



I-20 East Transit Initiative

Technical Advisory Committee (TAC) Meeting

June 11th, 2013



Introductions



Purpose of Today's Meeting

- Project Review
- Preliminary Environmental Findings
- Next Steps



Project Status

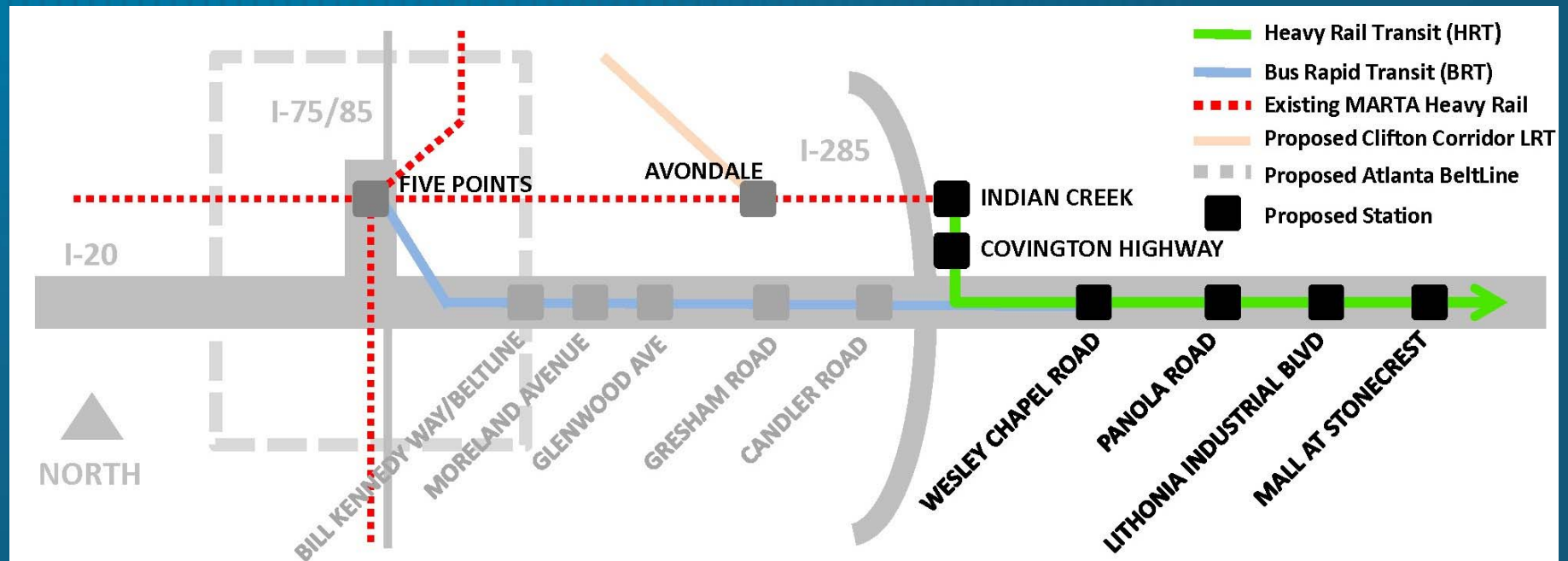
- **MARTA Board adopted LPA – April 2012**
- **Initiated Environmental Review Process**
 - **Notice of Intent (NOI) published on August 28, 2012**
 - **Scoping process - October 2012**
 - **Held three (3) public scoping meetings September 2012**
 - **Held two (2) agency scoping meetings September 2012**
 - **Draft EIS and EA nearing completion**



Adopted LPA

HRT Extension

12 mile extension of existing MARTA heavy rail transit (HRT) from Indian Creek Station to Mall at Stonecrest in eastern DeKalb County

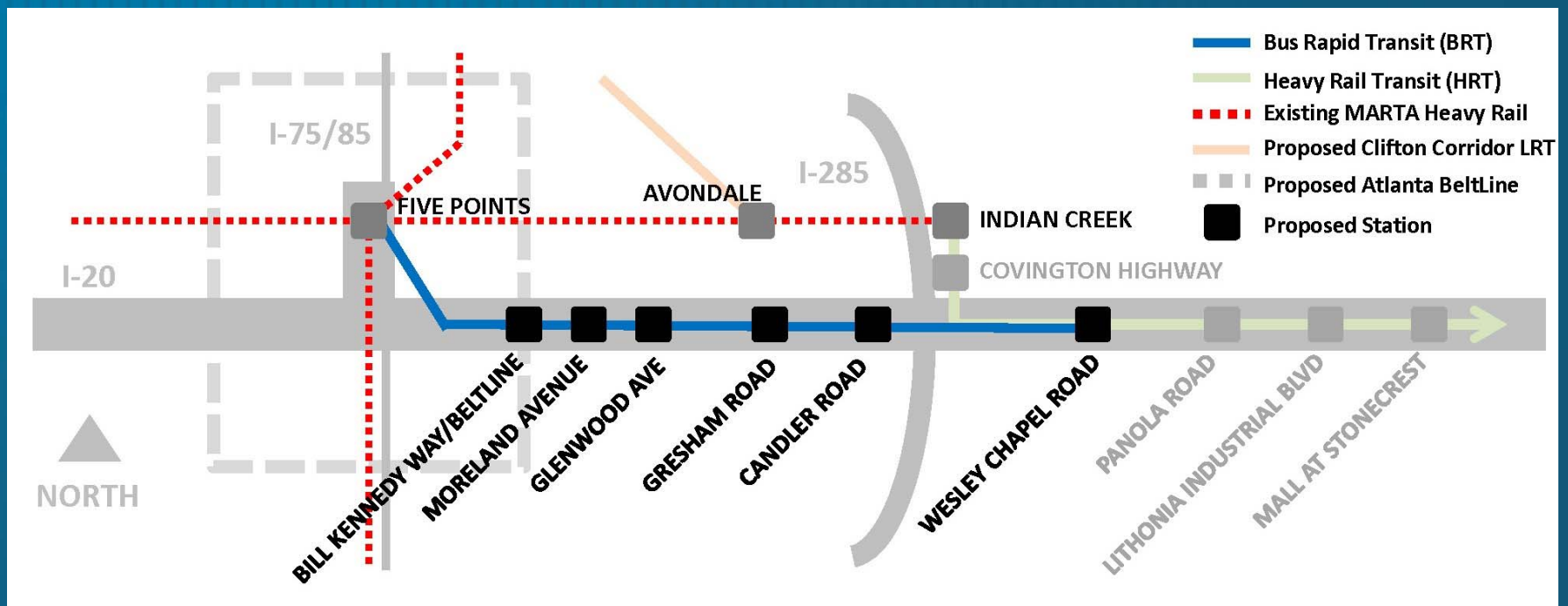




Adopted LPA

BRT Service

12.8 miles of new bus rapid transit (BRT) in HOV and general use lanes from Five Points Station
Wesley Chapel Road



Adopted LPA

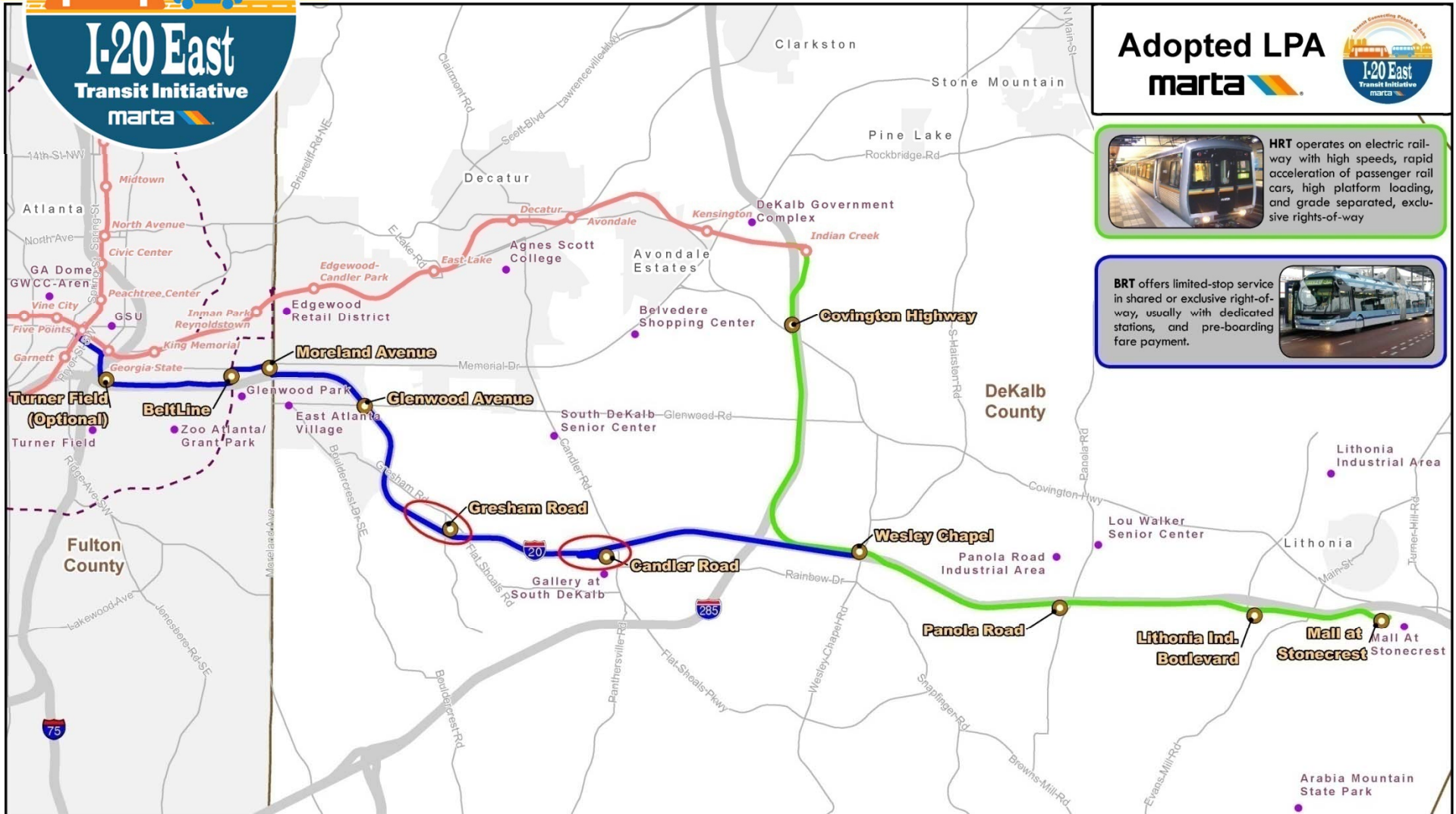


Adopted LPA marta



HRT operates on electric railway with high speeds, rapid acceleration of passenger rail cars, high platform loading, and grade separated, exclusive rights-of-way

BRT offers limited-stop service in shared or exclusive right-of-way, usually with dedicated stations, and pre-boarding fare payment.



Legend

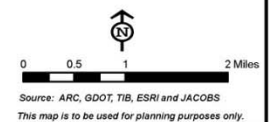
— Heavy Rail Transit (HRT)
(Exclusive Guideway)
— Bus Rapid Transit (BRT)
(in I-20 HOV/Managed Lanes)

 New HOV/Transit Interchange
● Proposed HRT/BRT Station

● MARTA Station
— MARTA Rail
--- Proposed Beltline

— Interstate
— Major Road

● Point of Interest
 City Boundary
 County Boundary





Refinements to the LPA

Refinements to HRT Component:

- Alignment changed from primarily aerial to subsurface alignment as well
- Alignment changed per input from GDOT
- Covington Highway Station location changed, alignment shifted to west side of I-285 to encourage redevelopment around station per DeKalb County input



Refinements to the LPA

HRT Extension

Cost Estimates (2013 Dollars)

	<u>Adopted LPA</u>	<u>Refined LPA</u>
Capital Costs	\$1,661.3M	\$1,766.4M
Right-of-Way Costs	<u>\$ 90.0M</u>	<u>\$ 85.9M</u>
Total Project Cost	\$1,751.3M	\$1,852.3M
O&M Costs (Annual)	\$ 14.4M	\$ 14.4M



Refinements to the LPA

Refinements to BRT Component

- HOV interchanges at Gresham Road and Candler Road better defined per GDOT input
- BRT station at Moreland Avenue added
- Routing into downtown Atlanta determined



Refinements to the LPA

BRT Service

Cost Estimates (2013 Dollars)

	<u>Adopted LPA</u>	<u>Refined LPA</u>
Capital Costs	\$ 268.3M	\$ 93.2M
Right-of-Way Costs	<u>\$ 20.4M</u>	<u>\$ 27.0M</u>
Total Project Cost	\$ 288.7M	\$ 120.2M
O&M Costs (Annual)	\$ 3.6M	\$ 3.6M



Environmental Review Process



Environmental (NEPA) Studies

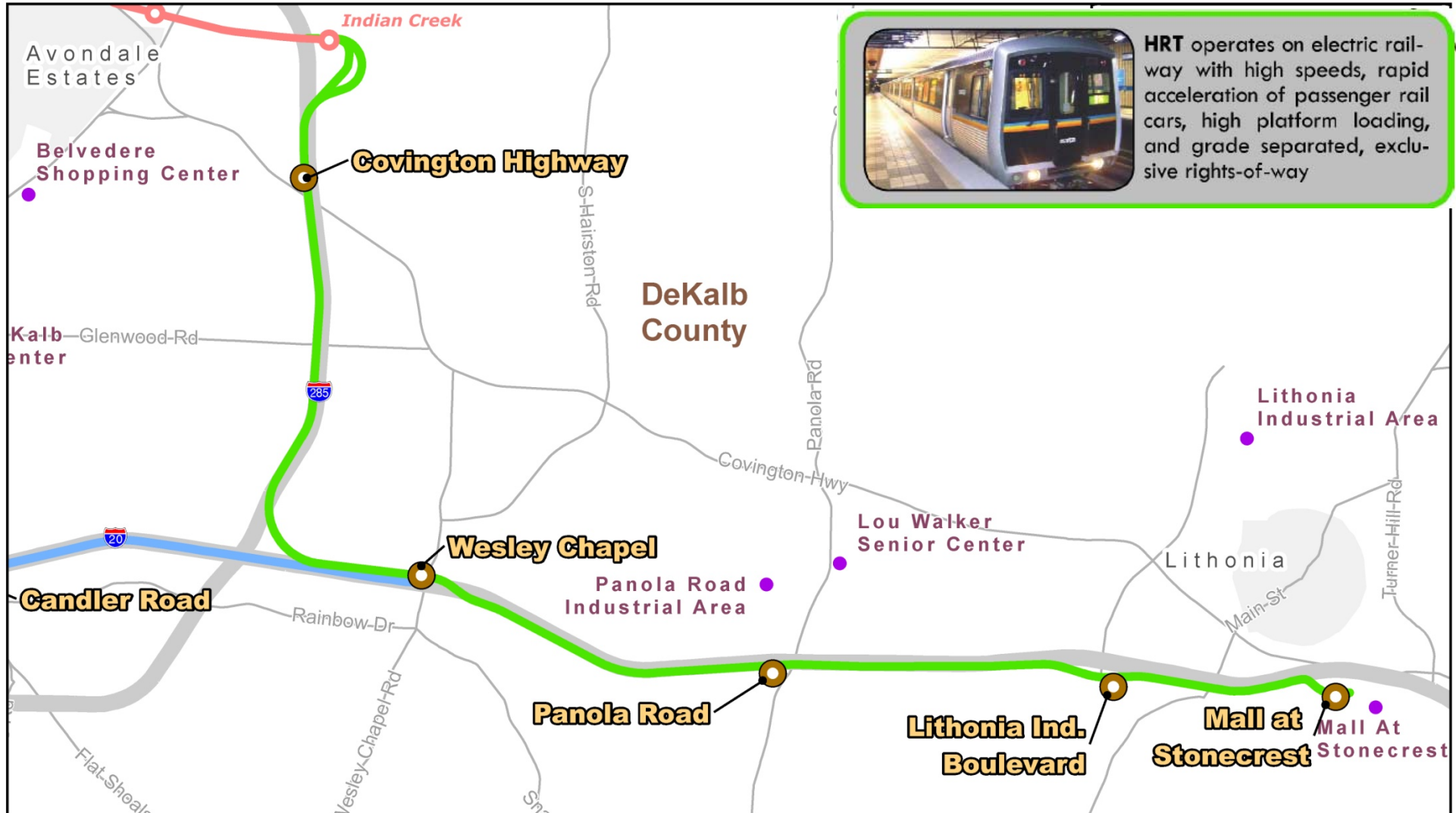
HRT Extension

Environmental Impact Statement (EIS)

- EIS is required for the new construction or extension of fixed rail transit facilities
- EIS is required for any major federal action that may significantly affect the environment
- Results in a Record of Decision (ROD)



EIS Study Area



Legend

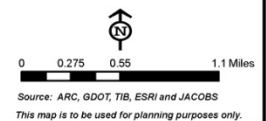
Heavy Rail Transit (HRT) (Exclusive Guideway)
 Bus Rapid Transit (BRT) (in I-20 HOV/Managed Lanes)

New HOV/Transit Interchange
 Potential HRT/BRT Station

MARTA Station
 MARTA Rail
 Proposed Beltline

Interstate
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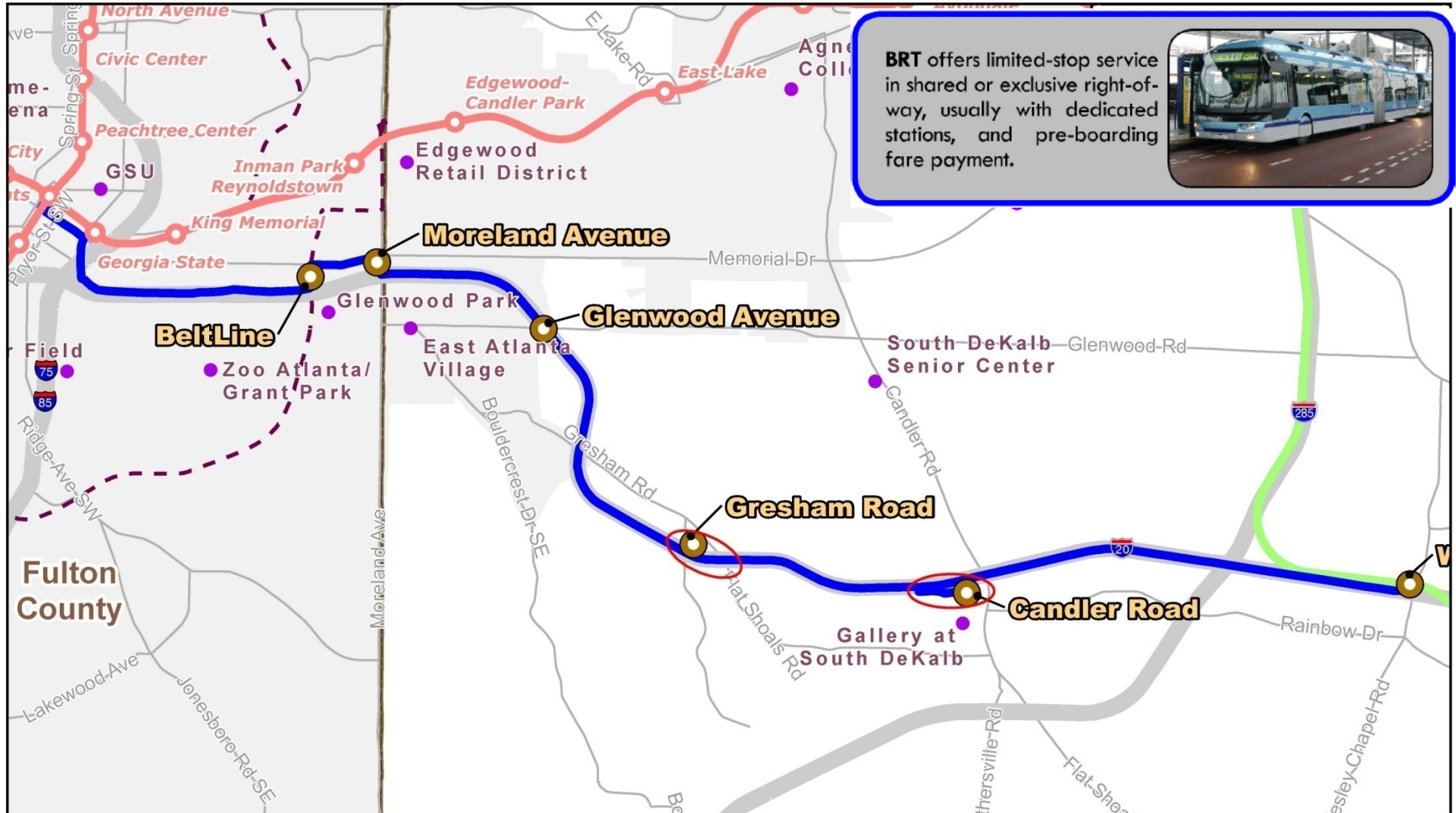
Environmental (NEPA) Studies

BRT Service Environmental Assessment (EA)

- EA is used to determine if an EIS is necessary
- If there is no significant effect to the environment, a Finding of No Significant Impact (FONSI) results



EA Study Area



BRT offers limited-stop service in shared or exclusive right-of-way, usually with dedicated stations, and pre-boarding fare payment.



Legend

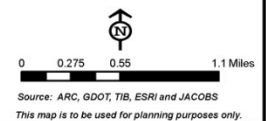
Heavy Rail Transit (HRT)
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Bus Rapid Transit (BRT)
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New HOV/Transit Interchange
Potential HRT/BRT Station

MARTA Station
MARTA Rail
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Preliminary Environmental Findings



Transportation Effects

Peak Hour Travel Times in Minutes – HRT Extension

Station Location	Automobile Travel Time From Downtown (Minutes)		Transit Travel Time From Downtown (Minutes)	
	2010 PM Peak	2040 PM Peak	2040 PM No-Build	2040 PM Build
Wesley Chapel Road	33.3	62.3	66.4	37.0
Panola Road	40.4	79.3	81.3	43.7
Lithonia Industrial Boulevard	48.0	97.3	94.2	46.4
Mall at Stonecrest	50.1	104.3	101.8	48.9



Transportation Effects

Peak Hour Travel Times in Minutes – BRT Service

Station Location	Automobile Travel Time From Downtown (Minutes)		Transit Travel Time From Downtown (Minutes)	
	2010 PM Peak	2040 PM Peak	2040 PM No-Build	2040 PM Build
Moreland Avenue	13.3	28.1	26.1	25.7
Glenwood Avenue	15.1	33.1	29.4	28.9
Gresham Road	21.4	43.4	41.0	39.6
Candler Road	29.1	51.5	51.7	49.6



Transportation Effects

Ridership by Station - HRT Extension

Station Location	Daily Boardings
Covington Highway	2,857
Wesley Chapel Road	4,172
Panola Road	5,199
Lithonia Industrial Boulevard	2,989
Mall at Stonecrest	8,106
Entering From Existing Stations	21,790
Total Ridership	45,113



Transportation Effects

Ridership by Station – BRT Service

Station Location	Daily Boardings
Wesley Chapel Road	940
Candler Road	5,654
Gresham Road	1,031
Glenwood Avenue	1,142
Moreland Avenue	363
BeltLine/Bill Kennedy Way	1,377
Five Points	5,915
Total Ridership	16,442



Environmental Effects

	No Build Alternative	EA Build Alternative – BRT Service	EIS Build Alternative – HRT Extension
Neighborhoods, Community Facilities, and Environmental Justice	None	Minor Impacts to Neighborhoods and Community Facilities No EJ Impacts	Minor Impacts to Neighborhoods and Community Facilities No EJ Impacts
Acquisitions and Displacements	None	- 63 property acquisitions - 30 displacements - 28 business - 2 residential	- 99 property acquisitions -128 displacements - 42 business - 86 residential



Environmental Effects

	No Build Alternative	EA Build Alternative – BRT Service	EIS Build Alternative – HRT Extension
Noise & Vibration	None	No Noise or Vibration Impacts	<p>Moderate noise impacts to:</p> <ul style="list-style-type: none"> - 39 multi-family structures - 34 single family <p>Severe noise impacts to:</p> <ul style="list-style-type: none"> - 1 medical facility - 1 condominium - 3 hotels <p>No Vibration Impacts</p>



Environmental Effects

	No Build Alternative	EA Build Alternative – BRT Service	EIS Build Alternative – HRT Extension
Wetlands/ Streams/ Other Waters of the US	None	<p>Would impact approximately:</p> <ul style="list-style-type: none"> - 76' of stream, and - 46' ephemeral channel. <p>These impacts do not require a Section 404 Permit.</p>	<p>Would impact approximately:</p> <ul style="list-style-type: none"> - 1,724' of stream, - 0.29 acre of wetland, - 0.40 acre of ephemeral channel, and - 0.004 acre of open water. <p>These impacts will require a Section 404 Individual Permit and purchase of mitigation credits for unavoidable impacts.</p>



Environmental Effects

	No Build Alternative	EA Build Alternative – BRT Service	EIS Build Alternative – HRT Extension
History and Archeology Resources	None.	No impacts to historic properties.	Would affect, but have no adverse effect on historic properties.
Wildlife and Habitat	None	Project would not permanently impact wildlife or threatened and endangered species or their habitat within the study area	Project would not permanently impact wildlife or threatened and endangered species or their habitat within the study area
Land Use	None	35.4 acres converted to transportation use	121.5 acres converted to transportation use



Environmental Effects

	No Build Alternative	EA Build Alternative – BRT Service	EIS Build Alternative – HRT Extension
Visual and Aesthetic Impacts	None.	Minimal to Moderate Visual Impacts	Minimal to Moderate Visual Impacts



Visual Effects – BRT Service

BeltLine/Bill Kennedy Way BRT Station

Before



After





Visual Effects – BRT Service

Gresham Road BRT Station

Before



After





Visual Effects – HRT Ext

Wesley Chapel Road HRT Station

Before



After





Visual Effects – HRT Ext

HRT Extension Adjacent to I-285

Before



After





Visual Effects – HRT Ext

Potential Mitigation Options

- Mitigation strategies include tree replacement, landscaping, and the installation of other natural visual buffers.

Before



After





Schedule: Next Steps

Document
Submittal to
FTA

Public Hearing

Finding of No Significant
Impact (FONSI)

EA

August 2013

December 2013

April 2014

Document
Submittal to
FTA

Public Hearing

Preparation of Final EIS
(FEIS)

Record of
Decision
(ROD)

EIS

August 2013

December 2013

2015



Upcoming Open Houses

We need your help to inform the public
about upcoming open houses

Monday, June 24

6-7 PM: Open House

7-8 PM: Presentation & Q/A

City of Atlanta

Old Council Chambers

Atlanta City Hall

55 Trinity Avenue

Atlanta, GA 30303

Tuesday, June 25

6-7 PM: Open House

7-8 PM: Presentation & Q/A

Porter Sanford III

Performing Arts

& Community Center

3181 Rainbow Drive

Decatur, GA 30034

Thursday, June 27

6-7 PM: Open House

7-8 PM: Presentation & Q/A

Lou Walker Senior Center

2538 Panola Road

Lithonia, GA 30058