



# I-20 East Transit Initiative

## Public Meetings

### Tuesday, October 26

DeKalb Medical Center  
Hilandale – Community Room  
2801 DeKalb Medical Parkway  
Lithonia, GA 30058  
6:00pm – 8:00pm

### Wednesday, October 27

East Lake YMCA – Community  
Room  
275 East Lake Boulevard  
Atlanta, GA 30317  
6:00pm – 8:00pm

### Thursday, October 28

South DeKalb Mall –  
Community Room  
2801 Candler Road  
Decatur, GA 30034  
6:00pm – 8:00pm



# Study Team

## **MARTA**

- John Crocker, PhD – Project Manager
- Tameka Wimberley, AICP – Deputy Project Manager
- Don Williams – General Planning Consultant Manager

## **Jacobs JIG**

- Pat Smeeton – Consultant Project Manager
- Jonathan Webster, AICP – Project Planner

## **Sycamore Consulting**

- Jen Price – Public Involvement

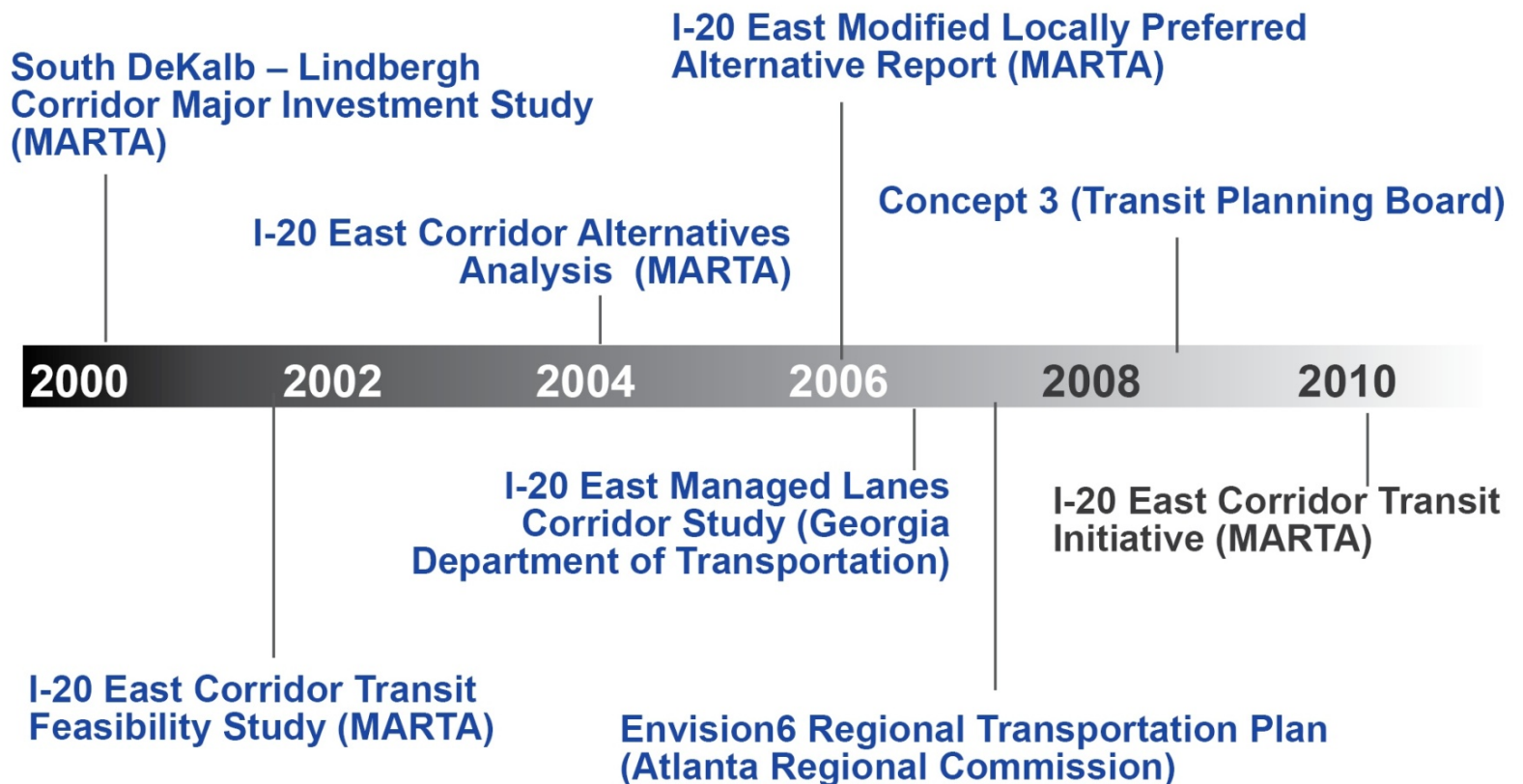
## **Planners for Environmental Quality**

- Inga Kennedy – Public Involvement
- James Davis – Public Involvement



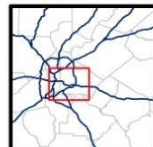
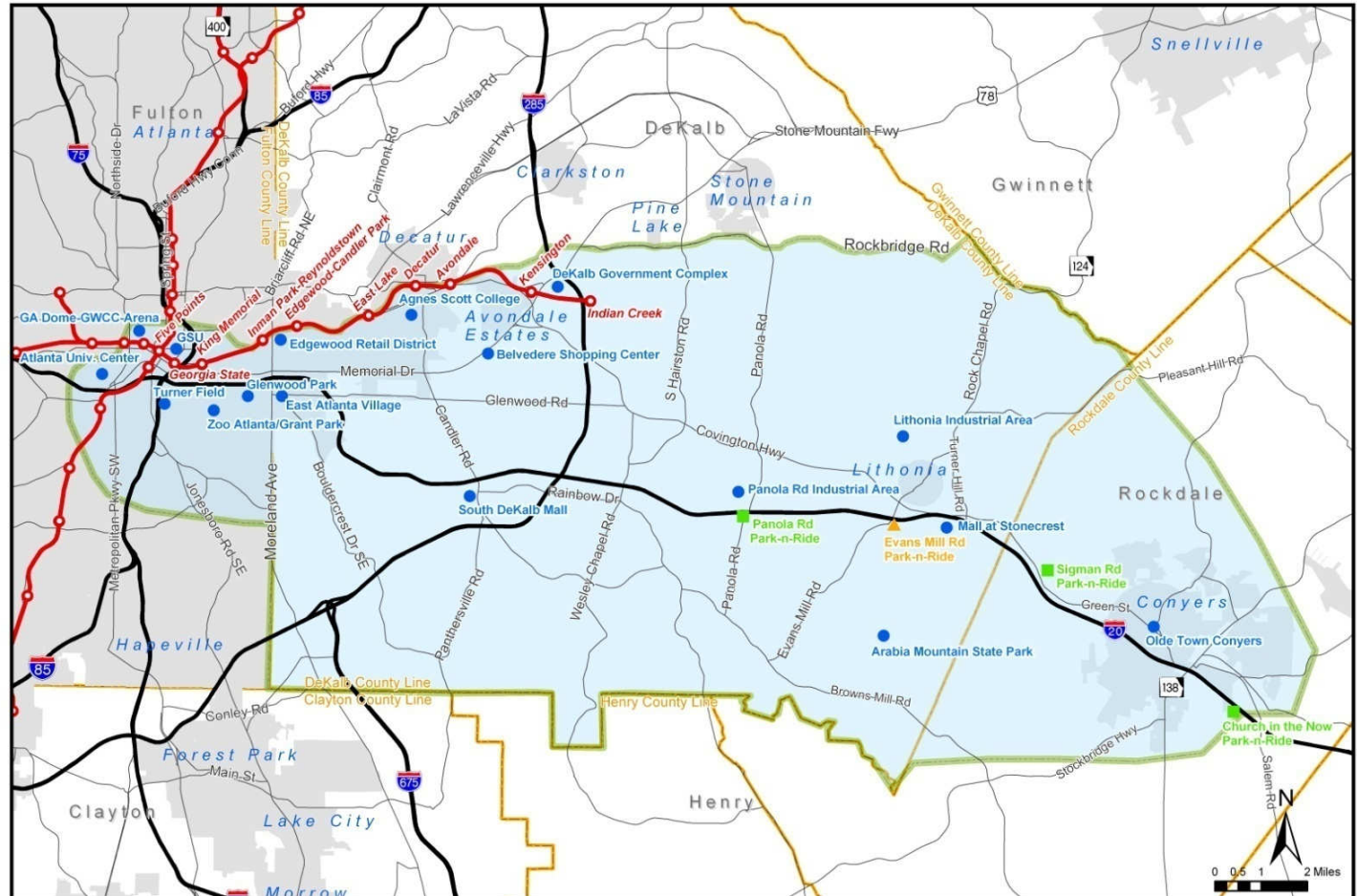
# Project Background

## Timeline of Previous Studies:





# Study Area



Study Area  
**marta**

- Points of Interest
- Study Area
- GRTA Park-n-Ride
- ▲ MARTA Park-n-Ride
- City Boundary
- County Boundary
- MARTA Station
- MARTA Rail
- Interstate
- Major Road



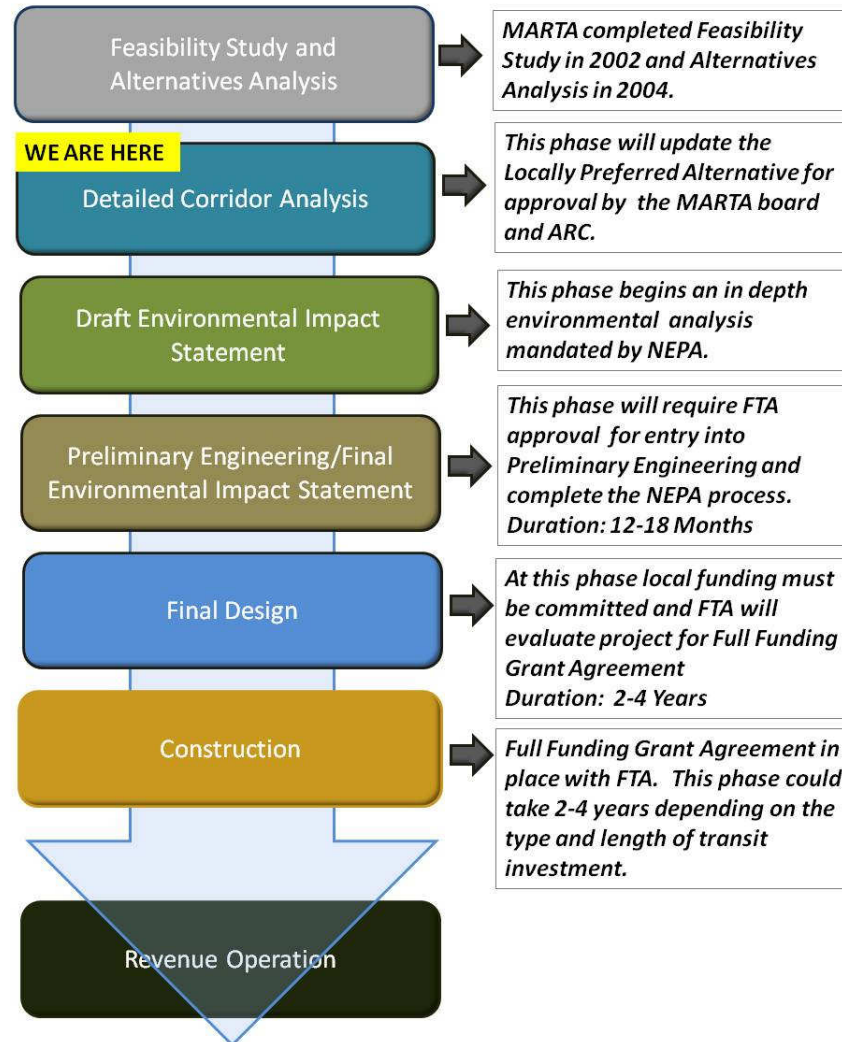
# Study Overview

- **Detailed Corridor Analysis (DCA) - Detailed Corridor Analysis (DCA)** - Update the previous planning efforts to reflect changes in travel trends, land use, and demographics. Build upon previous planning efforts regarding alignments, station locations, and modes. Result of DCA will be an updated Locally Preferred Alternative (LPA).
- **Draft Environmental Impact Statements (DEIS)** - In-depth, environmentally focused study centered on the natural, social, cultural, and physical impacts and benefits of potential transit investments. Required for all federally funded transportation projects.



# Project Implementation Timeline

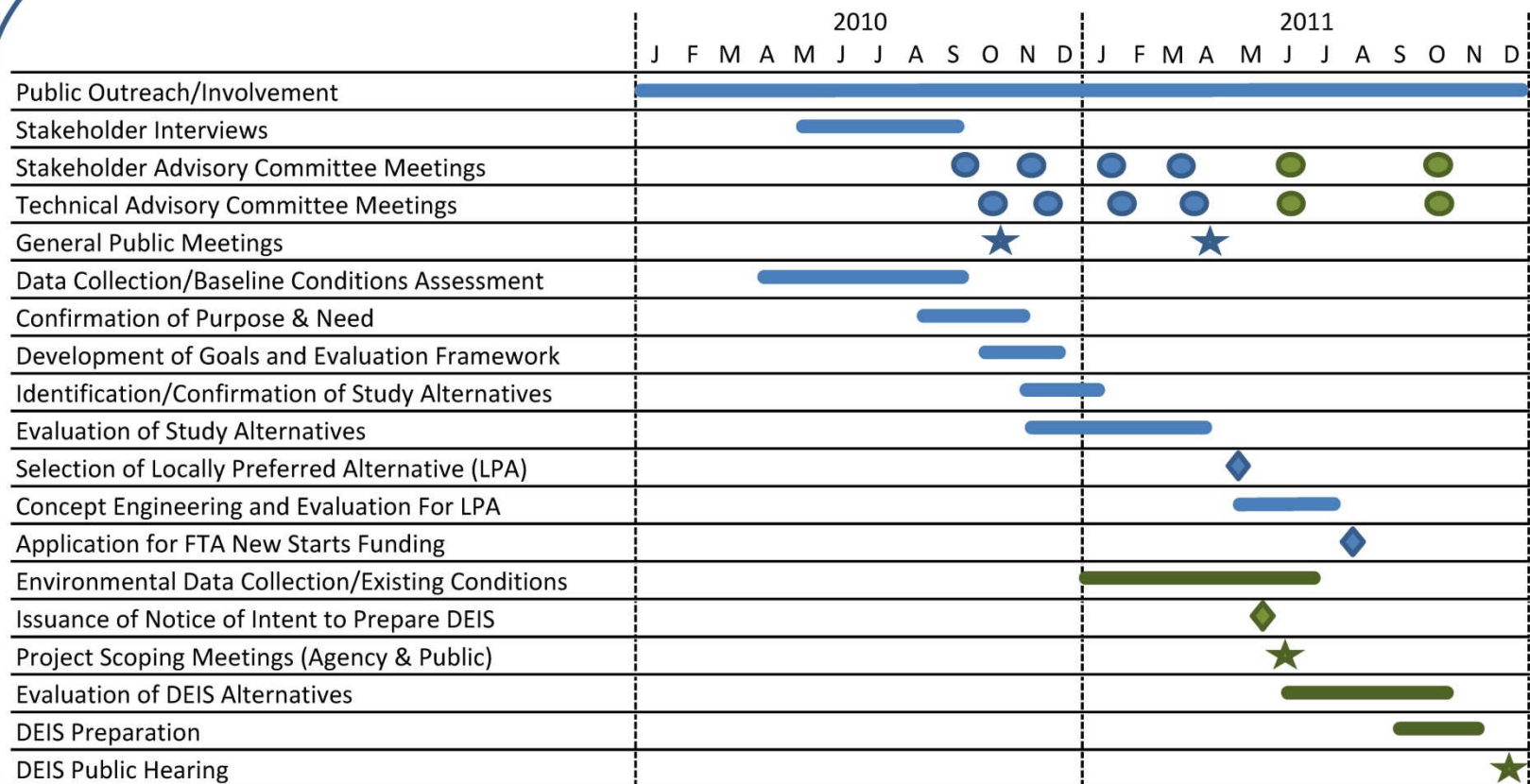
## I-20 EAST CORRIDOR FTA PROJECT DEVELOPMENT PROCESS





# Study Schedule

## I-20 East Transit Initiative Schedule



 Detailed Corridor Analysis  
 Draft Environmental Impact Statement



# Public Outreach

Range of outreach techniques to be undertaken, such as:

- Newsletters and Project Fact Sheet
- Community stakeholder interviews
- Public meetings
- Speakers' bureaus
- Web page  
(<http://www.itsmarta.com/I20-east-corr.aspx>)
- Facebook page



## Project Fact Sheet

### Project Description

The Metropolitan Atlanta Rapid Transit Authority (MARTA), in close coordination with DeKalb County, and in cooperation with the Federal Transit Administration (FTA), is undertaking the preparation documentation for the I-20 East Transit Initiative. This initiative will identify and summarize the transportation and environmental impacts associated with the implementation of new east-west transit service from downtown Atlanta to the Mall at Stonecrest, in eastern DeKalb County.

This project seeks to identify transit investments that would improve east-west mobility and accessibility to jobs and housing within the corridor, provide convenient and efficient transit service to accommodate the increasing transit demands within the corridor, and support corridor economic development and revitalization. The initiative is organized in two study phases, the first being a Detailed Corridor Analysis (DCA); and the second, a Draft Environmental Impact Statement (DEIS).

This effort will update the work previously conducted in the corridor and conform to the FTA's New Starts project development process. The New Starts program is the federal government's primary financial resource for supporting major transit investments. This highly competitive program evaluates potential New Starts projects based on mobility improvements, cost effectiveness, transit supportive land uses and policies, local financial commitments, as well as other criteria.





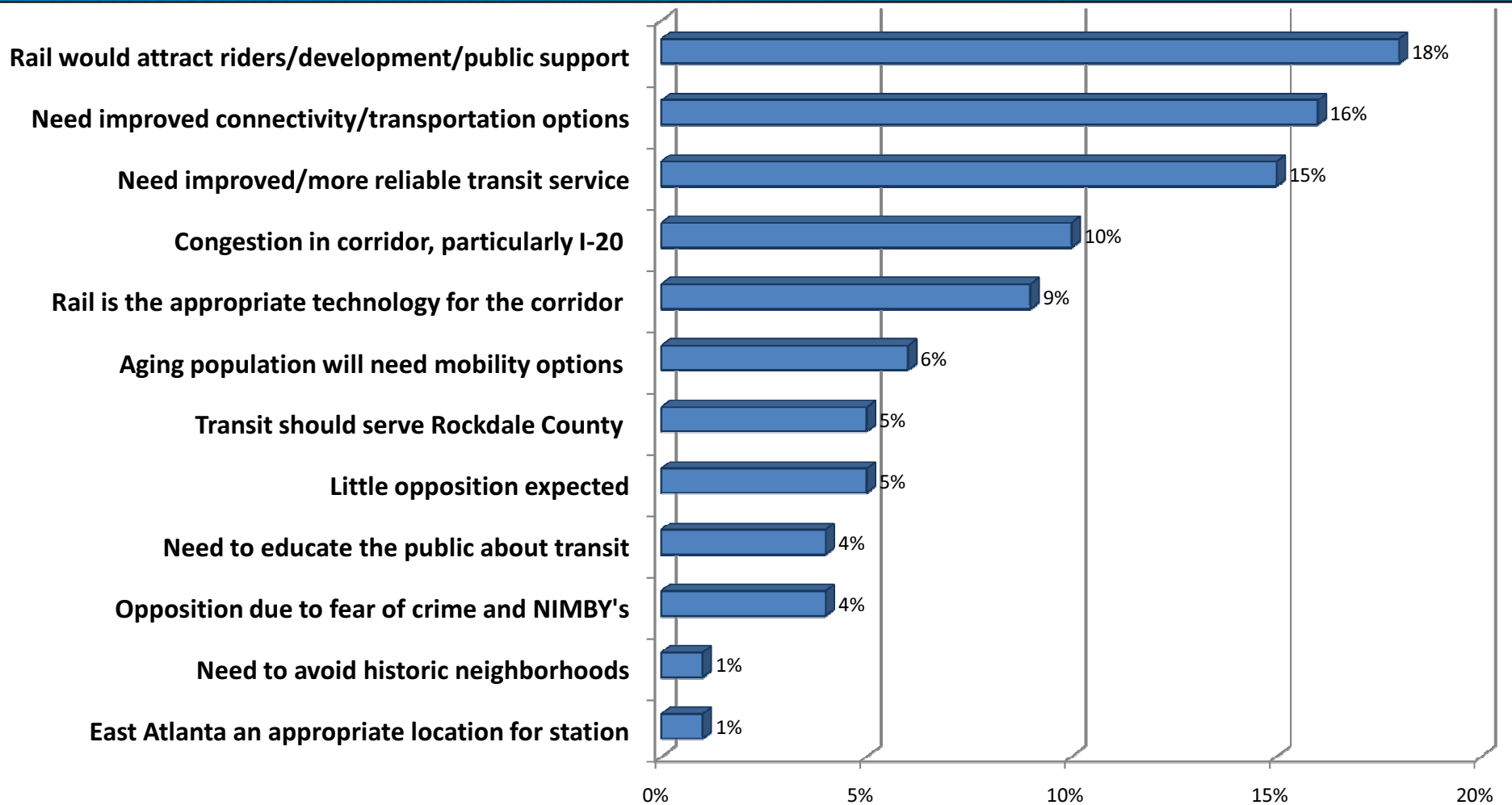


# Stakeholder Outreach/Interviews

- Federal, State, and Local Elected Officials
- Neighborhood Associations
- Corridor Residents
- Business Leaders
- Civic and Religious Institutions
- Local Government Staff
- Community Groups



# Stakeholder Interviews: What We Heard





# Initial Study Findings

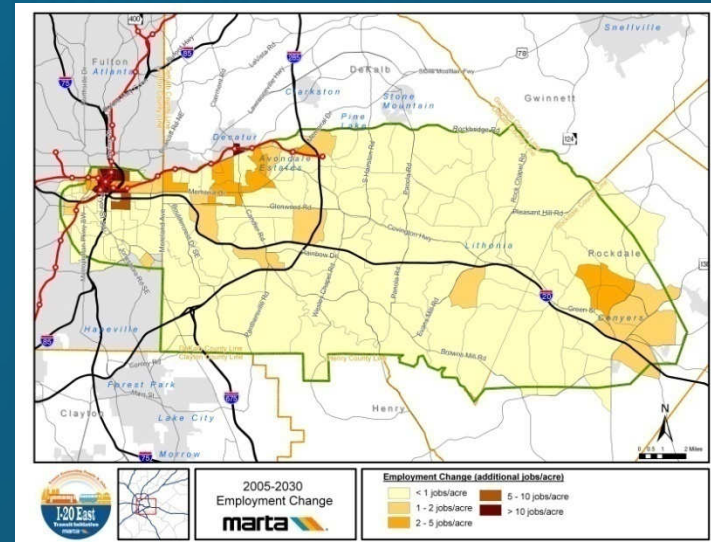
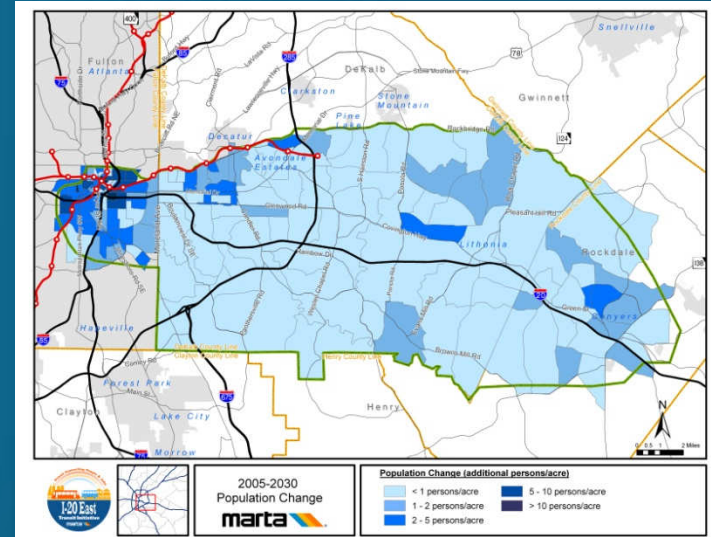
- Population and Employment Growth
- Travel Patterns
- Increasing Transit Demand
- Transit Dependant Populations
- Increasing Congestion Levels



# Population and Employment Growth

	2005	2030	Change	Growth
<b>Population</b>				
I-20 East Corridor	449,000	566,000	117,000	<b>26%</b>
Atlanta Region	4,944,939	7,377,951	2,433,012	<b>49%</b>
<b>Employment</b>				
I-20 East Corridor	213,000	312,000	99,000	<b>47%</b>
Atlanta Region	3,003,487	3,835,118	831,631	<b>28%</b>

- 2005 - 2.6 million daily person trips to and from the study area.
- 2030 - up 36% to 3.5 million daily trips.

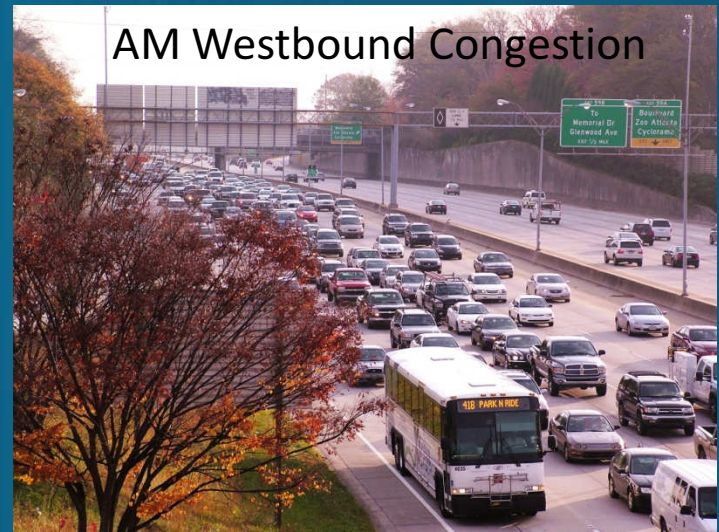


Source: Atlanta Regional Commission, Travel Demand Model



# Increasing Corridor Congestion

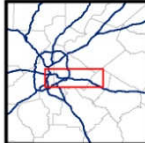
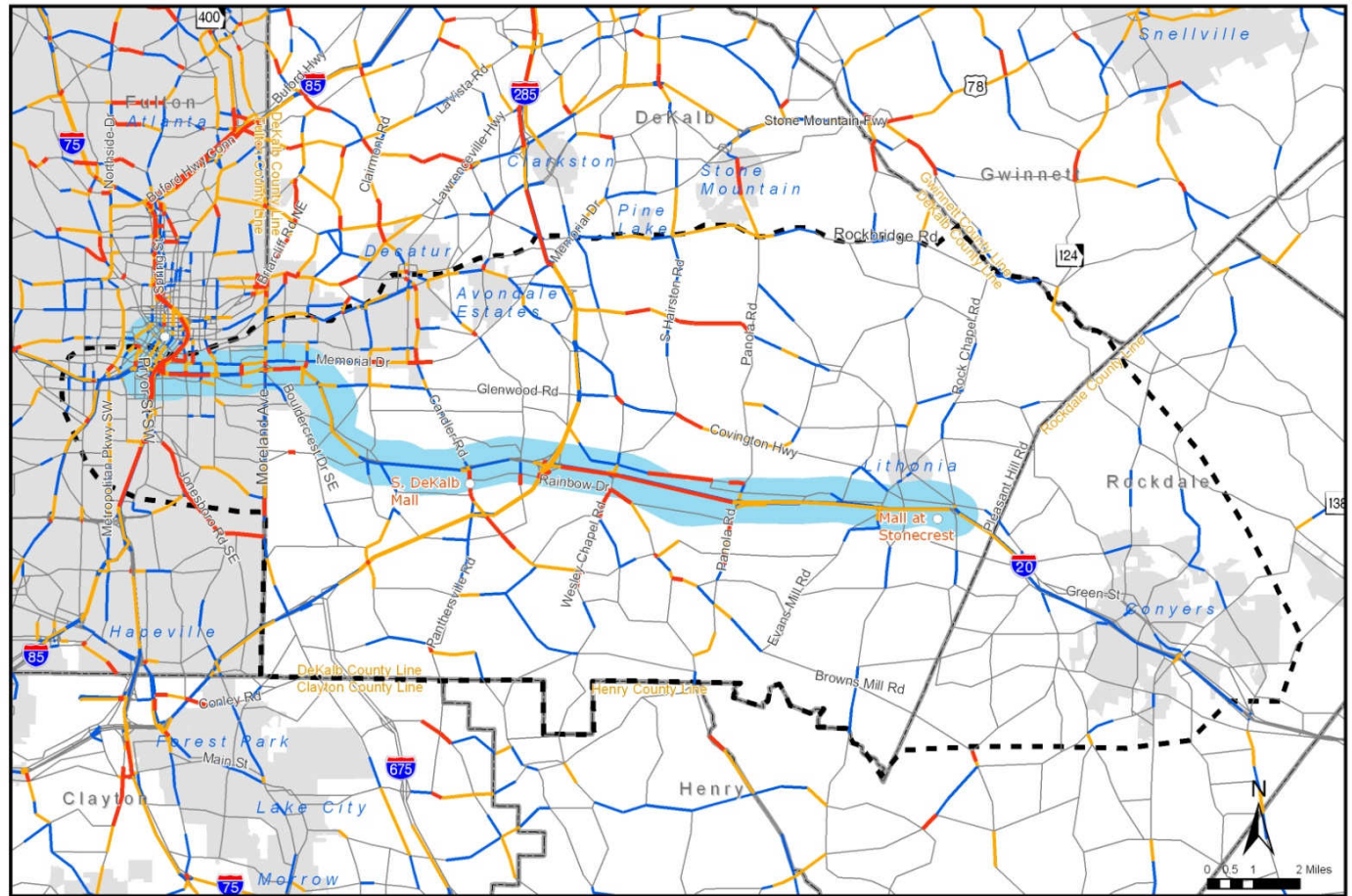
- Between 2005-2030 the percentage of daily travel in congested conditions on major corridor roadways is expected to increase by 63%.
- Congested conditions on I-20 are projected to increase 100%, from 5 to 10 hours per day.
- The average travel speeds on I-20 are expected to decline from 39-31 mph in AM peak and 37-27 mph in PM peak.





# Increasing Corridor Congestion

2005  
Congested  
Roadways



2005 Roadway Level of Service (PM Peak)

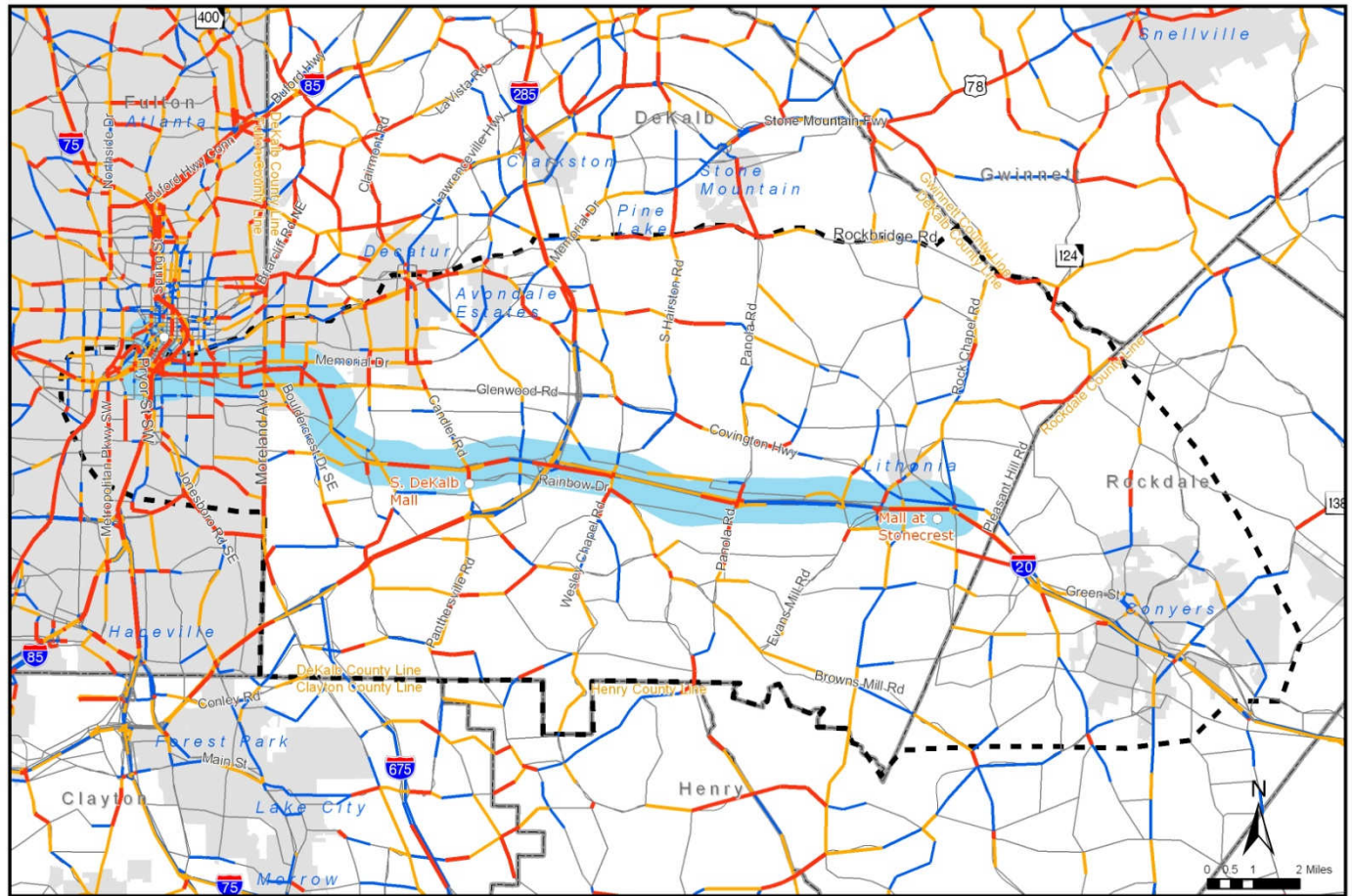


- |                    |                           |
|--------------------|---------------------------|
| <b>PM Peak LOS</b> | <b>I-20 East Corridor</b> |
| — LOS C or Better  | ■ Area of Influence       |
| — LOS D            | ■ City Boundary           |
| — LOS E            | ■ County Boundary         |
| — LOS F            |                           |



# Increasing Corridor Congestion

2030  
Congested  
Roadways



2030 Roadway Level of Service (PM Peak)



**PM Peak LOS**

- LOS C or Better
- LOS D
- LOS E
- LOS F

**I-20 East Corridor**

- Area of Influence
- City Boundary
- County Boundary



# Travel Patterns

- Majority of persons utilizing I-20, travel to and from Downtown/Midtown Atlanta in the peak hours.
- The Downtown and Midtown Business Districts represent the most concentrated employment destination for commuters who live in the corridor.
- Employment destinations in north DeKalb County (Emory-CDC, Perimeter) and north Fulton County (Buckhead, Perimeter, GA 400) are also major draws for corridor residents.







# Travel Patterns

Peak Hour  
Interstate  
Travel





# Increasing Transit Demand

- MARTA rail boardings at eastern Blue Line stations up 9% from 2001-2008.
- GRTA express bus ridership up 118% from 2006-2008.
- MARTA bus boardings for study area routes up 12% from 2006-2009.

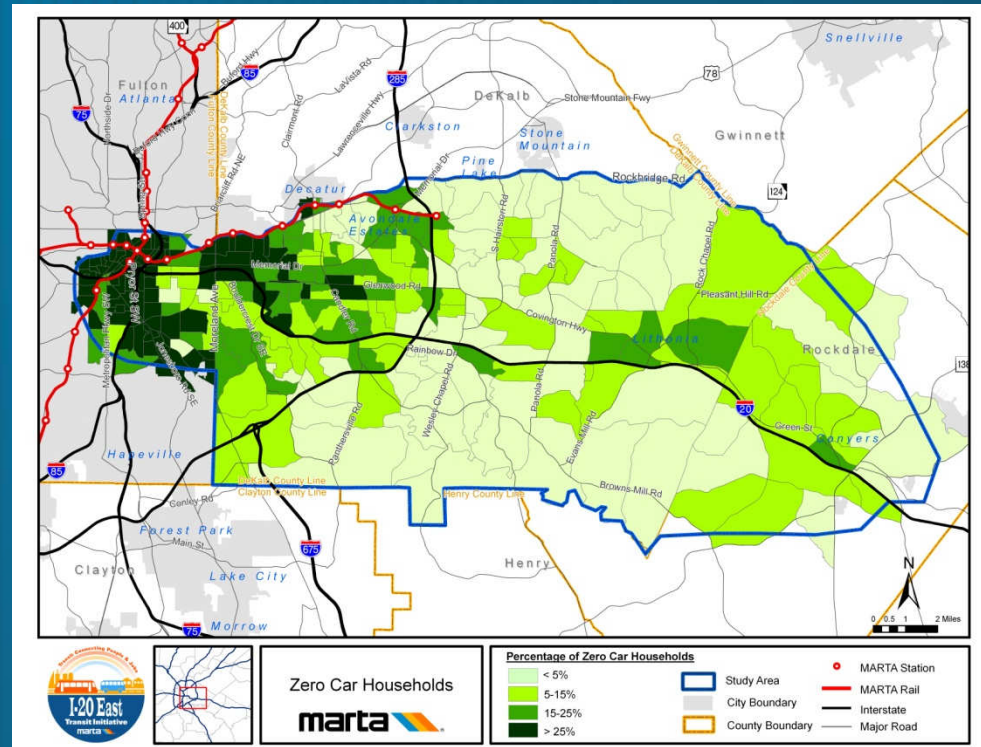
	2005	2030	Change	Growth
Transit Trips	143,700	253,000	109,300	76%
All Trips	2,585,700	3,515,800	930,100	36%





# Transit Dependent Populations

- Percentage of zero-car households in the corridor is more than twice the regional average.
- High concentrations can be found adjacent to I-20 East surrounding the Atlanta CBD, in Reynoldstown, Edgewood, and East Atlanta neighborhoods
- Outside the perimeter concentrations can be found adjacent to I-20 along Wesley Chapel Road, and in the Lithonia and Conyers areas.



	Households	Zero Car Households	Percentage
I-20 East Corridor	147,311	22,542	15%
Atlanta MSA	1,504,871	110,401	7%
State of Georgia	3,006,369	248,546	8%

Source: U.S. Census 2000



## Preliminary Purpose and Need Statement

The purpose of the I-20 East Transit Initiative is to provide transit investments that enhance east-west mobility and improve accessibility to residential areas and employment centers within the corridor. This regionally significant transportation corridor is characterized by limited travel options and high levels of delay and congestion.



# Keypad Voting Exercise

- You will use this keypad to select your response
- The last number you press will be recorded
- You cannot vote multiple times
- These are not magic remotes they will not work on anything else... Please leave here – Thank you!!





# Identified Corridor Issues

Which corridor issue is the most critical to you?

## Public Voting Results in Red

1. Increasing traffic congestion in corridor (22.6%)
2. Limited travel choices - I-20 is the only real corridor that provides east-west mobility between downtown Atlanta and Mall at Stonecrest (33.9%)
3. Lack of travel time competitive transit service in corridor (24.2%)
4. Areas of the corridor are in need of revitalization (11.3%)
5. There are high levels of traditionally underserved populations (8.1%)



# Project Goals

Which project goal is the most important to you?

## Public Voting Results in Red

1. Improve East-West Mobility (19.0%)
2. Improve Travel Options in Corridor (19.0%)
3. Improve Accessibility to Jobs and Housing (14.3%)
4. Improve Transit Service for Underserved Populations (4.8%)
5. Promote Economic Development/Revitalization (22.2%)
6. Encourage Transit Supportive Land Use and Development Patterns (9.5%)
7. Minimize Impact to Social and Natural Resources (1.6%)
8. Promote Cost Effective Transit Investments (0.0%)
9. Enhance Regional Transit Connectivity (9.5%)



# Reasons for Riding Transit

What is the primary reason you would ride a new transit service in the I-20 Corridor?

## Public Voting Results in Red

1. Work (40%)
2. Shopping (9.2%)
3. Airport (3.1%)
4. Sporting/cultural events (16.9%)
5. Education (6.2%)
6. Religious services (1.5%)
7. Social/recreational (12.3%)
8. Other (10.8%)





# Transit Technologies

**Transit Technologies to be  
Studied in the I-20 Transit  
Initiative**



# Transit Technologies - BRT

## Bus Rapid Transit (BRT)

- Limited stop service
- Rivals rail speeds
- Operates in exclusive or shared Rights-of-Way
- Less expensive to construct and operate than rail, but lower capacity
- Usually features dedicated stations





# Transit Technologies - LRT

## Light Rail Transit (LRT)

- Powered by overhead catenary wires
- Usually in exclusive Rights-of-Way, but can operate in mixed traffic
- Lower capacity than HRT, but less expensive to construct
- Higher capacity than BRT, but more expensive to construct and operate





# Transit Technologies - HRT



## Heavy Rail Transit (HRT)

- High speed, very high capacity
- Grade-separated Rights -of -Way
- Electric railway and/or overhead catenary wires
- High-platform loading
- More expensive to construct than LRT, BRT
- Potential to be obtrusive in neighborhoods and limit connectivity



# Transit Technologies

Which transit technology is the most appropriate for the I-20 Corridor?

**Public Voting Results in Red**

1. Bus Rapid Transit (22.7%)

2. Light Rail Transit (50.0%)

3. Heavy Rail Transit (27.3%)





# Questions/Comments



# Contacts

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