







I-20 EAST TRANSIT INITIATIVE TIER 2 ALTERNATIVES









	HRT1	LRT1	BRT1	HRT2	LRT2	HRT3
						
Description	HRT1 would provide transit from South DeKalb County to downtown Atlanta along I-20. It would operate next to I-20, serving stations between the Mall at Stonecrest and downtown Atlanta, and tie into MARTA rail line just south of Garnett station. HRT1 would serve all stations on the MARTA north-south line from Garnett to Lindbergh Center.	LRT1 would provide light rail transit from South DeKalb County to downtown Atlanta along I-20. This alternative would operate next to I-20, serving stations between the Mall at Stonecrest and downtown Atlanta. LRT1 would connect to the existing Garnett and Five Points stations.	BRT1 would provide bus rapid transit from South DeKalb County to downtown Atlanta along I-20. This alternative would operate in a dedicated busway next to I-20, serving stations between the Mall at Stonecrest and downtown Atlanta. BRT1 would connect to the existing Garnett and Five Points stations.	HRT2 would provide transit from South DeKalb County to downtown Atlanta along I-20 and the MARTA east-west rail line. It would run next to I-20, serving stations between the Mall at Stonecrest and Glenwood Avenue, then run north in a tunnel to tie into the MARTA rail line, and serve stations from Edgewood/Candler Park to Five Points.	LRT2 would provide light rail transit from South DeKalb County to midtown Atlanta along I-20 and the proposed BeltLine. LRT2 would operate next to I-20, serving stations between the Mall at Stonecrest and Glenwood Park, then follow the proposed BeltLine, connecting to the North Avenue station.	HRT3 would provide transit from South DeKalb County to downtown Atlanta along I-20, I-285, and the MARTA east-west rail line. It would operate next to I-20 and I-285, serving stations from the Mall at Stonecrest to I-285, and tie into the MARTA east-west rail line at Indian Creek station. HRT3 would serve stations on I-20 inside the perimeter with BRT.
Projected Travel Times from Mall at Stonecrest:						
To Five Points	36 minutes	36 minutes	37 minutes	39 minutes	54 minutes	40 minutes
To Arts Center	42 minutes	44 minutes	46 minutes	47 minutes	54 minutes	48 minutes
Projected Daily Boardings	41,900	33,300	27,700	32,200	18,400	28,700
Projected New Riders	12,300	8,200	5,200	8,200	5,300	6,400
Projected Costs						
Capital Costs	\$3,227M	\$2,700M	\$2,111M	\$2,675M	\$2,115M	\$1,780M
Annual O & M Costs	\$35.2M	\$10.4M	\$6.4M	\$23.8M	\$10.4M	\$18.0M
Alignment Length	19.2 miles	19.6 miles	19.6 miles	18.2 miles	20.3 miles	12.0 miles (HRT) 12.8 (BRT)
Capital Cost Per Mile	\$168M	\$138M	\$108M	\$147M	\$104M	\$148M per rail mile
Residential or Commercial Displacements	40	40	40	28	34	10

The information presented here is preliminary and undergoing revision based on the results of Screen 2 analysis.



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HRT1	LRT1	BRT1	HRT2	LRT2	HRT3
 <p>Advantages</p> <ul style="list-style-type: none"> • Attracts the most riders • Single seat ride to all existing stations along the north-south line in Downtown and Midtown Atlanta • Serves Turner Field • Would utilize existing heavy rail vehicles & maintenance facilities <p>Disadvantages</p> <ul style="list-style-type: none"> • Most expensive • Within City of Atlanta, alignment is in close proximity to existing MARTA rail service • High number of displacements • Longer implementation timeline due to high cost & construction limitations along I-20 inside the Perimeter • Not likely to serve areas outside I-285 in first implementation phase 	 <p>Advantages</p> <ul style="list-style-type: none"> • Attracts the second most riders • Serves Turner Field • Less expensive to implement than HRT1 <p>Disadvantages</p> <ul style="list-style-type: none"> • Within City of Atlanta, alignment is in close proximity to existing MARTA rail service • High number of displacements • Longer implementation timeline due to high cost & construction limitations along I-20 inside the Perimeter • Not likely to serve areas outside I-285 in first phase of implementation • Would require 25-35 acres along corridor for LRT maintenance and storage facility 	 <p>Advantages</p> <ul style="list-style-type: none"> • Serves Turner Field • Second least expensive alternative • Could utilize existing MARTA bus maintenance facilities <p>Disadvantages</p> <ul style="list-style-type: none"> • Within City of Atlanta, alignment is in close proximity to existing MARTA rail service • High number of displacements • Longer implementation timeline due to construction limitations along I-20 inside the Perimeter • Attracts the second fewest riders 	 <p>Advantages</p> <ul style="list-style-type: none"> • Utilizes existing infrastructure to provide rapid transit service to central Atlanta • Avoids redundant service within the City of Atlanta • Would utilize existing heavy rail vehicles & maintenance facilities <p>Disadvantages</p> <ul style="list-style-type: none"> • Strong community opposition • High number of displacements • Longer implementation timeline due to high cost and complicated tunnel alignment • Not likely to serve areas outside I-285 in first phase of implementation • Would not serve Turner Field 	 <p>Advantages</p> <ul style="list-style-type: none"> • Uses BeltLine alignment to provide connection to Midtown Atlanta • Less expensive to implement than LRT1 <p>Disadvantages</p> <ul style="list-style-type: none"> • Attracts the fewest riders • Longest travel times due to slow operation along BeltLine segment • High number of displacements • Would require 25-35 acres along corridor for LRT maintenance and storage facility • Longer implementation timeline due to tunnel alignment under CSX rail yard & construction limitations along I-20 inside the Perimeter • Not likely to serve areas outside I-285 in first phase of implementation • Would not serve Turner Field 	 <p>Advantages</p> <ul style="list-style-type: none"> • Least expensive • Lowest number of displacements • Would serve areas outside I-285 in first implementation phase • Would utilize existing heavy rail vehicles & maintenance facilities • Connects residents in South DeKalb County to Decatur (DeKalb Co. Seat), downtown Atlanta, and the proposed Clifton Corridor transit line to Emory/CDC • Utilizes existing infrastructure to provide rapid transit service into central Atlanta • Avoids redundant service within the City of Atlanta <p>Disadvantages</p> <ul style="list-style-type: none"> • Would not provide rail service to areas along I-20 inside the Perimeter • Would not serve Turner Field