

MARTA Board Meeting Input

Thurs 1:30 PM – 3 PM, September 6, 2018

MARTA Beltline Rail Connectivity Planning - Recommended Priorities

Priority #1 - Add an underpass at Hulsey Yard for Beltline rail and bikes adjacent to the Krog Street Tunnel. Thereby run Beltline rail from Lindbergh Station to Memorial Drive at the new Fuqua theater and Publix. Connect via bus 21 direct to Five Points Station, and later to Oakland City Station by completing the Beltline rail loop following widening of I-20 overpass. Establish partnerships with local businesses to provide free local electric transit on Memorial, Auburn and Edgewood to MLK Station. Thereby avoid streetcars in traffic.

Priority #2 - Create a "Bike Boulevard" on Auburn Avenue with local resident car access at the MLK Jr National Historical Park. The park director is interested in a car-free street, but residents would like to retain driving access. Design as a Woonerf. What's A Woonerf? [The Streetscape Design That's Sweeping DC](#)

Woonerfs are a street design popular in historic areas of the Netherlands. Often paved with bricks, they allow for slow car access mixed with bikes, pedestrians and local shuttles. Such a "Shared Street" design could provide a dependable neighborhood electric vehicle route to connect from Krog Street Market to the MLK MARTA Station. See: bit.ly/woonerf-dc

Priority #3 - Follow the GDOT Complete Street Guidelines in adding additional bike facilities by setting aside space for a separate, narrower side trail when adding rail to the corridor (retain a minimum 14' walking path throughout). The existing east trail has space for two-way rail plus a new 10' side path for bikes and scooters on the opposite side of the corridor. The multi-use trail on the east side of the Beltline frequently exceeds a safe capacity.

The following principles from GDOT's Complete Streets Guidelines provide strong justification for expanding the current Beltline bicycle accommodations with a safe side bike path to accommodate the current high levels of mixed usage and anticipated increase in electric personal vehicles and shared mobility.

Georgia Design Manual - Complete Streets Guidelines:

9.1.1.2. The design and construction of new facilities should anticipate likely demand for bicycling and pedestrian facilities within the design life of the facility.

9.1.1.4. The design of new and reconstructed roadways should not preclude the future accommodation of bicyclists and pedestrians along and across corridors. Please don't preclude eScooters and eBikes.

An additional benefit of a side bike path: Easy access for emergency vehicles during crowded trail use.

Priority #4 - Provide shuttles for Beltline transit where the current budget does not allow for rail within the next five years by using the following two options: (1) add a separate side bike path shared with two-seat wide shuttle service, or (2) share the paved beltline path with a two-seat wide shuttle service where pedestrian usage is not congested. See May Mobility Vehicles in use in Ann Arbor and Detroit, Michigan. Allow for future rail when adding side bike paths. Focus on catenary-free, three-seat wide tram-style trains.