Public Meeting

March 21, 2013
Mimosa Elementary School

marta

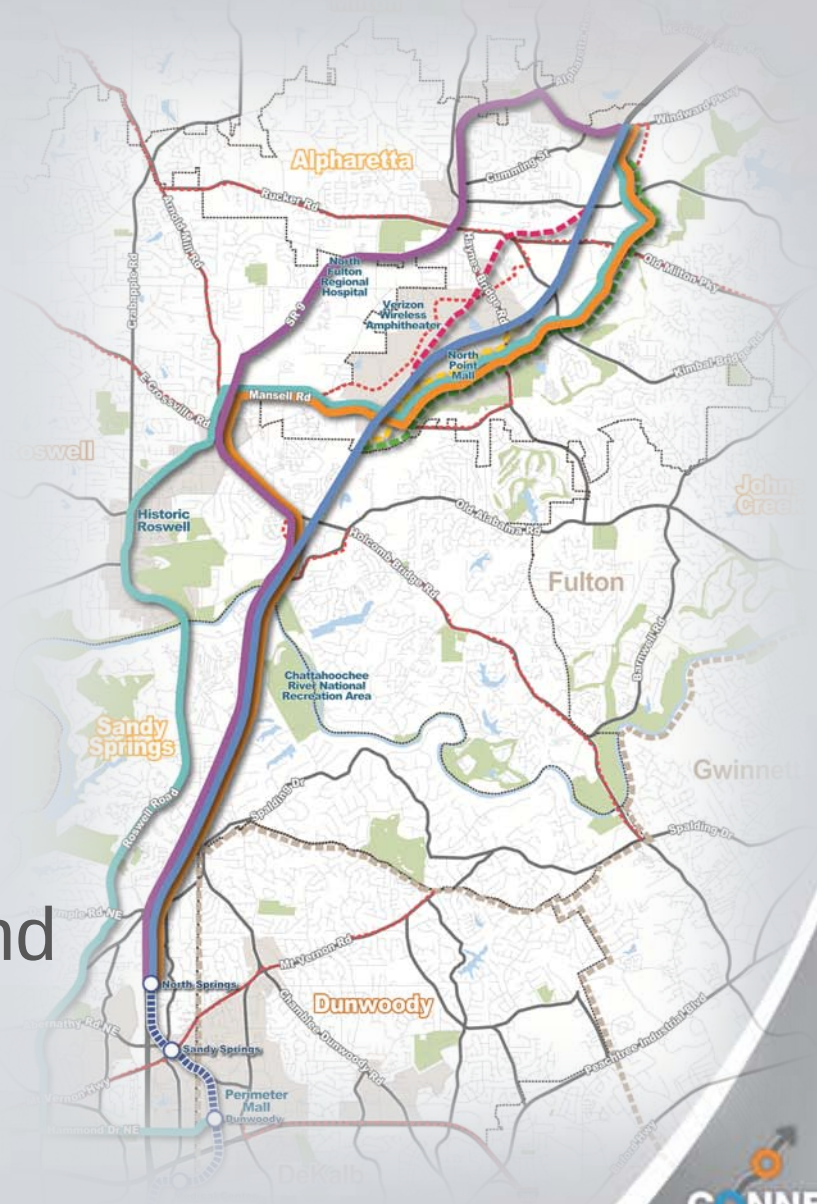
Today's Meeting Purpose

- Where We Are
- The Process
- What We've Heard and Findings
- Transit Technologies
- Station Types
- Break-out Session

Where We Are

Questions You May Have:

- Why are we doing this study?
- Hasn't this been done Before?
- Why don't you just extend the existing line?



CONNECT400
GA 400 TRANSIT INITIATIVE

Importance of this Study

- Evaluate feasibility of increased transit service
- Identify potential for high-capacity transit project implementation

Differentiation Between Past Studies

- Focused investment along GA 400 corridor
- Assess land development over past decade
- Consider demographic changes in study area
- Advance planning process from previous studies

Purpose

The purpose of the project is to provide reliable, convenient, efficient, and sustainable transit service in the GA 400 corridor by:

- Providing high capacity transit
- Improving transit linkages and coverage
- Enhancing mobility and accessibility

Need

Travel demand - Increased travel demand and traffic congestion is expected to result from population, employment, and households.

Transit mobility - There is inadequate transit including: east-west travel; and limited north-south roadway connectivity across the Chattahoochee River.

Connect 400 Alternatives Analysis Schedule

We are Here

The Process

Technical Screening Process

Fatal Flaw Analysis considers at a high level:
- Purpose & Need
- Constructability & right-of-way impacts
- Generalized Technology Assessment

Defined alternatives (combinations of alignment & transit technology) for Screen 1

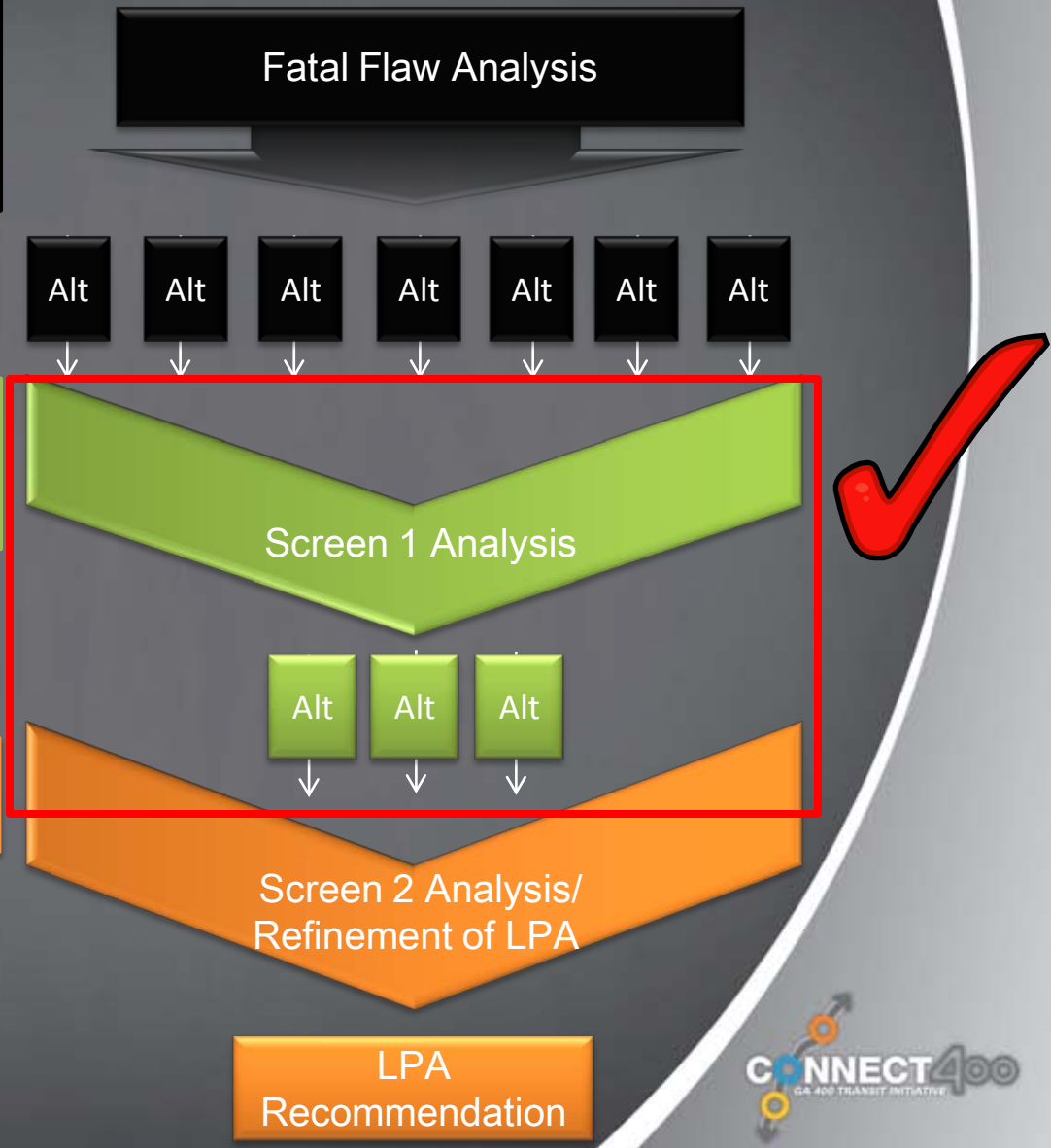
Screen 1 applies both quantitative & qualitative evaluation criteria to reduce the number of alternatives

Smaller set of alternatives advance into Screen 2

Screen 2 involves a more in-depth analysis using additional performance measures

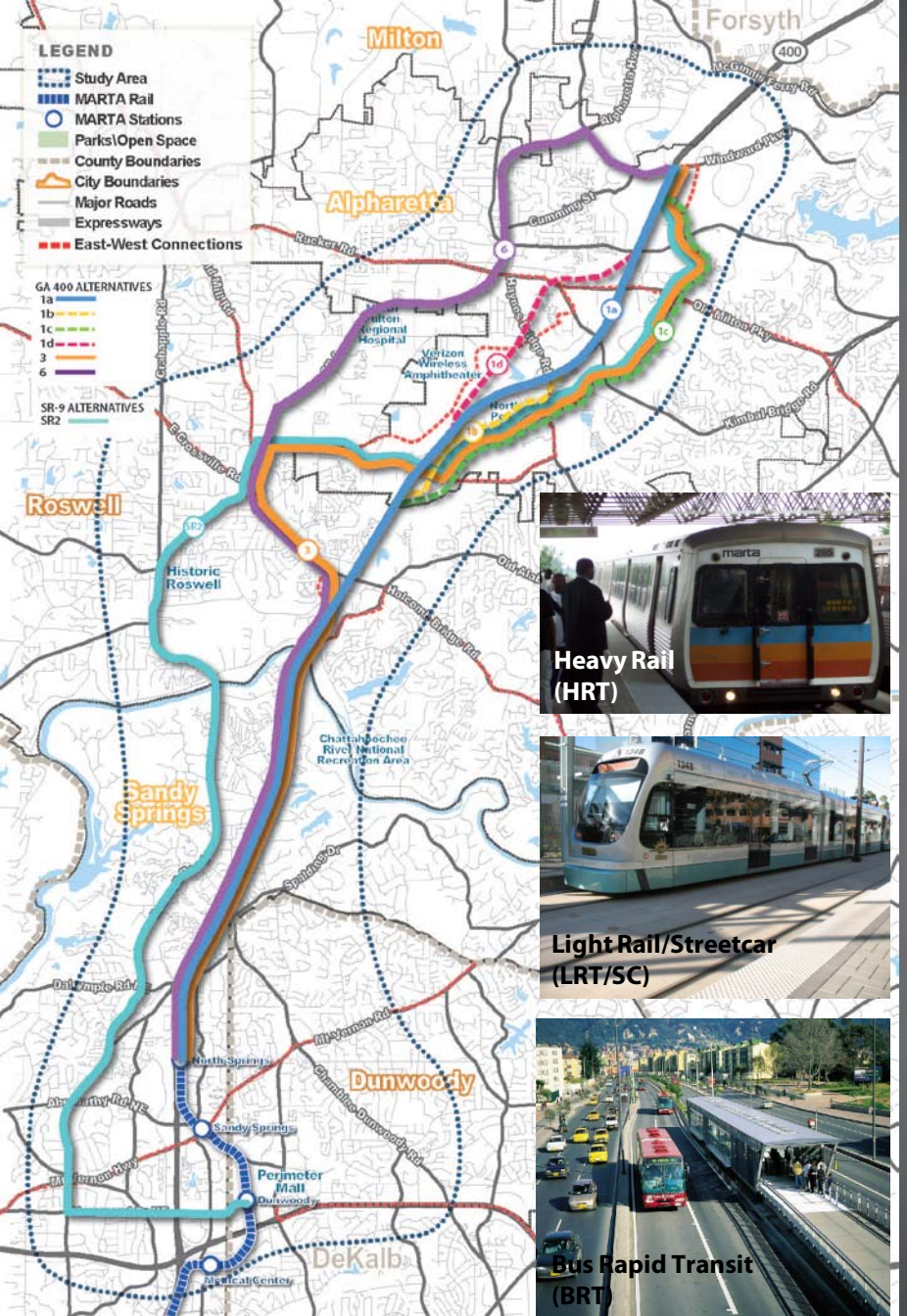
Screen 2 identifies the LPA

MARTA Board to Adopt LPA



What We've Heard & Findings

Overview of Fatal Flaw Analysis



Heavy Rail (HRT)

Light Rail/Streetcar (LRT/SC)

Bus Rapid Transit (BRT)

Step 1: Technology Assessment

- Review of 6 transit types
- Most appropriate - Bus Rapid Transit (BRT); Light Rail/Streetcar (LRT/SC); Heavy Rail (HRT)

Step 2: Universe of Alternatives

- 3 transit types + 9 alignments along GA 400 & SR 9

Step 3: Fatal Flaw Results

- Reduce 'universe' to a smaller set for Screen 1
- High-level based on purpose/need & constructability
- GA 400 1 (A,B,C,D): BRT, LRT, or HRT
- GA 400 3: BRT
- GA 400 6: BRT
- SR 9 – 2: BRT

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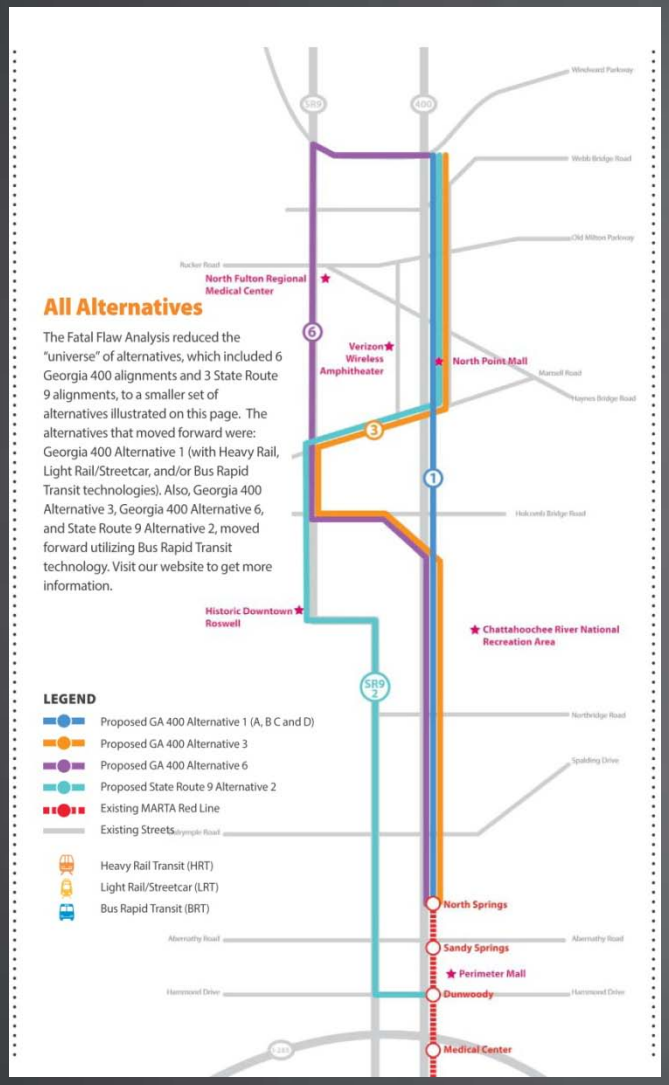
Outreach

Survey Results:

- Respondents were asked to review Newsletter Number 2 and a presentation prior to taking the survey.
- The electronic survey was open between December 12, 2012 till January 17, 2013.
- **136** people began the survey.
- 119 people completed the survey **(87.5%).**

Outreach

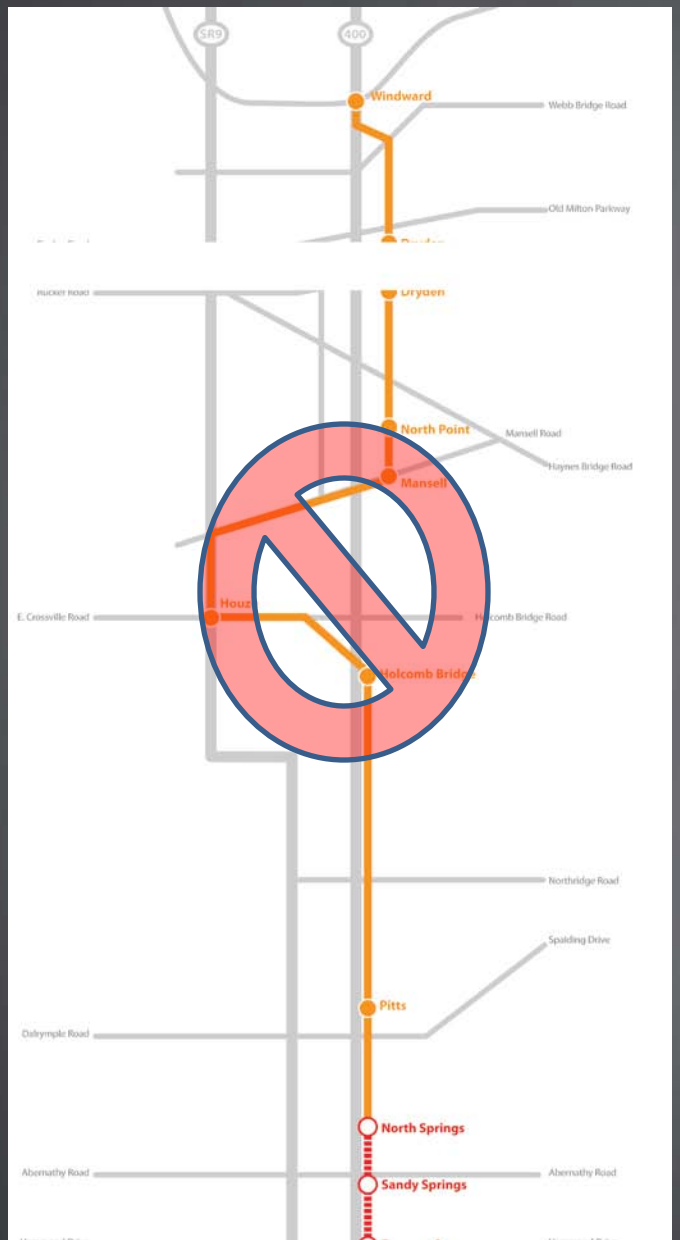


Key Observations:

- **82%** of respondents chose **GA 400 Alternative 1A** as the "most appropriate".
- GA Alternative 3 scored the lowest of all alternatives.
- **Heavy Rail** was the preferred mode choice.
- Concern about the need for true **Transit Oriented Development** and the quality of the last mile.

Screen 1 Analysis

Georgia 400 - 3



Alignment

- 15.1 Miles Long
- North Springs Station – GA 400 – SR140 – SR9 – Mansell – North Point - Windward

Transit Technology

- Bus Rapid Transit

Key Assumptions

- Use of GDOT transit ROW*
- Dedicated lanes where feasible on arterials
- Congestion on SR 140
- Grade issues on Mansell crossing GA 400
- Integration with other regional transit projects

* GDOT ROW availability on GA 400 to be determined based on Managed Lanes Study

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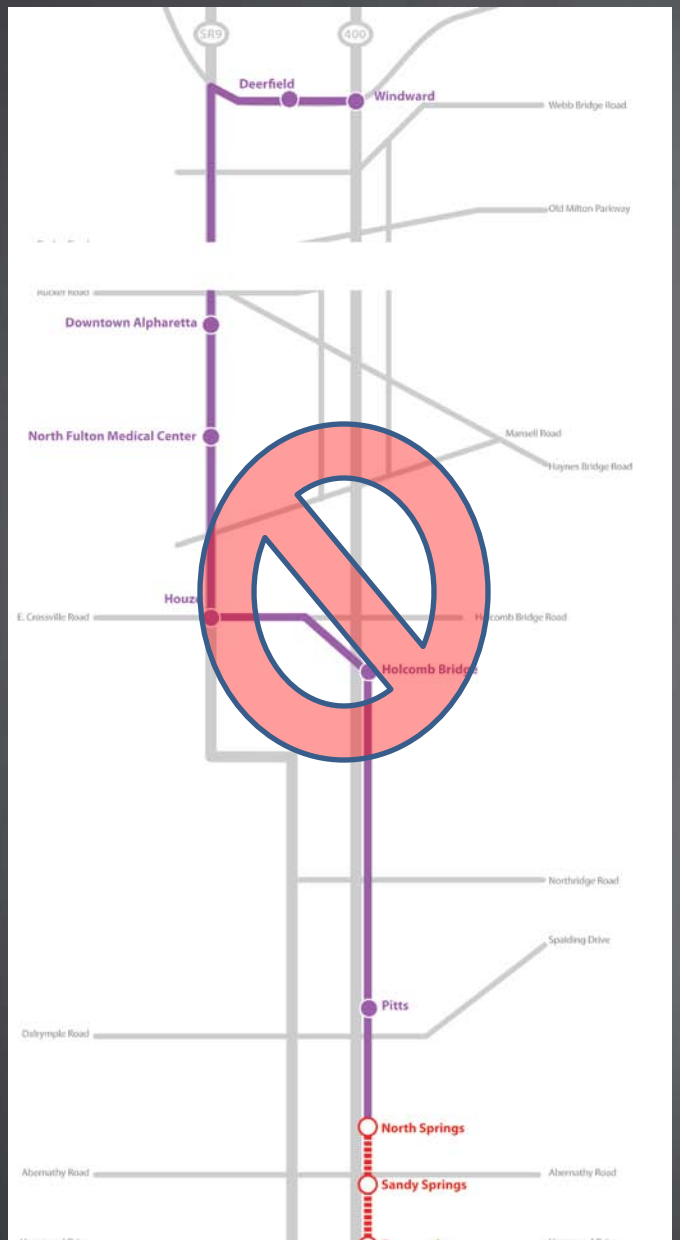
GA 400 TRANSIT INITIATIVE

Screen 1 Analysis

Georgia 400 - 6



Alignment

- 14.7 miles long
- North Springs Station - GA 400 - SR 140 - SR 9 - Windward

Transit Technology

- Bus Rapid Transit

Key Assumptions

- Use of GDOT transit ROW*
- Dedicated lanes where feasible on arterials
- Grade, topography, roadway alignment & ROW issues on SR 9
- Integration with other regional transit projects

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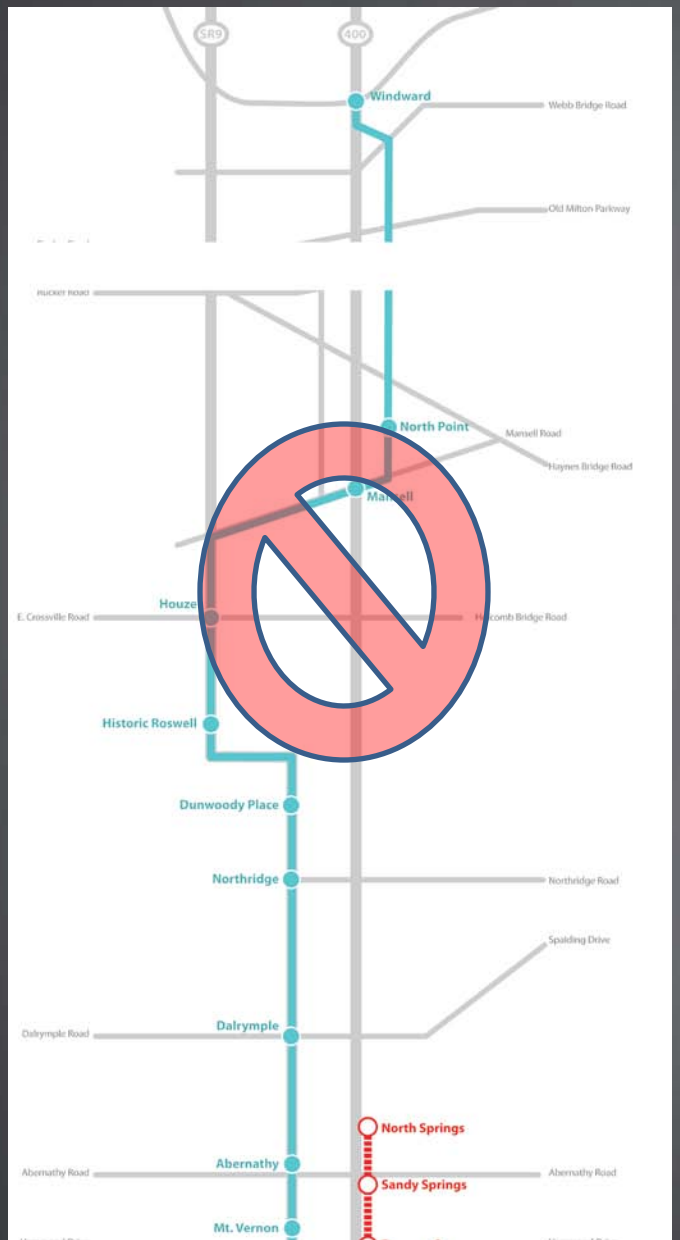
Screen 1 Analysis

State Route 9 - 2



Alignment

- 19.6 miles long
- Dunwoody Station - Hammond - SR 9 - Mansell - North Point Pkwy – Windward

Transit Technology

- Bus Rapid Transit

Key Assumptions

- Dedicated lanes where feasible on arterials
- Grade, topography, roadway alignment & ROW issues on SR 9
- Integration with other regional transit projects

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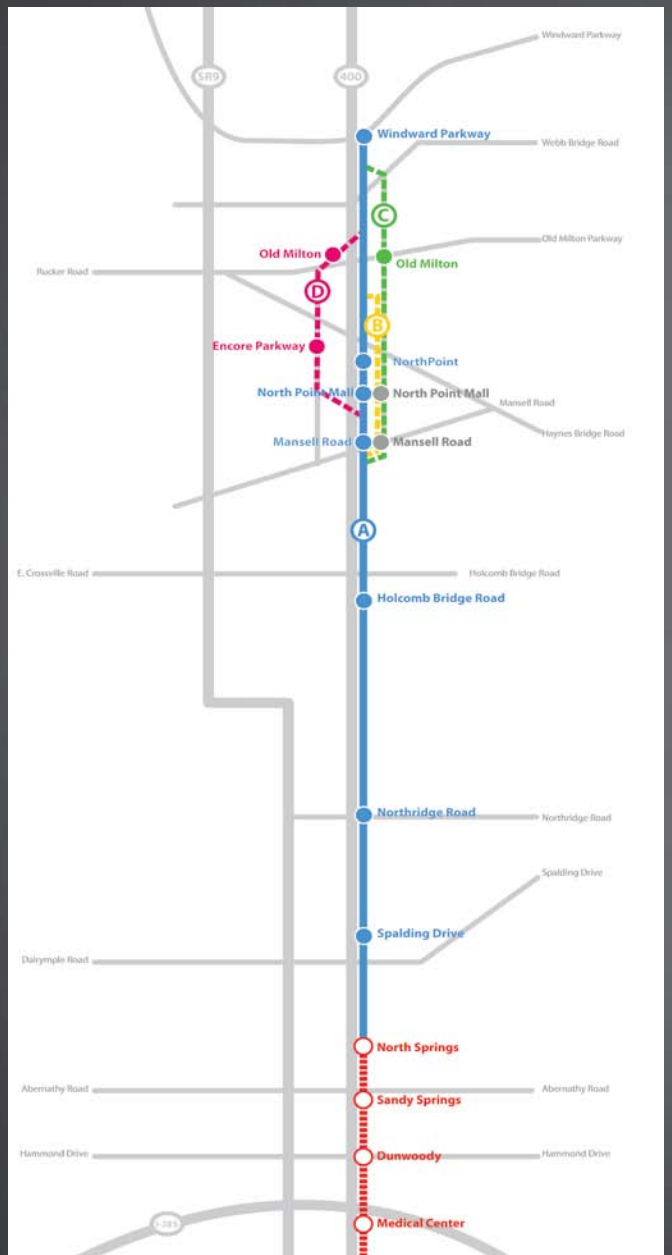
GA 400 TRANSIT INITIATIVE

Screen 1 Analysis

Georgia 400 – 1 (A, B, C, D)



Alignment

- 11.9 to 12.7 Miles Long
- North Springs Station – Windward via GA 400

Transit Technology

- Bus Rapid Transit
- Light Rail/Streetcar
- Heavy Rail

Key Assumptions

- Use of GDOT transit ROW*
- Most direct route
- Fewer community impacts
- Integration with other regional transit projects

* GDOT ROW availability on GA 400 to be determined based on Managed Lanes Study

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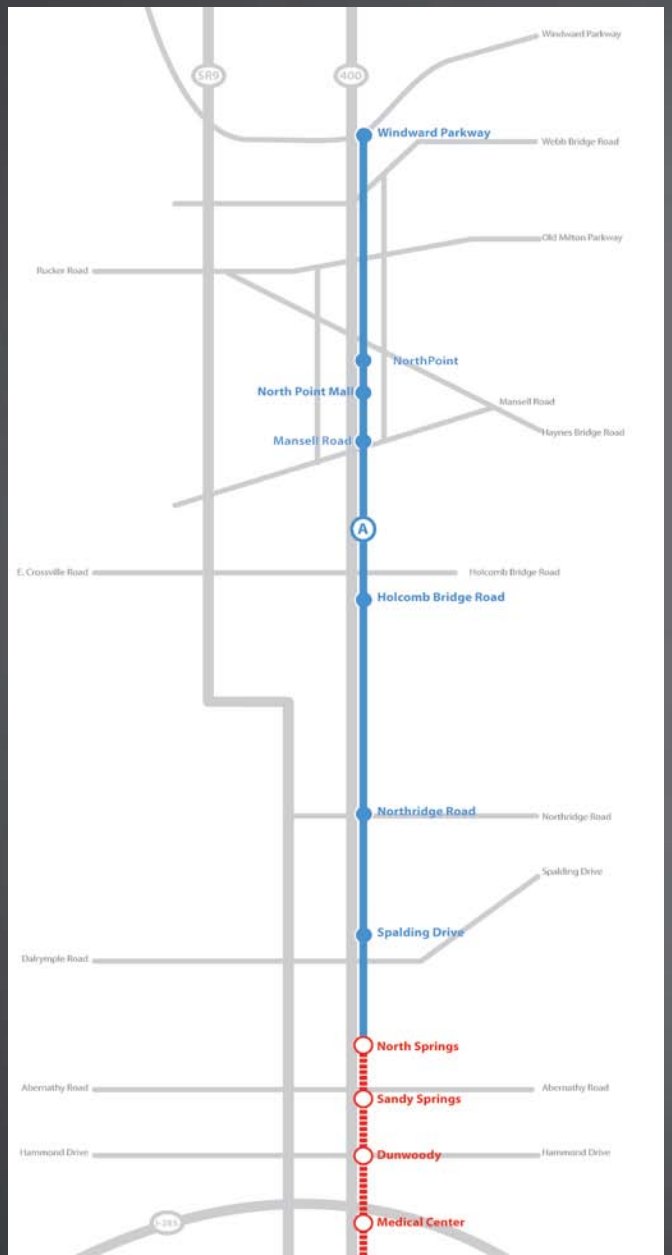
Screen 1 Analysis

Georgia 400 – 1 (A)



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Screen 1 and Outreach Summary

- **Methodology/Assumptions**
  - Qualitative and quantitative analysis
  - Performance Measures based on Purpose & Need Goals and Objectives
  - Station-related measures normalized for number of stations
- **Results**
  - GA 400-1 (all modes) and GA 400-3 (BRT) alternatives scored highest
    - Fewer potential community and environmental impacts
    - More population and employment access per-station
- **Holiday Outreach input**
  - GA 400-3 screened out due to concerns regarding potential length and time of transit trips, as well as impacts along arterials (Mansell Road and SR 140

Transit Technologies

Transit Considerations

Transit Modes

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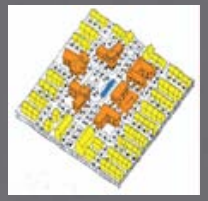
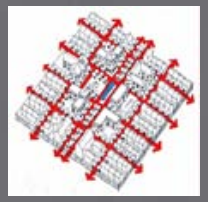
Station Types

Elements of Station Area Planning

Transit Station – Designing the elements of a transit station to meet their functional requirements within the greater context



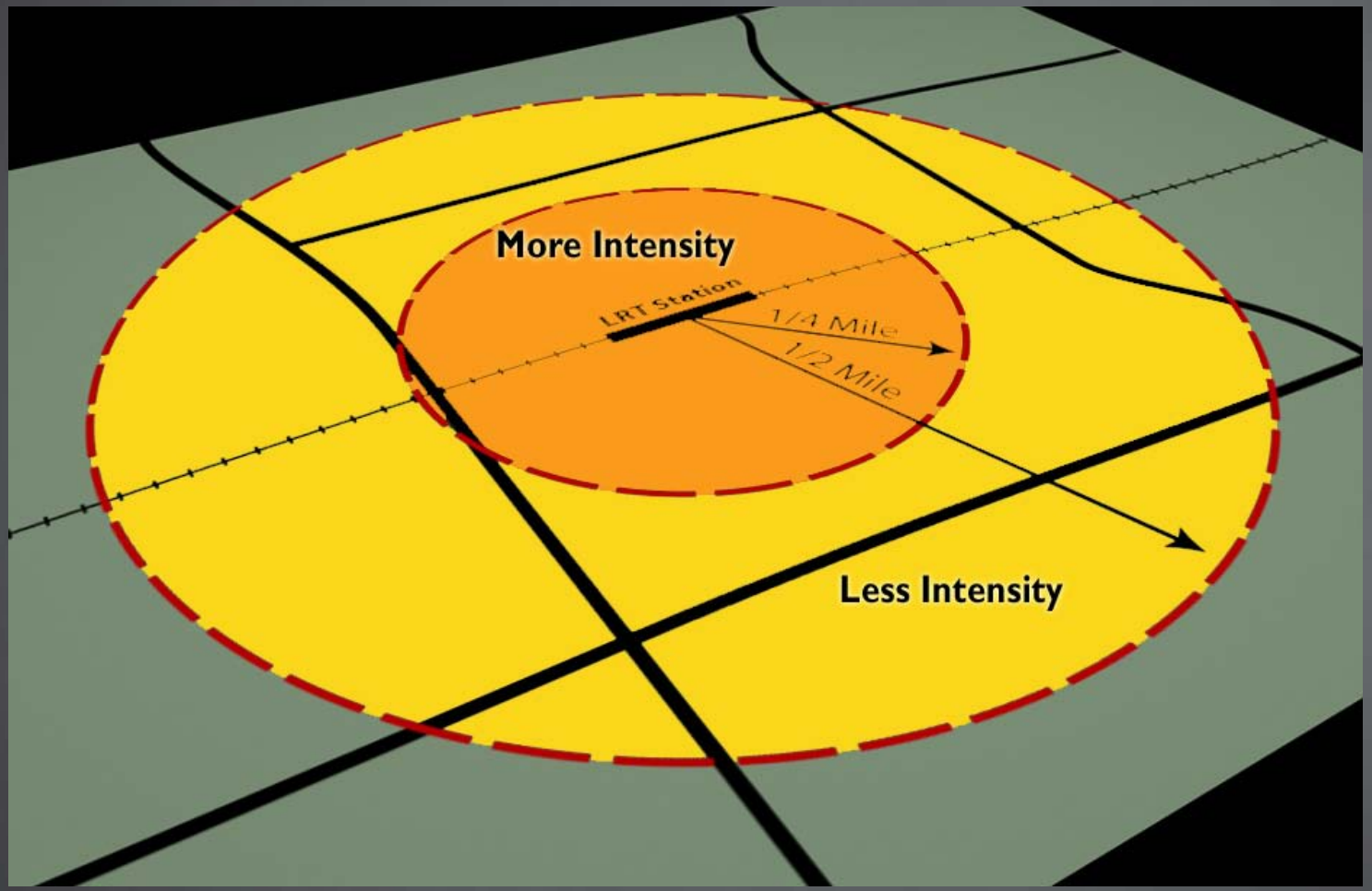
Land Use – Determining and planning for the proper intensity and mix of uses surrounding the transit station



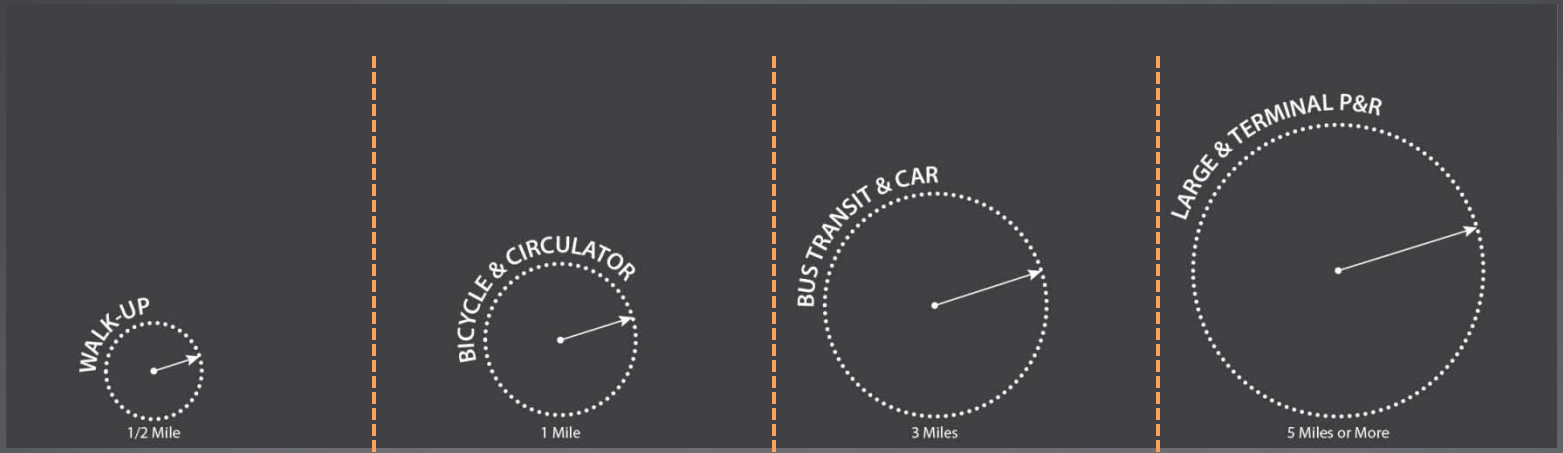
Mobility – Designing for all the ways that people get around the station area; on foot, by car, by bus, by bike, etc…

Urban Design – Making sure the elements interact with each other and make the station area a memorable place

Elements of Station Area Planning



Station Function & Service Area



½ - Mile Service Area

- Only serve a localized area immediately around the station
- Stations can be grouped to provide better service area overlay in the densest of areas
- Locate near minor thoroughfare

1 - Mile Service Area

- Most common transit stations
- Reliant on bus connections to the station
- Some customers will arrive by car - need for adequate parking and Kiss & Ride areas
- Locate near thoroughfare

3 - Mile Service Area

- Access by a more limited feeder bus network and a larger number of private vehicles
- Provide adequate facilities for all modes of travel
- Locate near major thoroughfare

5 - Mile Service Area

- Typically the station's toward the end of the line
- Access primarily by private vehicles
- Access to major thoroughfare or freeways

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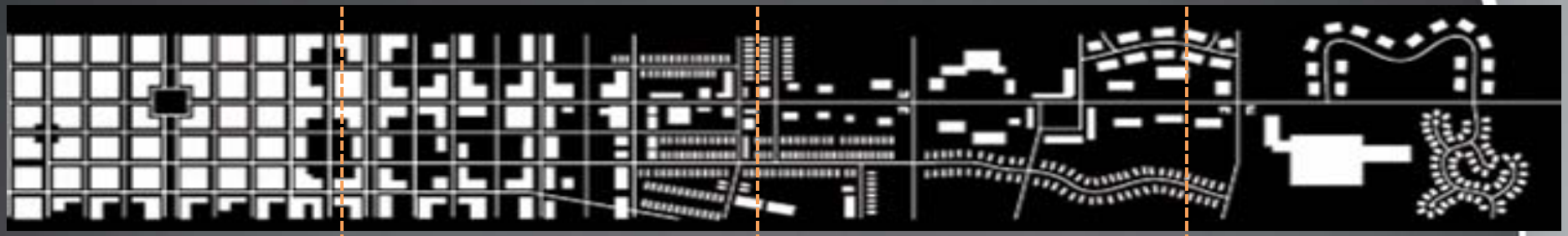
Land Use Context



High Intensity Urban Core

- Downtown cores - most accessible place in the region
- Well-established and connected street pattern
- Densities supportive of transit
- Transit ranges from small local stations to large multi-modal stations
- Strong Transit Oriented Development (TOD) market

Established Urban Neighborhoods & Historic Communities

- Includes old streetcar suburbs and historic towns
- All have individual character built-up over time
- All feature a connected block system and transit-supportive densities
- TOD market varies, may need assistance.

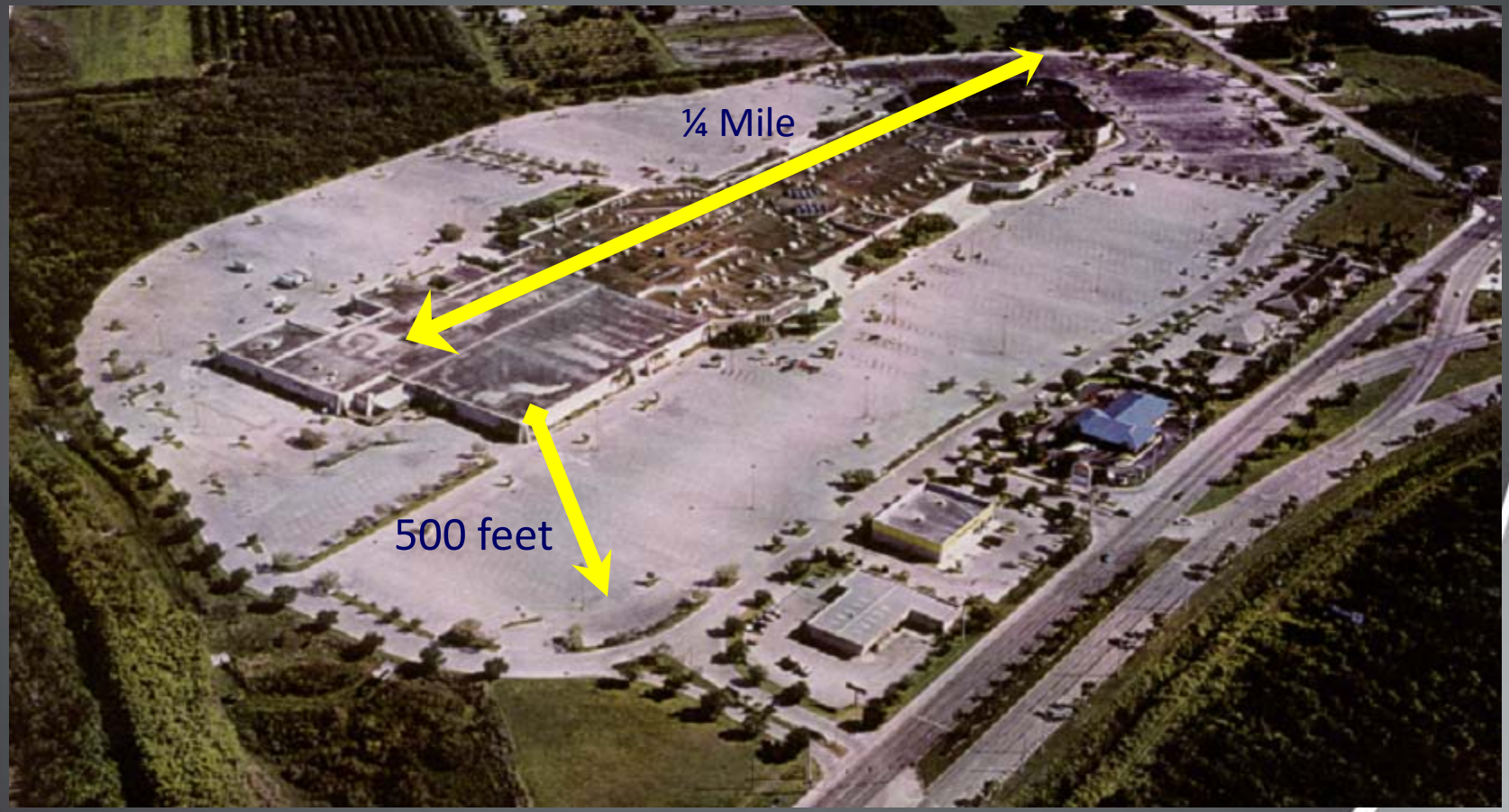
Established Suburban Neighborhoods

- Most common built form
- These areas are well developed, but lack orientation to the public realm
- Access usually comes from a fewer large roads
- Densities tend to be below transit-supportive levels.
- Few centers of activity
- TOD market varies, may need assistance

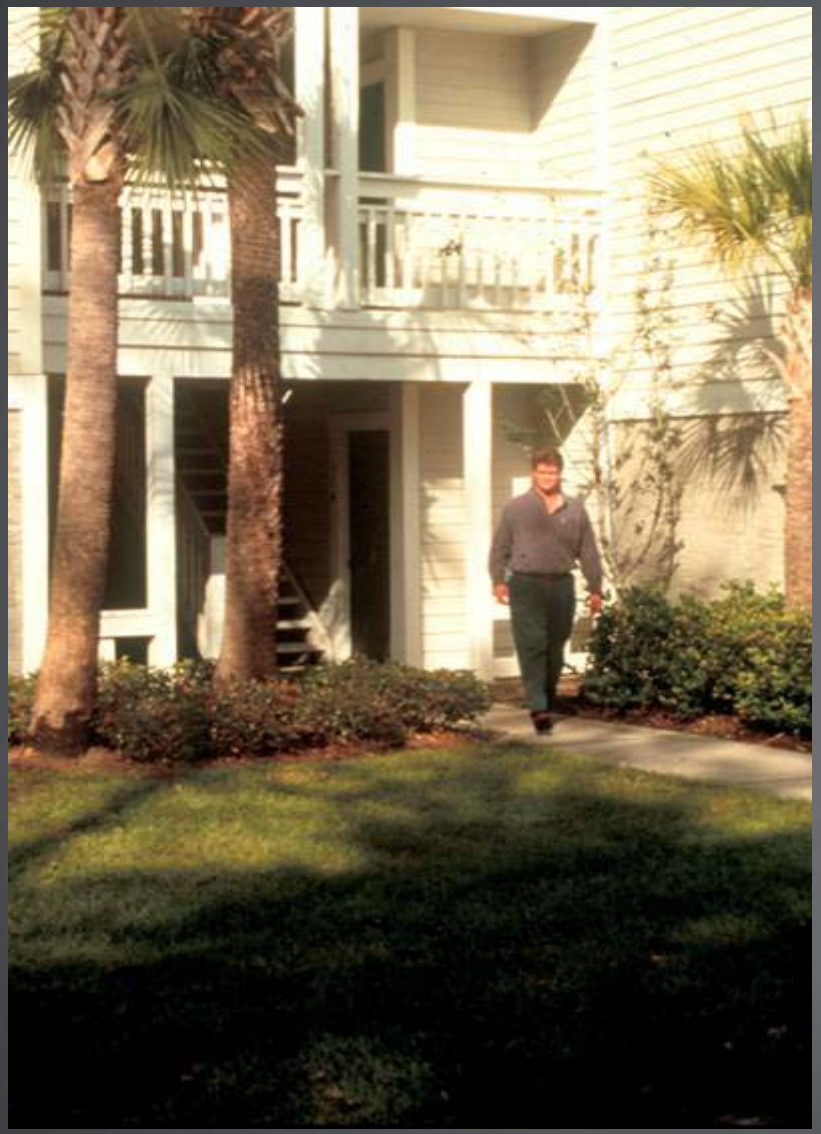
New Suburban and Greenfields

- Outermost edge of the transit region
- Areas are quickly developing
- Connections are limited; but opportunities abound
- Densities are well below transit-supportive levels
- Stations located here will attract riders from a larger area
- No existing centers of activity
- TOD market varies

Learning from the Mall



A Journey to Transit



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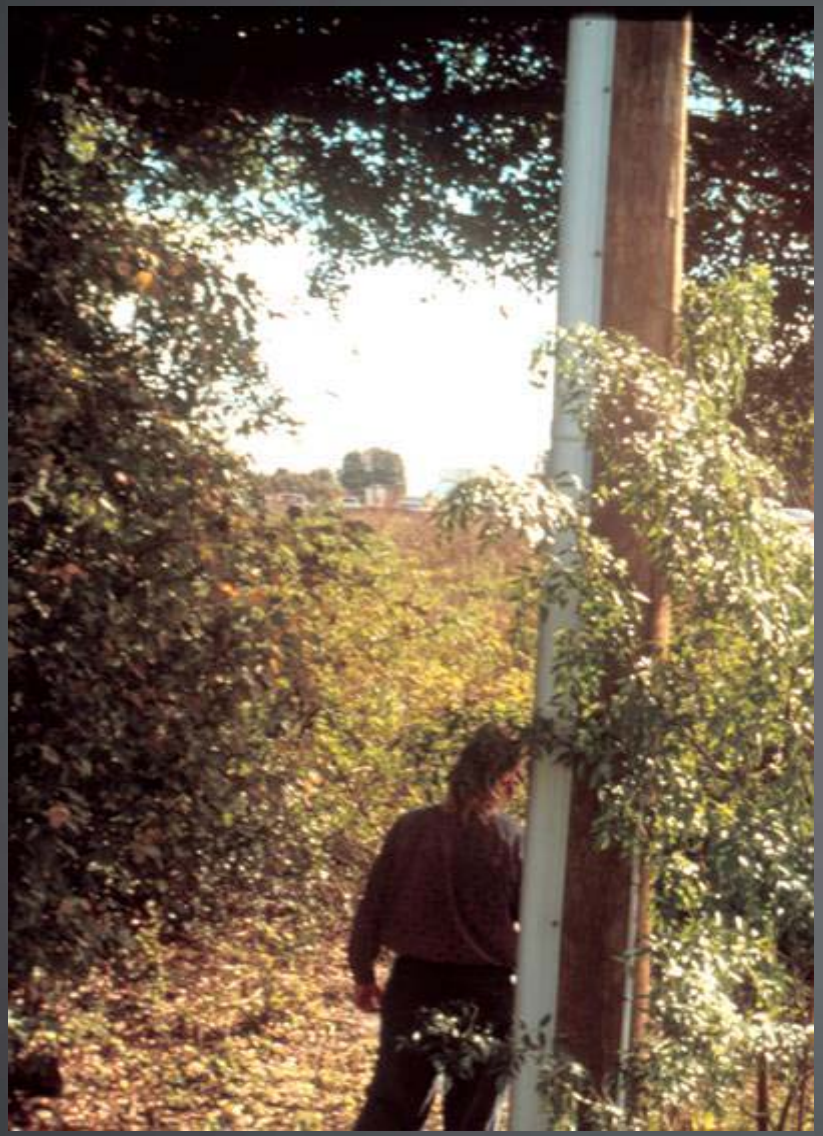

A Journey to Transit

A Journey to Transit

Characteristics of Transit-Friendly Communities

Accessible

Comfortable

Connected

Convenient

Engaging

Vibrant

Characteristics of Transit-Friendly Communities

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Characteristics of Transit-Friendly Communities

Connected

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Engaging

Characteristics of Transit-Friendly Communities

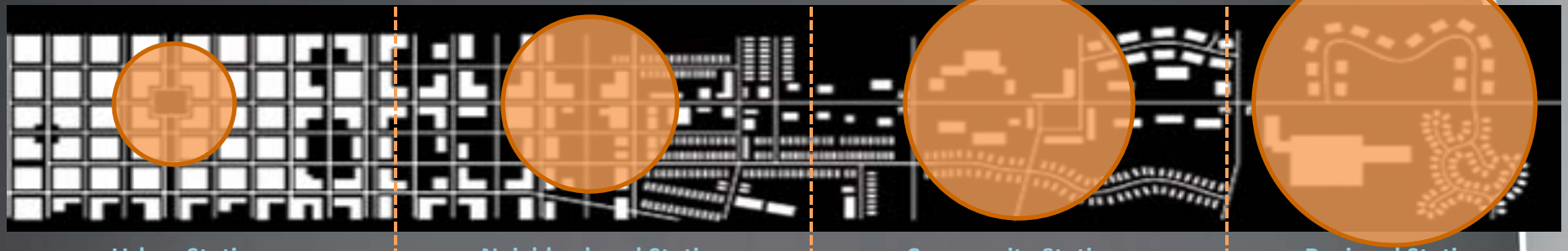
Vibrant

TOD???


FLEA MARKET USA
CARNIVAL
USA
RIDES • FOODS • AMUSEMENTS
FLEA MARKET USA PARKING

Break Out Sessions

Station Types



Urban Stations
(1/2 - Mile Service Area)

- Only serve a localized area immediately around the station
- Stations can be grouped to provide better service area overlay in the densest of areas
- Locate near minor thoroughfare

Neighborhood Stations
(1 - Mile Service Area)

- Most common transit stations
- Reliant on bus connections to the station
- Some customers will arrive by car - need for adequate parking and Kiss & Ride areas.
- Locate near thoroughfare

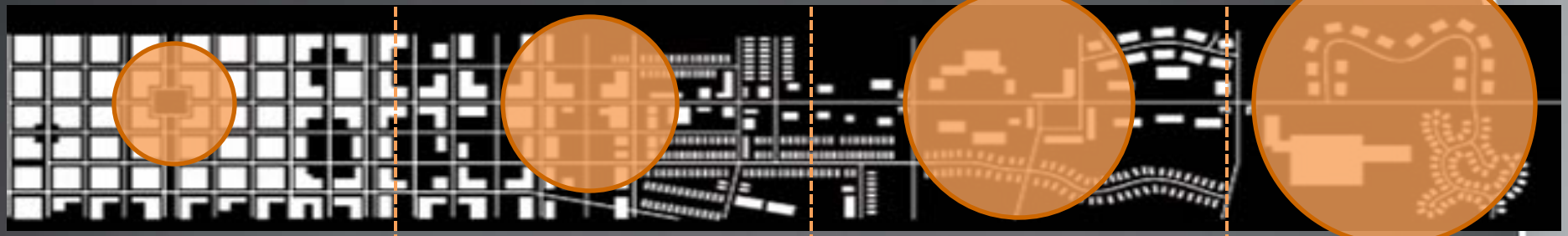
Community Stations
(3 - Mile Service Area)

- Access by a more limited feeder bus network and a larger number of private vehicles
- Provide adequate facilities for all modes of travel
- Locate near major thoroughfare

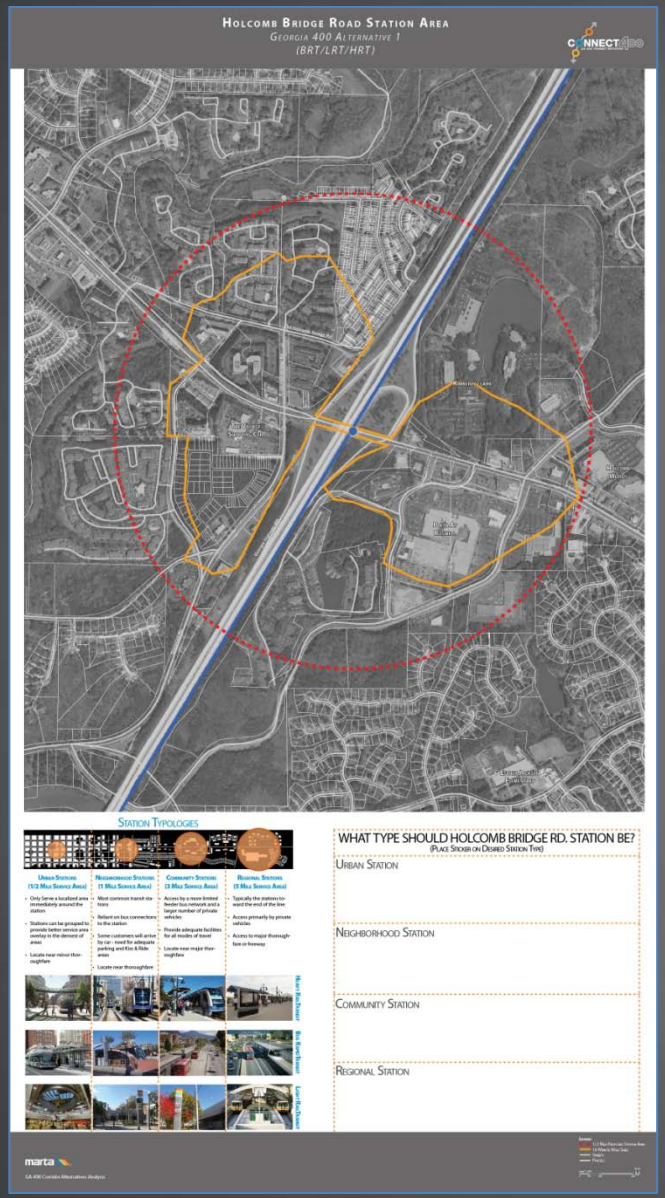
Regional Stations
(5 - Mile Service Area)

- Typically the station's toward the end of the line.
- Access primarily by private vehicles
- Access to major thoroughfare or freeways.

Station Types



	Urban Stations (1/2 Mile Service Area)	Neighborhood Stations (1 Mile Service Area)	Community Stations (3 Mile Service Area)	Regional Stations (5 Mile Service Area)
Light Rail Transit				
Bus Rapid Transit				
Heavy Rail Transit				



Break Out Session

- Select Transit Typology
- Identify Station Typology for each station

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Moving Forward

Next Steps

- Screen 2 Analysis
- Travel Demand Modeling
- Public Outreach – Early Summer

Connect 400 Contact

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