Midtown Connector Transportation Improvement Project Fact Sheet

The Midtown Connector Transportation Improvement Project (MCTIP) is a unique public private partnership that seeks to implement sustainable improvements to chronic traffic congestion, safety, access, and mobility challenges while fulfilling the need for essential park, greenspace, and environmental improvements that support the economic vitality of Metro Atlanta and Georgia.

The MCP Foundation, staffed by a small management team, was created as a private, non-profit organization to provide technical leadership and support for the MCTIP Feasibility Study. Others, including GDOT, Georgia Tech, and Midtown Alliance, provide regular guidance, support, and input to the study to ensure the project is consistent with all respective policies, goals, plans and initiatives.

Limits of the Project Area
The MCTIP 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.

Challenges of the Project Area
The growing population of Atlanta has increased traffic on the Connector and local street network, which creates more congestion, delays and automobile crashes, and contributes to environmental hazards such as poor water and air quality, significant noise, and lack of public greenspace. Additionally, the increased traffic makes traveling around, to and through Midtown more difficult.

Without this Project:
Traffic will continue to increase on the Connector and local street network, resulting in more congestion, delays, automobile crashes and negative environmental and health effects.

Proposed Actions:

Traffic + Safety

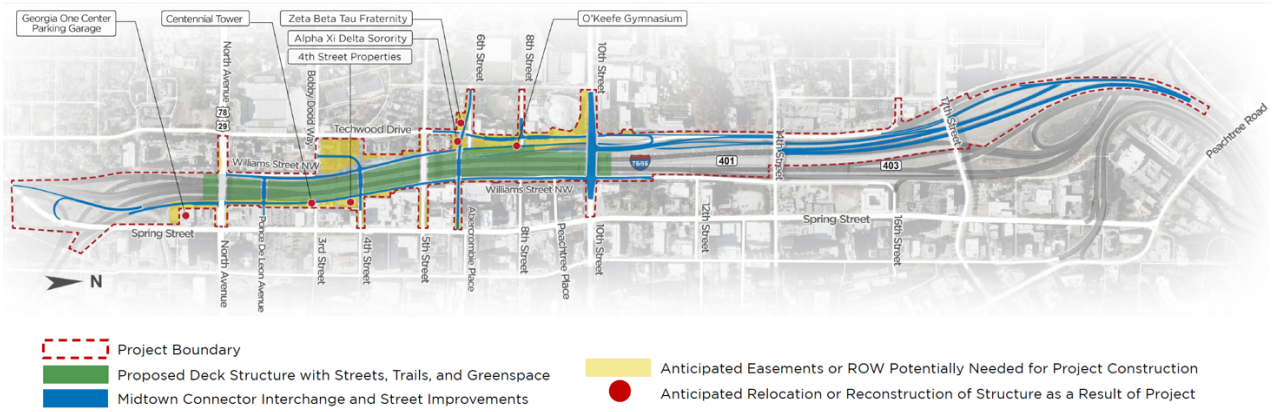
- Interstate shoulder upgrades, exit reconfiguration, and new collector-distributor street system.
- Tunnel structure with emergency egress stairways, emergency ventilation system, and fire suppression system.

Access + Mobility

- New street, bicycle and pedestrian connections across and along the Connector.

Greenspace + Environment

- Approximately 25 acres of park, greenspace, and tree canopy.
- Stormwater and condensate capture, filtration, and reuse system integrated into deck structure.



Benefits of Proposed Actions:

Improve *Traffic + Safety* By:

- Eliminating the need for vehicular lane changes, expanding narrow roadway with wider shoulders, and reducing crashes at interstate ramp terminals by an estimated 52% within the project area.
- Reducing the crash rate along nearby arterial streets and intersections by an estimated 15%.[i]
- Allowing vehicles to move more smoothly through the corridor, reducing travel delays on the Connector by increasing throughput up to 37% for northbound and 13% for southbound traffic, and reducing project area street network delays by an estimated 18% in the AM peak and 10% in the PM peak.*

Improve *Access + Mobility* By*:*

- Doubling the number of streets crossing the Connector and tripling continuous north to south street connections through the project area (equaling six new street connections in total). intersections within the project area.
- Enhancing access throughout Midtown and improving performance of 60% of the intersections within the project area.
- Developing nearly 3.5 miles of bicycle and pedestrian infrastructure, linking key aspects of the regional trail network, enhancing ADA access and expanding alternative modes of transportation.

Improve *Greenspace + Environment* By*:*

- Replacing 0.7 miles of impervious surface with approximately 25 acres of park; restoring extensive tree canopy to capture and store CO^2 and reduce heat island effects by up to 14 degrees.
- Decreasing noise and air pollution from vehicles on the Connector and improving overall air quality for the surrounding community.
- Using newly created greenspace to capture, clean, and reuse up to 2.7 million gallons of stormwater per rain event to supply 100% of irrigation needs and other permitted project uses.

Frequently Asked Questions

- **Who is leading this project?** An entity called the MCP Foundation has been created as a private, non-profit organization with a small full-time staff to coordinate and lead this effort. Others, including GDOT, Georgia Tech and Midtown Alliance have provided technical support, guidance and input to the study and to ensure the project is consistent with their respective policies, goals, plans and initiatives.
- **What is this project?** The Midtown Connector Transportation Improvement Project (MCTIP) is a proposed public private partnership seeking to implement sustainable improvements to traffic congestion, safety, mobility & connectivity challenges while fulfilling the need for essential park, greenspace and environmental improvements that will support the economic vitality of Atlanta and Georgia.
- **Where did the idea for this project come from?** Reconnecting the east and west sides of the Connector has been discussed and advanced for at least four decades. As our City and region have grown, this section of the Connector has become one of the most highly congested freeway segments in Georgia, resulting in bottlenecks and high crash rates. The opportunity to address these two broad and longstanding challenges has led to this project.
- **What are the approximate boundaries of this project?** This project focuses on the connector between North Avenue and 10th Street, and a network of connecting streets and land uses to the east and west
- **What are the project goals?** The goals of the project are multi-faceted: To improve both the operations and safety of this freeway interchange segment; restore local street connections; provide new bicycle and pedestrian facilities; establish new park greenspace and recreation opportunities that will be welcoming to all, and; to improve air, water and other natural systems.

*All traffic data captured using detailed traffic modeling.

- **What do you estimate this project will cost?** The concept is only half-way through the feasibility phase, which is early, but at this point this project is estimated to cost between $800M to $1.2B based on conceptual planning to date. The next phase would be detailed planning & design work which will establish costs with more certainty.
- **Where will the funding come from?** This project has a broad range of benefits, so it will likely include a broad mix of public and private funding sources. As the project demonstrates measurable interstate and local transportation benefits, it should also be more competitive for federal and state transportation funding. Specifics around any funding plan are being vetted and developed as part of the ongoing feasibility study. Beyond construction costs, there will also be ongoing operations and maintenance costs that will need to be addressed. While every project is unique, the MCP project team is carefully studying how other cities have successfully accomplished these types of projects and the return-on-investment that they have been able to demonstrate.
- **Who has funded the planning & design of the project so far?** To date, all work has been funded through private investment, with additional and substantial in-kind support.
- **What consulting teams have been involved?** Those involved to date include local and international firms, some of whom have been involved in similar large-scale projects. Lead firms include: Arcadis (Engineering), OLIN Partnership, Ltd. (Landscape Architecture) and Smith Dalia Architects (Architecture).
- **Where can I learn more? How can I get involved?** Future opportunities to engage and learn more will be announced on the website and other communication platforms. Also, you can sign up for the project mailing list on the project website or by emailing feedback@mctip.org.

Draft Midtown Connector Transportation Improvement Project Purpose & Need Statement

Midtown Atlanta is one of the region's defining urban districts which houses a premier business district (more than 65,000 jobs), a center of technological innovation (Georgia Institute of Technology [Georgia Tech], Technology Square), a renowned research hospital (Emory University Hospital Midtown), and a thriving residential district with more than 150,000 housing units within a 3-mile radius. The Midtown area residential population is growing at five times the rate of the rest of the Atlanta.

Midtown Atlanta also happens to be located along the concurrent portion of Interstate 75 and Interstate 85 (from this point forward referred to as the Connector) through the heart of Atlanta. The Connector experiences some of the heaviest congestion of the interstate system in the region due in part to vehicle weaving, short ramp spacing, and ramp queuing. The Connector has an approximate average daily traffic volume of 390,000 vehicles per day (2019). The average travel speed for southbound vehicles through the project area is 46.5 miles per hour (mph) during the AM peak period and 21 mph during the PM peak period. The average travel speed for northbound vehicles through the project area is 45 mph during the AM peak period and 37.5 mph during the PM peak period. The location and configuration of the Connector also bisects the Midtown Atlanta street network between North Avenue and 10th Street which reduces mobility and accessibility in the area. Street intersections with interstate ramps within the project area collectively experience 5,915 minutes of delay during the AM peak hour and 10,231 minutes of delay during the PM peak hour.

This project is needed to improve the operations and safety of the Connector and Midtown transportation network as well as enhance the environment of Midtown Atlanta. The project consists of four primary components: 1.) Operational and geometric improvements to the Connector 2.) Extension of the Collector/Distributor system which currently ends at 10th Street south to North Avenue 3.) Establishing new roadway and multi-use path connections across the Connector to improve transportation connectivity in Midtown, and 4.) Creation of environmental roadside enhancements on a new deck over the

Connector. The project would provide multiple benefits to the area by enhancing transportation throughput, improving safety, expanding mobility choices, increasing transportation connectivity, and restoring the environment for community open space access and ecological enhancement.

*All traffic data captured using detailed traffic modeling.