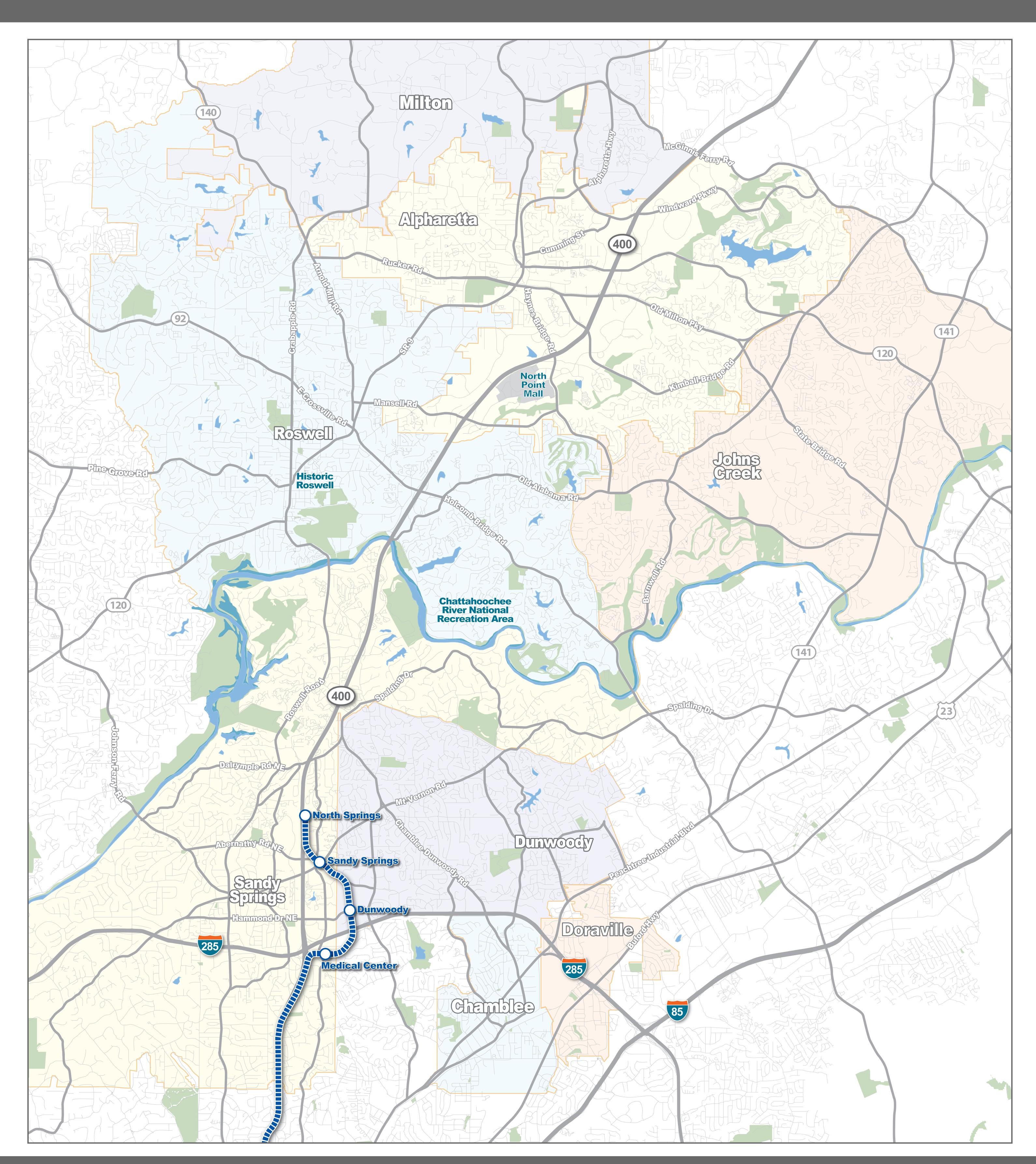


# WELCOME to the Georgia 400 Scoping Public Meeting

6:30PM - 8:00PM

# WHERE DO YOU LIVE AND WORK?





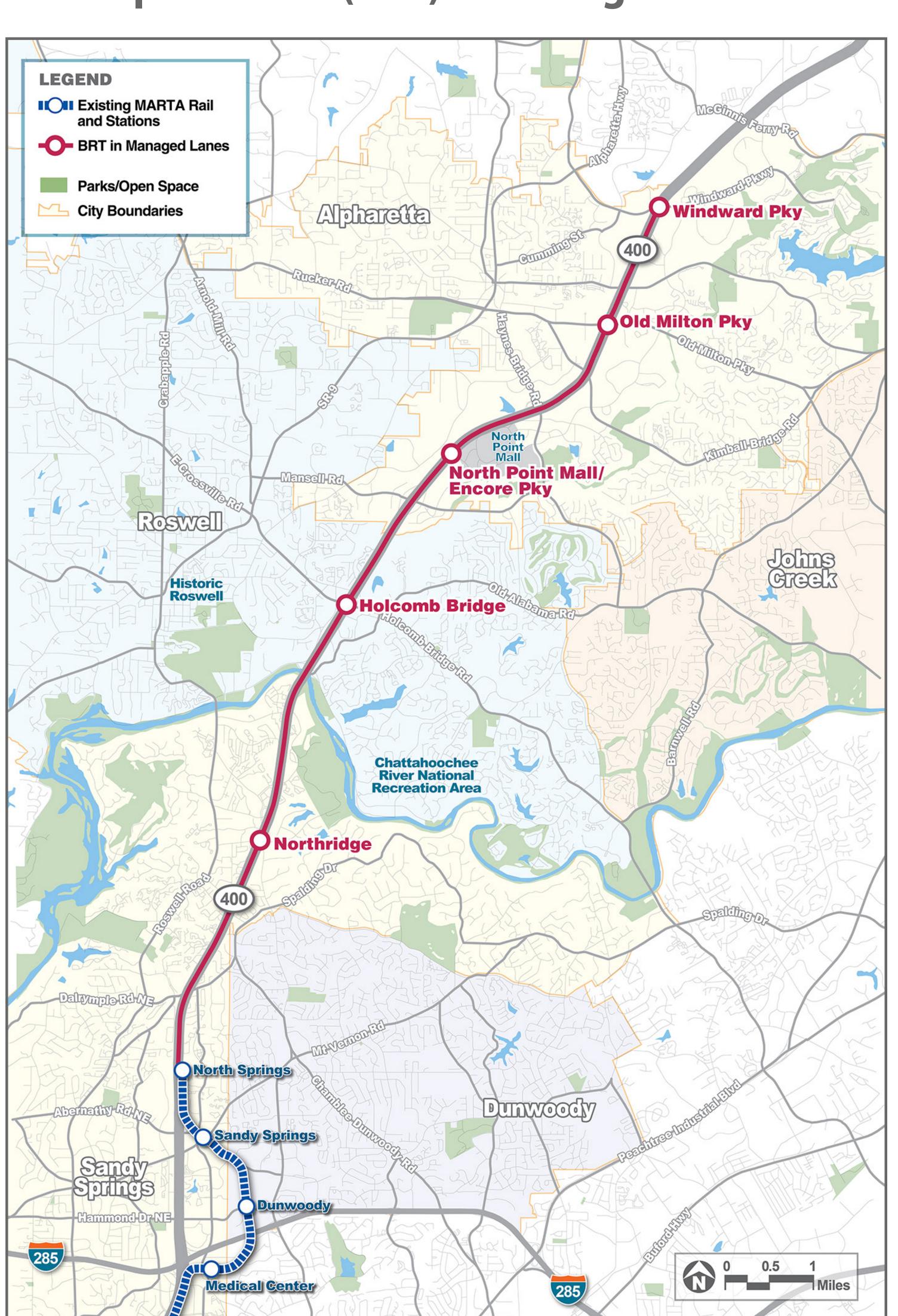
## ALTERNATIVES BOARD



# Build Alternative 1: Heavy Rail Transit (HRT) or Build Alternative 2: Bus Rapid Transit (BRT)\*

#### **LEGEND Existing MARTA Rail** Build Alternative 1 (HRT) and Stations Build Alternative 2 (BRT) and Stations Alpharetta Windward Pky West Crossover **Potential East Crossover** Parks/Open Space **City Boundaries** Old Milton Pky North Point Mall North Point Mall/ Encore Pky Reswell Creek Holcomb Bridge Chattahoochee River National Recreation Area **O**Northridge North Springs Sandy Springs Dunwoody **Medical Center**

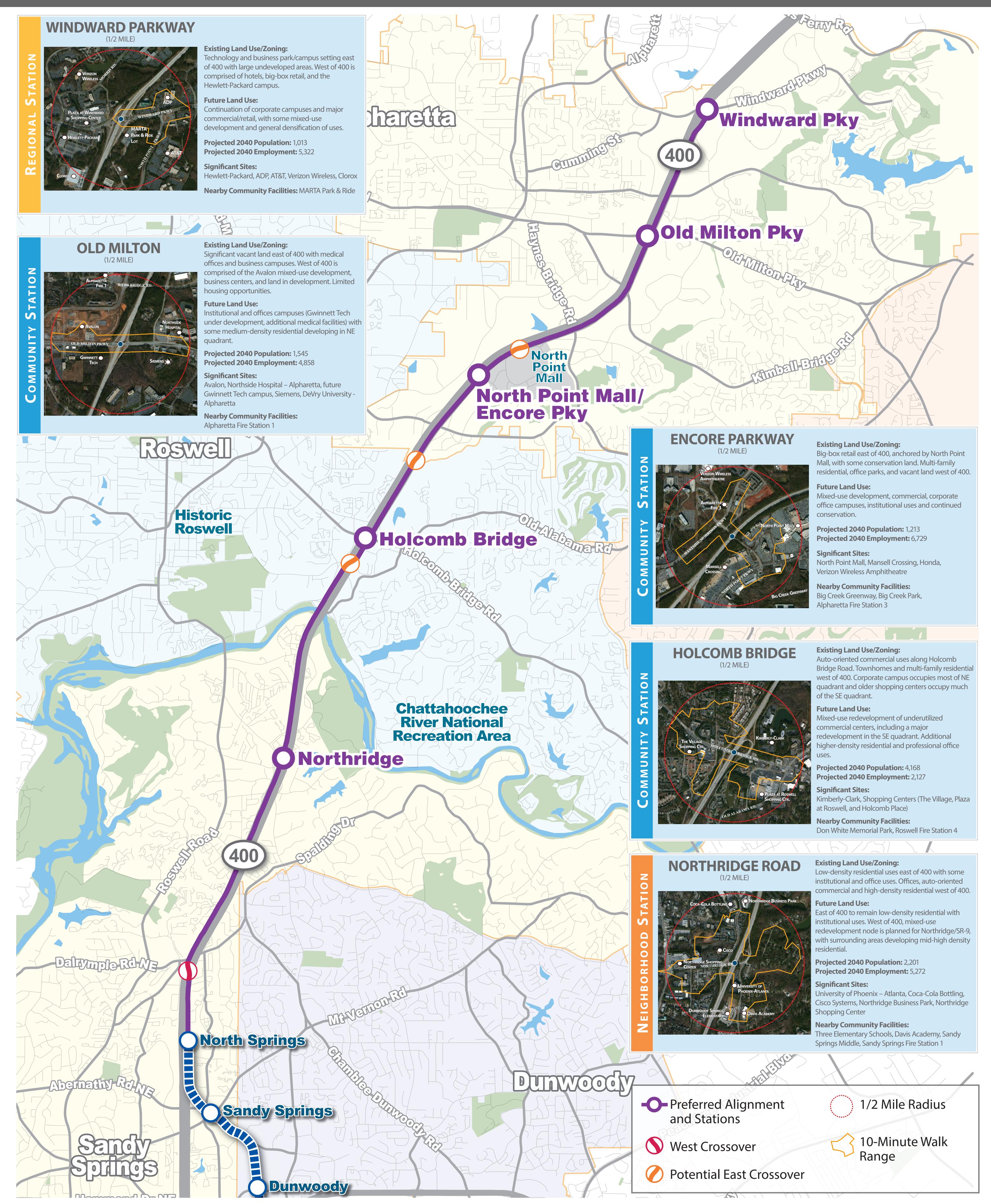
#### Build Alternative 3: Bus Rapid Transit (BRT) in Managed Lanes



<sup>\*</sup> Build Alternatives 1 and 2 share the same alignment

#### PROJECT SUMMARY BOARD





## TECHNOLOGY CONSIDERATIONS



	Bus Rapid Transit in Managed Lanes	Bus Rapid Transit	Heavy Rail Transit	
	GR annus Management of the Control o	Tris ram  Ve 0.8  Uppe Harb bur Hwy 3-1  Greville R s 5-7	MORTH SPRINGS	
RIGHT-OF-WAY	Shared	Exclusive	Exclusive	
STATIONS	In Median of GA 400	Beside GA 400	Beside GA 400	
CAPITAL COST*	Low (\$500-600 M)	Medium (\$0.9-1.1 B)	High (\$2.2-2.4 B)	
TIME TO IMPLEMENT	5 - 8 years	5 - 8+ years	8 - 15 years	
PHASING POTENTIAL	Implementation Only	Technology** and Implementation***	Implementation Only	

<sup>\*</sup> Funding opportunities will be identified during the environmental process

<sup>\*\*\*</sup> Implementation (implement project in segments, i.e. North Springs to Holcomb Bridge, Holcomb Bridge to North Point, North Point to Windward)

Bus Rapid Transit in Managed Lanes	Bus Rapid Transit	Heavy Rail Transit					
TRADE OFFS AND DECISION MAKING							
Intensity: Impacts, Costs, Cost-Effectiveness, Time to Implement							
Performance: Ridership	p, Vehicle Miles Traveled Redu	uction, Travel Time Savings					
LOWER		HIGHER					

<sup>\*\*</sup> Technology (potential to upgrade from BRT to HRT)

#### WHAT IS AN EIS?



# What Is an Environmental Impact Statement (EIS)? An Environmental Impact Statement (EIS) is:

- Required by the National Environmental Policy Act (NEPA) for all Federal actions that significantly affect the quality of the natural and built environment.
- Includes at least one alternative action that may be selected to address the transportation needs identified in the corridor.
- Decision-making tool that details the positive and negative environmental impacts of each alternative.
- Identifies mitigation strategies that will reduce the severity or duration of anticipated impacts associated with each alternative.

#### List of NEPA Resource Areas

Social Environment

Community Impacts
Economic Impacts
Environmental Justice

Cultural Environment

Historic Resources

Archaeological Resources

Natural Environment

Streams, Wetlands and Open Water Water Quality
Protected Species

Physical Environment

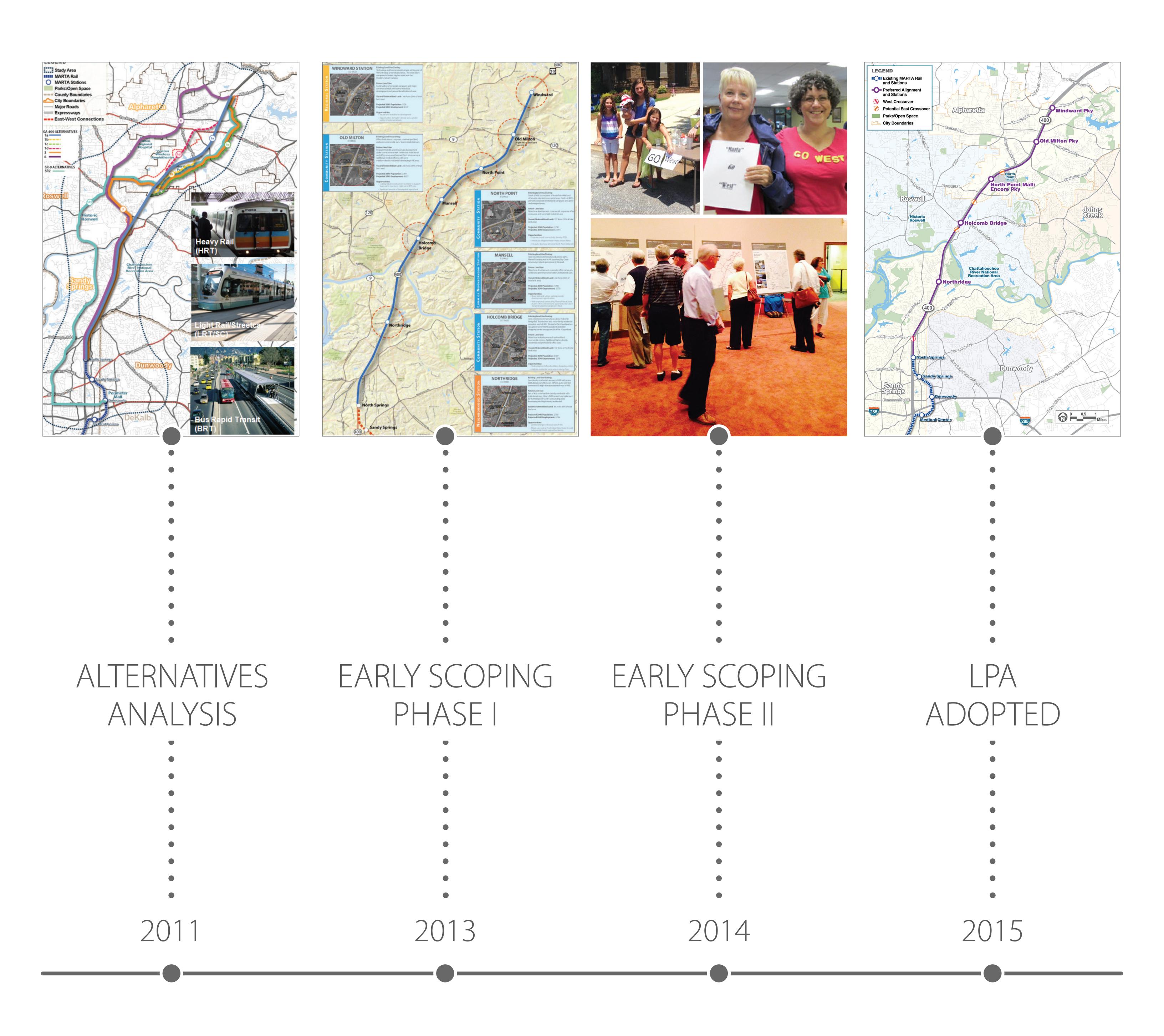
Noise and Vibration
Air Quality
Energy
Visual and Aesthetics
Construction Impacts/Utilities
Hazardous Materials and Contamination

- Indirect and Cumulative Impacts
  Induced Growth and Development
- Mitigation
- Other Resources

## PROJECT HISTORY



#### TIMELINE



## SCHEDULE / PROCESS

Scoping Booklet Released

▶ Three Public Hearings

- April 14, 2015

- April 16, 2015

- April 30, 2015

by May 11, 2015

Submit Your Comments

April 3, 2015



NOI Released on March 31, 2015	<ul> <li>Publish Scoping Document</li> <li>Prepare Draft Environmental Impact Statement (DEIS) by Spring 2016</li> </ul>		<ul> <li>Combined Final Environmental Impact Statement (FEIS)/Record of Decision (ROD) in Spring 2017</li> <li>Final Decision by Spring 2017</li> </ul>	
NOTICE OF INTENT	SCOPING	PREPARE DEIS	PUBLIC REVIEW	FEIS/ROD

▶ Distribute Draft Environmental

Impact Statement (DEIS) by

Draft Environmental Impact

Statement (DEIS) in Spring 2016

▶ Invite Public Comments on

Spring 2016

#### NEED AND PURPOSE



# Need and Purpose Drive the Selection of an Alternative

# The Draft Needs of the Project are Based on:

- Increased Travel Demand and Congestion
- Limited Transit Mobility
- Transit Travel Times not Competitive with Auto Travel
- Congestion May Impact
   Future Economic
   Development Opportunities

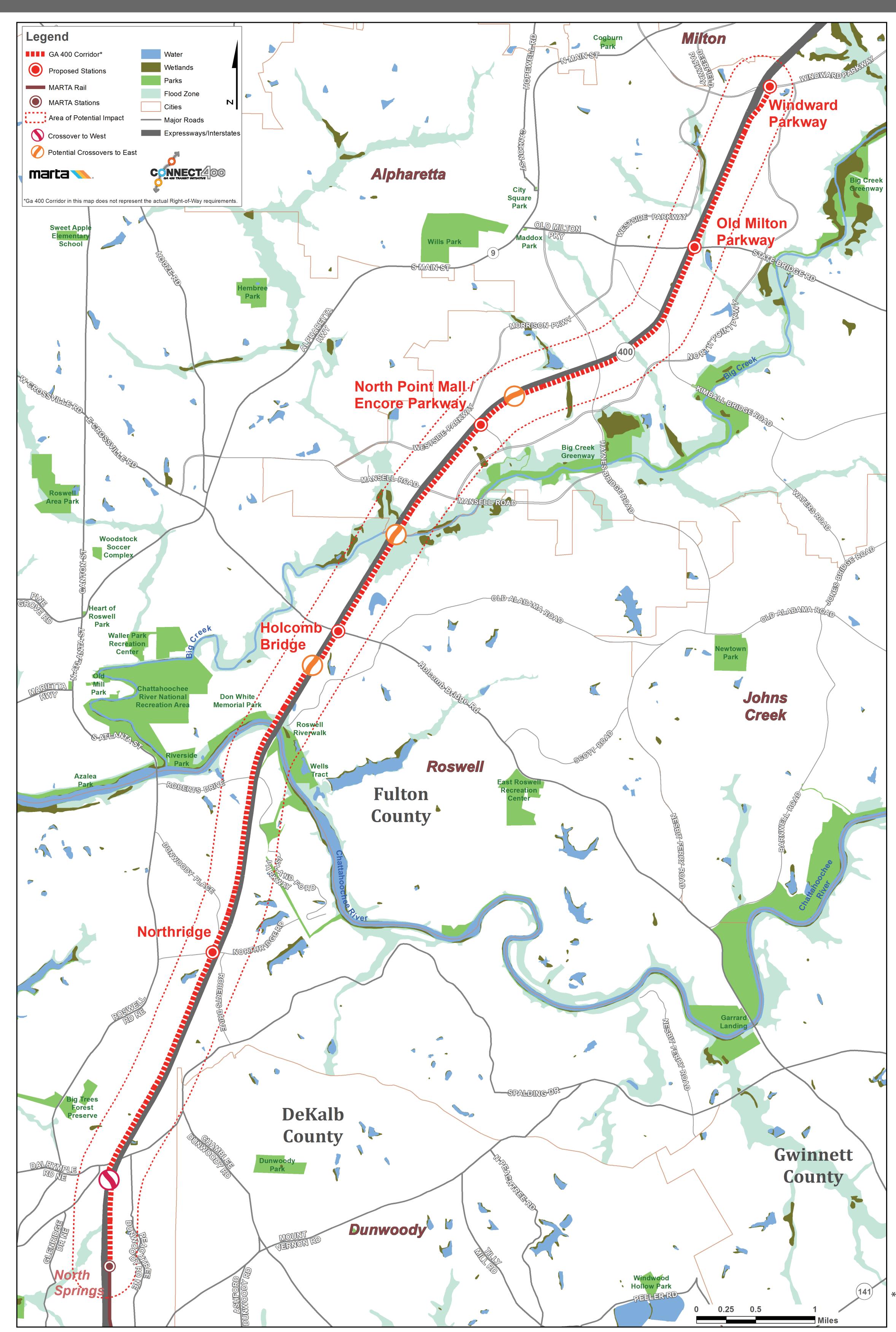
# The Proposed Project Purpose is to:

- Provide High Capacity Transit
- Expand Transit Coverage
- Improve Transit Connectivity
- Enhance Transit Accessibility
- Provide a Reliable Alternative to Automobile Travel



# IDENTIFIED ENVIRONMENTAL RESOURCES CONNECTADO

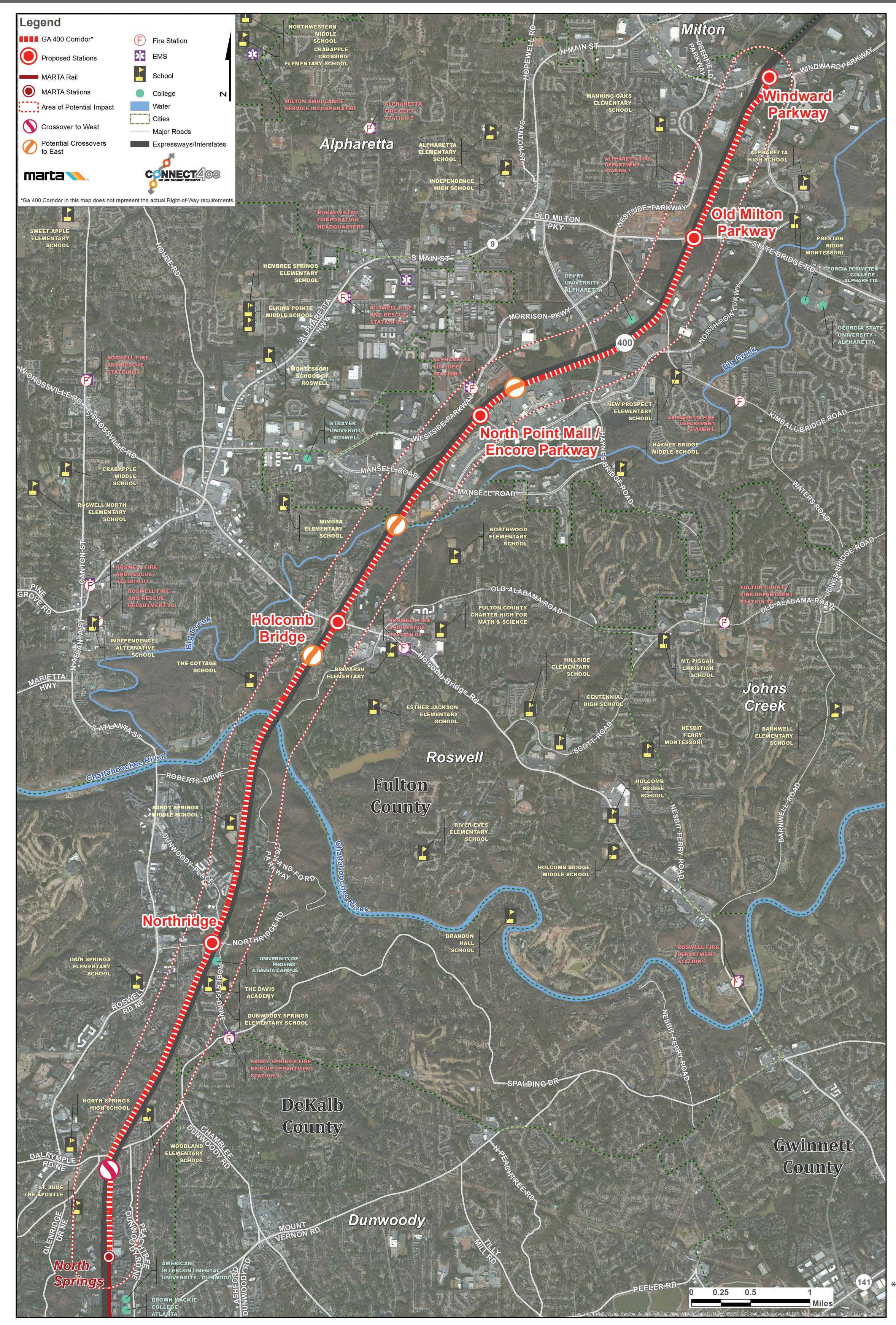




\* Alignment shown is subject to revision and specific property impacts are likely to change.

## IDENTIFIED COMMUNITY RESOURCES





\* Alignment shown is subject to revision and specific property impacts are likely to change.