

summerhill

CONNECT THE CORE



AGENDA

Purpose of Meeting

Councilwoman Smith

Project Background

Project Feedback

Project Updates

Project Benefits

Upcoming Milestones

Q & A

TIPS FOR TODAY'S MEETING

- Your microphone has been muted to avoid any background noise.
- Submit **project specific** questions in the **Q&A Section**.
- Contact customer service at custserv@itsmarta.com for questions on existing service.
- We will address as many questions/comments as time will allow.
- Responses to all questions will be provided at www.ConnecttheCore.com
- If you miss any details during the presentation, it will be posted to the project web site.

Project Contact:
Bryan Hobbs
jhobbs@itsmarta.com



PURPOSE OF MEETING

- Provide Project Update
- Making Progress!
 - Last met with public in October 2019
 - Continuous stakeholder communication
 - Federal and state approvals



PRESENTATION TEAM

- Erica Pines
- Heather Alhadeff
- Bryan Hobbs
- Shelley Peart
- Councilwoman Carla Smith
- Jason Morgan
- Emily Ritzler
- Katrina Highsmith



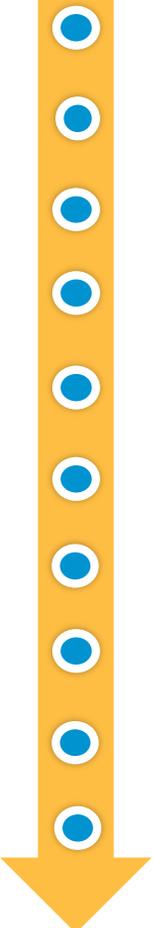
GREETINGS!



WE WANT TO HEAR FROM YOU

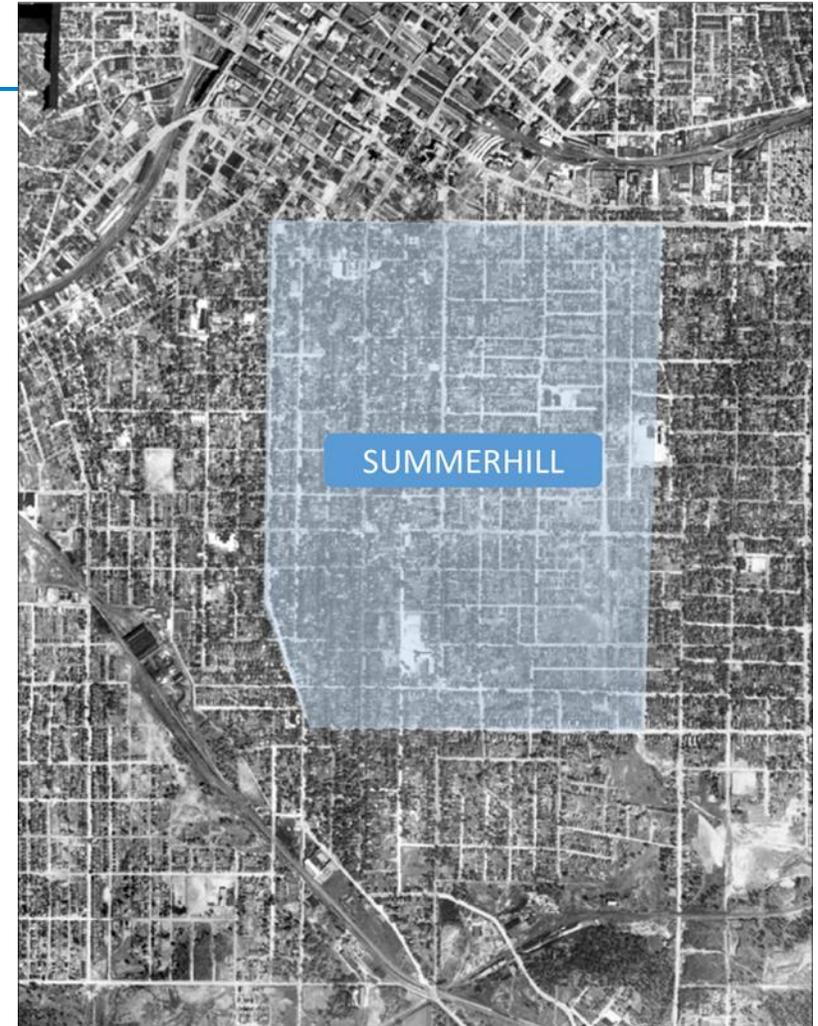
- Where do you live?
- Where do you work/study?
- How did you hear about the meeting?

BACKGROUND

- 
- November 2016 - City of Atlanta Voters passed More MARTA Referendum
 - 2017 - Project included in Regional Transportation Plan and TIP
 - March 2018 – MARTA awarded \$12.6M TIGER Grant
 - October 2018 – MARTA board confirmed More MARTA project list
 - January 2019 – Stakeholder Corridor Tour and Alignment Workshop
 - June 2019 - More MARTA funding committed in sequencing plan
 - October 2019 – Public Involvement period to refine route alignment
 - November 2019 – MARTA Board approved Locally Preferred Alternative
 - January 2020 – MARTA Initiated 10% Design and Environmental Analysis
 - June 2020 – FTA Approved Environmental Document/SHPO Concurrence

AREA HISTORY

- Summerhill and Peoplestown some of the oldest intown neighborhoods
- Disconnected from core by:
 - Urban Renewal Program
 - Interstate construction
 - Stadiums and Olympics



For video link visit
www.connectthecore.com

RELEVANT PAST PLANS

- Transit Planning Board Concept 3 (2008)
- Connect Atlanta (2008)
- Livable Centers Initiative Stadium Neighborhoods (2016)
- Atlanta's Transportation Plan (2018)

Chapter 4

4.27 Peoplestown and the South BeltLine

Goal: Create livable streets and connections to new public investment in BeltLine

With the enhanced redevelopment potential offered by the BeltLine, it is important to identify potential connections to enhance the street network and to promote a more walkable environment. The one-way streets in this neighborhood have been configured in that manner to facilitate traffic flow for special events at Turner Field and the former Fulton County Stadium, yet they serve primarily residential land uses and as such are inappropriate as mobility corridors.

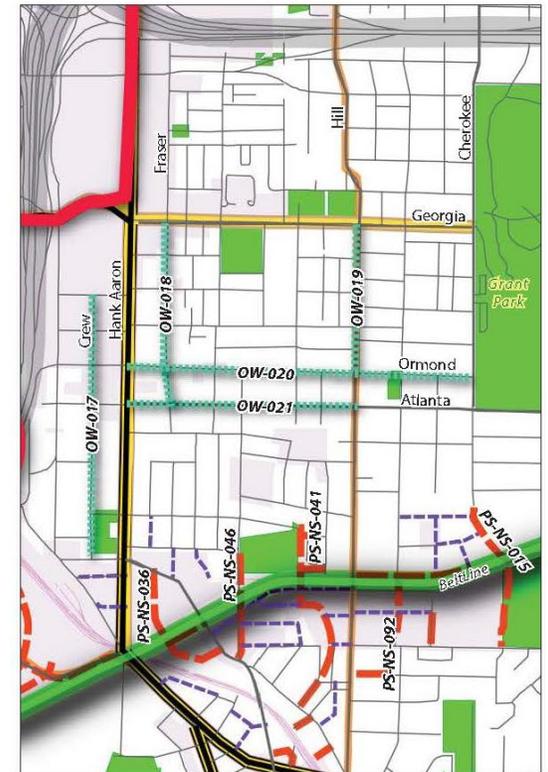
Another important connection in Peoplestown is additional east-west connectivity from Ridge Avenue and Hank Aaron Drive to Boulevard. Presently the BeltLine corridor and the industrial properties it formerly served occupy a large footprint; consequently this area is not well served by street network. Using the BeltLine right-of-way, a connection from the Ridge-McDonough



to Weyman Avenue
to Atlanta Avenue

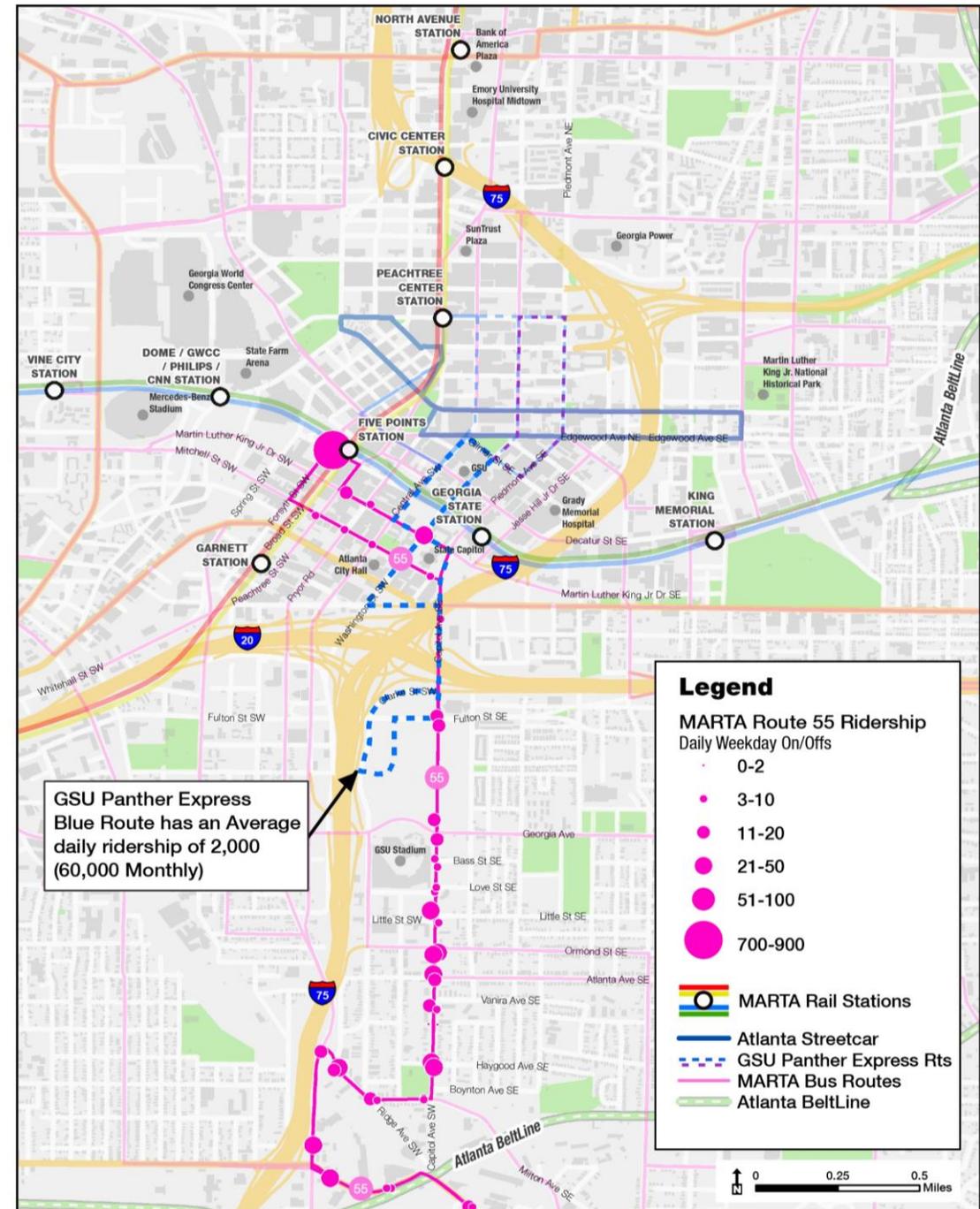
Drive to Hill Street

and Georgia Avenue,
These are intended
and I-20, connecting this



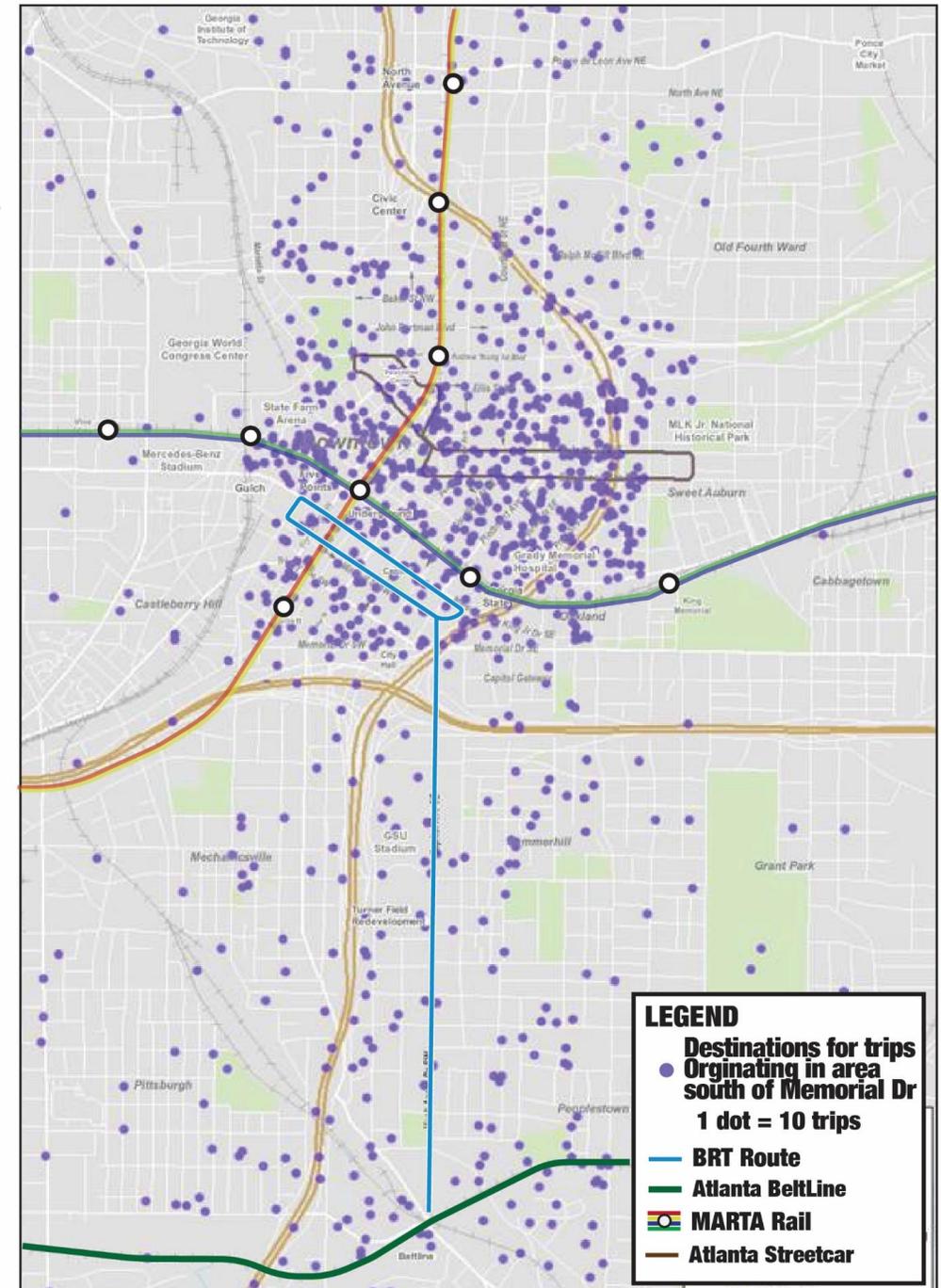
EXISTING DEMAND

- Five Points Rail Station connection
- Route 55
 - One of the highest ridership routes
 - Operates 20-30 minutes
- Feeder routes will be optimized



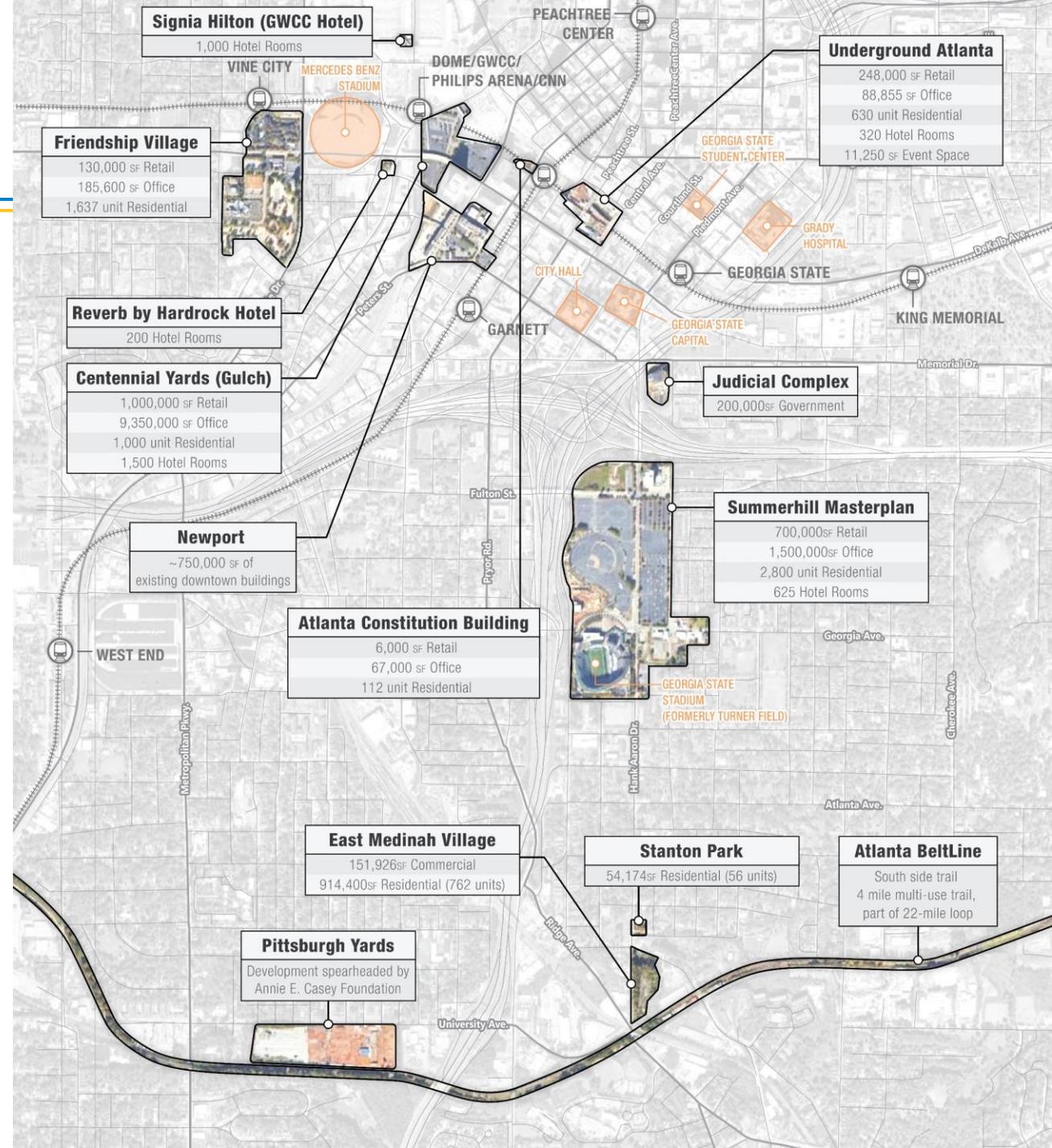
EXISTING TRIPS

- Concentrated to Downtown
- Cluster West of Five Points
- Access to Rail Stations
 - For bus and rail transfers



AREA GROWTH AND DEVELOPMENT

- New proposed developments
- Changing density
- Higher proportion of new square footage near Five Points, Dome and Vine City Stations
- Growth in employment and population
- Increased demand along corridor



OCTOBER OUTREACH

- Coordination with City of Atlanta (Mayor's office, Planning, Councilmember Smith, Atlanta Housing)
- Public meetings held throughout October (signs at bus stops)
 - 2 Public meetings
 - 2 Neighborhood/NPU meetings
 - 6 Stakeholder meetings
 - 3 Advocacy groups
 - 1 Stakeholder Bus Tour
- Survey online and paper distribution via outlets above and on Route 55
- 125+ attendees, 450+/- surveys



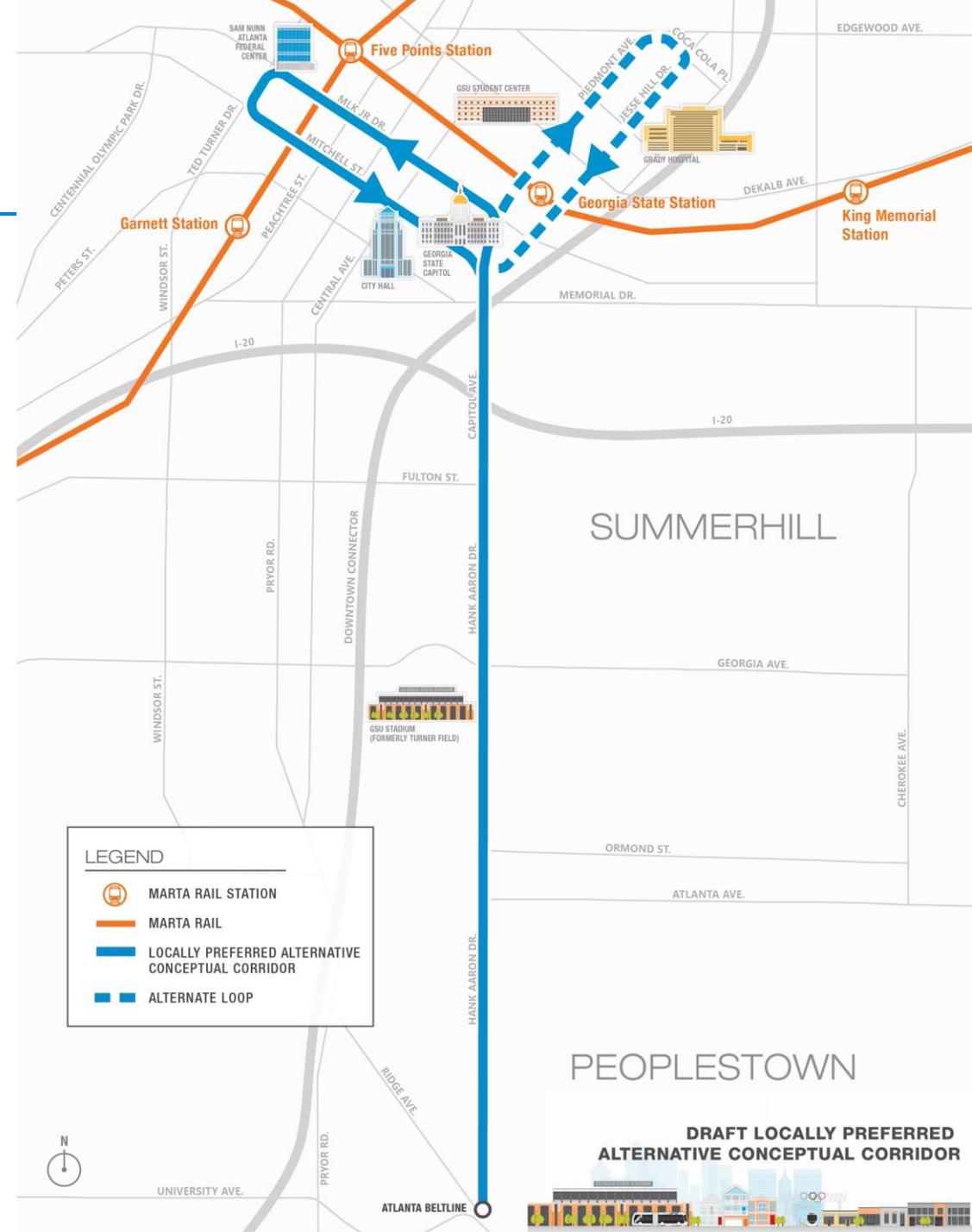
FEEDBACK RESULTS



- Direct connection to MARTA Rail (avoid redundancy)
 - 58% North/South Line, 32% East/West Line
 - 81% funding for frequent transit to areas NOT currently served by rail
- Faster Service. Shorter Route
 - 68% prefer faster service, fewer destinations
 - 71% invest in highest quality, but shorter route
- Serve major activity centers or Local neighborhood trips (56% v. 40%)
- Willing to Transfer or One Seat Ride (58% vs 37%)
- Connect to Atlanta BeltLine

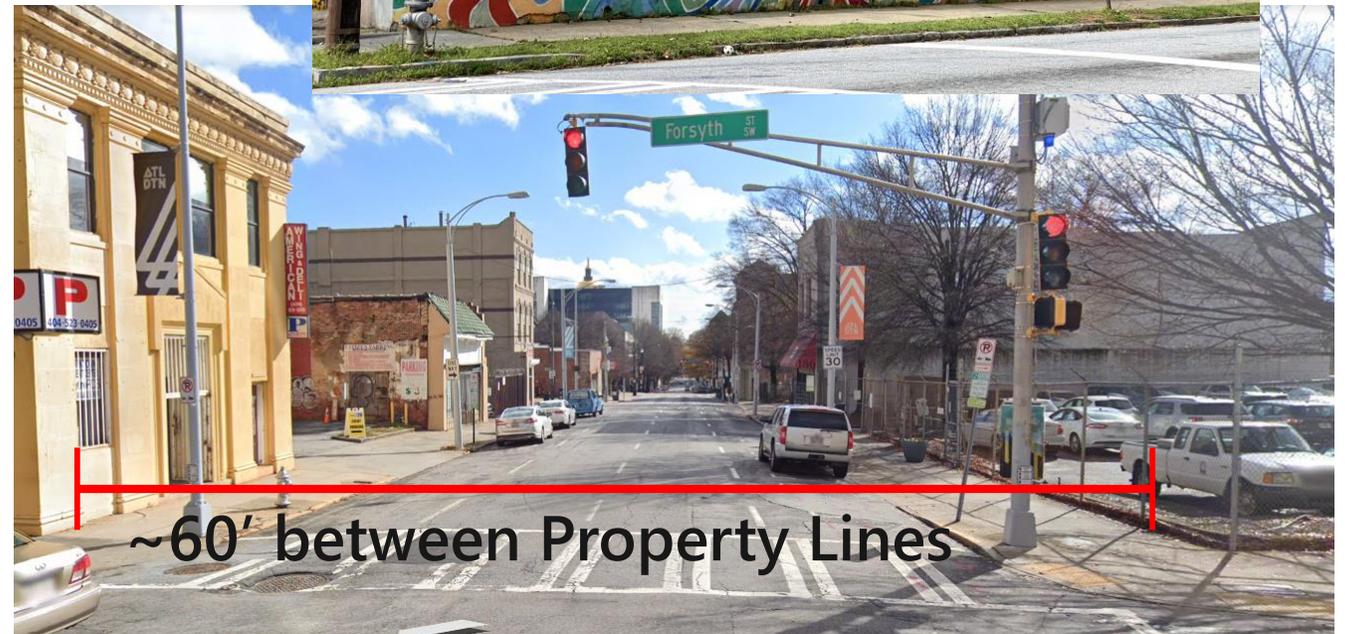
BOARD APPROVED LPA

- Approved November 2019
- LPA based on:
 - Existing travel patterns
 - Future development
 - Public preferences
 - Alternate route if preferred route not constructible



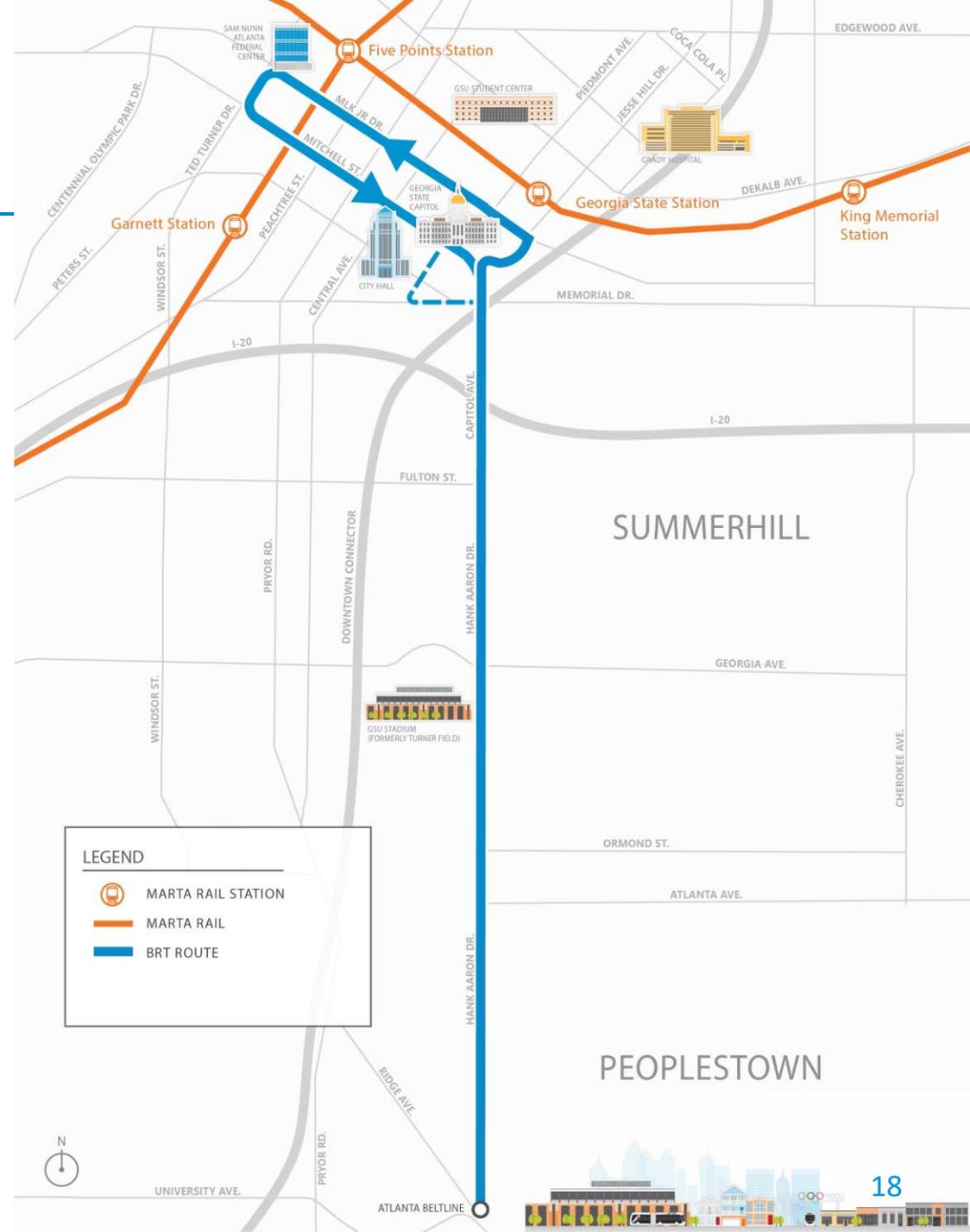
DESIGN CONSIDERATIONS

- Active development
- Station locations
 - Existing stop locations
 - Historic resources
- Right-of-way constraints
- Zoning requirements
- Roadway conditions
- Plan proposals
 - Future two-way conversions
 - Proposed bike lanes



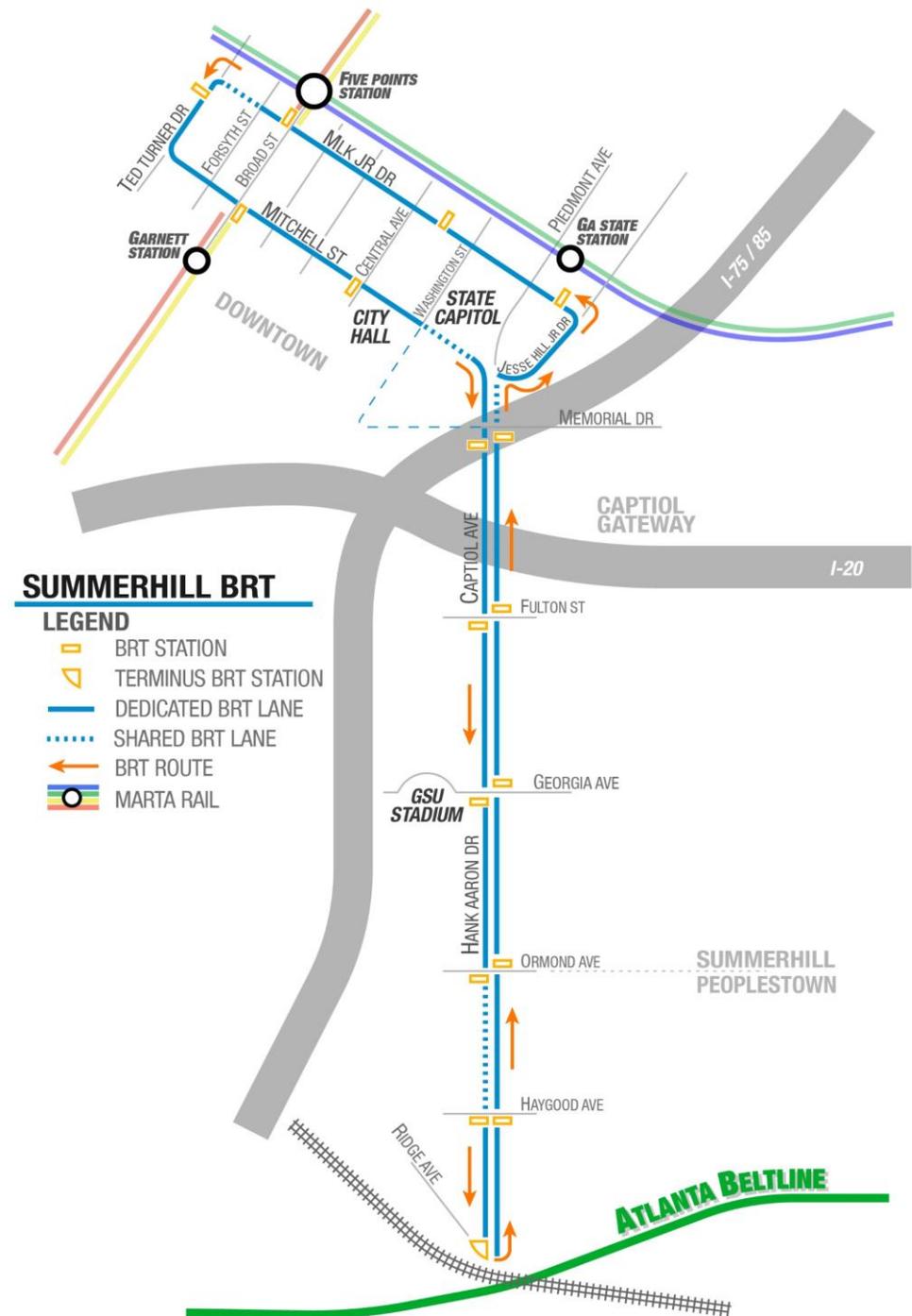
PROJECT ROUTE

- Operates from Atlanta BeltLine/University Ave to Downtown using MLK Jr. Blvd and Mitchell St.
- Majority dedicated lanes
- 12 Station areas
- Connects to N/S and E/W rail line
- Traffic signal upgrades
- Roadway resurfacing for entire corridor



STATION AREAS

- 12 station areas
- Average 0.30 miles between stations
- Historic resource proximity
- Destinations served:
 - Employment/populations centers
 - Community & regional institutions
 - Transit connectivity
- Sidewalk/right-of-way availability



STATION AREAS - PEOPLETOWN

- Southern terminus
 - Ridge Ave.
- Haygood Ave
 - Local stop
- Ormond Street
 - Connection with other bus routes



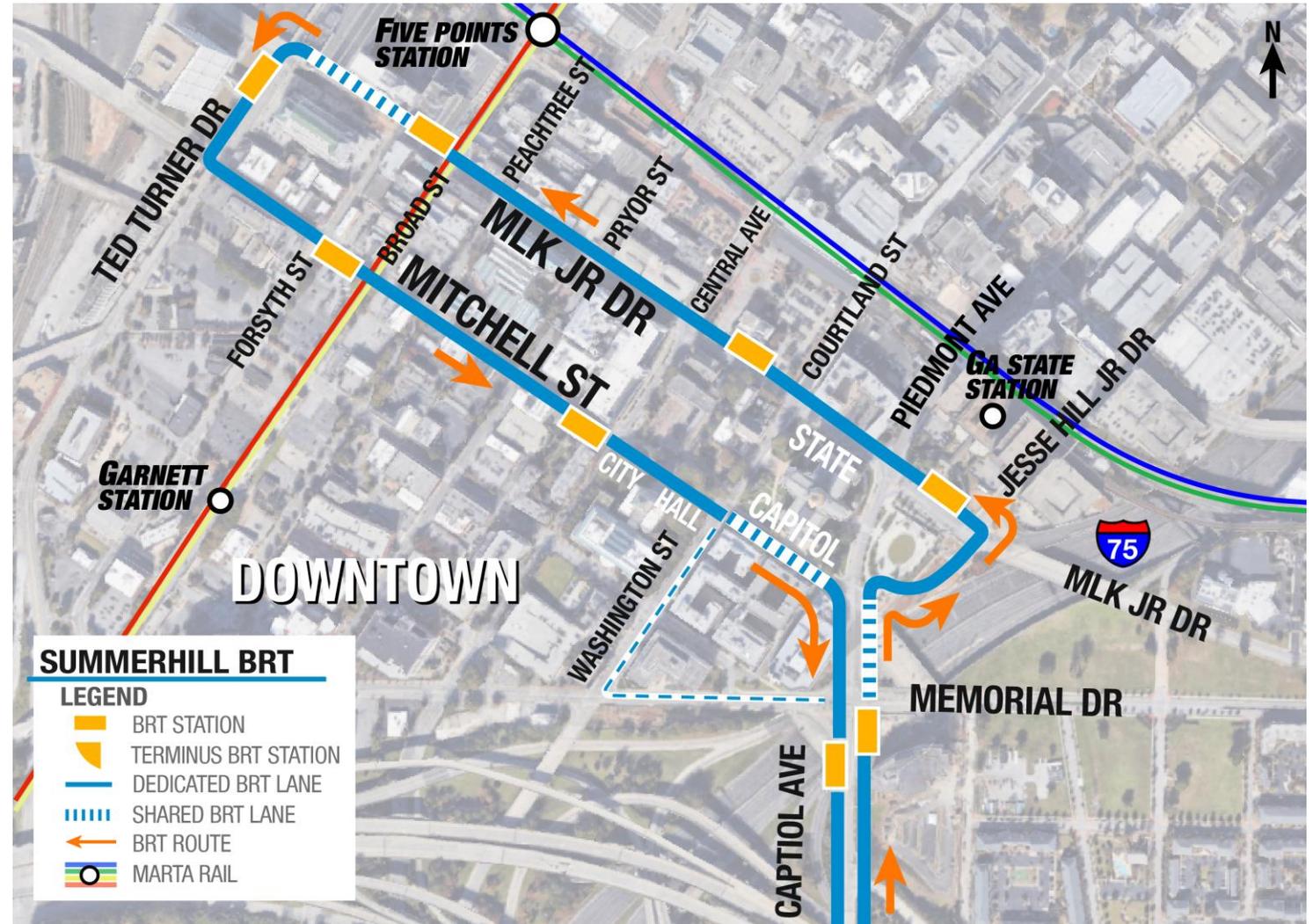
STATION AREAS - SUMMERHILL

- Georgia Ave
 - Stadium and commercial access
- Fulton St
 - New development access point



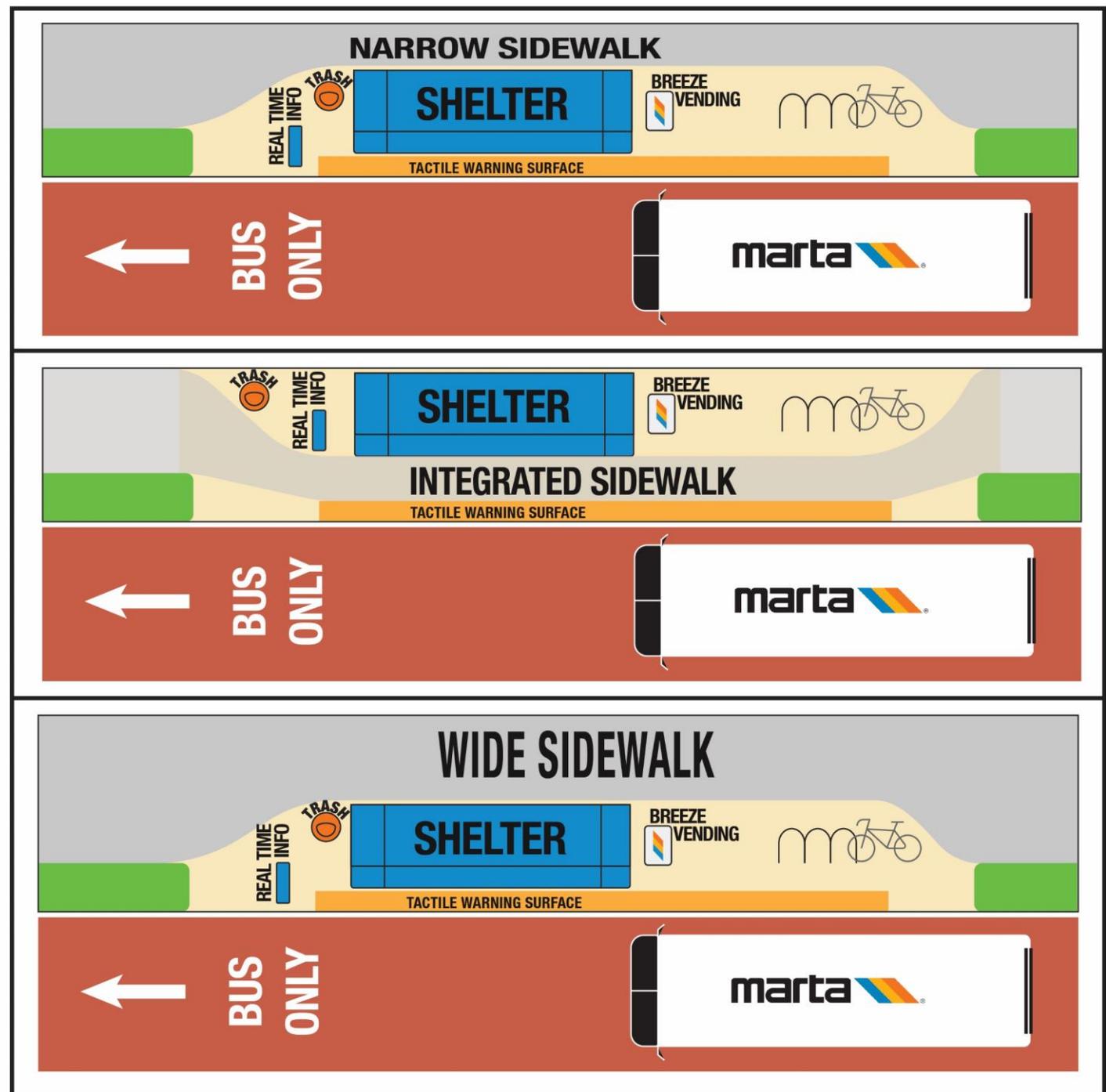
STATION AREAS - DOWNTOWN

- Georgia State
 - E/W Rail connection
- Capitol
 - Local stop
- Five Points
 - N/S Rail connection
- Ted Turner Dr
- Mitchell St at Forsyth St
- City Hall
- Memorial Dr



STATION STYLES

- Station Features:
 - Shelter, bench, sign
 - Real time info
 - Emergency phone
 - Ticket vending
 - CCTV



MINNEAPOLIS EXAMPLES



BRT OPERATIONS

- Frequent and Reliable Service
- Weekday and Weekend Service
- 10-12 minute headways
 - Comparable to rail service
- No staging or significant dwell times
- Coordinate with signal phases and managed program
- Bus transit signal priority on case by case basis

Weekdays		Weekend & Holidays	
5 am – 6 am	20 min.	6 am – 1 am	20 min.
6 am – 9 am	10 min.		
9 am – 3 pm	12 min.		
3 pm – 7 pm	10 min.		
7 pm – 9 pm	12 min.		
9 pm – 1:30 am	20 min.		

PROJECT BENEFITS

- Frequent/Reliable Service
- Direct connection to MARTA Rail
 - Georgia State
 - Five Points
 - Garnett
- Direct connection to the Atlanta BeltLine
- Electric buses
- Connectivity for proposed development
- Direct access to major employment centers



UPCOMING MILESTONES



- August/Sept. 2020 – Public Meeting: 30% Design
- September 2020 – Anticipated FTA Approval of Funds Obligation
- October 2020 – MARTA to Procure Design Consultant
- September 2022 – Construction Begins
- September 2024 – Summerhill BRT Open to Public

THANK YOU!

Share your comments on our
project website

connectthecore.com

Contact:

Bryan Hobbs

jhobbs@itsmarta.com



QUESTIONS?

