Connect Atlanta Plan

The City of Atlanta's Comprehensive Transportation Plan

November 2008

City of Atlanta Department of
Planning and Community Development

James Shelby, Commissioner

Bureau of Planning

Charletta Jacks, Director
Heather Alhadeff, Assistant Director, Transportation Division

Atlanta Transportation Planning Group
a joint venture of:
Grice and Associates, Inc.
Glatting Jackson Kercher Anglin, Inc.
Jordan, Jones and Goulding

in association with
Steer Davies Gleave
CRA International
EuQuant, Inc.
DW Associates

08- O-2232

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AN ORDINANCE BY TRANSPORTATION COMMITTEE

AN ORDINANCE TO ADOPT THE CONNECT ATLANTA PLAN WHICH IS A TWENTY-FIVE YEAR FRAMEWORK PLAN TO GUIDE THE CITY IN DETERMINING CITYWIDE TRANSPORATION GOALS, NEEDS, AND PRIORITIES; AND FOR OTHER PURPOSES.

ADOPTED BY

DEC 0 1 2008

COUNCIL

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CITY COUNCIL
ATLANTA, GEORGIA

08-O-2232

A SUBSTITUTE ORDINANCE BY

TRANSPORTATION COMMITTEE

AN ORDINANCE TO ADOPT THE CONNECT ATLANTA PLAN AS THE COMPREHENSIVE TRANSPORTATION PLAN FOR THE CITY OF ATLANTA; TO IDENTIFY THE TRANSPORTATION SOLUTIONS AND FINANCING OPTIONS THROUGH THE YEAR 2030; TO AMEND THE TRANSPORTATION PORTION OF THE ATLANTA STRATEGIC ACTION PLAN; AND FOR OTHER PURPOSES.

WHEREAS, the Atlanta Regional Commission (ARC) named the City of Atlanta as the recipient of the Comprehensive Transportation Plan Funding Assistance Program in the amount of $1,000,000.00 with a City match of $250,000.00 for the 2007 program year to assist the City in creating its first city-wide transportation plan and;

WHEREAS, the Bureau of Planning managed the consultant team of Atlanta Transportation Planning Group to produce the final planning document, known as the Connect Atlanta Plan, a city-wide collaborative study involving the general public, neighborhoods, regional and state governmental agencies, community improvement districts, and local elected officials; and

WHEREAS, great efforts were made to meet with, work with, and communicate with as many people as possible in as many ways as possible. Public Involvement included, but is not limited to, seven Visioning Meetings, four week-long Concept and Design Workshops, seven Public Outreach work sessions, four final Open House meetings, three Council work sessions, countless scheduled community meetings and special events, neighborhood representatives, three presentations to the Atlanta Planning and Advisory Board, one-on one interviews, an on-line and hard copy survey, a Technical Advisory Committee, and a Stakeholder Committee whose membership was open to anyone who requested and was willing to participate, and the 2008 fourth quarter Atlanta Strategic Action Plan public hearing for the purposes of presentation, review and comment; and

WHEREAS, out of this process the Bureau and consultant identified transportation solutions and financing options through the year 2030, based on the following community developed transportation goals: the provision of balanced transportation choices, the promotion of health and safety, the preparation and accommodation of future growth, the maintenance of fiscal sustainability, environmental sustainability, the preservation of existing neighborhoods and the creation of desirable places for all; and

WHEREAS, Connect Atlanta Plan is a guide for the City's future transportation planning efforts and transportation and development decisions; and

WHEREAS, Connect Atlanta Plan will address connections between local and regional land use and transportation decisions and serve as input in developing ARC's future regional plans, which creates stronger connection of local priorities to regional goals; and

WHEREAS, Connect Atlanta Plan priorities will form the basis for future local government funding submittals for the Transportation Improvement Program; and

WHEREAS, Connect Atlanta Plan New Street recommendations' are displayed in the Map Book for locations that are susceptible to change by 2030, and as such are expected to be included in site plans as the connection between land development and transportation is of utmost importance for a growing city ; and

WHEREAS, the City recognizes the need for flexibility in the Connect Atlanta Plan and as such, the Connect Atlanta Plan may be amended as needed based on land use, zoning or development changes as part of the quarterly Comprehensive Development Plan update.

WHEREAS, a sub-part of Connect Atlanta Plan is the Beltline Street Framework Plan referenced in and for which adherence is required in the Beltline Overlay District of the Zoning Ordinance; and

WHEREAS, site plans, transportation suggestions and projects, and funding requests will be evaluated based on level of consistency with the adopted Connect Atlanta Plan and the Atlanta Strategic Action Plan, the City's comprehensive development plan.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF ATLANTA, GEORGIA, HEREBY ORDAINS:

SECTION 1. That Connect Atlanta Plan is hereby adopted as the City of Atlanta comprehensive transportation plan for the implementation and promotion of the City's transportation policies and goals. Connect Atlanta Plan is attached hereto as Exhibit "A" and incorporated herein by reference.

SECTION 2. That Connect Atlanta Plan is hereby incorporated into section 3.3.7 of the Atlanta Strategic Action Plan, the City's comprehensive development plan. In the event of a conflict, the recommendation and policies of the Connect Atlanta Plan shall govern and override any other transportation elements of the Atlanta Strategic Action Plan unless otherwise noted in the Plan.

SECTION 3. That all ordinances and parts of ordinances in conflict are hereby repealed to the extent of the conflict.

A true copy,
Municipal Clerk Rhonda Dauphin Johnson

ADOPTED by the Council DEC 01, 2008
APPROVED by the Mayor DEC 09, 2008

RCS# 2607
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2:52 PM

Atlanta City Council

SPECIAL SESSION

08-O-2232 ADOPT THE CONNECT ATLANTA PLAN AS THE COMPREHENSIVE TRANSPORTATION PLAN
ADOPT AS AMEND

YEAS:	14
NAYS:	0
ABSTENTIONS:	0
NOT VOTING:	2
EXCUSED:	0
ABSENT	0

Y Smith	Y Archibong	Y Moore	NV Mitchell
Y Hall	Y Fauver	Y Martin	Y Norwood
Y Young	Y Shook	Y Maddox	Y Willis
Y Winslow	Y Muller	Y Sheperd	NV Borders

LARGE ATTACHMENT(S) DOCUMENT(S), MANNUAL(S) OR MAP(S) NOT COPIED

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☑ Consent ☐ V Vote ☑ RC Vote

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CLERK OF COUNCIL PRESIDENT

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APPROVED

MAYOR

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Mayor, City of Atlanta

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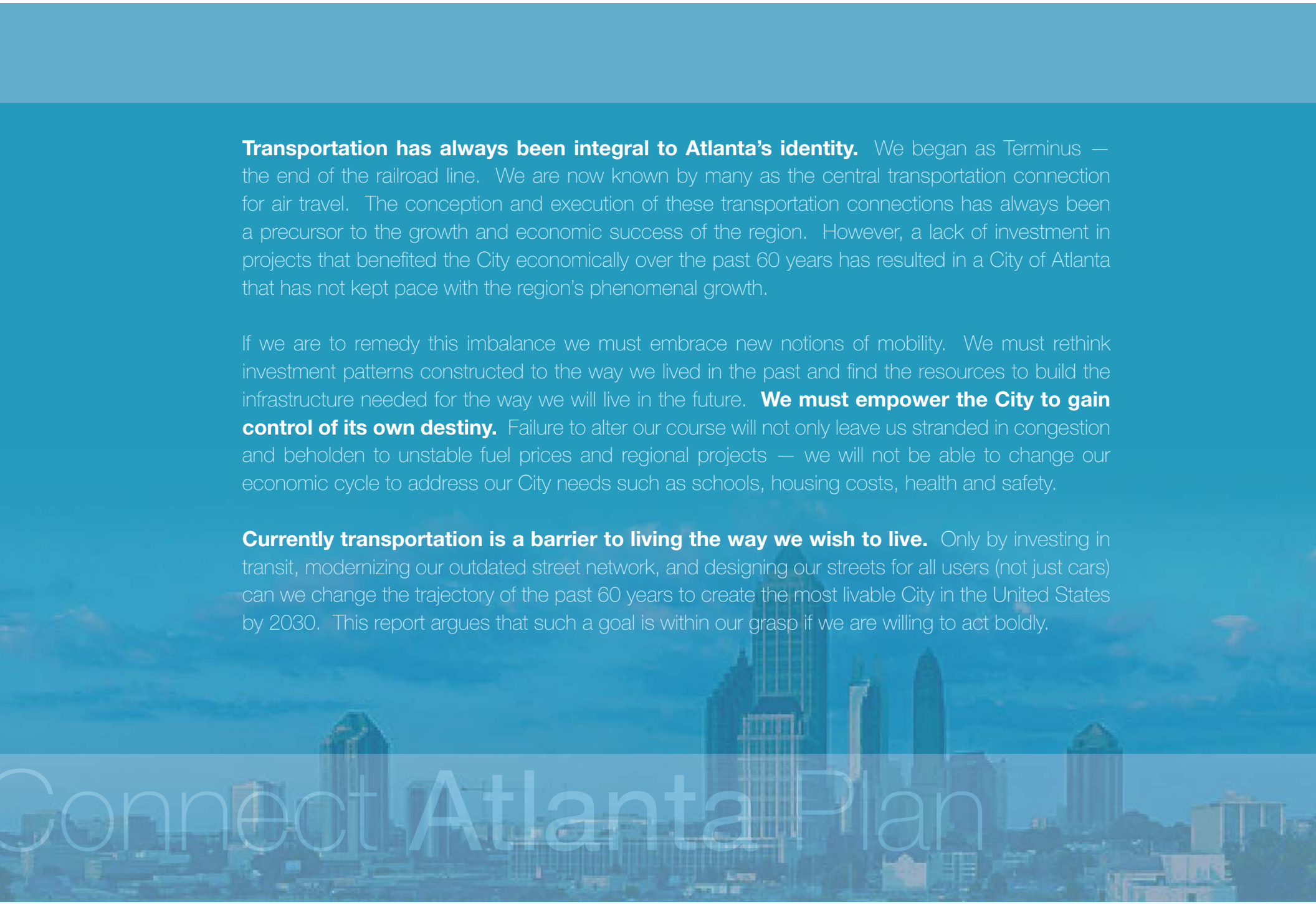
Chapter 1

Transportation **Action Plan**



Transportation has always been integral to Atlanta's identity. We began as Terminus — the end of the railroad line. We are now known by many as the central transportation connection for air travel. The conception and execution of these transportation connections has always been a precursor to the growth and economic success of the region. However, a lack of investment in projects that benefited the City economically over the past 60 years has resulted in a City of Atlanta that has not kept pace with the region's phenomenal growth.

If we are to remedy this imbalance we must embrace new notions of mobility. We must rethink investment patterns constructed to the way we lived in the past and find the resources to build the infrastructure needed for the way we will live in the future. **We must empower the City to gain control of its own destiny.** Failure to alter our course will not only leave us stranded in congestion and beholden to unstable fuel prices and regional projects — we will not be able to change our economic cycle to address our City needs such as schools, housing costs, health and safety.

Currently transportation is a barrier to living the way we wish to live. Only by investing in transit, modernizing our outdated street network, and designing our streets for all users (not just cars) can we change the trajectory of the past 60 years to create the most livable City in the United States by 2030. This report argues that such a goal is within our grasp if we are willing to act boldly.

Our Plan Initiatives

Build Transit Infrastructure

1 Build rapid transit infrastructure to areas of growth
2 Build a transit terminal for commuter and intercity rail

Improve Existing Transit Service

3 Fundamentally rethink transit routes
4 Diversify rail and bus fleet
5 Provide travel alternatives in congested areas

Promote Sustainable Travel Modes

6 Build and maintain sidewalks
7 Build a system of bicycle routes

Untangle 'Hot Spots'

8 Partner with private redevelopers
9 Create and manage alternative travel routes
10 Pursue goods movement strategies

Achieve a State of Good Repair

11 Fix infrastructure fast
12 Manage intersections
13 Fix Bridges

Develop New Funding Sources

14 Coordinate Funding and Administration of the Plan

Build Transit Infrastructure

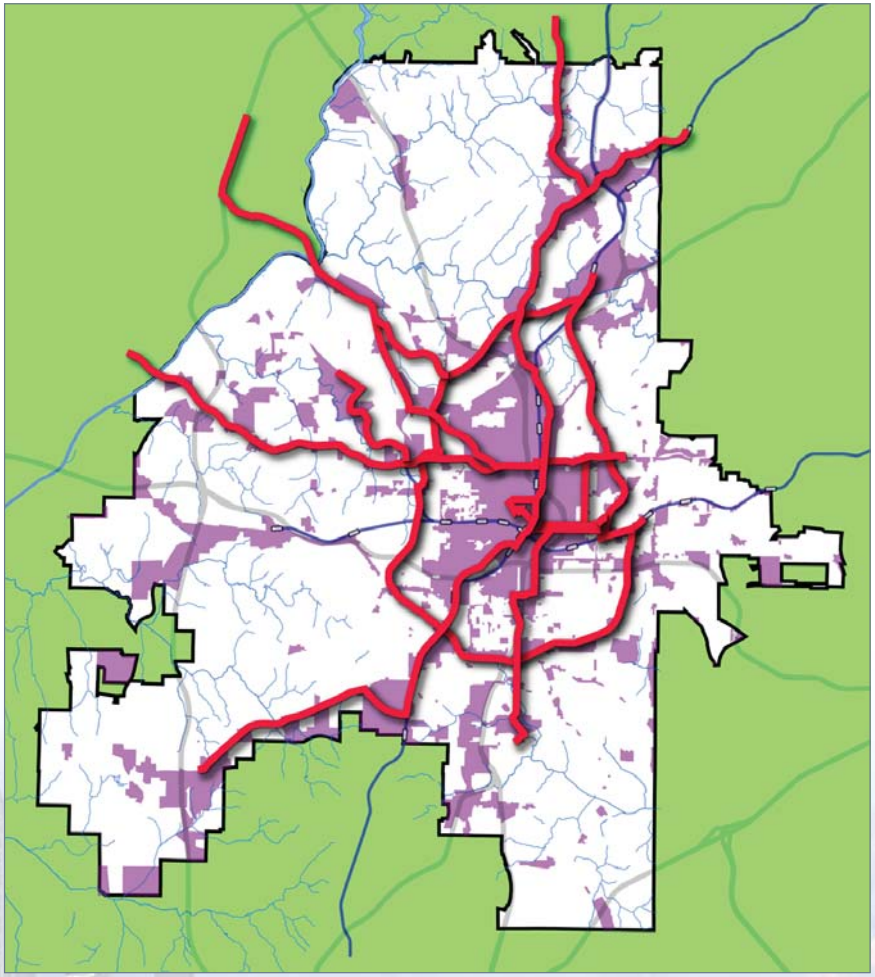
The City of Atlanta's provision of transit has not kept pace with highway building and has not provided the types of balanced options required for the functioning of a dense urban area. This infrastructure imbalance must be remedied.

1 *Build rapid transit infrastructure to areas of growth*

The historic "travel-demand" based model which tried to forecast and accommodate all travel movements that might occur throughout the Atlanta region then dealing with the consequences later has likely reached the peak of its usefulness. This study switched to a "market-based" approach of identifying areas within the City with the potential to grow successfully and targeting what infrastructure would be required to achieve success. Connecting these growth areas via transit will be a key element of that success formula.

2 *Build a transit terminal for commuter and intercity rail*

Beyond the connectivity needs within the City, Atlanta will continue to be a hub of government and employment for the region and for the southeastern United States. A connection point to all of these economic and social partners is needed in the form of a multi-modal transit passenger terminal. Construction of this terminal should be a top economic priority of the City and the State.



The red lines denote corridors to be served by rapid transit. Linking Atlanta's future growth areas with transit infrastructure gives them travel options to support additional population and employment. This investment in infrastructure demonstrates the City's commitment to maintaining its prosperity and vitality.

Build **Transit** Infrastructure

Improve Existing Transit Service

Atlanta's once promising transit system is showing its age. It must be updated and modernized to respond to who we will be in the future rather than who we were in the past.

3 *Fundamentally rethink transit routes*

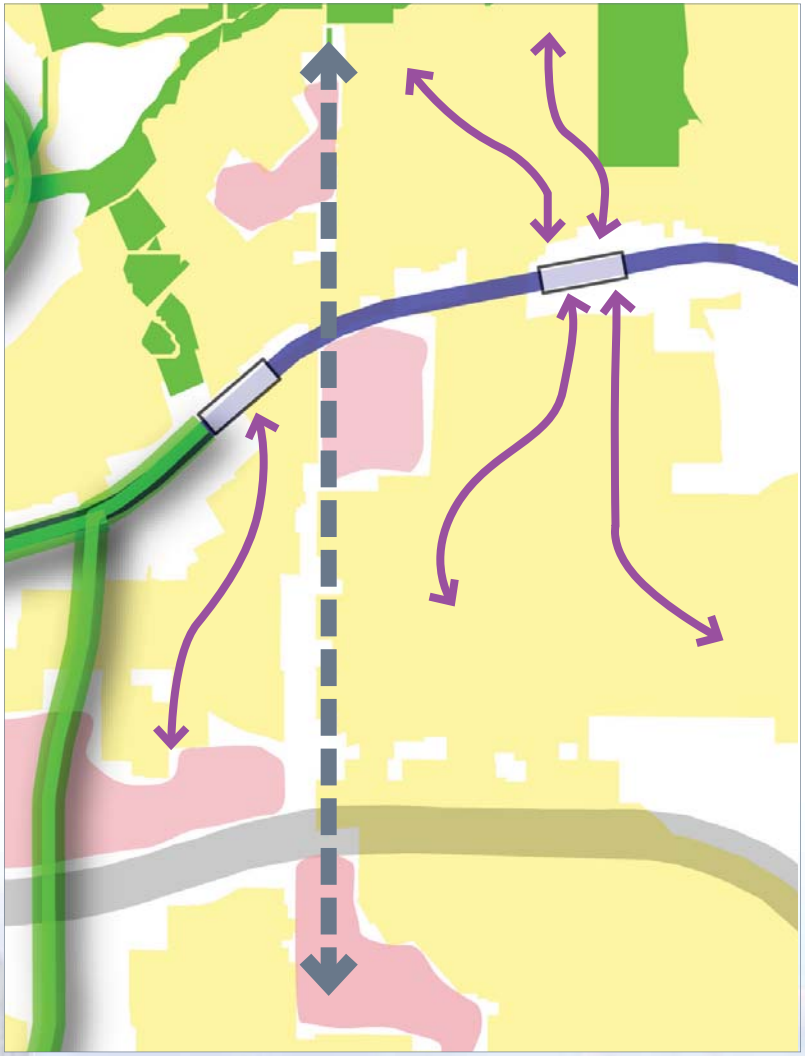
Transit routes within the City are too poorly coordinated and illogically connected to be of use to most choice riders. Long term priorities for the system should be geared to a "centers and corridors" model that connects high density nodes with rapid transit lines and gives most users a two-seat ride for most City origin-destination pairs.

4 *Diversify rail and bus fleet*

The rapid transit system described in the previous paragraph should be supported by "neighborhood feeders" that provide short rides from areas of lower density to stations on the rapid lines. Once linked into the rapid system riders could expect, on average, the same two-seat ride to most City destinations.

5 *Provide travel alternatives in congested areas*

All areas of the City with higher built density should not only have balanced access to the rapid transit system, but a full complement of safe and effective sidewalks and bike facilities to make use of that transit viable.



Neighborhood transit routes that 'feed' to higher-capacity transit stations are important service, but Atlanta should also rethink routes to provide direct access along major streets connecting commercial and employment centers.

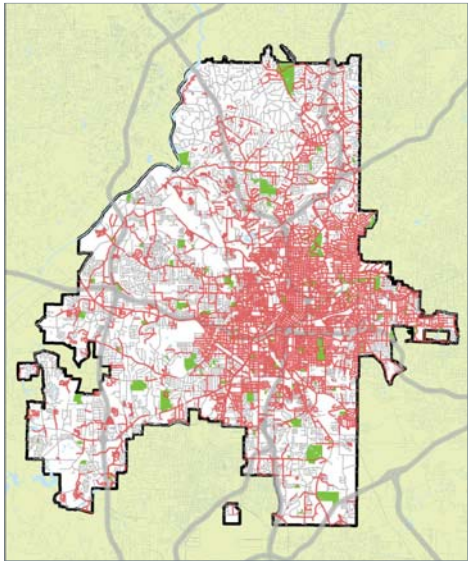
Improve **Transit** Service

Promote Sustainable Travel Modes

Given the instability in motor fuel prices that can be expected to continue for the foreseeable future, Atlanta cannot gamble that cars will be sufficient to handle all mobility needs.

6 Build and maintain sidewalks

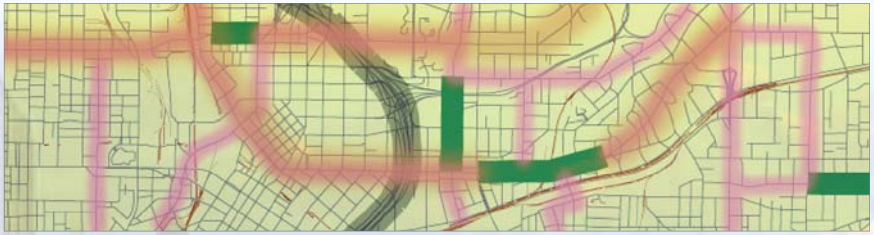
The City must take responsibility for building and maintaining a world-class pedestrian environment. All other investments geared toward changing travel behavior to be more sustainable will fail unless massive improvements in this area are accomplished.



Our plan calls for the addition of sidewalks beyond the areas of the City already served by them (as indicated in red lines above) and maintenance of those sidewalks we already have. This investment will make Atlanta a more walkable (and thus more livable) place as it continues to grow.

7 Build a system of bike facilities

In order to compete with peer cities such as Washington, D.C., Denver, Seattle and even Chicago, Atlanta has to make investments in health and quality of life that allow us to continue to be seen as a place of choice. Bike facilities provide mobility for children going to schools, families going to parks and commuters riding to work.



The expansion of Atlanta's bicycle network, which is presently completed only in separate pieces, will help to make cycling a safe and widely appealing way of travel— to work, to school, and to recreation.

Sustainable Travel Modes

Untangle 'Hot Spots'

Most drivers intuitively recognize that congestion resides at intersections. Managing what happens at these bottlenecks can be an important part of alleviating frustration that is evident to all users of the system.

8 Partner with private redevelopers

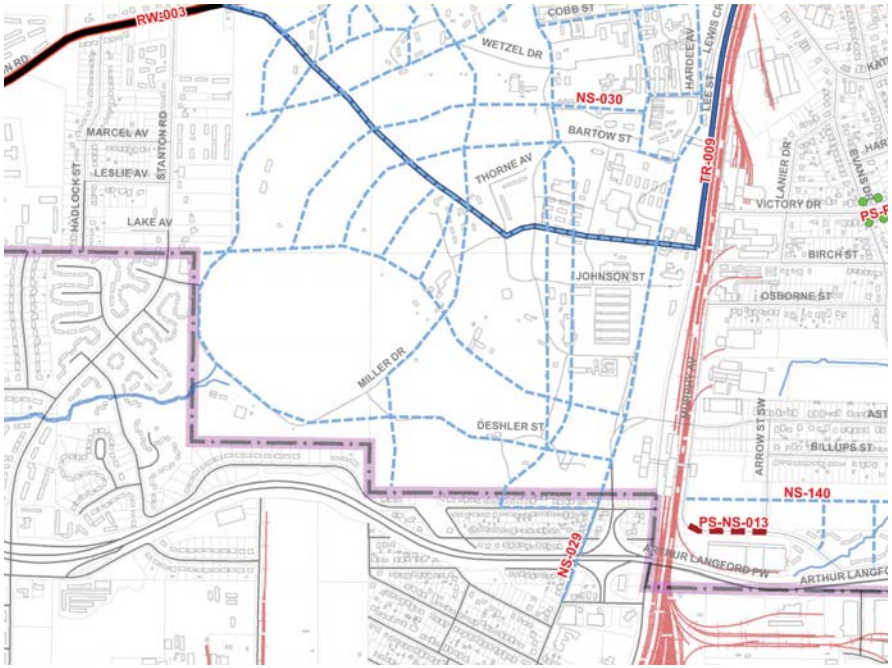
Many of the City's most congested intersections are surrounded on four corners by commercial space that will redevelop over time. When that redevelopment occurs, the City will be in a position to rethink the street form and network to create more options for drivers, pedestrians and transit users.

9 Create and manage alternative travel routes

Atlanta is a city whose streets were largely based on ridge lines and meandering rural roads. As a result, very few areas of Atlanta have the sort of redundant network of streets that allow people to choose different routes and allow various street functions to complement one another. The City needs to proactively go about creating new and redundant street network both in partnership with those who redevelop properties and as public works projects.

10 Pursue goods movement strategies

Goods and freight movement to, from and through Atlanta are critical to the City's economy. The City's policy should be to preserve the bulk of freight rail corridors in the City and to incentize both increased rail freight movement and track capacity within existing corridors. The City's interstate corridors and an updated truck route map will sufficiently maintain movement of goods by truck.



This process has resulted in a "street master plan" that will allow any citizen, developer or city staff person to quickly understand what new connections are envisioned and who will be responsible for building them.

Some of Atlanta's greatest traffic congestion occurs at intersections with few travel alternatives. Our plan explores how to untangle these confluences and how to work with provate developers to maximize the return the City will enjoy on its investment in infrastructure.

Achieve a State of Good Repair

11 Fix Infrastructure Fast

The City, its contractors and its agency partners must redouble efforts to make timely repairs to street, sidewalk and transit infrastructure so as to minimize downtime to the system. Among the policies the City should adopt in this area are strict time limits on street and sidewalk closure permits and quick removal of metal street plates.

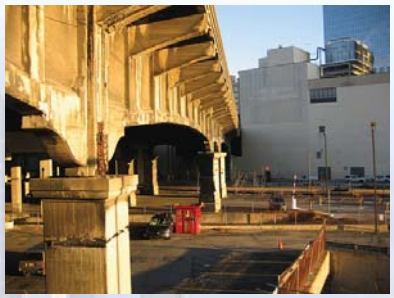
12 Manage Intersections

Congestion resides at the City's intersections. The City should take a more proactive role in assuring that traffic signal equipment is functional and in good repair and that timing plans which balance the needs of pedestrians and drivers from all approaches are in place. In areas where pedestrian demand is likely to be significant, the City should insist on crosswalks on each intersection leg and discontinue the need for push buttons to activate pedestrian signals.

13 Fix Bridges

Bridges throughout the state of Georgia are in disrepair, and Atlanta is no exception. In fact, bridges in the City are often older and carry more traffic than in other parts of the state. This situation, if not remedied has the potential to cause a substantial loss of mobility, increase in congestion or, in the case of a failure, more catastrophic results. The City must make it a priority to remove, repair or replace all of the deficient bridges within its limits. The State of Georgia must be compelled to be a full partner in this undertaking.

Fast and efficient maintenance and construction within the public right-of-way keeps the City moving.



Bridges and viaducts are a critical part of the City's fabric that has long been neglected.

State of Good Repair

Develop New Funding Sources

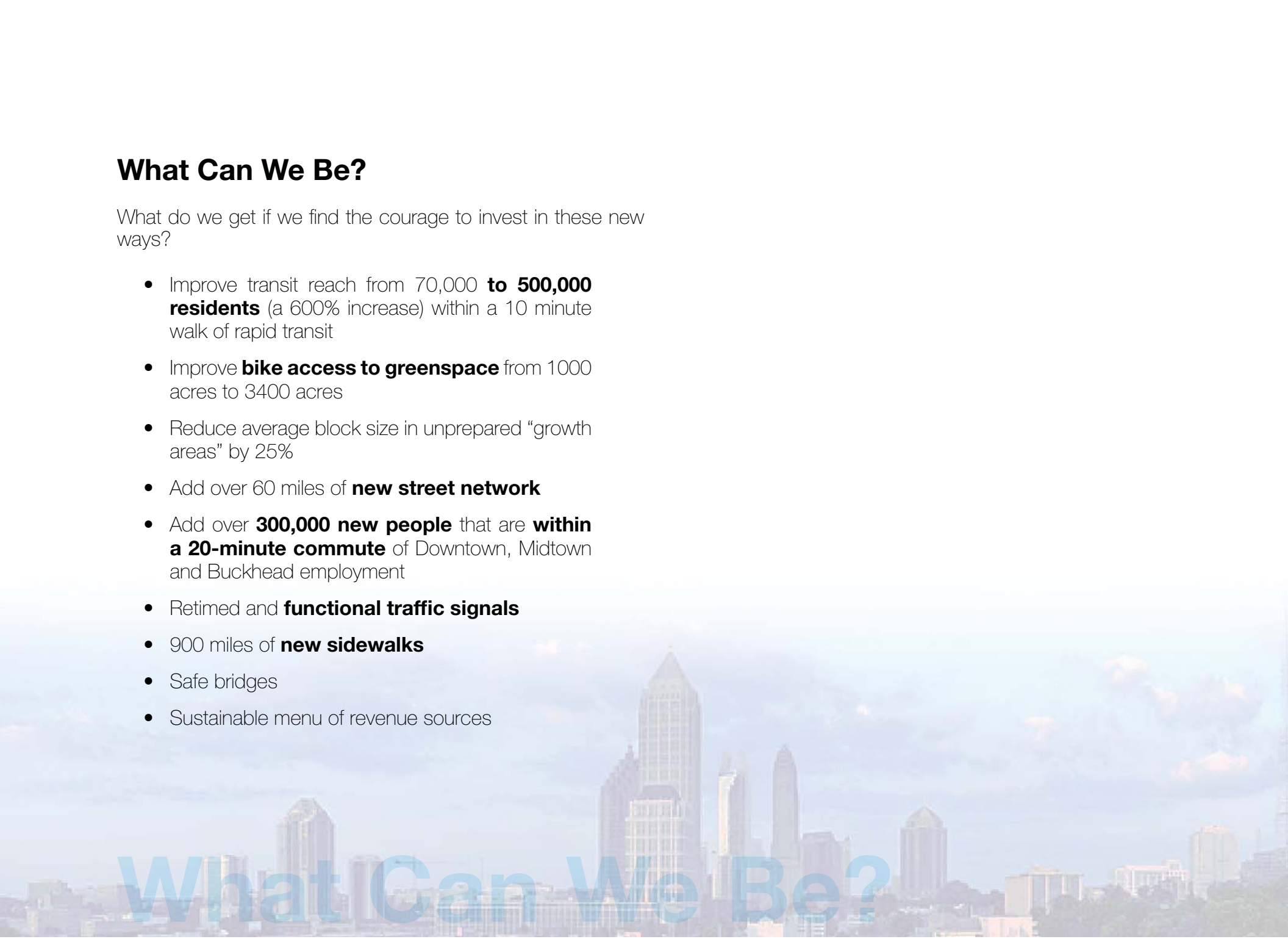
14 Coordinate Funding and Administration of the Transportation Plan

The City must identify a sustainable source of local transportation funding and develop an organizational structure that facilitates the collection and management of this funding. A transportation management structure that is capable of identifying priorities, working with agency partners, and managing interaction with private sector developers should be created.

What Can We Be?

What do we get if we find the courage to invest in these new ways?

- Improve transit reach from 70,000 **to 500,000 residents** (a 600% increase) within a 10 minute walk of rapid transit
- Improve **bike access to greenspace** from 1000 acres to 3400 acres
- Reduce average block size in unprepared "growth areas" by 25%
- Add over 60 miles of **new street network**
- Add over **300,000 new people** that are **within a 20-minute commute** of Downtown, Midtown and Buckhead employment
- Retimed and **functional traffic signals**
- 900 miles of **new sidewalks**
- Safe bridges
- Sustainable menu of revenue sources



Chapter 2

Challenges and **Needs**

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As the City of Atlanta embarks on its first-ever comprehensive transportation plan, the challenges it faces loom large. Concerns about congestion, the continued viability of the transit system, ever-growing demands on revenue streams and impending economic (fuel prices) and environmental (climate change) concerns can seem insurmountable at times. The patterns of investment, growth and development that have sustained the City for the past sixty years are showing their age. All signs suggest that a new approach to transportation investment is needed to lead the City into the future. This chapter provides an overview of where Atlanta is today: how it came to be, how it has grown and functioned in recent years, and the major issues that it faces going into the future.

2.1 Context of the Connect Atlanta Plan

In developing a transportation plan for the City of Atlanta, it is important first to understand what issues the city faces and what opportunities it has for moving forward. The recommendations developed through this process represent major investments, which can be a mechanism for civic enhancement and economic growth. Atlanta is undeniably one of the success stories of American cities, drawing on a legacy of ingenuity and business acumen to develop a thriving center of transportation and commerce with national and worldwide spheres of influence. How Atlanta will adapt this great transportation system to meet the needs of a growing, increasingly prosperous, increasingly diverse city involves understanding the most elemental needs of urban transportation and mobility.

The Role of Transportation

The average person would rather not spend his or her time thinking about and dealing with traffic. When given a choice, people prefer to focus their lives on family, work and leisure activities. Transportation should simply be a means to accomplish these ends more efficiently. When this relationship falls out of balance, however, the quality of our lives suffers. To many residents of Atlanta, it feels as if such an imbalance has occurred. The past 15 years have seen an increase of 25 percent in the average time it takes a resident of the region to commute to and from work.[1] The cost of transportation as a percentage of income for working families in Atlanta is among the highest in the country. A new vision of transportation's role is needed to ensure that our city can continue to prosper in three primary areas: quality of life, quality of place and fiscal sustainability.

Public space devoted to transportation purposes is literally the binding element of our cities— this space allows us to reach our different activities, to provide services to citizens, and to bring in visitors and outside trade. In the past half-century, the approach to accomplishing these goals has been to provide ever-larger and faster infrastructure solutions to accommodate our ever-longer commutes and growing populations. This has been an approach that has benefited a region without significant geographic boundaries. It is increasingly clear, however, that this model eventually reaches a limit beyond which it cannot be sustained. In Atlanta, those limits involve not only the vehicular congestion that threatens to stifle our economic and community growth, but the materialization of many side effects of this pattern of growth and investment. The high economic costs of accommodating such long trips, the health impacts of more sedentary lifestyles and the air quality issues that have emerged in Atlanta all suggest that a reconsideration of the status quo is timely. It is worth investigating lessons that can be learned from cities that have sustained longer and larger growth. Many of the places that have demonstrated the flexibility required for sustained growth and longevity are those with a legacy of well-connected, easy-to-navigate streets and options for travel.

The time is right to pause and consider whether continuing to pursue our historic solution for traffic will advance or hinder the goal of improving our quality of life. Rather than moving more cars greater distances, perhaps we should strive to move more people lesser distances. Instead of focusing on the speed of travel, we might try to improve the quality of travel. Instead of believing that we can "solve" congestion, we might focus on managing our congestion. This plan is our opportunity to create the new model of development for the Atlanta of the 21st century.

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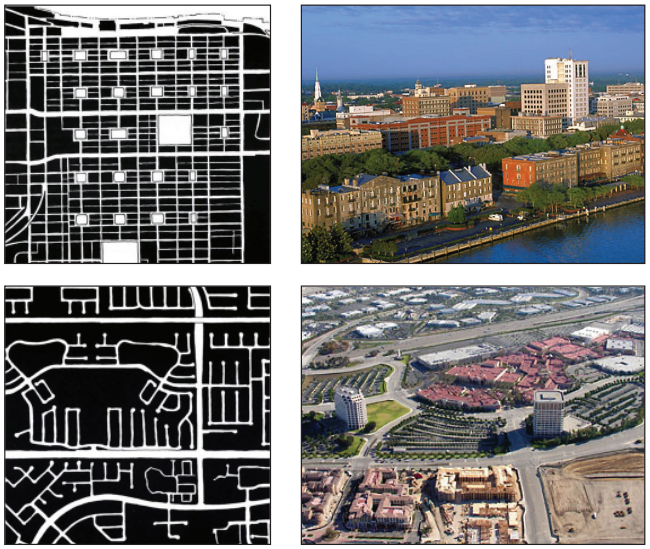
Transportation as a Place-Making Element

Most people assume that transportation is usually built in response to development or economic needs. Such a reactive approach is often employed, but this pattern masks an important dynamic. What most people do not fully recognize is that transportation infrastructure does not simply respond to growth; rather, it is a primary determinant of what future growth will occur. The presence or absence of transportation investments is a key element that allows the amount and location of development and growth that will occur. For example, Atlanta's Interstate construction program during the 1950s and 1960s accommodated high speed driving and fueled the explosion of suburban growth that we saw in the 1980s and 1990s. Transportation investment is a primary driver of the type of development and land uses that will follow.

Transportation and Place



Among planned elements of cities, the layout of transportation infrastructure is the single greatest determinant of land uses. A solid, well-connected network of streets designed with building scale and public spaces in mind allowed a city like Savannah (above) to mature over nearly 300 years, adapting to different economic conditions and needs,. The arterial-focused network of Irvine, California (below) has dictated a land form of separated uses and reliance on these primary streets for trips connecting them. SOURCE: A. Jacobs, Great Streets.[2]

Examples of land use responses can be seen in both suburban and urban contexts. Most places that are built with a suburban type of infrastructure (highways connected to large arterial streets connected to driveways) will foster development forms such as single story shopping centers with surface parking, disconnected office parks and largely separated land uses. Suburban transportation and development forms represent the communities of choice for many, and they are not better or worse than urban forms; but people do make a choice. When deciding what sort of place we intend to create we must acknowledge the trade-offs that suburban development forms represent. Such low density, disconnected development coupled with wide, fast streets makes walking, biking and transit use a significant challenge. Such suburban communities were never intended to nor are they typically able to sustain very high densities. Increased growth in such places will be inherently limited by their ability to accommodate more cars.

A different model and level of growth can be observed when infrastructure is built in an urban form. Well-connected networks of streets provide good access, efficient trip distribution and alternatives to a single route of travel. Consequently, they are better able to support greater development intensities than disconnected networks relying on a small number of roads. Increased streetnetwork creates smaller blocks that are inherently more walkable. Walkable streets are inherently more desirable for development and are a basic requirement for frequent and reliable public transit service. Public transit has a much higher "people-moving" capacity than single-occupant vehicles and thus is a critical element in accommodating dense development. Land uses characterized by taller structures and buildings with doors that address the sidewalk and the street can be seen in Atlanta in historically urban places such as Downtown, as well as in places where urban street forms have been retrofitted such as Glenwood Park and Atlantic Station.

Streets, in addition to their function of allowing access and movement, are also the primary public spaces of our built environments. American cities do not have the same historical legacy as their European and Latin American counterparts, and consequently, squares and plazas, the primary public spaces in these cities, do not fulfill the same fundamental role of an arena for public life. In American cities, the streets comprise the majority of public spaces. Thus, it is a role of our streets to allow us to move from place to place and to carry goods and services, but also a

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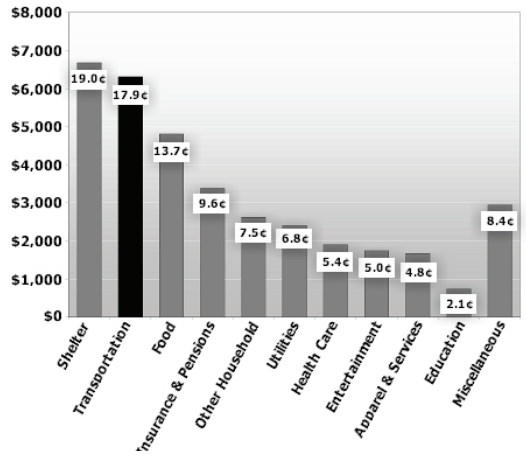
role to bring together the public and private elements of city life. The character and care given to a community are evident to any visitor (although not always apparent to those people who spend their day-to-day lives there) simply by looking at and experiencing the transportation infrastructure of the city. Land uses respond to such care. Michigan Avenue, Newbury Street and Broadway are important transportation thoroughfares, but they also accommodate a balance of civic and economic functions and generally reflect the character of their cities as signature streets.

Fiscal Importance: Transportation as an Investment

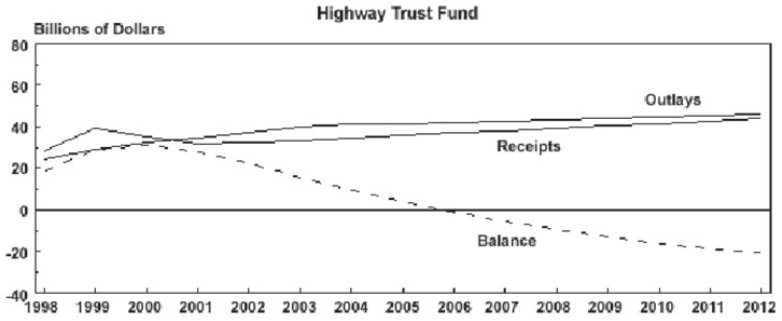
While the role of transportation as an element of place-making is important, its role as an economic investment cannot be underestimated. Even in 1998, before the steady rise in fuel prices of the 2000s, the average American household spent 18 percent of its income on transportation-related expenses,[2] an amount equal to the combined total amount spent on health care and food. Many people accept these transportation expenditures as a necessary expense for living in a modern society, but we should be able to invest our resources in public infrastructure with the intent of maximizing public benefit. If we invested differently could we create greater tax revenue returns from development? Could we create less air pollution and more opportunities for physical activity? Could we lower our dependence on foreign oil?

For much of the 20th century, paradigms of transportation planning assumed that building new (primarily road) infrastructure was the key to fostering economic growth. The working premise was that congestion created by new land use development could be remedied with added capacity. This pattern has indeed fueled rapid growth in the Atlanta region, as it has in cities and regions across the United States. As they have continued to grow, they have attempted to meet new travel demand through road widening. In Atlanta we have found that this new capacity is quickly exhausted, leading to a long-term commitment to constructing more and more infrastructure. In addition to the capital costs associated with highway construction funding, this growing legacy of road-building must be maintained, leading to higher and higher annual costs to keep the additional infrastructure safe and operational.

What the American Household Spends



The average American household spends nearly 18 percent of its income on transportation, roughly the combined total of food and health care.



Our long-assumed pattern of new highway construction as a means of relieving traffic congestion and accommodating new growth may not be a reliable option in the future. Revenue to maintain Highway Trust Fund is declining where demands for federal highway funding are increasing. Some studies have estimated that the Highway Trust Fund could be in deficit as early as 2009. SOURCE: Congressional Budget Office [4]

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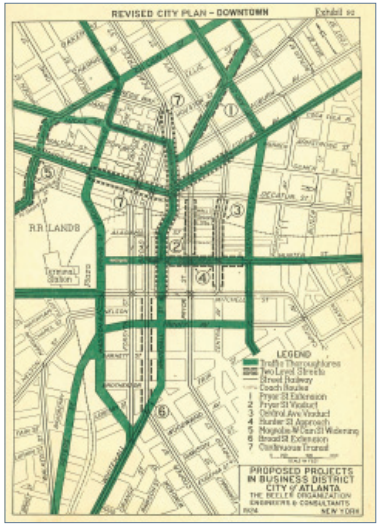
Fiscal sustainability must also comprehend other realities: namely, that state and local governments throughout the United States are facing coming challenges of affording their transportation infrastructure. The Federal Highway Trust Fund is the primary source for much of the highways constructed in the United States, and recent reports indicate that its reserves are nearly exhausted. Indeed, revenue for this fund generated by gas taxes (based on cents-per-gallon rates) is growing slowly while maintenance costs have increased far more rapidly. Public agencies responsible for road construction have experienced significant cost increases in recent years, causing many projects to be postponed, reduced in scope or canceled altogether.[3]

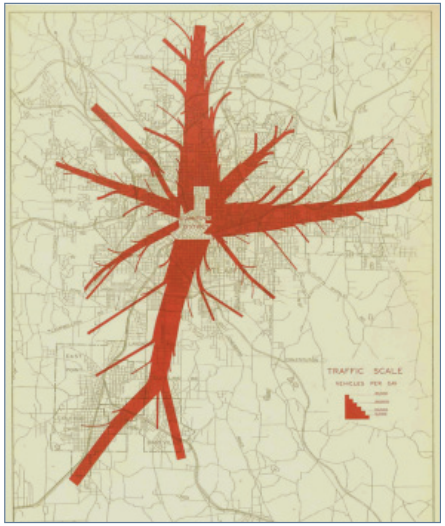
2.2 Past Growth and Historic Patterns

The prior section discussed the goals that the City's residents have articulated for the Atlanta of the future. In planning one's future, it is critical to revisit the past. Atlanta's history is ripe with lessons and experience in transportation that we can utilize to build a better tomorrow. Atlanta owes its very existence to transportation infrastructure and the need to move people and goods. It is one of a few cities of economic importance that was not founded on a river, harbor or other navigable link to the sea. Its site was selected in the 1830s when the Georgia General Assembly authorized the development of a railroad to connect Georgia to the Tennessee River Valley and on to major inland shipping routes. From this beginning, the site emerged as the meeting point of several different railroads, establishing it as an important trade center.[5]

As with other American cities, Atlanta's success brought with it a demand for growth and expansion, and, as throughout the course of its history, it expanded with the transportation technology of the time. The city began to expand further as streetcars were built, allowing high-capacity movement of people further from the city center. This early geographic expansion from streetcars accelerated in the early and mid-20th century as private automobile ownership became increasingly accessible to average households. However, the rise of the automobile as a mode of transport meant that many more vehicles now needed to use Atlanta's streets, competing with the already-busy streetcar operations for use of downtown thoroughfares.

Peachtree Street just north of Five Points in 1907 (left); Five Points in 1928 (right). Prior to World War II, streetcars were an important means of transportation, though in the 1920s the rapid growth in private automobile ownership put increasing demand on city streets. SOURCE: Atlanta History Center, Georgia State University Library Photo Collection





Because of this growth in automobile use, Atlanta began considering vehicle mobility solutions early on. The proposal for a system of viaducts (left) to cross the main downtown rail corridor was made primarily for reasons of relieving traffic congestion. The 1946 Lochner Plan first proposed the development of an expressway system to respond to this traffic demand (right), some of which Atlanta began building in the 1950s. SOURCES: Beeler Plan, Lochner Plan, MPC Expressways and Bypasses Study.[9]

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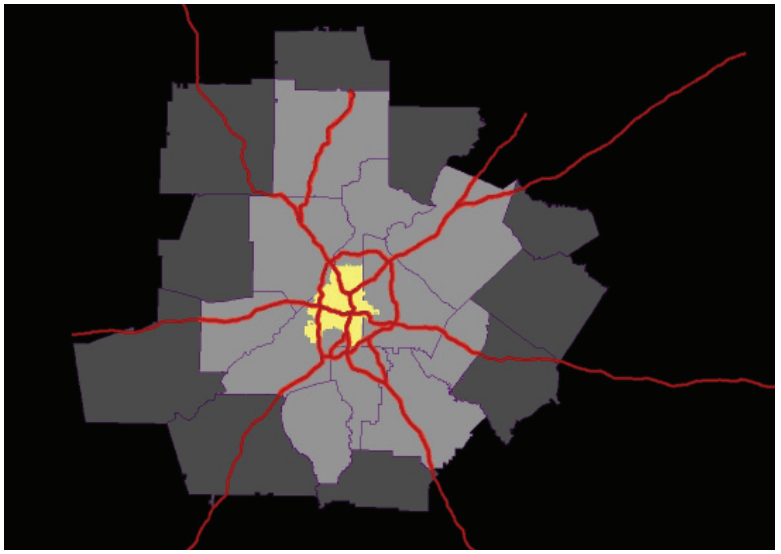
The growth in automobile ownership was recognized as a sign of prosperity and a growing middle class, but city leaders saw the increasing traffic as problematic in downtown Atlanta. The first major recommendation from the 1924 downtown plan prepared by John Beeler for the City was the construction of viaducts to carry north-south downtown streets over the rail lines bisecting downtown, thus replacing the surface crossings.[6] In the 1940s, the Georgia State Highway Department (now the Georgia Department of Transportation) commissioned a plan from the Lochner Corporation for Atlanta-area roads which identified the major travel corridors throughout the City.[7]

As Atlanta continued to grow in the 1950s and 1960s, the city considered new options for accommodating vehicle movement. These included conversion of city streets to one-way traffic to increase vehicle flow and the development of a high-speed, limited access freeway system to move vehicles in and out of downtown and alleviate surface street congestion throughout the city.[8]

The link between American suburban expansion and freeway construction has been well documented, and the spatial growth of Atlanta's metropolitan area has been no exception to this trend. The post-World War II expansion of the city followed its freeway corridors first, then major roads with freeway access, eventually filling in the areas in between. Although this pattern certainly meant a greater geographic area in which urban growth was happening, it also pointed to a large-scale shift in the main mode of transportation. Freeways and rising private vehicle ownership offered unprecedented reach with which transit agencies, nearly all of which prior to World War II were private companies seeking a profit, could not compete in their service offerings. As such, the focus for transportation programs shifted not only to roads, but to high-speed, high-capacity roads capable of handling increasing vehicle traffic. This increased emphasis on planning for private automobiles led to the development of ever-larger roads and highways to meet expected demand.

The turn of the 21st century has seen the Atlanta region growing at a faster rate than any other metropolitan area in the United States, adding over 1 million residents in the 1990s alone; by all current measures of estimation it will add an even greater number in the 2000s. Yet since the 1950s the City of Atlanta's population has remained relatively stagnant: in spite of strong population growth from urban development in the first decade of the 21st century, Atlanta proper is only once again returning to its early 1970s peak population.[10]

Regional Freeway Investment



As a function of its overall size, Atlanta (represented in yellow) has had seven times the freeway infrastructure built in its jurisdiction as the region as a whole (in grey) but has not enjoyed this same level of economic growth. SOURCE: Atlanta Regional Commission.

Transportation Investment And Growth

Given its expected growth, Atlanta will be a bigger, denser city and will likely need new approaches simply to create mobility in this new environment. The historic transportation investment model has not always paid equivalent dividends for the City of Atlanta. The 20-county area that is the extent of the Atlanta Regional Commission's large-area studies has nearly 6,200 square miles of area, and has seen nearly 3,300 lane-miles of freeway constructed since the Atlanta freeway system began construction in the 1950s. Atlanta proper, by the same measures, is only 132 square miles but has seen 489 lane-miles constructed within its city limits.[11] Atlanta's rate of highway building is nearly seven times that of the region as a whole. This is right-of-way that is not taxable and not productive for any purpose except

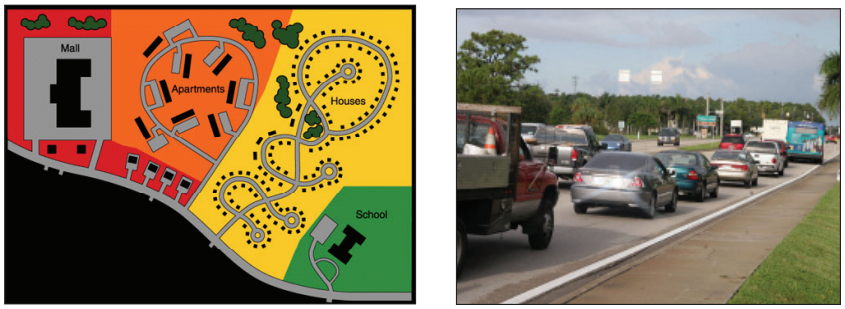
moving cars. Despite this commitment of space, Atlanta has not seen seven times the economic growth of the region: indeed, its net population growth in the same time has been nearly flat and it has added only one-tenth of the region's jobs since 1990.[12] This suggests a public investment that has not yielded nearly the economic return for Atlanta that it has for the region as a whole.

Planning for an urban transportation system with these considerations in mind means that flexibility and adaptability are key: streets and thoroughfares must be equipped to accommodate other modes of transportation than motor vehicles, thus making non-vehicle modes of travel attractive for shorter trips. The cities that prepare through flexible investment to adapt to an unknown future are likely to be at an advantage. Future transportation investments should yield greater benefits to the City: economic and social benefits that are more proportionate to the resources initially lain out.

2.4 Cities and Their Roles

Growth of central cities is a phenomenon that is occurring across the country and the world, spurred by peoples' changing attitudes about cities. While these changes in our physical city may sometimes seem daunting, such shifts in attitudes about cities have happened throughout history. Cities have developed throughout history primarily for exchange: of goods, of knowledge and ideas, and of money or resources. Though modern cities have expanded from industrialization and generally occupy much larger physical space than before, the basic role of cities remains the facilitation of exchange.

Since the rise of North American suburban development in the second half of the 20th century, suburbs have almost always appeared more attractive than central cities due to newer infrastructure, lower costs, and their much-promoted freedom from congestion, crime, and health concerns. Yet the realities of suburban expansion suggest that it cannot indefinitely accommodate this demand for new homes, space, and free-flow movement. Recent case studies have demonstrated that aging suburbs not only undergo the same challenges as older cities, but they face additional challenges in an infrastructure style that cannot be flexible to changing needs.[13] These problems are compounded by declining property values, changing



Suburban street patterns that have been built to allow separated land uses rely heavily on their arterials to provide local connections between land uses as well as the regional trips for which they were originally intended. The result is that these roads become congested and overall movement—for regional and local purposes—breaks down.

of demographic patterns to lower levels of wealth and an increased demand on public services. Like the rest of the country, the Atlanta region's first-ring suburbs are dealing with these very issues now.

In addition, the notion of the suburbs providing freedom from traffic congestion has largely been discredited. To a great extent, these problems can be traced to the very layout of suburban forms that have been developed and built since World War II. The notions of space, relative quiet and general privacy were borne out by land developers who employed cul-de-sac streets, large blocks, and limited points of neighborhood access to reduce local traffic and to provide a sense of tranquility and enclosure. Yet at some point, travel from the neighborhood is necessary, and the relatively disconnected street networks began generating traffic that relied heavily on larger arterial streets. These streets, with the natural concentrations of shopping and businesses in newly-created suburban environments, further hamper free-flow travel. Hence we find that many of the most congested corridors in the Atlanta region are arterials serving relatively low density suburban communities.

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The 'New' Importance of Place

Numerous studies throughout the late 1990s and 2000s, particularly those by Richard Florida, suggest that cities that will succeed in the future are able to retain educated professionals who work in innovative fields.[14] These cities will not only have a stronger economic foundation, they will also have greater social diversity and higher levels of quality of place. Atlanta is already enjoying such a re-population and renewed investment, but nonetheless retains the responsibility of providing the basic physical and civic infrastructure to support it. This includes a balanced transportation system that offers options in urban mobility and allows streets and transit to support and celebrate the urban environment. These are the very elements that characterize basic urban form.

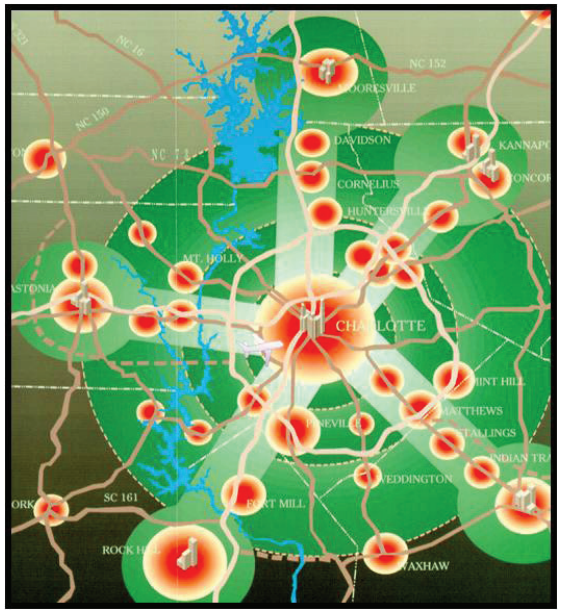
2.5 Best Practices in North American Cities

Atlanta would not be alone in contemplating a future that looks different from its past. The United States as a whole and especially its cities have witnessed broad demographic and economic changes in the last two generations. This trend shows no signs of abating and cities that are well-positioned to embrace this diversity will likely have competitive advantages.

This section describes the experience of three North American cities that are recognized for their practice in combining land use and transportation planning. Each has encountered issues similar to those facing Atlanta, and each has addressed these issues in innovative ways that have set examples for other communities seeking to accommodate growth and development with a flexible and sustainable transportation system.

Charlotte, North Carolina

In many ways, Charlotte, North Carolina shows the most immediate likenesses to Atlanta: it is a major financial and distribution center of the Southeast, a city that has grown and prospered from a strong business community and by pro-development attitudes and policies. Charlotte's rapid growth rate in the past three decades mirrors that of Atlanta, but on a smaller scale.



Charlotte's original concept for its Centers, Corridors and Wedges vision was based on organizing growth around downtown Charlotte and secondary centers throughout the city and region. This concept gained momentum that has led to today's planning and policy framework for the city's future growth.

Planning Charlotte's transportation system has become part of a unified approach to concurrently planning for growth and new infrastructure together. The City has aligned its different departments and responsibilities and in so doing has streamlined how planning transpires. The basis for this alignment is a simple yet powerful concept that Charlotte calls its Centers, Corridors and Wedges Growth

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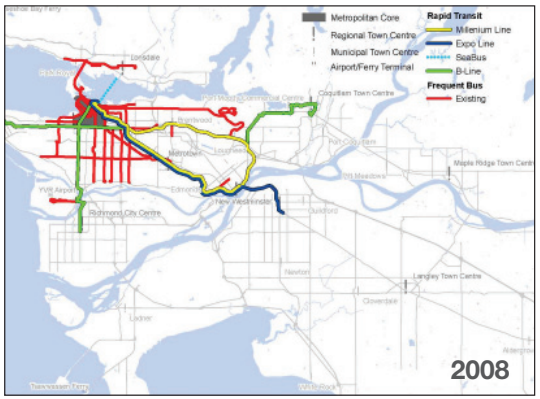
Strategy. The basic concept of this strategy is that development intensity should be tied to the areas where infrastructure can support it. Charlotte has sought to create this link by focusing the investment of public resources along corridors with centers of compact development and a broad palette of land uses, while reserving the remaining 'wedge' areas for open space and less intense development.

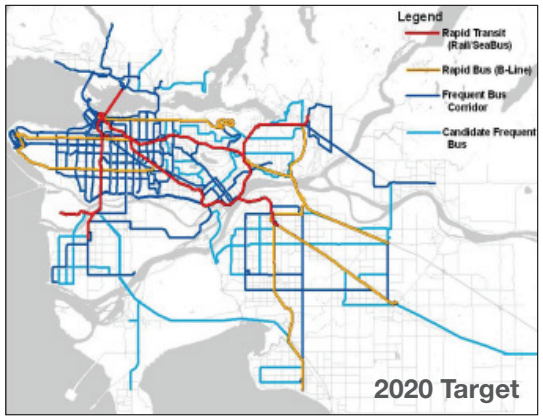
Unlike other cities in states with a strong legislative framework for growth management, Charlotte does not have a comprehensive plan tying together the missions of its different departments. In the absence of such a unifying element, the growth framework organized around Centers, Corridors and Wedges is important in that it facilitated this crucial alignment of departmental interests. All City departments understand the basic message of the framework: namely, that growth should be guided to areas that can support it and steered away from areas that cannot. This not only allows cross-departmental acceptance of specific area plans and programs, it also allows planning to adequately respond to changing community values as each department's needs and understanding of concerns from the community are reiterated through the joint planning process.

Charlotte has identified five primary growth corridors, which are linear districts with concentrations of high-capacity transportation facilities including streets and transit infrastructure. The City began operating its first rail transit service in one of these corridors in November 2007 and is currently planning infrastructure for the remaining four. The land use envisioned for these corridors is a mix of moderate- to high-density residential, office, retail, industrial and warehouse/distribution uses. This land use program recognizes Charlotte's importance as a transportation and distribution center in the Southeast while also acknowledging its strong economic growth and demand for housing.

Transportation planning supports the need for connectivity and walkability within the growth areas, and the City's Transportation Action Plan (TAP) is based on the need to balance connectivity in these areas with overall urban mobility. The TAP reserves nearly 15 percent of transportation funding for street and network improvements in the center and corridor growth areas and identifies key walking, cycling and urban livability components of larger transportation projects. Charlotte has found analytical support for this transportation approach as well. Within Charlotte's core

Vancouver's Vision for Direct And Legible Transit





Today's frequent transit service is largely focused on central Vancouver (upper figure), but with this local land use partnership, TransLink plans to have frequent service at 10-minute intervals for 15 hours per day, 7 days a week over a larger extent by 2020 (lower figure).

urban area, traffic congestion as measured at intersections is notably lower than in newer, outlying parts of the city where development patterns have not favored well-connected street networks. Likewise, conventional travel demand modeling sees the greatest future capacity deficiencies in these areas, as growth is expected to happen there and transportation infrastructure is less equipped to support it.

Vancouver, British Columbia

Vancouver, British Columbia has approached planning by developing policies that promote a high standard of urban livability in response to a growing urbanization of world population. It has broadened its transportation system in the wake of increasingly scarce resources that will not support continued auto-dominated patterns of travel that were predominant throughout the 20th century. As a result of these efforts, Vancouver has become a world leader in sustainability, forward-thinking urban development and general quality of life. Publications such as *The Economist* and organizations such as the World Health Organization have proclaimed its high standard of urban livability.

Yet perhaps even more notable than its record for livability has been its coordination of regional interests and the development of a well-integrated policy framework to guide development and growth and to link transportation infrastructure to them. Such a movement for regional coordination has led to the development of a unified transportation authority, the South Coast British Columbia Transportation Authority (locally referred to as TransLink), which is responsible for roadway construction and maintenance as well as transit infrastructure and operations. TransLink has been able to assert a larger role in regional coordination between transportation and land use. It has promoted transit as a primary travel mode, mainly as a result of transportation policies that do not base project decisions on added road capacity for automobile travel. The agency has tied investment in new transit infrastructure to regional land use planning and development. As a result, it has more direct control over project prioritization between transit, roadway, and bicycle/pedestrian projects and greater flexibility to use funding among all of them. The response from a single transportation entity greatly facilitates the Vancouver region's policy decisions to prioritize transit investment. This has allowed the region and municipalities to plan transportation infrastructure in a uniform manner and thus better coordinate development planning.

One of TransLink's main strategies in developing a more balanced transportation system has been the concept of legible transit, or a transit system that the public understands and feels safe and confident using. Conversely, many transit agencies, especially in bus service, try to balance their operating funds to serve a maximum number of riders and ridership-heavy destinations, but in so doing cease to follow direct, simple routes and to provide a frequency of service that is consistent with the hierarchy of local streets. In moving to establish a sense of permanence and legibility, TransLink has found that transit should be communicated as public infrastructure and not merely a service.

Chicago, Illinois

Though size and historical growth are different, Chicago and Atlanta bear many similarities. They are the economic and cultural centers of their regions and have broad, diverse economic bases rooted in transportation and industry. They have risen to prominence through transportation infrastructure and continue to play a highly important distribution function within the national and global economies. Atlanta's Hartsfield-Jackson and Chicago's O'Hare airports are ranked first and second in the world, respectively, in terms of both aircraft movements (takeoffs and landings) and passenger volumes. Both cities are confluences of major highways, and both are meeting points of multiple transcontinental freight rail networks.

Chicago has a particularly strong focus on rail transport, being served by all of the North American Class I railroads. Chicago is served by an additional 14 smaller railroads, with 2,800 track-miles of rail (excluding rail yards), 500 freight and 700 passenger trains per day, and 37,000 freight car and 20,000 intermodal movements per day. At the same time as it handles these freight movements, however, the City of Chicago has become a leader in recent years in promoting environmentally-conscious, sustainable growth and development. It has earned attention for such innovations as the green roof on its City Hall, the rapid expansion of bicycle lanes and improved sidewalks, and for seeking the U.S. Green Buildings Council's Leadership and Excellence in Environmental Design (LEED) Certification in its public buildings and facilities. At first glance, these two distinctions may seem incompatible: a city promoting green infrastructure and sustainability that also sees some of the largest volumes of passenger and freight movements in the world.

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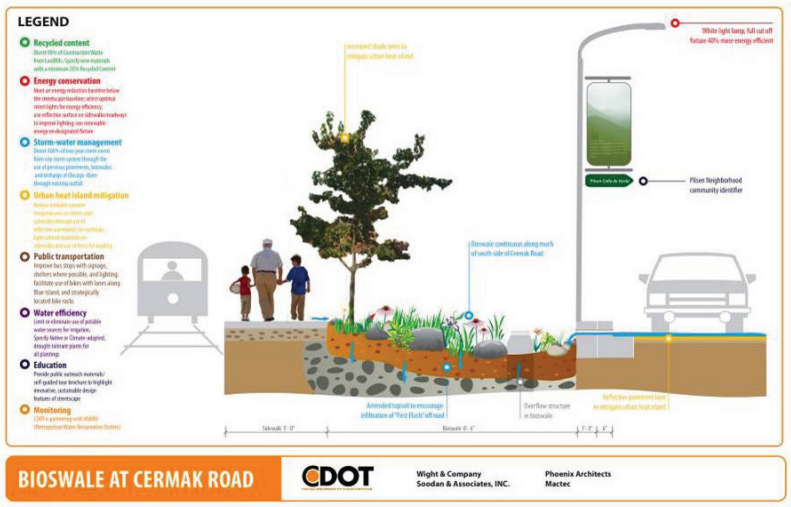
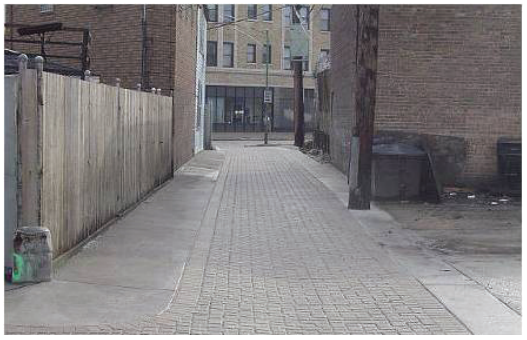
Yet Chicago has viewed modernized infrastructure as essential to enhancing the quality of life of the city's visitors and residents. Chicago has taken an approach that the urban form, with its density, public transit and walkable neighborhoods, is a sustainable way for humans to live. The enhancement and maintenance of public infrastructure in the city, for the safety and convenience of all users, is fundamental to creating a city where Chicagoans can anticipate a high quality of life without depleting natural resources.

Nearly 23 percent of Chicago's land area is public right-of-way. Chicago's logic has been that a quarter of the city's land should be able to do more for the city than move traffic, it should also contribute to Chicago's sense of place. Placemaking, or the creation of unique locations that have a strong civic character with lasting economic value, is seen more and more as a key component of making Chicago (as well as many other cities in the United States) an attractive and desirable place to live. Compact and pedestrian-oriented mixed use developments help create such places.

Chicago's response has been the adoption of a Complete Streets Policy recognizing the needs of all users of a street in making transportation decisions and developing projects. Chicago also seeks to utilize right-of-way to achieve the greatest community benefit possible. This in turn has led to the development of several programs such as the Streetscape Program, which has developed designs and construction projects for streetscapes and has built bicycle lanes and trails and improved crossings and sidewalks in key public places.

These programs have been augmented by a commitment to sustainability, leading to revisions of the city's Landscape Ordinance that define particular standards for planting and landscaping, and to new pilot programs such as the Green Alley program. The Green Alley program in particular demonstrates the power of a well-organized program implementing a broad and forward thinking vision: it has sought to modernize the city's 1,900 miles of service alleys with permeable surfaces that facilitate drainage, allow natural percolation to lessen the impact on the city's stormwater infrastructure, and reduce heat through the use of lighter surface materials. Though the program is still young, its results have been successful and have gained a large degree of community acceptance.





Chicago's Green Alley program was developed in response to a citywide commitment to green development and infrastructure, but, more practically, has also provided benefits to the longevity of the city's public streets and facilities. Many of Chicago's alleys drain poorly, causing maintenance difficulty and safety issues. The permeable surfaces of the Green Alleys have allowed percolation and reduce the burden on stormwater infrastructure.

Chapter 2

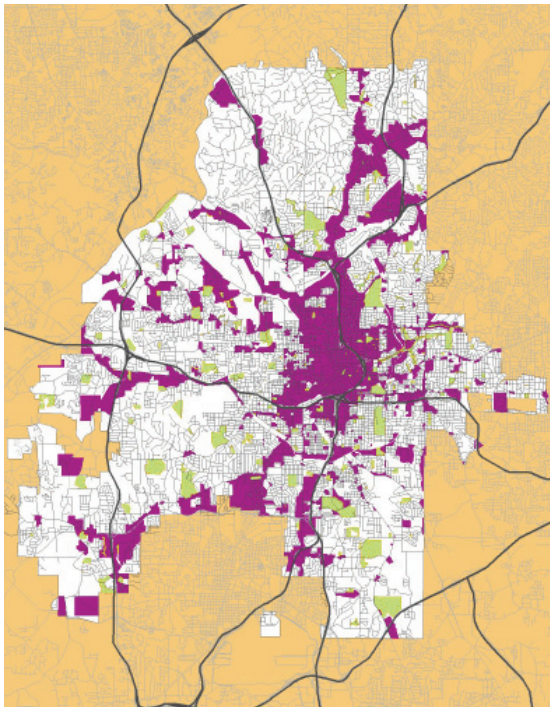
Other Leading Practices and National Trends

Diverse Housing Options. Along with this diversification of economy and demographics, largely fueled by the baby boom generation, comes a need for a broader range of housing options. This not only refers to levels of affordability, but also to the size of individual dwelling units, the proximity to residential-supporting land uses such as grocery stores and recreational centers, and the availability of different travel options. After decades of building larger houses and dwelling units, cities recognize a need for smaller housing units to more appropriately meet the need of different levels of income and family size that make up a diverse population.

The adjacency of travel options, particularly public transit and sidewalks, is especially important as people age and the financial need for parking complicates efforts to provide truly affordable housing. The use of urban land for parking may not always represent a productive use of the land, and when it is provided as a necessary amenity (in the absence of other travel options), it increases the cost of housing.

Leveraging Transit for Development. Cities throughout North America have begun using high-frequency (premium) transit as a means of encouraging or even requiring development that helps transit ridership but that also adds value to cities through increased population and tax base. Indeed, Charlotte and Vancouver are leaders in this trend. In addition to the increased people-moving capacity and mobility that transit offers, adjacency to transit infrastructure also reduces the need to accommodate automobiles in new development, freeing land and development costs to be applied to increasing a development's yield. As a leading example, the DART system in Dallas has spurred $1 billion in associated private development. These developments will generate over $45 million in additional annual tax income.[15] Additionally, St. Louis's 25-year transit modernization plan is expected to generate a $2.3 billion return in business sales.[16]

How Will Atlanta Accommodate Future Growth?



Removing single-family neighborhoods (as measured by the City's future land use map), select industrial areas and parks and open space, the remaining land uses comprise 30 square miles, an area about half the size of Washington, D.C. If these are the parts of the city that will accommodate the bulk of its new development, it is logical that overall development intensity in these areas will increase over time. Refer to the Existing Land Use Map (5.2.1) and Future Land Use Map (5.2.2) in Appendix E for additional detail on specific uses that make up these growth areas.

Facilitating Healthy and Active Lifestyles. Many cities that have risen in terms of livability and attractiveness to new residents over the past twenty years or so, have done so largely by focusing on and investing in projects that improve lifestyles. Austin, Texas's comprehensive plan is based primarily on livability as a concept to govern land use, transportation and economic development. The primary goal of that plan is to "assure that the development of the urban environment is compatible with the unique natural and constructed features of the Austin area." This intentional creation of harmony between the built and natural environment is one of the qualities that has allowed Austin to realize explosive population and jobs growth in recent years.

Chapter 2

The cities that will compete well for knowledge-based jobs and population in the future will be those that are able to create engaging open space and pedestrian environments. In many, if not most, North American cities, the streets are the most abundant element of publicly owned space – often accounting for 20 to 25 percent of the city's total land area. Indeed, many cities are taking initiative to shape this space into a form that provides a greater benefit for the public. Denver's 2007 Downtown Area Plan calls for a series of Grand Boulevards on Speer Boulevard, Colfax, Broadway and Park Avenues and Auraria Parkway. These boulevards are envisioned as a backbone for economic development in the downtown area. Chicago has taken similar steps to construct streets that improve the public benefit, by using permeable and light-reflective materials to improve drainage, reduce heat and lessen the need for consuming energy with street lighting.

2.6 Looking Forward

Inputs to the Needs Assessment

An assessment of needs was informed by various data and analysis. Of course the basic data collected during the inventory phase of the project provided much of the foundation for analyses. The public outreach and stakeholder involvement was the most significant driver in identifying needs, specifically the goals and objectives articulated in the public outreach portion of this report.

Beyond those elements, the following are a number of other resources and tools that were gathered and utilized:

- **Planned and Programmed Projects** –Projects that have already been identified for the City through the regional process and from a background upon which this study seeks to build, rather than replace.
- **Previous Plans** - Small area studies such as Livable Centers Initiative (LCI) and corridor planning studies that have been undertaken by the City constitute a core of community-based planning from which a basic set of candidate projects have emerged.
- **Crash & Safety Analysis** – Analysis of these vehicular, pedestrian, and bicycle statistics will help point the way to creating a safer city.
- **Coordination with Public Agencies** – The City continues to work in partnership with other regional and state agencies to create a plan that forwards the interests of the City, while creating opportunities for the region.
- **Field Observation** – In many cases, consultants, City staff, and members of the community have observed areas that need repair but do not show up in standard data analysis.
- **Geographic Information Systems (GIS) and Spatial Analysis** – The City's GIS database is a primary tool available for measuring physical scale and relationships for both current conditions and proposed changes.
- **Demographic Analysis** – Demographic analyses of each study sub-area of the City informed the project decisions.
- **Travel Demand Model** – The regional travel demand model has been utilized both as source of insight regarding mobility and as a tool for evaluation of needs and project performance.
- **Atlanta Strategic Action Plan** – The update to the City of Atlanta's Comprehensive Development Plan

Chapter 2

Demographic Trends and Future Growth in the City

Prior to this plan, the City of Atlanta did not have a comprehensive transportation plan to guide policy decisions. While many small area plans have been completed over the years and other entities have developed ambitious regional plans which include the City, the residents of the City have never had an opportunity to speak together and express a comprehensive vision. The Connect Atlanta Plan is intended to address the City's transportation system, and was developed in the larger context of the general goals the City is striving to accomplish. As cities around the country (including Atlanta) are experiencing a renaissance of central city living, the need to plan for the expected shifts in demographics and growth can seem daunting. From a broad perspective, the City expects to increase its population and jobs. The results of a demographic analysis and population forecast suggest Atlanta must prepare to grow to just over 780,000 residents by 2030 (from an estimated 480,000 in 2006)[17]. The projections are based on analysis of recent trends, some of which are apparent in the summary of developments of regional impacts (Appendix E, Summary 7). According to these estimates, Atlanta also expects to add nearly 175,000 jobs. This would bring the total number of jobs in the City to 575,000. Functionally accommodating over 300,000 new residents in the same city limits as today requires creative approaches.

This new growth will not be distributed uniformly throughout the city. Most likely the bulk of the increase in population will happen in an even more concentrated area, namely those parts of the city that show greater susceptibility to change. These are areas that, whether by land use policy, shifting macroeconomic patterns, or simply by economics of land, will likely undergo redevelopment and where new forms of development will not disrupt established neighborhoods.

An examination of the demographics of various sections of the city, indicates that this growth is already happening. Since 2000, the city has grown by over fifteen-percent (15%), with the greatest numeric increases observed in Downtown, Midtown and the northeastern intown neighborhoods such as Virginia-Highland and the Old Fourth Ward. The greatest increases by percent change have occurred in southwest Atlanta. Increases have not only made up the difference in population lost in the 1970s and 1980s, but have also added population in parts of the city beyond historic highs.[18]

The implications of this population increase in key areas that are likely to change are significant. Since Atlanta's major 1952 annexation, through which land area increased by over two-hundred percent (200%) but population increased only by a third, population densities have never been the same as their pre-annexation levels. Focusing growth in these change areas would increase their densities beyond the city average, approaching the mean densities of cities such as Miami Beach, Boston and Newark.[19] This implies that an entirely different urban form will need to take shape in these parts of Atlanta.

Land Use, Growth and Development Goals

Atlanta's land use policy goals as expressed in the Atlanta Strategic Action Plan (formerly the Comprehensive Development Plan) are intended to ensure that the land resources of the City accommodate economic development, natural and historic resources, community facilities, and housing while protecting and promoting the quality of life of Atlanta's communities. The City's land use and growth policies are designed with an orientation to neighborhoods, communities

and the entire city, with appropriate goals for each scale of development. They focus on encouraging growth in nodes of activity and aim to preserve existing neighborhoods. Complementary policies guide the transition between areas of greater and lesser intensity or between incompatible land uses and encourage a mix of land uses so that nodal development in activity centers is self-sustaining and a more efficient use of land. The City's future land use map is shown in Appendix E, Summary 2. This general policy orientation suggests that transportation enhancements in areas of future growth and development should not only support that development but should also foster the harmony of different land uses and community facilities found in centers and nodes of activity. It also suggests that transportation enhancements in areas of preservation should focus more on transforming existing infrastructure to better suit these built environments.

Future Population and Employment Density Assessment

The Atlanta Transportation Planning Group and the City's planning staff worked together to develop a rationale for the assignment of expected population and jobs growth to different areas of the City. The analysis was based upon identifying different "growth areas" within the City and assessing a likely development/redevelopment scenario for the next 25 years. The primary tools utilized were:

- Atlanta Future Land Use Map, using primarily commercial, mixed-use and multi-family residential designations as the basis for where future growth would occur;
- Redevelopment Potential, based on City of Atlanta-commissioned population growth estimates and employment projections developed by the Atlanta Regional Commission; and
- Past Trends and Professional Knowledge of the Area.

New retail with residential above lines Peachtree Street in Midtown Atlanta.

A hostile pedestrian environment along Spring Street

The process undertaken involved reviewing each area of the City and assigning a likely density of redevelopment (expressed in terms of floor area ratio) and mix of land use (residential or employment). This basic assessment used an assumption of susceptibility to change to determine how much of a given area would see this new level of intensity within the 2030 planning horizon. The index of susceptibility applies to any parcels of land where the land was worth more than the improvements. This was measured by the value of the building or improvement not being worth more than forty percent (40%) of the total value of the property. As many of the parcels meeting this threshold were properties where the existing improvement was not likely to change significantly, whether due to its role as a civic building or its place in its economic life span, a further adjustment was applied to assume that redevelopment would occur only on a given portion of the land that would see redevelopment. Usually, this adjustment was simply assuming seventy percent (70%) of lands meeting the susceptibility criteria would actually change.

Chapter 2

Accomplishments and Opportunities

The City of Atlanta has much to be proud of and a base of success upon which to build. Leveraging these past successes will be key to maximizing future opportunities. Previous accomplishments include but are not limited to:

- **The Airport** – Atlanta is the home to the world's busiest airport as measured by aircraft operations (takeoffs and landings) and in terms of passengers served.
- **MARTA** – Atlanta's transit system is the country's ninth-largest transit system in terms of daily ridership, averaging 470,000 riders per day, and includes the largest urban rail transit system in the Southeast.
- **Sports and Arts Venues** – Atlanta is the home to teams in all four major professional sports leagues. The Woodruff Arts Center is the largest performing arts organization of the Southeast, as measured by annual budget.
- **World Congress Center and Tourism Industry** – Atlanta is the fifth-ranked conference destination in the United States and the first-ranked vacation destination for African-Americans.
- **Residential Renaissance in the City** – Atlanta has experienced renewed growth and interest in central city living in recent years. Current Census Bureau estimates of Atlanta's population show that it has added over 80,000 residents since 2000, a nearly twenty-percent (20%) increase. This is one of the fastest-growing populations for a metropolitan area core city in the United States and is the fastest-growing of any of these cities that had experienced population decline since 1950.

Table 2.1: All SOV Trips in 2005

	All Atlanta Region	Trips Originating in Atlanta
Average Trip Length (Miles)	14.1	5.5

Table 2.2: Average Speed by Functional Class (in mph)

	Free Flow Speed	Congested Speed	Speed Differential
Interstate / Freeway	59.56	39.25	-20.30
Principal Arterial - Class I	39.90	33.71	-6.20
Principal Arterial - Class II	30.67	24.23	-6.44
Minor Arterial - Class II	27.11	21.71	-5.40
Major Collector	26.89	21.41	-5.48
Minor Collector / Other Local	21.89	16.18	-5.71

Figure 2.3: Maximum Volume & Speed for Efficiency

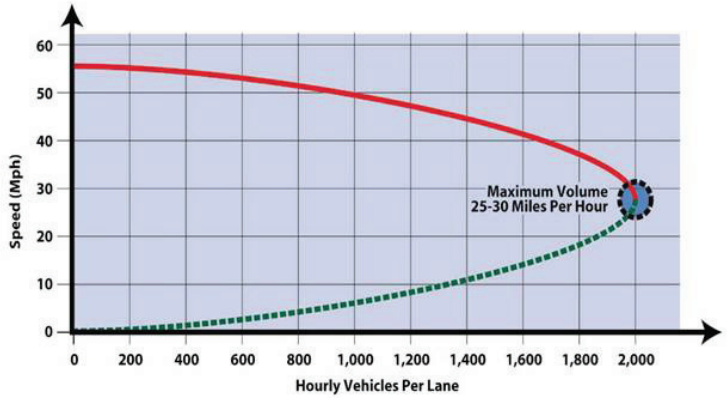


Table 2.4: Vehicle Speeds & Pedestrian Fatalities

Vehicle Speed	Percentage of Pedestrian Fatalities in Accidents
15 MPH	3.5%
31 MPH	37.0%
44 MPH	83.0%

Source: National Highway Traffic Safety Administration, Federal Highway Administration

- **Growth and Street Life in Midtown and Buckhead** – After years of being considered an area in decline, Midtown Atlanta has added more residents than any other part of the city. Buckhead has also added population in its business areas, in concert with rapid development of an office and retail district. As a result, Atlanta has multiple districts where intense development, a mix of land uses and a demand for short trips coincide.

- **The BeltLine** – One of the most exciting initiatives in any American city, the Beltline provides an opportunity for increased park area, new recreational opportunities, and enhancements to Atlanta's transportation system. Though still largely in planning at the time of this report, it has built formidable public support and represents a forward-thinking approach to modernizing infrastructure for purposes of urban livability.

Challenges

- **Downtown** – While residential growth and street life in Buckhead and Midtown have mirrored national trends for major metropolitan centers, downtown Atlanta has not experienced residential and retail growth at the same rate. The City's economic development plan calls for improving the destination appeal of downtown by increasing entertainment, restaurant, and shopping opportunities.

- **Regional Sprawl** – The abundance of land and highway capacity have combined to incentivize the movement of people further and further from the core job centers in the region. Many of these job centers, including Cumberland Galleria, Smyrna-Vinings area and Perimeter Center area, have themselves emerged since the 1970s, and these centers represent a movement from the traditional regional center of jobs in the downtown area.

- **Pedestrian Environment** – The revitalization of in-town living has sparked some hard-fought, but relatively rare successes in improving the pedestrian environment. In general, the pedestrian environment of Atlanta proper does not provide equitable coverage of sidewalks throughout the city, and existing facilities for aging and disabled persons are not adequate to allow for their mobility. A recent inventory of sidewalks by the City of Atlanta Department of Watershed Management suggests that only about sixty-percent (60%) of city streets (relative to street length) have sidewalk coverage.

- **Imbalance of Transportation System Usage** – A lack of targeted planning but instead a focus on long distance travel have combined to create an uneven utilization of all components of Atlanta's transportation system. Expressways and arterial roadways experience the greatest traffic congestion and have thus historically been the focus of capital improvement efforts, though local streets in the street network are underutilized. As a result, many of Atlanta's main streets, which have historically provided access to commercial and civic uses, have been engineered for vehicle mobility. Atlanta's transit system is also utilized considerably below its capacity.

- **Accommodating Freight Infrastructure** – Atlanta is a preeminent freight hub for the Southeast, but this means that freight infrastructure is present throughout the City, often in close proximity to neighborhoods and other areas sensitive to its impacts.

Chapter 2

2.7 Regional Strategies and Transportation Needs

The Connect Atlanta Plan is being developed at a time of change for the Atlanta region. The patterns of growth and development that have sustained the region for fifty years have begun to change rapidly. Where we once separated residential and commercial land uses, more areas are rediscovering the value of mixed use communities. In the past, living outside and commuting into the City was the preference of most people. Now increasing numbers have discovered the relative conveniences of urban living. Major developments in areas such as Buckhead, Midtown and the West End as well as smaller in-fill projects in other neighborhoods throughout central Atlanta reflect these growing preferences. As the analyses in the preceding section illustrate, continuation of these trends will result in forms and densities far different than current ones.

The region has also begun to cope with the types of change in transportation investment that an economic downturn will require. The Atlanta Regional Commission has identified a regional need for projects that exceed available revenue by $10 billion. The Transit Planning Board has outlined a program of regional transit investments that contemplates nearly 45 miles of additional premium transit service. All of this proposed and previously built infrastructure also requires a massive maintenance program in order to keep travel safe and efficient.

A primary goal of the Connect Atlanta Plan is the development of a long term plan for transportation investment. As part of this needs assessment, the major transportation investments within the City limits that are currently included in the ARC Envision6 Regional Transportation Plan (RTP) were compiled. A complete list of RTP projects located in the City is included in Appendix E. These currently programmed projects will be re-evaluated in light of the needs identified in the following sections.

2.8 Roadway Capacity Needs

Freeways

As was discussed earlier, highway-building within the City of Atlanta proceeded over the past 50 years at a faster pace than any other modes of the transportation system. This extensive system of highways remains available to serve long distance trips to and through the City, but there is some doubt regarding its effectiveness for all of the transportation purposes required of an urban place. One reason is that City of Atlanta residents tend to drive shorter distances than the regional average. As the adjacent table shows, trips originating in the City average 5.5 miles, which is less than forty-percent (40%) of average trip lengths in the region. Five-mile trips do not require highways. They require streets, sidewalks, transit, and bicycle opportunities.

Typically, freeways have higher automobile capacities per lane than any other type of roadways due to limited access points. Since there are no cross streets or intersections, traffic can continue to flow in a predominant direction virtually unimpeded. While this sounds like a positive result in the abstract (which is why so many freeways have been built), in practice some significant problems have emerged. One is that the attractiveness of these routes tends to draw more cars than they can handle. A look at the roads in the City that are performing at Level of Service “F” shows that freeways make up a large percentage of these failing facilities (refer to Appendix E, Map 8).

The failure of these facilities to handle the traffic attracted to them is further illustrated by comparing the speeds during congested versus uncongested periods. Table 2 illustrates this comparison and shows that freeways have the largest discrepancy in speeds during congested times compared to

speeds during uncongested periods. Another drawback of freeway facilities is that they provide benefit for vehicles, limited benefits to transit riders, and no benefit for pedestrians and bicyclists.

Surface Street Network

Given the City's goals for growth and sustainability, surface streets, with their ability to accommodate all users, will be the desired investment moving forward. The average congested speeds reported on surface streets is appropriate for cities for two reasons. First, as Figure 2.3 on the previous page illustrates, the highest vehicle capacities can be achieved with speeds between 25 and 30 mph, whereas as speeds go higher, cars begin to space apart and the capacity of that road goes down. Second, in an urban place with pedestrians, the safety of all users is impacted by automobile speeds. Speeds under 30 mph are most appropriate for walkable, active, and vibrant urban streets (see Table 2.4 on the previous page).

In contrast to the congested and ineffective freeways, there are numerous surface streets in the City that were built with considerably more capacity than will ever be needed. Streets such as Langhorn Street, a six lane facility carrying very few cars, and Moreland Avenue, which expands to six lanes for a short section south of Little Five Points, are remnants of streets that were identified for expansion at one point, but are now relics of abandoned plans. Appendix E, Map 9 illustrates other streets that may fall into this category. These are streets that the travel demand model indicates might have more lanes than are needed given the number of vehicles they currently and are expected to carry. Such streets present opportunities to reconsider whether public right-of-way is being used to its greatest advantage.

While some opportunity exists to reconsider excess capacity on surface streets, a more prevalent trend across the City is the lack of surface street network. Partly the result of so much investment in highways and partly due to industry practice at the time of their development, many of the City's neighborhoods do not have the type of network needed to support future development.

The City of Atlanta currently has 1,584 miles of surface streets, with an additional 51 miles of expressway mainline and nearly 54 miles of expressway access ramps. When expressed in terms of streets per area of land, Atlanta has 11.5 miles of street per square mile. Of the City of Atlanta's land area (87,900 acres), approximately 13 percent is in public right-of-way. This figure is lower than that of comparable industrial cities—in Chicago, for instance, this figure is approximately 23 percent. Such a figure in Atlanta reflects that the street and road network in the city is sparse on the average: far more land does not have regular access to streets than in a city such as Chicago.

A recent inventory of impervious surfaces conducted by the City of Atlanta's Department of Watershed Management has measured each major type of impervious ground cover, including paved roads. What is notable about the amount of right-of-way in Atlanta is how much of it is used for roadway surfaces—over 70 percent. Such a figure suggests that vehicle mobility has been a primary concern in right-of-way configuration. If this average is applied to a 60-foot right-of-way, it means that approximately 42 feet are pavement. In many cases in Atlanta such a dimension is used to fit four travel lanes, allowing no space for on-street parking and leaving only nine feet per side of the street for landscaping, sidewalks and other pedestrian amenities.

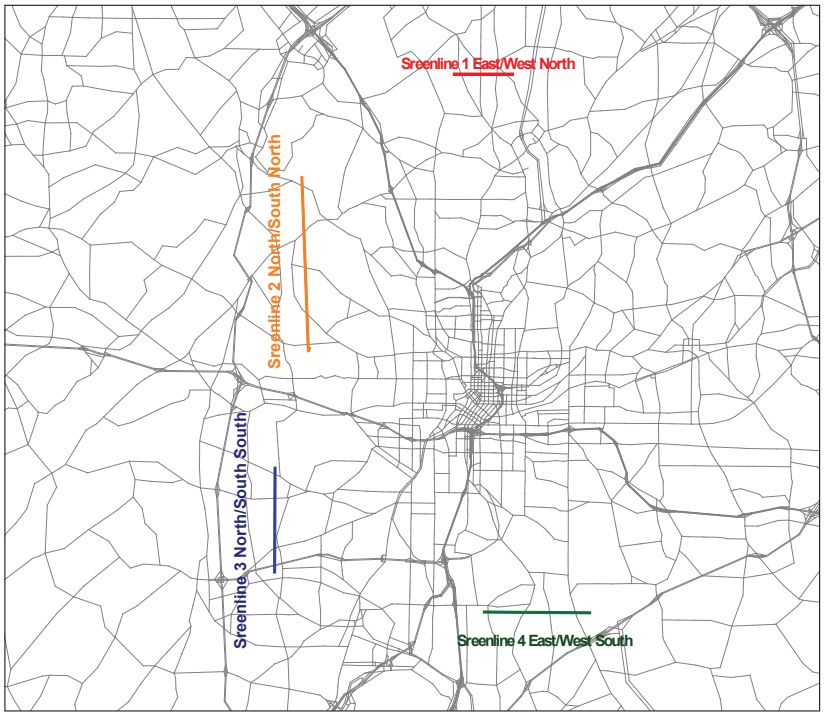
Chapter 2

Screenline Analysis

In order to gain a better understanding of current and expected vehicular movements, the team used the regional travel demand model to assess several screenlines. These four screenlines were selected to assess vehicular movement along various commute corridors, with the intent of trying to understand whether overall street capacity or simply the distribution of traffic might be issues. Traffic for both 2005 and 2030 were analyzed. The model suggested traffic growth of almost sixty-percent (60%) between 2005 and 2030. This analysis has as a base assumption population and jobs distribution developed by ARC. Findings along the four screenlines were:

Screenline 1: ***East-West line south of Windsor Parkway that crosses streets from Powers Ferry to Wieuca.*** The goal of this line was to outline the problems that are evident in Buckhead neighborhoods. As one would expect, in the morning most traffic is heading south toward downtown Atlanta; the trend is reversed in the evening with most traffic heading back north. The model suggests that Roswell Road will be particularly congested with a PM peak V/C ratio of 0.92 in the northbound direction for 2030. On the other hand, Powers Ferry Road shows a lower utilization rate, with the maximum 2030 PM peak V/C ratio of 0.55 for the northbound direction. Due to the presence of single family neighborhoods throughout the area, very few options exist for the addition of new people moving capacity. Therefore, three approaches emerge as having potential:

1. Add capacity to Roswell Road
2. Change connectivity in ways that better balance the traffic load, or
3. Change land use to be supportive of transit investments along the corridor.



Screenline Areas

Screenline 2: ***North-South line inside I-285 that crosses Marietta Boulevard, Bolton Rd., Perry Rd., Hollywood Rd. and Bankhead Highway/Hollowell Parkway.*** This line was selected to point out the opportunity to relieve poor LOS streets like Bolton Road with low volume connections like Perry Boulevard. The model suggests that this is a heavily congested screenline. In the AM peak, most traffic is heading east toward downtown Atlanta; the trend is reversed in the evening. Bolton Road is particularly congested with PM peak V/C ratio of 0.81 in the westbound direction in 2005. The model predicts PM peak V/C ratios above 1 in the westbound direction in 2030 for Marietta Boulevard and Bankhead Highway. It seems likely that intersection projects and new connections that help to distribute Bolton Road's load may be beneficial.

Screenline 3: ***North-South line inside I-285 that crosses Benjamin Mays, Cascade, Campbellton and Langford Parkway.*** The model suggests that in the morning, most traffic is heading east toward downtown Atlanta; and the trend is reversed in the evening. Langford Parkway is the most congested road with a PM peak V/C ratio of 0.71 in the westbound direction for 2005. For 2030, the model predicts a PM peak V/C ratio of 0.94 for westbound travel on Langford Parkway. Campbellton Road has lower volumes and V/C ratios with the maximum PM peak VC ratio of 0.66 westbound in 2030. Given the degree and density of development expected along the Campbellton Road corridor, the idea of a premium transit investement to serve as a companion to the Langford Parkway road investment seems to have merit.

Screenline 4: ***East-West line south of Cleveland Ave. that crosses Browns Mill, Jonesboro, Forest Park and Moreland.*** In the morning, most traffic is heading north toward downtown and the trend is reversed in the evening. Moreland Avenue is particularly congested with southbound PM peak V/C ratio of 0.89 in 2005 and 1.05 in 2030. The model shows this screenline experiencing the largest traffic growth between 2005 and 2030, with growth of sixty percent (60%). Better distribution of traffic among the north-south corridors and consideration of a transit investment are likely to be warranted.

2.9 Bridges and Major Infrastructure

GDOT bridge engineers regularly inspect all bridges in the City of Atlanta for maintenance and safety. Records of these inspections are maintained in GDOT's Bridge Inventory Data Listing. GDOT's Inventory lists include 235 bridges in the City of Atlanta. Of these 235 bridges:

- 130 are owned and maintained by the City of Atlanta,
- 27 pedestrian bridges are within the City of Atlanta, and
- 78 are owned and maintained by private railroad companies.

As part of the GDOT Bridge Inventory, bridges are regularly graded with a sufficiency rating. Bridge Sufficiency Ratings are based upon a combination of factors, including structural condition, surface type, guardrail, and foundation type and condition. A Sufficiency rating of 75 or higher indicates that the Bridge is in good condition. Any structure with a rating above 75 is expected to be in acceptable condition 20 years from its rating date. Those structures with a rating between 50 and 75 are more marginal, and those with a sufficiency rating below 50 are likely to require major rehabilitation or reconstruction. Structures with ratings of less than 25 require reconstruction. A summary of sufficiency ratings for the City of Atlanta's roadway bridges can be found in Appendix E, Summary 10 and a table of all sufficiency ratings is found in Appendix G, Summary 3.

2.10 Barriers And Rail Crossings

Currently there are 254 rail crossings in the City of Atlanta, of which 185 are grade-separated. This high number of grade separations is likely the result of rail infrastructure that is heavily used for freight movements and a frequent need for trains to stop on tracks, blocking roadways. Indeed, they are indicative of Atlanta's importance as a rail freight center. These types of crossings are preferable both for rail operations and for streets accommodating vehicles, bicycles, pedestrians and transit, primarily because they eliminate potential conflict between rail and street users and because they allow the movement of each without impeding flow.

Of the 96 expressway crossings in Atlanta, nearly one half are connected with interchanges. This means that there are roughly two crossings of expressways per mile of expressway centerline, and only one per mile that is not part of an interchange. Additionally, the geographic distribution of crossings is not even. The Downtown Connector expressway is crossed more frequently than any other expressway section of the City, suggesting

that crossings are farther apart on average in other parts of Atlanta. This presents challenges for off-system street network connectivity in that the barriers created by freeways are only able to be crossed at relatively few points.

Barriers Due to Land Use and Development

Patterns of land development in the City of Atlanta, a result of land-use and zoning decisions, have created another type of barrier to connectivity. The central section of the city, with its traditional street grid of small blocks, is generally well-connected and free of barriers other than those imposed by the aforementioned transportation facilities. The southern and western areas of the city, which were developed later than the central core, exhibit previously favored land-use and transportation patterns of large blocks, cul-de sacs, and the channelization of through traffic into a smaller number of thoroughfares. This pattern of development effectively compounds the connectivity issues presented by the transportation facility barriers, which are, for all intents and purposes, permanent and unavoidable.

Land-use and planning related barriers in the City of Atlanta generally fall into one of three categories:

- **Superblock:** Development pressures, in most cases relating to economic opportunities, have encouraged the aggregation of parcels into "superblocks", which are developed with single-purpose large-scale developments such as the baseball sporting arena. This type of development often removes local roadways from the street grid, and replaces them with several "superblocks. Superblocks inhibit access and movement between adjacent land uses, and exacerbate congestion by forcing all traffic, including short local trips, onto thoroughfares.

- **Cul-de-sac development:** Much of the land in the southwest and some eastern areas of the City of Atlanta developed as large subdivisions. In many of these cases, the internal street grids within the subdivision were intentionally laid-out to limit through traffic. While this development pattern has benefits, such as keeping traffic volumes down while increasing the amount of developable land, it also has costs similar to those of the superblock: overall congestion and trip-length is increased while connectivity, convenience, and accessibility are diminished.

- **Limited-Access Roadways:** Some of the City's arteries, such as Lakewood Freeway and Freedom Parkway, share some of the design elements of a limited-access roadway. Though this design enables these facilities to handle high volumes of traffic well while maintaining a very low rate of crashes, it also has costs. Overall congestion and trip lengths are again increased while connectivity, convenience, and accessibility are diminished.

The combination of transportation facility and land-use barriers makes it difficult to navigate without intimate knowledge of the intricacies of the city's layout. The result is a complicated system of ramps, signalized intersections, overpasses and underpasses that is very difficult to navigate.

One of the most difficult issues to manage is the complexity of intersections necessitated by grade-separated crossings. This is especially true along Murphy Street and Lee Street in southwest Atlanta, where the parallel rail line forces all intersecting streets into grade-separations. As a result, what would normally be a simple turn at the intersection requires travelers to undertake a complex and counter-intuitive maneuver. The grade-separation is usually created for safety reasons or due to spatial constraints. However, the lack of connectivity is confounded by inadequate directional signage, as complicated transitions are usually marked only by small, destination-oriented signage.

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2.11 Transit Needs

Transit service in Atlanta today is provided largely by the Metropolitan Atlanta Rapid Transit Authority (MARTA). Service is focused on MARTA's two principal heavy rail corridors and on key bus routes serving important destinations throughout the city. Rail ridership on the MARTA system accounted for over half of all ridership in the third quarter of 2007, with over 267,000 daily riders over 48 miles of rail track. By comparison, bus service carried 196,000 daily riders over 3,300 miles of bus service made up of 120 routes.[26] Most of these routes terminate at rail stations and serve a combination of residential and commercial areas. Few of MARTA's bus routes follow a single street; most instead take alignments over many different streets. MARTA also operates para-transit service meeting the needs of nearly 300,000 passengers per year. Refer to Appendix E, Map 11 for a map of MARTA bus and rail routes.

In addition to MARTA, the Georgia Regional Transportation Authority (GRTA) operates express bus services intended to serve a larger regional area with connections to central Atlanta. Though these services connect to several different points in downtown and midtown Atlanta, they do not provide local service within Atlanta to the same extent that MARTA does. Cobb Community Transit and Gwinnett County Transit also operate express service into central Atlanta and Clayton County's C-Tran service connects to MARTA rail service at the Hartsfield-Jackson Atlanta International Airport. See Appendix E, Map 12 for maps of these express services. In smaller areas of the City, shuttle-based transit service in Buckhead, Atlantic Station and the Georgia Institute of Technology campus provide connections between major activity centers and existing MARTA rail stations.

As the largest rail system in the Southeast by track mileage, the presence of MARTA's rail infrastructure has influenced development patterns in its vicinity. New development adjacent to the in-town stations along the two trunk lines has sought to take advantage of the rapid transit service. However, the connections between rail and the surrounding areas are not always visible to pedestrians. Also, the presence of nearby high-intensity development does not necessarily mean that this development supports transit because the connectivity and design of large developments can be suburban in nature. A survey of pedestrian conditions undertaken by the Atlanta Regional Commission in 2004 documented sidewalks around MARTA rail stations, finding that many had limited sidewalks and crossing opportunities (refer to the series of maps in Appendix E, Summary 14 for a full illustration of this study).

Aside from the condition of the infrastructure, potential transit riders may not perceive that Atlanta's transit system will provide direct and timely service. One of the key challenges in better utilizing transit is understanding transit reliability, especially as it is seen in terms of a sense of permanence. Rail transit, through investment in dedicated infrastructure, is often seen not only as a preferable alternative to bus transit for reasons of comfort, but also as more reliable since rail vehicles do not face many of the same operating delays as buses.

In order to better understand the potential for creating opportunities for trips to switch from automobile to walking, biking, or transit, an assessment of the types of trips taken was conducted. Since not all trips are of the same length or have the same purpose, a query was developed of the travel demand model to indicate how many trips were contained entirely within the City and how many started or ended outside the City. Table 2.5 on the following page shows these percentages for the city as a whole and for the three primary office sub-markets in the City. As these tables indicate, a significant number of vehicle trips start and end inside the City of Atlanta. The increased presence of frequent transit options might encourage some

of these short-distance trips to change modes. Likewise, some of the trips that are internal to the office sub-markets might easily be converted to walk trips if a better pedestrian environment were created. Transit potential is discussed in more detail in the following section of the report.

According to the National Transportation Database, MARTA ridership has seen a decrease in unlinked trips (recorded each time a passenger boards a transit vehicle) in recent years – roughly a seventeen-percent (17%) decrease between 2000 and 2006. During that time period, MARTA experienced reductions in service along with an associated reduction in annual vehicle revenue hours for fixed route bus and rail. Bus annual revenue hours were reduced by sixteen-percent (16%) from 2003 to 2005 while rail revenue hours were reduced by ten-percent (10%) during this time frame. These reductions were primarily the result of a decline in sales tax revenue. According to MARTA's Fiscal Year 2007 Annual Report, the 1% sales tax contributed by residents of Atlanta, Fulton and DeKalb Counties represents sixty-six percent (66%) of total revenue. Appendix G, Summary 2 contains various figures and diagrams related to system efficiency and utilization.

Not surprisingly, the best-performing rail stations on the MARTA system tend to be in the most densely developed areas, particularly in Downtown and Midtown. Stations at the ends of the West and South Lines had large ridership partially due to the strong feeder bus networks and direct connections to major activity centers such as the airport. Five Points Station marks the only connection between MARTA's North/South and East/West rail lines, and therefore has the highest amount of station activity. Stations performing poorly relative to other stations within the system tended to have fewer bus connections and are located in less dense neighborhoods or employment centers. Examples include East Lake, Garnett and Vine City stations.

Table 2.5: 2005 Daily Vehicle Trips

	Start AND End in…		Start OR End in…	
Buckhead	34,300	13%	236,277	87%
Downtown	23,009	8%	262,267	92%
Midtown	16,138	7%	225,993	93%
CITY	940,623	35%	1,731,124	65%

The 35% of car trips that both start and end in the City are good candidates to switch an improved transit service. Trips that start and end in downtown/Midtown, or Buckhead might be willing to walk given a better environment and different policies.
Source: Atlanta Regional Commission, Regional Travel Demand Model

Table 2.6: Work Trips by City Residents

City	Transit Share	Riders Above 80% Average Income
San Francisco	30.3%	55.7%
Philadelphia	26.4%	69.6%
Chicago	25.4%	64.3%
Atlanta	**14.8%**	**31.1%**
Portland	12.6%	51.6%
Miami	12.2%	41.9%
Denver	7.4%	56.5%

Source: U.S. Census 2006 American Community Survey

The best-performing bus routes tend to be located in major travel corridors linking stations and neighborhoods to employment, particularly linking Downtown, Midtown, and Buckhead major activity centers. These routes most often have the best headways in the system, in the range of 15 minutes. MARTA's poorly performing bus routes tended to operate in less densely developed areas and have greater headways, sometimes as high as a 60-minute frequency.

Recognizing the significant amount of investment in existing transit station infrastructure, transit oriented development (TOD) is a key focus for MARTA. Lindbergh Station, an example of TOD, has been cited nationally in best practices. TOD initiatives to create compact, walkable communities centered on transit stations throughout the City must be addressed as part of the Connect Atlanta Plan. This need is particularly true for the low performing MARTA stations which in most cases are located in

areas that the City has targeted for economic development and population growth.

Trends Impacting Transit Demand

Residents of the City of Atlanta ride transit in higher numbers than residents of the region in general. The areas with the highest transit mode share for 2005 (30% or above) are those areas located in the vicinity of the stations along the existing MARTA rail system. More specifically:

- Along the North Line near the Arts Center, Midtown, North Avenue and Lindbergh stations;
- Along the South Line near the Oakland City and West End stations and
- Along the East Line near the King Memorial, Inman Park, and Edgewood stations.

Other areas with currently high transit mode share are along Campbellton Road in southwest Atlanta, along Peachtree Street in Buckhead, and along Howell Mill Road in west Atlanta. For these areas, a need for better transit connectivity to the rail system, crosstown service and reduced headways exists.

While fourteen percent (14%) of the City's residents use transit to commute to work each day, statistics suggest that many of these transit riders are not riders by choice. Table 2.6 illustrates this phenomenon through an assessment of the percentage of all transit riders as well as the percentage of riders earning more than eight-percent (80%) of that city's median income (presumably these would be riders with a choice of transit or another mode). As the table shows, Atlanta performs very poorly with regard to this metric.

The following series of diagrams suggest why this may be the case in Atlanta. While transit is a viable, time-competitive economic choice for residents traveling in dense areas, it is very un-competitive from a time perspective for others. Anyone who faces more than a one-hundred percent (100%) time penalty for using transit is unlikely to choose transit if they have a choice. The relative lack of coverage and resultant time disparity likely explains the extremely low level of choice transit ridership in Atlanta.

Transit and Future Growth

To help address such needs, MARTA has recently initiated a comprehensive system re-engineering and optimization study called MOVE (Making Operations Very Efficient). The 18-month study will assess current operations and recommend changes to improve overall customer experience. MOVE is focused first and foremost on customers and is designed to determine how MARTA can make the most of its existing resources to provide the best possible transportation service. It is a results-driven, action-oriented program that will outline near-term improvements that can be implemented quickly. The improvements that come from this initiative should also serve to increase choice ridership to the system.

Current Transit Initiatives

In assessing the transit needs of the City, it is important to consider major planned transit projects that will impact the City and potentially address the need to provide better connectivity within the City. To help advance these initiatives, the Transit Planning Board (TPB) was established in 2006. The TPB is a joint venture between MARTA, the ARC and the Georgia Regional Transportation Authority (GRTA). It was established through joint resolution of the governing boards of the three agencies. The Transit Planning Board is responsible for developing a regional transit plan and

recently completed a public comment period on its Concept 3 plan (shown in Appendix E, Map 15). In addition to TPB's project recommendations, the major transit projects within the ARC Envision6 Regional Transportation Plan (RTP) that are intended to enhance mobility throughout the City of Atlanta include:

- **The Multimodal Passenger Terminal -** A hub to facilitate access to intercity bus and rail travel as well as commuter bus and rail services planned in the greater Atlanta area
- **BeltLine –** A planned 22-mile transit project to provide a loop around the inner core of the City.
- **I-20 East BRT** – Along I-20 East from MARTA's Garnett Station to Southwest DeKalb County.
- **I-20 West BRT –** Connect western Fulton County to the H.E. Holmes MARTA station.
- **Clifton Corridor –** Connect Emory University to the Lindbergh MARTA station.
- **Buford Highway Arterial BRT –** Along Buford Highway, primarily within DeKalb and Gwinnett counties.
- **Memorial Drive BRT -** Extend BRT service between Avondale Mall and Stone Mountain Park.
- **Commuter Rail Service** - Provide Atlanta's suburbs and other nearby cities with a direct and convenient transit options through its terminus at the Multimodal Passenger Terminal (See Appendix G, Summary 1).
- **Peachtree Corridor** - Potential streetcar service along Peachtree from Buckhead to Fort McPherson.

The Competitiveness of Transit

Enabling the success of transit in new growth areas will be key to accommodating the greater population and employment densities necessary for Atlanta to meet its population goals. This not only means the development of corridors and calibrating transit service to focus on them, but also providing reliable, time-competitive connections between these focus areas and to other parts of the city. In other words, transit can help to provide long-range connections and Atlanta can focus future development on transit corridors, but it is key that transit service conveys a sense of permanence and dependability if it is to help coordinate higher intensities of development.

Support for additional and better transit service was consistently expressed by residents from throughout the City. Highlights of the input received include the need to:

- **Coordinate bus connections to facilitate timed transfers.**
- **Provide direct connections to key areas.**
- **Increase frequency of service.**
- **Improve pedestrian access at most rail stations because of bus, park-n-ride or kiss-n-ride activities.**
- **Improve on-time performance (reliability) of bus service.**
- **Ensure safe environments around transit facilities.**

A more detailed assessment of transit needs in Atlanta is detailed in Appendix G, Summary 2 (Transit Needs Assessment).

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2.12 Aviation Needs

The Hartsfield-Jackson Atlanta International Airport (H-JAIA) is the world's busiest airport in terms of passengers served and in terms of aircraft operations. According to data released by the Airports Council International, H-JAIA served over 89 million passengers in 2007, a 5 percent increase over 2006. It also had over 994,000 aircraft movements in 2007, the largest number of movements ever seen by an airport in a single year.

While many of the passengers that H-JAIA serves are connecting to other flights, the airport nonetheless has the only scheduled commercial passenger service in the Atlanta region. H-JAIA is also the only airport in the City and Atlanta region that offers scheduled air cargo service. Through a combination of commercial passenger carriers, all-cargo carrier and integrated express carriers, H-JAIA serves all domestic air cargo hubs, primary international gateways, major metropolitan areas and over 40 international destinations. In 2005 Atlanta handled 846,200 tons of air cargo, inclusive of domestic and international, freight, express and mail. In 2005, it was the tenth busiest among U.S. airports and 25th among all world airports in terms of gross tonnage.

By 2030, the volume of air cargo shipped by the region is expected to increase by nearly 150 percent. This increase will also correspond to an increase in truck traffic generated to complete delivery of the cargo. Naturally bottlenecks typically occur near or at airport access points where air cargo drayage traffic is funneled. This is compounded when passenger traffic co-mingles with truck traffic at the same access points. However, Hartsfield-Jackson Atlanta International Airport maintains excellent traffic separation between passenger and truck traffic. Access to the passenger terminal is provided on the west side of the Airport via 1-85, while truck access to the Airport's three air cargo complexes is provided to the east and south via I-75 and I-285, respectively.

The traffic circulation issues faced by the H-JAIA are primarily the result of an influx of taxis and passenger traffic. Taxi service is an important transportation option that meets a variety of needs, including time-sensitive mobility, general transportation for non-drivers, and mobility for Tourists and visitors.

H-JAIA, currently maintains a Taxi holding area that accommodates up to 300 vehicles. However, on average more than 300 taxis are seeking fares, which creates significant queuing at the holding area and alongside baggage claim areas or they are circling the airport.

This has a negative impact on the infrastructure and increases congestion in and around the airport. It is not uncommon for a taxi to wait up to 7 or 8 hours. This places an additional burden on the airport as the costs associated with providing auxiliary services are increased (more lighting needed, increased water usage especially from bathroom usage, increased facility cleaning costs). The Taxi Cab industry has reported an estimated loss of $6.4 million on the cost of gas between 2004 through 2007.

Taxi service can be an important backup option for other alternative forms of transport, such as allowing pedestrians to carry large loads back from a store or providing a ride to meetings when in a hurry. Taxi service can be an important support for reducing the demand of personal automobile ownership and use, and encourage use of alternative modes.

Throughout the Connect Atlanta Plan study, we heard from citizens, especially the elderly, requesting a need for greater taxi presence within their communities. Downsizing the current number of taxis lingering at the airport and reallocating them throughout the City would help to fill the local neighborhood gap that transit does not cover. If demand at the airport were to suddenly increase the radio dispatch system could call for additional taxis as needed.

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Aviation and Heliports

A heliport is a facility that supports the full range of aviation requirements for safe and efficient helicopter service, including helipads, safety lighting, maintenance hangers, and fueling. It includes a building that accommodates weather and navigational computers, heliport employees, and pilot facilities. Helicopters are vital for police and fire as well as Emergency medical airlifts. Currently the APD's helicopter activity is located in a very constrained and limited facility at the Airport. ER, Police, and Fire have expressed a need for a more centrally located heliport. This offers significant fuel cost savings and is often closer to an emergency, providing better response times.

Heliports offer additional support in the competitive economic development realm. Dallas, New York, Houston, New Orleans, Philadelphia, Miami, Las Vegas, Cincinnati, and Fort Lauderdale have all included heliports in their plans for downtown. Atlanta is the one of the few top metropolitan areas in the U.S. without a public access heliport.

The FAA regulates aircraft, but the City can channel the flow of local helicopter traffic by designating suitable, safe landing areas as heliports or helistops. It is recommended that the City or ADA further study potential locations for a public access heliport. Industrial zones can provide excellent sight navigation for the pilots (ex: railroad lines) and provide a sound barrier because of preexisting noise levels, heavy activity, and distance from residential areas.

2.13 Overview of Regional Strategies

Based on trends, service characteristics and input provided by the public, the overall major vehicular and transit needs for connecting the City of Atlanta with the region can be summarized as follows:

- **Increased premium transit service –** Given the redevelopment activities projected within the City, the need for premium transit services would be supported by the current and projected populations. This is particularly true for the redevelopment corridors including Peachtree Street, Campbellton Road, Marietta Boulevard, and Ponce de Leon Avenue. Moreover, current and projected employment would suggest the need to explore commuter rail. The provision of premium commuter services enhances the potential to increase choice ridership by providing a viable alternative to automobile travel to the City's employment centers.

- **More street network in support of redevelopment –** Given the City's large block sizes and low street connectivity relative to future planned densities, a plan is needed for the construction of new streets and connections to existing streets as redevelopment occurs.

- **Improve and coordinate transit service headways –** While overall transit coverage throughout the City needs improvement, service characteristics along growth corridors are particularly critical. Areas with high amounts of transit-dependent riders, projected population increases, and higher transit mode share are not only needed from a mobility perspective, but from an equity perspective as well.

- **Coordinate with regional and local activities -** As noted herein, there are several existing and planned regional street and transit projects in and around the City that will impact the demand for MARTA services and traffic operations. As these projects are planned and implemented, regional coordination is imperative.

- **Investigate innovative funding strategies –** Not only are all travel modes underfunded in the Atlanta region, the trends of increasing population densities and elderly populations indicate a significant increase in the demand for transit services. However, funding shortfalls

in recent years have led to cutbacks in transit service. Therefore, with no additional MARTA revenue sources in the foreseeable future, there is a clear need to investigate innovative strategies, such as Public Private Partnerships, parking tax and other user fees, to meet its future demand.

- **Continue to promote centers-oriented development –** As the City is projected to increase in population density, the opportunity exists to promote growth in appropriate activity centers, particularly those with existing transit infrastructure. This is particularly critical for areas surrounding the low performing MARTA stations.
- **Increase choice transit ridership –** Sustained growth within the City is not feasible with transit based solely on the movement of more automobiles. Atlanta has a low rate of choice riders when compared to cities of similar size. Better service, coverage and amenities are needed to increase fare-box revenues from choice riders, which helps create a balance in major transportation systems.
- **Walkability –** Continuing to improve pedestrian environments, including access to transit stations, not only serves existing residents (many of whom are transit dependent), but also increases the likelihood of attracting residential and office growth.
- **Small Bus Service enhancements –** In areas with poor performing fixed-route service and those in need of neighborhood circulation service, there is a need to enhance the Small Bus Service as a much less costly alternative.

2.14 Economic Development Strategies

In many places, the concept of economic development as the expansion and retention of jobs and tax base to generate wealth for communities has often referred to quality of life as an externality or outcome. However, in recent years, quality of life has become inextricably linked with the amount of wealth a community seeks to generate and thus a primary influence on the way it will direct its efforts. The work of sociologist Richard Florida has been highly regarded as identifying a trend toward place-based economies, where the success a city will have in creating and retaining jobs is a direct result of the amenities it offers to residents. As the American economy has become increasingly service-oriented with a growing emphasis on professional, 'knowledge-based' sectors, cities and towns with a broad range of cultural and entertainment opportunities have proven to be highly competitive in attracting an educated workforce.

The byproduct of this trend has been that urban living, which had declined throughout the second half of the twentieth century, has experienced a renaissance. The cities known for their universities, museums, sports and restaurants, such as Boston, San Francisco and New York City, experienced reversals of their population decline in the 1990s and 2000s.

Population and Jobs Growth

The distribution of employment in metropolitan Atlanta does have implications on vehicle travel, usually a result of close proximity to residential areas. The Brookings Institution's *Moving Beyond Sprawl* report and Lawrence Frank's SMARTRAQ study on land use impacts on household travel choice both point to a correlation between decreasing density of employment and longer travel times (see Figure 2.7 on the following page).

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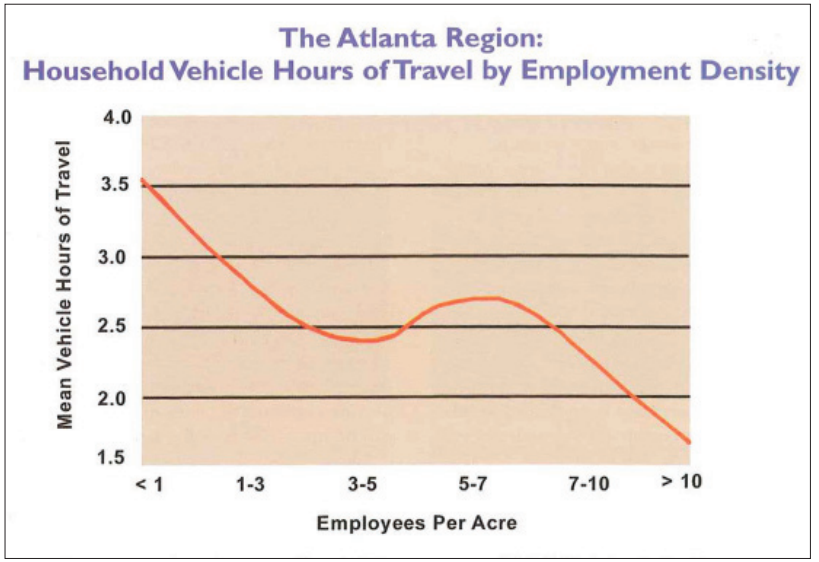
The City has targeted economic development in underserved areas with the purpose of ensuring that all of the City's residents have the opportunity to participate in the type of prosperity and wealth creation that can occur in a growing and thriving city. The earlier sections of the report discussed how the historical transportation investment pattern has steered private development continually toward the same areas of the City that were valuable when the highway system was built. If the City wishes to geographically expand this opportunity, the right kinds of transportation investments will be required to provide the access and connectivity required to support private investment. Additionally, affordable housing will become even more critical.

Atlanta has given particular attention to key corridors throughout the City in directing economic development efforts. The City's economic development plan targets the following areas:

- Campbellton Road
- Donald Lee Hollowell Parkway
- Jonesboro Road
- Memorial Drive Corridor
- Simpson Road
- Stadium Neighborhoods *(Mechanicsville, Peoplestown, Pittsburgh and Summerhill)*

Keeping transportation a part of future public investment in these areas is crucial to enabling their continued growth and prosperity.

Figure 2.7



As employment densities decrease, the average time spent commuting in the Atlanta region increases. Source: Brookings Institution Center on Urban and Metropolitan Policy, Moving Beyond Sprawl.

Street Connectivity and Design

While the creation of entertainment, restaurant, and shopping opportunities in-town is both a primary economic development goal and a frequently mentioned desire of city residents, these ends are clearly impeded by the design of the City's streets. Specifically the high-speed, one-way streets in Downtown and Midtown have proven themselves unable to sustain these types of desirable street level uses. If the City truly wishes to make progress in expanding the reach of street life opportunities, reconsideration of the role of many of these surface streets will be required.

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2.15 Refining Functional Classification

Functional classification is the system of designating streets systematically based upon the character of service they provide to vehicles. Streets are primarily geared toward mobility (freeways and arterials), access (local streets) or some combination of the two (collectors). The American Association of State Highway and Transportation Officials's *Policy on Geometric Design Highways and Streets* (2004), the standard text used by the engineering profession to guide street design, says that "design criteria…vary according to the function of the facility. Volumes serve to further refine the design critiera…" In addition to the designation of streets based on function, it is important that appropriate transitions between these functional streets be developed. In fact, the manual states that "conflicts and congestion occur… when the functional transitions are inadequate."

Appendix F includes an assessment of prior functional classification designations for City of Atlanta streets from two sources:

- The ARC 20-county travel forecasting model system.
- The Georgia Department of Transportation (GDOT) functional classification

This needs assessment review identified fifteen roadways for which the functional classifications of the ARC model and GDOT were different. The review employed NAVTEQ information and aerial photography to carry out a detailed examination of roadways and surrounding area characteristics of these fifteen facilities. Based on these observations, the study concluded that the ARC classification was more appropriate in five cases and the GDOT classification more appropriate in the other ten. Of those latter ten cases, the GDOT classification involved a lower functional class than the ARC model for seven roadways and a higher functional class for three roadways. For the seven highways that would receive a lower classification, it appears that the ARC model had assigned a higher class because these links are designated as ARC Strategic Arterials, and this designation can strongly influence the ARC procedure that assigns a facility type to arterials. Refer to Appendix F for a more detailed discussion of this comparison and the particular facilities for which adjustment to functional classification is recommended.

2.16 Modernizing Connections

Atlanta currently has 1,584 miles of non-freeway streets and approximately 51 miles of freeway within its city limits. While this balance may seem reasonable, it is telling to consider that Atlanta also has 61 miles of access ramps, the link between these two facility types, and that these freeway exits often absorb large amounts of right-of-way to facilitate faster vehicle speeds. Approximately thirteen percent of Atlanta's land is used in public right-of-way. Though this is a relatively low figure for large cities (Chicago's public rights-of-way occupy twenty-three percent of its area, for instance), nearly a quarter of the city's public street right-of-way is dedicated to expressways. Additionally, Atlanta has 489 lane-miles of freeway but only 51 miles of centerline length, or an average width of over nine lanes throughout the system. The needs of such wide highways (namely the land to accommodate them and the access ramps to serve them) suggest that expressway-based mobility has been a key method of transportation strategies in Atlanta.

These conditions are a legacy of past growth and an emphasis on providing vehicle access to and from the central city rather than on circulation within the city. Over the course of Atlanta's expansion, automobile-based infrastructure intended to provide easy access in and out of employment areas in the central city was constructed at the expense of established

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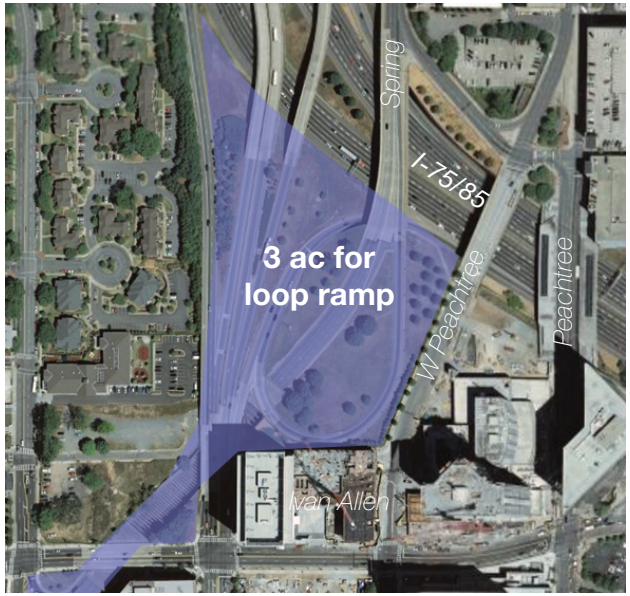
neighborhoods and commercial districts. As mentioned previously, this was typical of the time: cities were seen as overcrowded and unhealthy, widespread automobile ownership was seen as a sign of greater freedom and a prosperous society. The thinking behind the development of transportation infrastructure had shifted from movement of people to efficient, fast movement of vehicles. Often these high-speed facilities took the form of loop ramps, flyovers, one-way streets and other types of infrastructure that do not necessarily represent a balance between the various modes needed on urban streets.

As recent history and events have shown, the City seems ready to move on from these imperatives of vehicle speed and long distance travel. The addition of vehicle capacity to Atlanta's regional freeway system has not reduced congestion in the city in the long term; rather, it has brought more vehicles to fewer roads. As Atlanta has enjoyed re-population and reinvestment in the last several years, urban land is increasingly valuable and its use in large-scale, vehicle-based transportation infrastructure precludes that land from producing tax revenues. A more modern approach would be to explore options that do not eliminate cars from the urban equation, but rather integrates them more effectively.

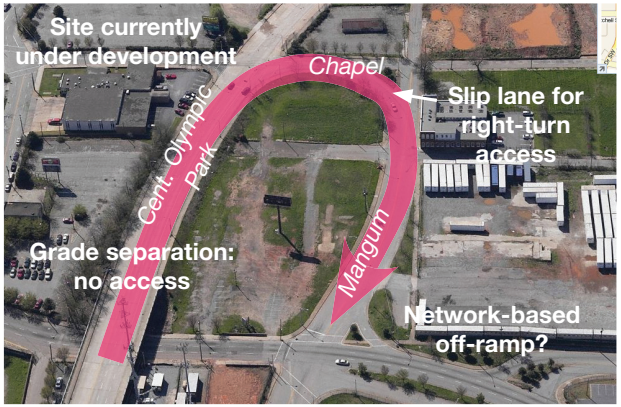
Modernizing our legacy of infrastructure, or reshaping it to fit within an urban context, is an important step in developing a transportation system that works for an Atlanta that is growing in population and economic strength. In past efforts to plan for mobility in and out of the city, design features accommodating safe movement of vehicles at high speeds were incorporated into road and street projects, usually at the expense of developable land and potential gain for the city. One example of such a connection is the interchange of the Downtown Connector expressway with Spring and Williams Streets. This was the original downtown terminus of the North Expressway and the beginning of the 'Grady Curve' that circumvents

Modernizing Infrastructure for Urban Environments: Spring and WIlliams



In the example of the Williams-Spring ramps from the I-75/85 expressway (above), approximately three acres are used in the loop ramp alone. When this is added to the land used for the Spring underpass embankments, over four acres (including four corner lots and a potential city block) could be returned to developable land.

Urban Streets Relinquished to Mobility



This example of mobility in the Castleberry Hill neighborhood near downtown reflects the conflict between streets designed to move large volumes at high speeds and their surrounding urban land uses. As stated previously, aiming to this kind of mobility use does not match well with urban density and land use.

downtown. As the Connector was built along its curved alignment, these original exit ramps for the freeway were expanded to allow free movement from southbound Spring Street to the southbound expressway through a looping ramp. Though the freeway mainline was constructed on newly claimed right-of-way, the footprint of this ramp system claims another three acres of land on the northern edge of downtown Atlanta, which is currently redeveloping. This non-productive design may have been a natural result of affordable land and a focus on vehicle speed. We might now take the opportunity to rethink the best use of that land used for the loop and the best design for the automobile in such an environment. In redesigning the loop ramp, over four acres could be returned to developable land.

Atlanta is not alone in moving to modernize these 1950s solutions. Indeed, while such cities that are famous for their livability, such as San Francisco and Portland, have long since moved past the concept of urban freeways as a means of movement. Projects removing freeways or reducing their land consumption have also been carried out in Milwaukee, Cincinnati and Trenton, New Jersey. Still more cities are pursuing options of how to 'scale back' the freeways moving through their cities or, in dramatic cases, remove them altogether.[22]

Of course, analysis of areas that may have vehicular operational or capacity problems is still a part of this process. Appendix E, Map 8 shows the street segments that the regional model indicates are operating at vehicular level of service F (meaning the volumes on these streets and roads exceed available capacity). Virtually any comprehensive transportation plan will make such identifications. The difference in this plan is in the approaches to dealing with these deficiencies. Given the public's goals outlined earlier, consideration of a menu of options will be required. These options may include:

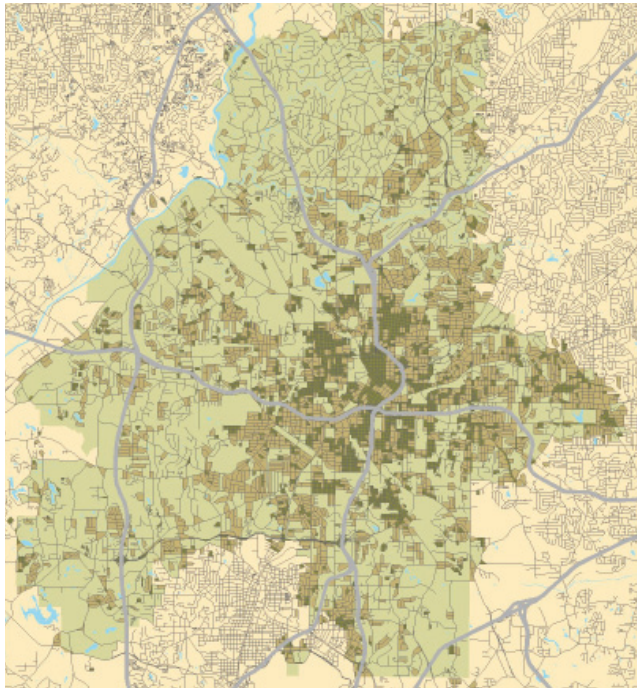
1. Adding vehicle capacity
2. Adding people-moving (transit) capacity
3. Recommending land use changes
4. Accepting certain levels of congestion

During our public workshops, we analyzed these LOS F corridors to determine what, if any, changes are needed to create balanced livable solutions that support the project's goals. Recommended changes are discussed in the summary of these workshops and candidate projects.

Intra-City Access and Mobility

When considered in terms of block size, Atlanta's street network does not typically provide short distances between connections and alternative routes. The map on the above illustrates the blocks (or closed polygons) formed by Atlanta's streets and displays them based on an overall block size. As these blocks are formed only by streets that connect to other streets, they provide a telling measure of the true level of connectivity that Atlanta's streets provide. Much of the City's land area is served by a street network where the average block size is greater than one million square feet, or one thousand feet on a side if the block were square (see the figure on the next page). Only around ten percent of the City's land area is served by a street network with an average block size of 500 feet by 500 feet which is the accepted maximum size of a walkable city block. However, nearly seventy-five percent of the city is served by a network where the average block size is *at least* 1000 feet on a side. This has strong implications for walking and for traffic operations: if the average length of one side of a block is at least doubled (from 500 to 1000 feet), the average area that is being served is multiplied by four (5.7 acres to 22.9 acres). This suggests that a fixed street network serving a larger area has fewer intersections to help traffic move through the city. Appendix E, summary 16 provides more information on this analysis.

Chapter 2



Freight and Goods Movement

As a City founded on a railroad junction, the movement of goods has always been a vital element of the City's economy. Atlanta is a primary distribution point for goods that come from the ports of both Savannah and Jacksonville. The presence of rail infrastructure, a major airport and a large urban population also makes Atlanta a significant land port in its own right. The movement of goods, for purposes of this assessment can be separated into rail and truck elements.

The City's rail infrastructure is a significant economic asset. Given growth in freight movement, rail service should not be reduced. Rail transport is the most environmentally friendly means of transporting goods. There is significant interest in the public in making sure that land uses surrounding rail facilities are compatible and that safety and noise disruptions present around rail facilities are minimized. These goals will be pursued as design options are developed.

As the location of confluence for three major interstates, two major rail intermodal facilities (Norfolk Southern and CSX) and Hartsfield-Jackson Atlanta International Airport, regional truck routes and conditions within the City are a significant topic. In 2005, over 841 million tons of freight were carried by trucks in the Atlanta Region and accounted for over 87 percent of all the freight moved throughout the region. By the year 2030, according to the Atlanta Regional Freight Mobility Plan, freight carried by trucks in the region is expected to increase to 1,539,844,000 tons, marking an 83% increase in total tonnage, contributing to a network projected to experience severe congestion in the future.

Appendix E, Summary 17 includes a map of the current City of Atlanta-designated truck routes. A map of key freight corridors and a summary of existing freight conditions is also shown in this summary. The current City of Atlanta truck route network was initially developed by ordinance in 1953 and consists of a number of major arterial roads. The city has incrementally identified and addressed trucks operating on city roads through previous planning studies, which incorporated improvements to facilitate truck movements. These improvements have included items from signal loop repair to road widening. In 2009, the City will review suggested deletions and additions to the truck route map.

According to ARC's Freight Mobility Study, the main issues with regards to these roadways are associated with traffic congestion and the unpredictability of the system. These two issues impact the service capability and reduce the efficiency of the freight transportation industry. However, due to the lack of alternative routes in the region, these routes are utilized regardless of congestion, and therefore carriers compensate for these issues. As the study proceeds, a viable system of truck routes that serve regional movements and are compatible with adjacent land use designations will need to be developed.

2.17 Summary of Economic Development Strategies

Based on the trends, growth expectations and input provided by the public, the overall major needs for advancing economic development in the City of Atlanta can be summarized as follows:

- **Invest in activity centers –** The 300,000 people expected to move into the City by 2030 can best be accommodated in areas that are able to redevelop at higher densities. Many of these areas will require additional connected street networks, sidewalks and high capacity transit service if they are to be able to support this growth. Failure to invest wisely could dim the prospects for the desired development.
- **Modernize Connections and Transitions –** More urban-friendly transitions and connectivity to the large highway infrastructure legacy will be required if the City is to reach its development potential. Outdated designs in high intensity areas not only encourage anti-city, high-speed vehicular traffic, but they use up valuable land that could be put on the tax rolls.
- **Update the City's 1952 Freight Plan –** A comprehensive update of the City's truck route map that is responsive to a 21st century economy and compatible with the City's neighborhoods is greatly needed and will be accomplished through the Connect Atlanta Plan.

2.18 Neighborhood Enhancement and Preservation Strategies

It has often been said that Atlanta is a City of neighborhoods. Great places to live are a primary part of what draws people to the City. It is imperative that the City's investment strategy preserve what is special about the existing neighborhoods and create more places where people will want to live and work. The historic character of neighborhoods, the quality of water, and the safety of driving, walking or biking are all elements of this neighborhood character.

Walking and Bicycling

At present, the City of Atlanta has nineteen miles of constructed on-street bicycle lanes and an additional fifteen miles of off-street paths and trails. The City's 1995 Bicycle Commuter Master Plan originally proposed a total of 354 miles of lanes, and designated routes and generally specified that these were to be constructed as striped lanes of four to six feet in width (refer to the 1995 Bicycle Plan Map in Appendix E, Summary 18 for an illustration of constructed routes and the originally proposed system). Many of the constructed bicycle lanes do follow this plan, but designated bicycle lanes and routes are not continuous throughout the city.

The 2007 Atlanta Regional Bicycle Plan used a level of service methodology to assess the cycling environment in central Atlanta, finding that most major routes within the city performed at level of service D or E, reflecting

similar conditions to the rest of the Atlanta region. Appendix E, Summary 18 provides maps with more detailed information on the bicycle level of service and latent demand measures.

Atlanta's 1,584 miles of streets are not fully built with adjacent sidewalks. Coverage is generally more thorough in downtown and midtown Atlanta and adjacent neighborhoods and is generally most sparse in outlying single-family residential districts of the City. The ARC survey of pedestrian conditions in the vicinity of transit stations and facilities provides a sense of this difference, as Downtown and Midtown station areas are well connected by sidewalks but outlying station areas within the City (such as Hamilton E. Holmes) lack complete connections. Maps depicting the results of this survey as it pertains to sidewalks are in Appendix E, Summary 19.

The City's current policy on sidewalk construction does not address adding new sidewalk to existing streets, but does require sidewalk construction to be added as part of new development or redevelopment. The largest recent City initiative in funding new sidewalk construction outside of specific redevelopment projects has been its Quality of Life bond program, which has set aside $150 million for sidewalks, streetscape, bicycle lanes, and other multi-modal transportation improvements.

Conditions point to a general challenge in providing a safe and comfortable environment for bicyclists and pedestrians. In many cases, these modes of transportation have not been accounted for with dedicated infrastructure and the places where they have are not always part of a larger system.

Historical Resources

The map in Appendix E, Summary 20 displays historical structures that have been identified in the City. Historical resources are defined as any structure or property that is 50 years or older and included or eligible for inclusion in the National Register of Historic Places. Historic resources can include, but are not limited to houses, property, bridges, fountains and monuments. A more detailed evaluation of historic sites would be required for any transportation improvement utilizing state or federal funding. However, this map provides some indication of areas that should be considered carefully as investments are prioritized.

Water Resources

Transportation systems can affect local water quality through runoff, pollution and soil erosion. The map in Appendix E, Summary 21 identifies water resources in the study area including wetlands, identified flood plains, rivers and streams. Water resources of note include the Chattahoochee River located along the northwest border of the city and wetlands concentrated in the southwestern portion of the study area along Jonesboro Road and in the southeastern area near Camp Creek Parkway. In keeping with the project goal of promoting environmental sustainability, projects which tend to have a positive impact on water quality should be pursued and prioritized.

Small Area Plans

Throughout the City, numerous small area plans have been completed as a mechanism to realize citizens' community vision through integration of land use and transportation planning. These studies include Livable Centers Initiative (LCI) studies, corridor studies and neighborhood traffic plans.

All of these plans have a high degree of citizen consensus and the projects recommended by these studies have been brought forward as candidate projects for this study. At present, the City of Atlanta has not adopted any LCI recommendations as City policy. However, as part of the Connect Atlanta Plan, the City evaluated specific LCI project recommendations as candidate projects along with those candidates identified through the Connect Atlanta process. The LCI studies themselves are described in Appendix E, Summary 4.

Crash Locations

Many vehicular crash locations in the City are concentrated along major arterials and at access to expressways. However, the most notable locations of high frequency of crashes are along arterials dominated by commercial land uses (such as Ponce de Leon Avenue), especially at and approaching major intersections (such as Piedmont and Roswell Roads, Paces Ferry and Peachtree Roads, and Ponce de Leon Avenue and Moreland Avenue). As these are high-volume streets, the number of crashes are corrected for exposure, which shows that the greatest concentration is at expressway access points and along primary surface streets in downtown and midtown Atlanta. Yet the aforementioned main commercial arterials and intersections remain high locations. Beyond these main arterials, some of the most frequent occurrences of crashes are at or near major civic or institutional land uses, especially the Georgia Tech and Georgia State University campuses. Refer to Appendix E, Summary 22 for maps of vehicular crashes in the city, both in terms of total volume and corrected for exposure.

Bicycle and pedestrian crashes do not occur at these same locations, but rather almost uniformly along major roadways and local streets. As one might expect, areas with higher pedestrian activity see a higher number of crashes. For example, downtown and midtown Atlanta and smaller commercial districts such as Little Five Points. However, some locations, mainly particular intersections, that are not immediately adjacent to commercial land uses or community facilities see higher numbers of crashes as well. These include the intersections of Donald Lee Hollowell Parkway and Kings Grant Drive in west Atlanta, Simpson Street and Joseph Lowery Boulevard, and Glenwood Avenue and Blake Avenue in east Atlanta. In these cases, the crashes suggest that roadway and intersection design may contribute to safety challenges.

Although not in the same concentration, one of the most telling patterns of bicycle/pedestrian crashes around the city is that many occur off of major arterial streets, often around parks, schools and community facilities. It is intuitive that these are generators of pedestrian activity, but this coincidence also suggests that street design in the vicinity of these facilities may not be conducive to a safe pedestrian or bicycling environment.

2.19 Street Traffic Operations and Safety

Public health and safety are a primary goal of this plan, and attention to safety concerns is critical in achieving this goal. As previous elements of this discussion have suggested, the existing conditions of Atlanta's street network have created potentially unsafe conditions for motorists, pedestrians and cyclists. The maps in Appendix E, Summary 22 indicate locations of vehicular and pedestrian crashes. This data helped direct the team to specific areas in need of attention to improve safety for all system users.

The location of these crashes suggest that the higher speed, higher volume arterial routes such as Piedmont Road and North Avenue might need to be considered for design changes that would tend to create better balance and safer conditions.

Bicycle and Pedestrian Safety Needs. The locations of bicycle and pedestrian crashes suggest that major streets are used by cyclists and pedestrians but that they are also the most dangerous locations, particularly in the case of pedestrian crashes. Though far fewer bicycle crashes have been recorded, they have also occurred primarily at intersections of major streets. This is likely due to multiple factors: to the limited number of direct connections through the city, to operational characteristics of these streets (especially among motorists), and the design of pedestrian and bicycle facilities. Appendix E, Summary 22 depicts the locations of these crashes.

Intersection traffic control is also an important element that can help or hinder the balance between pedestrians and vehicles. Within the City of Atlanta, there are 928 traffic signals. Of these 928 traffic signals, 372 are within the City of Atlanta on state routes, and with only a few exceptions, signals on state routes within the City are not maintained by GDOT. In addition, the City of Atlanta has 150 school flashers and sixteen 16 signal flashing beacons.

Seven-hundred and twenty (720) signals within the City of Atlanta are interconnected and coordinated, primarily along facilities such as Piedmont Road, Peachtree Street, West Peachtree Street, 14th Street, 10th Street, Peachtree Road, Joseph Lowery Boulevard, 17th Street, Moreland Avenue, Ponce DeLeon, Spring Street, and Monroe Drive. The City has invested in the creation of a Traffic Control Center (TCC) that assists in the control, operation and management of traffic and traffic signal operations at its existing traffic signal locations.

The location of traffic signals is important in establishing opportunities for vehicles and pedestrians. Corridors on which signals are spaced far apart (more than 600 feet) will typically be more difficult for pedestrians to cross due both to the distance between crossing opportunities and the speeds that vehicles can achieve between signals. "Green band" signal timing along corridors can also create vehicle speed profiles that decrease pedestrian safety. As a part of this plan, zones of existing and likely high pedestrian activity will be identified and alternate traffic control policies will be recommended.

2.20 Street Design

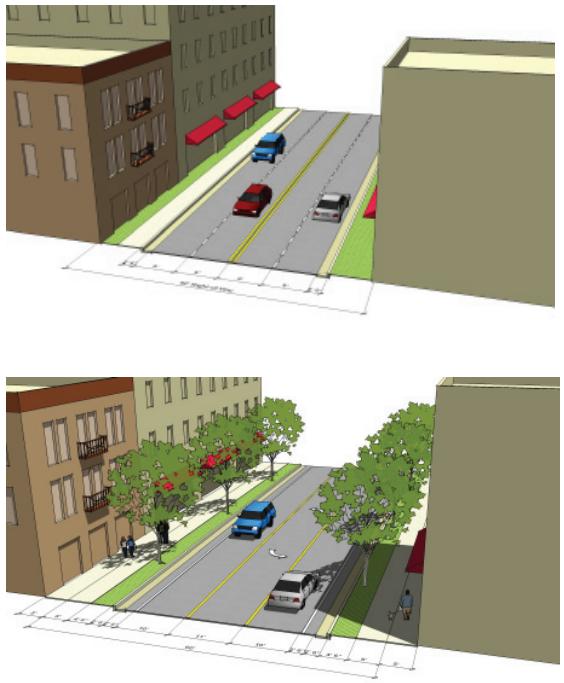
Earlier discussions focused on the notion that the care a community gives to its streets is an emblem of community value that is evident to everyone. Atlanta has not always put its best foot forward either in the design or maintenance of some of its streets. There is now an opportunity for streets in Atlanta to reflect the balance of complete streets. Currently, a large portion of Atlanta's streets have been designed and engineered to facilitate high-speed traffic flow. This includes one-way streets, streets with reversible lanes, multi-lane streets with large spacing between signals, and use of right-of-way for movement-oriented design features such as right turn slip lanes. Atlanta's system of movement for other travel modes is not nearly as complete: surface transit vehicles use this system and, in some cases, their fixed routes are assigned to streets which have been engineered for private vehicle movement. Space allocation, prioritization and maintenance related to pedestrians is sorely lacking, even in areas with high pedestrian activity. Atlanta's current system of bicycle lanes and paths is scarce and uneven throughout the city, making tenable route choices unclear or unavailable to cyclists.

Left turn lanes to restore capacity. Street design ideas might involve reconsidering the number of lanes on a particular corridor. To be effective, streets must make the most out of their right-of-way, and the historic concession to vehicle priority has led to the configuration of many City streets to maximize vehicle travel lanes. As Atlanta's priorities change,

though, and pedestrian, bicycle and transit concerns are factored into street design, it is important to consider appropriately balancing space. For example, a common street design in Atlanta is a four-lane street undivided by medians or left turn lanes. These function within their intent when access is limited, but in urban conditions with frequent left turning movements the purpose of these streets is defeated. The conversion of four travel lanes to three (one through lane per direction with a two-way center left turn lane) can often improve efficiency on through lanes and allow additional space to be allocated to other users of the street, namely pedestrians and bicycles. Studies have not only shown increased operational efficiency after such a conversion, given that the inner travel lanes of the four-lane section must accommodate left turns (which disrupt flow in those lanes in the presence of oncoming traffic), they have also shown a reduction in vehicle speeds, promoting a safer pedestrian and bicycling environment and greater opportunity for motorists to react safely to hazards or operating contingencies.[30] Exiting neighborhoods along streets like Cascade Road are also easier with such a conversion.

Over-designed streets. When seeking to restore a balance between cars, pedestrians, bikes and transit users, it is important to be able to identify opportunities for physical change. One way that was accomplished was to use the regional travel demand model as an indicator of streets that might have more lanes than are required for their vehicle demands. The map on Appendix E, Map 9 identifies street segments of four lanes or more carrying less than 25,000 vehicles per day and six lanes or more carrying less than 35,000 vehicles per day. Analysis of other U.S. cities indicate that these types of streets may be candidates for "diets" or vehicle lane reductions that will not only serve the vehicular functions, but will improve safety and create more space for non-vehicular users. Analysis of data within these corridors is still required to confirm whether individual streets can, in fact, be changed to better meet the needs of the community. This analysis will occur during the Connect Atlanta planning process and will be further confirmed during the design process.

Street Design Changes for Livability and Efficiency



Conversion of four-lane to three-lane roadways has been shown to improve efficiency in travel, but it also allows more of the right-of-way to be used for multi-modal transportation needs or quality of life enhancements. In this example, a second sidewalk has been added to cover both sides of the street and both sidewalks have been separated from the roadway by planter strips. An additional shoulder space has been provided to 'cushion' right turns into driveways.

Correct lane imbalances. In any given segment of a given street, imbalanced lanes from one travel direction to another can sometimes be 'evened out' so that the space devoted to a travel lane can be used for other modal accommodation, be it left turn lanes, bike lanes or wider sidewalks. If a street is carrying a given number of vehicles on one lane in the morning, it is worth asking why two lanes would be needed to carry what is ostensibly the same number in the reverse direction in the afternoon? The presence of such configurations begs an exploration of streets that were striped based on travel movements of times past.

Re-calibrate speeds. The inhospitable environment for pedestrians on Atlanta's streets stems in part from high vehicle speeds. The very design of some of these streets subconsciously suggests to drivers that high speeds are comfortable. While many Atlanta streets are positioned within limited rights-of-way and in established areas that preclude widening of roads, the use of right-of-way to accommodate vehicle movements has come at the expense of other elements of the street that can help control vehicle speeds: on-street parking, medians, street trees and other furnishings. Lane widths can have a significant impact on vehicle speeds. In addition to studies identifying generally lower travel speeds on three-lane streets with a two-way left turn lane, other studies have found that the addition of street trees and other vertical elements alongside the roadway also contribute to lower vehicle speeds.

2.21 Summary Of Neighborhood Strategies

Based on the existing infrastructure and input provided by the public, the overall major needs for preserving and enhancing neighborhoods in the City of Atlanta can be summarized as follows:

- **Re-evaluate Street Designs –** Given the goals of creating more modal balance, safer environments and quality places, the practice of building streets that accommodate high vehicular speeds must be reconsidered. This will include consideration of narrower travel lanes, lane reductions, conversions of one-way to two-way streets, and various signalization policies.
- **Develop an Effective Sidewalk and Bicycle Program –** If the City is to be truly walkable, existing sidewalks must be better maintained and more safely designed. Many areas that do not currently have sidewalks must be added to the network and existing sidewalks, when at the end of their functional lives, need to be rebuilt. A network, rather than a few disconnected links, of bicycle facilities must be developed. This should include supportive facilities such as bike racks at key destinations.
- **Look for "Green" Opportunities –** In order to improve the City's historically poor water quality practices as well as to send a message about environmental commitment, "green" streets should be developed where possible. This means not just the addition of trees to streets (though this is important), but finding sustainable ways to process water runoff.

2.22 Conclusions

In terms of an overall transportation system, the suggested ways of addressing Atlanta's challenges imply a dual structure based on nature and length of trips. Such a dual system would be based on a greater number of options for short trips and fewer, though multi-modal, options for long trips. The basis for such a system is a recognition that over seventy percent of all trips are made for either shopping and errands or social and recreational purposes, extend within three miles of the household and meet the bulk of daily needs.[31]

This is particularly relevant to a system that is designed to support increased development. In addition to street network enhancements in growth areas, street design decisions must recognize that bicycling, walking and transit will assist in meeting travel demand in areas of greater density, as they are often the most practical way of moving between residential areas and the neighborhood-serving land uses that support them. The City's likely growth areas already suggest corridors for transit service. Longer trips are more easily accommodated on corridor streets accommodating both direct vehicle movement and transit service. Not all of Atlanta's transportation

infrastructure has to be built to handle longer trips, and if local streets are designed appropriately to the needs of urban environments, they will be able to distribute short trips across a street network and allow better connection to the streets and transit services that do provide for longer trips.

In addition to the physical approaches described in this document, policy changes will have to be considered. Atlanta's relatively ample and inexpensive parking is a deterrent to transit use. Historic land use and zoning policies (which are in the process of being revised) have not always resulted in the types of forms and mix of uses that will allow us to reach City goals. Recognition and capture of the full economic and societal costs of actions taken not only by governmental entities, but by the private sector represents a challenge. Given that there is no strong leadership in the region to make these changes occur, it will be incumbent upon the City to fill that leadership role.

With this in mind, the Connect Atlanta Plan has been developed with an understanding that the opportunities for enhancement of Atlanta's transportation system and policies lie in recognizing and building on Atlanta's existing assets by allocating resources to shape the system to fit the needs of a growing city that aspires to be a wonderful place to live and work. The changes that Atlanta is experiencing necessitate that the city's transportation system evolve to meet its needs by moving ahead from past patterns of investment and taking a new approach that maximizes the returns the City receives from its investment.

Moving forward with the plan recommendations, this needs assessment underscores two major approaches. Places that have grown and prospered since the development of the highway system and places which have been largely absent from the City's economic boom will each have a different set of appropriate solutions.

In areas where prior growth has occured, lack of coordination and foresight has left:

- An imbalance of realistic travel mode choice,
- A lack of network options resulting in chokepoints of congestion, and
- Missing or crumbling sidewalks

Areas that have been bypassed by growth are characterized by:

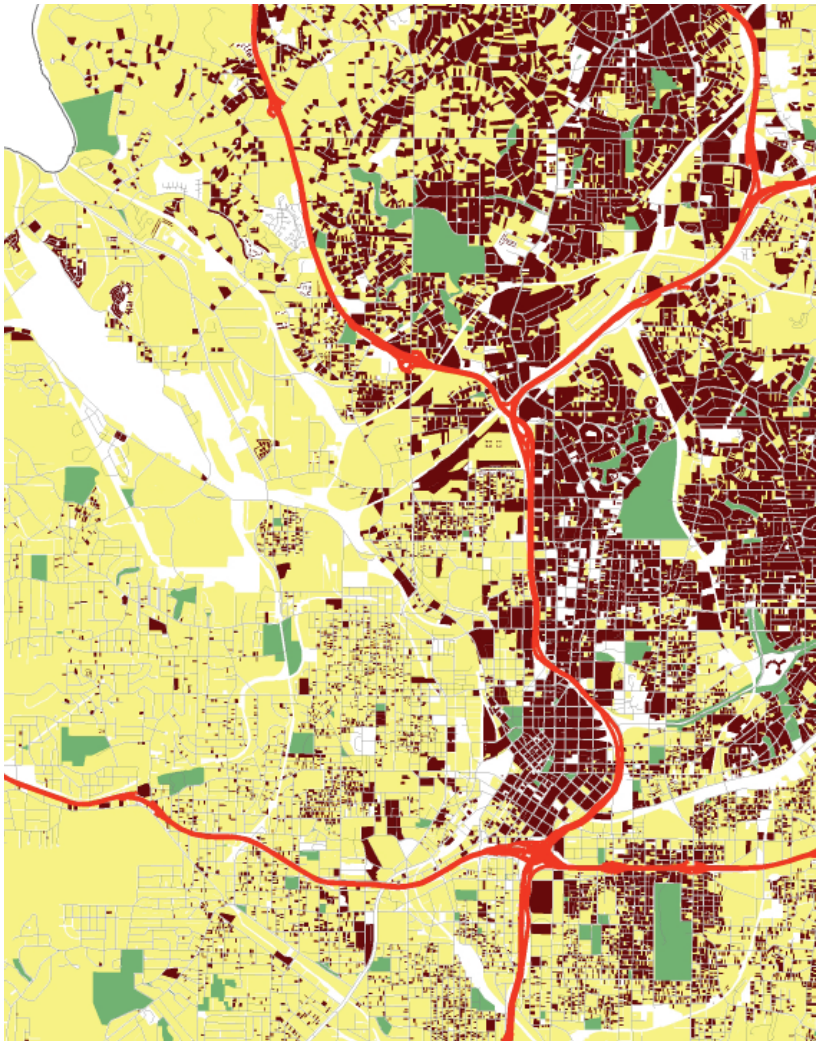
- Missing and illegible connections to the overall system,
- Unattractive and dysfunctional public spaces, and
- A lack of people-moving capacity

Understanding how to enhance the transportation system according to the needs identified here means understanding that the needs are not the same throughout the city. Simply put, we need to fix problems where past unplanned growth has occurred, and set the table for areas in which we would like the future growth to occur.

These kinds of places can be identified by considering their land value. As the figure to the right illustrates, the intersection of high-value land and street network suggests that past investment in a strong transportation system have yielded increased value to the parts of the city where the investment was made. However, in some parts of the city with strong street network and good conditions for walkability and a fine-grain mix of land uses, values do not increase. Additionally, areas of Atlanta characterized by sparser street network and fewer connections to through streets are not always areas of low value. The result of this should be a two-tiered

approach to exploring projects, looking for opportunities to provide greater connectivity and increased options to places that lack network and access, while seeking to find a better design for existing transportation infrastructure that is in areas of higher land value. The intended outcome of this approach is that investment in the transportation system is directed throughout the City, but in a way that provides the greatest return for each of Atlanta's different communities.

Finally, the needs assessment points out that being historically focused on mobility, especially vehicle mobility, has left Atlanta with fewer options for travel. Streets do not easily accommodate transit or pedestrians, trip lengths and travel times are increased by engineered constraints to the street network, and congestion is more difficult to avoid because of relatively few direct options for moving through the city. In addressing the needs identified here, projects should seek to balance Atlanta's transportation system so that the focus on mobility more closely represents the needs of a mature urban area: namely, that a complex array of travel needs is met by a broader palette of options for movement and connection.



The combination of land value and the quality of the transportation system should guide how projects are recommended and prioritized, focusing new construction to the system on places where land values are lower (the yellow areas) and tailoring the system to meet a mature built environment where values are higher (the brown areas).

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20. See Note 6.
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Chapter 2

Chapter 3

Community **Outreach**

Chapter 3

Community Outreach: Connect Atlanta's Public Involvement Process

The City of Atlanta began the transportation effort with a commitment that this plan would be community driven and technically sound. It is the City of Atlanta's philosophy that lasting transportation solutions for the City will emerge when people throughout the community are brought together in a spirit of cooperation. In order to assure that this would be the community's plan, great efforts were made to meet with, work with and communicate with as many citizens as possible in as many ways as possible. Our efforts have attracted and actively involved residents, employees, and local business interests from around the City.

This chapter describes the public outreach efforts undertaken in developing the Connect Atlanta Plan and summarizes the information and feedback that each component provided to the Connect Atlanta project team.

First, however, the chapter explains the broad scope of thinking that helped to generate the discussions that made up the public involvement process. The seven main goals of the Connect Atlanta Plan are intended to represent a diverse range of community concerns in looking into Atlanta's future. These goals were developed jointly by the City Council, the public advisory group and staff and formed the cornerstone for later assessment and evaluation of Connect Atlanta recommendations.

3.1 Project Goals

The Connect Atlanta Plan is a comprehensive plan for Atlanta's transportation, but as a framework for major public investments over the next 25 years it is important that it reflect a broad range of community values. Early in the public involvement process, the City developed seven fundamental project goals jointly with stakeholders and citizens. These are intended to express what the city needs from its transportation system in order to create choices, promote good health, prepare for expected growth, maintain fiscal and environmental sustainability and maintain quality places for all people The seven project goals have been organized here under the umbrella of three strategic categories within which the needs for progress will be articulated.

Regional Strategies. As the largest jurisdiction and the focal point of the region, the City is a primary driver of the local, regional and even state economy. The project goals of providing balanced transportation choices and preparing for growth will certainly have to be accomplished within the context of Atlanta's larger leadership role. In terms of transportation, the interaction of the freeway system with the more urban city street network and the transit system will be of critical importance to both the City and the region.

Economic Development. City residents want to participate in a vibrant economy that provides jobs and opportunities for wealth creation for everyone. The study goals of preparing for growth and maintaining fiscal sustainability are clearly a part of creating a sound economic future. This will involve not only the movement of people, but the movement of goods. The future will also be increasingly characterized by a skilled labor force that will exercise choices in where they choose to live. Those communities that create desirable places with diverse choices for all citizens will have an advantage in such an economy.

Neighborhood Enhancement and Preservation. Ask most any resident what makes Atlanta special and the conversation will quickly turn to the people and the neighborhoods that make up the city. The project goals of promoting health and safety, creating environmental sustainability and preserving neighborhoods recognize the value of these assets.

In addition to the City's general goals for growth, the Connect Atlanta Plan is driven by objectives that tie into a livable, sustainable, publicly appealing

transportation system. These were the bases for discussion at public outreach activities and have helped to identify key issues facing the City as it continued through plan development. The seven goals described here were discussed more thoroughly at the November 2007 joint meeting of the Technical Advisory Committee and Stakeholder Committee, and a summary of those responses follows in the portion of this chapter that describes the involvement of these two committees.

Goal 1: Provide Balanced Transportation Choices

The concept of balanced transportation choices refers to a system that provides multiple modes of travel and allows practical, safe and convenient use of the mode that best fits the nature of the trip. Currently automobiles are the predominant travel mode in Atlanta and a large portion of the city's transportation infrastructure has been calibrated around them; however, even this mode is often beholden to a single route option due to a lack of connectivity or route redundancy. Reflecting the need for viable transit options, creating safe and well maintained pedestrian and bicycle connections, and providing vehicular route options via a strong network of streets will allow us to flexibly accommodate travel and growth according to the parameters and needs of residents and the market.

Goal 2: Promote Public Health and Safety

There is a growing recognition in policy circles that many public investments in seemingly unrelated areas have impacts on one another. Julie Gerberding, Director of the Centers for Disease Control and Prevention, recently encouraged community leaders to consider public health in every investment that is made, including those which allow more active lifestyles such as "sidewalks, bike lanes, parks and recreation." Likewise, physical safety for all users of the transportation system— especially bicycles and pedestrians— can be improved through consideration of designs that encourage appropriate vehicle speeds, land uses that keep more eyes on the streets at all hours and proper lighting.

Goal 3: Prepare for Growth

It is beyond question that growth has been happening in the Atlanta region: metropolitan Atlanta added over one million residents in the 1990s and population estimates suggest that by the end of the 2000s[24] it will have grown by an even greater number. Additionally, after nearly a quarter-century of population decline, Atlanta proper is growing as well. The core city, by virtue of its urban form, is an area well-suited to accommodate much of the expected regional growth. Population estimates since 2000 show Atlanta nearing a record population within its city limits, though this geographic area has remained largely unchanged for 50 years. This points to a need to understand the implications of more intense land uses and how they can be accommodated by public infrastructure, especially transportation.

Goal 4: Maintain Fiscal Sustainability

Fiscal sustainability is more than the ability to fund new public works projects, or even to continue paying for their maintenance. It is also understanding the value that projects create for their community and how projects can be prioritized and developed on the basis of maximizing this value. For example, project A may initially cost more than project B, but project B may have lower long-term maintenance costs, a longer replacement cycle and create an environment for land uses which create a higher taxable revenue stream. Unless one understands this full financial picture, sound long-term decisions will be difficult to make.

Goal 5: Strive for Environmental Sustainability

As mentioned previously, Atlanta's transportation system occupies nearly one-third of its land area (through public street and private rail rights-of-way). This portion of Atlanta should be accountable for environmental impacts just as much as the rest of the city. Transportation decisions impact water quality, air quality, fossil fuel consumption and green space in direct and indirect ways. Unless we seek to consider these external impacts, our decisions will only partially account for the economic and social consequences of our actions.

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Goal 6: Preserve Neighborhoods

Though a more comprehensive, balanced transportation plan offers greater ability to handle future growth, some areas are not as immediately prepared to undergo change or have well established character and community patterns that could be disrupted by adding more intense development or large-scale public works projects. Such neighborhoods are one of the City's most valuable assets and need to be identified and protected.

Goal 7: Create Desirable Places for All

Ultimately, we want to see Atlanta as a place where people want to live and visit. In addition to a higher quality of life and related external benefits for the City, such as higher property values and tax revenue, neighborhood stability, and public image, Atlanta also stands to enrich its status as a convention and visitors' city. This can be accomplished by creating attractive, desirable neighborhoods, retail and business districts, and public places.

3.2 Communication and Gathering Information: One-on-One Interviews and Focus Groups

Early in the study process, the team initiated a series of detailed discussions with key stakeholders (property owners, advocates, neighborhood leadership, business leaders, etc.) to find out what issues and needs were important to them and to gain perspective on ideas for moving forward.

This effort helped the team to recognize priorities in the use of limited public transportation dollars. Among the topics discussed in the interviews were the person's transportation priorities, concerns about growth, funding, the degree to which private sector investments can be leveraged to accomplish public goals and the City's proper role in transportation. We found that in these interviews many pressing issues for the community emerged. Some of the common themes from the interviews included:

- Transportation is a high priority for the City.
- Projects identified by the plan should be completed
- Sidewalks in the City are inadequate
- Realistic funding should be identified
- Smart growth that respects neighborhoods


Connect **Atlanta**

NEWSLETTER WINTER 2008

Atlanta's First Comprehensive Transportation Plan

On November 6, 2007, Mayor Shirley Franklin, joined by several members of City Council, presided over the public kick-off of the first-ever comprehensive transportation study for the City of Atlanta. Over 100 people crowded into the Atrium of City Hall to witness this historic event. The Mayor stressed that the Comprehensive Transportation Plan resulting from this study will be the key to making the ongoing and planned revitalization and development of Atlanta successful. She charged Steven Cover, the Commissioner of the Department of Planning and Community Development, and his team of staff and consultants with the responsibility of completing the study on time and with maximum citizen participation. She also challenged the public to get involved in the study process. She specifically invited the public to join the Connect Atlanta Stakeholder Committee, which will be one of the principal means of gathering public input.

Transportation **Needs**

The City of Atlanta is the hub of one of the fastest growing regions in the United States. It is a major transportation hub, the crossroads of three major highway networks, home of the world's busiest airport, the convergent point of two major freight railroads, and the center of a multi-billion dollar bus and rail transit system, the first ever in the Southeast United States. Atlanta is generating billions of dollars in new growth and residential, commercial and retail development. It remains one of the leading destinations for conventions and tourism in the United States. It is also experiencing significant permanent growth in population and employment and will continue to do so into the future. The City must therefore have a plan that addresses the challenges facing its transportation infrastructure effectively, efficiently and equitably, and that provides Atlanta with flexibility as it continues to grow in residents and jobs.

The Guiding Principle: **Connect Atlanta**

Atlanta is taking steps to enhance its transportation system to meet the needs of a world-class city. The transportation plan must meet the demands of population growth and continue to promote Atlanta as an attractive place for area residents and visitors to work, shop and play, balancing the transportation system among all of its travel modes. Rather than focusing on movement, the plan seeks to promote ***connection*** as an approach to transportation. The objective is to connect the various components of the City (neighborhoods, commercial, retail, industrial, public spaces, education and recreation, etc) to each other and the City to the region. For Atlanta's residents and visitors to enjoy all that the city has to offer, they must be connected to it. The goal of Connect Atlanta is to develop a framework for transportation that will carry the City into the future.

Connect Atlanta Website and Quarterly Newsletter.

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3.3 Website and Online Survey

The project website (www.connectatlanbtaplan.com) was one avenue to the Team used to ensure that up-to-date information was readily available throughout the study. Public presentations, newsletters, technical evaluation documents were all made available in this forum. Among the documents posted to the website for review were:

- All public presentations
- Technical memoranda
- List of proposed projects and prioritization
- Citywide Map Book of projects
- Draft Street Design Guideline

The Team conducted a survey of residents and business operators to gain some perspective on initial thoughts and opinions about a variety of issues. The survey was offered online and was supplemented by hard copy survey forms targeted to communities which had exhibited lower response rates to the online surveys. Some eye opening conclusions can be ascertained from the survey.

For example, only about 10 percent of the respondents believe the City's transportation system is good or excellent. This suggests a strong need for improvement. In response to another question, about half of respondents felt that congestion relief, which has been articulated as the region's top priority, was the City's top transportation priority. However, over 80 percent of respondents felt that rail transit was a top priority for the City. This begins to suggest that the City's priorities may not be exactly the same as the region's or the State's.

Quarterly Newsletter

A quarterly newsletter was developed to provide information on project process and results. It was hoped that this material would be particularly useful to people who could not attend individual meetings or who had joined the process late.

3.4 Technical & Stakeholder Committee Process and Meetings

Two committees were formed to help provide guidance to the team throughout the process. The first was a Technical Advisory Committee. This committee was a group of invited individuals consisting primarily of partner agency staff, business community representatives and non-profit transportation advocacy groups. The second was a Stakeholder Advisory Committee. The City took the unique step of making membership on this committee available to the public at large through an application form available on the website and at outreach events. These Stakeholder Committee members differed from the general public in that they were expected to stay with the process throughout, and they were asked to provide guidance related to specific and detailed project issues. A number of unique and focused activities were undertaken with this stakeholder group.

Advisory Committees' Role in Refining Goals

One of the first discussions with the Stakeholder and Technical Advisory Committees focused on the project goals described in Section 3.1. These were still conceptual and the input of the Advisory Committees was highly important in refining these goals and considering the ways the Connect Atlanta Plan might achieve them.

Goal 1: Discussions included the need for transportation choices to be attractive, convenient, efficient and affordable; the need to recognize that market segments are different and that no one size fits all; the need for safer highway exits; and the need to modify personal travel behavior.

Goal 3: Participants expressed that preparing for growth includes planning for all transportation modes, encouragement of growth in specific areas, expenditure of transportation dollars in areas where growth is desired, and the overall integration of land use and transportation.

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Goal 4: The committees identified the following as major elements of fiscal sustainability:

- Organize projects
- Communicate the plan/projects
- Represent the plan to both major and minor political entities
- Solicit funds from unique sources
- Create innovative funding solutions and make Atlanta a new model
- Focus on broad community value of projects (incorporating such factors as time, personal health, community health and environment); develop a new metric system for project performance
- Consider life spans of transit modes
- Utilize existing infrastructure
- Partner public and private entities in sharing infrastructure

Goal 5: Committee members pointed out that transportation decisions not only create potential direct impacts on such natural resources as streams and open space, but they also relate to broader concepts such as carbon footprint. Participants expressed a desire to see transportation planning decisions actively seeking to reduce these impacts through better modes of transportation, conservation of resources, and better management of storm water.

Goal6: Important points emphasized were definition and preservation of neighborhoods, the use of code enforcement, enhanced access in and out of neighborhoods for people needing to reach those neighborhoods, and the benefits of careful application of mixed land uses to support neighborhood stability and movement.

Goal 7: Participants in the workshop pointed out that desirable places have much to do with transportation decisions, reflected in such details as how easily streets can be walked and crossed, how safe residents feel from fast-moving vehicle traffic in neighborhoods, and how easily one can reach other parts of the city, especially in the connection between neighborhoods and employment.

Later discussions with stakeholders focused on a series of targeted discussions on topics of import to the plan. A summary of these topic sessions follows:

Discussion Topic 1: Transit

- MARTA reliability is an issue
- Better bus stops
- Provide dedicated lanes for buses andtrolley services
- Provide more frequent service - shorter headways during non-peak hours
- Need to provide internal connections (east-west not just north-south), potentially through intown circulators
- Feeder systems for neighborhoods
- Address safety through design: better sight lines, lighting at stations
- Provide higher densities around stations
- System needs to be subsidized by the state
- Connectivity of the last mile

Discussion Topic 2: Intersections and Hot Spots

- Consider roundabouts versus traffic lights
- Williams Street exit is difficult
- Metropolitan and Cleveland
- No ADA enhancements – no sign for visual and hearing impaired
- Moreland, westbound exit – no traffic light for southbound traffic
- I-85 and GA 400 merge – traffic stops because merge lanes are too short
- GA 400, I-85 and I-75 – merge lanes are too short and need lengthen
- Buckhead – Piedmont, Roswell and Habersham
- Monroe and 10th Street – difficult for pedestrians; there is crossing only on one side

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- Too many one-way streets; consider changing to increase traffic flow particularly Spring, West Peachtree and Williams streets
- Briarcliff, Ponce de Leon and Moreland
- Piedmont Park and 14th Street – pedestrian access is limited and need improvement
- Buckhead Loop and Piedmont Road – need to be more pedestrian friendly

Discussion Topic 3: Freight/Trucking

- Identify where freight is coming from and going to
- Can freight just passing through be more effectively re-routed around Atlanta
- Can we negotiate with railroads for more quiet zones, and a lot more visual screening
- Charge trucks for passing through
- Multi-task rail capacity. Freight tracks can move commuters too
- Railroads are a part of our heritage
- Land use and context should trump truck needs
- Make smaller trucks do the delivering in the city (some for, others against)
- Don't allow GDOT to classify roads
- Just because a piece of land is currently zoned "industrial" doesn't mean that it is appropriate for it to remain industrial

Discussion Topic 4: Sidewalks/Walking

- 100 % City sidewalk coverage is a good thing
- Sidewalks on both sides of the street should be focused on demand or at least along major streets in major neighborhoods
- Focus should be placed on maintenance of the sidewalk system for an aging population
- Priority for sidewalks should promote consistency and continuity in the system
- Priority areas should be around bus stops and stations, schools, churches, public facilities, employment centers, mixed use areas, etc
- Attention should be placed on curb cuts and ADA accessibility
- Consider mid-block pedestrian crossings
- Grass buffers should be required

A closing presentation at one of the four design workshops.

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3.5 Visioning Meetings

It is essential to know the community's values in order to effectively narrow the field of alternative solutions. The creation of a culture of transportation investment that relies upon more than vehicular mobility requires the development and articulation of performance criteria that relate to larger community goals. No transportation model ever developed a vision. The vision comes from the community and, the goal of the visioning effort was be sure that transportation recommendations will flow from and be supportive of the community's larger values and goals, rather than the outputs of models or analyses.

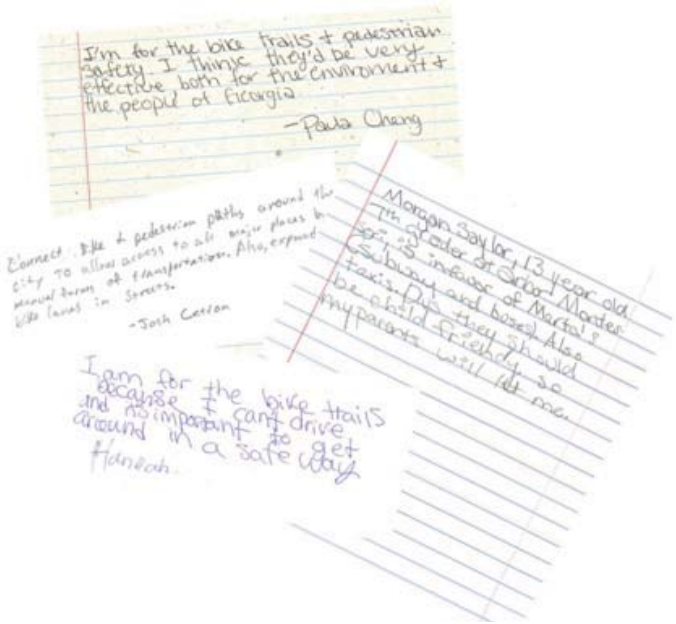
Following some of the initial technical activities the Team initiated a first round of public kickoff work sessions in each of seven Public Outreach Districts. These interactive public work sessions were focused on identifying the goals, values, strengths and challenges in Atlanta. The team promoted a discussion regarding how these issues can inform and direct the development of an evaluation framework.

Existing conditions were presented and examples from other communities were discussed for reference. We believe it is critical that the evaluation framework developed at these sessions leave as much flexibility as possible in the selection of projects that individual communities can support.

3.6 Concept and Design Workshops

These public workshops were the centerpiece of the development of the transportation plan. The Team conducted four week-long public design workshops located in and organized on key geographic areas and issues. These workshops were multi-disciplinary, working design sessions where stakeholders, designers, technical experts, and the public worked together to develop design and planning solutions. We conducted the workshops at four easily accessible locations:

- Georgia-Pacific Center
- Adamsville Recreation Center
- Atlanta Metropolitan College
- City Hall East



Students from a middle school participated in the first of the four design workshops and sent thoughts and comments on the plan effort.

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These were, effectively, temporary offices or "design studios" which gave our technical experts an opportunity to create a multi-disciplinary working environment focused on identifying, testing and designing projects over a two month period. The working studios were open to the public, and each one was focused around three major public events:

1. **The workshop kick-off and design session.** At the workshop kickoff event, we presented the results of the initial visioning sessions, data collection, analysis activities and stakeholder interviews in an organized evening public kick-off event, as well as, facilitate an interactive discussion.
2. **A Design Open-House.** Held over multiple days, the team worked on-site to develop and test various design and planning ideas. This work focused on developing specific transportation solutions for; areas of change and redevelopment, expanding multi-modal choice, developing street typology and complete streets, protecting areas of no change, expanding connectivity and selectively expanding vehicle capacity. Interested stakeholders and the public were encouraged and welcome to work with project designers in this open house format all day from 10 am to 8 pm.
3. **A Closing Presentation of the Workshop's Results.** The work produced during the workshop was presented the evening of the final day in a formal public presentation allowing for comment and feedback on the preliminary designs.

3.7 Public Outreach District Prioritization Work Sessions

Following analyses of the projects identified during the workshops, the technical work was brought back to the seven Public Outreach Districts in an evening work session format. These work sessions, held in each Public Outreach District, were focused on the performance of various project alternatives versus the community goals identified in the visioning meetings. In addition, they gave the public an opportunity to see the direction the study was taking and provide feedback before the development of the preliminary recommendations of the Comprehensive Transportation Plan. The team was able to document feedback received from the Stakeholder Committee, Technical Committee, staff and Council.

3.8 Plan Adoption & Open Houses

The final public events were a series of four open houses for the public to review the Transportation Plan's findings, analysis, recommendations, and to provide input. These public meetings were held in anticipation of the adoption of the plan.

3.9 City Council Work Sessions

The Team held two work sessions with City Council to keep them informed of progress and to gain insight into direction of the study. A third workshop was scheduled for November 2008. We believe it is important that all key decision makers contribute to and buy into the study direction and processes at various stages in order to avoid the need for backtracking later. These work sessions were very successful and assured that Council would not be surprised by plan elements that they will be asked to act upon.

3.10 Additional Community Outreach

Members of the Team participated in scheduled meetings of community groups and organizations as well as special events to provide information about the study and especially to promote attendance at scheduled public meetings.

- Public/Press Kickoff Event
- Council for Quality Growth
- Atlanta Bicycle Campaign Workshop
- Urban Land Institute Smart Growth Committee
- Grant Park Neighbors
- Piedmont Heights Neighborhood
- Peachtree Hills Neighbors
- North Buckhead Neighborhoods
- Livable Communities Coalition
- Citizens for Progressive Transit
- NPU "C" Representatives
- Buckhead CID
- Metro Atlanta Chamber of Commerce

- City Council Transportation Committee
- NPU-T Representatives
- NPU-O Chair
- NPU-F Chair
- Central Atlanta Progress Town Hall Meeting

Additional Coordination Meetings

- Atlanta Regional Commission Freight Group
- City Economic Development Subcabinet
- Atlanta Beltline Subcabinet
- City Transportation Subcabinet
- Atlanta Emergency Services
- Bureau of Buildings
- Hartsfield-Jackson International Airport
- Fulton County Staff
- DeKalb County Staff
- Clayton County Staff
- Cities of East Point and Hapeville
- Press Kickoff Event
- North Buckhead Neighborhood
- Council for Quality Growth
- Livable Communities Coalition
- Atlanta Planning and Advisory Board
- Atlanta Bicycle Campaign
- Citizens for Progressive Transit
- Urban Land Institute
- NPU C Representatives
- NPU F Representatives
- Grant Park Neighborhood
- Buckhead CID
- Piedmont Heights Neighborhood
- Perkerson Park Representatives
- Central Atlanta Progress
- Peachtree Hills Neighborhood
- Metro Atlanta Chamber of Commerce
- Castleberry Hill Neighborhood
- Atlanta Regional Commission Freight Task Force
- Watershed Department
- City Economic Development Sub-Cabinet
- Bureau of Housing
- City Transportation Sub-Cabinet
- Atlanta Public Schools
- Fulton County
- City Beltline Sub-Cabinet
- Department of Public Works Atlanta
- Regional Commission Staff
- ARC's Technical Coordinating Committee
- Cobb County CID
- Sandy Springs Staff Cobb County Staff
- Cobb County Chamber of Commerce
- Latin American Association
- Korean Association
- Georgia World Congress Center
- Institute of Transportation Engineers
- Georgia Planning Association
- GDOT's TIME Task Force
- Georgia Regional Transportation Authority
- Shepherd Center
- Morningside-Lenox Park
- Woodland Hills Neighborhood
- Lindridge Martin Manor
- Lavista Park
- Chastain Park Representatives
- Lenox mall shoppers
- Greenbriar Mall shoppers
- Kroger Citi-Center shoppers
- NPU A representatives
- NPU B representatives

Chapter 4

Candidate Project **Concepts**

Chapter 4

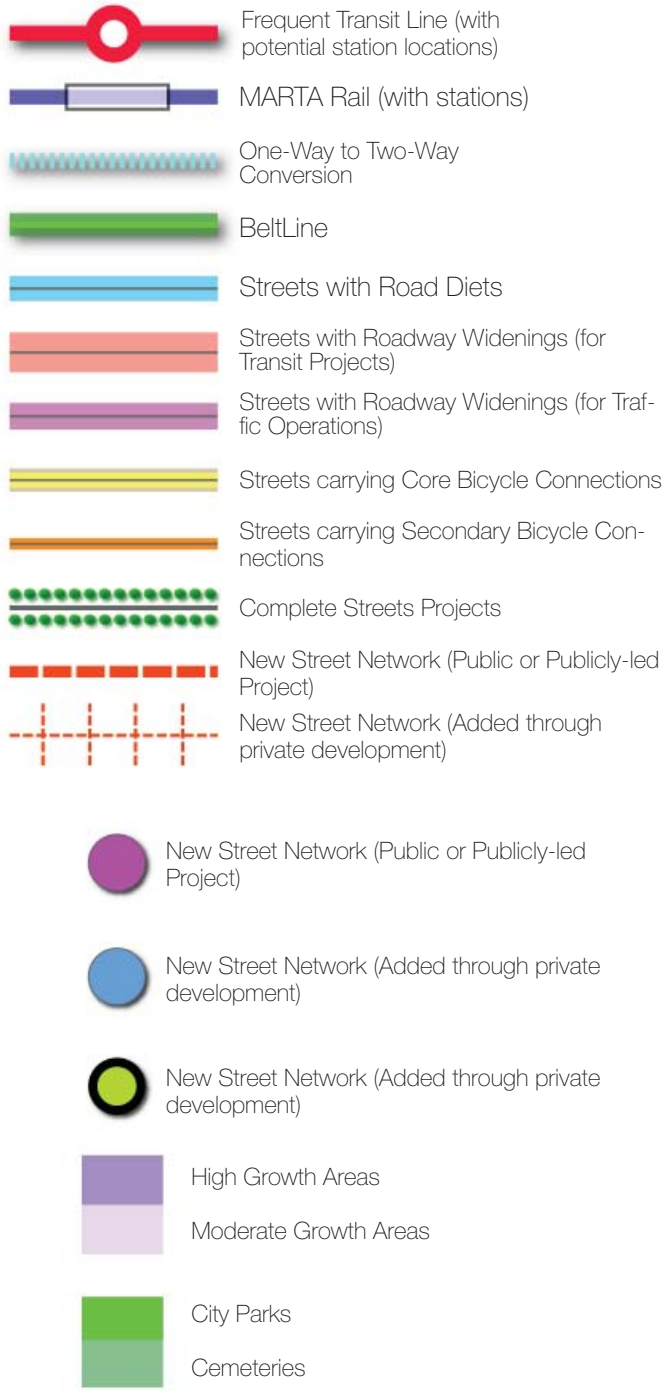
This chapter defines and describes Connect Atlanta's recommended projects based on a series of redevelopment concepts and districts. Most of these projects were identified at the four citywide Connect Atlanta workshops held in February and March 2008, though many were identified in previous studies for Livable Centers Initiatives and neighborhood plans developed throughout the City. These projects are described briefly in this chapter; readers should refer to these previous studies for more detailed descriptions of their project recommendations.

Connect Atlanta has developed a methodology to assess projects on the seven principal project goals and a series of quantitative measures; this assessment forms the basis of the recommended prioritization of projects and is discussed in detail in Chapter 6. It is also important to understand the projects of Connect Atlanta in terms of how they work together. As its name suggests, one of the primary purposes of the Connect Atlanta Plan is to identify the places where Atlanta's transportation system lacks cohesion— whether through physical street and road connections or through the logical transfer between modes of travel— and to develop projects that address these deficiencies. For this reason, the recommendations of Connect Atlanta must be viewed in terms of the synergy they create, not only for a more balanced, complete transportation system but also for the positive impacts such an effort of completion can have on helping Atlanta to grow soundly and sustainably.

For this reason, this chapter presents key projects in terms of concepts or common themes. Each of these themes is a combination of location and function— projects in a certain area of the city that are intended to work together toward a broad goal, listed at the beginning of each concept section. The chapter is not an exhaustive list of all projects, but rather shows how the principal intents of the Connect Atlanta Plan are expressed in relation to different areas of the city or a different goal for the transportation system to achieve.

Some of these concepts cover a larger geographical area and may not immediately relate to specific development projects, but are organized as they are to show projects of a certain theme or generally similar intent. Even in these larger areas, the organization of projects by concept is based on areas localized enough to showcase projects in different districts of the City.

Presenting projects in this way demonstrates the importance of public investment in generating new development potential for Atlanta. As a result, many of these concepts are illustrated by conceptual plans for redevelopment in the area of a specific project or group of projects. The redevelopment concepts are described and the relevant transportation projects identified and evaluated in the Connect Atlanta planning process are listed accordingly.



Chapter 4

Readers should refer to the legend on Page 1 for a general explanation of all project types. For purposes of clarity, this general legend is used throughout this chapter (note that colors on some symbols may vary so that the project depictions stand out more clearly in their context).

Additional Project Types

As the project descriptions in this chapter are intended to showcase themes and concepts, especially in meeting the seven project goals of the Connect Atlanta Plan mentioned in Chapter 2, they will include projects that were not evaluated on the set of technical and qualitative criteria. These project types include bicycle facilities, complete streets and added street network that is envisioned as being added by private development. These are important elements of a balanced transportation system and are described for the contributions they make to each of the concepts in this chapter, though projects of these types will not all have an assigned project identification and corresponding evaluation with the project criteria.

Another project type with which some might not be familiar is "Complete Street." By definition a "complete street" is one that satisfactorily performs all of the functions desired of it within a community. These functions will involve elements of mobility (movement of pedestrians, cars, transit, bikes, etc.) and community (support of schools, businesses, etc.). This designation should be performance-based rather than prescriptive and should not be about creating wider street cross-sections. For example if a street is bikeable, even without bike lanes, it could be considered complete. If the street works for the community, it is complete.

The bicycle system in particular is a flexible component of the Connect Atlanta plan. The development of this plan included the creation of a bicycle route master plan based on previous City plans and public comment. Unlike previous plans this new plan did not specify which specific designs would be used on certain streets. In other words, the plan did not specify certain streets for on-street bicycle lanes and others for shared-lane bicycle routes. Instead it is based on the twin principles of core connections, which constitute long-range routes through the city (usually on streets with a high degree of public significance and featuring highly visible, community-serving land uses) and secondary connections, or those intended to connect this core system to neighborhoods and primary public facilities (such as schools, parks and public transit stations). The designation as a core or secondary route does not exclusively tie a street to one bicycle facility design or another. Instead it establishes a sense of relative priority for the City in selecting routes to construct and on addressing bicycle needs in larger street projects. Refer to Section 1.5 of the the Street Design Guide that accompanies this plan for more information on physical design options and their relation to this route designation system.

Chapter 4

4.1 The Campbellton Corridor

Goal: Increase economic development potential and connect surrounding neighborhoods

Campbellton Road is one of the City's primary economic development priorities. As such, transportation investments are needed not only to support increased development intensity but also to tie this new potential development to surrounding neighborhoods. At the centerpiece of this development is the introduction of premium transit along Campbellton from Fort McPherson to Greenbriar Mall.

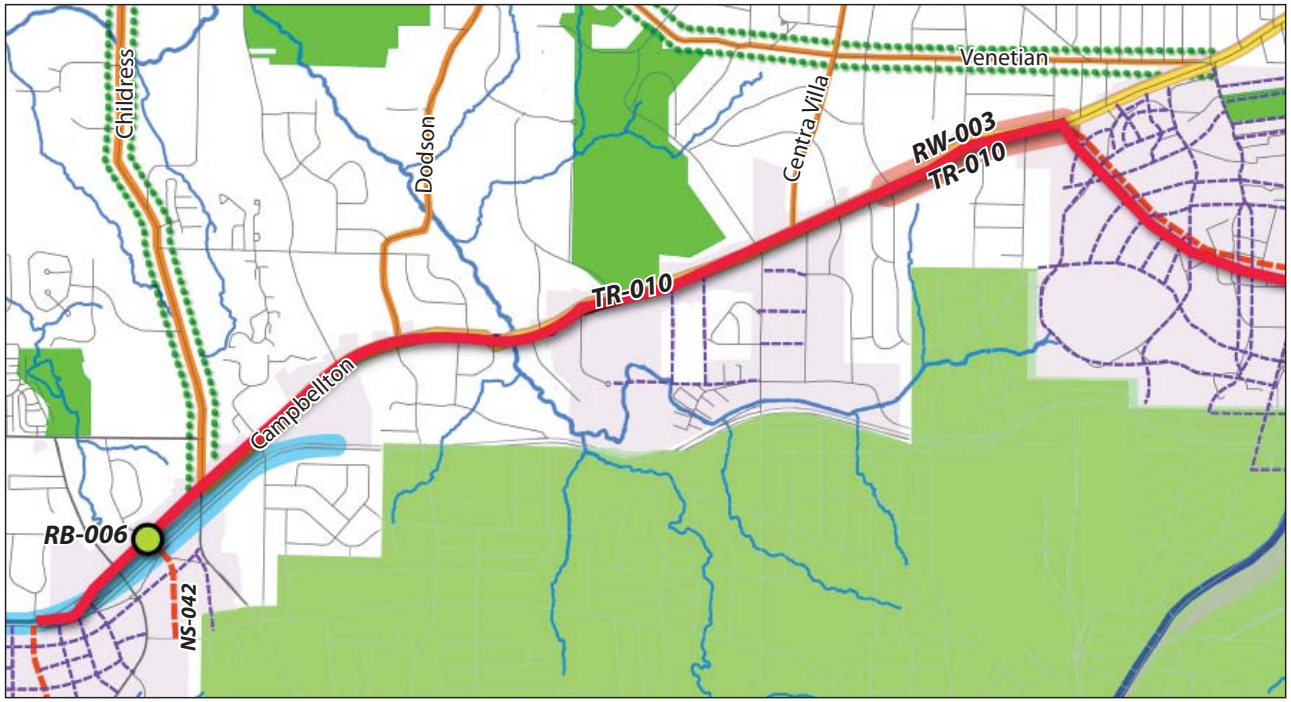
The Campbellton Corridor is anchored by the Greenbriar Mall on the west and Fort McPherson on the east. Both of these areas offer major redevelopment opportunities for the City, and Fort McPherson in particular is currently being studied by the City and the State of Georgia. Each of these areas has been described as a separate concept.

Key Projects for this Concept

RTP-RW-010: *Campbellton Road widening. This project has been identified in the long range transportation plan, though it does not specify how a roadway widening should include an envelope for high-capacity transit.*

RW-003 and TR-010: *Campbellton Road Widening and Transit Project. This project involves widening Campbellton from two lanes to five lanes to accommodate mixed-flow streetcar. It is recommended that the project identified in the RTP be defined to include this component.*

RB-006: *Benhill Road and Campbellton Road roundabout. This project is a public investment to be carried out in conjunction with the extension of Star Mist Drive across Campbellton Road and Langford Parkway.*



4.2 Greenbriar Mall

Goal: Revitalization through improved access and a local street network to handle a new shopping and employment center

The Greenbriar Mall area is a commercial and office anchor for southwest Atlanta and south Fulton County. However, its access is presently limited, especially from Interstate 285 and Langford Parkway, which intersect just to the northwest of the mall area. This concept deals with connecting the Mall area to Campbellton Road with enhanced street network, but also to integrating Campbellton Road and Langford Parkway as a single, at-grade street and ending the freeway section of Langford Parkway near its present alignment adjacent to Campbellton Road.

The projects defined as part of this concept overlap with those listed in Concept 4.1. While not illustrated here, the Campbellton Road transit project (TR-010) is envisioned as a continuation of the Peachtree Streetcar's southern arm (project TR-009).

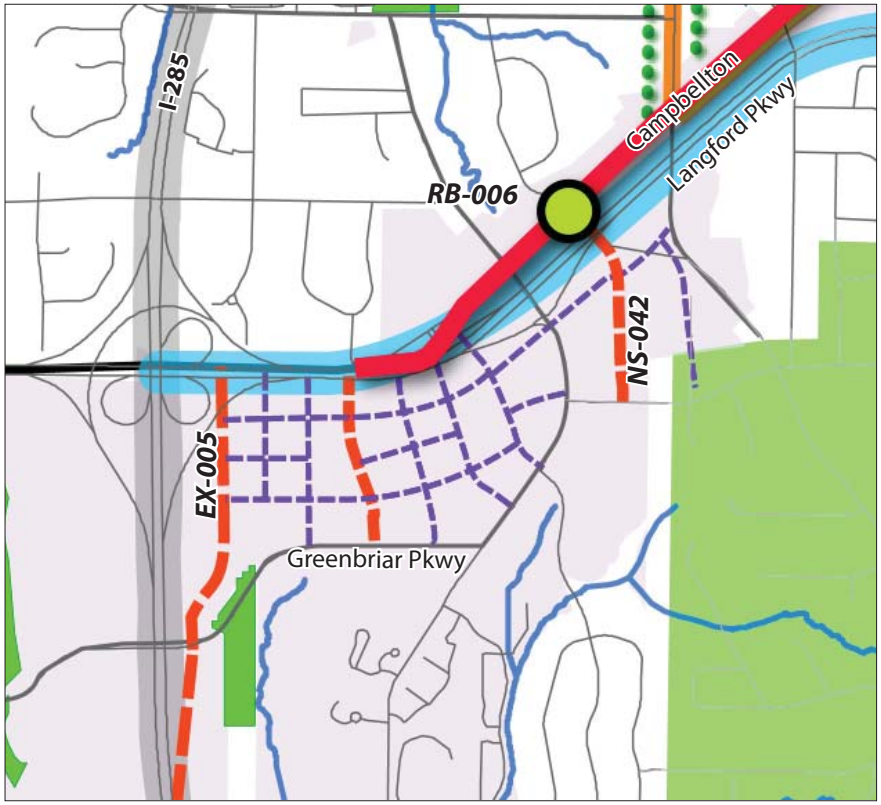
The following page illustrates how a concept such as this provides opportunities for a new form of land development that maximizes the potential of frequent transit service, and a location near the Hartsfield-Jackson Atlanta International Airport.

Key Projects for this Concept

EX-005: *Interstate 285 and Langford Parkway Interchange Reconfiguration. This is a large project and requires coordination of efforts with the Georgia Department of Transportation, but is an essential component to enhanced local access from the south to the Greenbriar Mall area. The project would replace the current northbound Interstate 285 exit ramp to Langford Parkway with a ramp that converts to a local street, allowing local access to the Greenbriar Mall area and at-grade access to Campbellton Road. North of Campbellton this access would resume as a freeway on-ramp to northbound Interstate 285.*

RB-006: *See project description in Concept 4.1.*

NS-042: *Extension of Star Mist Drive*



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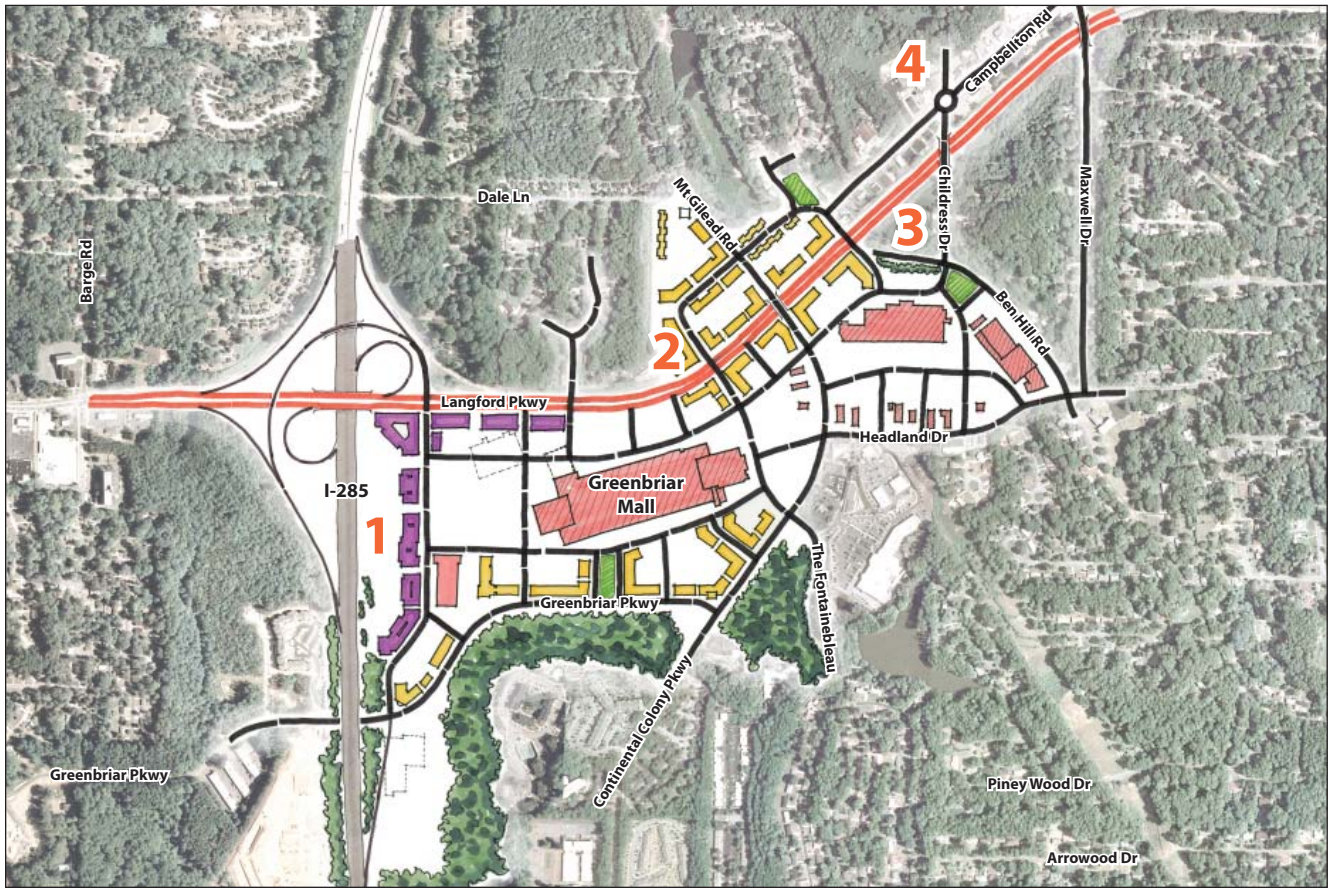


This concept provides a more detailed illustration of how new street network and transportation investments could be integrated with land development. The reconfiguration of the Interstate 285/Langford Parkway interchange allows local access to an expanded street network more immediately, thus increasing development potential for land that has been reclaimed from freeway infrastructure. The northbound offramp from Interstate 285 to eastbound Langford Parkway is converted to an at-grade street (1), reaches the Parkway mainline at an at-grade intersection, and then continues north to provide access to northbound I-285 from Langford Parkway and Campbellton Road.

Another key component of this concept is the conversion of Langford Parkway to an at-grade street in advance of the I-285 interchange. Campbellton Road would tie into this street through local network and not through the ramp-based access configuration it uses today. Introducing this network and multiple at-grade intersections with Langford Parkway (examples include 2 and 3) help to make this transition and introduce additional intersections. A roundabout on Campbellton Road east of its integration with Langford Parkway facilitates traffic operations at Childress Drive but also establishes an entry point into the Greenbriar district.

Chapter 4

4.3 Fort McPherson

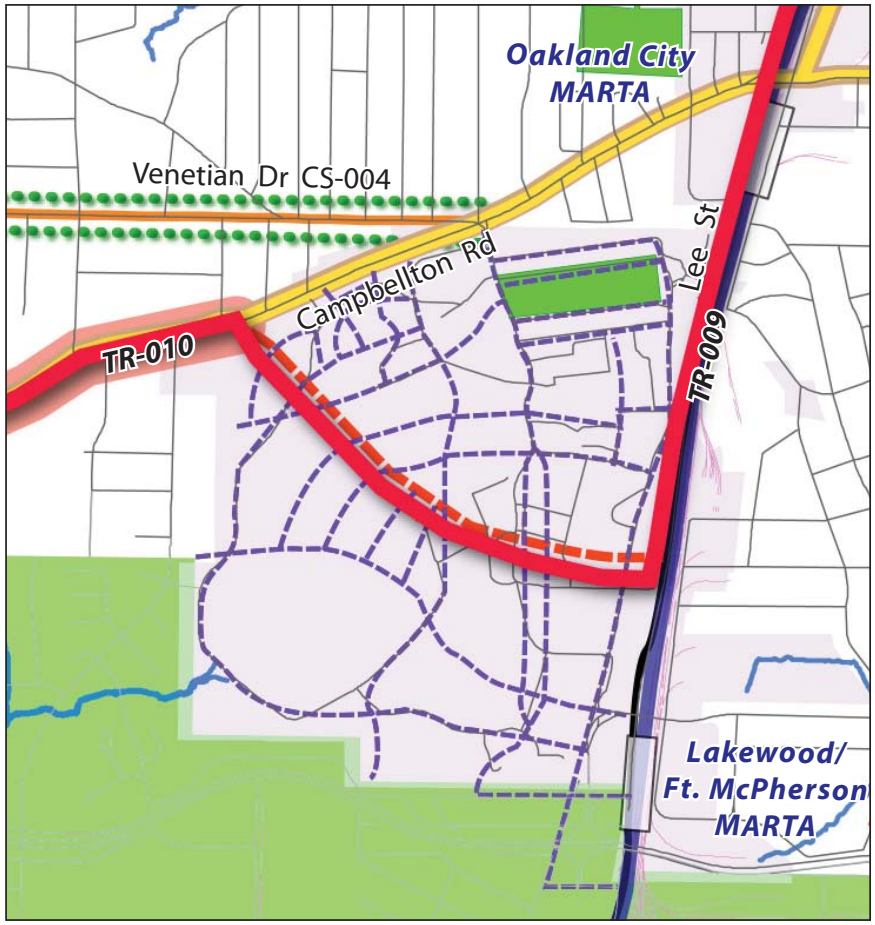
Goal: Street network to accommodate Atlanta's next major mixed-use center

The redevelopment of Fort McPherson is arguably Atlanta's greatest current prospect for increased residential and employment population. Its proximity to Hartsfield-Jackson Atlanta International Airport, the MARTA South rail line and such key local thoroughfare streets as Lee Street and Campbellton Road make it a highly important and accessible location for added residents and jobs.

The principal projects recommended for Fort McPherson are the realignment of Campbellton Road through the Fort property, tying into Lee Street at the current entrance point. This is envisioned as a key location along the Peachtree Streetcar line's southern branch and indeed marks the meeting point of the Streetcar and proposed Campbellton Corridor transit.

Within the Fort McPherson property, new street network additions help to coordinate new development along a walkable, urban block pattern. The street network shown here and in the Connect Atlanta map books is based on a previous study completed for the City that preserves the historically significant parts of the site while adding new network based on the Campbellton Road realignment.

As with the Greenbriar Mall concept, some projects here overlap with projects described in Concept 4.1.



Key Projects for this Concept

***RW-003 and TR-010**: Campbellton Road Widening and Transit. In Fort McPherson, this project includes a potential realignment of the main corridor street from Campbellton through the Fort McPherson property. Whether or not this street retains the Campbellton name, its important function is to carry a transit corridor through the heart of Fort McPherson's redevelopment area.*

***CS-004**: Venetian Drive Streetscape Improvements. As a major east-west street in the area, Venetian Drive is proposed for sidewalk addition in areas where sidewalk is missing and streetscape enhancements to improve the quality of the pedestrian environment.*

***TR-009.** Peachtree Streetcar, south portion. As mentioned in Concept 4.1, the southern arm of the Peachtree Streetcar concept is envisioned as tying into a Campbellton Road transit project. It follows Lee Street and provides local access to complement MARTA rail.*

***Bicycle network additions**: A primary connection is proposed on Cambellton Road, and this is especially important in conjunction with proposed transit projects. This connection is also be proposed to be continued along Campbellton until TR-010 is implemented. In addition, a secondary connection is proposed along Venetian Drive.*

Chapter 4

4.4 Westside Complete Streets and Pedestrian Improvements

Goal: A safer, more viable walking environment on Atlanta's Westside

Development patterns on Atlanta's Westside have largely been of a suburban character. As a result, connecting streets are sparse and tend to function as collector streets carrying much of the neighborhood's traffic. The projects here introduce complete street principles to several of these main connections, improving pedestrian facilities and allowing larger streets that currently function as barriers to be crossed safely.

Most of these complete streets projects are envisioned as adding five-foot sidewalk and at least a five-foot landscape parkway area for street trees (refer to the residential street cross sections in the Connect Atlanta Street Design Guide). Some of these also carry proposed secondary bicycle connections, and have been identified as such because of both their extent through the neighborhoods and because their pavement width will allow the striping of bicycle lanes without a street widening. Lynhurst Drive and Childress Drive between Campbellton Road and Benjamin Mays Drive are one corridor where these enhancements are ptoposed, another is Venetian Drive extending west from the Cascade Heights commercial district to Campbellton Road on the north side of Fort McPherson. Secondary bicycle connections are also proposed on Dodson Drive between Campbellton and Cascade and along Willis Mill Road between Cascade and Martin Luther King Drive, on Avon Avenue from Cascade Road east to the Adair Park neighborhood (refer to the section on projects in Adair Park and the West End), and on Beecher Drive from Cascade Road south to Cascade Heights.

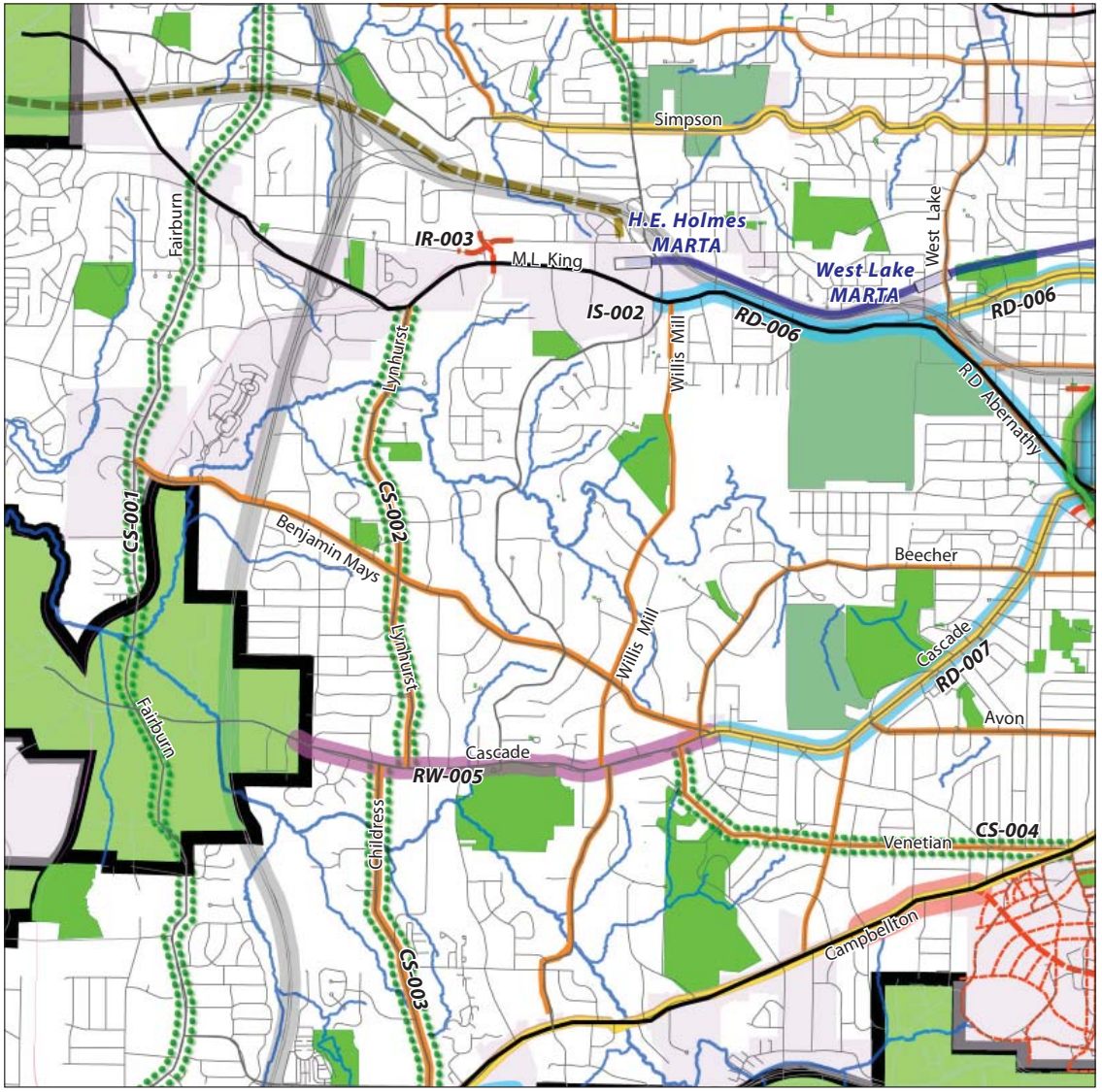
The plan envisions Cascade Road, a signature street on Atlanta's west side, as a core bicycle connection from Cascade Heights east to Ralph David Abernathy Boulevard (another core connection). This is accomplished in part through a road diet converting the present undivided four-lane section to three lanes (two travel lanes with a center two-way left turn lane) with on-street bicycle lanes.

One related project improves vehicular safety and congestion, adding a continuous two-way left turn lane on Cascade Road west from Cascade Heights. This section of Cascade currently includes bicycle lanes and proposes removing them for the addition of a two-way left turn lane to allow access to driveways without creating traffic congestion. This turn lane could be added within existing street dimensions without a widening of the street, though it would need to use the space currently occupied by Cascade's bicycle lanes. Existing bicycle lanes on Benjamin Mays Drive do offer east-west connectivity in the bicycle system and continue from where the existing road diet project between Cascade Heights and Ralph David Abernathy. This connection, combined with the north-south bicycle connections discussed above, allows expanded, formalized bicycle network access to nearly all of Atlanta's west side neighborhoods.

As a key connection west of Interstate 285, Fairburn Road is also proposed as a complete street project. This part of the City has limited street network connection and Fairburn is especially important for pedestrians and transit users. The City should work with Fulton County to continue the complete street enhancements along the section of Fairburn not within Atlanta's city limits, an area which includes a large concentration of commercial land uses at the intersection of Fairburn and Cascade Road.

Key Projects for this Concept

IR-003: *Delmar Lane/Linkwood Road/Burton Road Intersection Realignment*
IS-002: *Martin Luther King/Willis Mill Road Intersection*
RD-006: *Martin Luther King Road Diet. Undivided four-lane conversion to three lanes with on-street bicycle lanes to carry core bicycle connection.*
RW-005: *Cascade Road 2- to 3-lane conversion*
RD-007: *Cascade Road 4- to 3-lane conversion*
CS-001: *Fairburn Road Complete Street. Includes streetscape and pedestrian enhancements.*
CS-002: *Lynhurst Drive Complete Street. Includes streetscape enhancements and the addition of a secondary bicycle connection through restriping existing wide travel lanes.*
CS-003: *Childress Drive Complete Street. Includes streetscape enhancements and the addition of a secondary bicycle connection through restriping existing wide travel lanes.*
CS-004: *Venetian Drive Complete Street. Includes streetscape enhancements and the addition of a secondary bicycle connection through restriping existing wide travel lanes.*



Chapter 4

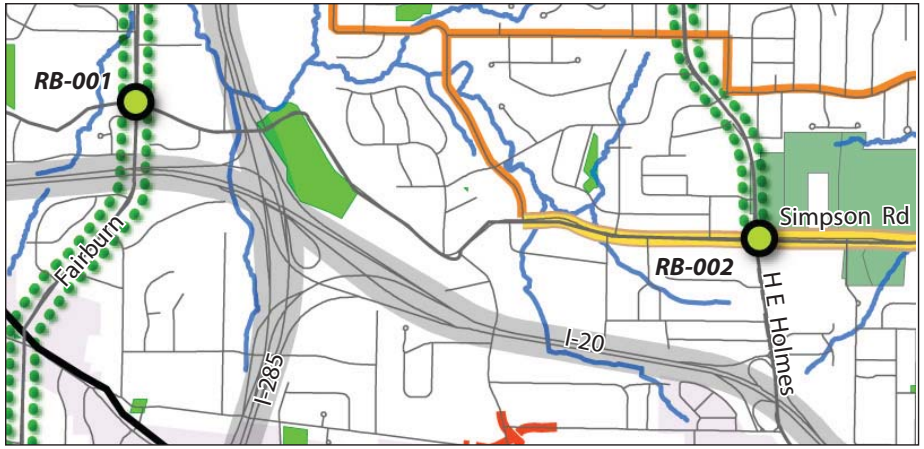
4.5 Westside Roundabouts

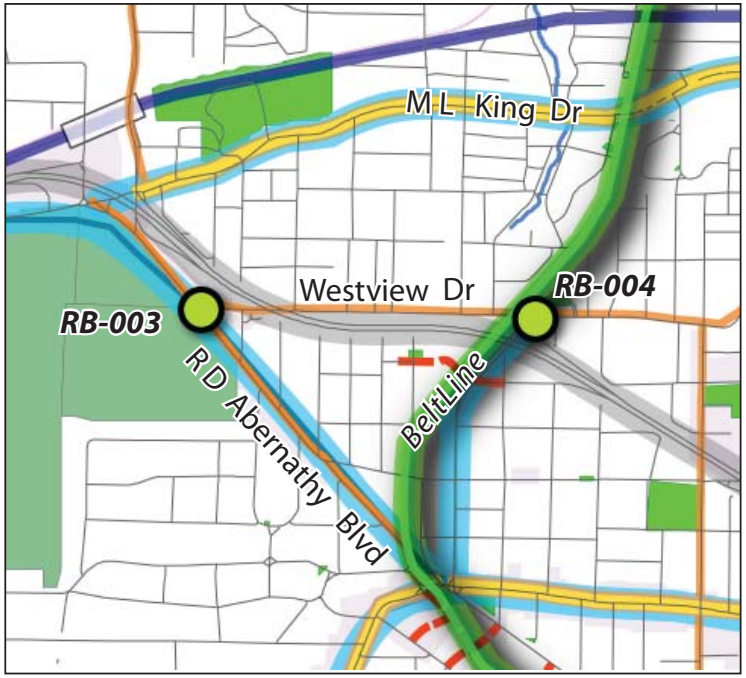
Goal: Introduce safety and aesthetic enhancement to street projects on Atlanta's Westside

These projects introduce roundabouts to the west side of Atlanta. Roundabouts are a relatively new form of intersection treatment in Atlanta, and as such should be understood not only as an expanded option for street design but also as an aesthetic opportunity though landscaping the center island. They have been introduced as part of a larger street enhancement program for the west side (see also the preceding section on complete streets) but can be implemented separately.

The projects for roundabouts identified here are located at intersections with a need for capacity improvement. Where a typical intersection widening and signal timing enhancement would likely address this issue, roundabouts have been selected primarily because of their cost and benefit: roundabout intersections can handle up to 30 percent additional capacity over a regular at-grade intersection and also cost less to install and maintain.

Of the four roundabouts discussed here, the Westview/Ralph David Abernathy intersection is discussed in greater detail in Concept 4.6.





Key Projects for this Concept

RB-001: *Collier Drive and Fairburn Road*
RB-002: *H.E. Holmes Drive and Simpson Road*
RB-003: *Westview Drive and Ralph David Abernathy Boulevard*
RB-004: *Westview Drive and Langhorn Street*

4.6 Ralph David Abernathy/Westview Drive

Goal: Streamline and integrate an important intersection of local and collector streets, transit options and community land uses

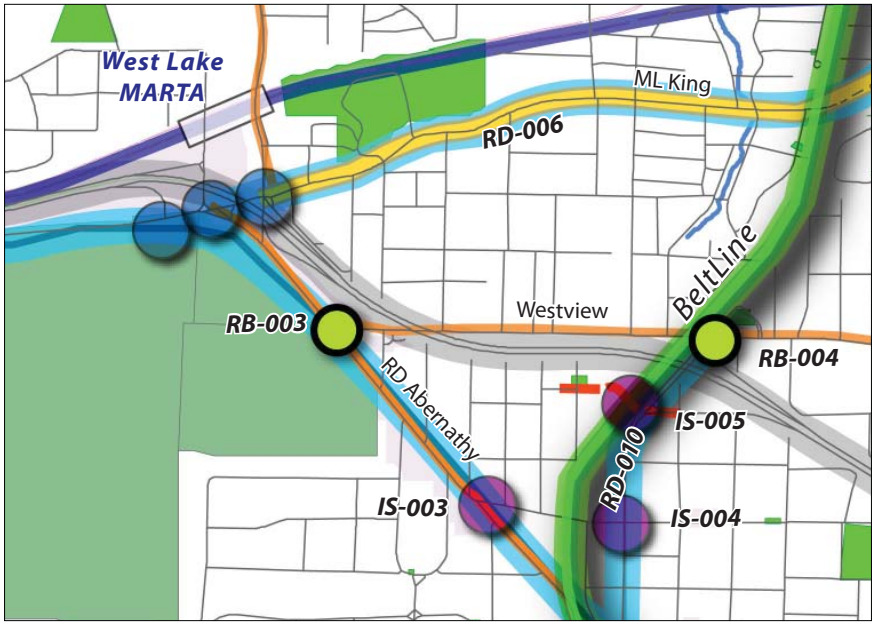
This area, near the intersection of Ralph David Abernathy and Martin Luther King, is an important confluence of routes and travel options, yet they are currently disconnected: in terms of both street network and potential for transfer between travel modes. Interstate 20 offers access to West Lake Drive and Ralph David Abernathy Boulevard. The access ramps and traffic engineering to facilitate this access have compromised the walkability of the area, which is especially important due to the location of the West Lake MARTA rail station immediately north of I-20.

Ralph David Abernathy, Martin Luther King Drive and Langhorn Street are large streets that have been built with more vehicle capacity than traffic volumes require. They are recommended here for lane reductions: Martin Luther King as a restriping project to change four travel lanes to three lanes (including a center turn lane) with on-street bicycle lanes and Langhorn as a conversion from today's six-lane section to two travel lanes with a landscaped median.

Also notable is the series of projects involving Westview Drive. This is a low-traffic street (under 1,000 vehicles per day) yet has been built with wide travel lanes and a bridge separating it from Langhorn Street. This grade-separation was first constructed when Langhorn was envisioned as a high-capacity, limited access highway providing in-town vehicle mobility. As it was not finished for this purpose, future replacement of the Westview bridge should be declined, using an at-grade intersection instead. A roundabout is recommended for capacity and aesthetic reasons.

Key Projects for this Concept

***RB-003**: Roundabout at Ralph David Abernathy and Westview Drive*
***RB-004**: Langhorn and Westview Roundabout*
***RD-010**: Langhorn Street Road Diet*
***IS-003**: Ralph David Abernathy/Lucile Street Signal Addition*
***IS-004**: Langhorn Street/Lucile Street Signal Addition*
***IS-005**: Langhorn Street/Sells Street Signal Addition*



Chapter 4

4.7 West End and Adair Park

Goal: Provide connections across railroads

These projects are mainly connections across the BeltLine corridor, promoting neighborhood connectivity and access in an area where the City is already investing in valuable public amenities. The principal connections recommended here constitute continuing major streets: Sylvan Road across Lee Street and connecting to Joseph P. Lowery Boulevard (these two streets already share the same north-south alignment) and University Avenue across an active freight railroad to connect to Avon Avenue.

The BeltLine crossing projects are generally all envisioned as public/private partnerships to be pursued in the event of redevelopment of the land in which the BeltLine is presently aligned. Given the presence of the BeltLine in this community, additional multimodal connections are especially important. Secondary bicycle connections are proposed on Avon Avenue, Oakland Drive, Beecher Street and Lawton Street, using BeltLine crossings at Lawton and an extension of Beecher to reach park and trail facilities.

The next page illustrates the Sylvan-Lowery connection (NS-013) in greater detail.

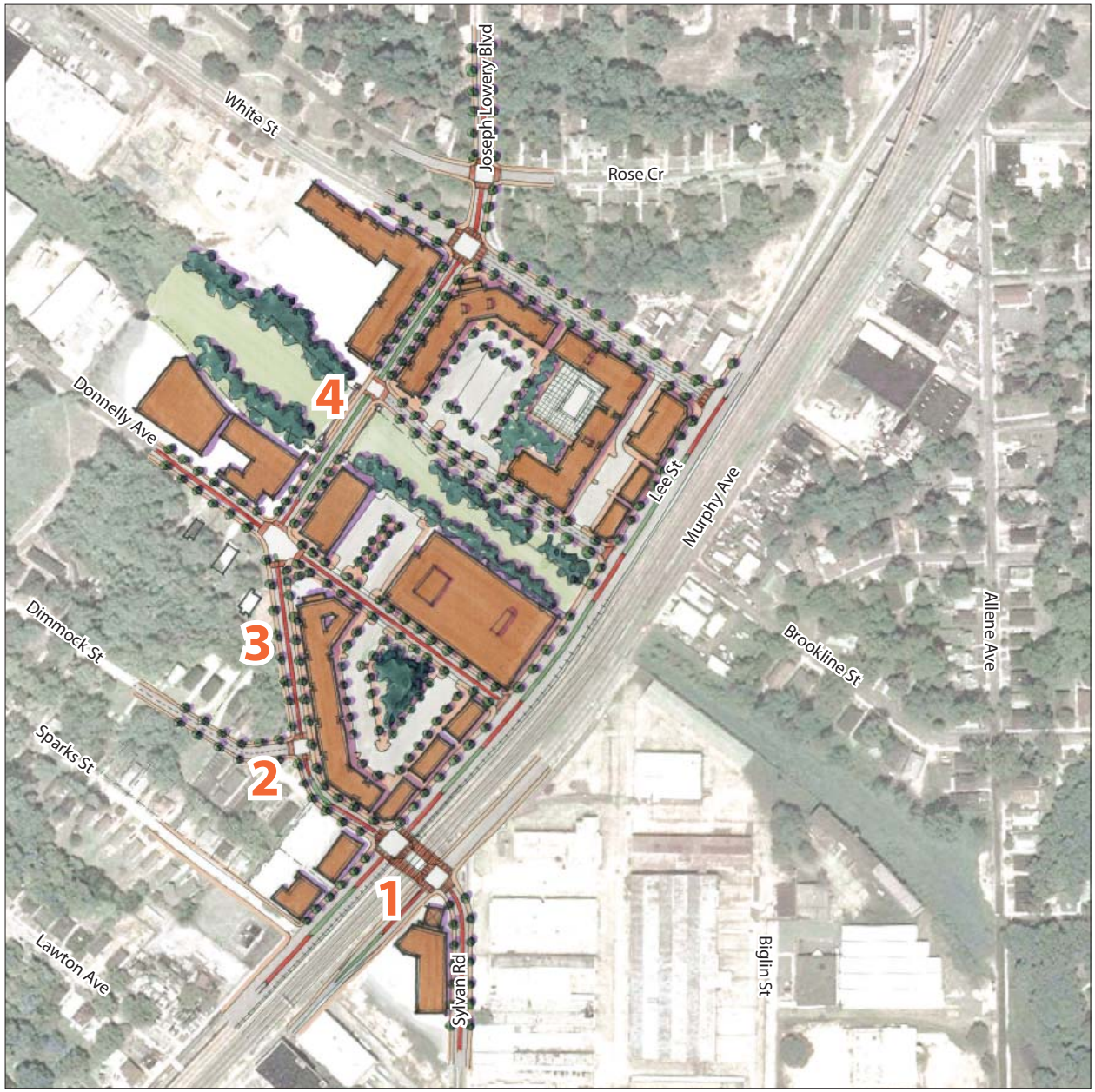
Key Projects for this Concept

***NS-013**: Lowery Blvd and Sylvan Road connection*
***NS-014 (also referred to as PS-NS-014)**: Extension of University Avenue to Avon Avenue*
***NS-021**: Peeples Street Extension*
***NS-022**: Richland Road Extension*
***NS-023**: Allegheny Street Extension*
***NS-024**: Bernice Street Extension*
***Core bicycle connections** on Ralph David Abernathy Boulevard, Joseph E. Lowery Boulevard and Murphy Street*
***Secondary bicycle connections** on Beecher Street, Oakland Drive, Allene Avenue, Lawton Street and Avon Avenue*

Chapter 4

The illustration to the right provides detail on a proposed connection of Sylvan Road and Joseph E. Lowery Boulevard. The present crossing of Murphy Avenue, Lee Street and the East Point Railroad tracks should be maintained to be perpendicular to Lee (1), and then should continue to curve northward (3), crossing Donnelly Avenue, the BeltLine and White Street parallel to Lee (4). This would involve a realignment of Dimmock Street to intersect with the Sylvan extension at a right angle (2).

Realignment projects such as this are useful because they extend development beyond the barriers that are caused by railroads and MARTA infrastructure. They also enhance safety for bicycle, pedestrian and vehicular crossings.



Chapter 4

4.8 Bankhead MARTA and Westside Park

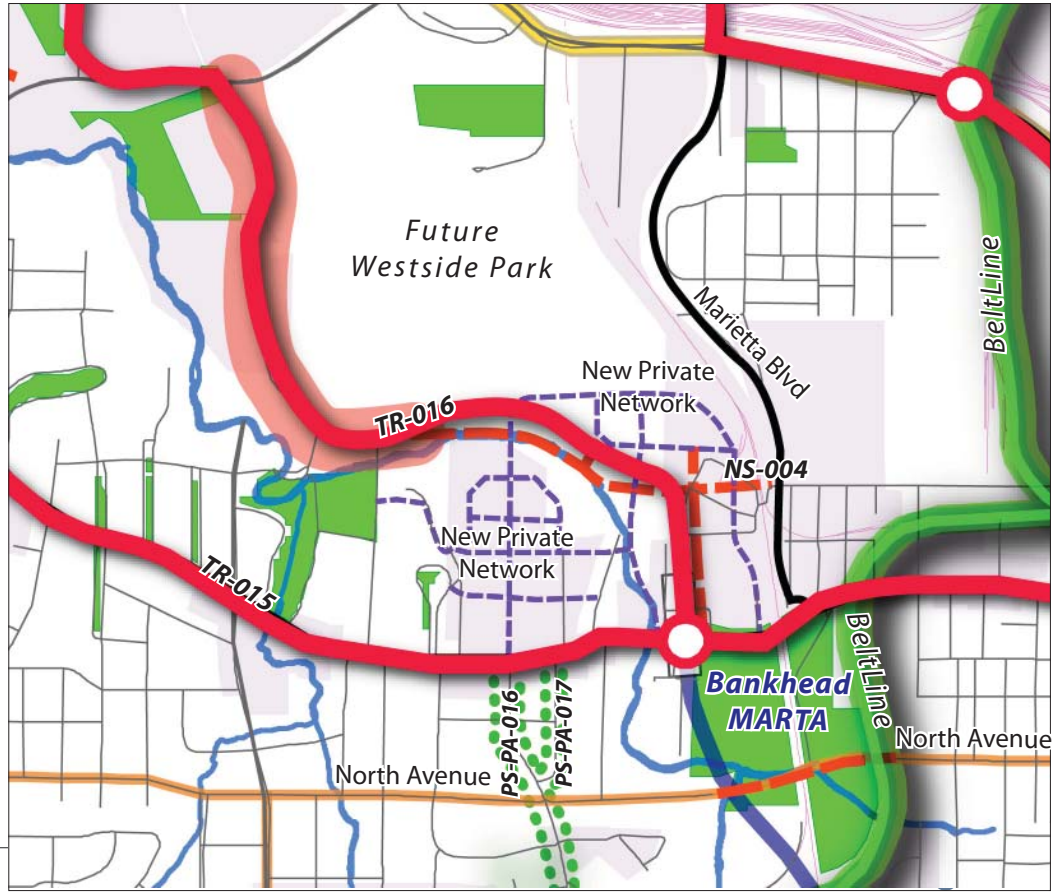
Goal: Enable new development and connect it and surrounding neighborhoods to new park space

The Westside Park is one of the City's largest acquisitions of park space associated with the BeltLine project. As a result, it offers a substantial amenity not only near existing neighborhoods but also adjacent to underutilized properties with redevelopment potential. The proximity to this new park and to existing transit service creates an attractive development environment. It will be important to preserve walkable access to both the new park space and to existing transit service, namely the Bankhead MARTA station currently serving as the terminus of the Proctor Creek rapid transit line.

This area also includes transit projects intended to extend MARTA rapid transit service further west in the City. The Donald Lee Hollowell Transit corridor, as well as potential transit along Grove Park Drive connecting the Bankhead MARTA station with Perry Boulevard and Highlands West, would provide frequent transit service to the west side, serving the primary growth areas in this section of the city.

Key Projects for this Concept

TR-015: *Hollowell Parkway Transit. This envisions premium transit service or frequent bus service along Hollowell, with improvements to streetscape and pedestrian amenities to promote walkability and transit success.*
TR-016: *Westside/West Highlands Transit. This project is essentially an extension of the Proctor Creek transit line, though is envisioned as a more locally-oriented transit technology and not the heavy rail currently terminating at Bankhead station, with improvements to streetscape and pedestrian amenities to promote walkability and transit success.*
NS-004*: Jefferson Street Extension*
NS-006: *Extension of North Avenue across BeltLine*
PS-PA-016: *Streetscape improvements and pedestrian amenities on Chappell Road*
PS-PA-017: *Streetscape improvements and pedestrian amenities on Elbridge Drive*



Chapter 4

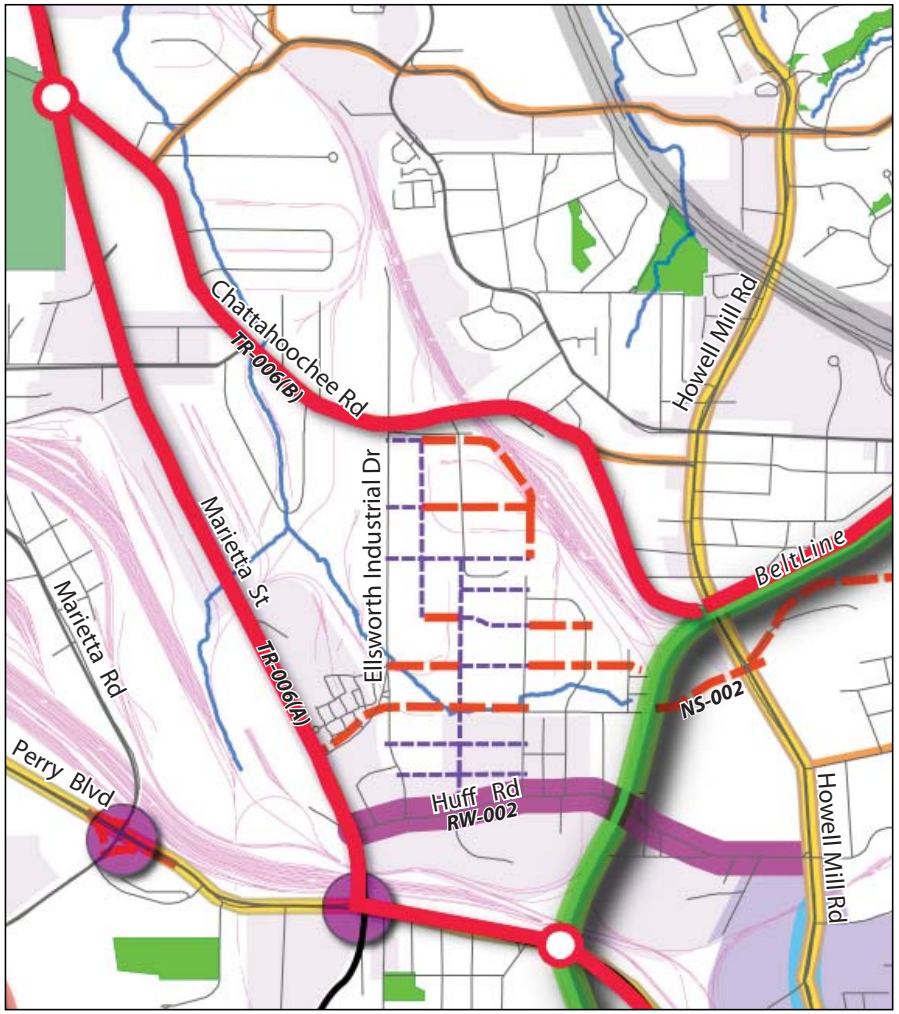
4.9 Howell Mill and Chattahoochee Corridors

Goal: Continue to promote redevelopment and connect development to potential future transit corridor

This area of Atlanta was undergoing redevelopment activity at the time of the Connect Atlanta planning process. Additional transportation connections here are tied largely to the introduction of premium transit along Marietta Boulevard and potentially Chattahoochee Road. Huff Road, a key east-west connection from the redeveloping area of Howell Mill Road to Marietta Street, is proposed to be widened to three lanes to allow a two-way left turn lane for driveway access. This will be especially important as new residential development is introduced in this corridor.

Bicycle connections are also proposed through this area, with a core connection along Howell Mill Road. Additional secondary routes on Chattahoochee Road and Collier Road connect to this core route and to proposed transit on Marietta Street.

Generally, development that continues to occur between Marietta and Howell Mill should contribute to street network, allowing added population to reach the bicycle and transit corridors.



Key Projects for this Concept

***RW-002**: Huff Road widening to add left turn lanes as needed.*
***TR-006:** Marietta Boulevard Transit. Two alternatives of a transit corridor from Northwest Atlanta pass through this area, one connecting to downtown via Marietta Street, the other connecting to Buckhead via the Chattahoochee Road and the BeltLine.*
***NS-002:** Deering-Trabert Extension. This project extends from Howell Mill Road across the BeltLine to provide alternative east-west connections from new development around Ellsworth Industrial.*

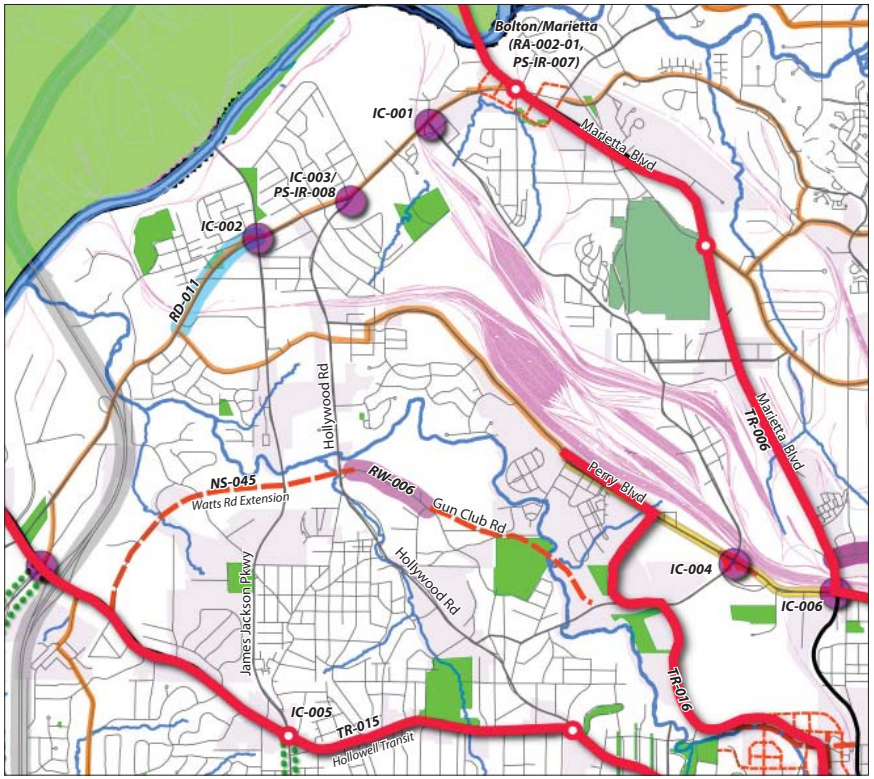
Chapter 4

4.10 Northwest Atlanta

This is a large area of Atlanta, but is generally disconnected by railroads (especially the Inman and Tilford Yards near Marietta Boulevard and Perry Boulevard). As a result, connectivity through this part of the city relies on a small number of major roads. Recommendations of this plan involve enhancements to intersections along Bolton Road and at Perry Boulevard and Marietta Street based on traffic operations and safety, addition of new street network adjacent to existing residential areas, and bicycle connections. The latter are especially beneficial to this part of Atlanta not only because of connections to transit facilities and other parts of the bike network serving the city, but also because of their connections to the Silver Comet Trail beginning in Cobb County.

Perhaps the most notable recommendations for Northwest Atlanta are two rapid transit facilities, one on Marietta Boulevard and the other on Donald Lee Hollowell Parkway. Sections of Hollowell would be widened to accommodate transit and would connect to North Avenue and on to Ponce de Leon Avenue in east central Atlanta. The Marietta line is envisioned primarily as tying into this alignment at North Avenue.

The intersection of Bolton Road and Marietta Road has been studied in the Connect Atlanta planning process as well as in previous planning studies. The recommendation for this project in Connect Atlanta is to add street network to introduce additional route alternatives and to separate a confluence of movements into multiple intersections. Most of this street network would be added through redevelopment, though initial public investment will be needed in accommodating a realigned Bolton Road and an extension of Moores Mill Road across Marietta and intersecting with Bolton.



Key Projects for this Concept

RW-006: *Adds center left-turn lane to Gun Club Road between Sizemore Road and Hollywood Road.*
RA-002-01: *Bolton Road Realignment and Extension*
RD-011: *Bolton Road Diet*

PS-IR-007: *Realignment of Marietta/Bolton*
IS-001: *Signal addition and re-timing at intersections of Hollowell and I-285 ramps to better coordinate these signals with Fairburn Road and Hollowell*
IC-001: *Bolton Road/Marietta Road Intersection Capacity Project*
IC-002: *Bolton Road/James Jackson Parkway Intersection*
IC-003 *(also identified as* ***PS-IR-008****): Bolton/Hollywood intersection reconstruction*
IC-004: *Johnson Road/Perry Boulevard intersection. Add left turn lanes on Perry Boulevard using existing travel lanes.*
IC-005: *James Jackson Parkway/Donald Lee Hollowell Intersection Capacity Project*
IC-006: *Marietta Street and Marietta Boulevard*

NS-045: *Watts Road Extension to Hollywood/Gun Club Road*

TR-006: *Marietta Boulevard Transit*
TR-015: *Donald Lee Hollowell Transit*
TR-016: *Westside/West Highlands Transit.*

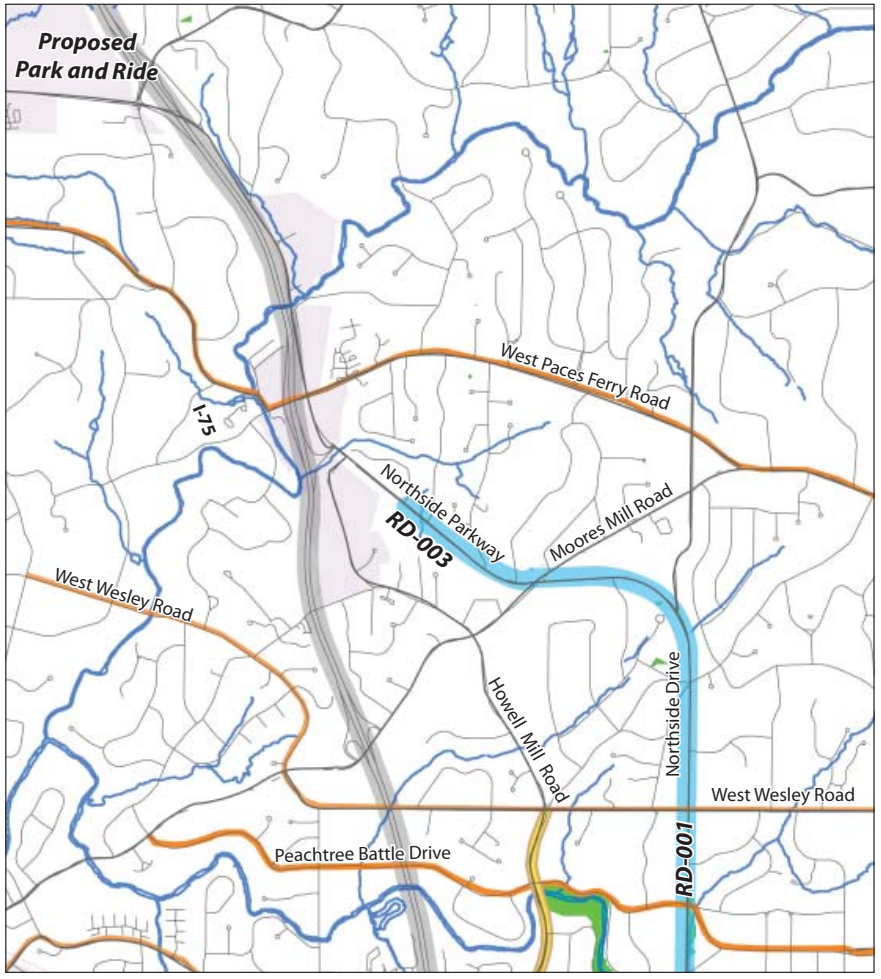
Chapter 4

4.11 West Buckhead

Goal: Complete Streets and Neighborhood Preservation

The area west of Peachtree and Roswell Roads and north and east of Interstate 75 is almost entirely residential, though the major streets passing through it carry traffic at relatively high speeds. The key projects in this area involve a road diet treatment on Northside Drive and Northside Parkway, converting the reversible-lane section of Northside Drive to a section with two travel lanes and a two-way left turn lane. Northside Parkway, through widening of the median, would be reduced from four to two travel lanes and would have left turn storage lanes introduced in the median width. This would slow traffic to appropriate speeds and improve the aesthetics of the corridor.

Additions to the bicycle network are also proposed in this area on West Paces Ferry Road, West Wesley Road and Peachtree Battle Drive. The latter two of these projects are importtant links to the core connection on Howell Mill Road.



Key Projects for this Concept

***RD-001**: Remove Reversible Lanes on Northside Drive*
***RD-003**: Northside Parkway Road Diet*
***Core bicycle connection** on Howell Mill Road from West Wesley Drive south.*
***Secondary bicycle connections** on Peachtree Battle (continuing existing bicycle routes), West Wesley Road and West Paces Ferry Road.*
***Park-and-ride facility** at the Mount Paran Road/Interstate 75 interchange. This would take advantage of currently vacant land at the northwest corner of the interchange.*

Chapter 4

4.12 Buckhead

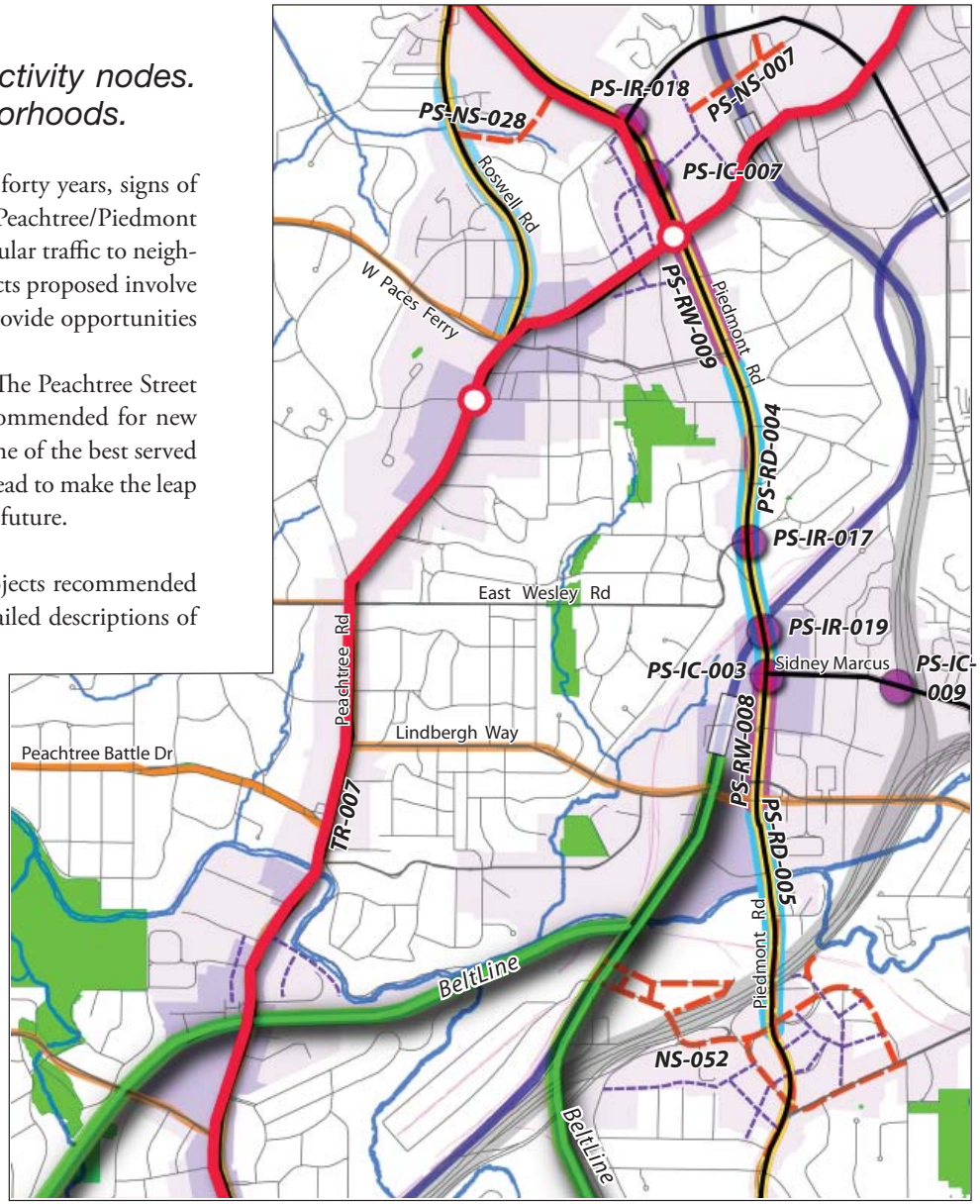
Goal: Add "bones," or street network, to Buckhead's activity nodes. Connect nodes with transit. Preserve residential neighborhoods.

While Buckhead has been a true success story for the City of Atlanta for the past forty years, signs of strain are apparent. The explosive growth in density in the core activity nodes (Peachtree/Piedmont intersection, Lindbergh MARTA station, Piedmont Hospital, etc.) has added vehicular traffic to neighborhood streets and caused significant congestion within the nodes. The key projects proposed involve adding street network within the activity nodes to better distribute vehicles and provide opportunities for pedestrian circulation.

Significant additions to the rapid transit service for Buckhead are also proposed. The Peachtree Street corridor, Roswell Road Corridor and the Northwest Beltline corridor are all recommended for new rapid transit service. These transit additions would, collectively, make Buckhead one of the best served transit neighborhoods in the City. These changes and additions should help Buckhead to make the leap to a more mature urban community and provide sustainable opportunities for the future.

The projects referenced from previous studies along Piedmont Road reference projects recommended in the Piedmont Road Corridor Study of 2008. Refer to that study for more detailed descriptions of these projects.

Another candidate project considered but eventually removed was the creation of the Peachtree Parkway. This Parkway would have connected Peachtree Park Drive to Garson Drive along the north side of Peachtree Creek.



Key Projects for this Concept

TR-006 (Option B): *This is envisioned as a northern prong of a transit line serving Marietta Boulevard in northwest Atlanta, connecting to the northern side of the BeltLine to connect to MARTA rail at Lindbergh station.*

TR-007: *Peachtree Streetcar. The alignment along Peachtree continues to the east of Buckhead along Peachtree Road.*

NS-052: *Reconfiguration of Monroe Circle access to Interstate 85. See Concept 4.14 for a more detailed description.*

Chapter 4

4.13 Georgia 400 and Interstate 85 Interchange

Goal: Complete Streets and Neighborhood Preservation

When Georgia 400 was extended south through Buckhead to connect to I-85, Georgia DOT built an incomplete interchange between the two highways. Direct movements from I-85 South to Georgian 400 North and from Georgia 400 South to I-85 North are not provided. Many drivers accomplish these movements by using surface streets such as Sidney Marcus Drive and Piedmont Road. Many people within the region have long discussed a desire to complete this interchange to better accommodate the movement of vehicles.

The City supports the construction of the interchange at Georgia 400 and I-85 provided the design is consistent with the principles of this study, avoids impacts to adjacent single family neighborhoods and that the project is funded by regional/ federal and state sources rather than City of Atlanta funds or funds which would otherwise be due the City.

4.14 Peachtree Station Transportation Plaza

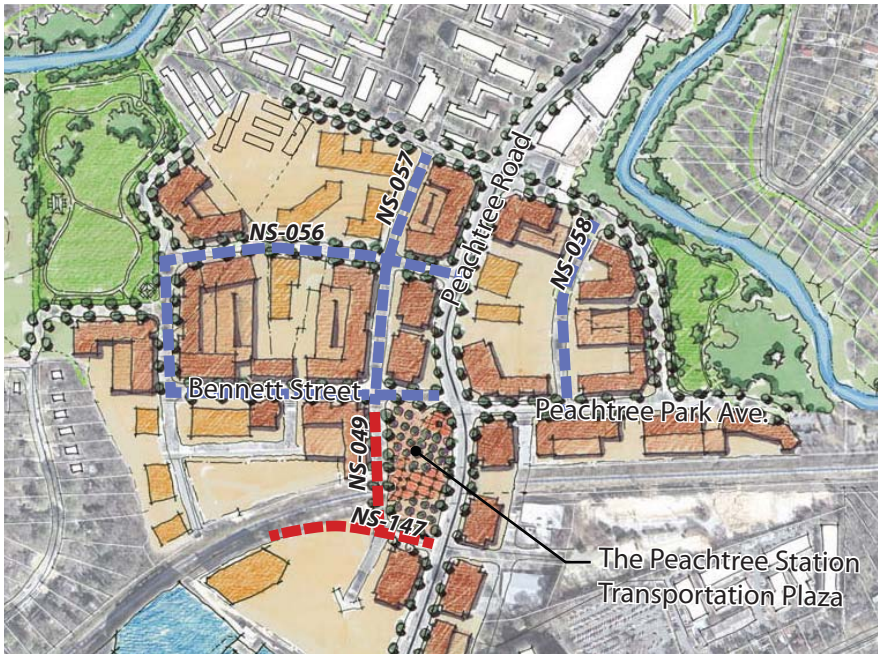
Goal: Highlight the proposed crossroads of the BeltLine and Peachtree Road.

The transit plaza is conceived as the signature public space along Peachtree Road. It offers a unique opportunity to celebrate the "crossroads" of the BeltLine and Peachtree Road, in what will be Atlanta's most important transportation and development corridors in the 21st Century.

The Plaza is framed by Peachtree Road, Peachtree Park Drive, the Bennett Street Connector across the CSX rail line, and a realigned Spalding Drive. These new connections link the area for vehicles and pedestrians and provide maximum access to the plaza. The site could be incorporated as a public/private redevelopment project on the north side of the CSX rail line with structured parking designed below the plaza and connected to adjacent development sites.

Key Projects for this Concept

***NS-049**: 2-lane bridge along proposed "transit" plaza and over existing CSX right-of-way*
***NS-056**: Street network that connects Colonial Homes Drive, Peachtree Parkway and Dellwood Drive; fronts the proposed park*
***NS-057**: Connects Bennett Street to Biscayne Drive*
***NS-058:** New street connection*
***NS-147:** Realignment of Spalding Drive*



Potential redevelopment scenario

Existing view north along Peachtree Road

Proposed view north along Peachtree Road

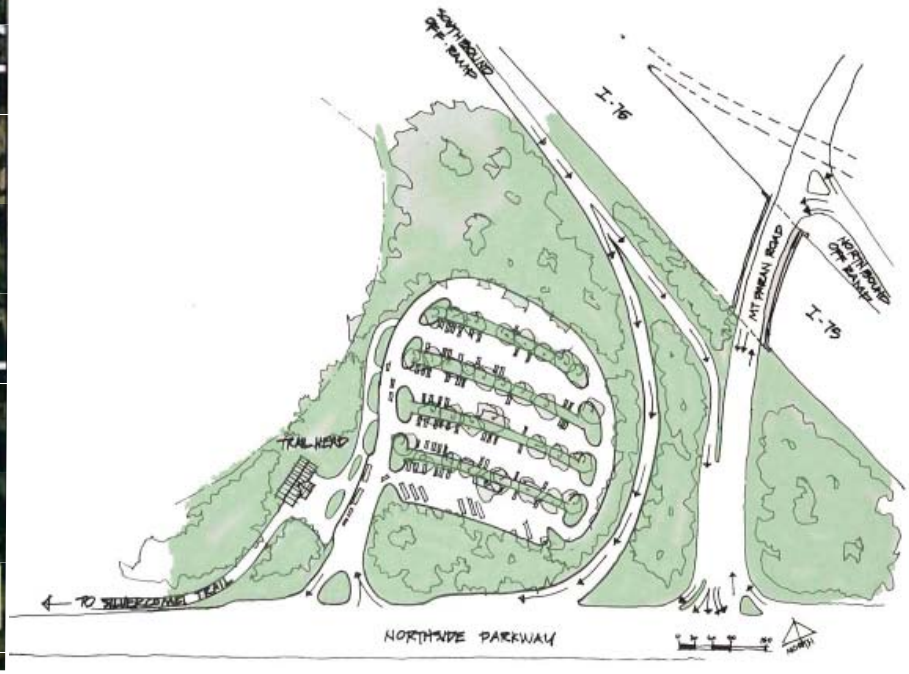
Chapter 4

4.15 Collier Hills Area

Explore a connection of Emery St to I75 Northbound. Approval may require design considerations such as potential delay downstream to I-75 and Howell Mill, impacts to neighborhoods and intersections throughout Collier Village. Analysis of funding implications to other Collier Village projects and funding sponsors also needs to be explored.

4.16 Mount Paran Park and Ride Facility

Community groups have advanced the idea of repurposing a plot of land owned by the Georgia Department of Transportation in the northwest quadrant of the I-75 interchance with Mount Paran Road. The groups would like to convert the land to a park-and-ride transit facility primarily to serve the private schools in the area.



Chapter 4

4.17 Cheshire Bridge Corridor

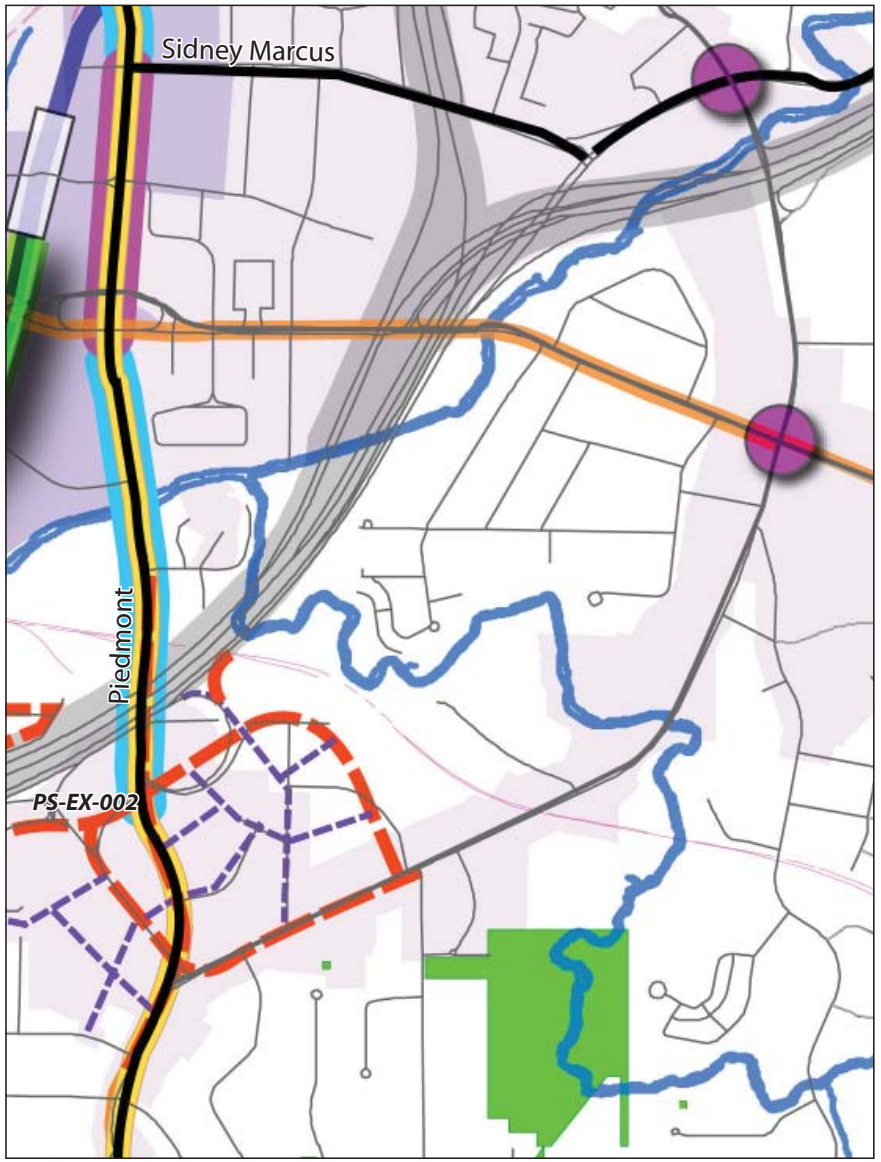
Goal: Simplify Interstate 85 access and enable continued redevelopment through investment in local streets

The Cheshire Bridge interchange with Interstate 85 is presently a confluence of streets with few route alternatives. Proposed publicly-led projects here would extend Monroe Circle to Cheshire Bridge and provide a connection from Monroe Circle under Interstate 85 to cross the BeltLine at Armour Drive. Part of this project involves moving the current access from the Interstate 85 connector from its present location west of Piedmont Road to a location east of Piedmont.

This concept also proposes street network, to be added through private redevelopment, to assist with congestion mitigation and to improve walkability and access around the intersection of Cheshire Bridge and Piedmont.

Key Projects for this Concept

***PS-IC-001**: Cheshire Bridge and LaVista Road Intersection Capacity Improvements*
***PS-IC-010**: Cheshire Bridge/Buford Highway Intersection Improvement. Adds second northbound left turn lane from Buford Highway onto Lenox. Adds third westbound left-turn lane from Cheshire Bridge onto Buford Highway.*
***PS-EX-002**: New Monroe Drive/I-85 Interchange*
***NS-052:** Extension of Monroe Circle to cross Piedmont and connect to Cheshire Bridge Road (in conjunction with PS-EX-002)*



Chapter 4

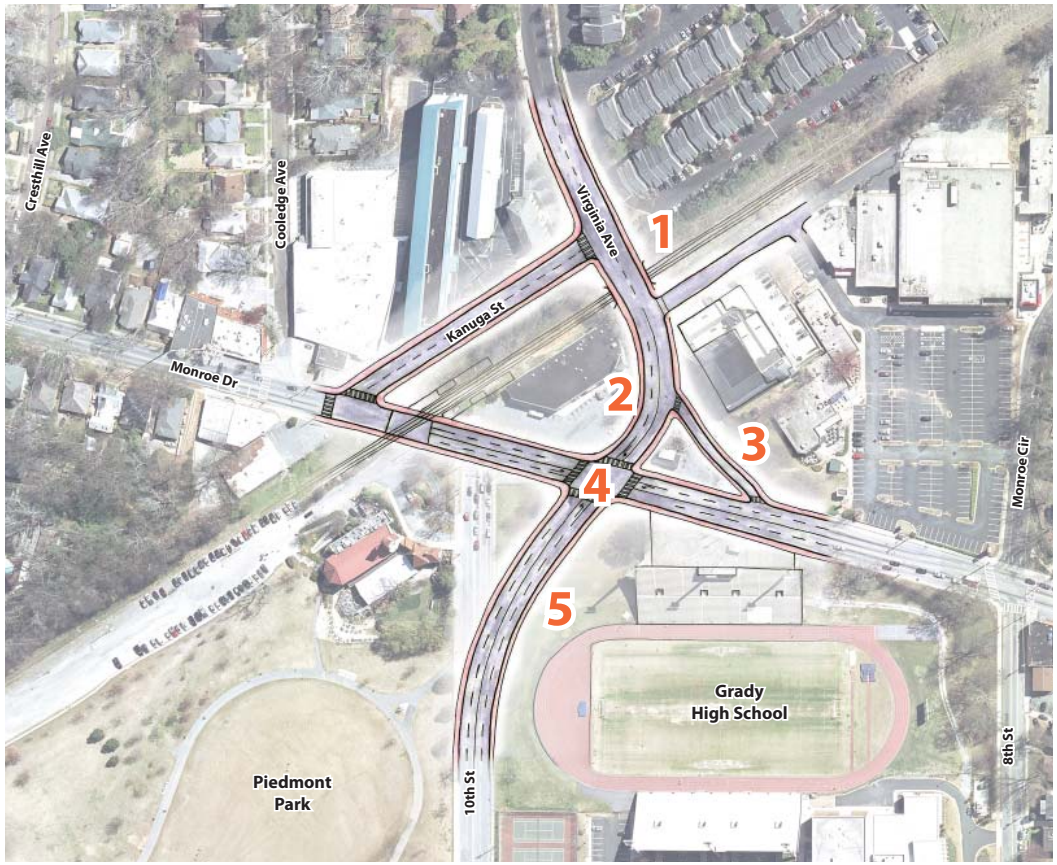
4.18 Virginia/10th/Monroe Intersection Realignment

Goal: Simplify traffic operations and improve pedestrian safety at a node of commercial and recreational activity

This intersection is treated as a concept unto itself primarily because of the complicated geometry of the current intersection, the notable constraints on changing its alignment, and the vitality of the surrounding areas: Piedmont Park, the Virginia-Highland neighborhood and the Midtown neighborhood. Because of this complexity, the Connect Atlanta planning process identified three alternatives for treating this intersection.

This design of the intersection is recommended as the preferred alternative, though in the course of Connect Atlanta's candidate project development workshops other design alternatives were considered.

The primary advantage of this design concept is that it realigns Virginia Drive and 10th Street to intersect with Monroe Drive at a single point, thus eliminating queuing issues in the section of Monroe between 10th Street and Virginia's southern 'prong.' Principal components of this intersection design include using Virginia's existing BeltLine bridge crossing and keeping the intersection with Kanuga Street in place (1), using the present northern prong of Virginia's intersection with Monroe as the primary roadway (2) and using the present southern prong for auxiliary access (3), a single-point intersection with improved pedestrian crossings (4) and a realignment of 10th Street to the south to tie into this point (5). The realignment of 10th Street would involve an impact on present Grady High School property. The southern prong (3) could also be removed, potentially to use space for open space or added land development.



Other concepts considered

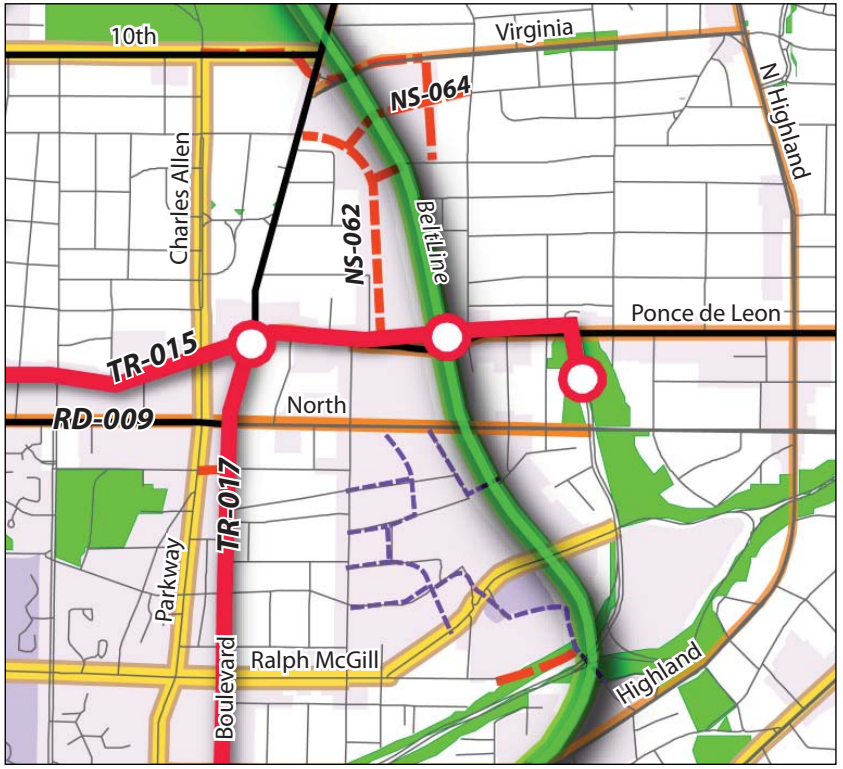
Chapter 4

4.19 Inman Park, Old Fourth Ward and the East BeltLine

Goal: Allow BeltLine-adjacent development to connect to new trails, parks and transit while preserving existing neighborhoods

These intown neighborhoods were already seeing significant redevelopment and infill at the time of the Connect Atlanta planning process, and the BeltLine alignment is the central spine among them. Recommendations here have thus focused on tying these neighborhoods together through BeltLine crossings and providing enhanced local access (including access to the BeltLine) through additions to the street and bicycle route network. Core bicycle connections on Parkway-Charles Allen connect both to Piedmont Park and to the Martin Luther King National Historic Site. A core connection is proposed on Ralph McGill Boulevard, where a restriping of lane imbalances and wide travel lanes could accommodate on-street bicycle lanes; this connection ties into the Freedom Trail network at the intersection of Freedom Parkway and Ralph McGill and connects to the west side of the city via Ivan Allen Drive and Simpson Street. Secondary connections are also proposed on North Avenue and North Highland Avenue.

Two potential transit corridors, along Ponce de Leon Avenue and Boulevard, serve the Old Fourth Ward area. Each is envisioned as streetcar or frequent bus service connecting important commercial and employment areas such as Midtown, the Atlanta Medical Center and to other areas of Atlanta via the Ponce transit corridor's connection to MARTA rail.



Key Projects for this Concept

***PS-IC-002**: Virginia/Highland Intersection. Narrow lanes and eliminate eastbound right turn lane.*

***RD-009: North Avenue Road Diet.** Balance lanes to a five-lane section in imbalanced areas (especially Ralph McGill to Parkway) and restripe six-lane undivided section to a five-lane section with two-way left turn lane.*

***TR-015:** North-Ponce Transit. Eastern continuation of Hollowell transit line, with proposed terminus at North Avenue/Freedom Parkway.*

***TR-017:** Boulevard Transit. Premium or high-frequency bus transit on Boulevard between Ponce de Leon and Edgewood-Auburn Transit.*

Chapter 4

4.20 Spring and West Peachtree: the Midtown Gateway

Goal: Enhance development potential at confluence of Spring/West Peachtree, Buford Highway and Peachtree Street

Though Midtown has emerged in the past two decades as one of Atlanta's three primary urban activity centers, the transition to the active and vibrant Buckhead community to its north is interrupted by a confluence of high-speed freeway access and one-way streets where West Peachtree and Spring Streets end at Peachtree. Currently, the access to Buford Highway has influenced traffic engineering on these streets that is neither pedestrian-friendly nor amenable to added urban development. This not only poses problems to pedestrians, it also complicates local access for vehicles: many of the traffic operations concerns that led to the configuration of these streets are actually compromised by a need to use these one-way streets for circuitous movements to reach destinations in this area.

The proposed concept for this area, described here and illustrated in detail to the right, would introduce local street access from the Buford Highway Connector long before its current terminus at Spring Street. Both Spring and West Peachtree are converted to two-way operations, with Spring connecting directly to Peachtree Street along Spring's present alignment (item 1 on page 25). The Buford Highway Connector, which is currently grade-separated over Spring, becomes an at-grade, two-way street (2) with full-access, at-grade intersections (3, 4, 5, 6). In this concept, Buford Highway is envisioned as intersecting with Spring Street on an east-west alignment (5) and curving again to meet West Peachtree's current alignment (7), where it continues as a two-way street. This two-way conversion of Spring and West Peachtree continues for a longer extent south into the Midtown business district (refer to the section on Midtown one-way conversions in Concept 4.18).

This concept has three primary intents: to introduce a more walkable, urban block pattern to continue the Midtown block stucture further north along Peachtree Street; to modernize the current highway-oriented access into a more livable street concept; and, in so doing, reclaim valuable urban land for development that contributes to the city's vitality. This concept is recommended because of block dimensions comparable to those that already exist along Peachtree Streeet in Midtown and because of the multiple traffic distribution opportunities it allows through intersections for Buford Highway traffic accessing Midtown.

Key Projects for this Concept

***EX-001**: Buford Highway connector reconfiguration*
***OW-012**: West Peachtree and Spring One-Way to Two-Way Conversion*

Chapter 4

4.21 Midtown One-Way Conversions

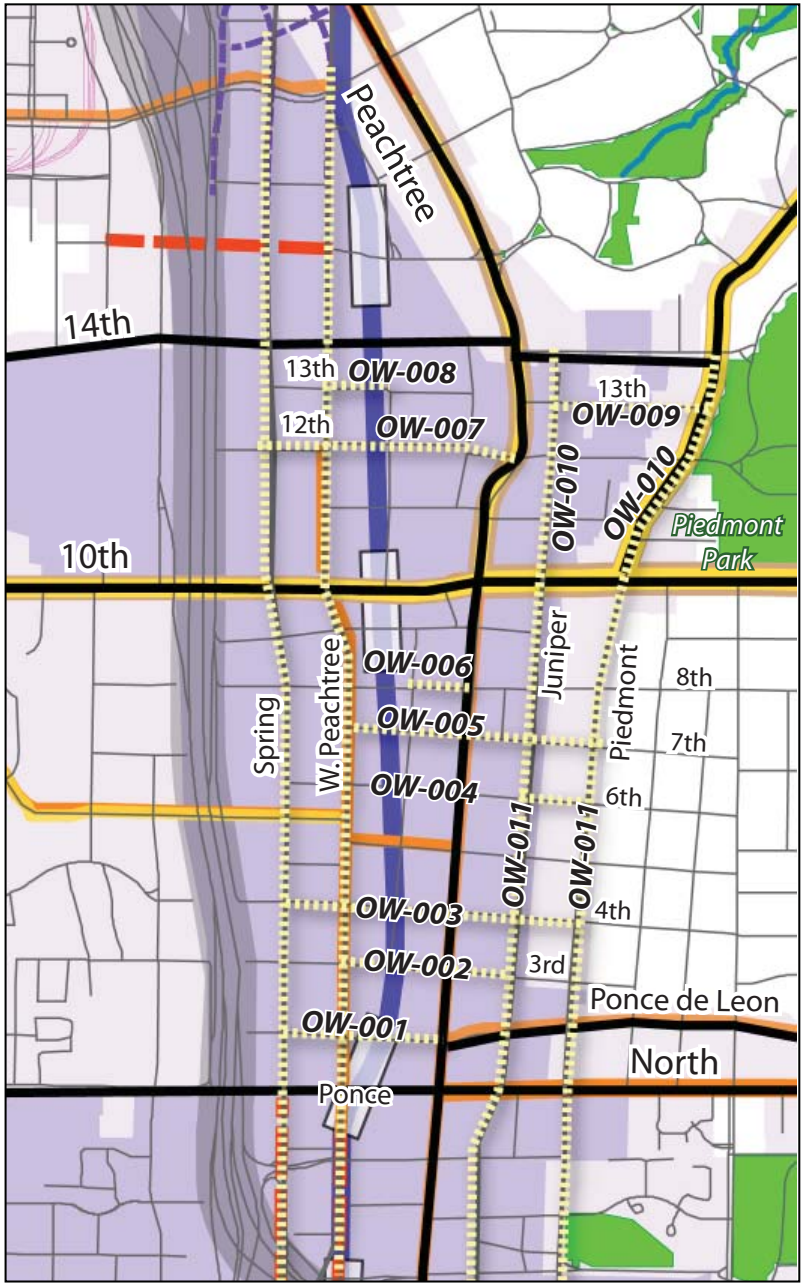
Goal: Enhance business viability, pedestrian safety and livability in Midtown

In addition to the conversion of Spring and West Peachtree to two-way traffic, the Piedmont-Juniper couplet is proposed for two-way traffic. This eastern couplet is currently the principal barrier between the Midtown neighborhood and the employment, dining and entertainment along Peachtree Street. To maintain present-day vehicle capacity and preserve important on-street parking, especially for historic residential properties along Piedmont that do not have on-site parking, a widened roadway may be necessary. This could be accomplished by narrowing the existing sidewalk to five feet adjacent to curb and transferring landscaping to an easement along private property. This is not a typically recommended section design and may not be feasible, but does prevent the need for full widening and right-of-way acquisition.

Several one-way conversions are also proposed on local streets in the Midtown neighborhood; these have been under study since before the development of Connect Atlanta's recommended projects. Many of these cover short extents and are not intended to remove on-street parking. The restoration of two-way traffic promotes greater connectivity for neighborhood residents and visitors. Segments can experience an increase in delay but the system as a whole is not compromised. High vehicle speeds in urban areas are a safety issue for both pedestrians and vehicles that two-way operations can help to mitigate.

Key Projects for this Concept

***OW-001**: Ponce de Leon (Spring to Peachtree)*
***OW-002**: 3rd Street (Juniper to Spring)*
***OW-003**: 4th Street (Piedmont to Spring)*
***OW-004**: 6th Street (Juniper to West Peachtree)*
***OW-005**: 7th Street (Piedmont to West Peachtree)*
***OW-006**: 8th Street (Peachtree to Cypress Drive)*
***OW-007**: 12th Street (Peachtree to Spring)*
***OW-008**: 13th Street (Peachtree Walk to West Peachtree Street)*
***OW-009**: 13th Street (Piedmont to Juniper)*
***OW-010**: Piedmont and Juniper One-Way Conversion (north of 10th)*
***OW-011**: Piedmont and Juniper-Courtland One-Way Conversion (south of 10th)*



Chapter 4

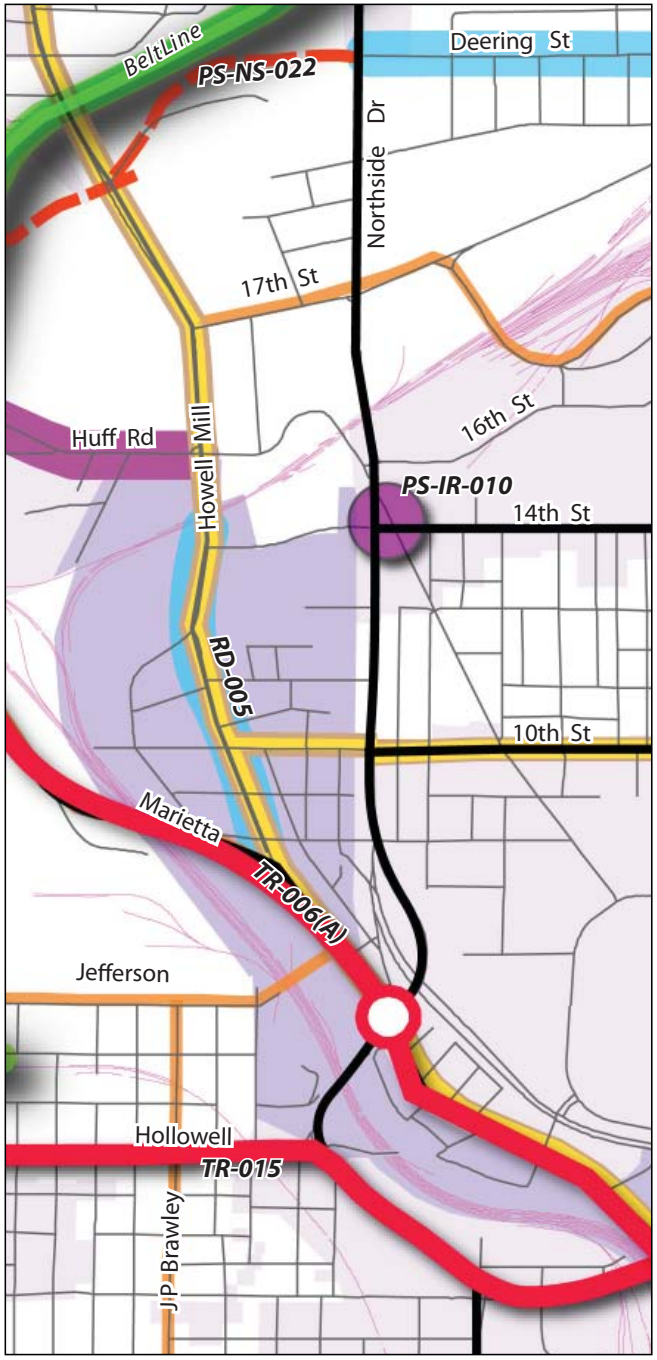
4.22 West Midtown

Goal: Enable continued revitalization and strengthen connections to Midtown Business District

The area northwest of the Georgia Institute of Technology campus, centered roughly on Howell Mill Road between 10th and 14th Streets, has been commonly referred to in recent years as 'Midtown West' to give it a distinct neighborhood identity. At the time of Connect Atlanta's development, several large mixed-use projects were being planned or constructed in this areas, and this growth in urban land uses suggests a need for enhanced local streets and walkability. A core bicycle connection is proposed along Howell Mill, the main commercial and multi-family residential street of the area, as well as on 10th Street, the area's primary connection to Georgia Tech and the Midtown business and entertainment districts. Trabert Street, currently a connection to Peachtree Street and existing residential neighborhoods, is proposed to be extended around the Atlanta Water Works to connect with Howell Mill near its crossing of the BeltLine. This would add significant network and mitigate traffic congestion at intersections along Northside Drive and Howell Mill, segments of which must currently accommodate east-west movements that a Trabert extension could serve.

Key Projects for this Concept

***PS-NS-022**: Trabert Street Extension around Atlanta Water Works*
***PS-IR-010**: Realignment of Intersections of Northside, Hemphill and 14th Streets*
***RD-005:** Howell Mill Road Diet. This envisions converting the segments of imbalanced lanes to a consistent three-lane section (two travel lanes and a center left turn lane) with on-street bicycle lanes.*
***TR-006 (Option A):** Marietta Street Transit. This connects to Marietta Boulevard and potentially Cobb County, serving the Howell Mill redevelopment corridor and the Georgia Tech campus.*



Chapter 4

4.23 Ivan Allen Plaza: the North Downtown Gateway

Goal: Reclaim valuable downtown land for development and tax base

The Ivan Allen Plaza development is one of Downtown's most significant additions in the past fifteen years and continues to expand, adding hotel, office and residential uses to the northern side of Atlanta's historic central business district. It is also one of the largest Downtown and Midtown mixed-use developments not immediately on Peachtree Street and is a major contribution to a continuous urban fabric west from Peachtree to Centennial Olympic Park and its adjacent attractions. Yet its continued expansion is limited by the current configuration of downtown access ramps from the Downtown Connector expressway and by the transition of the one-way Spring-Centennial Olympic Park couplet to the Spring-West Peachtree couplet. The design concept proposed for this area proposes primarily to change the southbound interstate access from Spring Street away from its present loop configuration, restoring an entire city block between Mills and Hunnicutt Streets for future development. This would leave HOV freeway access to Williams Street unchanged.

Further south on the Downtown Connector, southbound access to Courtland Street is also proposed to be modified. Instead of today's dual-lane ramp that continues essentially to Baker Street, the proposed addition would allow one lane to merge into southbound Courtland Street and another lane to turn to the west, crossing north of the SunTrust office tower and its adjacent parking structure to connect to Peachtree Center Avenue. This is proposed to connect to Peachtree Street through a two-lane street. The concept illustration on page 26 shows an approximate location between the SunTrust tower and the intersection of Peachtree and Peachtree Center, though this may vary due to existing buildings and grade changes on the west side of Peachtree Street. As part of this project, the block of Peachtree Center between Baker Street and this new street connection would be converted to two-way operations, primarily to allow exiting traffic from the Downtown Connector to reach Baker and other parts of downtown Atlanta.

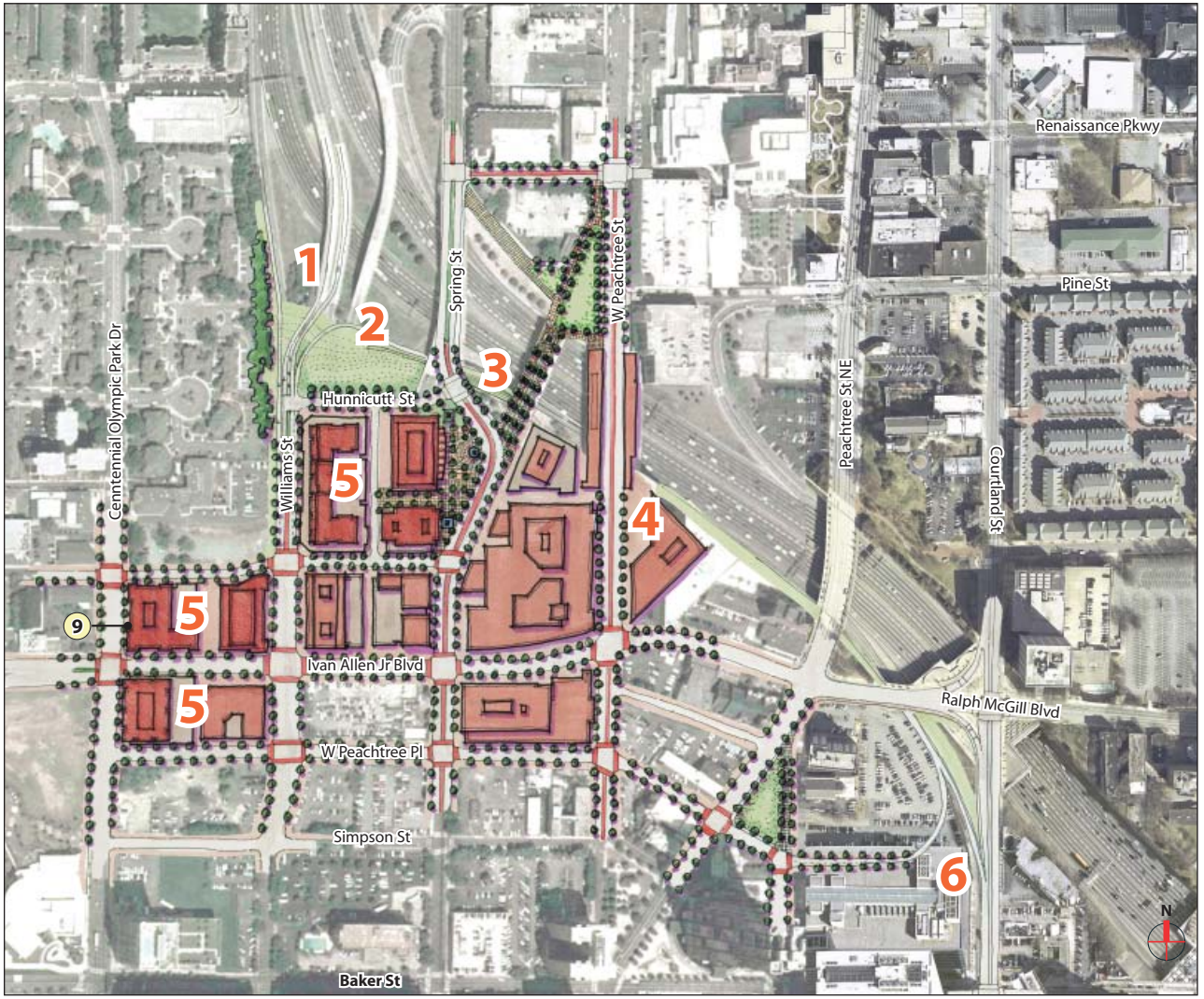
Key Projects for this Concept

***EX-002**: Reconfiguration of Williams-Spring Ramp System (see illustration on Page 25)*
***NS-080:** Realignment of Spring Street (to happen in conjunction with EX-002)*
***EX-003** Reconfiguration of Courtland Street Exit Ramp (see illustration on Page 25)*
***OW-012:** West Peachtree and Spring Two-Way Conversion (also described in Concept 4.18)*

Chapter 4

Key details of the Spring-Williams ramp reconfiuration are as follows:

1. Williams HOV onramp/offramp to Interstate 75/85 is not changed.
2. Northbound local access to 75/85 is removed from Williams and would instead use the existing ramp from West Peachtree to the north of the Connector mainline. Instead, this ramp stub from Williams is converted to a southbound 75/85 onramp that passes under the new Spring Street bridge. Existing southbound 75/85 access from Spring would be preserved through a right turn onto a new street (shown here as Hunnicutt) and another right turn onto Williams.
3. Spring Street is reconstructed to cross 75/85 on a north-south alignment consistent with Spring to the north and south of the expressway. This should occur when the existing Spring bridge is due for replacement. The existing Spring bridge can be rehabilitated as a pedestrian facility, as shown in the illustration, or if needed, removed altogether.
4. West Peachtree continues across 75/85.
5. Due to the reconstruction of Spring (3), the southbound Spring connector carrying traffic to Centennial Olympic Park drive is abandoned and three blocks are restored for new urban fabric development.
6. The southbound offramp to Courtland Street is changed with only one lane merging with Courtland and another turning to the west to allow access to (and potentially across) Peachtree Street.



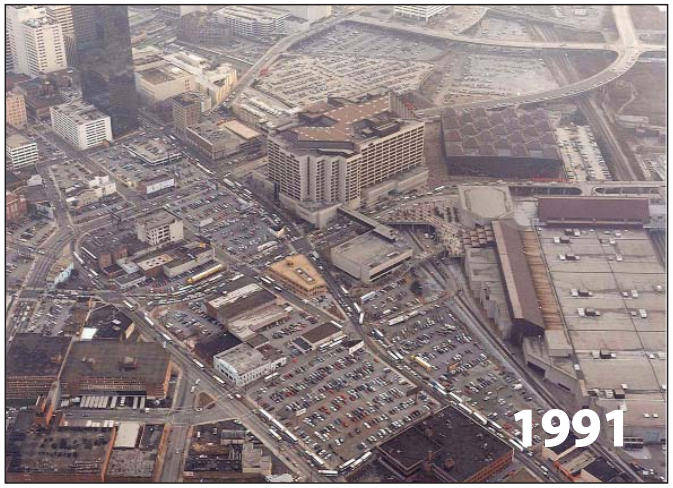
Chapter 4

4.24 Centennial Olympic Park

Goal: Allow tourism and entertainment facilities west of downtown Atlanta better access to hotels and offices

Centennial Olympic Park was created for the 1996 Olympic Games as the 'town square' of the Olympic activities and of downtown Atlanta's growing tourism facilities. While new investment has occurred since the Olympics, it has not secured this part of Downtown as a vital component of Atlanta's city center. In particular, while important investment has occurred on the north and southwest sides of the park, development has not occured on the eastern edge of Downtown. This is the edge of the park closest to Atlanta's central business district and indeed the first point of park access for office workers, tourists and visitors, and downtown Atlanta's growing residential population (including Georgia State University students). However, it is the edge bounded by one-way Centennial Olympic Park Drive, part of a couplet system with Spring Street. Conversion of this couplet is important to improve pedestrian safety and calm traffic speeds adjacent to the park, but it is also helpful in generating a stronger climate for redevelopment.

The conversion of these streets should be tied to the reconfiguration of the Williams-Spring ramp system (EX-002, see page 28), though this project can be implemented independently of that project south of Harris Street.



Key Projects for this Concept

***OW-013**: Centennial Olympic Park Drive and Spring Street. The primary transportation project of this area is the conversion of Centennial Olympic Park Drive and Spring Street to two-way operations. The former is especially important as it is the boundary street for the park, one of Atlanta's great investments in public space of the last 20 years. Refer to the project map in Concept 22 for a location of this candidate project.*

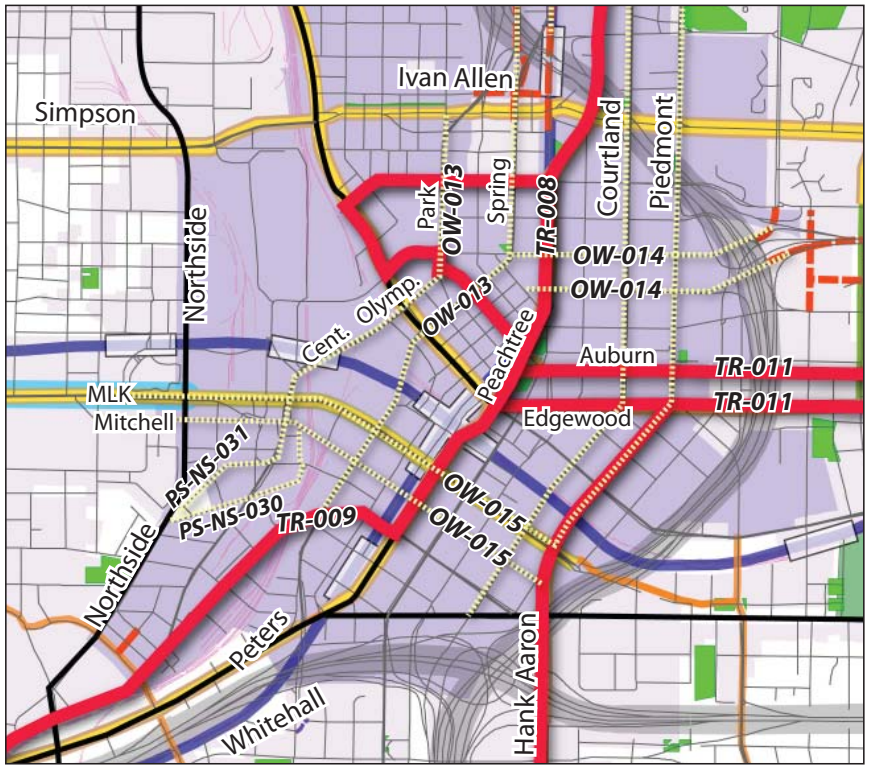
Chapter 4

4.25 Downtown Atlanta, the Sports Facilities and Castleberry Hill

Goal: Stronger connections to an emerging entertainment district and to Atlanta's sports and convention facilities

Downtown Atlanta, especially south of Five Points, is marked more by disinvestment than the employment centers at Peachtree Center, Ivan Allen Plaza and in Midtown Atlanta. The restoration of many Downtown streets to two-way traffic is envisioned as promoting walkability and retail viability. Additionally, the introduction of several high-frequency transit services enhances urban mobility and ties the core business district of Downtown to the Georgia State University campus, the Centennial Olympic Park attractions, and the Sweet Auburn district.

At the same time, Castleberry Hill is an emerging residential and entertainment district popular for its creative reuse of formerly industrial buildings. While the focus of downtown Atlanta's projects is to increase the potential for new development and to contribute to a more walkable urban environment, Castleberry Hill enjoys proximity to the Atlanta University Center educational institutions and to Downtown employment. As such, the projects recommended here seek to increase livability of streets and to provide connections to Downtown. One recommendation for this is to move the alignment of the Peachtree Streetcar onto Peters Street to better serve this growing mixed-use area and to connect it to other transit options, especially at the MARTA Five Points station.



Key Projects for this Concept

OW-013: *Centennial Olympic Park and Spring Street Two-Way Conversion*
OW-014*: Andrew Young International Boulevard and Ellis Street Two-Way Conversions*
OW-015*: Martin Luther King Drive and Mitchell Street Two-Way Conversions*
OW-016 *(also identified as PS-OW-003): Harris and Baker Two-Way Conversion*
PS-OW-001*: Trenholm Street Two-Way Conversion*
PS-OW-002: *Hills Avenue Two-Way Conversion*
PS-OW-030 and PS-NS-031: *Nelson Street and Chapel Street One-Way Conversion*
NS-038: *Larkin Street Extension*
TR-008 and TR-009: *Peachtree Streetcar*
TR-011: *Edgewood-Auburn Transit. Connects Downtown to eastern BeltLine via Edgewood and Auburn Avenues.*

Chapter 4

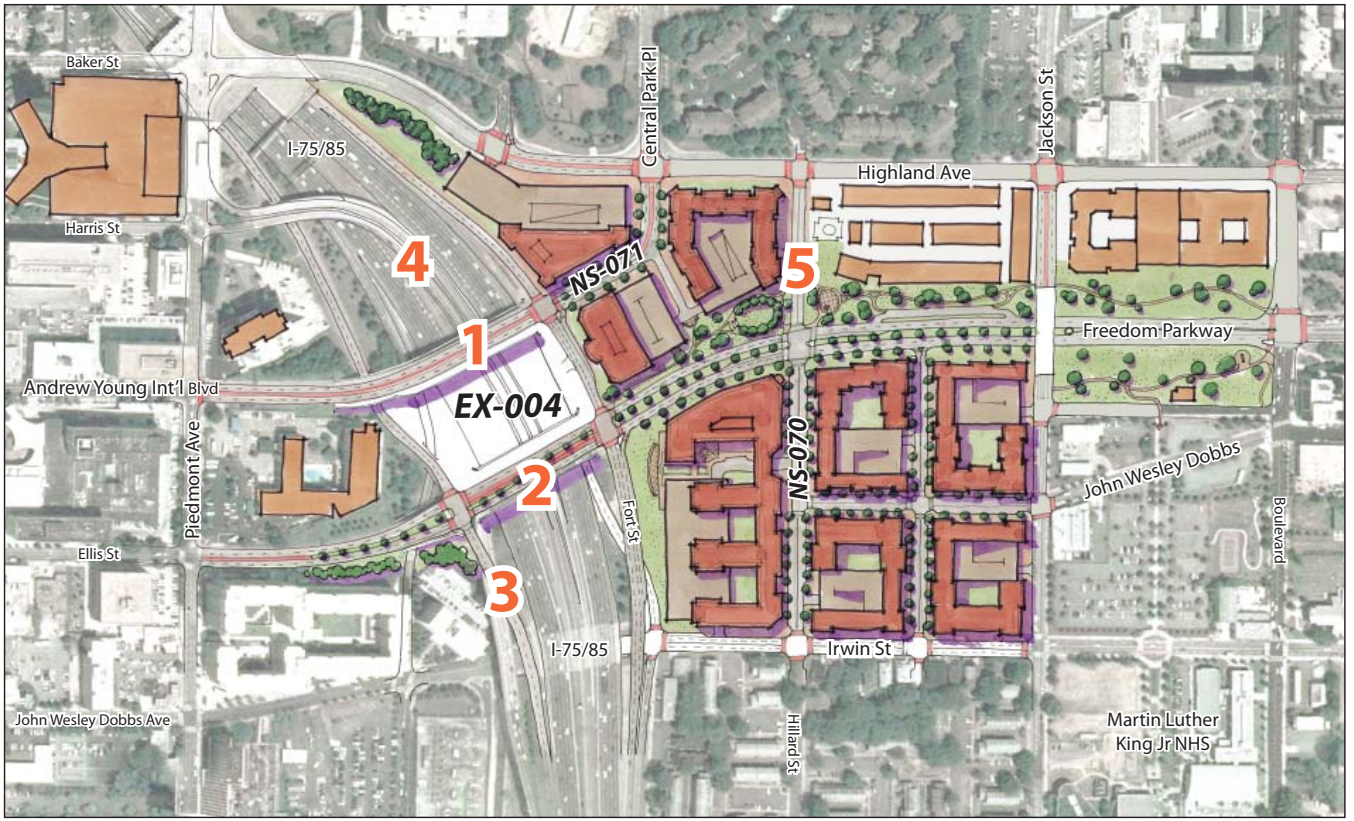
4.26 Freedom Parkway and I-75: the East Downtown Gateway

The reconfiguration of the Freedom Parkway interchange with the downtown Connector is envisioned as a signature public undertaking for the City, reflecting a commitment of Connect Atlanta to modernize infrastructure and promote economic development in the city core.

The basic concept of this project is the realignment of Freedom Parkway to follow today's Ellis Street into downtown, transforming Freedom Parkway's terminus from a series of high-speed ramps to urban streets. Today's multi-level stack interchange would be replaced by two bridges over the Connector, one carrying Andrew Young International Boulevard (1) and the other carrying Ellis Street-Freedom Parkway (2; note that Freedom Parkway continues as a two-way Ellis Street to tie into its conversion to two-way traffic through downtown). The latter of these two streets would have access to Interstate 75/85 through a diamond interchange (3). This leaves access to Harris Street via the present-day HOV ramps unchanged (4). This reconfiguration also allows Hillard Street to be reconnected to Highland Avenue (5), where the ramp configuration on the current Freedom Parkway interchange ends this street at Irwin Street.

Key Projects for this Concept

EX-004: *Freedom Parkway Ramp Reconfiguration*
NS-070: *Reconnecting Hillard Street across Freedom Parkway (item 5 in the illustration)*
NS-071: *Extend Central Park Place to Andrew Young International and Freedom Parkway*

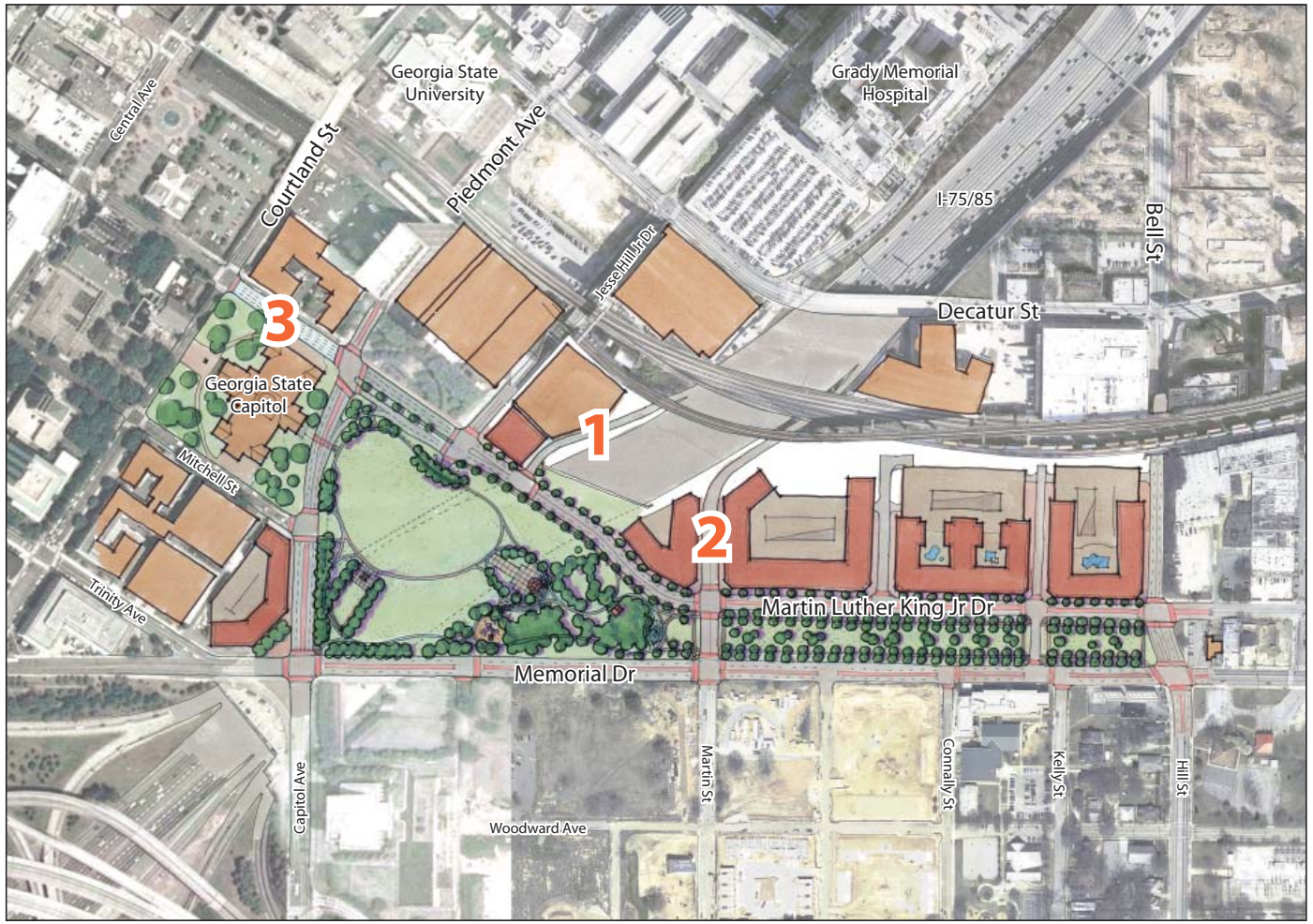


Chapter 4

Related to this project is another potential reconfiguration of access from Interstate 75/85: the extension of Martin Luther King Drive and the construction of a cap over the freeway. This concept is currently being studied by the Georgia Department of Transportation. Among the major elements of this concept are the changes to offramp access to Martin Luther King Drive (1), namely the elimination of high-speed channelized right turns onto Martin Luther King and to Jesse Hill Drive. Northbound 75/85 from Memorial Drive via Martin Street access would remain unchanged (2). Though in this concept illustration Martin Luther King is shown as one-way westbound on the north side of the Georgia State Capitol grounds (3), this concept does relate to the conversion of the Martin Luther King-Mitchell couplet to two-way operations (OW-015, refer to the general discussion on downtown projects in Concept 4.22) and that project should be considered when the project illustrated here is is implemented.

Key Project for this Concept

OW-015: *One-way conversion of Martin Luther King Drive and Mitchell Street. (refer to Concept 4.22 for a description).*



Chapter 4

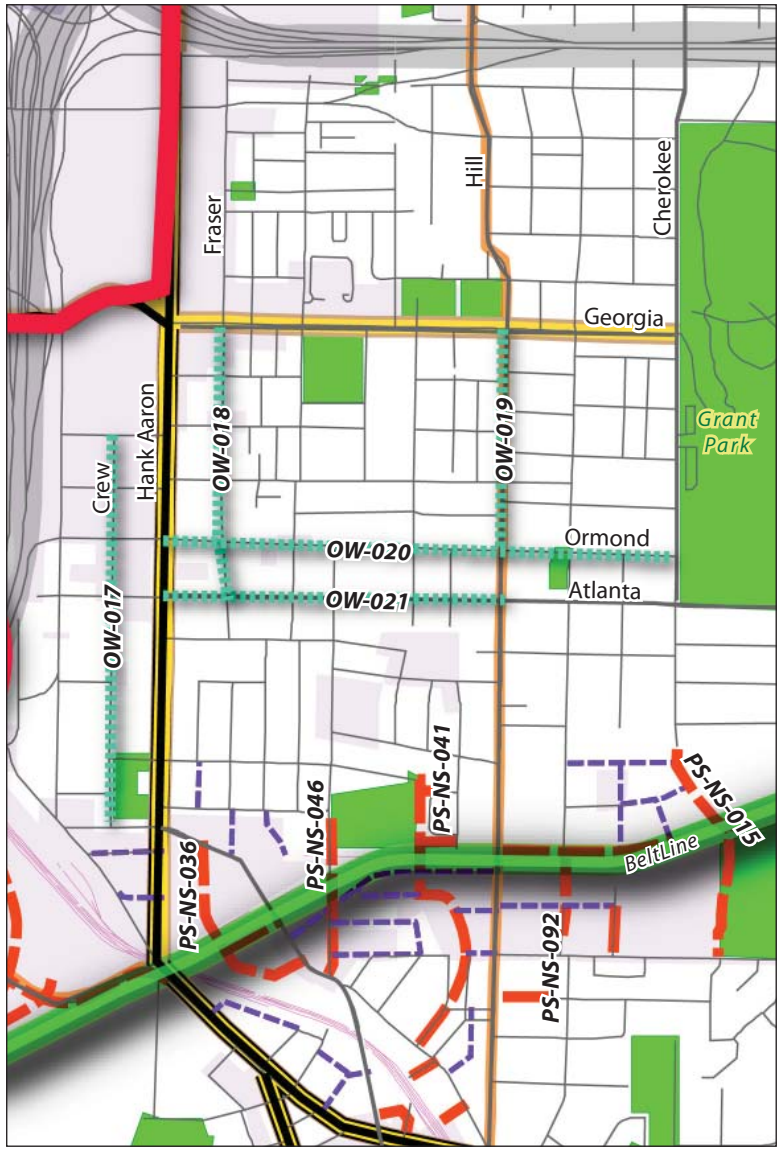
4.27 Peoplestown and the South BeltLine

Goal: Create livable streets and connections to new public investment in BeltLine

With the enhanced redevelopment potential offered by the BeltLine, it is important to identify potential connections to enhance the street network and to promote a more walkable environment. The one-way streets in this neighborhood have been configured in that manner to facilitate traffic flow for special events at Turner Field and the former Fulton County Stadium, yet they serve primarily residential land uses and as such are inappropriate as mobility corridors.

Another important connection in Peoplestown is additional east-west connectivity from Ridge Avenue and Hank Aaron Drive to Boulevard. Presently the BeltLine corridor and the industrial properties it formerly served occupy a large footprint; consequently this area is not well served by street network. Using the BeltLine right-of-way, a connection from the Ridge-McDonough intersection east to Boulevard would provide a public edge for BeltLine parks and allow new development better access.

Core bicycle connections have also been proposed on Hank Aaron Drive and Georgia Avenue, and secondary connections are proposed on Hill Street and Cherokee Avenue. These are intended to take advantage of the limited interstate crossings over/under I-75/85 and I-20, connecting this neighborhood to other parts of Atlanta.



Key Projects for this Concept

PS-NS-015: *Extend Cherokee south across BeltLine to Englewood*
PS-NS-036: *New street connecting across Beltline*
PS-NS-041*: Connect Chadwick Street across BeltLine*
PS-NS-046: *Connect Martin Street across BeltLine*
PS-NS-092: *Connect Grant Street across BeltLine*
OW-017*: One-way conversion of Crew Street from Bill Lucas Drive to Weyman Avenue*
OW-018*: One way conversion of Fraser Street from Georgia Avenue to Atlanta Avenue*
OW-019*: One-way conversion of Hill Street*
OW-020*: One-way conversion of Ormond Street*
OW-021*: One-way conversion of Atlanta Avenue from Hank Aaron Drive to Hill Street*
Core bicycle connections *on Georgia Avenue and Hank Aaron Drive*
Secondary bicycle connection *on Hill Street*

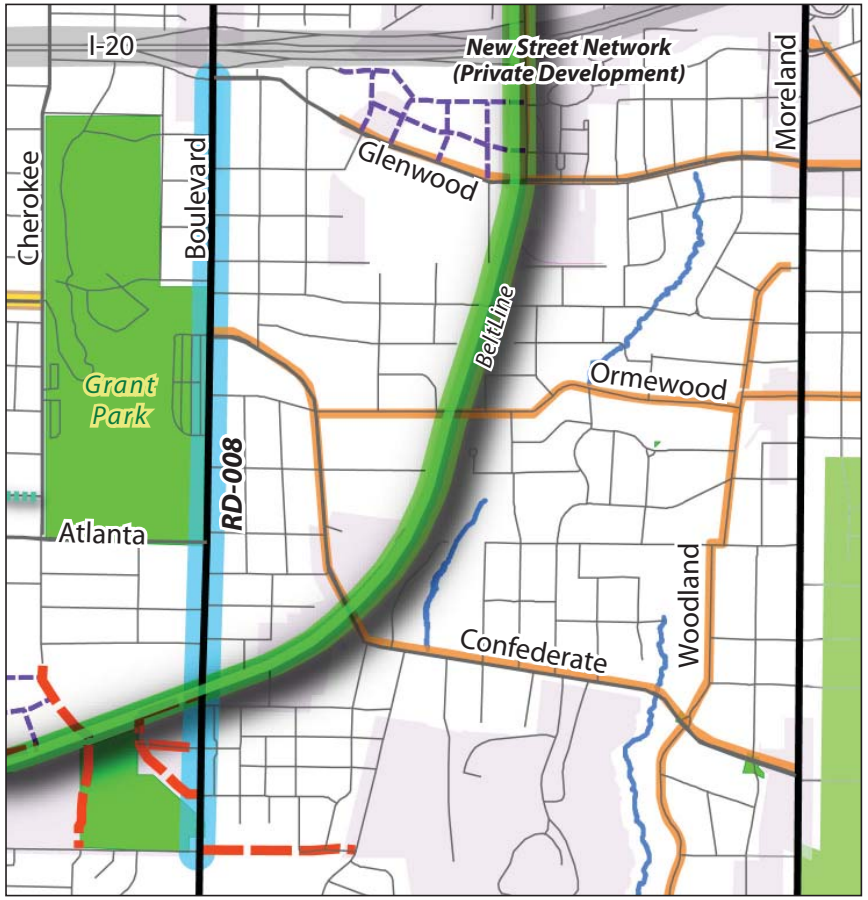
Chapter 4

4.28 Grant Park and Ormewood Park

Goal: Fit larger streets better into neighborhood needs and promote connections to BeltLine

The Grant Park neighborhood is located next to Peoplestown and as a result benefits from Peoplestown's projects. However, the eastern Grant Park neighborhood is largely separated from this area by the park itself, and the east side of Grant Park has not had the same traffic engineering solutions applied to move traffic as Peoplestown's one-way streets. As a result, the focus in this area is a reconfigured Boulevard to allow left-turning southbound vehicles a dedicated turn lane between Confederate Avenue and the BeltLine. In the neighborhood areas east of Boulevard, bicycle connections are proposed to connect both to the park (which has a network of internal streets that provide a useful east-west connection for bicycles) and to the BeltLine.

Additionally, street network projects to be completed in partnership with private development offer enhanced connectivity and more direct access to major streets, though it is likely that there are limited opportunities for this outside of the immediate vicinity of the BeltLine.



Key Projects for this Concept

***RD-008**: Boulevard Road Diet. This project reduces Boulevard from four lanes to three lanes from Interstate 20 to McDonough Boulevard. As on-street parking is a critical component of the street for the residential properties located on its east side, the roadway narrowing will use the existing fourth lane as dedicated parking.*

***Secondary bicycle connections** on East Confederate, Woodland, Ormewood and Glenwood.*

Chapter 4

4.29 Atlanta DeKalb Neighborhoods

Atlanta's eastern intown neighborhoods are largely established single-family areas with well-connected street networks, a strong pedestrian environment and several existing bicycle trails and signed and striped bicycle lanes. However, this area of the City is marked by two large infrastructural barriers: Interstate 20 and the Georgia Railroad and MARTA East Line tracks. Crossings between these do exist, but not at the frequencies that would truly serve these neighborhoods.

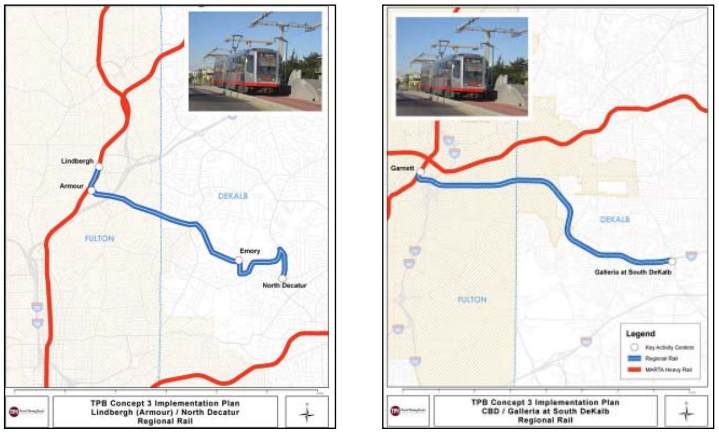
As a result, the focus for projects in this neighborhood is to take advantage of these existing connections and make them more accessible to a broader range of users. A large portion of the projects recommended for the area are bicycle routes, many of which take advantage of wider streets to allow simple restriping of bicycle lanes. These routes include the continuation of an existing core connection on Hosea Williams Drive and the addition of important north-south routes on Whitefoord Avenue, Rogers Avenue and Howard Street. Routes on Oakview Drive and East Lake Drive, while not serving long distances in the City of Atlanta, do offer important connections to these streets in the City of Decatur.

The major street-related project candidates in this part of Atlanta are all on Moreland Avenue, including its approach to and intersection with Interstate 20. While the Interstate 20 interchange itself is a large endeavor that the City must coordinate with the Georgia DOT over a longer period of time, reducing queuing conflicts from short signal spacing by eliminating the signal at Arkwright and Moreland will help to mitigate congestion currently at this intersection.

Refer to the map on the following page for locations of projects.

In addition to the candidate projects developed in the Connect Atlanta process, this area of the City would potentially be served by two conceptual transit projects developed in the Transit Planning Board's Concept 3 plan: the Clifton Corridor transit (commonly referred to as the 'C-Loop') and the I-20 High Capacity Rail line connecting the Atlanta central business district to the Galleria at South Dekalb. Each of these has a terminating point in the City of Atlanta, though their primary function is to serve larger areas of the metropolitan area outside of the City limits. The C-Loop is envisioned as rail transit connecting the Emory University main campus and the office and institutional district of the Clifton Corridor with existing MARTA rail at the Lindbergh Center station. The I-20 transit corridor is intended to be all-day service that would tie into the current network of MARTA bus routes at Moreland Avenue, serving this part of the city and giving it a direct rapid transit connection to Downtown Atlanta.

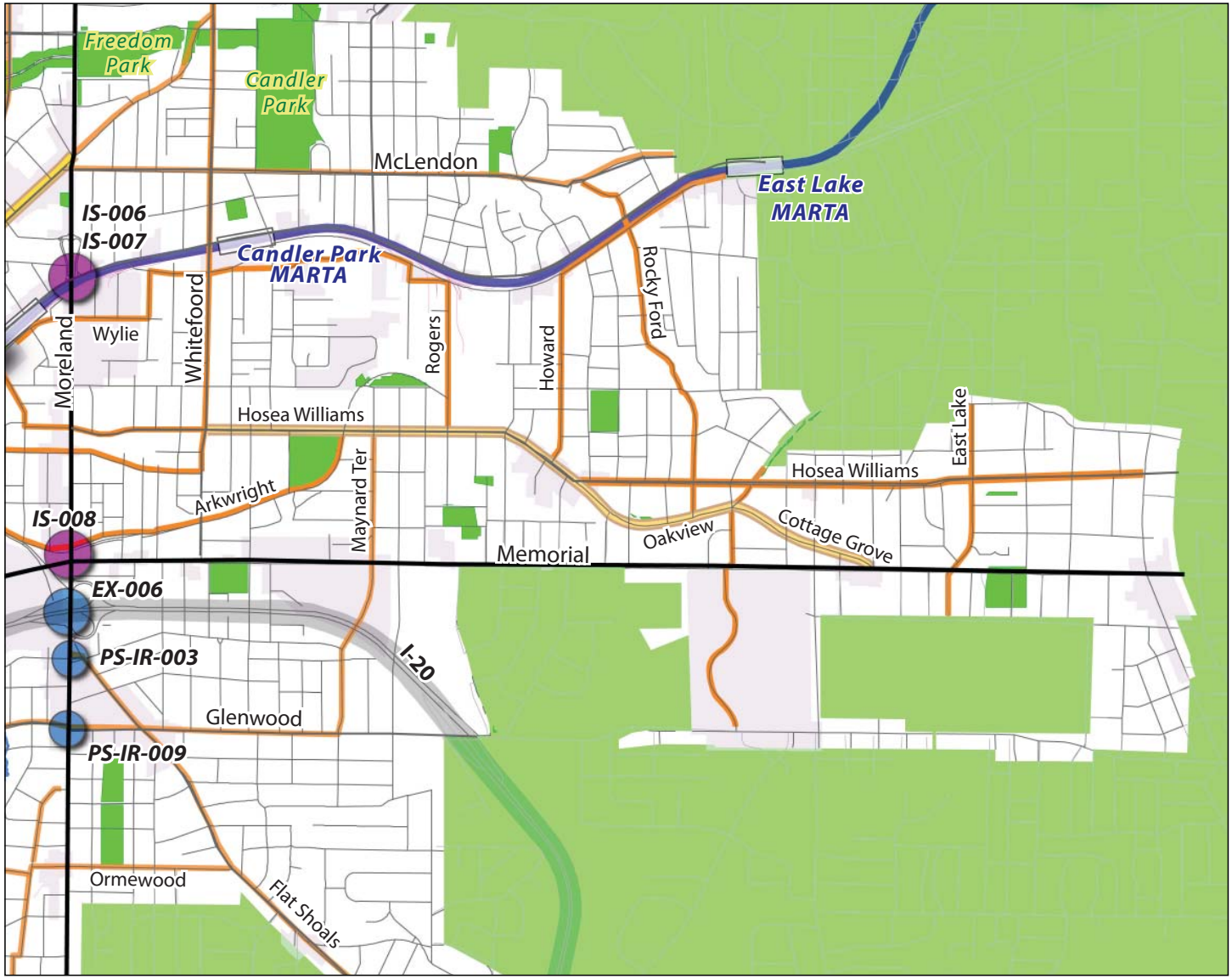
It is important to note that neither of these projects is a candidate considered and evaluated through the Connect Atlanta Plan process and technical criteria, but their regional significance as a part of Concept 3 makes them important potential future additions to the eastern neighborhoods of the City of Atlanta.



Illustrative maps of Concept 3 transit proposals: the C-Loop rail serving the Emory University campus and Clifton Corridor (left) and the I-20 high-capacity rail line connecting the Atlanta central business district with south Dekalb County (right).

Key Projects for this Concept

***EX-006**: Moreland and Interstate 20. This project also involves IS-009, which adds signals at ramp access points and reconstructs intersections to improve pedestrian safety.*
***IS-008**: Moreland and Memorial-Arkwright*
***IS-006** and **IS-007**: Moreland and DeKalb Access Reconfiguration and Signalization*
***PS-IR-009**: Glenwood/Moreland Intersection Realignment*
***PS-IR-003**: Moreland/McPherson. Realigns this intersection to curve McPherson into Flat Shoals, obviating the present four-way stop.*
Kirkwood and East Lake Bicycle Routes
Candler Park Bicycle Routes
East Atlanta Bicycle Routes



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One of the most significant projects for the Dekalb neighborhoods of Atlanta is the reconfiguration of the Moreland Avenue interchange with Interstate 20. Presently this interchange does not have traffic signals where the access ramps intersect with Moreland, leading to portentially hazardous operations and pedestrian conditions. The proposed concept shown here adds signals at the ramp intersections and reduces their overall width, thus making pedestrian crossing safer.

This interchange should also accommodate a potential light rail transit station that would serve the proposed I-20 East Light Rail Transit corridor currently being studied by the Transit Planning Board. A diamond interchange not only allows a station to be placed in the I-20 right-of-way, if that is the design for the station, but it also reduces the physical footprint of the existing intersection to allow land currently enclosed by ramps to be used for to support the station: if not through private development, at least through the structures needed to access a station over an expressway mainline.

Keeping the interchange much as it is today will reduce costs, but adding signals to the ramps and formalizing pedestrian connections will nonetheless reduce the width of street crossings and contribute to safety.

The principal advantage to this alternative is its smaller footprint and consequent restoration of land currently used for the interchange, though the single-point interchange design suggests that the primary point of pedestrian crossing will be wider and will put pedestrians in contact with separate channelized right-turn lanes. The Connect Atlanta Plan does not recommend exploring this option because of the impacts it would have on pedestrian movement.

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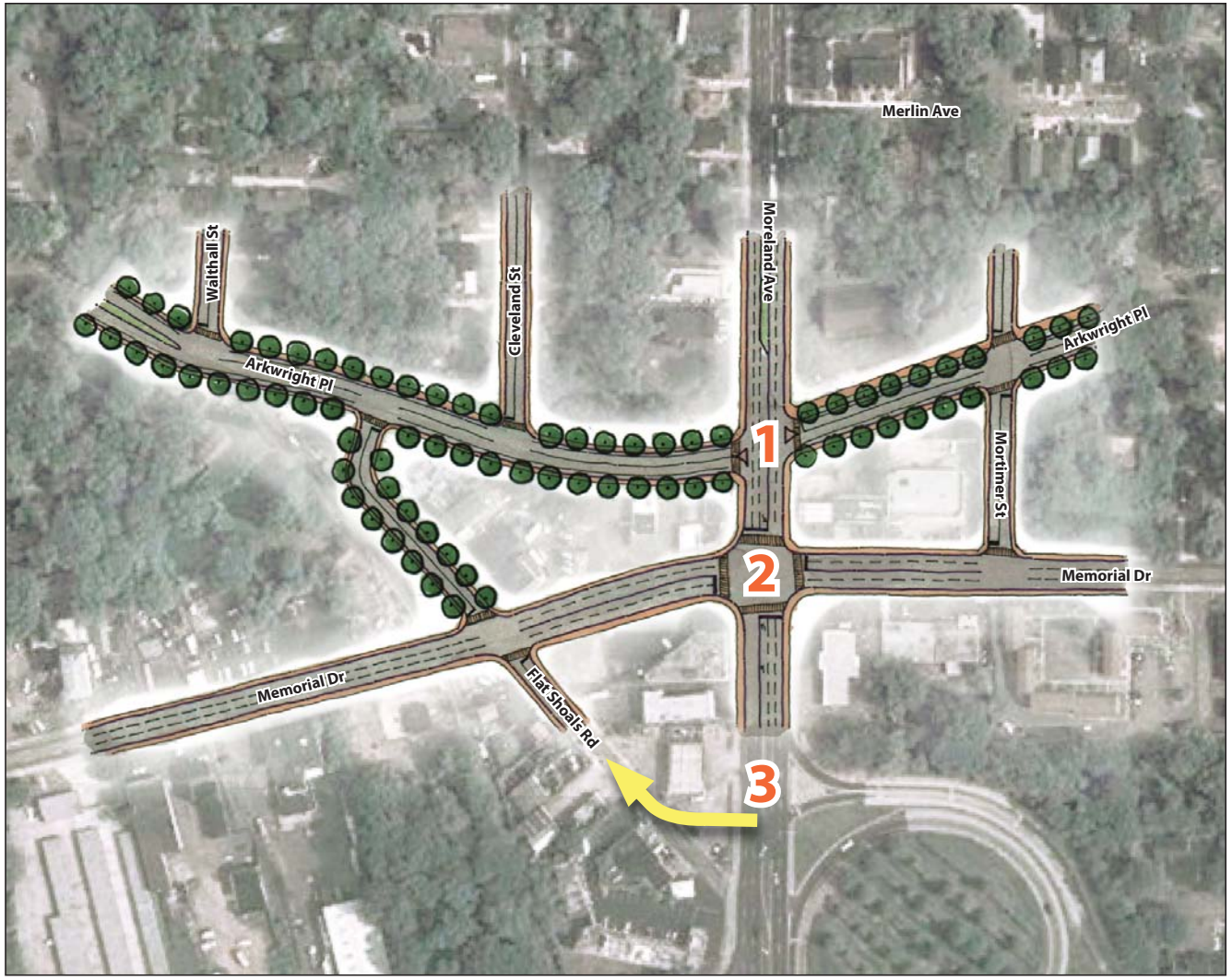
The reconfiguration of the Moreland/Memorial intersection is actually a removal of the signal at Moreland and Arkwright (1). Presently the Arkwright/Moreland signal is complicated in that Arkwright is a dual-carriageway street and only one of its carriageways is controlled by the signal. Arkwright would retain right-in, right-out access from Moreland. The benefit to this is that it eliminates short spacing between signals and queuing through the Moreland/Memorial intersection (2). It also provides additional southbound left turn storage space for vehicles heading eastbound on Memorial: this is useful for vehicles that wish to use this opportunity to reach Arkwright.

Another potential reconfiguration through this concept is a formalized connection from the westbound I-20 offramp to Flat Shoals Road (3). As this northern side of the I-20 interchange has recently been signalized, this is an opportunity to take advantage of signal phases that stop Moreland traffic and let traffic from I-20 continue to Flat Shoals. This provides alternative access to Memorial, potentially alleviating queuing left turn traffic at the Memorial/Moreland intersection. Connecting Flat Shoals to Moreland also provides northbound Moreland traffic an opportunity for a network-driven left turn to reach Arkwright should such a movement be restricted by a right-in, right-out configuration as described in the paragraph above. The reverse movement could also be allowed, allowing Memorial traffic to access the westbound I-20 onramp without needing to queue on Moreland.



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4.30 Ridge/McDonough/Hank Aaron Reconfiguration

Goal: Eliminate the unsafe vehicle and pedestrian at-grade railroad crossing. Address congestion and queuing at the interchange of University and I-75/85

The current at-grade rail crossing is the locus of vehicle congestion related to left turns form eastbound University Avenue onto Hank Aaron Drive and unsafe crossing conditions; particularly for students going to Carver High School. Numerous options including creating a new street bridge over the railroad tracks were considered. In the end, however, major infrastructure ideas will prove highly disruptive and the presence of a nearby vehicular connection (Milton Avenue) serving the same movements, which is grade separated, suggested that closing the crossing to vehicles could be the best approach. Safe pedestrian crossing of the railroad tracks could be accommodated either by a walking path down to the Beltline (1, a preferred approach) or a pedestrian bridge over the railroad tracks (2). The existing multi-leg street intersection is separated into two curves that would each terminate two of the entering streets: Ridge and Hank Aaron converge in a single curve north of the railroad (3) and University and McDonough converge in a curve on its south side (4).

Key Project for this Concept

IR-002: *Ridge/McDonough/Hank Aaron Intersection Realignment and Reconfiguration*

4.31 Lakewood Fairgrounds and Southeast Atlanta

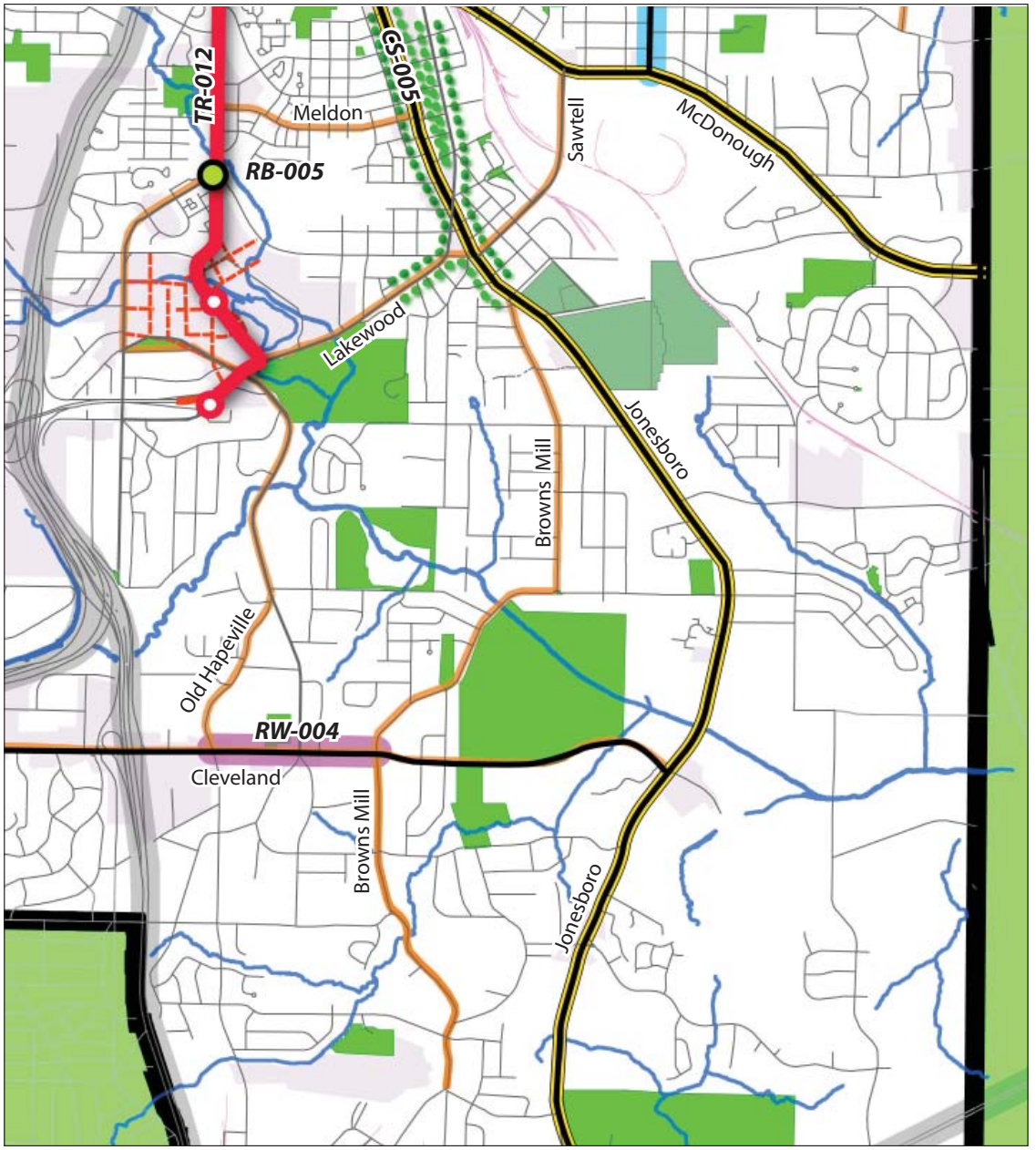
Goal: Eliminate the remnant of freeway infrastructure with a flexible, neighborhood friendly network that allows the fairgrounds to redevelop.

Southeast Atlanta is another large section of the City but has a number of common elements that have influenced candidate project identification: it has a sparse street network and thus is dependent on a limited number of thoroughfare connections, it is deficient in bicycle and pedestrian facilities and its land use patterns are unlikely to change.

As a result the primary projects identified here are bicycle connections, especially core connections on McDonough Drive and Jonesboro Road and secondary connections on Browns Mill Road and Macon Drive/Old Hapeville Road. The extent of Cleveland Avenue between Old Hapeville and Browns Mill is proposed for widening to address an area where capacity is not consistent with the sections to the west and east.

Key Projects for this Concept

TR-012: *Pryor/Hank Aaron Transit. This premium transit service would terminate at the Lakewood Fairgrounds site.*
RB-005: *Pryor/Claire Roundabout*
RW-004: *Cleveland Avenue Widening*
CS-005: *Jonesboro Road Complete Street. Enhances streetscape and pedestrian area in a neighborhood business district*
CS-006: *Lakewood Avenue Complete Street*



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The small stretch of Langford Parkway (the old Lakewood Freeway) east of I-75/85 is a left-over state highway concept that is not a part of the City's future. What was once envisioned by roadway planners as an eastern freeway is not a part of the City's vision for this area which leaves the current design of the road grossly out of context. This remaining freeway space should be redesigned as a boulevard (1) with network connections into the Lakewood Fairground property. The Fairground itself should be developed with a walkable street network (2) that supports and enhances the historic buildings on the site (3) and provides connections to surrounding neighborhoods.

Chapter 4

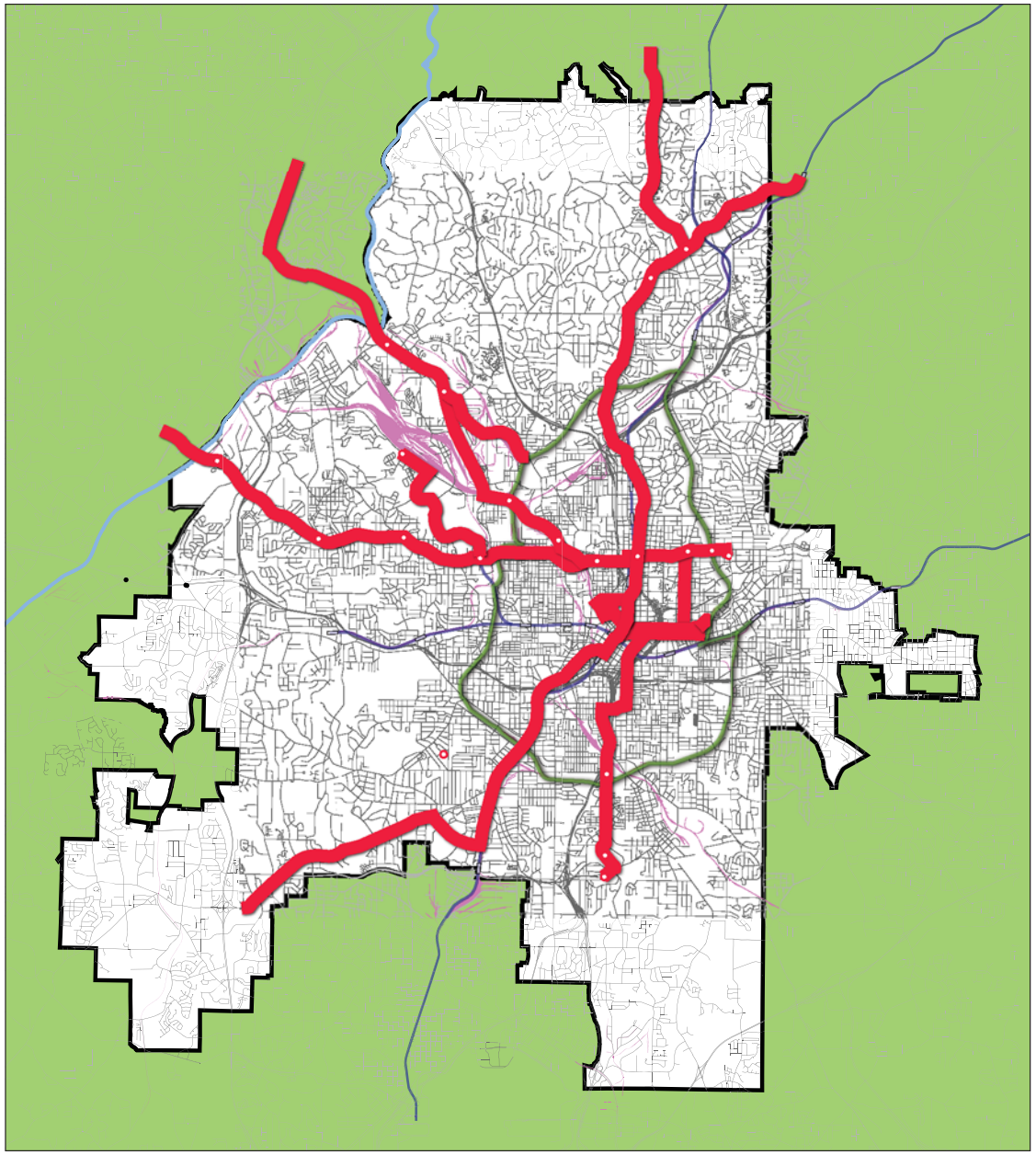
4.32 Atlanta's Transit Future

This section considers the transit projects shown throughout previous concepts as a citywide system and is intended to show that each of the transit projects, while important to both redevelopment areas and established neighborhoods in the city, also contributes to a larger network of travel options in Atlanta.

The map on the right shows an overall map of transit corridors evaluated in the Connect Atlanta Plan process. While transit technologies have not been necessarily defined, each of these corridors is envisioned as being served by either premium transit service, namely light rail or streetcar, or by frequent bus service providing reliable and easily-understood connections to other parts of the City. Presently MARTA rail service is the City's only premium transit; though it connects important activity centers such as Downtown, Midtown, Buckhead and the Hartsfield-Jackson Atlanta International Airport, there are large areas of the City that it does not immediately serve.

The discussion from Chapter 2 of how Atlanta will add jobs and residents into the future emphasized that growth is likely to be concentrated in certain places: the places where land uses and land utilization suggest that redevelopment or change are likely. However, as Chapter 2 also pointed out, many of these areas do not currently have the infrastructure to support more intensive development. Redevelopment in these areas needs to be coordinated with enhancements to the transportation system to improve circulation opportunities, walkability and connectivity to other parts of Atlanta.

The addition of premium and frequent transit service extends this idea of preparing growth areas to accommodate development in that it increases mode choice for longer-distance trips throughout the City and increases the people-moving capacity along key corridors likely to see growth into the future.



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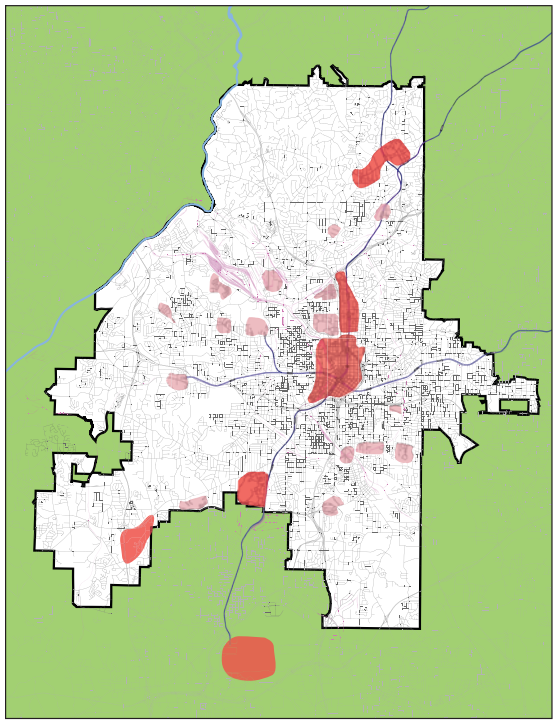
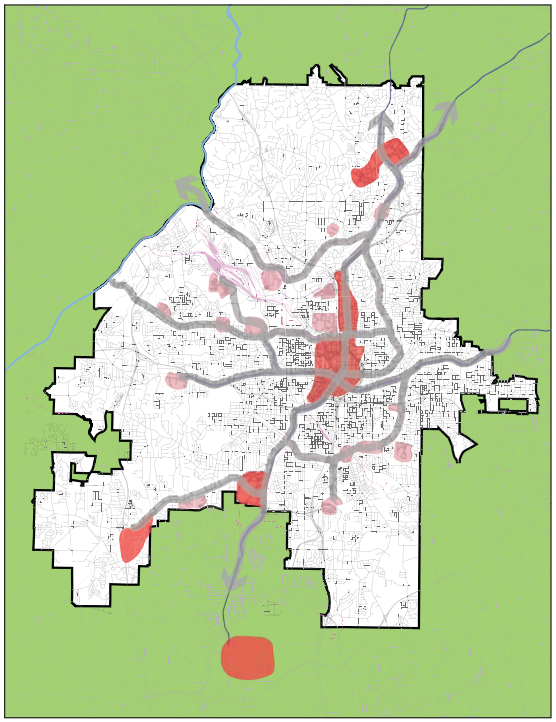
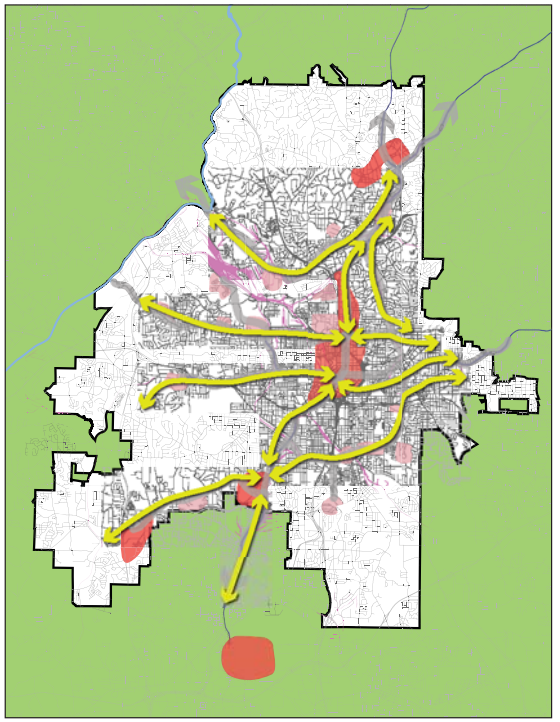
Candidate transit projects were evaluated in Chapter 5 and a more detailed discussion of each can be found there. Projects have also been described as appropriate in other candidate project concepts in this chapter. However, when all of these projects are considered together, the relationships between the different areas they are serving throughout the City are clearer. Looking at transit projects in this way points out where projects as defined in the candidates may be viewed with flexibility as to find the most effective way that they fit together as a system.



First and foremost, the primary purpose of transit projects is to accommodate growth and development through the addition of capacity to move people. As this growth is expected to occur in concentrated areas of the City and is envisioned to reflect development patterns in existing activity centers, connections between growth areas are essential.



Considering where candidate transit projects have been identified, transit in Atlanta has potential to focus on other areas of the city than Downtown, the historic nexus of the transit system. Northwest and West Atlanta may have direct access to Buckhead and Midtown with trips to Downtown being accomplished with only a single transfer. Atlanta's eastern neighborhoods could reach Buckhead and potential future activity centers in southern Atlanta (such as Fort McPherson and Greenbriar) directly.



Though Downtown remains an important destination due to its concentration of employment and growing residential population, a network of transit provides other parts of the City with an established corridor of frequent, reliable service and lessens the need to travel through the center if a desired destination is on another side of Atlanta.

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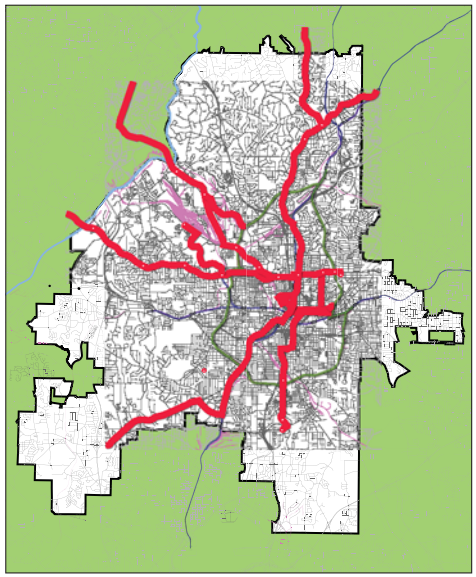
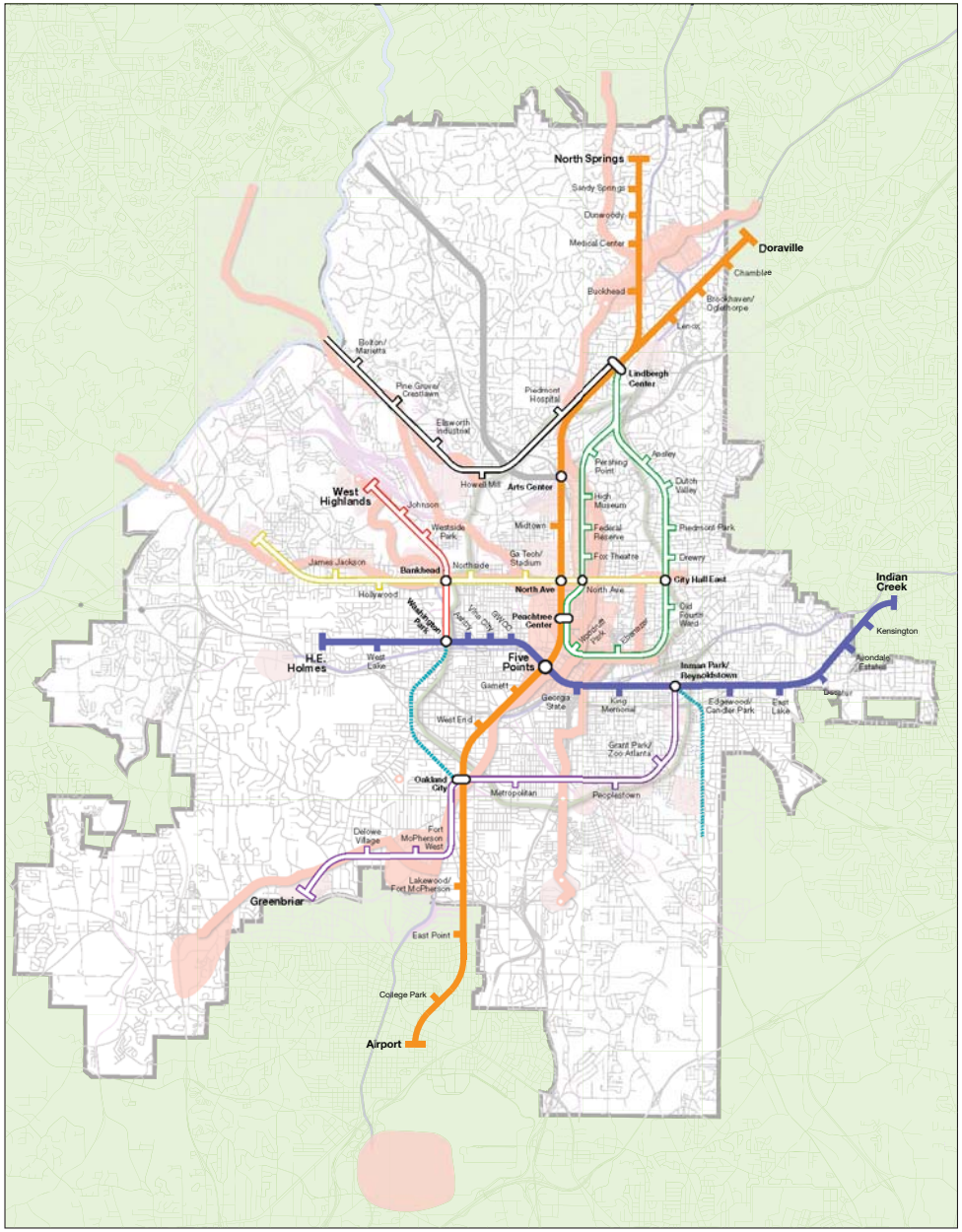
As this kind of system evolves, it is more logical to users who begin to see that a network of transit can function like a network of streets: many options for travel and many more destinations served than reliance on a hierarchy of routes. The illustration to the right is one scenario for how this could happen from the transit projects proposed in the Connect Atlanta Plan. Atlanta sees growing residential and employment populations as an enhancement, and as such its priorities for transportation have been in seeking a more balanced system that meets the needs of all users. A given transit project may have a unique set of objectives or may be driven by specific needs, but the way that multiple transit corridors tie together will have an outcome on the success of an overall transit system.

As projects are defined more specifically, consideration should be given to how they can contribute to transit as a network and a city-wide resource. This may mean that segments of some projects are combined with segments from others, or that an entire project is jointly developed with other transit concepts in a way that maximizes their utility.





Chapter 5

Project **Evaluation**

Chapter 5

Project Evaluation and Assessment

5.1 Introduction

Street and Transit projects for the Connect Atlanta Plan were evaluated using a multiple step process which employed traditional and nontraditional methods. The following chapter documents steps taken to identify candidate projects for evaluation, conversion of study goals into metrics, methodologies utilized to score project metrics, and overall performance of projects. A complete list of projects and scoring results is at the end of this section. This chapter is organized as follows:

- General Overview of Analysis and Methods
- Street Project Analysis
- Transit Project Analysis
- Scoring Matrix of Street Projects
- Scoring Matrix of Transit Projects

5.2 General Overview of Analysis and Methods

Goal Development

As described in previous chapters, the development of the Connect Atlanta Plan began with a series of public outreach efforts and examination of previous studies conducted throughout the City. The following section describes activities used to develop project goals.

The inventory of previous studies described earlier, including Atlanta's Strategic Action Plan (ASAP), which is the City's Comprehensive Development Plan, were reviewed along with numerous Livable Centers Initiatives (LCI) and corridor studies. Summaries were developed to document each study's objective and to ascertain neighborhood transportation needs. Candidate projects from each study were then inventoried and analyzed to consider utility relative to community needs.

The public outreach efforts including stakeholder interviews, public meetings and Stakeholder and Technical Advisory Committees stimulated thoughts of how a future Atlanta transportation network should look and feel. From these activities a clear community vision was developed based on input from the general public, business leaders, community organizations, elected officials and other stakeholders of how the existing transportation network should evolve to meet the future needs those who live, work or play in the City of Atlanta was developed (please see Chapter 3 on public involvement as well as Appendices A and B for more detail).

Public outreach effort results and review of previous studies revealed consistent themes which were then employed throughout this plan. These efforts revealed the need to include a more complete network for pedestrians; context sensitive design to protect neighborhoods from adverse impacts of transportation projects and development; fiscal responsibility be considered for construction and future maintenance of transportation infrastructure; respect for the environment including emissions and water runoff; encouragement of exercise; a safe environment for drivers pedestrians and cyclists; a more robust bike lane network; and preparation for current and future population and employment growth areas of the city.

From these themes, the study team developed the seven goals which shaped the format and direction of the Connect Atlanta Plan, which are repeated here:

- Provide Balanced Transportation Choices
- Promote Health and Safety
- Prepare for Growth
- Maintain Fiscal Sustainability
- Create Environmental Sustainability
- Preserve Neighborhoods
- Create Desirable Places for All Citizens

Metrics Used to Measure Fulfillment of Project Goals

To measure how well projects fulfilled each community theme, a series of metrics were developed for each goal. These metrics were based on qualitative and quantitative information derived from community input, the Atlanta

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Regional Commission's travel demand model and GIS spatial analysis. For a complete description of travel demand model runs, assumptions, treatment of projects and outputs, please refer to Appendix F. Some criteria developed apply to all modes while others are specific to one or more modes. Each candidate project received a score based on how it satisfied the objective of each metric.

Meeting Plan Goals

After the scoring by metric was completed, each candidate project's performance was analyzed with regard to how completely it met each goal by percentage. For example, a project that met half of the four metrics for Goal 1 would show a 50% rate for that goal. Some metrics include the possibility of a negative score; therefore, the percentage of some projects may be negative within a Goal.

Projects were then analyzed for how they performed overall. Scores for each metric were added to determine how each candidate project performed relative to one another. A sample of the scoring system is provided in Table 1.

Table 5.1: Sample Project Ranking Scoring Table

	Goal 1	Goal 2	Goal 3	Goal 4	Goal 5	Goal 6	Goal 7	Score
Street Project A	67%	67%	0%	0%	0%	75%	100%	**11.00**
Street Project B	50%	100%	0%	0%	0%	75%	67%	**10.00**
Street Project C	67%	67%	0%	33%	33%	25%	67%	**9.00**
Street Project D	50%	33%	0%	0%	0%	100%	67%	**8.00**
Street Project E	100%	33%	0%	-33%	0%	75%	33%	**7.00**
Street Project F	67%	0%	67%	33%	33%	50%	-33%	**3.00**

Candidate project scores were utilized to create an overall priority rating (High, Middle and Low Tiers). This system was conceived to create a means to help citizens understand the rationale behind the performance and recommended prioritization of the projects. In this example, projects were ranked as follows:

High Priority Tier Projects
Street Project A
Street Project B

Middle Priority Tier Projects
Street Project C
Street Project D
Street Project E

Low Priority Tier Project
Street Project F

5.3 Description of Projects

More than 200 candidate street and transit projects were evaluated. This project list came primarily from four sources:

- Projects programmed in the ARC Transportation Improvement Program (TIP)
- Inclusion in the ARC Envision6 Regional Transportation Plan (RTP);
- Previous transportation projects and studies adopted by the City of Atlanta, including Livable Centers Initiative (LCI) studies, corridor studies, etc.; and
- Projects developed through interaction with community stakeholders and City staff during the Connect Atlanta Plan Design Workshops.

The list of projects evaluated included only projects that are expected to be built primarily by public agencies. Some street connections and other projects that are expected to be built by developers are included on the map book, but are not prioritized via this process. Due to their nature, some of the projects lack the quantitative attributes that lend themselves to comparative analysis of potential benefits. These include operational street improvements such as traffic signals, calming initiatives and intersection realignments, for example. Bicycle and pedestrian projects were evaluated outside of this process.

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5.4 Street Project Analysis

Overall Scoring By Project Type: Street Improvements

Over 200 street projects were evaluated. Each street project category was evaluated against projects within the category and against the overall street project list. The following project categories were utilized:

- **Bridge Upgrade** – Replacement of existing bridge structures;
- **Expressway** – Expressway access and modified connections to an interstate;
- **Intersection Capacity** – Addition of turn lanes at key intersections;
- **Intersection Realignment** – Correction of offset streets at key locations;
- **Intersection Signalization** – New or replacement of existing traffic signaling system;
- **New Streets** – Extension of existing streets that would be public projects or public contributions to street network primarily added by private development;
- **One Way Pair Conversions** – Conversion of one way streets to bi-directional traffic operation;
- **Road Diet** – Reduction in lane width, reduction in the number of traffic lanes or removal of reversible lanes;
- **Road Widening** – Increasing the number of lanes for an existing roadway;
- **Roundabout** – Construction of a traffic circle to replace grade separated bridge structure, traffic signal or stop sign.

5.5 Street Metrics by Goal

The following documents the metrics employed by goal for street related projects:

Provide Balanced Transportation Choices

S1. Modal Options
The Modal Options metric evaluated the existence of non single occupancy vehicle modes, including bicycle, transit and pedestrian components to be evaluated by direct access, proximity, and connectivity. Projects were evaluated through qualitative efforts and GIS analysis. Projects received 1 point if they connected with proposed or existing bike lane network or connected to a planned or proposed transit project.

S2. Street Congestion
Reduction of traffic congestion improves air quality by reducing automobiles idle time and reduces time spent in travel. Candidate projects were evaluated on reduced travel times from the baseline. Projects with a measured travel time reduction received a score or 1, projects that showed no reduction in travel time received a score of 0, while projects that increased travel time received a score of -1.

S3. Street Options
An effective way to reduce congestion is to provide multiple ways to accomplish the same trip. An example would be a project which crosses the BeltLine; connecting two communities in close proximity that currently have no existing connection.

This metric is a qualitative assessment of how a street project can provide new connections to the existing street network, thereby providing new ways to accomplish the same trip or connecting areas that currently have no direct connections. Candidate projects were given a score of 1 if the project provided relief to an arterial or if it provides new connections between neighborhoods. All other projects received a 0.

Promote Public Health and Safety

S4. Operational Safety
Intersections with a high number of crashes were identified throughout the study area. Often, the likelihood of accidents to occur at an intersection can be significantly reduced through

proper design. Project corridors that included "critical intersections" would include designs techniques to reduce future accidents. "Critical Intersections" were identified as locations of greater than 20 accidents per year. Candidate projects with more than one "critical intersection" were given a score of 1. New streets, new expressway access projects where no accident data available and projects with less than two critical intersections were given a 0.

S5. Connectivity Measure
Streets designed for multiple modes of travel helps create better transit, pedestrian and bicycle networks. This metric promotes an integrated approach for all modes of transportation. Projects that included connections to existing and future transit and bike networks were given a score of 1. Projects not demonstrating a clear connection between modes received a score of 0.

S6. Walking and Biking Accessibility
Connections for pedestrians and bicyclists to reach parks, schools and other community facilities promotes safe opportunities for exercise, increase the number of children walking to school and the choice to complete shorter trips by means other than the automobile. Using GIS, a quarter mile buffer was drawn around community facilities (school, libraries, parks, recreation centers). Projects performing in the top third in providing connections to community facilities received a score of 1. Projects performing in the middle third received a 0 and projects in the bottom third received a
-1 score.

Prepare for Growth

S7. Project Utility
Preparing for growth includes increasing the capacity to carry higher levels of traffic in key areas. This metric utilized the travel demand model to determine future capacity of candidate projects. Capacity was measured by comparing future traffic volume from the baseline. Candidate projects that were determined to increase volume received a score of 1. A score of 0 was given to projects where no change could be determined. Projects decreasing volume received a score of -1. Candidate projects types that could not be modeled were not evaluated by this metric.

S8. Facilitate Goods Movement
Appropriate roadway design is critical to ensure trucks are able to reach local retail, industrial activity, and multimodal distribution facilities. Candidate projects along the exiting truck route network were evaluated on their ability to facilitate future truck movements. The truck network was defined as Atlanta's current designated truck route network and all routes maintained by the Georgia Department of Transportation. If a candidate project increased capacity, it received a score of 1. If a candidate project was on a truck route and reduced overall capacity or forced a difficult truck movement (ex. roundabout), it received a -1. Projects that did not affect truck capacity or did not occur on a truck route received a score of 0.

S9. Parking Facilities
Candidate projects were qualitatively assessed for their ability to create on street parking opportunities and/or do not adversely impact access to surrounding parking opportunities. Candidate projects which promoted on street parking received a score of 1. Candidate projects that did not include on street parking received a 0. Those projects which would remove existing on-street parking received a -1.

Maintain Fiscal Sustainability

S10. Unique Financing
Projects were given preference if a specific financing source was dedicated for the project. Funding could include earmarks or TAD financing. Candidate projects with identified funding received a 1 while all others received a score of 0.

S11. Return on Investment
This metric was based on a qualitative assessment of cost and value estimates. Candidate projects that showed a high ability to increase millage rates

of adjoining properties were given a score of 1. All other candidate projects received a 0. This positive impact was measured based on the project's proximity to and ability to influence development in areas of future growth and redevelopment.

S12. Project Cost

The Project Cost metric was developed to analyze the unit cost of a project and its impact to the overall transportation network. Special preference was given to projects considered "low hanging fruit" such as traffic signals, intersection realignments and other intersection improvements. All projects involving improvements to an intersection were given a score of 1. All linear projects had their respective capital cost divided by the length of the project to determine a unit cost per mile. All linear projects with a unit cost per mile of $1,000,000 or less were given a score of 1. All other candidate projects received a 0. The per-mile cost of $1,000,000 was judged to be a likely threshold at which higher degrees of collaboration with regional partners would be likely, causing delays and project complications.

Create Environmental Sustainability

S13. Environmental Assessment

This metric utilized qualitative assessment of travel demand model outputs to determine a score. Change in delay by implementing the candidate project was calculated from the 2030 baseline. Note that this metric differs from Metric S7 in that it is concerned with volume and this metric is concerned with delay. If the candidate project showed a decrease in delay, it received a score of 1. If no change could be determined, it received a score of 0. If the candidate project was shown to increase delay, it received a score of -1.

S14. Water Quality

The Water Quality metric was used to identify projects that could include designs to upgrade existing storm water conditions in key areas. Using GIS and qualitative analysis, a geocoded list of key flood areas was provided by the Department of Public Works. If a candidate project included reconstruction of an area identified with flooding issues, it was assumed that the design would include strategies to manage water drainage along the corridor. Therefore, these candidate projects received a positive score of 1. If a candidate project would not address drainage (ex traffic signal project) or was not located in an area with identified water drainage issues, it received a 0.

S15. Air Quality/Project Carbon Footprint

Using output from the travel demand model, the percent change in Vehicle Miles Traveled (VMT) was determined from the 2030 baseline model to determine the ability to reduce trips. Note that this metric differs from Metric S7 in that it is concerned with volume and this metric is concerned with VMT. If a candidate project was determined to reduce trips in this scenario, it was given a score of 1, if it had no change it received a 0, and if was perceived to increase VMT, it was given a -1.

Preserve Neighborhoods

S16. Appropriateness to Context

Appropriateness to Context refers to how a proposed facility relates to current and future surrounding land use. This metric was determined through qualitative analysis using GIS spatial maps and prior knowledge of Atlanta's neighborhoods. If a candidate project was determined to enhance the surround community it received a score of 1, if neutral a 0. Negative effects were given a score of a -1.

S17. Consistency with Neighborhood Plans

Through GIS, and the inventory of corridor and LCI studies, an evaluation was conducted to determine consistency of each candidate project with the land uses and density recommendations from LCI studies. If a project came from an LCI or Corridor study or fit within study area's land use, the candidate project received a score of 1. If no study was available in the area, it received a 0. Candidate projects perceived to be in conflict with local study recommendations received a score of -1.

S18. Percent Complete Streets

The existence of non single occupancy vehicle modes, including bicycle, transit and pedestrian components was seen as an important candidate project element. If a project included a reduction of actual speeds, or the presence of bike lanes was identified the project received a 1. All other projects received a 0. Due to no availability of sidewalk data, this component of streets could not be measured. Transit projects were measured under separate criteria discussed later in this chapter.

S19. Historic Preservation

An analysis was conducted to measure the ffect on potential historic structures by candidate projects. Candidate projects were given a score of 1 if there were no identified historic structures affected, a score of 0 if there was one and a 1 if more than one historic structure was affected.

Create Desirable Places for All Citizens

S20. Quality of Public Realm

A qualitative evaluation was completed to identify projects that to some extent improved or created public space and/or promotes the vitality of an activity center based on a review of surrounding land uses and transportation network. Projects that were deemed to enhance public space were given a score of 1, while all other projects received a score of 0.

S21. Community Preference

Community Preference was a qualitative assessment of projects that have been openly opposed or supported by the public either via project specific venues (i.e. workshops or public meetings) and /or City council meetings. Candidate projects openly supported received a score of 1, 0 if no community voiced preference and -1 for those projects publicly opposed.

S22. Parks and Community Facilities Accessibility

In the theme to improve connections, candidate projects received preference if they provided direct access to community facilities through non single occupancy vehicles. Candidate projects that included a bicycle element within ¼ mile of a community facility received a score of 1, while those that did not received a score of 0.

Table 5.2: Street Network Project Types Descriptions

Project Type	Description of Street Network Coding
Roadway Widening (RW)	Capacity addition represented by increasing the number of lanes
New Street (NS)	New streets, street extensions and new street connections (mostly from redevelopment) represented by new links added to the network
Expressway Access (EX)	Connection to highway through modification or existing interchange or addition of new interchange in the model's network
One-Way Conversion (OW)	One-way conversion to two-way operation represented by adjusting one-way links to two-way with appropriate capacity modifications
Road Diet (RD)	Reduction of capacity represented by a decrease of the number of lanes in the model's network

Street Network Coding: Travel Demand Model Assumptions

The street projects under evaluation were identified as belonging to one of five major project types: Roadway Widening (RW), New Street (NS), Expressway Access (EX), One-Way Conversion (OW) and Road Diet (RD). Table 2 provides a description of each type of project. Of the more than 200 street projects scored, the travel demand process was able to analyze a total of 62 projects through the different scenarios over the course of the study.

5.6 Street Project Scoring Results by Type

The following is a description of how each street project category performed relative to other project types by Tier and how project features correlated to overall project goals and performance.

Bridge Upgrade
These projects came from ARC's Envision 6 (Regional Transportation Plan) and performed in the middle tier. Favorable scores came through connections with the proposed bike lane network and better facilitated truck movements. This project type scored less favorably on providing new connections, increased capacity.

Expressway (EX)
Projects termed as Expressway scored in the medium and low tiers. This project category showed the most variation in design, ranging from new interchanges to reduction of off ramps and flyovers. Less favorable features were high project capital costs, discouragement of pedestrian and bike accessibility through increased road speeds and lack of appropriate context for neighborhoods.

Intersection Capacity (IC)
Intersection capacity projects typically include added turn lanes and scored in the second and third tiers. This category scored well for promoting growth and increasing capacity at key locations. This category was seen less favorable for pedestrians due to recommendations that included two or more lanes facilitating left or right turn movements.

Intersection Realignment (IR)
Intersection realignments are designed to align streets at key intersections to facilitate easier traffic movements This category typically scored well in promoting health and safety because they allow better crossing opportunities for pedestrians, promote balanced transportation choices, reduce congestion, help facilitate better truck movements through intersections, address safety issues and the associated reduction in accidents and offer an opportunity to address flooding issues at key intersections during construction. Intersection Realignment projects tended to perform in the high and middle tiers.

New Streets (NS)
New Streets received the highest scores, particularly projects involving the Beltline. These projects scored well because of their ability to connect with proposed transit improvements, proximity to the proposed bike network and the ability to provide new or relief connections, especially for projects connecting neighborhoods along the Beltline corridor. Due to the nature of these projects, most were evaluated on qualitative and quantitative measures. New street projects tended to perform in the high and middle tiers.

One Way Pair Conversions (OW)
One Way Pair Conversions scored mainly in the medium and low tiers. This category tended to benefit from reducing average travel speeds, encouraging other modes of transportation such as walking or biking and as being more appropriate for surrounding land uses encouraged by the City and its stakeholders. However, these conversions were also seen as increasing traffic congestion and thereby reducing the corridor's ability to facilitate goods movement.

Road Diets (RD)
Road diets tended to perform in the medium tier. These projects benefited from their ability to encourage non single occupancy vehicle travel because of their component for sidewalks and bike lanes. Road diets were also seen as providing more opportunities for public space through the reduction of existing street lanes. However, these projects were often penalized for increased congestion and the narrowing of right of way along designated truck routes. They were also often envisioned as conversions of four-lane undivided roadways to three lanes (two travel lanes with a center two-way left turn lane), though the travel demand model was unable the capacity benefits of this kind of facility.

Road Widening (RW)
Road Widening projects scored mostly in the medium and low tiers. In general, these projects experienced positive scores by reducing the Travel Time Index (TTI) and increasing capacity. Although widenings increase capacity and provide better flow of traffic, these projects received less favorable scores due to increases in vehicle miles traveled (VMT), increased vehicle emissions and the need acquire right of way, which tended to negatively impact existing neighborhoods and increase project costs.

Roundabouts (RB)
Roundabouts scored primarily in the high and medium tier. Favorable attributes include reducing automobile speeds, encouraging pedestrian and bicycle travel, improved air quality by reducing the acceleration need from that of a signalized or 4 way stop for cars and the opportunity to provide improved drainage at key flood locations identified by the city. Roundabouts

received less favorable scores due to their negative impact for truck traffic movements on city truck routes and state maintained streets.

Intersection Signalization (IS)
Intersection Signalization scored in the high and medium tiers. Key attributes of signalization are the promotion of safe pedestrian crossing opportunities, increased operational safety and relatively low capital costs.

5.7 Transit Project Analysis

Overall Scoring By Project Type: Transit Improvements

A total of 18 transit candidate projects were evaluated. The candidate projects were evaluated against their perceived benefit to constituents of the City through a similar process as street projects. Metrics were modified to quantify the unique attributes to transit including ridership, operating cost per rider and ability to shift trips from private auto. The following technology categories are represented in the transit project list

- **Streetcar** – Rail vehicle in mostly mixed traffic operations;
- **Bus Rapid Transit** – Projects include operations in mixed-traffic, exclusive right of way and HOV lanes;
- **Heavy Rail Transit (HRT)** – Extension of MARTA's existing Heavy Rail system in exclusive right of way;
- **Multimodal Passenger Terminal** – Transit facility designed to accommodate multiple modes of transit to be located adjacent to MARTA's Five Points Station.

5.8 Transit Metrics by Goal

The following documents the metrics employed by goal for Transit related projects:

Provide Balanced Transportation Choices

T1. Modal Options
The Modal Options metric evaluated the existence of all modes that would be included in a complete street, including roadway bicycle, pedestrian and transit. Candidate projects were evaluated through qualitative efforts and GIS analysis. A candidate project would receive a score of 1 if it connected with proposed or existing bike lane network or transit.

T2. Ability to Shift Trips from Private Auto
If a transit project was deemed to shift trips from private auto, it received a score of 1.

T3. Travel Time
The travel demand model was used to measure the change in average congested travel times compared to the baseline. Points were given to candidate projects that provided higher reductions. Candidate projects with greater than a 4% time savings received a score of 1, while those with less than 4% or could not be evaluated by the travel demand model received a score of 0.

Promote Public Health and Safety

T4. Operational Safety
Intersections with a high number of crashes were identified throughout the study area. Project corridors that included "critical intersections" were assumed to include designs to reduce future accidents. "Critical Intersections" were identified as locations of greater than 20 accidents per year. Candidate projects that could address more than 1 critical intersection were given a score of 1.

T5. Project Utility
The travel demand model was used to determine projected ridership by candidate project. Candidate projects projected to provide 6,000 or more passenger trips per day received a score of 1. Candidate projects that were projected to have between 2,000 and 5,999 trips per day or were not modeled received a score of 0. Candidate projects with less than 2,000 trips per day received a sore of -1.

T6. Walking and Biking Accessibility
Connections for pedestrians and bicyclists to reach parks, schools and other

community facilities promotes safe opportunities for exercise, children walking to school and the choice to complete shorter trips by means other than the automobile. Using GIS, a quarter mile buffer was drawn around community facilities (school, libraries, parks, recreation centers). Candidate projects performing in the top third in providing connections to community facilities received a score of 1. Candidate projects performing in the middle third received a 0 and projects in the bottom third received a -1 score.

T7. Support of Development Goals
The Connect Atlanta Plan used a number of previous studies to gauge transit improvement recommendations and needs. If a candidate project utilized a corridor recommended for transit improvement from a previous study, it received a score of 1. Candidate projects located in corridors not recommended for transit improvements from a previous study received a score of 0.

Prepare for Growth

T8. Future Density vs. Transit Service
The change in density was measured between the 2005 base year and 2030 using GIS analysis. Locations with the projected highest densities were deemed to have the most need for transit improvements. Candidate transit projects that served areas identified to have the highest level of density in 2030 received a score of 1. Candidate projects that did not serve areas projected to have the highest level of density received a score of 0.

T9. Viability of Transit Implementation
Using GIS analysis, candidate projects were analyzed for their viability of being built. Candidate projects using existing right of way (ROW) received a score of 1. If candidate projects were identified as having a moderate impact on ROW, it received a 0. Candidate projects requiring dedicated ROW received a -1.

Maintain Fiscal Sustainability

T10. Unique Financing
Candidate projects were given preference if a specific financing source was dedicated for the project. Funding could include earmarks or tax allocation district (TAD) financing. Candidate projects with identified funding received a 1 while all others received a score of 0.

T11. Return on Investment
This metric was based on a quantitative assessment of cost per passenger. The top third of candidate projects with the lowest cost per trip received a score of 1. The middle third of candidate projects received a sore of 0, while the lower third received a -1.

T12. Operations/Maintenance
The Project Cost metric was developed to analyze 2007 quantified annual operating and maintenance costs per technology and cost per rider. Candidate projects performing in the top third with lowest operating cost per passenger received a 1, candidate projects in the middle third received a 0, while candidate projects with the highest cost per rider received a score of -1.

T13. Infrastructure Utilization
Through the travel demand model ridership output, a qualitative analysis was done to assess ridership increases on the existing MARTA transit system by candidate projects. If a project had a positive effect on the existing transit network, it received a score of 1; all others received a score of 0.

Create Environmental Sustainability

T14. Environmental/Brownfield Sites
This metric utilized both quantitative and qualitative measures to arrive at a score. The GIS database was used to determine if a project would encounter significant environmental or brownfield sites. It is assumed the cleanup of such sites will add time and cost to the project, so any project encounterinng these sites recieved -1 point. It should be noted that it appears the database of environmental and brownfield sites is more complete in some parts of the City than others. As this database is expanded, more transit candidates may be found to encounter these sites.

T15. Air Quality
The travel demand model reuslts were used to determine if the project helped to reduce VMT and would, therefore, be likely to have an air quality benefit. If so, it was given 1 point. A project that negatively affected air quality was given -1 point.

Preserve Neighborhoods

T16. Appropriateness to Context
This qualitative assessment considered the type of facility being proposed and its relation to projected future surrounding land use improvements. If the candidate project design complemented future land use, it received a score of 1, 0 if neutral or -1 if it opposed future land use. This inclusion was based on a combination of inclusion in prior plans, public feedback and professional judgment.

T17. Consistency with Neighborhood Plans
Through GIS, and the inventory of corridor and LCI studies, an evaluation was conducted to determine consistency of each candidate project with the land uses and density recommendations from LCI studies. If a project came from an LCI or Corridor study or fit within study area's land use, the candidate project received a score of 1. If no study was available in the area, it received a 0. If the project was against local study recommendations, it received a -1.

T18. Percent Complete Streets
The existence of non single occupancy vehicle modes, including bicycle, transit and pedestrian components was seen as an important candidate project element. If a candidate project provided additional connectivity to other modes, it received a score of 1. All other candidate projects received a score of 0.

Create Desirable Places for All Citizens

T19. Quality of Public Realm
A qualitative evaluation was completed to identify projects that to some extent improved or created public space and/or promotes the vitality of an activity center based on a review of surrounding land uses and transportation network. Candidate projects that were deemed to enhance public space were given a score of 1, while all other projects received a score of 0.

T20. Community Preference
Community Preference was a qualitative assessment of projects that have been openly opposed or supported by the public either via project specific venues (i.e. workshops or public meetings) and /or City council meetings. Candidate projects supported received a score of 1, 0 if no community voiced preference and -1 for those projects publicly opposed.

T21. Parks and Community Facilities Accessibility
In the theme to improve connections, candidate projects received preference if they provided direct access to community facilities through non single occupancy vehicles. Candidate projects including a bicycle element within ¼ mile of a community facility received a score of 1, while those that did not received a score of 0.

Transit Network Coding

All 19 transit projects, including two different alternatives for a transit project based on Marietta Boulevard in northwest Atlanta, were included in the travel demand model scenario analysis. For all new transit projects, a headway equal to the current MARTA heavy rail headway (10 minutes peak, 15 minutes in off-peak) was used.

5.9 Travel Demand Model Analyses

Scenario Analyses

The project team conducted scenario-based analyses to evaluate the impact of transportation improvements and alternate land use development. Travel modeling activities performed in this phase used the version of the Atlanta Regional Commission (ARC) 20-county travel forecasting model system that was adapted to conditions in the City of Atlanta for this project.

The analysis was based on evaluating the following four model scenarios:

- Scenario 1 – the original ARC 2030 network with select study area RTP projects removed. This scenario serves as the comparative base for the scenario analysis phase of the

project. The improvement scenarios analyzed were developed by adding project improvements to Scenario 1.

- Scenario 2 – includes projects focused on adding capacity to the network: specifically new roads, roadway widening projects, interchange capacity upgrades, and all recommended transit projects.
- Scenario 3 – includes projects intended to provide a balanced focus between roadway capacity and transit, specifically a limited set of new roads, one-way conversions, road diets, expressway access projects, and all recommended transit projects.
- Scenario 4 – includes projects that are primarily transit-focused, specifically a small number of new roadway projects and all recommended transit projects.

We also conducted model runs to assess the sensitivity of the results to other factors. Specifically, we evaluated the following three sensitivity scenarios:

- Scenario A Socioeconomic Sensitivity – identical to Scenario 1 with the original ARC 2030 socioeconomic files used instead of those modified for the project, used because Scenario 1 is based on modified socioeconomic data.
- Scenario B Parking Sensitivity – identical to Scenario 2 with daily parking costs within Atlanta city limits increased by $1.00.
- Scenario C Fuel Sensitivity – identical to Scenario 2 with fuel cost increased to approximately $4.00 per gallon from $1.67 per gallon.

One of the features of the ARC model is a feedback loop that inputs travel times from later model steps back into the earlier model steps that establish travel patterns. While this approach facilitates the development of more accurate travel patterns, it can introduce artificial differences when comparing between alternatives that used a different number of feedback loops. In order to maintain a consistent process across scenarios, we forced all model runs to pass through the feedback loops eight times, the maximum number of loops needed for any of the scenarios to converge.

Coding of Projects

The transportation system improvements included in the scenarios consisted of two categories of projects: street network improvements and transit projects. We analyzed a total of 62 street projects and 19 transit projects over the course of the study. This final list of evaluated projects was compiled from multiple project lists developed by the project team, including the initial 'Comprehensive List of Projects,' supplemental 'LCI Projects' and 'Piedmont Study Projects,' various updates with project amendments and a table of RTP projects. The RTP projects were originally coded in the ARC 2030 model network; to develop our base scenario (Scenario 1) we removed five street and two transit projects, and included them for evaluation in the scenarios. It is important to note that many RTP projects were regional or Interchange Improvement Projects within the city, and were not removed from the base scenario since their evaluation is beyond the scope of this project.

Street Network Coding

The street projects under evaluation were identified as belonging to one of five major project types: Roadway Widening (RW), New Street (NS), Expressway Access (EX), One-Way Conversion (OW) and Road Diet (RD). Table 2 on page 6 provides a description of each type of project. Projects that were defined in previous studies were identified separately as Previous Study (PS).

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The project team analyzed a total of 62 street projects through the different scenarios over the course of the study. Table 5.3 (which continues onto page 13) lists these projects and the scenarios in which they were included.

Table 5.3: List of Street Project with Included Scenarios

Project ID	Street Project Type	Street Project Name	Scenario			
			1	2	3	4
RW-003	Roadway Widening	Campbellton Road	N	Y	N	N
RW-004	Roadway Widening	Cleveland Avenue	N	Y	N	N
NS-001	New Street	15th Street	N	Y	Y	Y
NS-002	New Street	Deering Street Extension Part 1	N	Y	Y	Y
NS-006	New Street	North Avenue Reconnection	N	Y	Y	Y
NS-013	New Street	Sylvan Road Extension	N	Y	Y	Y
NS-014	New Street	Extend University Avenue to Avon	N	Y	Y	Y
NS-016	New Street	Ridge Avenue to Boulevard Connection	N	Y	Y	Y
NS-044	New Street	New Street Connection	N	Y	Y	Y
NS-045	New Street	Watts Road Extension to Hollywood Road/Gun Club Road	N	Y	Y	Y
NS-047	New Street	New Street Connection	N	Y	Y	Y
NS-052	New Street	Buford Highway Interchange	N	Y	Y	Y
NS-055	New Street	Extension of New Peachtree Parkway	N	Y	Y	Y
NS-080	Expressway Access	Spring Connection at Ivan Allen Plaza	N	N	Y	N
OW-001	One-Way Conversion	Ponce De Leon	N	N	Y	N
OW-010	One-Way Conversion	Piedmont & Juniper Streets Phase 1	N	N	Y	N
OW-011	One-Way Conversion	Piedmont & Juniper/Courtland Streets Phase 2	N	N	Y	N
OW-012	One-Way Conversion	Spring Street & West Peachtree	N	N	Y	N
OW-013	One-Way Conversion	Centennial Olympic Park Drive & Spring Street	N	N	Y	N
OW-014	One-Way Conversion	Andrew Young International Blvd. and Ellis Street	N	N	Y	N
OW-015	One-Way Conversion	Martin Luther King Blvd. and Mitchell Street	N	N	Y	N
OW-016	One-Way Conversion	Baker Street and Harris Street	N	N	Y	N
OW-019	One-Way Conversion	Hill Street	N	N	Y	N
OW-021	One-Way Conversion	Atlanta Avenue	N	N	Y	N
RC-002	Road Diet	Northside Drive Removal of Reversible Lanes	N	N	Y	N
RC-003	Road Diet	Northside Drive Road Diet	N	N	Y	N
RC-004	Road Diet	Northside Parkway Road Diet	N	N	Y	N

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Project ID	Street Project Type	Street Project Name	Scenario			
			1	2	3	4
RC-008	Road Diet	Martin Luther King Road Diet	N	N	Y	N
RC-011	Road Diet	Boulevard Road Diet	N	N	Y	N
RC-012	Road Diet	North Avenue Road Diet	N	N	Y	N
RC-013	Road Diet	Langhorn Street Road Diet	N	N	Y	N
RA-002-03	Road Diet	Bolton Road Diet	N	N	Y	N
EX-001	Expressway Access	Buford High-way Connector/ Peachtree	N	N	Y	N
EX-002	Expressway Access	Williams-Spring Ramp System	N	N	Y	N
EX-003	Expressway Access	Courtland Street Ramp	N	N	Y	N
EX-004	Expressway Access	Freedom Parkway Ramps	N	N	Y	N
EX-005	Expressway Access	I-285 and Langford Parkway inter-change reconfigu-ration	N	N	Y	N
PS-RW-005	Roadway Widening	Northside Drive Widening	N	Y	N	N
PS-RW-006	Roadway Widening	Northside Drive Widening	N	Y	N	N
PS-NS-014	New Street	Avon Extension	N	Y	Y	Y
PS-NS-016	New Street	Alabma Street Extenstion	N	Y	Y	Y
PS-NS-022	New Street	Trabert Street Extension	N	Y	Y	Y
PS-OW-001	One-Way Conversion	Trenholm Street	N	N	Y	N
PS-OW-002	One-Way Conversion	Hills Avenue	N	N	Y	N

Project ID	Street Project Type	Street Project Name	Scenario			
			1	2	3	4
PS-OW-003	One-Way Conversion	Baker/Harris 2 Way Conversion	N	N	Y	N
PS-RD-001	Road Diet	Boulevard Three-Lane Conversion	N	N	Y	N
PS-RD-002	Road Diet	Cheshire Bridge Redesign	N	N	Y	N
PS-RD-003	Road Diet	Memorial Drive Rebuild	N	N	Y	N
PS-RW-100	Roadway Widening	Piedmont Road Capacity Improve-ment 1	N	Y	N	N
PS-OP-101	Street	Piedmont Road Capacity Improve-ment 2	N	Y	N	N
PS-RD-100	New Street	Lindbergh Drive Consolidation	N	Y	N	N
PS-EX-004	Expressway Access	I-85/Lindbergh Drive HOV Ramps	N	Y	N	N
RTP-RW-009	Roadway Widening	Us 41 (Northside Parkway)	N	Y	N	N
RTP-RW-010	Roadway Widening	Sr 154/166 (Campbellton Road)	N	Y	N	N
RTP-RW-013	Roadway Widening	Southside Industrial Parkway	N	Y	N	N
RTP-RW-014	Roadway Widening	University Avenue	N	Y	N	N
RTP-RW-012	Roadway Widening	Stone Hogan Drive Extension	N	Y	N	N

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Transit Network Coding

We evaluated 19 transit projects in the scenario analysis, as listed in Table 5.4 (which continues onto page 15). TR-006 had two different iterations and both are described in Table 5.4. Only the two transit RTP projects - Downtown East-West Streetcar and Piedmont / Roswell Road Transit - were included in the base scenario, while all transit projects were included in Scenarios 2-4. For all new transit projects, a headway equal to the current MARTA heavy rail headway (10 min peak, 15 min in off peak) was used.

Table 5.4: Transit Project Description

Transit Project ID	Transit Project Type	Project Name	Description
TR-001	Fixed Guideway	BeltLine Transit	22-miles of new alignment Light Rail Transit / Streetcar - The BeltLine
TR-002	Fixed Guideway	MARTA West Line Extension	1.2 mile at-grade extension of MARTA's west line on new alignment with two bridge structures.
TR-003	Fixed Guideway	MARTA West Line Bus Rapid Transit	3.4 mile (in the City of Atlanta) Bus Rapid Transit extension of MARTA's west line on new high-occupancy vehicle lanes in I-20 with transit stations at Martin Luther King and Fulton Industrial Blvd..
TR-004	Fixed Guideway	I-75 Express Bus	8.0 mile (in the City of Atlanta) Enhanced Express bus on modified high-occupancy vehicle lanes in I-75 with transit stations West Paces Ferry, Atlantic Station, and MARTA's Arts Center Station.
TR-005	Fixed Guideway	I-85 Express Bus	4.7 mile (in the City of Atlanta) Enhanced Express bus on modified high-occupancy vehicle lanes in I-85 with transit stations MARTA's Midtown Station.
TR-006 **A** and **B**	Fixed Guideway	Northwest Regional Light Rail Transit Corridor: (**A**) Marietta Boulevard / North Avenue LRT and (**B**) Marietta Boulevard / Chattahoochee Road LRT	**A:** Light Rail Transit on new exclusive alignment in shared right-of-way from Cobb County to Ga. Tech and the Coca Cola Headquarters, via Marietta Blvd. to Marietta Street to 8th Street to Tech Parkway to Luckie Street, turning at North Avenue and continuing on North and Ponce de Leon to City Hall East. **B:** Same alignment from Cobb County, but transit turns eastward on Chattahoochee Road and continues via CSX rail alignment to BeltLine, terminating at Lindbergh Center rail station.
TR-007	Fixed Guideway	Peachtree Streetcar (Buckhead to Midtown segment)	5.8 miles of streetcar operating in mixed traffic in the outside travel lane. Peachtree Road will be widened from 6-lane undivided to 6-lanes divided with center left-turn lane.
TR-008	Fixed Guideway	Peachtree Streetcar (Midtown-Downtown segment)	2.85 miles of streetcar operating in mixed traffic in the outside travel lane. No reconstruction of Peachtree Street is anticipated in this section.
TR-009	Fixed Guideway	Peachtree Streetcar (Downtown - Fort McPherson segment)	4.9 miles of Streetcar operating in mixed traffic in the outside lane with limited reconstruction of Trinity, Peters and Lee Street is anticipated in this section.

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Transit Project ID	Transit Project Type	Project Name	Description
TR-010	Fixed Guideway	Campbelton Road Streetcar (Fort McPherson to Greenbrier Mall	5.5 miles of Streetcar operating in mixed traffic in the outside lane with limited reconstruction of Campbelton Road.
TR-011	Streetcar	Downtown East-West Streetcar	2.5 mile Streetcar operating in mixed traffic in the outside lane looping outside lane with limited reconstruction of Peachtree Street, Auburn Avenue, Edgewood Avenue, Glen Iris Avenue, Baker Street, Thurmond Street, Marietta Street, and Centennial Olympi
TR-012	Streetcar	Capital Avenue & Prior Street Street Car	4.6 mile Streetcar operating in mixed traffic in the outside lane with limited reconstruction of Capital Avenue, Ralph David Abernathy, and Prior Street.
TR-013	Bus	Piedmont / Roswell Road Transit	4.3 miles of high frequency bus transit (10-minute headways with appropriate physical pedestrian streetscape improvements and permanent transit amenities along Roswell Road and Piedmont Road.
TR-014	Bus	Moreland Avenue Transit	6.4 miles of high frequency bus transit (10-minute headways) with appropriate physical pedestrian streetscape improvements and permanent transit amenities along Moreland Avenue.
TR-015	Streetcar	Donald Lee Hollowell Parkway Transit	8.3 miles (within City of Atlanta) of high frequency bus transit (10-minute headways) with appropriate physical pedestrian streetscape improvements and permanent transit amenities along Donald Lee Hollowell Parkway, Tech Parkway, and North Avenue.
TR-016	Streetcar	MARTA Streetcar Extension to West Highlands	2.5 miles of Streetcar operating in mixed traffic in the outside lane on a newly extended Grove Park Place.
TR-017	Streetcar	Boulevard Streetcar	1.25 mile Streetcar operating in mixed traffic in the outside lane with appropriate physical pedestrian streetscape improvements and permanent transit amenities along Boulevard between Auburn Avenue and Ponce De Leon Blvd.
PS-TR-001	Streetcar	Streetcar	(LCI studies) Along RDA from West End MARTA to Grant Park

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Performance Measures of Effectiveness

To gauge the transportation system performance, measures of effectiveness (MOEs) were computed at the levels of individual corridors/transit routes in the City of Atlanta (Study Area) and the Atlanta metropolitan region as a whole. While the specific MOEs used to evaluate the performance may differ at the different geographic levels, the basic performance measures were computed from outputs of the enhanced Atlanta model. Except for those that are transit-specific, all study area-level MOEs are calculated using only network links located within the study area. Further information on transit-specific performance measures is included with the descriptions below.
At the regional and city levels, the performance of the transportation system was evaluated with a set of MOEs that included the following:

- Vehicle Hours of Travel (VHT) – used as an indication of system travel efficiency and level of congestion.
- Regional Travel Time Index (TTI) – the ratio of forecasted travel times (including congestion) to free-flow travel times. The ARC has designated TTI as one of its preferred MOEs.
- Annual Congestion Cost and Daily Delay Hours – measures of travel that indicate the degree of congestion present. Daily Delay indicates the amount of congestion in hours while Annual Congestion Cost converts the delay into monetary units. Because TTI (described above) is the ratio of congested travel time to free-flow travel time, Daily Delay can be thought of as a building block of TTI since it indicates the difference between congested and free-flow travel times.
- Annual Congestion Cost per Person – the total annual congestion cost divided by total population.
- Vehicle Miles of Travel (VMT) – used as a measure of utilization of roadway system denoting the level of travel consumption.
- Mode Split – the percentage of total person-trips made using public transit. In the calculation of this MOE, a trip is considered to be a study area trip if one or both of its ends are within the study area.
- Total Unlinked Transit Trips – the total number of transit boardings. A transit trip involving a single transfer counts as two unlinked trips. For the study area, this calculation includes all trips on transit routes that operate in or pass through the study area.
- Mode Split for Home-based Work Trips (at study area-level only): the percentage of total home-based work person-trips made using public transit. In this case, a trip is considered to be a study area trip only if its origin is within the study area.

In order to evaluate the impact of a project on the specific corridor in which it is located, we defined and computed a number of corridor performance measures. The calculation of street corridor performance measures required the identification of all street network links contained in each corridor. Once all links belonging to each corridor were identified, we generated the following performance measures:

- PM peak period VC ratio – used to provide an indication of the level of service during the peak travel period. VC ratios for each link were combined together using a weighted average of VMT.
- PM peak period average volume – indicates the usage level of a corridor during the peak period, and is particularly beneficial in identifying when a scenario results in more or less corridor use. It is calculated by dividing the total corridor PM peak period VMT by the total corridor length.
- Daily average volume – indicates the usage level of a corridor throughout the day, and is a useful measure to indicate when a scenario results in more or less corridor use. It is calculated by dividing the total corridor VMT by the total corridor length.
- Daily Delay – a measure of travel under congested conditions, indicating the degree of congestion and a component of TTI (itself a ratio of congested to free-flow travel times).
- Travel Time Index – a comparison between the forecasted travel conditions and free-flow conditions. The ARC has designated TTI as one of its preferred measures of effectiveness, and therefore we review it at the corridor level in addition to at the county and regional levels. An increase in a corridor TTI does not necessarily indicate poor performance of a corridor project, since some improvements may improve free-flow travel speeds and attract more traffic, which may result in more delay and a higher TTI. Such a situation highlights the "network effects" of a transportation project, where corridor performance may appear worse but performance at the county or regional level may be improved due to the project.
- PM peak period average speed – used to indicate the average speed of travel during the peak period. The average speed is

calculated by dividing the total corridor VMT by total corridor VHT for the PM peak period.

- Daily average speed – used to indicate the average speed of travel over the course of the day. The average speed is calculated by dividing the total daily corridor VMT by total daily corridor VHT.
- PM peak period corridor travel time – represents the average travel time of the entire corridor during the PM peak period.
- Daily corridor travel time – represents the average daily travel time of the entire corridor.

The above measures were calculated for the major corridors that included street projects, and the changes in these measures between each scenario and Scenario 1 were used as an indication of the performance of the individual projects.

In addition to the evaluation of street project improvements at the corridor level, we also reviewed the performance of individual transit projects by generating the following route-level performance measures:

- Boardings – the total daily passenger boardings on the route.
- Passenger Miles – the total daily passenger-miles traveled on the route.
- Passenger Hours – the total daily passenger-hours traveled on the route.
- Line Time – the average AM peak period end-to-end travel time on the route. For two-way routes, this value is the total average travel time of both directions.

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5.10 Scenario Performance

Street Results

At the regional level, Scenarios 2, 3, and 4 all result in improvements over the base in nearly all categories, as displayed in Table 5.5. In terms of VHT, delay, and congestion cost, Scenarios 2 and 4 (which produced very similar regional results) were significantly more effective than Scenario 3. However, Scenario 3 does produce fewer VMT than Scenario 1, which is not surprising since Scenario 2 is more focused on expanding the street capacity while Scenario 3 takes a more balanced approach between street and transit. Each of the improvement scenarios produces more transit trips and a higher mode share of transit trips than Scenario 1. At the regional level, Scenarios 2 and 4 each provide reductions of approximately 0.6% in VHT, 1.5% in delay, 1.3% in cost of congestion, and 0.2% in VMT.

Table 5.5: Regional Performance Measures, Year 2030 Scenarios

Performance Measure	Scenario 1	Scenario 2	Scenario 3	Scenario 4
VHT (hours)	10,078,743	10,021,200	10,059,309	10,019,901
Daily delay hours	3,002,644	2,957,550	2,997,106	2,959,751
Annual congestion cost	$13,629,721,073	$13,447,789,255	$13,626,029,126	$13,457,195,193
TTI	1.61	1.60	1.61	1.60
Annual congestion cost per person	$1,970	$1,943	$1,969	$1,945
VMT	227,999,817	227,544,421	227,511,137	227,432,460
Mode Split	2.4%	2.6%	2.6%	2.6%
Unlinked transit trips	885,933	924,084	925,270	925,401

Source: CRA International analysis using ARC travel demand forecasting model

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Table 5.6 displays that at the study area level, Scenarios 2 and 4 again provide significant improvement over Scenario 1, while Scenario 3 produces more VHT, more delay, higher congestion costs, and a higher TTI than the base. Scenario 2 provides the greatest reductions in VHT, delay, and congestion cost, while Scenario 4 produces the greatest reduction in VMT. Scenarios 2, 3, and 4, all produce virtually identical mode shares, both overall (11.0%) and for home-based work trips originating in the study area (23.2% to 23.3%). All three scenarios provide a significant increase in unlinked transit trips, led by Scenario 3.

Table 5.6: Study Area Performance Measures, Year 2030 Scenarios

Performance Measure	Scenario 1	Scenario 2	Scenario 3	Scenario 4
VHT (hours)	1,140,836	1,112,642	1,150,514	1,117,186
Daily delay hours	488,064	462,788	504,195	470,096
Annual congestion cost	$2,518,181,349	$2,411,416,207	$2,625,864,822	$2,448,939,939
TTI	1.92	1.87	1.96	1.89
Annual congestion cost per person	$2,665	$2,552	$2,779	$2,592
VMT	23,368,196	23,255,511	23,197,288	23,176,816
Mode Split	10.1%	11.0%	11.0%	11.0%
Unlinked transit trips	746,955	783,354	784,889	784,467
HBW mode split	20.8%	23.3%	23.2%	23.3%

Source: CRA International analysis using ARC travel demand forecasting model

While performance of Scenarios 2 and 4 are very similar at the regional level, there are some differences at the study area level. With its capacity expansion focus, Scenario 2 lowers VHT, TTI, delay, and congestion cost, while Scenario 4 and its primarily transit-focused improvements provide a greater reduction in VMT and a larger increase in transit trips. In Scenario 3, road diets and one-way conversions have cancelled out some of the performance gains created by the implementation of new roads and transit projects, resulting in more congestion than the base scenario, with only marginal increase in transit trips relative to Scenarios 2 and 4.

Performance by Project Type

As described earlier, this study analyzed the performance of many street improvement projects that fall into five categories. While we analyzed the performance of individual projects, a certain degree of caution must be used when considering performance at the project level. The ARC travel demand forecasting model is a network model, and changes in one portion of the network can impact travel conditions in other portions. To truly gauge the impact of an individual project, the model would need to be run with only that single improvement included. Such an approach is not feasible for this study which is considering 62 street projects, and different combinations of those projects.

To limit the network effects in our assessment, here we summarize the general performance of each type of street improvement by considering which types of projects were predominantly included in each scenario. Scenario 2 is comprised primarily of new streets and road widenings. As discussed earlier, Scenario 2 produces the largest reduction in TTI, indicating the shortest travel times of any scenario, which is a result one would expect for new streets and road widening projects. Scenario 3 primarily included road diets and one-way conversions. As noted earlier, Scenario 3 produced the most congestion (as exhibited by the highest TTI) although with lower total travel than the base scenario or Scenario 2 (as exhibited by VMT) and the most transit trips. These results are consistent with the a priori expectation that road diet and one-way conversion projects would lead to additional congestion due to the removal of system capacity while encouraging additional transit usage and a decrease in street travel. Expressway access projects were included as a small component of both Scenarios 2 and 3, but due to the relatively minor role of these projects in each scenario and the different performance of these scenarios, we could not isolate the impact of the expressway access projects.

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5.11 Sensitivity Analyses

Scenario 1: Socioeconomic Sensitivity

This sensitivity analysis was conducted to try to isolate the impact of socioeconomic modifications made for this project. As noted elsewhere in the report, the project team defined an alternate socioeconomic scenario that refocused study area and regional population and household growth into focused areas within the study area. These socioeconomic data were prepared by offsetting study area increases against decreases of population and households values in outlying counties. Such a change complicates the comparisons at the regional and study area levels. Table 5.7 shows that at the regional level the use of the ARC socioeconomic data, with its increase in population in outlying counties, produces regional increases in VHT (2.1%), delay (4.3%), congestion cost (3.3%), TTI (1.2%), and VMT (0.9%). It also has a lower use of transit (as exhibited by the mode share decrease from 2.4% to 1.8%), consistent with less population located near locations served by transit. These results differ from those at the study area level, as seen in Table 5.8, where use of the original ARC socioeconomic data with a smaller study area population results in decreases in VHT (0.6%), congestion cost (3.7%), and VMT (1.1%). Concerning transit trips in the study area, the model run with the original ARC socioeconomic data results in significantly less transit trips (change in unlinked transit trips from 746,955 to 567,375) which contributes to increases in delay (0.5%) and TTI (1.0%).

Table 5.7: Regional Performance Measures, Year 2030 Scenario 1 Sensitivity

Performance Measure	Scenario 1	Socioeconomic Sensitivity
VHT (hours)	10,078,743	10,288,907
Daily delay hours	3,002,644	3,131,062
Annual congestion cost	$13,629,721,073	$14,075,690,788
TTI	1.61	1.63
Annual congestion cost per person	$1,970	$2,065
VMT	227,999,817	230,056,718
Mode Split	2.4%	1.8%
Unlinked transit trips	885,933	692,269

Source: CRA International analysis using ARC travel demand forecasting model

Table 5.8: Study Area Performance Measures, Year 2030 Scenario 1 Sensitivity

Performance Measure	Scenario 1	Socioeconomic Sensitivity
VHT (hours)	1,140,836	1,133,732
Daily delay hours	488,064	490,639
Annual congestion cost	$2,518,181,349	$2,425,392,166
TTI	1.92	1.94
Annual congestion cost per person	$2,665	$3,354
VMT	23,368,196	23,109,331
Mode Split	10.1%	7.8%
Unlinked transit trips	746,955	567,375
HBW mode split	20.8%	17.4%

Source: CRA International analysis using ARC travel demand forecasting model

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Scenario 2: Parking Sensitivity

Tables 5.9 and 5.10 compare the results of Scenario 2 Parking Sensitivity and Scenario 2 at the regional and study area levels, respectively, and show that the increase in parking cost within the study area has a limited and generally counterintuitive effect at both the regional and study area levels. As expected, the increased parking cost does increase total unlinked transit trips, but rather than reducing automobile congestion through this shift to transit, there are slight increases in VHT (0.3%), delay (0.9%), congestion cost (0.9%), TTI (0.6%), and VMT (0.1%) at the regional level. At the study area level, these changes have the same sign, but are magnified. Study area changes in the major performance measures are as follows: VHT (+0.7%), delay (+1.5%), congestion cost (+1.5%), TTI (+1.1%), and VMT (+0.1%). While these changes are very small, these counterintuitive results are likely due to the way that the travel demand model's feedback loop operates. The small shift of trips from auto to transit results in fewer vehicles on the road, which results in faster travel times. During the following iteration of the feedback loop, longer trips are now more accessible due to the shorter travel times, and thus average trip lengths are increased, resulting in higher VMT and VHT values. This situation is common in regional travel demand models that use a feedback loop that passes through trip distribution.

Scenario 2: Fuel Sensitivity

Tables 5.9 and 5.10 also display the results of the Scenario 2 Fuel Sensitivity test at the regional and study area levels, respectively. These tables show that the increase in the fuel cost have the expected effect of reducing travel in the region and the study area. The increase in travel cost results in reductions in VHT (1.1%), delay (2.0%), congestion cost (1.0%), TTI (0.6%), and VMT (0.6%), while slightly increasing total unlinked transit trips. Mode split increases from 2.6% to 2.7%, while total unlinked transit trips increase by 6.0%. At the study area level, these changes are similar, with decreases in VHT (1.4%), delay (2.1%), congestion cost (0.9%), TTI (0.5%), and VMT (0.6%), while total mode split increases from 11.0% to 11.5%, and total unlinked transit trips increase by 5.6%.

Table 5.9: Regional Performance Measures, Scenario 2 Sensitivity Analysis

Performance Measure	Scenario 2	Parking Sensitivity	Fuel Sensitivity
VHT (hours)	10,021,200	10,052,884	9,909,387
Daily delay hours	2,957,550	2,982,782	2,897,424
Annual congestion cost	$13,447,789,255	$13,562,617,003	$13,319,222,082
TTI	1.60	1.61	1.59
Annual congestion cost per person	$1,943	$1,960	$1,925
VMT	227,544,421	227,741,372	226,234,837
Mode Split	2.6%	2.6%	2.7%
Unlinked transit trips	924,084	925,857	979,271

Source: CRA International analysis using ARC travel demand forecasting model

Table 5.10: Study Area Performance Measures, Scenario 2 Sensitivity Analysis

Performance Measure	Scenario 2	Parking Sensitivity	Fuel Sensitivity
VHT (hours)	1,112,642	1,120,873	1,097,219
Daily delay hours	462,788	469,713	452,985
Annual congestion cost	$2,411,416,207	$2,448,025,410	$2,389,994,301
TTI	1.87	1.89	1.86
Annual congestion cost per person	$2,552	$2,591	2,529
VMT	23,255,511	23,284,465	23,111,169
Mode Split	11.0%	11.0%	11.5%
Unlinked transit trips	783,354	784,865	827,335
HBW mode split	23.3%	23.3%	24.1%

Source: CRA International analysis using ARC travel demand forecasting model

Chapter 5

Transit Results

As discussed earlier, we included all candidate transit projects in Scenarios 2-4. Table 5.11 presents the ridership forecasts for these projects, showing little differences in these forecasts between Scenarios 2-4. The fixed guideway projects tend to have higher forecasted ridership, as these projects typically have faster travel speeds making them more attractive to travelers. Top performing fixed guideway projects include Beltline Transit, Northwest Regional Light Rail Transit, and Peachtree Streetcar.

The lack of significant difference in ridership between scenarios can be attributed in part to the assumptions made for transit service in the travel demand model.

Table 5.11: Year 2030 Ridership Forecasts for Transit Projects

Project ID	Project Name	Scenario 1	Scenario 2	Scenario 3	Scenario 4
TR-001	Beltline Transit	NA	62,892	62,808	62,915
TR-002	MARTA West Line Extension	NA	3,042	3,043	3,064
TR-003	MARTA West Line Bus Rapid Transit	NA	1,581	1,573	1,596
TR-004	I-75 Express Bus	NA	1,810	1,737	1,774
TR-005	I-85 Express Bus	NA	262	241	262
TR-006	Northwest Regional Light Rail Transit Corridor - Marietta BLVD. / North Avenue LRT	NA	25,016	25,096	25,063
TR-007 through TR-010	Peachtree Streetcar	NA	29,332	29,263	29,269
TR-011	Downtown East-West Streetcar	5,546	3,946	3,868	3,865
TR-012	Capital Avenue & Prior Street Street Car	NA	3,099	3,248	3,288
TR-013	Piedmont / Roswell Road Transit	18,491	17,712	17,636	17,658
TR-014	Moreland Avenue Transit	NA	2,772	2,771	2,768
TR-015	Donald Lee Hollowell Parkway Transit	NA	11,755	11,781	11,697
TR-016	MARTA Streetcar Extension to West Highlands	NA	9,542	9,560	9,563
TR-017	Boulevard Streetcar	NA	1,237	1,219	1,240
PS-TR-001	Streetcar	NA	1,597	1,719	1,615

Source: CRA International analysis using ARC travel demand forecasting model

Chapter 6

Implementation

Chapter 6

Implementation

In order to effectively adapt to the expected course of growth in Atlanta, the City needs a proactive and integrated transportation and land use framework that outlines principles and strategies to align various City departments, policies and actions. Simply managing by reacting to circumstances will not be enough. Atlanta must be prepared to anticipate, partner with and manage the elements of growth to create the City we have the potential to be.

6.1 City Building: Nodes, Corridors, and Districts

Building an integrated transportation and land use system is key to managing the rapid growth occurring in the City of Atlanta. Most people recognize this truth in concept, but very few cities have succeeded in effectively implementing such ideas in policy. In order to invigorate existing communities and make them better places to live and work, this document has outlined ways by which Atlanta can accommodate that growth in a way that will enhance rather than detract from the City's economy and appeal. The City and its various departments, land use policies and actions must be carefully evaluated and aligned with each public infrastructure investment. As for Atlanta, the most effective urban structure will be one of nodes, corridors and districts:

Nodes. Nodes are centers of activity and development. While the scale of these nodes will vary, they are generally constituted of a mix of uses and higher densities than "district" areas. These densities may range from extremely high such as in downtown or moderate such as a node like Glenwood Park. Most of the City's jobs will be located in nodes. Micro-mobility options such as sidewalks and bike connections will be critical for the effective functioning of nodes.

Corridors. Corridors "connect the dots" represented by the dense nodes. These connector corridors must present mobility options that allow people to move from node to node. The options should ideally include transit, bike and multiple automobile routes.

FIRST IMPLEMENTATION STEPS FOR THE CITY

The City can begin implementing the Connect Atlanta Plan with the steps listed below. Though these are independent of the street and transit projects discussed in Chapter 5, they provide an active environment for these projects to be carried out.

Streets

Step 1: Adopt Street Master Plan – All City Departments to insure that new development includes framework streets.

Step 2: Adopt Street Design Guidelines – All streets built or repaired by the City or others should be guided by this manual.

Transit

Step 1: Undertake Corridor Studies – These studies should identify required right-of-way so that new development can be sited accordingly.

Step 2: Focus on Station Areas – Redevelopment in areas that will eventually be transit stations should be oriented to the eventual station location.

Bicycle

Step 1: Reprioritize Projects to Shift from Old Plan to New All available bicycle funding should shift to priorities set in the newly adopted plan.

Step 2: Coordinate with Resurfacing Programs – Check plans when resurfacing projects are let so that bike lane striping can be included.

Sidewalk

Step 1: Begin Spending Impact Fees in Accordance with Sidewalk Prioritization Framework – Available funds should begin to build needed infrastructure in growth areas, school areas and near transit.

Step 2: Indentify Funding – The City must identify a funding source that allows the City to re-assume responsibility for construction and maintenance of the sidewalk system.

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Districts. These "district" areas between corridors are mostly made up of the City's single family neighborhoods. This important element of the City's heritage and fabric will generally be lower in density than the nodes. While pedestrian and bike opportunities will still be critical in these areas, automobile options and neighborhood scale transit circulators will be important links to the system of corridors and nodes.

A nodes, corridors, and districts integrated transportation and land use framework focuses future higher density residential and employment growth toward developed corridors and higher density activity nodes where it can be best accommodated by transportation services and other public facilities. A nodes, corridors, and districts strategy also promotes transit-supportive development which focuses on creating compact neighborhoods with housing, jobs, shopping, community services, and recreational opportunities all within convenient walking distance of transit. The intent is to create well designed, livable communities where people can get to and from home life's various destinations (the office, grocery store, day care center, restaurant, dry cleaner, library or park) within only a short drive or often without using a car.

An integrated transportation and land use framework facilitates walking, cycling, and ridesharing because destinations are more centralized and connected. Such a planning effort can promote private development and support public policies, regulations, and infrastructure investments that allow for more sustainable development in nodes and corridors by:

- **Providing the network of complete streets** required in growth areas to make urban development function.
- Providing direction for **developing and redeveloping property around rapid transit stations, transit centers and high frequency bus transit corridors** in a way that makes it convenient for many people to use transit.
- **Designing for transit from the onset** as part of the land use and development planning process, as opposed to "fitting it in later" as the area matures
- **Untangling isolated intersections** which concentrate congestion and diffusing the burden to more intersections.
- Encouraging **a mix of land uses along transportation corridors** to create more balanced traffic loads, day-long transit use and a safer pedestrian environment;
- Locating **higher-density development close to nodes with network and transit infrastructure** and corridors where transit is readily available;
- Encouraging **a mix of land uses in activity nodes** to let people live and shop near their job; and
- Locating **major trip generators** (for example, office towers, shopping areas, schools and entertainment facilities) **closest to activity nodes and corridors**.

Other major cities in the United States have seen return on transit investments by locating higher development intensities adjacent to transit stations.

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- Integrating **other community needs** such as greenspace, healthcare and community services **within nodes well served by transportation options**.

6.2 Policy and Action Alignment: The Integration Of Land Use And Transportation

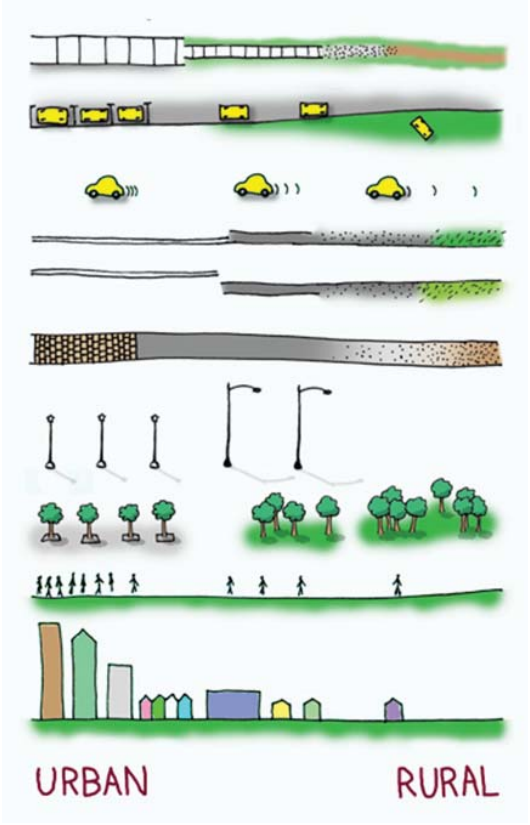
Transportation's role as a shaper of urban form can be as important as its transportation function. At the same time, the type and nature of development can greatly influence the effectiveness of the transportation system. The mobility benefits offered by an effective transportation system are nearly worthless if users are confronted with an environment in which they cannot walk safely and comfortably to their destination. It is the role of the integrated transportation and land use framework to detail potential improvements to this environment, allowing the public to fully realize the full benefit of the City's mobility improvements.

City building is an on-going, multi-disciplinary process that involves the public and private sectors. The various public agencies and departments within the City regulate development patterns and build the civic infrastructure. The private development community responds to the public infrastructure investments, adheres to the development policies and regulations, and assumes the risks and rewards of building the majority of the City's land mass.

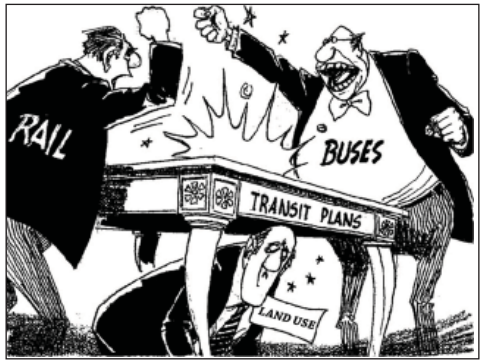
A coordinated effort is required to create a sustainable community with a balanced transportation system, where motorists, transit customers, pedestrians and cyclists are all partners in a transportation system that contributes to, rather than burdens, Atlantans' quality of life.

Historically, many policies and actions conducted within the City have been inconsistent and out of alignment for creating a truly urban and sustainable community. These public inconsistencies have burdened the development market by making appropriate design solutions in development nodes more difficult to get approved, with greater risk to investors than a less appropriate form of development.

It is important to note from the perspective of a public infrastructure investment, and an expected return on that investment, that not all areas of Atlanta are equal. Unfortunately, the City of Atlanta has not always differentiated land use regulations from its economic



An illustrative example of how urban environments change and that a city's policies and regulations should recognized that various parts of the city are different and require context sensitive design solutions.



Charlotte Observer, commenting on the lack of coordination early in their transit planning program. Now Charlotte has developed the United States' premiere example of an integrated land use and transit program.

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development, transportation and street design policies nor from its parks and civic infrastructure planning. The City also has not always differentiated between areas served by transit, from those areas not served by transit.

This chapter outlines an integrated transportation and land use framework that is intended to illustrate to various departments within the City of Atlanta that not all areas of Atlanta should be treated equally. From a city building perspective, various policies and actions need to recognize this differentiation, and be reconfigured to allow more context appropriate regulations and priorities for the areas of Atlanta that are or will be served by high frequency transit and street network, and for those areas not served by high frequency transit and network.

Defining Context

Throughout North America, definitions such as Transit Oriented Development, Planned Unit Development or Traditional Neighborhood Development sometimes tend to force a single programmed solution onto the different types of communities as they redevelop. But the land development pattern in Atlanta is sophisticated and diverse with a multitude of conditions. The types of projects that might be appropriate in older neighborhoods close to downtown are different from those that might work in changing infill areas.

This section discusses the Atlanta context, the existing and desired community form that will be served by transportation investments, and the important differences among places and destinations within Atlanta. These definitions clarify the differences between these communities so that the integrated transportation and land use framework can outline a variety of development regulations, investment priorities, and design responses for the City's land use policies; its transportation policies, its parks and civic infrastructure policies, and its economic development policies.

The scale and intensity of redevelopment near one node may not be appropriate in another activity area. In general, seven main types of urban conditions are found throughout Atlanta along the existing and proposed activity nodes and corridors. These six conditions are divided into three areas: those that are adjacent to high capacity premium transit nodes and corridors, and those that are within the districts between high capacity transit nodes and corridors. Five of these areas exist in both "redevelopment" areas, as well as existing areas that will experience redevelopment through "infill-growth." General descriptions of the conditions within the node, corridor and district areas are listed below.

Central Area: Downtown Washington, DC

Mixed Use/Town Center Node: CityPlace, West Palm Beach, Florida

Employment Center: Tech Square, Atlanta, Georgia

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Node Conditions

Development conditions within the nodes will have the highest intensities of development in the City. However, not all are equal and development densities will likely vary between each area. Several things should govern the development intensities adjacent to these areas, including the level of infrastructure investment and proximity to established residential neighborhoods, to name a few. General descriptions are listed below:

Central Area. These areas currently include Downtown, Midtown, Buckhead and many of their immediate surroundings. These should be the most accessible parts of Atlanta by all modes of travel. They should strive to be walkable communities with an interconnected street pattern. Their development intensities and densities are already supportive of transit and should be the highest in the region. The areas tend to have a strong transit oriented development market (even the areas not well-served by rapid transit). These areas are built-out and all forms of growth are expected to come through redevelopment and infill. The Central Area's sphere of influence reaches a half-mile from the rapid transit stations. Depending upon the ultimate redevelopment of Fort McPherson, the core area of that district is expected to fall into this category as well.

Mixed Use / Town Center Nodes. These areas include both emerging activity centers like Glenwood Park and established nodes such as Virginia Highland and Cascade Heights. All of these will have, or are expected to have, individual character built-up over time. Their development intensities and densities will be mixed-use complete (inclusive of most of one's daily needs) communities. A few may evolve to become regional destinations. Some of these areas may be supportive of transit today, while others do not have very strong transit. Good street and sidewalk network is vital for the functioning of these areas.

Residential Centers. Many development conditions along the existing and proposed transportation corridors have predominantly residential conditions. Inman Park and Reynoldstown are examples of this residential origin-based community. Like the town center nodes, it is expected that these areas will have a mixture of uses; however, their predominant activity will be residentially based. Many of these residential areas will also not evolve to become as intense as the central area or the mix use / town center areas. Like the town center nodes, the transit oriented development market in the residential areas varies and might evolve

Residential Center: Boulder, Colorado

Transit Center: Mockingbird Station, Dallas, Texas

over time. The Residential Center Nodes' sphere of influence reaches 2500 feet from rapid transit stations.

Corridor Conditions

Linear Corridor Development. Development along corridors between nodes will often tend toward a thin veneer of moderate intensity development. Sometimes this development will be commercial in nature (Marietta Boulevard, for example) and sometimes residential (DeKalb Avenue, for example). While transit is expected to run along most of these corridors, development between the nodes may not be well served by the stations. Depending on distance from

rapid transit stations, this development may tend to be more automobile-oriented than development in nodes. These areas may intensify overtime because they provide dependable transportation options. However, their development potential is limited because of the thin linear nature of the development opportunities. Care should be taken to assure vehicle routing options (network) and good pedestrian and bike options for these corridors.

District Conditions

Development conditions in the areas between the rapid transit corridors are very important to Atlanta. However, since these areas will not have equal amounts of mobility options, it is recommended that these "district areas" do not intensify equally to the areas served by rapid transit.

Like the node areas, not all areas are equal and development densities will likely vary between different conditions. Transit options still exist within these district areas and those areas near established or proposed transit centers or along rapid transit corridors, and may intensify accordingly. Similar to the Node Conditions, several issues will govern the development intensities adjacent to these station areas, including proximity to established residential neighborhoods. General descriptions of the three conditions within the district areas are listed below:

Transit Centers. Several transit centers, hub locations for bus transit routes, are located within district areas of Atlanta. These areas benefit from their proximity to transit service and the development intensities should be the highest in district areas, similar to station areas within rapid transit corridors.

Their development intensities and densities will lead to mixed-use complete communities that evolve to become important Centers of activity. Some of these areas may be supportive of transit today, while others do not have very strong transit oriented development markets and will evolve over time. The Transit Center Areas' sphere of influence reaches 1250 feet from transit center.

Low-Frequency Transit Areas. Low frequency transit areas are those areas where the level of transit service is not great enough to be a factor in intensification of development. Infrastructure investments in these areas suggest that development over-time will not be as intense as the rest of Atlanta. This is not to say development will not continue to occur in these areas. Development will focus along neighborhood edges and will continue with strategic infill opportunities.

6.3 Institutional Structure

Department to Manage Planning & Design Approvals

After adoption of this plan, the City will embark upon a fundamental shift in the way it undertakes its transportation responsibilities. The role of the City in transportation should shift from one of caretaker and lobbyist, to that of builder. As such a new management structure and set of responsibilities will be required both for the transportation planning functions within the City and for how all of the City's departments interact. This section offers recommendations for those changes.

An editorial cartoon in the Chicago Tribune. One of the fundamental reasons that American society does not accept transit as a legitimate, widely used travel option is its inability to imagine a walkable environment where transit would be desirable. Implicit in this is American society's failure to consistently promote such a walkable environment in the first place.

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Transportation Elements

The City's transportation structure is currently set up primarily around maintenance and functions of streets and sidewalks. While work in other areas occurs, the core competencies represent the bulk of staff and resource focus. If Atlanta is to fundamentally change its physical urban environment, that outlook needs to expand into the following areas:

Transit. The City must take charge of the transit environment within its borders. A system that is attractive, functional, safe and convenient is a necessity for Atlanta's economic future. The City's purview over transit will fall into two categories:

City-managed. The City may consider entry into a transit development role. This is particularly likely for systems which are wholly within the City such at the Peachtree Corridor and the Beltline. The City clearly requires staff that is knowledgeable and competent in advancing the City's agenda in constructing these systems and managing the ultimate operators of the systems.

Managed by others. Even on systems that are wholly managed by other entities, the City has a vested interest in the physical design and operation of the system. The City's economic interests are impeded by bad rapid station designs such as those at Civic Center or King Memorial. Bus stops and signage are a highly visible element of the City's public realm and should not be left under the control of others. Poorly conceived bus operating schemes such as the express bus layovers on West Peachtree cannot be tolerated. Atlanta requires staff whose role it is to identify these issues and seek remedies that are in the economic and social interest of the City.

Streets. The City currently owns and maintains a significant amount of public right-of-way in the form of streets. Within the City's boundaries are also numerous streets managed and maintained by Georgia DOT. In recent years, developments such as Atlantic Station have also engaged in the practice of constructing private streets. The disjointed nature of the policies and practices of the different entities have harmed the function and image of the City in numerous instances. City responsibilities and policies for all of the following conditions need to be clarified and escalated.

City-owned/maintained. The City must do a better job of maintaining both the condition of its streets and the work flow of those streets under repair. Interminable placement of metal plates and long-term closures of streets and sidewalks cost residents time and money and erode confidence in the City's staff. Maintenance of traffic signal infrastructure such as the repair of broken detection loops must be a funded and managed priority.

GDOT-owned/maintained. The City must take a more proactive role in the design and operation of state routes within the City. The destructive, high-speed designs of streets like Spring and West Peachtree and unbalanced traffic signal timing favoring vehicle movement on state routes substantially harms the City's livability and economic vitality.

Private. The City must adopt policies that do not allow the closure of private streets that are a part of the functional street system. As the City enacts policies that require new developments to build parts of the City's street network, any streets that are to be closed at various times should not be considered responsive to these City requirements for network and street redundancy.

Quality of Life. The City should fundamentally rethink how it builds, finances and maintains the elements of its system that are the lifeblood of a successful urban place.

Sidewalks. The City's current policy assigning responsibility for sidewalks to the adjacent property owners is ineffective and is, therefore, poor public policy. The result has not been a shift of costs, but a degradation of the public realm, the results of which fall disproportionately on citizens with disabilities or transit dependency. Atlanta must fund a program of construction and maintenance of its sidewalks if it wishes to be viewed as a livable, desirable City.

Neighborhood Solutions. The City's traffic calming program has achieved admirable results in mitigating high vehicle speeds in neighborhoods, but could still be refined. Tools that detract from neighborhood value such

as speed humps and unwarranted stop signs should be eliminated. The City should also consider a set-aside budget (perhaps 10%) for neighborhood traffic solutions to accompany major vehicle capacity projects adjacent to single-family neighborhoods.

Bicycles. As mentioned in the chapter on Candidate Projects, the bicycle component of Connect Atlanta is based on a bicycle route master plan with recommendations for how facilities should be applied. The accompanying Connect Atlanta Street Design Guide specifies different design options for bicycle lanes and when (i.e. on what types of streets) they are to be applied. It allows bicycle lanes or shared streets with shared-use arrow pavement markings.

Between these two options, bicycle lanes are preferred and to be used when they fit the specifications of the Street Design Guide. If a recommended bicycle route coincides with another transportation infrastructure project, that project should include the addition of bicycle lanes in its cost. If a street is being reconstructed, bicycle lanes should be part of it if they are identified on the map.

Prioritization. The bicycle component of Connect Atlanta is based on a core system of routes with supporting secondary connections. The core system should be the City's first focus, and routes that need to be added through roadway widening should be programmed as separate projects.

Construction. Construction of bicycle lanes should be carried out in conjunction with other projects on the same street or as other projects developed in the same general area of the city serving a similar purpose are implemented (refer to the chapter on Candidate Projects for more description of these groupings).
Maintenance. The City should adopt as policy a maintenance priority for bicycle streets. Any street with a constructed bicycle facility should receive higher priority in street sweeping, debris removal and maintenance of drainage facilities.

Maintenance and System Management

1. **Bridges** – The City's bridge infrastructure is aging and in need of substantial repair. If any of these structures becomes so deficient as to be decommissioned a substantial loss of mobility and increase in congestion can be expected. If any of these structures were to fail, the results could be more catastrophic. The City should partner with the State of Georgia to undertake a proactive program of bridge modernization and repair. The City should be a full participant in this partnership in both design and funding. Prioritization should consider not just bridge condition, but the relative importance of the link to drivers, pedestrians, transit users, residents and business owners. Each case should also consider whether the bridge is still required or whether an at-grade solution could serve today's needs and lower future infrastructure obligations.
2. **Traffic Signals/ITS** – The City should identify funding to adequately maintain and time traffic signals. The timing of these signals should consider modifications that not only better manage vehicle flow, but that account for the needs of pedestrians; particularly in the development nodes.
3. **Travel Demand Management** – The City should undertake and oversight and gap-filling role that seeks to coordinate the efforts of the existing Transportation Management Associations (which are business-based) and supplements them with neighborhood-based initiatives. A City coordinator position should be funded and staffed.

Transportation Management and Cross-Department Coordination

Even if revamped, the City's transportation staff will not be able to effect the needed changes alone. Fundamental physical changes in Atlanta will require clear alignment and teamwork among all of the City's departments. That alignment can be formalized in organization and policy as follows.

Development Response Teams. Atlanta could implement an idea that has worked well for the City of Charlotte, North Carolina. Before a property owner within one of the priority development nodes submits plans for redevelopment, a cross-departmental team of City staff is assembled for a work session to clarify objectives and reconcile differences. The advantage to the City is alignment of departmental objectives and lower levels of dispute or acrimony with the applicant. The advantage to the developer is faster approval and better time certainty.

Staffing. The City's transportation responsibilities should be split into groups with core competencies that are likely to reside in people that can be found on the labor market. In other words, if the City is unlikely to find one person skilled in both transit station area development and street drainage, these functions should be separated. Most likely, this means that the responsibilities for maintenance should generally be managed in a different division of the City services than Planning. Elements of design should probably span the two groups.

6.4 Setting Policies

The integration of transportation and land use is more involved than simply placing the correct land uses around the appropriate transportation investments. The true integration of transportation and land use involves incorporating all the elements of community building that influence land use, as well as those that place demands on the transportation infrastructure. This integration framework identifies four key elements of city building and the many sub-areas that influence Atlanta's ability to create a sustainable community with a balanced transportation system.

Land Use and Community Character

Land use and community character policies and regulations clearly influence the City's potential to create a sustainable community. Several of the more important elements needed to create a sustainable transportation system involve the mix of land uses and the intensity of development. However, the most important land use elements are those that promote the creation of walkable communities and allow the community to efficiently evolve into transit supportive communities overtime while preserving established residential neighborhoods.

Allowed Uses. Different land uses influence the number of trips, the time of each trip, and the different modes of travel utilizing the City's transportation system. Office, medical, education and high density residential uses provide the highest potential for transit ridership. Interestingly, small format retail is beneficial to transit, not because of its trip making characteristics, but because of its ability to encourage higher density office and residential activity. Large format retail, industrial, and low density residential land uses generate higher dependency on vehicle based trips. A review of the currently allowed land uses within 2500 feet of each transit node should be conducted. It is encouraged that automotive dependant land uses such as large format retail, industrial and low density residential not be encouraged within walking distance of the existing and proposed transit nodes.

Mixture of Uses. The mix of land uses inform demand and peak loading on the City's transportation infrastructure, as well as the potential for trips being made by pedestrians and ultimately transit. Generally, the more complete the mixture of land uses (origins . . . homes and destinations . . . retail and office) provide the best alternative for reducing demand on the transportation network and maximizing transit ridership. Mixing land uses should be encouraged in areas expecting the highest density and intensity of development. In areas where the market is weak, allowing a mixture of land uses will provide needed flexibility to the development community.

Residential and Commercial Densities. Encouraging new development to concentrate the highest densities closest to the transit station and transitions to lower densities adjacent to existing single-family neighborhoods is recommended. Not only will this allow the most people to have walking access to transit, it also helps to create a focal point around the station and provides an appropriate transition to adjacent neighborhoods. Currently, the City of Atlanta's land development ordinances establish maximum allowances of use, managing the ultimate densities for individual properties. One concern

around transit stations with a land use ordinance that utilizes maximum allowances is that it cannot discourage lower density and sometimes inappropriate development in areas adjacent to transit. It is recommended that the City consider establishing minimums rather than maximums in areas within walking distance of transit corridors and maintaining maximums in areas underserved by transit.

Transitions Between New and Existing Neighborhoods. While density around transit matters, the most important transit supportive element of a community is the acceptance of transit. Throughout North America many communities are so focused on high density around transit that the transit initiative itself is jeopardized by adjacent neighborhoods' rejection of proposed land use intensifications. There is more than enough commercial and industrial zoned properties to accommodate future growth projections. Every effort should be made to intensify development while preserving the existing residential communities. In fact, preservation of neighborhoods was selected by the public as one of the primary goals for this plan.

Block Dimensions. The most effective long-term strategy to offer vehicular alternatives and to create a walkable community is establishing an interconnected network of streets that create a fine grain series of urban blocks that will dictate the form, the intensity and the character of development. Block dimensions within transit nodes should be small (300 to 500 foot block faces) to promote human scaled development. The block dimensions should include a maximum block-face length as well as a maximum block perimeter for each of the development conditions.

Building Heights. It is important to note that the tallest buildings do not always facilitate the most walkable environments. Paris, Rome, and Washington, DC, all among the most walkable communities in the world, limit building heights yet still have very successful transit systems. It is recommended that densities outside the Central Areas of Atlanta be influenced by building heights.

Parking. Parking may be the single most important development issue influencing transit ridership. Currently, parking in Atlanta is among the cheapest of any urban area in its class. Parking ratios will be unique to the development pressures facing Atlanta. It is recommended that the City modify its parking regulations to shift away from parking minimums and establish parking maximums in areas served by premium transit. These maximums should be aggressively low in upcoming years to help drive down the oversupply of parking and allow the market to raise costs. Formalized allowances for shared parking arrangements can help to offset many market concerns with these policies. The City should also consider policies such as decoupling parking from residential development; allowing those who choose not to drive to avoid the cost of a mandatory parking space which makes homes less affordable.

Surface Parking. Surface parking is detrimental to urban environments in a number of regards. It degrades the quality of the pedestrian experience, it can necessitate the insertion of driveways in inappropriate locations, and it is a low-revenue use from a tax perspective, putting a greater burden on residential tax payers. Given that Atlanta currently has an over-supply of parking, the City should remove surface parking as a permitted use. Further, the methods for assessing the improved value of existing surface parking facilities should be revisited to assess whether they can be taxed at rates in line with other retail uses.

Floor Plates. Building floor plates, like block dimensions, assist in defining the character of the development and ensuring developments are constructed to a human scale. It is important that building floor plates are smaller in rapid transit zones than areas more dependent on the automobile.

Mass and Scale, Building Orientation and Architectural Design Guidelines. The level of pedestrian activity is sensitive to architectural design details. Architectural design elements should not dictate architectural styles, but instead should inform fundamental architectural elements based on human proportions and the quality of the pedestrian experience at the street level. These design guidelines should be based on a street typology, or hierarchy based on desired pedestrian activity serving the proposed development. The City's new Street Design Guidelines help to link these elements together and should be a guiding document for the development and design of new streets.

Chapter 6

Transportation: Mobililty and Access

Transportation infrastructure dictates land use through both the access it provides and the context appropriateness of its design. The quality of the design for both streets and transit infrastructure influences the development possibilities of adjacent land uses. High speed roadways designed without on-street parking and minimum sidewalk dimensions will not encourage a "Main Street" retailer to locate on that facility. Similarly, if rail transit requires street separation from rail within transit station areas the development opportunities around the station will be limited by the lack of interconnectivity and proximity to adjacent development.

Transportation facilities in Atlanta can no longer be designed for the movement of people, goods and service as if nothing else matters. The surrounding and desired land use context should inform the quality of the transportation system's design even if it means transportation efficiency is compromised because of adjacent development opportunities.

Station Amenities. Station amenities include shelter, heating, benches, ticketing, etc.. For system identification and customer comfort, station amenities should remain constant between the various development conditions within Atlanta. This is too large an issue to be left solely to the discretion of an outside party such as the transit operator. The City must take a proactive role (possibly including funding) to assure that transit facilities add to the value of communities.

Transit Interchange. The quality of interface between bus transit and rail transit is critical to ridership. However, the design of these interchanges can either promote or discourage development adjacent to rapid transit. The placement and design of the potential transit interchanges at rail stations should be guided by the context of its surroundings and be enabled by flexibility in the City's design criteria to allow for inventive solutions that encourage private development adjacent to the rail stations, not separated by an inappropriately designed transit interchange. The City should not allow outside agencies to decide that all express buses will terminate at one location such as Arts Center or that busses will layover on a city street such as West Peachtree. The City's local needs and policies should be preeminent with regard to the location of such activities. Areas of high property and community value and economic development potential such as the Arts Center area, should be designated with livability and community value as the primary goals. Transit connections, while important, should support rather than dictate the use of such land.

Park and Ride. Like the transit interchange, the park and ride is an important component of a successful transit system. However, the placement and design of these facilities should consider immediate and long-term development opportunities around each station. Every park and ride's viability should be tested against immediate development prospects. If the parking need is greater than the immediate development opportunities then the facility should be designed to transition overtime to structured parking and eventually transit oriented development. Given that Atlanta is the region's central City, it is likely that there are very few stations that are appropriate for long-term use as park and ride.

Right-of-Way and Transit Operation. The rapid transit system's utilization of right-of-way and operation plans significantly influence development opportunities around transit. Currently, Atlanta's MARTA rail system operates in exclusive right of way. Over time the transit system may require operations within shared conditions (like the center or outside lanes of a street) and, if appropriate, within mixed traffic. The various development conditions and development opportunities along the corridor should be additional factors that influence future rapid transit operations.

Traffic Signal Cycle Lengths/Pedestrian Buttons/Pedestrian Phases. The City of Atlanta has much work to accomplish if it is to be perceived as a pedestrian-

friendly city. Among the steps that would help would be to send cues that the pedestrian experience is valued as much as automobile speeds. The City should set a policy of eliminating pedestrian push buttons in the Central Areas of the City and making pedestrian indications appear automatically every cycle. Pedestrian buttons would still be appropriate at intersections in areas of the City outside the Central Nodes with lower pedestrian activity. Many of the streets in Atlanta, particularly the one-way streets and state routes, have traffic signal timing focused on moving large volumes of cars very fast in a given direction. One tool used to accomplish this goal is the development of long signal cycles. A signal cycle represents the amount of time it takes a traffic signal to return to a given approach with a green indication. Many of the aforementioned corridors have cycles of two minutes or longer. This represents a very long wait for cars on the side streets (Collier Road, for example) or more significantly for pedestrians. On a given walk in Atlanta's central districts, half of one's time may be spent standing and waiting for a crossing indication. This significantly reduces the reasonable walking reach of an area. The City should proactively pursue shorter traffic signal cycles in pedestrian areas to help balance movement of different modes.

Police Traffic Control. While manual traffic control by police officers can be a useful, and even necessary, tool for large events or one-time occurrences, the City's policy of allowing police control under contract to individual property owners places significant hardships on the street system. It is simply bad policy to allow businesses with resources to inconvenience the larger public without any consideration of balance or oversight. To the extent the practice of private contracting of police traffic control is allowed to continue, it should require temporary permits issued by the City's transportation department after careful consideration of the public good. The City should also consider funding dynamic signal timing equipment that could more effectively serve some of the same needs such as special events.

Roundabouts. The use of roundabouts as traffic control devices should be strongly considered where appropriate in the City. Roundabouts often move traffic more effectively than either stop signs or traffic signals; particularly during off-peak hours. They are also an effective traffic calming device, limiting vehicle speeds to around 15 mph. Further, they eliminate the need to provide electricity to operate and periodic replacement of electronic equipment. It is recommended that the City adopt a policy of "Roundabouts First" outside of the Central Area. The use of a roundabout should be eliminated as a possibility before the installation of a traffic signal is considered.

Maintenance Permits. The image of the City is negatively affected by the long-term presence of maintenance closures and patches (e.g., metal plates, street closures, sidewalk closures). All too often in Atlanta, these temporary measures stay in place through long periods of inactivity or delays in construction. The City should adopt policies that strictly limit the duration of such measures and imposes substantial financial penalties on any contractors who exceed the allowable time limits. These policies should apply to City maintenance staff as well.

Preserve Network/Walkable Blocks. The City has adopted a policy of not allowing the abandonment or closure of street network. The integrity of the network the City will strive to build will be compromised if developers or outside agencies are allowed to close streets that contribute to the City's goals of walkable blocks.

Traffic Calming Toolbox. The City should adopt a set of acceptable traffic calming tools that add, rather than detract, from the value and character of the community. Punitive tools such as speed humps and unwarranted stop signs should no longer be among the tools the City uses.

Minimum LOS Standards. The operational condition, or level of service (LOS), of a street is measured by comparing the number of vehicles expected on the road to the road's capacity, or the number of vehicles the road can accommodate. The degree of congestion increases as the volume of vehicle

approaches the road's capacity. Levels of service range from "A" through "F", with "A" being the best performing and "F" the worst performing. Currently though the DRI process, Atlanta maintains a minimum vehicle level of service of D, or volume to capacity ratio of .95 on all city streets regardless of context. It is recommended that the City work with GRTA to develop flexible level of service criteria allowing lower vehicle level of service within transit station areas because motorists have choices to avoid congestion. Lowering LOS standards will allow more flexibility in roadway design so that the pedestrian environment is not compromised by the perceived need for roadway capacity. Concurrent with lower LOS expectations could be measures such as an increase in bus priority measures.

Connectivity Index. Connectivity refers to the directness of links and the density of connections in a street network. A well-connected road or path network has many short links, numerous intersections, and minimal dead-ends (cul-de-sacs). As connectivity increases, travel distances decrease and route options increase, allowing more direct travel between destinations, creating a more accessible and resilient system. The City should develop a connectivity index as it reviews private development proposals, especially within areas served by rapid transit. A connectivity index is the ratio of the number of streets links (road sections between intersections and cul-de-sacs) divided by the number of street nodes.

On-street Parking. On-street parking provides a buffer for pedestrians from moving traffic. More importantly, on-street parking activates the ground floor of land uses creating an active street front environment for pedestrian to use. It is important in transit oriented development areas that on-street parking be allowed and encouraged regardless of a street's function and classification.

Sidewalks. A balanced transportation system is dependent on walking as the single transportation mode that begins each trip, links different modes of transportation, and completes each trip. A transit system's effectiveness is determined by its ability to accommodate pedestrian movement. In surveys around the world, individuals who do not ride transit report that it is not convenient to their needs. Many times, walking distance and the quality of the walking environment en route to transit service influences the convenience of the service. Better pedestrian system design can improve the convenience of transit service and encourage alternative modes of transportation. Sidewalks are the backbone of a balanced transportation system. Design dimensions should vary with anticipated pedestrian volumes and changing contexts as outlined in the Street Design Guidelines.

Bicycle Facilities. Bicycle facilities, like sidewalks are an important component of a balanced transportation system. Bicycles provide an alternative form of transportation which effectively quadruples the speed and provides sixteen times the coverage area of non-motorized travel. Early consideration in the community planning process and effective facility design will promote the bicycle as a viable transportation mode in a balanced transportation system. The City of Atlanta should encourage the implementation of bicycle infrastructure to and from transit nodes, including: multi-use trails and off-street bicycle paths, bicycle lanes, and safe routes that share traffic with cars. In addition, the City of Atlanta is encouraged to provide appropriate bicycle amenities, including bicycle parking requirements in activity centers and to land uses within transit nodes.

Freight and Goods Movement. The City of Atlanta was built around freight and railroads and most of the City's citizens recognize and respect both this legacy and the need to preserve this function. The City's overriding policy should be to preserve freight rail corridors and capacity and to incentivize rail freight movements, including maximizing throughput in existing corridors. While movement of goods via truck is more environmentally destructive and places numerous burdens on communities, the City recognizes the current economic realities that drive the movement of goods by truck. The City should continue to support this goods movement along Interstate corridors

and to and from industrial properties in accordance with an updated truck route map. This updated map should seek to balance the livability and goods movement needs of Atlanta in a comprehensive way.

Parks, Public Spaces and Civic Infrastructure

Land use and transportation are not the only components of an integrated transit and land use framework. Like the private development industry, the City of Atlanta acts as a developer. The City develops parks and civic infrastructure. These community investments have a profound impact on the adjoining land uses. The policies and actions of the City in the development of this civic infrastructure needs to be incorporated into the Integrated Transportation and Land Use Framework.

Parks. The City's policies for the sizing and placement of parks should be consistent with the urban principles and investments described in this document. These policies should include consideration of public edges (streets) to parks and redevelopment of underused or unsafe park edges

Community Venues. Community venues are culturally significant public gathering places. These venues would include stadiums, arenas, cultural facilities, and museums. These facilities are significant regional destinations that could have significant economic impacts on adjacent land uses if placed and designed properly. It is vital that these facilities be located in the central area of Atlanta and served by premium transit.

Government Offices. Government office, such as post offices, State and Federal office buildings and Atlanta municipal buildings which are often a lifeline for seniors have the potential to be an excellent generator of transit ridership. The placement and design of these facilities in the future must take into account their proximity to transit.

Libraries. Libraries are important civic infrastructure that should be accessible to all members of the community. Libraries should be placed within areas served by transit whenever possible. However, smaller branch libraries are also encouraged in low frequency transit areas.

Schools. Schools like libraries need to be located throughout Atlanta.
Public Housing and Assisted Living. Assisted living facilities should be located near rapid transit facilities, so that the transit system can provide mobility options to the mobility impaired.

Maintenance Facilities. Civic maintenance facilities generally generate low transit ridership, they are land consumptive, and tend to have negative impacts to adjoining land uses. The facilities are discouraged from being located in any areas served by rapid transit. Purpose

Accessibility

It has been determined that in some intersections, curb ramps have not been provided at the intersections of public sidewalks and streets, as required by the Americans with Disabilities Act (ADA) and Title 28 of the Code of Federal Regulations (CFR), Part 35, which implement the ADA law. In other locations, curb ramps have been provided, but they no longer meet current ADA accessibility requirements. In response, the City has prepared this curb ramp transition plan in order to outline the steps it will take to provide new curb ramps or upgrade existing curb ramps as required by the ADA regulations.

Ways to Achieve Accessibility:
Curb Ramp Program. Currently, the City of Atlanta does not have a dedicated budget for its curb ramp program, which could provide funds for the construction of curb ramps and other similar pedestrian accommodations to achieve compliance with the ADA. It is the intent of the Department of Public works to install or retrofit curb ramps and sidewalks as part of future

street or sidewalk projects. The City's curb ramp installation/improvement plan will proceed as follows:

To proceed with curb ramp installation/improvement, the City will conduct inventory of curb ramps at two stages. The first stage will be to inventory all known street resurfacing and sidewalk installation locations since 1992. The second stage will be to inventory curb ramps at all sidewalk locations. Ramps will be constructed at the locations identified on the curb ramp inventory according to the following priorities:

Other Projects- Where no curb ramps are currently provided, curb ramps will be constructed at the intersection of sidewalks and public streets as a part of other projects. For the sake of cost effectiveness, these ramps will be included in the design and construction of these future street or sidewalk projects.

Curb ramps will be installed as a part of projects that involve new construction, reconstruction, or alterations to pedestrian facilities in the public right-of-way. Such facilities include, but are not limited to:

- Sidewalks
- Resurfacing of streets in the crosswalk area
- Pedestrian signals

Alterations include activities that change the structure, grade, function, or use of the pedestrian facility. For streets and sidewalks, alterations include such activities as:

- Widening,
- Resurfacing where sidewalks are already in place,
- Signal installation where sidewalks are already in place,
- Pedestrian signal installation, and
- Other projects of similar scale and effect.

Routine maintenance operations or other activities that are intended to preserve or retard future deterioration of the facilities are not considered an alteration. Examples of maintenance activities associated with streets and sidewalks include, but are not limited to: joint repair, patching (limited pavement replacement in isolated areas), and repairs to drainage structures.

Public utilities and private developers altering intersections will be required to install curb ramps to meet ADA requirements.

Pre 1992 Curb Ramps- Prior to 1992, in several locations, curb ramps were constructed at intersections with sidewalks along public streets. The ramps may not comply with current ADA requirements. In such cases, existing curb ramps will be reconstructed or retrofitted to meet current ADA requirements for accessible design, including detectable warning surfaces, when the street or sidewalk abutting these ramps is reconstructed or altered.

Training:
The Department of Public Works will provide additional training to all inspectors to ensure that all sidewalks and curb ramps have the required slope and cross slope measurements.

Public Input:
Several informal focus group meetings will be held to solicit input on locations where sidewalk and/or curb ramp improvements may be needed to improve accessibility.

Schedule:
First Priority- Inventory of the locations will be conducted using a list of resurfaced streets or permitted locations since 1992. Based on the inventory and availability of funds, schedules to complete curb ramp installation will be developed.

Second Priority- Inventory of all pre 1992 ramp locations will be conducted using a list of streets with sidewalks. This activity will be carried out after

completion of First Priority. An asset management program may be needed to accomplish the Second Priority. Based on the inventory and availability of funds, schedules to complete curb ramp installation will be developed.

In order to accomplish the First and Second Priorities, additional resources may be needed.

Economic Development, Development Incentives and Affordable Housing

In addition to the City's policies, regulations, and infrastructure investment strategies, this integrated transportation and land use framework recognizes the City's ability to incentivize, encourage, and potentially share the risk with the private development community to create the community's desired pattern of development. Economic development, specific actions designed to generate jobs within the City, and redevelopment incentives all play a critical role in shaping the pattern of development in Atlanta and placing demands on the transportation system.

Recruitment. The City and the State Government play important roles in the recruitment and retention of potential and existing employers in the City and region. These actions guide development and influence the transportation infrastructure. It is important for the City to work with the State Government as well as commercial brokers to help them understand the development potential around the existing and proposed development nodes. Specific actions should be tied to each of the development conditions within Atlanta and packaged to assist the State in the recruitment and the retention of employers to Atlanta, for example: At Fort McPherson, the City should demonstrate to the State and to potential employers that the type of small-scale street grid and high-density mix of uses proximate to the MARTA station will improve the overall economic viability and livability of the entire site. Lower density (though still high value) uses could be located further, though still walking distance, from the transit station.

Catalytic Opportunities. The private development industry is necessarily conservative. Sometimes the City needs to jumpstart the development market. The City and its partners such as MARTA and the State could play a catalytic role in developing underutilized areas along the transit corridors. By assessing the value of publicly owned land and weighing the public versus financial benefits of development, the basis for successful catalytic projects can be realized.

Gap Financing. Many times the development community will not invest in projects because their pro-forma analyses don't demonstrate the necessary return on investment. If appropriate, the City can play a gap financing role in assisting the development community's investment in areas around development nodes and transit corridors. Tax Allocation District's are the primary tool the City has used in this regard. It is recommended that the City establish policies and guidelines for the future use of gap financing in rapid transit areas as opposed to areas that are underserved by transit.

Interim Condition / Phasing. Many times the private development industry moves at a quicker pace than that of public agencies. There will be numerous instances where the private development community will be ahead of the City and its implementation of this Integrated Transportation and Land Use effort. It is suggested that the City develop interim ordinances that do not affect by-right zoning, but do influence the shape and form of the development. Until the underlying zoning rights are changed the City needs to be getting the "bones" correct and ensuring that development opportunities and transportation network can gracefully change over time through supportive design guidelines.

Affordable Housing. Affordable housing is one of the most difficult issues facing the urban planning, design, and development community. It is at the

heart of an integrated transportation and land use framework, whereby improving a neighborhood leads to higher values and potential displacement of long-time residents. The generally accepted (though contested) definition is that an "affordable" home is one in which the household does not have to pay more than 30 percent of their gross, pre-tax income on mortgage/rent and utilities. It is recommended that the City review its mandated affordable housing requirements and create a geographic relationship to transit and channel the existing cornerstone housing strategy to fund projects within walking distance of rapid transit.

Park / Public Space, Heritage Preservation Natural System Preservation, and Public Art. Once the City updates its underlying zoning ordinance and shifts development expectations from maximums to minimums and establishes maximum building height requirements, the City can then use density bonuses to encourage community-based behaviors from the private development community. These community-based behaviors would include the excess of minimums for attainable housing, parks, heritage preservation, natural system preservation, and public art investments.

Development Impact Fees. Atlanta should update and benchmark its impact fee program to assure that new developments are carrying a fair share of the infrastructure burden of the City. Both the magnitude of impact fee collections and the method of distribution of the funds should be examined. These fees should be geared toward projects that are high priorities within the overall Connect Atlanta Plan.

Transportation Needs for Senior Citizens

A lifelong community is a place individuals can live throughout their lifetime. Providing a range of transportation options in the Connect Atlanta plan ensures a high quality of life for all City of Atlanta residents.

Strategies listed here address both the older driver and the older non-driver.

Promote safe roads and Safe Drivers: Include older adults' needs in planning and construction of new transportation projects:

- Incorporate older adults into local transportation plans
- Incorporate Federal Highway Administration guidelines related to older drivers into road planning, construction and repair
- Integrate modifications to new and existing roadways to reduce accidents and assist older drivers (left hand turn lanes, improved signage and lighting)

Improve Capacity of Older Drivers:

- Expand older driver assessment and training programs

Provide Transportation Alternatives:

Improve public transit to serve the needs of older drivers

- Enhance public transit to better serve older adults (flex routes during off peak hours, provide discounts to older adult riders, enhance transit stops to shield older passengers from weather, integrate technology which can alert riders to approximate arrival times for trains and buses)
- Train older adults to use the public transit system
- Include senior centers and large housing developments on transit routes
- Train transit drivers on the particular needs of older adult riders

Improve existing social service transportation systems

- Improve the efficiency of existing transportation systems
- Provide a transportation voucher program
- Encourage carpooling and ride sharing between older and younger drivers
- Create "transportation bank" where developers of senior housing that is not located close to transportation options, contribute to a transportation trust fund to support options.

Eliminate the need for older adults to drive

- Develop walkable communities
- Improve sidewalk infrastructure to meet older adults' needs (curb cuts, wide
- Sidewalks with traffic buffers and shade, countdown cross walk signals)
- Adopt a city-wide guideline for 5 foot sidewalks
- Design communities so that basic services are within walking distance of new and existing housing.
- Amend parking section of appropriate ordinances

6.5 Process

This plan covers the period between 2009 and 2030. It is reasonable to expect that over that long a time period, issues will emerge that are not apparent now and conditions upon which this work is based may change. In order to be responsive to our changing City, the plan needs to be a living plan. To that end a process for amendments and updates is proposed with the following elements.

Annual Call For Projects

While City staff will be observing needs and responding to request from the public, stakeholders and elected officials throughout the year, it is recommended that these requests be organized and supplemented by an annual call for projects. This call will be an opportunity for interested stakeholders to suggest ideas that they would like to consider be added or altered in the plan. It is recommended that these annual updates be comprised of relatively smaller changes that would not fundamentally change the balance of transportation in the City. More significant or substantial changes should be a part of a major update.

Annual Staff Presentation of Administrative Changes

All of these ideas and requests would be assembled, evaluated and presented to Council with a recommendation regarding their incorporation into the City's Master Transportation Plan. Upon adoption, these projects and priorities would become the working transportation plan for the City.

3- to 5-Year Major Update Schedule

On a regular basis, the City should also conduct a major update to the plan. This major update could consider more significant changes than those include in annual updates and should be accompanied by a full public outreach program to assure transparency and consistency with the community's vision.

Chapter 6

Sustainable Funding. The City must identify reliable and adequate sources of funding to achieve most of the goals of this plan. The City should identify funding that aligns as closely as possible with the following goals:

- The funding is stable, reliable and sufficient to meet needs
- The City has control of the funding for use on City priorities
- The funding mechanisms provide economic incentives for desired travel behaviors
- Transportation users pay for transportation costs

Manage Resources. The City must develop specific process to manage and allocate transportation resources it collects and to effectively influence the use of transportation resources collected by partners. Specific staff, policies and practices are needed.

6.6 Rethinking Funding

Currently transportation projects are funded through a combination of federal, state and local sources. Any transportation plan, no matter how creative or how well-supported by the community is only valuable if it can be implemented. The question of implementation has two primary elements: funding and administration. Before an implementation approach is finalized, it will be instructive to note how transportation is currently funded and built in Atlanta and by whom:

The table to the right describes a system that creates few relationships between payer and user and very little accountability of implementers to the users of the system. For example, a resident of the city of Atlanta who drives to work every day pays motor fuel tax which the Federal government collects. Between 1956 and 2005, eighty-four percent of that funding was returned to the State of Georgia, primarily to be spent be Georgia DOT. Some percentage of that money is then typically spent in the City of Atlanta. However, Georgia DOT as the implementing agency has a mission that involves the mobility of people across the state and the City of Atlanta. If Atlanta's citizens are unhappy with how federal street money is being spent, they have very little recourse.

	PAYER	IMPLEMENTER	USER
STREETS	**Drivers** (Federal and State Gas Tax) **City Residents** (Property Tax)	**Georgia DOT**	**Drivers**
TRANSIT	**All City Consumers** (Sales Tax) **Drivers** (Federal Gas Tax) **Transit Riders** (Fares)	**MARTA**	**Transit Riders**
SIDEWALKS	**Drivers** (Gas Tax) **City Residents** (Home Sales Prices, Bond Programs)	**Georgia DOT** **City of Atlanta** **Private Developers**	**City Residents, Workers and Visitors**

An example of these disconnects exists regarding sidewalks. The City effectively takes no responsibility for the maintenance of the sidewalk system, instead assigning that responsibility to the adjacent property owners. As a result, the system is incomplete and not particularly pleasant to use. The result of these disconnects is a system that has failed to match transportation investments to growth priorities and an urban environment that has been allowed to decay and deteriorate.

Chapter 6

Current Funding

Funding for transportation has historically been a mix of expectations involving public and private elements and often using funds generated by seemingly unrelated sources. The United States in general has never come to a real understanding of how these payment responsibilities should be resolved. Should the government buy and operate vehicles (mass transit) or should private individuals (automobiles)? Should everyone pay for a common transportation infrastructure (sales taxes) or just the users (tolls and fares)? While this study cannot provide final answers to these questions for the country as a whole, it will propose an approach for how the City of Atlanta believes these responsibilities can and should be executed.

A more coherent system for funding and implementation is needed if the City is to have any hope of making progress toward the types of ambitious project goals that the residents of the City have set forth.

New Funding Models

As funding for transportation has become more challenging, new ideas have abounded. Suggestions that tax revenues must be increased or that partnerships with the private sector are imperative are continually advanced by parties of varying political stripes. A particular idea that has been championed by numerous conservative thinkers has been the idea of "incentive-based development" of transportation infrastructure. This usually leads to the conclusion that awarding transportation contracts to private consortiums will lead to better results at lower costs by virtue of the competition fostered by the free market. However, if one truly explores the economic incentives that are likely to be present for these private companies, it is not certain that the outcomes will align with the goals of an urban place like Atlanta.

6.7 Economics of Transportation

Like many elements of city-building, transportation decisions are often made based on a variety of non-economic criteria. In many cases this may be appropriate, but the economic consequences of these significant decisions should always be a part of the discussion. These economic considerations might be divided into two broad categories.

Category 1 - Municipal Costs and Returns

Often the only economic factor considered in the evaluation of transportation projects is the cost to the agency or municipality. This is certainly an important consideration as public revenues are often insufficient to address the variety of needs faced by a City like Atlanta. It is important, however, that Atlanta not only consider the initial outlay of funding required for a project, but the life-cycle cost and the likely returns on a given investment.

If, for example, a new sidewalk project along a street is expected to cost $1 million to build and $25,000 annually to maintain, these costs should be evaluated in light of the likely increased revenue this amenity might bring. It might raise property values to a level that makes higher density housing more viable. The increased tax revenue the City will receive from this increased value may offset part, all or even more than the project's costs.

Category 2 - User Costs

More than just the municipality's finances should be considered in decision making. The costs borne by the residents of the City should be considered. It is simply short-sighted and often counter-productive to ignore these costs.

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While working through the framework exercise for each project should help to clarify decisions and approaches over time, going through this exercise for the City as a whole yields some interesting answers:

What is the financial cost of the Connect Atlanta Plan? $3 billion to $6 billion dollars, depending on the level of Federal, State and regional participation that can be expected.

What is the expected financial return? Significant jobs and population growth and more equitable residential tax rates. Opportunities also exist to align goals with other City departments to create wealth and improve health through affordable housing and location of community services.

Who will benefit? Developers (new homes and jobs), residents (higher quality of life), City and regional drivers, and transit riders.

Who is expected to pay? This is, of course, the critical question. The parties listed in answer to the preceding question should probably be the answer. The following paragraphs discuss what funding opportunities exist with each party and what leverage the City might have to access that funding.

One reason is that transportation cost is one element of why people and companies choose a City. Another reason is that people's travel behaviors are influenced greatly by cost. The following elements are typically drivers of whether someone with a choice of driving or taking transit might make one choice versus another:

1. Fuel – The cost of fuel is a major component of immediate cost concern to drivers. The recent spikes to $4.00 fuel prices were accompanied by significant shifts in travel mode across the country.
2. Parking – The second major immediate element of driving cost is parking. Parking that is unnaturally set below market rates (as is much parking in Atlanta) will tend to incent more people to drive.
3. Vehicle – Vehicle costs are allocated very differently for transit and roads. Transit fares include the purchase and maintenance of a vehicle. Users of roads are expected to bear this cost privately. However, once a decision is made by an individual to bear these costs, it ceases to be a major factor in decisions about travel mode.
4. Fares – The major immediate element of transit cost is the fare, which is expected to cover at least a portion of the vehicle, maintenance, fuel and conveyance (tracks or busways).
5. Cost of Time – Time and the perception of its worth is always a driver in travel decisions.

As the preceding paragraphs suggest, transportation project and policy decision making is complicated tremendously by consideration of fiscal matters. In order to help the City navigate these decisions, the following

pages are intended to be a framework for discussion of and decisions regarding future policies and projects.

Project Decision Framework

The preceding chapters of this plan have described the process and outcomes that have resulted in a set of transportation project priorities for the City. This vision describes what we want to build. There are four basic questions that must be answered to determine how each project will be built. The answers to these four questions should identify the gaps that need to be filled for implementation and suggest a path for filling those gaps:

- **What is the financial cost?** This question is vitally important because, in many cases, its answer is likely to clarify that there is a gap or a need for more funding than is readily available.
- **What is the expected financial return?** The answer to this question might help to clarify why the project is a good idea or why it should take priority over some other expenditure.
- **Who will benefit?** Whether the beneficiaries are developers, the State of Georgia, the region as a whole or travelers within the City, this answer begins to suggest where the City might reasonably look for funding.
- **Who is expected to pay?** While this is related to the preceding question, a practical part of the consideration of the question needs to be what leverage the City might have to force, convince or incent another party to pay or, conversely, to raise the money independently.

The City should develop a standard process by which City staff from numerous departments and City elected officials walk through this series of questions for any given project. By doing so, arguments over fairness and equity can be framed into a more structure dialog that is likely to achieve more beneficial results over the long term.

6.8 Funding Sources

The following section describes funding opportunities going forward.

Regional and City Drivers

Parking

Parking is an activity that is engaged in by the vast majority of drivers in the City of Atlanta. It stands to reason, therefore, that parking facilities represent a logical collection point for fees related to transportation. As the City considered policies related to collection of transportation funding at parking facilities, some facts about the nature of parking should be considered.

First, it should be noted that parking is currently a heavily subsidized activity. Nationally, about 95% of all automobile commuters park "free" at their place of work. This is generally because the person's employer has decided to absorb the cost of that parking and provide it as a benefit (untaxed) to the employee. This free parking is not dependant on the person's place of residence, age, sex, race or whether or where they pay taxes. This provides a very strong economic incentive to drive a car and to place additional burdens on the City's taxpayers who have to maintain the streets and signals that allow those cars to move.

Second, the supply, design and location of parking in the City should be noted. The large bulk of parking in the City is located either in one of three business districts (Downtown, Midtown and Buckhead) or in the driveways and garages of single-family homes. The parking in the business districts is oversupplied. The City's historic involvement in parking matters consisted primarily of enforcing minimum supplies on a site-by-site basis. There have never been organized, City-directed policies for limiting supply or pooling and better sharing the supply between users.

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This overabundance of parking has two negative effects. First, parking is an unsightly and space consumptive use of valuable urban land. It detracts from the desirability of walking, pushes people further from transit stations and uses land that could otherwise provide a higher return. These negative aspects are multiplied for surface parking. Second, an oversupply of parking drives down costs, which further incentivizes driving (and necessitates more infrastructure). Atlanta's average monthly cost for parking is very low when compared to other cities:

Average Monthly Parking Costs – Various Cities

London	$1198
Midtown Manhattan	$630
Boston	$460
San Francisco	$350
Philadelphia	$297
Denver	$140
Charlotte	$130
Austin	$100
Atlanta	$90
Phoenix	$35

These data suggest that, economically, there could be benefit not only in terms of the revenue that might be collected by the City from a parking tax, but in terms of the effects on the market that a different price signal would send. If parking were more expensive (as a result of a tax) and the City eliminated minimum requirements, developers would have incentive to build less parking and drivers would have incentive to use available commute alternatives. The revenue generated could be used to continue to provide transit alternatives, allowing the cycle to continue in a positive direction. As less parking is built, more tax revenue positive development could take its place.

Several details of such a plan would be important to work out with the community:

1. Basis of collection – The two basic collection options would be a transactional tax (comparable to a sales tax) and an ownership tax (comparable to a property tax). A transactional tax would be collected every time a parking revenue exchange (hourly, daily or monthly parking transactions) took place by assessing a percentage of that revenue. This type of taxing mechanism is the most commonly (perhaps only) currently used mechanism in the United States. The drawback of this method is that all of those "free" spaces that are provided by employers are not taxed. This means that the revenue collected is substantially lower and the incentives to change mode are largely absent. An ownership tax would be collected by billing the owner of a space a set amount per space (for example $365 per year). The owner of that space would likely pass that cost along to the end user. This sort of system would generate substantially more revenue and would be more likely to affect travel behavior, but would require some exceptions.
2. Exceptions likely needed – As was mentioned, much of the parking in the City is in the driveways and garages of single family homes. Most City residents in these homes would likely not be supportive of a tax levied on this parking. A transactional parking tax would not affect these homes, but an ownership tax, unless modified, would. An ownership tax might also place a burden on very small businesses in areas of the City where businesses have historically struggled. One mechanism that could address both of these concerns would be a floor on the parking tax. For example, the first 15 spaces owned by anyone could be exempt from the tax.

This would fully exempt all single family and most condominium owners. It would also eliminate or reduce the cost for most small business owners and many apartment dwellers.

Fuel Taxes

Motor fuel stations are another logical collection point for costs to be borne by drivers. Currently, this mechanism is controlled by the State of Georgia and the Federal government. Taxes collected on motor fuels by the State of Georgia have several fundamental drawbacks as they relate to finding in the City of Atlanta:

- The City's priorities in the spending of these dollars are secondary to the State's priorities
- According to the State constitution, revenues collected in this manner can only be spent on roads and bridges
- The revenue is based on cents to the gallon, so revenues do not rise as fuel costs increase
- As more fuel efficient and alternative fuel vehicles are introduced, revenues from this source will likely decline.

In the short-term, it does not appear particularly politically viable that the City of Atlanta will be a direct recipient of motor-fuel tax revenue. The City should advocate that the State identify a more stable and sustainable revenue source and that the constitutional restriction on the use of these funds be eliminated.

Tolls/Concessions/Private Management

Tolling or pricing of streets and roads is another potential source of revenue. Various mechanisms exist for collection of such tolls. Toll booths are a common collection method employed on freeways such as those on Georgia 400 in Atlanta. Tolls can also be collected electronically via in-vehicle devices which do not necessarily require toll booths. This collection method is generally only viable on limited-access roadways (freeways) which, in Atlanta, are all under the control of Georgia DOT.

In the future, collected tolls could either be directed to a publicly controlled transportation fund, or a private company could pay an annual management fee for the right to manage the road and collect the tolls. The latter model, termed "public-private partnerships," generally allow the private company to set tolling rates, which may vary by time of day or by the degree of congestion. These arrangements may be a viable mechanism to consider, but the City and State should consider several inherent mismatches in incentives and the types of behavior which may result:

Incentives	Behaviors
More Traffic Congestion = More Revenue	A private company would set prices to achieve congestion levels that provided maximum revenue rather than greatest public benefit.
More Driving = More Revenue	If private companies that will benefit financially are involved in planning of facilities, it will be in their interest to promote roads that induce more driving and far flung development.
Competition = Less Revenue	Any transit alternatives that prove competitive to privately managed facilities may be opposed or, in some cases, contractually prohibited.
Higher Tolls = More Revenues	As tolls are raised to maximize revenue, access to jobs for low income citizens and travel cost as a percentage of income will likely rise.

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The preceding table suggests that planning of transportation infrastructure should likely remain the domain of the public sector and that eminent domain powers should never be delegated to such private partners. Such public-private arrangements should also be carefully evaluated for economic viability in an age of unstable fuel prices. If projections of revenue fail to materialize due to increases in fuel costs, the public sector should have a plan regarding who will fund the bailout (i.e., who will pay the banks holding the notes on the project?).

Finally, if the City does choose to support the State of Georgia in pursuing tolling as a financing mechanism within the City of Atlanta, there should likely be some percentage of revenue collected passed directly from the State to the City to spend on City priorities.

Congestion Pricing

London has enacted and New York has considered congestion pricing cordons. In London, each driver who crosses the cordon line into Central London is photographed and is required to pay £8 (around US$13) per trip. Not only has this method raised significant revenue which is used to improve transit infrastructure, it has measurably decreased traffic volumes on the streets. London and New York, however, have more severe congestion than Atlanta (incentives) and more transit infrastructure (options). Until we have a plan to allow increased congestion and add significant options, this is likely not a viable model. We would recommend that this approach be tabled at least until the next update of this plan. If at that time incentives and options better support congestion pricing, it may be an idea with merit.

Carbon or VMT Pricing

This method involves the installation of transponders or radio frequency communicators into vehicles to measure the mileage traveled, the amount of carbon emitted or both. The driver is then charged for the use of infrastructure and/or damage to the environment. This method is both technologically feasible and intrinsically sound from a public policy perspective. Stéphane Dion of Canada ran for prime minister in the most recent election with a platform that included taxation of carbon emissions. Currently in Georgia, however, it is expected that this idea would run into political difficulties based both on the degree of change it represents and the distrust engendered by the in-vehicle data systems. It is recommended that this mechanism be explored further at a later time.

City Residents

Tax Allocation Districts

TADs are a financing mechanism whereby property tax allocations to current uses (typically schools and general funds) are frozen at current levels and the increased revenue generated by redevelopment brought about through infrastructure investments is used to retire bonds that built that infrastructure. Like other types of bonds, this does not represent a new source of revenue so much as an acceleration of future revenue.

Sales Tax

A sales tax is a common tool nationwide for the generation of funds to be directed toward transportation, even though there is not a very direct correlation of sales of goods and services to transportation infrastructure. Two types of sales tax are worth discussion: local and regional. Most suburban counties in the Atlanta region have used Special Local Option Sales Taxed (SPLOSTs) to fund some of their local needs. A regional sales tax has also been explored for the Atlanta region. This would involved the banding together of multiple counties to collect a tax to be spent on regional needs.

There are strong concerns that a regional sales tax might forever preclude the City's opportunity to address its own needs via a SPLOST. A regional tax is also likely to return only a fraction of City contributions and is unlikely to include what has been identified as primary needs (significant transit, sidewalks and local street network).

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Forces are already mobilized to consider a regional sales tax mechanism for raising transportation funds. The City has two points of leverage that it should consider:

1. Legislative action (Timeframe: Now) – The City make it clear to the Metro Chamber, the ARC Board and the Fulton legislative delegation that it will not support a regional sales tax unless there are provisions that: a) in recognition of the City's current 1% transportation obligation to MARTA, at least ½% of City revenues from a regional sales tax be allocated as a City-controlled fund for local transportation needs, and b) that other funding mechanisms (i.e., parking sales or parking property tax) that could help to supplement City needs be enabled pending referendum.
2. Regional Sales Tax Referendum (Timeframe: 1 to 2 Years) – At the point of regional debate on a referendum for a regional sales tax the City should make clear that the project list voted upon must include a) an approximate share of revenue generated by the tax proportionate to City contributions to be spent on City priorities, and b) that regionally "unfundable" projects (sidewalks, network streets like those needed at Ft. McPherson) be included in the project list.

Improvement Districts

These are self-taxing business districts that can utilize funds raised to help build needed infrastructure.

Frameworks and Guidelines

Frameworks are predetermined infrastructure needs that can be incorporated into the building programs of new development. The map book and street framework developed as a part of this plan is an example.

Fares

Changes to transit fare levels or structure are options for increasing revenue. This could mean moving to a distance based fare system that charges higher fares for longer trips.

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6.9 Current City Transportation Spending And Obligation

The City and its residents currently spend a considerable amount on transportation. Not only to the residents incur the costs of vehicles, fuel and transit fares. Various sources of revenue pay for infrastructure, service and maintenance. The following table provides a summary:

Source	Current Obligation	City Expendi-tures	Return to City
Motor Fuel Tax	Federal/State Priorities	$44M	70%[1]
1% Sales Tax	MARTA	$125M	100%
City General Fund	Quality of Life Bond Debt Service	$16M	67%
City General Fund	Maintenance of Right-of-Way	$24M[2]	100%
Impact Fees	Transportation in Affected Areas	$1.75M	100%

1 – Gross Estimate

2 - General Estimate from Public Works

All told, these expenditures create around $185 million dollars annually to be spent on transportation. However, the vast majority of these funds, while spent in the City, are spent on priorities set by others. The Atlanta Regional Commission and MARTA have only a minority representation of City of Atlanta representatives on their boards. The Georgia Department of Transportation has no representation from the City.

If the City intends to have its priorities receive adequate funding, some of the funding sources described previously will have to be considered. The following section describes how much revenue might result from some of these approaches.

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6.10 Revenue Potential

Parking Taxes

SCENARIO ONE

Year	2008	2015	2030
Estimated Revenue	$75,941,900.00	$100,136,324.83	$181,121,758.20

SCENARIO TWO

Year	2008	2015	2030
Estimated Revenue	$5,400,000	$ 7,120,392.75	$ 13,398,047.87

Assumptions:

1. *Scenario 1: 200,000 Parking spaces*
   - *Daily surcharge of $1*
   - *Increase by inflation rate + 1% every year*
2. *Scenario 2: Use only 50,000 spaces of commercial parking lots*
   - *10% tax rate on $90 per month*
   - *Increase by inflation rate + 1% every year*

We examined two methods of generating revenue from parking related activities. The first version is akin to a surcharge; in effect, the city would impose an additional fee daily for every parking space within the city. Some of the more important features include a 15-space exclusion for small businesses and keeping the surcharge indexed with inflation. We estimated that the city of Atlanta had 200,000 spaces that would be susceptible to an initial surcharge of one dollar. It is clear that implementing such a plan would require a great deal of effort however, the estimates of revenue that it would create are also sizeable. In 2008 and 2009 this design would net a conservative estimate of $75 million and $79 million respectively. By the year 2015 the amount the city would receive through such a funding plan would be greater than $100 million for each year.

The second version, which is considerably easier to implement though less profitable, involves taxing the monthly charge for commercial parking spaces. In this version a 10% tax rate is applied to a monthly charge of $90. Furthermore, because the 10% tax rate is fixed, the monthly charge is adjusted yearly to account for inflation. Our estimates indicate that such a model would generate $5.6 million in 2008 and $5.8 million in 2009. By the year 2015 the city would receive greater than 7.4 million dollars every year.

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Sales Tax (City)

Year	2008	2015	2030
Estimated Revenue	$221,306,143.33	$ 272,178,641.94	$424,045,455.64

Assumptions:

1. *Impose additional 1% tax on all taxable sales in COA*
2. *2007 estimate is based on yearly average of last 3 years*

Another possibility we examined was imposing an additional 1% tax on all taxable sales in the city of Atlanta. In this respect, it would be identical to the municipal option sales tax the city collects for renovating the water and sewer systems, with the exception that money gathered would go towards transportation investments. Over 2005 to 2007 the city collected an average of $214,860,333 per year from the local and municipal option sales tax. After adjusting for inflation our conservative estimate shows that by the year 2015 this amount is projected to increase to $272,178,641.

Regional Sales Tax

Year	2008	2015	2030
Estimated Revenue	$74,675,000	$ 91,840,831	$143,085,022

Assumptions:

1. *10% on current sales tax in 10 counties region*
2. *2007 estimate is 72,500,000*

We also examined the possibility of the 10-County area implementing a regional 1% sales tax. Estimates from the Atlanta Regional Commission put the total amount of revenue from the tax at 725 million dollars. For our purposes we estimated that the city of Atlanta would receive 10% of the total receipts. This number comes from the fact that the population in the city of Atlanta represents 11.52% of the total population in the 10-County region. At 10% the estimated revenue from such a plan in 2008 is 74.6 million dollars. After adjusting for inflation the city is projected to receive 91.8 million dollars for the 2015 fiscal year. From the city's perspective the taxes on residents within the city's limits would remain the same as the city already implements a 1% sales tax. However, the city would receive an additional percentage of the total funds generated by the surrounding counties, which was estimated based on the relative population of the COA in comparison to the 10-County area.

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SPLOST (Transportation Focus)

Year	2008	2015	2030
Estimated Revenue	$128,750,000.00	$158,346,260.17	$246,698,313.89

Assumptions:

1. *Same amount as current Water and Wastewater bond*
2. *$125,000,000*

At present the city collects a special purpose local option sales tax (SPLOST) supporting a 125 million dollar issue of bonds. This tax is designed to support improvements to Atlanta's sewer and wastewater capabilities. The city could issue an additional bond solely related to transportation issues and finance it in a manner similar to how they financed the previous water and wastewater bonds. It is important to note that revenue from the municipal option sales tax far exceeds the original 125 million dollar bond.

GASOLINE TAXES

Estimated of total prepaid Tax Receipts

Year	2008	2015	2030
Estimated Revenue	$2,028,172.36	$2,494,396.18	$3,886,187.98

Cents per Gallon Estimate

Year	2008	2015	2030
Estimated Revenue	$34,808,171.05	$42,809,659.88	$66,696,055.21

Assumptions:

1. *Use population ratio of City of Atlanta comparing to Georgia, 5% as a contribution portion from the city.*
2. *Georgia has 4% sales tax and fixed prepaid tax. We assumed that city can claim its 5% contribution portion from those taxes.*

Our findings regarding the gasoline tax involve estimating the amount of money which leaves the city in the form of the 4% sales tax or the prepaid excise tax on motor fuel. Because this information is only reported for the state as a whole we used population information the help estimate the amount of money that the city generated. Since the city of Atlanta contains 5% of the total population of the state of Georgia we conservatively estimated that Atlanta would generate at least 5% of all tax revenue. This reasoning leads us to believe that the city of Atlanta contributes 19.6 million dollars through the 4% sales tax and 24.5 million dollars through the prepaid excise tax to state coffers. To reiterate an earlier point, using the city of Atlanta population as a portion of the entire state underestimates the contribution of Atlanta taxes to state and federal funds. An equally relevant alternative could utilize the population in the Atlanta-MSA (Metropolitan Statistical Area) as a portion

of the total state population, which is 50%, yielding estimates of 197 million dollars through the 4% sales tax and 245.5 million dollars through the prepaid excise tax.

Congestion Pricing

Year	2008	2015	2030
Estimated Revenue	$68,765,014.50	$84,572,294.19	$131,760,878.69

Assumptions:

1. *Choose I-75, just below the I-285 junction*
2. *Southbound and Northbound counted*
3. *Current daily traffic volume is 182,910 vehicles*
4. *$1 toll for every vehicle every day, no exception*
5. *We did not consider price elasticity because there is no alternative route*
6. *Traffic volume could decrease after imposing a toll – either way beneficial*

Numerous cities with traffic problems similar to Atlanta have turned to congestion pricing to both alleviate congestion within the city and generate revenue for transportation investments. Our team investigated the revenue that implementing a similar plan would generate for the city of Atlanta. We looked at placing one toll on Interstate 75(SB) right before it intersects with 1-285. Such a toll both with an estimated daily traffic volume of 182,910 vehicles each paying $1 would yield 68.7 million dollars for 2008 and 84.5 million dollars by 2015. Although results from similar studies show that the volume of traffic decreases significantly with increases in price, the Atlanta area would be uniquely insulated from this effect due the lack of viable alternatives.

Quality Of Life Bonds

Year	2008	2015	2030
Estimated Revenue	$16,651,666.67	$20,479,449.65	$ 31,906,315.26

Assumptions:

1. *Issued 3 times since 2001 for 3-year-plan each.*
2. *Our estimate is an annual average of those*
3. *May need to adjust for inflation*

The city of Atlanta's Quality of Life bonds were designed to provide investment capital for community improvements throughout the city. It has been issued in 2001, 2004 and 2007 with a total of $145,500,000 in bonds. This means the yearly average of revenue generated from this bond is about 16.6 million dollars. If the city continues with the issuance of such bonds every three years then by 2015 this amount is estimated to increase to 20.4 million dollars.

Impact Fees

Year	2008	2015	2030
Estimated Revenue	$1,801,928	$2,216,144	$3,452,680

Assumptions:

1. *Current: City of Atlanta impact fee is $22,742,777 for last 13 years. Our current estimate is the annual average of this amount.*
2. *Future: We assumed that COA could impose approximately same amount as the City of Miami did in 2007 ($5,970,873)*

Over the past 13 years the City of Atlanta has collected 22.7 million dollars in impact fees, this means each year the city collects an average of 1.75 million

dollars in impact fees. By the year 2015 this is only expected to increase to 2.2 million dollars. This amount seems very low when compared to the 5.9 million dollars the city of Miami raised in 2007, especially since the city of Miami has about 55,000 fewer residents than the city of Atlanta. Our findings indicate that increasing impact fees is a relatively easy way to increase the amount of transportation revenue for the city.

Traffic And Parking Fines

Year	2008	2015	2030
Estimated Revenue	$630,345,615.63	$782,481,346.13	$1,246,050,714.63

Assumptions:

1. *Current: Yearly average of most recent collected amount of traffic fines.*
2. *Future: the City of Atlanta has $10.5M in tickets issued but uncollected for last 3.5 years. Assumed that city can collect all and get the yearly average of them.*

Another surprising result is the amount of money that the city loses in uncollected parking fines. Over the past three years it is estimated at 10.5 million dollars, this implies a yearly average of 3 million dollars. The most problematic aspect of this uncollected revenue is how the city budgeted around 12 million dollars a year from traffic and parking fees in 2005, yet received an average of $39,201 dollars over 2003 and 2004. Enforcement of unpaid traffic and parking fines would allow the city to generate an extra 3.8 million dollars by the year 2015.

Index of Project Types by Code: All projects preceded by 'PS' were developed in previous studies; all projects preceded by 'AT' are programmed in the Transportation Improvement Plan

TR	Transit Projects	RD	Road Diet/Removal of Reversible Lanes	TC	Traffic Calming
RTP	RTP Projects	EX	Expressway Access. Modifies connection to an interstate.	BR	Bicycle Route
RD	Road Diet/Removal of Reversible Lanes	IR	Realignment of Streets as necessary for intersection projects. These are primarily coded for correcting offsets in the street grid.	CS	Complete Street
OW	One-way to two-way conversions.	RA	Realignment of Streets. These projects may involve the addition of new street network; any added streets intersecting with the main streets being aligned should be coded as the same project.	PA	Pedestrian Amenity
RW	Roadway Widening	IC	Addition of capacity at intersections.		
IS	Signalization project.	NS	New Streets and Network from redevelopment. This usually refers to street extensions that would be public projects but can also be public contributions to network primarily added by private development.		

Current TIP Projects

PROJECT ID	PROJECT NAME	PROJECT TYPE	PROJECT DESCRIPTION	GENERAL LOCATION	Goals: Project Score	Provide Balanced Transportation Choices	Promote Public Health and Safety	Prepare for Growth	Maintain Fiscal Sustainability	Create Environmental Sustainability	Preserve Neighborhoods	Create Desirable Places for all Citizens
					PERCENT OF GOAL FULFILLED							
AT-004	US 78/278 (D.L. Hollowell Parkway)	Roadway Operational Upgrades	From Proctor Creek to East of CSX Railroad Bridge near Marietta Boulevard			TIP Projects not evaluated on above criteria						
AT-086A	Spring Street Viaduct	Bridge Upgrade	From Alabama Street to Marietta Street [SEE ALSO AT-086B]			TIP Projects not evaluated on above criteria						
AT-086B	Spring Street Viaduct	Bridge Upgrade	From Alabama Street to Marietta Street [SEE ALSO AT-086A]			TIP Projects not evaluated on above criteria						
AT-212	Intersection Improvements on North Avenue, Linden Avenue, West Peachtree Street and Ponce de Leon	Roadway Operational Upgrades	Multiple Locations			TIP Projects not evaluated on above criteria						
AT-215B	SR 141 (Peachtree Road) Multimodal Corridor Enhancements	Roadway Operational Upgrades	From GA 400 Overpass to Roxboro Road			TIP Projects not evaluated on above criteria						
AT-215C	SR 141 (Peachtree Road) Multimodal Corridor Enhancements	Roadway Operational Upgrades	From Shadowlawn Avenue to Maple Drive			TIP Projects not evaluated on above criteria						
AT-218	US 19 (Peachtree Street)	Roadway Operational Upgrades	From West Peachtree Street to Beverly Road			TIP Projects not evaluated on above criteria						
AT-070	Courtland Street Viaduct	Roadway	Bridge Replacement From Gilmer Street to MLK Jr. Drive over MARTA East Line and CSX Rail Line			TIP Projects not evaluated on above criteria						
AT-097	Mitchell Street Viaduct over Norfolk Southern Rail Line	Roadway	From Elliott Street to Spring Street			TIP Projects not evaluated on above criteria						
AT-108	SR 280 (James Jackson Parkway)	Roadway				TIP Projects not evaluated on above criteria						
AT-210A	Midtown Atlanta ADA Ramp Improvements	Roadway	12 locations			TIP Projects not evaluated on above criteria						
AT-AR-212A	I-85 North	Roadway				TIP Projects not evaluated on above criteria						
AT-AR-238	Barge/Campbellton Intersection Improvements	Roadway				TIP Projects not evaluated on above criteria						
AT-AR-245	Bolton/Marietta Intersection	Roadway				TIP Projects not evaluated on above criteria						

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	PROJECT ID	PROJECT NAME	PROJECT TYPE	PROJECT DESCRIPTION	GENERAL LOCATION	Goals: Project Score	Provide Balanced Transportation Choices	Promote Public Health and Safety	Prepare for Growth	Maintain Fiscal Sustainability	Create Environmental Sustainability	Preserve Neighborhoods	Create Desirable Places for all Citizens
							PERCENT OF GOAL FULFILLED						
Tier 1	IR-001	Virginia Ave-10th Street Realignment	Realignment	Realign 10th Street to the south to cross Monroe Drive and connect to Virginia Drive in a single point.		3.67	67%	100%	50%	0%	100%	50%	0%
	PS-IC-007	Piedmont Rd/Tower Place Drive	Intersection Capacity	Add westbound left-turn lane from Tower Place onto southbound Piedmont		3.58	100%	0%	50%	67%	0%	75%	67%
	NS-020	Grant Street Extension	New Street	Extend Grant Street to connect across the BeltLine (public and private initiative)	Beltline Crossing	3.50	67%	67%	0%	33%	100%	50%	33%
	PS-IR-004	Simpson St and JE Lowery Blvd	Intersection Realignment	Intersection reconfiguration		3.25	33%	67%	50%	-33%	100%	75%	33%
	PS-IR-007	Marietta/Bolton	Intersection Realignment	Rebuild Intersection		3.25	67%	100%	50%	33%	0%	75%	0%
	PS-IR-005	Simpson St and Sunset Ave	Intersection Realignment	Intersection reconfiguration		3.25	67%	33%	50%	0%	100%	75%	0%
	NS-067	Elizabeth Street Extension	New Street	Elizabeth Street extension across the BeltLine to Ralph McGill Blvd. through Ensley Street - Connection continues to Angier Ave, eventually connecting to Glen Iris Dr.	BeltLine	3.25	67%	33%	0%	67%	100%	25%	33%
	NS-071	Extension of Central Park Place	New Street	Extend Central Park Pl. to Freedom Parkway / Andrew Young Intl. Blvd. to form a developable block between freedom parkway and Highland Ave. (in conjunction with the reconfiguration of the I-75/85 interchange with Freedom Parkway and one-way to two-way conversion of corresponding streets)	Freedom Parkway and I-75/85 Interchange	3.25	67%	33%	0%	33%	100%	25%	67%
	NS-049	Bennett Street Bridge	New Street	2 lane bridge along proposed "transit" plaza and over existing CSX right-of-way. Includes connection and realignment of intersection at Peachtree Road and connection to Spalding Drive.	Moreland Shopping Plaza site	3.17	67%	67%	0%	33%	0%	50%	100%
	RD-004	Howell Mill Restriping (Part 1)	Road Diet	Restripe Howell Mill Road from Coller Drive to Beck Street to one travel lane in each direction with continuous center turn lane, approximately 630 feet.	Howell Mill Road	3.17	67%	100%	0%	0%	0%	50%	100%
	PS-NS-014	Avon Extension	New Street	Street Extension Connect to University		3.08	67%	33%	0%	0%	100%	75%	33%
	PS-NS-012	White Street Extension	New Street	Extension with Roundabout Peoples Street		3.08	67%	67%	0%	0%	0%	75%	100%
	PS-RD-002	Boulevard Three-Lane Conversion	Road Diet	Lane Reduction to On-Street Parking Bulbouts and Left Turn Lanes		3.08	33%	100%	-33%	33%	0%	75%	100%
	IR-002	Ridge/McDonough/Hank Aaron	Realignment	Close crossing over at-grade rail line. Hank Aaron turns to become Ridge on north side of rail; University turns to become McDonough. Access to McDonough occurs via Milton Avenue and Lakewood Avenue.		3.00	33%	67%	50%	0%	100%	50%	0%
	NS-062	New Street connection	New Street	New Street connecting Ponce De Leon Ave and Monroe Dr. along the BeltLine through the commercial property. Private initiative as a part of the redevelopment of the commercial property	From Ponce De Leon to Monroe Dr.	3.00	67%	67%	0%	33%	100%	0%	33%
	OW-021	Atlanta Avenue	One-Way Conversion	One-way conversion of roadway to two-way operation with appropriate streetscape, intersection, and signal modifications, approximately .55 miles (6 blocks).	From Capital Avenue south to Hill Street, approximately .5 mile (6 blocks).	1.17	0%	0%	-50%	0%	0%	100%	67%
	PS-IR-002	Cheshire Bridge/Sheridan Road	Intersection Realignment	Extension of Sheridan to Lindbergh Cheshire to Lindbergh		2.92	67%	100%	50%	0%	0%	75%	0%
	PS-IR-016	Piedmont Ave/Lindbergh Dr	Intersection Realignment	Intersection Project		2.92	67%	33%	50%	67%	0%	75%	0%
	OW-009	13th Street	One-Way Conversion	One-way conversion to two-way operation with appropriate streetscape, intersection, and signal modifications, Approximately .25 miles (1 block).	From Piedmont Avenue west to Juniper Street, approximately .25 miles.	2.92	67%	100%	0%	33%	0%	25%	67%
	PS-NS-032	Mitchell St Extension	New Street	Extend to Memorial Drive ** (was originally deleted..)		2.92	67%	67%	0%	0%	100%	25%	33%

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RW	Roadway Widening	IC	Addition of capacity at intersections.		
IS	Signalization project.	NS	New Streets and Network from redevelopment. This usually refers to street extensions that would be public projects but can also be public contributions to network primarily added by private development.		

						Goals	Project Score	Provide Balanced Transportation Choices	Promote Public Health and Safety	Prepare for Growth	Maintain Fiscal Sustainability	Create Environmental Sustainability	Preserve Neighborhoods	Create Desirable Places for all Citizens
	PROJECT ID	PROJECT NAME	PROJECT TYPE	PROJECT DESCRIPTION	GENERAL LOCATION		PERCENT OF GOAL FULFILLED							
Tier 2	NS-070	Reconnect Hillard Street	New Street	Reconnect Hillard street across Freedom Parkway (in conjunction with reconfiguration of the Freedom Parkway Interchange)	Freedom Parkway and I-75/85 Interchange		2.92	67%	67%	0%	33%	33%	25%	67%
	NS-063	Pylant Street Extension	New Street	Extend Pylant street to connect to new street on the west side of the BeltLine	BeltLine		2.92	33%	67%	0%	33%	100%	25%	33%
	NS-013	Sylvan Road Extension	New Street	Extend Sylvan Road north of Lee Street, crossing BeltLine and connecting to Joseph Lowery Boulevard.	Beltline Crossing		2.83	67%	67%	0%	33%	0%	50%	67%
	IC-006	Marietta Street & Marietta Blvd.	Intersection Capacity	Redesign intersection to accommodate Left Turn Lanes	West Highlands		2.75	100%	100%	50%	0%	0%	25%	0%
	PS-IR-006	Buford Hwy/Sidney Marcus Blvd	Intersection Realignment	Reconstruct Intersection - Grade Separation Should Be Considered (Related to PS-IC-008, PS-IR-008, PS-RW-010, PS-IC-009 and PS-RW011)			2.75	33%	67%	0%	67%	0%	75%	33%
	EX-005	I-285 and Langford Parkway interchange reconfiguration	Expressway Access	Remove east-bound ramp to Langford Parkway from NB 1-285. New NB off ramp to Greenbriar Parkway continues as new 3 lane frontage road to Langford Parkway continuing to become NB on-ramp to I-285.			2.75	33%	33%	33%	33%	0%	75%	67%
	PS-NS-015	Cherokee Ave. Extension	New Street	Street Extension (Beltline Project) Extend to Englewood			2.75	67%	33%	0%	0%	33%	75%	67%
	PS-NS-023	Loveless Avenue/Jefferson Street Extension	New Street	Street Extension to Bankhead MARTA Station			2.75	67%	33%	0%	33%	0%	75%	67%
	IR-004	Metropolitan Avenue/ Ralph David Abernathy / Glenn Street	Realignment	Redesign intersection to accommodate realignment of Glenn Street south to York Avenue	Metropolitan Drive		2.00	67%	33%	50%	0%	0%	50%	0%
	RD-001	Northside Drive Removal of Reversible Lanes	Road Diet	Remove reversible traffic operations and repave/restripe roadway between I-75 and Arden Road Parkway, approximately 2.2 miles.	Northside Drive		0.17	0%	0%	-67%	0%	0%	50%	33%
	IS-001	Bolton Road/Donald Lee Hollowell Parkway	Intersection Signalization	Change signal timing and add signals at Hollowell/285 ramp intersections	Martin Luther King Dr		2.75	33%	100%	0%	0%	0%	75%	67%
	RTP-BR-002	US 19/SR 9 (Peachtree Road)	Bridge Upgrade	US 19/SR 9 (Peachtree Road)			2.67	33%	100%	50%	33%	0%	50%	0%
	PS-NS-017	Wall Street Extension	New Street	Street Extension Across Gulch			2.58	67%	67%	0%	33%	33%	25%	33%
	NS-016	Ridge Avenue to Boulevard Connection	New Street	New street along the BeltLine (on the north side) connecting Boulevard to Ridge Avenue at the intersection of Hank Aaron and Ridge Avenue (public and private initiative)	Beltline Crossing		2.58	33%	33%	0%	33%	100%	25%	33%
	EX-006	Moreland and I-20	Interchange Redesign	Reconstruct interchange to improve traffic operations and pedestrian safety			2.58	33%	100%	33%	0%	0%	25%	67%
	RA-001-02	Roswell Road Re-build	Realignment	Roswell Road reconstruction from 5-lanes to 3-lanes, from Habersham Road to New Piedmont 1,800 feet.	Buckhead		2.50	67%	0%	100%	0%	0%	50%	33%
	RA-001-01	Piedmont Road Extension	Realignment	.35 mile Street realignment an extension of Piedmont Road north as a 5-lane roadway with on-street parking.	From Habersham Road north to Roswell Road, approximately .35 miles.		2.50	67%	0%	100%	0%	0%	50%	33%
	RTP-RW-014	University Avenue	Roadway Widening	UNIVERSITY AVENUE			2.50	100%	0%	33%	33%	33%	50%	0%
	IC-003	Bolton Road/Hollywood Road	Intersection Capacity	Add left-turn lane capacity on Bolton Road at Hollywood Road intersection			2.50	100%	67%	0%	0%	0%	50%	33%
	NS-026	Rochelle Drive Extension	New Street	Extend Rochelle Drive to R D Abernathy street extension (public and private initiative)	Beltline Crossing		2.50	67%	67%	0%	33%	0%	50%	33%

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Tier 3	NS-019	Grant Terrace / Englewood Extension	New Street	Extend Grant terrace to connect across the BeltLine to Extension of Englewood Ave. (public and private initiative)	Beltline Crossing		2.50	67%	33%	0%	33%	33%	50%	33%
	NS-025	Ralph David Abernathy Boulevard Extension	New Street	Extend R D Abernathy Boulevard to Bernice Street extension (public and private initiative)	Beltline Crossing		2.50	67%	67%	0%	33%	0%	50%	33%
	PS-IR-015	Arkwright Place/Flat Shoals Ave	Intersection Realignment	Intersection Project			1.08	0%	0%	0%	0%	0%	75%	33%
	NS-014	Extend University Avenue to Avon	New Street	Extend University Street to Avon Ave across the BeltLine	Beltline Crossing		2.50	67%	33%	0%	33%	33%	50%	33%
	PS-NS-011	Mangum Street Connection	New Street	Extend Street Chapel to MLK			2.50	33%	67%	0%	33%	33%	50%	33%
	OW-001	Ponce De Leon	One-Way Conversion	One-way conversion to two-way operation with appropriate streetscape, intersection, and signal modifications, Approximately .25 miles (2 blocks).	From Peachtree Street west to Spring Street, approximately .25 miles.		2.50	67%	100%	-67%	33%	0%	50%	67%
	PS-NS-029	Buckhead Loop to Piedmont Center Connection	New Street	New shuttle-only street to connect MARSH building with Piedmont Center			2.42	33%	-33%	33%	67%	0%	75%	67%
	PS-NS-027	Browning Street Extension	New Street	Street Extension Connect to Anderson Ave.			2.42	67%	67%	0%	0%	0%	75%	33%
	PS-NS-002	DeFoors Ferry Extension	New Street	Street Extension Bolton Rd. to Marietta Blvd.			2.42	67%	67%	0%	0%	0%	75%	33%
	PS-NS-001	Moores Mill Extension	New Street	Street Extension Bolton Rd. to Marietta Blvd.			2.42	67%	67%	0%	0%	0%	75%	33%
	PS-NS-028	Roswell to Piedmont Connection	New Street	Add new two-lane street connecting Roswell and Piedmont Roads, intersecting with Piedmont generally halfway between the intersections of Habersham Road and Buckhead Loop.			2.42	67%	0%	0%	67%	0%	75%	33%
	IS-009	Moreland/I-20	Intersection Signalization	Introduce signals at ramp access points and reconstruct intersections with I-20 access ramps to improve pedestrian safety.			2.42	33%	100%	0%	0%	0%	75%	33%
	OW-018	Fraser Street	One-Way Conversion	One-way conversion of roadway to two-way operation with appropriate streetscape, intersection, and signal modifications, approximately .45 miles (5 blocks).	From Georgia Avenue south to Atlanta Avenue, approximately .45 mile (5 blocks).		2.33	33%	33%	0%	0%	0%	100%	67%
	PS-OW-002	Hills Avenue	One-Way Conversion	Convert to 2 Way Peters to Northside			2.33	33%	0%	0%	33%	0%	100%	67%
	OW-003	4th Street	One-Way Conversion	One-way conversion to two-way operation with appropriate streetscape, intersection, and signal modifications, Approximately .40 miles (6 blocks)	From Piedmont Avenue west to Spring Street, approximately .40 miles.		2.33	67%	67%	0%	33%	0%	0%	67%
	IR-003	Delmar Lane / Linkwood Road / Burton Road	Realignment	Realign intersection.	Hamilton Homes Station Area		-0.08	0%	-67%	0%	0%	0%	25%	33%
	PS-RW-004	Widen Hollowell	Roadway Widening	Widening (2-4 lanes with turn lanes where needed) Harwell Road to James Jackson			2.25	67%	67%	67%	0%	0%	25%	0%
	RA-001-04	Powers Ferry Extension	Realignment	Extend Powers Ferry from Roswell Road to the New Piedmont Road a 3-lane street, approximately 500 feet.	Buckhead		2.25	67%	0%	50%	0%	0%	75%	33%
	EX-001	Buford Highway Connector/Peachtree	Expressway Access	Reconfigure grade-separated access to Buford Highway from Peachtree Street to introduce redevelopment opportunity.			2.25	67%	33%	33%	33%	33%	25%	0%
	NS-028	Dallas Street Extension	New Street	Extend Dallas Street Across the BeltLine to Angier Springs Rd.	Beltline Crossing		2.25	67%	67%	0%	33%	0%	25%	33%

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Tier 4	NS-015	Cherokee Avenue Extension	New Street	Connect Cherokee Avenue across the BeltLine to Engelwood Avenue	Beltline Crossing		2.25	67%	33%	0%	33%	33%	25%	33%
	NS-021	Peeples Street Extension	New Street	Extend Peeples street across the BeltLine to connect to White Street (public and private initiative)	Beltline Crossing		2.25	67%	67%	0%	33%	0%	25%	33%
	NS-024	Bernice Street Extension	New Street	Extend Bernice Street across the BeltLine to connect to intersection of Hopkins and White Street (public and private initiative)	Beltline Crossing		2.25	67%	67%	0%	33%	0%	25%	33%
	PS-NS-020	New Streets/Oakland City MARTA	New Street	New Street Grid New Streets			2.25	33%	33%	0%	0%	100%	25%	33%
	PS-OW-003	Baker/Harris 2 Way Conversion	Operational	2 Way Conversion			2.25	33%	100%	0%	33%	0%	25%	33%
	PS-RW-005	Northside Drive Widening	Roadway Widening	Widening (to 6 lanes with turn lanes where needed) Simpson St. to I-75			2.17	67%	0%	67%	33%	33%	50%	-33%
	PS-NS-030	Piedmont Road to Maple Drive Connections	New Street	Two new streets, equally spaced between Peachtree and East Paces Ferry, with median breaks and traffic signals at Piedmont. (Development-related project)			2.17	67%	33%	33%	0%	0%	50%	33%
	IS-006	DeKalb Avenue/Moreland Avenue	Intersection Signalization	Consolidate two access ramp signals on DeKalb Avenue to a single point intersection and realign ramps to intersect at this point.			2.17	67%	67%	0%	0%	0%	50%	33%
	PS-IC-006	Simpson Rd./West Lake Ave.	Intersection Capacity	Add Left Turn Lanes Intersection			2.17	67%	0%	0%	33%	100%	50%	-33%
	NS-022	Richland Road Extension	New Street	Extend Richland Road across the BeltLine to connect to White Street (public and private initiative)	Beltline Crossing		2.17	67%	67%	0%	0%	0%	50%	33%
	NS-027	Sells Avenue Extension	New Street	Extend Sells Ave. across the BeltLine to make the East- West Street connection (public and private initiative)	Beltline Crossing		2.17	67%	67%	0%	0%	0%	50%	33%
	PS-EX-005	I-85/GA 400 Southbound Merge	Expressway Access	Reduce SB I-85 upstream by one lane. Merge one GA 400 SB lane and continue other lane. SB I-85 downstream retains current configuration.			2.08	33%	-25%	33%	33%	0%	100%	33%
	IS-003	Ralph David Abernathy/Lucile Street	Intersection Signalization	Add signal & left turn lane			2.08	67%	33%	0%	0%	0%	75%	33%
	IS-005	Langhorne Street/Sells Street	Intersection Signalization	Add signal.			2.08	67%	33%	0%	0%	0%	75%	33%
	PS-NS-009	Tee Road Extension	New Street	Street Extension To Peyton Pl. then to Lynhurst			2.08	67%	33%	0%	0%	0%	75%	33%
	PS-NS-025	Elbridge Street Extension	New Street	Street Extension to Francis Place			2.08	67%	33%	0%	0%	0%	75%	33%
	IS-008	Moreland/Memorial and Moreland/Arkwright Coordination	Intersection Signalization	Remove signal at Moreland/Arkwright and allow right-in/right-out access on both sides of Moreland.			2.08	33%	67%	0%	0%	0%	75%	33%
	PS-IR-019	Miami Circle Relocation	Intersection Realignment	Relocate Miami Circle 150 ft south to add SB left-turn from Piedmont			2.08	33%	33%	0%	33%	0%	75%	33%
	PS-OW-030	Nelson Street	One-Way Conversion				2.08	0%	67%	0%	33%	0%	75%	33%
	PS-OW-031	Chapel Street	One-Way Conversion				2.08	0%	67%	0%	33%	0%	75%	33%

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RW Roadway Widening	IC Addition of capacity at intersections.	
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							PERCENT OF GOAL FULFILLED						
Tier 5	RTP-RW-013	Southside Industrial Parkway	Roadway Widening	Southside Industrial Parkway		2.08	33%	-33%	100%	33%	0%	75%	0%
	PS-RW-009	Piedmont Road Capacity Improvement 3	Roadway Widening	Add left turn lanes at intersections between Peachtree Road and Pharr Road. Widen to provide 5' bike lanes on both sides. Current through lane configuration (3 northbound, 3 southbound) does not change.		2.08	100%	0%	33%	33%	0%	75%	-33%
	PS-IR-003	Moreland Ave/McPherson Ave	Intersection Realignment	Re-align McPherson to Curve into village Moreland to Flat Shoals		2.08	67%	67%	0%	0%	0%	75%	0%
	PS-IR-014	Moreland Ave/Memorial Dr	Intersection Realignment	Intersection Project		2.08	67%	33%	0%	33%	0%	75%	0%
	PS-OW-001	Trenholm Street	One-Way Conversion	Convert to 2 Way Peters to Northside		2.08	33%	0%	0%	33%	0%	75%	67%
	RA-002-01	Bolton Road Realignment and extension	Realignment	Realign and extend Bolton road southeast and north from 300 feet east of Barnet Drive to Moore Mill Road as a 2-lane street with on-street parking, approximately 2,400 feet.	Northwest Corridor	2.00	33%	67%	50%	0%	0%	50%	0%
	PS-RD-004	Piedmont Road Diet 1	Road Diet	Reconfigure lanes on Piedmont Road from Pharr Road to Sidney Marcus Boulevard. This project converts the existing six-lane section to two northbound lanes and three southbound lanes with exclusive left turn lanes at		2.00	67%	0%	-67%	33%	0%	100%	67%
	RW-003	Campbellton Road	Roadway Widening	Widen Campbellton Road from 2-lanes to 5-lanes (to accommodate mixed flow Streetcar, approximately 1.1 miles.	From Venetian Drive southwest to Timothy Drive, approximately 1.1 miles.	2.00	67%	33%	67%	0%	0%	0%	33%
	PS-IS-001	MLK/Peyton Place	Intersection Signalization	Traffic Signal		2.00	67%	-33%	0%	33%	0%	100%	33%
	PS-IR-001	Cheshire Bridge/Chantilly Road	Intersection Realignment	Re-align Intersection		1.92	67%	-33%	50%	33%	0%	75%	0%
	PS-IR-009	Moreland Ave/Glenwood Ave	Intersection Realignment	Intersection Realignment Intersection		1.92	0%	67%	50%	0%	0%	75%	0%
	PS-IR-017	Piedmont Road/East Wesley	Intersection Realignment	Reconfigure Darlington Road (eastern leg of this intersection) for right in-right out access to Piedmont (only relevant to travel demand model if Darlington is currently a model link; if so recode to preclude SB left turn		1.92	0%	67%	50%	0%	0%	75%	0%
	EX-002	Williams-Spring Ramp System	Expressway Access	Reconfigure access ramps to leave a SB off ramp and to add a SB onramp at Williams St. Eliminate the fly-over connecting NB Williams to NB 75/85 mainline. Preserve fly-over exit/entrance ramps to HOV lanes.		1.92	67%	0%	33%	33%	33%	25%	0%
	RB-002	Simpson Road/H.E. Holmes Drive	Roundabout	Roundabout at Simpson Road and H.E. Holmes Drive	West Atlanta	1.92	67%	100%	0%	-33%	0%	25%	33%
	NS-017	New street parallel to University Avenue	New Street	New 2 lane street connecting University Avenue to the east of I-75/I-85 to Metropolitan Ave running parallel and in-between the BeltLine and University Avenue. (public and private initiative)	Beltline Crossing	1.92	67%	33%	0%	33%	0%	25%	33%
	NS-001	15th Street	New Street	New bridge and HOV ramps over Interstate 75/85 (connecting to 4-lane divided roadway, approximately .3 miles)	From West Peachtree Street west over Interstate 75/85 to Fowler Street	1.92	67%	0%	0%	33%	33%	25%	33%
	NS-023	Allegheny Street Extension	New Street	Extend Allegheny Street across the BeltLine to connect to White Street (public and private initiative)	Beltline Crossing	1.92	67%	67%	0%	0%	0%	25%	33%
	PS-NS-016	Alabama Street Extension	New Street	Street Extension Across Gulch		1.92	33%	33%	0%	33%	33%	25%	33%
	RD-005	Howell Mill Restriping	Road Diet	Restripe Howell Mill Road from 14th Street south to Marietta Street to one travel lane in each direction with continuous center turn lane, approximately 2,600 feet. (include landscape median between Marietta Street	Howell Mill Road	1.92	67%	33%	-33%	33%	0%	25%	67%
	OW-014	Andrew Young International Blvd. and Ellis Street	One-Way Conversion	One-way conversion of both roadways to two-way operation with appropriate streetscape, intersection, and signal modifications, approximately .6 miles (5 blocks). This project would include the reconstruction of the	Both Andrew Young International Blvd and Ellis Street from Freedom Parkway to Spring Street, approximately .6 mile (5	1.92	67%	67%	-33%	33%	0%	25%	33%

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RW	Roadway Widening	IC	Addition of capacity at intersections.		
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								PERCENT OF GOAL FULFILLED						
Tier 1	RTP-RW-009	US 41 (Northside Parkway)	Roadway Widening	US 41 (Northside Parkway)			1.83	67%	0%	67%	33%	0%	50%	-33%
	NS-047	New Street Connection	New Street	From intersection of Sizemore Ave and Gun Club Road to Johnson Road	Perry Homes Area		1.83	67%	33%	0%	0%	0%	50%	33%
	NS-018	McDaniel Street Extension	New Street	Extend McDaniel Street south across the BeltLine to Manford Road	Beltline Crossing		1.83	67%	0%	0%	33%	0%	50%	33%
	NS-007	Phipps Boulevard Extension	New Street	Extend Phipps Blvd. from the Buckhead Loop Over GA 400 to Tower Place Drive, as a 2-lane street	Buckhead		1.83	67%	33%	0%	0%	0%	50%	33%
	PS-IC-002	Virginia Ave/N. Highland Ave	Intersection Capacity	Narrow Lanes/Eliminate Right Lane			1.83	33%	0%	0%	33%	100%	50%	-33%
	IC-001	Bolton Road/Marietta Rd	Intersection Capacity	Add northbound left-turn lane & eastbound right turn capacity on Bolton Road at Marietta Road intersection			1.75	67%	33%	50%	0%	0%	25%	0%
	PS-NS-026	Finley Street Extension	New Street	Street Extension From Pelham to North			1.75	67%	33%	0%	-33%	0%	75%	33%
	OW-017	Crew Street	One-Way Conversion	One-way conversion of roadway to two-way operation with appropriate streetscape, intersection, and signal modifications, approximately .6 miles (6 blocks).	From Bill Lucas Drive south to Milton Avenue, approximately .6 mile (5 blocks).		1.75	33%	0%	0%	0%	0%	75%	67%
	RD-006	Martin Luther King Road Diet	Road Diet	Restripe MLK Road from HE Holmes Dr to Northside Dr from four-lane undivided roadway to three-lane (two travel lanes with center two-way left turn lane) and 5-foot bicycle lanes.			1.75	67%	0%	-67%	0%	0%	75%	100%
	IC-002	Bolton Road/James Jackson Parkway	Intersection Capacity	Add left-turn lane capacity on Bolton Road at James Jackson Parkway intersection			1.75	67%	67%	50%	0%	0%	25%	-33%
	PS-IR-011	Northside/North Ave./Lambert	Intersection Realignment	Consolidate Intersection			1.75	33%	33%	50%	33%	0%	25%	0%
	PS-IR-012	Northside Dr./Marietta St.	Intersection Realignment	Reconfigure Intersection			1.75	33%	33%	50%	33%	0%	25%	0%
	RTP-BR-001	US 41 (Northside Drive)	Bridge Upgrade	US 41 (Northside Drive)			1.75	33%	33%	50%	33%	0%	25%	0%
	PS-NS-008	Peyton Place Extension	New Street	Street Extension Across MLK and RR to Burton Rd.			1.75	67%	0%	0%	0%	0%	75%	33%
	PS-NS-010	New Street South from MLK	New Street	New Street Connection Align with west MARTA entrance			1.75	0%	67%	0%	0%	0%	75%	33%
	PS-RD-005	Piedmont Road Diet 2	Road Diet	Reconfigure lanes on Piedmont Road from Lindbergh Drive to Lambert Drive. This project converts the existing six-lane section to two northbound lanes and three southbound lanes with exclusive left turn lanes at			1.75	67%	0%	-33%	33%	0%	75%	33%
	RB-003	Ralph David Abernathy and Westview Drive	Roundabout	Redesign intersection to accommodate a single-lane roundabout.	Westview Cemetery		1.75	67%	100%	-50%	0%	0%	25%	33%
	PS-IC-003	Piedmont Ave/Sidney Marcus Blvd	Intersection Capacity	Intersection Widening			1.67	33%	0%	50%	67%	0%	50%	-33%
	RA-001-03	Old Ivy / Blackland Road Reconnection and widening	Realignment	Reconnection of Old Ivey to Blackland and winding roadway from 2-lanes to 3-lanes between Roswell Road and the New Piedmont Road, approximately 500 feet.	Buckhead		1.67	67%	0%	50%	0%	0%	50%	0%
	PS-IR-010	Northside/Hemphill/14th Intersections	Intersection Realignment	Consolidate Intersection			1.67	0%	0%	50%	67%	0%	50%	0%

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Tier 1	IS-002	Martin Luther King/Willis Mill Road	Intersection Signalization	Add signal at intersection to facilitate pedestrian crossing to reach H.E. Holmes MARTA station.	Martin Luther King Dr		1.67	33%	0%	0%	0%	0%	100%	33%
	RD-002	Northside Drive Road Diet	Road Diet	Reduce Northside Drive through restriping from 4 lanes (undivided) to 2-lanes with continuous Center Turn Lane from Arden Road to Moores Mill Road, approximately 2,600 feet.	Northside Drive		1.58	33%	100%	-33%	-33%	0%	25%	67%
	OW-015	Martin Luther King Blvd. and Mitchell Street	One-Way Conversion	One-way conversion of both roadways to two-way operation with appropriate streetscape, intersection, and signal modifications, approximately 1.2 miles (12 blocks).	Both Martin Luther King Blvd. and Mitchell Street from Walnut Street east to Capital Avenue, approximately 1.2 mile (12		1.58	0%	100%	-67%	33%	0%	25%	67%
	RTP-RW-010	SR 154/166 (Campbellton Road)	Roadway Widening	SR 154/166 (Campbellton Road)			1.58	67%	0%	67%	33%	0%	25%	-33%
	RW-001	Donald Lee Hollowell	Roadway Widening	Widen Donald Lee Hollowell from 2-lanes to 5-lanes to accommodate transit from Hamilton Homes to I-285, approximately 1.25 miles. (general purpose lane) (RTP Project)	From Hamilton Homes west to I-285, approximately 1.25 miles.		1.58	67%	0%	67%	0%	0%	25%	0%
	PS-IR-008	Bolton/Hollywood	Intersection Realignment	Rebuild Intersection			1.58	67%	-33%	50%	0%	0%	75%	0%
	RD-007	Cascade Road Diet	Road Diet	Add two-way left turn lane. This requires restriping that would eliminate existing bicycle lane.			1.58	67%	0%	0%	0%	0%	25%	67%
	OW-002	3rd Street	One-Way Conversion	One-way conversion to two-way operation with appropriate streetscape, intersection, and signal modifications, Approximately .32 miles (4 blocks)	From Juniper Street west to Spring Street, approximately .32 miles.		1.58	33%	33%	0%	33%	0%	25%	33%
	OW-006	8th Street	One-Way Conversion	One-way conversion to two-way operation with appropriate streetscape, intersection, and signal modifications, Approximately .10 miles (1 block).	From Peachtree Street to West Peachtree, approximately .10 miles.		1.58	33%	33%	0%	33%	0%	25%	33%
	NS-068	Angier Avenue Extension	New Street	Extend Angier Ave. to Belgrade Ave across the BeltLine	BeltLine		1.58	33%	33%	0%	33%	0%	25%	33%
	PS-RW-007	Piedmont Road Capacity Improvement 1	Roadway Widening	Widen Piedmont Road from existing five-lane section (two northbound, two southbound and left turns at intersections) to a seven-lane section (three northbound, three southbound and left turn lanes at intersection, between Buckhead Loop and Peachtree Road.			1.50	67%	-33%	67%	33%	0%	50%	-33%
	PS-RB-001	Cascade/Sandtown/Pollard	Roundabout	Roundabout			1.50	67%	33%	0%	-33%	0%	50%	33%
	NS-006	North Avenue Reconnection	New Street	Extend North Avenue on either side of the railroad near Maddox Park			1.50	67%	33%	0%	-33%	0%	50%	33%
	PS-NS-007	New Street North of RR Tracks	New Street	New Street Connection Linkwood to HE Holmes			1.50	33%	0%	0%	0%	0%	50%	67%
	NS-080	Spring Connection at Ivan Allen Plaza	Expressway Access	To coincide with OW-012, build connection from Spring north of I-75/85 to Spring-West Peachtree connector.			1.50	0%	0%	0%	33%	0%	50%	67%
	NS-044	New Street Connection	New Street	New 2-lane street connecting Fulton Industrial Blvd. and Bolton Road near the intersection of Bolton Road and Bolton Parkway			1.50	67%	0%	0%	0%	0%	50%	33%
	NS-045	Watts Road Extension to Hollywood Road/Gun Club Road	New Street	Extend Watts Road to Hollywood Road (to tie into current intersection with Gun Club Road) as a 3 lane street (2-way left turn lane)	Perry Homes / Donald Lee Hollowell		1.50	67%	0%	0%	0%	0%	50%	33%
	NS-002	Deering Street Extension Part 1	New Street	Extension of Deering Street on new alignment as 2-lane street with left turn lanes at intersections, approximately 2,300 feet	From Northside Drive west to Howell Mill		1.50	67%	0%	0%	0%	0%	50%	33%
	NS-036	Crumley Street Extension	New Street	Extend Crumley street to Humphries street across McDaniel Street and make new street connection between this street extension and Glenn Street between McDaniels and Humpries streets			1.50	33%	33%	0%	0%	0%	50%	33%
	NS-052	Buford Highway Interchange	New Street	Reconfiguration -- Eliminates Buford Highway exit/entrance ramps at Monroe Drive -- Relocates ramps to the east side of Piedmont Road -- Extends Monroe Drive to Piedmont and Cheshire Bridge Road	From Piedmont Road to Armour Drive		1.50	33%	33%	0%	0%	0%	50%	33%

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Tier 1	NS-051	Garson Drive Bridge	New Street	New 2-lane bridge across Peachtree Creek, providing an additional connection to Piedmont Road	From Garson Drive south across Peachtree Creek	1.50	33%	0%	0%	33%	0%	50%	33%
	EX-004	Freedom Parkway Ramps	Expressway Access	To coincide with Freedom Parkway network additions (NS-039). Reconfigure access ramps from I-75/85 mainline lanes to a diamond interchange. SB off-ramp passes under new Andrew Young International and		1.42	-33%	0%	33%	33%	33%	75%	0%
	PS-NS-031	Miami Circle Extension over GA 400	New Street	Connection of Miami Circle over GA 400 to Lenox Road via Burke Road or Canterbury Road		1.42	33%	0%	0%	0%	0%	75%	33%
	IS-004	Lucile Street/Langhorne Street	Intersection Signalization	Add signal & design intersection to accommodate Langhorn Diet		1.42	0%	33%	0%	0%	0%	75%	33%
	RD-010	Langhorn Street Road Diet	Road Diet	Reduce Langhorn Street from a 6-lane roadway to a 3-lane roadway with a median to accommodate left turn storage lanes at intersections.		1.42	0%	33%	-33%	0%	0%	75%	67%
	RD-009	North Avenue Road Diet	Road Diet	Reduce North Avenue from a six lane facility to a 4-lane facility with a median to accommodate left turn storage lanes at intersections.		1.42	0%	33%	-67%	33%	0%	75%	67%
	OW-016	Baker Street and Harris Street	One-Way Conversion	Re-examination study of the one-way conversion of both roadways to two-way operation with appropriate streetscape, intersection, and signal modifications, approximately .55 miles (6 blocks).	From Piedmont Avenue west to Centennial Olympic Park Drive, approximately .55 mile (6 blocks).	1.33	0%	100%	-33%	33%	0%	0%	33%
	OW-007	12th Street	One-Way Conversion	One-way conversion to two-way operation with appropriate streetscape, intersection, and signal modifications, Approximately .35 miles (4 blocks).	From Crescent Ave to West Peachtree, approximately .35 miles.	1.33	0%	67%	-50%	33%	0%	50%	33%
	PS-RW-008	Piedmont Road Capacity Improvement 2	Roadway Widening	Add left turn lanes at intersections between Sidney Marcus Boulevard and Lindbergh Drive. Widen to provide 5' bike lanes on both sides. Current through lane configuration (3 northbound, 3 southbound) does not		1.25	67%	0%	33%	33%	0%	25%	-33%
	EX-003	Courtland Street Ramp	Expressway Access	Reconfigure southbound access ramp from I-75/85 to Courtland Street to connect to a new east-west street between Peachtree Center Avenue and Courtland Street. Present dual-lane off ramp is divided with one lane		1.25	0%	33%	33%	33%	0%	25%	0%
	OW-004	6th Street	One-Way Conversion	One-way conversion to two-way operation with appropriate streetscape, intersection, and signal modifications, Approximately .1 miles (1 block).	From Piedmont Road west to Peachtree Street, approximately .10 miles.	1.25	33%	33%	0%	0%	0%	25%	33%
	OW-005	7th Street	One-Way Conversion	One-way conversion to two-way operation with appropriate streetscape, intersection, and signal modifications, Approximately .35 miles (4 blocks).	From Piedmont Road west to West Peachtree Street, approximately .35 miles.	1.25	33%	0%	0%	33%	0%	25%	33%
	IS-007	DeKalb Avenue access ramps/Moreland Avenue	Intersection Signalization	Introduce signal controlling intersection of both ramps with DeKalb Avenue.		1.25	33%	33%	0%	0%	0%	25%	33%
	NS-053	Extension of Armour Place Drive	New Street	Continue Armour Place Drive to Armour Drive creating a street frontage for the Armour BeltLine Station and potential MARTA Infill Station	From Armour Drive to Armour Place Drive	1.25	33%	0%	0%	0%	0%	25%	67%
	OW-011	Piedmont & Juniper/Courtland Streets Phase 2	One-Way Conversion	One-way conversion of both roadways to two-way operation with appropriate streetscape, intersection, and signal modifications, approximately 2.5 miles (25 blocks).	Both Piedmont Avenue and Juniper/Courtland Street, from 10th Street south to Memorial Drive, approximately 2.5 mile (25	1.25	0%	67%	-33%	33%	0%	25%	33%
	PS-IC-005	Moreland/Briarcliff	Intersection Capacity	Add SB LT Lane Intersection		1.17	67%	33%	50%	0%	0%	0%	-33%
	PS-RW-010	Widen Sidney Marcus	Roadway Widening	Widen Sidney Marcus to 3 lanes eastbound from GA 400 ramps to Buford Highway		1.17	67%	0%	0%	33%	0%	50%	-33%
	OW-008	13th Street	One-Way Conversion	One-way conversion to two-way operation with appropriate streetscape, intersection, and signal modifications, Approximately .10 miles (1 block).	From Peachtree Walk west to Spring Street, approximately .1 miles.	1.17	33%	-33%	0%	33%	0%	50%	33%
	OW-020	Ormond Street	One-Way Conversion	One-way conversion of roadway to two-way operation with appropriate streetscape, intersection, and signal modifications, approximately .8 miles (9 blocks).	From Capital Avenue south to Cherokee Avenue, approximately .80 mile (9 blocks).	1.17	33%	0%	0%	0%	0%	50%	33%
	PS-NS-018	Knott Street Extension	New Street	Street Extension To Sunshine Plaza		1.17	0%	33%	0%	0%	0%	50%	33%

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Tier 9	IC-005	James Jackson Parkway / Donald Lee Hollowell	Intersection Capacity	Redesign intersection to accommodate widening of Donald Lee Hollowell. Redesign right turn-lanes from James Jackson to become a yield right from a free-flow right.	Donald Lee Hollowell Parkway		1.08	33%	33%	50%	0%	0%	25%	-33%
	RTP-RW-012	Stone Hogan Drive Extension	Roadway Widening	Stone Hogan Drive Extension			1.08	33%	0%	0%	33%	0%	75%	-33%
	RD-003	Northside Parkway Road Diet	Road Diet	Reduce Northside Drive through median widening from 4 lanes to 2 lanes, from Northside Drive to Moores Mill Road. Existing narrow median would be replaced with a wider median accommodating left turn storage lanes.	Northside Parkway		1.08	33%	33%	-67%	-33%	0%	75%	67%
	PS-RD-001	Cheshire Bridge Redesign	Road Diet	Build Bulb-out and stripe as 3-lane Piedmont to Woodland			1.08	0%	67%	-67%	0%	0%	75%	33%
	PS-IC-001	Cheshire Bridge/LaVista Road	Intersection Capacity	Add Turn Lanes Intersection and Receiving/RT Lanes			1.00	0%	0%	50%	33%	0%	50%	-33%
	NS-038	Larkin Street Extension	New Street	Extend Larkin Street to intersect with McDaniel Street			1.00	33%	33%	0%	0%	0%	0%	33%
	NS-048	Habershal Dr. Extension	New Street	Extend Habershal Dr. along the power line easement to connect to Grove Park Pl.			1.00	33%	33%	0%	0%	0%	0%	33%
	NS-064	Virginia Circle Extension	New Street	Extend Virginia Circle to connect to new street on the west side of the BeltLine	BeltLine		1.00	0%	33%	0%	33%	0%	0%	33%
	PS-RD-003	Memorial Drive Rebuild	Road Diet	Five Lane Section Capitol to Grant and Boulevard to Pearl			1.00	33%	0%	-67%	0%	0%	100%	33%
	RW-004	Cleveland Avenue	Roadway Widening	Widen Cleveland Avenue to 5 lanes, approximately .70 mile.	From Steele Avenue to Browns Mill Road, approximately .7 mile.		0.92	67%	0%	33%	0%	0%	25%	-33%
	NS-037	Eugenia Street Extension	New Street	Extend Eugenia Street in to the Eugenia Street/Windsor Street intersection			0.92	0%	33%	0%	0%	0%	25%	33%
	NS-055	Extension of New Peachtree Parkway	New Street	Continue Peachtree Parkway and provide street connections to existing Bennett Street	From Peachtree Parkway to existing Bennett Street		0.92	0%	0%	0%	33%	0%	25%	33%
	OW-012	Spring Street & West Peachtree	One-Way Conversion	One-way conversion of both roadways to two-way operation with appropriate streetscape, intersection, and signal modifications, approximately 2.25 miles (24 blocks). This Project would include the removal of the	Both Spring and West Peachtree Streets, Peachtree Street south to Alexander Place, approximately 2.5 mile (25 blocks).		0.92	0%	67%	-67%	33%	0%	25%	33%
	OW-013	Centennial Olympic Park Drive & Spring Street	One-Way Conversion	One-way conversion of both roadways to two-way operation with appropriate streetscape, intersection, and signal modifications, approximately 1.0 miles (15 blocks).	Both Centennial Olympic Park Drive and Spring Street from Alexander Place to Martin Luther King Boulevard, approximately		0.92	0%	67%	-67%	33%	0%	25%	33%
	OW-010	Piedmont & Juniper Streets Phase 1	One-Way Conversion	One-way conversion of both roadways to two-way operation with appropriate streetscape, intersection, and signal modifications, approximately 4 blocks.	Both Piedmont Avenue and Juniper Streets, from 14th Street south to 10th Street, approximately 4 blocks.		0.92	0%	67%	-67%	33%	0%	25%	33%
	PS-EX-002	Monroe Dr./I-85	Expressway Access	New Interchange			0.83	33%	33%	33%	0%	0%	50%	-67%
	PS-EX-004	I-85/Lindbergh Drive HOV Ramps	Expressway Access	Add HOV-only ramps at existing interchange to connect to I-85 HOV lanes: a northbound off-ramp and a southbound on-ramp.			0.83	33%	33%	33%	0%	0%	50%	-67%
	PS-RW-006	Northside Drive Widening	Roadway Widening	Widening (to 6 lanes with turn lanes where needed) I-75 to Trabert			0.83	33%	-33%	67%	0%	0%	50%	-33%
	RW-002	Huff Road	Roadway Widening	Widen Huff Road to accommodate a left turn lanes as needed, approximately 1 mile	From Marietta Blvd. to Howell Mill, approximately 1 mile.		0.83	67%	-33%	50%	33%	0%	0%	-33%
	PS-IC-008	Buford Hwy/Sidney Marcus	Intersection Capacity	Add third eastbound left-turn lane from Sidney Marcus onto Buford Hwy			0.83	33%	0%	0%	33%	0%	50%	-33%

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Tier 10	PS-NS-004	Forrest Ave. Extension	New Street	Street Extension To Paul Ave.		0.75	0%	0%	0%	-33%	0%	75%	33%
	PS-NS-003	Macarthur Boulevard Extension	New Street	Street Extension Adams Drive to Maulden Street		0.75	0%	0%	0%	-33%	0%	75%	33%
	PS-NS-013	Estes Extension	New Street	Street Extension Extend to Murphy Ave.		0.75	0%	-33%	0%	0%	0%	75%	33%
	RB-001	Fairburn Road and Collier Drive	Roundabout	Redesign intersection to accommodate a single-lane roundabout.	Collier Drive	0.75	33%	67%	-50%	-33%	0%	25%	33%
	RW-005	Cascade Road 2- to 3-Lane Conversion	Roadway Widening	Restripe Cascade Road from 2 to 3 lanes between Benjamin E. Mays and Atlanta city limits. This involves removing existing on-street bicycle lanes.		0.58	67%	0%	0%	0%	0%	25%	-33%
	NS-004	Jefferson Street Extension	New Street	Extend Jefferson Street west and north from as a 2-lane street Marietta Blvd. to Grove Park, approximately 3,400 feet.	Bankhead Station Area	0.58	0%	0%	0%	0%	0%	25%	33%
	OW-019	Hill Street	One-Way Conversion	One-way conversion of roadway to two-way operation with appropriate streetscape, intersection, and signal modifications, approximately .35 miles (5 blocks).	From Georgia Avenue south to Ormond Street, approximately .35 mile (5 blocks).	0.58	0%	33%	-50%	-33%	0%	75%	33%
	PS-EX-003	Widen Hollowell/I-285 Interchange	Expressway Access	Widen Interchange. Add one lane in each direction between Bolton and Watts Road including placing one additional left turn lane in each direction on bridge over I-285. Move Bolton intersection farther north.		0.50	33%	33%	33%	-33%	0%	50%	-67%
	PS-NS-021	Ethel Street Extension	New Street	Street Extension Extend to Hampton Street		0.50	0%	-33%	0%	0%	0%	50%	33%
	PS-RW-011	Widen Buford Highway	Roadway Widening	Widen to 3 lanes northbound from Sidney Marcus to Cheshire Bridge Road		0.50	0%	-33%	33%	33%	0%	50%	-33%
	PS-IC-009	GA 400/Sidney Marcus	Intersection Capacity	Add third left-turn lane from GA 400 SB ramp onto Sidney Marcus		0.50	33%	-33%	0%	33%	0%	50%	-33%
	PS-NS-005	Collins Drive Extension	New Street	Street Extension To Spink St.		0.42	0%	-33%	0%	-33%	0%	75%	33%
	PS-NS-006	Cook Street Extension	New Street	Street Extension To Spink St.		0.42	0%	-33%	0%	-33%	0%	75%	33%
	PS-NS-019	Danner Street Extension	New Street	Street Extension Extend to Custer		0.42	0%	-33%	0%	-33%	0%	75%	33%
	PS-NS-022	Trabert Street Extension	New Street	Extension around waterworks		0.42	0%	-33%	0%	-33%	0%	75%	33%
	RW-006	Gun Club Road	Roadway Widening	Add center left-turn median lane between Sizemore Road and Hollywood Road		0.42	67%	33%	0%	0%	0%	-25%	-33%
	RB-004	Langhorne/Westview	Roundabout	Roundabout at Langhorne and Westview, should coincide with replacement of existing Westview bridge	Donald Lee Hollowell Parkway	0.42	33%	33%	-50%	-33%	0%	25%	33%
	RB-005	Pryor Road and Claire Drive	Roundabout	Redesign intersection to accommodate a single-lane roundabout.	Lakewood Amphitheatre	0.42	33%	33%	-50%	-33%	0%	25%	33%
	RD-011	Bolton Road Diet	Road Diet	Reduce Bolton Road through median widening from 4 lanes 2-lanes from James Jackson Parkway to Browntown Road, approximately 3,400 feet.	Northwest Corridor	0.25	0%	0%	-67%	0%	0%	25%	67%
	RD-008	Boulevard Road Diet	Road Diet	4 lanes to 3 lanes from Interstate 20 to Confederate		0.25	0%	0%	-67%	0%	0%	25%	67%
	IC-004	Johnson Road/Perry Boulevard	Intersection Capacity	Add left turn lanes on Perry Boulevard using existing travel lanes.		0.25	33%	0%	0%	0%	0%	25%	-33%
	RB-006	Benhill Road and Campbellton Road	Roundabout	Roundabout at Campbellton Road and Ben Hill Road (in conjunction with NS-042)	Greenbriar Mall	0.08	33%	-33%	-50%	0%	0%	25%	33%

EVALUATION MATRIX FOR TRANSIT PROJECTS

PROJECT TIER	PROJECT ID	PROJECT NAME	PLANNING PROJECT DESCRIPTION	Provide Balanced Transportation Choices	Promote Public Health and Safety	Prepare for Growth	Maintain Fiscal Sustainability	Create Environmental Sustainability	Preserve Neighborhoods	Create Desirable Places for all Citizens	Cumulative Score
				PERCENT OF GOAL FULFILLED							
TIER 1	PS-TR-002	Multimodal Passenger Terminal	All five components from the MMPT study including train access for both the Georgia Rail Passenger Program (GRPP) and Amtrak, Regional Commuter Bus Terminal A-North and B-South (20 stalls) above the tracks and train terminal concourse connecting to MARTA 5 Points and Gome/GWCC/Phillips/CNN Stations.	67%	100%	100%	100%	100%	50%	33%	5.50
	TR-001	Beltline Transit	22-miles of new alignment Light Rail Transit / Streetcar around the core of the City	100%	100%	50%	75%	50%	75%	100%	5.50
	TR-009	Peachtree Streetcar (Downtown - Fort McPherson segment)	4.9 miles of Streetcar operating in mixed traffic in the outside lane with limited reconstruction of Trinity, Peters and Lee Street is anticipated in this section.	67%	50%	100%	50%	100%	75%	100%	5.42
	TR-010	Campbelton Road LRT (Fort McPherson to Greenbrier Mall	5.5 miles of LRT/Streetcar operating in partially mixed traffic along Campbelton Road.	100%	75%	100%	50%	100%	75%	33%	5.33
	TR-015	Donald Lee Hollowell Parkway/North Avenue Transit	separate guideway) from City limit to Bankhead station, with continuing local service to North Avenue station. Appropriate physical pedestrian	100%	50%	100%	75%	100%	50%	33%	5.08
		AMTRAK Station Relocation	and Deering to the Lenox MARTA Station. This would required reconfiguration of the bus bays at the MARTA station to create an AMTRAK	33%	100%	100%	75%	100%	50%	33%	4.92
TIER 2	TR-016	MARTA Streetcar Extension to West Highlands	2.5 miles of Streetcar operating in mixed traffic in the outside lane on a newly extended Grove Park Place.	100%	25%	100%	-25%	100%	75%	100%	4.75
	TR-007	Peachtree Streetcar (Buckhead to Midtown segment)	5.8 miles of streetcar operating in mixed traffic in the outside travel lane of Peachtree Road	67%	75%	50%	75%	100%	75%	33%	4.75
	TR-008	Peachtree Streetcar (Midtown-Downtown segment)	2.85 miles of streetcar operating in mixed traffic in the outside travel lane. No reconstruction of Peachtree Street is anticipated in this section.	67%	50%	50%	25%	100%	75%	100%	4.67
	TR-011	Downtown East-West Streetcar	2.5 mile Streetcar operating in mixed traffic in the outside lane looping outside lane with limited reconstruction of Peachtree Street, Auburn Avenue, Edgewood Avenue, Glen Iris Avenue, Baker Street, Thurmond Street, Marietta Street, and Centennial Olympic Park Drive..	67%	25%	50%	75%	100%	75%	67%	4.58
	TR-017	Boulevard Streetcar	1.25 mile Streetcar operating in mixed traffic in the outside lane with appropriate physical pedestrian streetscape improvements and permanent transit amenities along Boulevard between Auburn Avenue and Ponce De Leon Blvd.	67%	25%	100%	25%	100%	50%	67%	4.33
	TR-013	Piedmont / Roswell Road Transit	4.3 miles of high frequency bus transit (10-minute headways with appropriate physical pedestrian streetscape improvements and permanent transit amenities along Roswell Road and Piedmont Road.	67%	0%	100%	50%	100%	25%	67%	4.08
	TR-006A, TR-006B	Northwest Regional Light Rail Transit Corridor - Marietta St. / NW BeltLine	High speed/frequent LRT service with limited stations. **Option A.** Light Rail Transit on new exclusive alignment in shared right-of-way from Cobb County to Ga Tech and the Coca Cola Head Quarters, approximately via Marietta Blvd. to Marietta Street to 8th Street to Tech Parkway to Luckie Street. Then the LRT shifts to mixed flow alignment from Luckie Street to MARTA's North Avenue Station, approximately 1/2 mile, via North Avenue. The Alignment continues in mixed flow alignment to City Hall East and the Beltline, approximately 1.5 miles, via Ponce De Leon Blvd. Six potential stations in the City of Atlanta (Bolton Road, Carrol Drive, Beltline, Howell Mill, Luckie Street, MARTA's North Avenue Station, Piedmont Road, Boulevard, City Hall East (Beltline).**Option B** (Stops at Moores Mill, Huff Road area, Piedmont Hospital & Lindbergh) Instead of following Marietta to the southeast into downtown, it will now take Chattahoochee Road and then curve to the north around Ellsworth Industrial Road, following Beltline rail to the Lindbergh MARTA station.	100%	25%	50%	25%	100%	75%	33%	4.08
	TR-014	Moreland Avenue Transit	6.4 miles of high frequency bus transit (10-minute headways) with appropriate physical pedestrian streetscape improvements and permanent transit amenities along Moreland Avenue.	67%	0%	50%	50%	100%	75%	67%	4.08
Tier 3	TR-003	MARTA West Line BRT	5.08 miles Bus Rapid Transit (BRT) segment along I-20 from Hamilton E Holmes Stationto to Fulton Industrial Boulevard	67%	25%	0%	25%	100%	50%	0%	2.67
	TR-012	Capital Avenue & Pryor Street Streetcar	4.6 mile Streetcar operating in mixed traffic in the outside lane with limited reconstruction of Capital Avenue, Ralph David Abernathy, and Pryor Street.	67%	0%	0%	0%	100%	50%	33%	2.50
	PS-TR-001	Ralph David Abernathy Streetcar	Along RDA from West End MARTA to Grant Park	0%	25%	50%	0%	50%	75%	33%	2.33
	TR-002	MARTA West Line HRT	Heavy rail extension of the West Line to the interchange of Martin Luther King, Jr. Drive and I-285	100%	50%	-100%	0%	100%	-25%	-33%	0.92

Connect Atlanta Bicycle Plan Segments

STREET NAME	FEET	MILES	CONNECTION TYPE	STATUS	FROM	TO	NOTES FOR IMPLEMENTATION
10th Street	1,116	0.21	Core Connection		Howell Mill Rd	Northside Dr	
10th Street NE	4,657	0.88	Core Connection		Peachtree St	Monroe Dr	Project should be coordinated with IR-001 to ensure that bicycle connections are implemented clearly and safely.
10th Street NW	7,145	1.35	Core Connection		Northside Dr	Peachtree St	
17th Street	1,275	0.24	Secondary Connection	built	Fowler St	Spring St	
17th Street	4,381	0.83	Secondary Connection	built	Bishop St	Fowler St	
17th Street	1,309	0.25	Secondary Connection		Howell Mill Rd	Northside Dr	
17th Street	646	0.12	Secondary Connection	built	Northside Dr	Bishop St	Placement of bicycle lane relative to westbound right turn lane needs to be corrected.
17th Street	445	0.08	Secondary Connection		Spring St	West Peachtree St	
5th Street	1,022	0.19	Secondary Connection	built	West Peachtree St	Peachtree St	
Allene Avenue	6,235	1.18	Secondary Connection		Murphy Ave	Deckner Ave	
Arizona Avenue	1,251	0.24	Secondary Connection		Rogers Ave	Current Dead-End of Street	Redevelopment should connect this to Woodbine, if not as a full street at least as a shared-use bicycle-pedestrian path.
Arkwright Place	5,939	1.12	Secondary Connection		Wade Ave	Moreland Ave	NPU-O bicycle plan has recommendations for implementation vis-a-vis the bifurcated roadway. Design of bike facility should consult this plan and Connect Atlanta Street Design Guide.
Atlanta Avenue	908	0.17	Secondary Connection		Hank Aaron Dr	Washington Dr	
Atlanta Avenue	5,968	1.13	Secondary Connection		Hank Aaron Dr	Boulevard	To be coordinated with two-way conversion of Atlanta (OW-021)
Audubon Circle/Willis Mill Road	3,668	0.69	Secondary Connection		Cascade Rd	Jenny Wren Ln	To connect with existing PATH trail
Avon Avenue	11,289	2.14	Secondary Connection		Cascade Rd	Allene Ave	
Baker Road	4,587	0.87	Secondary Connection		Commercial Ave	North Ave	
Bankhead Highway	1,166	0.22	Secondary Connection		Fairburn Rd	Harwell Rd	
Beecher Drive	10,738	2.03	Secondary Connection		Benjamin E Mays Dr	Cascade Rd	
Beecher Street	3,183	0.60	Secondary Connection		Cascade Rd	Oakland Dr	
Bell Street	1,944	0.37	Secondary Connection		Edgewood Ave	Dekalb Ave	
Ben Hill Road	2,363	0.45	Secondary Connection		Childress/Campbellton	Headland Dr	
Benjamin Mays Drive	2,860	0.54	Core Connection	built	Willis Mill Rd	Cascade Rd	
Benjamin Mays Drive	6,038	1.14	Core Connection	built	Lynnhurst Dr	Willis Mill Rd	
Benjamin Mays Drive	7,253	1.37	Core Connection	built	Fairburn Rd	Lynnhurst Dr	
Berne Avenue	460	0.09	Secondary Connection		Boulevard	Waldo St	
Berne Street	624	0.12	Secondary Connection		Park Ave	Boulevard	
Beverly Road	2,977	0.56	Secondary Connection		Peachtree St	Montgomery Ferry Rd	
Beverly Road	210	0.04	Secondary Connection		Montgomery Ferry Rd	Polo Dr	
Bill Kennedy Drive	1,344	0.25	Secondary Connection	built	I-20 Interchange	Glenwood Ave	
Bill Kennedy Drive	1,142	0.22	Secondary Connection		Memorial Dr	I-20 Interchange	Space constraints in street design for BeltLine should be taken into account. Bike lanes are preferred and a one-side off-street trail should be considered only if bike lanes with transit are impractical.
Bolton Road	4,014	0.76	Secondary Connection		Forrest Pl	Barnett Dr	To be coordinated with intersection reconfiguration projects along Bolton
Bolton Road	2,538	0.48	Secondary Connection		James Jackson Pkwy	Forrest Pl	
Bolton Road	7,238	1.37	Secondary Connection		Donald Lee Hollowell Pkwy	Browntown Rd	
Bolton Road	3,954	0.75	Secondary Connection		Fairburn Rd	Donald Lee Hollowell Pkwy	
Bolton Road	3,249	0.62	Secondary Connection		Browntown Rd	James Jackson Pkwy	
Bolton Road	1,703	0.32	Secondary Connection		Barnett Dr	Moores Mill Rd	To be coordinated with Moores Mill/Bolton/Marietta intersection realignment (RA-002-01)
Boulevard	1,422	0.27	Secondary Connection		BeltLine	Atlanta Avenue	
Boulevard Drive	744	0.14	Secondary Connection		Walthall St	Moreland Ave	
Browns Mill Road	1,206	0.23	Secondary Connection		Humphries Dr	Macedonia Rd	
Browns Mill Road	5,179	0.98	Secondary Connection		Cleveland Ave	Humphries Dr	
Browns Mill Road	4,648	0.88	Secondary Connection		Cleveland Ave	McWilliams Rd	
Browns Mill Road	2,939	0.56	Secondary Connection		Harper Rd	McWilliams Rd	
Browns Mill Road	2,441	0.46	Secondary Connection		Jonesboro Rd	Harper Rd	
Browntown Road	4,595	0.87	Secondary Connection		Bolton Rd	Hollywood Rd	
Campbellton Road	21,001	3.98	Core Connection		Childress Drive	Lee St/Oakland City MARTA station	Project should consider parallel recommendation on Campellton for transit (TR-010) and any revisions to street design should consider bicycle placement relative to a transit
Capitol Avenue	1,381	0.26	Core Connection		Memorial Dr	Clarke St	
Capitol Avenue	911	0.17	Core Connection		Martin Luther King Jr Dr	Memorial Dr	
Caroline Street	1,257	0.24	Secondary Connection		Moreland Ave	Marion Pl	
Cascade Avenue	8,527	1.61	Core Connection		Centra Villa Dr	Ralph David Abernathy Dr	
Centra Villa	5,541	1.05	Secondary Connection		Cascade Rd	Campbellton Rd	
Charles Allen Drive	3,141	0.59	Core Connection		10th St	Ponce de Leon Ave	
Chattahoochee Avenue	8,746	1.66	Secondary Connection		Marietta Blvd	Howell Mill Rd	
Cherokee Avenue	3,265	0.62	Secondary Connection		Woodward Ave	Georgia Ave	
Cheshire Bridge Road	4,908	0.93	Secondary Connection		Piedmont Rd	Lenox Rd	
Cheshire Bridge Road	3,341	0.63	Secondary Connection		Lenox Rd	I-85 Interchange	

Connect Atlanta Bicycle Plan Segments

STREET NAME	FEET	MILES	CONNECTION TYPE	STATUS	FROM	TO	NOTES FOR IMPLEMENTATION
Chester Street	2,169	0.41	Secondary Connection		Wylie St	Memorial Dr	
Childress Drive	9,083	1.72	Secondary Connection		Cascade Rd	Campbellton Rd	Project should includ signage at Childress/Cascade intersection to indicate continuation of route north along Lynnhurst
Claire Drive	522	0.10	Secondary Connection		Lakewood Ave	Jonesboro Rd	
Cleveland Avenue	3,652	0.69	Secondary Connection		Steele Ave	Browns Mill Rd	
Cleveland Avenue	3,460	0.66	Secondary Connection		Metropolitan Pkway	Steele Ave	
Cleveland Avenue	5,393	1.02	Secondary Connection		Browns Mill Rd	Jonesboro Rd	
Collier Drive	3,461	0.66	Core Connection		Waterford Rd	H.E. Holmes Dr	
Collier Drive	6,921	1.31	Core Connection		Fairburn Rd	Waterford Rd	
Collier Road	7,721	1.46	Secondary Connection		Chattahoochee Rd	Howell Mill Rd	
Collier Road	6,318	1.20	Secondary Connection		Howell Mill Rd	Peachtree St	
Commercial Avenue	819	0.16	Secondary Connection		Oldknow Drive	North Ave	
Continental Colony Parkway	3,275	0.62	Secondary Connection		Hogan Rd	Greenbriar Pkwy	
Cottage Grove Avenue	2,685	0.51	Secondary Connection		Oakview Rd	Memorial Dr	
Defoors Ferry Road	10,328	1.96	Secondary Connection		Collier Rd	Ridgewood Rd	
DeKalb Avenue	3,791	0.72	Secondary Connection		Arizona Ave	Dekalb Pl	
DeKalb Avenue	3,352	0.63	Secondary Connection		Oakdale Rd	Arizona Ave	
DeKalb Avenue	2,335	0.44	Secondary Connection		Moreland Ave	Oakdale Rd	
DeKalb Avenue	3,768	0.71	Secondary Connection		Krog St	Inman Park/Reynoldstown MARTA	
DeKalb Avenue	1,452	0.28	Secondary Connection		Inman Park/Reynoldstown MARTA	Moreland Ave	
DeKalb Avenue	4,963	0.94	Secondary Connection		Hill St	Krog St	
Dekalb Place	357	0.07	Secondary Connection		Howard Cir	Dekalb Ave	
Dill Avenue	5,004	0.95	Secondary Connection		Murphy Ave	Metropolitan Pkwy	
East Confederate Avenue	843	0.16	Secondary Connection		Waldo St	Ormewood Ave	
East Confederate Avenue	6,809	1.29	Secondary Connection		Ormewood Ave	Moreland Ave	
East Lake Drive	1,218	0.23	Secondary Connection		Hosea L Williams	Atlanta City Limits (north boundary to Decatur)	City should explore opportunity for connection to/coordination with Decatur
East Lake Drive	2,352	0.45	Secondary Connection		Hosea L Williams Dr	Atlanta City Limits (south adjacent to East Lake C	
East Lake Terrace-East Lake Boulevard	4,051	0.77	Secondary Connection		Oakview Dr	Glenwood Dr	City will need to coordinate with country club and should consult NPU-O bicycle plan
East Paces Ferry Road	6,636	1.26	Secondary Connection		Piedmont Rd	Roxboro Rd	
East Rock Springs Road	1,337	0.25	Secondary Connection		Sussex Rd	N Highland Ave	
East Rock Springs Road	4,344	0.82	Secondary Connection		Piedmont Rd	Sussex Rd	
Edgewood	269	0.05	Core Connection		Spruce St	Edgewood/Euclid Intersection	Core connection can add striped bike lane on Euclid, but cyclists should be directed to share eastbound left turn lane with left-turning vehicles.
Edgewood Ave	273	0.05	Secondary Connection		Euclid Ave	Delta St	
Edgewood Ave	548	0.10	Secondary Connection		Elizabeth St	Hurt St	
Edgewood Avenue	1,346	0.26	Secondary Connection	built	Euclid Ave	Elizabeth St	
Edgewood Avenue	3,667	0.69	Core Connection		Jackson St	Peachtree Center Ave	
Edgewood Avenue	3,267	0.62	Core Connection	built	Boulevard	Spruce St	
Edgewood Avenue	679	0.13	Core Connection		Jackson St	Boulevard	
Edgewood Avenue	960	0.18	Core Connection		Peachtree Center Ave	Peachtree St	
Euclid Avenue	3,362	0.64	Secondary Connection		Moreland Ave	Oakdale Rd	
Euclid Avenue	1,289	0.24	Core Connection		Austin Ave	Moreland Ave	Signage along Euclid in the Little Five Points business district should alert cyclists to the Euclid route east of Moreland
Euclid Avenue	3,869	0.73	Core Connection		Edgewood Ave	Austin Ave	
Fair Drive	2,820	0.53	Secondary Connection		Metropolitan Parkway	Pryor Road	
Fairburn Road	46,600	8.83	Secondary Connection		Bolton Rd	Welcome All Rd	Will require coordination with Fulton County in unincorporated sections
Ferst Drive/5th St	4,987	0.94	Secondary Connection	built	10th St	West Peachtree St	
Flat Shoals Avenue (East Atlanta)	7,532	1.43	Secondary Connection		Moreland Ave/McPherson St	Stallings Ave	
Flat Shoals Avenue (Reynoldstown)	3,060	0.58	Secondary Connection		BeltLine/Wylie St	Moreland Ave	Project should be coordinated with PS-IR-015, RB-007 and IS-008. Removal of signal at Arkwright/Moreland through IS-008 recommends a right-in, right-out access pattern for this intersection. This should allow bicycles to cross (but not vehicles).
Florence Place	1,122	0.21	Secondary Connection		Donald Lee Hollowell Pkwy	Hortense Way	
Georgia Avenue	4,328	0.82	Core Connection		Hank Aaron Dr	Cherokee Ave	Internal Grant Park streets would allow connection across park (from Georgia Avenue to Berne Avenue routes).
Glenwood Avenue	3,383	0.64	Secondary Connection	built	Cameron St	Gift Ave	
Glenwood Avenue	2,463	0.47	Secondary Connection		Gift Ave	Flat Shoals Ave	Project should be coordinated with PS-IR-009 (Glenwood/Moreland intersection
Glenwood Avenue	895	0.17	Secondary Connection		Waldo St	Cameron St	
Glenwood Avenue	3,184	0.60	Secondary Connection		Flat Shoals Ave	Maynard Terrace	
Greenbriar Parkway	1,342	0.25	Secondary Connection		Continental Colony Pkwy	Headland Rd	
Greensferry Avenue	1,529	0.29	Secondary Connection		Lawshe St	Northside Dr	

Connect Atlanta Bicycle Plan Segments

STREET NAME	FEET	MILES	CONNECTION TYPE	STATUS	FROM	TO	NOTES FOR IMPLEMENTATION
Greensferry Avenue	532	0.10	Secondary Connection		James P Brawley Dr	Lawshe St	
Grove Park Place	3,356	0.64	Secondary Connection		Hortense Way	Johnson Rd	
Habersham Road	2,872	0.54	Secondary Connection	built	West Wesley Rd	Peachtree Battle Ave	
Habersham Road	2,188	0.41	Secondary Connection	built	West Wesley Rd	Argonne Dr	
Habersham Road	346	0.07	Secondary Connection	built	Argonne Dr	Habersham Way	
Habersham Road	3,713	0.70	Secondary Connection	built	Argonne Dr	West Paces Ferry Rd	
Hall-Richland	1,332	0.25	Secondary Connection		Oakland Dr	BeltLine	
Hamilton E. Holmes Drive	7,369	1.40	Secondary Connection		I-20	Donald Lee Hollowell Pkwy	
Hamilton E. Holmes Drive	2,004	0.38	Secondary Connection		Martin Luther King Jr Dr	I-20	
Hank Aaron Drive	4,628	0.88	Core Connection		Clarke St	Atlanta Ave	
Hank Aaron Drive	3,207	0.61	Core Connection		Atlanta Ave	BeltLine	
Harwell Road	1,555	0.29	Secondary Connection		Waterford Rd	Donald Lee Hollowell Pkwy	
Headland Drive	1,773	0.34	Secondary Connection		Greenbriar Pkwy	Ben Hill Rd	
Highland Avenue	1,866	0.35	Secondary Connection		Randolph St	BeltLine	
Highland Avenue	1,955	0.37	Secondary Connection	built	Jackson St	Randolph St	needs marking with MUTCD bike lane symbols
Highland Avenue	1,094	0.21	Secondary Connection	built	Central Park Dr	Parkway Dr	
Hill Street	6,749	1.28	Secondary Connection		Dekalb Ave	Ormond Ave	
Hill Street	5,344	1.01	Secondary Connection		Ormond Ave	McDonought Blvd	
Hogan Road	3,381	0.64	Secondary Connection		Fairburn Road	Stone Road	
Hortense Way	992	0.19	Secondary Connection		Florence Pl	Grove Park Ave	
Hosea L Williams Dr	1,900	0.36	Secondary Connection		Oakview Rd	Rocky Ford Rd	
Hosea L Williams Drive	6,455	1.22	Secondary Connection	built	Whitefoord Avenue	Oakview Drive	
Hosea L Williams Drive	2,183	0.41	Secondary Connection		Moreland Ave	Whitefoord Ave	
Hosea L Williams Drive	929	0.18	Secondary Connection		Rocky Ford Rd	Oakview Ave	
Hosea L Williams Drive	3,587	0.68	Secondary Connection		Oakview Drive	East Lake Drive	
Hosea L Williams Drive	2,778	0.53	Secondary Connection		East Lake Drive	Atlanta City Limits	
Howard Circle	615	0.12	Secondary Connection		Howard Circle	McLendon St	
Howard Street-College Avenue	5,647	1.07	Secondary Connection		Hosea L Williams Dr	Atlanta City Limits (east)	
Howell Mill Road	3,275	0.62	Core Connection		10th St	17th St	
Howell Mill Road	5,944	1.13	Core Connection		17th St	I-75 Interchange	
Howell Mill Road	9,035	1.71	Core Connection		I-75	West Wesley Rd	
Howell Mill Road	8,164	1.55	Core Connection		Northside Pkwy	West Wesley Rd	
Howell Mill Road	1,057	0.20	Core Connection		Marietta St	10th St	
Ivan Allen Boulevard	2,630	0.50	Core Connection	built	Luckie St	West Peachtree St	
Jackson Street	2,565	0.49	Core Connection	built	N Highland Ave	Edgewood Ave	
James Jackson Parkway	9,871	1.87	Secondary Connection		Browntown Rd	Donald Lee Hollowell Pkwy	
James P Brawley Drive	5,936	1.12	Secondary Connection		Simpson St	Greensferry Ave	Portions closed to vehicle traffic already allow bicycles; City should add signage to identify this route
James P Brawley Drive	4,631	0.88	Secondary Connection		Jefferson St	Simpson St	Portions closed to vehicle traffic already allow bicycles; City should add signage to identify this route
Jefferson Street	2,871	0.54	Secondary Connection		Marietta St	Joseph E Lowery Blvd	
Johnson Road	2,065	0.39	Secondary Connection	built	Grove Park Ave	Perry Blvd	
Johnson Road NW	3,196	0.61	Secondary Connection	built	Grove Park Ave	N Eugenia Pl	
Jones Street	1,747	0.33	Core Connection		Simpson St/Gray St	Luckie St	
Jonesboro Road	5,539	1.05	Core Connection		McDonough Blvd	Sawtell Ave	
Jonesboro Road	10,875	2.06	Core Connection		Sawtell Ave	Cleveland Ave	
Joseph E Lowery Boulevard	2,594	0.49	Core Connection		Marietta St	Jefferson St	
Joseph E Lowery Boulevard	934	0.18	Core Connection		Jefferson St	Donald Lee Hollowell Pkwy	
Joseph E Lowery Boulevard	3,478	0.66	Core Connection		Donald Lee Hollowell Pkwy	Simpson St	
Joseph E Lowery Boulevard	3,186	0.60	Core Connection		Simpson St	Martin Luther King Jr Dr	
Joseph E Lowery Boulevard	6,099	1.16	Core Connection		Martin Luther King Jr Dr	Ralph David Abernathy Dr	
Krog Street	917	0.17	Secondary Connection		Wylie St	Edgewood Ave	Any bike lane or route addition should incorporate additional street-level lighting in Krog tunnel under rail embankment
La France Street	962	0.18	Secondary Connection		Marion Pl	Whitefoord Ave	
LaFrance Street - Rogers Avenue	6,688	1.27	Secondary Connection		Whitefoord Avenue	Hosea L Williams Drive	Rogers Avenue section is not needed if it is possible to connect the southern dead-end of Arizona Avenue to the PATH trail along Woodbine
Lakewood Avenue	4,205	0.80	Secondary Connection		Macon Dr	Claire Dr	
Lakewood Way SW	2,207	0.42	Secondary Connection		Pryor Rd	Lakewood Ave	Project should be coordinated with Lakewood Fairgrounds redevelopment and street network (NS-035). New street network may provide a more suiable alignment for bike
LaVista Road	1,035	0.20	Secondary Connection		Cheshire Bridge Rd	Atlanta City Limits	
Lawton Street	5,302	1.00	Secondary Connection		BeltLine	Westview Dr	
Lenox Road	2,503	0.47	Secondary Connection	built	Berkshire Dr	Wildwood Rd	
Lenox Road	349	0.07	Secondary Connection		Johnson Rd	Berkshire Dr	
Lenox Road	4,951	0.94	Secondary Connection		Wildwood Rd	Cheshire Bridge Rd	

Connect Atlanta Bicycle Plan Segments

STREET NAME	FEET	MILES	CONNECTION TYPE	STATUS	FROM	TO	NOTES FOR IMPLEMENTATION
Lenox Road	8,369	1.58	Secondary Connection		I-85	E Paces Ferry Rd	
Lindbergh Drive	4,990	0.95	Secondary Connection		Piedmont Rd	Cheshire Bridge Rd	
Lindbergh Drive	6,266	1.19	Secondary Connection		Peachtree St	Piedmont Rd	
Lynnhurst Drive	11,928	2.26	Secondary Connection		Martin Luther King Jr Dr	Cascade Rd	Project should includ signage at Lynnhurst/Cascade intersection to indicate continuation of route south along Childress
Macon Drive	4,420	0.84	Secondary Connection		Lakewood Ave	Old Hapeville Rd	
Main Street	972	0.18	Secondary Connection		Hollywood Rd	Givens Ave	
Marietta Boulevard	9,454	1.79	Core Connection		Chattahoochee Rd	Marietta Blvd	
Marietta Boulevard	6,540	1.24	Core Connection		Bolton Rd	Chattahoochee Rd	
Marietta Boulevard	1,413	0.27	Core Connection		Bolton Rd	Atlanta City Limits (Chattahoochee River crossing)	
Marietta Street	3,619	0.69	Core Connection		Marietta Blvd	Joseph E Lowery Blvd	
Marietta Street	1,406	0.27	Core Connection		Northside Dr	Howell Mill Rd	
Marietta Street	2,808	0.53	Secondary Connection		Joseph E Lowery Blvd	Howell Mill Rd	
Marietta Street	5,489	1.04	Core Connection		Northside Dr	Ivan Allen Dr-Jones St	
Marietta Street	2,126	0.40	Core Connection		Andrew Young International Blvd	Peachtree St	
Marietta Street	2,182	0.41	Core Connection		Ivan Allen Dr	Andrew Young International Blvd	
Marion Place	774	0.15	Secondary Connection		Caroline St	La France St	
Martin Luther King Jr Drive	24,933	4.72	Core Connection		I-20	Joseph E Lowery Blvd	Sections east of H.E. Holmes Drive can be accomplished by restriping four lanes to two lanes, center two-way left turn lane and two five-foot bike lanes
Martin Luther King Jr Drive	1,454	0.28	Core Connection		Joseph E Lowery Dr	James P Brawley Dr	
Martin Luther King Jr Drive	5,542	1.05	Core Connection		James P Brawley Dr	Spring St	
Martin Luther King Jr Drive	2,531	0.48	Core Connection		Capitol Ave	Hill St	
Martin Luther King Jr Drive	954	0.18	Core Connection		Spring St	Peachtree St	
Martin Luther King Jr Drive	1,806	0.34	Core Connection		Peachtree St SW	Capitol Ave	To be coordinated with OW-015 (two-way conversion of MLK and Mitchell)
Martin Luther King Jr Drive	3,516	0.67	Secondary Connection		Fairburn Rd	I-20	
Maynard Terrace	2,817	0.53	Secondary Connection		Glenwood Ave	Memorial Dr	
McDaniel Street	5,421	1.03	Secondary Connection		Ralph David Abernathy Dr	University Ave	
McDaniel Street	2,989	0.57	Secondary Connection		Peters St	Ralph David Abernathy Dr	
McDaniel Street	791	0.15	Secondary Connection		Northside Dr	Peters St	
McDonough Boulevard	10,279	1.95	Core Connection		Hill St	Moreland Ave	
McDonough Boulevard	1,251	0.24	Core Connection		BeltLine	Hill St	Project should coordinate with any changes to street intersections carried out with implementation of IR-002
McDonough Boulevard	2,216	0.42	Core Connection		Jonesboro Rd	Hill St	
McLendon Avenue	9,991	1.89	Secondary Connection		Moreland Avenue	Atlanta City Limits (east)	South-side on-street parking and traffic calming may mean sharrows/shared lane
Meldon Avenue	3,526	0.67	Secondary Connection		Pryor Rd	Jonesboro Rd	
Memorial Drive	239	0.05	Secondary Connection		Chester St	Bill Kennedy Dr/BeltLine	Recommended as a connection between Bill Kennedy/BeltLine and Chester. If full bike lanes cannot be fit on Memorial, outer travel lane should be striped with large shared-use arrows for the length between Chester and Bill Kennedy.
Monroe Drive	3,391	0.64	Secondary Connection		Piedmont Rd	Amsterdam Ave	
Monroe Drive	2,413	0.46	Secondary Connection		Amsterdam Ave	Virginia Ave/BeltLine	
Montgomery Ferry Drive	291	0.06	Secondary Connection		Beverly Rd	Polo Dr	
Montgomery Ferry Drive	3,477	0.66	Secondary Connection		Polo Dr	Piedmont Rd	
Moore Street	636	0.12	Secondary Connection		Perry Blvd	Main St	
Mount Gilead Road	6,766	1.28	Secondary Connection		Fairburn Rd	Childress Dr	
Murphy Avenue	9,646	1.83	Core Connection		Dill Ave	I-20 underpass/Whitehall St	
North Avenue	4,975	0.94	Secondary Connection		Baker Rd	West Lake Dr	
North Avenue	3,712	0.70	Secondary Connection		Peachtree St	Parkway Dr	
North Avenue	4,076	0.77	Secondary Connection		Parkway Drive	Freedom Parkway	Freedom/North intersection should be equipped with signage/traffic control to direct cyclists across intersection to PATH trail
North Camp Creek Parkway	1,132	0.21	Secondary Connection		Stone Rd	Stone-Hogan Connector	
North Highland Avenue	3,191	0.60	Secondary Connection		Ponce de Leon Ave	Virginia Ave	
North Highland Avenue	1,946	0.37	Secondary Connection		Freedom Pkwy	Ponce de Leon Ave	
North Highland Avenue	4,007	0.76	Secondary Connection		BeltLine	Freedom Pkwy	
North Highland Avenue	4,623	0.88	Secondary Connection		Virginia Ave	Lanier Blvd	
North Highland Avenue	1,667	0.32	Secondary Connection		Lanier Blvd	Johnson Rd	
Northside Parkway	1,311	0.25	Secondary Connection		Howell Mill Rd	West Paces Ferry Rd	
Oakdale Road	4,923	0.93	Secondary Connection		Ponce de Leon Ave	Dekalb Ave	
Oakdale Road	2,045	0.39	Secondary Connection		Ponce de Leon Ave	Atlanta City Limits	
Oakland Drive	4,804	0.91	Secondary Connection		Richland Rd	Cascade Rd	
Oakland Drive	854	0.16	Secondary Connection		Beecher Ave	Richland Dr	Future street connections across BeltLine (see PS-NS-095) should be built to continue this bicycle route
Oakview Drive	1,994	0.38	Secondary Connection		Cottage Grove Ave	Atlanta City Limits (east)	City should explore opportunity for connection with City of Decatur streets and on to East Lake Drive and Oakhurst business district.

Connect Atlanta Bicycle Plan Segments

STREET NAME	FEET	MILES	CONNECTION TYPE	STATUS	FROM	TO	NOTES FOR IMPLEMENTATION
Oakview Road	2,023	0.38	Secondary Connection		Palatka St	East Lake Terrace	
Oakview Road	743	0.14	Secondary Connection		Hosea L Williams	Palatka St	
Old Hapeville Road	3,116	0.59	Secondary Connection		Bromack Dr	Cleveland Ave	
Old Ivy Road	6,825	1.29	Secondary Connection		Roswell Rd	Wieuca Rd	
Oldknow Drive	4,158	0.79	Secondary Connection		Waterford Rd	Commercial Ave	
Ormewood Avenue	4,233	0.80	Secondary Connection		East Confederate Ave	Woodland Ave	
Ormewood Avenue	732	0.14	Secondary Connection		Woodland Ave	Moreland Ave	Signage should indicate that route continues across the offset Woodland/Ormewood intersection
Ormewood Avenue	2,611	0.49	Secondary Connection		Moreland Ave	Flat Shoals Ave	
Parkway Drive	4,324	0.82	Core Connection		Ponce de Leon Ave	N Highland Ave	
Peachtree Battle Avenue	6,387	1.21	Secondary Connection	built	Northside Dr	Peachtree Rd	
Peachtree Battle Avenue	2,938	0.56	Secondary Connection	built	Howell Mill Rd	Northside Dr	
Peachtree Circle	2,752	0.52	Secondary Connection	built	Peachtree St	15th St	
Peachtree Road	4,639	0.88	Core Connection		West Wesley Rd	Roswell Rd	To be coordinated with TR-007 (Peachtree Streetcar Transit)
Peachtree Road	8,447	1.60	Core Connection		Collier Dr	West Wesley Rd	To be coordinated with TR-007 (Peachtree Streetcar Transit)
Peachtree Road	1,988	0.38	Core Connection		Roswell Rd	East Shadowlawn Ave	
Peachtree Road	1,080	0.20	Core Connection	built	Shadowlawn Ave	Piedmont Rd	
Peachtree Road	1,947	0.37	Core Connection	built	Piedmont Rd	GA 400	
Peachtree Road	3,432	0.65	Core Connection		GA 400	Wieuca Rd	
Peachtree Street	5,172	0.98	Core Connection		Ralph McGill/Ivan Allen Dr	Martin Luther King Jr Dr	To be coordinated with TR-008 (Peachtree Streetcar Downtown-Midtown segment). Use of outer lane for streetcar would preclude placement of bike lanes. **West Peachtree is recommended as an alternative route through Midtown.**
Peachtree Street - West Peachtree Street	7,487	1.42	Core Connection		15th St	Collier Dr	To be added as two bike lanes on two-way conversion as part of OW-012.
Pearl Street	2,563	0.49	Secondary Connection		Woodward Ave	Wylie St	
Perry Boulevard	14,500	2.75	Secondary Connection		Givens Ave	Marietta Blvd	
Piedmont Avenue	5,667	1.07	Core Connection		14th St	E Rock Springs Rd	
Piedmont Avenue	1,877	0.36	Core Connection		10th St	14th St	To be coordinated with OW-011 (Two-way conversion of Piedmont and Juniper)
Piedmont Road	4,644	0.88	Core Connection		E Rock Springs Rd	I-85/Monroe Circle Extension	To be coordinated with Piedmont Area Transportation Study recommendations
Piedmont Road	8,491	1.61	Core Connection		Lakeshore Dr	E Paces Ferry Rd	To be coordinated with Piedmont Area Transportation Study recommendations
Piedmont Road	1,891	0.36	Core Connection		E Paces Ferry Rd	Peachtree Rd	To be coordinated with Piedmont Area Transportation Study recommendations
Piedmont Road	5,378	1.02	Core Connection		Peachtree Rd	Roswell Rd	To be coordinated with Piedmont Area Transportation Study recommendations
Piedmont Road	1,629	0.31	Core Connection		Lakeshore Dr	Monroe Cir Extension	
Polo Drive	717	0.14	Secondary Connection		Montgomery Ferry Dr		
Ponce De Leon Avenue	11,047	2.09	Secondary Connection		Glen Iris Dr	Atlanta City Limits (east)	
Ponce De Leon Avenue	1,600	0.30	Secondary Connection		Charles Allen Dr	Glen Iris Dr	
Ponce De Leon Avenue	3,758	0.71	Secondary Connection		Peachtree St	Charles Allen Dr	
Pryor Road	4,368	0.83	Secondary Connection		University Ave	Shaw St	
Pryor Road	1,915	0.36	Secondary Connection		Ridge Ave	University Ave	
Pryor Road	4,283	0.81	Secondary Connection		Shaw St	Lakewood Way	Project should be coordinated with needs for Pryor Road Streetcar (TR-012) and Pryor/Claire Roundabout (RB-005)
Pulliam Street	430	0.08	Secondary Connection		Washington St	Ridge Ave	
Ralph David Abernathy Boulevard	4,865	0.92	Core Connection		BeltLine/Cascade Ave	Joseph E Lowery Blvd	
Ralph David Abernathy Boulevard	2,131	0.40	Core Connection		Pryor St	Hank Aaron Dr	
Ralph David Abernathy Boulevard	5,777	1.09	Secondary Connection		Cascade Rd	Martin Luther King Jr Dr	
Ralph David Abernathy Boulevard	5,610	1.06	Core Connection	built	Murphy Ave	Pryor St	
Ralph David Abernathy Boulevard	1,627	0.31	Core Connection		Joseph E Lowery Blvd	Murphy Ave	
Ralph McGill Boulevard	3,322	0.63	Core Connection		Glen Iris Dr	Freedom Parkway	
Ralph McGill Boulevard	1,781	0.34	Core Connection		Parkway Dr	Glen Iris Dr	
Ralph McGill Boulevard	2,556	0.48	Core Connection		Piedmont Ave	Parkway Dr	
Ralph McGill Boulevard	1,685	0.32	Core Connection		West Peachtree St	Piedmont Ave	
Ridge Avenue	205	0.04	Secondary Connection		Pryor Rd	Washington St	
Ridgewood Road	14,614	2.77	Secondary Connection		Defoors Ferry Rd	West Paces Ferry Rd	
Rocky Ford Road	4,661	0.88	Secondary Connection		Hosea L Williams Dr	Dekalb Ave	
Rocky Ford Road	517	0.10	Secondary Connection		Hosea L Williams Dr	Oakview Dr	
Roswell Road	5,838	1.11	Secondary Connection		Piedmont Rd	Peachtree Rd	To be coordinated with Piedmont Area Transportation Study recommendations
Roswell Road	8,378	1.59	Secondary Connection		Old Ivy Rd	Wieuca Rd	
Roxboro Road	2,025	0.38	Secondary Connection	built	E Paces Ferry Rd	Prichard Way	
Sawtell Avenue	3,824	0.72	Secondary Connection		Jonesboro Rd	McDonough Rd	

Connect Atlanta Bicycle Plan Segments

STREET NAME	FEET	MILES	CONNECTION TYPE	STATUS	FROM	TO	NOTES FOR IMPLEMENTATION
Seaboard Avenue	1,465	0.28	Secondary Connection		Inman Park/Reynoldstown MARTA	Moreland Ave	Project should explore ways to allow bicycles to connect from Seaboard to Walthall
Simpson Road	3,567	0.68	Core Connection		West Lake Dr	Mayson Turner Rd	
Simpson Road	9,585	1.82	Core Connection		Hamilton E. Holmes Dr	West Lake Dr	
Simpson Street	8,408	1.59	Core Connection		Mayson Turner Rd	Gray St/Jones St	
State Street	2,993	0.57	Secondary Connection		10th St	16th St	
State Street	566	0.11	Secondary Connection	built	16th St	17th St	
Stone Hogan Connector	1,346	0.25	Secondary Connection		Stone Rd	Hogan Rd	
Stone Hogan Connector	749	0.14	Secondary Connection		Stone Rd	Hogan Rd	
Stone Road	1,427	0.27	Secondary Connection		Hogan Rd	N Camp Creek Pkwy	
Sylvan Avenue	10,409	1.97	Core Connection		Murphy Ave	Langford Pkwy/Atlanta City Limits	Project may consider use of Perkerson Drive to continue bicycle facility with implementation of PS-PA-014
Venetian Drive	5,967	1.13	Secondary Connection		Centra Villa Dr	Campbellton Rd	
Virginia Avenue	2,738	0.52	Secondary Connection		Monroe Dr/BeltLine	Barnett St	
Virginia Avenue	1,326	0.25	Secondary Connection		Barnett St	N Highland Ave	To be coordinated with PS-IC-002, which proposes elimination of historic trolley slip lane in SW corner of intersection
Waldo Street	2,084	0.39	Secondary Connection		Glenwood Ave	Berne Ave	
Waldo Street	526	0.10	Secondary Connection		Berne Ave	East Confederate Ave	
Walthall Street	1,445	0.27	Secondary Connection		Wylie St	Arkwright Pl	
Walthall Street	474	0.09	Secondary Connection		Hardee St	Inman Park/Reynoldstown MARTA	
Walthall Street	1,139	0.22	Secondary Connection		Wylie St	Hardee St	
Washington Street	1,098	0.21	Secondary Connection		Atlanta Ave	Pulliam St	
Waterford Road	4,084	0.77	Secondary Connection		Shorter Ter	Collier Dr	
Waterford Road	4,750	0.90	Secondary Connection		Shorter Ter	Harwell Rd	
West Lake Avenue	6,956	1.32	Secondary Connection		North Ave	R D Abernathy Dr	
West Lake Avenue	1,761	0.33	Secondary Connection		North Ave	Donald Lee Hollowell Pkwy	
West Paces Ferry	5,414	1.03	Secondary Connection		Ridgewood Rd	Atlanta City Limits	
West Paces Ferry	3,037	0.58	Secondary Connection		Ridgewood Rd	I-75 Interchange	
West Paces Ferry Road	8,049	1.52	Secondary Connection		I-75 Interchange	Northside Dr	
West Paces Ferry Road	9,156	1.73	Secondary Connection		Northside Dr	Peachtree Rd	
West Peachtree Street	7,224	1.37	Core Connection		Ivan Allen Dr	12th St	To be added as two bike lanes on two-way conversion as part of OW-012.
West Peachtree Street	1,283	0.24	Core Connection		12th St	15th St	
West Wesley Road	11,954	2.26	Secondary Connection		Ridgewood Rd	Howell Mill Rd	
West Wesley Road	2,530	0.48	Secondary Connection		Howell Mill Rd	Northside Dr	
West Wesley Road	6,085	1.15	Secondary Connection		Northside Dr	Peachtree Rd	
Westview Drive	6,217	1.18	Secondary Connection		Ralph David Abernathy Dr	Agnes Jones Pl	
Westview Drive	1,480	0.28	Secondary Connection		Agnes Jones Pl	Joseph E Lowery Blvd	
Westview Drive	1,498	0.28	Secondary Connection		Joseph E Lowery Dr	James P Brawley Dr	
Whitefoord Avenue	3,003	0.57	Secondary Connection		Dekalb Avenue	Hosea L Williams Dr	
Whitefoord Avenue	667	0.13	Secondary Connection		Hosea L Williams Dr	Wylie St	
Whitefoord Avenue	1,468	0.28	Secondary Connection		Wylie St	Memorial Dr	
Whitehall Street	7,146	1.35	Core Connection		Martin Luther King Jr Dr	I-20 underpass	
Wieuca Road	15,123	2.86	Secondary Connection		Roxboro Rd	Lake Forrest Drive/Chastain Park	
Willis Mill Road	1,438	0.27	Secondary Connection		Martin Luther King Jr Dr	Larchwood St	
Woodland Avenue	1,584	0.30	Secondary Connection		Ormewood Ave	Moreland Ave	
Woodland Avenue	3,287	0.62	Secondary Connection		Ormewood Ave	Custer Ave	
Woodland Avenue	3,553	0.67	Secondary Connection		East Confederate Ave	Custer Ave	
Woodland Avenue	1,529	0.29	Secondary Connection		Ormewood Ave	Moreland Ave	
Woodward Avenue	3,829	0.73	Secondary Connection		Hill St	Berean Ave	
Woodward Avenue	892	0.17	Secondary Connection		Berean Ave	Chastain St	
Woodward Avenue	439	0.08	Secondary Connection		Chastain St	Pearl St	No street exists at time of plan adoption. Redevelopment should allow for this connection, if not as a full street at least as a bicycle-pedestrian connection
Wylie Street	977	0.19	Secondary Connection		Krog St	Berean Ave	
Wylie Street	2,024	0.38	Secondary Connection		Krog St	BeltLine/Flat Shoals Ave	
Wylie Street	2,936	0.56	Secondary Connection		Walthall St	Whitefoord Ave	
Wylie Street	1,529	0.29	Secondary Connection		BeltLine/Flat Shoals Ave	Walthall St	
Wyman Street	2,140	0.41	Secondary Connection		Memorial Dr	Hosea L Williams Dr	