RECONNECTING MIDTOWN

Integrated Transportation · World-Class Park · Catalytic Development

MAKING MIDTOWN MORE CONNECTED
THE CONNECTOR BROKE MIDTOWN IN TWO...
OUR CHALLENGE AND OPPORTUNITY
CHALLENGES OF THE PROJECT AREA

Traffic + Safety
Conflicting exits, narrow shoulders, and local/through traffic congestion combine to cause heavy delays and high crash rates on the Connector

Access + Mobility
Limited connectivity for pedestrians, bicyclists, transit, and vehicles to cross the Connector and access related land uses

Greenspace + Environment
Poor air and water quality, significant noise, and lack of public greenspace accessible to area employees, residents, and students

MAKING MIDTOWN MORE CONNECTED
Problem #1: TRAFFIC & SAFETY
Challenge: Traffic + Safety

Conflicting exits and entrance ramps in Midtown, along with high traffic volumes during peak periods, create friction between local and through traffic and contribute to crashes, leading to some of the heaviest congestion in the region’s interstate system. Narrow shoulders limit safe places for disabled vehicles to pull over, which hinders safety and mobility.
Problem #2: ACCESS & MOBILITY
Challenge: Access + Mobility

Historic roadway connections removed by the Connector during its construction in the 1950’s limit options for pedestrians, bicycles, and vehicles to cross the interstate and access nearby destinations.

1940s Atlanta Road System (Prior to the Construction of the Connector)

Roadway Connections Removed by the Construction of the Connector

Interstate 75 & 85 (The Connector)
Problem #3:
GREENSPACE & ENVIRONMENT
Challenge: Greenspace + Environment

Lack of greenspace, extensive amounts of impervious surfaces and high traffic volumes decrease air and water quality, increase noise levels, stormwater run-off and heat island effects, and compromise public health and well-being.
LEADERSHIP & DELIVERY

THROUGH THE MCP FOUNDATION

TECHNICAL STUDIES

Transportation Systems Integration
Urban Design and Development
Noise, Safety and Environmental Analysis
Sustainability Profile

Engineering Feasibility/ Structural Analysis
Construction/ Delivery Estimating
Geotechnical Investigation
Utilities Assessment
HVAC/ Fire/ Life/ Safety
Constructability Review

Programmatic Research
Real Estate Impact Analysis
Programming Assessment
Capital Funding and Financing
Operating Revenue Modeling

*With technical support and guidance provided by...*
# PRECEDENT PROJECT REVIEW

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<td><strong>Ronde de Dalt (22 mites)</strong></td>
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PRECEDE N T  PROJ E CT  R EV E W

Dallas · Klyde Warren Park
(Organization & Process)

Chicago · Millennium Park
(Programming & Management)

Seattle · Freeway Park
(Site Conditions & Longevity)
PRECEDE NT PROJE CT REVIEW

BEFORE

AFTER

Boston · Rose Kennedy Greenway
(Location and Length)

MAKING MIDTOWN
MORE CONNECTED
LIMITS OF THE PROJECT AREA

Project limits begin north at Exit 84 (Southbound) and extend south to Exit 249D (Northbound), with the majority of improvements focused between North Avenue and 10th Street.
CONCEPT PLAN
RESTORE 35 ACRES & 10 CITY BLOCKS
CONCEPT PLAN

- Approximately 25 acres of park, greenspace, and tree canopy
- Stormwater and condensate capture, filtration, and reuse system integrated into deck structure
- New street, bicycle, and pedestrian connections across new tunnel system and along the Connector
- Tunnel structure with emergency egress stairways, ventilation, and fire suppression system
- Interstate shoulder upgrades, exit reconfiguration, and new collector-distributor street system

MAKING MIDTOWN MORE CONNECTED
ACTION: TRAFFIC + SAFETY

Interstate Shoulder Upgrades, Exit Reconfiguration, And New Collector-Distributor Street System

XXXXXX  Removal of Spring St/W Peachtree St Entrance/Exit Ramp, North Avenue Exit (southbound), and 10th Street Exit (northbound)

Collector-Distributor (CD) Street System*

Reconfigurations of Spring St/W Peachtree St Exit (northbound) and 17th/16th/14th/10th Street Exit (southbound) to Connect with CD Street System

Proposed Interstate Shoulder Widening

MAKING MIDTOWN MORE CONNECTED
ACTION: TRAFFIC + SAFETY

Tunnel Structure Safety System and Operational Components

MAKING MIDTOWN MORE CONNECTED
SOLUTION: ACCESS + MOBILITY

New Street, Bicycle, and Pedestrian Connections

Making Midtown More Connected
New Park & Public Greenspace on Deck Structure

Greenspace to Support Tree Canopy, Park, and Recreation Areas with Interconnected Multimodal Surface Transportation Corridor

Green Roof Buildings

Elevated Pedestrian-Only Circulation

MAKING MIDTOWN MORE CONNECTED
TRAFFIC & SAFETY
RESTORE & IMPROVE

- Southbound travel delay on Connector reduced by 13%
- Northbound travel delay on Connector reduced by 37%
- Overall intersection performance improved by 60%
- Connector interchange crashes reduced by 52%
- Midtown area street crash rates decreased by 15%
ACCESS & MOBILITY
RECONNECT WHAT WAS LOST

- Connector crossing street network expanded by 100%
- 6 out of 10 Midtown intersections perform better and more safely
- Local area street network increased by 150%
- Protected interconnected pedestrian/bike access expanded by more than 3.5 miles
GREENSPACE & ENVIRONMENT
DESIGNING WITH NATURE

- Approximately 25 acres of new park land added to the City’s greenspace inventory
- 2.7M gallons of storm rainfall captured, cleaned, and stored for self-sustaining reuse
- CO2 reduced from atmosphere through landscape absorption and storage
- Heat island temperature reduced by 14 degrees through natural ecology
- Connector vehicle exhaust captured and cleaned through tunnel filter/ventilation
- Highway traffic noise eliminated for almost a mile
BROAD COMMUNITY BENEFIT
A NEW CENTERPIECE FOR MIDTOWN

MAKING MIDTOWN MORE CONNECTED
BROAD COMMUNITY BENEFIT
A GREENER HEART FOR ATLANTA

✓ **Environment**: Creating a smarter transportation network and innovative deck park

✓ **Experience**: Creating a new “connector” with greenspace and gathering places

✓ **Equity**: Creating a space that is inclusive and accessible to all

✓ **Ecology**: Creating an environment that is harmonious and sustainable

✓ **Economy**: Creating benefits beyond the everyday use of the park
MAKING MIDTOWN
MORE CONNECTED