

# **WELCOME**

**to the**

# **Georgia 400**

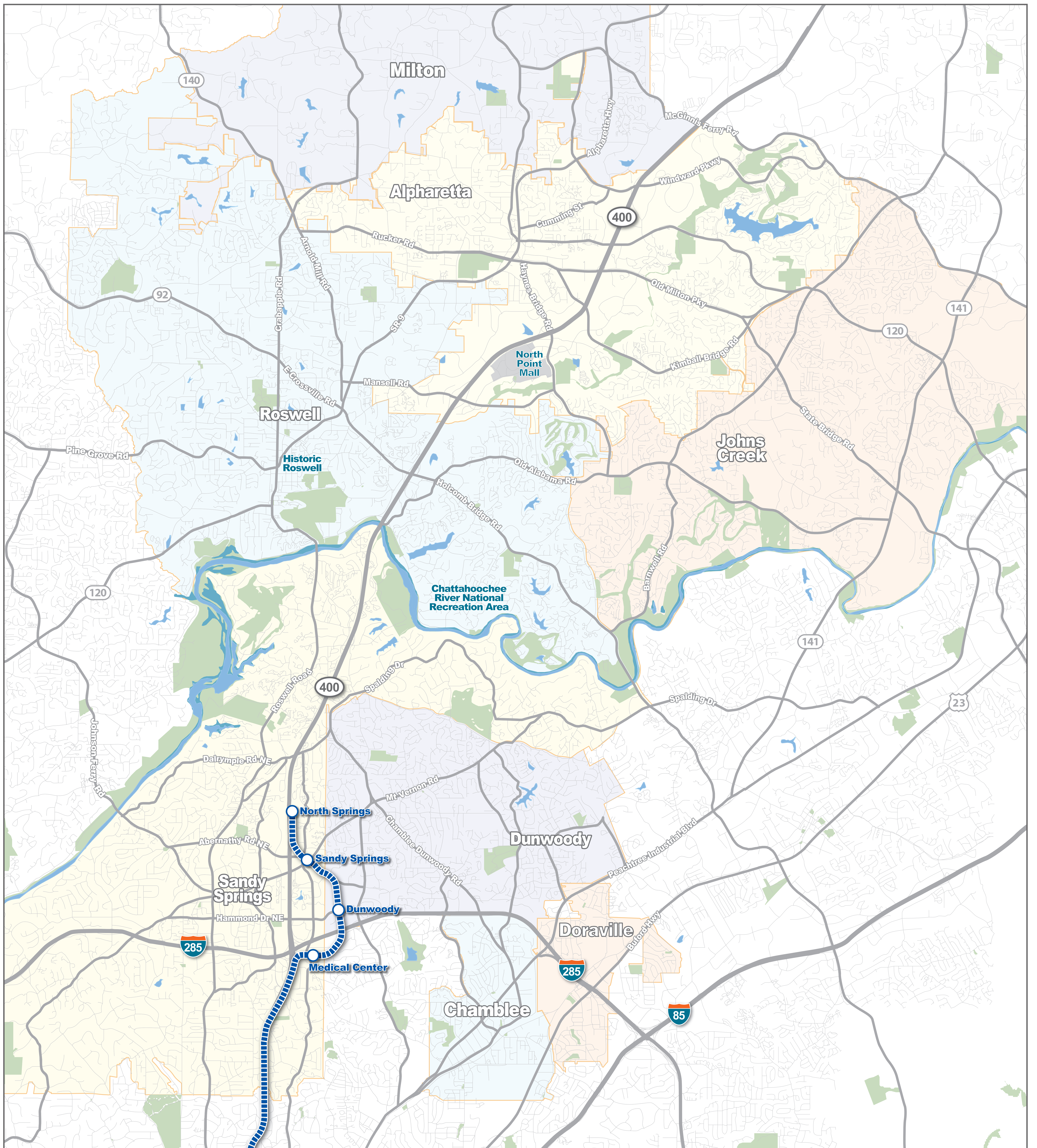
# **Scoping**

# **Public Meeting**

**—| 6:30PM – 8:00PM |—**



## WHERE DO YOU LIVE AND WORK?

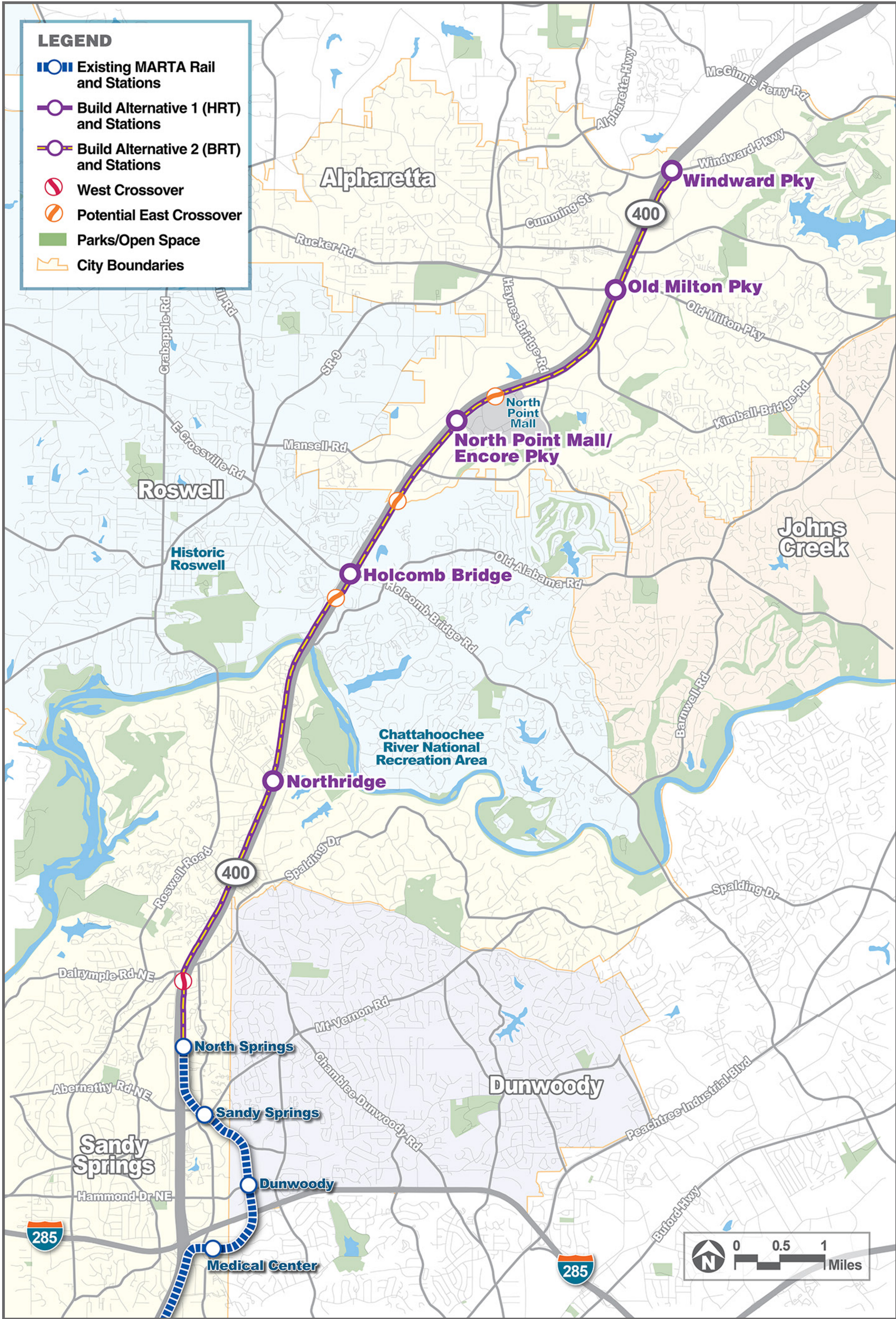




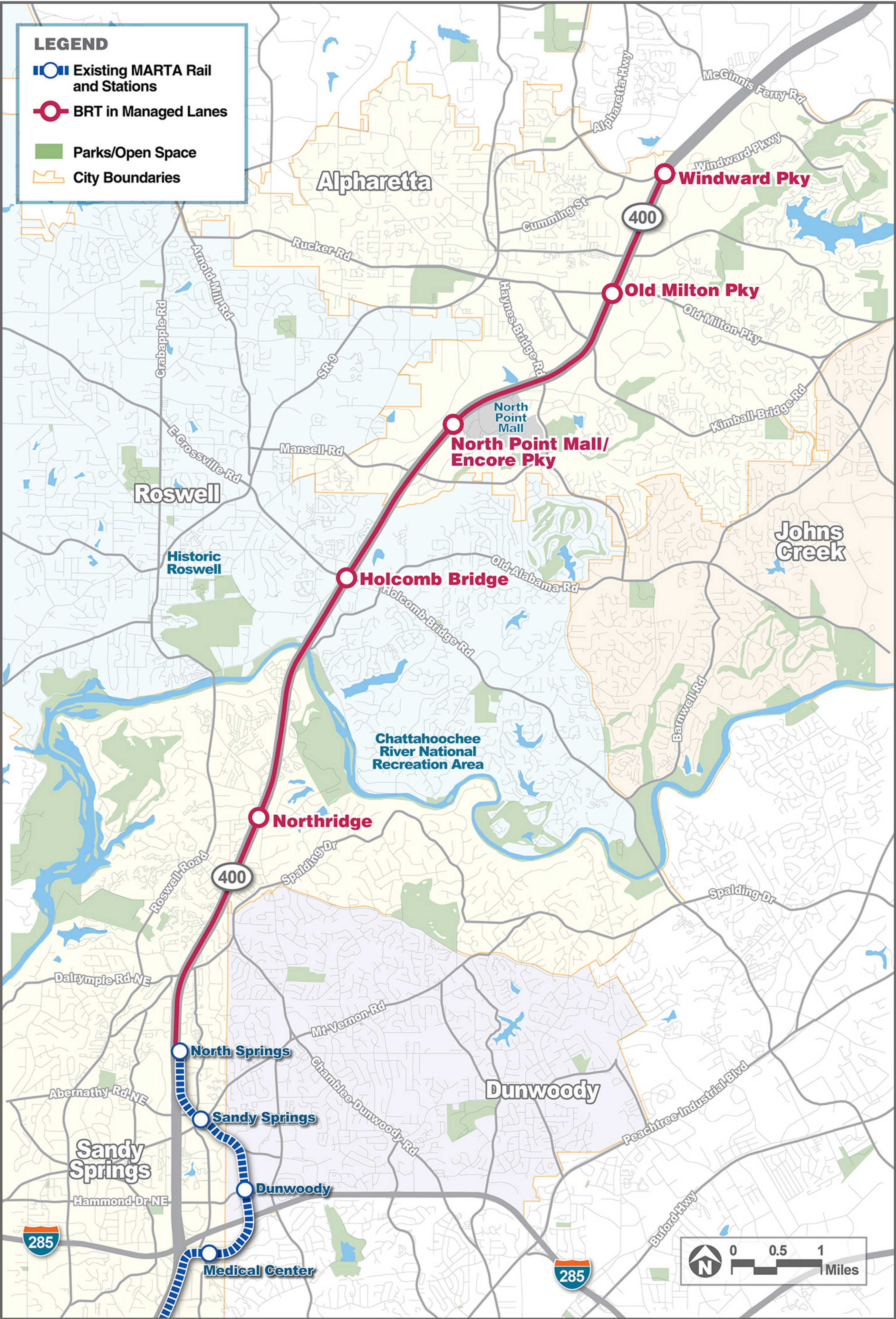
# ALTERNATIVES BOARD



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

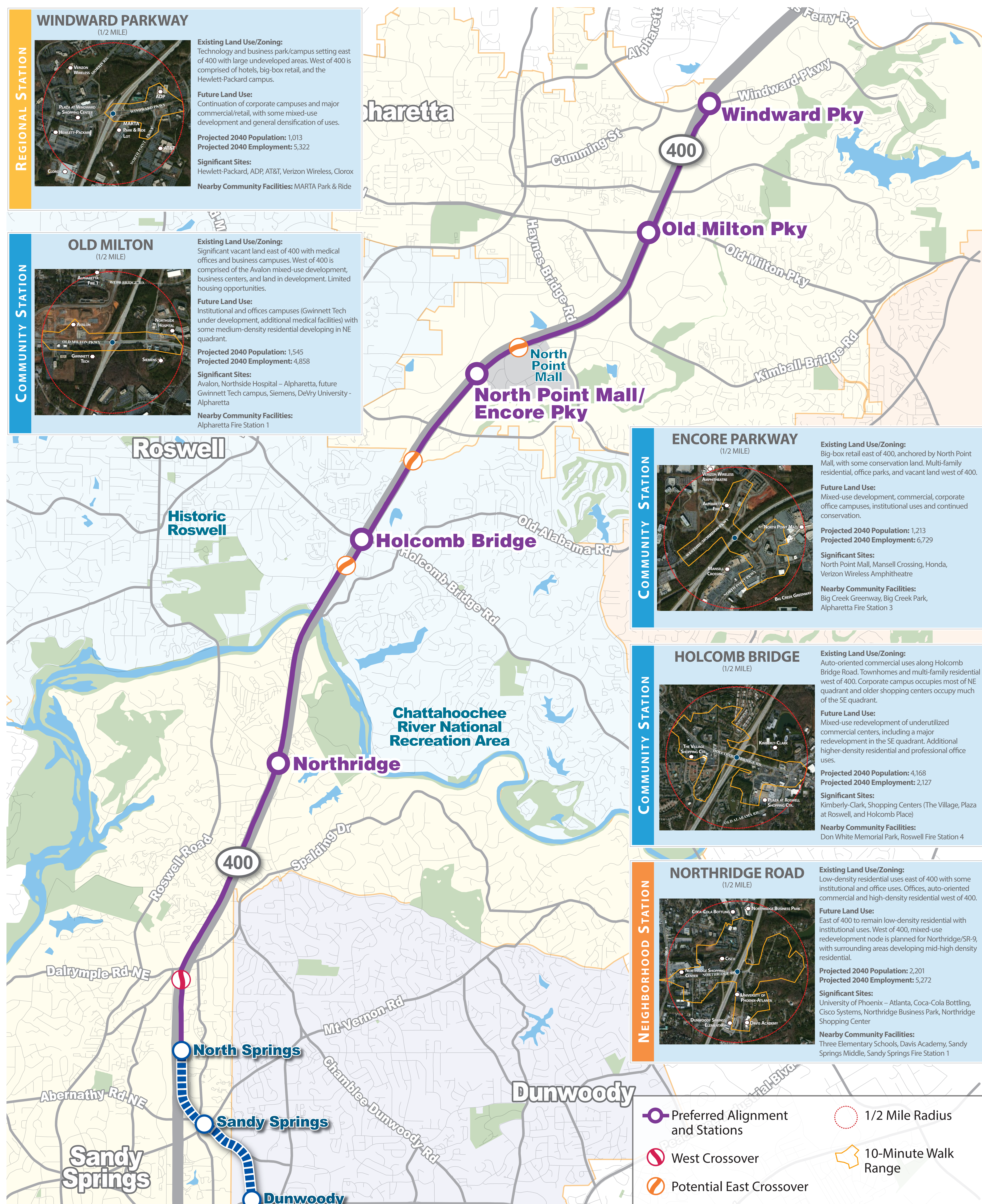


## Build Alternative 3: Bus Rapid Transit (BRT) in Managed Lanes



\* Build Alternatives 1 and 2 share the same alignment


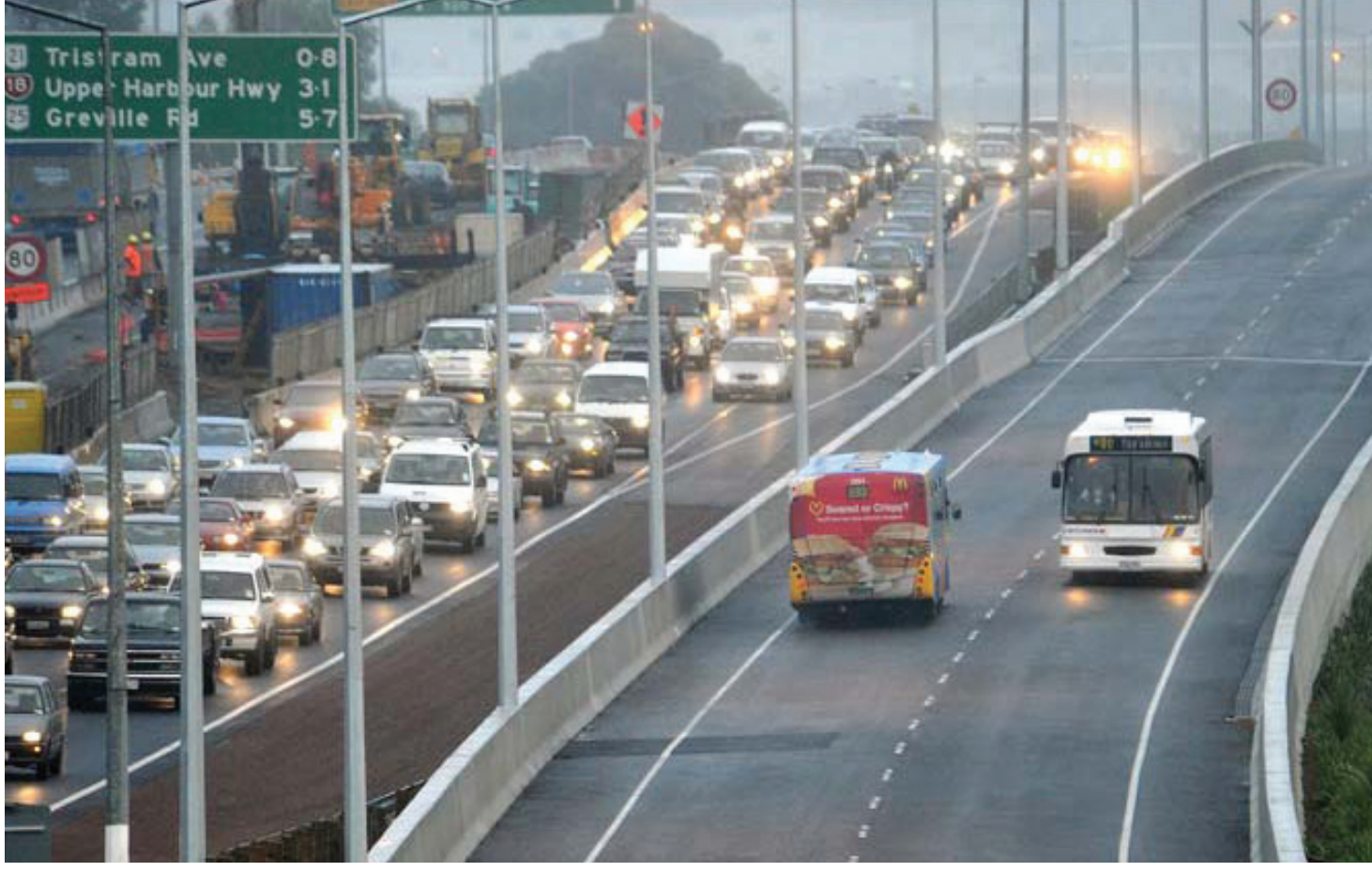







# TECHNOLOGY CONSIDERATIONS

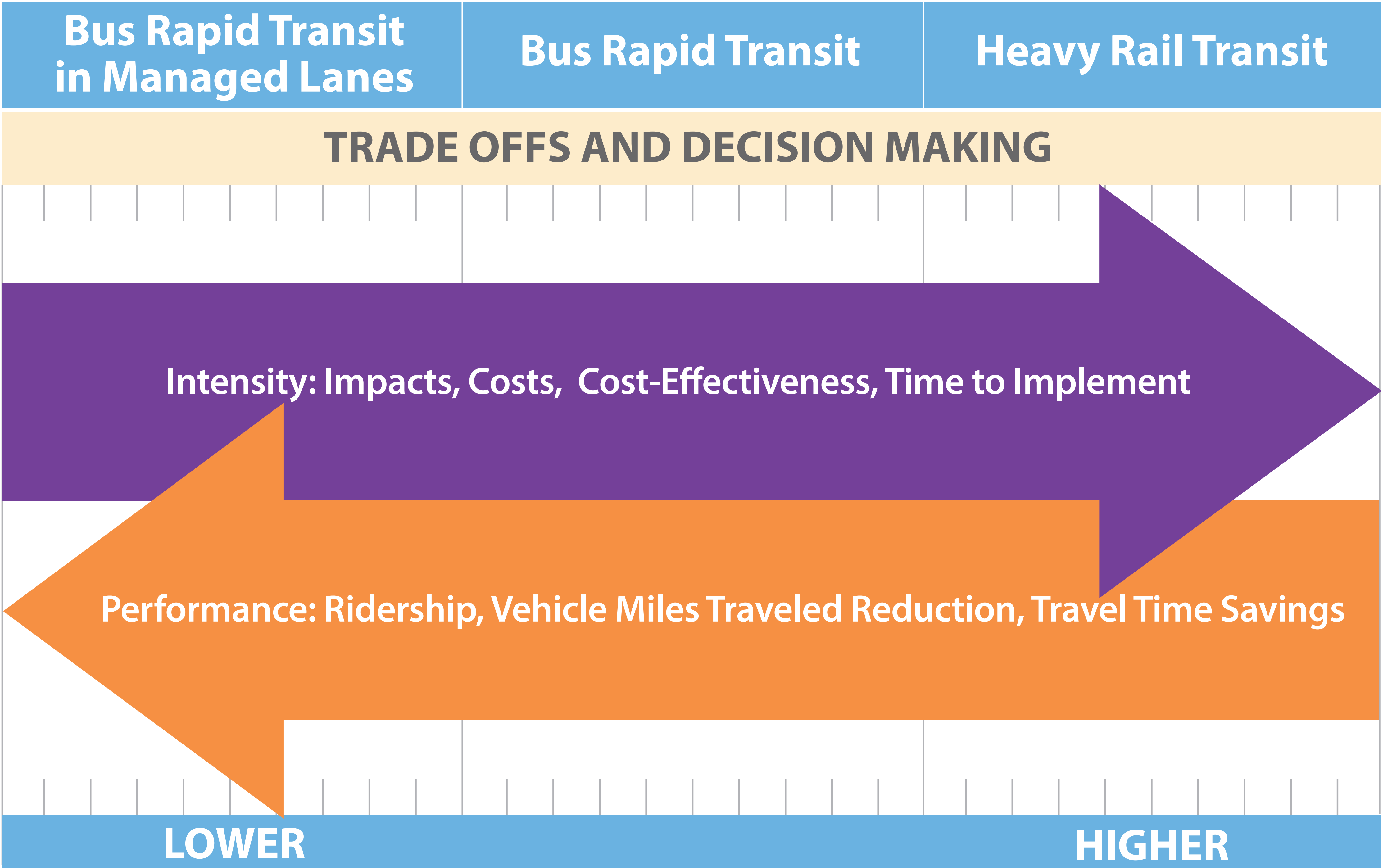


	Bus Rapid Transit in Managed Lanes	Bus Rapid Transit	Heavy Rail Transit
			
RIGHT-OF-WAY	Shared	Exclusive	Exclusive
STATIONS	In Median of GA 400	Beside GA 400	Beside GA 400
CAPITAL COST*	Low (\$500-600 M)	Medium (\$0.9-1.1 B)	High (\$2.2-2.4 B)
TIME TO IMPLEMENT	5 - 8 years	5 - 8+ years	8 - 15 years
PHASING POTENTIAL	Implementation Only	Technology** and Implementation***	Implementation Only

\* Funding opportunities will be identified during the environmental process

\*\* Technology (potential to upgrade from BRT to HRT)

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





## 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**

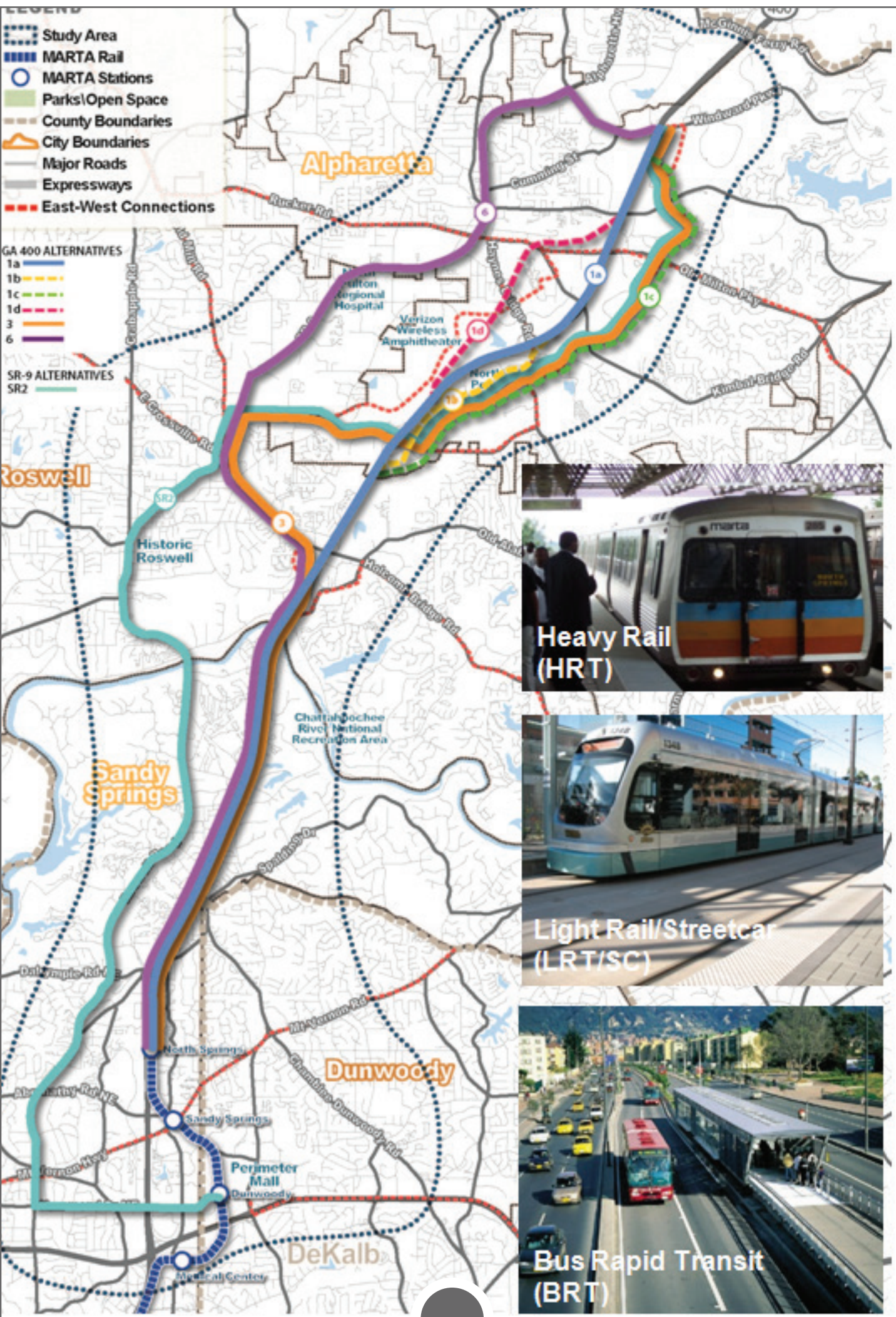
*Induced Growth and Development*

- **Mitigation**

- **Other Resources**

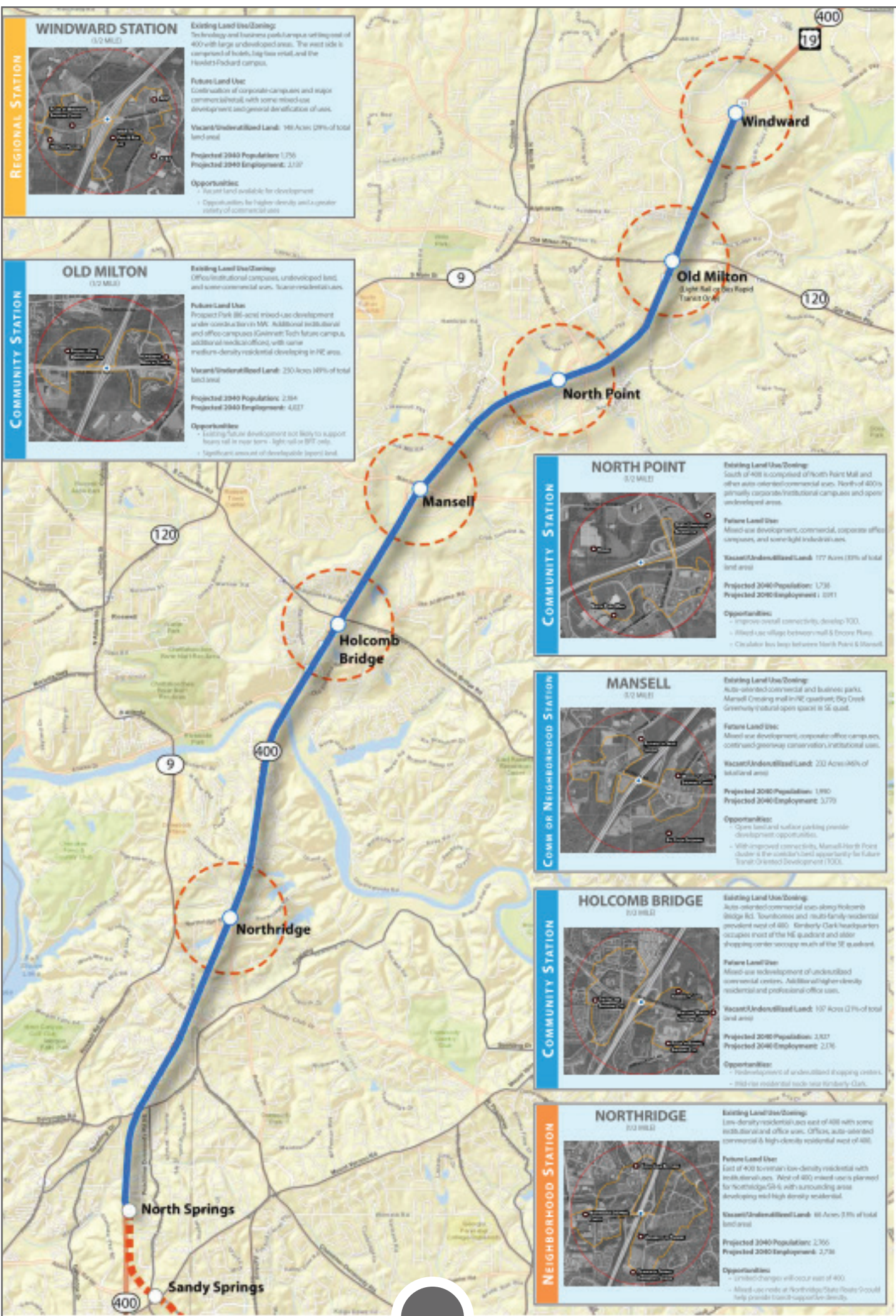


TIMELINE



ALTERNATIVES  
ANALYSIS

2011



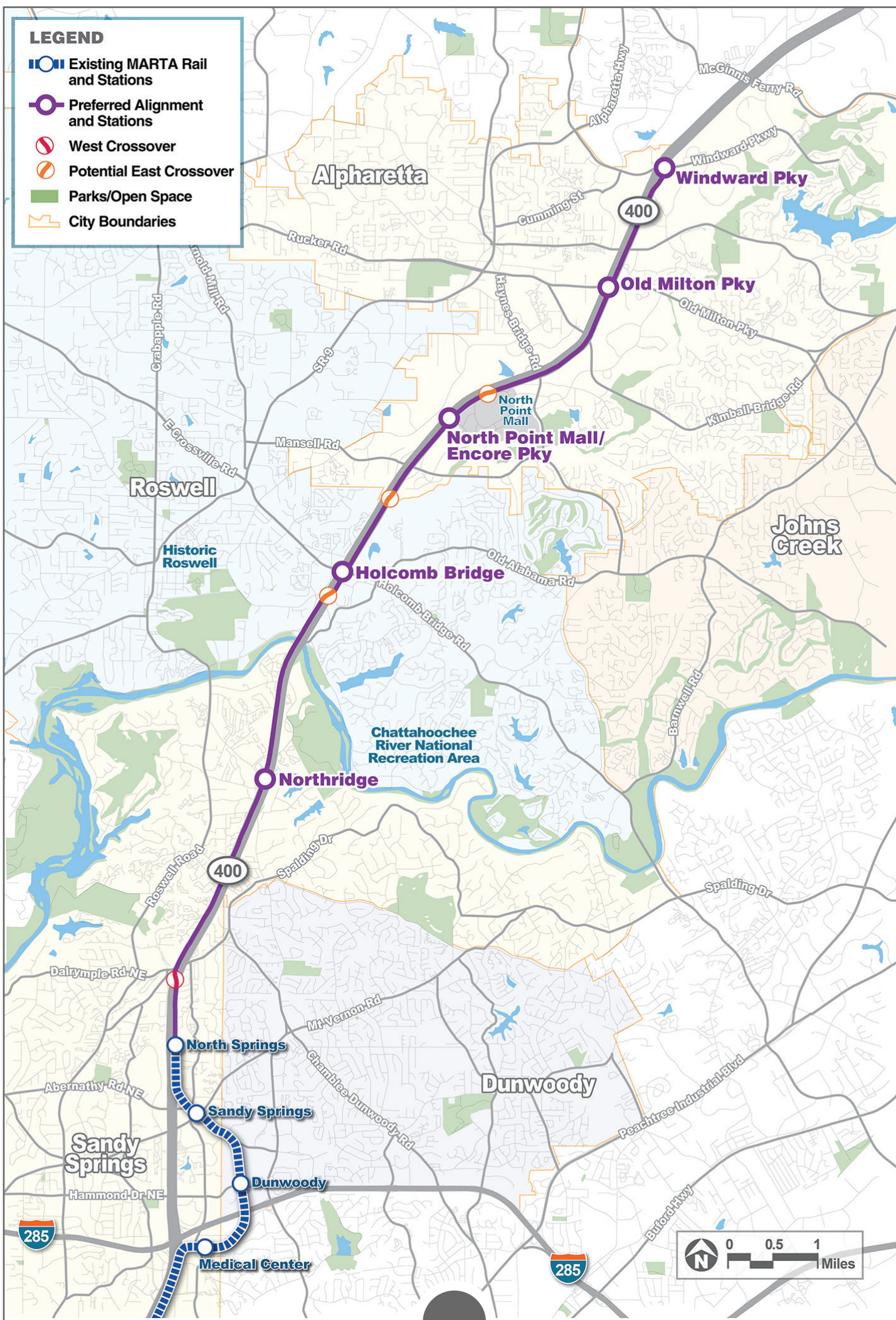
EARLY SCOPING  
PHASE I

2013



EARLY SCOPING  
PHASE II

2014

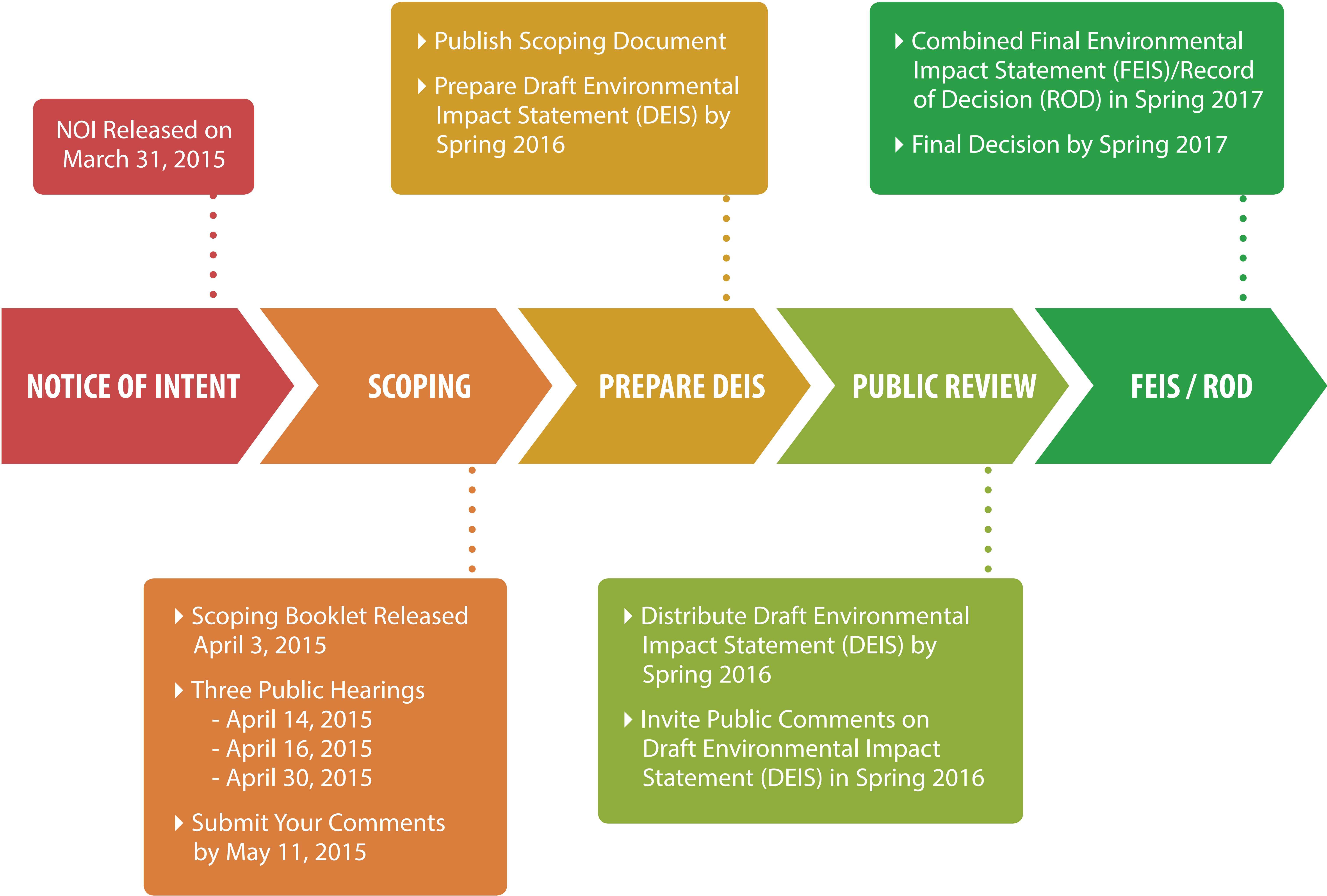


LPA  
ADOPTED

2015



# SCHEDULE / PROCESS





## Need and Purpose Drive the Selection of an Alternative

### The Draft **Needs** of the Project are Based on:

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



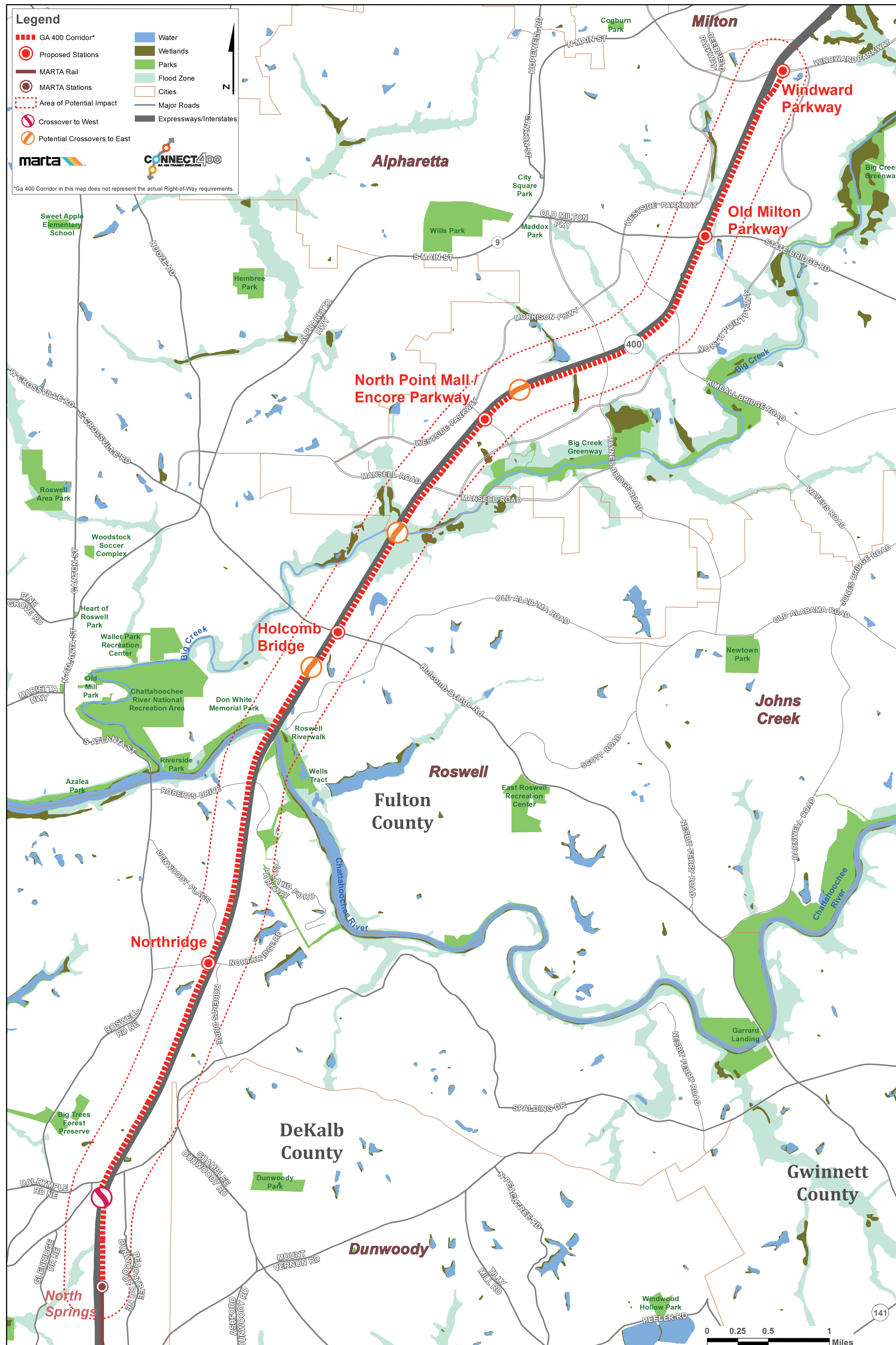
### The Proposed Project **Purpose** is to:

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



**CONNECT 400**  
GA 400 TRANSIT INITIATIVE



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



**CONNECT400**  
GA 400 TRANSIT INITIATIVE

