Public and agency review period and public hearing

We are Here
• **Steps in Screening Process:**
  - Determine full range of design options/routes
  - Develop initial screening criteria to evaluate against the Five Guiding Principles
  - Apply criteria to the full range of design options/routes
  - Advance best performing (green/good in the evaluation matrices) design options/routes into more detailed study in Environmental Assessments
• Comment summary from previous meetings:
  ▪ Support for connection to King Memorial MARTA station
  ▪ Some support for Tech Parkway connection to Northside Drive
  ▪ Some support for Peachtree Street connection to North Avenue
  ▪ Some concern for adverse traffic impacts along North Avenue
  ▪ Strong opposition to use of Krog Street tunnel for transit
Transit Route Options and MARTA Connectivity Assessment

Atlanta Streetcar Connection to BeltLine East Focus Area

SSP 1E | East Streetcar Extension

[Map showing streetcar routes and BeltLine East Focus Area]
<table>
<thead>
<tr>
<th>Focus Area</th>
<th>Design Option</th>
<th>Overall Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CSX Hulsey Intermodal Yard</strong></td>
<td>Connect to Inman Park-Reynoldstown MARTA station and new tunnel under or new flyover bridge over CSX Hulsey Intermodal Yard</td>
<td>POOR</td>
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<tr>
<td></td>
<td>Connect to King Memorial MARTA station and continue from Hilliard Street to Grant Street tunnel/underpass and along Memorial Drive to Bill Kennedy Way</td>
<td>GOOD</td>
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<tr>
<td></td>
<td>Construct new tunnel under CSX Hulsey Intermodal Yard with spur connection to Inman Park-Reynoldstown MARTA station</td>
<td>GOOD</td>
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<tr>
<td></td>
<td>Repurpose Krog Street tunnel for streetcar transit with spur connection to Inman Park-Reynoldstown MARTA station</td>
<td>FAIR</td>
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<tr>
<td><strong>Atlanta Streetcar Connection to BeltLine East</strong></td>
<td>Jackson Street to Irwin Street</td>
<td>FAIR</td>
</tr>
<tr>
<td></td>
<td>Edgewood Avenue – Randolph Street – Irwin Street</td>
<td>FAIR</td>
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Transit Route Options and MARTA Connectivity Assessment

Centennial Olympic Park/Luckie Street Focus Area
Transit Route Options and MARTA Connectivity Assessment

Centennial Olympic Park/Luckie Street Focus Area – Peachtree Alignments
### Transit Route Options and MARTA Connectivity Assessment

#### Centennial Olympic Park/Luckie Street Focus Area

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<th>Focus Area</th>
<th>Design Option</th>
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<tbody>
<tr>
<td><strong>Connection to North Avenue</strong></td>
<td>Marietta Street to Luckie Street (west side of Centennial Olympic Park)</td>
<td>FAIR</td>
</tr>
<tr>
<td></td>
<td>Baker Street to Luckie Street (east side of Centennial Olympic Park)</td>
<td>GOOD</td>
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<tr>
<td></td>
<td>Andrew Young International Boulevard through Centennial Olympic Park to Luckie Street</td>
<td>FAIR</td>
</tr>
<tr>
<td></td>
<td>Marietta Street to North Avenue</td>
<td>FAIR</td>
</tr>
<tr>
<td></td>
<td>Peachtree Street</td>
<td>GOOD</td>
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<tr>
<td></td>
<td>West Peachtree Street/Peachtree Street single-track pair</td>
<td>GOOD</td>
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</tbody>
</table>
**Focus Area** | **Design Option** | **Overall Rating**
---|---|---
*North Avenue west of Luckie Street to Bankhead MARTA Station* | CSX railroad right-of-way | POOR
 | Tech Parkway | GOOD
 | North Avenue to Donald Lee Hollowell Parkway | POOR
 | Northside Drive to Donald Lee Hollowell Parkway | GOOD
Questions & Answers
Atlanta BeltLine East and North Avenue/Luckie Street
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What are the next steps?

• Assess public and agency comments and feedback
• Complete *Transit Route Selection and MARTA Connectivity Assessment Report* (Addendum to draft *Atlanta BeltLine/Atlanta Streetcar System Plan*)
• Begin technical work to support Environmental Assessments

Transit Route Options and MARTA Connectivity Assessment