

summerhill

CONNECT THE CORE



AGENDA

Purpose of Meeting

Welcome to District 1

Project History & Background

Project Need & Purpose

Project Realities

Tradeoffs & Preferences

Next Steps

Q & A

WELCOME FROM MARTA

- Project update
 - Known as Capitol Ave or Summerhill
- Explanation of trade-offs
 - Share your preferences at stations or online

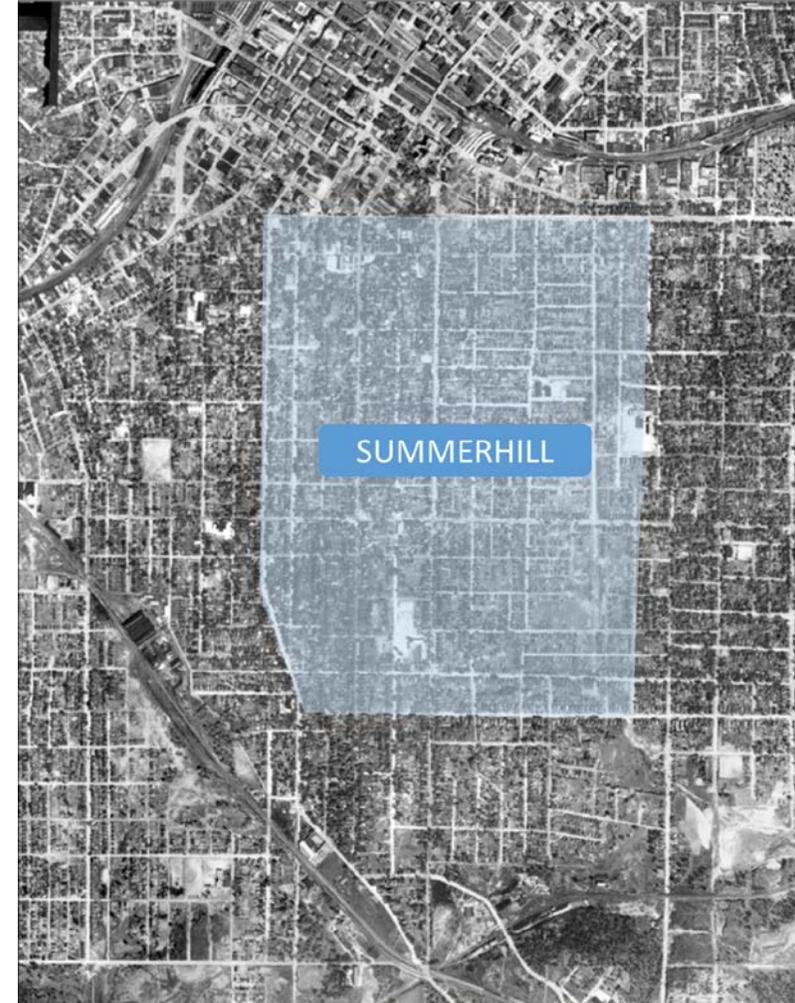


WELCOME DISTRICT 1!



TRANSPORTATION & DEVELOPMENT

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



[See Video Link](#)

RELEVANT PAST PLANS

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

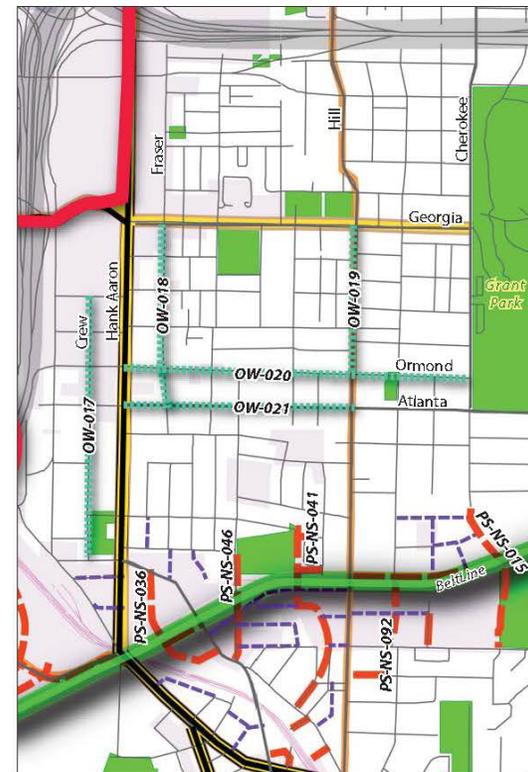
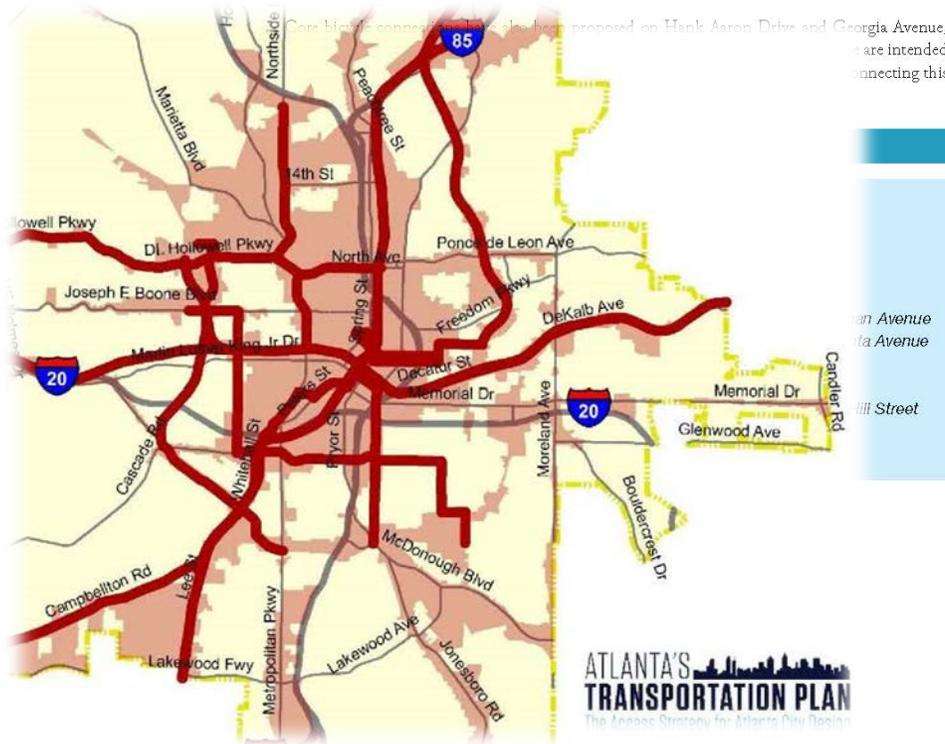
Chapter 4

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 intersection east to Boulevard would provide a public edge for BeltLine parks and allow new development better access.



PREVIOUS PUBLIC INPUT



"I would spend more time downtown if there were more walkable opportunities and better public transportation."



Roadway to accommodate buses in peak hour.

77% Support bus rapid transit/dedicated lanes



Priority: Provide access to transit



64% would take transit if it were frequent, fast and reliable on major streets.

Transit improvements rated at the #1 priority for downtown.



Local circulator, connect to schools, Kroger, Beltline, downtown



"My wish for downtown... Mass transit as a serious alternative"



Connect to the existing network



Turner Field Stadium Neighborhoods LCI (2016)

CAP Downtown Master Plan/Transportation Plan (2017/2018)

Atlanta's Transportation Plan (2018)

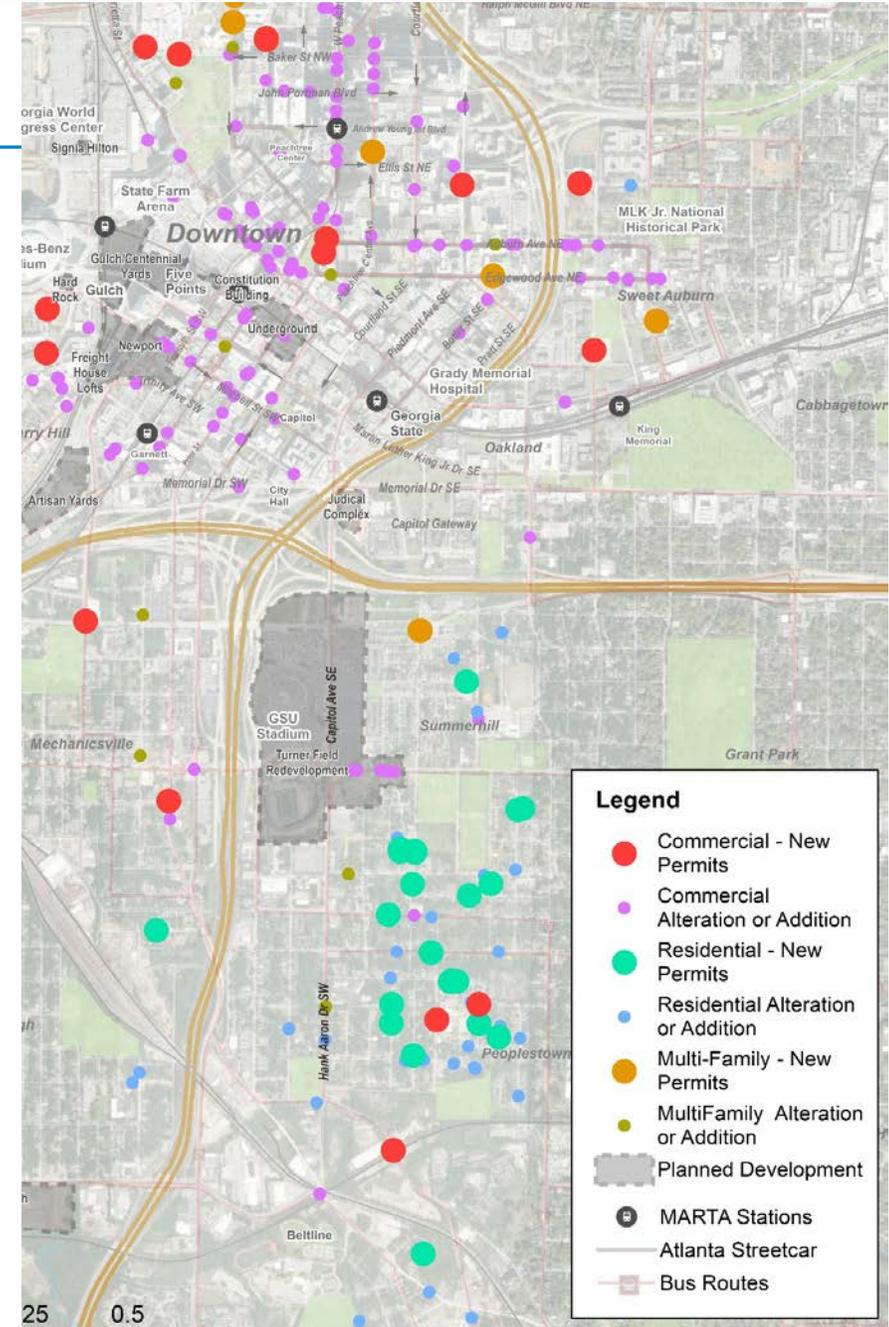
PROJECT IMPLEMENTATION

- Funding secured!
 - More MARTA Atlanta referendum
 - November 2016
 - TIGER Grant application
 - July 2017
 - TIGER Grant awarded \$12.6M
 - March 2018
 - More MARTA projects confirmed by MARTA Board
 - October 2018
 - More MARTA sequencing confirmed by MARTA Board
 - \$83M commitment for Capitol Ave/Summerhill
 - June 2019



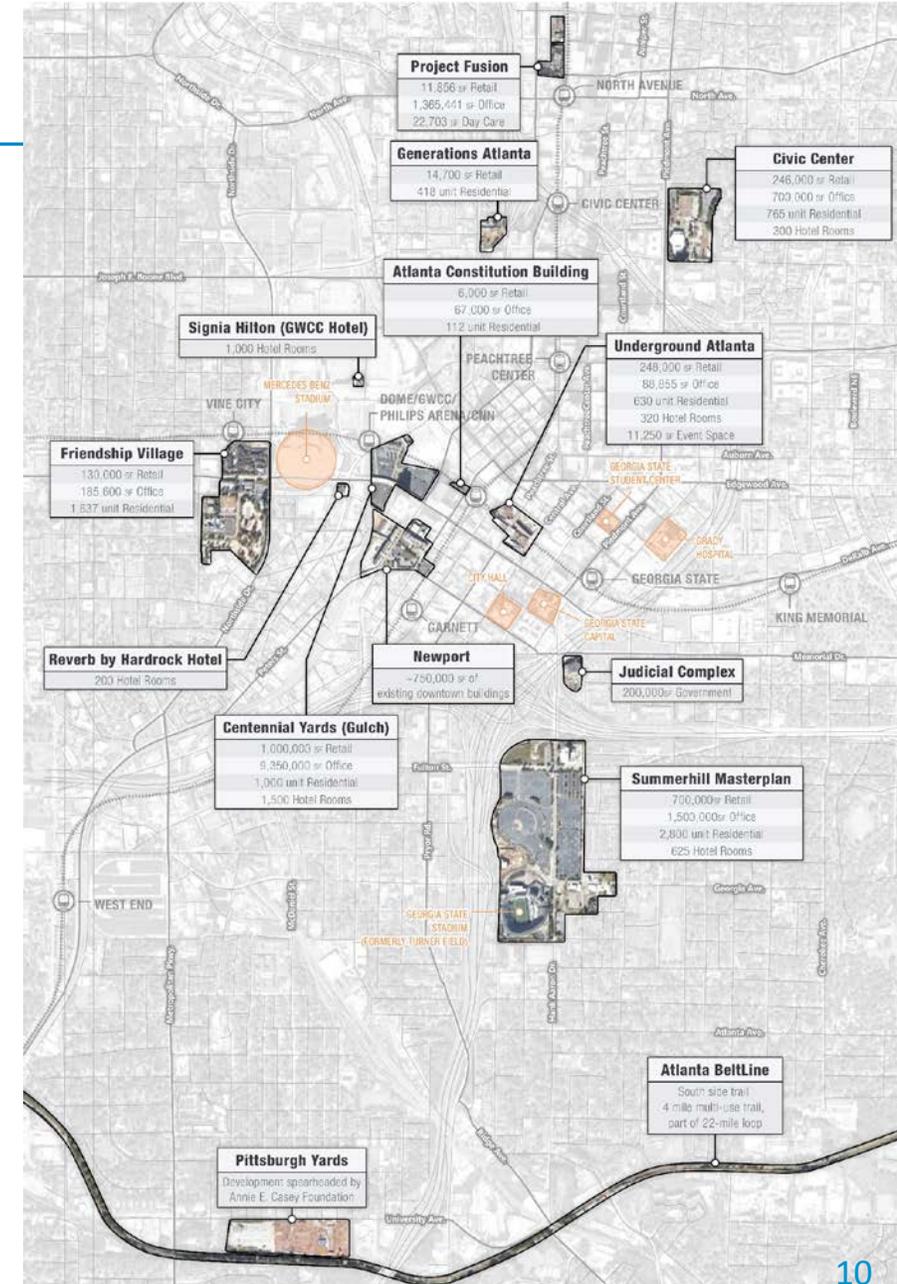
2015-2019 PERMITTING ACTIVITY

- Residential permit activity includes:
 - Renovations
 - Additions
 - New construction
- Residences are trip origins



TRIP GENERATORS

- Major developments are taking place in Summerhill, Peoplestown, South Downtown, and the Old Fourth Ward/Edgewood bringing an influx of residents and jobs
- GSU Stadium in active use beginning 2018; GSU convocation/event center announced 2019
- Residential and commercial developments including student housing, townhomes, eateries, and other amenities
- Southside Beltline interim trail, opened in 2019, provides east-west connection



SPECIAL EVENT TRAFFIC

- GSU Event Facilities
 - Stadium
 - Convocation Center
 - Baseball field
- Unrecognized Costs
 - Shuttle service
 - Police enforcement
 - Parking load



SO CLOSE BUT SO FAR



TRANSPORTATION EQUITY

- Competitive travel time
- High-quality transit
 - Frequent service
 - Reliable travel time
 - Convenient

Travel Time Hank Aaron @ Georgia Ave to:		 20-30 Min Frequency		 Miles
City Hall	3	17	22	0.9
Georgia State Station	5	19	23	1.3
Underground Atlanta	7	20	31	1.3
Garnett Station	6	24	29	1.4
Marquis One Tower at Peachtree Center	12	34	43	2.0
Bank of America Plaza at North Ave	12	31	57	3.1

PROJECT VISIBILITY

- Local
 - Set the bar for excellence in transit service
 - Realistic project costs
- Regional
 - Introducing BRT to surrounding jurisdictions
- Federal
 - One of two transit projects to receive TIGER funding (remaining were roadway)
 - Future federal grant funding based on performance



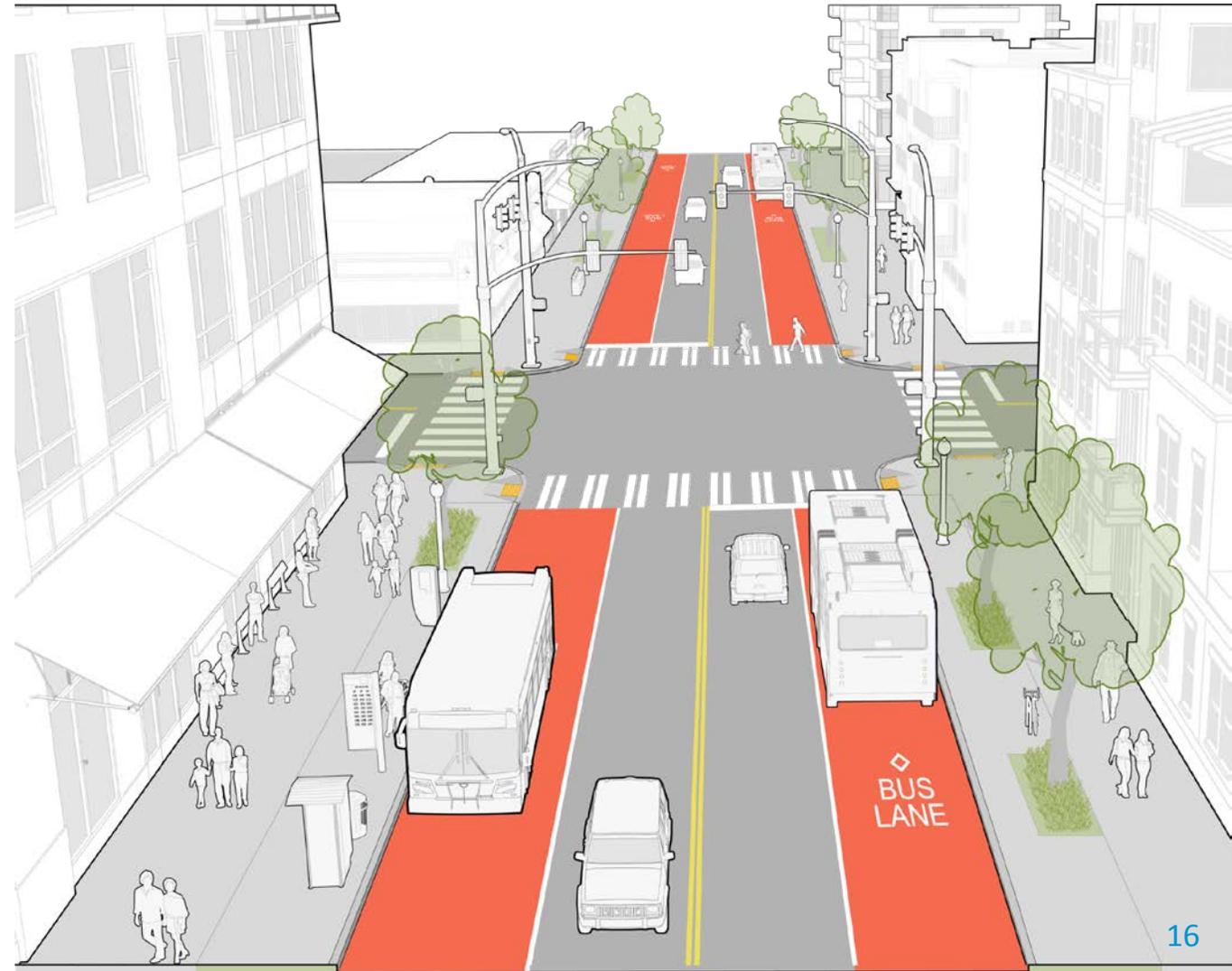
TIME CONSTRAINT

- Federal Deadlines:
 - Obligate funds by September 2020
 - Before the Feds can obligate funds:
 - Approval of route by Office of the Secretary of Transportation
 - Environmental clearance by Federal Transit Administration
 - TIGER Grant agreement approval by FTA
 - Operational by September 2024



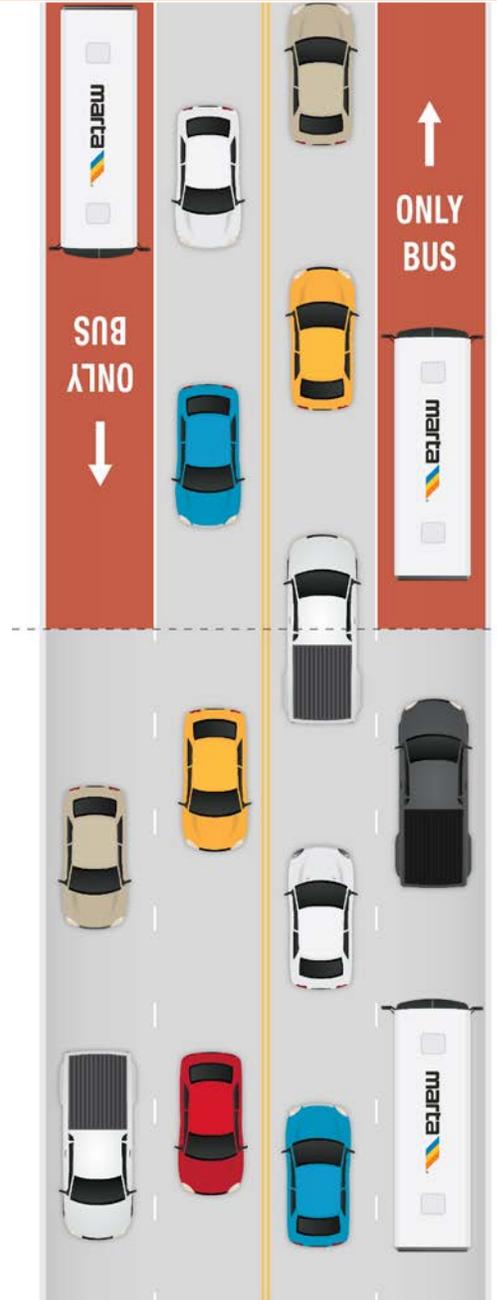
CONSTRUCTABILITY

- Physical roadway space constraints:
 - Availability of space for transit lanes
 - Existing traffic bottlenecks
 - One-way vs. two-way operations and possible conversions
- Environmental constraints:
 - Impacts to historic sites can trigger longer review time by FTA



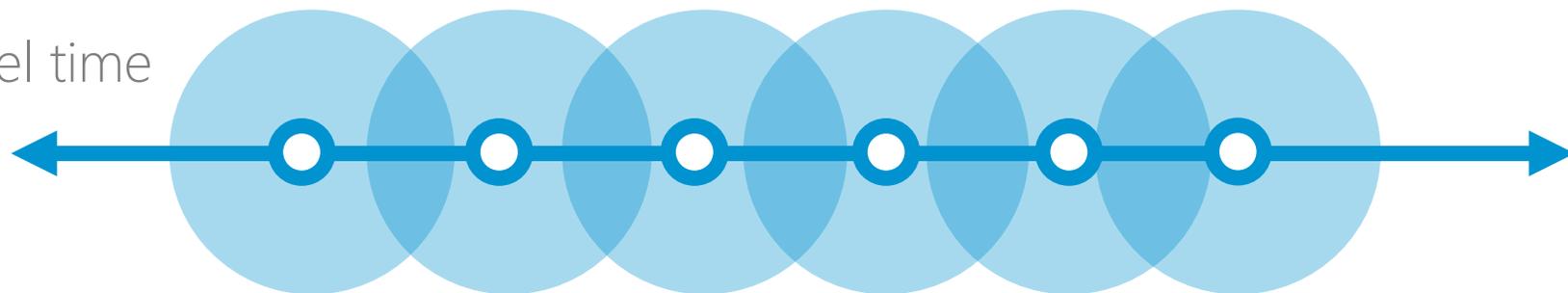
DEDICATED LANE VS CONSTRUCTABILITY

- Existing roadway conditions:
 - Narrow roadways/not enough lanes, restricts traffic flow
 - Undesirable pavement and drainage conditions
 - Limitations of “grid” – one-way vs two-way
- Consequences:
 - Inability to dedicate lanes = slower travel time
 - Requires more buses to maintain frequency
 - Less funding available to provide high quality transit

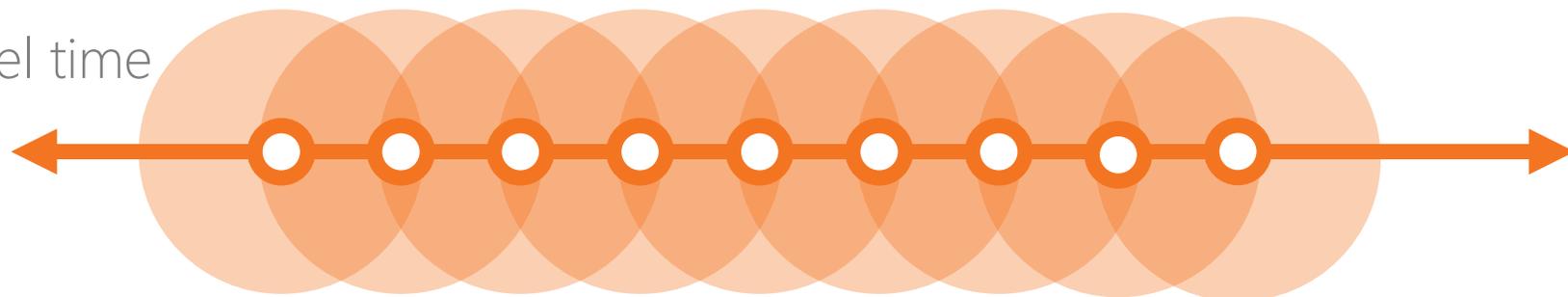


ACCESS VS TRAVEL TIME

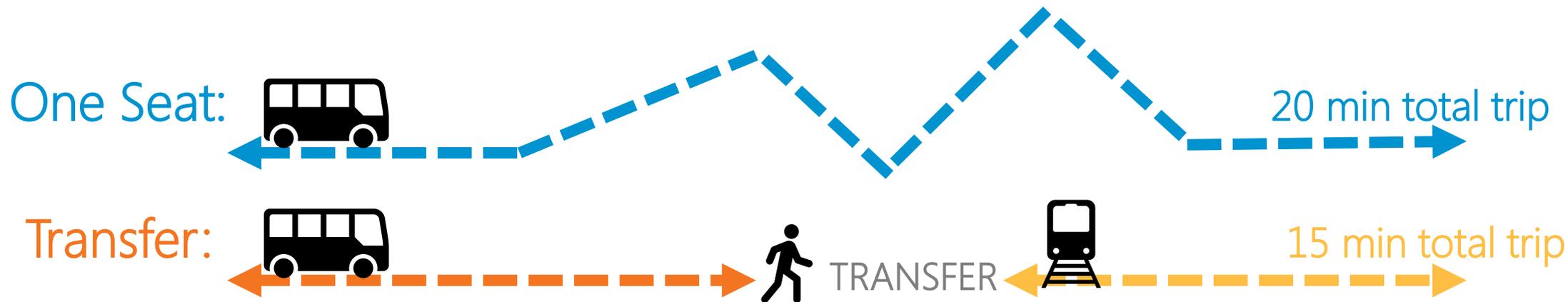
6 bus stops per mile
4 min. of travel time



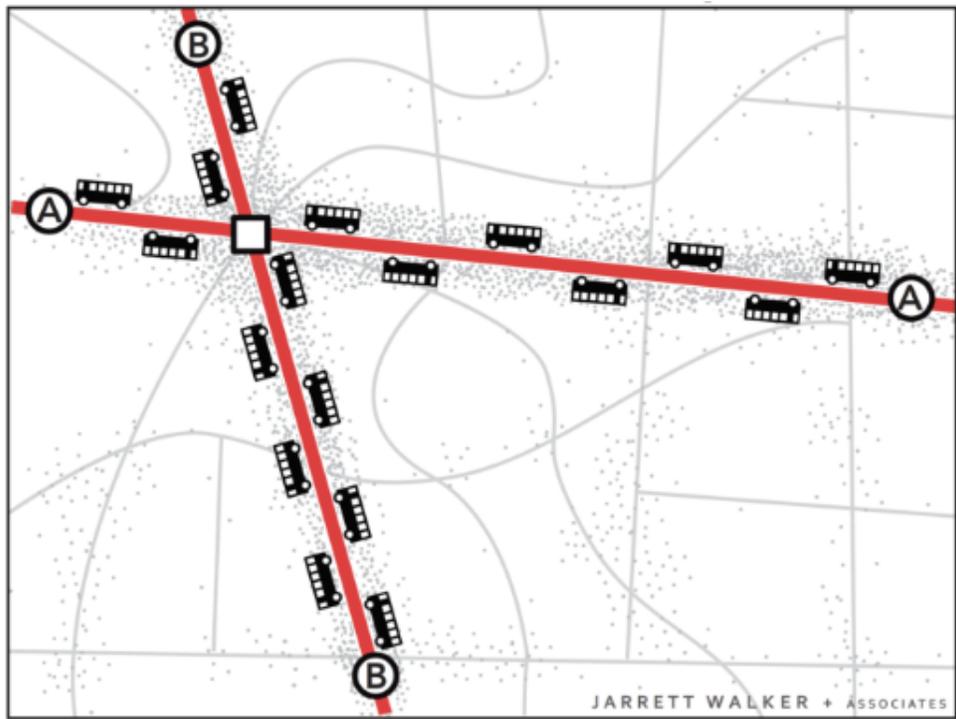
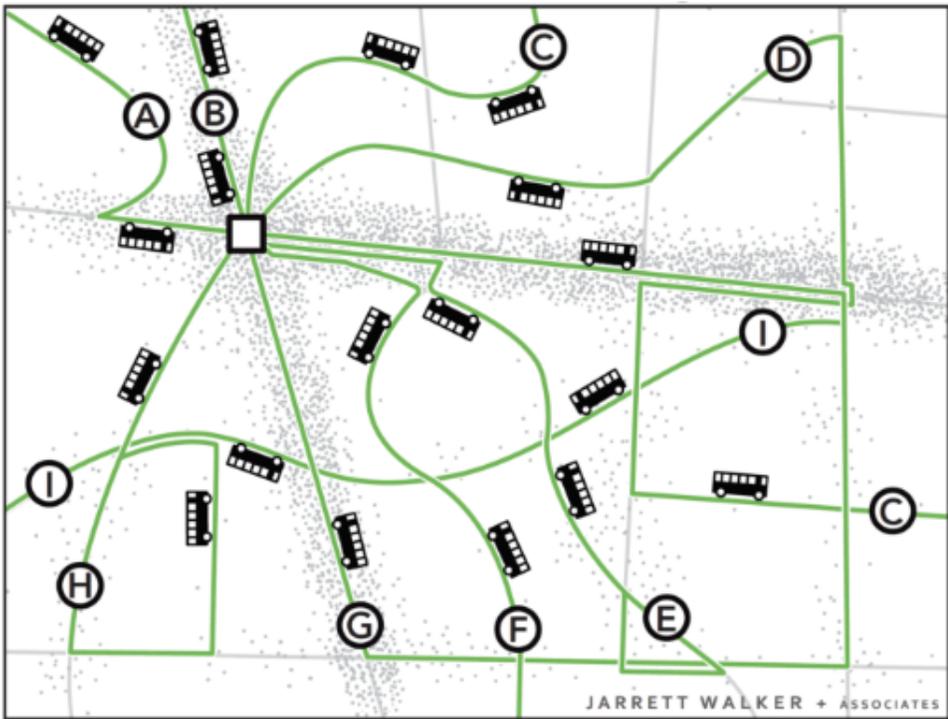
9 bus stops per mile
7 min. of travel time



ONE-SEAT RIDE VS TRAVEL TIME

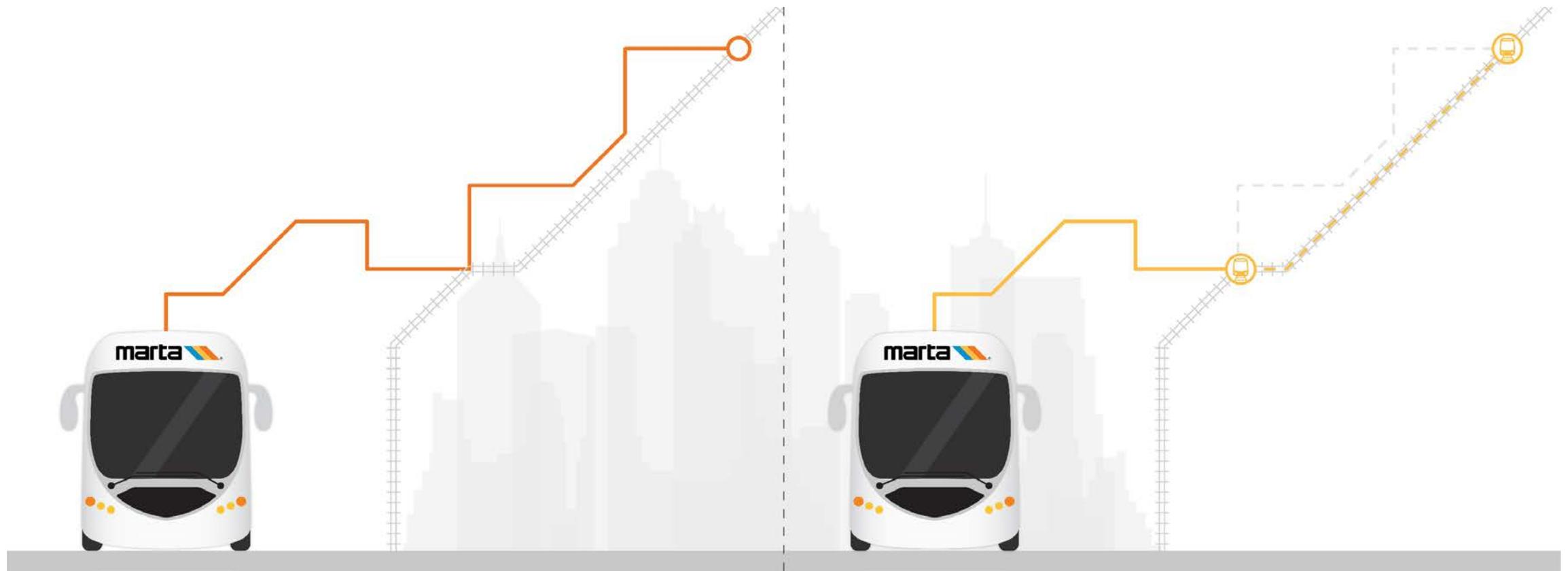


LOCAL TRIPS VS REGIONAL TRIPS

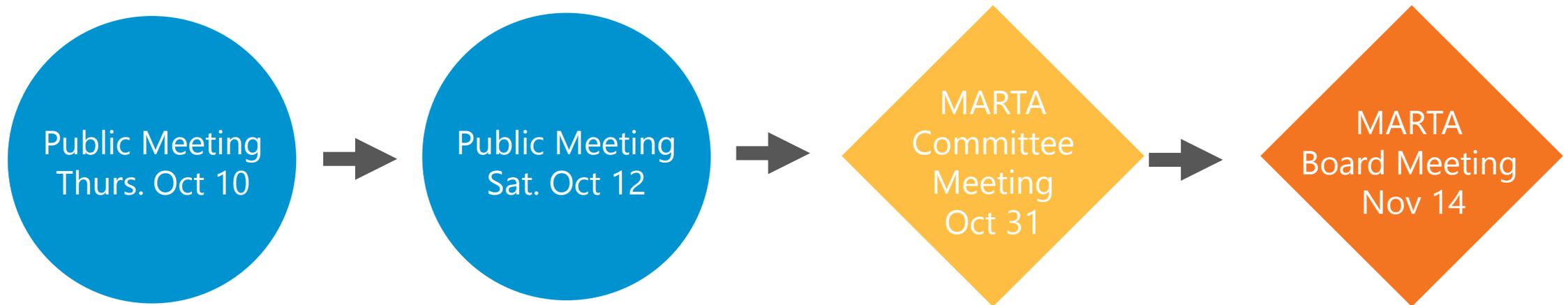


DISTANCE VS BUDGET

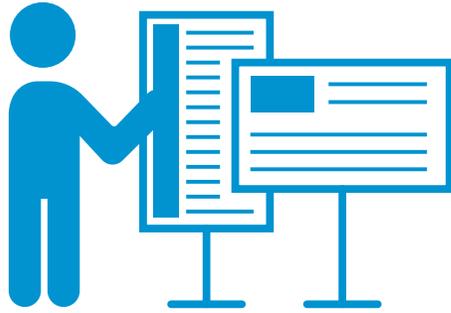
- Serving destinations already served by high-frequency service



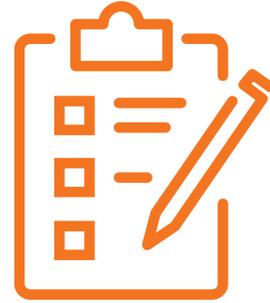
- Tradeoffs become project criteria, criteria will inform route
- Route will be submitted to MARTA as LPA (locally preferred alternative)
- Once FTA approves – project design would commence (estimate winter)



THANK YOU!



Walk around to each station, provide input, and ask questions



Give your input on tradeoffs and take the survey



View our project website
connectthecore.com