



We Need Your Input

I-20 East Transit Initiative Alignment Alternatives

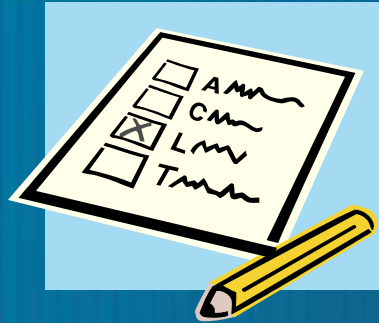


We Need Your Input

- This document presents the stakeholder identified alignment alternatives for improved transit service in the I-20 East Corridor. There are three sets of alternatives to consider:
 - **Mainline Alignment Alternatives:** Major alignment options connecting Mall at Stonecrest with downtown Atlanta and the MARTA rail system.
 - **Downtown Connectivity Alternatives:** Eight potential ways to connect to the MARTA rail system within downtown Atlanta
 - **Panola Road Area Alternatives:** Two potential alignment alternatives to serve the Panola Road area



We Need Your Input



Once you have reviewed these alternatives, please take the Alignment Alternatives Survey to let us know which alternatives you feel are most appropriate for the corridor. Public input is an important factor in the decision of which alignments will be advanced to the detailed analysis phase of this study. This survey can be found at the following locations:

- Alignment Alternatives Survey
<https://www.surveymonkey.com/s/T5CPYRR>
- Project Web Page – A link to the survey is located here
<http://www.itsmarta.com/I20-east-corr.aspx>
- Project Facebook Page – A link to the survey is located here
<http://www.facebook.com/pages/I-20-East-Corridor-Transit-Initiative/174264955918303>



I-20 East Alignment Alternatives

- **Mainline Alignment Alternatives**
- **Downtown Connectivity Alternatives**
- **Panola Road Area Alternatives**



Mainline Alignment Alternatives

- **Three mainline alignment alternatives were identified to provide rapid transit service between Mall at Stonecrest and downtown Atlanta:**
 - 1. Parallel I-20 alignment from Mall at Stonecrest to downtown Atlanta**
 - 2. Connection to MARTA Edgewood Station**
 - 3. Extension of heavy rail from Indian Creek Station to Mall at Stonecrest**



Mainline Alignment Alternative I

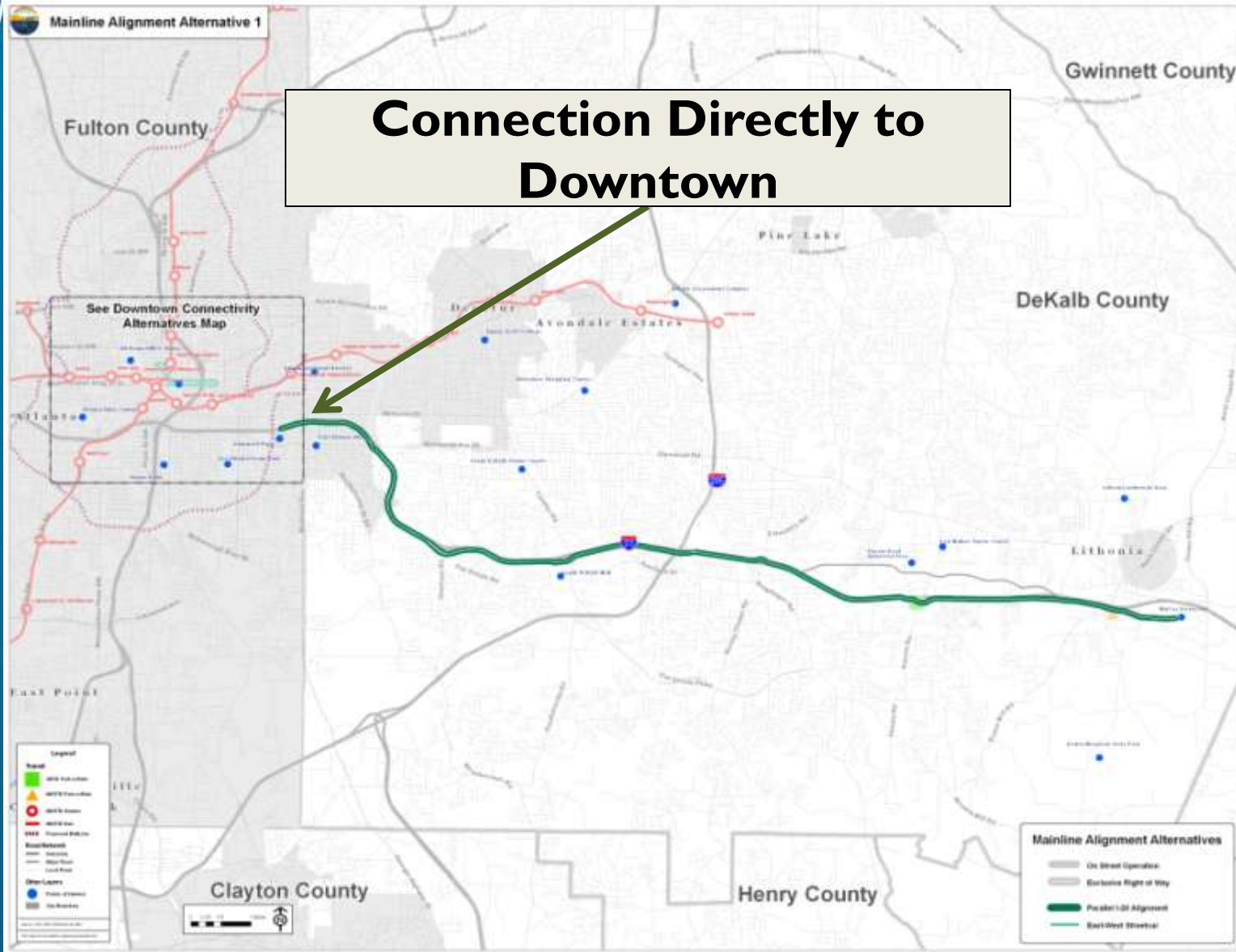
Connection Directly to Downtown

Description

- This alternative would provide a dedicated transitway from the Mall at Stonecrest all the way into downtown Atlanta
- The alignment would generally be adjacent to I-20 or on a structure in the middle of the interstate
- Alternatives for the connection into downtown are evaluated in the Downtown Connectivity Alternatives
- Although stations will be evaluated in a later phase of this study, potential station would be located at East Atlanta Village /Glenwood Park, Gresham Rd/Flat Shoals Rd, South DeKalb Mall/Candler Rd, Wesley Chapel Rd, Panola Rd, and Mall at Stonecrest. Other locations may be evaluated as well.



Mainline Alignment Alternative 1





Mainline Alignment Alternative I

Connection Directly to Downtown

Potential Advantages

- Serves entire I-20 corridor including areas inside I-285 such as South DeKalb Mall/Candler Road, Gresham Road/Flat Shoals Road, and East Atlanta Village/Glenwood Park

Potential Disadvantages

- Initial construction phase would likely extend from downtown Atlanta to South DeKalb Mall, not serving areas outside I-285
- Significant construction and environmental constraints associated with connection into downtown Atlanta
- Higher total costs associated with implementation of 18+ miles of new transit line
- Potential for impacts to historic districts inside I-285
- Potential for higher number of commercial and residential displacements



Mainline Alignment Alternative 2

Connection to Edgewood MARTA Station

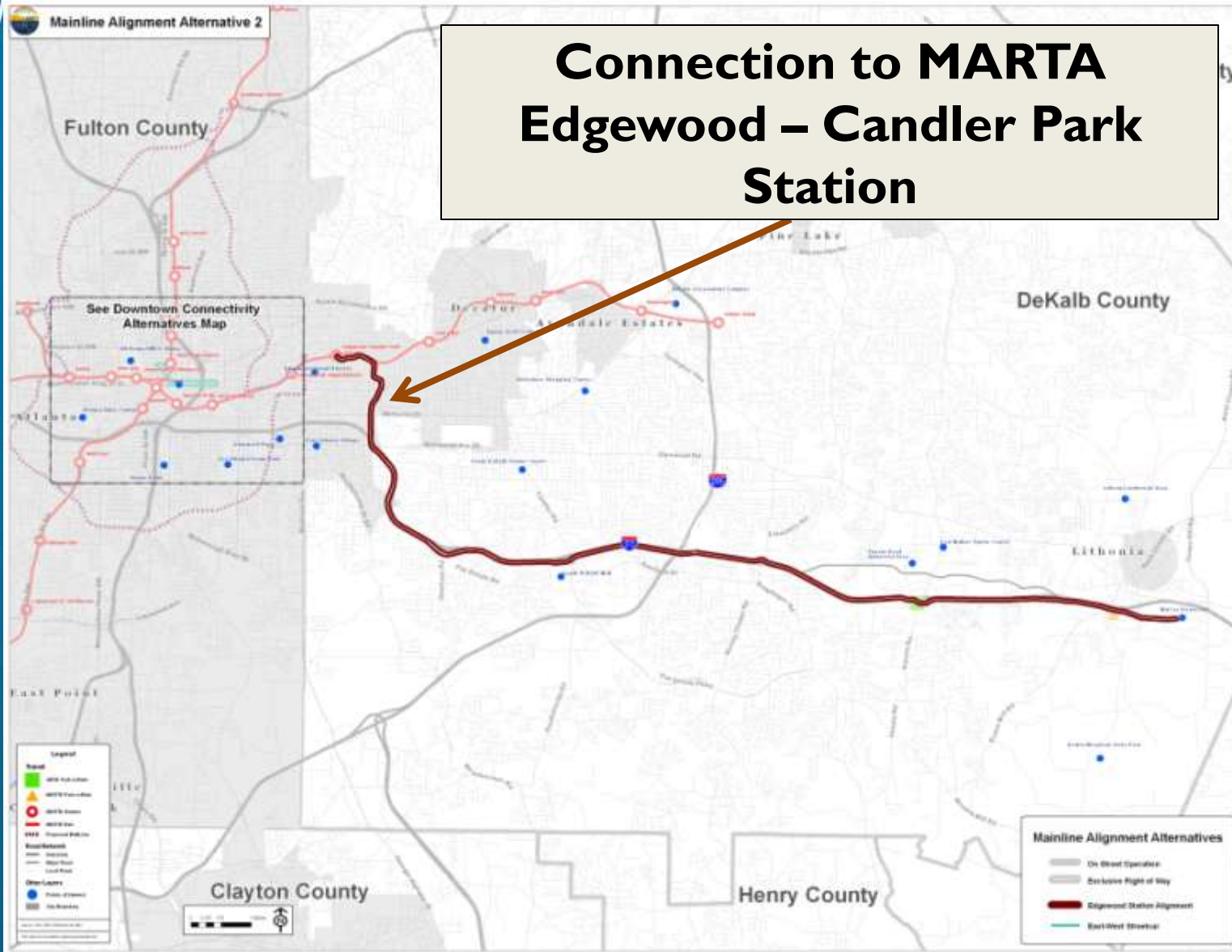
Description

- This alternative would provide a dedicated transitway from the Mall at Stonecrest along I-20 inside I-285 then connecting to the MARTA Edgewood/Candler Park station
- The alignment would generally be adjacent to I-20 between the Mall at Stonecrest and Glenwood Avenue, then would be subsurface (tunnel) between I-20 and the MARTA Edgewood station.
- A subsurface(tunnel) alignment would be necessary in order to avoid community, historic, and park impacts through the Kirkwood neighborhood.
- Although stations will be evaluated in a later phase of this study, potential station would be located at Gresham Rd/Flat Shoals Rd, South DeKalb Mall/Candler Rd, Wesley Chapel Rd, Panola Rd, and Mall at Stonecrest. Other locations may be evaluated as well.



Mainline Alignment Alternative 2

**Connection to MARTA
Edgewood – Candler Park
Station**





Mainline Alignment Alternative 2

Connection to Edgewood MARTA Station

Potential Advantages

- Serves areas along I-20 inside I-285 including South DeKalb Mall/Candler Road and Gresham Road/Flat Shoals Road
- Avoids construction and cost issues associated with connecting directly into downtown

Potential Disadvantages

- Community and environmental impacts associated with connection through Kirkwood neighborhood would require a subsurface (tunnel) alignment
- Potential for community opposition
- Associated capital costs resulting from a potential new transit technology, such as Light Rail Transit (LRT) or Bus Rapid Transit (BRT)



Mainline Alignment Alternative 3

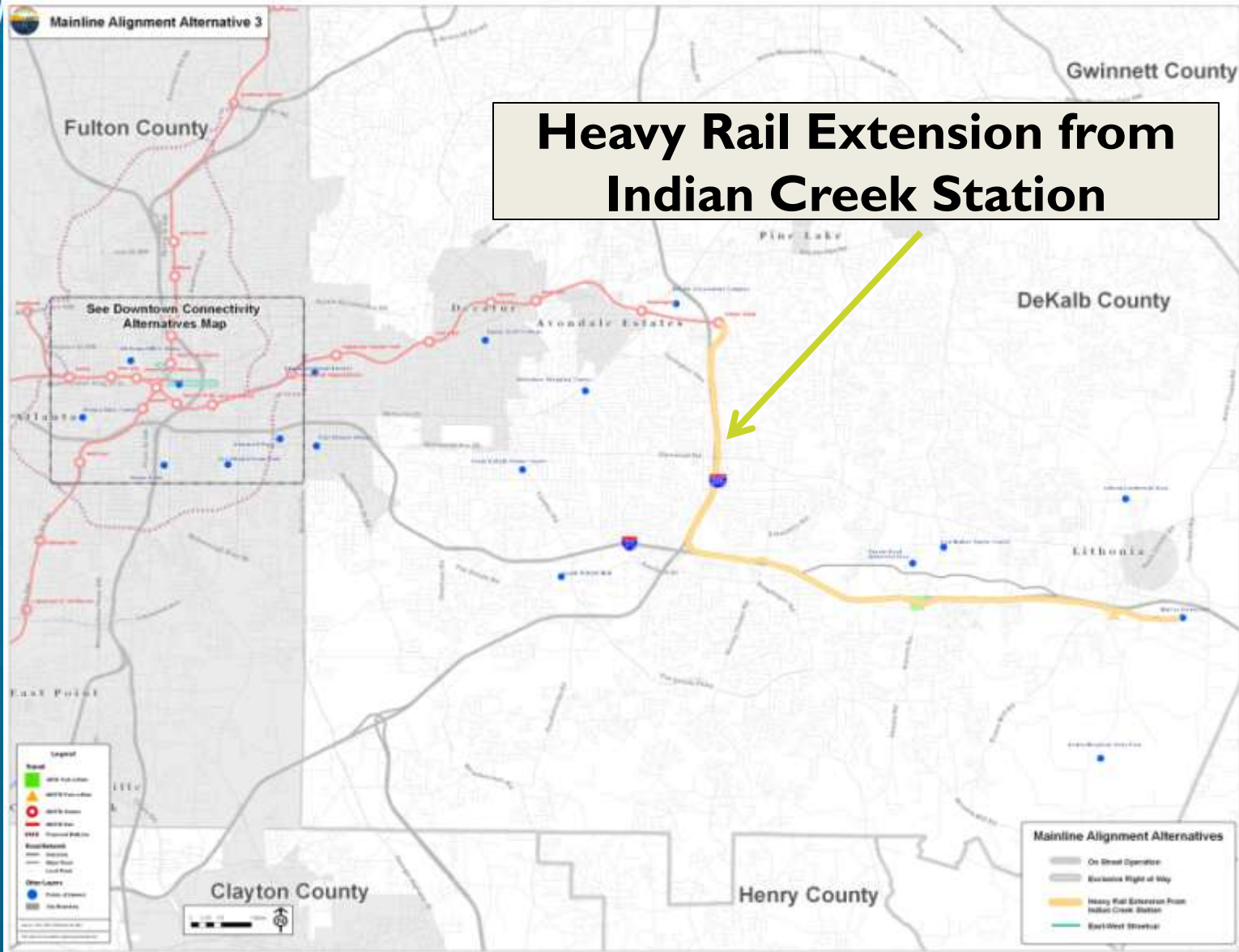
Heavy Rail Extension from Indian Creek Station

Description

- This alternative would provide a connection to downtown Atlanta and the MARTA rail system by extending the existing MARTA east-west rail line (Blue Line) from Indian Creek, south along I-285 to I-20, then east along I-20 to the Mall at Stonecrest
- Although stations will be evaluated in a later phase of this study, potential station would be located at Wesley Chapel Rd, Panola Rd, Mall at Stonecrest, and on I-285 at Covington Hwy. Other locations may be evaluated as well.



Mainline Alignment Alternative 3





Mainline Alignment Alternative 3

Heavy Rail Extension from Indian Creek Station

Potential Advantages

- Initial construction phase would extend MARTA rail from Indian Creek Station to Wesley Chapel Road, thus providing rapid transit service to areas outside I-285
- Potential for lower total costs associated with this shorter alignment
- Cost savings associated with the use of existing heavy rail vehicles and maintenance facilities

Potential Disadvantages

- Would not serve areas along I-20 inside I-285 including South DeKalb Mall/Candler Road, Gresham Road/Flat Shoals Road, East Atlanta Village, and Glenwood Park
- Potential for longer travel times to downtown Atlanta due to numerous stations along East-West line



I-20 East Alignment Alternatives

- Mainline Alignment Alternatives
- Downtown Connectivity Alternatives
- Panola Road Area Alternatives



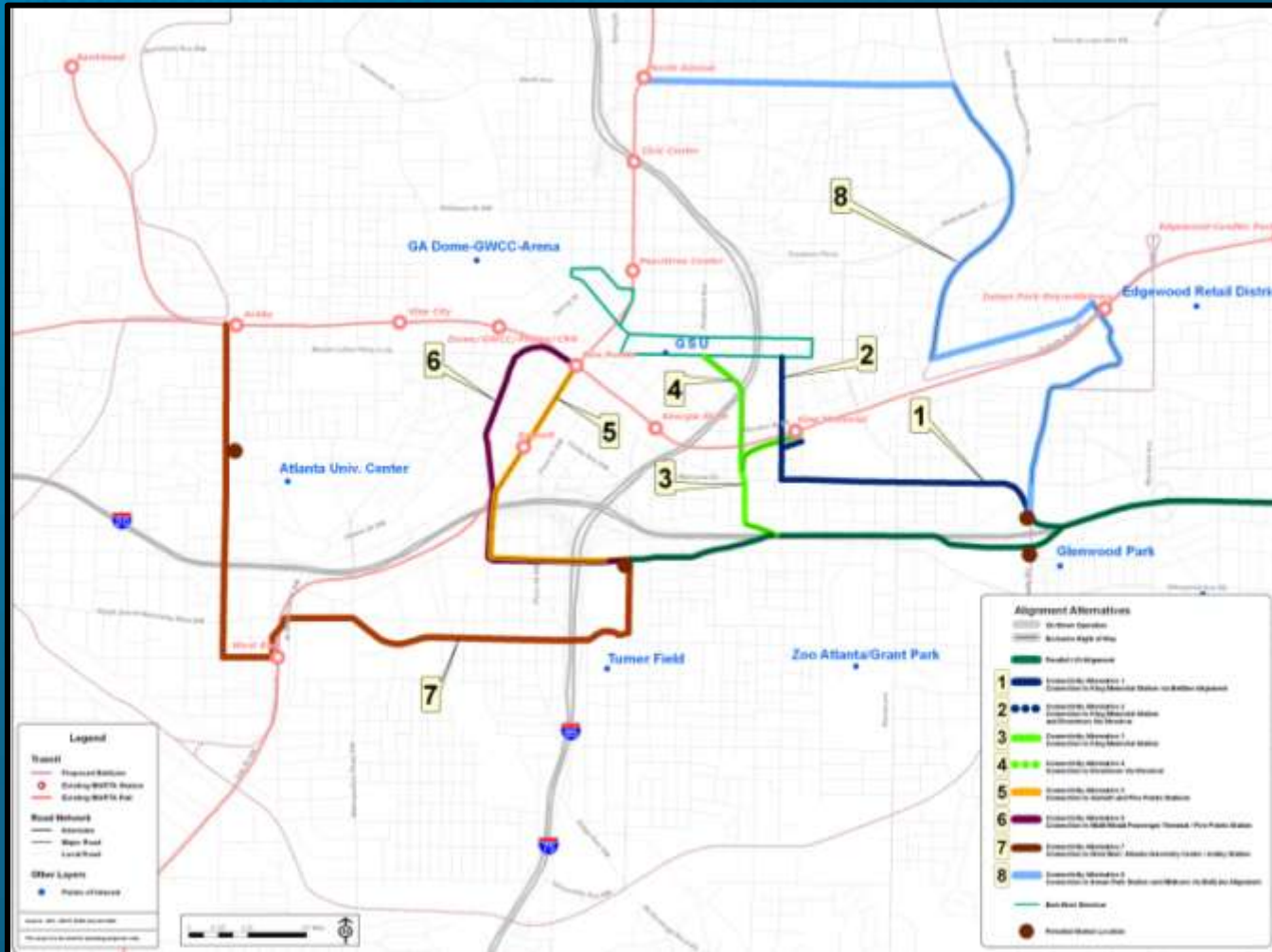
Downtown Connectivity Alternatives

- Project stakeholders identified eight potential ways to connect to the MARTA rail system within downtown Atlanta
- These alignments only provide a connection to the MARTA rail system for Mainline Alternative 1 (Connection Directly to Downtown)



Downtown Connectivity Alternatives

All Eight Alternatives





Downtown Connectivity Alternative I

Connection to King Memorial Station via Memorial Drive

Description

- This alternative would diverge from the Mainline I-20 Alignment at Bill Kennedy Way. It would operate in-street along Memorial Drive and Grant Street until it connects to the King Memorial Station



Downtown Connectivity Alternative I

Connection to King Memorial Station via Memorial Drive





Downtown Connectivity Alternative I

Connection to King Memorial Station via Memorial Drive

Potential Advantages

- Lower costs due to in-street operation
- Lower costs due to limited elevated structures
- Short travel distance to MARTA East-West rail line

Potential Disadvantages

- Potential for delay and unreliable travel times due to congestion on surface streets
- No direct access to MARTA North-South rail line



Downtown Connectivity Alternative 2

Connection to King Memorial Station and Downtown via Streetcar

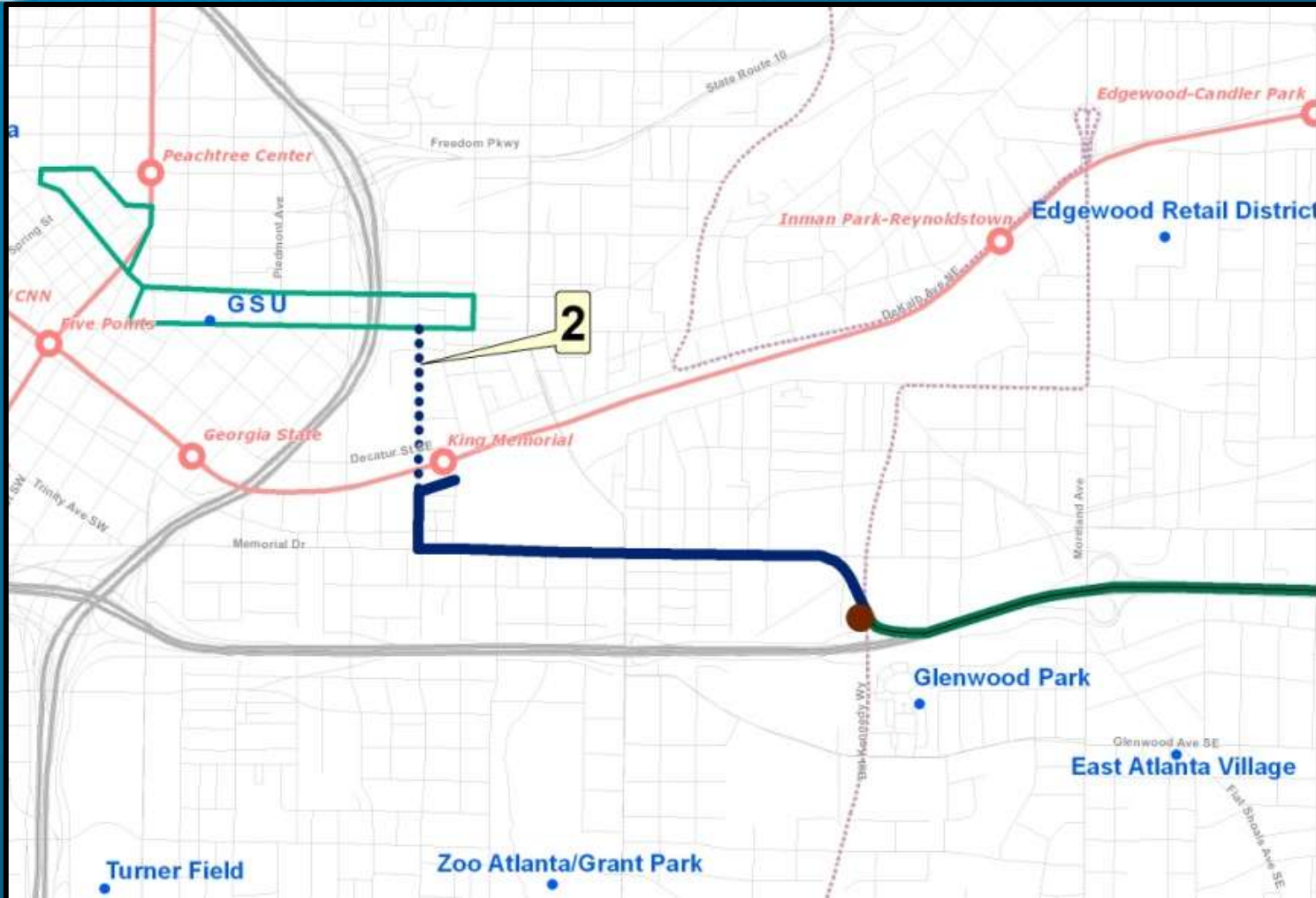
Description

- This alternative would diverge from the Mainline I-20 Alignment at Bill Kennedy Way. It would operate in-street along Memorial Drive and Grant Street and provide a connection/stop with the King Memorial Station.
- The alignment would continue north and tie into the Atlanta Streetcar alignment. A connection to the MARTA Peachtree Center station would be provided via the Streetcar alignment.



Downtown Connectivity Alternative 2

Connection to King Memorial Station and Downtown via Streetcar





Downtown Connectivity Alternative 2

Connection to King Memorial Station and Downtown via Streetcar

Potential Advantages

- Lower costs due to in-street operation
- Provides a connection to the Atlanta Streetcar, which is expected to be operational by 2013
- Serves major points of interest along the Streetcar alignment
- Shorter travel distance to MARTA East-West rail line
- Connection to MARTA North-South and East-West rail lines

Potential Disadvantages

- Potential for delay and unreliable travel times due to congestion on surface streets
- Longer travel times to MARTA North-South rail line via Streetcar alignment



Downtown Connectivity Alternative 3

Connection to King Memorial Station Via Hill Street

Description

- This alternative would follow the Mainline I-20 alignment on structure in the middle of the interstate until Hill Street where it would turn north and operate in-street before connecting to the King Memorial Station



Downtown Connectivity Alternative 3

Connection to King Memorial Station





Downtown Connectivity Alternative 3

Connection to King Memorial Station

Potential Advantages

- Shorter travel distance to MARTA East-West rail line

Potential Disadvantages

- Higher costs due to elevated structures along I-20
- Potential for delay and unreliable travel times due to congestion on surface streets
- No direct access to MARTA North-South rail line



Downtown Connectivity Alternative 4

Connection to Downtown via Hill Street and Streetcar

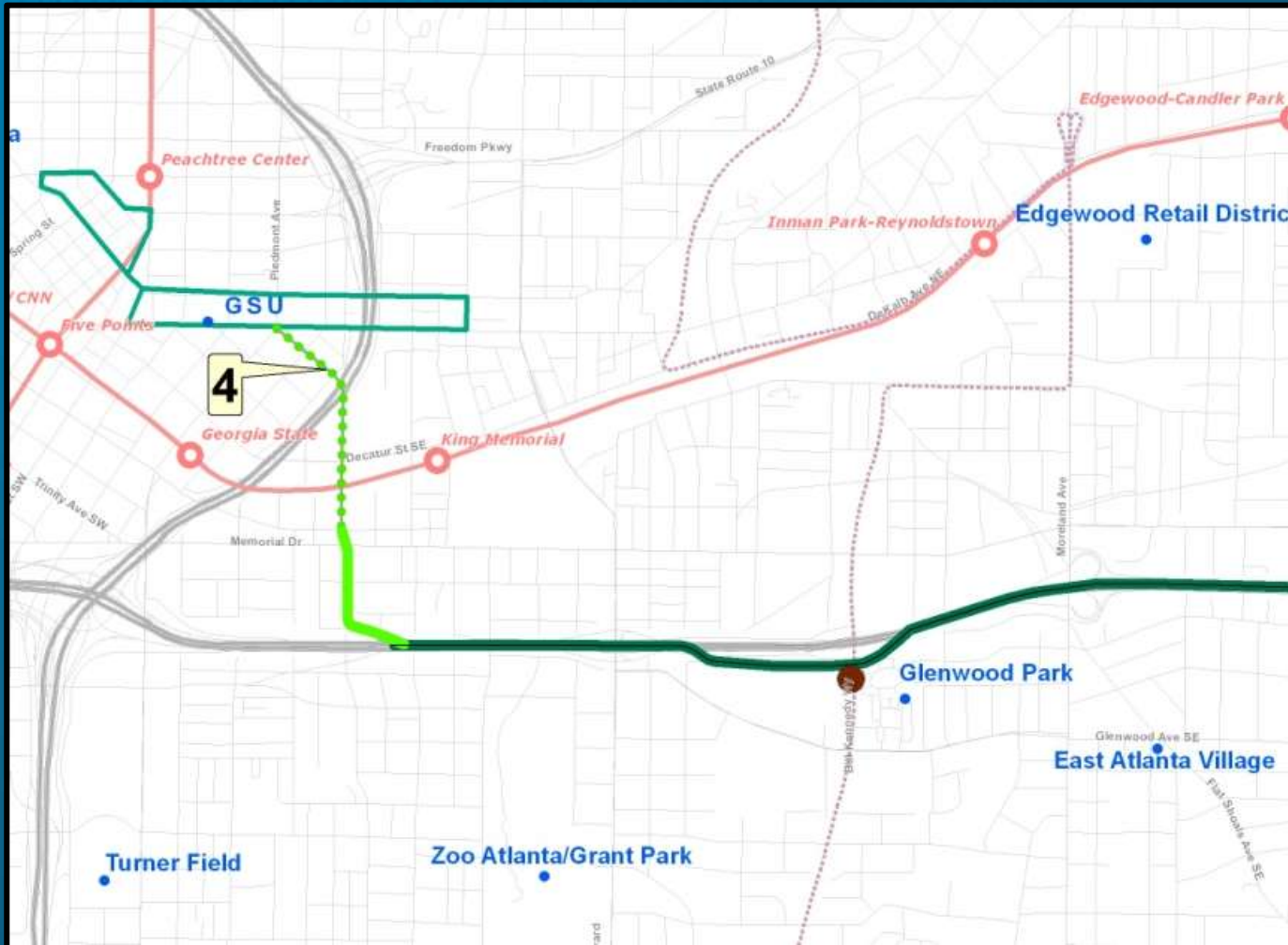
Description

- This alternative would follow the Mainline I-20 alignment on structure in the middle of the interstate until Hill Street where it would turn north and operate in-street, connecting to the Atlanta Streetcar alignment.
- A connection to the MARTA Peachtree Center station would be provided via the Streetcar alignment.



Downtown Connectivity Alternative 4

Connection to Downtown via Hill Street and Streetcar





Downtown Connectivity Alternative 4

Connection to Downtown via Streetcar

Potential Advantages

- Serves major points of interest along the Streetcar alignment
- Provides direct connection to MARTA North-South rail line

Potential Disadvantages

- No direct access to MARTA East-West rail line
- Potential for delay and unreliable travel times due to congestion on surface streets
- Longer travel times to access MARTA North-South rail line via Streetcar alignment



Downtown Connectivity Alternative 5

Connection to Garnett and Five Points Stations

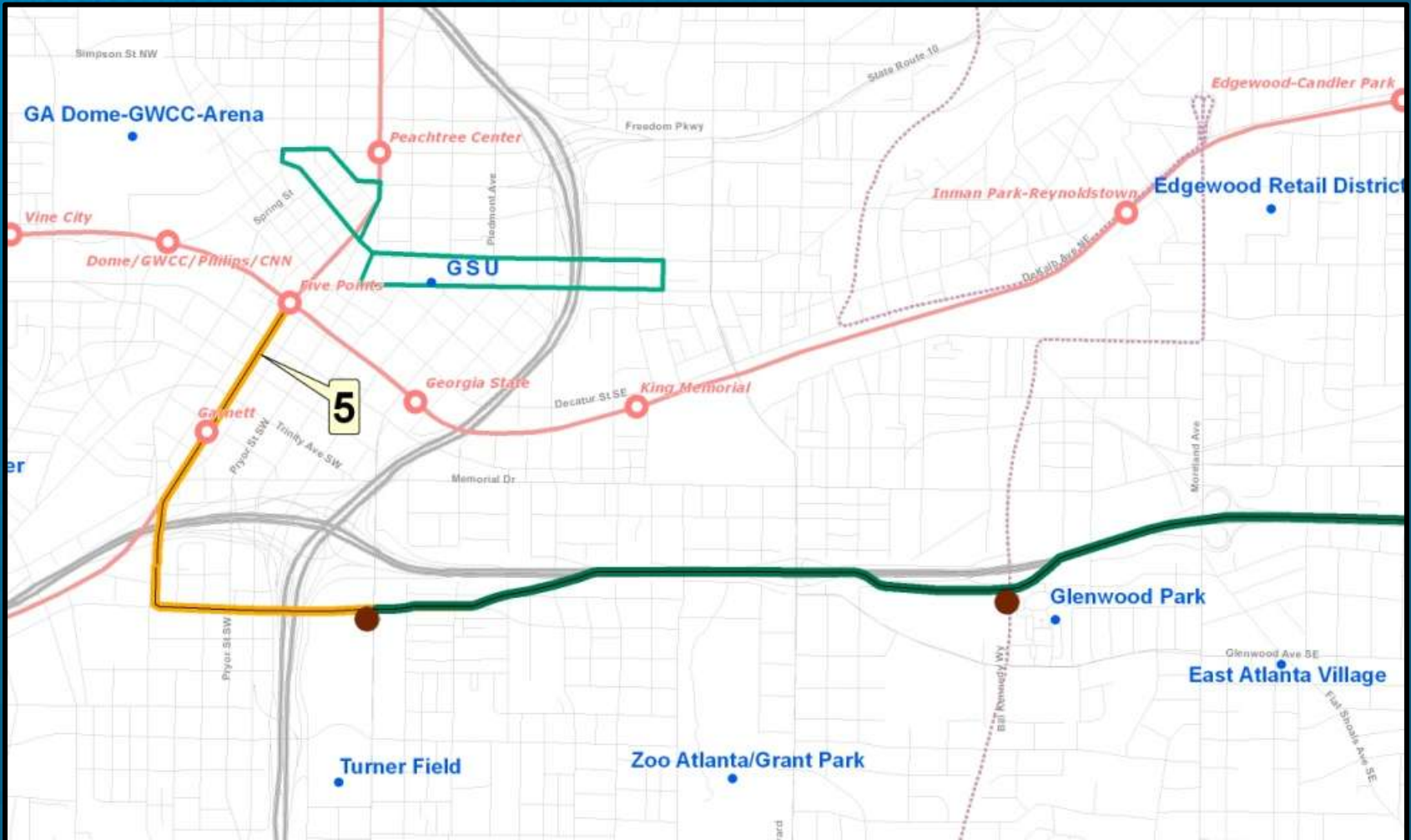
Description

- This alternative would follow the Mainline I-20 alignment on structure in the middle of the interstate until Hill Street where it would turn south and connect to Fulton Street.
- It would then operate on structure or exclusive ROW to a connection with Garnett Station and Five Points Station. This would require a new bridge of I-85/75 and I-20.
- This alternative would likely provide for a Turner Field station.



Downtown Connectivity Alternative 5

Connection to Garnett and Five Points Stations





Downtown Connectivity Alternative 5

Connection to Garnett and Five Points Stations

Potential Advantages

- Direct connection to MARTA North-South and East-West rail lines
- Reliable travel times due to no in-street operation
- Potential Station at Turner Field

Potential Disadvantages

- Higher costs associated with significant elevated structure through downtown



Downtown Connectivity Alternative 6

Connection to Multi-Modal Passenger Terminal/Five Points Station

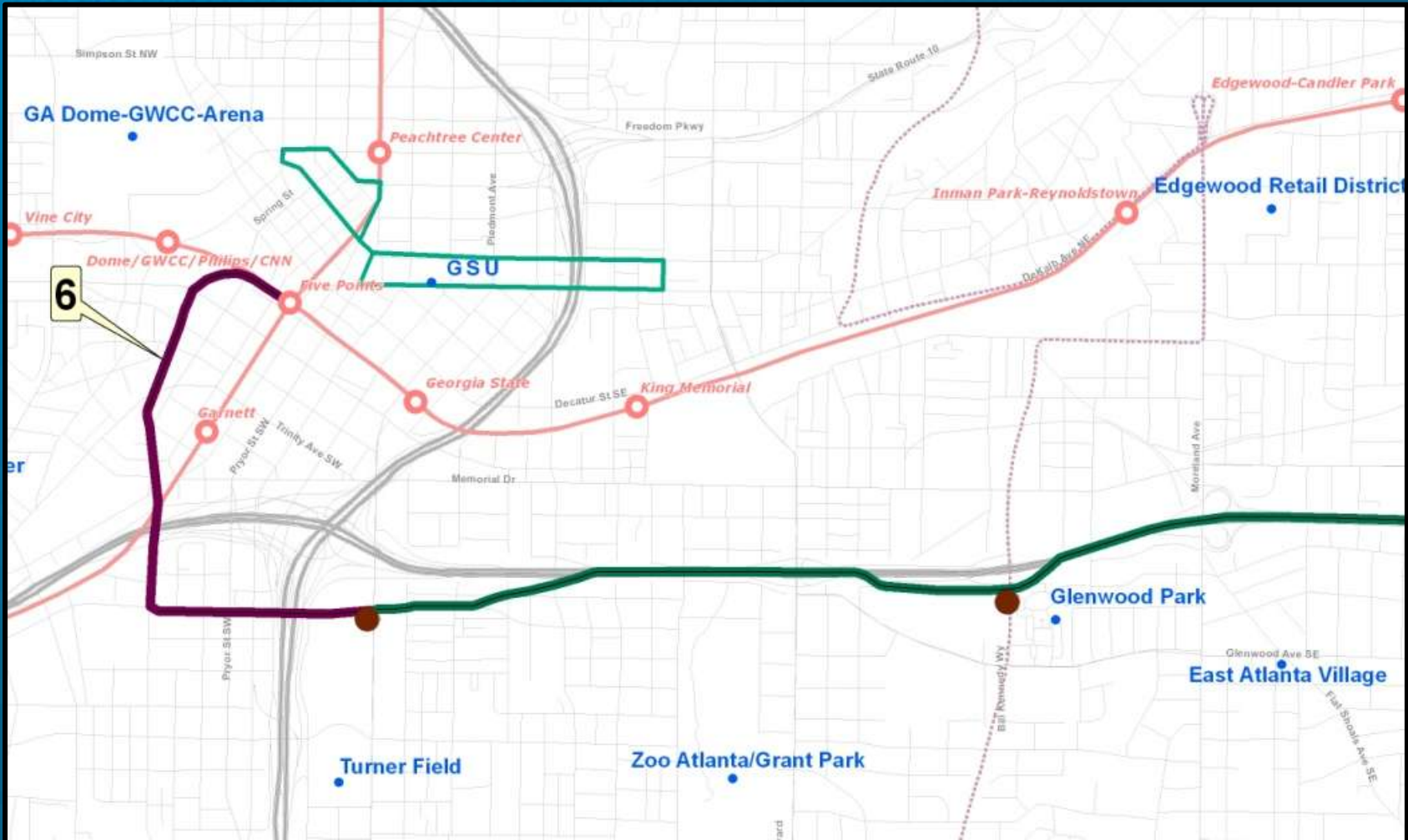
Description

- This alternative would follow the Mainline I-20 alignment on structure in the middle of the interstate until Hill Street where it would turn south and connect to Fulton Street.
- It would operate on structure or exclusive ROW to Windsor Street. It would then operate in-street on Windsor/Spring Street, going under I-20. It would diverge from Spring Street on structure/exclusive ROW behind the Federal Building to a connection with the Multi-Modal Passenger Terminal/Five Points Station.
- This alternative would likely provide for a Turner Field station.



Downtown Connectivity Alternative 6

Connection to Multi-Modal Passenger Terminal/Five Points Station





Downtown Connectivity Alternative 6

Connection to Multi-Modal Passenger Terminal/Five Points Station

Potential Advantages

- Direct connection to potential Multi-Modal Passenger Terminal
- Direct connection to MARTA North-South and East-West rail lines
- Potential Station at Turner Field

Potential Disadvantages

- Higher costs associated with extensive elevated structure through downtown
- Potential for delay and unreliable travel times due to congestion on surface streets



Downtown Connectivity Alternative 7

Connection to West End Station/Atlanta University Center/Ashby Station

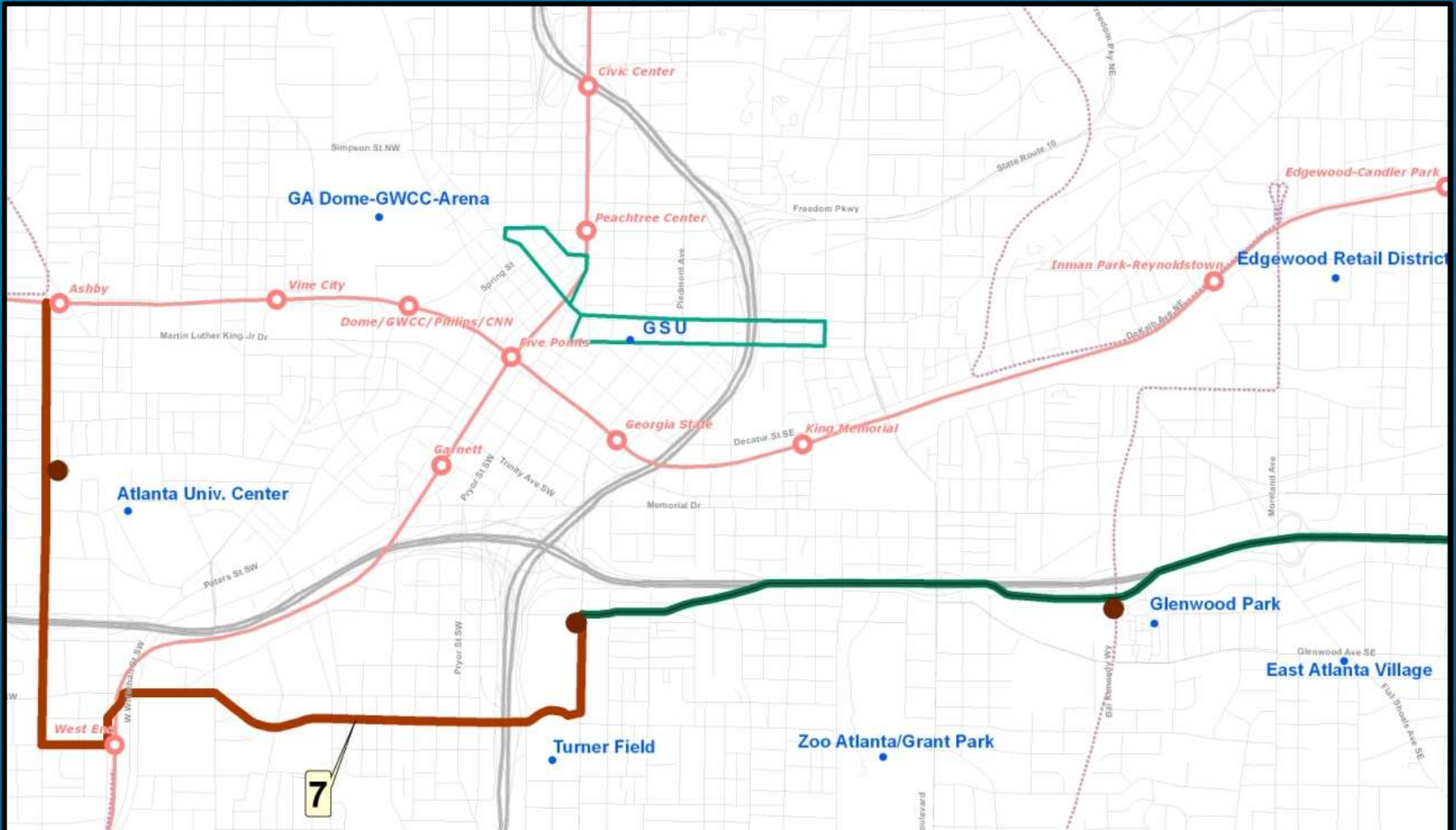
Description

- This alternative would follow the Mainline I-20 alignment on structure in the middle of the interstate until Hill Street where it would turn south and connect to Fulton Street.
- It would turn south and operate in-street on Hank Aaron Drive, turn west onto Ralph D Abernathy Blvd and provide a connection to the West End Station. The alignment would then operate in-street on Joseph Lowery providing a connection to the Atlanta University Center and the Ashby Station.
- This alternative would likely provide for a Turner Field station



Downtown Connectivity Alternative 7

Connection to West End Station/Atlanta University Center/Ashby Station





Downtown Connectivity Alternative 7

Connection to West End Station/Atlanta University Center/Ashby Station

Potential Advantages

- Connection to Atlanta University Center
- Connection to MARTA North-South and East-West rail lines
- Potential Station at Turner Field

Potential Disadvantages

- Potential for delay and unreliable travel times due to congestion on surface streets
- Longer travel times to access MARTA North-South and East-West rail lines



Downtown Connectivity Alternative 8

Connection to Inman Park Station and Midtown via BeltLine Alignment

Description

- The alternative would utilize the proposed BeltLine alignment to access the MARTA rail system and downtown area. This alternative would diverge from the Mainline I-20 alignment at Bill Kennedy Way. It would operate in-street along Bill Kennedy Way until Memorial Drive. It would then follow the Beltline alignment to the MARTA Inman Park/Reynoldstown station, then run in-street along Edgewood to the Beltline exclusive ROW, then continue north to North Avenue. It would then operate in-street along North Avenue to the MARTA North Avenue Station.



Downtown Connectivity Alternative 8

Connection to Inman Park Station and Midtown via BeltLine Alignment

Potential Advantages

- Lower costs due to in-street operation and use of Beltline right-of-way
- Connection to points of interest along the Beltline alignment
- Shorter travel distance to MARTA East-West rail line

Potential Disadvantages

- Potential for delay and unreliable travel times due to congestion on surface streets
- Longer travel times to access the MARTA North-South rail line
- Transit for this segment of BeltLine is not funded yet, so construction costs on the BeltLine alignment would have to be incurred by the I-20 East project



I-20 East Alignment Alternatives

- Mainline Alignment Alternatives
- Downtown Connectivity Alternatives
- Panola Road Area Alternatives



Panola Road Area Alternatives

Two main alignment alternatives were identified for the Panola Road area:

1. Alignment parallel to I-20
2. Alignment on Snapfinger Woods Dr.



Panola Road Area Alternative I

Parallel I-20 Alignment

Description

- This alternative would provide a dedicated transitway parallel to I-20 with no in-street operation.
- The alignment would generally be adjacent to I-20
- A station would be provided in the Panola Road area



Panola Road Area Alternative I

Parallel I-20 Alignment

Potential Advantages

- Reduced and more reliable travel times due to dedicated transitway
- Convenient park and ride access for commuters on I-20

Potential Disadvantages

- Lack of direct access to DeKalb Medical Hillandale campus and the Panola Road Industrial Area
- Higher costs associated with dedicated transitway



Panola Road Area Alternative 2

Snappinger Woods Drive Alignment

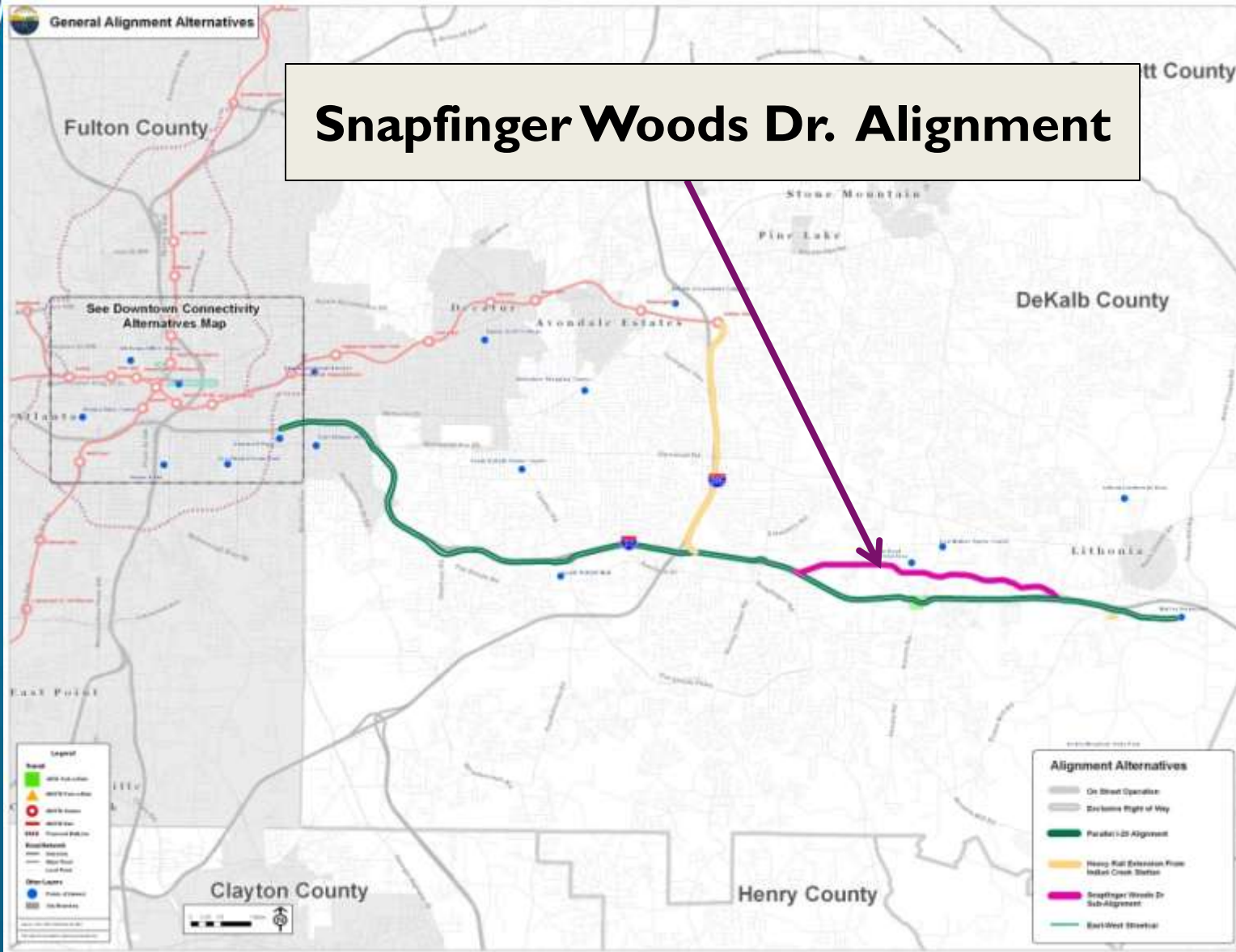
Description

- This alternative would operate in-street along Snappinger Woods Drive.
- A station would likely be provided at Panola Road and at the DeKalb Medical Hillandale.



Panola Road Area Alternative 2

Snarfinger Woods Dr. Alignment





Panola Road Area Alternative 2

Snapfinger Woods Rd. Alignment

Potential Advantages

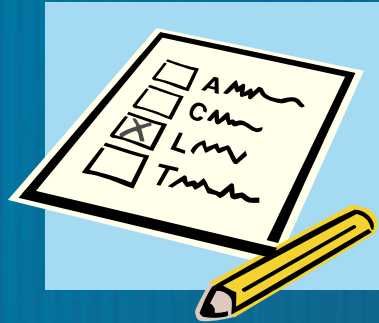
- Better serves the DeKalb Medical Hillandale
- Better access to the Panola Road Industrial Area
- Lower costs due to in-street operation

Potential Disadvantages

- Longer and unreliable travel times resulting from in-street operation on Snapfinger Woods Drive



We Need Your Input



Once you have reviewed these alternatives, please take the Alignment Alternatives Survey to let us know which alternatives you feel are most appropriate for the corridor. Public input is an important factor in the decision of which alignments will be advanced to the detailed analysis phase of this study. This survey can be found at the following locations:

- Alignment Alternatives Survey
<https://www.surveymonkey.com/s/T5CPYRR>
- Project Web Page – A link to the survey is located here
<http://www.itsmarta.com/I20-east-corr.aspx>
- Project Facebook Page – A link to the survey is located here
<http://www.facebook.com/pages/I-20-East-Corridor-Transit-Initiative/174264955918303>



I-20 East Alignment Alternatives

For more detailed information on each alternative including preliminary cost, ridership, and travel time information, please visit the project web page and click on the 3rd Round of Stakeholder Advisory Committee (SAC) meetings presentation to view additional presentations with this information.

- Project Web Page

<http://www.itsmarta.com/I20-east-corr.aspx>