

PROJECT DESCRIPTION

The Metropolitan Atlanta Rapid Transit Authority (MARTA) has undertaken the Georgia 400 Transit Initiative to identify potential and feasible transit alternatives in the Georgia State Route 400 (GA 400) corridor. The project study area is located in northern Fulton County, Georgia, and includes small portions of the cities of:

- Sandy Springs
- Dunwoody
- Johns Creek
- Roswell
- Milton
- Alpharetta

The corridor study area extends approximately 12 miles along GA 400 from the existing MARTA North Springs station (Exit 5C) in Sandy Springs, which currently serves as the northern terminus of the MARTA Red Line, northward to Windward Parkway (Exit 11) in Alpharetta near the Fulton/Forsyth county line.

PROJECT IMPLEMENTATION

In 2011, MARTA initiated the GA 400 Transit Initiative Alternatives Analysis (AA) to analyze the corridor based on current trends and conditions. The AA process involved a multilayered screening process to evaluate and reduce a set of potentially viable alternatives. At the conclusion of the AA, the GA 400 right-of-way (ROW) from the North Springs station to Windward Parkway emerged as the preferred alignment, a distance of about 12 miles. The transit technologies evaluated included:

- Heavy Rail Transit (HRT)
- Light Rail Transit (LRT)
- Bus Rapid Transit (BRT)

Additional technical and public and stakeholder input received during Early Scoping conducted in 2013 and 2014 established the basis for the selection of the Locally Preferred Alternative (LPA) for the GA 400 Corridor.

The LPA was adopted by the MARTA Board of Directors in March 2015. The proposed project consists of a rail extension of the existing MARTA Red Line that would cross to the west side of GA 400 north of the North Springs Station and south of Spalding Drive and remain on the west side of GA 400 to the proposed terminus station northwest of the Windward Parkway Interchange. Five new transit stations are proposed at each of the following interchanges along GA 400:

- Northridge Road
- Holcomb Bridge Road
- North Point Mall/Encore Parkway
- Old Milton Parkway
- Windward Parkway

The general alignment of the LPA is depicted on the back of this page. Two lower cost BRT alternatives are also under consideration and will be studied in the Draft Environmental Impact Statement (DEIS). LRT was eliminated from further consideration as a result of stakeholder input, poor performance during technical studies, and its limited potential to secure Federal funding through Federal Transit Administration's (FTA) New Starts capital grant program.

MARTA has initiated NEPA Scoping, as required by the National Environmental Policy Act of 1969 (NEPA), and has begun performing environmental analysis of the project in Spring 2015. The schedule for upcoming project milestones and completion of the environmental and planning efforts for the project is presented below. MARTA continues to work with the FTA to explore the possibility of obtaining 50% of the capital costs of the project through its Capital Investment Grant program. MARTA is also exploring alternative funding strategies, including the potential for public-private partnerships and alternative project delivery methods.

PROJECT STATUS






The timeline below depicts the major milestones moving forward in the environmental process, including its status at present.

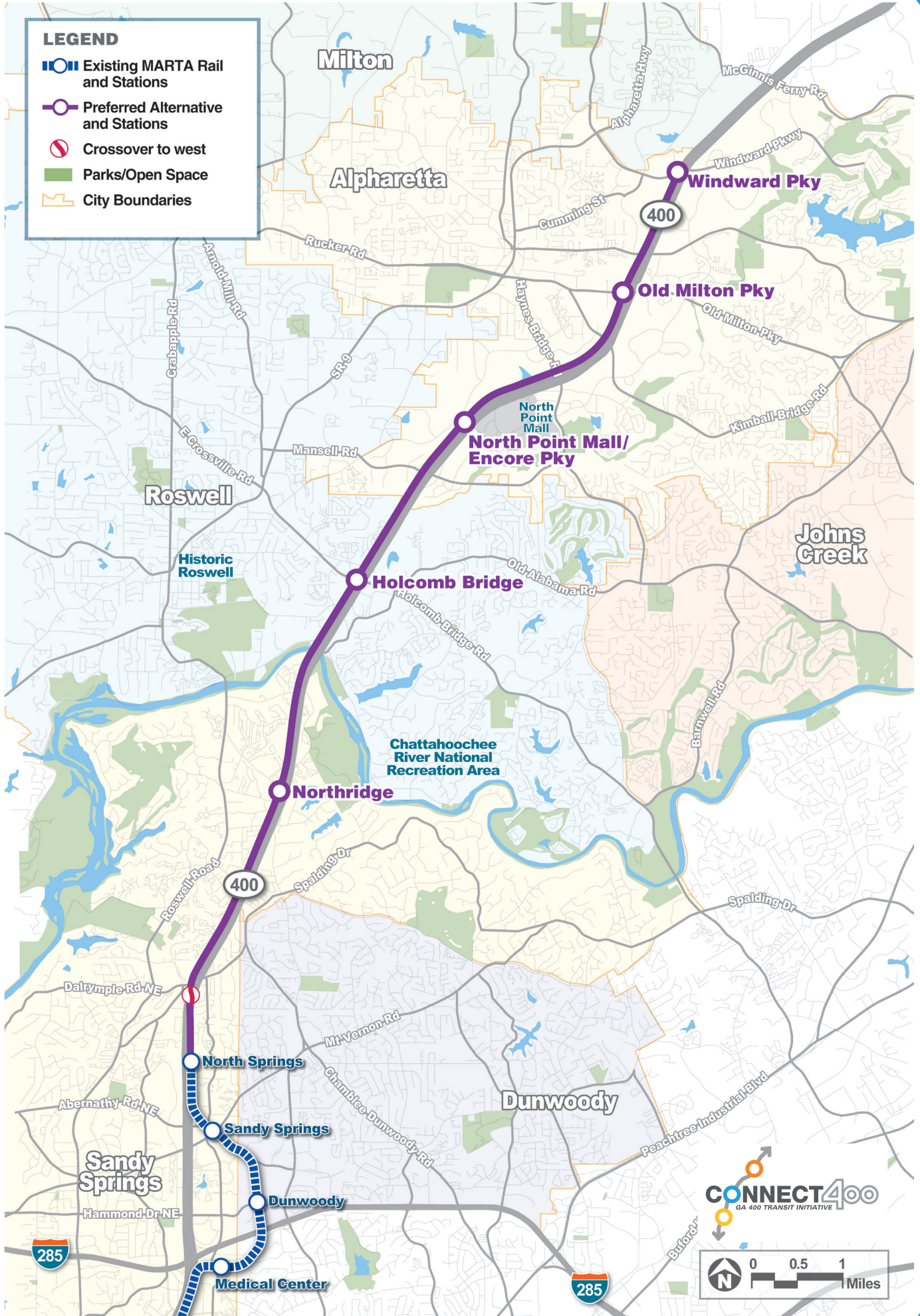


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LEGEND

-  Existing MARTA Rail and Stations
-  Preferred Alternative and Stations
-  Crossover to west
-  Parks/Open Space
-  City Boundaries




CONNECT 400
GA 400 TRANSIT INITIATIVE



0 0.5 1 Miles