



Public Meeting #5

September 26, 2013

Today's Meeting Purpose

- Where We Are
- What We've Heard
- The Screening Process
- Q&A
- Where Do We Go From Here?

Early Scoping

- FTA recently updated the New Starts funding program, streamlining the environmental review process.
- Early Scoping is an optional community involvement step during the major planning phase of a transit project.
- Input and comments tonight will be considered as part of the Federal NEPA process, should MARTA prepare an EIS for FTA review.

FTA = Federal Transit Administration

NEPA = National Environmental Policy Act

EIS = Environmental Impact Statement



Purpose and 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
- Assessed land development over past decade
- Considered demographic changes in study area
- Advanced planning process from previous studies

Where We Are

Connect 400 Alternatives Analysis Schedule



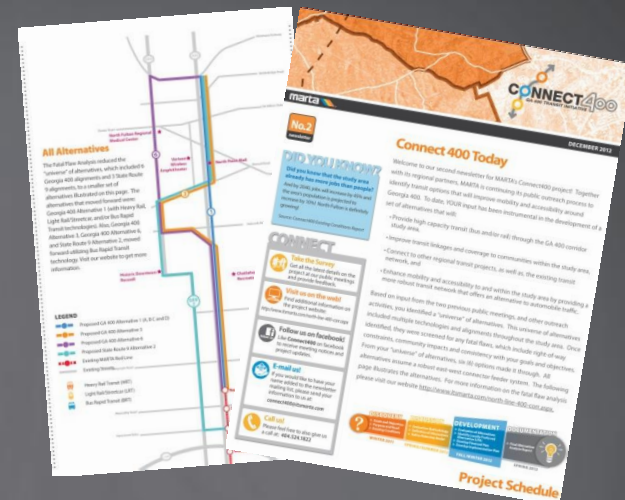
Federal Project Development Process

Project Development: Typically 6 – 12 years



What We've Heard

Outreach



Stakeholder Interviews Technical Advisory Committee Project Steering Committee

Public Meetings

Holiday/Winter Survey

- **Stakeholder:** 30 Meetings
- **TAC:** December 13, 2011; February 28, 2012, October 25, 2012
- **PSC:** January 18, 2012; March 22, 2012; November 14, 2012; February 26, 2013; May 9, 2013
- **2011:** December 13- Minority and Non-English Speaking Leadership Meeting
- **2012:** January 26; May 22; March 21; August 21-El Banco; August 30- North Fulton Chamber of Commerce Breakfast Forum
- **2013:** March 21

- December 12, 2012 to January 17, 2013
- 136 Respondents

General Themes

- Lack of transportation funding
- Need for 'last mile' circulation
- Need feeder system to 400 transit
- Need for transit-oriented development around the stations
- Desire to preserve visual aesthetic, including river buffers and tree buffers
- Phase transit improvements to build market/ ridership
- There is no 'reverse commute' on 400, both directions bad during peak hours
- Need to improve existing MARTA bus routes and add more
- Georgia 400 corridor is preferred alignment
- Community support for Heavy Rail Transit



The Screening Process

The Screening Process

12

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

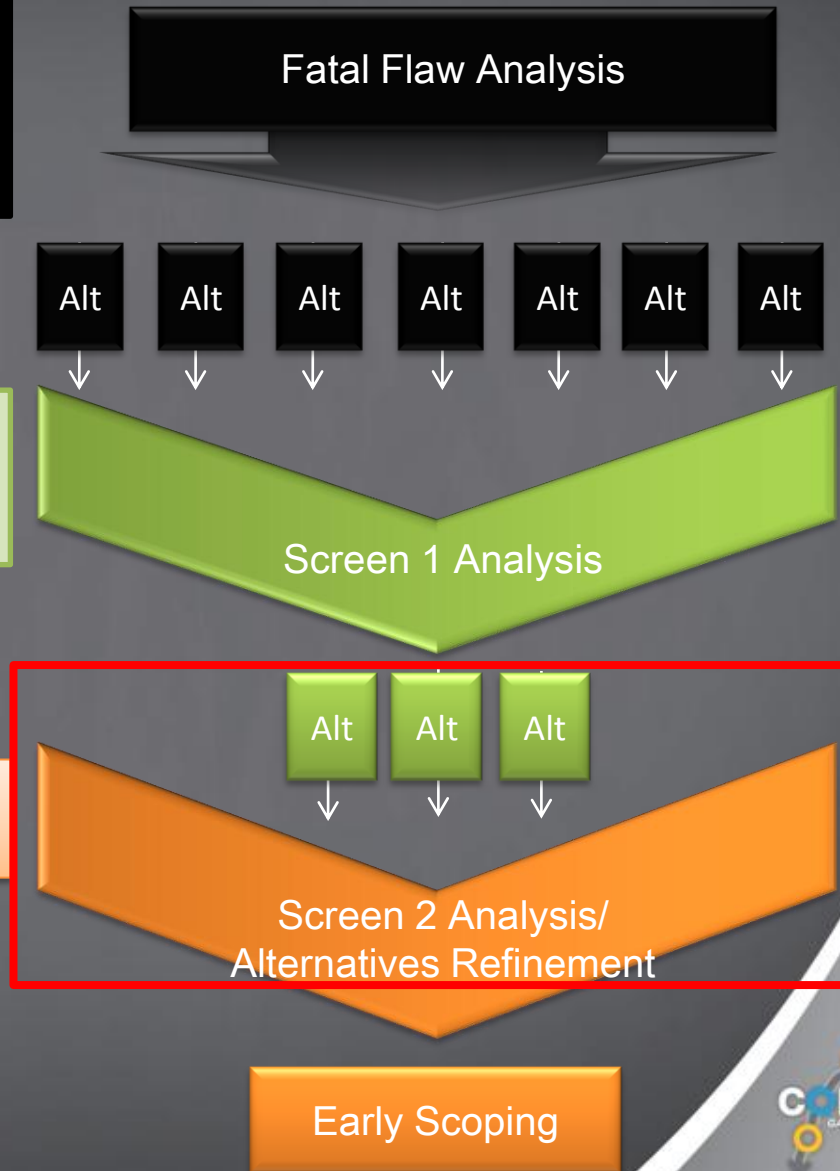
Screen 1 applies both quantitative & qualitative evaluation criteria to reduce the number of alternatives

Smaller set of alternatives advance into Screen 2

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

Screen 2 refines the alternatives

Recommendation to MARTA Board



Overview of Fatal Flaw Analysis

Step 1: Technology Assessment

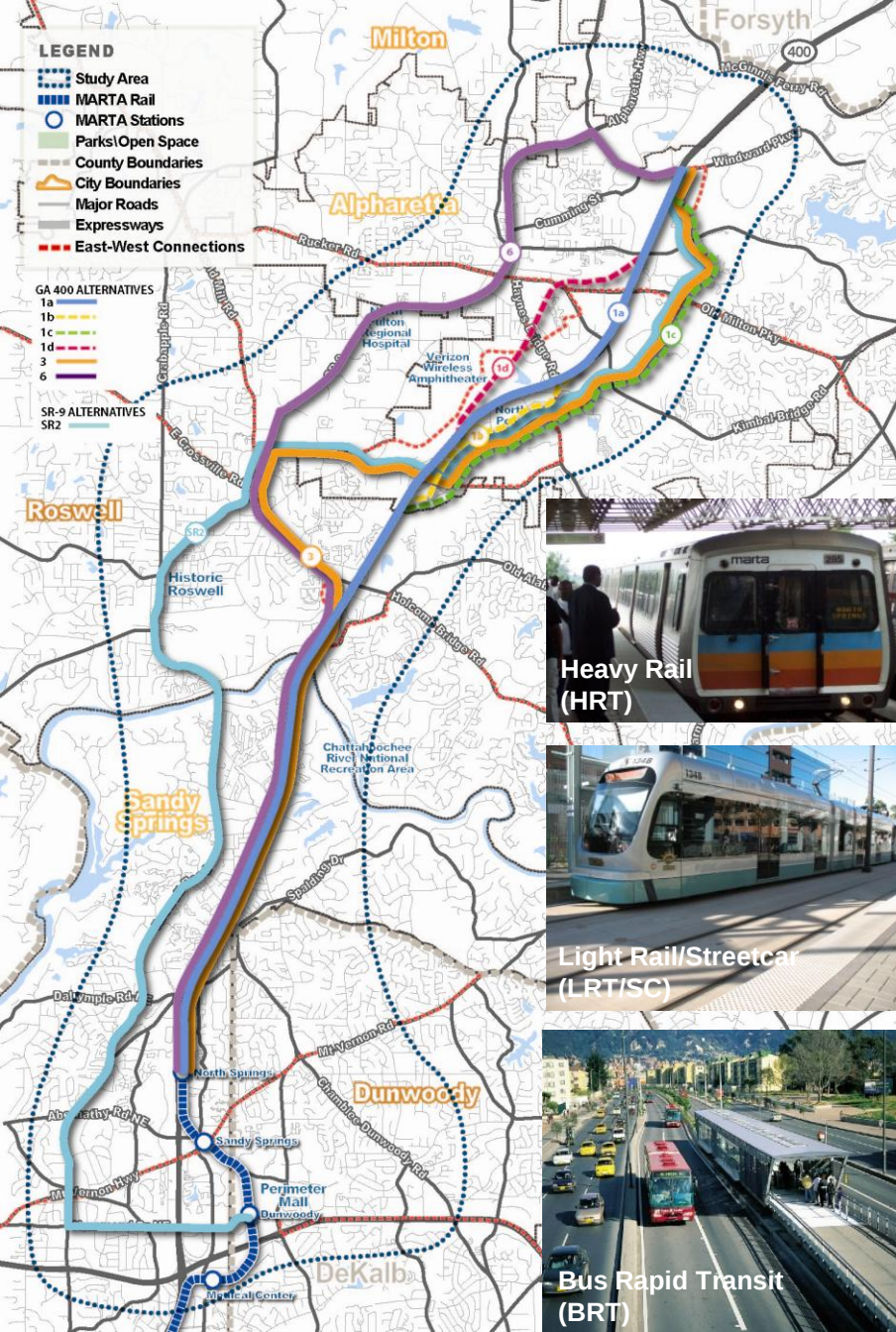
- Independent review of 6 modes
- Most appropriate - Bus Rapid Transit (BRT); Light Rail/Streetcar (LRT/SC); Heavy Rail (HRT)

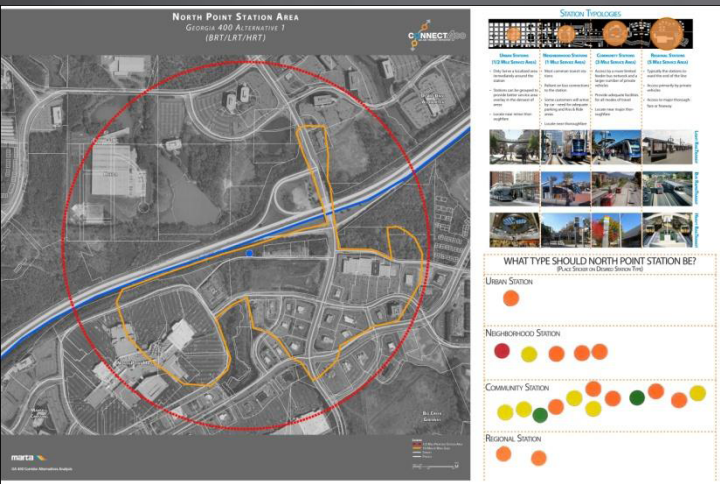
Step 2: Universe of Alternatives

- 3 modes + 9 alignments along GA 400 & SR 9

Step 3: Fatal Flaw Analysis

- Reduce 'universe' to a smaller set for Screen 1
- High-level based on purpose/need & constructability





Methodology/Assumptions

- ## Results

- Alignments adjacent to or within GA 400 right-of-way
 - Fewer potential impacts
 - More population and employment access
 - East/West feeder connections
- Heavy Rail Transit (HRT) was preferred due to speed and elimination of transfer
- Northridge rather Pitts location
- Windward Parkway - Regional Station
- Community Stations are preferred for:
 - Northridge, Holcomb Bridge, Mansell, North Point and Old Milton

Overview of Screen 2 Alternatives

Georgia 400 – 1 (A)

Alignment

- 11.9 miles Long
- North Springs Station – Windward via GA 400

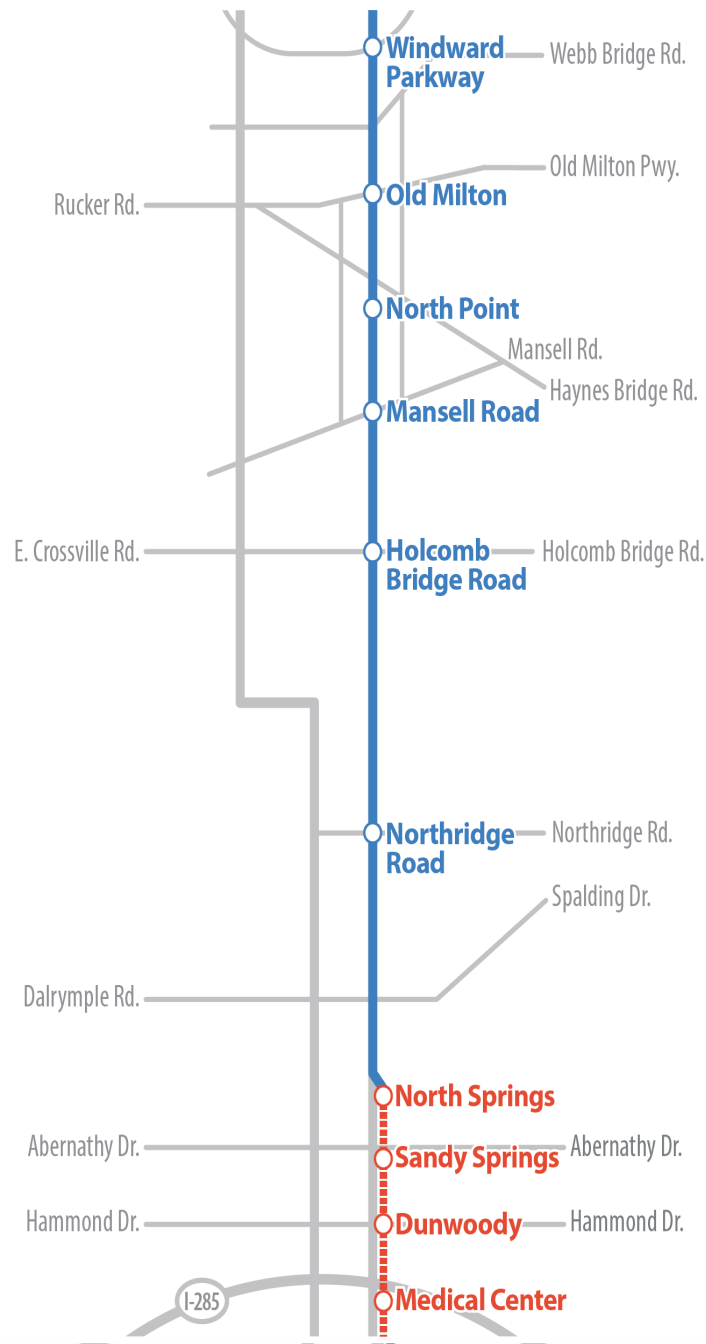
Transit Technology

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

Potential Stations

- Northridge
- Holcomb Bridge
- Mansell Road
- North Point
- Old Milton (LRT/BRT only)
- Windward Parkway

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



Evaluation of Alternatives

		Heavy Rail (HRT)	Light Rail (LRT)	Bus Rapid Transit (BRT)
Goal 1: Mobility & Access	New Riders by 2040	High	Medium	Low
	Daily Travel Time Savings	High	Medium	Low
	Annual Corridor Crash Reductions	High	Medium	Low
Goal 2: Land Use and Economic Development	Consistency with adopted local/regional plans/development potential	High	High	Medium
Goal 3: Cost-Effective Transit Service	Annual Estimated O&M Costs	Medium	Low	High
	Construction Capital Costs	Medium	Low	High
	Cost per Trip	Medium	Low	High
Goal 4: Minimize Environmental Impacts	Change in VMT	High	Medium	Low
	Reduction in Air Quality Pollutants	High	Medium	Low
	Noise Sensitive Land Uses	Low	Medium	High

Evaluation of Alternatives

Summary Results

- **Goal 1: Mobility & Access**

HRT provides higher ridership numbers, transit benefits and reductions in vehicular traffic

- **Goal 2: Land Use & Economic Development**

All three alternatives are relatively equal in supporting land use & economic development planning

- **Goal 3: Cost Effective Service**

BRT is much cheaper and cost-effective than the other alternatives

- **Goal 4: Environmental/Community Impact**

HRT presents least environmental impact, and most beneficial to reducing VMT and air pollutants



Benefits & Challenges



Benefits

- Reduction in commute times
- Reduction in vehicle miles traveled (VMT) and air pollutant emissions
- Reduction in vehicular crashes
- Increased employment
- Increased property values around station areas
- Reduced impact to environmental and community resources because the alignment utilizes GA 400 right of way



Challenges

- Encouraging higher density, less auto-oriented development
- Funding challenges for capital costs & system operations/maintenance



Where do we go from Here?

Questions or Feedback?

- What are your thoughts in general concerning the implementation of high capacity transit in the corridor?
- What technology options are most appropriate, and why?
- When phasing, what technology should be implemented first? Second?
- What east-west connection are most important?

Next Steps

- Continue community discussions
- Conduct statistically-valid survey
- Make recommendation to MARTA Board on how to proceed



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