

*Transportation Analysis*

# **Forge Atlanta**

## **DRI #3533**

City of Atlanta, Georgia

April 2022

*Revised April 15, 2022*

*Prepared for:*

Urbantec Development Partners, LLC

*Prepared by:*

Kimley-Horn and Associates, Inc.  
817 West Peachtree Street NW, Suite 601  
Atlanta, GA 30308  
013733001

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## EXECUTIVE SUMMARY

This report presents the evaluation of multimodal access and the anticipated traffic impacts of the proposed *Forge Atlanta* development for the Development of Regional Impact (DRI). The project is located in the City of Atlanta, Georgia. The approximate 10.17-acre site is located north of Whitehall Street, west of Ted Turner Drive, and south of Packard Street. The site currently consists of three general light industrial warehousing buildings and 12 residential apartment units. The buildings are proposed to be demolished. In addition, an existing roadway connection between Ted Turner Drive and Whitehall Street will be closed. The future right-of-way abandonment and dedication for this roadway is in progress.

The proposed *Forge Atlanta* development will create a mixed-use community where people can live, work, play, and meet. The proposed site will consist of multifamily residential, hotel, office, and retail land uses along with cultural amenities that will serve the site. The proposed development is to be completed in 2028, and construction will take place in three phases. The DRI was modeled and reviewed in one phase, to be completed by 2028.

The proposed development qualifies as a DRI due to the development of more than 700,000 SF mixed use in a Region Core, as designated by the Atlanta Regional Commission Unified Growth Policy Map. The trigger for the DRI is the filing of the Special Administrative Permit (SAP), which was filed in November 2021.

Based on discussions during the Methodology Meeting and based on the GRTA Letter of Understanding (LOU) issued on February 25, 2022, the *Forge Atlanta* DRI consists of both an *Alternative Transportation Study* and a *Traffic Impact Study*.

### Alternative Study Option

The *Alternative Study Option* presented in this report includes an Existing Conditions assessment, a review of Future Conditions programmed and planned in the vicinity of the site, and Recommendations to improve multimodal access to/from the proposed development.

The project site is expected to have a significant number of trips using alternative modes of transportation, such as public transit, pedestrians, and bicycles. It will be a priority for the site to accommodate the alternative modes of transportation. In doing so, the proposed development reduces the overall number of vehicular trips generated. The location of the site – in downtown Atlanta, close to a MARTA rail station, and in an area with ample sidewalk coverage – also reduces vehicular trips generated because it provides opportunity for alternative modes of transportation.

Typical Weekday Trip Generation by Mode							
Trips by Mode	Daily Total			AM Peak Hour		PM Peak Hour	
	Total	Enter	Exit	Enter	Exit	Enter	Exit
<b>New Vehicular Trips (70% of total)</b>	<b>18,087</b>	<b>9,043</b>	<b>9,044</b>	<b>1,074</b>	<b>388</b>	<b>461</b>	<b>1,190</b>
<i>Single Occupancy Vehicle (75% of Veh. Trips)</i>	13,565	6,782	6,783	806	291	346	893
<i>Carpool (25% of Veh. Trips)</i>	3,391	1,696	1,696	201	73	86	223
<b>New Alternative Mode Trips (30% of total)</b>	<b>8,193</b>	<b>4,097</b>	<b>4,096</b>	<b>480</b>	<b>171</b>	<b>212</b>	<b>534</b>
<i>Transit (65% of Alt. Mode Trips)</i>	5,325	2,663	2,662	312	111	138	347
<i>Walking (20% of Alt. Mode Trips)</i>	1,639	819	819	96	34	42	107
<i>Bicycling (15% of Alt. Mode Trips)</i>	1,229	615	614	72	26	32	80

The alternative study identifies primary alternative mode routes along with proposed infrastructure and amenity recommendations to improve multimodal access to/from the site and anticipated major destinations. The following project recommendations are proposed to improve multimodal access and vehicular access to/from the proposed *Forge Atlanta* development:

### ***Site Design/Site Frontage***

- Provide code-required sidewalks along Ted Turner Drive, Whitehall Street, and Packard Street.
- Provide a traffic signal and a crosswalk at the intersection of Ted Turner Drive at Driveway B if and when a signal is warranted and as approved by the City of Atlanta.
- Provide a pedestrian and bicycle connection between Whitehall Street and Ted Turner Drive along site frontage.
- Coordinate with MARTA to upgrade existing MARTA stop 101098 along Whitehall Street to include transit shelter as approved by MARTA and the City of Atlanta.
- Coordinate with transit providers to relocate the existing shared MARTA/Xpress stop (MARTA stop 102554 and Xpress stops 419, 426, 463, 476) that is currently located north of Brotherton Street to the *Forge Atlanta* site frontage. Include a transit shelter if desired by agencies and approved by the City of Atlanta.
- Site driveways should be designed to accommodate pedestrians and cyclists as well as vehicular traffic.

### ***Offsite Improvements***

- Clear the overgrown foliage along the sidewalk on the north side of Whitehall Street west of the intersection with Memorial Drive, Cooper Street, and Forsyth Street.
- Reconstruct or improve the sidewalk section on the west side of Peachtree Street north of intersection with Memorial Drive, Cooper Street, and Forsyth Street to address sidewalk pavement quality as approved by the City of Atlanta.
- Improve uneven sidewalk condition along the north side of Whitehall Street at the western tie-in to the bridge spanning Ted Turner Drive.
- Install crosswalk across Forsyth Street from Castleberry Street as approved by the City of Atlanta.
- Improve sidewalk conditions along Castleberry Street and relocate the streetlight that is obstructing the sidewalk along the south side of Castleberry Street.
- Install sharrow pavement markings along Forsyth Street from Castleberry Street to Brotherton Street to provide a marked preferred bicycle route to MARTA Garnett station.

## Traffic Impact Study

For *Traffic Impact Study* component, the study intersections listed below were analyzed. In addition, the proposed development site accesses were analyzed under build conditions.

1. Ted Turner Drive at Peters Street/Trinity Avenue
2. Forsyth Street at Trinity Avenue
3. Peachtree Street at Trinity Avenue
4. Whitehall Street at McDaniel Street
5. Whitehall Street/Memorial Drive at Peachtree Street/Forsyth Street/Cooper Street

The proposed development will consist of the following land uses and densities contained in **Table 1**. The project is expected to be completed by 2028 (approximately 6 years).

Table 1: Proposed ITE Land Use and Density	
Multifamily Housing (High Rise)	1,500 dwelling units
Hotel	260 rooms
Museum	50,000 SF
General Office Building	1,750,000 SF
Shopping Center	69,000 SF

The DRI analysis includes an estimation of the overall vehicle trips projected to be generated by the development, also known as gross trips. Mixed-use and pass-by reductions to gross trips are included in the trip generation, as outlined in the Georgia Regional Transportation Authority (GRTA) Letter of Understanding (dated February 25, 2022).

Capacity analyses were performed for the study intersections under the Estimated 2022 conditions, the 2028 No-Build conditions, and the 2028 Build conditions.

- Estimated 2022 conditions represent current traffic volumes collected in January 2022 that were calibrated to account for COVID-19's impact on traffic.
- 2028 No-Build conditions represent the Estimated 2022 traffic volumes grown for six (6) years using a 1.0% per year growth rate and traffic from 30 Ted Turner Drive DRI #2758 and 99-125 Ted Turner Drive DRI #2991 developments.
- 2028 Build conditions represent the 2028 No-Build conditions plus the addition of the project trips that are anticipated to be generated by the *Forge Atlanta* development.



### Estimated 2022 and 2028 No-Build Conditions (*System Improvements*)

The signalized intersection of Ted Turner Drive at Peters Street (Intersection 1) is projected to operate at an unacceptable LOS under the Estimated 2022 conditions for the northbound and westbound approaches during the AM and PM peak hours, respectively. The intersection is projected to operate at an unacceptable overall LOS under the 2028 No-Build and 2028 Build conditions during both the AM and PM peak hours.

In order to meet GRTA's LOS requirements under the Estimated 2022 conditions, the following system improvements (needed to serve background traffic, without the development) are needed but not recommended (shown in red on **Figure 23**):

- Widen the northbound approach along Ted Turner Drive to add one (1) left-turn lane, so that it consists of one (1) left-turn lane, one (1) through lane, and one (1) shared through/right-turn lane.
- Widen the westbound approach along Trinity Avenue to add one (1) right-turn lane, so that it consists of one (1) left-turn lane, one (1) through lane, and one (1) right-turn lane.

In order to meet GRTA's LOS requirements under the 2028 No-Build conditions, the following system improvements (needed to serve background traffic, without the development) are needed but not recommended (shown in green on **Figure 24**):

- Widen the southbound approach along Ted Turner Drive to add one (1) left-turn lane, so that it consists of one (1) left-turn lane, one (1) through lane, and one (1) shared through/right-turn lane.
- Widen the northbound approach along Ted Turner Drive to add one (1) right-turn lane, so that it consists of one (1) left-turn lane, two (2) through lanes, and one (1) right-turn lane.
- Widen the eastbound approach along Peters Street to add one (1) right-turn lane, so that it consists of one (1) left-turn lane, one (1) through lane, and one (1) right-turn lane.

The analysis results shown in the table below are for the improved conditions at Intersection 1, which assume the noted geometric changes.

Overall LOS Standard: E  
Approach LOS Standard: E

		Ted Turner Drive			Ted Turner Drive			Peters Street			Trinity Avenue		
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
2022 ESTIMATED (SIGNAL)	AM	Overall LOS	C (34.9)										
		Approach LOS	C (32.4)			B (16.5)			D (53.2)			D (39.3)	
		Storage							200				
		50th Queue	102	481	513	61	55	0	48	0	312	71	79
		95th Queue	183	666	705	109	100	0	86	0	461	127	141
	PM	Overall LOS	D (48.6)										
		Approach LOS	C (34.2)			D (46.6)			E (70.2)			D (51.6)	
		Storage							200				
		50th Queue	112	155	161	438	0	340	23	0	394	306	120
		95th Queue	201	259	8	624	0	493	43	0	559	454	210
2028 NO-BUILD (SIGNAL)	AM	Overall LOS	D (37.1)										
		Approach LOS	D (42.4)			A (0.5)			D (42.5)			D (39.9)	
		Storage							200				
		50th Queue	99	765	96	3	3	0	51	166	120	71	86
		95th Queue	180	996	173	3	3	0	88	274	210	129	157
	PM	Overall LOS	E (60.2)										
		Approach LOS	E (78.3)			E (55.8)			D (41.0)			E (57.8)	
		Storage							200				
		50th Queue	264	191	23	6	696	724	25	74	234	301	156
		95th Queue	475	305	42	9	914	945	43	133	358	446	261
2028 BUILD (SIGNAL)	AM	Overall LOS	D (48.7)										
		Approach LOS	E (62.6)			A (3.2)			D (40.8)			D (45.3)	
		Storage							200				
		50th Queue	112	904	101	28	5	5	40	166	120	34	97
		95th Queue	198	1216	181	51	10	10	75	274	210	63	173
	PM	Overall LOS	E (56.5)										
		Approach LOS	E (69.2)			D (41.6)			D (46.0)			E (78.5)	
		Storage							200				
		50th Queue	246	310	29	21	617	640	25	77	249	378	161
		95th Queue	442	455	52	36	822	851	46	138	381	554	266

The signalized intersection of Whitehall Street at McDaniel Street (Intersection 4) is projected to operate at an unacceptable overall LOS under the Estimated 2022, 2028 No-Build, and 2028 Build conditions during the PM peak hour.

In order to meet GRTA's LOS requirements under the Estimated 2022, 2028 No-Build, and 2028 Build conditions, the following system improvements (needed to serve background traffic, without the development) are recommended (shown in red on **Figure 23**):

- Widen the northbound approach along McDaniel Street to add one (1) right-turn lane, so that it consists of one (1) left-turn lane, two (2) through-lanes, and one (1) right-turn lane.

The analysis results shown in the table below are for the improved conditions at Intersection 1, which assume the noted geometric changes.

Overall LOS Standard: E Approach LOS Standard: E		McDaniel Street			McDaniel Street			Whitehall Street			Whitehall Street			
		Northbound			Southbound			Eastbound			Westbound			
		L	T	R	L	T	R	L	T	R	L	T	R	
2022 ESTIMATED (SIGNAL)	AM	Overall LOS	C (23.2)											
		Approach LOS	C (20.6)			C (23.7)			C (33.9)			C (21.3)		
		Storage	405			150								
		50th Queue	35	251		46	41			130		70		
		95th Queue	68	325		146	63			186		106		
	PM	Overall LOS	C (20.6)											
		Approach LOS	B (18.4)			C (21.0)			C (24.9)			C (20.9)		
		Storage	405			150								
		50th Queue	20	147		56	171			59		112		
		95th Queue	53	197		122	226			100		167		
2028 NO-BUILD (SIGNAL)	AM	Overall LOS	C (25.9)											
		Approach LOS	C (22.3)			D (35.9)			D (35.2)			C (22.0)		
		Storage	405			150								
		50th Queue	37	275		58	43			141		77		
		95th Queue	71	355		169	67			200		115		
	PM	Overall LOS	C (21.1)											
		Approach LOS	B (18.1)			C (21.1)			C (23.8)			C (24.4)		
		Storage	405			150								
		50th Queue	21	156		60	181			74		135		
		95th Queue	57	206		141	237			116		184		
2028 BUILD (SIGNAL)	AM	Overall LOS	C (31.2)											
		Approach LOS	B (19.)			E (79.6)			D (39.6)			C (25.1)		
		Storage	405			150								
		50th Queue	35	262		124	41			146		91		
		95th Queue	68	338		177	64			207		133		
	PM	Overall LOS	C (22.9)											
		Approach LOS	B (18.9)			C (23.6)			C (25.5)			C (26.2)		
		Storage	405			150								
		50th Queue	22	159		74	188			70		154		
		95th Queue	59	211		183	247			113		208		

\*Intersection was analyzed in HCM 2000.

The signalized intersection of Whitehall Street/Memorial Drive at Peachtree Street/Forsyth Street/Cooper Street (Intersection 5) is projected to operate at an unacceptable overall LOS under the Estimated 2022 and 2028 No-Build conditions during the AM peak hour. It is projected to operate at an unacceptable overall LOS under the 2028 Build conditions during both the AM and PM peak hours.

In order to meet GRTA's LOS requirements under the Estimated 2022 conditions, the following system improvements (needed to serve background traffic, without the development) are recommended (shown in red on **Figure 23**):

- Remove the south leg of the intersection along Cooper Street from the signal operations. Limit the access of Cooper Street to right-in right-out.

Overall LOS Standard: E Approach LOS Standard: E		Whitehall Street			Peachtree Street			Forsyth Street			Memorial Drive			
		Northbound			Southbound			Eastbound			Westbound			
		L	T	R	L	T	R	L	T	R	L	T	R	
2022 ESTIMATED (SIGNAL)	AM	Overall LOS	D (36.9)											
		Approach LOS	D (43.7)			C (29.8)			D (43.2)			C (20.7)		
		Storage									75			
		50th Queue	277	256	348	25	0	46	99	0	77	103	0	147
		95th Queue	414	389	505	51	0	81	177	0	141	185	0	246
	PM	Overall LOS	C (25.0)											
		Approach LOS	B (13.3)			A (6.9)			E (56.0)			D (35.9)		
		Storage									75			
		50th Queue	33	30	94	27	0	25	160	0	107	156	0	48
		95th Queue	58	56	169	51	0	46	264	0	191	261	0	86
2028 NO-BUILD (SIGNAL)	AM	Overall LOS	D (38.7)											
		Approach LOS	D (46.6)			C (30.3)			D (44.1)			C (21.0)		
		Storage									75			
		50th Queue	300	279	388	28	0	48	105	0	84	108	0	160
		95th Queue	445	417	556	51	0	89	188	0	151	195	0	264
	PM	Overall LOS	C (25.5)											
		Approach LOS	B (13.6)			A (7.0)			E (56.9)			D (36.5)		
		Storage									75			
		50th Queue	33	33	101	30	0	28	173	0	114	166	0	51
		95th Queue	61	61	182	54	0	51	279	0	201	277	0	91
2028 BUILD (SIGNAL)	AM	Overall LOS	E (56.8)											
		Approach LOS	E (77.5)			C (31.3)			D (45.6)			C (33.3)		
		Storage									75			
		50th Queue	315	289	724	46	0	71	105	0	105	391	0	160
		95th Queue	462	433	1037	81	0	130	188	0	187	557	0	264
	PM	Overall LOS	E (58.0)											
		Approach LOS	E (78.7)			A (7.7)			E (59.4)			D (47.6)		
		Storage									75			
		50th Queue	89	0	705	30	0	33	173	0	150	280	0	51
		95th Queue	185	0	1235	66	0	79	279	0	249	393	0	86

**2028 Build Conditions (Site Access Improvements)**

The following should be considered to serve the 2028 Build Conditions (needed to serve development traffic):

- Packard Street at Driveway A (Intersection 6)
  - Construct Driveway A to consist of one (1) ingress lane and one (1) egress lane.

Overall LOS Standard: E		Driveway A			-			-			Packard Street		
Approach LOS Standard: E		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
2028 BUILD (TWSC)	AM	Overall LOS	7.7										
		Approach LOS	A (8.5)									7.4	
		Storage											
		50th Queue											
		95th Queue	5								5		
	PM	Overall LOS	8.6										
		Approach LOS	A (9.0)									(7.3)	
		Storage											
		50th Queue											
		95th Queue	15								3		

- Ted Turner Drive at Driveway B (Intersection 7)
  - Install a traffic signal when warranted
  - Construct Driveway B to consist of one (1) ingress lane and two (2) egress lanes, consisting of one eastbound left-turn lane and one eastbound right-turn lane.
  - Construct one (1) northbound left-turn lane along Ted Turner Drive

Overall LOS Standard: E		Ted Turner Drive			Ted Turner Drive			Driveway B			-		
Approach LOS Standard: E		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
2028 BUILD (SIGNAL)	AM	Overall LOS	B (10.7)										
		Approach LOS	A (9.4)			A (4.8)			D (54.7)				
		Storage	200										
		50th Queue	102	351			37	36	72		90		
		95th Queue	183	507			66	64	131		164		
	PM	Overall LOS	D (50.9)										
		Approach LOS	C (20.6)			E (61.1)			E (71.4)				
		Storage	200										
		50th Queue	163	112			468	513	147		312		
		95th Queue	267	201			699	759	246		457		

- Whitehall Street at Driveway C (Intersection 8)
  - Construct Driveway C to consist of one (1) ingress lane and one (1) egress lane.

Overall LOS Standard: E		DMV Dwy A			Driveway C			Whitehall Street			Whitehall Street		
Approach LOS Standard: E		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
2028 BUILD (TWSC)	AM	Overall LOS	(2.4)										
		Approach LOS	F (0.9)			D (27)			(0.9)			(0.0)	
		Storage											
		50th Queue											
		95th Queue	51			20			0		5		
	PM	Overall LOS	(3.0)										
		Approach LOS	C (21.9)			D (28.3)			(0.0)			(0.5)	
		Storage											
		50th Queue											
		95th Queue	15			56			0		3		

- Whitehall Street at Driveway D (Intersection 9)
  - Install a traffic signal when warranted
  - Construct Driveway D to consist of one (1) ingress lane and two (2) egress lanes, consisting of one southbound left-turn lane and one southbound right-turn lane

Overall LOS Standard: E		DMV Dwy B			Driveway D			Whitehall Street			Whitehall Street		
Approach LOS Standard: E		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
2028 BUILD (SIGNAL)	AM	Overall LOS	C (20.8)										
		Approach LOS	D (41.6)			D (44.5)			C (21.7)			B (13.9)	
		Storage											
		50th Queue	15			86			370		348	135	114
		95th Queue	28			155			533		502	235	203
	PM	Overall LOS	D (35.3)										
		Approach LOS	B (16.6)			C (31.1)			D (38.7)			C (34.5)	
		Storage											
		50th Queue	5			174			193		155	166	152
		95th Queue	10			291			307		257	275	257

- Whitehall Street at Driveway E (Intersection 10)
  - Construct Driveway C to consist of one (1) ingress lane and one (1) egress lane.

Overall LOS Standard: E		-			Driveway E			Whitehall Street			Whitehall Street		
Approach LOS Standard: E		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
2028 BUILD (TWSC)	AM	Overall LOS	(0.4)										
		Approach LOS				E (44.5)			(0.0)			(0.0)	
		Storage											
		50th Queue											
		95th Queue				18			0				
	PM	Overall LOS	(1.4)										
		Approach LOS				E (42.6)			(0.0)			(0.0)	
		Storage											
		50th Queue											
		95th Queue				43			0				

## 1.0 PROJECT DESCRIPTION

The proposed *Forge Atlanta* project will create a mixed-use community in the southwest portion of downtown Atlanta. Industrial and multifamily residential buildings currently exist on the site. The proposed site will consist of multifamily residential, hotel, office, and retail land uses along with cultural amenities that will serve the site. This variety of land uses will create an environment where people can live, work, play, and meet.

The project site is expected to have a significant number of trips using alternative modes of transportation, such as public transit, pedestrians, and bicycles. It will be a priority for the site to accommodate the alternative modes of transportation. In doing so, the proposed development reduces the overall number of vehicular trips generated. The location of the site – in downtown Atlanta, close to a MARTA rail station, and in an area with ample sidewalk coverage – also reduces vehicular trips generated because it provides opportunity for alternative modes of transportation.

### 1.1 Introduction

This report presents the evaluation of pedestrian, bicycle, and transit access associated with the proposed *Forge Atlanta* development located in the City of Atlanta, Georgia. The approximate 10.17-acre site is located west of Ted Turner Drive, north of Whitehall Street, and southeast of Central of Georgia rail line. The project site is currently zoned SPI-1 (Special Public Interest) for all parcels.

**Figure 1** provides a location map of the project site.

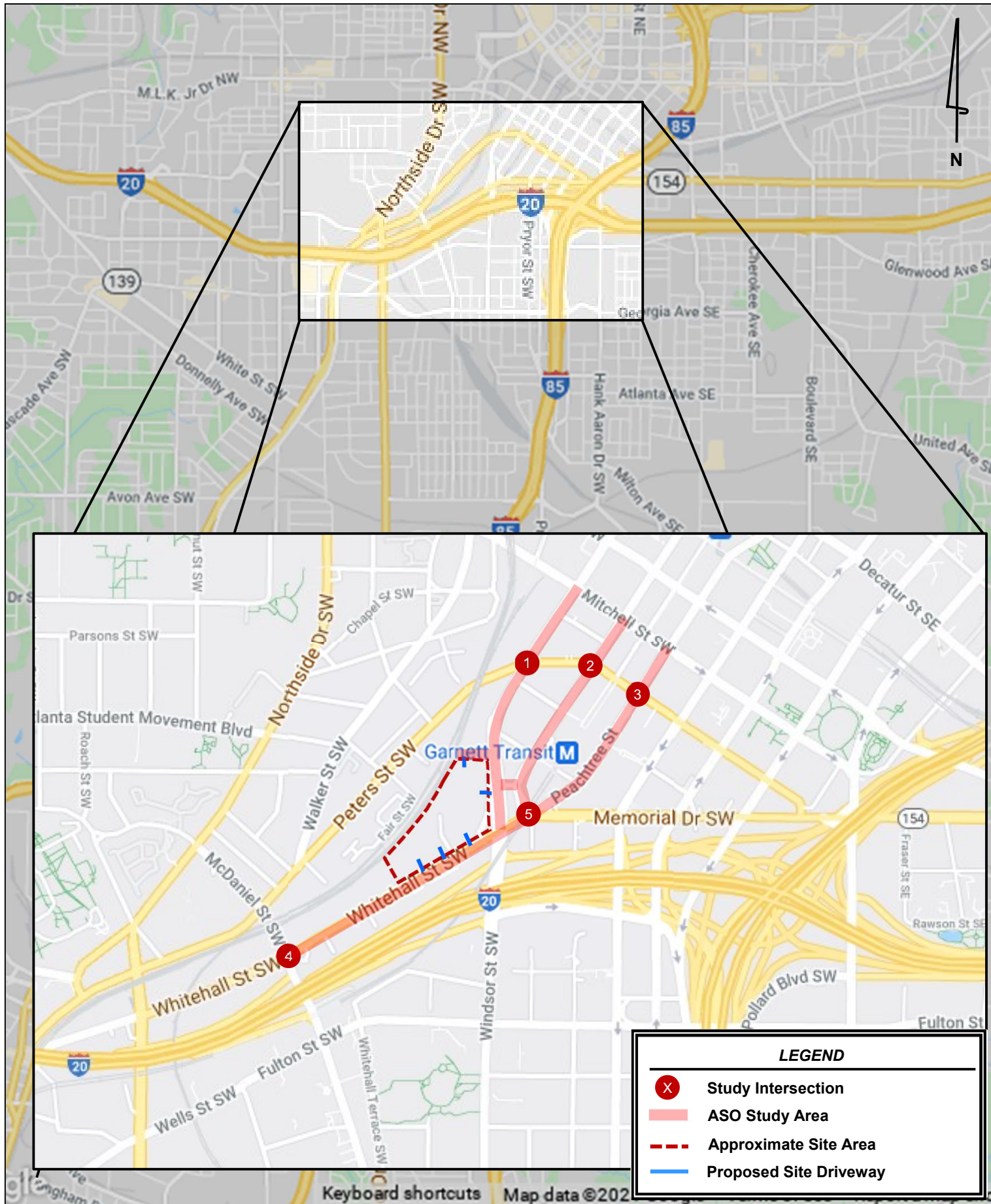
The site currently consists of General Light Industrial warehousing space in three (3) buildings (101,000 SF) and 12 residential apartment units. The existing site is proposed to be demolished and redeveloped with multi-family residential buildings (1,500 units), a hotel and conference centering (260 rooms), cultural space (50,000 SF), office space (1,650,000 SF), a film studio (100,000 SF), and retail space (69,000 SF). The site is expected to be built out by 2028. **Table 2** summarizes the proposed land use and densities.

Table 2: Proposed Land Use and Density	
Land Use	Proposed Density
Multi-family Residential	1,500 units
Hotel and Conference	260 rooms
Cultural	50,000 SF
Office	1,650,000 SF
Film Studio	100,000 SF
Retail	69,000 SF

The project is considered a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review due to the project size exceeding 700,000 SF mixed use in a *Region Core* per the Atlanta Region's Plan *Unified Growth Policy Map*. The DRI was formally triggered with the filing of the Special Administrative Permit (SAP) on November 12, 2021 with the City of Atlanta.

This *Alternative Study Option* DRI includes all inputs and methodologies discussed at the DRI Methodology Meeting with GRTA, ARC, and other stakeholders. The inputs and methodologies are outlined in the GRTA Letter of Understanding (LOU).











## 1.2 Site Access

### 1.2.1 Multimodal Site Access

The *Forge Atlanta* site is located west of Ted Turner Drive, north of Whitehall Street, and southeast of Central of Georgia rail line. The site will have pedestrian and transit access including the following connections, which will be discussed in further detail later in this report:

- MARTA Garnett rail station (red and gold lines) located 0.1 miles from the site frontage
- MARTA bus routes with stops along the site frontage and nearby
- Xpress commuter bus system includes multiple routes with stops along the site frontage
- CobbLinc Express Route bus system includes multiple routes with stops nearby
- Gwinnett County Transit bus system includes multiple routes with stops nearby
- Extensive sidewalk coverage throughout neighboring roadway network

### 1.2.2 Vehicular Site Access

As currently envisioned, the proposed development will be accessible via five (5) access points.

1. **Driveway A** – a proposed full-movement driveway located along Packard Street approximately 300 feet west of Ted Turner Drive that will operate under side-street stop control.
2. **Driveway B** – a proposed full-movement driveway located along Ted Turner Drive approximately 400 feet south of Packard Street that is proposed to operate under signalized control.
3. **Driveway C** – a proposed full-movement driveway located along Whitehall Street approximately 990 feet west of the Ted Turner Drive overpass that will operate under side-street stop control.
4. **Driveway D** – a proposed full-movement driveway located along Whitehall Street approximately 640 feet west of the Ted Turner Drive overpass that is proposed to operate under signalized control.
5. **Driveway E** – a proposed full-movement driveway located along Whitehall Street approximately 230 feet west of the Ted Turner Drive overpass that will operate under side-street stop control.

## 1.3 Internal Site Circulation

The site consists of six (6) buildings and multiple parking facilities to serve the development. Internal connections between site driveways and parking facilities are provided within the site.

Pedestrian walkways and bicycle-accessible paths will connect all buildings throughout the site and will connect to pedestrian infrastructure along site frontages. The parking deck will provide connectivity between the proposed traffic signals. A plaza located on the site will be a central gathering spot, accessible by pedestrians from all buildings and by internal roadways, which will provide pick up/drop off access.

In addition to standard vehicle parking, the parking deck will include bicycle parking and EV-ready parking for alternative charge vehicles. The proposed project is subject to the SPI-1 district parking requirements, which outlines only maximum parking requirements. The *Forge Atlanta* development will provide far fewer parking spaces than the maximum allowable, which is outlined in **Section 4.4.3**.

## 2.0 ALTERNATIVE STUDY APPROACH

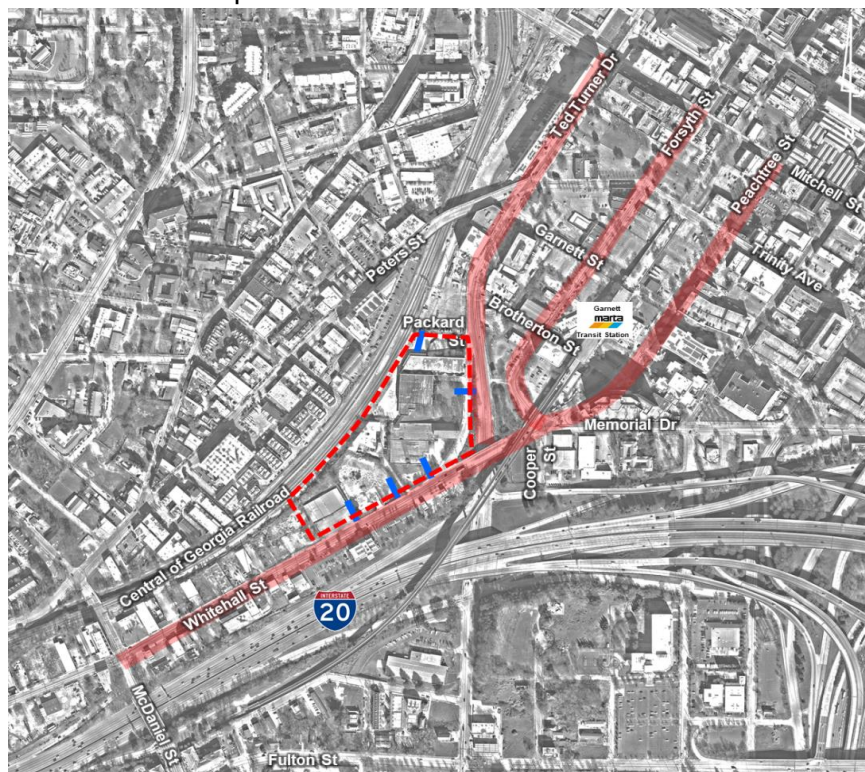
Based on the *Alternative Study Option* DRI methodology discussed in the *Methodology Meeting* held on February 17, 2022, the study primarily considers alternative modes of travel including walking, biking, and riding available transit services in the vicinity of the site. Additionally, curbside management and transportation demand management (TDM) strategies, as well as site design opportunities are discussed to address the increasing use of rideshare and curbside delivery.

### 2.1 Study Network Determination

The study area was determined at the methodology meeting with input from GRTA, ARC, and other local agency stakeholders. The study network primarily considers routes that would be taken by alternative modes such as walking, biking, or taking transit to and from the proposed mixed-use site and primary weekday destinations to nearby commercial nodes where patrons and residents may visit.

The study area includes the following segments listed below and shown in **Figure 3**.

- Ted Turner Drive between Whitehall Street and Mitchell Street
- Forsyth Street between Peachtree Street and Mitchell Street
- Peachtree Street between Memorial Drive and Mitchell Street
- Whitehall Street between McDaniel Street and Memorial Drive, including proposed new driveways to serve the development



\*The crosswalk analysis along Forsyth Street and Peachtree Street extended between Memorial Street and Trinity Avenue per the LOU.

**Figure 3: Alternative Study Option – Study Area**

## 2.2 Study Approach

To conduct the *Alternative Study Option*, an assessment of the existing conditions in the study area was performed. The existing pedestrian, bicycle, and transit facility conditions were documented during multiple site visits. Sidewalk inventory, pedestrian routing data, bicycle routing data, and transit ridership data were referenced.

The future conditions of the study area were then considered. Programmed and planned projects in the site vicinity were researched to account for any improvements or modifications within the study network by the build-out year of the development. The project trip generation, distribution, and access to major destinations were determined.

Based on the existing conditions and projected future conditions, a needs assessment was conducted to identify deficiencies within the study network and opportunities to improve multimodal access to/from the site.

Recommendations to serve the *Forge Atlanta* site are documented in this study. Project recommendations have been identified along the site frontage and for offsite improvements located along routes that are critical for patrons and residents to access nearby destinations.

## 2.3 Data Collection

A site visit was conducted to inventory the existing study area conditions. Pedestrian and transit facilities were observed and photographed. Special attention was paid to challenges within the study network. Pedestrian facility challenges included sidewalk gaps, narrow sidewalk widths, pavement cracks, tripping hazards, facility obstructions, faded/missing striping, missing ramps at crosswalks, and missing pedestrian push buttons.

The following data sources were referenced:

- City of Atlanta's 2019 Sidewalk Inventory
- MARTA ridership data (pre-COVID 2019)
- Xpress ridership data (2019-2021)
- Strava data on pedestrian and bicycle activity

Data were used to develop the existing conditions and future needs discussed in this report. Deficiencies and notable bicycle, pedestrian, and transit challenges were documented to assist with the Recommendations.

### 3.0 EXISTING CONDITIONS

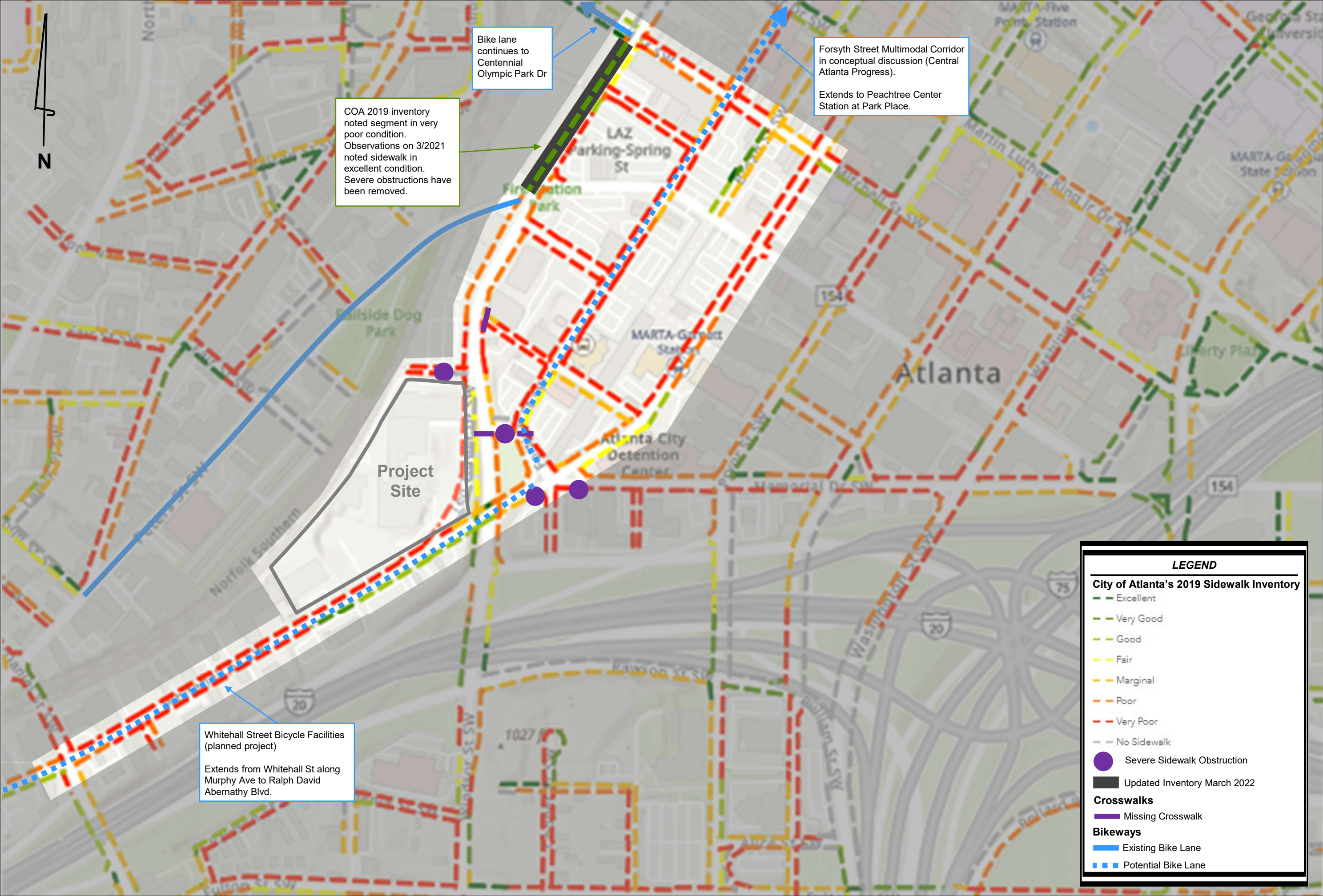
#### 3.1 *Existing Bicycle and Pedestrian Facilities*

There is a robust sidewalk network in the vicinity of the site. Along the site frontage, there is sidewalk along both sides of Ted Turner Drive and along Packard Street to the north. There is sidewalk coverage along Whitehall Street, Peachtree Street, Forsyth Street, and Mitchell Street.

Currently, there are no existing bicycles facilities in the study area. A potential bike lane along Whitehall Street is within the planning stage. Additionally, a conceptual discussion of a potential multimodal corridor along Forsyth Street is taking place with Central Atlanta Progress.

**Figure 4** illustrates the existing pedestrian and bicycle infrastructure. It includes sidewalk conditions inventoried by the City of Atlanta 2019 Sidewalk Inventory and supplemental information gathered during the site visit. Deficiencies in pedestrian and bicycle infrastructure will be discussed in the Identified Needs section of the report.







### 3.1.1 Existing Bicycle and Pedestrian Activity

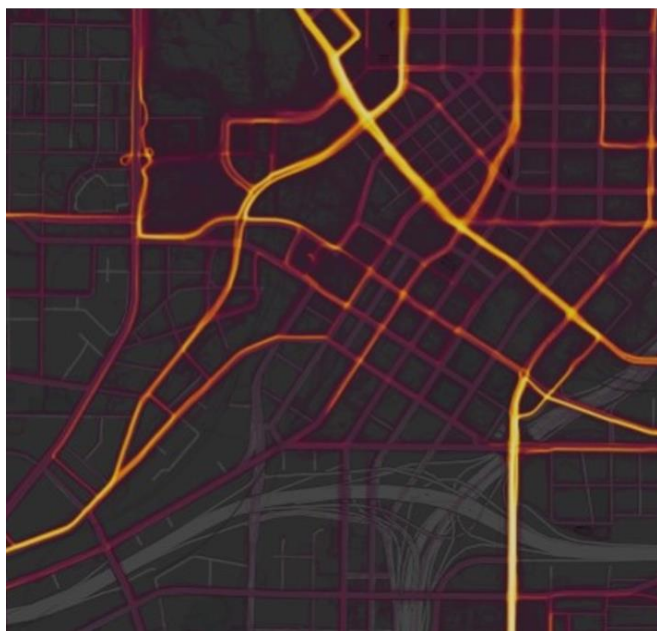
In order to determine existing bicycle and pedestrian routing in the study area, data for recreational activity tracking from Strava were referenced.

Strava is an internet service for tracking human exercise such as walking, running, and bicycling by using app-based GPS data. Strava provides a heat map made of aggregated data on activities tracked by app users over the past twelve months. **Figure 5** shows the bicycle and pedestrian (walk/run) heat maps in the study area from Strava.

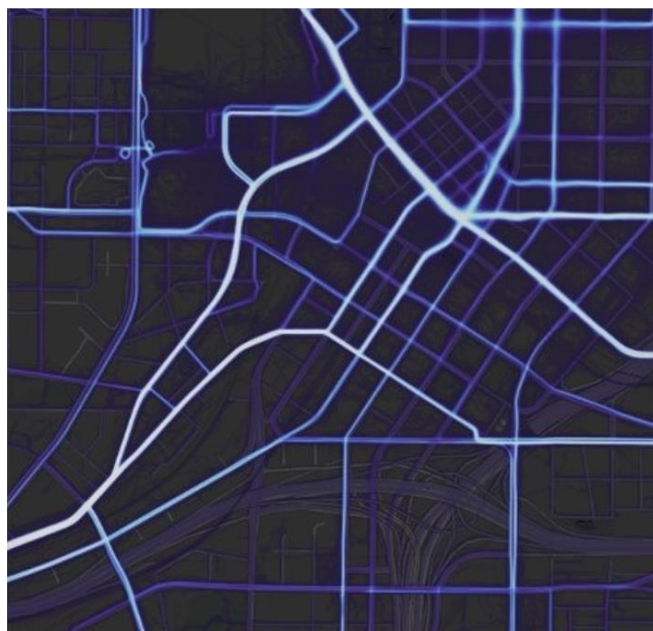
The Strava heatmap was referenced to identify existing primary routes. The data source confirmed higher bicycle ridership along Trinity Avenue, Whitehall Street, and Memorial Drive.

The data source displays relatively lower walk/run activity through the study area, showing largely unhighlighted walkways. It should be noted that Strava is likely more skewed to recreational activity than commuter activity.

Strava Activity – Walk/Run Heat Map



Strava Activity – Bike Heat Map



**Figure 5: Strava Heat Mapping - Bicycle and Pedestrian Activity**

### 3.1.2 Bicycle and Pedestrian Crash History

Bicycle and pedestrian crash data were obtained through the *Numetric* database. Data were collected in the area between Ivan Allen Jr Boulevard and Centennial Olympic Park to the north, McDaniel Street to the south, Lowery Boulevard to the west, and Peachtree Avenue to the east.

The data were analyzed during the five-year period between January 1, 2016 to December 31, 2020. **Table 3** summarizes the number of accidents, injuries, fatalities, and number of accidents by type for each calendar year.

Table 3: Five-Year Bicycle and Pedestrian Crash History – 2016-2020					
Year	Total Crashes	Bicycle	Pedestrian	Injuries	Fatalities
2016	4	-	4	1	1
2017	8	1	7	1	-
2018	9	1	8	-	-
2019	9	1	8	2	-
2020	3	-	3	-	-
<b>Total</b>	<b>33</b>	<b>3</b>	<b>30</b>	<b>4</b>	<b>1</b>

During the five-year period, a total of thirty-three (33) crashes involving bicycles or pedestrians occurred within the study area. Four (4) injury crashes and one (1) fatality were reported. It should be noted that the police report for the crash involving a pedestrian fatality indicated the fatality was not due to a collision with a motor vehicle. Crash Data are attached in **Appendix B**.

Most of the pedestrian and bicycle crashes happened during morning or evening hours, indicating lighting may be a safety concern in the study area.

The police report for the three (3) crashes involving bicycles indicated that the crashes did not involve collisions with motor vehicle.

The signalized intersections of Centennial Olympic Park Drive at Marietta Street and Mitchell Street at Peachtree Street each had five (5) pedestrian crashes over the study period. In addition, two (2) pedestrian crashes involving injuries were reported at the intersection of Castleberry Street at Ted Turner Drive. Both of these crashes involved pedestrians attempting to cross Ted Turner Drive where there is currently no protected crossing.

### 3.2 Existing Transit Access and Ridership

There are two (2) site-adjacent transit routes, MARTA bus route 40 and 49.

**Table 4** lists all of the existing transit routes serving the site, outlining adjacent and nearby stops. **Table 5** outlines access from the site to MARTA rail stations. **Table 6** provides service details for the routes that have stops directly adjacent to the project site. The study area has comprehensive commuter bus coverage provided by Gwinnett Transit, Xpress Bus, and CobbLinc.

**Figure 6** shows the transit amenity inventory, and **Figure 7** shows a photo log of nearby transit stops. The transit stops are generally well connected to pedestrian facilities.

A Greyhound Bus Station is adjacent to the MARTA Garnett Station, and it provides connections to regional destinations.

Detailed transit routing information is provided in **Appendix F**.

**Table 4: Existing Transit Routes**

Service Provider	Service Routes/ Locations
MARTA	<p><u>Adjacent (Stops adjacent to project site):</u></p> <ul style="list-style-type: none"> <li>• Route 40 – Peachtree Street / Downtown</li> <li>• Route 49 – McDonough Boulevard</li> </ul> <p><u>Nearby (stops within walking distance):</u></p> <ul style="list-style-type: none"> <li>• Route 3 – Martin Luther King Jr Drive/Auburn Avenue</li> <li>• Route 21 – Memorial Drive</li> <li>• Route 42 – Pryor Road</li> <li>• Route 813 – Atlanta University Center</li> </ul>
Xpress	<p><u>Nearby (stops within walking distance):</u></p> <ul style="list-style-type: none"> <li>• Route 400 – Cumming to Downtown</li> <li>• Route 413 – Hamilton Mill/Mall of Georgia to Downtown</li> <li>• Route 416 – Dacula to Downtown</li> <li>• Route 419 – Snellville/Hewatt Road/Stone Mountain to Downtown</li> <li>• Route 426 – East Conyers/West Conyers/Panola Road to Downtown</li> <li>• Route 430 – McDonough to Downtown</li> <li>• Route 432 – Stockbridge to Downtown</li> <li>• Route 440 – Hampton/Jonesboro to Downtown/Midtown</li> <li>• Route 441 – Jonesboro to Downtown/Midtown</li> <li>• Route 442 – Riverdale to Downtown</li> <li>• Route 453 – Newnan/Union City to Downtown/Midtown</li> <li>• Route 463 – West Douglas/Douglas MMTC to Downtown/Midtown</li> <li>• Route 476 – Hiram/Powder Springs to Downtown/Midtown</li> <li>• Route 480 – Acworth/Town Center to Downtown</li> <li>• Route 485 – Hickory Grove to Downtown</li> <li>• Route 490 – Canton/Woodstock to Downtown</li> </ul>
CobbLinc Express Route	<p><u>Nearby (stops within walking distance):</u></p> <ul style="list-style-type: none"> <li>• Route 100 – Kennesaw to Downtown</li> <li>• Route 101 – Marietta to Downtown</li> </ul>
Gwinnett County Transit	<p><u>Nearby (stops within walking distance):</u></p> <ul style="list-style-type: none"> <li>• Route 102 – I-85 Indian Trail Park &amp; Ride to Downtown Atlanta</li> </ul>

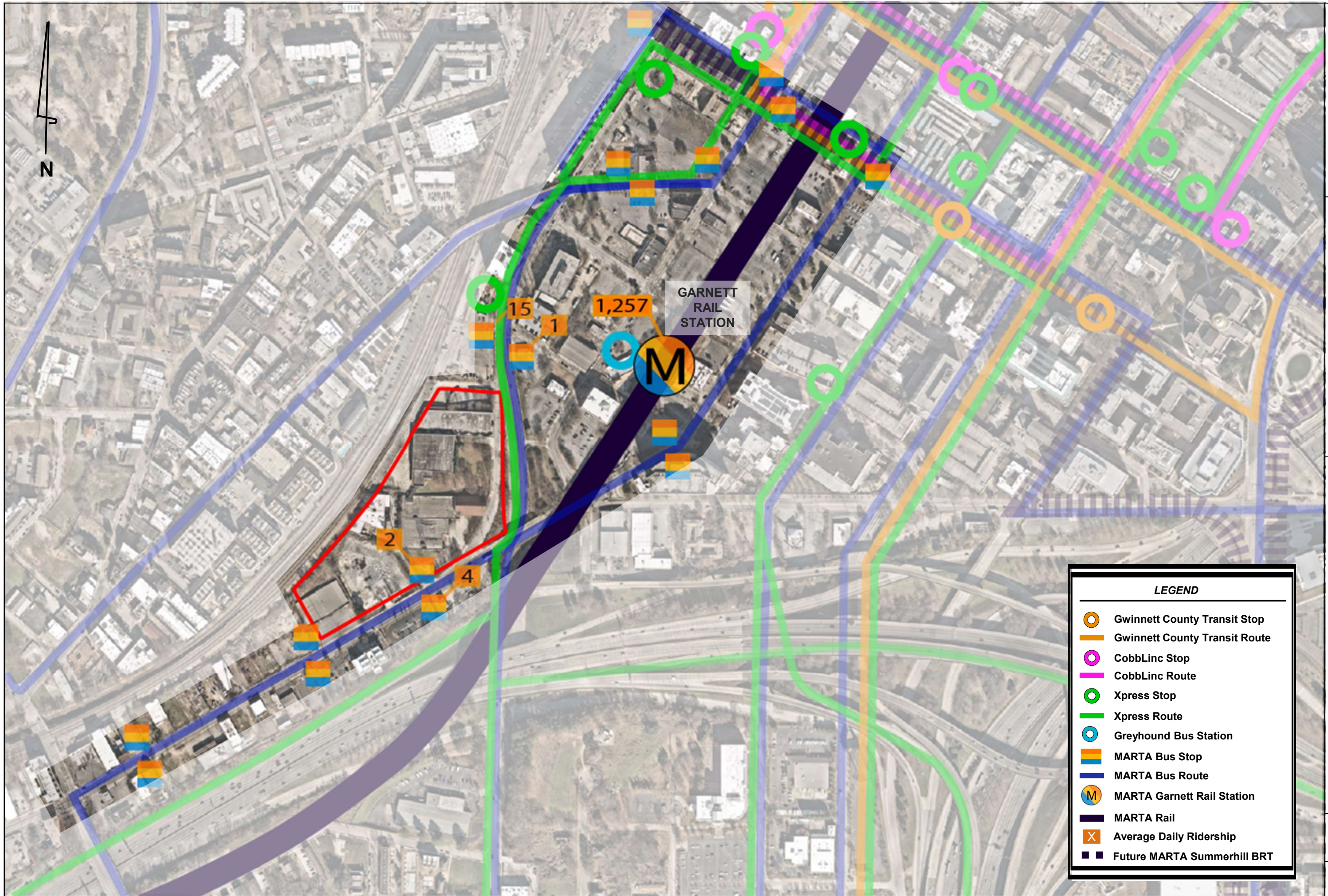
**Table 5: Existing High-Capacity Transit Stations**

Station	Access via
Garnett Station (Red and Gold Line)	<ul style="list-style-type: none"> <li>Walking/Biking (0.1 miles)</li> </ul>

**Table 6: Existing Transit Service Details**

Route	Days	Span	Peak Headway
MARTA 40	MON-FRI SAT SUN	5:05 AM – 10:50 AM 5:50 AM – 10:50 AM 5:50 AM – 10:50 AM	45 min 45 min 45 min
MARTA 49	MON-FRI SAT SUN	4:51 AM – 11:45 AM 5:16 AM – 11:15 PM 5:16 AM – 11:15 PM	15 min 30 min 30 min









MARTA Bus Route 40 –  
Peachtree Street / Downtown  
Whitehall St. SW and Spring St. SW (SB)  
(Stop ID: 101092)



MARTA Bus Route 40 –  
Peachtree Street / Downtown  
Whitehall St. SW and Spring St. SW(NB)  
(Stop ID: 101096)



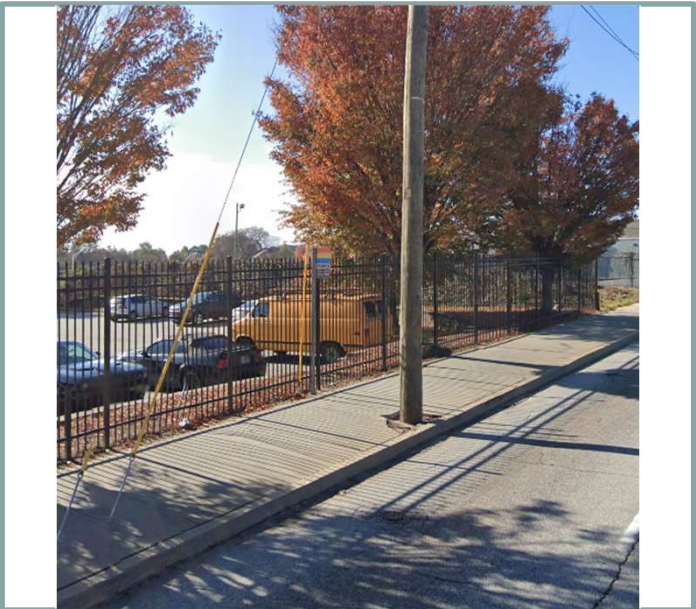
MARTA Bus Route 49 –  
McDonough Boulevard  
Ted Turner Dr. at Brotherton St. (NB)  
(Stop ID: 211005)



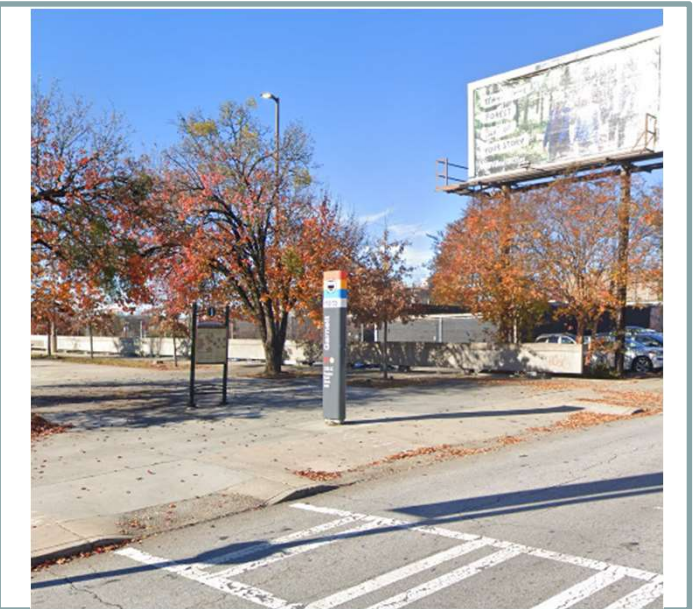
MARTA Bus Route 49 and  
Xpress Stop 419, 426, 463, 476  
Ted Turner Dr. at Brotherton St. (SB)  
(Stop ID: 102554)



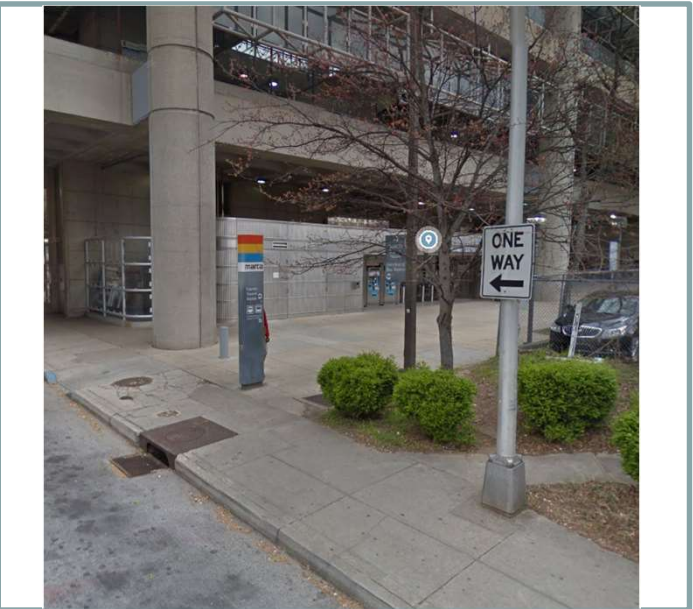
MARTA Bus Route 40 –  
Peachtree Street / Downtown  
Whitehall St. SW and 385 (SB)  
(Stop ID: 101098)



MARTA Bus Route 40 –  
Peachtree Street / Downtown  
Whitehall Street SW and 400 (NB)  
(Stop ID: 101100)



MARTA Garnett Rail Station  
Broad St. Entrance



MARTA Garnett Rail Station  
Brotherton St. Entrance



### 3.2.1 Transit Stop Ridership

Existing ridership data in the study area were collected from MARTA and ATL Transit. The 2019 data provide the most recent ridership data prior to the COVID-19 pandemic. **Table 7**, **Table 8**, and **Table 9** outline ridership data for the stops closest to the site, for MARTA bus, MARTA rail, and Xpress Bus transit services, respectively. The MARTA stop with the highest ridership is Ted Turner Drive SW at Brotherton Street SW (Stop ID 102554), with an average of 12 and 3 daily boardings/alightings, respectively. The Xpress stop with the highest ridership is Forsyth St at MLK Jr Dr. (Stop ID 25), with an average daily ridership of 14 riders in 2019.

**Table 7: MARTA Bus Stop Data**

MARTA Stop ID	Stop Name	2019 On	2019 Off	2019 Total
101092	Whitehall St SW at Spring St SW	1	1	2
101096	Whitehall St SW at Ted Turner Dr SW	3	1	4
102554	Ted Turner Dr SW at Brotherton St SW	12	3	15
211005	Ted Turner Dr at Brotherton St	0	1	1

**Table 8: MARTA Rail Data**

Stop Name	Day of Week	2021 On	2021 Off	2021 Total
Garnett Station	Weekday	722	535	1,257
	Saturday	498	362	860
	Sunday	405	281	686

**Table 9: Xpress Bus Stop Data**

Stop ID	Stop Name	2019 Average	2020 Average	2021 Average
102554	Ted Turner Dr SW at Brotherton St SW	1	0	0
25	Forsyth St at MLK Jr Dr.	14	4	2
400103	Mitchel St SW @ Forsyth St	0	0	0
102534	Mitchel St SW at Peachtree St SW	1	0	0



### 3.3 Existing Roadway Facilities

Roadway classifications and estimated Average Daily Traffic (ADT) for roadway segments within the study area are provided in **Table 10** (bolded roadways are adjacent to the site).

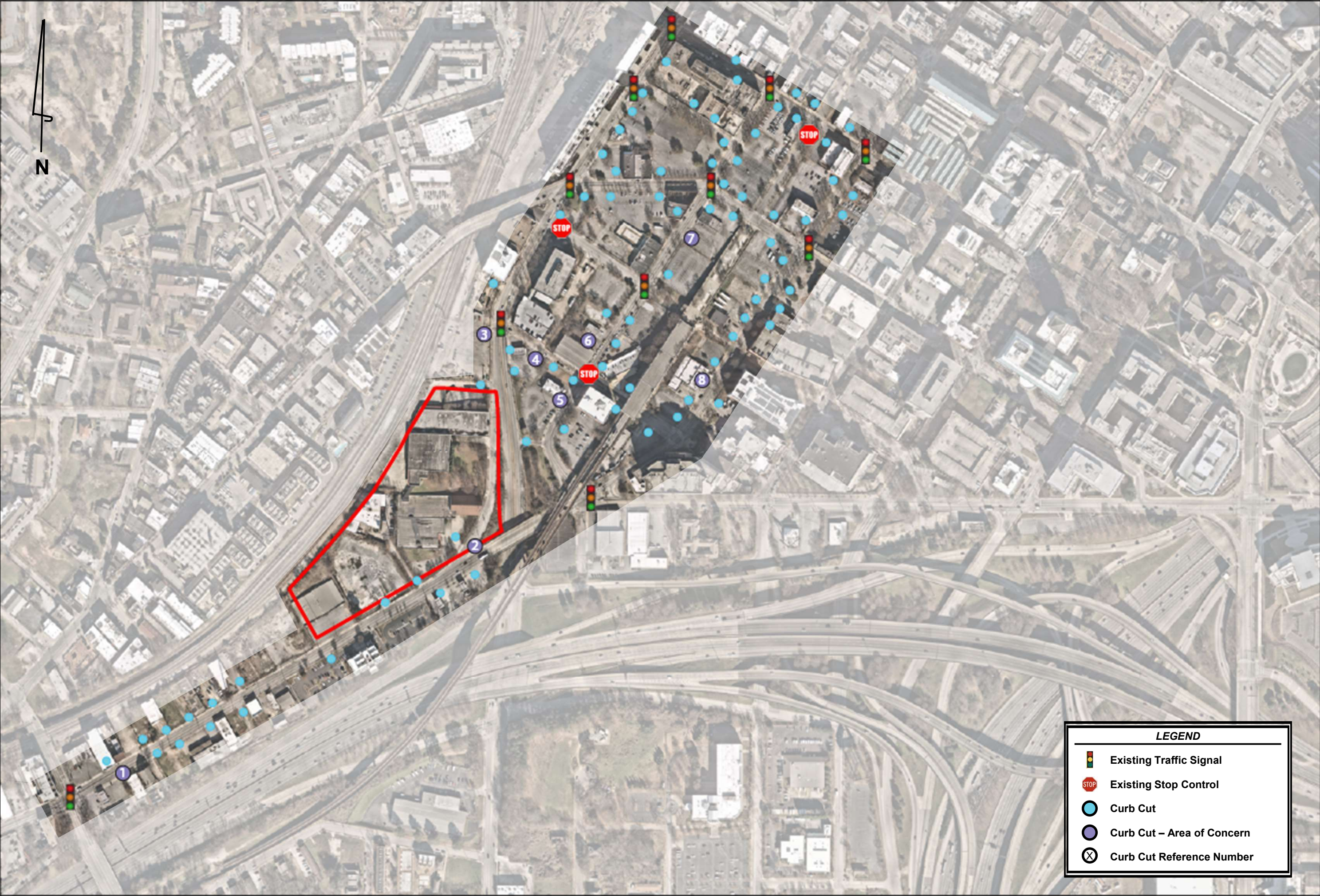
<b>Table 10: Roadway Classifications</b>				
<b>Roadway</b>	<b>Lanes</b>	<b>Posted Speed Limit</b>	<b>AADT (GDOT, 2018)</b>	<b>GDOT Functional Classification</b>
<b>Ted Turner Drive</b>	<b>4</b>	<b>30</b>	<b>24,300</b>	<b>Minor Arterial</b>
Peters Street	2	30	6,530	Minor Arterial
Trinity Avenue	4	30	7,120	Minor Arterial
Forsyth Street	4	35	-	Local
Peachtree Street	4	25	10,100	Major Collector
Memorial Drive	4	30	11,500	Minor Arterial
Cooper Street	3	25	-	Local
<b>Whitehall Street</b>	<b>4</b>	<b>25</b>	<b>10,600</b>	Minor Arterial

On the roadways identified above, curb cuts were documented to identify potential areas of pedestrian and/or bicycle conflict with vehicles entering and existing driveways. Driveways are particularly prevalent along Brotherton Street at Forsyth Street, the southern portion of Whitehall Street, the northern portion of Forsyth Street, and the northern portion of Peachtree Street. Wide driveways and those with high volumes may pose challenges for pedestrians and bicyclists.

In **Figure 8**, curb cuts are denoted as blue circles, while curb cut areas of concern are shown as purple circles.

During the inventory, it was noted that many parcels in the vicinity were vacant or fenced off. Curb cuts along vacant and/or fenced-off parcels were not included in the inventory in anticipation that redevelopment would solve deficiencies associated with extra-wide curb cuts and/or high concentration of closely spaced curb cuts. Many of the vacant parcels are located on Whitehall Street southwest of the site, though other vacant parcels were identified throughout the study area.







### 3.4 Identified Needs

Based on a review of the existing inventory of transportation infrastructure, the needs and deficiencies identified throughout the study network have been documented in **Figure 9**. A photo log in **Figure 11** highlights many of the needs identified in the inventory and review of study area conditions.

Sidewalks in need of repair were identified in the study area. Sidewalk conditions along the site frontage will be improved as part of the *Forge Atlanta* development.

Some poor sidewalk conditions and wide curb cuts within the study area have been flagged for improvement upon future redevelopment of the sites containing those frontages. These facilities were not identified as critical to pedestrian access to/from the *Forge Atlanta* development.

The MARTA Garnett rail station was identified as the primary destination for pedestrians and bicyclists traveling to and from the *Forge Atlanta* development. The recommended bicycle and pedestrian routes shown in **Figure 9** consider the most direct routes to access the MARTA Garnett rail station.

**Figure 10** provides a needs assessment of pedestrian facilities located along the identified primary routes. Pedestrian access between the MARTA Garnett rail station and the site access along Whitehall Street currently contains sections of sidewalk in poor condition. Pedestrian access between the MARTA Garnett rail station and site access along Ted Turner is missing two pedestrian crossings. There is no crosswalk across Ted Turner Drive to Castleberry Street or from Castleberry Street across Forsyth Street. In addition, a street light pole obstructs the sidewalk along Castleberry Street. A sidewalk obstruction was also identified along Brotherton Street at the existing Greyhound station. However, this obstruction is anticipated to be removed as part of the reconstruction of the Greyhound station, which is planned to be completed before the build out of the *Forge Atlanta* development.

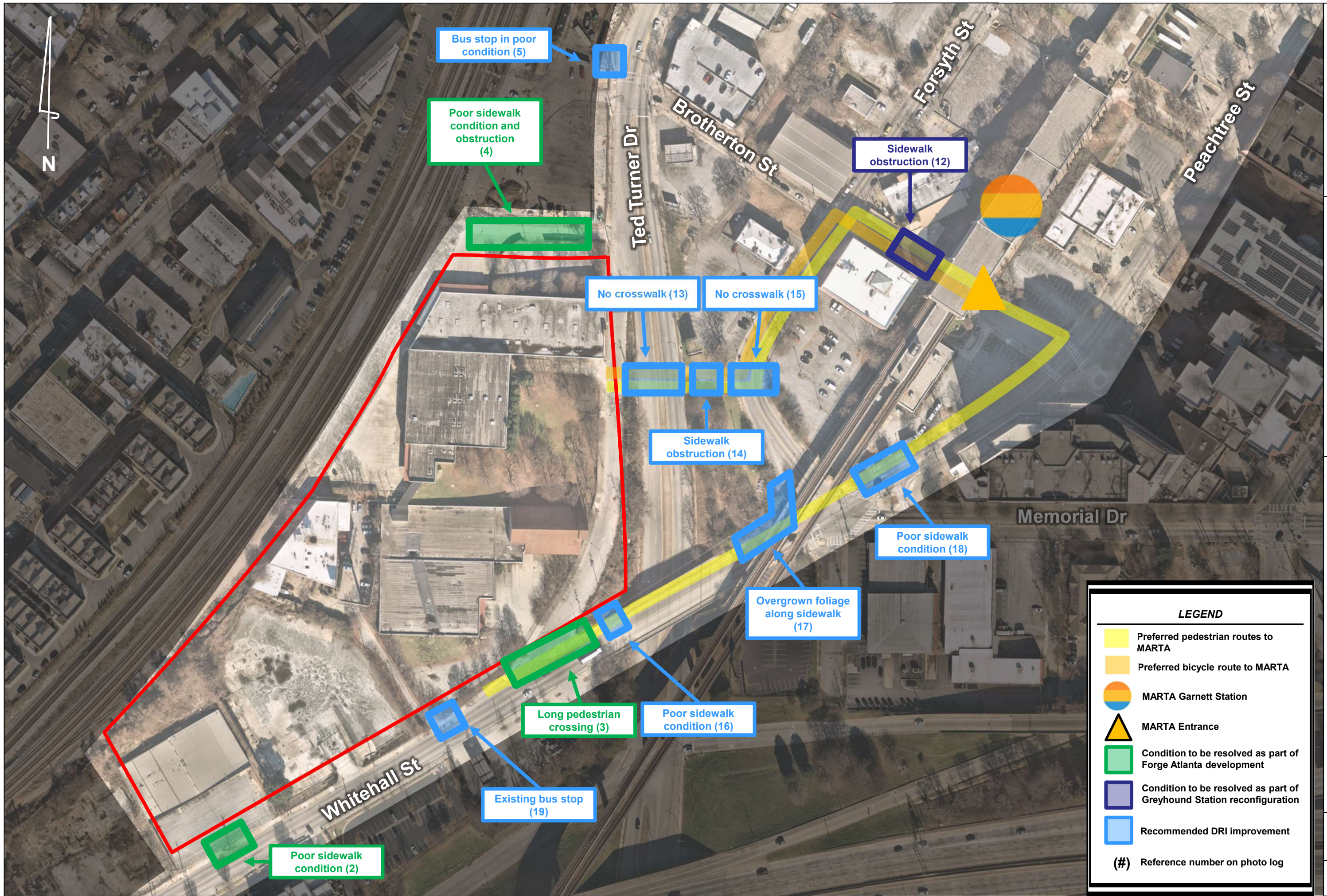
**Figure 10** also provides a needs assessment of bicycle facilities. The identified primary bicycle route is the most direct route to the MARTA Garnett rail station. The route also experiences relatively low vehicular volumes. Additionally, as noted in **Figure 4**, Central Atlanta Progress (CAP) is considering a multimodal corridor along Forsyth Street, which would provide further bicycle access to downtown.

In addition, **Figure 10** recognizes the adjacent bus stop facilities. A bus stop located along Ted Turner Drive north of Brotherton Street serves both MARTA and Xpress Bus. The stop location is currently obstructed by a barricade. A MARTA bus stop located on the site frontage along Whitehall Street is noted, but the stop is in acceptable condition.

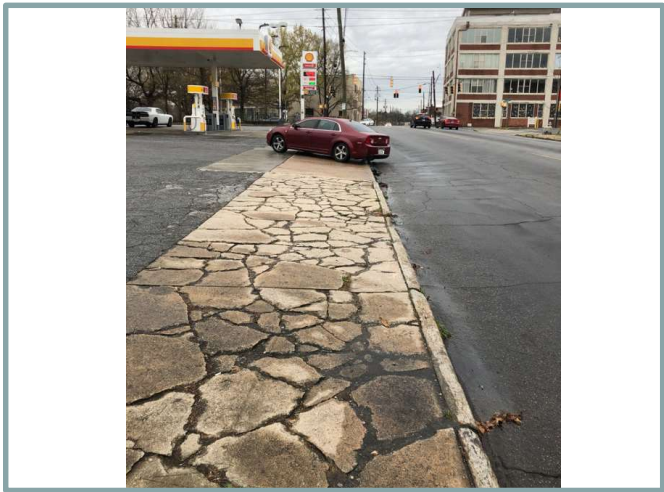












1. Wide curb cut and poor sidewalk condition along Whitehall Street



2. Poor sidewalk condition along Whitehall Street



3. Long pedestrian crossing along site frontage



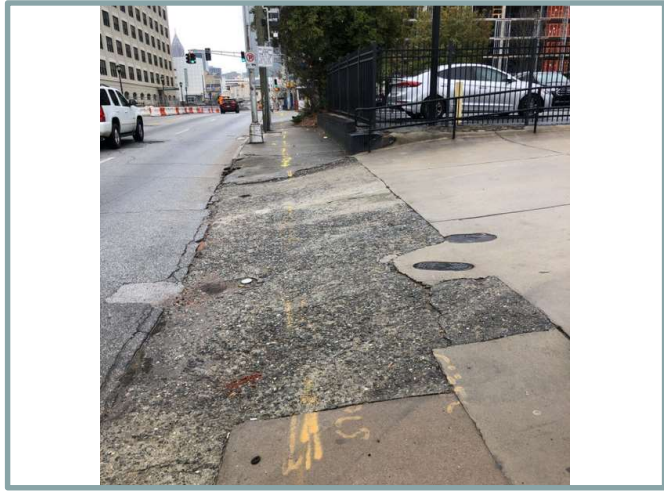
4. Poor sidewalk condition and obstruction along site frontage



5. MARTA and commuter bus stop in poor condition along Ted Turner Drive



6. Wide curb cut along Brotherton Street



7. Poor sidewalk condition along Ted Turner Drive



8. Poor sidewalk condition along Forsyth Street



9. Intermittent narrow sidewalk along Peachtree Street



10. Intermittent narrow sidewalk along Forsyth Street



11. Parking interferes with sidewalk along Peachtree Street



12. Sidewalk obstruction at Greyhound station





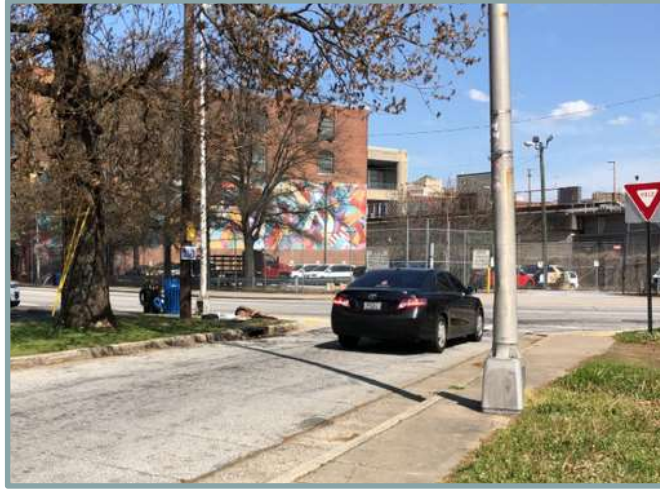
13. No crosswalk across Ted Turner Drive



13. No crosswalk across Ted Turner Drive



13. No crosswalk across Ted Turner Drive



14. Sidewalk obstruction along Castleberry Street



15. No crosswalk across Forsyth Street



15. No crosswalk across Forsyth Street



15. No crosswalk across Forsyth Street



16. Poor sidewalk condition along Whitehall Street



17. Overgrown foliage along sidewalk at western corner of Ted Turner Drive at Forsyth Street



17. Overgrown foliage along sidewalk at western corner of Ted Turner Drive at Forsyth Street



18. Poor sidewalk condition along Peachtree Street



18. Poor sidewalk condition along Peachtree Street





18. Poor sidewalk condition along Peachtree Street



19. Existing bus stop on site frontage along Whitehall Street



## 4.0 FUTURE CONDITIONS

### 4.1 Programmed and Planned Projects

Programmed and planned projects near the project site were researched to account for any improvements or modifications within the study network by the build-out year of the development. The programmed and planned projects were discussed in the methodology meeting with GRTA, ARC, and other local stakeholders.

The following projects shown in **Table 11** are programmed to occur near the development.

Table 11: Programmed Projects							
Project Name	From / To Points:	Sponsor	GDOT PI #	ARC ID # (TIP)	Design FY	ROW / UTL FY	CST FY
Upgrades to Approximately 11 Signals along US41/SR 3 (Northside Dr) and US 19 (14 <sup>th</sup> St)	N/A	GDOT	<a href="#">0012821</a>	<a href="#">AT-288</a>	2018	2020	2022
SR 14 (Peters St) Bridge Replacement at Norfolk Southern Rail Line	N/A	GDOT	<a href="#">0015546</a>	<a href="#">AT-313</a>	2020	2024	-
South Downtown Pedestrian Safety Enhancements – Peachtree St	Alabama St / Trinity Ave	City of Atlanta, Downtown Atlanta CID	<a href="#">0017994</a>	<a href="#">AT-376</a>	2021	-	2023
Signal Enhancement Projects – Phase II	Throughout Downtown Atlanta	City of Atlanta	-	<a href="#">AT-377</a>	2022	2025	2025
Central Ave Bridge Replacement	Decatur St / Martin Luther King Jr Dr	City of Atlanta	<a href="#">0015295</a>	<a href="#">AT-310</a>	2017	2024	2024
<a href="#">Summerhill Bus Rapid Transit (BRT)</a>	MLK Jr Dr / Atlanta Beltline	MARTA	-	-	-	-	-
Quick Implementation Bicycle Projects – Whitehall St	I-20 / Memorial Drive	ATLDOT	<a href="#">3014*</a>	-	-	-	-
Forsyth Street Resurfacing and Lane Reduction	Memorial Dr / Peachtree St	CAP / ADID	-	-	-	-	-

\*ATL DOT PI#.

The following projects shown in **Table 12** may not yet have funding identified, but they are planned to occur near the development.

**Table 12: Planned Projects**

Project Name	From / To Points:	Potential Sponsor	Project ID #	Project Timeline	Planning Document
I-20 East High-Capacity Premium Transit Service	Downtown Atlanta / Stonecrest Mall Area	MARTA	<a href="#">AR-420</a>	2050	<a href="#">ARC Fact Sheet</a>
Atlanta Streetcar West Extension	Centennial Olympic Park / Westview Dr at Langhorn St	City of Atlanta	<a href="#">AR-490C</a>	2040	<a href="#">ARC Fact Sheet</a>
Pedestrian Bridge over Central of Georgia Railroad	Project Site / Castleberry Hill	City of Atlanta	SW-015	-	<a href="#">Atlanta's Transportation Plan</a>
Sidewalk/Streetscape Program along Whitehall Road	McDaniel St / Peachtree St	City of Atlanta	SW-016	-	<a href="#">Atlanta's Transportation Plan</a>
Pryor Street Bike Facility	MLK Blvd / Central Ave/Pryor St split	City of Atlanta	BI-007	-	<a href="#">Atlanta's Transportation Plan</a>
Central Avenue Bike Facilities	MLK Blvd / Dobb Ave	City of Atlanta	BI-008	-	<a href="#">Atlanta's Transportation Plan</a>
Shared Streets Program	Throughout downtown Atlanta	City of Atlanta	ST-002	-	<a href="#">Atlanta's Transportation Plan</a>
MLK Blvd and Mitchell St Two-Way Conversion		City of Atlanta	ST-055	-	<a href="#">Atlanta's Transportation Plan</a>
Downtown Commuter Bus Service Route Consolidation Study	Throughout downtown Atlanta	CAP/ADID	N/A	Ongoing Study	<a href="#">Downtown Commuter Bus Consolidation Study</a>
Whitehall Street Bicycle Facilities	Ralph David Abernathy Blvd / Memorial Dr	ATL DOT	-	-	-

Available fact sheets for projects can be found in **Appendix D**.

## 4.2 Project Trip Generation

### 4.2.1 Existing Land Use to be Redeveloped/Removed

The current site is occupied by a 101,000 square foot light industrial facility and a 12-unit multifamily housing development that will be removed and replaced by the proposed *Forge Atlanta* project.

### 4.2.2 Estimated Trips

Estimated future trips associated with the development are based on information presented in the *ITE Trip Generation Manual, 10<sup>th</sup> Edition*.

Typical weekday trips are noted below. A portion of the residents, employees, and patrons of the proposed development are anticipated to use alternative modes of transportation when traveling to and from the *Forge Atlanta* development. A 30% alternative mode split was discussed during the Methodology Meeting on February 17, 2022. The total alternative mode trips generated were based on gross trip generation activity from ITE, existing mode-split identified through the American Community Survey Commute data (2017 Block Groups), and engineering judgement.

Table 13: Typical Weekday Trip Generation								
Land Use	Density	Daily Traffic			AM Peak Hour		PM Peak Hour	
		Total	Enter	Exit	Enter	Exit	Enter	Exit
Proposed Project Trips								
222 – Multifamily Housing (High-Rise)	1,500 units	6,122	3,061	3,061	104	329	317	202
310 - Hotel	260 rooms	2,508	1,254	1,254	74	51	86	83
580 - Museum	50,000 SF	-	-	-	12	2	1	8
710 – General Office Building	1,750,000 SF	17,040	8,520	8,520	1,437	234	276	1,451
820 – Shopping Center	69,000 SF	2,604	1,302	1,302	40	25	126	137
Existing Site Trips (To Be Removed)								
110 – General Light Industrial	101,000 SF	-440	-220	-220	-40	-5	-5	-32
220 – Multifamily Housing (Low-Rise)	12 dwelling units	-50	-25	-25	-1	-5	-6	-3
Net New Project Trips		27,784	13,892	13,892	1,626	631	795	1,846
Mixed-Use Reductions		-968	-484	-484	-72	-72	-99	-99
Alternative Mode Reductions		-8,193	-4,097	-4,096	-480	-171	-212	-534
Pass-By Reductions		-536	-268	-268	-0	-0	-23	-23
New Vehicular Trips (70% of total)		18,087	9,043	9,044	1,074	388	461	1,190
Single Occupancy Vehicle (75% of Veh. Trips)		13,565	6,782	6,783	806	291	346	893
Carpool (25% of Veh. Trips)		3,391	1,696	1,696	201	73	86	223
New Alternative Mode Trips (30% of total)		8,193	4,097	4,096	480	171	212	534
Transit (65% of Alt. Mode Trips)		5,325	2,663	2,662	312	111	138	347
Walking (20% of Alt. Mode Trips)		1,639	819	819	96	34	42	107
Bicycling (15% of Alt. Mode Trips)		1,229	615	614	72	26	32	80

A more detailed trip generation analysis summary table is provided in **Appendix C**.



### 4.3 Trip Distribution and Routing to Major Destinations

The distribution of pedestrian, bicycle, and transit project trips was based on the destinations anticipated to serve the patrons of *Forge Atlanta*, primarily MARTA Garnett Station. The proposed project site is conveniently located near many government and large institutional buildings. The location will allow anticipated patrons to live on site and walk, bike, or take public transit rather than driving to nearby destinations. While not exhaustive, **Table 14** provides a summary of nearby destinations likely to be frequented by patrons of the proposed project.

Table 14: Nearby Destinations	
<b>Recreation/ Entertainment</b>	Peachtree Fountain Plaza, Underground Atlanta, State Farm Arena, Mercedes-Benz Stadium, The Home Depot Backyard, Georgia World Congress Center, Centennial Olympic Park, National Center for Civil and Human Rights, CNN Studio, Georgia Aquarium, Children's Museum of Atlanta, Skyview Atlanta, Chick-fil-A College Football Hall of Fame
<b>Commercial/ Retail/ Restaurants</b>	Magic City, Artisans Bar and Gallery, Kelz Kitchen, Miss D's Gourmet Pralines & Popcorn, Chic Restaurant & Lounge, Speakeasy Lounge, West End Mall, AmericasMart Atlanta
<b>Government Buildings</b>	Atlanta Police Headquarters, Municipal Court of Atlanta, Atlanta Fire Rescue, Atlanta City Detention Center, Atlanta Department of Community Supervision, Georgia Department of Driver Services, Atlanta Immigration Court, Atlanta City Hall, Georgia Capitol, Russell Federal Building
<b>Institutions</b>	Grady Memorial Hospital, Children's Healthcare of Atlanta, Spelman College, Morehouse College, Clark Atlanta University, Morehouse School of Medicine, Georgia State University, Atlanta Public Schools Innovation Improvement & Redesign, Georgia Municipal Association

## 4.4 Standards and Ordinances

The project site is currently zoned SPI-1 (Special Public Interest) for all parcels. Standards and ordinances anticipated for the site and its frontages are included in the sections below.

### 4.4.1 Sidewalk & Streetscape Ordinance Standards

For the proposed *Forge Atlanta* project, the following sidewalk and streetscape ordinance standards will be implemented on-site.

#### **City of Atlanta**

City of Atlanta Code [Sec. 16-18A.009. - Sidewalks \(Chapter 18. – Downtown Special Public Interest\)](#)

- Sidewalk widths
  - Width requirements vary (15ft – 20 ft). Requirements are identified in the SPI-1 Downtown Sidewalk Table and the Pedestrian Space Plan map
- Street furniture and tree planting amenity zone
  - Width requirements vary. Requirements are identified in the SPI-1 Downtown Sidewalk Table and the Pedestrian Space Plan map
- Tree planting requirements
  - Where required, 30 feet on-center maximum (center between street lights)
- Street lighting requirements
  - 60' on center maximum (center between trees)

Sidewalks and streetscapes will be designed in accordance with City of Atlanta standards and will be coordinated with the City during the permitting process. The Ted Turner Drive and Whitehall Street grade differences create a unique challenge where strict interpretation of the code may not be feasible.

### 4.4.2 Transit Stop Amenity Standards

#### **MARTA**

MARTA Bus Stop Sign – all bus stops are marked with a sign, contact for customer service and bus schedule information ([MARTA Service Standards FY 2020, p. 30](#)).

Bench and Shelter Installation – riders can provide input for the placement of shelters, which must consider the following factors for urban, suburban, and rural areas: ridership, span of service, trip frequency, proximity to other shelters, Title VI compliance, local land use. Additionally, installation shall be considered based on the following constraints: site must accommodate a concrete pad and set back 10 feet from roadway, be ADA compliant and wheelchair accessible, not be next to a guardrail, barrier, or fire hydrant, not block vehicular traffic, and comply with all other local jurisdictional requirements including ordinances and design guidelines. ([MARTA Service Standards FY 2020, p. 30](#)).

#### 4.4.3 Parking Requirements (City of Atlanta)

City of Atlanta Code [Sec. 16—18A.015. Off-street parking and loading requirement – Chapter 16-18A. - SPI-1 Downtown Special Public Interest](#). The SPI-1 district provides maximum parking ratios instead of minimums for all land uses, shown in **Table 15**.

<b>Table 15: City of Atlanta Parking Requirements</b>			
<b>Land Use</b>	<b>Min</b>	<b>Max</b>	<b>Proposed (Estimated)</b>
Hotels and motels	None	1 per lodging unit	5,700
Residential Dwellings	None	1.25 per each 1-bedroom unit	
		2.25 per each 2-bedroom unit	
Commercial/Retail	None	2.5 per KSF	
Office	None	2.5 per KSF	
Recreation/Entertainment	None	1.5 per KSF	
Conference Space	None	2.0 per KSF	
<b>TOTAL ALLOWED</b>	<b>N/A</b>	<b>6,862 – 8,362</b>	<b>-</b>
<b>TOTAL PROVIDED</b>			<b>5,700</b> (69%-84% of max allowed)

*\*Site is assumed to be within the Parking Limitation District.*

As currently envisioned, the site will provide far fewer parking spaces than the maximum allowed for the site.

#### 4.4.4 Alternative Parking and Showering Requirements (City of Atlanta)

The City of Atlanta has requirements for minimum off-street space to be provided for carpool, electric vehicles, taxicab/Transportation Network Company (TNC) stands (i.e., Uber/Lyft), bicycle parking, shower facilities, and transportation demand management (TDM) for mixed-use developments in SP1, shown in **Table 16**.



**Table 16: City of Atlanta - Alternative Parking Requirements**

<b>Alternative Parking</b>	<b>Requirement</b>	<b>City of Atlanta Zoning Ordinance</b>
Carpool	<ul style="list-style-type: none"> <li>City of Atlanta standards require all office developments over 100,000 square feet to reserve and designate at least five percent of the parking spaces as “carpool only.” Such spaces shall be located near the building’s entrance or other preferable locations within the employee parking areas</li> <li>All new parking structures shall be built to accommodate vanpool access at entry level. The minimum ceiling height for vanpools is eight feet two inches.</li> </ul>	Chapter 16-18A.015. Off-street parking and loading requirements
Electric Vehicle	<ul style="list-style-type: none"> <li>City of Atlanta standards requires 20 percent of new multifamily parking structures to be EV ready. <ul style="list-style-type: none"> <li>For the proposed development, between 375 to 675 EV ready parking spaces would be required.</li> </ul> </li> </ul>	Chapter 16-28.014. Off-street parking requirements, general provisions
Taxicab Stand/ TNC pick-up area	<ul style="list-style-type: none"> <li>City of Atlanta standards require on-site taxicab <ul style="list-style-type: none"> <li>1 space for each 100 guest rooms with a maximum of 6 taxicab stand spaces.</li> <li>For the proposed development, 3 spaces are required.</li> </ul> </li> </ul>	
Bicycle and Showering Facilities	<ul style="list-style-type: none"> <li>City of Atlanta standards require the bicycle parking outlined below. Spaces include Fixed Bicycle Rack Parking Spaces and Enclosed Bicycle Parking Spaces. <ul style="list-style-type: none"> <li>1 space per 10 residential units with a maximum of 50 spaces required.</li> <li>1 space per 8,000 SF of office space.</li> <li>For the proposed development, 50 spaces are required.</li> </ul> </li> <li>City of Atlanta standards require showers and changing facilities for employees walking or bicycling to work <ul style="list-style-type: none"> <li>2 showering facilities required for every 50,000 GSF of office space with a maximum of 4 shower facilities.</li> <li>For the proposed development, 4 shower facilities are required.</li> </ul> </li> </ul>	Chapter 16-18A.017. Minimum off-street bicycle parking and showering requirements
Transportation Demand Management	<ul style="list-style-type: none"> <li>Dedicated parking for bicycles, vanpool, carpool and carshare <ul style="list-style-type: none"> <li>Yes- Required by City of Atlanta Code</li> </ul> </li> <li>Enhanced pedestrian environments including street trees and furniture zones <ul style="list-style-type: none"> <li>Yes- Required by City of Atlanta Code</li> </ul> </li> <li>Showers and changing facilities for employees walking or bicycling to work <ul style="list-style-type: none"> <li>Yes – As required by code for &gt;50,000 SF – 2/50,000 SF, max of 4</li> </ul> </li> <li>Pedestrian links to adjacent uses <ul style="list-style-type: none"> <li>For the proposed development, the site will provide crosswalk improvements for increased site connectivity.</li> </ul> </li> </ul>	Chapter 16-18A.018. Transportation management plans

#### 4.4.5 Site Loading/Dock Requirements (City of Atlanta)

The City of Atlanta has requirements for minimum off-street space to be provided for loading at residential dwellings and other land uses. Loading may be located off-street, or on-street where loading is allowed.

City of Atlanta Code [Sec. 16-28.015. - Off-street loading requirements.](#)

1. Minimum off-street space shall be provided according to the following "Table of Loading Requirements." All loading berths shall provide vertical clearance of 14 feet. All loading access ways and areas shall provide a vertical clearance of 14 feet and shall not be located within the required sidewalk. All loading spaces shall be a minimum of 12 feet wide by 35 feet long.
2. Where legal on-street loading spaces of any width exist in a public right-of-way, one on-street loading space may be substituted for every required off-street loading space, provided the on-street space immediately abuts the subject property. Each on-street loading space shall only be counted for one property. Where a space straddles a property line (as projected into the right-of-way), the space shall only be counted by the owner whose property abuts 50 percent or more of the on-street loading space. The commissioner of the department of transportation may determine that to ensure future roadway capacity, the on-street loading reduction may not be available.

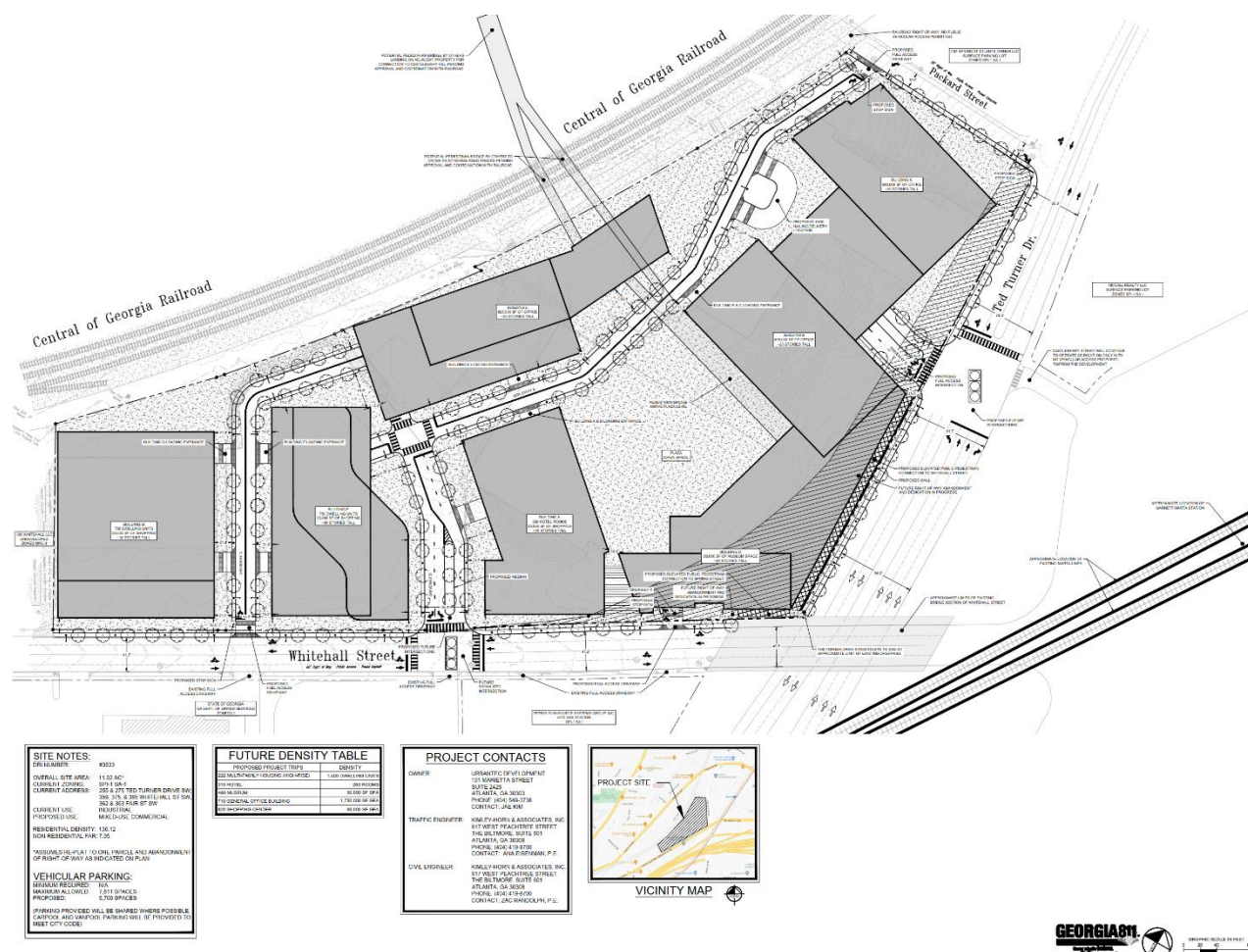
Loading will be provided for the project as required by the City of Atlanta, shown in **Table 17**.

<b>Table 17: City of Atlanta Loading Requirements</b>			
<b>Land Use</b>	<b>Unit of Measure</b>	<b>Required Loading (min. 12'x35')</b>	<b>Proposed</b>
Residential Dwellings and Lodging	201 units and above	2 spaces	<b>2 spaces</b>
All Other Uses – Cultural Center	15,001 SF to 250,000 SF floor area	1 space	<b>1 space</b>
All Other Uses – Office	250,001 sq. ft. and above	2 spaces	<b>2 spaces</b>
All Other Uses – Film Studio	15,001 SF to 250,000 SF floor area	1 space	<b>1 space</b>
All Other Uses - Retail	15,001 SF to 250,000 SF floor area	1 space	<b>1 space</b>
<b>TOTAL PROVIDED</b>			<b>7 spaces</b>

#### 4.5 Site Plan Review

As shown in **Figure 12**, the *Forge Atlanta* development is currently envisioned to include six (6) buildings connected by roadways, walkways, and bicycle connections.

Five (5) driveways will provide access to the site from adjacent roadways and provide pedestrian connectivity with the ample sidewalk network in the vicinity of the site. Proposed signals at two of the site driveways will provide vehicular access and pedestrian crossings across adjacent roadways. Internal roadways through the site will facilitate vehicular, pedestrian and bicycle connectivity throughout the proposed *Forge Atlanta* development, with additional plaza areas providing further pedestrian and bicycle access throughout the site. Building entrances will provide connectivity with pedestrian walkways to prioritize accessibility for pedestrians and cyclists. Pending future coordination with the City of Atlanta, improved connectivity across the railroad tracks via the proposed pedestrian bridge may provide improved pedestrian option between the site/Downtown Atlanta and the Castleberry Hill neighborhood to the west.



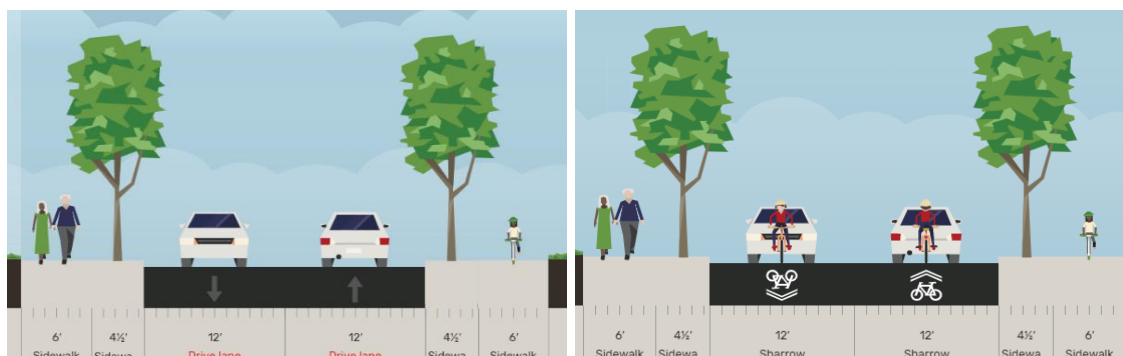
### Figure 12: Site Plan



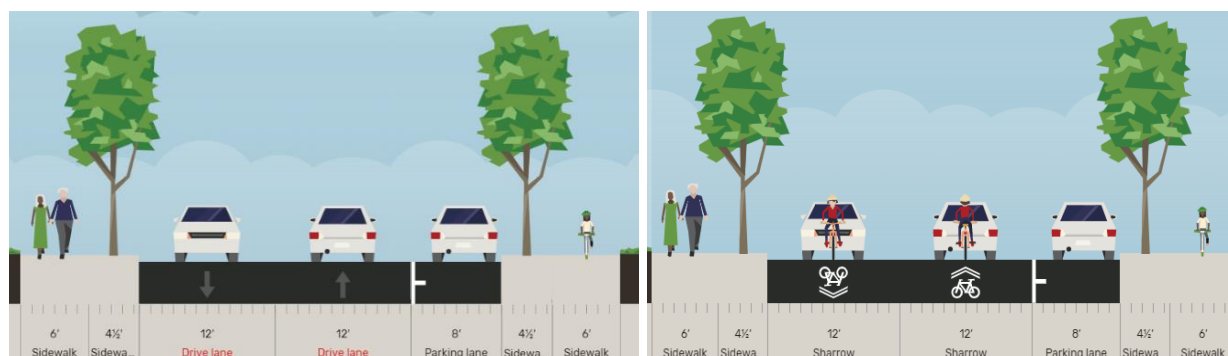
#### 4.5.1 Internal Roadway Streetscapes and Curbside Management

The *Forge Atlanta* site plans to provide internal roadway connections with design elements that generally follow the City of Atlanta requirements for public roadways, including sidewalk and streetscape elements. Streetscapes will be designed with a focus on providing pedestrian and bicycle connectivity throughout the site. **Figure 13** and **Figure 14** include likely cross sections and streetscape elements proposed to be used throughout the site. These sections generally include 6-foot sidewalks or 10-foot multi-use trails with 4-foot planting areas on either side of bidirectional 12-foot vehicular lanes. Speeds along internal streets are anticipated to be slow and conducive to bicycling activity, which may be indicated by sharrow pavement markings. Turn-lanes will be provided as-needed where internal site roadways meet existing City streets and required additional capacity for vehicular egress.

On-street parking and/or drop-off areas may be provided along internal roadways that would provide easy access to site amenities. A circle drive/drop-off area is anticipated to be provided internal to the site in the vicinity of the Packard Street site driveway to encourage on-site drop-off and pick-up.



**Figure 13: Two-Lane Section Streetscapes**



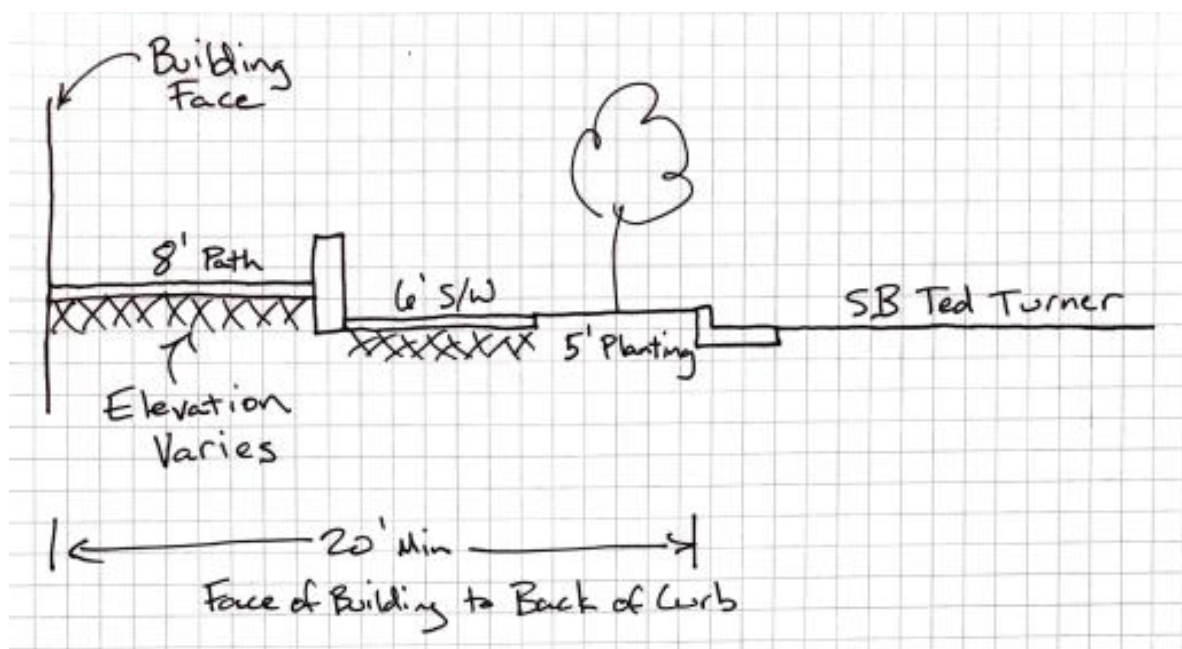
**Figure 14: Two-Lane with Parking Section Streetscapes**

#### 4.5.2 Ted Turner Drive to Whitehall Street Connection Closure

As part of the development, the existing short southbound roadway/ramp connection between Ted Turner Drive and Whitehall Street is proposed to be closed to vehicles. The right-of-way abandonment is in progress.

In order to maintain pedestrian and bicycle connectivity between the grade-separation that exists between Whitehall Street and Ted Turner Drive, the *Forge Atlanta* development plans to integrate a new bicycle and pedestrian connection in the general vicinity of the former southbound roadway/ramp connection.

**Figure 15** provides a conceptual sketch of the pedestrian and bicycle connection between Ted Turner Drive and Whitehall Street that will be provided on the *Forge Atlanta* site. The connection will be located along the edge of the site in order to provide pedestrians and bicyclists with direct access between the grade-separated roadways.



**Figure 15: Conceptual Bicycle/Pedestrian Connection**

#### 4.5.3 Travel Demand Management

Per the site's location in Downtown Special Interest (SPI) Zone 1, the development is subject to a Transportation Management Plan (TMP) with the associated transportation management association (TMA) liaison, Central Atlanta Progress (CAP).

The site is comprised of residential, office, and hotel land uses and is subject to the corresponding individual land use requirements outlined in the TMP in the TMP Development Guide that was developed and adopted in 2020. The TMP will be completed as part of this project for each of the residential, office, and hotel land uses on the site. However, a preliminary review of elements in the TMP is included in **Table 18** to provide an overview of proposed transportation demand management (TDM) strategies anticipated for the site and corresponding to specific TMP elements from the TMP Development Guide.

Table 18: Proposed On-site TDM Components		
TDM Component	TMP Code	TMP Element
Bicycle Facilities	O-R4, H-R4, R-R4	Provide bicycle storage that meets or exceeds the zoning ordinance
Commuter Showers and Locker Facilities	O-R5	Provide an on-site commuter shower and locker facility that meets or exceeds the zoning ordinance
Carpool/Vanpool Parking	O-R6	Designate carpool/vanpool parking to meet or exceed the zoning ordinance
Micro-mobility Parking Area	O-A4, H-A3, R-A3	Designate a micro-mobility parking area in coordination with the Atlanta Department of Transportation
Nearby Transit Improvements	O-B1, H-B1, R-B2	Install and maintain or financially contribute to the installation of new bus stop infrastructure (in coordination with the appropriate transit operator)
	O-C1	Install or contribute financially to the installation of a MARTA rail station connection
Parking Supply Below Max. (69%-84% of max allowed)	O-C5	Reduce parking supply below 80% of maximum allowable in the zoning ordinance

#### 4.5.4 Potential Pedestrian Bridge Connecting Site to Castleberry Hill

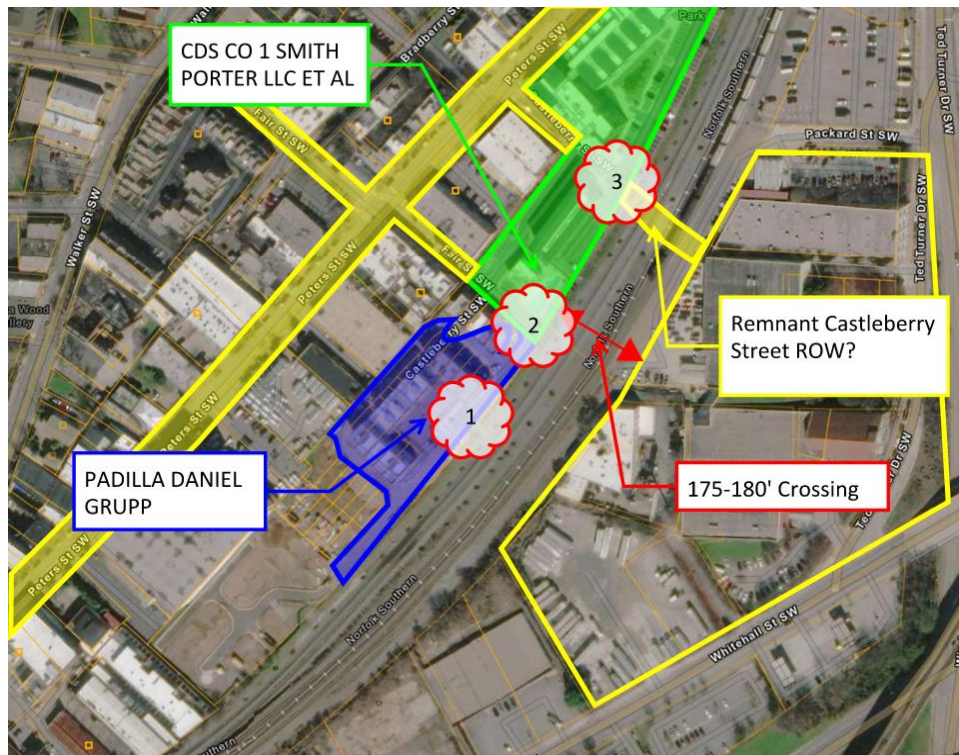
As noted in **Table 12**, the 2018 Atlanta's Transportation Plan has identified a pedestrian bridge over the Central of Georgia railroad tracks, which would provide a pedestrian connection between the *Forge Atlanta* development/Downtown Atlanta and the Castleberry Hill neighborhood. The project was originally proposed as part of the Downtown Atlanta Master Plan (Downtown CTP 2017) and was incorporated as a medium-priority project in the 2018 Atlanta's Transportation Plan. As of April 2022, the proposed bridge project has not yet identified funding for conceptual design, right-of-way, or construction. However, the *Forge Atlanta* development team is committed to further study and coordinate with the City of Atlanta regarding the development of the portion of the bridge located on the *Forge Atlanta* site, should the bridge move forward during the *Forge Atlanta* project timeline.

Kimley-Horn has conducted a high-level review of potential locations for the pedestrian bridge and the requirements for crossing the railroad. The bridge will likely have to span the entire railroad right-of-way, which is approximately 175 feet to 180 feet wide. This span is long but not extraordinary. The railroad will also likely require the bridge to be enclosed to prevent objects from being thrown onto the tracks. This may be achieved by fencing, and the enclosure does not have to be a conditioned space.

The location of the landing spot on the *Forge Atlanta* site has flexibility, and site design can reasonably adjust to accommodate the bridge landing. The private ownership of potential landing spots on the west side of the railroad tracks will present more challenges. A full study is recommended to be completed by the City of Atlanta to determine the ideal location based on the potential community benefits and property impacts.

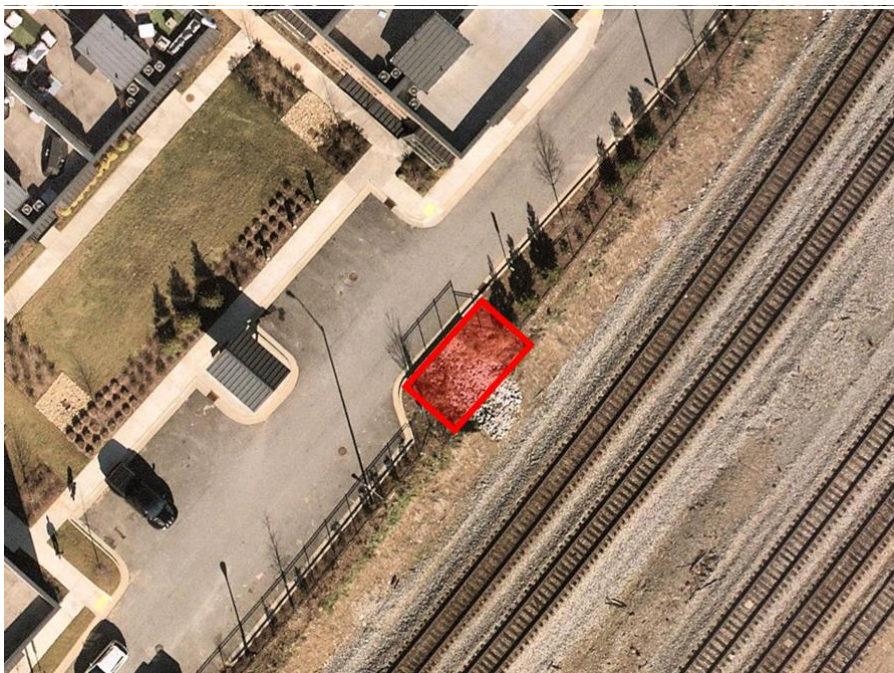


Due to the limited available space on the west side of the railroad tracks, the bridge landing will likely require an elevator to provide ADA access instead of a ramp. It is assumed that the stairway will require an approximate 12-feet by 25-feet footprint and an elevator will require an approximate 12-feet by 10-feet footprint. Three potential landing locations on the west side, shown in **Figure 16**, were identified. The potential landing areas are summarized below.



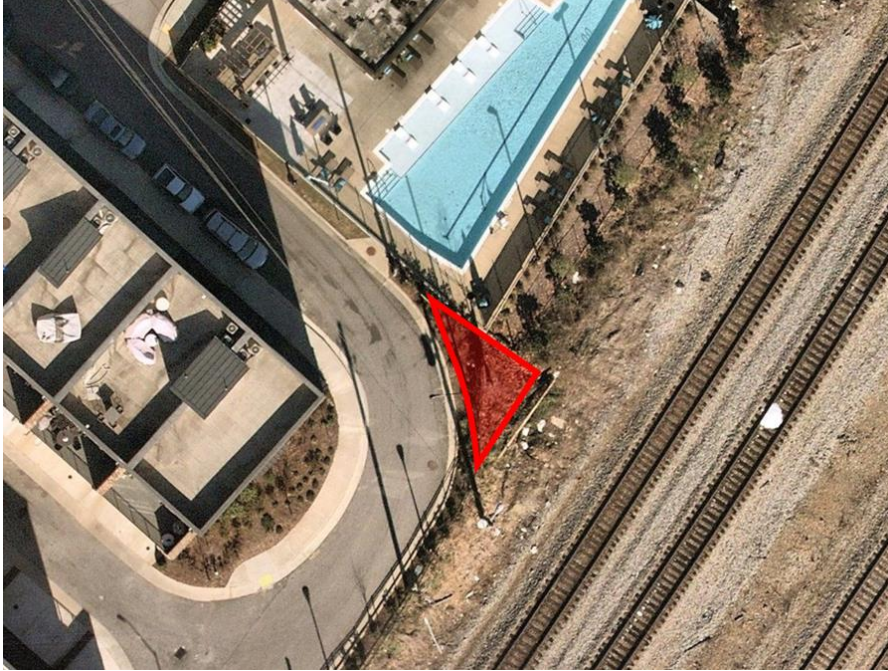
**Figure 16: Pedestrian Bridge Landing Locations**

#### Area 1:

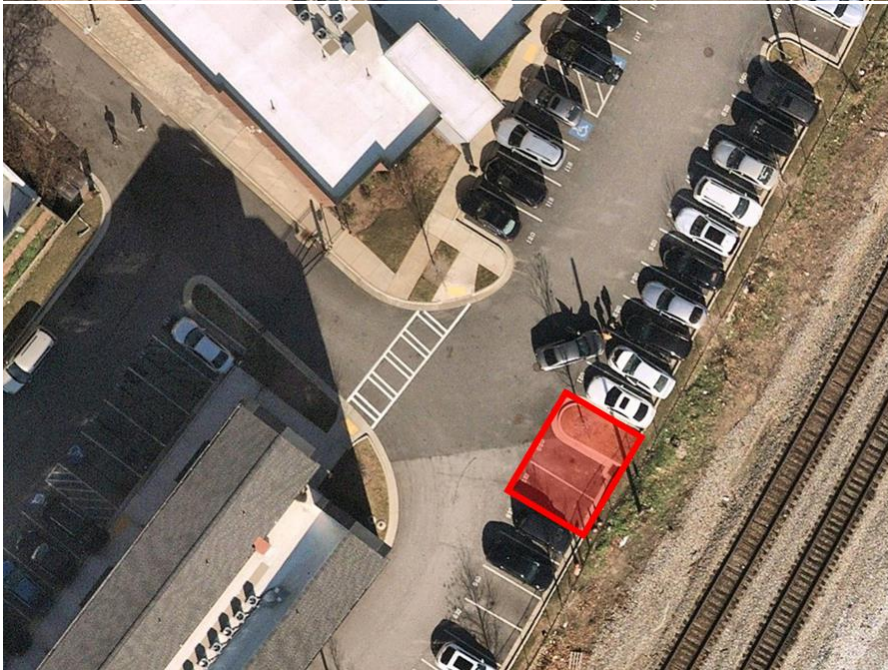


- Dimensions: approximately 12 feet by 30 feet (long and narrow)
- Likely impacts existing drainage structure
- Located approximately 200 feet away from Fair Street.
- Location does not provide an intuitive connection to public right-of-way along Peters Street



**Area 2:**

- Dimensions: approximately 25 feet by 25 feet (triangular shaped)
- May be difficult to fit without impacting circulation on driveway
- Located within curve of driveway.
- Provides direct access to Fair Street alignment, but requires traversing private property
- Structure would likely shade the adjacent pool

**Area 3:**

- Dimensions: approximately 20 feet by 25 feet. Could be widened if impacts to parking are acceptable
- The shape shown impacts at least 2 parking spaces. It may impact more if a larger footprint is needed
- Aligns with Castleberry Street right-of-way, but requires traversing private property
- Potential benefit from remnant Castleberry Street ROW across tracks

## 5.0 RECOMMENDATIONS

To facilitate the preferred bicycle and pedestrian routing from the site to anticipated destinations, and to promote the use of transit to travel to/from the site, the following improvements are recommended to better serve the *Forge Atlanta* development.

The needs identified in **Figure 9** do not directly impact this development, but they should be considered during review of future improvements in the vicinity of the site.

The project recommendations address the identified needs shown in **Figure 10** that directly impact the routing of pedestrians and cyclists to/from the proposed development.

### 5.1 Project Recommendations

#### 5.1.1 Site Design/Site Frontage

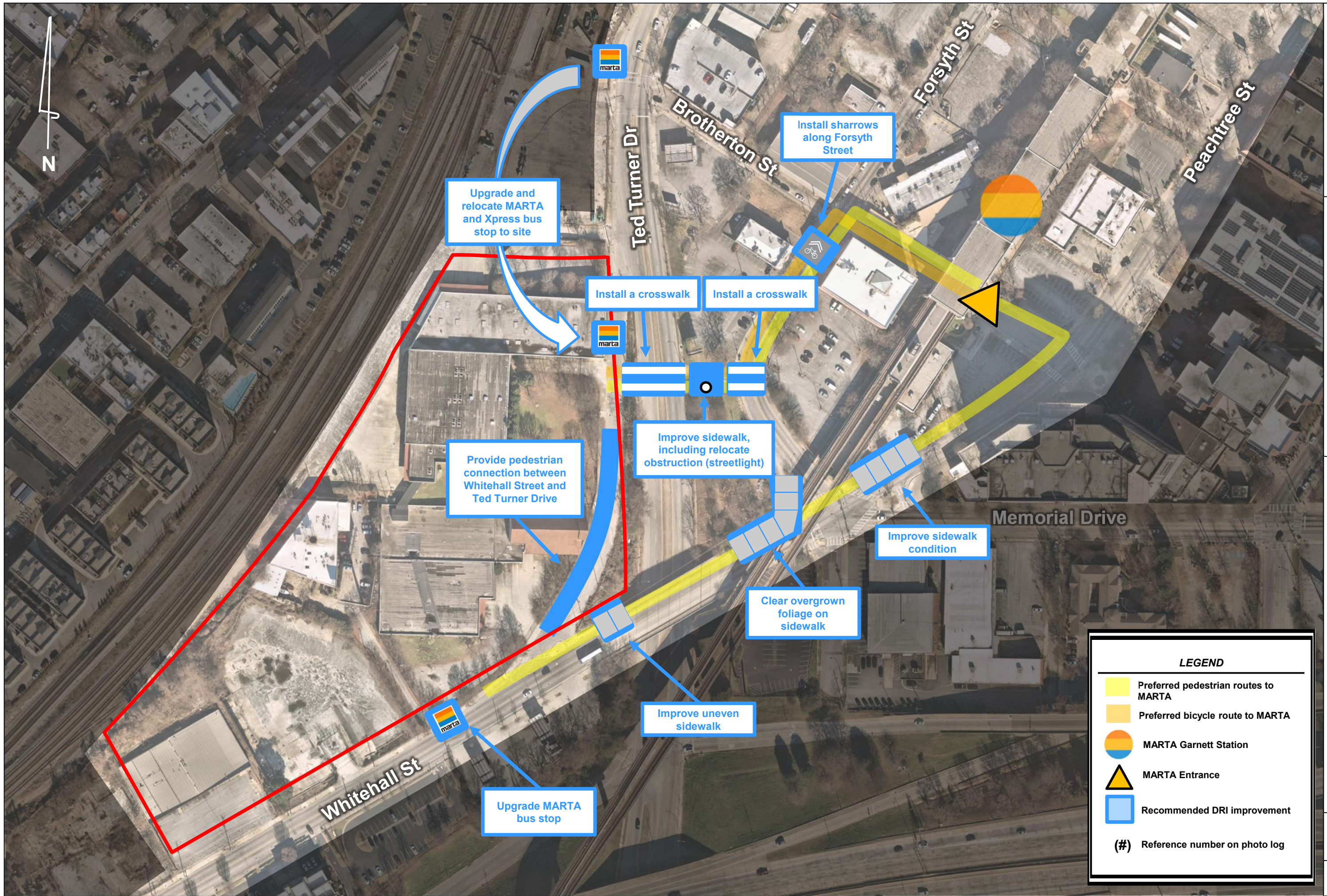
- Provide code-required sidewalks along Ted Turner Drive, Whitehall Street, and Packard Street.
- Provide a traffic signal and a crosswalk at the intersection of Ted Turner Drive Driveway B if and when a signal is warranted and as approved by the City of Atlanta.
- Provide a pedestrian and bicycle connection between Whitehall Street and Ted Turner Drive along site frontage.
- Coordinate with MARTA to upgrade existing MARTA stop 101098 along Whitehall Street to include transit shelter as approved by MARTA and the City of Atlanta.
- Coordinate with transit providers to relocate the existing shared MARTA/Xpress stop (MARTA stop 102554 and Xpress stops 419, 426, 463, 476) that is currently located north of Brotherton Street to the *Forge Atlanta* site frontage. Include a transit shelter if desired by agencies and approved by the City of Atlanta.
- Site driveways should be designed to accommodate pedestrians and cyclists as well as vehicular traffic.

#### 5.1.2 Offsite Improvements

- Clear the overgrown foliage along the sidewalk on the north side of Whitehall Street west of the intersection with Memorial Drive, Cooper Street, and Forsyth Street.
- Reconstruct or improve the sidewalk section on the west side of Peachtree Street north of intersection with Memorial Drive, Cooper Street, and Forsyth Street to address sidewalk pavement quality as approved by the City of Atlanta.
- Improve uneven sidewalk condition along the north side of Whitehall Street at the western tie-in to the bridge spanning Ted Turner Drive.
- Install crosswalk across Forsyth Street from Castleberry Street as approved by the City of Atlanta.
- Improve sidewalk conditions along Castleberry Street and relocate the streetlight that is obstructing the sidewalk along the south side of Castleberry Street.
- Install sharrow pavement markings along Forsyth Street from Castleberry Street to Brotherton Street to provide a marked preferred bicycle route to MARTA Garnett station.

A map depicting all recommendations is shown in **Figure 17**.







## 6.0 TRAFFIC IMPACT STUDY

### 6.1 Traffic Analyses, Methodology, and Assumptions

#### 6.1.1 Study Network Determination

The study area was determined at the methodology meeting with input from GRTA, ARC, and other local agency stakeholders. The study includes the following five (5) off-site intersections described in **Table 19** and shown in **Figure 1**.

<b>Table 19: Intersection Control Summary</b>		
<b>Intersection</b>	<b>Jurisdiction</b>	<b>Control</b>
1. Ted Turner Drive at Peters Street/Trinity Avenue	GDOT	Signalized
2. Forsyth Street at Trinity Avenue	GDOT	Signalized
3. Peachtree Street at Trinity Avenue	GDOT	Signalized
4. Whitehall Street at McDaniel Street	City of Atlanta	Signalized
5. Whitehall Street/Memorial Drive at Peachtree Street/Forsyth Street/Cooper Street	City of Atlanta	Signalized

#### 6.1.2 Existing Roadway Facilities

Roadway classification descriptions and estimated Annual Average Daily Traffic (AADT) for roadway segments within the study network are provided in **Table 10** (bolded roadways are adjacent to the site).

#### 6.1.3 Traffic Data Collection and Calibration

Traffic counts were collected at all five (5) existing study intersections on Thursday, February 24, 2022. The collected counts were then calibrated using adjustment factors to account for the potential impacts of COVID-19 to typical traffic volumes and patterns.

The peak hour adjustment factors were determined by comparing the GDOT 2017 AM and PM peak hour volumes collected along Ted Turner Drive north of the Whitehall Street overpass (to align with the GDOT TADA count station 121-5003) to the collected 2022 volumes in the same location. As a result of this comparison, it was determined that an adjustment factor of 2.13 should be applied to the existing AM turning movement counts, and an adjustment factor of 1.40 should be applied to the existing PM turning movement counts. The methodologies used in this analysis for traffic count calibration were approved by GRTA.

Traffic count peak hours for all the study intersections are shown in **Table 20**.



Table 20: Traffic Count Summary		
Intersection	AM Peak Hour	PM Peak Hour
1. Ted Turner Drive at Trinity Avenue	8:00 – 9:00 AM	4:30 – 5:30 PM
2. Forsyth Street at Trinity Avenue	8:00 – 9:00 AM	4:30 – 5:30 PM
3. Peachtree Street at Trinity Avenue	8:00 – 9:00 AM	4:30 – 5:30 PM
4. Whitehall Street at McDaniel Street	7:45 – 8:45 AM	4:45 – 5:45 PM
5. Whitehall Street/Memorial Drive at Peachtree Street/Forsyth Street/Cooper Street	8:00 – 9:00 AM	4:45 – 5:45 PM

The collected peak hour turning movement traffic counts are available upon request.

#### 6.1.4 Background Growth

Background traffic is defined as expected traffic on the roadway network in future year(s) absent the construction and opening of the proposed *Forge Atlanta* development. Background traffic includes a base growth rate, which is based on historical count data and population growth data. It can also include trips anticipated from nearby or adjacent other projects.

Based on methodology outlined in the GRTA Letter of Understanding (LOU), a 1.0% per year background traffic growth rate from 2022 to 2028 (6 years) was used for all roadways. Project traffic from the 30 Ted Turner DRI #2758 and 99-125 Ted Turner Drive DRI #2991 developments were also included.

The 2028 No-Build conditions represent the Estimated 2022 traffic volumes grown for six (6) years at 1.0% per year throughout the study network.

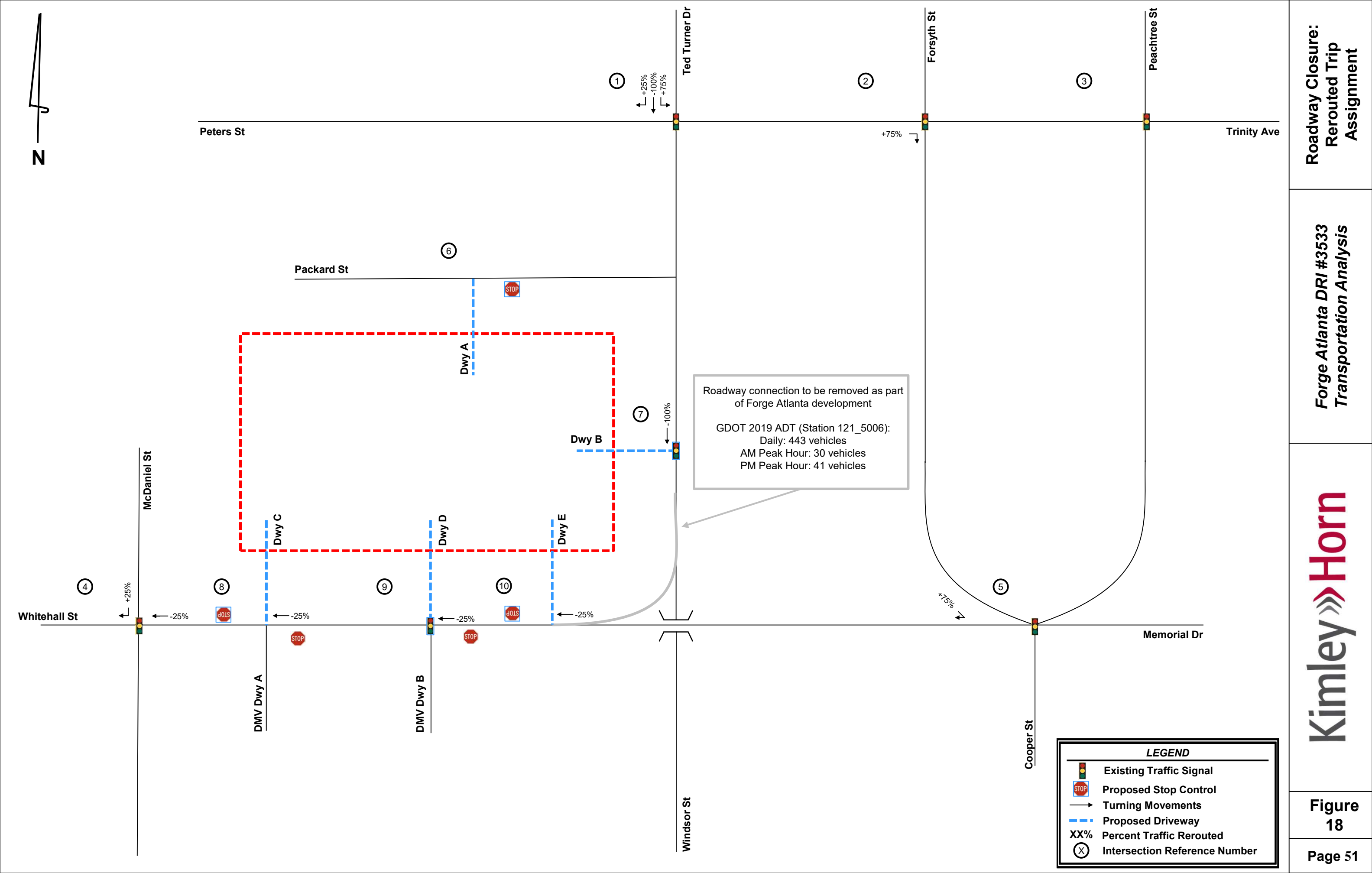
The 2028 Build conditions represent the project trips generated by the *Forge Atlanta* development added to the 2028 No-Build Conditions.

#### 6.1.5 Ted Turner Drive to Whitehall Street Connection Closure

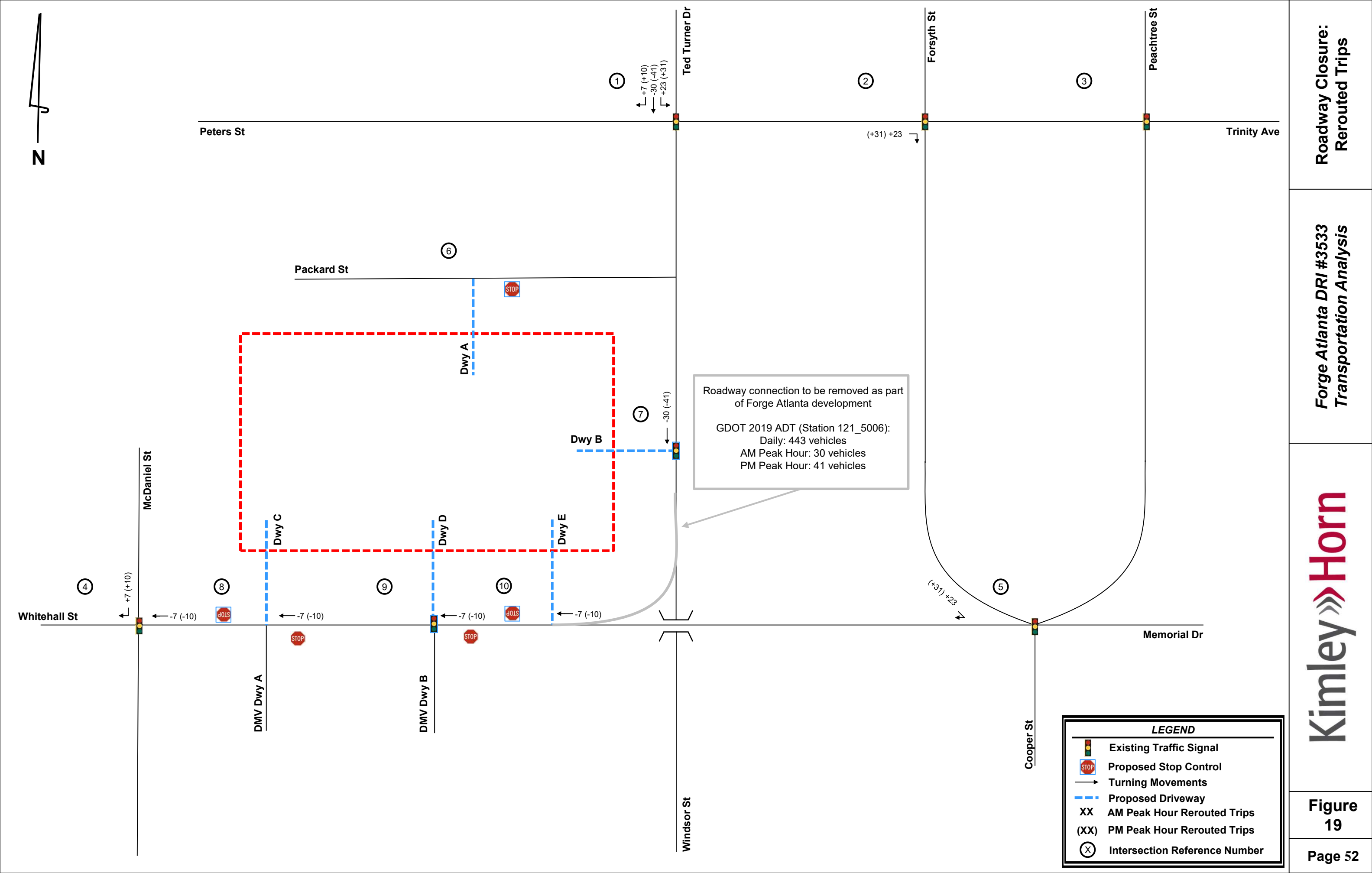
As part of the development, the existing roadway connection between Ted Turner Drive and Whitehall Street is proposed to be closed. The future right-of-way abandonment is in progress.

The GDOT Traffic Analysis and Data Application (TADA) count station located along the roadway (Station 121-5006) indicates a 2019 ADT with 443 vehicle per day and 30 vehicles in the AM peak hour and 41 vehicles in the PM peak hour.

Due to the closure, these trips were rerouted following the assignment shown in **Figure 18**. The rerouted trips in the AM and PM peak hours are shown in **Figure 19**. These rerouted trips were applied to the 2028 Build Traffic Conditions. The impact of this proposed closure on the roadway network was found to be negligible.







### 6.1.6 Programmed and Planned Projects

Programmed and planned projects near the project site are shown in **Table 11** and **Table 12**, respectively.

### 6.1.7 Level-of-Service Overview

Level-of-service (LOS) is used to describe the operating characteristics of a road segment or intersection in relation to its capacity. LOS is defined as a qualitative measure that describes operational conditions and motorists' perceptions within a traffic stream. The *Highway Capacity Manual* defines six levels-of-service, LOS A through LOS F, with A being the best and F being the worst. LOS analyses were conducted at all intersections within the study network using *Synchro 11*.

LOS for signalized intersections and all-way stop controlled intersections are reported for the intersection as a whole. One or more movements at an intersection may experience a low LOS while the intersection as a whole may operate acceptably.

LOS for unsignalized intersections with stop control on the minor street only is reported for the side street approaches and the major street left-turn movements. Low LOS for side street approaches is not uncommon, as vehicles may experience delays in turning onto a major roadway.

### 6.1.8 Level-of-Service Standards

For the purposes of this traffic analysis, a LOS standard of E was assumed for all study intersections per section 3.2.2.1 of the GRTA *Development of Regional Impact Review Procedures* as specified in the LOU. Per GRTA's DRI guidelines, an improvement should be considered if either the overall intersection or an individual approach operates at a failing LOS.

## 6.2 Trip Generation

Gross trips associated with the proposed development were estimated using the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, 10<sup>th</sup> Edition, 2017*, using equations where available. Reductions to gross trips including mixed-use reductions and alternative transportation mode reductions are not considered in the analysis based on methodology outlined in the GRTA Letter of Understanding (LOU).

**Mixed-use reductions** occur when a site has a combination of different land uses that interact with one another. For example, people living in a residential development may walk to the restaurants and retail instead of driving off-site or to the site. This reduces the number of vehicle trips that will be made on the roadway, thus reducing traffic congestion. Mixed-use reductions were taken in this analysis per the LOU.

**Alternative modes reductions** are taken when a site can be accessed by modes other than vehicles (walking, bicycling, transit, etc.). A 30% alternative modes reduction was taken in this analysis per the LOU.

**Pass-by reductions** are taken for a site when traffic normally traveling along a roadway may choose to visit a retail or restaurant establishment that is along the vehicle's path. These trips were already on the road and would therefore only be new trips on the driveways. Pass-by trips were taken for this analysis per the LOU.



**Table 21** summarizes the gross trip generation, reductions, net trip generation, and driveway volumes for the proposed *Forge Atlanta* development.

Table 21: Trip Generation								
Land Use	Density	Daily Traffic			AM Peak Hour		PM Peak Hour	
		Total	Enter	Exit	Enter	Exit	Enter	Exit
Proposed Project Trips								
222 – Multifamily Housing (High-Rise)	1,500 dwelling units	6,122	3,061	3,061	104	329	317	202
310 - Hotel	260 rooms	2,508	1,254	1,254	74	51	86	83
580 - Museum	50,000 SF	-	-	-	12	2	1	8
710 – General Office Building	1,750,000 SF	17,040	8,520	8,520	1,437	234	276	1,451
820 – Shopping Center	69,000 SF	2,604	1,302	1,302	40	25	126	137
Gross Project Trips		28,274	14,137	14,137	1,667	641	806	1,881
Existing Site Trips (To Be Removed)								
110 – General Light Industrial	101,000 SF	440	220	220	40	5	5	32
220 – Multifamily Housing (Low-Rise)	12 dwelling units	50	25	25	1	5	6	3
Net Project Trips		27,784	13,892	13,892	1,626	631	795	1,846
Mixed-Use Reductions		-968	-484	-484	-72	-72	-99	-99
Alternative Mode Reductions		-8,193	-4,097	-4,096	-480	-171	-212	-534
Pass-By Reductions		-536	-268	-268	-0	-0	-23	-23
New Trips		18,087	9,043	9,044	1,074	388	461	1,190

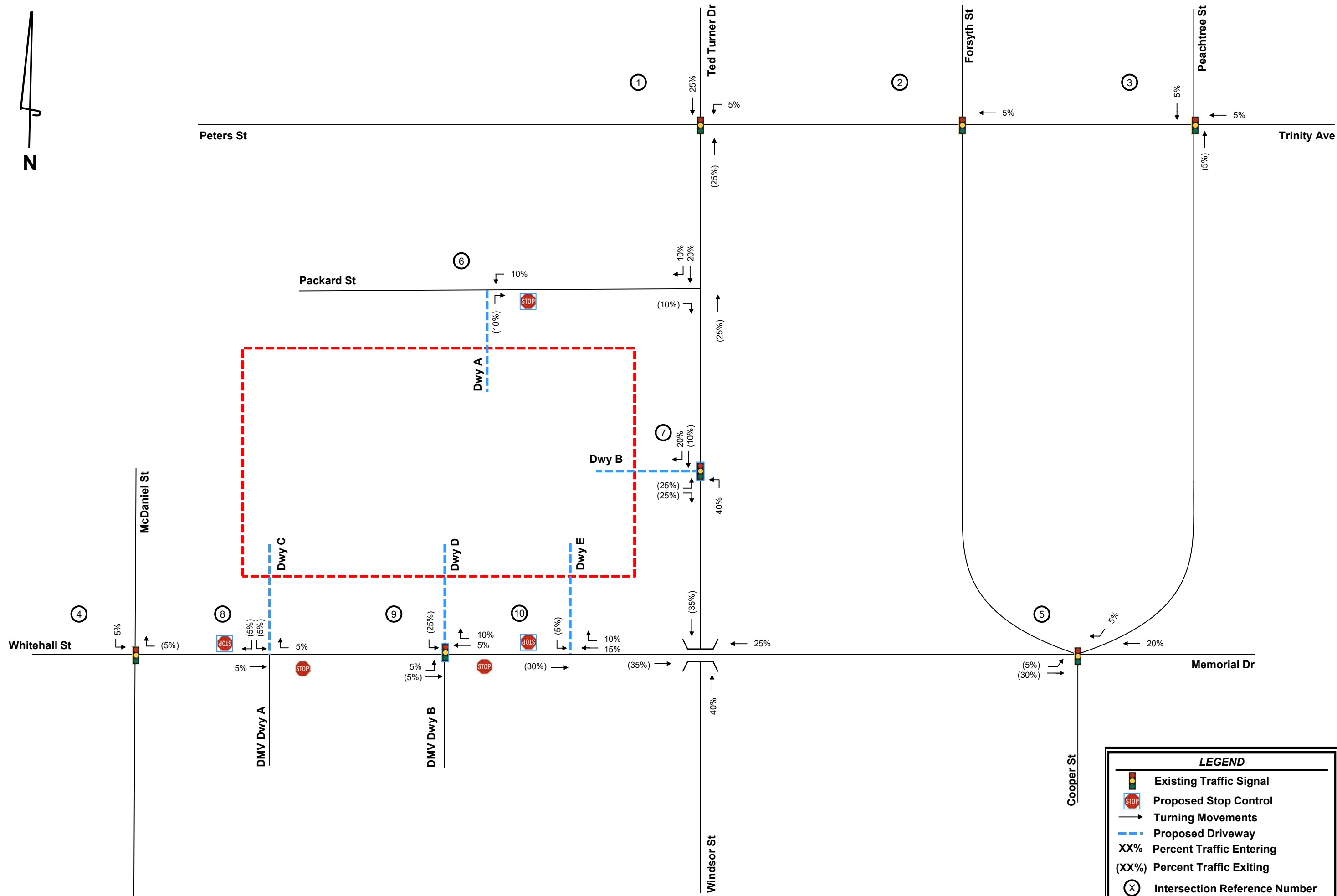
A more detailed trip generation analysis summary table is provided in **Appendix C**.

## 6.4 Trip Distribution and Assignment

The distribution of new project trips was based on the project land uses, a review of land use densities and road facilities in the area, and engineering judgement. The anticipated distribution and assignment of the trips throughout the study roadway network for non-residential land uses is shown in **Figure 20**. The anticipated distribution and assignment of the trips throughout the study roadway network is shown for residential land uses in **Figure 21**. These trip assignment percentages were applied to the net project trips expected to be generated by the development, and the volumes were assigned to the roadway network. The peak hour project trips are shown by turning movement throughout the study network in **Figure 22**. Detailed intersection volume worksheets are provided in **Appendix E**.











## 6.5 Traffic Analysis

Capacity analyses were performed using *Synchro 11* for the AM and PM peak hours under the Estimated 2022 conditions, 2028 No-Build conditions, and 2028 Build conditions. The capacity analyses were performed using methodologies from the *Highway Capacity Manual (HCM)*, 6<sup>th</sup> Edition unless otherwise noted.

These analyses included existing roadway laneage for each of the scenarios. The traffic volumes and roadway laneage used for each scenario are shown visually in **Figure 23** for Estimated 2022 conditions, **Figure 24** for 2028 No-Build conditions, and **Figure 25** for 2028 Build conditions.

**Sections 6.5.1 – 6.5.10** provide the results of the capacity analyses are presented for each study intersection and include projected LOS, delay, and queue lengths.

## 6.5.1 Ted Turner Drive at Peters Street/Trinity Avenue (Intersection 1)

Overall LOS Standard: E Approach LOS Standard: E			Ted Turner Drive			Ted Turner Drive			Peters Street			Trinity Avenue		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 ESTIMATED (SIGNAL)	AM	Overall LOS	E (75.9)											
		Approach LOS	F (99.1)			A (3.4)			D (46.8)			E (61.3)		
		Storage							200					
		50th Queue	940	0	894	10	10	0	38	0	297	61	0	224
		95th Queue	1,298	0	1,226	20	18	0	64	0	440	111	0	345
	PM	Overall LOS	E (60.5)											
		Approach LOS	D (51.8)			D (44.2)			D (43.1)			F (104.4)		
		Storage							200					
		50th Queue	302	0	250	429	0	333	20	0	302	383	0	183
		95th Queue	445	0	382	618	0	485	38	0	447	586	0	297
2028 NO-BUILD (SIGNAL)	AM	Overall LOS	F (189.4)											
		Approach LOS	F (272.4)			A (4.0)			D (50.6)			E (68.1)		
		Storage							200					
		50th Queue	1,953	0	1,732	18	16	0	38	0	338	69	0	251
		95th Queue	3,020	0	2,625	33	29	0	70	0	492	121	0	384
	PM	Overall LOS	F (201.0)											
		Approach LOS	F (399.8)			F (149.9)			D (46.3)			F (146.0)		
		Storage							200					
		50th Queue	711	0	653	1299	0	963	23	0	338	494	0	198
		95th Queue	1,283	0	866	1,893	0	1326	41	0	490	760	0	315
2028 BUILD (SIGNAL)	AM	Overall LOS	F (214.2)											
		Approach LOS	F (318.7)			D (38.0)			D (50.6)			E (66.8)		
		Storage							200					
		50th Queue	2,146	0	1913	191	0	30	38	0	338	114	0	251
		95th Queue	3,386	0	2931	305	0	53	70	0	492	203	0	384
	PM	Overall LOS	F (381.7)											
		Approach LOS	F (592.7)			F (419.9)			D (46.3)			F (167.7)		
		Storage							200					
		50th Queue	932	0	954	1,758	0	1,577	23	0	338	560	0	198
		95th Queue	1,661	0	1,336	2,979	0	2,360	41	0	490	858	0	315

The signalized intersection of Ted Turner Drive at Peters Street (Intersection 1) is projected to operate at an unacceptable LOS under the Estimated 2022 conditions for the northbound and westbound approaches during the AM and PM peak hours, respectively. The intersection is projected to operate at an unacceptable overall LOS under the 2028 No-Build and 2028 Build conditions during both the AM and PM peak hours.

In order to meet GRTA's LOS requirements under the Estimated 2022 conditions, the following system improvements (needed to serve background traffic, without the development) are needed but not recommended (shown in red on **Figure 23**):

- Widen the northbound approach along Ted Turner Drive to add one (1) left-turn lane, so that it consists of one (1) left-turn lane, one (1) through lane, and one (1) shared through/right-turn lane.
- Widen the westbound approach along Trinity Avenue to add one (1) right-turn lane, so that it consists of one (1) left-turn lane, one (1) through lane, and one (1) right-turn lane.



In order to meet GRTA's LOS requirements under the 2028 No-Build conditions, the following system improvements (needed to serve background traffic, without the development) are needed but not recommended (shown in green on **Figure 24**):

- Widen the southbound approach along Ted Turner Drive to add one (1) left-turn lane, so that it consists of one (1) left-turn lane, one (1) through lane, and one (1) shared through/right-turn lane.
- Widen the northbound approach along Ted Turner Drive to add one (1) right-turn lane, so that it consists of one (1) left-turn lane, two (2) through lanes, and one (1) right-turn lane.
- Widen the eastbound approach along Peters Street to add one (1) right-turn lane, so that it consists of one (1) left-turn lane, one (1) through lane, and one (1) right-turn lane.

The analysis results shown in the table below are for the improved conditions at Intersection 1, which assume the noted geometric changes.

		Overall LOS Standard: E			Approach LOS Standard: E								
		Ted Turner Drive			Ted Turner Drive			Peters Street			Trinity Avenue		
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
2022 ESTIMATED (SIGNAL)	AM	Overall LOS	C (34.9)										
		Approach LOS	C (32.4)			B (16.5)			D (53.2)			D (39.3)	
		Storage						200					
		50th Queue	102	481	513	61	55	0	48	0	312	71	79
		95th Queue	183	666	705	109	100	0	86	0	461	127	141
	PM	Overall LOS	D (48.6)										
		Approach LOS	C (34.2)			D (46.6)			E (70.2)			D (51.6)	
		Storage						200					
		50th Queue	112	155	161	438	0	340	23	0	394	306	120
		95th Queue	201	259	8	624	0	493	43	0	559	454	210
2028 NO-BUILD (SIGNAL)	AM	Overall LOS	D (37.1)										
		Approach LOS	D (42.4)			A (0.5)			D (42.5)			D (39.9)	
		Storage						200					
		50th Queue	99	765	96	3	3	0	51	166	120	71	86
		95th Queue	180	996	173	3	3	0	88	274	210	129	157
	PM	Overall LOS	E (60.2)										
		Approach LOS	E (78.3)			E (55.8)			D (41.0)			E (57.8)	
		Storage						200					
		50th Queue	264	191	23	6	696	724	25	74	234	301	156
		95th Queue	475	305	42	9	914	945	43	133	358	446	261
2028 BUILD (SIGNAL)	AM	Overall LOS	D (48.7)										
		Approach LOS	E (62.6)			A (3.2)			D (40.8)			D (45.3)	
		Storage						200					
		50th Queue	112	904	101	28	5	5	40	166	120	34	97
		95th Queue	198	1216	181	51	10	10	75	274	210	63	173
	PM	Overall LOS	E (56.5)										
		Approach LOS	E (69.2)			D (41.6)			D (46.0)			E (78.5)	
		Storage						200					
		50th Queue	246	310	29	21	617	640	25	77	249	378	161
		95th Queue	442	455	52	36	822	851	46	138	381	554	266

With the improvements listed above, the intersection of Ted Turner Drive at Peters Street/Trinity Avenue (Intersection 1) is projected to operate at or above its overall and approach LOS standards under the 2028 No-Build and 2028 Build conditions. However, it should be noted that the widening needed in order to meet the LOS standards are not feasible within Downtown Atlanta.

An alternative that may be considered to improve the overall LOS of Intersection 1 is restricting both the northbound and southbound left-turns along Ted Turner Drive. Under the 2028 Build conditions, this would result in a LOS F (89.0) and F (84.8) during the AM and PM peak hours, respectively. This is a significant improvement compared to the 2028 Build conditions with the existing lane geometry (LOS F (214.2) and LOS F (381.7) during the AM and PM peak hours, respectively). With this restriction, the northbound left-turning vehicles could Forsyth Street or Fulton Street. The southbound left-turning vehicles could utilize Mitchell Street.



### 6.5.2 Forsyth Street at Trinity Avenue (Intersection 2)

Overall LOS Standard: E  
Approach LOS Standard: E

Overall LOS Standard: E Approach LOS Standard: E			Forsyth Street			Forsyth Street			Trinity Avenue			Trinity Avenue		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 ESTIMATED (SIGNAL)	AM	Overall LOS	B (16.8)											
		Approach LOS	A (3.9)			B (10.5)			C (34.6)			C (22.8)		
		Storage										150		
		50th Queue	23	0	23	21	0	28	146	0	51	8	0	137
		95th Queue	41	0	41	40	0	51	252	0	94	17	0	236
	PM	Overall LOS	B (12.9)											
		Approach LOS	B (10.9)			B (10.6)			A (7.6)			B (20.0)		
		Storage										150		
		50th Queue	62	0	18	31	0	28	11	0	13	5	0	114
		95th Queue	112	0	30	54	0	51	21	0	23	10	0	203
2028 NO-BUILD (SIGNAL)	AM	Overall LOS	C (24.6)											
		Approach LOS	B (14.3)			B (10.8)			D (48.7)			C (24.4)		
		Storage										150		
		50th Queue	94	0	86	24	0	31	196	0	56	11	0	152
		95th Queue	170	0	157	43	0	54	319	0	99	20	0	254
	PM	Overall LOS	B (17.1)											
		Approach LOS	C (20.6)			B (11.2)			A (8.0)			C (20.9)		
		Storage										150		
		50th Queue	148	0	36	34	0	30	13	0	13	8	0	124
		95th Queue	250	0	66	62	0	56	21	0	23	13	0	216
2028 BUILD (SIGNAL)	AM	Overall LOS	C (25.3)											
		Approach LOS	A (5.2)			C (11.3)			E (61.9)			C (26.1)		
		Storage										150		
		50th Queue	30	0	32	23	0	28	222	0	59	11	0	180
		95th Queue	53	0	53	45	0	56	386	0	107	20	0	292
	PM	Overall LOS	B (17.3)											
		Approach LOS	C (20.6)			B (11.2)			A (8.4)			C (21.9)		
		Storage										150		
		50th Queue	145	0	36	39	0	30	15	0	15	8	0	135
		95th Queue	250	0	66	62	0	56	27	0	28	13	0	231

The signalized intersection of Forsyth Street at Trinity Avenue (Intersection 2) is projected to operate at an acceptable LOS for every approach under the Estimated 2022, 2028 No-Build, and 2028 Build conditions during the AM and PM peak hours.

## 6.5.3 Peachtree Street at Trinity Avenue (Intersection 3)

Overall LOS Standard: E  
Approach LOS Standard: E

Overall LOS Standard: E Approach LOS Standard: E			Peachtree Street			Peachtree Street			Trinity Avenue			Trinity Avenue		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 ESTIMATED (SIGNAL)	AM	Overall LOS	B (16.5)											
		Approach LOS	B (12.7)			B (15.9)			C (25.4)			B (17.1)		
		Storage												
		50th Queue	105	0	99	34	0	40	61	0	56	86	0	71
		95th Queue	189	0	180	62	0	72	112	0	99	154	0	127
	PM	Overall LOS	B (11.1)											
		Approach LOS	A (8.8)			A (1.1)			B (19.1)			C (21.6)		
		Storage												
		50th Queue	28	0	29	5	0	5	41	0	38	56	0	51
		95th Queue	49	0	53	10	0	10	71	0	69	102	0	94
2028 NO-BUILD (SIGNAL)	AM	Overall LOS	B (17.6)											
		Approach LOS	B (13.2)			B (16.5)			C (27.5)			B (18.5)		
		Storage												
		50th Queue	113	0	110	37	0	46	71	0	61	95	0	79
		95th Queue	205	0	197	65	0	80	127	0	109	169	0	142
	PM	Overall LOS	B (15.4)											
		Approach LOS	A (8.9)			B (10.4)			C (24.4)			C (21.9)		
		Storage												
		50th Queue	28	0	32	53	0	51	53	0	51	61	0	56
		95th Queue	52	0	55	94	0	94	97	0	91	109	0	99
2028 BUILD (SIGNAL)	AM	Overall LOS	B (18.6)											
		Approach LOS	B (13.5)			B (16.3)			C (29.5)			C (20.7)		
		Storage												
		50th Queue	119	0	113	48	0	56	74	0	64	107	0	91
		95th Queue	211	0	206	85	0	102	130	0	114	192	0	165
	PM	Overall LOS	B (15.6)											
		Approach LOS	A (9.3)			B (10.9)			C (24.6)			B (22.2)		
		Storage												
		50th Queue	36	0	38	56	0	56	53	0	51	66	0	58
		95th Queue	65	0	70	102	0	102	97	0	91	117	0	107

The signalized intersection of Peachtree Street at Trinity Avenue (Intersection 3) is projected to operate at an acceptable LOS for every approach under the Estimated 2022, 2028 No-Build, and 2028 Build conditions during the AM and PM peak hours.



## 6.5.4 Whitehall Street at McDaniel Street (Intersection 4)

Overall LOS Standard: E		McDaniel Street			McDaniel Street			Whitehall Street			Whitehall Street		
Approach LOS Standard: E		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
2022 ESTIMATED (SIGNAL)	AM	Overall LOS	F (93.5)										
		Approach LOS	F (130.5)			E (72.3)			C (27.6)			B (17.7)	
		Storage	405			150							
		50th Queue	39	654		76	46		119			66	
		95th Queue	76	794		135	71		170			98	
	PM	Overall LOS	C (24.8)										
		Approach LOS	C (22.2)			C (30.2)			C (24.9)			C (20.9)	
		Storage	405			150							
		50th Queue	20	212		73	171		59			123	
		95th Queue	53	280		191	226		100			167	
2028 NO-BUILD (SIGNAL)	AM	Overall LOS	F (114.8)										
		Approach LOS	F (163.8)			F (81.8)			C (28.3)			B (18.1)	
		Storage	405			150							
		50th Queue	41	727		84	49		129			72	
		95th Queue	80	868		146	75		189			106	
	PM	Overall LOS	C (28.8)										
		Approach LOS	C (23.3)			D (40.9)			C (25.0)			C (22.3)	
		Storage	405			150							
		50th Queue	22	232		98	158		70			132	
		95th Queue	59	306		216	243		112			180	
2028 BUILD (SIGNAL)	AM	Overall LOS	F (129.8)										
		Approach LOS	F (163.8)			F (210.7)			C (28.4)			B (18.7)	
		Storage	405			150							
		50th Queue	41	727		154	50		129			82	
		95th Queue	81	868		238	76		183			119	
	PM	Overall LOS	C (33.4)										
		Approach LOS	C (23.3)			D (53.1)			C (25.5)			C (26.2)	
		Storage	405			150							
		50th Queue	22	232		122	188		70			154	
		95th Queue	59	306		245	247		113			208	

\*Intersection was analyzed in HCM 2000.

The signalized intersection of Whitehall Street at McDaniel Street (Intersection 4) is projected to operate at an unacceptable overall LOS under the Estimated 2022, 2028 No-Build, and 2028 Build conditions during the PM peak hour.

In order to meet GRTA's LOS requirements under the Estimated 2022, 2028 No-Build, and 2028 Build conditions, the following system improvements (needed to serve background traffic, without the development) are recommended (shown in red on **Figure 23**):

- Widen the northbound approach along McDaniel Street to add one (1) right-turn lane, so that it consists of one (1) left-turn lane, two (2) through-lanes, and one (1) right-turn lane.

The analysis results shown in the table below are for the improved conditions at Intersection 4, which assume the noted geometric changes. It should be noted that the *Forge Atlanta* project trips only contribute to 2% of the total volume at Intersection 4 under the 2028 Build conditions in both the AM and PM peak hours. This improvement may not be possible to construct due to right-of-way constraints.

Overall LOS Standard: E		McDaniel Street			McDaniel Street			Whitehall Street			Whitehall Street		
Approach LOS Standard: E		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
2022 ESTIMATED (SIGNAL)	AM	Overall LOS	C (23.2)										
		Approach LOS	C (20.6)			C (23.7)			C (33.9)			C (21.3)	
		Storage	405			150							
		50th Queue	35	251		46	41		130			70	
		95th Queue	68	325		146	63		186			106	
	PM	Overall LOS	C (20.6)										
		Approach LOS	B (18.4)			C (21.0)			C (24.9)			C (20.9)	
		Storage	405			150							
		50th Queue	20	147		56	171		59			112	
		95th Queue	53	197		122	226		100			167	
2028 NO-BUILD (SIGNAL)	AM	Overall LOS	C (25.9)										
		Approach LOS	C (22.3)			D (35.9)			D (35.2)			C (22.0)	
		Storage	405			150							
		50th Queue	37	275		58	43		141			77	
		95th Queue	71	355		169	67		200			115	
	PM	Overall LOS	C (21.1)										
		Approach LOS	B (18.1)			C (21.1)			C (23.8)			C (24.4)	
		Storage	405			150							
		50th Queue	21	156		60	181		74			135	
		95th Queue	57	206		141	237		116			184	
2028 BUILD (SIGNAL)	AM	Overall LOS	C (31.2)										
		Approach LOS	B (19.)			E (79.6)			D (39.6)			C (25.1)	
		Storage	405			150							
		50th Queue	35	262		124	41		146			91	
		95th Queue	68	338		177	64		207			133	
	PM	Overall LOS	C (22.9)										
		Approach LOS	B (18.9)			C (23.6)			C (25.5)			C (26.2)	
		Storage	405			150							
		50th Queue	22	159		74	188		70			154	
		95th Queue	59	211		183	247		113			208	

\*Intersection was analyzed in HCM 2000.

An alternative potential improvement is restriping the northbound and southbound approaches along McDaniel Street as follows:

- Restripe the northbound approach along McDaniel Street so that it consists of one (1) left-turn lane, two (2) through-lanes, and one (1) right-turn lane.
- Restripe the southbound approach along McDaniel Street so that it consists of one (1) left-turn lane and one (1) shared through/right-turn lane.

Although restriping would achieve acceptable LOS for each approach under all conditions, it should be noted that with this geometry, the southbound queues are projected to extend beyond the railroad crossing that is located north of the intersection. Therefore, it is not recommended.

A potential bike lane is planned for Whitehall Street. Based on the renderings provided by the City of Atlanta, the bike lane will have the following impact on the lane geometry at Intersection 4:

- The eastbound approach along Whitehall Street will consist of one (1) left-turn lane and one (1) shared through-right turn lane
- The westbound approach along Whitehall Street will consist of one (1) left-turn lane and one (1) shared through-right turn lane

See **Appendix D** for the Whitehall Street bike lane plans. With the geometry changes to accommodate the bike lane, the 2028 Build conditions at Intersection 4 are anticipated to operate at an overall LOS of F (153.5) during the AM peak hour and an overall LOS of D (37.1) during the PM peak hour. With the geometry changes to accommodate the bike lane in addition to the system improvements noted above, the 2028 Build conditions at Intersection 4 are anticipated to operate at an overall LOS of D (52.3) during the AM peak hour and an overall LOS of C (28.7) during the PM peak hour.



### 6.5.5 Whitehall Street/Memorial Drive at Peachtree Street/Forsyth Street/Cooper Street (Intersection 5)

Overall LOS Standard: E  
Approach LOS Standard: E

Overall LOS Standard: E Approach LOS Standard: E		Cooper Street			Forsyth Street			Whitehall Street			Memorial Drive			Peachtree Street			
		Northbound			Southbound			Northeastbound			Westbound			Southwestbound			
		L	T	R	L	T	R	L	T	R	L	T	R				
2022 ESTIMATED (SIGNAL)	AM	Overall LOS	F (250.3)														
		Approach LOS	D (37.1)			D (49.7)			F (401.3)			F (85.3)			D (44.9)		
		Storage						75									
		50th Queue		0		62	62	0		767		156		159		43	
		95th Queue		0		0	**	**		853		247		371		**	
	PM	Overall LOS	E (76.2)														
		Approach LOS	D (40.3)			E (63.5)			E (59.5)			F (144.6)			E (55.7)		
		Storage						75									
		50th Queue		19		66	62	0		242		173		15		139	
		95th Queue		48		133	128	42		344		287		69		193	
2028 NO-BUILD (SIGNAL)	AM	Overall LOS	F (282.5)														
		Approach LOS	D (37.1)			D (54.2)			F (450.2)			F (104.9)			D (45.3)		
		Storage						75									
		50th Queue		0		102	25	1		832		167		203		46	
		95th Queue		0		**	**	**		916		269		394		**	
	PM	Overall LOS	E (79.0)														
		Approach LOS	D (40.5)			E (63.0)			E (67.8)			F (135.2)			E (63.4)		
		Storage						75									
		50th Queue		20		151	2	0		261		181		18		148	
		95th Queue		49		234	**	46		381		311		75		213	
2028 BUILD (SIGNAL)	AM	Overall LOS	F (392.1)														
		Approach LOS	D (37.1)			D (49.6)			F (567.2)			F (326.1)			D (49.6)		
		Storage						75									
		50th Queue		0		66	66	6		978		643		232		76	
		95th Queue		0		**	**	**		1,057		816		394		**	
	PM	Overall LOS	F (222.0)														
		Approach LOS	D (37.1)			E (61.4)			F (343.5)			F (191.0)			E (62.0)		
		Storage						75									
		50th Queue		0		74	67	0		680		313		16		227	
		95th Queue		0		141	138	63		818		502		72		1,344	

\*Intersection was analyzed in HCM 2000.

\*\*Volume for 95<sup>th</sup> percentile queue is metered by upstream signal.

The signalized intersection of Whitehall Street/Memorial Drive at Peachtree Street/Forsyth Street/Cooper Street (Intersection 5) is projected to operate at an unacceptable overall LOS under the Estimated 2022 and 2028 No-Build conditions during the AM peak hour. It is projected to operate at an unacceptable overall LOS under the 2028 Build conditions during both the AM and PM peak hours.

In order to improve the LOS under the 2028 Build conditions, Kimley-Horn notes that a roundabout would operate at an acceptable LOS during both the AM and PM peak hours. However, a two-lane roundabout would not fit in this location due to constraints including adjacent parking lots, topography, and the adjacent MARTA bridge columns.

In order to meet GRTA's LOS requirements under the Estimated 2022 conditions, the following system improvements (needed to serve background traffic, without the development) are recommended (shown in red on **Figure 23**):

- Remove the south leg of the intersection along Cooper Street from the signal operations. Limit the access of Cooper Street to right-in right-out.

Overall LOS Standard: E Approach LOS Standard: E			Whitehall Street			Peachtree Street			Forsyth Street			Memorial Drive		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 ESTIMATED (SIGNAL)	AM	Overall LOS	D (36.9)											
		Approach LOS	D (43.7)			C (29.8)			D (43.2)			C (20.7)		
		Storage									75			
		50th Queue	277	256	348	25	0	46	99	0	77	103	0	147
		95th Queue	414	389	505	51	0	81	177	0	141	185	0	246
	PM	Overall LOS	C (25.0)											
		Approach LOS	B (13.3)			A (6.9)			E (56.0)			D (35.9)		
		Storage									75			
		50th Queue	33	30	94	27	0	25	160	0	107	156	0	48
		95th Queue	58	56	169	51	0	46	264	0	191	261	0	86
2028 NO-BUILD (SIGNAL)	AM	Overall LOS	D (38.7)											
		Approach LOS	D (46.6)			C (30.3)			D (44.1)			C (21.0)		
		Storage									75			
		50th Queue	300	279	388	28	0	48	105	0	84	108	0	160
		95th Queue	445	417	556	51	0	89	188	0	151	195	0	264
	PM	Overall LOS	C (25.5)											
		Approach LOS	B (13.6)			A (7.0)			E (56.9)			D (36.5)		
		Storage									75			
		50th Queue	33	33	101	30	0	28	173	0	114	166	0	51
		95th Queue	61	61	182	54	0	51	279	0	201	277	0	91
2028 BUILD (SIGNAL)	AM	Overall LOS	E (56.8)											
		Approach LOS	E (77.5)			C (31.3)			D (45.6)			C (33.3)		
		Storage									75			
		50th Queue	315	289	724	46	0	71	105	0	105	391	0	160
		95th Queue	462	433	1037	81	0	130	188	0	187	557	0	264
	PM	Overall LOS	E (58.0)											
		Approach LOS	E (78.7)			A (7.7)			E (59.4)			D (47.6)		
		Storage									75			
		50th Queue	89	0	705	30	0	33	173	0	150	280	0	51
		95th Queue	185	0	1235	66	0	79	279	0	249	393	0	86

A potential bike lane is planned for Whitehall Street. Based on the renderings provided by the City of Atlanta, the bike lane will have the following impact on the lane geometry at Intersection 5:

- The eastbound approach along Whitehall Street will consist of one (1) shared left-turn/through/right-turn/sharp right-turn lane.

This lane reduction will further increase the overall delay at the intersection. See **Appendix D** for the Whitehall Street bike lane plans. With the geometry changes to accommodate the bike lane in addition to the system improvements noted above, the 2028 Build conditions at Intersection 5 are anticipated to operate at an overall LOS of F (226.0) during the AM peak hour and an overall LOS of F (116.7) during the PM peak hour.

### 6.5.6 Packard Street at Driveway A (Intersection 6)

Overall LOS Standard: E  
Approach LOS Standard: E

		Driveway A			-			-			Packard Street		
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
2028 BUILD (TWSC)	AM	Overall LOS	A (7.7)										
		Approach LOS	A (8.5)									A (7.4)	
		Storage											
		50th Queue											
		95th Queue	5								5		
	PM	Overall LOS	A (8.6)										
		Approach LOS	A (9.0)									A (7.3)	
		Storage											
		50th Queue											
		95th Queue	15								3		

The unsignalized intersection of Packard Street at Driveway A (Intersection 6) is projected to operate at an acceptable LOS under the 2028 Build scenario. Each approach of the intersection is projected to operate acceptably under the 2028 Build scenario. The recommended lane configuration for Driveway A is one lane entering the site and one lane exiting the site, as shown in the site plan. The recommended configuration is shown in **Figure 25**.



### 6.5.7 Ted Turner Drive at Driveway B (Intersection 7)

Overall LOS Standard: E		Ted Turner Drive			Ted Turner Drive			Driveway B			-		
Approach LOS Standard: E		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
2028 BUILD (SIGNAL)	AM	Overall LOS	B (10.7)										
		Approach LOS	A (9.4)			A (4.8)			D (54.7)				
		Storage	200										
		50th Queue	102	351			37	36	72		90		
		95th Queue	183	507			66	64	131		164		
	PM	Overall LOS	D (51.1)										
		Approach LOS	B (18.7)			E (61.4)			E (75.6)				
		Storage	200										
		50th Queue	152	112			468	516	147		333		
		95th Queue	254	201			699	765	246		485		

The intersection of Ted Turner Drive at Driveway B (Intersection 7) is projected to operate at an acceptable LOS under the 2028 Build scenario. The intersection is expected to meet signal warrants and provide valuable pedestrian connectivity. Therefore, a signal is recommended and can be installed if and when it is warranted and approved by the City of Atlanta. A signal will provide egress capacity onto Ted Turner Drive from the project. The signal will also provide safe pedestrian access across Ted Turner Drive, which will provide pedestrian connectivity to the MARTA Garnett station.

The recommended lane configuration for Driveway B is one lane entering the site and two lanes exiting the site, as shown in the site plan. In addition, it is recommended that one (1) northbound left-turn lane is constructed along Ted Turner Drive. The recommended build improvements are shown in **Figure 25**.

### 6.5.8 Whitehall Street at Driveway C (Intersection 8)

Overall LOS Standard: E  
Approach LOS Standard: E

		DMV Dwy A			Driveway C			Whitehall Street			Whitehall Street		
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
2028 BUILD (TWSC)	AM	Overall LOS	A (2.4)										
		Approach LOS	A (0.9)			D (27)			A (0.9)			A (0.0)	
		Storage											
		50th Queue											
		95th Queue	51			20			0			5	
	PM	Overall LOS	(3.0)										
		Approach LOS	C (21.9)			D (28.3)			A (0.0)			A (0.5)	
		Storage											
		50th Queue											
		95th Queue	15			56			0			3	

The intersection of Whitehall Street at Driveway C (Intersection 8) is projected to operate at an acceptable LOS under the 2028 Build scenario. Each approach of the intersection is projected to operate acceptably under all studied scenarios. The recommended lane configuration for Driveway C is one lane entering the site and one lane exiting the site, as shown in the site plan. The recommended build improvements are shown in **Figure 25**.

### 6.5.9 Whitehall Street at Driveway D (Intersection 9)

Overall LOS Standard: E		DMV Dwy B			Driveway D			Whitehall Street			Whitehall Street		
Approach LOS Standard: E		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
2028 BUILD (SIGNAL)	AM	Overall LOS	C (20.8)										
		Approach LOS	D (41.6)			D (44.5)			C (21.7)			B (13.9)	
		Storage											
		50th Queue	15			86			370		348	135	114
		95th Queue	28			155			533		502	235	203
	PM	Overall LOS	D (35.4)										
		Approach LOS	B (16.6)			C (30.5)			D (38.9)			C (34.8)	
		Storage											
		50th Queue	5			174		5	193		155	166	155
		95th Queue	10			291		8	310		257	277	257

The intersection of Whitehall Street at Driveway D (Intersection 9) is projected to operate at an acceptable overall LOS under the 2028 Build scenario. The intersection is expected to meet signal warrants and provide valuable pedestrian connectivity. Therefore, a signal is recommended and can be installed if and when it is warranted and approved by the City of Atlanta. A signal will provide egress capacity onto Whitehall Street from the project.

The recommended lane configuration for Driveway D is one lane entering the site and two lanes exiting the site, as shown in the site plan. The recommended build improvements are shown in **Figure 25**.

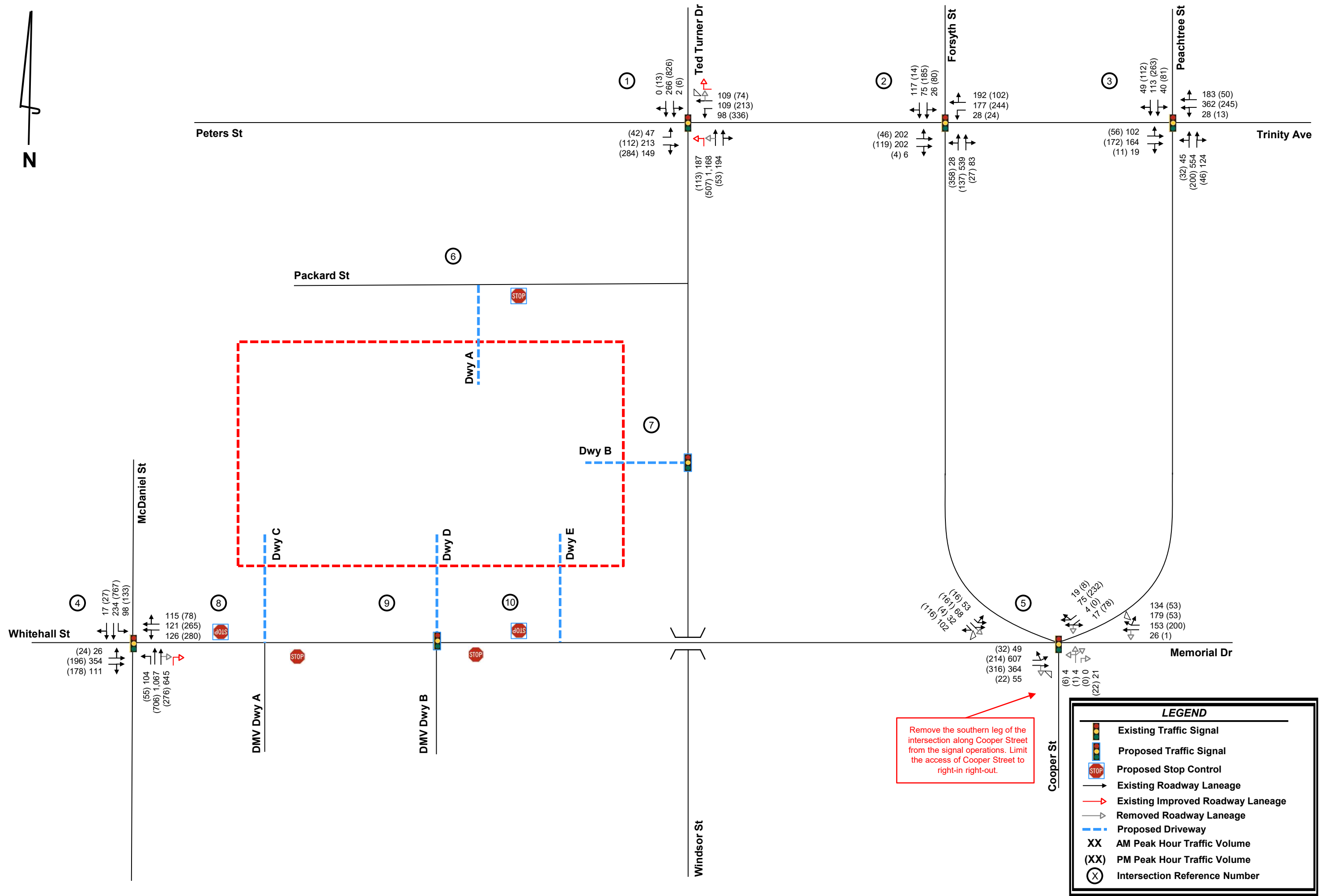


### 6.5.10 Whitehall Street at Driveway E (Intersection 10)

Overall LOS Standard: E  
Approach LOS Standard: E

		-			Driveway E			Whitehall Street			Whitehall Street		
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
2028 BUILD (TWSC)	AM	Overall LOS	A (0.4)										
		Approach LOS				E (44.5)			A (0.0)			A (0.0)	
		Storage											
		50th Queue											
		95th Queue				18			0				
	PM	Overall LOS	A (1.4)										
		Approach LOS				E (42.6)			A (0.0)			A (0.0)	
		Storage											
		50th Queue											
		95th Queue				43			0				

The intersection of Whitehall Street at Driveway E (Intersection 10) is projected to operate at an acceptable LOS under the 2028 Build scenario. Each approach of the intersection is projected to operate acceptably under all studied scenarios. The recommended lane configuration for Driveway E is one lane entering the site and one lane exiting the site, as shown in the site plan. The recommended build improvements are shown in **Figure 25**.



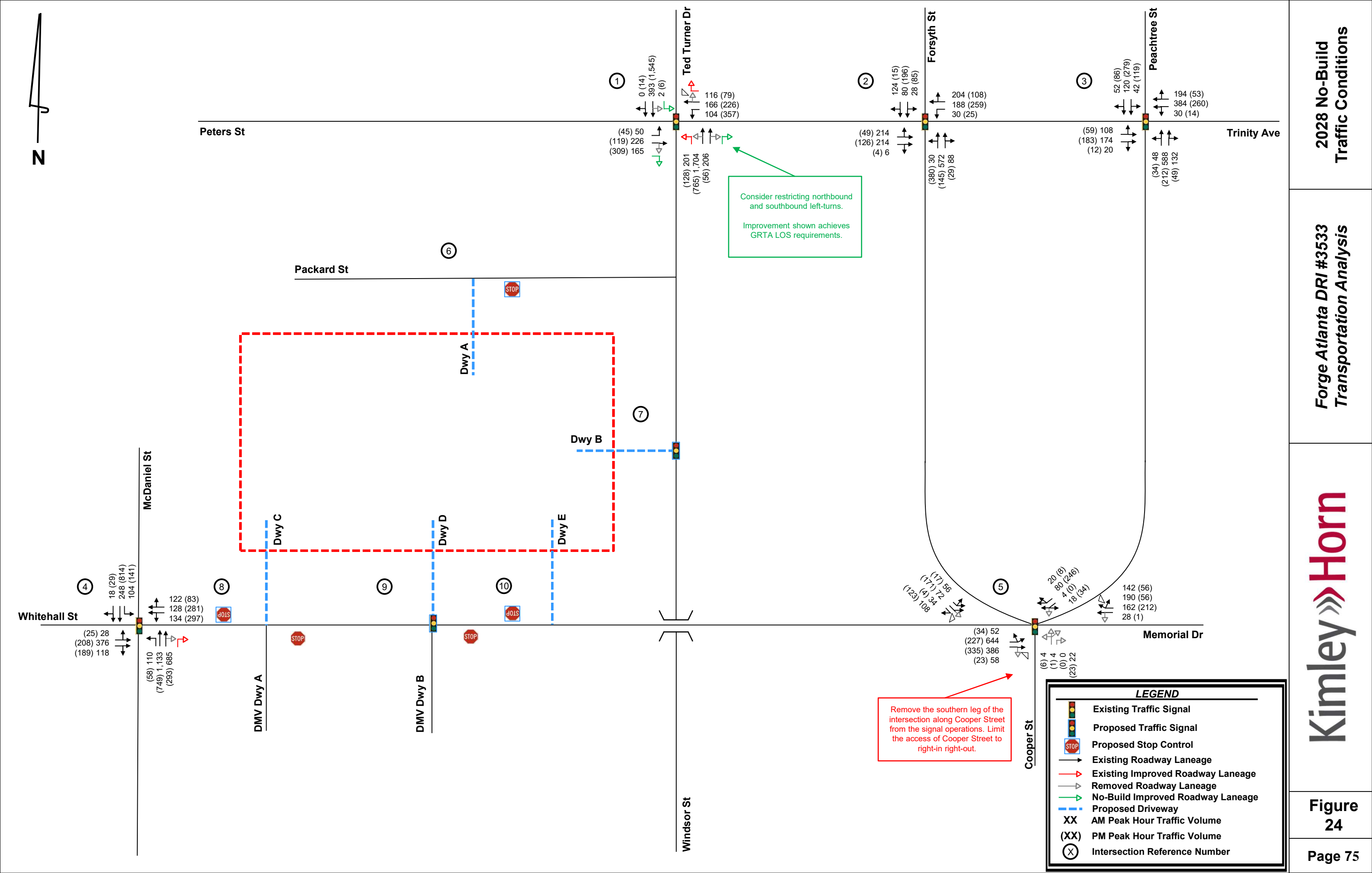
Estimated 2022  
Traffic Conditions

Forge Atlanta DRI #3533  
Transportation Analysis

Kimley»Horn

Figure  
23

Page 74







**APPENDIX A**

# Proposed Site Plan









## APPENDIX B

# Crash Data

# Forge ATL DRI #3533 - All Crashes

Created on February 24, 2022

Created by Allison Laber

Data extents: January 2, 2016 to December 21, 2020



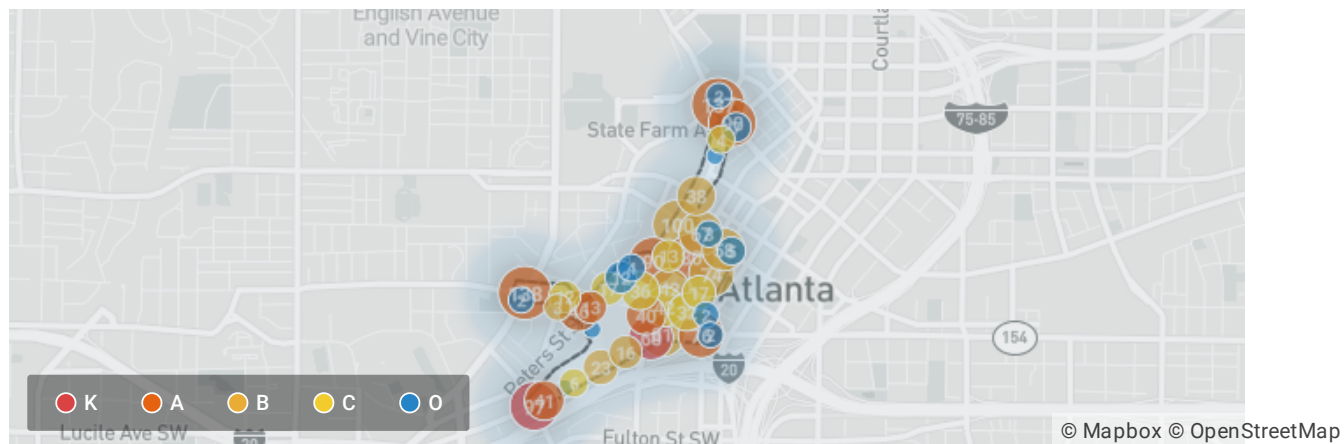
## Applied Filters

Shape: Polygon

Date and Time (Year)

≤

2016 - 2020



Total Crashes

1,640

Fatal Crashes

2

GDOT Summary	Collisions Dataset	
Total Crashes	1,640	100.00%
Intersection Related	864	52.68%
Distracted Driver (Suspected)	525	32.01%
Distracted Driver (Confirmed)	36	2.20%
Single Motor Vehicle Involved	35	2.13%
Impaired (Suspected)	33	2.01%
Pedestrian	30	1.83%
CMV Related	25	1.52%
+ 3 more	33	2.01%

KABCO Severity	Collisions Dataset	
(O) No Injury	1,295	78.96%
(C) Possible Injury / Complaint	222	13.54%
Unknown	59	3.60%
(B) Suspected Minor/Visible Injury	48	2.93%
(A) Suspected Serious Injury	14	0.85%
(K) Fatal Injury	2	0.12%



Date and Time (Year)	Collisions Dataset	
2020	183	11.16%
2019	361	22.01%
2018	353	21.52%
2017	354	21.59%
2016	389	23.72%
+ 3 more	0	0%

Date and Time (Hour of Day)	Collisions Dataset	
12 am - 2 am	73	4.45%
2 am - 4 am	43	2.62%
4 am - 6 am	32	1.95%
6 am - 8 am	120	7.32%
8 am - 10 am	206	12.56%
10 am - 12 pm	137	8.35%
12 pm - 2 pm	141	8.60%
2 pm - 4 pm	207	12.62%
+ 4 more	681	41.53%

Manner of Collision (Crash Level)	Collisions Dataset	
Rear End	456	27.80%
Sideswipe-Same Direction	445	27.13%
Angle (Other)	333	20.30%
Left Angle Crash	181	11.04%
Not a Collision with Motor Vehicle	60	3.66%
Head On	54	3.29%
Right Angle Crash	54	3.29%
Sideswipe-Opposite Direction	35	2.13%
(None)	22	1.34%

Location at Impact (Crash Level)	Collisions Dataset	
On Roadway - Roadway Intersection	839	51.16%
On Roadway - Non-Intersection	740	45.12%
Off Roadway	29	1.77%
On Roadway - In Crosswalk	12	0.73%
On Shoulder	7	0.43%
(None)	4	0.24%
Off Roadway - Sidewalk	4	0.24%
Median	1	0.06%

+ 9 more	4	0.24%
----------	---	-------

Most Harmful Event (Crash Level)	Collisions Dataset	
Motor Vehicle in Motion	1,579	96.28%
Parked Motor Vehicle	87	5.30%
Pedestrian	14	0.85%
Utility Pole	10	0.61%
Other - Fixed Object	4	0.24%
Other Post / Pole Support	4	0.24%
Other Non-Collision	2	0.12%
Tree	2	0.12%
+ 30 more	8	0.48%

Operator / Driver Contributing Factor	Collisions Dataset	
No Contributing Factors	1,087	66.28%
(None)	416	25.37%
Changed Lanes Improperly	249	15.18%
Following Too Close	215	13.11%
Failure to Yield	123	7.50%
Improper Turn	100	6.10%
Misjudged Clearance	83	5.06%
Other	67	4.09%
+ 35 more	206	12.55%

Area: County	Collisions Dataset	
Fulton	1,618	98.66%
+ 158 more	0	0%

Area: District (Crash Level)	Collisions Dataset	
D7	1,618	98.66%
+ 6 more	0	0%

## CRASH SUMMARY REPORT

## Forge ATL DRI #3533 - Ped

Created on February 24, 2022

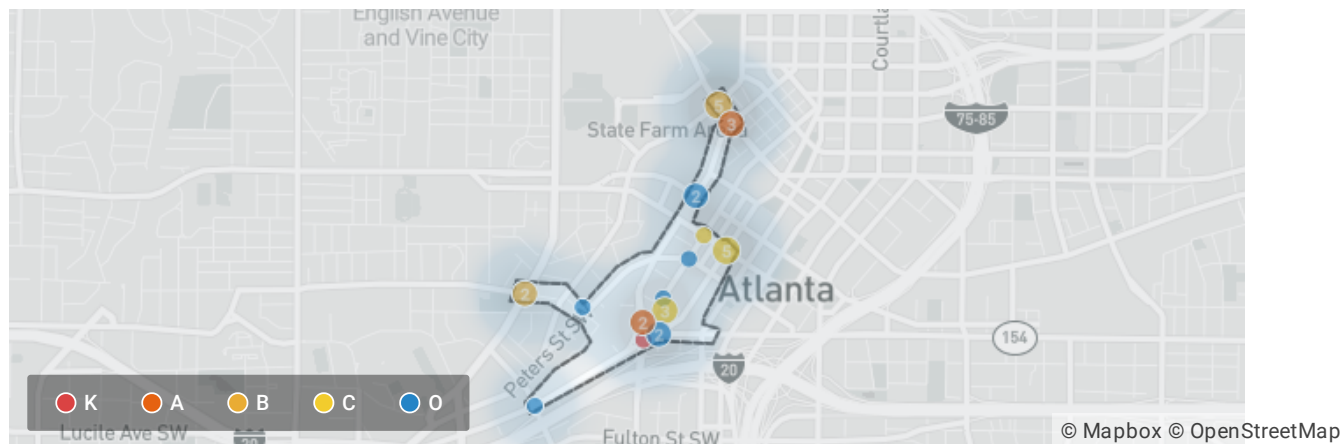
Created by Allison Laber

Data extents: January 30, 2016 to October 16, 2020



## Applied Filters

Shape: Polygon    Date and Time (Year)    ≤≥    2016 - 2020    Pedestrian Related    =    True



Total Crashes

30

Fatal Crashes

1

GDOT Summary	Collisions Dataset	
Pedestrian	30	100.00%
Total Crashes	30	100.00%
Intersection Related	22	73.33%
Distracted Driver (Suspected)	16	53.33%
CMV Related	1	3.33%
Impaired (Suspected)	1	3.33%
Impaired Driving (Confirmed)	1	3.33%
+ 4 more	0	0%

KABCO Severity	Collisions Dataset	
(O) No Injury	12	40.00%
Unknown	6	20.00%
(B) Suspected Minor/Visible Injury	4	13.33%
(C) Possible Injury / Complaint	4	13.33%
(A) Suspected Serious Injury	3	10.00%
(K) Fatal Injury	1	3.33%

Date and Time (Year)	Collisions Dataset
----------------------	--------------------



2020	3	10.00%
2019	8	26.67%
2018	8	26.67%
2017	7	23.33%
2016	4	13.33%
+ 3 more	0	0%

Date and Time (Hour of Day)	Collisions Dataset	
12 am - 2 am	2	6.67%
2 am - 4 am	2	6.67%
4 am - 6 am	1	3.33%
6 am - 8 am	4	13.33%
8 am - 10 am	6	20.00%
10 am - 12 pm	3	10.00%
12 pm - 2 pm	2	6.67%
2 pm - 4 pm	3	10.00%
+ 4 more	7	23.33%

Manner of Collision (Crash Level)	Collisions Dataset	
Not a Collision with Motor Vehicle	21	70.00%
Angle (Other)	5	16.67%
Head On	4	13.33%
+ 6 more	0	0%

Location at Impact (Crash Level)	Collisions Dataset	
On Roadway - Roadway Intersection	17	56.67%
On Roadway - Non-Intersection	7	23.33%
On Roadway - In Crosswalk	5	16.67%
Off Roadway	1	3.33%
+ 13 more	0	0%

Most Harmful Event (Crash Level)	Collisions Dataset	
Motor Vehicle in Motion	19	63.33%
Pedestrian	11	36.67%
+ 36 more	0	0%

Operator / Driver Contributing Factor	Collisions Dataset	
No Contributing Factors	17	56.67%
(None)	12	40.00%

Failure to Yield	6	20.00%
Other	6	20.00%
Disregard Stop Sign/Signal	1	3.33%
Driver Lost Control	1	3.33%
Improper Passing	1	3.33%
Too Fast for Conditions	1	3.33%
+ 35 more	1	3.33%

Area: County	Collisions Dataset	
Fulton	29	96.67%
+ 158 more	0	0%

Area: District (Crash Level)	Collisions Dataset	
D7	29	96.67%
+ 6 more	0	0%

## CRASH SUMMARY REPORT

## Forge ATL DRI #3533 - Bicycle

Created on February 24, 2022

Created by Allison Laber

Data extents: June 9, 2017 to August 24, 2019



## Applied Filters

Shape: Polygon

Date and Time (Year)

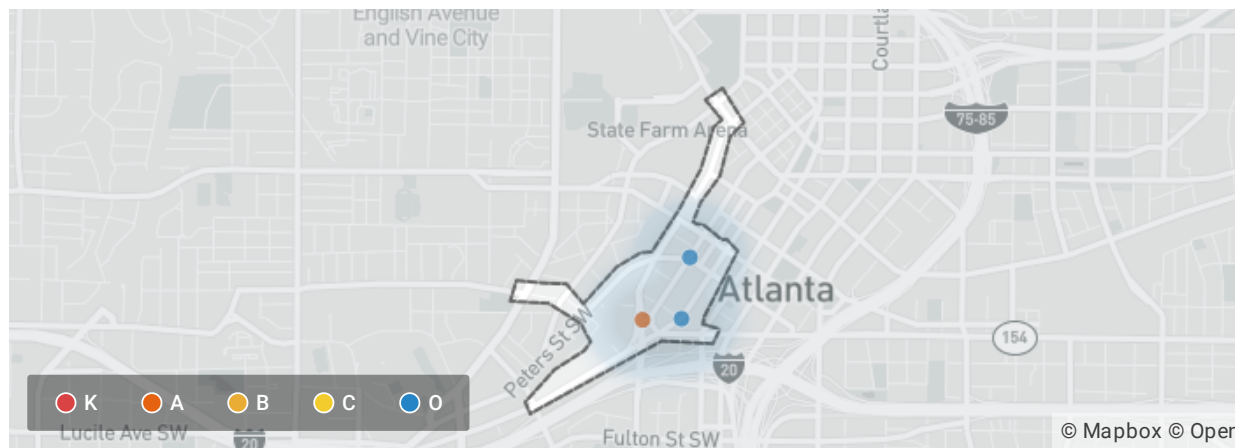
≤

2016 - 2020

Bicycle Related

=

True



© Mapbox © OpenStreetMap

Total Crashes

3

Fatal Crashes

0

## GDOT Summary

Collisions Dataset

Bicycle

3

100.00%

Total Crashes

3

100.00%

Distracted Driver (Suspected)

2

66.67%

Intersection Related

2

66.67%

+ 7 more

0

0%

## KABCO Severity

Collisions Dataset

(O) No Injury

2

66.67%

(A) Suspected Serious Injury

1

33.33%

+ 4 more

0

0%

## Date and Time (Year)

Collisions Dataset

2019

1

33.33%

2018

1

33.33%

2017

1

33.33%

+ 5 more

0

0%

## Date and Time (Hour of Day)

Collisions Dataset



12 am - 2 am	1	33.33%
6 pm - 8 pm	2	66.67%
+ 10 more	0	0%

Manner of Collision (Crash Level)	Collisions Dataset	
Not a Collision with Motor Vehicle	3	100.00%
+ 8 more	0	0%

Location at Impact (Crash Level)	Collisions Dataset	
On Roadway - Roadway Intersection	2	66.67%
On Roadway - Non-Intersection	1	33.33%
+ 15 more	0	0%

Most Harmful Event (Crash Level)	Collisions Dataset	
Motor Vehicle in Motion	3	100.00%
Pedal-Cycle	1	33.33%
Pedestrian	1	33.33%
+ 35 more	0	0%

Operator / Driver Contributing Factor	Collisions Dataset	
No Contributing Factors	2	66.67%
(None)	1	33.33%
Disregard Other Traffic Control	1	33.33%
Following Too Close	1	33.33%
+ 39 more	0	0%

Area: County	Collisions Dataset	
Fulton	3	100.00%
+ 158 more	0	0%

Area: District (Crash Level)	Collisions Dataset	
D7	3	100.00%
+ 6 more	0	0%

**APPENDIX C**

# Trip Generation Analysis

Trip Generation Analysis (10th Ed. With 2nd Edition Handbook Daily IC & 3rd Edition AM/PM IC) Forge Atlanta DRI #3533 Atlanta, GA											
Land Use	Density		Daily Trips			AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out	Total	In	Out
Proposed Project Trips											
222 Multifamily Housing (High-Rise)	1,500 dwelling units		6,122	3,061	3,061	433	104	329	519	317	202
310 Hotel	260 rooms		2,508	1,254	1,254	125	74	51	169	86	83
580 Museum	50,000 Sq. Ft. GFA		N/A	N/A	N/A	14	12	2	9	1	8
710 General Office Building	1,750,000 Sq. Ft. GFA		17,040	8,520	8,520	1,671	1,437	234	1,727	276	1,451
820 Shopping Center	69,000 Sq. Ft. GFA		2,604	1,302	1,302	65	40	25	263	126	137
Total Proposed Trips			28,274	14,137	14,137	2,308	1,667	641	2,687	806	1,881
Existing Site Trips (To Be Removed)											
110 General Light Industrial	101,000 Sq. Ft. GFA		440	220	220	45	40	5	37	5	32
220 Multifamily Housing (Low-Rise)	12 dwelling units		50	25	25	6	1	5	9	6	3
Total Existing Site Trips (To Be Removed)			490	245	245	51	41	10	46	11	35

<b>Gross Project Trips</b>		<b>28,274</b>	<b>14,137</b>	<b>14,137</b>	<b>2,308</b>	<b>1,667</b>	<b>641</b>	<b>2,687</b>	<b>806</b>	<b>1,881</b>
Total Existing Site Trips (To Be Removed)		-490	-245	-245	-51	-41	-10	-46	-11	-35
Residential Trips		6,122	3,061	3,061	433	104	329	519	317	202
Mixed-Use Reductions		-278	-139	-139	-12	-2	-10	-76	-49	-27
Alternative Mode Reductions		-1,753	-877	-876	-126	-31	-96	-133	-80	-53
Adjusted Residential Trips		4,091	2,045	2,046	295	71	223	310	188	122
Hotel Trips		2,508	1,254	1,254	125	74	51	169	86	83
Mixed-Use Reductions		-114	-57	-57	-40	0	-40	-16	-13	-3
Alternative Mode Reductions		-718	-359	-359	-26	-22	-3	-46	-22	-24
Adjusted Hotel Trips		1,676	838	838	59	52	8	107	51	56
Office Trips		17,040	8,520	8,520	1,671	1,437	234	1,727	276	1,451
Mixed-Use Reductions		-222	-111	-111	-65	-52	-13	-34	-11	-23
Alternative Mode Reductions		-5,046	-2,523	-2,523	-482	-416	-66	-508	-80	-428
Adjusted Office Trips		11,772	5,886	5,886	1,124	969	155	1,185	185	1,000
Retail Trips		2,604	1,302	1,302	65	40	25	263	126	137
Mixed-Use Reductions		-354	-177	-177	-27	-18	-9	-72	-26	-46
Alternative Mode Reductions		-676	-338	-338	-11	-7	-5	-57	-30	-27
Pass By Reductions (Based on ITE Rates)		-536	-268	-268	0	0	0	-46	-23	-23
Adjusted Retail Trips		1,038	519	519	27	15	11	88	47	41
Other Non-Residential Trips		0	0	0	14	12	2	9	1	8
Alternative Mode Reductions		0	0	0	-4	-4	-1	-3	0	-2
Adjusted Other Non-Residential Trips		0	0	0	10	8	1	6	1	6
Mixed-Use Reductions - TOTAL		-968	-484	-484	-144	-72	-72	-198	-99	-99
Alternative Mode Reductions - TOTAL		-8,193	-4,097	-4,096	-649	-480	-171	-747	-212	-534
Pass-By Reductions - TOTAL		-536	-268	-268	0	0	0	-46	-23	-23
<b>Existing Site Trips (To Be Removed)</b>		<b>-490</b>	<b>-245</b>	<b>-245</b>	<b>-51</b>	<b>-41</b>	<b>-10</b>	<b>-46</b>	<b>-11</b>	<b>-35</b>
<b>Net New Vehicular Trips</b>		<b>18,087</b>	<b>9,043</b>	<b>9,044</b>	<b>1,464</b>	<b>1,074</b>	<b>388</b>	<b>1,650</b>	<b>461</b>	<b>1,190</b>
<b>Driveway Volumes</b>		<b>18,623</b>	<b>9,311</b>	<b>9,312</b>	<b>1,464</b>	<b>1,074</b>	<b>388</b>	<b>1,696</b>	<b>484</b>	<b>1,213</b>

**TRIPS BY MODE:**

<b>New Vehicular Trips (70% of total)</b>		<b>Proportion of Vehicular Trips</b>		<b>18,087</b>	<b>9,043</b>	<b>9,044</b>	<b>1,464</b>	<b>1,074</b>	<b>388</b>	<b>1,650</b>	<b>461</b>	<b>1,190</b>
Single Occupancy Vehicle		75%		13,565	6,782	6,783	1,098	806	291	1,238	346	893
Carpool		25%		3,391	1,696	1,696	275	201	73	309	86	223
<b>New Alternative Mode Trips (30% of total)</b>		<b>Proportion of Alt. Mode Trips</b>		<b>8,193</b>	<b>4,097</b>	<b>4,096</b>	<b>649</b>	<b>480</b>	<b>171</b>	<b>747</b>	<b>212</b>	<b>534</b>
Transit		65%		5,325	2,663	2,662	422	312	111	486	138	347
Walking		20%		1,639	819	819	130	96	34	149	42	107
Bicycling		15%		1,229	615	614	97	72	26	112	32	80



## APPENDIX D

# Programmed Project Fact Sheets

## Short Title

I-20 EAST HIGH CAPACITY PREMIUM TRANSIT SERVICE FROM DOWNTOWN ATLANTA TO STONECREST MALL AREA

## GDOT Project No.

0015525

## Federal ID No.

N/A

## Status

Long Range

## Service Type

Transit / BRT Capital

## Sponsor

MARTA

## Jurisdiction

Regional - East

## Analysis Level

In the Region's Air Quality Conformity Analysis

## Existing Thru Lane

N/A

LCI

☐

## Planned Thru Lane

N/A

Flex

☒

## Network Year

2050

## Corridor Length

TBD miles



## Detailed Description and Justification

This project will provide premium transit service from Downtown Atlanta along the I-20 east corridor to the Stonecrest Mall area.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	5307 Discretionary	AUTH	2006	<b>\$6,553,476</b>	\$3,454,233	\$0,000	\$0,000	\$3,099,243
PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2017	<b>\$648,000</b>	\$518,400	\$0,000	\$0,000	\$129,600
ALL	New Starts		LR 2041-2050	<b>\$289,390,000</b>	\$101,290,000	\$0,000	\$0,000	\$188,100,000
				<b>\$296,591,476</b>	<b>\$105,262,633</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$191,328,843</b>

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases



For additional information about this project, please call (404) 463-3100 or email [transportation@atlantaregional.com](mailto:transportation@atlantaregional.com).



## Short Title

ATLANTA STREETCAR WEST EXTENSION FROM CENTENNIAL OLYMPIC PARK TO NEAR INTERSECTION OF WESTVIEW DRIVE AT LANGHORN STREET

## GDOT Project No.

N/A

## Federal ID No.

N/A

## Status

Long Range

## Service Type

Transit / Rail Capital

## Sponsor

City of Atlanta

## Jurisdiction

Regional - Central

## Analysis Level

In the Region's Air Quality Conformity Analysis

## Existing Thru Lane

N/A

LCI

☐

## Planned Thru Lane

N/A

Flex

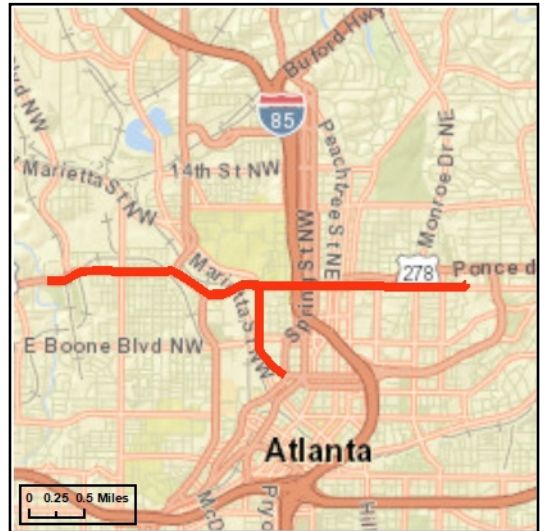
☐

## Network Year

2040

## Corridor Length

4.8 miles



## Detailed Description and Justification

This project will provide streetcar transit service within the City of Atlanta between Centennial Olympic Park and the intersection of Westview Drive and Langhorn Street.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL	Local Jurisdiction/Municipality Funds		LR 2031-2040	<b>\$219,000,000</b>	\$0,000	\$0,000	\$0,000	\$219,000,000
				<b>\$219,000,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$219,000,000</b>

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

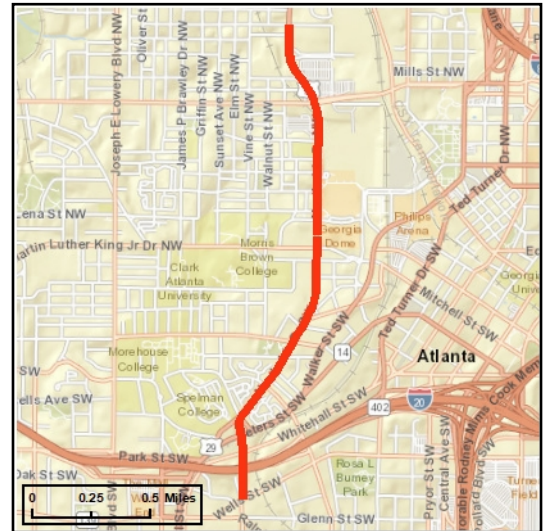


For additional information about this project, please call (404) 463-3100 or email [transportation@atlantaregional.com](mailto:transportation@atlantaregional.com).





<b>Short Title</b>	US 41/SR 3 (NORTHSIDE DRIVE) AND US 19 (14TH STREET) SIGNAL UPGRADES AT 11 LOCATIONS		
<b>GDOT Project No.</b>	0012821		
<b>Federal ID No.</b>	N/A		
<b>Status</b>	Programmed		
<b>Service Type</b>	Roadway / Operations & Safety		
<b>Sponsor</b>	GDOT		
<b>Jurisdiction</b>	City of Atlanta		
<b>Analysis Level</b>	Exempt from Air Quality Analysis (40 CFR 93)		



<b>Existing Thru Lane</b>	<input type="text" value="4"/>	<b>LCI</b>	<input type="checkbox"/>	<b>Network Year</b>	<input type="text" value="TBD"/>
<b>Planned Thru Lane</b>	<input type="text" value="4"/>	<b>Flex</b>	<input type="checkbox"/>	<b>Corridor Length</b>	<input type="text" value="4.6"/> miles

#### Detailed Description and Justification

US 41/SR 3 at: North Ave, Donald Lee Hollowell Pkwy NW, Marietta St, 10th St, 14th St, 17th St, Deering Rd, Bellemeade Ave, I775 SB, and I775 NB and Hemphill at US 19/14th St

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	STP - Urban (>200K) (ARC)	AUTH	2014	\$360,035	\$360,035	\$0,000	\$0,000	\$0,000
PE	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	AUTH	2018	\$113,000	\$113,000	\$0,000	\$0,000	\$0,000
ROW	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2020	\$980,220	\$980,220	\$0,000	\$0,000	\$0,000
UTL	Congestion Mitigation & Air Quality Improvement (CMAQ)		2022	\$124,848	\$124,848	\$0,000	\$0,000	\$0,000
CST	Congestion Mitigation & Air Quality Improvement (CMAQ)		2022	\$2,059,771	\$2,059,771	\$0,000	\$0,000	\$0,000
				<b>\$3,637,874</b>	<b>\$3,637,874</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases



For additional information about this project, please call (404) 463-3100 or email [transportation@atlantaregional.com](mailto:transportation@atlantaregional.com).



## Short Title

CENTRAL AVENUE BRIDGE REPLACEMENT FROM  
DECATUR STREET TO MARTIN LUTHER KING JR DRIVE

## GDOT Project No.

0015295

## Federal ID No.

N/A

## Status

Programmed

## Service Type

Roadway / Operations &amp; Safety

## Sponsor

City of Atlanta

## Jurisdiction

City of Atlanta

## Analysis Level

Exempt from Air Quality Analysis (40 CFR 93)

## Existing Thru Lane

4

## LCI

☐

## Planned Thru Lane

4

## Flex

☐

## Network Year

TBD

## Corridor Length

0.2 miles



## Detailed Description and Justification

Bridge replacement at Central Avenue between Decatur Street to Martin Luther King Jr Drive.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Local Jurisdiction/Municipality Funds	AUTH	2017	\$1,728,240	\$0,000	\$0,000	\$0,000	\$1,728,240
PE	Transportation Funding Act (HB 170)	AUTH	2017	\$70,000	\$0,000	\$70,000	\$0,000	\$0,000
ROW	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	AUTH	2021	\$9,580,000	\$6,896,000	\$0,000	\$0,000	\$2,684,000
UTL	Surface Transportation Block Grant (STBG) Program Flex (GDOT)		2024	\$4,366,570	\$3,493,256	\$873,314	\$0,000	\$0,000
CST	Surface Transportation Block Grant (STBG) Program Flex (GDOT)		2024	\$21,200,000	\$16,837,080	\$3,620,770	\$0,000	\$742,150
				\$36,944,810	\$27,226,336	\$4,564,084	\$0,000	\$5,154,390

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases



For additional information about this project, please call (404) 463-3100 or email [transportation@atlantaregional.com](mailto:transportation@atlantaregional.com).



<b>Short Title</b>	SR 14 (PETERS STREET) BRIDGE REPLACEMENT AT NORFOLK SOUTHERN RAIL LINE
<b>GDOT Project No.</b>	0015546
<b>Federal ID No.</b>	
<b>Status</b>	Programmed
<b>Service Type</b>	Roadway / Bridge Upgrade
<b>Sponsor</b>	GDOT
<b>Jurisdiction</b>	City of Atlanta
<b>Analysis Level</b>	Exempt from Air Quality Analysis (40 CFR 93)



<b>Existing Thru Lane</b>	<input type="text" value="2"/>	<b>LCI</b>	<input type="checkbox"/>	<b>Network Year</b>	<input type="text" value="TBD"/>
<b>Planned Thru Lane</b>	<input type="text" value="2"/>	<b>Flex</b>	<input type="checkbox"/>	<b>Corridor Length</b>	<input type="text" value="0.2"/> miles

#### Detailed Description and Justification

Project 0015546 in Fulton County will replace a temporarily shored Norfolk Southern Railway bridge (Inventory # 718047H, Rail Road MP: 0152.93-H) in the City of Atlanta on State Route 14. The State Route 14 rail road bridge have a sufficiency rating of 50.5.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
SCP	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	AUTH	2019	\$300,000	\$240,000	\$60,000	\$0,000	\$0,000
PE	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	AUTH	2020	\$600,000	\$480,000	\$120,000	\$0,000	\$0,000
ROW	Surface Transportation Block Grant (STBG) Program Flex (GDOT)		2024	\$250,000	\$200,000	\$50,000	\$0,000	\$0,000
ALL	General Federal Aid - 2026-2050		LR 2026-2030	\$8,050,000	\$6,440,000	\$1,610,000	\$0,000	\$0,000
				\$9,200,000	\$7,360,000	\$1,840,000	\$0,000	\$0,000

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases



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## Short Title

SOUTH DOWNTOWN PEDESTRIAN SAFETY  
ENHANCEMENTS - PEACHTREE STREET FROM ALABAMA  
STREET TO TRINITY AVENUE

## GDOT Project No.

0017994

## Federal ID No.

N/A

## Status

Programmed

## Service Type

Last Mile Connectivity / Pedestrian Facility

## Sponsor

City of Atlanta, Downtown Atlanta CID

## Jurisdiction

City of Atlanta

## Analysis Level

Exempt from Air Quality Analysis (40 CFR 93)

## Existing Thru Lane

N/A

LCI

X

## Planned Thru Lane

N/A

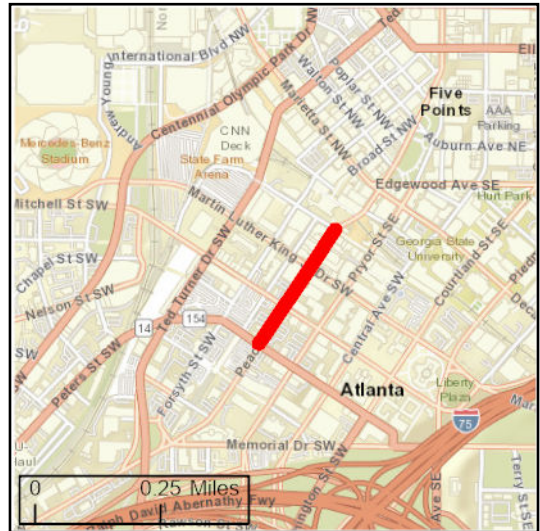
Flex

## Network Year

TBD

## Corridor Length

N/A miles



## Detailed Description and Justification

The proposed South Downtown Peachtree Street Streetscape Project is to reconfigure a 0.29-mile section of Peachtree Street between Trinity Avenue and Alabama Street from a 4-lane section to a 2-lane section. This will provide parallel parking spaces, widened sidewalks for pedestrian travel w/ADA accessible ramps, crosswalks at intersections, landscaping, seating areas and pedestrian safety enhancements.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Local Jurisdiction/Municipality Funds	AUTH	2021	\$350,000	\$0,000	\$0,000	\$0,000	\$350,000
CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)		2023	\$3,500,000	\$2,800,000	\$0,000	\$0,000	\$700,000
				\$3,850,000	\$2,800,000	\$0,000	\$0,000	\$1,050,000

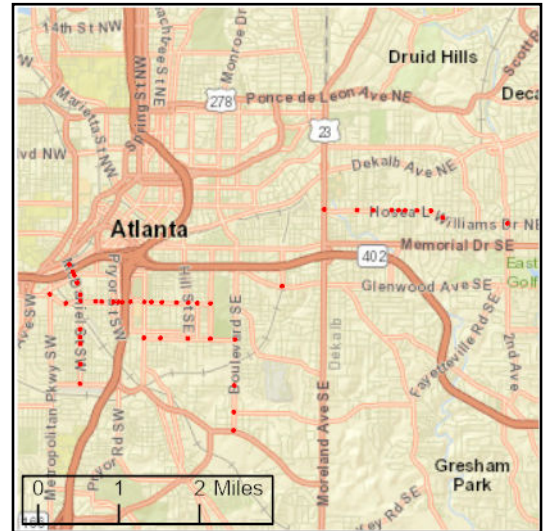
SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases



For additional information about this project, please call (404) 463-3100 or email [transportation@atlantaregional.com](mailto:transportation@atlantaregional.com).



<b>Short Title</b>	SIGNAL ENHANCEMENT PROJECTS - PHASE II		
<b>GDOT Project No.</b>	N/A		
<b>Federal ID No.</b>	N/A		
<b>Status</b>	Programmed		
<b>Service Type</b>	Roadway / Operations & Safety		
<b>Sponsor</b>	City of Atlanta		
<b>Jurisdiction</b>	City of Atlanta		
<b>Analysis Level</b>	Exempt from Air Quality Analysis (40 CFR 93)		



<b>Existing Thru Lane</b>	N/A	<b>LCI</b>	<input type="checkbox"/>	<b>Network Year</b>	TBD
<b>Planned Thru Lane</b>	N/A	<b>Flex</b>	<input type="checkbox"/>	<b>Corridor Length</b>	N/A miles

#### Detailed Description and Justification

This project upgrades signal enhancements at intersections on Ralph D Abernathy/Georgia Ave, Atlanta Ave, Hosea Williams Dr, Boulevard, McDaniel St and Glenwood Ave. The signal enhancements include but are not limited to signal equipment upgrades, detection upgrades, pavement marking improvements, ADA ramps, 4G or Fiber traffic communications installation and signal timing optimization to reduce over all corridor delay and improve progression.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Local Jurisdiction/Municipality Funds	AUTH	2022	\$350,000	\$0,000	\$0,000	\$0,000	\$350,000
ROW	Local Jurisdiction/Municipality Funds		2023	\$57,800	\$0,000	\$0,000	\$0,000	\$57,800
UTL	Local Jurisdiction/Municipality Funds		2025	\$231,200	\$0,000	\$0,000	\$0,000	\$231,200
CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)		2025	\$5,491,000	\$4,392,800	\$0,000	\$0,000	\$1,098,200
				<b>\$6,130,000</b>	<b>\$4,392,800</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$1,737,200</b>

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases



For additional information about this project, please call (404) 463-3100 or email [transportation@atlantaregional.com](mailto:transportation@atlantaregional.com).



# Project Update: Cycle Atlanta Quick Implementation Project: Whitehall Street



**City of Atlanta  
Department of Public Works**

William M. Johnson, Commissioner



## **Project: Quick Implementation Project – Whitehall Street**

**Description:** The project limits extend from Whitehall Street/Murphy Avenue from Ralph David Abernathy Boulevard and I-20: Eradication of existing pavement markings and conversion of 3 lane roadway to two (2) travel lanes, two (2) bike lanes, with flexible channelizer posts to be used where possible.

Between I-20 and Memorial Drive/Peachtree Street: Eradication of existing pavement markings and conversion of three (3) lane road to two (2) travel lanes and 2 buffered/protected bike lanes with key turn lanes at intersections.

**Phase:** Design

**Construction Start Date:** Planned Summer 2018

The Department of Public Works, in an ongoing effort to ensure that the community remains aware of progress being made with this project, will continue to keep the community informed through regular updates.

City of Atlanta Department of Public Works  
55 Trinity Avenue, SE Atlanta, GA 30303  
ATTN: Michael Frierson, Public Information Manager  
Email: [mfrierson@atlantaga.gov](mailto:mfrierson@atlantaga.gov) / Phone: (404) 546-6254



						SAFETY				MOBILITY				AFFORDABILITY				Final Score	Priority
ID	Project Name	Description	Type	Short ID	Source	Eliminate Traffic Fatalities	Reduce Serious Injuries	Reduce Transportation Emissions	Provide All Residents with Active Transportation Options	Focus Density and Economic Development	Reduce Congestion	Leverage Local Transportation Funding	Fix Existing Infrastructure	Provide Transportation Options to ETAs	Expand Access to Jobs and Services	Reduce Household Transportation Costs	Support Livable Communities		
BI-001	Citywide Bicycle Infrastructure Program	Citywide development of on-street bicycle facilities	Transportation Program	PROG		-	-	-	-	-	-	-	-	-	-	-	-	-	-
BI-002	Piedmont Ave Multimodal Street Replacement Project	One-way protected bicycle facility and related multimodal street improvements from Memorial Drive to 15th Street. Portions of this project are funded through Renew Atlanta and TSPLOST, while other portions are currentlyunfunded. This is a complementary project to the one-way facility on Courtland St. Design Considerations: Atlanta Streetcar expansion on Capitol Ave / Piedmont Ave from Ponce de Leon Ave to MLK Jr. Dr	Street Reconstruction	BI	Renew Atlanta; Downtown CTP	1	1	1	1	0	1	1	1	1	1	0	1	10	High
BI-003	Fulton Street Bridge Bike and Pedestrian Enhancements	Retrofit existing Fulton Street bridge over I-75/85 (between Central Ave to Pollard Boulevard) to include cycle track, sidewalks and landscape buffer; from Pollard to Capitol install high quality bicycle facilities and standard streetscape improvements.	Street Reconstruction	BI	Turner Field LCI	1	0	1	1	0	1	0	1	1	0	0	1	7	High
BI-005	Wells St/ Fulton St/ Glenwood Ave Bike Facilities	Companion project to BI-003, adding high quality bicycle facilities and streetscape improvements to Wells Street, Fulton Street and Glenwood Avenue between RD Abernathy and Hill Street	Street Reconstruction	BI	Turner Field LCI	1	0	1	1	0	1	0	1	1	0	1	1	8	High
BI-007	Pryor Street Bicycle Facility	One-way high quality bicycle facilities on Pryor Street between MLK Boulevard and Central Avenue/Pryor Street split, combined with standard streetscape improvements.	Street Reconstruction	BI	Turner Field LCI	1	0	1	1	0	1	0	1	1	1	0	1	8	High
BI-008	Central Avenue Bike Facilities	One-way high quality bicycle facilities on Central Avenue between MLK Boulevard and Dodd Avenue, combined with standard streetscape improvements.	Street Reconstruction	BI	Turner Field LCI	1	0	1	1	0	1	0	1	1	1	0	1	8	High
BI-010	Sylvan Road Bike Facilities	bike lanes (designed to coordinate with bus operations), sharrows, and 10 foot vehicular lanes with on-street parking located along redevelopment frontages. (Connect Atlanta Plan Core Bicycle Connection)	On-Street Bicycle Facility	BI	Connect Atlanta Bike Route	1	0	1	1	1	1	0	0	1	0	1	1	8	High
BI-012	East Side Trolley Trail	Multi-use trail between the end of the existing Trolley Line Trail (at Whitefoord Avenue) and the Atlanta BeltLine, following Arkwright Place.	Multi-Use Trail	BI	TSPLOST	0	0	1	1	1	1	1	0	1	0	1	1	8	High
BI-015	Path 400 Completion	Extension of the existing multi-use trail along the GA 400 corridor to the Sandy Springs City Limits on the north and to Lindbergh Center on the south.	Multi-Use Trail	BI	TSPLOST; Buckhead REdeFINED	0	0	1	1	1	1	1	0	0	1	1	1	8	High
BI-016	Proctor Creek Greenway	Multi-use trail between the Chattahoochee River, Bankhead MARTA Station, and the Atlanta BeltLine Corridor (construction underway in 2017 on the segment between Johnson Road and Bankhead MARTA). Generalized alignment as shown in ATP will be refined based on further project concept development.	Multi-Use Trail	BI	TSPLOST	0	0	1	1	1	1	1	0	1	0	1	1	8	High
BI-020	Lee Street Trail	New multi-use trail along the eastern side of Lee Street between the West End and Lakewood/Fort Macpherson MARTA rail stations (Ralph David Abernathy Blvd to Womack Ave). The trail is adjacent to the railroad right-of-way and MARTA north-south line. Project serves three MARTA rail stations and the Fort McPherson redevelopment site.	On-Street Bicycle Facility	BI	CoA and PATH	1	0	1	1	1	1	0	0	1	1	1	1	9	High
BI-021	Northeast BeltLine Trail	BeltLine trail between Lindbergh Center MARTA and the intersection of 10th and Monroe, constructing not only the trail but also associated access stairs and ramps and amenities including seating areas and landscaping.	Multi-Use Trail	BI		0	1	1	1	1	1	1	0	1	0	1	1	9	High
BI-022	Southside BeltLine Trail	BeltLine southside trail from Glenwood Avenue to University Avenue, to be located within the CSX owned Atlanta - Westpoint railroad corridor. The project would include a concrete trail up to 16' wide and associated access stairs, ramps and amenities including seating areas and landscaping.	Multi-Use Trail	BI		0	0	1	1	1	1	1	0	1	0	1	1	8	High
BI-023	10th St/Williams St Two-way Cycle Track	A new bike and pedestrian bridge from Williams St to Atlantic Ave over the I-75/85 Connector via Peachtree Place provides a safe alternative to the 10th St bridge. This bridge would connect the two-way cycle track planned for the south side of 10th Street on the west side of the Connector and create a seamless east-west connection. A two-way protected bike facility could be installed along Williams St from 8th St to 12th St to serve as a connection.	On-Street Bicycle Facility	BI	Unadopted TSPLOST; Midtown Transportation Plan	0	1	1	1	0	1	1	0	1	1	0	1	8	High
BI-025	Jefferson Street Bike-Ped Bridge	Bicycle and pedestrian bridge to connect Jefferson's existing bicycle lanes over Norfolk Southern/CSX railroad tracks between Echo Street and Marietta Street.	On-Street Bicycle Facility	BI	Unadopted TSPLOST; Connect Atlanta Bike Route	0	0	1	1	1	1	1	0	1	0	0	1	7	High
BI-026	Midtown - BeltLine Trail	Multi-use trail connecting northernmost portion of Midtown to the BeltLine and Path400. This trail begins at the Beverly/ West Peachtree intersection and follow the Buford/Spring Connector to the BeltLine. Alternate alignment would follow Beverly Street to connect to the Beltline at Montgomery Ferry Road.	On-Street Bicycle Facility	BI	Unadopted TSPLOST	0	0	1	1	1	1	1	0	0	0	1	1	7	High
BI-027	Southtowne Trail	Completion of the multi-use Southtowne trail around the Browns Mill Golf Course	Multi-Use Trail	BI	Unadopted TSPLOST	0	0	1	1	0	1	1	0	1	0	1	1	7	High
BI-028	Stone Mountain Trail-Ponce Spur and Bicycle/ Pedestrian Bridge	Bicycle and pedestrian bridge over Lullwater Creek connecting the Stone Mountain Spur Trail and the Olmsted Linear Parks by way of Fairview Rd and the Stone Mountain Trail. This will connect the two segments of South Ponce De Leon Ave and connect Fairview Rd to the Stone Mountain Trail on the west side of the creek via a new Multi-Use Spur Trail.	Multi-Use Trail	BI	Unadopted TSPLOST	0	0	1	1	0	1	1	0	0	0	1	1	6	Medium
BI-029	Bicycle Neighborhood Greenways Program	Projects classified under TSPLOST program as Neighborhood Greenways, drawing on multiple Connect Atlanta plan recommendations.	Transportation Program	PROG	TSPLOST	-	-	-	-	-	-	-	-	-	-	-	-	-	-
BI-030	Spring St Multimodal Improvements	Multimodal Street improvements from 17th Street to North Avenue, including resurfacing, sidewalk repair, street trees, granite curbing, ADA compliant crosswalks and ramps, lighting and protected bike facilities. Install bulb outs, green stormwater infrastructure and electric vehicle charging stations as appropriate and space permits.	Street Reconstruction	BI	TSPLOST; Midtown Transportation Plan	1	1	1	1	0	1	1	1	1	1	0	1	10	High
BI-031	West Peachtree St Multimodal Improvements	Multimodal Street improvements from Peachtree Street (at Hardy Ivy Park) to Peachtree Street (at Pershing Point Park), including resurfacing, sidewalk repair, street trees, granite curbing, ADA compliant crosswalks and ramps, lighting and protected bike facilities. Install bulb outs, green stormwater infrastructure and electric vehicle charging stations as appropriate and space permits. Project includes multimodal street improvements at Civic Center MARTA Station bridge. Subject to engineering study, convert from one-way to two way operation segment south of North Ave.	Street Reconstruction	BI	TSPLOST; Midtown Transportation Plan	1	1	1	1	0	1	1	1	1	1	0	1	10	High

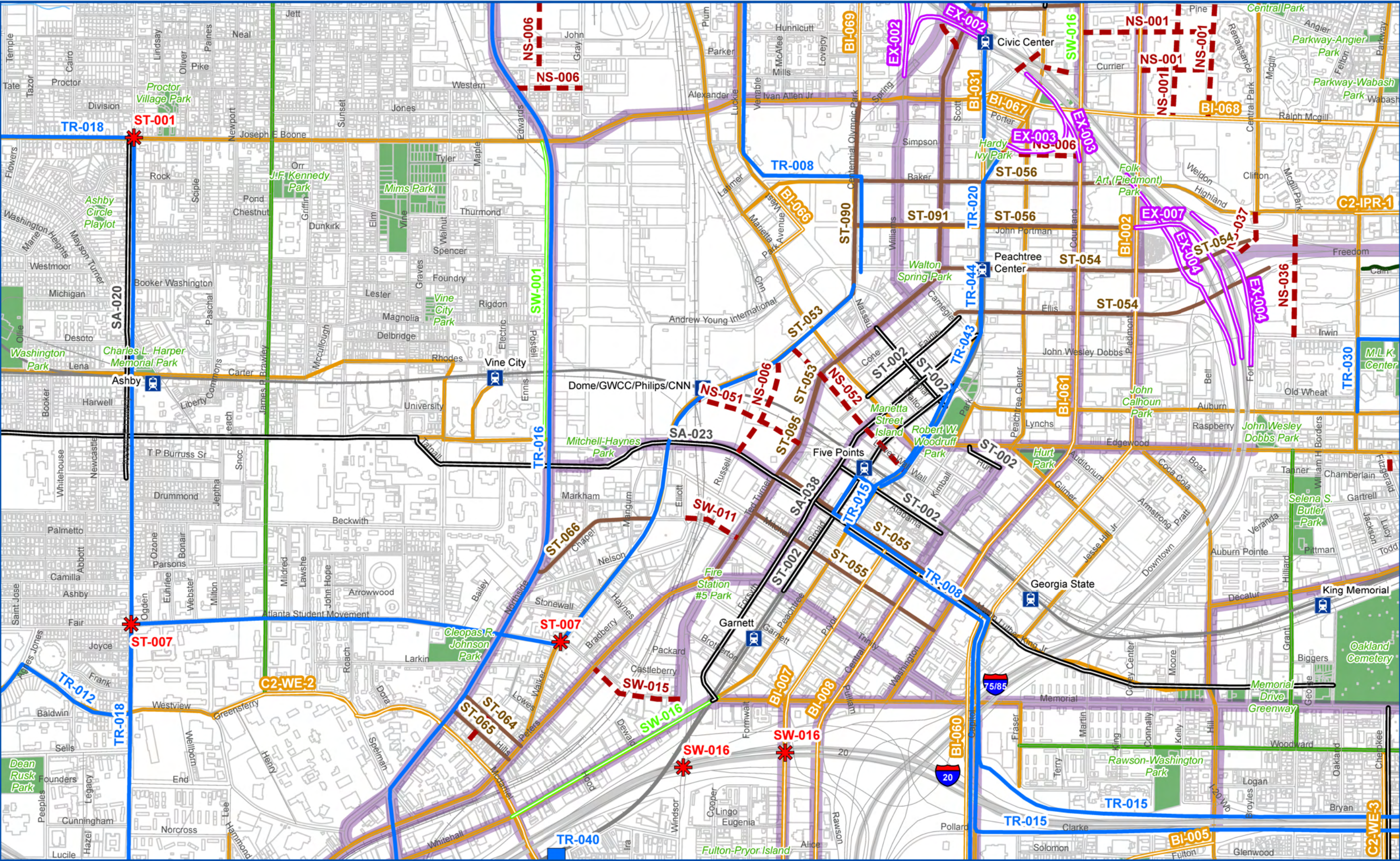
						SAFETY				MOBILITY				AFFORDABILITY					
ID	Project Name	Description	Type	Short ID	Source	Eliminate Traffic Fatalities	Reduce Serious Injuries	Reduce Transportation Emissions	Provide All Residents with Active Transportation Options	Focus Density and Economic Development	Reduce Congestion	Leverage Local Transportation Funding	Fix Existing Infrastructure	Provide Transportation Options to ETAs	Expand Access to Jobs and Services	Reduce Household Transportation Costs	Support Livable Communities	Final Score	Priority
SA-037	Peachtree Street Lane Repurpose	Reduce Peachtree between Peachtree Place and Pine Street from a four lane section to a three lane scetion to allow for on-street parking or dedicated bicycle facilities. Project would enhance street life and encourage retail growth.	Street Reconstruction	SA	Midtown Transportation Plan	1	1	1	1	0	0	0	0	1	1	0	1	7	High
SA-038	Forsyth St Multimodal Street Replacement Project	Multimodal street improvements including milling, repaving, and installation of bicycle lanes, sidewalks and pedestrian improvements along Forsyth Street, from Peachtree Street to Memorial Drive.	Street Reconstruction	SW	Renew Atlanta	1	0	1	1	0	0	1	1	1	1	0	1	8	High
SA-039	Ralph David Abernathy Blvd / Georgia Ave	High quality bicycle facilities and streetscape improvements including, but not limited to, landscaping, lighting, sidewalks, and milling and resurfacing. Freeway underpass should include lighting, paint, art, and moving sidewalks away from the road.	Street Reconstruction	SW	Turner Field LCI	1	1	1	1	1	0	0	1	1	0	1	1	9	High
SA-040	Hank Aaron Drive Multimodal Street Reconstruction	High quality bicycle facilities and streetscape improvements including, but not limited to, granite curb, landscaping, sidewalks, lighting, and milling and resurfacing. This project does not include bridge replacements to make the street transit-ready.	Street Reconstruction	SW	Turner Field LCI	1	0	1	1	1	0	0	1	1	0	0	1	7	High
SA-041	McLendon Ave Street Reconstruction	Resurface and stripe McLendon Ave from Moreland Ave to DeKalb Ave to include an uphill bicycle lane, repair sidewalks and drainage issues, and install ADA compliant crosswalks and ramps from Clifton Road to Harold Avenue	Street Reconstruction	SW	Unadopted TSPLOST; Connect Atlanta Bike Route	1	0	1	1	1	1	1	1	0	0	1	1	9	High
ST-001	Northwest Atlanta Operational Improvements Program	Intersection capacity and operational efficiency improvements on major City Design growth corridors in Northwest Atlanta: Hollowell Parkway, West Marietta Street-Perry Boulevard, J.E. Boone Boulevard, and Marietta Boulevard at Bolton Road.	Transportation Program	PROG		-	-	-	-	-	-	-	-	-	-	-	-	-	-
ST-002	Shared Streets Program	Shared streets are open to mixed traffic with very slow speeds that prioritizes the pedestrian experience	Transportation Program	PROG	Downtown CTR	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ST-005	Virginia Avenue - 10th Street Realignment	Realign 10th Street to the south to cross Monroe Drive and connect to Virginia Avenue in a single point.	Street Reconstruction	ST	Connect Atlanta	1	0	0	0	1	1	0	0	0	0	1	1	5	Medium
ST-006	Metropolitan Parkway / Ralph David Abernathy Boulevard / Glenn Street Intersection Improvement	Redesign intersection to accommodate realignment of Glenn Street south to Bronner Brothers Way	Intersection Reconstruction	ST	Connect Atlanta	1	0	0	0	0	1	0	0	1	0	1	1	5	Medium
ST-007	Southwest Atlanta Operational Improvements Program	Intersection capacity and operational efficiency improvements on major City Design growth corridors in Southwest Atlanta: R.D. Abernathy Boulevard, M.L. King Drive, and Campbellton Road.	Transportation Program	PROG		-	-	-	-	-	-	-	-	-	-	-	-	-	-
ST-011	Pryor Road / Pryor Circle Intersection Improvement	Redesign intersection to accommodate a single-lane roundabout.	Intersection Reconstruction	ST	Connect Atlanta	1	0	0	0	0	1	0	0	1	0	1	0	4	Medium
ST-013	Cheshire Bridge / LaVista Road Intersection Improvement	Add right turn lanes at the intersection and receiving lanes	Intersection Reconstruction	ST	Connect Atlanta Previous Studies	0	1	0	0	1	0	0	0	1	0	0	0	3	Low
ST-016	Piedmont Road-Cheshire Bridge Road Operational Improvements Program	Intersection capacity and operational efficiency improvements on the Cheshire Bridge Road and Piedmont Road City Design growth corridors in northeast Atlanta.	Transportation Program	PROG		-	-	-	-	-	-	-	-	-	-	-	-	-	-
ST-018	Howell Mill Rd and Collier Rd Intersection Improvement	Improve intersection geometry to facilitate access and movement through Howell Mill and Collier Roads, and Collier Road and Emery Street. Explore potential for roundabout at Howell Mill, and signal at Emery.	Intersection Reconstruction	ST	Collier Village Blueprints Plan	1	1	0	0	1	1	0	0	0	0	0	1	5	Medium
ST-022	Buford Hwy / Sidney Marcus Blvd Intersection Improvement	Reconstruct intersection to reduce congestion. Grade separation should be considered if feasible.	Intersection Reconstruction	ST	Connect Atlanta Previous Studies	0	1	0	0	1	1	0	0	0	0	0	1	4	Medium
ST-025	West Midtown Operational Improvements Program	Intersection capacity and operational efficiency improvements on the Northside Drive and Howell Mill Road City Design growth corridors in northwest Atlanta.	Transportation Program	PROG		-	-	-	-	-	-	-	-	-	-	-	-	-	-
ST-028	South Moreland Corridor Operational Improvements Program	Intersection capacity and operational efficiency improvements on the Moreland Avenue City Design growth corridors in southeast Atlanta.	Transportation Program	PROG		-	-	-	-	-	-	-	-	-	-	-	-	-	-
ST-033	Jonesboro Road and Lakewood Avenue Intersection Improvement	Intersection improvements at Jonesboro Road and Lakewood Avenue	Intersection Reconstruction	ST	Lakewood Livable Centers Initiative	0	0	0	0	1	1	0	0	1	0	1	1	5	Medium
ST-040	Traffic Control Coordination Programs	Overall Renew Atlanta program for traffic control corridor upgrades and coordination.	Transportation Program	PROG		-	-	-	-	-	-	-	-	-	-	-	-	-	-
ST-041	Langford Parkway Study	Study the most efficient and cost effective long-term fate of Langford Parkway (Urban Boulevard Conversion) from I-285 to Lakewood Parkway	Street Reconstruction	ST	Lakewood Livable Centers Initiative	0	0	0	0	1	1	0	0	1	0	1	1	5	Medium
ST-043	Midtown Two-Way Conversions	Conversions of Midtown local streets to two-way traffic.	Transportation Program	PROG		-	-	-	-	-	-	-	-	-	-	-	-	-	-
ST-053	Centennial Olympic Park Drive and Ted Turner Drive Two-Way Conversion	Conversion of both roadways from one-way to two-way operation with appropriate streetscape, intersection, and signal modifications, approximately 1.0 miles (15 blocks) along Centennial Olympic Park Drive from Martin Luther King Junior Drive to Ivan Allen Jr Boulevard and along Spring Street/Ted Turner Drive from Peters Street to Ivan Allen Jr Boulevard.	Two-way Conversion	ST	Connect Atlanta	1	0	0	0	0	1	0	0	1	1	0	1	5	Medium

						SAFETY				MOBILITY				AFFORDABILITY					
ID	Project Name	Description	Type	Short ID	Source	Eliminate Traffic Fatalities	Reduce Serious Injuries	Reduce Transportation Emissions	Provide All Residents with Active Transportation Options	Focus Density and Economic Development	Reduce Congestion	Leverage Local Transportation Funding	Fix Existing Infrastructure	Provide Transportation Options to ETAs	Expand Access to Jobs and Services	Reduce Household Transportation Costs	Support Livable Communities	Final Score	Priority
ST-054	Andrew Young International Boulevard and Ellis Street Two-way Conversion	One-way conversion of both roadways to two-way operation with appropriate streetscape, intersection, and signal modifications, approximately 0.6 miles (5 blocks). Project limits are Andrew Young International Boulevard from Spring Street to I-75//85 and Freedom Parkway and Ellis Street from Carnigie Way to I-75/85 and Freedom Parkway. This project would include the reconstruction of the Freedom Parkway and I-75/85 interchange, the realignment of both the Ellis Street on and off ramps to	Two-way Conversion			1	1	0	0	0	1	0	0	1	1	0	1	6	Medium
ST-055	Martin Luther King Boulevard and Mitchell Street Two-Way Conversion	Conversion of both roadways from one-way to two-way operation with appropriate streetscape, intersection, and signal modifications, approximately 1.2 miles (12 blocks). ONLY MITCHELL STREET INCLUDED IN 2016 TSPLOST.	Two-way Conversion	ST	Connect Atlanta	1	0	0	0	0	1	0	0	1	1	0	1	5	Medium
ST-056	Baker Street and John Portman Boulevard Two-Way Conversion	Conversion of both streets to two-way operation with appropriate streetscape, intersection, and signal modifications, approximately .55 miles (6 blocks). The Baker St. conversion is funded by TSPLOST.	Two-way Conversion	ST	Connect Atlanta	1	1	0	0	0	1	0	0	1	1	0	1	6	Medium
ST-057	Stadium Neighborhoods Two-Way Conversions	Conversions of Peoplestown, Grant Park and Summerhill local streets to two-way traffic.	Transportation Program	PROG		-	-	-	-	-	-	-	-	-	-	-	-	-	-
ST-064	Trenholm Street Two-Way Conversion	Conversion of Trenholm Street to two-way operation with appropriate streetscape, intersection, and signal modifications from Peters St. to Northside Dr.	Two-way Conversion	ST	Connect Atlanta Previous Studies	1	0	0	0	0	1	0	0	1	0	0	1	4	Medium
ST-065	Hills Avenue Two-Way Conversion	Conversion of Hills Avenue to two-way operation with appropriate streetscape, intersection, and signal modifications from Peters Street to Northside Drive	Two-way Conversion	ST	Connect Atlanta Previous Studies	1	0	0	0	0	1	0	0	1	0	0	1	4	Medium
ST-066	Chapel Street Two-Way Conversion	Conversion of Chapel Street from Northside Drive to Mangum Street to two-way operation with appropriate streetscape, intersection, and signal modification	Two-way Conversion	ST	Connect Atlanta Previous Studies	1	0	0	0	0	1	0	0	1	0	0	1	4	Medium
ST-067	Donald Lee Hollowell Widening	Widen Donald Lee Hollowell from 2 lanes to 5 lanes to accommodate transit from Hamilton Holmes Parkway to I-285, approximately 1.25 miles. Widening may proceed as a preliminary phase to secure right-of-way and set property access expectations, but transit should be considered to enable Project TR-011.	Street Reconstruction	ST	Connect Atlanta	0	0	0	1	1	1	0	0	1	0	1	0	5	Medium
ST-068	Huff Road Widening	Widen Huff Road from Marietta Boulevard to CSX railroad to accommodate left turn lanes as needed, approximately 1 mile. This will involve reconstruction of the existing railroad bridge OR a transition to a two-lane section on the bridge approaches.	Street Reconstruction	ST	Connect Atlanta	0	0	0	0	1	0	0	0	0	0	0	0	1	Low
ST-069	Campbellton Road Multimodal corridor	Modify Campbellton Road from Greenbriar Parkway to Lee Street to include consistent wide sidewalks, lighting, bicycle lanes (designed to coordinate with bus operations), turn lanes at intersections as needed, and the addition of safe pedestrian crossings, particularly adjacent to bus stops. Coordinate with MARTA to consider bus stop relocation as-needed, future articulated bus accommodation, and improved transit amenities including wide sidewalks/ADA ramps and benches/shelters at high-use bus stops. Design should consider future high capacity transit as described in TR-006.	Street Reconstruction	ST	Connect Atlanta; TSPLOST; OC / FT MP LCI	1	0	0	1	1	1	1	0	1	0	1	1	8	High
ST-071	Gun Club Road Street Improvements	Add center left-turn median lane between Sizemore Road and Hollywood Road	Street Reconstruction	ST	Connect Atlanta; Downtown CTP M.7,M.8	0	0	0	0	0	0	0	0	1	0	1	0	2	Low
ST-073	Piedmont Road Comprehensive Street Improvements	Streetscape enhancements, pedestrian sidewalk widening, installation of pedestrian lighting, bike facilities, turn lanes, and green infrastructure between I-85 and Lenox Rd. Need for widening unknown.	Street Reconstruction	ST	Connect Atlanta Previous Studies/Buckhead REdeFined	1	1	0	1	1	0	0	0	1	1	1	1	8	High
ST-075	Old Ivy / Blackland Road Reconnection and Widening	Reconnection of Old Ivy to Roswell Road and widening roadway from 2-lanes to 3-lanes between Roswell Road and the extension of Piedmont Road west of Roswell (NS-067), approximately 500 feet.	Street Reconstruction	ST	Connect Atlanta	0	0	0	0	1	0	0	0	0	0	1	0	2	Low
ST-076	Cascade Rd Multimodal Street Replacement Project	The project scope may include corridor improvements on Cascade Road/Avenue from Shatner Road/Atlanta City Limits to Ralph David Abernathy Boulevard, including milling, resurfacing, restriping, traffic communications corridor signal upgrades, bus stop enhancements, streetscapes, bike facilities, and pedestrian safety improvements.	Street Reconstruction	ST	Renew Atlanta; Connect Atlanta	1	0	1	1	1	1	1	0	1	0	1	1	9	High
ST-078	Lenox Road Multimodal Street	Lenox Road multimodal street from Peachtree Rd to East Paces Ferry Road, to include bicycle and pedestrian improvements as can be accommodated within existing ROW.	Street Reconstruction	ST	Buckhead Lenox study	1	1	1	1	0	0	0	0	0	1	1	1	7	High
ST-080	W. Peachtree and 12th St Realignment	This project calls for moving the eastern leg of the 12th Street intersection south to better align the intersection and reduce delay from the extra signal phase needed under the existing configuration. This requires the purchase or donation of right-of-way on the southeast corner of West Peachtree Street and 12th Street.	Intersection Reconstruction	ST	Midtown Transportation Plan	0	0	0	0	0	1	0	0	0	1	0	1	3	Low
ST-090	Centennial Olympic Park Dr Two-Way Conversion	One Way to Two Way Conversion, improved ped facilities, multi-use trail along westside of corridor. Design Considerations: Atlanta Streetcar expansion, reversible for high volume special events on Centennial Olympic Park Dr / Techwood Dr / Walker St from Ivan Allen Jr. Blvd to Marietta St	Two-way Conversion	ST	Downtown CTP	1	0	1	1	0	0	0	0	1	1	0	1	6	Medium
ST-091	John Portman Blvd Two-Way Conversion	2-way conversion of roadway to 2 Eastbound lanes and 1 Westbound lane. Priority East/West Bike Corridor and redesigned HOV off ramp at Piedmont to create direct input from highway. On John Portman Blvd from Centennial Olympic Park Dr to Piedmont Ave	Two-way Conversion	ST	Downtown CTP	1	0	1	1	0	0	0	0	1	1	0	1	6	Medium
ST-092	Mitchell St Two-Way Conversion and Streetscape Enhancement	Two-way conversion to include high quality pedestrian infrastructure with ADA improvements at intersectionss and bulb outs to formalize on-street parking on Mitchell St from Ted Turner Dr to Capitol Ave	Two-way Conversion	ST	Downtown CTP	1	0	0	1	0	0	0	0	1	1	0	1	5	Medium



						SAFETY				MOBILITY				AFFORDABILITY				Final Score	Priority
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ST-093	MLK Jr Dr Two-Way Conversion & Streetscape Enhancement	Two-way conversion that is flexible enough to allow for reversible during high volume special events. Enhanced green infrastructure, enhanced pedestrian experience, and high quality bike facilities (both directions). Removal of On-street parking on MLK Jr. Dr from Ted Turner Dr to Piedmont Ave	Two-way Conversion	ST	Downtown CTP	1	0	1	1	0	0	0	0	1	1	0	1	6	Medium
ST-094	Pine St Two-Way Conversion & Bike Lanes	Convert to two-way; improve pedestrian environment; add bike lanes on Angier Ave / Pine St from West Peachtree St to Courtland St	Two-way Conversion	ST	Downtown CTP	1	0	1	1	0	0	0	0	1	0	0	1	5	Medium
ST-095	Ted Turner Dr / Spring St Two-Way Conversion	One Way to Two Way Conversion, improved ped facilities, no bike facilities, enhanced technological features, that allows reversible for high volume special events on Ted Turner Dr/Spring St from West Peachtree St to MLK Jr. Dr	Two-way Conversion	ST	Downtown CTP C-76	1	0	0	1	0	0	0	0	1	1	0	1	5	Medium
ST-096	Trenholm Street Two-Way Conversion	Convert to 2 Way Peters to Northside on Trenholm St from Peters St to Northside Dr	Two-way Conversion	ST	Downtown CTP	1	0	0	0	0	0	0	0	1	0	0	1	3	Low
SW-001	Northside Drive Streetscape	Wider sidewalks, tree plantings, improved pedestrian lighting and space for outdoor dining from ML King Boulevard to J.E. Boone Boulevard.	Streetscape Improvements	SW	Vine City/Washington Park LCI	1	0	0	1	0	0	0	0	0	1	0	1	4	Medium
SW-004	Peachtree Phase IV Streetscape	Peachtree Phase IV Streetscape Improvements from Shadowlawn to Sheridan	Streetscape Improvements	SW	Buckhead CID	1	1	0	1	0	0	0	1	0	0	0	1	5	Medium
SW-011	Nelson St Pedestrian Bridge and Streetscape	Repair of bridge to provide safe and attractive pedestrian access between Ted Turner Dr and Nelson Street. on Nelson St from Ted Turner Dr to Elliott St. / Nelson St.	Street Extension	SW	Downtown CTP Project C-58	1	0	0	1	0	0	0	1	1	1	0	1	6	Medium
SW-013	McDonough Blvd & Jonesboro Rd Streetscape	Construct continuous sidewalks and protected bicycle facilities on McDonough Boulevard from BeltLine to Jonesboro Road, and on Jonesboro Road from McDonough to Cleveland Avenue. Provide intersection upgrade for pedestrian and bicycle safety at Sawtell Avenue.	Streetscape Improvements	SW	Choosewood Park Redevelopment Plan	1	0	1	1	1	1	0	1	1	0	1	1	9	High
SW-014	Moreland Avenue Streetscape	Moreland Avenue from I-20 to Key Road streetscape with street trees, pedestrian lighting and expanded 10 ft. concrete sidewalk. Project to include include landscaped pedestrian crossings with medians and HAWK signals at appropriate locations, in coordination with GDOT.	Streetscape Improvements	SW	South Moreland LCI	1	1	0	1	1	0	1	0	1	0	1	1	8	High
W-015	Fair St Pedestrian Bridge	Create new pedestrian connection as a bridge between Eastside, Mid and South Downtown, Whitehall Street corner on Fair St from Peters St to Ted Turner Dr	Street Extension	SW	Downtown CTP Project NC-3	1	0	0	1	0	0	0	0	1	0	0	1	4	Medium
W-016	Sidewalk/Streetscape Program	Citywide sidewalk improvements as well as projects classified under TSPLOST program as Sidewalk/Streetscape, Connect Atlanta plan recommendations, and Downtown CTP recommendations.	Transportation Program	PROG		-	-	-	-	-	-	-	-	-	-	-	-	-	-
TR-001	Midtown West Line High Capacity Transit	Extension of the West Line from Peachtree Station to the interchange of Martin Luther King Jr Drive and I-285, to include a new end-of-line station with potential extension along Fulton Industrial Boulevard.	Transit	TR	Atlanta	0	0	1	1	1	1	1	0	1	0	0	1	7	High
TR-003	Northwest Regional High Capacity Transit Corridor	High capacity transit service with limited stations connecting Cobb County with Lindbergh Center. Current concept has the City of Atlanta segment beginning at the western City limit at Marietta Blvd and the Chattahoochee and connecting to the Lindbergh MARTA rail station.	Transit	TR	More MARTA; Connect Atlanta	0	0	1	1	1	1	1	0	1	1	1	1	9	High
TR-004	MARTA Station Enhancements Program	Projects classified under More MARTA, the Downtown CTP, or the Midtown CTP as Station Enhancements.	Transportation Program	PROG	More MARTA	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TR-007	Campbellton Road High Capacity Transit	High capacity transit along with physical street changes to provide a dedicated guideway where possible. Other possible improvements include stop amenities, queue jumps and other operational improvements, and pedestrian facility enhancements from Greenbriar Mall to Downtown.	Transit	TR	Connect Atlanta; More MARTA	0	0	1	1	1	1	1	0	1	0	1	1	8	High
TR-008	Capitol Avenue/ Hank Aaron Drive High Capacity Transit	High capacity transit operating in dedicated lanes on the Capitol Avenue corridor between University Avenue and the North Avenue MARTA rail station.	Transit	TR	More MARTA; Turner Field LCI	0	0	1	1	1	1	1	0	1	1	0	1	8	High
TR-009	Piedmont / Roswell Road High Capacity Transit	High capacity transit along with physical street changes to improve stop amenities, provide queue jumps and other operational improvements, and to enhance pedestrian facilities.	Transit	TR	Connect Atlanta; More MARTA	0	1	1	1	1	1	1	0	0	1	1	1	9	High
TR-010	Crosstown Midtown Line	Connect portions of the BeltLine with high capacity transit from the Bankhead MARTA station along DL Hollowell Parkway, Northside Drive, and North Avenue, to eastern BeltLine at Fourth Ward Park	Transit	TR	More MARTA	0	1	1	1	1	1	1	0	1	1	1	1	10	High
TR-011	Donald Lee Hollowell Parkway Transit	High frequency/limited stop service (some in separate guideway) from I-285 to Bankhead station. Appropriate physical pedestrian streetscape improvements and permanent transit amenities along Donald Lee Hollowell Parkway from I-285 to Bankhead station.	Transit	TR	Connect Atlanta; City Design	0	1	1	1	1	1	0	0	1	1	1	1	9	High
TR-012	Crosstown Downtown Line	Connect portions of the BeltLine with high capacity transit from west side BeltLine at Langhorn Street, along Westview Drive, Fair Street, Walker Street, Centennial Olympic Park Drive, to A-Line (Streetcar).	Transit	TR	More MARTA	0	0	1	1	0	1	1	0	1	1	1	1	8	High
TR-013	Cleveland Avenue High Capacity Transit	High capacity transit along with physical street changes to improve stop amenities, provide queue jumps and other operational improvements, and to enhance pedestrian facilities from Jonesboro Rd and Browns Mill Rd to East Point rail station	Transit	TR	More MARTA	0	1	1	1	1	1	1	0	1	0	1	1	9	High
TR-014	AMTRAK Station Relocation	Relocation of the AMTRAK rail station from its current location at Peachtree and Deering to the Lenox MARTA Station. This would require reconfiguration of the bus bays at the MARTA station to create an AMTRAK platform.	Transit	TR	Connect Atlanta	0	0	1	1	0	1	0	0	0	0	0	0	3	Low
TR-015	I-20 East Transit Initiative	High capacity transit from Five Points MARTA station east to Wesley Chapel Road in DeKalb County. This alignment would leave I-20 at the Bill Kennedy Way interchange and travel on Memorial Drive east to Moreland Avenue, providing additional local access around the Atlanta BeltLine corridor.	Transit	TR	More MARTA	0	1	1	1	1	1	1	0	1	1	1	1	10	High
TR-016	Northside Drive/ Metropolitan Parkway High Capacity Transit	High capacity transit from Mount Zion Road (Atlanta city limit) to the Arts Center MARTA rail station along the Northside-Metropolitan corridor and 17th Street.	Transit	TR	More MARTA	0	1	1	1	1	1	1	0	1	1	1	1	10	High
TR-017	Clifton Corridor Transit Initiative	High capacity transit from Lindbergh Center MARTA station to Avondale MARTA station via Emory University/CDC campus. City of Atlanta portion extends only from Lindbergh to approximately Cheshire Bridge Road.	Transit	TR	More MARTA	0	0	1	1	1	1	1	0	1	1	1	1	9	High





Map 23

Map 25

Map 30

- |                             |                          |                              |                        |                           |                     |
|-----------------------------|--------------------------|------------------------------|------------------------|---------------------------|---------------------|
| Expressway Access           | Two-way Conversion       | New Street                   | Transit                | Multi-Use Trail Network   | Atlanta City Limits |
| Intersection Reconstruction | Streetscape Improvements | Multi-Use Trails             | Expressway Access      | On-Street Bicycle Network | Conservation Lands  |
| Transit                     | Street Reconstruction    | On-Street Bicycle Facilities | Neighborhood Greenways | Designated Freight Route  | Parks               |

0 500 1,000 Feet  
1:12,000



						SAFETY				MOBILITY				AFFORDABILITY				Final Score	Priority
ID	Project Name	Description	Type	Short ID	Source	Eliminate Traffic Fatalities	Reduce Serious Injuries	Reduce Transportation Emissions	Provide All Residents with Active Transportation Options	Focus Density and Economic Development	Reduce Congestion	Leverage Local Transportation Funding	Fix Existing Infrastructure	Provide Transportation Options to ETAs	Expand Access to Jobs and Services	Reduce Household Transportation Costs	Support Livable Communities		
BI-001	Citywide Bicycle Infrastructure Program	Citywide development of on-street bicycle facilities	Transportation Program	PROG		-	-	-	-	-	-	-	-	-	-	-	-	-	-
BI-002	Piedmont Ave Multimodal Street Replacement Project	One-way protected bicycle facility and related multimodal street improvements from Memorial Drive to 15th Street. Portions of this project are funded through Renew Atlanta and TSPLOST, while other portions are currentlyunfunded. This is a complementary project to the one-way facility on Courtland St. Design Considerations: Atlanta Streetcar expansion on Capitol Ave / Piedmont Ave from Ponce de Leon Ave to MLK Jr. Dr	Street Reconstruction	BI	Renew Atlanta; Downtown CTP	1	1	1	1	0	1	1	1	1	1	0	1	10	High
BI-003	Fulton Street Bridge Bike and Pedestrian Enhancements	Retrofit existing Fulton Street bridge over I-75/85 (between Central Ave to Pollard Boulevard) to include cycle track, sidewalks and landscape buffer; from Pollard to Capitol install high quality bicycle facilities and standard streetscape improvements.	Street Reconstruction	BI	Turner Field LCI	1	0	1	1	0	1	0	1	1	0	0	1	7	High
BI-005	Wells St/ Fulton St/ Glenwood Ave Bike Facilities	Companion project to BI-003, adding high quality bicycle facilities and streetscape improvements to Wells Street, Fulton Street and Glenwood Avenue between RD Abernathy and Hill Street.	Street Reconstruction	BI	Turner Field LCI	1	0	1	1	0	1	0	1	1	0	1	1	8	High
BI-007	Pryor Street Bicycle Facility	One-way high quality bicycle facilites on Pryor Street between MLK Boulevard and Central Avenue/Pryor Street split, combined with standard streetscape improvements.	Street Reconstruction	BI	Turner Field LCI	1	0	1	1	0	1	0	1	1	1	0	1	8	High
BI-008	Central Avenue Bike Facilities	One-way high quality bicycle facilites on Central Avenue between MLK Boulevard and Dodd Avenue, combined with standard streetscape improvements.	Street Reconstruction	BI	Turner Field LCI	1	0	1	1	0	1	0	1	1	1	0	1	8	High
BI-010	Sylvan Road Bike Facilities	Restripe the existing 30 foot, two-lane roadway from Murphy Avenue to Lakewood Avenue to include a combination of five foot bike lanes (designed to coordinate with bus operations), sharrows, and 10 foot vehicular lanes with on-street parking located along redevelopment frontages. (Connect Atlanta Plan Core Bicycle Connection)	On-Street Bicycle Facility	BI	Connect Atlanta Bike Route	1	0	1	1	1	1	0	0	1	0	1	1	8	High
BI-012	East Side Trolley Trail	Multi-use trail between the end of the existing Trolley Line Trail (at Whitefoord Avenue) and the Atlanta BeltLine, following Arkwright Place.	Multi-Use Trail	BI	TSPLOST	0	0	1	1	1	1	1	0	1	0	1	1	8	High
BI-015	Path 400 Completion	Extension of the existing multi-use trail along the GA 400 corridor to the Sandy Springs City Limits on the north and to Lindbergh Center on the south.	Multi-Use Trail	BI	TSPLOST; Buckhead REdeFINED	0	0	1	1	1	1	1	0	0	1	1	1	8	High
BI-016	Proctor Creek Greenway	Multi-use trail between the Chattahoochee River, Bankhead MARTA Station, and the Atlanta BeltLine Corridor (construction underway in 2017 on the segment between Johnson Road and Bankhead MARTA). Generalized alignment as shown in ATP will be refined based on further project concept development.	Multi-Use Trail	BI	TSPLOST	0	0	1	1	1	1	1	0	1	0	1	1	8	High
BI-020	Lee Street Trail	New multi-use trail along the eastern side of Lee Street between the West End and Lakewood/Fort Macpherson MARTA rail stations (Ralph David Abernathy Blvd to Womack Ave). The trail is adjacent to the railroad right-of-way and MARTA north-south line. Project serves three MARTA rail stations and the Fort McPherson redevelopment site.	On-Street Bicycle Facility	BI	CoA and PATH	1	0	1	1	1	1	0	0	1	1	1	1	9	High
BI-021	Northeast BeltLine Trail	BeltLine trail between Lindbergh Center MARTA and the intersection of 10th and Monroe, constructing not only the trail but also associated access stairs and ramps and amenities including seating areas and landscaping.	Multi-Use Trail	BI		0	1	1	1	1	1	1	0	1	0	1	1	9	High
BI-022	Southside BeltLine Trail	BeltLine southside trail from Glenwood Avenue to University Avenue, to be located within the CSX owned Atlanta - Westpoint railroad corridor. The project would include a concrete trail up to 16' wide and associated access stairs, ramps and amenities including seating areas and landscaping.	Multi-Use Trail	BI		0	0	1	1	1	1	1	0	1	0	1	1	8	High
BI-023	10th St/Williams St Two-way Cycle Track	A new bike and pedestrian bridge from Williams St to Atlantic Ave over the I-75/85 Connector via Peachtree Place provides a safe alternative to the 10th St bridge. This bridge would connect the two-way cycle track planned for the south side of 10th Street on the west side of the Connector and create a seamless east-west connection. A two-way protected bike facility could be installed along Williams St from 8th St to 12th St to serve as a connection.	On-Street Bicycle Facility	BI	Unadopted TSPLOST; Midtown Transportation Plan	0	1	1	1	0	1	1	0	1	1	0	1	8	High
BI-025	Jefferson Street Bike-Ped Bridge	Bicycle and pedestrian bridge to connect Jefferson's existing bicycle lanes over Norfolk Southern/CSX railroad tracks between Echo Street and Marietta Street.	On-Street Bicycle Facility	BI	Unadopted TSPLOST; Connect Atlanta Bike Route	0	0	1	1	1	1	1	0	1	0	0	1	7	High
BI-026	Midtown - BeltLine Trail	Multi-use trail connecting northernmost portion of Midtown to the BeltLine and Path400. This trail begins at the Beverly/ West Peachtree intersection and follow the Buford/Spring Connector to the BeltLine. Alternate alignment would follow Beverly Street to connect to the Beltline at Montgomery Ferry Road.	On-Street Bicycle Facility	BI	Unadopted TSPLOST	0	0	1	1	1	1	1	0	0	0	1	1	7	High
BI-027	Southtowne Trail	Completion of the multi-use Southtowne trail around the Browns Mill Golf Course	Multi-Use Trail	BI	Unadopted TSPLOST	0	0	1	1	0	1	1	0	1	0	1	1	7	High
BI-028	Stone Mountain Trail-Ponce Spur and Bicycle/ Pedestrian Bridge	Bicycle and pedestrian bridge over Lullwater Creek connecting the Stone Mountain Spur Trail and the Olmsted Linear Parks by way of Fairview Rd and the Stone Mountain Trail. This will connect the two segments of South Ponce De Leon Ave and connect Fairview Rd to the Stone Mountain Trail on the west side of the creek via a new Multi-Use Spur Trail.	Multi-Use Trail	BI	Unadopted TSPLOST	0	0	1	1	0	1	1	0	0	0	1	1	6	Medium
BI-029	Bicycle Neighborhood Greenways Program	Projects classified under TSPLOST program as Neighborhood Greenways, drawing on multiple Connect Atlanta plan recommendations.	Transportation Program	PROG	TSPLOST	-	-	-	-	-	-	-	-	-	-	-	-	-	-
BI-030	Spring St Multimodal Improvements	Multimodal Street improvements from 17th Street to North Avenue, including resurfacing, sidewalk repair, street trees, granite curbing, ADA compliant crosswalks and ramps, lighting and protected bike facilities. Install bulb outs, green stormwater infrastructure and electric vehicle charging stations as appropriate and space permits.	Street Reconstruction	BI	TSPLOST; Midtown Transportation Plan	1	1	1	1	0	1	1	1	1	1	0	1	10	High
BI-031	West Peachtree St Multimodal Improvements	Multimodal Street improvements from Peachtree Street (at Hardy Ivy Park) to Peachtree Street (at Pershing Point Park), including resurfacing, sidewalk repair, street trees, granite curbing, ADA compliant crosswalks and ramps, lighting and protected bike facilities. Install bulb outs, green stormwater infrastructure and electric vehicle charging stations as appropriate and space permits. Project includes multimodal street improvements at Civic Center MARTA Station bridge. Subject to engineering study, convert from one-way to two way operation segment south of North Ave.	Street Reconstruction	BI	TSPLOST; Midtown Transportation Plan	1	1	1	1	0	1	1	1	1	1	0	1	10	High



						SAFETY				MOBILITY				AFFORDABILITY				Final Score	Priority
ID	Project Name	Description	Type	Short ID	Source	Eliminate Traffic Fatalities	Reduce Serious Injuries	Reduce Transportation Emissions	Provide All Residents with Active Transportation Options	Focus Density and Economic Development	Reduce Congestion	Leverage Local Transportation Funding	Fix Existing Infrastructure	Provide Transportation Options to ETAs	Expand Access to Jobs and Services	Reduce Household Transportation Costs	Support Livable Communities		
NS-070	11th Street Extension	An extension of 11th Street from its current terminus at West Peachtree Street through to Williams Street would, like 13th Street, provide a needed alternative route for all modes of travel around Midtown. This extension would also create good block faces for future redevelopment	Street Extension	NS	Midtown Transportation Plan	1	0	0	1	0	1	0	0	0	1	0	1	5	Medium
NS-072	Williams Street Extension	Extend Williams Street from it's terminus at Williams street to Ponce de Leon Ave. This extension provides improved connectivity to and from Tech Square and reduces some of the burden on W. Peachtree and Spring Streets.	Street Extension	NS	Midtown Transportation Plan	0	0	0	0	0	0	0	0	0	0	0	1	1	Low
SA-001	Southside Industrial Parkway Widening	Widen Southside Industrial Parkway from Browns Mill Road to Jonesboro Road to create a consistent cross section through the Southside Industrial Park including truck route wayfinding signage to discourage trucks from using nearby neighborhood streets, sidewalks on both sides of the street, ADA compliant ramps, push buttons, and crosswalks	Street Reconstruction	SA	Unadopted TSPLOST	1	0	0	1	1	0	1	1	1	0	1	1	8	High
SA-004	Roswell Road Reconstruction	Roswell Road reconstruction from 5-lanes to 3-lanes, from Habersham Road 1,800 feet north to Piedmont Road Extension (NS-067).	Street Reconstruction	SA	Connect Atlanta	1	1	1	0	1	0	0	1	0	0	1	0	6	Medium
SA-005	Northside Drive 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.	Street Reconstruction	SA	Connect Atlanta	1	0	1	0	0	0	0	0	0	0	1	0	3	Low
SA-006	Northside Parkway Road Diet	Reduce Northside Parkway 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. Cross section should be designed inward from curbs.	Street Reconstruction	SA	Connect Atlanta	1	0	1	0	0	0	0	0	0	0	1	0	3	Low
SA-010	Boulevard Street Reconfiguration	Resurfacing, lane reconfiguration, reset and repair granite curbing, new or repaired sidewalks and street trees, ADA compliant ramps, push buttons and crosswalks between McDonough Boulevard and Confederate Avenue, new bike lanes between Atlanta BeltLine and McDonough Boulevard, new bulb outs to protect on street parking between Atlanta BeltLine and Confederate Avenue.	Street Reconstruction	SA	Connect Atlanta	1	0	1	1	1	1	0	1	1	0	1	1	9	High
SA-012	North Avenue Multimodal Street/Smart Street	Reduce North Avenue from a six lane facility to a 4-lane facility with a median to accommodate left turn storage lanes at intersections from Juniper Street to North Angier Avenue .	Street Reconstruction	SA	Connect Atlanta	1	1	1	0	1	0	0	0	1	1	0	0	6	Medium
SA-014	Langhorn Street Road Diet	Reduce Langhorn Street from a 6-lane roadway to a 3-lane roadway from the Westview Drive bridge and I-20 access ramps to Ralph David Abernathy Boulevard, with a median to accommodate left turn storage lanes at intersections. Include bicycle facilities and bike/pedestrian amenities as recommended by Westview Master Plan .	Street Reconstruction	SA	Connect Atlanta	1	0	1	1	1	1	0	0	1	0	1	1	8	High
SA-017	Bolton Road Diet	Reduce Bolton Road through median widening from 4 lanes 2-lanes from James Jackson Parkway to Browntown Road, approximately 3,400 feet.	Street Reconstruction	SA	Connect Atlanta	1	0	1	0	0	0	0	0	1	0	1	0	4	Medium
SA-018	DeKalb Ave Multimodal Street Reconstruction	Corridor improvements including milling and repaving, sidewalk and ADA ramp repair and installation, reversible lane removal and addition of bicycle facilities along DeKalb Avenue between MARTA Inman Park-Reynoldstown Station (Hurt Street) and Ridgecrest Road (eastern City Limit).	Street Reconstruction	SA	Renew Atlanta	1	0	1	1	1	0	1	1	1	0	1	1	9	High
SA-019	Howell Mill Rd Multimodal Street Reconstruction	Multimodal Street improvements including milling, resurfacing and installation of bicycle lanes along Howell Mill Road between Collier Road and W. Marietta Street, including streetscape and pedestrian safety improvements.	Street Reconstruction	SA	Renew Atlanta	1	1	1	1	1	0	1	1	1	0	1	1	10	High
SA-020	J E Lowery Boulevard Multimodal Street Reconstruction	Joseph E. Lowery Boulevard between Joseph E. Boone Boulevard and Mitchell Street. Reconfigure to include center left-turn lanes and medians and add pedestrian facilities including mid-block crossings other streetscape improvements.	Street Reconstruction	SA	Renew Atlanta	1	0	1	1	0	0	1	1	1	0	1	1	8	High
SA-023	Martin Luther King Jr. Dr Multimodal Street Replacement Project	Multimodal Streets improvements on Martin Luther King, Jr. Drive from Ralph David Abernathy Boulevard to Oakland Avenue (Oakland Cemetery entrance) including milling, resurfacing, restriping, installation of bicycle facilities, medians and streetscapes, and pedestrian safety improvements. Connect Atlanta Core Bicycle Connection.	Street Reconstruction	SA	Renew Atlanta	1	0	1	1	1	0	1	1	1	1	1	1	10	High
SA-025	Monroe Drive/Boulevard Multimodal Street Reconstruction	Multimodal streets improvements including milling, repaving, striping, sidewalk and pedestrian crossing improvements, and possible dedicated bicycle facilities from Piedmont Circle to 10th Street.	Street Reconstruction	SA	Renew Atlanta	1	1	1	1	1	0	1	1	1	1	0	1	10	High
SA-026	Peachtree St / Rd Multimodal Street Reconstruction	Multimodal Street improvements including curbing, sidewalk and pedestrian improvements, from Sheridan drive to I-75/85. Resurfacing will be completed by GDOT.	Street Reconstruction	SA	Renew Atlanta	1	1	1	1	1	0	1	1	0	1	1	1	10	High
SA-027	University Ave Multimodal Stree Reconstruction	Multimodal Street improvements including milling, repaving, and installation of bicycle lanes, sidewalks and pedestrian improvements from Metropolitan Parkway to Hank Aaron Drive.	Street Reconstruction	SA	Renew Atlanta	1	1	1	1	1	1	1	1	1	0	1	1	11	High
SA-028	RD Abernathy Dr Multimodal Street Reconstruction	Multimodal Street Improvements from Westview Drive/Westview Cemetery entrance to Cascade Road, to include protected bicycle facilities.	Street Reconstruction	SA	Renew Atlanta	1	0	1	1	1	1	1	1	1	0	1	1	10	High
SA-029	Marietta Blvd Multimodal Street Reconstruction	Improve the existing 5-lane roadway to a 4-lane roadway with turn lanes at intersections, bike lanes, sidewalks, crosswalks, street furniture, pedestrian lighting, new curbing. W. Marietta St to D.L. Hollowell	Street Reconstruction	SA	Unadopted TSPLOST, Beltline MP														
SA-030	Englewood Avenue Multimodal Street Reconstruction	Lane reconfiguration from Hill Street to Boulevard to incorporate traffic calming measures, sidewalk improvements, sidewalk construction, and on-street parking	Street Reconstruction	SA	Unadopted TSPLOST	1	0	1	1	1	0	1	0	1	0	0	1	7	High
SA-031	Cherokee Ave Multimodal Street Reconstruction	Resurfacing, bike lanes, install bulb outs, granite curbing, sidewalk repair, ADA complaint ramps, push buttons, and crosswalks from Memorial Drive to Mead Street. Consider parking and protected bike lanes during the design phase.	Street Reconstruction	SA	Unadopted TSPLOST; Connect Atlanta PS	1	0	1	1	1	1	1	1	1	0	1	1	10	High
SA-032	Cleveland Avenue Multimodal Street Reconstruction	Widen sections of Cleveland Avenue from Springdale Road to Jonesboro Road, reconfigure to include bicycle lanes. Install sidewalks and other pedestrian improvements. Safety and capacity improvements at various intersections.	Street Reconstruction	SA	Renew Atlanta; TSPLOST; Cleveland Ave Study	1	1	1	1	1	1	1	1	1	0	1	1	11	High

						SAFETY				MOBILITY				AFFORDABILITY					
ID	Project Name	Description	Type	Short ID	Source	Eliminate Traffic Fatalities	Reduce Serious Injuries	Reduce Transportation Emissions	Provide All Residents with Active Transportation Options	Focus Density and Economic Development	Reduce Congestion	Leverage Local Transportation Funding	Fix Existing Infrastructure	Provide Transportation Options to ETAs	Expand Access to Jobs and Services	Reduce Household Transportation Costs	Support Livable Communities	Final Score	Priority
SA-037	Peachtree Street Lane Repurpose	Reduce Peachtree between Peachtree Place and Pine Street from a four lane section to a three lane scetion to allow for on-street parking or dedicated bicycle facilities. Project would enhance street life and encourage retail growth.	Street Reconstruction	SA	Midtown Transportation Plan	1	1	1	1	0	0	0	0	1	1	0	1	7	High
SA-038	Forsyth St Multimodal Street Replacement Project	Multimodal street improvements including milling, repaving, and installation of bicycle lanes, sidewalks and pedestrian improvements along Forsyth Street, from Peachtree Street to Memorial Drive.	Street Reconstruction	SW	Renew Atlanta	1	0	1	1	0	0	1	1	1	1	0	1	8	High
SA-039	Ralph David Abernathy Blvd / Georgia Ave	High quality bicycle facilities and streetscape improvements including, but not limited to, landscaping, lighting, sidewalks, and milling and resurfacing. Freeway underpass should include lighting, paint, art, and moving sidewalks away from the road.	Street Reconstruction	SW	Turner Field LCI	1	1	1	1	1	0	0	1	1	0	1	1	9	High
SA-040	Hank Aaron Drive Multimodal Street Reconstruction	High quality bicycle facilities and streetscape improvements including, but not limited to, granite curb, landscaping, sidewalks, lighting, and milling and resurfacing. This project does not include bridge replacements to make the street transit-ready.	Street Reconstruction	SW	Turner Field LCI	1	0	1	1	1	0	0	1	1	0	0	1	7	High
SA-041	McLendon Ave Street Reconstruction	Resurface and stripe McLendon Ave from Moreland Ave to DeKalb Ave to include an uphill bicycle lane, repair sidewalks and drainage issues, and install ADA compliant crosswalks and ramps from Clifton Road to Harold Avenue	Street Reconstruction	SW	Unadopted TSPLOST; Connect Atlanta Bike Route	1	0	1	1	1	1	1	1	0	0	1	1	9	High
ST-001	Northwest Atlanta Operational Improvements Program	Intersection capacity and operational efficiency improvements on major City Design growth corridors in Northwest Atlanta: Hollowell Parkway, West Marietta Street-Perry Boulevard, J.E. Boone Boulevard, and Marietta Boulevard at Bolton Road.	Transportation Program	PROG		-	-	-	-	-	-	-	-	-	-	-	-	-	-
ST-002	Shared Streets Program	Shared streets are open to mixed traffic with very slow speeds that prioritizes the pedestrian experience	Transportation Program	PROG	Downtown CTP	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ST-005	Virginia Avenue - 10th Street Realignment	Realign 10th Street to the south to cross Monroe Drive and connect to Virginia Avenue in a single point.	Street Reconstruction	ST	Connect Atlanta	1	0	0	0	1	1	0	0	0	0	1	1	5	Medium
ST-006	Metropolitan Parkway / Ralph David Abernathy Boulevard / Glenn Street Intersection Improvement	Redesign intersection to accommodate realignment of Glenn Street south to Bronner Brothers Way	Intersection Reconstruction	ST	Connect Atlanta	1	0	0	0	0	1	0	0	1	0	1	1	5	Medium
ST-007	Southwest Atlanta Operational Improvements Program	Intersection capacity and operational efficiency improvements on major City Design growth corridors in Southwest Atlanta: R.D. Abernathy Boulevard, M.L. King Drive, and Campbellton Road.	Transportation Program	PROG		-	-	-	-	-	-	-	-	-	-	-	-	-	-
ST-011	Pryor Road / Pryor Circle Intersection Improvement	Redesign intersection to accommodate a single-lane roundabout.	Intersection Reconstruction	ST	Connect Atlanta	1	0	0	0	0	1	0	0	1	0	1	0	4	Medium
ST-013	Cheshire Bridge / LaVista Road Intersection Improvement	Add right turn lanes at the intersection and receiving lanes	Intersection Reconstruction	ST	Connect Atlanta Previous Studies	0	1	0	0	1	0	0	0	1	0	0	0	3	Low
ST-016	Piedmont Road-Cheshire Bridge Road Operational Improvements Program	Intersection capacity and operational efficiency improvements on the Cheshire Bridge Road and Piedmont Road City Design growth corridors in northeast Atlanta.	Transportation Program	PROG		-	-	-	-	-	-	-	-	-	-	-	-	-	-
ST-018	Howell Mill Rd and Collier Rd Intersection Improvement	Improve intersection geometry to facilitate access and movement through Howell Mill and Collier Roads, and Collier Road and Emery Street. Explore potential for roundabout at Howell Mill, and signal at Emery.	Intersection Reconstruction	ST	Collier Village Blueprints Plan	1	1	0	0	1	1	0	0	0	0	0	1	5	Medium
ST-022	Buford Hwy / Sidney Marcus Blvd Intersection Improvement	Reconstruct intersection to reduce congestion. Grade separation should be considered if feasible.	Intersection Reconstruction	ST	Connect Atlanta Previous Studies	0	1	0	0	1	1	0	0	0	0	0	1	4	Medium
ST-025	West Midtown Operational Improvements Program	Intersection capacity and operational efficiency improvements on the Northside Drive and Howell Mill Road City Design growth corridors in northwest Atlanta.	Transportation Program	PROG		-	-	-	-	-	-	-	-	-	-	-	-	-	-
ST-028	South Moreland Corridor Operational Improvements Program	Intersection capacity and operational efficiency improvements on the Moreland Avenue City Design growth corridors in southeast Atlanta.	Transportation Program	PROG		-	-	-	-	-	-	-	-	-	-	-	-	-	-
ST-033	Jonesboro Road and Lakewood Avenue Intersection Improvement	Intersection improvements at Jonesboro Road and Lakewood Avenue	Intersection Reconstruction	ST	Lakewood Livable Centers Initiative	0	0	0	0	1	1	0	0	1	0	1	1	5	Medium
ST-040	Traffic Control Coordination Programs	Overall Renew Atlanta program for traffic control corridor upgrades and coordination.	Transportation Program	PROG		-	-	-	-	-	-	-	-	-	-	-	-	-	-
ST-041	Langford Parkway Study	Study the most efficient and cost effective long-term fate of Langford Parkway (Urban Boulevard Conversion) from I-285 to Lakewood Parkway	Street Reconstruction	ST	Lakewood Livable Centers Initiative	0	0	0	0	1	1	0	0	1	0	1	1	5	Medium
ST-043	Midtown Two-Way Conversions	Conversions of Midtown local streets to two-way traffic.	Transportation Program	PROG		-	-	-	-	-	-	-	-	-	-	-	-	-	-
ST-053	Centennial Olympic Park Drive and Ted Turner Drive Two-Way Conversion	Conversion of both roadways from one-way to two-way operation with appropriate streetscape, intersection, and signal modifications, approximately 1.0 miles (15 blocks) along Centennial Olympic Park Drive from Martin Luther King Junior Drive to Ivan Allen Jr Boulevard and along Spring Street/Ted Turner Drive from Peters Street to Ivan Allen Jr Boulevard.	Two-way Conversion	ST	Connect Atlanta	1	0	0	0	0	1	0	0	1	1	0	1	5	Medium

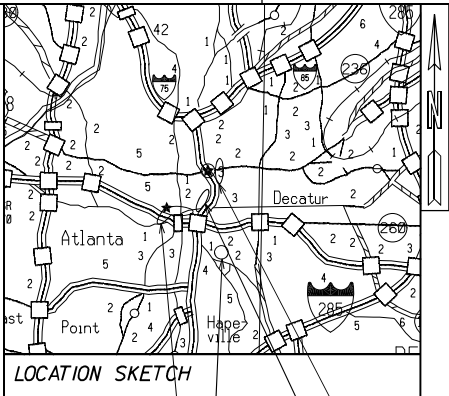
ID	Project Name	Description	Type	Short ID	Source	SAFETY				MOBILITY				AFFORDABILITY				Final Score	Priority
						Eliminate Traffic Fatalities	Reduce Serious Injuries	Reduce Transportation Emissions	Provide All Residents with Active Transportation Options	Focus Density and Economic Development	Reduce Congestion	Leverage Local Transportation Funding	Fix Existing Infrastructure	Provide Transportation Options to ETAs	Expand Access to Jobs and Services	Reduce Household Transportation Costs	Support Livable Communities		
ST-054	Andrew Young International Boulevard and Ellis Street Two-way Conversion	One-way conversion of both roadways to two-way operation with appropriate streetscape, intersection, and signal modifications, approximately 0.6 miles (5 blocks). Project limits are Andrew Young International Boulevard from Spring Street to I-75//85 and Freedom Parkway and Ellis Street from Carnegie Way to I-75/85 and Freedom Parkway. This project would include the reconstruction of the Freedom Parkway and I-75/85 interchange, the realignment of both the Ellis Street on and off ramps to I-75/85, and the connection of Andrew Young International Blvd. to Central Park Place .	Two-way Conversion	ST	Connect Atlanta	1	1	0	0	0	1	0	0	1	1	0	1	6	Medium
ST-055	Martin Luther King Boulevard and Mitchell Street Two-Way Conversion	Conversion of both roadways from one-way to two-way operation with appropriate streetscape, intersection, and signal modifications, approximately 1.2 miles (12 blocks). ONLY MITCHELL STREET INCLUDED IN 2016 TSPLOST.	Two-way Conversion	ST	Connect Atlanta	1	0	0	0	0	1	0	0	1	1	0	1	5	Medium
ST-056	Baker Street and John Portman Boulevard Two-Way Conversion	Conversion of both streets to two-way operation with appropriate streetscape, intersection, and signal modifications, approximately .55 miles (6 blocks). The Baker St. conversion is funded by TSPLOST.	Two-way Conversion	ST	Connect Atlanta	1	1	0	0	0	1	0	0	1	1	0	1	6	Medium
ST-057	Stadium Neighborhoods Two-Way Conversions	Conversions of Peoplestown, Grant Park and Summerhill local streets to two-way traffic.	Transportation Program	PROG		-	-	-	-	-	-	-	-	-	-	-	-	-	-
ST-064	Trenholm Street Two-Way Conversion	Conversion of Trenholm Street to two-way operation with appropriate streetscape, intersection, and signal modifications from Peters St. to Northside Dr.	Two-way Conversion	ST	Connect Atlanta Previous Studies	1	0	0	0	0	1	0	0	1	0	0	1	4	Medium
ST-065	Hills Avenue Two-Way Conversion	Conversion of Hills Avenue to two-way operation with appropriate streetscape, intersection, and signal modifications from Peters Street to Northside Drive	Two-way Conversion	ST	Connect Atlanta Previous Studies	1	0	0	0	0	1	0	0	1	0	0	1	4	Medium
ST-066	Chapel Street Two-Way Conversion	Conversion of Chapel Street from Northside Drive to Mangum Street to two-way operation with appropriate streetscape, intersection, and signal modification	Two-way Conversion	ST	Connect Atlanta Previous Studies	1	0	0	0	0	1	0	0	1	0	0	1	4	Medium
ST-067	Donald Lee Hollowell Widening	Widen Donald Lee Hollowell from 2 lanes to 5 lanes to accommodate transit from Hamilton Holmes Parkway to I-285, approximately 1.25 miles. Widening may proceed as a preliminary phase to secure right-of-way and set property access expectations, but transit should be considered to enable Project TR-011.	Street Reconstruction	ST	Connect Atlanta	0	0	0	1	1	1	0	0	1	0	1	0	5	Medium
ST-068	Huff Road Widening	Widen Huff Road from Marietta Boulevard to CSX railroad to accommodate left turn lanes as needed, approximately 1 mile. This will involve reconstruction of the existing railroad bridge OR a transition to a two-lane section on the bridge approaches.	Street Reconstruction	ST	Connect Atlanta	0	0	0	0	1	0	0	0	0	0	0	0	1	Low
ST-069	Campbellton Road Multimodal corridor	Modify Campbellton Road from Greenbriar Parkway to Lee Street to include consistent wide sidewalks, lighting, bicycle lanes (designed to coordinate with bus operations), turn lanes at intersections as needed, and the addition of safe pedestrian crossings, particularly adjacent to bus stops. Coordinate with MARTA to consider bus stop relocation as-needed, future articulated bus accommodation, and improved transit amenities including wide sidewalks/ADA ramps and benches/shelters at high-use bus stops. Design should consider future high capacity transit as described in TR-006.	Street Reconstruction	ST	Connect Atlanta; TSPLOST; OC / FT MP LCI	1	0	0	1	1	1	1	0	1	0	1	1	8	High
ST-071	Gun Club Road Street Improvements	Add center left-turn median lane between Sizemore Road and Hollywood Road	Street Reconstruction	ST	Connect Atlanta; Downtown CTP M.7,M.8	0	0	0	0	0	0	0	0	1	0	1	0	2	Low
ST-073	Piedmont Road Comprehensive Street Improvements	Streetscape enhancements, pedestrian sidewalk widening, installation of pedestrian lighting, bike facilities, turn lanes, and green infrastructure between I-85 and Lenox Rd. Need for widening unknown.	Street Reconstruction	ST	Connect Atlanta Previous Studies/Buckhead REdeFined	1	1	0	1	1	0	0	0	1	1	1	1	8	High
ST-075	Old Ivy / Blackland Road Reconnection and Widening	Reconnection of Old Ivy to Roswell Road and widening roadway from 2-lanes to 3-lanes between Roswell Road and the extension of Piedmont Road west of Roswell (NS-067), approximately 500 feet.	Street Reconstruction	ST	Connect Atlanta	0	0	0	0	1	0	0	0	0	0	1	0	2	Low
ST-076	Cascade Rd Multimodal Street Replacement Project	The project scope may include corridor improvements on Cascade Road/Avenue from Shatner Road/Atlanta City Limits to Ralph David Abernathy Boulevard, including milling, resurfacing, restriping, traffic communications corridor signal upgrades, bus stop enhancements, streetscapes, bike facilities, and pedestrian safety improvements.	Street Reconstruction	ST	Renew Atlanta; Connect Atlanta	1	0	1	1	1	1	1	0	1	0	1	1	9	High
ST-078	Lenox Road Multimodal Street	Lenox Road multimodal street from Peachtree Rd to East Paces Ferry Road, to include bicycle and pedestrian improvements as can be accommodated within existing ROW.	Street Reconstruction	ST	Buckhead Lenox study	1	1	1	1	0	0	0	0	0	1	1	1	7	High
ST-080	W. Peachtree and 12th St Realignment	This project calls for moving the eastern leg of the 12th Street intersection south to better align the intersection and reduce delay from the extra signal phase needed under the existing configuration. This requires the purchase or donation of right-of-way on the southeast corner of West Peachtree Street and 12th Street.	Intersection Reconstruction	ST	Midtown Transportation Plan	0	0	0	0	0	1	0	0	0	1	0	1	3	Low
ST-090	Centennial Olympic Park Dr Two-Way Conversion	One Way to Two Way Conversion, improved ped facilities, multi-use trail along westside of corridor. Design Considerations: Atlanta Streetcar expansion, reversible for high volume special events on Centennial Olympic Park Dr / Techwood Dr / Walker St from Ivan Allen Jr. Blvd to Marietta St	Two-way Conversion	ST	Downtown CTP	1	0	1	1	0	0	0	0	1	1	0	1	6	Medium
ST-091	John Portman Blvd Two-Way Conversion	2-way conversion of roadway to 2 Eastbound lanes and 1 Westbound lane. Priority East/West Bike Corridor and redesigned HOV off ramp at Piedmont to create direct input from highway. On John Portman Blvd from Centennial Olympic Park Dr to Piedmont Ave	Two-way Conversion	ST	Downtown CTP	1	0	1	1	0	0	0	0	1	1	0	1	6	Medium
ST-092	Mitchell St Two-Way Conversion and Streetscape Enhancement	Two-way conversion to include high quality pedestrian infrastructure with ADA improvements at intersectionss and bulb outs to formalize on-street parking on Mitchell St from Ted Turner Dr to Capitol Ave	Two-way Conversion	ST	Downtown CTP	1	0	0	1	0	0	0	0	1	1	0	1	5	Medium

↖ see also ST-055



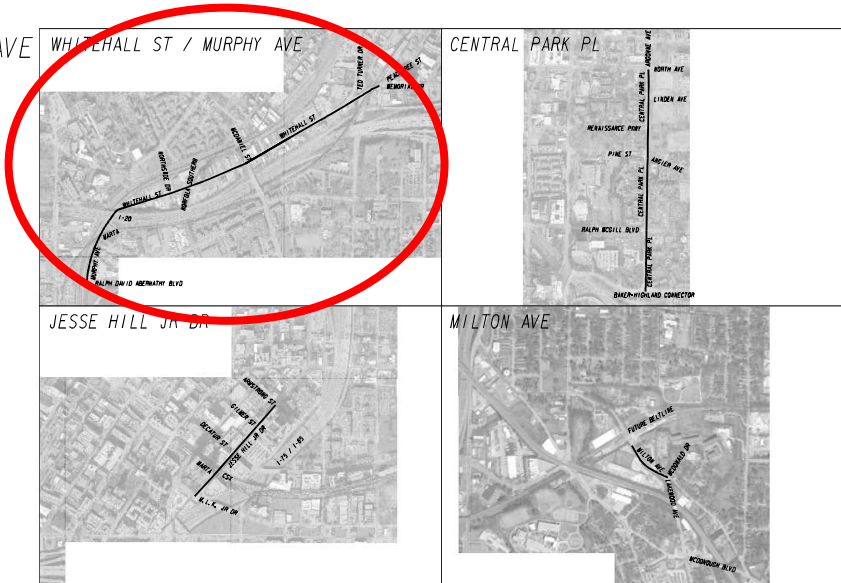
						SAFETY				MOBILITY				AFFORDABILITY					
						Eliminate Traffic Fatalities	Reduce Serious Injuries	Reduce Transportation Emissions	Provide All Residents with Active Transportation Options	Focus Density and Economic Development	Reduce Congestion	Leverage Local Transportation Funding	Fix Existing Infrastructure	Provide Transportation Options to ETAs	Expand Access to Jobs and Services	Reduce Household Transportation Costs	Support Livable Communities	Final Score	Priority
ID	Project Name	Description	Type	Short ID	Source														
ST-093	MLK Jr Dr Two-Way Conversion & Streetscape Enhancement	Two-way conversion that is flexible enough to allow for reversible during high volume special events. Enhanced green infrastructure, enhanced pedestrian experience, and high quality bike facilities (both directions). Removal of On-street parking on MLK Jr. Dr from Ted Turner Dr to Piedmont Ave	Two-way Conversion	ST	Downtown CTP	1	0	1	1	0	0	0	0	1	1	0	1	6	Medium
ST-094	Pine St Two-Way Conversion & Bike Lanes	Convert to two-way; improve pedestrian environment; add bike lanes on Angier Ave / Pine St from West Peachtree St to Courtland St	Two-way Conversion	ST	Downtown CTP	1	0	1	1	0	0	0	0	1	0	0	1	5	Medium
ST-095	Ted Turner Dr / Spring St Two-Way Conversion	One Way to Two Way Conversion, improved ped facilities, no bike facilities, enhanced technological features, that allows reversible for high volume special events on Ted Turner Dr/Spring St from West Peachtree St to MLK Jr. Dr	Two-way Conversion	ST	Downtown CTP C-76	1	0	0	1	0	0	0	0	1	1	0	1	5	Medium
ST-096	Trenholm Street Two-Way Conversion	Convert to 2 Way Peters to Northside on Trenholm St from Peters St to Northside Dr	Two-way Conversion	ST	Downtown CTP	1	0	0	0	0	0	0	0	1	0	0	1	3	Low
SW-001	Northside Drive Streetscape	Wider sidewalks, tree plantings, improved pedestrian lighting and space for outdoor dining from ML King Boulevard to J.E. Boone Boulevard.	Streetscape Improvements	SW	Vine City/Washington Park LCI	1	0	0	1	0	0	0	0	0	1	0	1	4	Medium
SW-004	Peachtree Phase IV Streetscape	Peachtree Phase IV Streetscape Improvements from Shadowlawn to Sheridan	Streetscape Improvements	SW	Buckhead CID	1	1	0	1	0	0	0	1	0	0	0	1	5	Medium
SW-011	Nelson St Pedestrian Bridge and Streetscape	Repair of bridge to provide safe and attractive pedestrian access between Ted Turner Dr and Nelson Street. on Nelson St from Ted Turner Dr to Elliott St. / Nelson St.	Street Extension	SW	Downtown CTP Project C-58	1	0	0	1	0	0	0	1	1	1	0	1	6	Medium
SW-013	McDonough Blvd & Jonesboro Rd Streetscape	Construct continuous sidewalks and protected bicycle facilities on McDonough Boulevard from BeltLine to Jonesboro Road, and on Jonesboro Road from McDonough to Cleveland Avenue. Provide intersection upgrade for pedestrian and bicycle safety at Sawtell Avenue.	Streetscape Improvements	SW	Choosewood Park Redevelopment Plan	1	0	1	1	1	1	0	1	1	0	1	1	9	High
SW-014	Moreland Avenue Streetscape	Moreland Avenue from I-20 to Key Road streetscape with street trees, pedestrian lighting and expanded 10 ft. concrete sidewalk. Project to include include landscaped pedestrian crossings with medians and HAWK signals at appropriate locations, in coordination with GDOT.	Streetscape Improvements	SW	South Moreland LCI	1	1	0	1	1	0	1	0	1	0	1	1	8	High
SW-015	Fair St Pedestrian Bridge	Create new pedestrian connection as a bridge between Castleberry Hill and South Downtown / Whitehall Street corridor on Fair St from Peters St to Ted Turner Dr	Street Extension	SW	Downtown CTP Project NC-3	1	0	0	1	0	0	0	0	1	0	0	1	4	Medium
SW-016	Sidewalk/Streetscape Program	Citywide sidewalk improvements as well as projects classified under TSPLOST program as Sidewalk/Streetscape, Connect Atlanta plan recommendations, and Downtown CTP recommendations.	Transportation Program	PROG		-	-	-	-	-	-	-	-	-	-	-	-	-	-
TR-001	MARTA West Line High-Quality Transit	Extension of the West Line from HE Holmes MARTA station to the interchange of Martin Luther King, Jr. Drive and I-285, to include a new end-of-line station with potential extension along Fulton Industrial Boulevard.	Transit	TR	More MARTA; Connect Atlanta	0	0	1	1	1	1	1	0	1	0	0	1	7	High
TR-003	Northwest Regional High Capacity Transit Corridor	High capacity transit service with limited stations connecting Cobb County with Lindbergh Center. Current concept has the City of Atlanta segment beginning at the western City limit at Marietta Blvd and the Chattahoochee and connecting to the Lindbergh MARTA rail station.	Transit	TR	More MARTA; Connect Atlanta	0	0	1	1	1	1	1	0	1	1	1	1	9	High
TR-004	MARTA Station Enhancements Program	Projects classified under More MARTA, the Downtown CTP, or the Midtown CTP as Station Enhancements.	Transportation Program	PROG	More MARTA	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TR-007	Campbellton Road High Capacity Transit	High capacity transit along with physical street changes to provide a dedicated guideway where possible. Other possible improvements include stop amenities, queue jumps and other operational improvements, and pedestrian facility enhancements from Greenbriar Mall to Downtown.	Transit	TR	Connect Atlanta; More MARTA	0	0	1	1	1	1	1	0	1	0	1	1	8	High
TR-008	Capitol Avenue/ Hank Aaron Drive High Capacity Transit	High capacity transit operating in dedicated lanes on the Capitol Avenue corridor between University Avenue and the North Avenue MARTA rail station.	Transit	TR	More MARTA; Turner Field LCI	0	0	1	1	1	1	1	0	1	1	0	1	8	High
TR-009	Piedmont / Roswell Road High Capacity Transit	High capacity transit along with physical street changes to improve stop amenities, provide queue jumps and other operational improvements, and to enhance pedestrian facilities.	Transit	TR	Connect Atlanta; More MARTA	0	1	1	1	1	1	1	0	0	1	1	1	9	High
TR-010	Crosstown Midtown Line	Connect portions of the BeltLine with high capacity transit from the Bankhead MARTA station along DL Hollowell Parkway, Northside Drive, and North Avenue, to eastern BeltLine at Fourth Ward Park	Transit	TR	More MARTA	0	1	1	1	1	1	1	0	1	1	1	1	10	High
TR-011	Donald Lee Hollowell Parkway Transit	High frequency/limited stop service (some in separate guideway) from I-285 to Bankhead station. Appropriate physical pedestrian streetscape improvements and permanent transit amenities along Donald Lee Hollowell Parkway from I-285 to Bankhead station.	Transit	TR	Connect Atlanta; City Design	0	1	1	1	1	1	0	0	1	1	1	1	9	High
TR-012	Crosstown Downtown Line	Connect portions of the BeltLine with high capacity transit from west side BeltLine at Langhorn Street, along Westview Drive, Fair Street, Walker Street, Centennial Olympic Park Drive, to A-Line (Streetcar).	Transit	TR	More MARTA	0	0	1	1	0	1	1	0	1	1	1	1	8	High
TR-013	Cleveland Avenue High Capacity Transit	High capacity transit along with physical street changes to improve stop amenities, provide queue jumps and other operational improvements, and to enhance pedestrian facilities from Jonesboro Rd and Browns Mill Rd to East Point rail station	Transit	TR	More MARTA	0	1	1	1	1	1	1	0	1	0	1	1	9	High
TR-014	AMTRAK Station Relocation	Relocation of the AMTRAK rail station from its current location at Peachtree and Deering to the Lenox MARTA Station. This would require reconfiguration of the bus bays at the MARTA station to create an AMTRAK platform.	Transit	TR	Connect Atlanta	0	0	1	1	0	1	0	0	0	0	0	0	3	Low
TR-015	I-20 East Transit Initiative	High capacity transit from Five Points MARTA station east to Wesley Chapel Road in DeKalb County. This alignment would leave I-20 at the Bill Kennedy Way interchange and travel on Memorial Drive east to Moreland Avenue, providing additional local access around the Atlanta BeltLine corridor.	Transit	TR	More MARTA	0	1	1	1	1	1	1	0	1	1	1	1	10	High
TR-016	Northside Drive/ Metropolitan Parkway High Capacity Transit	High capacity transit from Mount Zion Road (Atlanta city limit) to the Arts Center MARTA rail station along the Northside-Metropolitan corridor and 17th Street.	Transit	TR	More MARTA	0	1	1	1	1	1	1	0	1	1	1	1	10	High
TR-017	Clifton Corridor Transit Initiative	High capacity transit from Lindbergh Center MARTA station to Avondale MARTA station via Emory University/CDC campus. City of Atlanta portion extends only from Lindbergh to approximately Cheshire Bridge Road.	Transit	TR	More MARTA	0	0	1	1	1	1	1	0	1	1	1	1	9	High

see also ST-055



CITY OF ATLANTA  
DEPT.OF PUBLIC WORKS  
  
PROPOSED SIGNING AND MARKING  
UPGRADES ALONG  
WHITEHALL ST, MURPHY AVE, CENTRAL  
PARK PLACE, JESSE HILL JR DR, &  
MILTON AVE AT LAKEWOOD AVE

CENTRAL PARK PLACE  
JESSE HILL JR DR  
MILTON AVE AT LAKEWOOD AVE  
WHITEHALL ST / MURPHY AVE



PREPARED BY: \_\_\_\_\_  
WSP  
  
SUBMITTED BY: \_\_\_\_\_  
CITY OF ATLANTA DESIGN ENGINEER



NOTE:  
AS PER THE CITY OF ATLANTA, NO SURVEY WAS DONE WITHIN THE BOUNDARIES OF  
THIS PROJECT. ALL TOPOGRAPHICAL INFORMATION DEPICTED IN THESE PLANS WAS  
DEVELOPED FROM AERIAL PHOTOGRAPHY. THEREFORE, IT IS THE CONTRACTOR'S  
RESPONSIBILITY TO VERIFY ALL UTILITIES (HORIZONTAL AND VERTICAL), PROPERTY  
LINES, AND RIGHTS OF WAY. THE ATTENTION OF THE BIDDER IS DIRECTED  
SPECIFICALLY TO SUBSECTIONS 100.04, 100.05, AND 104.03 OF THE BOO  
SPECIFICATIONS. ALL DEVICES, EQUIPMENT, AND MATERIALS INSTALLED SHALL  
BE INSTALLED WITHIN THE EXISTING RIGHT OF WAY.



WSP USA Inc.  
3340 PEACHTREE RD NE  
SUITE 2400, TOWER PLACE 100  
ATLANTA, GA 30326  
TEL: 404-237-2115  
FAX: 404-237-3015

PLANS COMPLETED	- -
REVISIONS	

DRAWING No.  
01-001



MATCH LINE SEE SHEET 26-006

MATCH LINE SEE SHEET 26-008

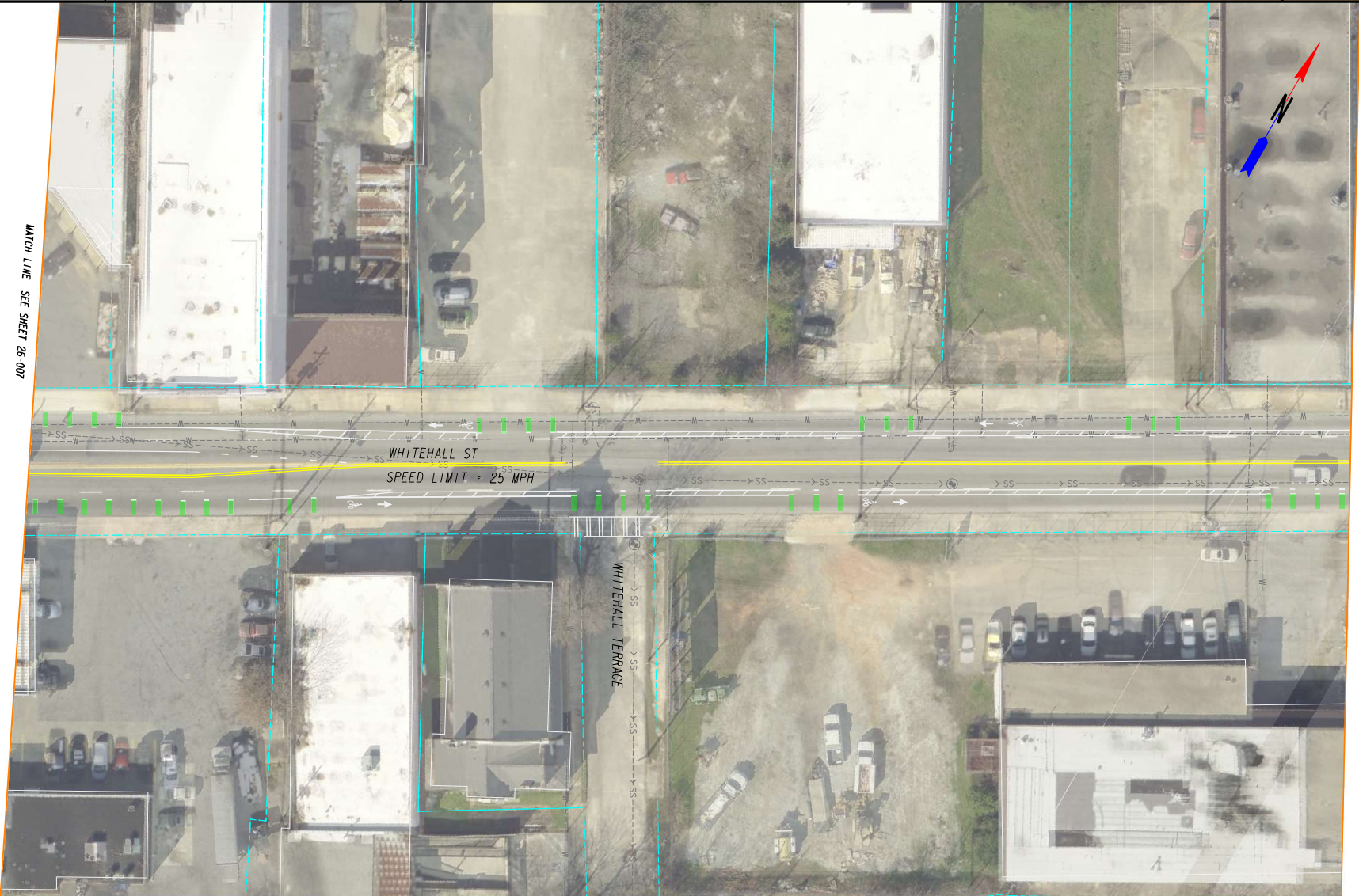


REVISION DATES


SIGNING AND MARKING PLANS  
WHITEHALL ST / MURPHY AVE

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MATCH LINE SEE SHEET 26-007

MATCH LINE SEE SHEET 26-009



REVISION DATES

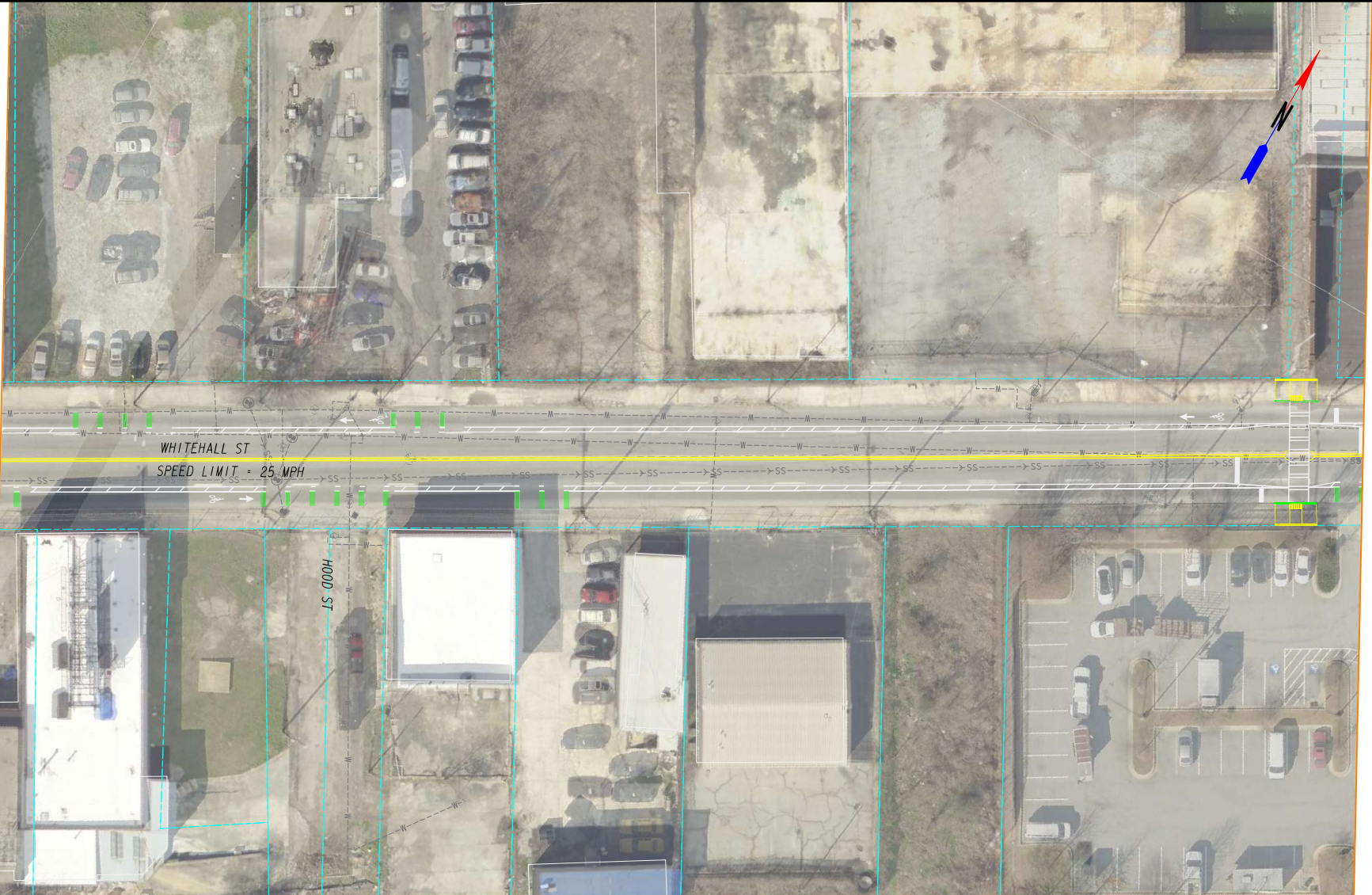

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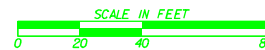
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WATCH LINE SEE SHEET 26-008



WATCH LINE SEE SHEET 26-010



REVISION DATES


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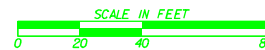
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WATCH LINE SEE SHEET 26-009



WATCH LINE SEE SHEET 26-011

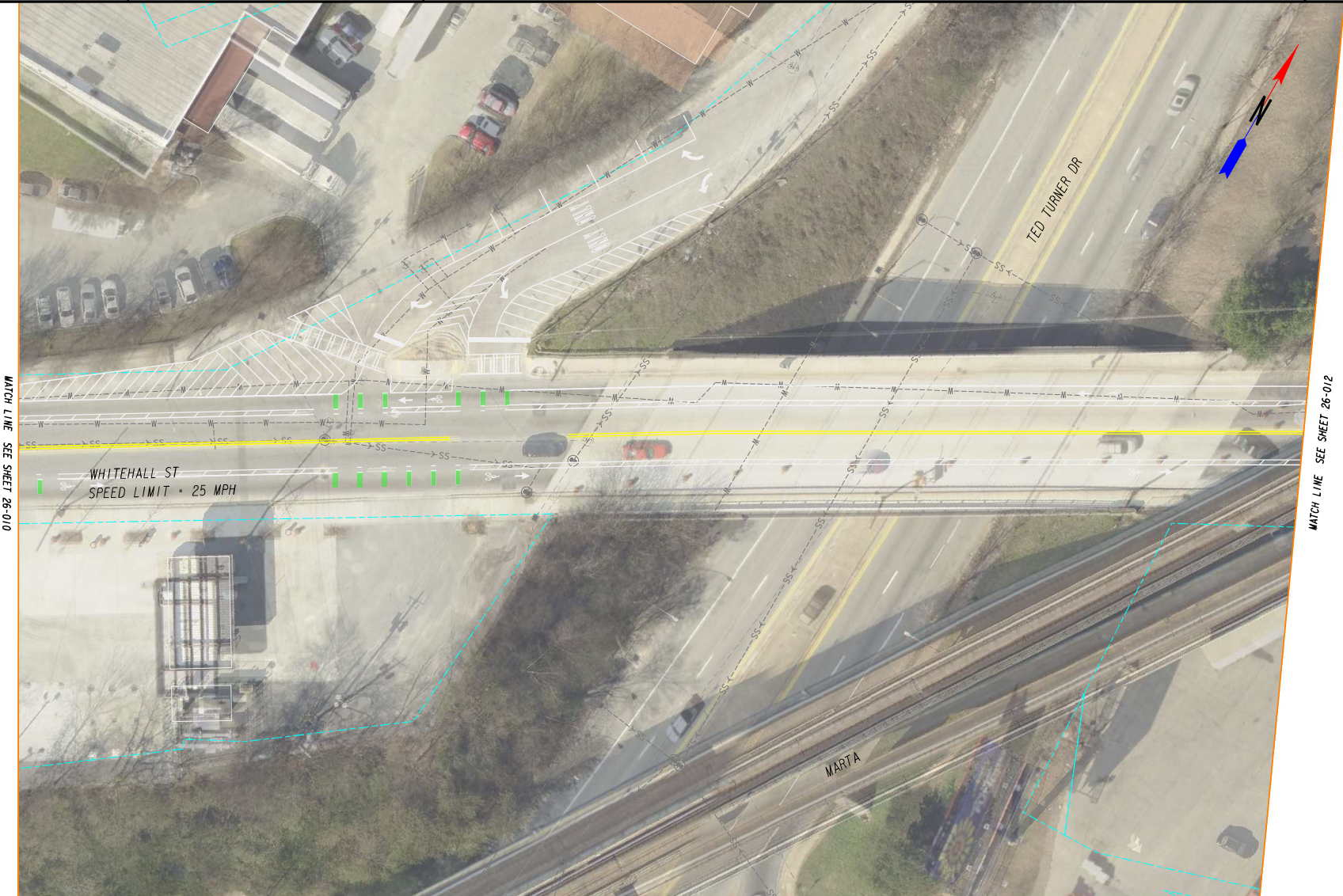


REVISION DATES


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WHITEHALL ST / MURPHY AVE

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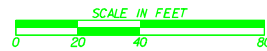
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MATCH LINE SEE SHEET 26-012

WHITEHALL ST  
SPEED LIMIT • 25 MPH

TED TURNER DR

MARTA

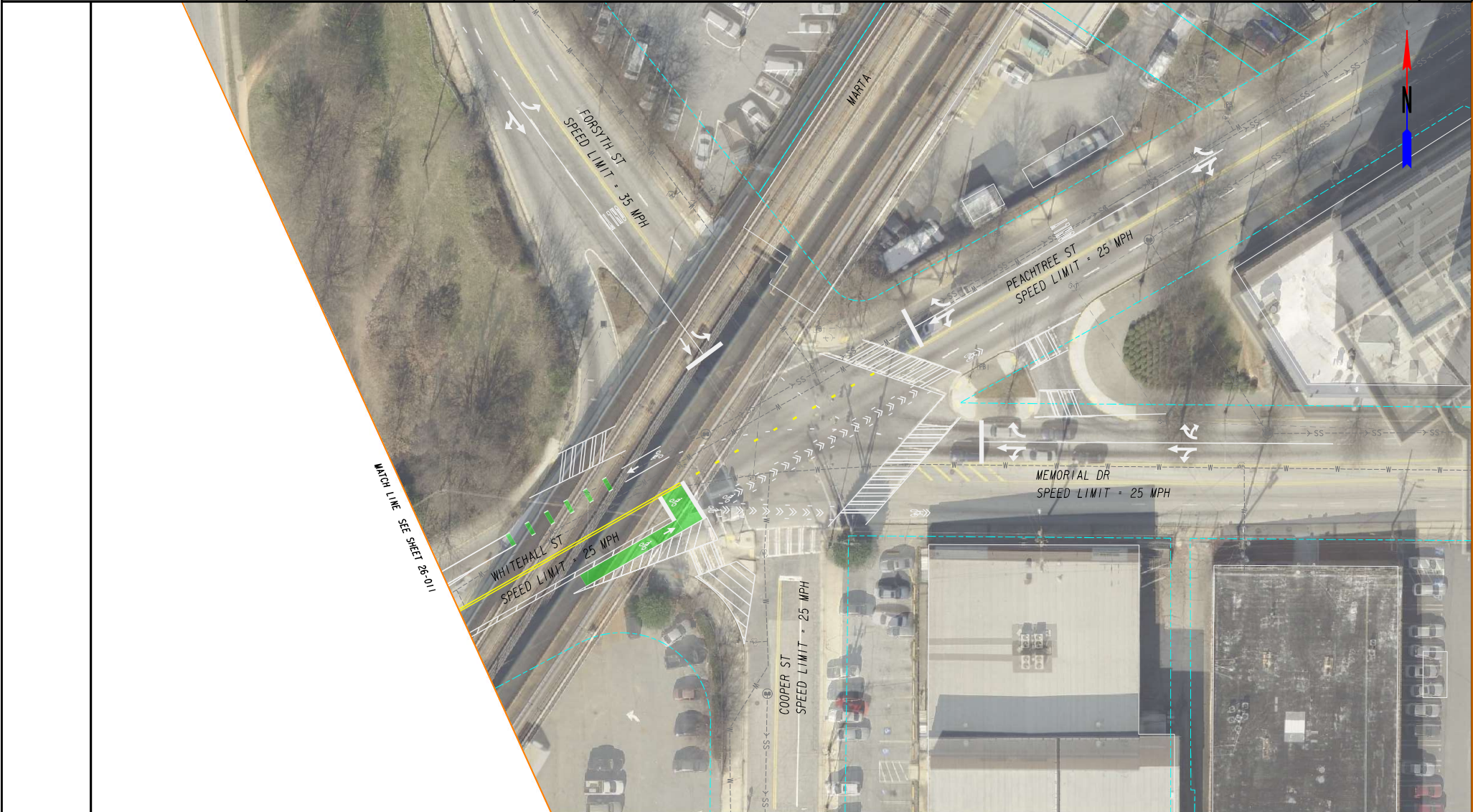


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SCALE IN FEET

0 20 40 60

REVISION DATES		

**SIGNING AND MARKING PLANS**

WHITEHALL ST / MURPHY AVE

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VERIFIED:	DATE:	

ATL311 Service Request

Select Language

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# Quick Implementation Bicycle Projects

TYPE

ROADWAY IMPROVEMENTS

PROJECT NUMBER

3014

COUNCIL DISTRICTS

ALL

## Scope

Projects designed to improve and expand the City's bicycle network in several locations that include signage, some resurfacing, restriping, signal upgrades, crossing upgrades, and bus stop enhancements. Enhancements include protected bicycle lanes along Whitehall St and Murphy Ave connecting from Ralph David Abernathy Blvd to Memorial Dr/Peachtree St, protected bicycle lanes along Central Park Pl from Highland Ave to North Ave, and bicycle lanes and signal improvements at Milton Ave &



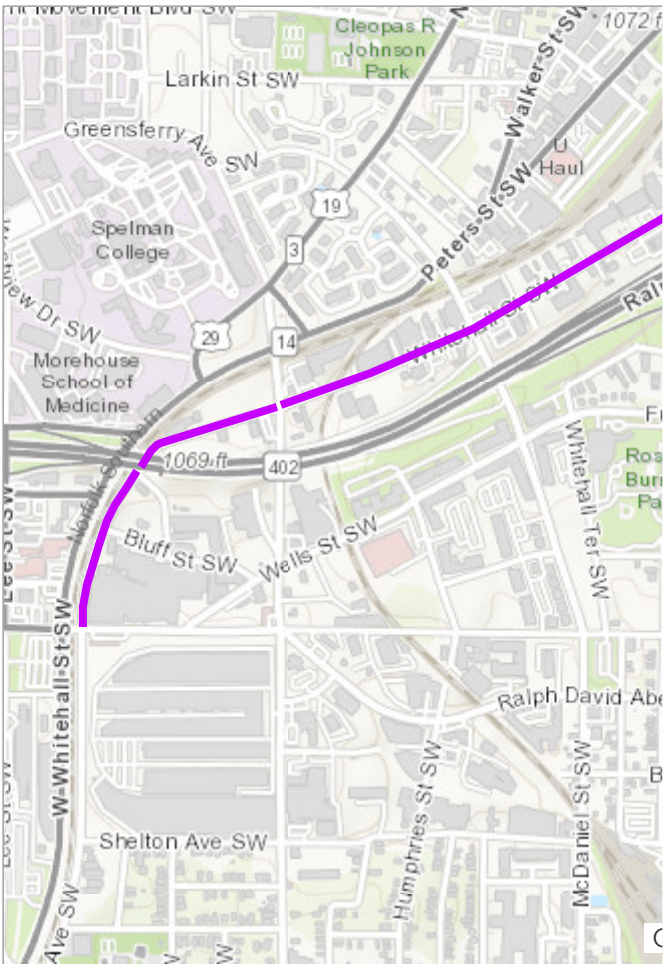
Lakewood Ave. A two-way cycle track on Jesse Hill Jr Dr from MLK Jr Dr to Armstrong St is also proposed.

PAID \$130,391

PROJECT START Dec 2017

DESIGN FINISH Nov 2021

Disclaimer: Project schedules and scopes are subject to change.



PHASE

☐

☐

Not Started

Planning & Development

☐

☐

☐

Design

Construction

Complete

Additional Project Information

## (ATLDOT)

Atlanta Department of  
Transportation (ATLDOT)

Atlanta City Hall  
55 Trinity Avenue SW, Suite  
4350  
Atlanta, GA 30303

**By Appointment Only**



## POLICIES, RIGHTS & LEGAL

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Planning

## APPENDIX E

# Intersection Volume Worksheets



# INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #1  
GA-154 Peters St SW/GA-154 Trinity Ave SW at Ted Turner Dr SW (South)/Ted Turner Dr SW (North)

	AM PEAK HOUR															
	Ted Turner Dr SW (South)				Ted Turner Dr SW (North)				GA-154 Peters St SW				GA-154 Trinity Ave SW			
	U-Turn	Northbound	Through	Right	U-Turn	Southbound	Through	Right	U-Turn	Left	Through	Right	U-Turn	Westbound	Through	Right
Observed 2022 Traffic Volumes	0	88	547	91	0	1	125	0	0	22	100	70	0	46	51	51
Pedestrians		1	6			11	3			3	1			6	11	3
Conflicting Pedestrians		0	0	0		0	0	0		0	0	0		0	0	0
Bicycles		0	0	0		0	0	0		0	0	0		0	0	0
Conflicting Bicycles		0	0	0		0	0	0		0	0	0		0	0	0
Heavy Vehicles		0	1	17		0	0	8		0	2	3		0	3	1
Heavy Vehicle %		2%	2%	3%		2%	2%	6%		2%	9%	3%		2%	7%	2%
Peak Hour Factor		2.13	2.13	0.93		2.13	2.13	0.93		2.13	2.13	0.93		2.13	2.13	0.93
Adjustment Factor		0.93	0.93	0.93		0.93	0.93	0.93		0.93	0.93	0.93		0.93	0.93	0.93
Adjusted 2022 Volumes	0	187	1,165	194	0	2	266	0	0	47	213	149	0	98	109	109
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Background Growth Trips	0	199	1,237	206	0	2	282	0	0	50	226	158	0	104	116	116
Development Trips - 30 Ted Turner Drive DRI #2758			455				95									
Development Trips - 99-125 Ted Turner Drive DRI #2991			2	12			16					7				
Total Approved Development Trips	0	2	467	0	0	0	111	0	0	0	0	7	0	0	0	0
2028 No-Build Traffic	0	201	1,704	206	0	2	393	0	0	50	226	165	0	104	116	116
Ted Turner Ramp Closure - Rerouting																
Old Route Distribution							-100%									
New Route Distribution						(75%)	(25%)									
Total Rerouted Trips	0	0	0	0	0	23	-30	7	0	0	0	0	0	0	0	0
Existing Trips Removed																
Trip Distribution IN							25%								5%	
Trip Distribution OUT			(25%)													
Residential Trips	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN							15%								5%	
Trip Distribution OUT			(15%)													
Warehouse Trips	0	0	1	0	0	0	10	0	0	0	0	0	0	2	0	0
Total Existing Trips Removed	0	0	2	0	0	0	10	0	0	0	0	0	0	2	0	0
Project Trips																
Trip Distribution IN							25%								5%	
Trip Distribution OUT			(25%)													
Residential Trips	0	0	56	0	0	0	18	0	0	0	0	0	0	4	0	0
Trip Distribution IN							25%								5%	
Trip Distribution OUT			(25%)													
Hotel Trips	0	0	2	0	0	0	13	0	0	0	0	0	0	3	0	0
Trip Distribution IN							15%								5%	
Trip Distribution OUT			(15%)													
Office Trips	0	0	23	0	0	0	145	0	0	0	0	0	0	48	0	0
Trip Distribution IN							15%								5%	
Trip Distribution OUT			(15%)													
Retail Trips	0	0	2	0	0	0	2	0	0	0	0	0	0	1	0	0
Trip Distribution IN							15%								5%	
Trip Distribution OUT			(15%)													
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Distribution IN																
Pass-By Distribution OUT																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	0	83	0	0	0	178	0	0	0	0	0	0	56	0	0
2028 Build Traffic	0	201	1,785	206	0	25	531	7	0	50	226	165	0	158	116	116

	PM PEAK HOUR															
	Ted Turner Dr SW (South)				Ted Turner Dr SW (North)				GA-154 Peters St SW				GA-154 Trinity Ave SW			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Westbound	Through	Right
Observed 2022 Traffic Volumes	0	81	362	38	0	4	590	9	1	29	80	203	0	240	152	53
Pedestrians			4				8				0			12		
Conflicting Pedestrians		0	0	12		12	0	0		8	0	4		4	0	8
Bicycles		0	0	0		0	0	0		0	0	2		0	1	0
Conflicting Bicycles		0	0	0		0	0	0		0	0	2		0	0	1
Heavy Vehicles		0	1	7		0	1	15		0	0	2		1	16	4
Heavy Vehicle %		2%	2%	2%		2%	25%	3%		2%	2%	3%		2%	7%	3%
Peak Hour Factor		0.973	0.973	0.973		0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97
Adjustment Factor	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4
Adjusted 2022 Volumes	0	113	507	53	0	6	826	13	1	41	112	284	0	336	213	74
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Background Growth Trips	0	120	538	56	0	6	877	14	1	44	119	301	0	357	226	79
Development Trips - 30 Ted Turner Drive DRI #2758			209				653									
Development Trips - 99-125 Ted Turner Drive DRI #2991			8	18			15					3				
Total Approved Development Trips	0	8	227	0	0	0	668	0	0	0	0	3	0	0	0	0
2028 No-Build Traffic	0	128	765	56	0	6	1,545	14	1	44	119	304	0	357	226	79
Ted Turner Ramp Closure - Rerouting																
Old Route Distribution							-100%									
New Route Distribution						(75%)	(25%)									
Total Rerouted Trips	0	0	0	0	0	31	-41	10	0	0	0	0	0	0	0	0
Existing Trips Removed																
Trip Distribution IN							25%								5%	
Trip Distribution OUT			(25%)													
Residential Trips	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0
Trip Distribution IN							15%								5%	
Trip Distribution OUT			(15%)													
Warehouse Trips	0	0	5	0	0	0	1	0	0	0	0	0	0	0	0	0
Total Existing Trips Removed	0	0	6	0	0	0	3	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN							25%								5%	
Trip Distribution OUT			(25%)													
Residential Trips	0	0	31	0	0	0	47	0	0	0	0	0	0	9	0	0
Trip Distribution IN							15%								5%	
Trip Distribution OUT			(15%)													
Office Trips	0	0	150	0	0	0	28	0	0	0	0	0	0	9	0	0
Trip Distribution IN							15%								5%	
Trip Distribution OUT			(15%)													
Retail Trips	0	0	6	0	0	0	7	0	0	0	0	0	0	2	0	0
Trip Distribution IN							15%								5%	
Trip Distribution OUT			(15%)													
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Distribution IN																
Pass-By Distribution OUT																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	0	193	0	0	0	85	0	0	0	0	0	0	20	0	0
2028 Build Traffic	0	128	952	56	0	37	1,586	24	1	44	119	304	0	377	226	79

## INTERSECTION VOLUME DEVELOPMENT

## INTERSECTION #2

GA-154 Trinity Ave SW (West)/GA-154 Trinity Ave SW (East) at Forsyth St SW (South)/Forsyth St SW (North)

AM PEAK HOUR																
	Forsyth St SW (South)				Forsyth St SW (North)				GA-154 Trinity Ave SW (West)				GA-154 Trinity Ave SW (East)			
	Northbound				Southbound				Eastbound				Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	13	253	39	0	12	35	55	0	95	95	3	0	13	83	90
Pedestrians	13				3				0				5			
Conflicting Pedestrians	0			5	5			0	3			13	13			3
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	22	0	0	1	2	9	0	14	2	0	0	2	2	1
Heavy Vehicle %	2%	2%	9%	2%	2%	8%	6%	16%	2%	15%	2%	2%	2%	15%	2%	2%
Peak Hour Factor	2.13	2.13	0.89	2.13	2.13	2.13	0.89	2.13	2.13	2.13	0.89	2.13	2.13	0.89	2.13	2.13
Adjusted 2022 Volumes	0	28	539	83	0	26	75	117	0	202	202	6	0	28	177	192
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Background Growth Trips	0	30	572	88	0	28	80	124	0	214	214	6	0	30	188	204
Development Trips - 30 Ted Turner Drive DRI #2758																
Development Trips - 99-125 Ted Turner Drive DRI #2991																
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2028 No-Build Traffic	0	30	572	88	0	28	80	124	0	214	214	6	0	30	188	204
Ted Turner Ramp Closure - Rerouting																
Old Route Distribution																
New Route Distribution												(75%)				
Total Rerouted Trips	0	0	0	0	0	0	0	0	0	0	0	23	0	0	0	0
Existing Trips Removed																
Trip Distribution IN															5%	
Trip Distribution OUT																
Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN															5%	
Trip Distribution OUT																
Warehouse Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
Total Existing Trips Removed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
Project Trips																
Trip Distribution IN															5%	
Trip Distribution OUT																
Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
Trip Distribution IN															5%	
Trip Distribution OUT																
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
Trip Distribution IN															5%	
Trip Distribution OUT																
Office Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48	0
Trip Distribution IN															5%	
Trip Distribution OUT																
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Trip Distribution IN															5%	
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Distribution IN																
Pass-By Distribution OUT																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	56	0
2028 Build Traffic	0	30	572	88	0	28	80	124	0	214	214	29	0	30	242	204

PM PEAK HOUR																
	Forsyth St SW (South)				Forsyth St SW (North)				GA-154 Trinity Ave SW (West)				GA-154 Trinity Ave SW (East)			
	Northbound				Southbound				Eastbound				Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	256	98	19	0	57	132	10	0	33	85	3	0	17	174	73
Pedestrians	4				13				9				10			
Conflicting Pedestrians	9			10	10			9	13			4	4			13
Bicycles	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
Conflicting Bicycles				0				0				9				1
Heavy Vehicles	0	14	0	0	0	2	0	0	0	3	2	0	0	1	5	0
Heavy Vehicle %	2%	5%	2%	2%	2%	4%	2%	2%	2%	9%	2%	2%	2%	6%	3%	2%
Peak Hour Factor	0.926				0.93				0.93				0.93			
Adjustment Factor	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4
Adjusted 2022 Volumes	0	358	137	27	0	80	185	14	0	46	119	4	0	24	244	102
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Background Growth Trips	0	380	145	29	0	85	196	15	0	49	126	4	0	25	259	108
Development Trips - 30 Ted Turner Drive DRI #2758																
Development Trips - 99-125 Ted Turner Drive DRI #2991																
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2028 No-Build Traffic	0	380	145	29	0	85	196	15	0	49	126	4	0	25	259	108
Ted Turner Ramp Closure - Rerouting																
Old Route Distribution																
New Route Distribution												(75%)				
Total Rerouted Trips	0	0	0	0	0	0	0	0	0	0	0	31	0	0	0	0
Existing Trips Removed																
Trip Distribution IN															5%	
Trip Distribution OUT																
Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN															5%	
Trip Distribution OUT																
Warehouse Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Existing Trips Removed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN															5%	
Trip Distribution OUT																
Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0
Trip Distribution IN															5%	
Trip Distribution OUT																
Office Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0
Trip Distribution IN															5%	
Trip Distribution OUT																
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
Trip Distribution IN															5%	
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Distribution IN																
Pass-By Distribution OUT																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
2028 Build Traffic	0	380	145	29	0	85	196	15	0	49	126	35	0	25	279	108

# INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #3  
GA-154 Trinity Ave SW (West)/GA-154 Trinity Ave SW (East) at Peachtree St (South)/Peachtree St (North)

	AM PEAK HOUR															
	Peachtree St (South)				Peachtree St (North)				GA-154 Trinity Ave SW (West)				GA-154 Trinity Ave SW (East)			
	Northbound				Southbound				Eastbound				Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	21	260	58	0	19	53	23	0	48	77	9	0	13	170	86
Pedestrians			18				17				8				23	
Conflicting Pedestrians		8		23		23		8		17		18		18		17
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Conflicting Bicycles				0				0				0				1
Heavy Vehicles	0	2	7	9	0	3	4	2	0	1	6	0	0	3	6	0
Heavy Vehicle %	2%	10%	3%	16%	2%	16%	8%	9%	2%	2%	8%	2%	2%	23%	4%	2%
Peak Hour Factor	2.13	2.13	0.88	2.13	2.13	2.13	0.88	2.13	2.13	2.13	0.88	2.13	2.13	2.13	0.88	2.13
Adjustment Factor																
Adjusted 2022 Volumes	0	45	554	124	0	40	113	49	0	102	164	19	0	28	362	183
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Background Growth Trips	0	48	588	132	0	42	120	52	0	108	174	20	0	30	384	194
Development Trips - 30 Ted Turner Drive DRI #2758																
Development Trips - 99-125 Ted Turner Drive DRI #2991																
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2028 No-Build Traffic	0	48	588	132	0	42	120	52	0	108	174	20	0	30	384	194
Ted Turner Ramp Closure - Rerouting																
Old Route Distribution																
New Route Distribution																
Total Rerouted Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Trips Removed																
Trip Distribution IN							5%								5%	
Trip Distribution OUT			(5%)													
Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN							5%								5%	
Trip Distribution OUT			(5%)													
Warehouse Trips	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0
Total Existing Trips Removed	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0
Project Trips																
Trip Distribution IN							5%								5%	
Trip Distribution OUT			(5%)													
Residential Trips	0	0	11	0	0	0	4	0	0	0	0	0	0	0	4	0
Trip Distribution IN							5%								5%	
Trip Distribution OUT			(5%)													
Hotel Trips	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0
Trip Distribution IN							5%								5%	
Trip Distribution OUT			(5%)													
Office Trips	0	0	8	0	0	0	48	0	0	0	0	0	0	0	48	0
Trip Distribution IN							5%								5%	
Trip Distribution OUT			(5%)													
Retail Trips	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0
Trip Distribution IN							5%								5%	
Trip Distribution OUT			(5%)													
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Distribution IN																
Pass-By Distribution OUT																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	0	20	0	0	0	56	0	0	0	0	0	0	0	56	0
2028 Build Traffic	0	48	608	132	0	42	174	52	0	108	174	20	0	30	438	194

	PM PEAK HOUR															
	Peachtree St (South)				Peachtree St (North)				GA-154 Trinity Ave SW (West)				GA-154 Trinity Ave SW (East)			
	Northbound				Southbound				Eastbound				Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	23	143	33	0	80	188	58	0	40	123	8	0	9	175	36
Pedestrians			20				24				22				15	
Conflicting Pedestrians		22		15		15	0	22		24		20		20		24
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Conflicting Bicycles				0				0				0				1
Heavy Vehicles	0	1	3	7	0	1	1	1	0	0	4	0	0	0	3	0
Heavy Vehicle %	2%	4%	2%	21%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%
Peak Hour Factor		0.936				0.94				0.94				0.94		
Adjustment Factor	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4
Adjusted 2022 Volumes	0	32	200	46	0	112	263	81	0	56	172	11	0	13	245	50
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Background Growth Trips	0	34	212	49	0	119	279	86	0	59	183	12	0	14	260	53
Development Trips - 30 Ted Turner Drive DRI #2758																
Development Trips - 99-125 Ted Turner Drive DRI #2991																
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2028 No-Build Traffic	0	34	212	49	0	119	279	86	0	59	183	12	0	14	260	53
Ted Turner Ramp Closure - Rerouting																
Old Route Distribution																
New Route Distribution																
Total Rerouted Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Trips Removed																
Trip Distribution IN							5%								5%	
Trip Distribution OUT			(5%)													
Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN							5%								5%	
Trip Distribution OUT			(5%)													
Warehouse Trips	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Existing Trips Removed	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN							5%								5%	
Trip Distribution OUT			(5%)													
Residential Trips	0	0	6	0	0	0	9	0	0	0	0	0	0	0	9	0
Trip Distribution IN							5%								5%	
Trip Distribution OUT			(5%)													
Office Trips	0	0	50	0	0	0	9	0	0	0	0	0	0	0	9	0
Trip Distribution IN							5%								5%	
Trip Distribution OUT			(5%)													
Retail Trips	0	0	2	0	0	0	2	0	0	0	0	0	0	0	2	0
Trip Distribution IN							5%								5%	
Trip Distribution OUT			(5%)													
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Distribution IN																
Pass-By Distribution OUT																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	0	60	0	0	0	20	0	0	0	0	0	0	0	20	0
2028 Build Traffic	0	34	270	49	0	119	299	86	0	59	183	12	0	14	280	53



## INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #4  
Whitehall St SW (West)/Whitehall St SW (East) at McDaniel St SW (South)/McDaniel St SW (North)

	AM PEAK HOUR															
	McDaniel St SW (South)				McDaniel St SW (North)				Whitehall St SW (West)				Whitehall St SW (East)			
	Northbound				Southbound				Eastbound				Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	49	501	303	0	46	110	8	0	12	166	52	0	59	57	54
Pedestrians			2				1				3				0	
Conflicting Pedestrians		3		6		6		3		3		2		2		1
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Conflicting Bicycles				0				0				0				1
Heavy Vehicles	0	1	29	6	0	1	8	1	0	0	5	6	0	3	10	1
Heavy Vehicle %	2%	2%	6%	2%	2%	2%	7%	13%	2%	2%	3%	12%	2%	5%	18%	2%
Peak Hour Factor	2.13	2.13	0.93	2.13	2.13	2.13	0.93	2.13	2.13	2.13	0.93	2.13	2.13	2.13	0.93	2.13
Adjusted 2022 Volumes	0	104	1,067	645	0	98	234	17	0	26	354	111	0	126	121	115
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Background Growth Trips	0	110	1133	685	0	104	248	18	0	28	376	118	0	134	128	122
Development Trips - 30 Ted Turner Drive DRI #2758																
Development Trips - 99-125 Ted Turner Drive DRI #2991																
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2028 No-Build Traffic	0	110	1,133	685	0	104	248	18	0	28	376	118	0	134	128	122
Ted Turner Ramp Closure - Rerouting																
Old Route Distribution																
New Route Distribution							(25%)								(75%)	
Total Rerouted Trips	0	0	0	0	0	0	0	7	0	0	0	0	0	0	23	0
Existing Trips Removed																
Trip Distribution IN							5%									
Trip Distribution OUT																(5%)
Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN							5%									
Trip Distribution OUT																(5%)
Warehouse Trips	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
Total Existing Trips Removed	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN							5%									
Trip Distribution OUT																(5%)
Residential Trips	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	11
Trip Distribution IN							5%									
Trip Distribution OUT																(5%)
Hotel Trips	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN							5%									
Trip Distribution OUT																(5%)
Office Trips	0	0	0	0	0	48	0	0	0	0	0	0	0	0	0	8
Trip Distribution IN							5%									
Trip Distribution OUT																(5%)
Retail Trips	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Trip Distribution IN							5%									
Trip Distribution OUT																(5%)
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Distribution IN																
Pass-By Distribution OUT																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	0	0	0	0	56	0	0	0	0	0	0	0	0	0	20
2028 Build Traffic	0	110	1,133	685	0	158	248	25	0	28	376	118	0	134	151	142

	PM PEAK HOUR															
	McDaniel St SW (South)				McDaniel St SW (North)				Whitehall St SW (West)				Whitehall St SW (East)			
	Northbound				Southbound				Eastbound				Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	2	37	504	197	0	95	548	19	0	17	140	127	0	200	189	56
Pedestrians			4				3				0				6	
Conflicting Pedestrians		0		6		6		0		3		4		4		3
Bicycles	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0
Conflicting Bicycles				0				2				1				0
Heavy Vehicles	0	7	11	4	0	2	9	0	0	0	5	4	0	2	0	2
Heavy Vehicle %	2%	19%	2%	2%	2%	2%	2%	2%	2%	2%	4%	3%	2%	2%	2%	4%
Peak Hour Factor			0.984				0.98				0.98				0.98	
Adjustment Factor	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4
Adjusted 2022 Volumes	3	52	706	276	0	133	767	27	0	24	196	178	0	280	265	78
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Background Growth Trips	3	55	749	293	0	141	814	29	0	25	208	189	0	297	281	83
Development Trips - 30 Ted Turner Drive DRI #2758																
Development Trips - 99-125 Ted Turner Drive DRI #2991																
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2028 No-Build Traffic	3	55	749	293	0	141	814	29	0	25	208	189	0	297	281	83
Ted Turner Ramp Closure - Rerouting																
Old Route Distribution																
New Route Distribution							(25%)								(75%)	
Total Rerouted Trips	0	0	0	0	0	0	0	10	0	0	0	0	0	0	31	0
Existing Trips Removed																
Trip Distribution IN							5%									
Trip Distribution OUT																(5%)
Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN							5%									
Trip Distribution OUT																(5%)
Warehouse Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Existing Trips Removed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Project Trips																
Trip Distribution IN							5%									
Trip Distribution OUT																(5%)
Residential Trips	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	6
Trip Distribution IN							5%									
Trip Distribution OUT																(5%)
Office Trips	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	50
Trip Distribution IN							5%									
Trip Distribution OUT																(5%)
Retail Trips	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
Trip Distribution IN							5%									
Trip Distribution OUT																(5%)
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Distribution IN																
Pass-By Distribution OUT																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	0	0	0	0	20	0	0	0	0	0	0	0	0	0	60
2028 Build Traffic	3	55	749	293	0	161	814	39	0	25	208	189	0	297	312	141

INTERSECTION #5  
Whitehall St/Peachtree St at Cooper St/Forsyth St

[illegible]

INTERSECTION #6  
Packard St at Driveway A

[illegible]



## INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #7  
Driveway B at Ted Turner Dr

AM PEAK HOUR																
	Ted Turner Dr Northbound				Ted Turner Dr Southbound				Driveway B Eastbound				Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	0	726	0	0	0	241	0	0	0	0	0	0	0	0	0
Pedestrians	0				0				0				0			
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	25	0	0	0	13	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	3%	2%	2%	2%	5%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.93				0.93				0.93				0.93			
Adjustment Factor	2.13	2.13	2.13	2.13	2.13	2.13	2.13	2.13	2.13	2.13	2.13	2.13	2.13	2.13	2.13	2.13
Adjusted 2022 Volumes	0	0	1,546	0	0	0	513	0	0	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Background Growth Trips	0	0	1641	0	0	0	545	0	0	0	0	0	0	0	0	0
Development Trips - 30 Ted Turner Drive DRI #2758	455				95											
Development Trips - 99-125 Ted Turner Drive DRI #2991	51				28											
Total Approved Development Trips	0	0	506	0	0	0	123	0	0	0	0	0	0	0	0	0
2028 No-Build Traffic	0	0	2,147	0	0	0	668	0	0	0	0	0	0	0	0	0
Ted Turner Ramp Closure - Rerouting																
Old Route Distribution					-100%											
New Route Distribution																
Total Rerouted Trips	0	0	0	0	0	0	-30	0	0	0	0	0	0	0	0	0
Existing Trips Removed																
Trip Distribution IN																
Trip Distribution OUT																
Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN																
Trip Distribution OUT																
Warehouse Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Existing Trips Removed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN	40%								20%							
Trip Distribution OUT					(10%)				(25%)				(25%)			
Residential Trips	0	28	0	0	0	0	22	14	0	56	0	56	0	0	0	0
Trip Distribution IN	40%								20%							
Trip Distribution OUT					(10%)				(25%)				(25%)			
Hotel Trips	0	21	0	0	0	0	1	10	0	2	0	2	0	0	0	0
Trip Distribution IN	45%								10%							
Trip Distribution OUT					(15%)				(15%)				(25%)			
Office Trips	0	436	0	0	0	0	23	97	0	23	0	39	0	0	0	0
Trip Distribution IN	45%								10%							
Trip Distribution OUT					(15%)				(15%)				(25%)			
Retail Trips	0	7	0	0	0	0	2	2	0	2	0	3	0	0	0	0
Trip Distribution IN	45%								10%							
Trip Distribution OUT					(15%)				(15%)				(25%)			
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Distribution IN					-40%				40%							
Pass-By Distribution OUT													(40%)			
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	492	0	0	0	0	48	123	0	83	0	100	0	0	0	0
2028 Build Traffic	0	492	2,147	0	0	0	686	123	0	83	0	100	0	0	0	0

PM PEAK HOUR																
	Ted Turner Dr Northbound				Ted Turner Dr Southbound				Driveway B Eastbound				Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	0	481	0	0	0	1,033	0	0	0	0	0	0	0	0	0
Pedestrians	0				0				0				0			
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	10	0	0	0	32	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.973				0.97				0.97				0.97			
Adjustment Factor	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4
Adjusted 2022 Volumes	0	0	673	0	0	0	1,446	0	0	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Background Growth Trips	0	0	714	0	0	0	1535	0	0	0	0	0	0	0	0	0
Development Trips - 30 Ted Turner Drive DRI #2758	0	0	209	0	0	0	653	0	0	0	0	0	0	0	0	0
Development Trips - 99-125 Ted Turner Drive DRI #2991	0	0	39	0	0	0	60	0	0	0	0	0	0	0	0	0
Total Approved Development Trips	0	0	248	0	0	0	713	0	0	0	0	0	0	0	0	0
2028 No-Build Traffic	0	0	962	0	0	0	2,248	0	0	0	0	0	0	0	0	0
Ted Turner Ramp Closure - Rerouting																
Old Route Distribution							-100%									
New Route Distribution																
Total Rerouted Trips	0	0	0	0	0	0	-41	0	0	0	0	0	0	0	0	0
Existing Trips Removed																
Trip Distribution IN																
Trip Distribution OUT																
Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN																
Trip Distribution OUT																
Warehouse Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Existing Trips Removed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN		40%					20%									
Trip Distribution OUT							(10%)			(25%)		(25%)				
Residential Trips	0	75	0	0	0	0	12	38	0	31	0	31	0	0	0	0
Trip Distribution IN		45%					10%									
Trip Distribution OUT							(15%)			(15%)		(25%)				
Office Trips	0	83	0	0	0	0	150	19	0	150	0	250	0	0	0	0
Trip Distribution IN		45%					10%									
Trip Distribution OUT							(15%)			(15%)		(25%)				
Retail Trips	0	21	0	0	0	0	6	5	0	6	0	10	0	0	0	0
Trip Distribution IN		45%					10%									
Trip Distribution OUT							(15%)			(15%)		(25%)				
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Distribution IN							-40%	40%								
Pass-By Distribution OUT												(40%)				
Pass-By Trips	0	0	0	0	0	0	-9	9	0	0	0	9	0	0	0	0
Total Vehicular Project Trips	0	179	0	0	0	0	159	71	0	187	0	300	0	0	0	0
2028 Build Traffic	0	179	962	0	0	0	2,366	71	0	187	0	300	0	0	0	0

## INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #8  
Whitehall St at DMV Dwy A/Driveway C

AM PEAK HOUR																
	DMV Dwy A				Driveway C				Whitehall St				Whitehall St			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	20	0	20	0	0	0	0	0	0	505	20	0	20	157	0
Pedestrians	0				0				0				0			
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	12	0	0	0	13	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	8%	2%
Peak Hour Factor	1	1	0.86	1	2.13	2.13	0.86	2.13	2.13	2.13	0.86	2.13	1	2.13	1	2.13
Adjustment Factor	1	1	1	1	2.13	2.13	2.13	2.13	2.13	2.13	2.13	2.13	1	2.13	1	2.13
Adjusted 2022 Volumes	0	20	0	20	0	0	0	0	0	0	1,076	20	0	20	334	0
Annual Growth Rate	0.0%	0.0%	0.0%	0.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	0.0%	1.0%	0.0%	1.0%	1.0%
Growth Factor	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.06	1.00	1.06	1.06
Background Growth Trips	0	20	0	20	0	0	0	0	0	0	1142	20	0	20	355	0
Development Trips - 30 Ted Turner Drive DRI #2758																
Development Trips - 99-125 Ted Turner Drive DRI #2991																
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2028 No-Build Traffic	0	20	0	20	0	0	0	0	0	0	1,142	20	0	20	355	0
Ted Turner Ramp Closure - Rerouting																
Old Route Distribution																
New Route Distribution															(75%)	
Total Rerouted Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	0
Existing Trips Removed																
Trip Distribution IN																
Trip Distribution OUT																
Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN																
Trip Distribution OUT																
Warehouse Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Existing Trips Removed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN											5%					5%
Trip Distribution OUT						(5%)		(5%)								
Residential Trips	0	0	0	0	0	11	0	11	0	0	4	0	0	0	0	4
Trip Distribution IN						(5%)		(5%)			5%					5%
Trip Distribution OUT																
Hotel Trips	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
Trip Distribution IN											5%					5%
Trip Distribution OUT						(5%)		(5%)								
Office Trips	0	0	0	0	0	8	0	8	0	0	48	0	0	0	0	48
Trip Distribution IN						(5%)		(5%)			5%					5%
Trip Distribution OUT																
Retail Trips	0	0	0	0	0	1	0	1	0	0	1	0	0	0	0	1
Trip Distribution IN						(5%)		(5%)			5%					5%
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Distribution IN																
Pass-By Distribution OUT																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	0	0	0	0	20	0	20	0	0	56	0	0	0	0	56
2028 Build Traffic	0	20	0	20	0	20	0	20	0	0	1,198	20	0	20	378	56

PM PEAK HOUR																
	DMV Dwy A				Driveway C				Whitehall St				Whitehall St			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	20	0	20	0	0	0	0	0	0	418	20	0	20	396	0
Pedestrians	0				0				0				0			
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	6	0	0	0	2	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.95				0.95				0.95				0.95		
Adjustment Factor	1.4	1	1.4	1	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1	1.4	1	1.4	1.4
Adjusted 2022 Volumes	0	20	0	20	0	0	0	0	0	0	585	20	0	20	554	0
Annual Growth Rate	0.0%	0.0%	0.0%	0.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	0.0%	1.0%	0.0%	1.0%	1.0%
Growth Factor	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.06	1.00	1.06	1.06
Background Growth Trips	0	20	0	20	0	0	0	0	0	0	621	20	0	20	588	0
Development Trips - 30 Ted Turner Drive DRI #2758																
Development Trips - 99-125 Ted Turner Drive DRI #2991																
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2028 No-Build Traffic	0	20	0	20	0	0	0	0	0	0	621	20	0	20	588	0
Ted Turner Ramp Closure - Rerouting																
Old Route Distribution																
New Route Distribution															(75%)	
Total Rerouted Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	0
Existing Trips Removed																
Trip Distribution IN																
Trip Distribution OUT																
Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN																
Trip Distribution OUT																
Warehouse Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Existing Trips Removed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN						(5%)		(5%)			5%					5%
Trip Distribution OUT																
Residential Trips	0	0	0	0	0	6	0	6	0	0	9	0	0	0	0	9
Trip Distribution IN											5%					5%
Trip Distribution OUT						(5%)		(5%)								
Office Trips	0	0	0	0	0	50	0	50	0	0	9	0	0	0	0	9
Trip Distribution IN						(5%)		(5%)			5%					5%
Trip Distribution OUT																
Retail Trips	0	0	0	0	0	2	0	2	0	0	2	0	0	0	0	2
Trip Distribution IN						(5%)		(5%)			5%					5%
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Distribution IN																
Pass-By Distribution OUT																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	0	0	0	0	58	0	58	0	0	20	0	0	0	0	20
2028 Build Traffic	0	20	0	20	0	58	0	58	0	0	641	20	0	20	619	20

## INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #9  
Whitehall St at DMV Dwy B/Driveway D

AM PEAK HOUR																
	DMV Dwy B				Driveway D				Whitehall St				Whitehall St			
	Northbound				Southbound				Eastbound				Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	10	0	10	0	0	0	0	0	0	505	10	0	10	157	0
Pedestrians	0				0				0				0			
Conflicting Pedestrians	0				0				0				0			
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles	0				0				0				0			
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	12	0	0	0	13	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	8%	2%
Peak Hour Factor	0.86				0.86				0.86				0.86			
Adjustment Factor	1	1	1	1	2.13	2.13	2.13	2.13	2.13	2.13	2.13	1	2.13	1	2.13	2.13
Adjusted 2022 Volumes	0	10	0	10	0	0	0	0	0	0	1,076	10	0	10	334	0
Annual Growth Rate	0.0%	0.0%	0.0%	0.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	0.0%	1.0%	0.0%	1.0%	1.0%
Growth Factor	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.06	1.00	1.06	1.06
Background Growth Trips	0	10	0	10	0	0	0	0	0	0	1142	10	0	10	355	0
Development Trips - 30 Ted Turner Drive DRI #2758																
Development Trips - 99-125 Ted Turner Drive DRI #2991																
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2028 No-Build Traffic	0	10	0	10	0	0	0	0	0	0	1,142	10	0	10	355	0
Ted Turner Ramp Closure - Rerouting																
Old Route Distribution																
New Route Distribution															(75%)	
Total Rerouted Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	0
Existing Trips Removed																
Trip Distribution IN																
Trip Distribution OUT																
Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN																
Trip Distribution OUT																
Warehouse Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Existing Trips Removed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN										5%					5%	10%
Trip Distribution OUT										(25%)						
Residential Trips	0	0	0	0	0	56	0	0	0	4	11	0	0	0	4	7
Trip Distribution IN										5%					5%	10%
Trip Distribution OUT						(25%)				(5%)						
Hotel Trips	0	0	0	0	0	2	0	0	0	3	0	0	0	0	3	5
Trip Distribution IN										5%					5%	15%
Trip Distribution OUT						(30%)				(5%)						
Office Trips	0	0	0	0	0	47	0	0	0	48	8	0	0	0	48	145
Trip Distribution IN										5%					5%	15%
Trip Distribution OUT						(30%)				(5%)						
Retail Trips	0	0	0	0	0	3	0	0	0	1	1	0	0	0	1	2
Trip Distribution IN										5%					5%	15%
Trip Distribution OUT						(30%)				(5%)						
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Distribution IN															-60%	60%
Pass-By Distribution OUT										(60%)						
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	0	0	0	0	108	0	0	0	56	20	0	0	0	56	159
2028 Build Traffic	0	10	0	10	0	108	0	0	0	56	1,162	10	0	10	434	159

PM PEAK HOUR																
	DMV Dwy B				Driveway D				Whitehall St				Whitehall St			
	Northbound				Southbound				Eastbound				Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	10	0	10	0	0	0	0	0	0	418	10	0	10	396	0
Pedestrians	0				0				0				0			
Conflicting Pedestrians	0				0				0				0			
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles	0				0				0				0			
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	6	0	0	0	2	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.95				0.95				0.95				0.95			
Adjustment Factor	1	1	1	1	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1	1.4	1	1.4	1.4
Adjusted 2022 Volumes	0	10	0	10	0	0	0	0	0	0	585	10	0	10	554	0
Annual Growth Rate	0.0%	0.0%	0.0%	0.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	0.0%	1.0%	0.0%	1.0%	1.0%
Growth Factor	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.06	1.00	1.06	1.06
Background Growth Trips	0	10	0	10	0	0	0	0	0	0	621	10	0	10	588	0
Development Trips - 30 Ted Turner Drive DRI #2758																
Development Trips - 99-125 Ted Turner Drive DRI #2991																
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2028 No-Build Traffic	0	10	0	10	0	0	0	0	0	0	621	10	0	10	588	0
Ted Turner Ramp Closure - Rerouting																
Old Route Distribution																
New Route Distribution															(75%)	
Total Rerouted Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	0
Existing Trips Removed																
Trip Distribution IN																
Trip Distribution OUT																
Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN																
Trip Distribution OUT																
Warehouse Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Existing Trips Removed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN										5%					5%	10%
Trip Distribution OUT						(25%)				(5%)						
Residential Trips	0	0	0	0	0	31	0	0	0	9	6	0	0	0	9	19
Trip Distribution IN										5%					5%	15%
Trip Distribution OUT						(30%)				(5%)						
Office Trips	0	0	0	0	0	300	0	0	0	9	50	0	0	0	9	28
Trip Distribution IN										5%					5%	15%
Trip Distribution OUT						(30%)				(5%)						
Retail Trips	0	0	0	0	0	12	0	0	0	2	2	0	0	0	2	7
Trip Distribution IN										5%					5%	15%
Trip Distribution OUT						(30%)				(5%)						
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Distribution IN															-60%	60%
Pass-By Distribution OUT										(60%)						
Pass-By Trips	0	0	0	0	0	0	0	0	14	0	0	0	0	0	-14	14
Total Vehicular Project Trips	0	0	0	0	0	343	0	14	0	20	58	0	0	0	6	68
2028 Build Traffic	0	10	0	10	0	343	0	14	0	20	679	10	0	10	625	68



## INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #10  
Whitehall St at Driveway E

	AM PEAK HOUR															
	Northbound				Driveway E Southbound				Whitehall St Eastbound				Whitehall St Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	0	0	0	0	0	0	0	0	0	505	0	0	0	157	0
Pedestrians			0				0				0				0	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	12	0	0	0	13	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	8%	2%
Peak Hour Factor	1	1	0.86	1	1	2.13	2.13	2.13	2.13	2.13	0.86	2.13	1	2.13	1	2.13
Adjusted 2022 Volumes	0	0	0	0	0	0	0	0	0	0	1,076	0	0	0	334	0
Annual Growth Rate	0.0%	0.0%	0.0%	0.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	0.0%	1.0%	0.0%	1.0%	1.0%
Growth Factor	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.06	1.00	1.06	1.06	1.06
Background Growth Trips	0	0	0	0	0	0	0	0	0	0	1142	0	0	0	355	0
Development Trips - 30 Ted Turner Drive DRI #2758																
Development Trips - 99-125 Ted Turner Drive DRI #2991																
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2028 No-Build Traffic	0	0	0	0	0	0	0	0	0	0	1,142	0	0	0	355	0
Ted Turner Ramp Closure - Rerouting																
Old Route Distribution																
New Route Distribution															(75%)	
Total Rerouted Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	0
Existing Trips Removed																
Trip Distribution IN																
Trip Distribution OUT																
Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN																
Trip Distribution OUT																
Warehouse Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Existing Trips Removed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN															15%	10%
Trip Distribution OUT						(5%)					(30%)					
Residential Trips	0	0	0	0	0	11	0	0	0	0	67	0	0	0	11	7
Trip Distribution IN						(5%)					(30%)				15%	10%
Trip Distribution OUT																
Hotel Trips	0	0	0	0	0	0	0	0	0	0	2	0	0	0	8	5
Trip Distribution IN						(5%)					(35%)				20%	10%
Trip Distribution OUT																
Office Trips	0	0	0	0	0	8	0	0	0	0	54	0	0	0	194	97
Trip Distribution IN						(5%)					(35%)				20%	10%
Trip Distribution OUT																
Retail Trips	0	0	0	0	0	1	0	0	0	0	4	0	0	0	3	2
Trip Distribution IN						(5%)					(35%)				20%	10%
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Distribution IN																
Pass-By Distribution OUT																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	0	0	0	0	20	0	0	0	0	127	0	0	0	216	111
2028 Build Traffic	0	0	0	0	0	20	0	0	0	0	1,269	0	0	0	594	111

	PM PEAK HOUR															
	Northbound				Driveway E Southbound				Whitehall St Eastbound				Whitehall St Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	0	0	0	0	0	0	0	0	0	418	0	0	0	396	0
Pedestrians			0				0				0				0	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	6	0	0	0	2	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor			0.95				0.95				0.95				0.95	
Adjustment Factor	1	1	1	1	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1	1.4	1	1.4	1.4
Adjusted 2022 Volumes	0	0	0	0	0	0	0	0	0	0	585	0	0	0	554	0
Annual Growth Rate	0.0%	0.0%	0.0%	0.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	0.0%	1.0%	0.0%	1.0%	1.0%
Growth Factor	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.06	1.00	1.06	1.06
Background Growth Trips	0	0	0	0	0	0	0	0	0	0	621	0	0	0	588	0
Development Trips - 30 Ted Turner Drive DRI #2758																
Development Trips - 99-125 Ted Turner Drive DRI #2991																
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2028 No-Build Traffic	0	0	0	0	0	0	0	0	0	0	621	0	0	0	588	0
Ted Turner Ramp Closure - Rerouting																
Old Route Distribution																
New Route Distribution															(75%)	
Total Rerouted Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	0
Existing Trips Removed																
Trip Distribution IN																
Trip Distribution OUT																
Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN																
Trip Distribution OUT																
Warehouse Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Existing Trips Removed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN						(5%)					(30%)				15%	10%
Trip Distribution OUT																
Residential Trips	0	0	0	0	0	6	0	0	0	0	37	0	0	0	28	19
Trip Distribution IN						(5%)					(35%)				20%	10%
Trip Distribution OUT																
Office Trips	0	0	0	0	0	50	0	0	0	0	350	0	0	0	37	19
Trip Distribution IN						(5%)					(35%)				20%	10%
Trip Distribution OUT																
Retail Trips	0	0	0	0	0	2	0	0	0	0	14	0	0	0	9	5
Trip Distribution IN						(5%)					(35%)				20%	10%
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Distribution IN																
Pass-By Distribution OUT																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	0	0	0	0	58	0	0	0	0	401	0	0	0	74	43
2028 Build Traffic	0	0	0	0	0	58	0	0	0	0	1,022	0	0	0	693	43

## INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #11  
Driveway B at Ted Turner Dr

AM PEAK HOUR																
	Ted Turner Dr Northbound				Ted Turner Dr Southbound				Driveway B Eastbound				Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	0	726	0	0	0	241	0	0	0	0	0	0	0	0	0
Pedestrians	0				0				0				0			
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	25	0	0	0	13	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	3%	2%	2%	2%	5%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.93				0.93				0.93				0.93			
Adjustment Factor	2.13	2.13	2.13	2.13	2.13	2.13	2.13	2.13	2.13	2.13	2.13	2.13	2.13	2.13	2.13	2.13
Adjusted 2022 Volumes	0	0	1,546	0	0	0	513	0	0	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Background Growth Trips	0	0	1641	0	0	0	545	0	0	0	0	0	0	0	0	0
Development Trips - 30 Ted Turner Drive DRI #2758	455				95											
Development Trips - 99-125 Ted Turner Drive DRI #2991	51				28											
Total Approved Development Trips	0	0	506	0	0	0	123	0	0	0	0	0	0	0	0	0
2028 No-Build Traffic	0	0	2,147	0	0	0	668	0	0	0	0	0	0	0	0	0
Ted Turner Ramp Closure - Rerouting																
Old Route Distribution					-100%											
New Route Distribution																
Total Rerouted Trips	0	0	0	0	0	0	-30	0	0	0	0	0	0	0	0	0
Existing Trips Removed																
Trip Distribution IN																
Trip Distribution OUT																
Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN																
Trip Distribution OUT																
Warehouse Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Existing Trips Removed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN					20%				10%							
Trip Distribution OUT	(25%)												(10%)			
Residential Trips	0	0	56	0	0	0	14	7	0	0	0	22	0	0	0	0
Trip Distribution IN					20%				10%							
Trip Distribution OUT	(25%)												(10%)			
Hotel Trips	0	0	2	0	0	0	10	5	0	0	0	1	0	0	0	0
Trip Distribution IN					10%				10%							
Trip Distribution OUT	(15%)												(15%)			
Office Trips	0	0	23	0	0	0	97	97	0	0	0	23	0	0	0	0
Trip Distribution IN					10%				10%							
Trip Distribution OUT	(15%)												(15%)			
Retail Trips	0	0	2	0	0	0	2	2	0	0	0	2	0	0	0	0
Trip Distribution IN					10%				10%							
Trip Distribution OUT	(15%)												(15%)			
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Distribution IN																
Pass-By Distribution OUT																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	0	83	0	0	0	123	111	0	0	0	48	0	0	0	0
2028 Build Traffic	0	0	2,230	0	0	0	761	111	0	0	0	48	0	0	0	0

PM PEAK HOUR																
	Ted Turner Dr Northbound				Ted Turner Dr Southbound				Driveway B Eastbound				Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	0	481	0	0	0	1,033	0	0	0	0	0	0	0	0	0
Pedestrians	0				0				0				0			
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	10	0	0	0	32	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.973				0.97				0.97				0.97			
Adjustment Factor	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4
Adjusted 2022 Volumes	0	0	673	0	0	0	1,446	0	0	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Background Growth Trips	0	0	714	0	0	0	1535	0	0	0	0	0	0	0	0	0
Development Trips - 30 Ted Turner Drive DRI #2758			209				653									
Development Trips - 99-125 Ted Turner Drive DRI #2991			39				60									
Total Approved Development Trips	0	0	248	0	0	0	713	0	0	0	0	0	0	0	0	0
2028 No-Build Traffic	0	0	962	0	0	0	2,248	0	0	0	0	0	0	0	0	0
Ted Turner Ramp Closure - Rerouting																
Old Route Distribution							-100%									
New Route Distribution																
Total Rerouted Trips	0	0	0	0	0	0	-41	0	0	0	0	0	0	0	0	0
Existing Trips Removed																
Trip Distribution IN																
Trip Distribution OUT																
Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN																
Trip Distribution OUT																
Warehouse Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Existing Trips Removed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN							20%	10%								
Trip Distribution OUT			(25%)									(10%)				
Residential Trips	0	0	31	0	0	0	38	19	0	0	0	12	0	0	0	0
Trip Distribution IN							10%	10%								
Trip Distribution OUT			(15%)									(15%)				
Office Trips	0	0	150	0	0	0	19	19	0	0	0	150	0	0	0	0
Trip Distribution IN							10%	10%								
Trip Distribution OUT			(15%)									(15%)				
Retail Trips	0	0	6	0	0	0	5	5	0	0	0	6	0	0	0	0
Trip Distribution IN							10%	10%								
Trip Distribution OUT			(15%)									(15%)				
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Distribution IN																
Pass-By Distribution OUT																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	0	187	0	0	0	62	43	0	0	0	168	0	0	0	0
2028 Build Traffic	0	0	1,149	0	0	0	2,269	43	0	0	0	168	0	0	0	0

## APPENDIX F

# Transit Routes



## Fares and Passes

Fares are loaded onto a Breeze Card and can be paid with cash or debit/credit cards at Breeze Vending Machines or RideStations. Breeze Cards can also be purchased and loaded online at breeze card. Only cash can be loaded on a bus you will still need a Breeze Card to receive your transfer.

<b>Cash Fare</b>	<b>\$ 2.50</b>
<i>(Paid at bus farebox, no transfer)</i>	
<b>Breeze Card</b>	<b>\$ 2.00</b>
<i>(With purchase of additional fare. All fare products must be loaded onto a Breeze Card.)</i>	
<b>Breeze Ticket</b> <i>(cannot be reloaded)</i>	<b>\$ 1.00</b>
<b>Single Trip</b>	<b>\$ 2.50</b>
<b>Round Trip</b>	<b>\$ 5.00</b>
<b>Ten (10) Trips</b>	<b>\$25.00</b>
<b>Twenty (20) Trips</b>	<b>\$42.50</b>

*(Remember to check your Breeze Card/Ticket expiration date at any Breeze Vending Machine or at www.breeze card.)*

<b>1-Day Pass</b>	<b>\$ 5.00*</b>
<b>2-Day Pass</b>	<b>\$14.00*</b>
<b>3-Day Pass</b>	<b>\$16.00*</b>
<b>4-Day Pass</b>	<b>\$19.00*</b>
<b>7-Day Pass</b>	<b>\$23.75*</b>
<b>30-Day Pass</b>	<b>\$95.00*</b>

*(Remember to check your Breeze Card/Ticket expiration date at any Breeze Vending Machine or at www.breeze card.)*

**Children's Fare**

*(Children 40" and under, maximum two per paying adult, check at Breeze Vending Machines, faregates and entrances of all doors to measure height of child.)*

**Atlanta STREETCAR**

**Atlanta Streetcar** **\$ 1.00\***

**One Day Pass** **\$ 3.00\***

*(Only fare products available on the Atlanta Streetcar app.)*

**Reduced Fare Program** **\$ 1.00**

*(Citywide, Disabled or Medical)*

**Mobility Service** **\$ 6.00**

**Mobility Discounted Trips** **\$ 48.00**

*(30-day pass)*

*(Discount passes are available through employee, visitor and student programs. Call 404-848-5000 for more information. Good for unlimited consecutive-day travel, beginning with the first day of use. Days end at 12 midnight.)*

## How to Ride

- Plan your trip at [www.itsmarta.com](http://www.itsmarta.com) or call 404-848-5000 for help and the latest schedule updates.
- Buy a Breeze Card or Ticket at any Breeze Vending Machine in MARTA rail stations, RideStations or online at [www.breeze card.com](http://www.breeze card.com).
- Call 404-848-5000 to register your card or create an account online at [www.breeze card.com](http://www.breeze card.com) and link existing cards. If your registered card is lost or stolen call the 5000 number immediately.
- Tap your Breeze Card or Ticket on the blue Breeze target on the rail fare gate or bus fare box. Tap the blue target on the fare gate exiting a rail station.
- Transfers are FREE** when loaded onto a Breeze Card or Ticket upon tapping to board a bus and/or exiting the train station. Up to four transfers can be made within a three hour period.

**Atlanta Streetcar**

- Plan your trip or call 404-848-5000 for help and the latest schedule updates.

2. Purchase your fare multiple ways:

- To purchase with **cash**, you may purchase your fare through the cash collection box located behind the Streetcar operator. Exact fare required for cash fare purchases.
- To purchase with a **credit or debit card**, you may purchase your fare directly from a Breeze vending machine at a Streetcar stop.
- To purchase with **"stored value"** on your Breeze card, you may purchase fare from any Breeze vending machine at a Streetcar stop.
- To purchase via **mobile device**, you may purchase your fare using the Atlanta Streetcar mobile app to iOS or Android devices.

3. If you purchased the Breeze vending machine, you will receive a receipt that must be presented when boarding the Streetcar. If you purchased through the mobile app, you will receive a mobile ticket (QR code) and an email confirmation.

4. Please note: there are **no free transfers** between MARTA Bus or Rail and the Streetcar.

## How to Reload Breeze Card At the Breeze Vending Machine

- Select Reload**
- Tap your Breeze Card/Ticket** on the blue target
- Select** Time Value, Trip Value or Stored Value
- Select** the number of days, number of trips or cash amount you would like to add
- Insert payment**—cash/coins or credit/debit card
- IMPORTANT: Tap your card on the blue target again to load value**

## At the Bus Farebox

- Tap your Breeze Card/Ticket** on the farebox
- Insert cash** only (coins and/or up to \$ bills)
- Tap your Breeze Card only once** on the farebox to pay fare and load transfer.
- Load Passes or Trips** at a Breeze Vending Machine or online [www.breeze card.com](http://www.breeze card.com).

## When Riding MARTA Buses, For Your Safety Please...

- Ring the bell after passing the previous stop to allow the driver to approach your stop safely.
- Fold collapsible baby strollers well on board and hold small children on your lap.
- Do not run for the bus once it pulls away from the curb (driver will not stop).



## Bus and Rail

**Bus** .....5:00 a.m.–1:00 a.m.  
Weekend & Holidays .....5:30 a.m.–12:30 a.m.  
(Times vary by route)

**Train** .....5:00 a.m.–1:30 a.m.  
Weekend & Holidays .....6:00 a.m.–1:00 a.m.

**Weekday Peak Service** ..... Every 10 minutes  
(Peak Hours 6 a.m.–9 a.m.; 3 p.m.–7 p.m.)  
Weekday Off Peak Service ..... Every 12 minutes  
Weekday Mid-Day Service ..... Every 20 minutes  
Weekday Off Peak Service ..... Every 20 minutes

**Saturday, Sunday and Holidays** ..... Every 20 minutes  
A.M. Rail Lines

**Streetcar**

Monday–Thursday .....6:00 a.m.–11:00 p.m.  
Friday .....6:00 a.m.–1:00 a.m.

Saturday .....6:30 a.m.–1:00 a.m.  
Sunday .....9:00 a.m.–11:00 a.m.

Frequency .....Approximately 15 minutes.

## RideStations

Five Points  
Monday–Friday .....8:00 a.m.–5:30 p.m.  
Saturday & Sunday .....Closed

Airport  
Monday–Friday .....8:00 a.m.–5:30 p.m.  
Saturday & Sunday .....Closed

Restrooms are open from 6:00 a.m. to 7:00 p.m., with the exception of restrooms at Five Points Station which are open from 6:00 a.m. to 10:00 p.m. Please use the Station Agent for access. Also be aware that National Homeland Security alerts may require restrooms to be closed without notice.

**marta**



## Legend

- Red Line**
- Red Line Night Time Service**  
After-Turn, North Springs to Lindbergh Center only. Transfer to the Gold Line for service between Lindbergh Center and Peachtree Center.
- Gold Line**
- Blue Line**
- Expressways**
- Green Line**  
Weekday Service: Brookhaven to Edgewood/Candler Park until 9 p.m.  
Weekend Service: Brookhaven to King Memorial until 9 p.m.
- Green Line Night Service**  
After-Turn, Brookhaven to Vine City only. Transfer to the Blue Line for service between Vine City and Indian Creek. One Hour Station Transfer and 15-minute transfers at Brookhaven Station to Green Line only (use between Brookhaven & Sandy Springs).
- Stations with Free Daily Parking**
- Stations with Long-Term and Free Daily Parking**
- MARTA RideStore**
- Reduced Fare Office**
- Lost & Found**
- Stations with Restrooms**
- Atlanta Streetcar Connection**
- Streetcar Route**
- Streetcar Stop**
- MARTA Rail Connection**

# We're hiring Bus Operators!

Additional opportunities include Bus and Rail Mechanics, IT, Customer Service, Human Resources, Police and many more!

[www.itsmarta.com/howHiring](http://www.itsmarta.com/howHiring)

## SYSTEM MAP



## General Information

## How To Use This Map

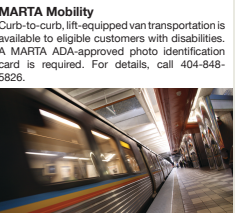
Specific bus route schedules are available at MARTA's two RideStations–Airport and Five Points. Contact our Customer Care Center at 404-848-5000 or visit our web site at [www.itsmarta.com](http://www.itsmarta.com) for more information.

**Parking**  
MARTA offers long-term parking at Brookhaven, Dunwoody, Kensington, Lenox and Sandy Springs Stations for \$5 per day, or at College Park, Doraville, Lindbergh and North Springs Stations for \$8 per day. Free daily parking (less than 24 hours at designated areas) is available at 23 MARTA stations.

## Airport

Train service is available for customers traveling to Hartsfield-Jackson Atlanta International Airport. From Five Points Station (downtown), the trip is approximately 20 minutes. The MARTA station is located near baggage claim. Look for the directional signs.

**Reduced Fare Program**  
**Elderly, Disabled or Medicare**  
MARTA offers a reduced fare for elderly, disabled and medicare cardholders enabling them to travel on MARTA buses and trains. Call 404-848-5112 for more information.



## COLLEGES AND UNIVERSITIES

Atlanta College of Art .....See Reverse  
Bauder College .....B1  
Georgia Institute of Technology .....A3  
Georgia State University .....G5  
Morehouse College .....See Reverse  
Morehouse School of Medicine .....See Reverse  
Morris Brown College .....See Reverse  
Sperman College .....See Reverse

## ATTRACTIONS

Atlanta Botanical Garden .....See Reverse  
Atlanta Fulton Library-Central .....E4  
CNN Center .....E3  
Georgia Aquarium .....H4  
Georgia State Capitol Building .....H4  
Georgia Supreme Court .....H4  
Georgia World Congress Center .....E2  
High Museum of Art .....See Reverse  
IRS .....C5  
M.L. King, Jr. Center .....E7  
Richard B. Russell Federal Building .....C2  
Social Security Administration .....F5  
Woodruff Arts Center .....See Reverse  
Zoo Atlanta .....D9  
World of Coca-Cola .....K3

## MEDICAL FACILITIES

Emory University Hospital Midtown .....B5  
Atlanta Medical Center .....D7  
Grady Memorial Hospital .....G6  
Children's Healthcare at Hughes Spalding of Atlanta .....F6

## PARKS AND RECREATION

Braves Museum .....K4  
Centennial Olympic Park .....D3  
Phillips Arena .....E3  
Georgia Dome .....F1  
Georgia World Congress Center .....E2  
Turner Field .....K4

## SHOPPING CENTER

Underground Atlanta .....G4

## HOTELS AND MOTELS

Ritz-Carlton Atlanta .....E5  
Westin Peachtree Plaza .....E4  
Omni Hotel .....E3

**Atlanta Botanical Garden** .....See Reverse  
**Atlanta Fulton Library-Central** .....E4  
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Underground Atlanta .....G4

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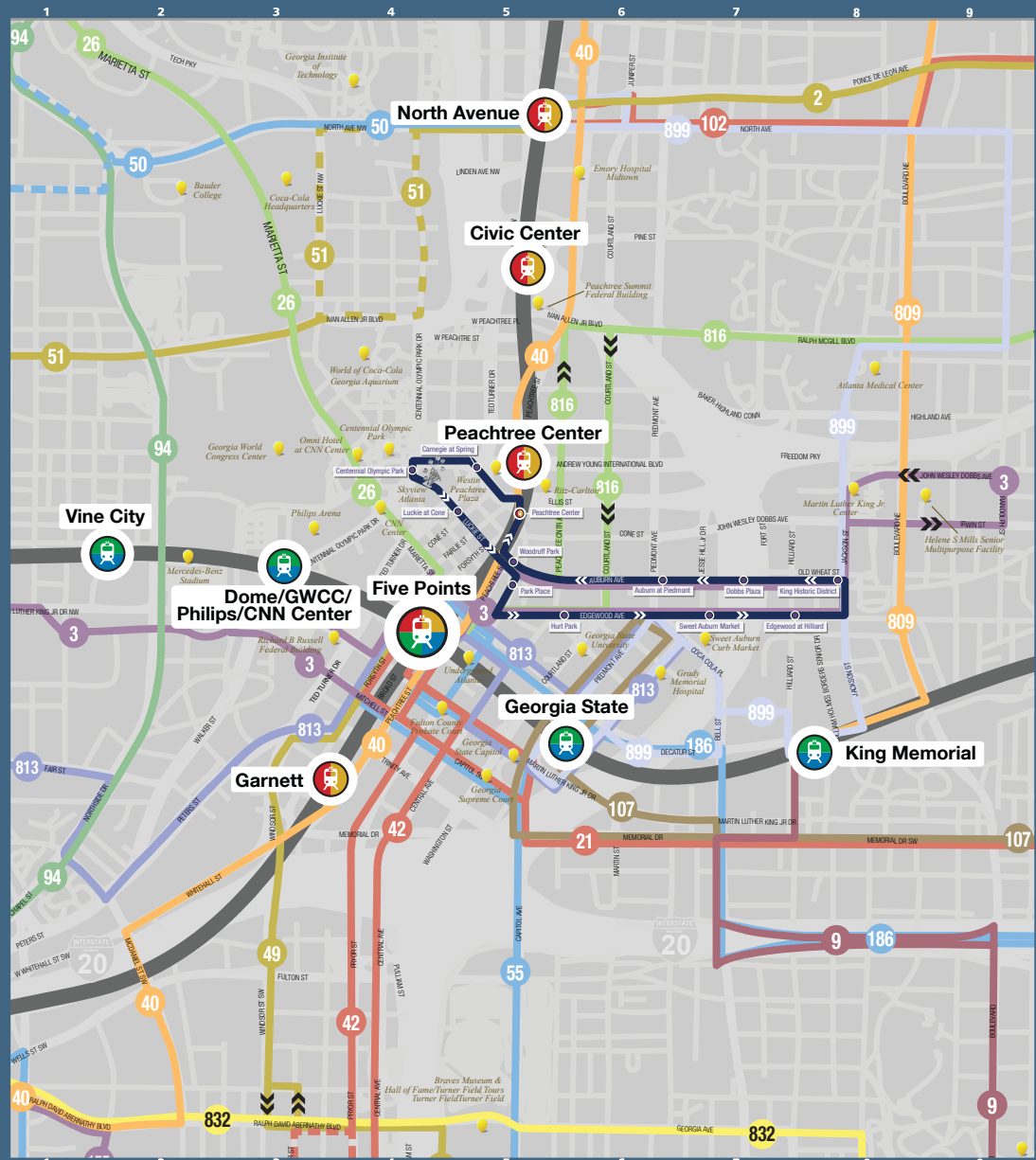
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**SHOPPING CENTER**  
Underground Atlanta .....G4

**HOTELS AND MOTELS**  
Ritz-Carlton Atlanta .....E5  
Westin Peachtree Plaza .....E4  
Omni Hotel .....E3

## Downtown Atlanta



## Regional Connections

## Connecting Systems

Connect to MARTA from another bus system by loading that system's fare onto a Breeze Card. You must tap your Breeze Card to exit all fare-gates in the stations. If you have trouble exiting the station, please pick up a white or blue phone and someone will assist you.

## Regional Connections

**COBESLINC**  
[WWW.COBSLINC.COM](http://WWW.COBSLINC.COM)  
(770) 427-4444

**Stations served**

**GWINNETT COUNTY TRANSIT**  
[WWW.GCOTRANSIT.COM](http://WWW.GCOTRANSIT.COM)  
(770) 822-5010

**Stations served**

**Xpress**  
**GRTA Xpress**  
[WWW.XPRESSGA.COM](http://WWW.XPRESSGA.COM)  
(404) 463-4782

**Stations served**

**ZIPCAR** (A CAR SHARING SERVICE)  
[WWW.ZIPCAR.COM](http://WWW.ZIPCAR.COM) 1-866-4ZIPCAR

**RELAY** (A BIKE SHARING SERVICE)  
[WWW.RELAYBIKESHARE.COM](http://WWW.RELAYBIKESHARE.COM) 678-710-9900

**AMTRAK**  
[WWW.AMTRAK.COM](http://WWW.AMTRAK.COM) 1-800-USA-RAIL  
Bus Route 110 from Arts Center Station

**GREYHOUND BUS LINES/SOUTHEASTERN STAGES**  
[WWW.GREYHOUND.COM](http://WWW.GREYHOUND.COM) 1-800-231-2222  
Exit at Garnett Station

**HARTSFIELD-JACKSON ATLANTA INTERNATIONAL AIRPORT**  
[WWW.ATLCC.COM](http://WWW.ATLCC.COM) 800 897-1910

Red and Gold Lines before 9 p.m. Gold Line only after 9 p.m. Transfer to the Red Line at Lindbergh Center to continue to/from North Springs.

## Route Information

RT	Route Name	Rail Stations Served	Weekday					Saturday					Sunday				
			From:	To:	Peak	Base	Night	From:	To:	Peak	Base	Night	From:	To:	Peak		
1	Marietta Boulevard / Joseph E. Lowery Boulevard	Arts Center, W End	5:41 AM	1:07 AM	30	30	30	5:43 AM	1:07 AM	30	30	30	5:43 AM	1:07 AM	30		
2	Ponce de Leon Avenue / Druid Hills	North Ave, East Lake	4:50 AM	1:05 AM	30	30	30	5:20 AM	1:05 AM	30	30	30	5:20 AM	1:05 AM	30		
3	Martin Luther King Jr Drive / Auburn Avenue	SPhs, H.E. Holmes	5:45 AM	1:05 AM	30	30	30	5:45 AM	12:05 AM	30	30	30	5:45 AM	12:05 AM	30		
4	Moreland Avenue	InmanPK	4:30 AM	12:45 AM	30	30	30	5:00 AM	12:45 AM	30	30	30	5:00 AM	12:45 AM	30		
5	Piedmont Rd / Sandy Springs	Lindbergh, Dunwoody	4:05 AM	2:09 AM	15	15	20	5:25 AM	2:09 AM	20	20	20	5:25 AM	2:09 AM	20		
6	Citron Rd / Emory	Lindbergh, InmanPK	5:05 AM	12:19 AM	30	30	30	5:05 AM	12:19 AM	30	30	30	5:05 AM	12:19 AM	30		
8	North Druid Hills Rd	Brookhaven	5:25 AM	1:12 AM	45	60	60	5:30 AM	11:12 PM	60	60	60	5:30 AM	11:12 PM	60		
9	Brookhaven / Tison Rd	King Memorial	4:45 AM	1:00 AM	30	30	30	5:45 AM	12:00 AM	30	30	30	5:45 AM	12:00 AM	30		
12	Howell Mill Rd / Cumberland	Midtown	5:10 AM	12:46 AM	15	30	30	5:37 AM	12:46 AM	30	30	30	5:37 AM	12:46 AM	30		
14	14th Street / Blandtown	Midtown	4:33 AM	12:40 AM	30	30	30	5:33 AM	12:40 AM	30	30	30	5:33 AM	12:40 AM	30		
15	Candler Rd	Decatur	4:47 AM	1:24 AM	15	15	20	5:22 AM	1:21 AM	20	20	20	5:22 AM	1:21 AM	20		
19	Chambers Rd	Decatur, Chamblee	6:00 AM	1:16 AM	30	30	45	6:00 AM	12:16 AM	45	60	60	6:00 AM	12:26 AM	45		
21	Memorial Drive	SPhs, Kensington	5:50 AM	12:57 AM	20	30	30	5:45 AM	12:27 AM	30	30	30	5:45 AM	12:27 AM	30		
24	McAfee / Hosea Williams	Indian Creek, CandlerPK	4:30 AM	1:15 AM	40	60	60	5:30 AM	12:16 AM	60	60	60	5:30 AM	12:16 AM	60		
25	Peachtree Industrial Boulevard	Brookhaven, Doraville	5:40 AM	11:50 PM	45	45	45	5:40 AM	11:05 PM	45	45	45	5:40 AM	11:05 PM	45		
26	Marietta Street / Perry Boulevard	Bankhead, SPhs	4:32 AM	1:18 AM	30	30	30	5:30 AM	1:18 AM	30	30	30	5:30 AM	1:18 AM	30		
27	Chester Bridge Rd	Arts Center, Lenox	5:15 AM	12:15 AM	30	30	30	5:45 AM	12:00 AM	30	30	30	5:45 AM	12:00 AM	30		
30	Lavista Rd	Lindbergh	4:49 AM	12:45 AM	40	60	60	5:09 AM	11:50 PM	60	60	60	5:09 AM	11:50 PM	60		
32	Bowdoin Rd	InmanPK	4:40 AM	12:41 AM	30	40	40	5:35 AM	12:41 AM	40	5:35 AM	12:41 AM	40	5:35 AM	12:41 AM	40	
34	2nd Avenue / Gresham Rd / Clifton Springs Rd	East Lake	4:51 AM	1:04 AM	30	40	40	5:41 AM	1:04 AM	40	5:41 AM	1:04 AM	40	5:41 AM	1:04 AM	40	
36	North Decatur Rd / Virginia Highland	Decatur, Midtown	5:45 AM	12:31 AM	30	30	30	5:50 AM	9:31 PM	30	5:50 AM	9:31 PM	30	5:50 AM	9:31 PM	30	
37	Odessa Ferry Rd	Arts Center	5:18 AM	12:00 AM	30	30	30	5:48 AM	12:00 AM	30	5:48 AM	12:00 AM	30	5:48 AM	12:00 AM	30	
39	Buford Highway	Lindbergh, Doraville	4:05 AM	2:11 AM	15	15	20	5:25 AM	2:11 AM	20	5:25 AM	2:11 AM	20	5:25 AM	2:11 AM	20	
40	Peachtree Street / Downtown	SPhs, Arts Center, W End	5:00 AM	11:47 PM	30	30	30	6:00 AM	11:47 PM	30	6:00 AM	11:47 PM	30	6:00 AM	11:47 PM	30	
42	Pryor Rd	SPhs, Lakewood	4:30 AM	1:16 AM	30	30	30	5:09 AM	12:44 PM	30	5:09 AM	12:44 PM	30	5:09 AM	12:44 PM	30	
47	145 Access Rd / Briarwood Rd	Brookhaven, Chamblee	5:55 AM	1:11 AM	45	45	45	5:55 AM	10:36 PM	60	5:55 AM	10:36 PM	60	5:55 AM	10:36 PM	60	
49	McDonough Boulevard	SPhs	4:46 AM	12:30 AM	15	20	20	5:36 AM	11:50 PM	20	5:36 AM	11:50 PM	20	5:36 AM	11:50 PM	20	
50	Donald Lee Hollowell Parkway	Bankhead, North Ave	4:40 AM	12:39 AM	30	30	30	5:26 AM	12:10 AM	30	5:26 AM	12:10 AM	30	5:26 AM	12:10 AM	30	
51	Joseph E. Brown Boulevard	SPhs, North Ave	4:25 AM	1:25 AM	20	20	30	5:25 AM	1:25 AM	20	5:25 AM	1:25 AM	20	5:25 AM	1:25 AM	20	
55	Jonesboro Rd	SPhs	4:33 AM	12:44 AM	20	20	30	5:33 AM	12:45 AM	30	5:33 AM	12:45 AM	30	5:33 AM	12:45 AM	30	
56	West Lake Avenue / Hollywood Rd	W End, West Lake	4:59 AM	1:25 AM	30	30	30	5:32 AM	12:50 AM	30	5:32 AM	12:50 AM	30	5:32 AM	12:50 AM	30	
60	Highway Rd	H.E. Holmes	4:56 AM	1:21 AM	30	30	30	5:36 AM	1:21 AM	30	5:36 AM	1:21 AM	30	5:36 AM	1:21 AM	30	
64	Lyndon Drive / Princeton Lakes	H.E. Holmes	4:39 AM	1:04 AM	30	30	30	5:39 AM	1:04 AM	30	5:39 AM	1:04 AM	30	5:39 AM	1:04 AM	30	
65	Burnham Drive	Arts Center, W End, H.E. Holmes	4:30 AM	12:45 AM	30	30	30	5:05 AM	12:45 AM	30	5:05 AM	12:45 AM	30	5:05 AM	12:45 AM	30	
71	Cascade Rd	W End	4:21 AM	2:28 AM	10	15	20	5:16 AM	2:28 AM	20	5:16 AM	2:28 AM	20	5:16 AM	2:28 AM	20	
73	Fulton Industrial	H.E. Holmes	4:16 AM	2:07 AM	10	15	20	5:16 AM	2:07 AM	20	5:16 AM	2:07 AM	20	5:16 AM	2:07 AM	20	
74	Flat Shoals	InmanPK	4:39 AM	12:47 AM	30	40	40	6:09 AM	12:47 AM	40	6:09 AM	12:47 AM	40	6:09 AM	12:47 AM	40	
75	Lawnwoodville Highway	Avondale	5:50 AM	12:35 AM	20	30	30	6:08 AM	12:00 AM	45	6:08 AM	12:00 AM	45	6:08 AM	12:00 AM	45	
78	Cleveland Avenue	East Point	4:18 AM	2:20 AM	10	15	20	5:38 AM	2:20 AM	20	5:38 AM	2:20 AM	20	5:38 AM	2:20 AM	20	
79	Sylvan Hills	Oakland City, East Point	5:15 AM	11:41 PM	40	40	40	5:45 AM	11:38 PM	60	5:45 AM	11:38 PM	60	5:45 AM	11:38 PM	60	
81	Venetian Hills / Delowe Drive	W End, East Point	4:45 AM	1:00 AM	30	30	30	5:15 AM	1:00 AM	30	5:15 AM	1:00 AM	30	5:15 AM	1:00 AM	30	
82	Camp Creek / South Fulton Parkway	College Park	5:14 AM	1:00 AM	15	30	30	5:09 AM	1:00 AM	30	5:09 AM	1:00 AM	30	5:09 AM	1:00 AM	30	
83	Campbellton Rd	Oakland City	4:27 AM	2:16 AM	10	12	15	5:22 AM	2:16 AM	15	5:22 AM	2:16 AM	15	5:22 AM	2:16 AM	15	
84	Washington Rd / Camp Creek Marketplace	East Point	4:44 AM	1:25 AM	20	30	30	5:19 AM	12:53 AM	40	5:19 AM	12:53 AM	40	5:19 AM	12:53 AM	40	
85	Roswell / Mansell Rd	North Springs	5:10 AM	1:00 AM	30	40	40	5:05 AM	1:00 AM	40	5:05 AM	1:00 AM	40	5:05 AM	1:00 AM	40	
86	Fairington Rd	Kennesaw	4:30 AM	1:10 PM	20	40	40	5:25 AM	12:30 AM	40	5:25 AM	12:30 AM	40	5:25 AM	12:30 AM	40	
87	Roswell Rd / Morgan Falls	Dunwoody, North Springs	4:55 AM	1:21 AM	20	40	40	5:30 AM	12:46 AM	40	5:30 AM	12:46 AM	40	5:30 AM	12:46 AM	40	
89	Old National Highway / Union City	College Park	4:07 AM	1:13 AM	15	20	20	5:19 AM	1:16 PM	30	5:19 AM	1:16 PM	30	5:19 AM	1:16 PM	30	
93	Headland Drive / Main Street	East Point, College Park	4:56 AM	12:51 AM	30	30	30	5:56 AM	12:51 AM	30	5:56 AM	12:51 AM	30	5:56 AM	12:51 AM	30	
94	Norstadte Drive	W End, Vine City	5:25 AM	12:50 AM	30	30	30	5:25 AM	12:50 AM	30	5:25 AM	12:50 AM	30	5:25 AM	12:50 AM	30	
95	Metropolitan Parkway	W End	5:10 AM	12:46 AM	15	20	20	5:40 AM	12:42 AM	20	5:40 AM	12:42 AM	20	5:40 AM	12:42 AM	20	
102	North Avenue / Candler Park	CandlerPK, North Ave	4:30 AM	12:52 AM	30	30	30	5:05 AM	12:56 AM	30	5:05 AM	12:56 AM	30	5:05 AM	12:56 AM	30	
103	Preiser Rd / North Shallowford Rd	Chamblee	4:59 AM	12:30 AM	40	60	60	5:04 AM	12:01 AM	60	5:04 AM	12:01 AM	60	5:04 AM	12:01 AM	60	
104	Winters Chapel Rd	Doraville	5:15 AM	1:05 PM	45	45	45	6:00 AM	1:05 PM	45	6:00 AM	1:05 PM	45	6:00 AM	1:05 PM	45	
109	Pleasanton	InmanPK, Indian Creek	4:05 AM	1:41 AM	20	30	30	5:35 AM	1:11 AM	30	5:35 AM	1:11 AM	30	5:35 AM	1:11 AM	30	
110	Glennfield Rd / Buckhead	Arts Center, Buckhead, Brookhaven	4:25 AM	1:38 AM	15	15	20	5:05 AM	1:38 AM	20	5:05 AM	1:38 AM	20	5:05 AM	1:38 AM	20	
111	Snaphorn Woods	Indian Creek	4:19 AM	1:00 AM	20	40	40	4:38 AM	12:30 AM	40	4:38 AM	12:30 AM	40	4:38 AM	12:30 AM	40	
114	Columbia Drive	Avondale	4:34 AM	1:01 AM	30	40	40	5:04 AM	1:01 AM	40	5:04 AM	1:01 AM	40	5:04 AM	1:01 AM	40	
115	Covington Highway	Kennesaw	4:27 AM	1:10 AM	15	30	30	5:04 AM	1:10 AM	30	5:04 AM	1:10 AM	30	5:04 AM	1:10 AM	30	
116	Reston Rd	Indian Creek	4:31 AM	1:00 AM	15	30	30	5:57 AM	12:52 AM	30	5:57 AM	12:52 AM	30	5:57 AM	12:52 AM	30	
117	Roadbridge Rd / Perdue Rd	Avondale	4:48 AM	1:20 AM	15	30	30	4:58 AM	1:07 PM	30	4:58 AM	1:07 PM	30	4:58 AM	1:07 PM	30	
119	Hanson Rd / Stone Mountain Village	Kennesaw, Indian Creek	5:15 AM	12:24 PM	30	30	45	6:29 AM	11:34 PM	45	6:29 AM	11:34 PM	45	6:29 AM	11:34 PM	45	
120	East Ponce De Leon Avenue	Avondale	4:43 AM	1:16 AM	20	30	30	5:08 AM	1:16 AM	30	5:08 AM	1:16 AM	30	5:08 AM	1:16 AM	30	
121	Memorial Drive / North Harrison Rd	Kennesaw	4:22 AM	1:39 PM	15	20	20	5:02 AM	12:45 AM	20	5:02 AM	12:45 AM	20	5:02 AM	12:45 AM	20	
123	North Dekalb Mall / Decatur / East Lake	Decatur, East Lake	5:46 AM	1:15 PM	45	40	40	5:48 AM	11:35 PM	45	5:48 AM	11:35 PM	45	5:48 AM	11:35 PM	45	
124	Pleasantdale Rd	Doraville	4:47 AM	12:37 AM	30	30	30	5:17 AM	12:37 AM	45	5:17 AM	12:37 AM	45	5:17 AM	12:37 AM	45	
125	Cianciano / Northlake	Kennesaw	4:56 AM	1:00 AM	30	30	30	4:56 AM	1:00 AM	45	4:56 AM	1:00 AM	45	4:56 AM	1:00 AM	45	
126	Chamblee-Tucker Rd	Chamblee	5:00 AM	11:35 PM	40	60	60	5:30 AM	11:06 PM	60	5:30 AM	11:06 PM	60	5:30 AM	11:06 PM	60	
132	Tilly Mill Rd	Chamblee	5:37 AM	11:25 AM	20	30	30	6:40 AM	10:25 PM	60	6:40 AM	10:25 PM	60	6:40 AM	10:25 PM	60	
133	Shallowford Rd	Doraville	4:56 AM	12:54 AM	40	60	60	5:56 AM	12:54 AM	60	5:56 AM	12:54 AM	60	5:56 AM	12:54 AM	60	
140	North Point Parkway	North Springs	6:00 AM	12:02 AM	30	40	40	6:15 AM	12:00 AM	40	6:15 AM	12:00 AM	40	6:15 AM	12:00 AM	40	
141	Haynes Bridge Rd / Milton	North Springs	5:13 AM	12:33 AM	30	40	40	5:40 AM	12:20 AM	40	5:40 AM	12:20 AM	40	5:40 AM	12:20 AM	40	
142	East Holcomb Bridge Rd		5:30 AM	7:46 PM	40	60	-	No Service			No Service			No Service			
143	Winward Park & Ride	North Springs	5:28 AM	7:55 PM			Peak Only	No Service			No Service			No Service			
148	Sandy Springs / Riveredge Parkway	Sandy Springs	6:00 AM	7:50 PM	60/70		Peak Only	No Service			No Service			No Service			
150	Perimeter Center / Dunwoody Village	Dunwoody	5:50 AM	10:55 PM	40	60	60	6:10 AM	9:55 PM	60	6:10 AM	9:55 PM	60	6:10 AM	9:55 PM	60	
153	James Jackson Parkway	H.E. Holmes	4:40 AM	12:45 AM	30	30	30	5:18 AM	12:45 AM	30	5:18 AM	12:45 AM	30	5:18 AM	12:45 AM	30	
155	Pittsburgh	Oakland City	4:38 AM	1:04 AM	30	30	30	5:38 AM	1:04 AM	30	5:38 AM	1:04 AM	30	5:38 AM	1:04 AM	30	
162	Mirya Drive / Alison Court	W End	4:33 AM	1:13 AM	20	20	40	5:53 AM	1:13 AM	40	5:53 AM	1:13 AM	40	5:53 AM	1:13 AM	40	
165	Fairburn Rd	H.E. Holmes	4:09 AM	2:04 AM	20	20	30	5:05 AM	2:04 AM	20/30	5:05 AM	2:04 AM	20/30	5:05 AM	2:04 AM	20/30	
172	Sylvan Rd / Virginia Avenue	College Park, Oakland City	5:05 AM	1:10 AM	45	45	45	5:05 AM	1:10 AM	45	5:05 AM	1:10 AM	45	5:05 AM	1:10 AM	45	
178	Emory Boulevard / Southside Industrial Park	Lakewood	4:40 AM	12:36 AM	22	30	30	5:15 AM	12:46 AM	35	5:15 AM	1					

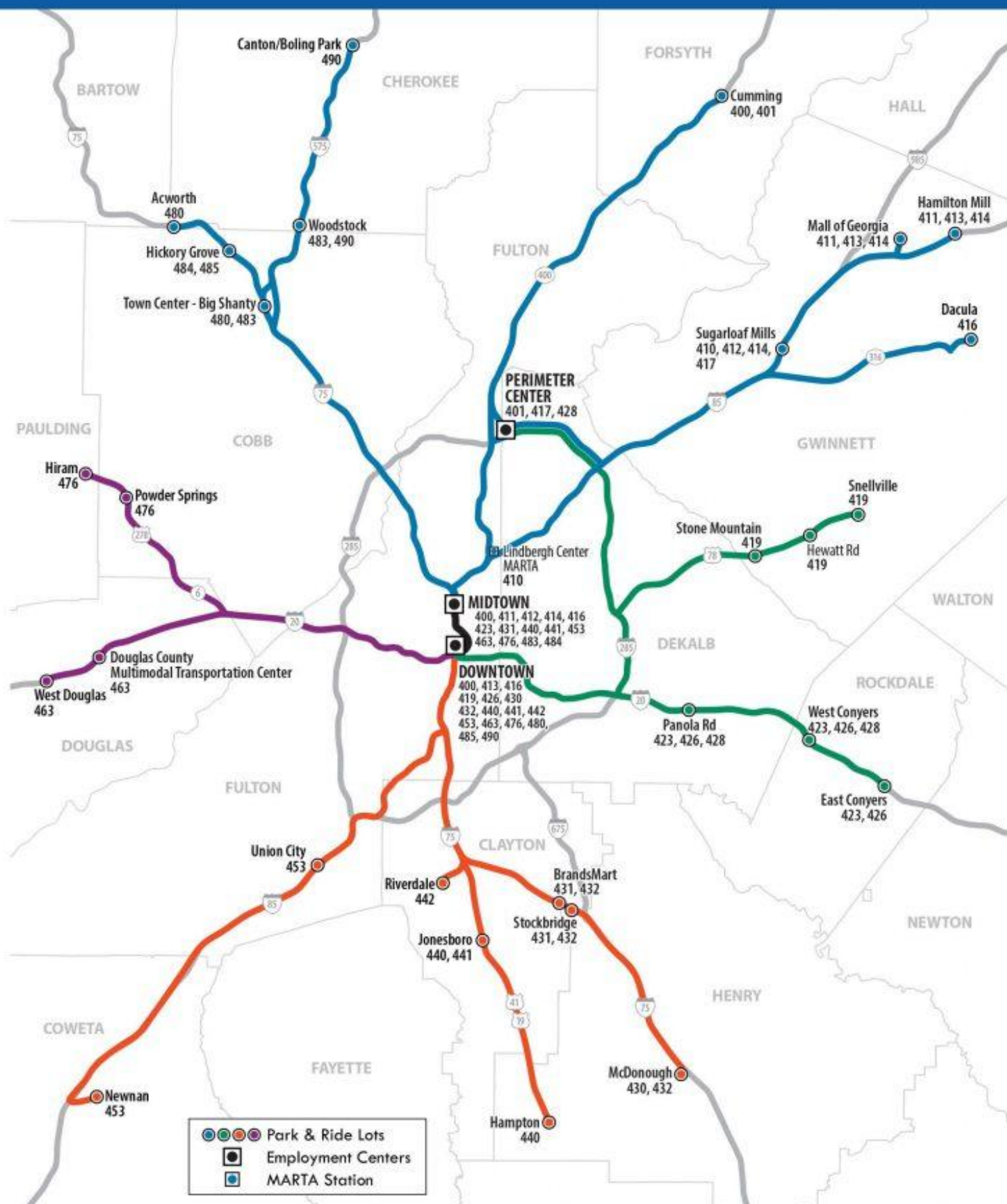


## COLLEGES AND UNIVERSITIES

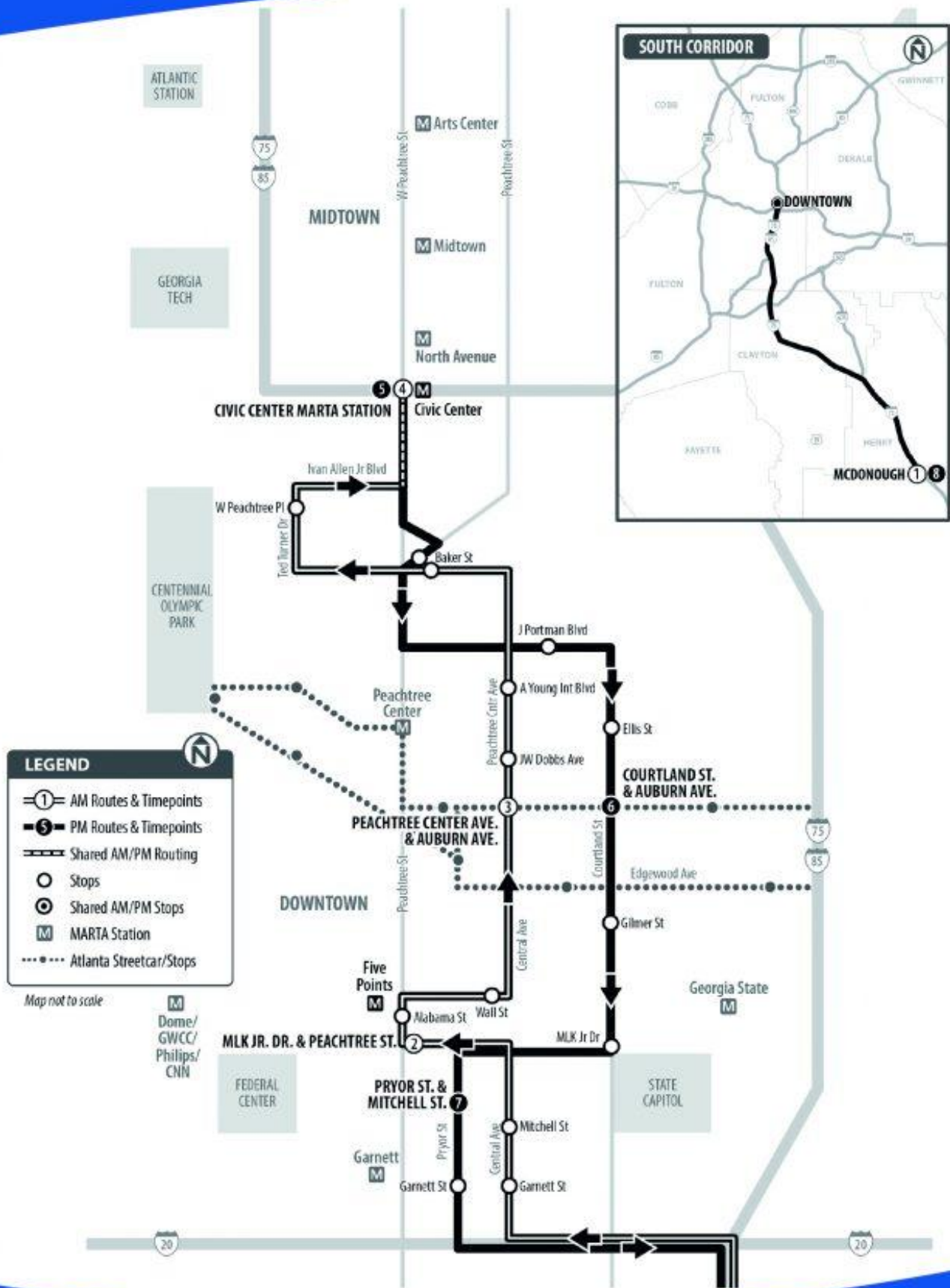
## TRANSPORTATION FACILITIES



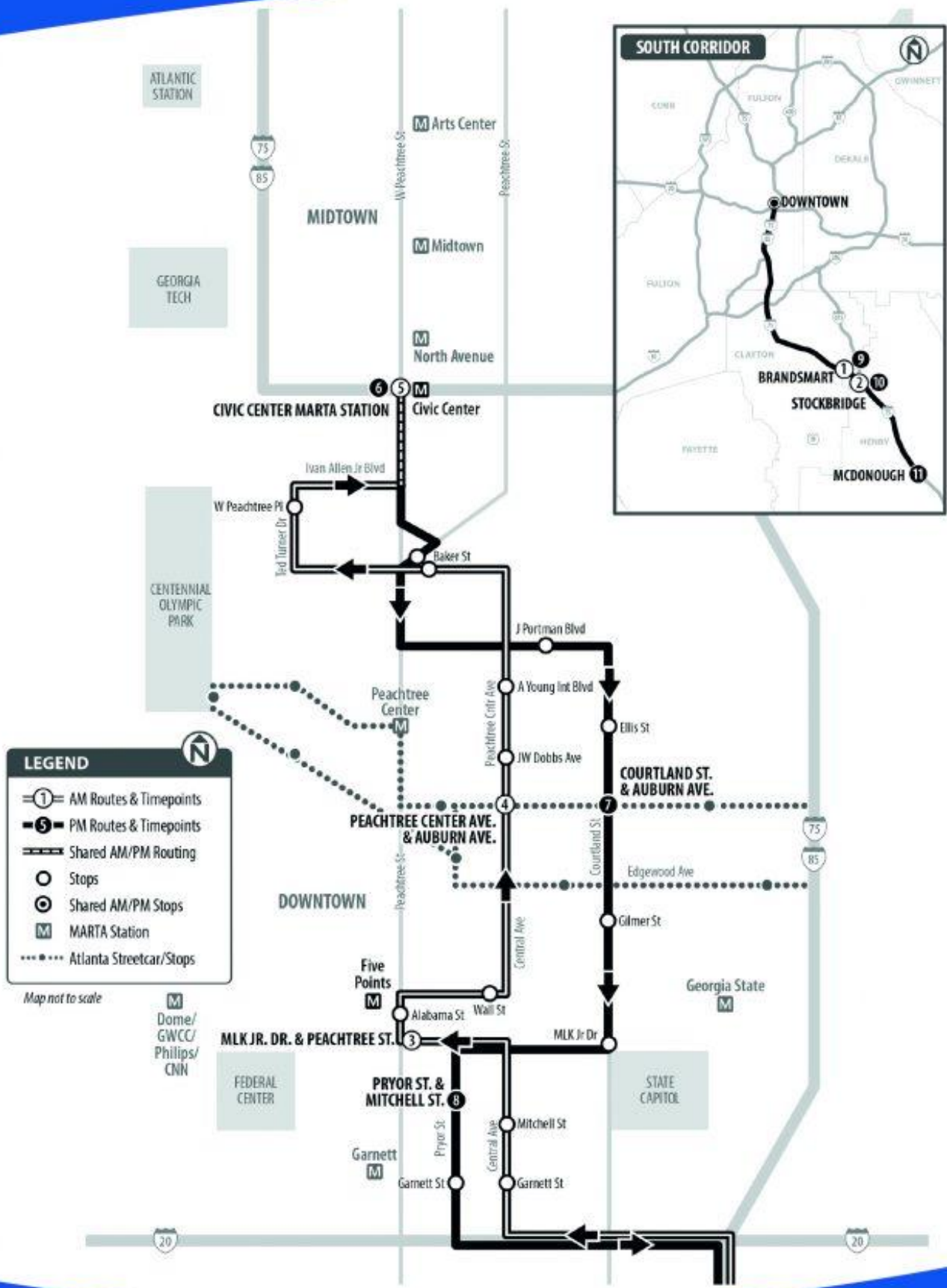








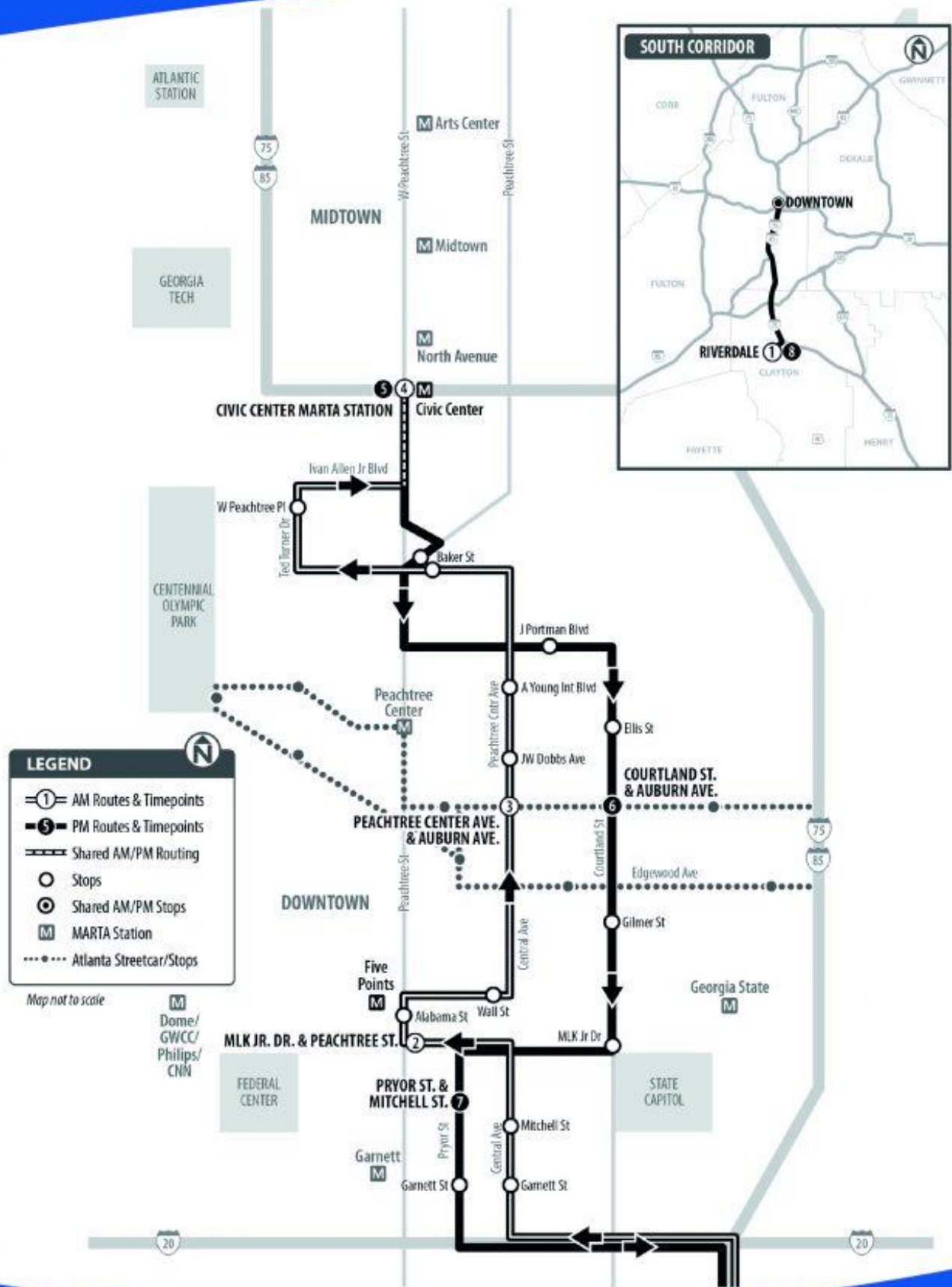
# Route 432 BrandsMart/Stockbridge to Downtown





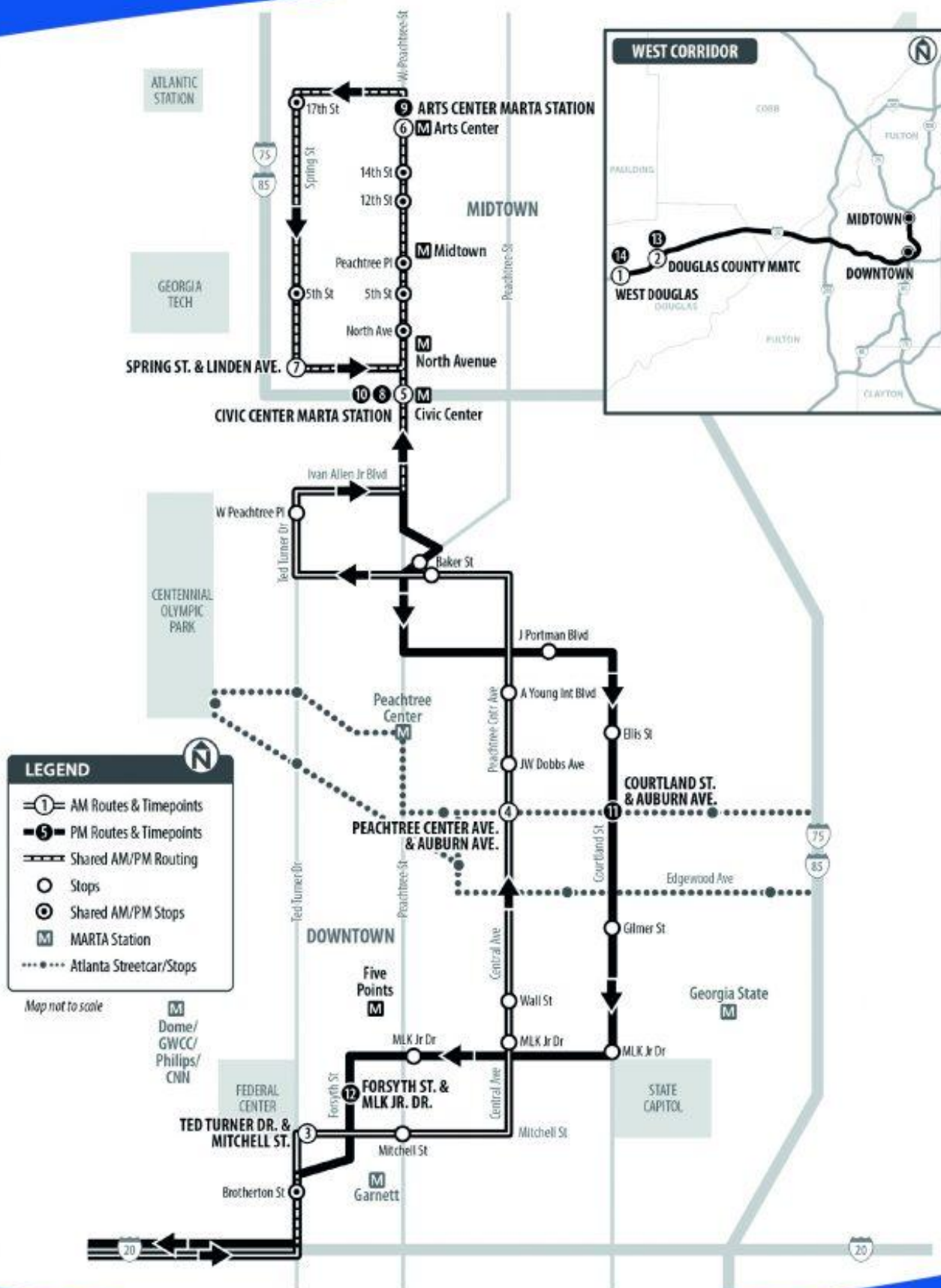


# Route 442 Riverdale to Downtown



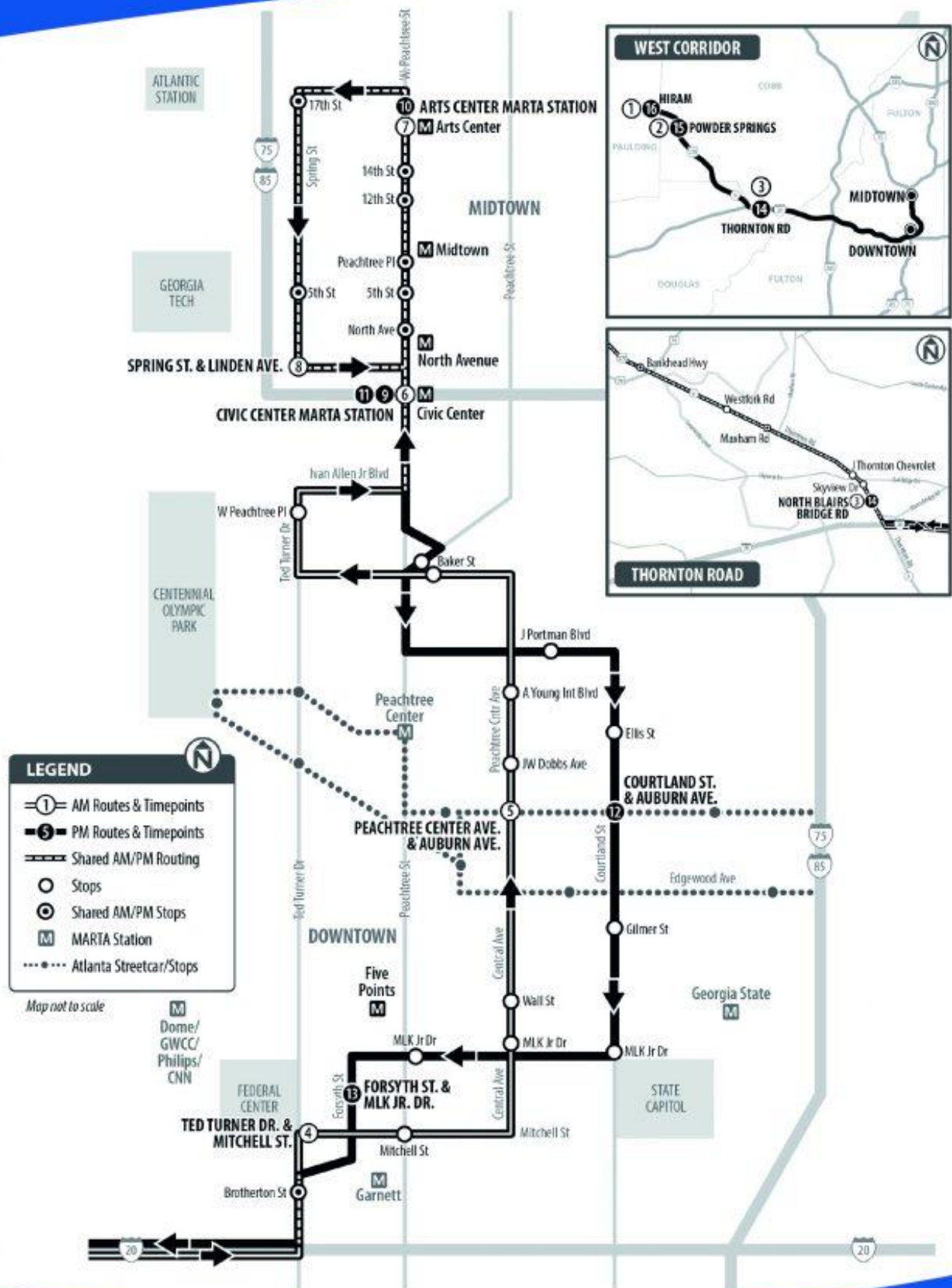


# Route 463 West Douglas/Douglas MMTC to Downtown/Midtown

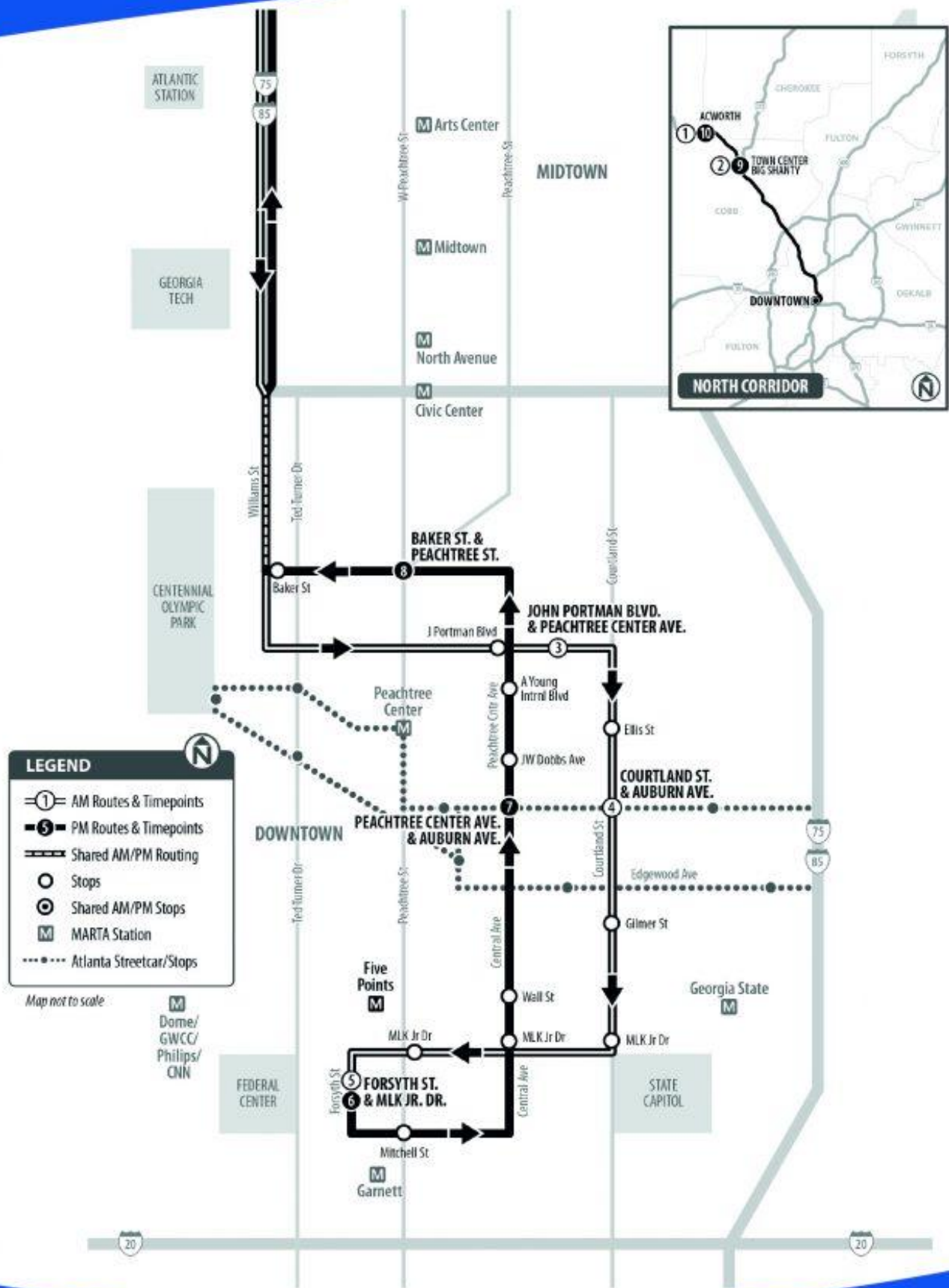




# Route 476 Hiram/Powder Springs to Downtown/Midtown



# Route 480 Acworth/Town Center (Big Shanty) to Downtown

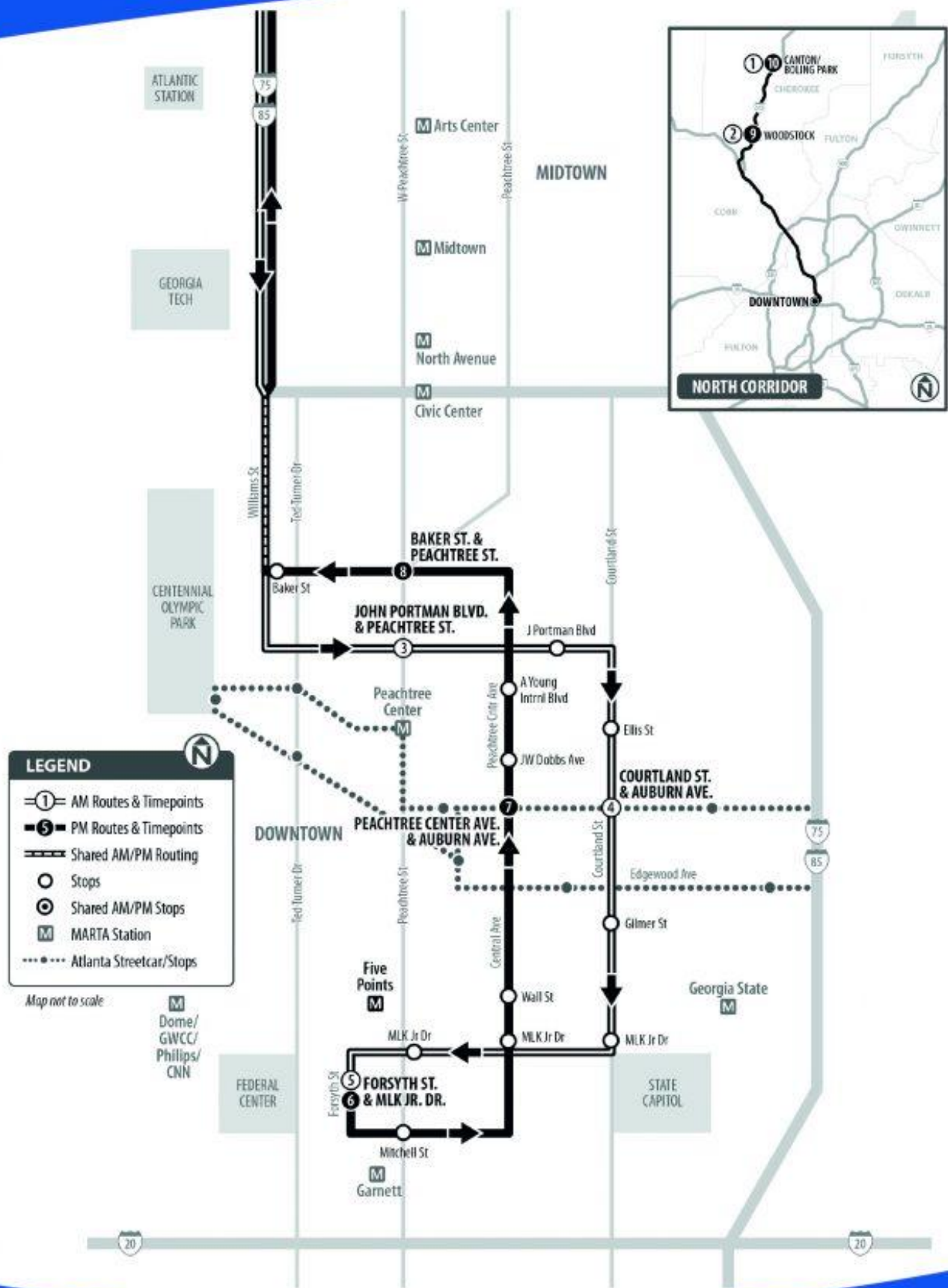


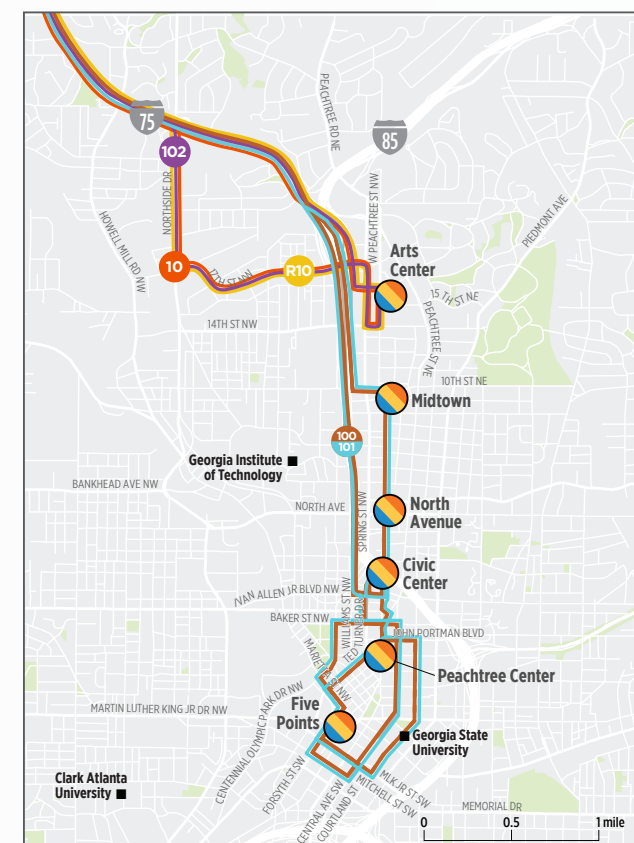
# Proposed Route 485 Hickory Grove Park and Ride to Downtown





# Route 490 Canton/Woodstock to Downtown





Route 100 does not operate on Saturday or Sunday



# Route 100

## Service Between:

- Busbee Park & Ride Lot
- Town Center Park & Ride Lot
- MARTA Civic Center Station
- MARTA Five Points Station
- Downtown Atlanta

## Customer Information

770-427-4444  
CobbLinc.com



Fare Product	Fare Price
Adult One-Way	\$2.50
10 Ride Local	\$18.00
31 Day Local	\$72.00
Express One-Way	\$5.00
20 Ride Express	\$65.00
31 Day Express	\$125.00
Transfers (CobbLinc & MARTA)	FREE

Transfers valid up to 3 hours (not valid for round trips).  
Ask driver for transfer if using cash or ticket. CobbLinc does not accept MARTA fare products.

Reduced Fare* (local routes only)	Price
Youth (under 18)	\$1.50
Seniors/Persons with Disabilities	\$1.00
Medicare card holders	\$1.00
CobbLinc Paratransit card holders	FREE
Children (less than 42")	FREE

\*Special CobbLinc-issued ID card required at time of boarding. Medicare card & valid photo ID must be presented at time of boarding. For more information, call Customer Service at 770-427-4444.

## CobbLinc Customer Service

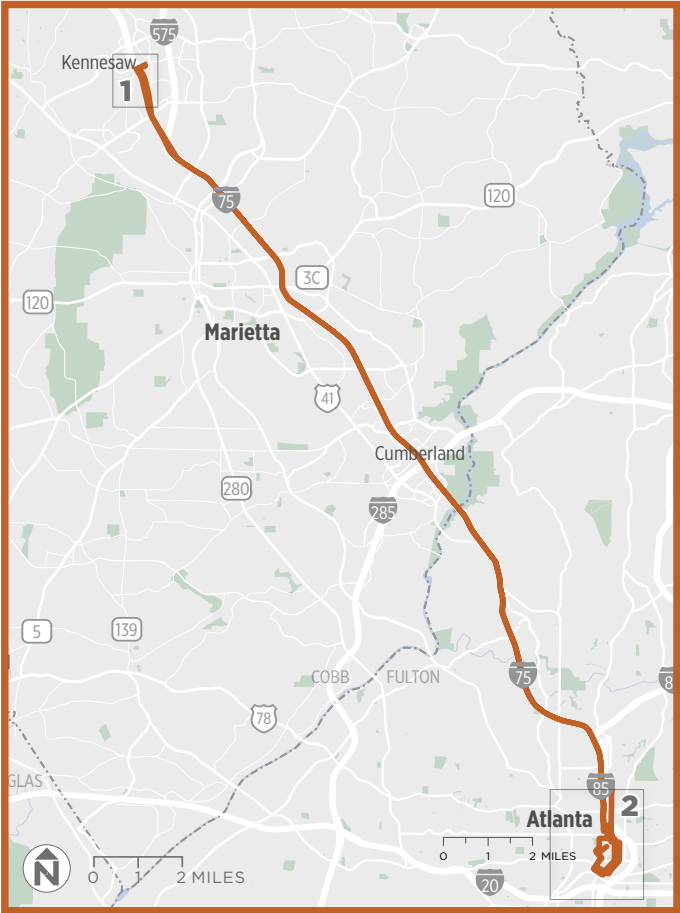
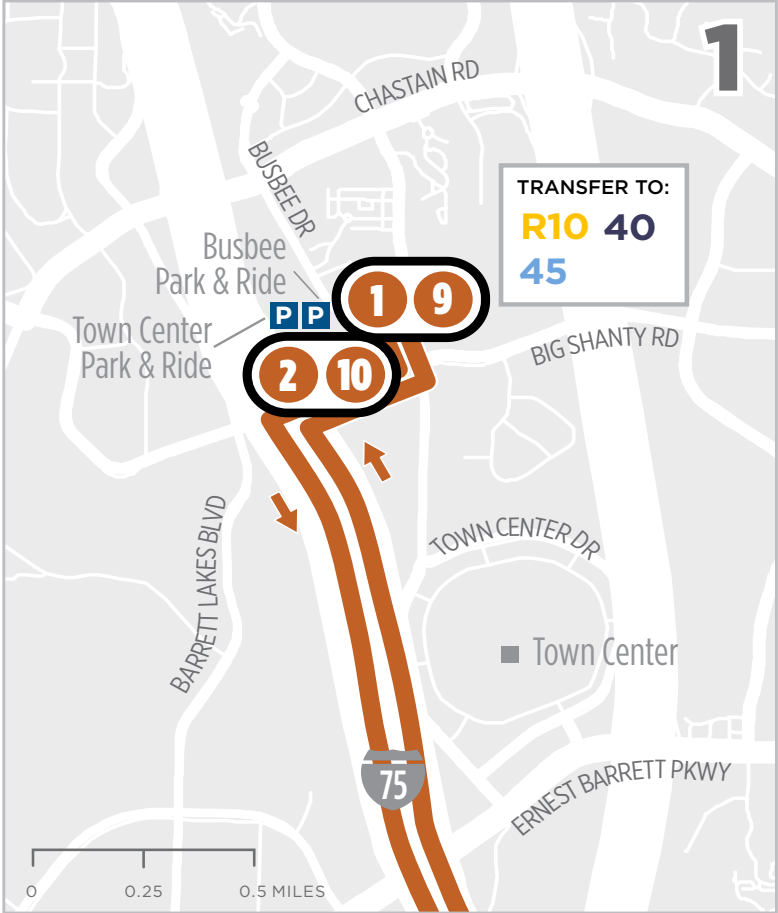
<b>Hours of Operation:</b>	<b>Contact Information:</b>
M-F 7:00 am to 7:00 pm Sa-Su 8:00 am to 4:30 pm	431 Commerce Park Drive, Marietta, GA 30060

## TTY/TDD and Other Assistive Communications Service:

Dial 711 or 800-255-0056 (TTY) /  
800-255-0135 (Voice)  
En Español: 1-888-202-3972

All CobbLinc buses are accessible and equipped with bike racks.





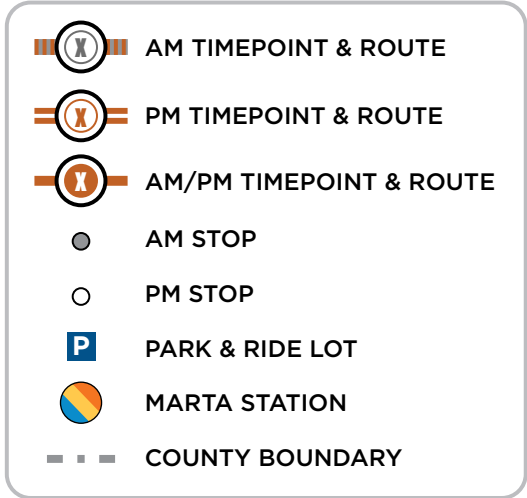
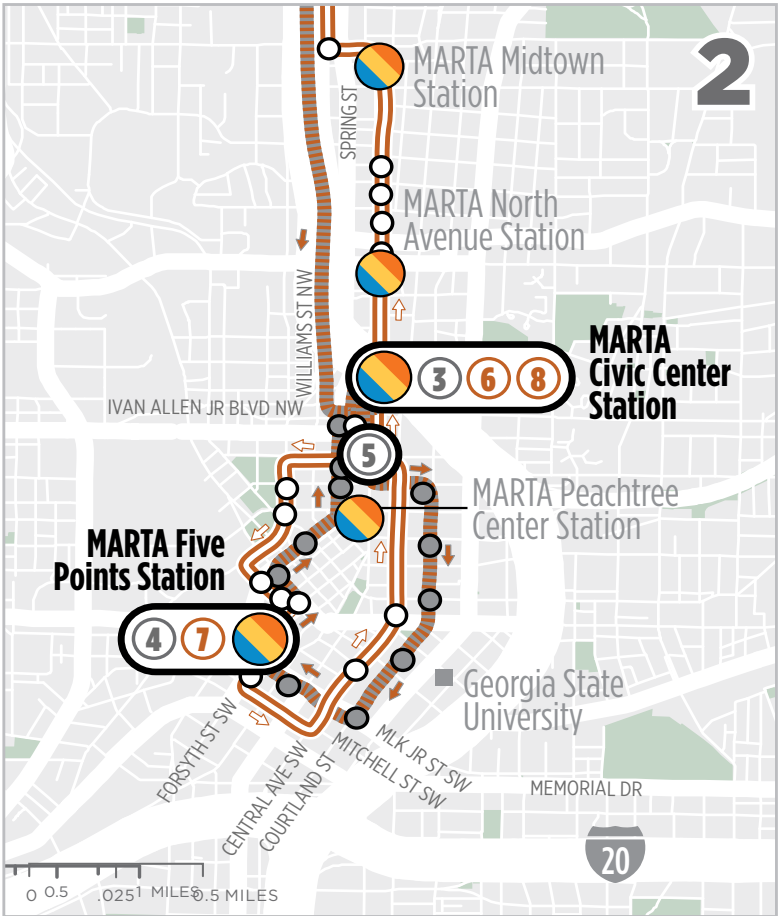
## Weekday - OUTBOUND (AM)

1	2	3	4	5
Busbee Park & Ride	Town Center Park & Ride	MARTA Civic Center Station - SB*	Forsyth St + MARTA Five Points Station*	Ted Turner Dr + Peachtree Pl NW / Lanier Parking*
5:25		5:53	6:06	6:10
5:45		6:13	6:26	6:30
6:00		6:28	6:41	6:45
6:13		6:43	6:56	7:00
6:28		6:58	7:11	7:15
6:38		7:13	7:26	7:30
6:53		7:28	7:41	7:45
7:08		7:43	7:56	8:00
7:23		7:58	8:11	8:15
	7:31	8:13	8:26	8:30
	7:46	8:28	8:41	8:45

\*Estimated timepoint - bus may leave earlier than shown.

## Weekday - INBOUND (PM)

6	7	8	9	10
MARTA Civic Center Station - SB	Forsyth St + MARTA Five Points Station	MARTA Civic Center Station - NB	Busbee Park & Ride*	Town Center Park & Ride*
3:15	3:28	3:42	4:17	4:22
3:45	3:58	4:12	4:52	4:57
4:00	4:13	4:27	5:12	5:17
4:15	4:28	4:42	5:27	5:32
4:30	4:43	4:57	5:42	5:47
4:45	4:58	5:12	5:57	6:02
5:00	5:13	5:27	6:12	6:17
5:15	5:28	5:42	6:27	6:32
5:30	5:43	5:57	6:42	6:47
6:00	6:13	6:27	7:02	7:07
6:30	6:43	6:57	7:27	7:32

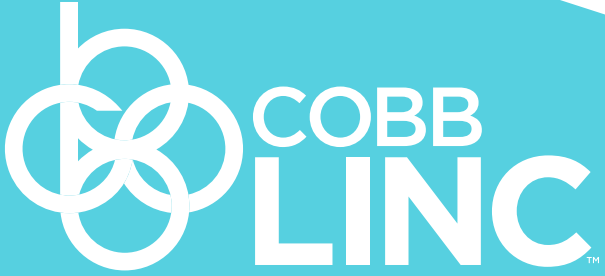


Printed schedules may be out of date due to periodic route adjustments. Please visit [CobbLinc.com](http://CobbLinc.com) to view and download the most up-to-date schedules and stop locations and to download schedules.

The stop locations and times listed on the schedule represent only selected stop locations and their associated bus departure times. If your stop is not a timed stop the bus will arrive between the times listed before and after the stop. Please plan to arrive at your stop at least 5 minutes prior to the time listed.

PM times are marked in **bold**.

Route 101 does not operate on Saturday or Sunday



# Route 101

## Service Between:

- Marietta Transfer Center
- Marietta Park & Ride Lot
- MARTA Civic Center Station
- MARTA Five Points Station
- Downtown Atlanta

## Customer Information

770-427-4444  
CobbLinc.com



CobbLinc  
BusTime  
App



@CobbTransit

## Fare Product      Fare Price

Adult One-Way	\$2.50
10 Ride Local	\$18.00
31 Day Local	\$72.00
Express One-Way	\$5.00
20 Ride Express	\$65.00
31 Day Express	\$125.00
Transfers (CobbLinc & MARTA)	FREE

Transfers valid up to 3 hours (not valid for round trips).  
Ask driver for transfer if using cash or ticket. CobbLinc does not accept MARTA fare products.

## Reduced Fare\* (local routes only)      Price

Youth (under 18)	\$1.50
Seniors/Persons with Disabilities	\$1.00
Medicare card holders	\$1.00
CobbLinc Paratransit card holders	FREE
Children (less than 42")	FREE

\*Special CobbLinc-issued ID card required at time of boarding. Medicare card & valid photo ID must be presented at time of boarding. For more information, call Customer Service at 770-427-4444.

## CobbLinc Customer Service

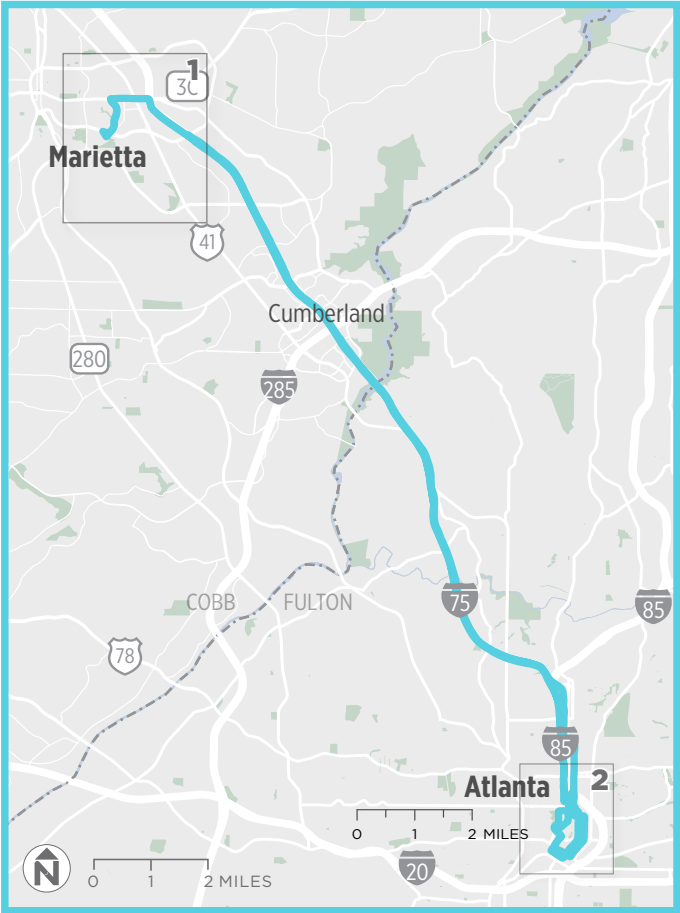
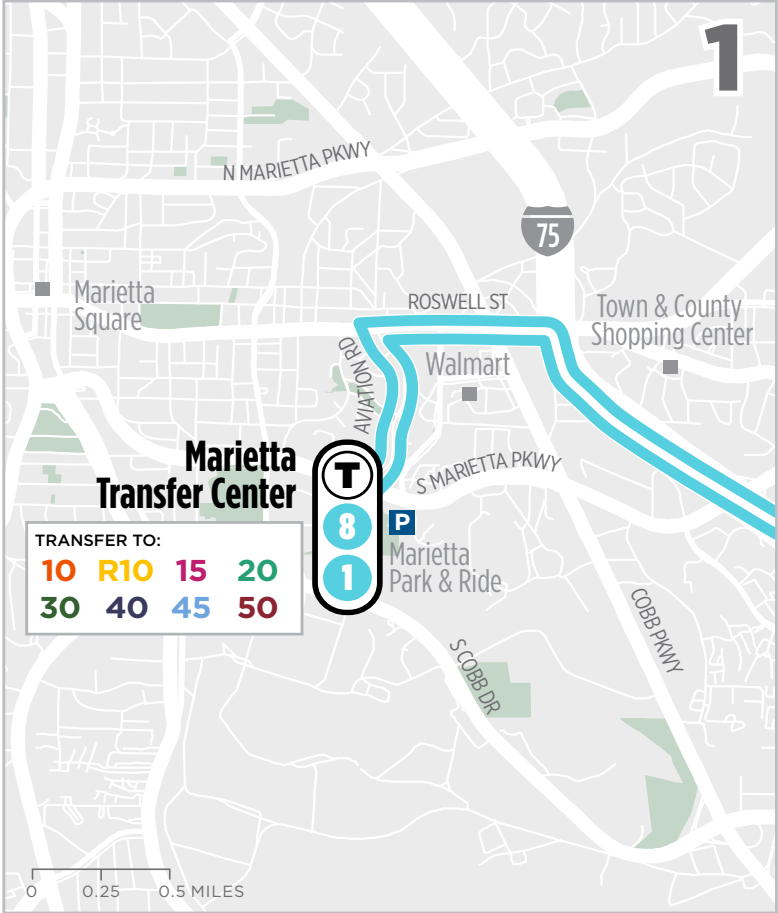
### Hours of Operation:      Contact Information:

M-F 7:00 am to 7:00 pm      431 Commerce Park Drive,  
Sa-Su 8:00 am to 4:30 pm      Marietta, GA 30060

### TTY/TDD and Other Assistive Communications Service:

Dial 711 or 800-255-0056 (TTY) /  
800-255-0135 (Voice)  
En Español: 1-888-202-3972

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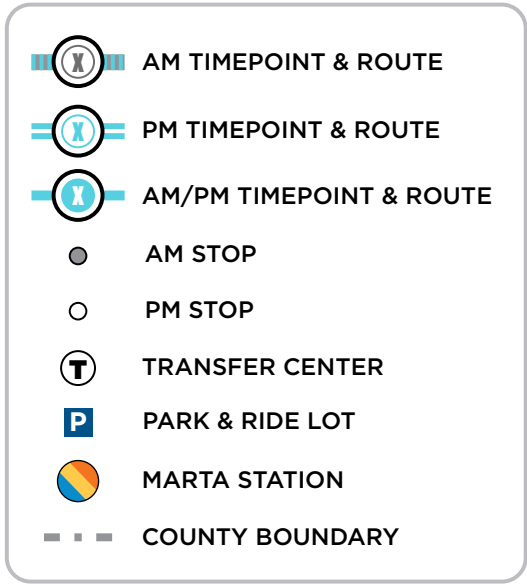
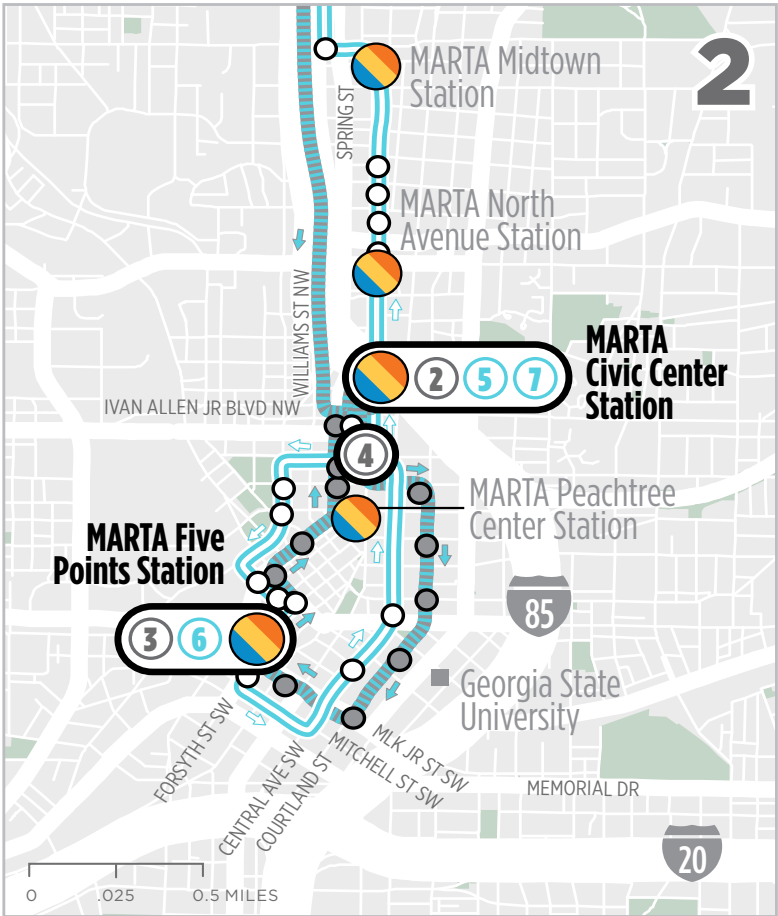
## Weekday - OUTBOUND (AM)

1	2	3	4
Marietta Transfer Center	MARTA Civic Center Station - SB*	Forsyth St + MARTA Five Points Station*	Ted Turner Dr + Peachtree Pl NW / Lanier Parking*
6:10	6:35	6:48	6:52
6:35	7:00	7:13	7:17
7:05	7:40	7:53	7:57
7:30	8:05	8:18	8:22
8:00	8:35	8:48	8:52

\*Estimated timepoint - bus may leave earlier than shown.

## Weekday - INBOUND (PM)

5	6	7	8
MARTA Civic Center Station - SB	Forsyth St + MARTA Five Points Station	MARTA Civic Center Station - NB	Marietta Transfer Center*
<b>3:53</b>	<b>4:06</b>	<b>4:20</b>	<b>5:00</b>
<b>4:14</b>	<b>4:27</b>	<b>4:41</b>	<b>5:21</b>
<b>4:50</b>	<b>5:03</b>	<b>5:17</b>	<b>5:57</b>
<b>5:20</b>	<b>5:33</b>	<b>5:47</b>	<b>6:27</b>
<b>5:45</b>	<b>5:58</b>	<b>6:12</b>	<b>6:52</b>
<b>6:35</b>	<b>6:48</b>	<b>6:58</b>	<b>7:33</b>



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PM times are marked in **bold**.



# WELCOME

TO  
Gwinnett County Transit  
Bienvenido al Sistema  
de Transito del  
Condado de Gwinnett



## EXPRESS SYSTEMS SERVICE MAP

Effective August 31, 2020



ROUTE INFORMATION		
ROUTES	Weekday	
	From:	To:
	Service Hours	
Route 101	5:30AM	9:04PM
Route 102	5:40AM	8:29PM
Route 103	5:20AM	8:44PM
Route 103A	7:00AM	6:35PM
Route 110	5:20AM	7:58PM

**LEGEND**

- MARTA Station
- Interstate Route
- State Route
- Park & Ride Lot
- Timepoint
- Bus Stops
- Transfer Point
- Shopping Centers
- Entertainment
- Gwinnett County Transit Customer Service Center Lost & Found

**SERVICE AREAS**

- PM Route
- AM Route
- Route 101 (Zone 2)
- I-85 Park & Ride to Downtown
- Route 102 (Zone 1)
- Indian Trail Park & Ride to Downtown
- Route 103 (Zone 2)
- Sugarloaf Mills Park & Ride to Downtown
- Route 103A (Zone 1)
- Sugarloaf Mills Park & Ride to Downtown
- Route 110 (Zone 1)
- Sugarloaf Mills Park & Ride to Downtown
- Indian Trail to Emory University
- Downtown Atlanta
- Route 101, 102, 103

Track your bus in real time, visit [mygctransit.com](http://mygctransit.com) or download the My Stop App available for both iOS and Android

**ON-DEMAND TEXT ALERTS**

TEXT GCT AND THE BUS STOP NUMBER TO 321123

STOP IDA LOCATED IN THE BUS STOP SIGN & ONLINE AT GCTWANTED.COM

For Routes & Schedule information, please scan QR Code below



## DOWNTOWN ATLANTA



### RIDER INFORMATION

Gwinnett County Transit (GCT)  
Customer Service:  
3525 Mall Blvd Suite 5-C,  
Duluth, GA 30096  
770.822.5010  
[www.gctransit.com](http://www.gctransit.com)

If you have trouble using a standard phone, dial 7-1-1 to set up a Georgia Relay call. Language assistance is available for persons with limited English proficiency.

- Customer Service Representatives (CSR) are available from 8am-5pm Monday-Friday, and Saturday 9am-1pm. Please call one of GCT's CSRs for help with the following (but not limited to):
- Comments & Suggestions
  - Ticket/Pass Sales
  - Lost & Found
  - Google Transit
  - Routes & Schedules
  - Load Breeze Cards
  - Paratransit Eligibility
  - Half Fare Eligibility
  - Mobile App & Website

Gwinnett County Transit is committed to ensuring that no person is excluded from the participation in, or denied the benefits of, or discriminated under any of its programs, activities or services on the basis of race, color, or national origin, as protected under Title VI.

**HOLIDAY SCHEDULE**  
GCT does not operate on the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, & Christmas Day.

**NEWS YOU CAN USE**  
You can find up to date information about service changes, holiday notices, stop cancellations and much more in our News You Can Use section found online at [www.gctransit.com](http://www.gctransit.com).

All GCT buses are equipped with video surveillance.

EXPRESS FARES	ZONE 1	ZONE 2
One-way cash fare	\$3.75	\$5.00
10-Ride Ticket Book	\$32.50	\$45.00
Monthly Pass	\$130.00	\$180.00
Breeze Card	\$2.00	

GCT fare boxes accept EXACT FARE ONLY. No refunds/No exceptions. DO NOT insert monthly passes or Breeze cards into the fare box. The bus drivers do not have access to the fare boxes.

- PLEASE REMEMBER**
- Not all stops are "limited stops" - check time stops before and after your stop to get a general idea of when your bus will arrive.
  - Arrive at least 10 minutes before scheduled departures.
  - Please occupy one seat only.
  - No eating, drinking, or smoking on the bus.

**TRANSFERS**  
Transfers within GCT are FREE for 3 hours from the start of a trip, for up to 3 transfers in the same direction of travel, where the current mode is different from the last mode. Trip charges apply when transferring to a higher fare service. GCT paper transfers are ONLY valid at transfer points. Cash transfers and paper tickets pass holders will not receive a free transfer to MARTA. Free transfers from GCT to MARTA require the use of a Breeze Card. Transfers are automatically applied on your Breeze card when you initially board.

**BREEZE CARDS**  
Passengers may also use a Breeze card to pay GCT fare. Breeze cards must be loaded with cash value or GCT fare product. Breeze cards can be purchased and loaded at any Breeze vending machine located at MARTA rail stations (under regional partners), online at [www.breezeonline.com](http://www.breezeonline.com) or at GCT's Customer Service office.

**PURCHASE GCT PASSES/TICKETS**  
Passes and tickets can be purchased at the GCT Customer Service office, at Breeze vending machines (located at MARTA train stations), and online at [www.breezeonline.com](http://www.breezeonline.com) (allow 2-3 business days for processing and shipping).

**THE TRANSIT BULLETIN**  
To stay up to date with exciting news about Gwinnett County Transit, sign up for The Transit Bulletin e-newsletter at [bit.ly/transitbulletin](http://bit.ly/transitbulletin) and select "The Transit Bulletin."

### INFORMACIÓN AL USUARIO

Gwinnett County Transit (GCT)  
Servicio de atención para el Cliente:  
3525 Mall Blvd Suite 5-C,  
Duluth, GA 30096  
770.822.5010  
[www.gctransit.com](http://www.gctransit.com)

Si usted tiene problemas para usar un teléfono estándar, marque 7-1-1 para programar una llamada de Georgia Relay. Asistencia de idiomas está disponible para personas con habilidad limitada en inglés.

- Representantes de servicio al cliente están disponibles de 8am-5pm Lunes a Viernes y Sábado de 9am-1pm. Por favor de llamar a uno de los representantes de servicio al cliente de GCT para ayuda con lo siguiente (pero no limitado a):
- Comentarios y Sugerencias
  - Venta de Boletos/Pases
  - Planificación de Viaje
  - Objetos Perdidos
  - Tránsito de Google
  - Rutas y Horarios
  - Recargar la Tarjeta Breeze
  - Eligibilidad de Paratransito
  - Eligibilidad de Tarifa Reducida
  - Aplicación Móvil y el Sitio Web

Gwinnett County Transit se ha comprometido a garantizar que ninguna persona sea excluida de la participación en, o negado los beneficios de, o discriminado en cualquiera de sus programas, actividades o servicios sobre la base de raza, color o origen nacional, como se protege en el Título VI.

**HORARIO DE DIAS FESTIVOS**  
GCT no opera los siguientes días festivos: Año Nuevo, Día de los Niños, Día de la Independencia, Día de Acción de Gracias, y Navidad.

**NOTICIAS QUE PUEDE UTILIZAR**  
Puede encontrar información actualizada sobre cambios en el servicio, avisos de días festivos, cancelaciones de pases y mucho más en nuestra sección Noticias Que Puede Utilizar que se encuentra en línea en [www.gctransit.com](http://www.gctransit.com).

Todos los autobuses están equipados con cámaras de video.

EXPRESS FARES	ZONE 1	ZONE 2
Precio en efectivo de ida	\$3.75	\$5.00
Boleto de 10 viajes	\$32.50	\$45.00
Fase mensual	\$130.00	\$180.00
Tarjeta Breeze	\$2.00	

Los cajones de pago de GCT aceptan SOLO TARIFA EXACTA. No habrá reembolsos ni excepciones. No inserte pases recurrentes ni su tarjeta Breeze en la ranura de la caja de pago. Los conductores del autobús no tienen acceso a la caja de pago.

- FAVOR DE RECORDAR**
- No todos los paradas son "paradas limitadas" - averigüe el horario de las paradas antes y después de su parada para tener una idea general de cuándo llegará su autobús.
  - Llegue por lo menos 10 minutos antes de la hora indicada en el horario.
  - Por favor ocupe un solo asiento.
  - No comer, beber, ni fumar en el autobús.

**TRANSFERENCIAS**  
Los traslados dentro de GCT son GRATIS durante 3 horas desde el inicio de un viaje, para hasta 3 traslados en la misma dirección de viaje, donde la ruta actual es diferente de la última ruta. Se aplican cargos adicionales cuando se transfiere a un servicio de tarifa más alta. Las transferencias en papel de GCT SÓLO son válidas en los puntos de transferencia. Pasajeros que paguen en efectivo o usen boletos/pases recurrentes no recibirán transferencias de pago a MARTA. Los traslados gratuitos de GCT a MARTA requieren el uso de la tarjeta Breeze. Transferencias no automáticamente cargadas a su tarjeta Breeze cuando inicialmente aborde el autobús.

**TARJETAS DE BREEZE**  
Los pasajeros pueden utilizar una tarjeta de Breeze para pagar la tarifa de GCT. La tarjeta de Breeze debe ser cargada con valor en dinero si produce de GCT. Puede comprar una tarjeta y cargarla en cualquier vendida automática de Breeze en todas las estaciones del tren de MARTA (bajo socios regionales), en línea en [www.breezeonline.com](http://www.breezeonline.com) o en la oficina del Servicio al Cliente de GCT.

**ORDENAR PASES/BOLETOS**  
Pases y boletos pueden ser comprados en la oficina del Servicio al Cliente de GCT, en las vendidas automáticas de Breeze (ubicadas en las estaciones de tren de MARTA), y en línea en [www.breezeonline.com](http://www.breezeonline.com) (permite 2-3 días de tiempo de procesamiento). Tarjetas boletos no son reembolsables. GCT no es responsable por los pases/boletos perdidos ni robados cuando son emitidos a través del correo. Por favor, espere 3 días para el procesamiento y envío.

**EL BOLETIN DE TRANSITO**  
Para mantenerse al día con noticias interesantes sobre Gwinnett County Transit, inscríbase al boletín electrónico "The Transit Bulletin" en [bit.ly/transitbulletin](http://bit.ly/transitbulletin) y seleccione "The Transit Bulletin."

Track your bus in real time, visit [mygctransit.com](http://mygctransit.com) or download the My Stop App available for both iOS and Android

**ON-DEMAND TEXT ALERTS**

TEXT GCT AND THE BUS STOP NUMBER TO 321123

STOP IDA LOCATED IN THE BUS STOP SIGN & ONLINE AT GCTWANTED.COM

For Routes & Schedule information, please scan QR Code below



## SCHEDULES

### ROUTE 101 ZONE 2

#### A.M. Route

##### I-985 Park & Ride to Downtown

Depart I-985 @ SR 20 Park & Ride	W. Peachtree St. @ Civic Center MARTA Station (SB)	John Portman Blvd. @ Peachtree Center Ave.	Forsyth St. @ MLK JR. Drive (SB)	Arrive Mitchell St. @ Central Avenue
1	2	3	4	5
5:30 AM	6:12	6:15	6:22	6:25
6:00	6:42	6:45	6:52	6:55
6:15	6:57	7:00	7:07	7:10
6:30	7:12	7:15	7:22	7:25
7:00	7:47	7:51	7:59	8:04
7:15	8:02	8:06	8:14	8:19
7:30	8:22	8:26	8:34	8:39
7:45	8:40	8:44	8:52	8:57
8:00	8:55	8:59	9:07	9:12
8:15	9:10	9:14	9:22	9:27
8:35	9:30	9:34	9:42	9:47

Subject to traffic conditions

\*Note: The 1:25,1:45, 2:15 PM & 6:25, 6:45, 7:15 & 7:45 PM

"sweeper" bus boards all 101/102/103 passengers and stops at all 3 Park & Ride lots. Zone 1 & 2 Express Fares are valid on the 1:25,1:45, 2:15 PM & 6:25, 6:45, 7:15 & 7:45 PM "sweeper" bus.

#### AM STOPS

W. Peachtree St. @ Civic Center MARTA Station (SB)  
Peachtree St. and Baker St.  
John Portman Blvd. and Peachtree Center Ave.  
Courtland St. and Ellis St.  
Courtland St. and Auburn Ave.  
Courtland St. and Gilmer St.  
Washington St. and MLK Jr. Dr.  
MLK Jr. Dr. and Peachtree St.  
Forsyth St. @ MLK JR. Drive (SB)  
Mitchell St. and Central Ave.

#### P.M. Route

##### Downtown to I-985 Park & Ride

Depart Central Ave. @ Mitchell St.	Forsyth St. @ MLK JR. Drive (SB)	Peachtree Center Ave. @ Andrew Young Intl. Blvd.	W. Peachtree St. @ Civic Center MARTA Station (SB)	Arrive I-985 @ SR 20 Park & Ride
8	4	6	2	1
*1:25 PM	1:32	1:42	1:47	2:42
*1:45	1:52	2:02	2:07	3:02
*2:15	2:22	2:32	2:37	3:32
3:03	3:09	3:19	3:27	4:07
3:33	3:39	3:49	3:57	4:42
4:03	4:09	4:19	4:27	5:12
4:18	4:24	4:34	4:42	5:32
4:33	4:39	4:49	4:57	5:42
4:48	4:54	5:04	5:12	5:57
5:03	5:09	5:19	5:27	6:12
5:18	5:24	5:34	5:42	6:27
5:33	5:39	5:49	5:57	6:42
5:48	5:54	6:04	6:12	6:57
6:03	6:09	6:19	6:27	7:12
6:23	6:29	6:39	6:47	7:32
*6:25	6:32	6:42	6:49	7:44
*6:45	6:52	7:02	7:09	8:04
*7:15	7:22	7:32	7:39	8:34
*7:45	7:52	8:02	8:09	9:04

#### PM STOPS

Central Ave. and Mitchell St.  
MLK Jr. Dr. and Washington St.  
MLK Jr. Dr. and Peachtree St.  
Forsyth St. @ MLK JR. Drive (SB)  
Central Ave. and Wall St.  
Peachtree Center Ave. and Auburn Ave.  
Peachtree Center Ave. and John Wesley Dobbs Ave.  
Peachtree Center Ave. and Andrew Young Intl. Blvd.  
Baker St. and Peachtree St.  
W. Peachtree St. @ Civic Center MARTA Station (SB)

### ROUTE 102 ZONE 1

#### A.M. Route

##### Indian Trail Park & Ride to Downtown

Depart I-85 @ Indian Trail Park & Ride	W. Peachtree St. @ Civic Center MARTA Station (SB)	John Portman Blvd. @ Peachtree Center Ave.	Forsyth St. @ MLK JR. Drive (SB)	Arrive Mitchell St. @ Central Avenue
1	2	3	4	5
5:40 AM	6:12	6:15	6:20	6:25
6:10	6:42	6:45	6:50	6:55
6:40	7:12	7:15	7:20	7:25
7:10	7:45	7:48	7:53	7:58
7:40	8:15	8:18	8:23	8:28
8:10	8:42	8:45	8:50	8:55

Subject to traffic conditions

\*Note: The 1:25,1:45, 2:15 PM & 6:25, 6:45, 7:15 & 7:45 PM "sweeper" bus boards all 101/102/103 passengers and stops at all 3 Park & Ride lots. Zone 1 & 2 Express Fares are valid on the 1:25,1:45, 2:15 PM & 6:25, 6:45, 7:15 & 7:45 PM "sweeper" bus.

#### AM STOPS

W. Peachtree St. @ Civic Center MARTA Station (SB)  
Peachtree St. and Baker St.  
John Portman Blvd. and Peachtree Center Ave.  
Courtland St. and Ellis St.  
Courtland St. and Auburn Ave.  
Courtland St. and Gilmer St.  
Washington St. and MLK Jr. Dr.  
MLK Jr. Dr. and Peachtree St.  
Forsyth St. @ MLK JR. Drive (SB)  
Mitchell St. and Central Ave.

#### P.M. Route

##### Downtown to Indian Trail Park & Ride

Depart Central Ave. @ Mitchell St.	Forsyth St. @ MLK JR. Drive (SB)	Peachtree Ctr Ave. @ Andrew Young Intl. Blvd.	W. Peachtree St. @ Civic Center MARTA Station (SB)	Arrive I-85 @ Indian Trail Park & Ride
8	4	6	2	1
*1:25 PM	1:32	1:42	1:47	2:07
*1:45	1:52	2:02	2:07	2:27
*2:15	2:22	2:32	2:37	2:57
3:08	3:15	3:25	3:33	3:58
4:08	4:15	4:25	4:33	5:03
4:38	4:45	4:55	5:03	5:28
5:08	5:15	5:25	5:33	6:03
5:38	5:45	5:55	6:03	6:28
6:08	6:15	6:25	6:33	7:03
*6:25	6:32	6:42	6:49	7:09
*6:45	6:52	7:02	7:09	7:29
*7:15	7:22	7:32	7:39	7:59

#### PM STOPS

Central Ave. and Mitchell St.  
MLK Jr. Dr. and Washington St.  
MLK Jr. Dr. and Peachtree St.  
Forsyth St. @ MLK JR. Drive (SB)  
Central Ave. and Wall St.  
Peachtree Center Ave. and Auburn Ave.  
Peachtree Center Ave. and John Wesley Dobbs Ave.  
Peachtree Center Ave. and Andrew Young Intl. Blvd.  
Baker St. and Peachtree St.  
W. Peachtree St. @ Civic Center MARTA Station (SB)

### ROUTE 103 ZONE 2

#### A.M. Route

##### Sugarloaf Mills Park & Ride to Downtown

Depart I-85 @ Sugarloaf Park & Ride	W. Peachtree St. @ Civic Center MARTA Station (SB)	John Portman Blvd. @ Peachtree Center Ave.	Forsyth St. @ MLK JR. Drive (SB)	Arrive Mitchell St. @ Central Avenue
1	2	3	4	5
5:20 AM	5:52	5:55	6:02	6:05
5:40	6:12	6:15	6:22	6:25
6:00	6:37	6:40	6:47	6:50
6:15	6:52	6:55	7:02	7:05
6:30	7:07	7:10	7:17	7:20
6:40	7:19	7:22	7:29	7:32
6:50	7:29	7:32	7:39	7:42
7:00	7:42	7:45	7:52	7:55
7:10	7:52	7:55	8:02	8:05
7:20	8:03	8:06	8:13	8:16
7:30	8:15	8:18	8:25	8:28
7:40	8:25	8:28	8:35	8:38
7:50	8:35	8:38	8:45	8:48
8:00	8:45	8:48	8:55	8:58
8:10	9:02	9:05	9:12	9:15
8:20	9:07	9:10	9:17	9:20
8:30	9:12	9:15	9:22	9:25
8:40	9:22	9:25	9:32	9:35
9:00	9:42	9:45	9:52	9:55
9:15	9:57	10:00	10:07	10:10

Subject to traffic conditions

#### AM STOPS

W. Peachtree St. @ Civic Center MARTA Station (SB)  
Peachtree St. and Baker St.  
John Portman Blvd. and Peachtree Center Ave.  
Courtland St. and Ellis St.  
Courtland St. and Auburn Ave.  
Courtland St. and Gilmer St.  
Washington St. and MLK Jr. Dr.  
MLK Jr. Dr. and Peachtree St.  
Forsyth St. @ MLK JR. Drive (SB)  
Mitchell St. and Central Ave.

#### PM STOPS

Central Ave. and Mitchell St.  
MLK Jr. Dr. and Washington St.  
MLK Jr. Dr. and Peachtree St.  
Forsyth St. @ MLK JR. Drive (SB)  
Central Ave. and Wall St.  
Peachtree Center Ave. and Auburn Ave.  
Peachtree Center Ave. and John Wesley Dobbs Ave.  
Peachtree Center Ave. and Andrew Young Intl. Blvd.  
Baker St. and Peachtree St.  
W. Peachtree St. @ Civic Center MARTA Station (SB)

#### P.M. Route

##### Downtown to Sugarloaf Mills Park & Ride

Depart Central Ave. @ Mitchell St.	Forsyth St. @ MLK JR. Drive (SB)	Peachtree Ctr. Ave. @ Andrew Young Intl. Blvd.	W. Peachtree St. @ Civic Center MARTA Station (SB)	Arrive I-85 @ Sugarloaf Park & Ride
8	4	6	2	1
*1:25 PM	1:32	1:42	1:47	2:22
*1:45	1:52	2:02	2:07	2:42
*2:15	2:22	2:32	2:37	3:12
2:55	3:02	3:12	3:17	3:42
3:05	3:12	3:22	3:27	3:52
3:15	3:22	3:32	3:37	4:07
3:25	3:32	3:42	3:47	4:17
3:35	3:42	3:52	3:57	4:32
3:45	3:52	4:02	4:07	4:42
3:55	4:02	4:12	4:17	4:52
4:05	4:12	4:22	4:27	5:02
4:15	4:22	4:32	4:37	5:12
4:25	4:32	4:42	4:47	5:22
4:35	4:42	4:52	4:57	5:32
4:45	4:52	5:02	5:07	5:42
4:55	5:02	5:12	5:17	5:52
5:03	5:10	5:20	5:27	6:02
5:10	5:17	5:27	5:34	6:09
5:18	5:25	5:35	5:42	6:17
5:25	5:32	5:42	5:49	6:24
5:35	5:52	6:02	6:09	6:44
6:05	6:12	6:22	6:29	7:04
*6:25	6:32	6:42	6:49	7:24
*6:45	6:52	7:02	7:09	7:44
*7:15	7:22	7:32	7:39	8:14
*7:45	7:52	8:02	8:09	8:44

\*Note: The 1:25,1:45, 2:15 PM & 6:25, 6:45, 7:15 & 7:45 PM

"sweeper" bus boards all 101/102/103 passengers and stops at all 3 Park & Ride lots. Zone 1 & 2 Express Fares are valid on the 1:25,1:45, 2:15 PM & 6:25, 6:45, 7:15 & 7:45 PM "sweeper" bus.

### ROUTE 103A ZONE 1

#### A.M. Route

##### Downtown to Sugarloaf Mills Park & Ride

Depart Forsyth Street @ MLK JR. Drive (SB)	Peachtree Center Ave. @ Andrew Young Intl. Blvd.	Arts Center MARTA Station	Shackleford Road @ Kaiser	Breckinridge Blvd./Old Norcross Rd.	Arrive @ I-85 Sugarloaf Park & Ride
1	2	4	5	6	7
7:00 AM	7:10	7:25	8:00	8:04	8:15
8:05	8:17	8:32	9:07	9:11	9:22

Subject to traffic conditions

#### AM STOPS

Forsyth Street @ MLK JR Drive (SB)  
Central Ave. and Wall St.  
Peachtree Center Ave. and Auburn Ave.  
Peachtree Center Ave. and John Wesley Dobbs  
Peachtree Center Ave. and Andrew Young Intl. Blvd.  
W. Peachtree St. @ Civic Center MARTA Station (NB)  
W. Peachtree St. and North Ave.  
W. Peachtree St. and Peachtree Place  
W. Peachtree St. and 14th St.  
Arts Center MARTA Station  
Shackleford Rd. & Kaiser  
Shackleford Rd. & Pine Rd  
Shackleford Rd. & Hotel Sonesta  
Breckinridge Blvd. & Fairfield Inn

Breckinridge Blvd. & Cascade Apartments  
3350 Breckinridge Blvd  
3300 Breckinridge Blvd  
Breckinridge Blvd. & Arlon Lane  
Breckinridge Blvd. & Eldridge Rd  
Breckinridge Blvd. & Old Norcross Rd  
Breckinridge Blvd. & Breckinridge Pkwy  
2700 Breckinridge Blvd  
Breckinridge Blvd. & Boggs Rd  
Breckinridge Blvd. & Duluth Hwy  
Sugarloaf Mills at BassPro Shop  
Sugarloaf Mills P&R

#### P.M. Route

##### Sugarloaf Mills Park & Ride to Downtown

Depart Shackleford Road @ Kaiser	Breckinridge Blvd./Old Norcross Rd.	Leave Sugarloaf Mills Park & Ride	Arts Center MARTA Station	John Portman Blvd. @ Peachtree Center Avenue	Arrive @ MLK JR Drive (SB)
5	6	7	4	3	1
3:10 PM	3:14	3:25	4:05	4:20	4:30
5:15	5:19	5:30	6:10	6:25	6:35

#### PM STOPS

Shackleford Rd. & Kaiser  
Shackleford Rd. & Pine Rd  
Shackleford Rd. & Hotel Sonesta  
Breckinridge Blvd. & Fairfield Inn  
Breckinridge Blvd. & Cascade Apartments  
3350 Breckinridge Blvd  
3300 Breckinridge Blvd  
Breckinridge Blvd. & Arlon Lane  
Breckinridge Blvd. & Eldridge Rd  
Breckinridge Blvd. & Old Norcross Rd  
Breckinridge Blvd. & Breckinridge Pkwy  
2700 Breckinridge Blvd  
Breckinridge Blvd. & Boggs Rd  
Breckinridge Blvd. & Duluth Hwy

Sugarloaf Mills at BassPro Shop  
Sugarloaf Mills P&R  
Arts Center MARTA Station  
Peachtree St. and 14th St.  
Peachtree St. and 10th St.  
Peachtree St. and North Ave.  
Peachtree St. and Baker St.  
John Portman Blvd. and Peachtree Center Ave.  
Courtland St. and Ellis St.  
Courtland St. and Auburn Ave.  
Courtland St. and Gilmer St.  
Washington St. and MLK Jr. Dr.  
MLK Jr. Dr. and Peachtree St.  
Forsyth Street @ MLK JR Drive (SB)

### ROUTE 110 ZONE 1

#### A.M. Route

##### Sugarloaf Park & Ride, Indian Trail Park & Ride to Emory University

Depart I-85 @ Sugarloaf Park & Ride	Depart I-85 @ Indian Trail Park & Ride	1762 Clifton Road	Woodruff Circle Emory
1	2	3	4
5:20 AM	5:35	5:55	5:59
5:50	6:05	6:25	6:29
No Service	6:20	6:45	6:49
6:20	6:40	7:10	7:15
6:50	7:15	7:45	7:49
7:15	No Service	7:55	7:59
No Service	7:50	8:20	8:24
8:10	8:35	9:05	9:09

Subject to traffic conditions

#### AM STOPS

Sugarloaf Mills P&R  
Indian Trail P&R  
1762 Clifton Road  
CDC  
Clifton Road @ Houston Road  
Woodruff Circle Emory

#### P.M. Route

##### Emory University to Indian Trail Park & Ride, Sugarloaf Park & Ride

Depart 1762 Clifton Road	Woodruff Circle Emory	Arrive I-85 @ Indian Trail Park & Ride	Arrive I-85 @ Sugarloaf Park & Ride
4	3	2	1
3:15 PM	3:19	3:52	4:05
3:45	3:49	4:24	4:39
4:15	4:20	4:56	5:10
4:40	4:45	5:23	No Service
4:55	5:00	No Service	5:43
5:15	5:20	5:57	6:12
5:45	5:50	6:20	6:30
6:30	6:34	7:03	7:13
7:15	7:19	7:48	7:58

#### PM STOPS

1762 Clifton Road  
CDC  
Clifton Road @ Houston Road  
Woodruff Circle Emory  
Indian Trail P&R  
Sugarloaf Mills P&R