Welcome to our second newsletter for MARTA’s Connect400 project! Together with its regional partners, MARTA is continuing its public outreach process to identify transit options that will improve mobility and accessibility around Georgia 400. To date, YOUR input has been instrumental in the development of a set of alternatives that will:

• Provide high capacity transit (bus and/or rail) through the GA 400 corridor,
• Improve transit linkages and coverage to communities within the study area,
• Connect to other regional transit projects, as well as, the existing transit network, and
• Enhance mobility and accessibility to and within the study area by providing a more robust transit network that offers an alternative to automobile traffic.

Based on input from the two previous public meetings, and other outreach activities, you identified a “universe” of alternatives. This universe of alternatives included multiple technologies and alignments throughout the study area. Once identified, they were screened for any fatal flaws, which include right-of-way constraints, community impacts and consistency with your goals and objectives. From your “universe” of alternatives, six (6) options made it through. All alternatives assume a robust east-west connector feeder system. The following page illustrates the alternatives. For more information on the fatal flaw analysis please visit our website http://www.itsmarta.com/north-line-400-corr.aspx.

**TRANSPORT TECHNOLOGIES CONSIDERED FOR GEORGIA 400**

**WHAT IS IT?**

<table>
<thead>
<tr>
<th>Heavy Rail</th>
<th>Light Rail/Streetcar</th>
<th>Bus Rapid Transit</th>
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</thead>
<tbody>
<tr>
<td>High-speed rail cars powered by electric fixed guideway.</td>
<td>Rail cars powered by overhead catenaries.</td>
<td>Enhanced bus using technology to improve speed and reliability</td>
</tr>
</tbody>
</table>

**WHERE DOES IT GO?**

Typically used to travel to and from urban locations.

Typically used to travel to and from urban locations.

Typically used to travel to and from urban locations.

**WHAT IS CONTEXT? / HOW OFTEN DOES IT STOP?**

Corridor with concentrated urban centers

Corridor with concentrated urban centers and/or suburban centers

Corridor with dispersed suburban and urban centers

**WHAT IS THE MAXIMUM CAPACITY OF THE TRAIN OR BUS?**

- Heavy Rail: 800 - 1,400 passengers (8-car train)
- Light Rail/Streetcar: 200 - 500 passengers (single streetcar or 2-car light rail)
- Bus: 45 - 150 passengers

**HOW FAST DOES IT GO? (AVERAGE SPEED)**

- Heavy Rail: 35-50 mph
- Light Rail/Streetcar: 15-30 mph
- Bus: 10 - 30 mph

**WHAT ARE THE BALLPARK CAPITAL COSTS? (MILLIONS/VALE)**

- Heavy Rail: $200-$600
- Light Rail/Streetcar: $80-$300
- Bus: $10-$120

**WHAT DOES IT LOOK LIKE?**

- Atlanta, Georgia; New York City, New York; Washington, D.C.
- Phoenix, Arizona; Dallas, Texas; Charlotte, North Carolina; Portland, Oregon
- Boston, Massachusetts; Cleveland, Ohio; Pittsburgh, Pennsylvania

**WHERE CAN I SEE IT?**

- Project Schedule
- Development
- Documentation
- Take the Survey
- Visit us on the web!
- Follow us on facebook!
- E-mail us!
- Call us!

* Other technologies considered included: diesel multiple unit, automated guideway, and bus. These technologies were eliminated in the Fatal Flaw Analysis and outlined in the Technology Assessment Document (see website).

**HIGH LEVEL ESTIMATES BASED ON OTHER CITIES AND PREVIOUS STUDIES**

**DISCOVERY**

- Evaluation of Existing Conditions
- Purpose and Need
- Goals and Objectives
- Regional Partnerships

**DEVELOPMENT**

- Refinement of Alternatives
- Regional Participation
- Existing Conditions
- Evaluation of Alternatives
- Defining Alternatives
- Development Alternatives
- Preparing Implementation Plan

**DOCUMENTATION**

- Final Alternatives
- Audience

Source: Connect400 Existing Conditions Report

**DECEMBER 2012**
TRANSIT TECHNOLOGY CONSIDERED:

**Georgia 400- Alternative 1 (A,B,C,D)**

**ALIGNMENT:**
North Springs Station to GA 400 and Windward Parkway.

**ASSUMPTIONS:**
- Use of Georgia Department of Transportation right-of-way
- Most direct route
- High construction costs
- Few community impacts
- Alternative will be integrated with other regional transit projects

**ACTIVITY CENTERS:**
- North Point Mall
- Perimeter Mall

**TRANSIT TECHNOLOGY CONSIDERED:**

**Georgia 400- Alternative 6**

**ALIGNMENT:**
North Springs Station to GA 400 and Windward Parkway.

**ASSUMPTIONS:**
- Use of Georgia Department of Transportation right-of-way
- Most direct route
- High construction costs
- Few community impacts
- Alternative will be integrated with other regional transit projects

**ACTIVITY CENTERS:**
- North Point Mall
- Perimeter Mall

**TRANSIT TECHNOLOGY CONSIDERED:**

**Georgia 400- Alternative 3**

**ALIGNMENT:**
North Springs Station, north along GA 400 to SR 140 (Holcomb Bridge Road), west to SR 9 (Roswell Road) east along Windward.

**ASSUMPTIONS:**
- Use of Georgia Department of Transportation right-of-way
- Dedicated lanes where feasible on arterials
- Grade/topography/roadway alignment issues on State Route 9 (Roswell Road)
- Alternative will be integrated with other regional transit projects

**ACTIVITY CENTERS:**
- North Point Mall
- Perimeter Mall

**TRANSIT TECHNOLOGY CONSIDERED:**

**State Route 9- Alternative 2**

**ALIGNMENT:**
North Springs Station, north along GA 400 to SR 140 (Holcomb Bridge Road), west to SR 9 (Roswell Road) east along Windward.

**ASSUMPTIONS:**
- Use of Georgia Department of Transportation Right-of-Way
- Dedicated lanes where feasible on arterials
- Grade/topography/roadway alignment issues on State Route 9 (Roswell Road)
- Alternative will be integrated with other regional transit projects

**ACTIVITY CENTERS:**
- North Point Mall
- Perimeter Mall

**TRANSIT TECHNOLOGY CONSIDERED:**

**All Alternatives**

The Fatal Flaw Analysis reduced the “universe” of alternatives, which included 6 Georgia 400 alignments and 3 State Route 9 alignments, to a smaller set of alternatives illustrated on this page. The alternatives that moved forward were: Georgia 400 Alternative 1 (with Heavy Rail, Light Rail/Streetcar, and/or Bus Rapid Transit technologies), also Georgia 400 Alternative 3, Georgia 400 Alternative 6, and State Route 9 Alternative 2, moved forward utilizing Bus Rapid Transit technology. Visit our website to get more information.