CONNECT400

GA 400 TRANSIT INITIATIVE

Alternatives Analysis

PROJECT INITIATION PACKAGE

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Metropolitan Atlanta Rapid Transit Authority

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June 2013

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1.0 Project Overview

1.1 Description of the Study Area

The GA 400 corridor is the transportation spine of northern Fulton County, one of the fastest growing sub-regions in the Atlanta region. The GA 400 Corridor Alternatives Analysis (AA) addresses the travel market in a study area generally extending north along GA 400 from I-285 to the Fulton – Forsyth County boundary, a distance of approximately 15 miles. The study area is home to many large employers, including Perimeter Center in the southern portion of the corridor, one of the largest employment centers in the region. The study area, shown in Figure 1-1, centers on the GA 400 corridor and includes areas on either side of the highway.

The entire study area lies within Fulton and DeKalb Counties and includes all or portions of the Cities of Sandy Springs, Dunwoody, Roswell, Alpharetta, and Milton. Travel patterns in jurisdictions adjacent to the study area including the Cities of Atlanta, Johns Creek, and Mountain Park, as well as Gwinnett, Forsyth and Cobb Counties will be assessed.

1.2 Features of the Project

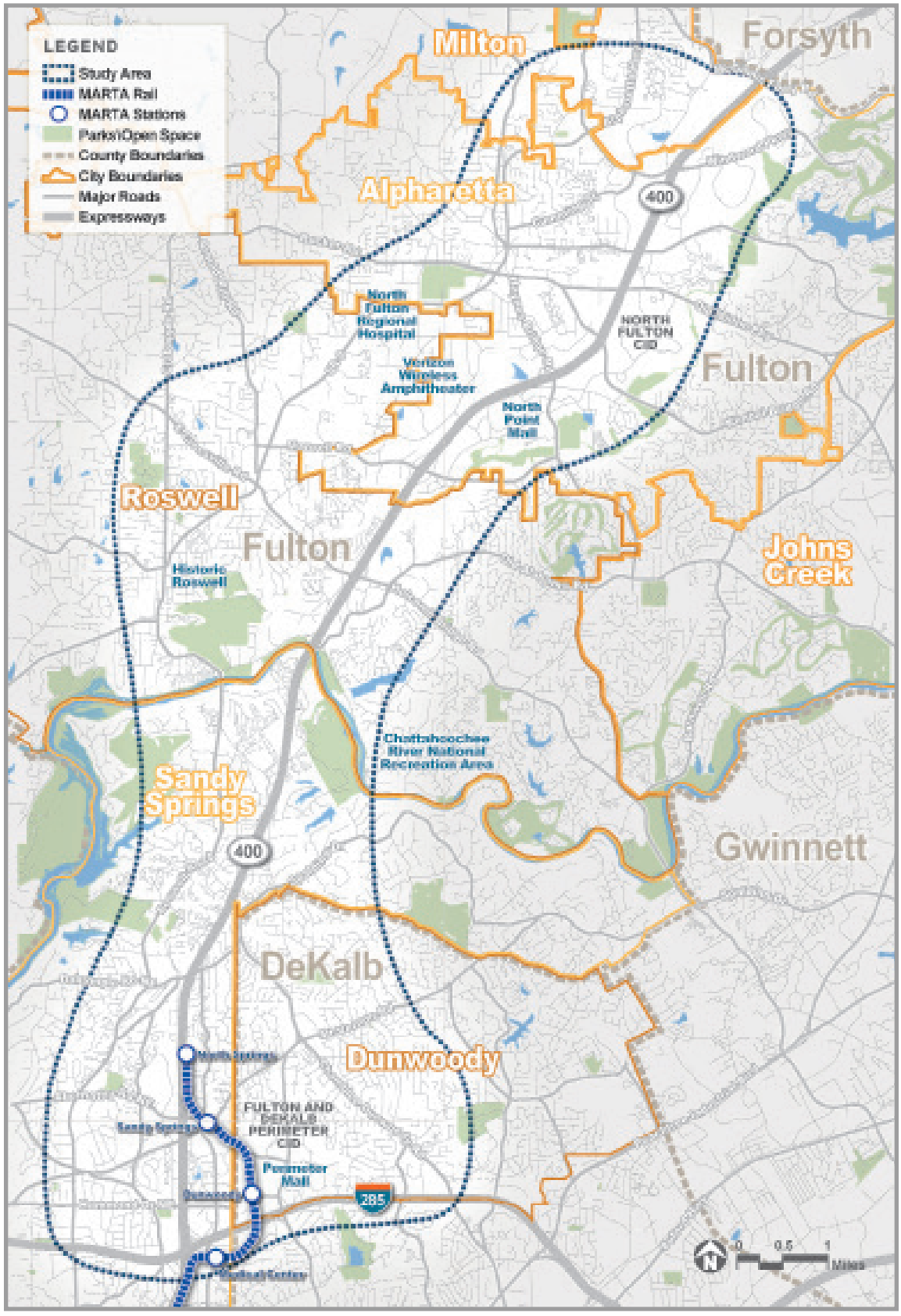
The GA 400 Corridor AA is being undertaken by the Metropolitan Atlanta Rapid Transit Authority (MARTA) to identify potential and feasible transit modal alternatives in the GA 400 corridor to address future travel demands. As discussed in more detail in the Conceptual Alternatives section of this document and fully in the Initial Transit Technology and Conceptual Alternatives Assessment, an assessment of transit technologies, listed below, considered for the study area was conducted and potential alignments have been identified.

The initial transit technology assessment considered the following:

- Bus
- Bus Rapid Transit (BRT)
- Light Rail Transit (LRT)/ STreetcar (SC)
- Heavy Rail Transit (HRT)
- Diesel Multiple Unit (DMU)
- Automated Guideway Transit (AGT)

Reviewing all reasonable technologies was an

Figure 1-1: GA 400 Corridor Study Area



unbiased, comprehensive approach that provided equal consideration to all types of transit investments. Of these technologies, BRT, LRT/SC, and HRT were identified as more appropriate for the GA 400 Corridor AA based on the factors of appropriate system capacity, costs, and operability.

Nine potential alignments generally following the roadway corridors of GA 400 and SR 9 were identified based on travel patterns, connectivity to destinations, and community input. To create the Universe of Alternatives that was the subject of a high-level fatal flaw analysis, BRT and LRT/SC technologies are proposed to serve all of these alignments while HRT is proposed only for four of the GA 400 alignments. The Universe of Alternatives is discussed in more detail in Section 4.3.

1.3 Previous Work Efforts in Corridor

Prior studies in the GA 400 study area indicated that the combination of land use patterns and limited transportation options contributed heavily to roadway congestion and increased demand on existing infrastructure.

- *The Atlanta Northside Strategy:* A Northern Metro Atlanta Suburbs Comprehensive Transit Feasibility Study is an on-going study being conducted by the Perimeter Center, North Fulton, Cumberland, and Town Center Community Improvement Districts (CIDs). The purpose of the study is to identify actions that will lead to the implementation of candidate transit projects linking the CIDs of North Fulton, Perimeter, Cumberland, and Town Center to each other and to the existing MARTA rail system. It also will consider connectivity to other regional transit improvements included in Concept 3.

- *Concept 3 Transit Vision,* adopted in 2008 by the ARC, is a vision plan that proposed LRT along GA 400. The Concept 3 vision also is incorporated into Plan 2040, the 2011 update of the Plan 2040 Regional Transportation Plan (RTP).

- *The North Line Transit-Oriented Development Study* (MARTA 2006) assessed the potential for transit-oriented development (TOD) and encouraged new development patterns in the GA 400 corridor.

- *The North Line Alternatives Analysis* (MARTA 2003) evaluated potential alternatives for a North Line extension in the GA 400 corridor. Ridership projections suggested that the study area was not suffeciently transit supportive, and future planning activities were redirected.

- The *Three Corridors Feasibility Study* (MARTA 1998) evaluated the potential for an expansion beyond the MARTA "Red Line" at North Springs. It examined three areas for potential heavy rail extensions and concluded that both the West (Blue Line) and North (Red Line) corridors were feasible alternatives for extending the MARTA heavy rail system.

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2.0 Problem Statement

The GA 400 study area is challenged by several development patterns typical of suburban areas:

- Low-density, single use land use patterns which require increased automobile use
- A fragmented and discontinuous roadway network
- A lack of transportation options.

The lack of transportation options results in a high proportion of trips being made on GA 400 and SR 9, the only north-south routes serving the study area. Further, a majority of the existing transit routes follow a similar north-south pattern, limiting mobility for citizens that require east-west movement to and through the study area.

Transportation-related problems caused by these conditions include:

- Roadway congestion coupled with a high dependence on automobile travel that has had an adverse impact on mobility.
- Roadway congestion is increasing. In 2010, only seven of the nineteen arterial roadways in the study area had a Volume-to-Capacity (V/C) ratio under 1.0. In 2040, the forecast is for only three to be under 1.0 and two to have a V/C ratio of 2.0.
- Transit travel times are significantly longer compared to auto travel times. According to the Atlanta Regional Commission (ARC), approximately two percent of the study area population uses transit for all trips, and according to the 2010 US Census, approximately four percent of the study area residents 16 years of age and older currently use transit to get to work.
- Travel demands are increasing as a result of employment and residential growth. Employment is forecast to grow from 95,100 jobs in the year 2009 to nearly 141,330 by the year 2040, a 49 percent increase. Forecasts predict the population to grow to 102,200 by the year 2040, a 10 percent increase over the year 2010 population.

These problems also contribute to, and interact with the following key issues:

- Constrained economic development as a consequence of increasing congestion,
- Delayed construction of transportation improvements throughout the region due to funding shortfalls, and
- Continued growth of vehicular traffic that negatively affects the study area's air quality.

2.1 Project Purpose

As developed through early coordination with the stakeholders, the purpose of the project currently is to provide reliable, convenient, efficient, and sustainable transit service in the GA 400 corridor by:

- Providing high capacity transit (bus and/or rail) through the GA 400 corridor study area,
- Improving transit linkages and coverage to communities within the study area, and
- Enhancing mobility and accessibility to and within the study area by providing a more robust transit network that offers an alternative to automobile travel.

2.2 Project Need

During evaluation of the mobility problem and travel conditions within the study area and through the public involvement process, the following themes emerged that reinforce the need for transportation improvements:

- Travel demand - Increased travel demand and traffic congestion is expected to result from:
    - o Population, employment, and household growth,
    - o Increases in the elderly population, and
    - o Increased percentages of minority and low-income residents and of transit dependent households in the study area
- Transit mobility - There is inadequate transit connectivity within the northern Fulton study area and between the study area and DeKalb, Gwinnett, and Cobb Counties and central Atlanta. In addition, east-west transit connectivity is inadequate. The limited routes across the Chattahoochee River contribute to the inadequate transit connectivity.
- Transit travel times - Transit travel times are not competitive with auto travel times due to the lack of express service; this is true for north-south trips within the study area and for trips with origins and destinations outside the study area. Transit and auto travel times cannot be compared for east-west trips as there is no east-west transit service.
- Economic development - Traffic congestion caused by insufficient transportation system capacity affects both personal travel and goods movement, which constrains economic development opportunities.
- Air quality - The continued growth of vehicular travel will negatively affect air quality in the study area and the region.

3.0 Evaluation Framework

3.1 Goals and Objectives

As part of the AA, a series of goals and objectives that the potential transit investment would fulfill were developed to address the mobility and accessibility challenges identified in the problem statement and the associated Purpose and Need Statement. These Goals and Objectives reflect input received from the public and the Project Steering Committee (PSC), which is the advisory committee established to guide the study process. The PSC comprises the Stakeholder Advisory Committee (SAC) and Technical Advisory Committee (TAC). The SAC includes key members of the community, elected officials, representatives from the CID, residents, and area employers to provide community insight and input on major project themes. The TAC is made up of representatives from state, local, and federal agencies that are responsible for providing input on the technical and policy framework. The Goals and Objectives of the GA 400 Corridor AA are presented in Table 3-1.

Table 3-1: GA 400 Corridor AA Goals and Objectives

Goal 1: Improve Mobility and Access	
Problems	Objectives
• Levels of roadway congestion are forecast to increase along the corridor • Transit mobility options are limited • Transit travel times are not competitive with auto travel times in the corridor • Travel demands are increasing	Improve transit access and connectivity to employment, education, residential, and activity centers within the study area and the region
	Increase transit ridership and capacity
	Improve transit travel times and reliability for all trip purposes
	Improve multimodal connections and access to the existing transit systems
Goal 2: Support Land Use and Economic Development Planning	
Problem	Objectives
• Economic development is constrained	Ensure consistency with land use plans of study area jurisdictions
	Support planned and potential economic development
	Provide opportunities for compact land development that supports transit ridership
Goal 3: Provide Cost-Effective Transit Service	
Problem	Objectives
• A funding shortfall slows the construction of transportation improvements=	Maximize operating and cost-efficiency[1]
	Match the transportation investment to the study area's level of travel demand
	Provide a cost-effective transit system
Goal 4: Minimize Environmental Impacts	
Problem	Objectives
• Continued growth of vehicular traffic will negatively affect the study area's environment	Avoid, minimize, and mitigate impacts to cultural, historic, and environmentally sensitive areas
	Avoid, minimize, and mitigate negative impacts on the surrounding community including parks

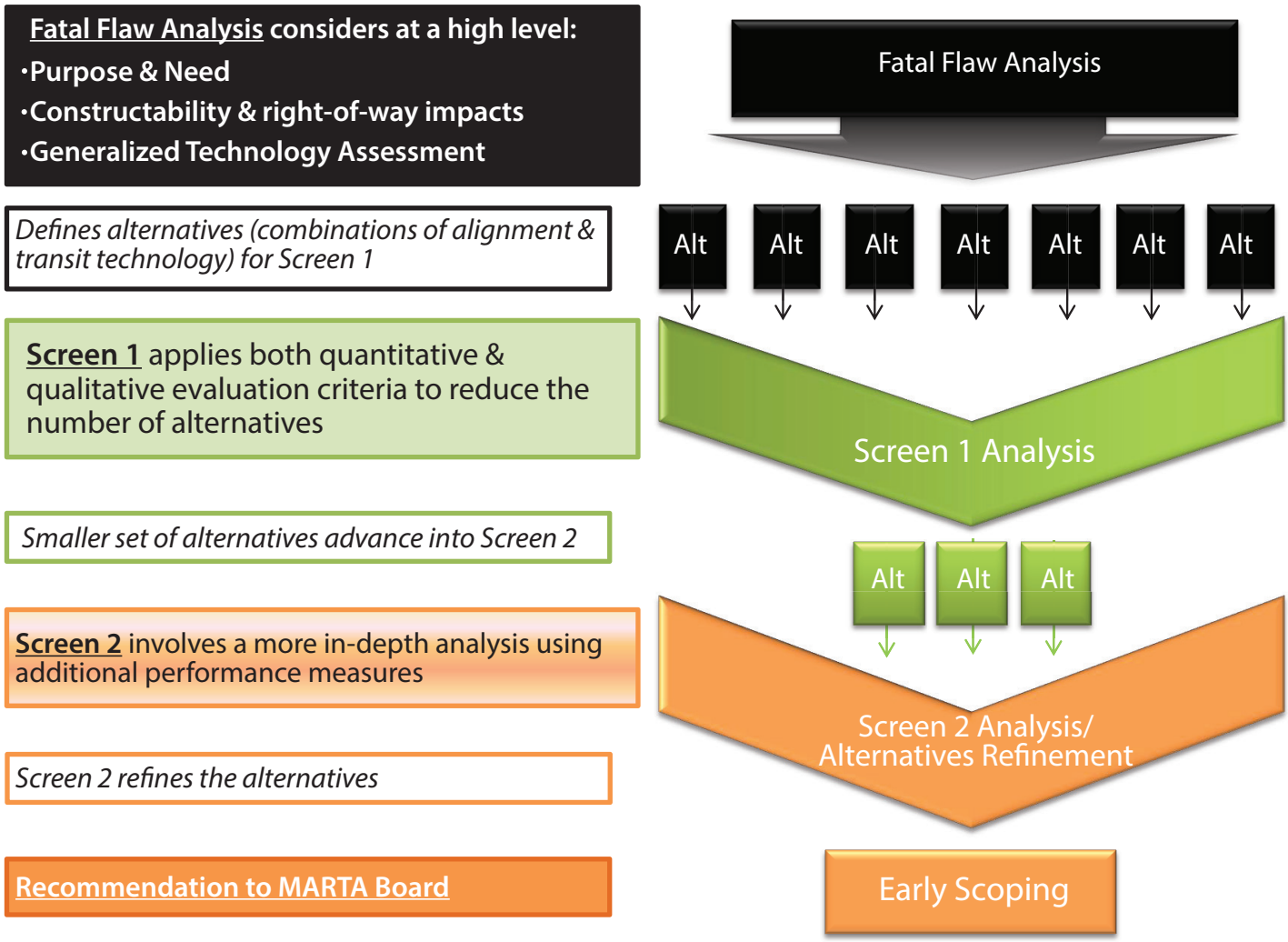
3.2 Evaluation Process

The evaluation framework defines and establishes the evaluation criteria and the measures necessary to assess the performance of transit alternatives in meeting the Purpose and Need. The framework utilizes the following three-level evaluation listed below and illustrated in Figure 3-1 to define and screen alternatives to identify a Locally Preferred Alternative (LPA):

- Fatal Flaw Analysis – to identify Build Alternatives to advance into Screen 1.
- Screen 1 – to identify Build Alternatives to advance into Screen 2
- Screen 2 – to identify the preferred alternative(s)

1 Maximize in this Objective refers to the optimization of operating and maintenance costs.

Figure 3-1: Three Step Evaluation Process



Note: The graphic above is illustrative in nature and the actual number of alternatives to be carried forward through each stage of screening is dependent on analysis results

The three-step evaluation process is generally characterized by the application of an increasingly detailed and comprehensive set of performance measures to a decreasing number of alternatives. Each step in the evaluation process focuses the analysis on progressively fewer alternatives with higher levels of scrutiny. In addition, the Build Alternatives are compared not only to each other but also to the No-Build Alternative, which provides the benchmark for establishing the travel benefits, environmental impacts of the alternatives and the cost-effectiveness of the alternatives. For additional details on the screening process, evaluation criteria, and the associated measures, refer to the Evaluation Framework Report (August 2012).

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4.0 Development of Conceptual Alternatives

4.1 Community Input

A key component in the identification of transportation improvement options was the consideration of input received from the community. Early in the study, the project team worked to identify those individuals that hold a strong interest in the outcome of the study. These individuals, or project stakeholders, included the large business and employer base within the study area along with established residential communities. Project stakeholders were invited to represent various audiences and target groups throughout the public engagement process. Stakeholders that have participated in the public engagement activities include: the PSC, TAC, SAC, elected officials, partnering agencies, residents, area employers, and special populations, such as those traditionally underserved by transportation (ethnic, minority, or low income populations; people with disabilities).

The project team created a variety of ways for stakeholders to learn about the project and influence its outcomes. Stakeholder input has influenced the definition of the study area, alternatives considered, Purpose and Need, Goals and Objectives, and, ultimately, the selection of the final alternatives. The public engagement program has included the following activities: public meetings and workshops, meetings with the PSC, TAC, and SAC, stakeholder interviews, newsletters, and a project website. There have been three TAC meetings, five PSC meetings, and four public outreach efforts. From the beginning of the project to the present, feedback from project stakeholders has provided the foundation for consensus on the project.

4.2 Modes under Consideration

As presented in the Overview of this plan, the modes assessed include Bus, BRT, LRT/SC, HRT, DMU, and AGT. The modes that were identified as most appropriate for the GA 400 Corridor AA were BRT, LRT/SC, and HRT were based on the following criteria:

- ***Appropriate system capacity:*** The technology should be reliable and proven in urban and suburban settings throughout the country. The technology was considered appropriate based on the number of active applications, especially those in urban settings, and the corresponding

records for maintenance and reliability.

- ***Proven revenue service:*** The technology should be reliable and proven in urban and suburban settings throughout the country. The technology was considered appropriate based on the number of active applications, especially those in urban settings, and the corresponding records for maintenance and reliability.
- ***Relative capital costs per mile:*** The technology should not be cost prohibitive. This measure identified the overall capital costs per mile of constructing and implementing a technology. This measure was based on average costs per mile in other urban applications since specific cost estimates were not calculated in this initial assessment.
- ***Appropriate system operability:*** The technology should be adaptable to a variety of operating environments including requirements for grade or right-of-way (ROW) separation, system extension, and connection to other modes. Speeds were considered in terms of the ability to provide reliable and convenient service.
- ***Compatibility with existing and planned MARTA system:*** The technology should be compatible with existing transit infrastructure and planned transit projects in the region.

4.3 Termini and General Alignments

The Universe of Alternatives, listed in Table 4-1, was developed through community input after consideration of a wide variety of geographic alignments and transit technologies. They were refined and supplemented by additional alternatives based on evaluation of travel patterns and connectivity to destinations. Logical termini were established based on land use and connectivity, particularly the integration with the existing transportation and transit systems. Windward Parkway, the northern most interchange on GA 400 within the MARTA service area and an access point for employment centers, was chosen as the northern logical terminus. The existing North Springs, Dunwoody, and Sandy Springs MARTA Stations were chosen as potential southern logical termini.

GA 400 is the primary north-south facility in the study area. It carries a substantial number of the trips to and from the employment centers and residential communities in northern Fulton County as well as Forsyth County, and provides the most direct connection to central Atlanta via the North Springs MARTA Station. Six alternatives along the GA 400 corridor have been identified and are shown on Figure 4-1.

Parallel to GA 400, SR 9 is the only alternative north-south facility in the study area. SR 9 is vital for both local and commuter traffic because it provides access to the downtown areas of Sandy Springs, Roswell and Alpharetta. Three alternatives along the SR 9 corridor were identified for evaluation and are shown on Figure 4-2. Based on the initial feedback from the community and recommendations from the MARTA Engineering staff, an HRT option along SR 9 and SR 140 was removed from further consideration due to significant constructability issues and ROW impacts.

In addition, several east-west alignment connections were considered jointly with the north-south alternatives along the GA 400 and SR 9 as a comprehensive and multi-level approach to developing transit solutions in the study area. Other alignments may be considered for complementary transit service to destinations within the study area. It is important to note that many of these alignments have been studied previously or designated as potential transit routes in Concept 3. Most of the cross corridor alignments extend outside the study area, and thus, would require multi-jurisdictional cooperation. However, they will be evaluated as part of an overall system.

Table 4-1: Universe of Alternatives

Corridor	Alignment Name	Alignment Description	Technology
GA 400	GA 400 - 1	North Springs MARTA Station - GA 400 - Windward Parkway	BRT
			LRT/SC
			HRT
	GA 400 - 2	North Springs MARTA Station - GA 400 - Mansell Road - North Point Parkway - Haynes Bridge Road - GA 400 - Windward Parkway	BRT
			LRT/SC
			HRT
	GA 400 - 3	North Springs MARTA Station - GA 400 - Holcomb Bridge Road - SR 9 - Mansell Road - North Point Parkway - Windward Parkway	BRT
			LRT/SC
	GA 400 - 4	North Springs MARTA Station - GA 400 - Holcomb Bridge Road	BRT
			LRT/SC
			HRT
	GA 400 - 5	North Springs MARTA Station - GA 400 - Mansell Road - North Point Parkway - Windward Parkway	BRT
			LRT/SC
			HRT
	GA 400 - 6	North Springs MARTA Station - GA 400 - Holcomb Bridge Road - SR 9 - Windward Parkway	BRT
			LRT/SC
SR 9	SR 9 - 1	Sandy Springs MARTA Station - Mt Vernon Highway - SR 9 - Windward Parkway	BRT
			LRT/SC
	SR 9 - 2	Dunwoody MARTA Station (potential tie into Revive 285) - Hammond Drive- SR 9 - Mansell Road - North Point Parkway - Windward Parkway	BRT
			LRT/SC
	SR 9 - 3	Sandy Springs MARTA Station - Mt Vernon Highway - Chamblee Dunwoody Road - Pitts Road - SR 9 - Windward Parkway	BRT
			LRT/SC

Figure 4-1: GA 400 Alternatives

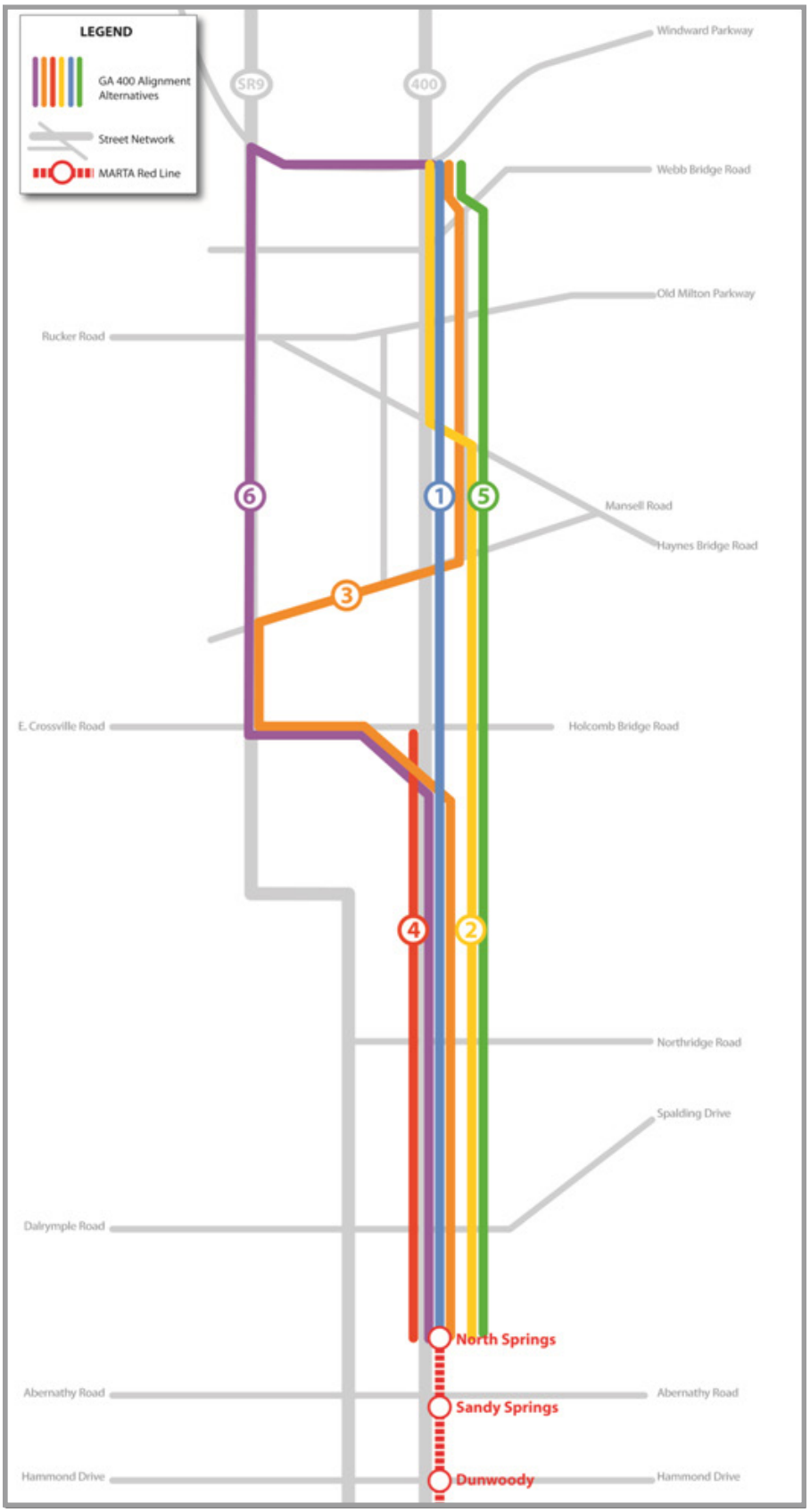
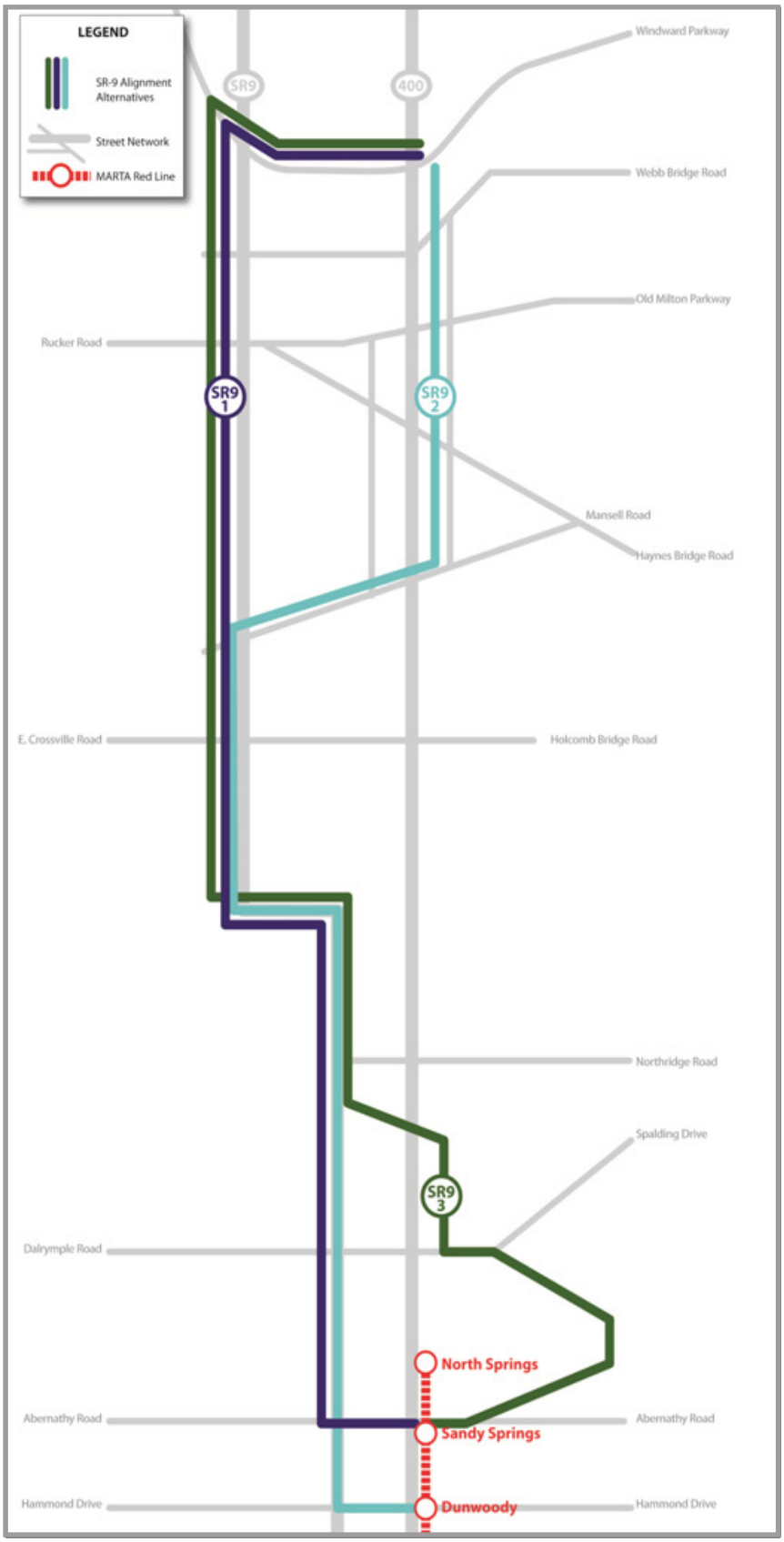


Figure 4-2:
SR 9
Alternatives



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5.0 Evaluation of Alternatives

5.0 Evaluation of Alternatives

The three level evaluation, Fatal Flaw Analysis, Screen 1 and Screen 2, as illustrated in Figure 3-1, utilized the performance measures that addressed each of the goals and objectives developed for the project. They are presented in Table 5-1 GA 400 Corridor Alternatives Analysis: Evaluation Framework Matrix. The columns to the right indicate the increasingly detailed and comprehensive set of performance measures applied to each level.

5.1 Fatal Flaw Analysis

The Universe of Alternatives, listed in Table 1-1, was developed based on possible combinations of reasonable transit technologies with geographic alignments identified by the stakeholders and project team. Therefore, the HRT option was considered only for the alignments of GA 400-1, -2, - 4 and -5. The fatal flaw analysis intended to reduce the Universe of Alternatives to a manageable number of Build Alternatives to advance into Screen 1. The following assumptions, based on stakeholder interviews, field reconnaissance, and aerial photography were used to guide the fatal flaw analysis to assess which alternatives met the Purpose and Need of the project and overall constructability:

- ***Transit along the GA 400 corridor*** would operate in an exclusive guideway within Georgia Department of Transportation (GDOT) ROW designated for transit according to the resolution of the State Transportation Board on the Managed Lane, regardless of mode. Further, the BRT alternatives could operate in other lanes given the level of investment to be investigated in a later step.
- ***Transit along SR 9 and other arterial roadways*** would not include the HRT option due to major issues associated with constructability and community impacts that would make implementing an HRT system cost-prohibitive. BRT and LRT would operate at the same level of service/capacity using dedicated lanes where possible.
- ***Transit along the east-west connections*** will be a major component of the Build Alternatives, and can range from enhanced bus service to circulator shuttles that support and complement the high capacity transit service.

The GA 400 alternatives generally scored high in terms of their ability to provide high capacity transit and scored moderately with regard to transit access. While minimal engineering constraints and ROW impacts are foreseen in segments within the GDOT ROW, significant capital costs are

anticipated with constructing dedicated transit facilities and systems including potential grade separations required at existing interchanges. The SR 9 alternatives would not have the ability to provide high capacity service to the extent possible by the GA 400 alternatives but would serve the highest number of activity centers.

Table 5-1: GA 400 Corridor Analysis: Evaluation Framework Matrix

Transportation Challenges	Evaluation Framework					
	Goals and Objectives	Evaluation Criteria	Performance Measures	Fatal Flaw	Screen 1	Screen 2
Goal 1: Improve Mobility and Access						
Levels of roadway congestion are forecasted to increase along the corridor. Transit mobility options are limited. Transit travel times are not competitive with auto travel times in the corridor. Travel demands are increasing.	Increase north-south and east-west transportation capacity	Mobility	Total daily project transit boardings			X
			New transit riders			X
			Number of transfers per linked trip			X
	Increase transit ridership		Total passengers miles			X
			Potential impacts to roadway capacity	X	X	X
			Annual corridor crash reductions			X
	Improve transit travel times and reliability for all trip purposes	Travel Times	Transit travel time savings			X
			Differences in transit and auto travel times between various origins and destinations in the study area			X
	Improve transit access and connectivity to employment, education, residential, and activity centers within the study area and the region	Accessibility and Connnectivity	Projected population, household, and employment within a 10 minute walk and drive of stations		X	X
			Major trip generators/activity centers within a 10 minute walk and drive of stations	X	X	X
			Low-income, minority, elderly and zero-car populations/households within a 10 minute walk of stations		X	X
	Improve multimodal connections and access to the existing transit systems		Interface with existing transit and future Concept 3 rapid transit service		X	X
			Maximize walking and bicycling accessibility to stations			X
Goal 2: Support Land Use and Economic Development Planning						
Economic development is constrained.	Ensure consistency with land use plans of study area jurisdictions	Land Use and Development	Consistency with adopted local and regional plans		X	X
	Support planned and potential economic development		Acres of land with economic development incentives within ½ mile of stations			X
	Provide opportunities for compact land development that supports transit ridership	Potential for TOD	Projected population and employment densities within ½ mile of stations		X	X
			Acres of transit-supportive future land uses and zoning within ½ mile of stations		X	X
			Acres of vacant or underutilized land within ½ mile of stations			X

Table 5-1: GA 400 Corridor Analysis: Evaluation Framework Matrix (continued)

Transportation Challenges	Evaluation Framework					
	Goals and Objectives	Evaluation Criteria	Performance Measures		Screen 1	Screen 2
	Goal 3: Provide Cost-Effective Transit Service					
There is a funding shortfall to construct transportation improvements	Maximize operating and cost-efficiency	Costs	Annual Operations and Maintenance (O&M) Costs		X	X
	Match the transportation investment to the study area's level of travel demand		Construction Capital Costs	X	X	X
			Right of Way Costs	X		X
	Provide a cost-effective transit system	Cost Effectiveness	Cost Effectiveness Index (incremental costs divided by transportation system user benefit)			X
			Incremental cost per new rider			X
	Goal 4: Minimize Environmental Impacts					
Continued growth of vehicular travel will negatively affect the study area's environment.	Avoid, minimize, and mitigate impact to cultural, historic, and environmentally sensitive areas	Environmental Quality	Acres of potentially impacted wetlands and waterbodies within 500 feet of alignments and ½ mile of stations		X	X
			Number of potentially impacted historic resources within 500 feet of alignments and ½ mile of stations		X	X
			Acres of noise sensitive land uses within 700 (HRT), 350 (LRT), or 200 (BRT) feet of alignments			X
			Number of contaminated and hazardous material sites within ¼ mile of alignments			X
		Air Quality	Change in Vehicle Miles Traveled (VMT)			X
			Change in daily emissions of air quality pollutants (CO, NOx, PM2.5, PM10)			X
	Avoid, minimize, and mitigate negative impacts on the surrounding community including parks	Community Impact	Low-income, minority, elderly and zero-car populations/households within 500 feet of alignments			X
			Estimated community impacts/disruptions and number of displacements	X	X	X

5.2 Screen 1

The TAC convened on October 25, 2012 to review the findings of the Fatal Flaw analysis and establish consensus on the alternatives to advance to Screen 1. TAC comments reflected the following:

- All modes are appropriate for fixed guideway transit along the GA 400 corridor and should be further analyzed in Screen 1.
- The BRT option is the most appropriate for SR 9 and other major arterials.
- All rail options on SR 9 should be eliminated due to significant engineering constraints, major ROW impacts, disruptions to established communities, and constructability issues.
- An alignment along Abernathy Road should be replaced by one on Mount Vernon Highway and Hammond Drive that provides access to downtown Sandy Springs.
- An alignment option with a potential station at Encore Parkway should be considered.
- A systems-approach should be used when developing the operating plans for the hierarchy of transit alternatives.

Table 5-2 lists the alternatives that were advance to and analyzed in Screen 1. They are shown in Figure 5-1. .

The goal of Screen 1 was to identify up to three alternatives to advance to Screen 2 using a three step process:

1. Evaluate the alternatives in Screen 1 by applying the Performance Measures in Table 5-1 to each alternative;
2. Present the alternatives to the public for comment; and
3. Identify the Screen 2 alternatives after consideration of the findings of the preceding steps.

The first step resulted in the GA 400-1A with all three mode options and GA 400-3 emerging as the alternatives for advancement to Screen 2. Steps 2 and 3 resulted in GA 400-1A, with all three mode options, being chosen as the alternatives suitable for advancement to Screen 2.

5.3 Screen 2

After consideration of the findings of the first and second steps, the three mode alternatives (BRT, LRT, and HRT) for GA 400-1A were advanced to Screen 2 for further evaluation. These alternatives each have the same general alignment, following GA 400 from North Springs to Windward Parkway. Both LRT and BRT alternatives have six stations proposed at : Northridge, Holcomb Bridge, Mansell Road, North Point Mall, Old Milton, and Windward Parkway. The HRT alternative is similar, however, it does not include the Old Milton station.

Options GA 400-1B, C, and D also will be considered as potential connectivity alternatives during Screen 2. These alternatives are shown on Figure 5-2. The outcome of Screen 2 will be the recommendation of the LPA.

Table 5-2: Build Alternatives for Screen 1

Corridor	Alignment Name	Alignment Description	Technology
GA 400	GA 400 - 1[1]	North Springs MARTA Station - GA 400 - Windward Parkway with the following design options between Mansell Road and Windward Parkway: • A – GA 400 • B – Mansell Road - North Point Parkway – Haynes Bridge Road - GA 400 • C –Mansell Road - North Point Parkway	BRT LRT/SC HRT
	GA 400 - 3	North Springs MARTA Station - GA 400 - Holcomb Bridge Road - SR 9 - Mansell Road - North Point Parkway - Windward Parkway	BRT
	GA 400 - 6	North Springs MARTA Station - GA 400 - Holcomb Bridge Road - SR 9 - Windward Parkway	BRT
SR 9	SR 9 - 2	Dunwoody MARTA Station (potential tie into revive 285) - Hammond Drive- SR 9 - Mansell Road - North Point Parkway - Windward Parkway	BRT

[1] Under GA 400-1, only option A, the base case was evaluated in Screen 1. Options B, C, and D of GA 400-1, also listed in Table 5-2, are connectivity options that will be evaluated during subsequent phases of the project if GA 400-1 is advanced

Figure 5-1: Alternatives Advanced to Screen 1

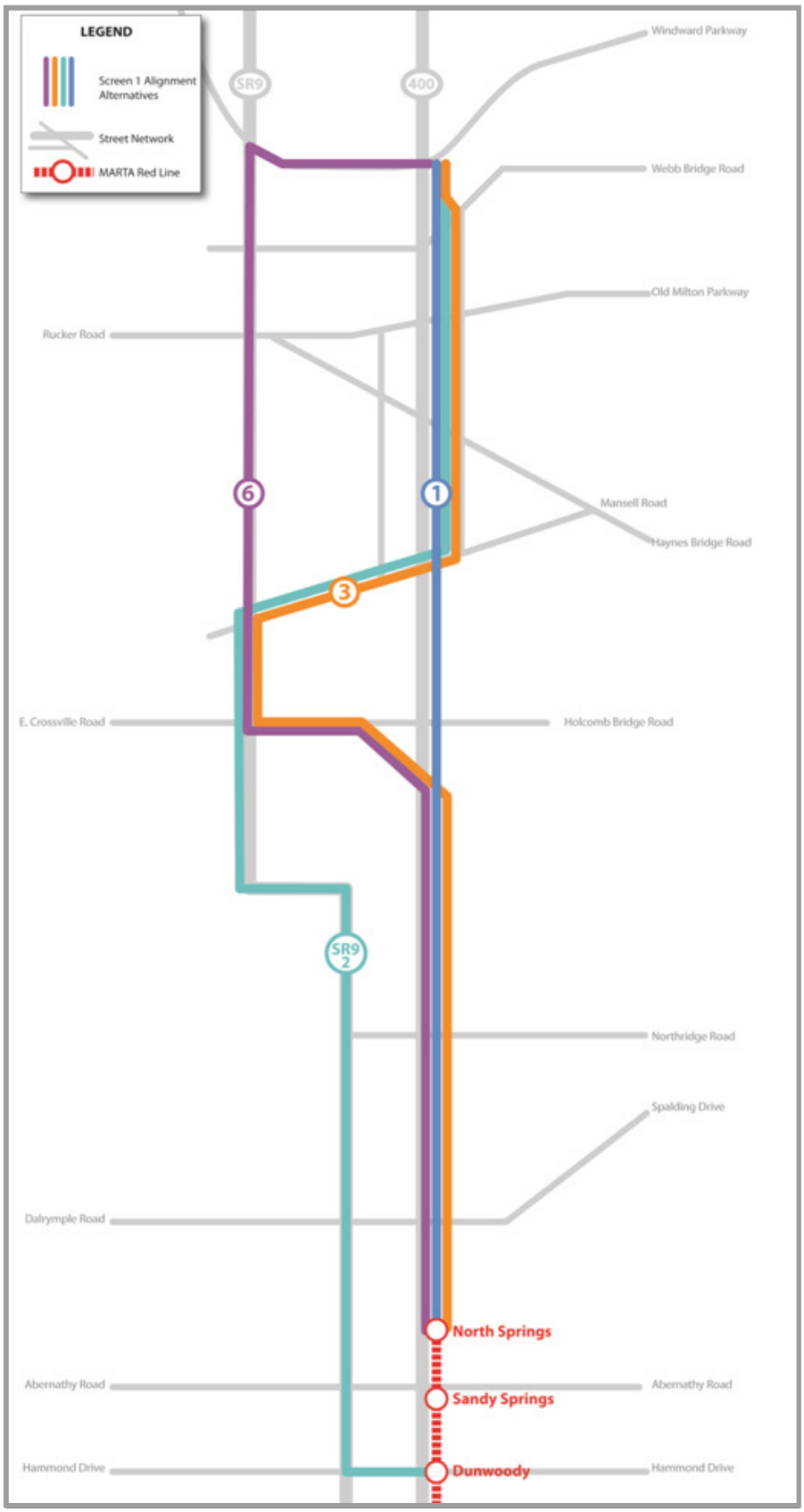
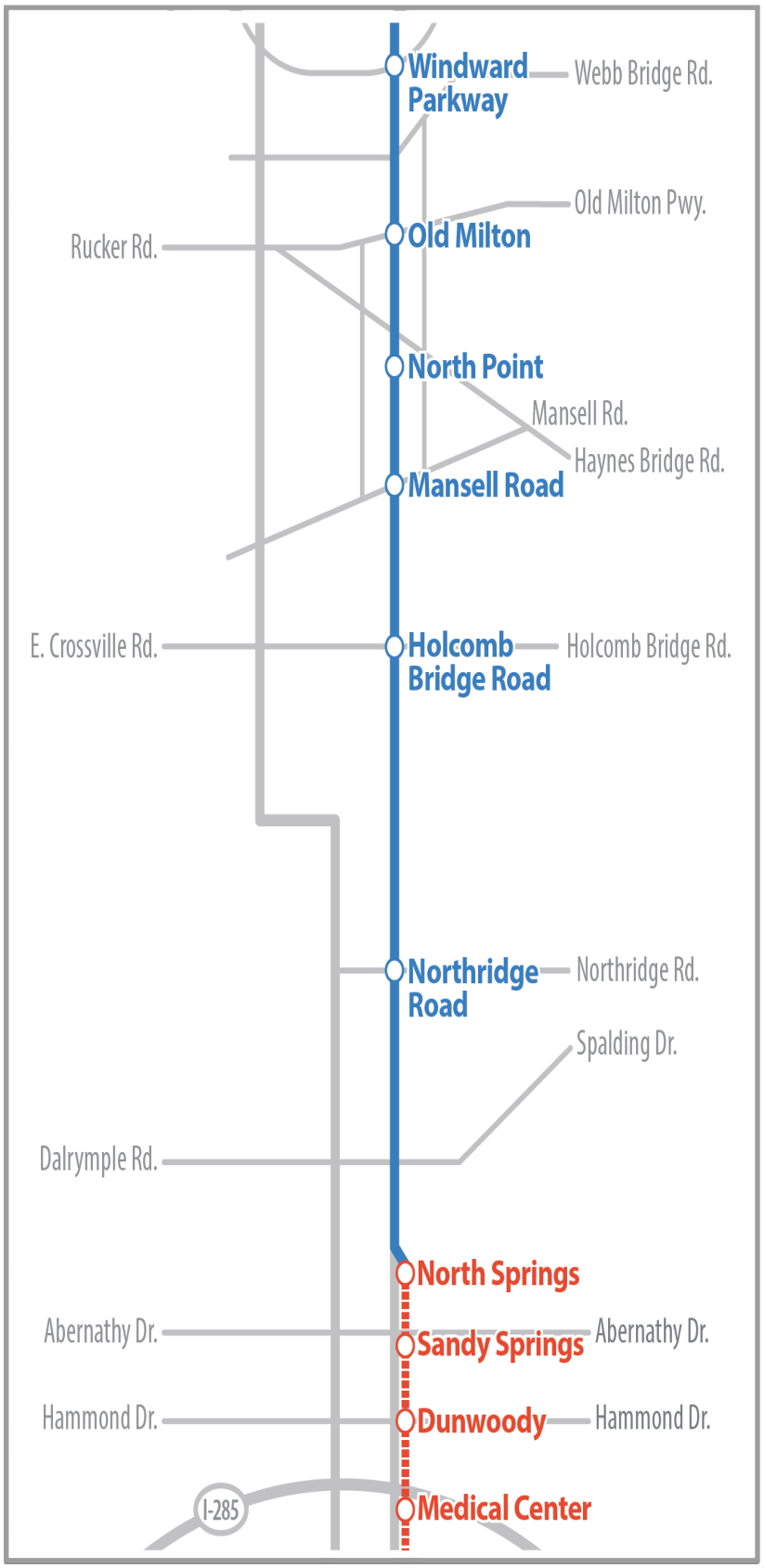


Figure 5-2: Alternatives Advancing to Screen 2



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6.0 Next Steps

6.1 Status of Project to Date

Completed tasks include the initiation of the community outreach process and the completion of a number of documents required to initiate the AA. The documents that have been completed include the following:

- Project Management Plan
- Public Involvement Plan
- Travel Demand Modeling Methodology Report
- Existing Conditions & Future Trends Report
- Purpose and Need Report
- Evaluation Framework
- Draft Initial Technology and Conceptual Alternatives Assessment

6.2 Look Ahead

The next phase in the AA process is to complete the Screen 2 analysis of the three alternatives advanced from the Screen 1 analysis, further refine the conceptual engineering plans, and prepare the final alternatives for Early Scoping. This process will support a future National Environmental Policy Act (NEPA) scoping process and will help streamline the future development of an environmental impact statement (EIS), if warranted. . No operating strategy has been developed at this point in the project planning process. However, to satisfy the purpose and need and to meet the goals and objectives, the selected alternative will consist of line-haul service. Potentially, the line haul service will be supported by east-west feeder bus service and by both the existing and new park and ride facilities.

Table 6-1 presents the deliverables and meetings anticipated to take place during the remainder of the AA process.

Table 6-1: Schedule of Deliverable and Meetings

Deliverable / Document	Target Completion	Product
Conceptual Engineering Plans	Spring 2013	Draft of Conceptual Engineering Plans
Public Meeting #3: Design Workshop to present preliminary results of evaluation and add lines/stations onto maps	Dec 2012 (Survey)	Discuss remaining alternatives; focus on station locations and areas; potential new alignments for analysis. Incorporate results into Detailed Definition of Alternatives Report
Fifth Series of Meetings: PSC: Results of Design Workshop and comments on final alternatives	Summer 2013	Input on final alternatives to be included in Definition of Alternatives Report
Public Meeting #4: Input on Final Alternatives	March 2013	Input on final alternatives to be included in Definition of Alternatives Report
Definition of Alternatives Report	Spring 2013	Draft of Definition of Alternatives Report
Conceptual Design Technical Memorandum and Planning Level Conceptual Design Drawings	Spring 2013	Draft Conceptual Design Technical Memorandum and further refined Conceptual Design Drawings
Public Meeting #5: Early Scoping	Summer 2013	
Early Scoping Report	Summer 2013	Draft of Early Scoping Report