Agenda

- Project Overview and Status
- Alternatives Considered
- Station Location Planning
- Environmental Studies
- Preliminary Ridership Analysis
- Preliminary Traffic Analysis
- Next Steps
Project Location and Background

- Study Initiated in 2011
- 12 miles along GA 400
- Locally Preferred Alternative:
  - Heavy Rail Extension
  - East-West-East Alignment
  - 5 stations
    - Northridge Rd
    - Holcomb Bridge Rd
    - Encore Pkwy
    - Old Milton Pkwy
    - Windward Pkwy
Environmental Schedule

- **Notice of Intent / Scoping**: March – May 2015
- **Public Review of DEIS**: Early 2017
- **Prepare Final EIS / Record of Decision (ROD)**: Spring / Summer 2017
- **FTA Signs ROD**: Summer 2017
Anticipated Milestones

- **Spring 2015**: Scoping
- **Summer 2015**: Need and Purpose
- **Fall 2015**: Technical Review / Develop Draft EIS
- **Winter 2016**: Draft EIS Circulation
- **Fall 2016**: Final EIS / ROD Preparation
- **Summer 2017**: Final EIS / ROD Signed
Federal Project Development Process

Project Development: Typically 6 – 12 years

1 – 2 years

2 – 3 years

*1 – 3 years

*2 – 3 years

*2028?

*If funding is identified
Public Meetings held to vet:

- Alternatives Under Consideration
- Purpose and Need
- Environmental Review Process
Alternatives Considered

- Build Alternative 1 – Heavy Rail (LPA)
- Build Alternative 2 – BRT in same alignment as LPA
- West crossover south of Spalding Drive
- East crossover north of Chattahoochee River

→ Location to be determined as part of Draft EIS
Alternatives Considered (Continued)

- Build Alternative 3 – BRT in Future GA 400 Managed Lanes
- Enter managed lanes north of North Springs station
- Exit managed lanes near Windward Parkway
**Project Need and Purpose**

**The Draft Needs of the Project are Based on:**

- Increased Travel Demand and Congestion
- Limited Transit Mobility
- Transit Travel Times not Competitive with Auto Travel
- Congestion May Impact Future Economic Development Opportunities

**The Proposed Project Purpose is to:**

- Provide High Capacity Transit
- Expand Transit Coverage
- Improve Transit Connectivity
- Enhance Transit Accessibility
- Provide a Reliable Alternative to Automobile Travel
Station Location Planning

- Conducted a series of meetings with local governments and other key stakeholders in the corridor.
- Completed environmental field work and conceptual engineering revealing constraints and opportunities.
- Identified preferred station sites based on outcomes and revised preferred alignment.
Station Location Planning

Local Governments/Stakeholders/Property Owners
- City of Alpharetta
- City of Milton
- City of Roswell
- City of Sandy Springs
- North Fulton CID
- Duke Real Estate
- Transwestern
- North Point Mall
- Avalon
- Gwinnet Tech
- Global Venture Capital

Technical Analysis
- Environmental Field Assessment
  - Ecology
  - Cultural Resources
  - Traffic
  - Other
- Conceptual Engineering
  - Design Criteria
Station Location Planning

- Preferred Locations:
  - West crossover south of Spalding Drive
  - No crossover back to the East
    - 5 west side stations / some potential ped connections to the east
      - Northridge Rd
      - Holcomb Bridge Rd
      - Encore Pkwy
      - Old Milton Pkwy
      - Windward Pkwy
Draft Environmental Impact Statement

- Positive and negative environmental impacts of each alternative
- Mitigation strategies to address potential impacts
- Evidence of how each alternative can meet the purpose and need of the project
- Evaluation criteria to compare the performance of each alternative as they relate to goals and objectives
## Resource Considerations

<table>
<thead>
<tr>
<th>Resource Considerations</th>
<th>Resource Considerations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportation</td>
<td>Parks and Recreation Areas</td>
</tr>
<tr>
<td>Land Use / Zoning</td>
<td>Air Quality</td>
</tr>
<tr>
<td>Neighborhoods and Communities</td>
<td>Water Resources / Water Quality</td>
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<tr>
<td>Acquisitions and Displacements</td>
<td>Floodplains</td>
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<tr>
<td>Environmental Justice</td>
<td>Soils / Geology</td>
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<td>Economics</td>
<td>Farmland</td>
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<td>Visual and Aesthetics</td>
<td>Hazardous Materials</td>
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<td>Cultural Resources</td>
<td>Energy</td>
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<td>Noise and Vibration</td>
<td>Utilities</td>
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<tr>
<td>Natural Resources</td>
<td>Construction Impacts</td>
</tr>
<tr>
<td>Safety and Security</td>
<td>Other Impacts</td>
</tr>
</tbody>
</table>
## Traffic Analysis Methodology

<table>
<thead>
<tr>
<th>Run ARC’s Activity-based model and Set up network</th>
</tr>
</thead>
<tbody>
<tr>
<td>Determine ridership</td>
</tr>
</tbody>
</table>

### Conduct intersection operations analysis

| Gather data and collect turning movement counts | Perform SYNCHRO analysis for future No-build and Build scenarios |

### Compare scenarios and Propose mitigation options

| Compare intersection LOS and delays | Identify preliminary planning level recommendations |
## Proposed Operating Plans

<table>
<thead>
<tr>
<th>Alternatives</th>
<th>Peak Period Headway</th>
<th>Off-Peak Headway</th>
</tr>
</thead>
<tbody>
<tr>
<td>HRT</td>
<td>10 minutes</td>
<td>12 minutes</td>
</tr>
<tr>
<td>BRT in Exclusive Lane</td>
<td>5 minutes</td>
<td>12 minutes</td>
</tr>
<tr>
<td>BRT in Managed Lane</td>
<td>5 minutes</td>
<td>12 minutes</td>
</tr>
</tbody>
</table>
2040 No Build - Local Bus Route Assumptions

Proposed routes are based on

- MARTA Comprehensive Operations Analysis (COA)
- GRTA COA
2040 HRT – Local Bus Route Assumptions
2040 BRT – Local Bus Route Assumptions
2040 BRT in Managed Lane - Local Bus Routes
## Preliminary Daily Ridership Forecasts

<table>
<thead>
<tr>
<th>Alternatives</th>
<th>2040 (Design Year)</th>
</tr>
</thead>
<tbody>
<tr>
<td>HRT</td>
<td>40,000</td>
</tr>
<tr>
<td>BRT in Exclusive Lane</td>
<td>18,500</td>
</tr>
<tr>
<td>BRT in Managed Lane</td>
<td>17,600</td>
</tr>
</tbody>
</table>

Source: ARC ABM Model
## Mode of Access Percentage (Daily Transit Trips)

<table>
<thead>
<tr>
<th>Build Alternatives</th>
<th>Walk</th>
<th>Kiss and Ride</th>
<th>Park and Ride</th>
<th>Bus Transfer</th>
</tr>
</thead>
<tbody>
<tr>
<td>HRT - All Stations (North Springs to Windward)</td>
<td>18%</td>
<td>18%</td>
<td>36%</td>
<td>28%</td>
</tr>
<tr>
<td>BRT in Exclusive Lane All BRT Stations</td>
<td>10%</td>
<td>9%</td>
<td>15%</td>
<td>66%</td>
</tr>
<tr>
<td>BRT in Managed Lane All BRT Stations</td>
<td>12%</td>
<td>11%</td>
<td>13%</td>
<td>63%</td>
</tr>
</tbody>
</table>

*Source: ARC ABM Model*

*Larger market area under HRT Alternative*
• Larger market area under HRT Alternative
• Trips were more concentrated in GA 400 under BRT Alternatives
Distribution of Transit Person Trips Originated in GA 400 Corridor

- No Build
- HRT
- BRT in EL
- BRT in ML

Legend:
- GA 400 Corridor
- N Fulton
- Major Employment Center
- Gwinnett
- Forsyth
- Cobb
- Rest of Atlanta

Transit Person Trips

[Graph depicting the distribution of transit person trips originated in GA 400 Corridor]
Transit Mode Share for Trips Originated in GA 400 Corridor

- GA 400 Corridor
- N Fulton
- Major Employment Center
- Gwinnett
- Forsyth
- Cherokee
- Cobb
- S Fulton/Dekalb
- Rest of Atlanta

Percent of Transit Share

- No Build
- HRT
- BRT in EL
- BRT in ML
Person Throughput on GA 400 in 2040

- McGinnis Ferry Rd
- Windward Pkwy
- Old Milton Pkwy
- Haynes Bridge Rd
- Mansell Rd
- Holcomb Bridge Rd
- Northridge Rd
- Pitts Rd
- Spalding Dr

Total Person Throughput in Auto Vehicles
Total Person Throughput in Transit Vehicles

North Springs Station

CONNECT400 GA 400 TRANSIT INITIATIVE
## Build 2040 Daily and Peak Hour No. of Buses

<table>
<thead>
<tr>
<th>Station and Routes</th>
<th>HRT Daily (Hourly in Peak Period)</th>
<th>BRT in EL Daily (Hourly in Peak Period)</th>
<th>BRT in ML Daily (Hourly in Peak Period)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Northridge Rd</strong></td>
<td>237 (7)</td>
<td>237 (7)</td>
<td>237 (7)</td>
</tr>
<tr>
<td>Rt 85</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rt 87</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Holcomb Bridge Rd</strong></td>
<td>148 (5)</td>
<td>148 (5)</td>
<td>206 (7)</td>
</tr>
<tr>
<td>Rt 185</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hwy 92</td>
<td>Holcomb Bridge Rd</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>North Point Mall/Encore Pkwy</strong></td>
<td>294 (9)</td>
<td>294 (9)</td>
<td>294 (9)</td>
</tr>
<tr>
<td>Rt 85</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>North Pt. Pkwy</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Westside Pkwy</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Old Milton Pkwy</strong></td>
<td>262 (8)</td>
<td>262 (8)</td>
<td>320 (10)</td>
</tr>
<tr>
<td>Rucker/Old Milton Pkwy</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>North Pt. Pkwy</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Westside Pkwy</td>
<td>Old Milton</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Windward Pkwy</strong></td>
<td>364 (12)</td>
<td>364 (12)</td>
<td>364 (12)</td>
</tr>
<tr>
<td>Rt 185</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>North Pt. Pkwy</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Westside Pkwy</td>
<td>N. Windward Cir</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Route for BRT in ML only

*AM Peak: Before 9:00AM
*PM Peak: 3:00 - 6:30PM
# Northridge Road Station - Layout

<table>
<thead>
<tr>
<th>Facility</th>
<th>HRT</th>
<th>BRT in Exclusive Lane</th>
<th>BRT in Managed Lanes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parking Demand (Peak - Daily)</td>
<td>1100 - 1250</td>
<td>200 - 250</td>
<td>0 - 100</td>
</tr>
<tr>
<td>Peak Period Kiss &amp; Ride Demand</td>
<td>20</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td># of bus bays</td>
<td>2</td>
<td>2</td>
<td>2</td>
</tr>
</tbody>
</table>

*Demand for Kiss & Ride (KNR) spaces was estimated based on number of peak period KNR trips per train as forecast by the travel demand model.*
Northridge Road – Existing GDOT Projects

- **PI 0001757**: SR 400 from I-285 to McFarland Rd/Forsyth CO for HOV lanes (Long Range)
- **PI 0006727**: SR 9/Roswell Rd FM Abernathy Rd to Forsyth CO line (Under construction)
- **PI 0013356**: CS 145/Northridge Rd @ 1 Loc off-system safety improvements (Under construction)
- **PI 751580 & 0013339**: SR 400 @ Northridge Rd reconstruction (Under construction/Let April 2017)
- **PI 001338**: Reconstruction of SR 400 from CS 7000/ Abernathy Rd to CS 2227/Mansell Rd (Let June 2017)
- **PI M005310**: SR 400 from Nancy Creek to SR 140 (Under construction)
- **PI 006398**: ATMS/SR 400 Ramp meters-HAR from I-85 to Old Milton Pkwy (Under construction)
- **PI 00068444**: SR 400 from CR 209/Spalding Dr to CR 458/McFarland Rd (Long Range)

Source: GDOT GeoTRAQS (Online Mapping)
Holcomb Bridge Road Station

Source: Google Earth

Existing Condition
- Bike/ped all directions
- Bike/ped partial

PI# 0010874 Big Creek Parkway

Kimberly-Clark

The Village Shopping Center

Plaza at Roswell Shopping Center

SR 140 / Holcomb Bridge Rd

GA 400 / US 19

Connecting 400 GA 400 Transit Initiative
### Holcomb Bridge Road Station - Layout

<table>
<thead>
<tr>
<th></th>
<th>Facility</th>
<th>HRT</th>
<th>BRT in Exclusive Lane</th>
<th>BRT in Managed Lanes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parking Demand (Peak - Daily)</td>
<td>2000 - 2300</td>
<td>1000 - 1100</td>
<td>600 - 700</td>
<td></td>
</tr>
<tr>
<td>Peak Period Kiss &amp; Ride Demand</td>
<td>40</td>
<td>10</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td># of bus bays</td>
<td>2</td>
<td>2</td>
<td>5</td>
<td></td>
</tr>
</tbody>
</table>

*Demand for Kiss & Ride (KNR) spaces was estimated based on number of peak period KNR trips per train as forecast by the travel demand model.*

Source: Google Earth
Holcomb Bridge Road – Existing GDOT Projects

- PI 0006820: SR 140/Holcomb Bridge Rd from SR 9 to CR 107/Barnwell Rd (Under construction)
- PI 0010880: SR 140 from SR 400 NB ramps to Old Alabama Rd (Under construction)
- PI 770933: Holcomb Bridge Rd from west of Big Creek to east of SR 400 inc. bridges (Under construction)
- PI 722010: SR 400 from SR 140/Holcomb Bridge Rd to SR 120/Old Milton Pkwy (Under construction)
- PI 0010858: SR 400 SB @ SR 140 ramp improvements (Under construction)
- PI 0010874: Big Creek Pkwy RM W of SR 140 to E of SR 140 including new bridge (Let Sep 2018)
- PI 0010880: SR 140 from SR 400 NB ramps to Old Alabama Rd (Under construction)
- PI 0011173: SR 140 @ SR 400 TIA

Source: GDOT GeoTRAQS (Online Mapping)
North Point Mall / Encore Parkway Station

Source: Google Earth
North Point Mall / Encore Parkway Station - Layout

<table>
<thead>
<tr>
<th>Facility</th>
<th>HRT</th>
<th>BRT in Exclusive Lane</th>
<th>BRT in Managed Lanes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parking Demand (Peak - Daily)</td>
<td>200 - 250</td>
<td>150 - 200</td>
<td>0 - 100</td>
</tr>
<tr>
<td>Peak Period Kiss &amp; Ride Demand</td>
<td>15</td>
<td>5</td>
<td>10</td>
</tr>
<tr>
<td># of bus bays</td>
<td>3</td>
<td>3</td>
<td>5</td>
</tr>
</tbody>
</table>

*Demand for Kiss & Ride (KNR) spaces was estimated based on number of peak period KNR trips per train as forecast by the travel demand model.*
North Point Mall / Encore Parkway – Existing GDOT Projects

- PI 722020: SR 400 from SR 120/Old Milton Pkwy to SR 20/Forsyth
- PI 0008444: SR 400 from CR 209/Spalding Dr to CR 458/McFarland Rd (Long range)
- PI 0010241: CR 1332/Encore Pkwy from Westside Pkwy to North Point Pkwy (Under construction)
- PI 0010339: Encore Pkwy greenway connection (Under construction)
- PI 0010654: SR 400 from CR 1334/Haynes Bridge Rd to CR 2227/Mansell Rd (Let Jul 2017)

Source: GDOT GeoTRAQS (Online Mapping)
## Old Milton Parkway Station - Layout

![Map of Old Milton Parkway Station](image)

### Table of Demand:

<table>
<thead>
<tr>
<th>Facility</th>
<th>HRT</th>
<th>BRT in Exclusive Lane</th>
<th>BRT in Managed Lanes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Parking Demand (Peak - Daily)</strong></td>
<td>1750 – 1850</td>
<td>750 - 800</td>
<td>0 - 100</td>
</tr>
<tr>
<td><strong>Peak Period Kiss &amp; Ride Demand</strong>*</td>
<td>40</td>
<td>10</td>
<td>15</td>
</tr>
<tr>
<td><strong># of bus bays</strong></td>
<td>3</td>
<td>3</td>
<td>2</td>
</tr>
</tbody>
</table>

*Demand for Kiss & Ride (KNR) spaces was estimated based on number of peak period KNR trips per train as forecast by the travel demand model.*

Source: Google Earth
Old Milton Parkway – Existing GDOT Projects

Source: GDOT GeoTRAQS (Online Mapping)

PI M004910: SR 120 from SR 9 to CS 3143/Brookhollow Trl (Under construction)

PI 0004642: SR 400 from Windward Pkwy to McFarland Rd

PI 0006058: SR 400 at SR 120/Old Milton Pkwy

PI 0011170: SR 120 from SR 400 to CS 85/Kimball Bridge Rd - TIA

PI 0011171: SR 120 @ SR 400 & @ CS 9089/Morris Rd - TIA

PI 0013340: SR 400 from SR 120 to CS 9284/Windward Pkwy (Let June 2017)
Windward Parkway Station - Layout

<table>
<thead>
<tr>
<th>Facility</th>
<th>HRT</th>
<th>BRT in Exclusive Lane</th>
<th>BRT in Managed Lanes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parking Demand (Peak - Daily)</td>
<td>2300 - 2700</td>
<td>1100 - 1200</td>
<td>1500 - 1650</td>
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<tr>
<td>Peak Period Kiss &amp; Ride Demand</td>
<td>40</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td># of bus bays</td>
<td>5</td>
<td>5</td>
<td>5</td>
</tr>
</tbody>
</table>

*Demand for Kiss & Ride (KNR) spaces was estimated based on number of peak period KNR trips per train as forecast by the travel demand model.*

Source: Google Earth
Windward Parkway – Existing GDOT Projects

PI 0000253: SR 9/Cumming Hwy at Webb Rd

PI 0007838: SR 9/Cumming Hwy from Windward Pkwy to Forsyth CO line (Let Jan 2019)

PI 0010768: SR 400 @ CR 9284/Windward Pkwy (Let Dec 2017)

PI 0071780: SR 9 from Academy St to Windward Pkwy (Let Apr 2019)

PI 0015077: CS 9284/Windward Pkwy from SR 400 to SR 9 in Alpharetta

PI 0015078: Big Creek Greenway connection from Bethany Bend Rd to Big Creek Greenway

Source: GDOT GeoTRAQS (Online Mapping)
Locations for New Traffic Counts

All Data Collected on Tuesday 4-19-2016

- Webb Bridge Rd @ Westside Pkwy
- Morris Rd @ Webb Rd/Deerfield Ave
- Webb Bridge Rd @ Westside Pkwy
- Old Milton Pkwy @ Morris Rd
- Westside Pkwy @ Maxwell Rd
- Westside Pkwy @ Encore Pkwy
## Intersection LOS (AM Peak Hour) @ Holcomb Bridge Rd

<table>
<thead>
<tr>
<th>Holcomb Bridge Road @</th>
<th>Existing</th>
<th>No-Build 2040</th>
<th>HRT 2040</th>
<th>BRT in EL 2040</th>
<th>BRT in ML 2040</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dogwood Rd</td>
<td>D (52.5)</td>
<td>F (236.2)</td>
<td>F (238.6)</td>
<td>F (207.1)</td>
<td>F (219.9)</td>
</tr>
<tr>
<td>GA 400 SB Ramps</td>
<td>F (128.4)</td>
<td>F (84.0)</td>
<td>E (75.9)</td>
<td>E (74.4)</td>
<td>F (84.7)</td>
</tr>
<tr>
<td>GA 400 NB Ramps</td>
<td>F (84.7)</td>
<td>F (129.9)</td>
<td>F (152.5)</td>
<td>F (155.5)</td>
<td>E (55.1)</td>
</tr>
<tr>
<td>Market Blvd</td>
<td>C (20.3)</td>
<td>F (83.8)</td>
<td>F (119.4)</td>
<td>F (102.7)</td>
<td>F (108.5)</td>
</tr>
<tr>
<td>Old Alabama Rd</td>
<td>D (41.9)</td>
<td>F (98.3)</td>
<td>F (105.6)</td>
<td>F (83.2)</td>
<td>F (98.5)</td>
</tr>
</tbody>
</table>

*LOS (Intersection Delay in seconds per vehicle)

Denotes improvements in either LOS or intersection delay
## Intersection LOS (PM Peak Hour) @ Holcomb Bridge Rd

<table>
<thead>
<tr>
<th>Holcomb Bridge Road @</th>
<th>Existing</th>
<th>No-Build 2040</th>
<th>HRT 2040</th>
<th>BRT in EL 2040</th>
<th>BRT in ML 2040</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dogwood Rd</td>
<td>D (52.5)</td>
<td>F (271.5)</td>
<td>F (369.8)</td>
<td>F (291.2)</td>
<td>F (279.8)</td>
</tr>
<tr>
<td>GA 400 SB Ramps</td>
<td>F (128.4)</td>
<td>F (84.6)</td>
<td>F (81.2)</td>
<td>F (83.5)</td>
<td>F (93.9)</td>
</tr>
<tr>
<td>GA 400 NB Ramps</td>
<td>F (84.7)</td>
<td>F (267.4)</td>
<td>F (269.7)</td>
<td>F (280.4)</td>
<td>F (184.1)</td>
</tr>
<tr>
<td>Market Blvd</td>
<td>C (20.3)</td>
<td>F (116.7)</td>
<td>F (140.9)</td>
<td>F (104.2)</td>
<td>F (131.5)</td>
</tr>
<tr>
<td>Old Alabama Rd</td>
<td>D (41.9)</td>
<td>F (148.1)</td>
<td>F (156.6)</td>
<td>F (134.2)</td>
<td>F (151.0)</td>
</tr>
</tbody>
</table>

*LOS (Intersection delay in seconds per vehicle)*

Denotes improvements in either LOS or intersection delay
Build 2040 PM HRT Alternative – Holcomb Bridge Rd (GA 400 Ramps)
## Intersection LOS (AM Peak Hour) @ Windward Pkwy

<table>
<thead>
<tr>
<th>Location</th>
<th>Existing</th>
<th>No-Build 2040</th>
<th>HRT 2040</th>
<th>BRT in EL 2040</th>
<th>BRT in ML 2040</th>
</tr>
</thead>
<tbody>
<tr>
<td>Windward Pkwy @ Westside Pkwy/Deerfield Pkwy</td>
<td>D (45.8)</td>
<td>D (37.6)</td>
<td>D (44.1)</td>
<td>D (42.2)</td>
<td>D (42.7)</td>
</tr>
<tr>
<td>Deerfield Pkwy @ Morris Rd</td>
<td>C (20.1)</td>
<td>C (20.6)</td>
<td>C (22.8)</td>
<td>C (25.5)</td>
<td>C (25.6)</td>
</tr>
<tr>
<td>Windward Pkwy @ GA 400 SB Ramps</td>
<td>C (21.7)</td>
<td>C (25.2)</td>
<td>C (33.9)</td>
<td>C (28.8)</td>
<td>C (28.9)</td>
</tr>
<tr>
<td>Windward Pkwy @ GA 400 NB Ramps</td>
<td>D (38.0)</td>
<td>C (31.0)</td>
<td>C (33.2)</td>
<td>C (31.3)</td>
<td>C (31.1)</td>
</tr>
</tbody>
</table>
# Intersection LOS (PM Peak Hour) @ Windward Pkwy

<table>
<thead>
<tr>
<th></th>
<th>Existing</th>
<th>No-Build 2040</th>
<th>HRT 2040</th>
<th>BRT in EL 2040</th>
<th>BRT in ML 2040</th>
</tr>
</thead>
<tbody>
<tr>
<td>Windward Pkwy @ Westside Pkwy/Deerfield Pkwy</td>
<td>E (59.8)</td>
<td>F (105.7)</td>
<td>F (99.7)</td>
<td>F (112.5)</td>
<td>F (103.3)</td>
</tr>
<tr>
<td>Deerfield Pkwy @ Morris Rd</td>
<td>C (23.3)</td>
<td>B (18.7)</td>
<td>B (19.2)</td>
<td>B (19.1)</td>
<td>B (19.0)</td>
</tr>
<tr>
<td>Windward Pkwy @ GA 400 SB Ramps</td>
<td>E (58.5)</td>
<td>B (19.5)</td>
<td>B (19.4)</td>
<td>B (18.5)</td>
<td>B (19.0)</td>
</tr>
<tr>
<td>Windward Pkwy @ GA 400 NB Ramps</td>
<td>D (38.6)</td>
<td>D (36.7)</td>
<td>D (36.6)</td>
<td>D (37.3)</td>
<td>D (36.7)</td>
</tr>
</tbody>
</table>
Build 2040 PM HRT Alternative – Windward Pkwy
Build 2040 PM HRT Alternative – Windward Pkwy (GA 400 Ramps)
Public Involvement / Agency Participation

- Meetings with Resource Agencies and Stakeholders
- Other Opportunities:
  - Kiosks at Corridor Locations
  - MARTA Community Bus
  - Website Information
  - Newsletters
  - Public Meetings
  - Social Media
- Focus on Special Populations
Next Steps

- Project Steering Committee (PSC) Meeting on May 10
- Conclude Conceptual Engineering
- Complete Draft Environmental Impact Statement
- Submit for FTA Review
- Explore Funding Opportunities
- DEIS Public Hearing – Winter / Spring 2017
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