

I-285 TOP END TRANSIT FEASIBILITY STUDY

JANUARY 2019 PROJECT UPDATE

STUDY GOALS AND OBJECTIVES

- Facilitate discussions among I-285 Top End Leaders regarding high-capacity transit feasibility
- Compare rubber-wheel versus rail-based transit potential along the corridor
- Evaluate special service district models
- Identify next steps

STUDY PARTNERS

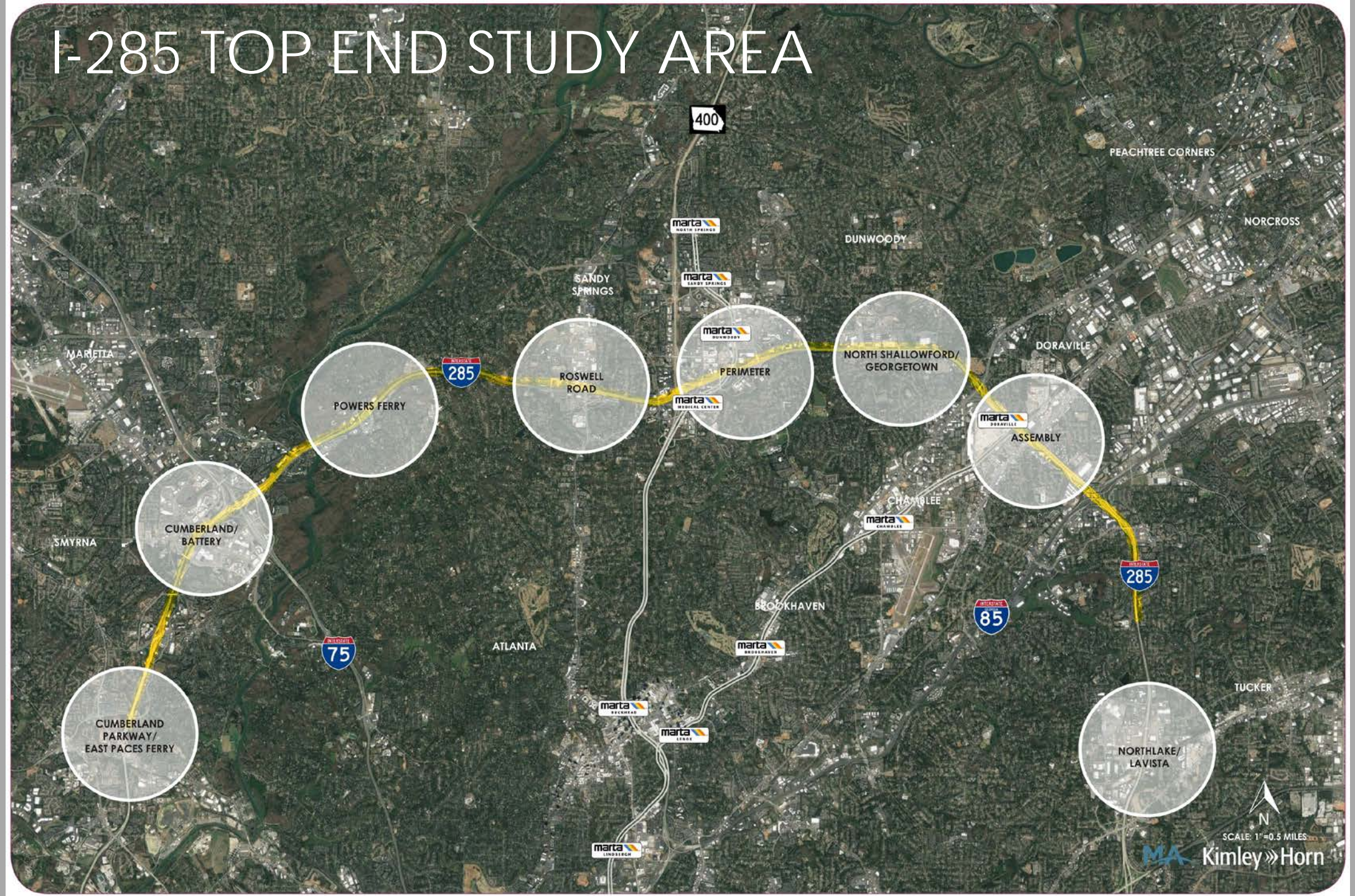
Partner Organizations:

- City of Brookhaven
- City of Chamblee
- City of Doraville
- City of Dunwoody
- City of Sandy Springs
- City of Smyrna
- City of Tucker
- Cumberland CID
- Perimeter CIDs

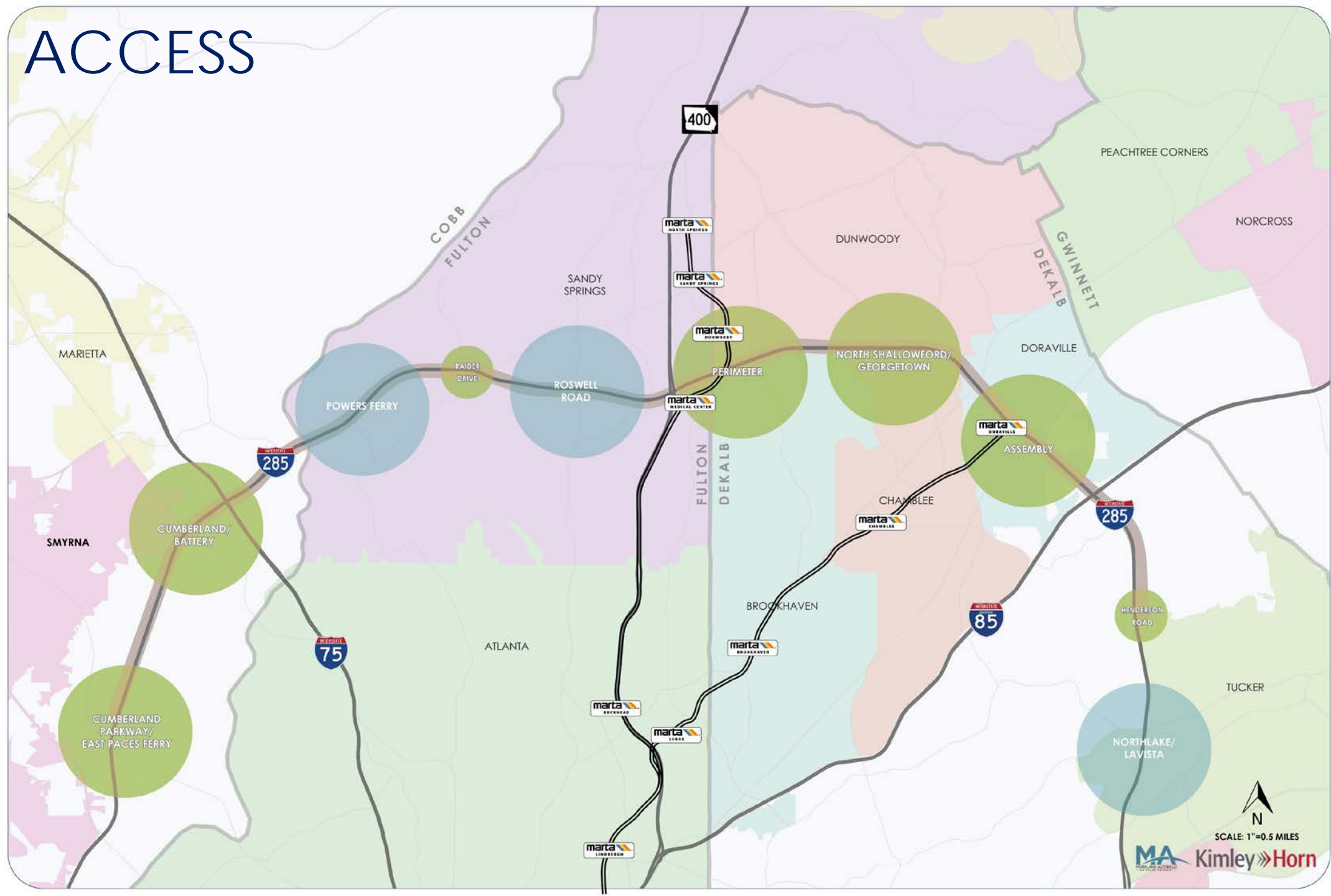
Additional Coordination With:

- GDOT
- MARTA
- ARC
- ATL/SRTA/GRTA
- Dekalb County Transit Study Team
- Cobb County DOT

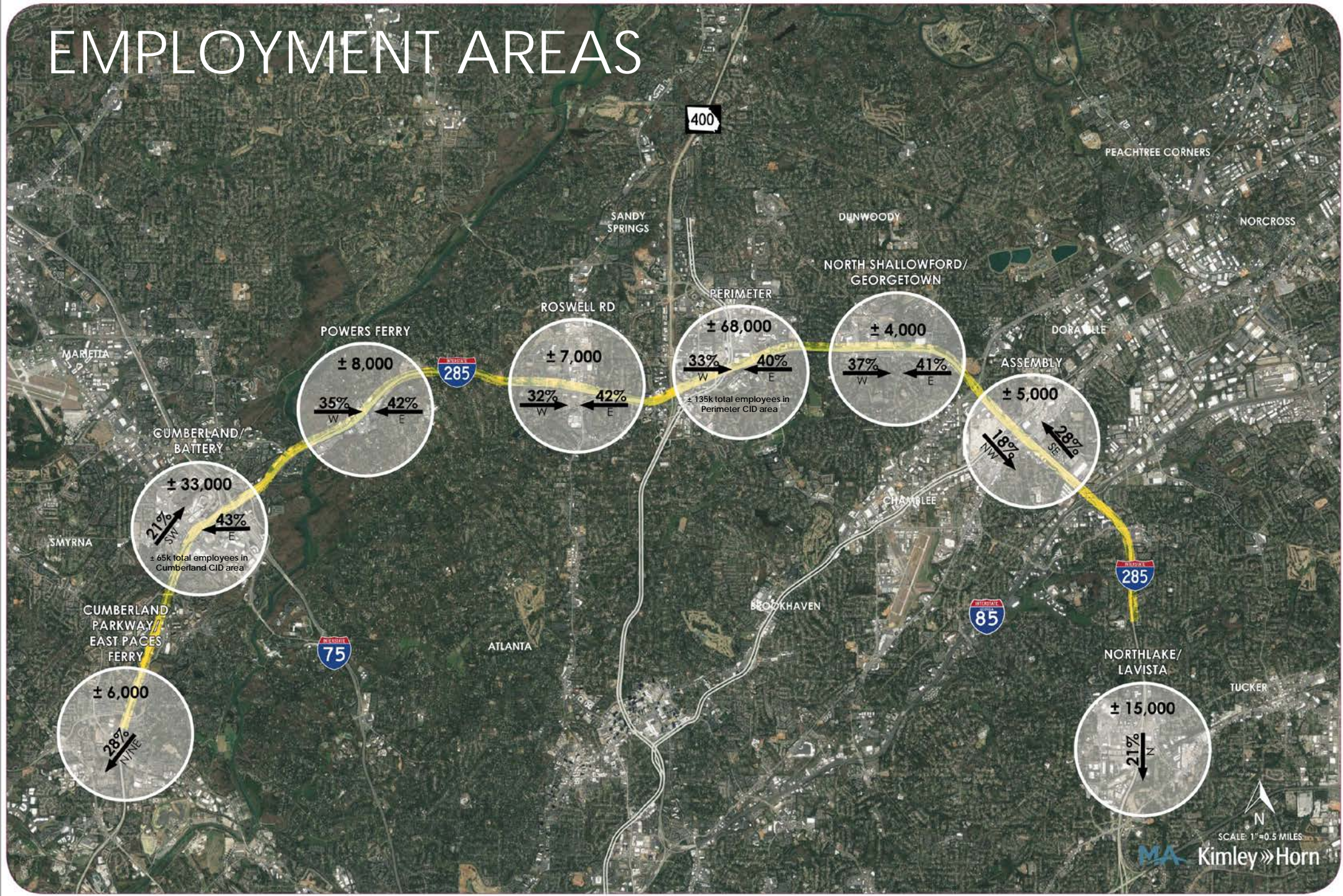
I-285 TOP END STUDY AREA



ACCESS

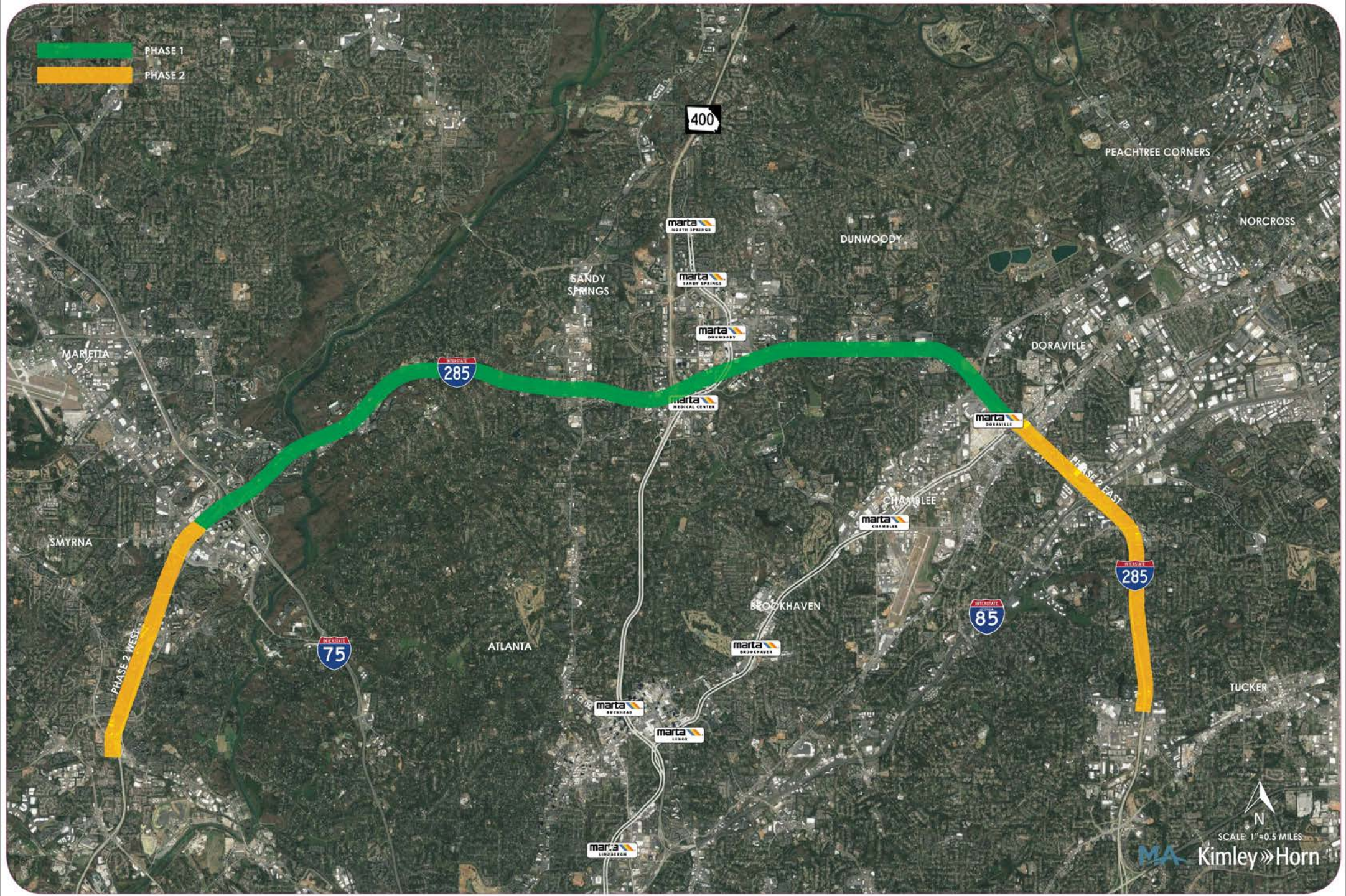


EMPLOYMENT AREAS



SCALE: 1" = 0.5 MILES

PHASE 1
PHASE 2



N
SCALE: 1" = 0.5 MILES

MA Kimley-Horn

EXAMPLE TRANSIT VEHICLES



Xcelior Bus- typical BRT vehicle



Wrightbus Streetcar, Las Vegas, NV



Gillig BRT Bus- Twin Cities, MN

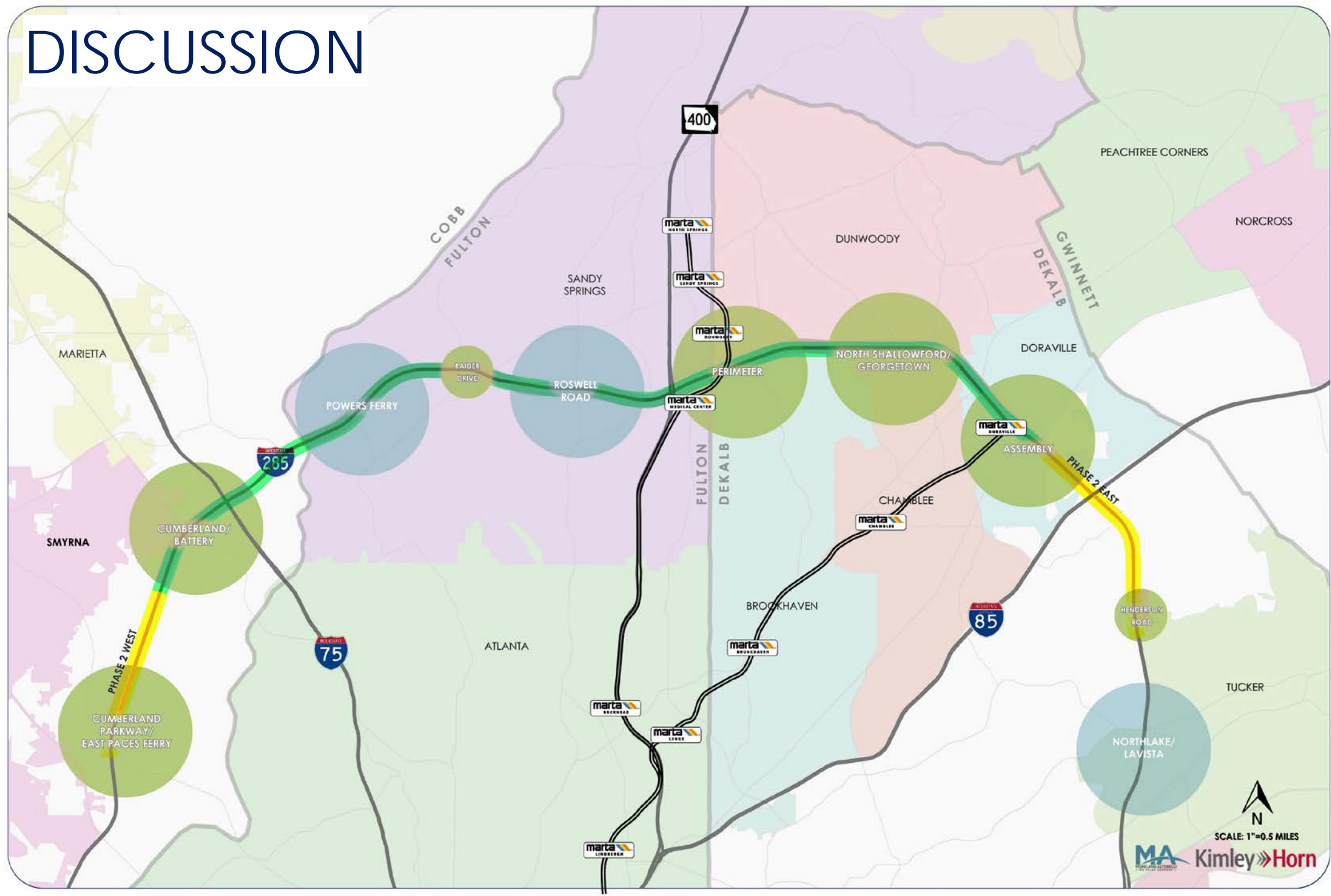


CRRCA Autonomous Vehicle- not yet approved in U.S.

SPECIAL SERVICE DISTRICT SCENARIOS

- City-Based Sales Tax
- Special Service District Sales Tax
- Special Service District Value-Capture
- Special Service District Value-Capture Non-Residential

DISCUSSION



SCALE: 1"=0.5 MILES