Project Steering Committee Meeting

January 18, 2012
Sandy Springs Library
Project Process
New Starts Project Development Process

Project Development: Typically 6 – 12 years

- Alternatives Analysis: 1 – 2 years
- Preliminary Engineering / Finalize Environmental: 2 – 3 years
- Final Design: 1 – 3 years
- Construction: 2 – 3 years
- Operation:

[Diagram showing the project development process with timelines]
The purpose of the GA 400 AA is to develop, evaluate and select a transit alternative.
GA 400 Alternatives Analysis Work Flow

1. Project Coordination
   - Develop Project Management Plan
   - Develop Public Involvement Plan
   - Initiate FTA and Other Agency Coordination

2. Project Definition
   - Review Previous Studies
   - Data Collection
   - GIS Database
   - Problem Statement
   - Purpose & Need
   - Evaluation Framework
   - Conceptual Alternatives
   - Project Initiation Package

3. Definition of Alternatives
   - Detailed Definition of Alternatives (Corridor/Mode and TSM)
   - Confirm Purpose & Need
   - Ridership Forecasts
     - Environmental Analysis
     - Conceptual Design
     - Capital and O&M Costs, and Operating Plan
     - Selection of LPA

4. Refinement of Locally Preferred Alternative (LPA)
   - Refine LPA
     - Alignment and Technology
     - Final Ridership Forecast
     - Final Operating Plans
     - Final Cost Estimates
     - Concept Engineering
     - Implementation/Financial Planning

5. Adopt LPA

Public/Agency Outreach
- Committee Structure
- Stakeholder Interviews
- TAC Kickoff Meeting
- PSC Kickoff Meeting
- Public Meeting #1: Input on Goals
- TAC Meeting #2
Project Schedule

2011 Winter
- Goals and Objectives
- Purpose and Need
- Existing Conditions

2012 Spring
- Develop Alternative Evaluation Methodology
- Definition of Alternatives
- Refine Riderhip Model

2012 Summer - Fall
- Evaluation of Alternative
- Identify Locally Preferred Alternative (LPA)

2012/2013 Winter
- Develop Financial Plan
- Develop Implementation Plan

2013 Spring
- Final AA Report
PSC Roles and Responsibilities

Project Steering Committee
- Help determine purpose and need
- Help develop project goals and objectives
- Review technical data and analysis
- Provide input and guidance

Technical Advisory Committee
- Ensure technical proficiency
- Review technical data and analysis
- Provide input and guidance

Stakeholder Advisory Committee
- Offers forum for input for neighborhoods, businesses and community leaders
- Provide input and guidance
Project Background
Study Area

- I-285 to McGinnis Ferry Road
- One-mile either side GA 400
- Study area jurisdictions:
  - Sandy Springs
  - Dunwoody
  - Roswell
  - Alpharetta
  - Milton
  - Forsyth, DeKalb, and Fulton Counties
- Adjacent jurisdictions:
  - Johns Creek
  - Atlanta
  - Gwinnett and Cobb Counties
Key Themes from Existing Conditions

**Population**
- Increase of 22% last decade
- Additional 10% by 2040

**Employment**
- 49% increase by 2040
- 2040 employment outpacing population in real numbers

**Community Diversity**
- Over 40% minority population in the study area
- Concentrations at Holcomb Bridge intersection and City of Sandy Springs

**Land Use**
- Mostly residential

**Congestion**
- Worsens by 2040 even with additional capacity

**Travel Patterns**
- Twice as many trips destined to study area than leaving study area
- Half of trips starting in study area also end in study area

**Existing Transit**
- Rail in south
- Bus and park-and-ride in north

**Environment**
- Chattahoochee River crossing
- Interconnected wetlands / park system
Evaluation Framework

- Purpose
- Needs
- Goals
- Objectives
- Measures of Effectiveness
Purpose and Need
DRAFT Purpose:

- Provide fast, reliable and efficient transit service to move people both through and within GA 400 corridor
- Enhance transit accessibility and connectivity at activity centers
- Encourage transit supportive land use policies
- Support economic development and land use planning goals
Top Challenges in the Study Area

Identified by Technical Advisory Committee

Kick-Off Meeting, December 13, 2011

- Limited north-south roadway connectivity
- Traffic congestion
- Congestion at I-285
- Need for alternative modes of transportation
- Need for various types of transit
- Lack of transit service to large population
- Connectivity to transit in northern study area
- Negative perception of transit
- Land use not transit supportive
- Funding shortfall for transportation
Why Goals and Objectives?

They serve as:

- Response to “Key Themes” of existing conditions analysis
- Guidance in developing project alternatives
- Basis for comparing alternatives
- Source for identifying measures that objectively evaluate effectiveness of alternatives
- Means to highlight performance distinctions of alternatives
- Essential component to identify LPA
- Recognition of FTA New Starts evaluation criteria
Moving Forward
Question and Answer Session
Breakout Groups

1. Is State Route 9 a feasible alignment to study high-capacity transit (i.e. bus rapid transit or various rail transit modes?)
2. Are there redevelopment nodes, not identified in previous studies or reports, that could support increased land use intensity and transportation connectivity, such as bicycle, pedestrian, and new street connections?
3. Are there political commitments for transit supportive redevelopment?
Next Steps

- Stakeholder interviews – January 2012
- Public meetings – January 2012
- Stakeholder corridor tour – TBD