



# I-20 East Transit Initiative

Stakeholder Advisory Committee Meeting

December 9<sup>th</sup>, 2010

4:00 PM - 6:00 PM



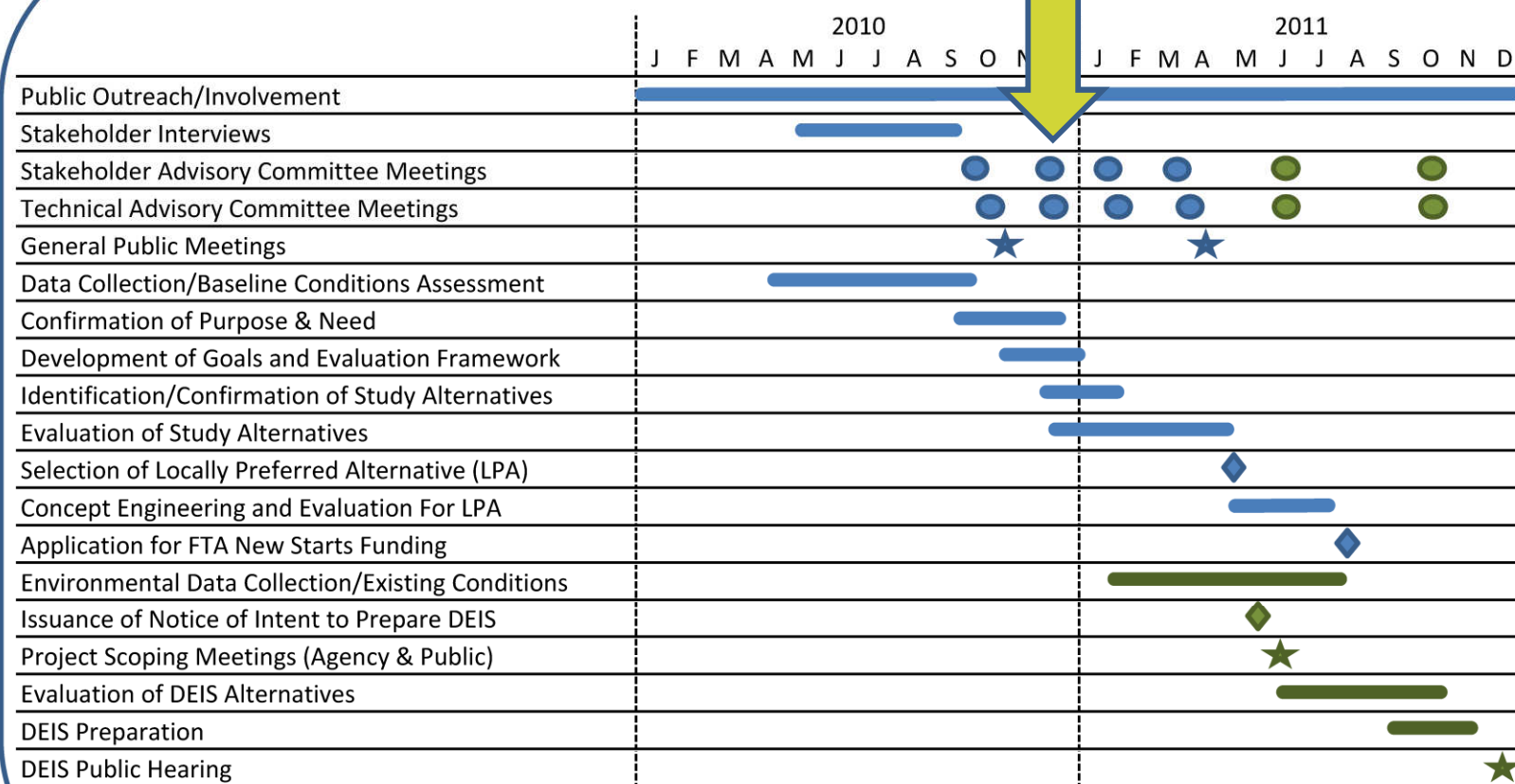
# Meeting Agenda

- Project Update/Schedule
- Update on Public Meetings and Input Received
- Final Project Needs, Goals, and Objectives
- Initial Alternatives Development
  - Previously Identified Alignments/Station Locations
  - Transit Technologies to be Considered
  - SAC Feedback Exercise: Breakout Groups
    - General Project Alignment
    - Station Locations
    - Connectivity to Downtown



# Study Schedule

We Are Here



 Detailed Corridor Analysis  
 Draft Environmental Impact Statement



# October Public Meetings

- Public Meeting Provided:
  - Project background and overview
  - Initial Study Findings
- Received Public Input/Feedback
- Public kick-off meetings were held in 3 different locations along the corridor

## 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

## Tuesday, October 26

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



# October Public Meetings

## Public Input/Feedback



# Identified Corridor Issues

Which corridor issue is the most critical to you?

## Public Voting Results in Yellow

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 Yellow**

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 Yellow

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%)





# Corridor Issues/Needs

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



# Goals & Objectives

## Goal: Increase Mobility and Accessibility

**Objective:** Improve travel times for east-west travel

**Objective:** Improve accessibility within the corridor

**Objective:** Improve connectivity with existing and planned transit investments

**Objective:** Improve travel options within the corridor



# Goals & Objectives

**Goal: Provide improved transit service within the corridor**

**Objective:** Provide transit service with sufficient capacity to accommodate growing demand

**Objective:** Provide travel time competitive transit service in the corridor

**Objective:** Provide transit service for traditionally underserved populations



# Goals & Objectives

## Goal: Support land use & development goals

**Objective:** Promote economic development/revitalization

**Objective:** Support adopted local land use plans

**Objective:** Encourage transit supportive land use and development patterns

**Objective:** Provide transit investments that are supported by local stakeholders and the general public



# Goals & Objectives

## Goal: Promote cost effective transit investments

**Objective:** Provide transit service that can be implemented, operated, and maintained with available resources

## Goal: Preserve natural and built environment

**Objective:** Minimize impacts to social and environmental resources



# Needs, Goals & Objectives

## Finalized Project Needs, Goals, Objectives

- Did we hear you correctly?
- Is there anything missing?





# Preliminary Alternatives Development



# Transit Technologies

## Transit Technologies to be Studied in the I-20 East 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 Yellow



1. Bus Rapid Transit (22.7%)



2. Light Rail Transit (50.0%)



3. Heavy Rail Transit (27.3%)



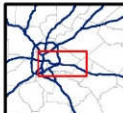
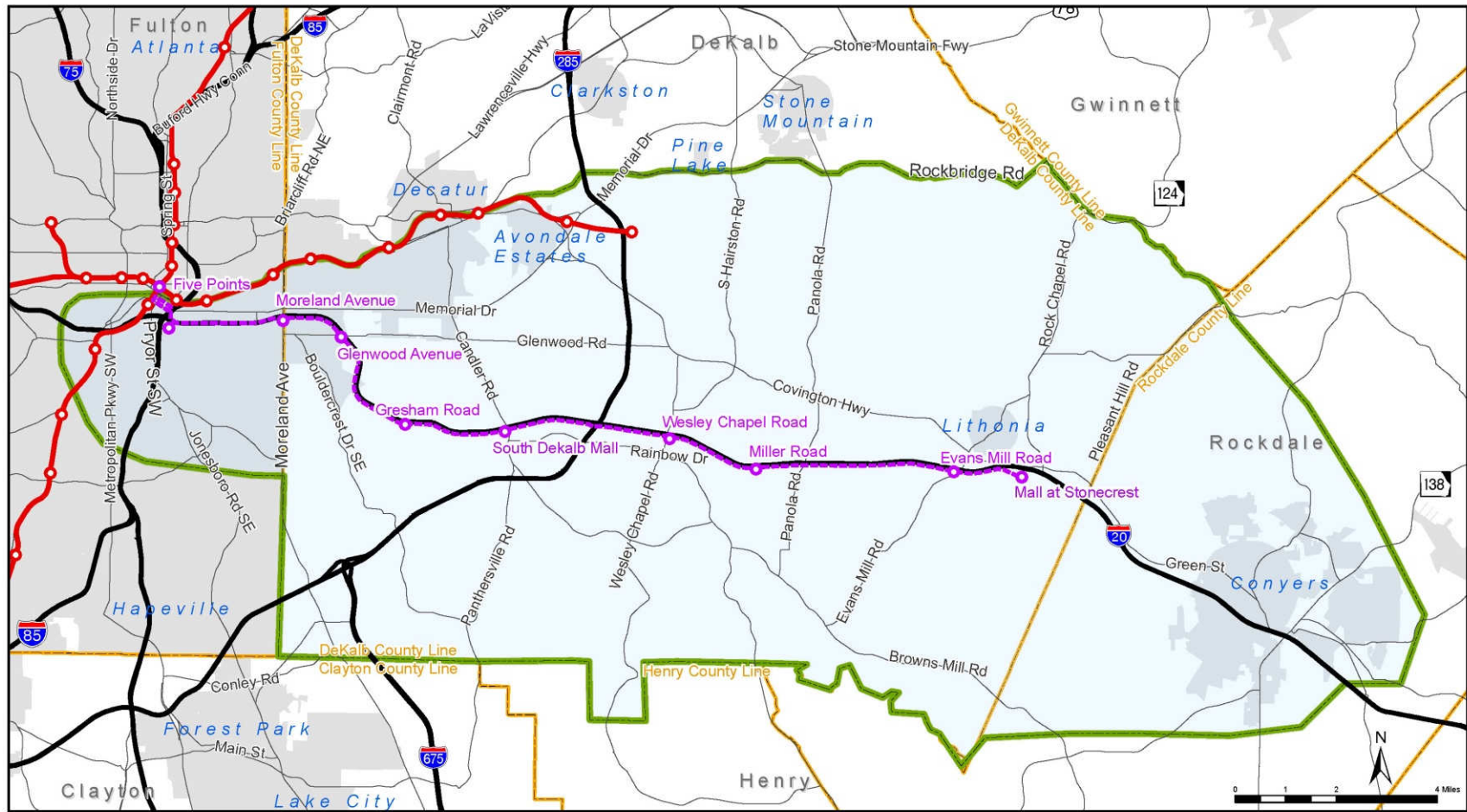


# Previously Identified Alternatives

- **Bus Rapid Transit (BRT) Alignment**
  - Selected as the Locally Preferred Alternative (LPA)
- **Light Rail Transit (LRT) Alignment**
- **Heavy Rail Transit (HRT) Alignment**



# Previously Identified BRT Alternative



Previously Identified  
Bus Rapid Transit (BRT) Alternative

**marta**

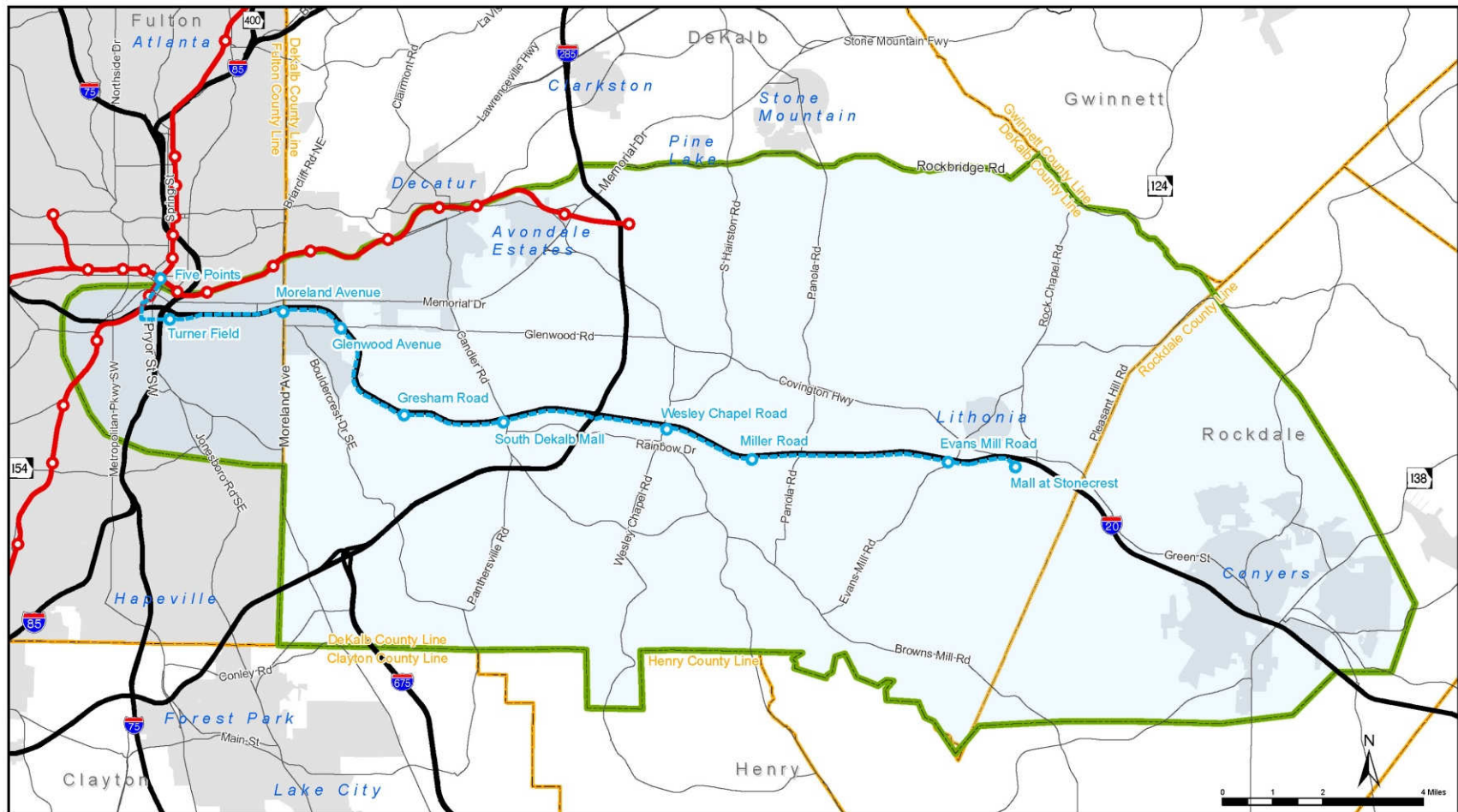
● BRT Station  
— BRT Alignment

□ Area of Influence  
□ City Boundary  
□ County Boundary

● MARTA Station  
— MARTA Rail  
— Interstate  
— Major Road



# Previously Identified LRT Alternative



Previously Identified  
Light Rail Transit (LRT) Alternative

**marta**

--- LRT Alignment  
● LRT Station

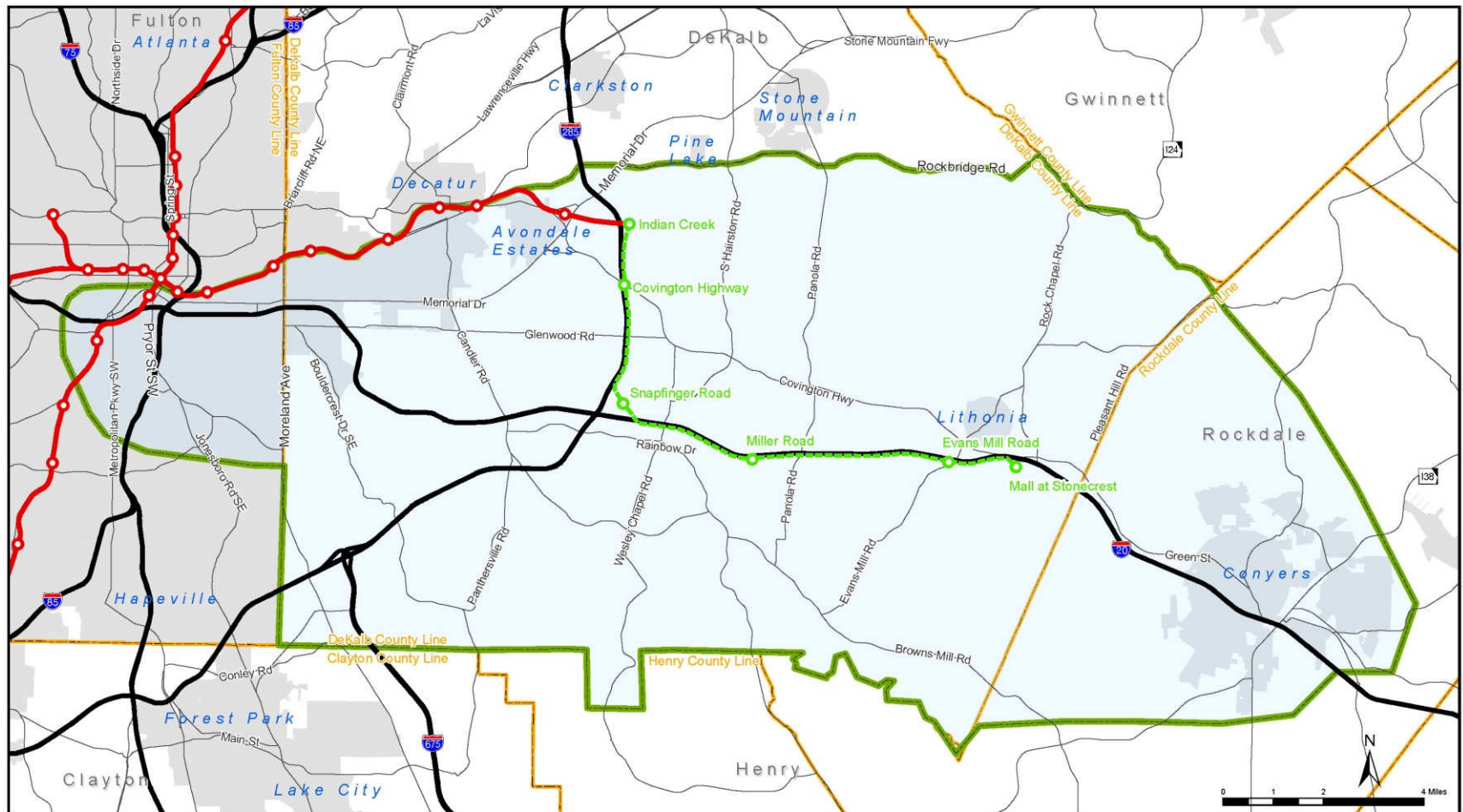
Study Area  
City Boundary  
County Boundary

● MARTA Station  
— MARTA Rail  
— Interstate  
— Major Road





# Previously Identified HRT



Previously Identified  
Heavy Rail Transit (HRT) Alternative

**marta**

--- HRT Alignment  
● HRT Station

Study Area  
City Boundary  
County Boundary

● MARTA Station  
— MARTA Rail  
— Interstate  
— Major Road



# SAC Feedback Exercise

## Breakout Groups

### Preliminary Transit Alignments and Station Locations

- Identify on Maps
  - General Transit Alignment/Location
  - General Station Locations
  - Transit Connection to Downtown
- Transit Technology NOT a consideration at this point



# SAC Feedback Exercise

## Findings of Breakout Groups





# Next Steps

- Develop Evaluation Criteria for Alternatives
- Develop Project Alternatives
  - SAC and Public Input/Feedback
- Evaluation of Project Alternatives
  - SAC Input/Feedback
- Selection of Locally Preferred Alternative (LPA)
  - Public Input/Feedback
- MARTA Board Adoption of LPA



# Questions/Comments



# Contacts

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