

2.6 Access and Circulation

Introduction

The construction of the BeltLine will have a considerable impact on transportation and circulation patterns within the BeltLine Tax Allocation District (TAD) study area. The area's transportation infrastructure, already strained in places by Atlanta's booming population growth, will also have to adapt to absorb the massive increase in transportation demand generated by new development forecasted within the study area. This impact will include not just an increase of transportation volume, but also a major travel-mode shift as the land use in the study area shifts from industrial to recreational, residential and commercial, as well as transit-oriented development. The TAD will provide a mechanism to fund the transportation improvements necessary to accommodate the changes in demand generated by the BeltLine.

The proposed Beltline route is based on railroad corridors, which pre-date development of surrounding neighborhoods (Map 12 – Rail Lines in BeltLine Study Area). As a result, the BeltLine is unique from a transportation perspective in that it runs between neighborhoods, rather than through them. This creates a complex set of transportation issues, which will need to be addressed as the BeltLine is re-oriented from a freight line to a recreation and transit corridor. One benefit of this situation is the way in which most major streets in the study area follow the contours of the BeltLine rather than a grid, minimizing the need for at-grade crossings. On the other hand, as a freight line, the BeltLine generated few bicycle and pedestrian trips, and the existing bicycle and pedestrian facilities will need to be upgraded to accommodate users of the proposed recreational path and transit line.

The consulting team analyzed the transportation infrastructure both within the study area, which is defined as a ½-mile buffer on either side of the 22-mile Beltline. The team also considered regional transportation features, which might affect the BeltLine study area, even if not within the study area itself. Additionally the team considered proposed transportation projects, both programmed and long-term, which might affect, or be affected by the BeltLine. This analysis of will consider first those transportation issues that affect the BeltLine TAD as a whole, followed by a discussion of local issues broken down by area.

Transit

As a loop encircling downtown Atlanta, the BeltLine interfaces with transit service provided by numerous transit providers (Map 13 – Transit Systems in BeltLine Study Area). The most significant transit provider within the study area is MARTA, which transports an average of 500,000 passengers per day on four heavy-rail transit routes and 125 bus routes. In March 2004, MARTA released the Inner Core Feasibility Study, which considered, among other elements,

transit service serving a study area similar to that of the BeltLine TAD study. This study reported that MARTA operates 34 bus routes that serve the study area. On the average weekday, MARTA's bus service among these 34 routes consists of:

- 3,098 Trips
- 21,534 Revenue Miles
- 2084.9 Revenue Hours
- 160 AM Peak Hour Buses
- 67,1765 Boardings ¹

The BeltLine's circular configuration, centered on downtown, complements the MARTA rail line's radial and linear configuration, centered at the Five Points Transit Station downtown. The BeltLine intersects with the MARTA rail stations at its north, west and east extremities, and intersects the MARTA rail line, although without an existing station within the TAD study area, near its southernmost point. Several other transit agencies, including Clayton County Transit (C-Tran), Gwinnett County Transit and Cobb County Transit provide commuter bus service from outlying counties to the Midtown and Downtown area. Several organizations, such as Atlantic Station, Midtown Transportation Solutions, Crawford Long-Emory and Georgia Tech operate shuttle services within the Midtown and Downtown area. While none of these routes currently stop within the BeltLine TAD study area, their overall affect on the transportation network is worth noting.

Passenger Rail

The BeltLine TAD study area, which is based on a combination of abandoned and in-use rail lines, includes several sections which experience regular passenger and freight usage. Amtrak's Crescent intercity passenger service operates two trains daily between New York and New Orleans, which pass through the northwest, serving Atlanta's primary passenger rail station, which is just outside of the study area at Peachtree Street and Interstate 85.

Roadways

Due to its size, configuration and land-use history, the BeltLine TAD study area includes a full range of roadway types from unpaved roads to interstate highways. Based on criteria, including roadway classification, annual average daily traffic, accident rates, and ADA compliance, the consulting team subjectively designated thirty-one (31) road segments as significant to the study area. These segments were observed and inventoried for sidewalk conditions, mid-block crossings, on-street parking, vehicular movements, medians, bus shelters, and signals.

¹ MARTA *Inner Core Transit Feasibility Study*, March 2004, Tables 5.3 and 5.3

The study area contained several intersections, which consistently maintained notably high accident rates over 2001 and 2002. The problem is likely due to heavy traffic congestion during peak hours, access management, and signal timing issues.

Traffic volume, capacity, and Level of Service (LOS) are all interrelated. Capacity is the quantity of traffic that can be moved past a location in an interval; and the LOS is a measure of traffic service being provided by the traveling public. Thus, capacity is the maximum number of vehicles that can be carried at a given LOS during a given time period on a particular roadway under a specified set of environmental and traffic demand conditions. Capacity is the maximum rate of traffic flow and the volume is the actual rate of traffic flow. The LOS is also used to describe operations where the actual volumes are below the maximum.

According to the Atlanta Regional Commission's (ARC) travel demand model, with the exception of the I-75 and I-85, there are few failed Level of Service (LOS) links in the study area (Map 14 – Level of Service in BeltLine Study Area, 2000). . As of the year 2000, I-85 from West Peachtree Street North had LOS in the D, E and F ranges. I-75 has LOS E and F between Midtown at 10th Street and Pine Street; and between Freedom Parkway and University Avenue.

In the following section, each of the 31 segments will be addressed in more detail broken down by area.

Bicycle and Pedestrian

Because of the BeltLine's industrial roots, most roads in the study area lack all but the most fundamental pedestrian and bicycle facilities (Map 15 – Sidewalk Inventory in BeltLine Study Area). Few intersections and roads have American with Disability Act (ADA) conforming ramps, crosswalks, or bicycle lanes. The study area is adjacent to several recreational facilities of regional import, such as Piedmont Park and Freedom Park, which generate high pedestrian and bicycle usage.

Table 19. Level of Service Criteria for Roadway Segments⁽¹⁾

Level of Service	Interpretation	Nominal Range to Volume-to-Capacity Ratio
A	Low volumes; primarily free-flow operations. Density is low, and vehicles can freely maneuver within the traffic stream. Drivers can maintain their desired speeds with little or no delay.	0.00 – 0.60
B	Stable flow with potential for some restriction of operating speeds due to traffic conditions. Maneuvering is only slightly restricted. The stopped delays are not bothersome, and drives are not subject to appreciable tension.	0.61 – 0.70
C	Stable operations; however, the ability to maneuver is more restricted by the increase in traffic volumes. Relatively satisfactory operating speeds prevail, but adverse signal coordination or longer queues cause delays.	0.71 – 0.80
D	Approaching unstable traffic flow, where small increases in volume could cause substantial delays. Most drivers are restricted in their ability to maneuver and in their selection of travel speeds. Comfort and convenience are low but tolerable.	0.81 – 0.90
E	Operations characterized by significant approach delays and average travel speeds of one-half to one-third the free-flow speed. Flow is unstable and potential for stoppages of brief duration. High signal density, extensive queuing, or progression/timing are the typical causes of the delays.	0.91 - 1.00
F	Forced-flow operations with high approach delays at critical signalized intersections. Speeds are reduced substantially, and stoppages may occur for short or long periods of time because of downstream congestion.	1.010+

⁽¹⁾ Source: *Highway Capacity Manual*, Transportation Research Board Number 212, January 1990.

Future Transportation Proposals

The ARC’s Mobility 2030 plan includes several Bus Rapid Transit (BRT) Fixed Guideway and Commuter Rail projects which, if built, may have a significant impact on the BeltLine study area. It is conceivable that transfer stations could be built between these systems and the BeltLine. Proposals include:

- AR904- I-20 EAST BUS RAPID TRANSIT (BRT) which would cross the BeltLine TAD study area on its eastern side before proceeding to Five Points MARTA station (Programmed 2025)

- AR909- NORTHWEST CORRIDOR ARTERIAL BUS RAPID TRANSIT (BRT) which would cross the northwest of the BeltLine and terminate at the Art Center MARTA Station (Programmed 2020)
- AR-910- SR 13 (BUFORD HIGHWAY) ARTERIAL BUS RAPID TRANSIT (BRT) which would terminate at the Lindbergh MARTA Station in the BeltLine TAD study area (Programmed 2030)
- AR 923- MEMORIAL DRIVE BUS RAPID TRANSIT (BRT) which would cross the eastern section of the study area and terminate at the Garnett MARTA Station (Programmed Long Range)
- AR 268- COMMUTER RAIL SERVICE-ATLANTA/GRIFFIN/MACON (Programmed Long Range)

Several proposed streetcar routes are being considered, which could potentially interrelate with the BeltLine. These include the proposed Atlanta Streetcar, which would run along Peachtree Street from West End, as well as additional streetcar lines along Buford Highway and Memorial Drive. While these plans have not been programmed in the ARC's Mobility 2030 plan, supporters of the project are considering private and alternative funding sources.

A number of Transportation Improvement Program (TIP) projects including bridge, road, intersection improvement, and bicycle/pedestrian have been programmed for funding in the study area (Map 16 – Transportation Improvement Projects in BeltLine Study Area).

Analysis of BeltLine TAD Study Area

For the following detailed discussion of the transportation infrastructure within the BeltLine TAD study area, the analysis is broken down into smaller areas.

Northeast

Transit/Rail Interfaces

The proposed BeltLine route follows the Seaboard Coastline rail line across I-75 and I-85 just to the east of Northside Drive. At I-85, it interfaces with the Norfolk Southern rail line and MARTA's north-south line, following them to the Lindbergh MARTA station, a major transit hub for existing bus and rail service and also the termination point for several proposed BRT and streetcar systems. The route then turns towards the south, following the Norfolk Southern (NS) rail facility to the Hulsey rail yard.

Roadways and Intersections

Northside Drive (North of Interstate 75)

Northside Drive has three lanes with a reversible center lane north of Collier Drive. There are no sidewalks north of I-75. Near Collier Road, there is no sign to show usage of the middle lane. There is a crosswalk at the intersection with Bellemeade Avenue. However, there is no ADA ramp at this location. In 2002, there were 32 crashes at the intersection of Northside Drive and Collier Road.

Collier Road

Collier Road is a two lane facility with a narrow sidewalk on the north side of the street which is three to four feet in width. At the intersection with Northside Drive there are crosswalks. At the intersection with Peachtree Road, there are ADA ramps and crosswalks. From Ardmore Road to Peachtree Road there are two lanes northbound and one lane southbound. There is a weaving problem at Peachtree Road. In 2002, there were 27 crashes at the intersection of Collier Road and Walthall Drive (Map 18 – Crash Data in BeltLine Study Area, 2002).

Peachtree Road

Peachtree Road is a high-volume, six lane facility with a weaving problem. There are sidewalks in good condition. At the intersections with Peachtree Memorial Drive and with Brighton Road, there are ADA ramps and crosswalks. At the intersections with Colonial Homes Drive, Biscayne Drive, Peachtree Hills Avenue, and Peachtree Battle Avenue, although there are crosswalks, there are no ADA ramps. The intersection with Peachtree Memorial Drive has been

upgraded. There are bus shelters at several intersections. In 2002, there were 29 crashes at the intersection of Peachtree Road and Peachtree Memorial Drive; 49 crashes at the intersection of Peachtree Road and Peachtree Park Drive; and 20 crashes at the intersection with Biscayne Drive.

Lindbergh Drive

Lindbergh Drive is a two lane facility with very wide 15 to 16 foot lanes. There are little or no sidewalks along the drive. However, there are ADA ramps and crosswalks at the intersections with Peachtree Street and Garson Drive.

Morosgo Drive

In 2002, there were 63 crashes at the intersection of Morosgo Drive and Piedmont Road east of I-85.

Piedmont Road (Lindbergh Area)

Piedmont Road is a six lane facility with sidewalks in good condition. There are crosswalks at the intersections with Lindbergh Drive, Sydney Marcus Boulevard, Morosgo Drive, Miami Circle, and Garson Drive. There are ADA ramps at all of these locations except Miami Circle, Lake Shore Drive and East Morningside. There are bus shelters and a median.

Piedmont Avenue (Ansley Park/Piedmont Area)

Piedmont Road becomes Piedmont Avenue south of Cheshire Bridge Road. Piedmont Avenue is a four lane facility with sidewalks in good condition. There are crosswalks at the intersections with Pelham Road, East Morningside Road, Monroe Drive and Prado.

The southern portion of the route, Piedmont Avenue, is a one-way northbound, four lane facility between 14th and 10th Streets. Southbound traffic is diverted at 14th street onto Juniper Street, which is a four lane one-way road.

Piedmont Avenue recently underwent streetscape improvements between Avery Road and 12th Street, a segment which faces the Atlanta Botanical Garden and Piedmont Park.

In 2002, there were 33 crashes at the intersection of Piedmont Avenue and Monroe Drive near the Ansley Mall Shopping Center. As of 2000, Piedmont Road has Levels of Services of E and F between Park Lane and Cumberland Road.

10th Street

Tenth Street is a four lane facility with sidewalks in good condition. There are ADA ramps and crosswalks at the intersections with Piedmont Avenue, Charles Allen Drive, and Monroe Drive. The segment of 10th Street within the study area abuts Piedmont Park.

Monroe Drive

Monroe Drive is a four lane facility with sidewalks in average condition. There are no ADA ramps at the intersection with Dutch Valley Road, Amsterdam Avenue, Virginia Avenue, and Ponce de Leon Avenue. On the east side of 8th Street, there is office and commercial land use with on-street parking which is a safety concern because the parking is angled, limiting the driver's visibility while backing into the street.

Monroe Drive experiences heavy vehicular traffic in the vicinity of Park Drive and Cresthill Avenue. The 2002 average annual daily traffic (AADT) was 18,215 vehicles (Map 19 – Average Annual Daily Traffic in BeltLine Study Area, 2002). In 2002, there were 50 crashes at the intersection of Monroe Drive and Amsterdam Avenue.

North Avenue

North Avenue is a six lane facility which transitions down to four lanes and further down to three lanes near Freedom Parkway. The facility has sidewalks in average condition. The facility has ADA ramps and crosswalks at the intersections with Monroe Drive, Glen Iris Drive, Freedom Parkway, and North Highland Avenue.

North Avenue experiences heavy vehicular traffic in the vicinity of the Kroger food store between Somerset Terrace and Bonaventure Avenue. The 2002 average annual daily traffic (AADT) was 14,300 vehicles. In 2002, there were 91 crashes at the intersection of North Avenue and Monroe Drive (which becomes Boulevard Drive south of Ponce de Leon Avenue). As of 2000, North Avenue has a failed LOS link between Barnett Street and N. Highland Avenue. This is likely due to the fact that North Avenue transitions from six lanes to three lanes near Freedom Parkway.

Ponce de Leon Avenue

Ponce de Leon Avenue is a five to six lane facility in the study area. There are no medians. Bus shelters exist at Frederica Street, City Hall East, and Monroe Drive. There are sidewalks in good condition. There are ADA ramps and crosswalks at the intersections with North Highland Avenue, Frederica Street, Barnett Street, Freedom Parkway, City Hall East, Glen Iris Drive, Monroe Drive and

Charles Allen Drive. Mid-block crossing by pedestrians is an issue. In addition, most of the intersections have tight turning radii.

In 2002, there were 39 crashes at the intersection of Ponce de Leon Avenue and Charles Allen Drive west of Monroe Drive. There were 25 crashes at the intersection with Linwood Avenue and 53 at the intersection with Frederica Street (which has since been signalized).

Freedom Parkway

Freedom parkway is a four-lane partially limited-access roadway within Freedom Park, a linear park with extensive class-one (physically separated from vehicular traffic) bicycle and pedestrian pathways.

Edgewood Avenue

Edgewood Avenue is a two lane facility with sidewalks in average condition. This facility is used for bicycling and pedestrian mid-block crossing is an issue. There are ADA ramps and crosswalks at the intersections with Boulevard Drive, Randolph Street, Krog Street and Elizabeth Street.

Southeast

Transit/Rail Interfaces

From the Hulsey Rail yard, the BeltLine follows the Atlanta and West Point rail line across Interstate 20 to Interstate 75.

Roadways and Intersections

Memorial Drive

Memorial Drive is a three to four lane facility which becomes a reversible lane facility east of Chester Avenue. There are sidewalks in good condition. In addition, there are ADA ramps and crosswalks at the intersections of Memorial Drive with Cherokee Avenue, Park Avenue, Boulevard Drive, Pearl Street, Chester Avenue, Glenwood Memorial Connector, and at Moreland Avenue. Mid-block pedestrian crossing is an issue.

Glenwood Avenue

Glenwood Avenue is a two lane facility with sidewalks in average condition. At the intersection with Moreland Avenue there are ADA ramps and crosswalks. There is a mid-block crossing at Cameron Street. There is a bus shelter on the southeast corner of Moreland Avenue. There is on-street parking on the north

side from Moreland Avenue to Chester Avenue. There is evidence of new development. There is a concrete plant on Chester Avenue, which generates truck traffic.

Confederate Avenue

Confederate Avenue is a two lane facility with sidewalks in average condition. There are ADA ramps and crosswalks at the intersections of Confederate Avenue with Boulevard Drive and at Woodland Avenue. There is a mid-block crossing at Home Street. There is on-street parking on the west side of the street. There is evidence of new development.

Boulevard

Boulevard is a four lane facility with sidewalks in good condition. There are ADA ramps and crosswalks at the intersection with Englewood Avenue. There is evidence of new development along this road segment.

The area near the intersection of Boulevard and Auburn Avenue – the Martin Luther King District – experiences heavy vehicular traffic. The 2002 GDOT AADT was 17,766 vehicles. This area is in close proximity to the King Memorial MARTA station. Thus, increasing the use of public transit may alleviate vehicular congestion in this area. Similarly, the 2002 GDOT AADT in the area north of the intersection of Boulevard Drive and Memorial Drive was 18,143 vehicles.

Hill Street

Hill Street is a two lane facility with on-street parking on the west side.

McDonough Boulevard at Capitol Avenue

This is a large five-legged intersection with a lengthy railroad crossing and associated safety issues. McDonough Boulevard is a four lane facility and Capitol Drive is a two lane facility. There are ADA ramps, crosswalks and sidewalks on the south side of McDonough Boulevard. The 2002 GDOT AADT in this area was significant – 19,300 vehicles.

Pryor Street

Pryor Street is a four lane facility with sidewalks primarily in good condition. However, the sidewalks from University Avenue to Manford Road are in poor condition. There is mid-block pedestrian crossing on Manford Road. There are bus shelters on the southeast corner of the intersection with Ridge Avenue and on the southeast corner of the intersection with University Avenue.

Southwest

Transit/Rail Interfaces

In the southwest, the proposed BeltLine follows the Atlanta and West Point rail line between from Interstate 75 until it branches off to the north onto the Louisville and Nashville Rail line near Stewart Avenue SW. It then follows the Land N line to Martin Luther King Jr. Drive SW.

Roadways and Intersections

University Avenue

University Avenue is a three lane facility with one lane eastbound and two lanes westbound. There are sidewalks in good condition. There are ADA ramps and crosswalks at the intersection with I-75. There are crosswalks without ADA ramps at the intersections with McDaniel Street and Metropolitan Avenue. There is a drainage issue at the intersection with McDaniel Street.

Metropolitan Avenue

Metropolitan Avenue (formerly Stewart Avenue) is a four lane facility with sidewalks in good condition. In 2002, there were a significant number crashes at the intersections of Metropolitan Avenue and University Avenue, and Metropolitan Avenue at Erin Avenue (36 and 37 crashes, respectively).

Ashby Street/Joseph E. Lowery

Ashby Street is a three lane facility with two lanes north bound and one lane southbound. There are sidewalks in average condition. There are ADA ramps and crosswalks at the intersections with Glenn Street/Ralph David Abernathy Boulevard (RDA) and at the intersection with Oglethorpe Avenue. At Glenn Street/RDA, instead of a circular turn radius, there is an unsafe T-shaped configuration.

Simpson Road

Simpson Road is a three lane facility with one eastbound lane and two westbound lanes. There are sidewalks in good condition. In addition, there are ADA ramps and crosswalks at the intersection of Simpson Road with Chappell Road and with Tazor Street. At the intersection with Ashby Street, although there are crosswalks, there are no ADA ramps. There is heavy pedestrian traffic in this area. In 2002, there were 22 crashes at the intersection of Ashby Street and Simpson Road.

Glenn Street

Glenn Street is a four lane facility with sidewalks in average condition. There is a mid-block crossing near the intersection with Bouldercrest. Although there are crosswalks, there are no ADA ramps near the intersections with White, Lawton and Peeples. There are also mid-block crossings near Holderness Street and at Queen Street. The intersection with Lawton Street has a tight turning radius.

Cascade Avenue

Cascade Avenue is a four lane facility with sidewalks in good condition. Although there are no ADA ramps, there are crosswalks at the intersections with Westwood Avenue and with Beecher Road. No bus shelters were observed. There are utility lines on the east side which are very close to the sidewalk. In addition, the pavement is at the same elevation as the curb and gutter – the curb is level with the pavement surface.

Ralph David Abernathy Boulevard (RDA)

RDA is a two to four lane facility with sidewalks in good condition. Although there are no ADA ramps, there are crosswalks at the intersections with Cascade Avenue and with Ontario Avenue. The northbound lane along Cascade Avenue has a horizontal curve and restricted sight distance; and there is a need for a dedicated left turn signal. The pavement is at the same elevation as the curb and gutter – the curb is level with the pavement surface of White Street and RDA.

In 2002, there were 20 crashes on the west side of the Louis and Nashville (L and N) rail line at the intersection of RDA and Cascade Avenue; and 49 crashes on the east side of the rail line at the intersection.

Northwest

Transit/Rail Interfaces

In the northwest, the proposed BeltLine follows the Louisville and Nashville (L and N) rail corridor from Martin Luther King Jr. Drive northward. It crosses the existing MARTA east-west rail line to the West Lake and Ashby stations. Upon crossing the Seaboard Coastline route near Simpson Road NW, it merges with the MARTA corridor to the Bankhead station terminus. It also crosses a Seaboard Coastline rail corridor near the north-south MARTA rail line that ends at the Bankhead Station. The BeltLine joins the Seaboard Coastline rail line near Marietta Street, and follows it to Interstate 75.

Roadways and Intersections

Donald Lee Hollowell Parkway

Donald Lee Hollowell Parkway (US 78/US 278/SR 8, formerly known as Bankhead Highway) is a four lane facility that has average to poor sidewalks. At the intersection with Chappell Road, there are no ADA ramps and crosswalks; and there are old signal displays. At the intersection with Glass, there are no ADA ramps and crosswalks. There are ADA ramps and crosswalks at the MARTA facility and at the intersection with Ashby Street. There is no sidewalk under the MARTA rail bridge. In addition, there are mid-block crossings which can be a safety hazard.

Lee Street

Lee Street has three lanes and sidewalks in average condition. At the intersection with Marietta Street, although there are no ADA ramps, there are crosswalks. There is no median or bus shelter.

Marietta Street

Marietta Street traverses an industrial area and has four lanes and the existing sidewalks are in good condition. There are no sidewalks on the north side west of Herndon Street; and none from Marietta Boulevard west. Although there are no ADA ramps at the intersection with Herndon Street, there are crosswalks. The same is true at the intersection with Marietta Boulevard. There is old signal equipment at the intersection with Herndon Street. There is no median or bus shelter. In 2002, there were 18 crashes at the intersection of Marietta Street and Marietta Boulevard.

Huff Road

Huff road is a narrow two lane facility in an industrial area that experiences heavy truck traffic. There are no sidewalks along Huff Road. At the intersection with Marietta Boulevard, there are no ADA ramps or crosswalks. At the intersection with Howell Mill Road, although there are no ADA ramps and there are old signals, there are crosswalks. There are no median or bus shelters; and no curb and gutters.

Howell Mill Road

Howell Mill Road is a three (3) to four (4) lane facility in an industrial warehousing area. There are sidewalks. At the intersection with Chattahoochee Avenue, although there are crosswalks and a pedestrian signal display, there are no ADA ramps. At the intersection with Defoor Avenue, there are both ADA ramps and crosswalks. There are no medians or bus shelters.

In 2002, there were 54 crashes at the intersection of Howell Mill Road and Holmes Street; and 19 crashes at the intersection of Howell Mill Road and Ridgeway Avenue near White Street.

Summary

The BeltLine is an innovative intown transit and greenway proposal to connect 49 Atlanta neighborhoods with a new transit line and a network of parks and paths. The BeltLine passes between many residential neighborhoods and is adjacent to underutilized land suitable for residential and mixed-use redevelopment. The proposed Beltline Tax Allocation District (TAD) is a mechanism to fund the different components of the BeltLine, including the transportation improvements necessary to provide quality of life.

This analysis of the existing transportation infrastructure in the BeltLine TAD study area is a framework to assess the transportation improvements necessitated by new development spurred by the implementation of the Beltline. These improvements could be financed in part or entirely with TAD funding. The TAD funding could also be used to leverage any required local matching funds for federal funds made available through the ARC transportation planning process.

Most of the transportation infrastructure in the BeltLine TAD study area is already straining to accommodate the City's existing growth. The implementation of the BeltLine would create opportunities for growth and development within the study area which in turn, would generate traffic volumes in excess of current capacity. Additionally, both the BeltLine and the development expected to occur adjacent to it, would represent a major change in the area's land use, as former industrial and vacant land gives way to housing, offices, retail, parkland, transit, and recreational paths. The area's transportation infrastructure must adapt to the new travel modes and patterns associated with these new land uses. Another concern is the need for improvements in the area's pedestrian facilities. While many of the areas roads have sidewalks, many have inadequate levels of pedestrian safety, pedestrian amenities and American with Disability Act (ADA) compliance.

The proposed transit feature of the BeltLine project will have a major impact on the existing transit network, creating both opportunities and service redundancies which will need to be addressed. The Beltline Transit system could create new linkages between the four spurs of Marta's rail system, possibly allowing MARTA to re-task its existing bus routes to increase local service efficiency.