GRTA Northwest Connectivity Study
planning with people

Fact Sheet

www.grta.org

WHAT: The Northwest Connectivity Study examines what might be done to improve transportation connections among activity centers within the corridor, including Midtown Atlanta on the south, through the Cumberland/Galleria area, and up to Town Center on the north.

The study includes the planning process and the environmental impact analysis work necessary to determine the preferred route and the preferred transportation option for this transportation link. The final recommendation is known as a "locally preferred alternative" or LPA.

Because Georgia is seeking the transportation connection that will best serve the needs of the people living and working in this corridor, a rigorous analysis of the available options must be conducted. Those options include: implementing the plans for the corridor that currently exist; highway solutions, including HOV lanes; express buses and bus rapid transit; commuter rail; monorail; light rail transit; and heavy rail transit.

The study will also examine the impacts of 'distributor' systems within the Cumberland/Galleria and Town Center areas. The distributor systems are transportation systems that would help people get from the major transportation system to their final destinations. The shuttle buses that carry people from the MARTA stations in Perimeter Center to their offices are an example of a distributor system.

WHERE: The study basically focuses on a corridor centered on US 41, I-75 and the W&A (CSX) Railroad. The corridor boundaries are roughly defined by midtown Atlanta on the south, Powers Ferry Road on the northeast, Georgia 280 (Hamilton E. Holmes Drive/James Jackson Parkway/South Cobb Drive) on the southwest and Town Center on the north.

WHEN: The Northwest Corridor Connectivity Study formally began in February 2002. It is scheduled to conclude in 26 months.

There are four phases to the work, each of which overlaps with the other phases. The first phase focuses on community outreach and involvement and will continue throughout the study. The second phase will determine the transportation resources that currently exist, the need for transportation improvements in the corridor, mode alternatives and a selected route. The third phase will determine the Locally Preferred Alternative. The fourth phase will include conceptual engineering and the environmental impact/analysis work.

GRTA

Georgia Regional Transportation Authority
245 Peachtree Center Avenue, NE, Suite 900
Atlanta, Georgia 30303
(404) 463-3000 (404) 463-3060 fax