



I-20 East Transit Initiative

Technical Advisory Committee Meeting

December 14th, 2010

10:00 AM – 11:30 AM



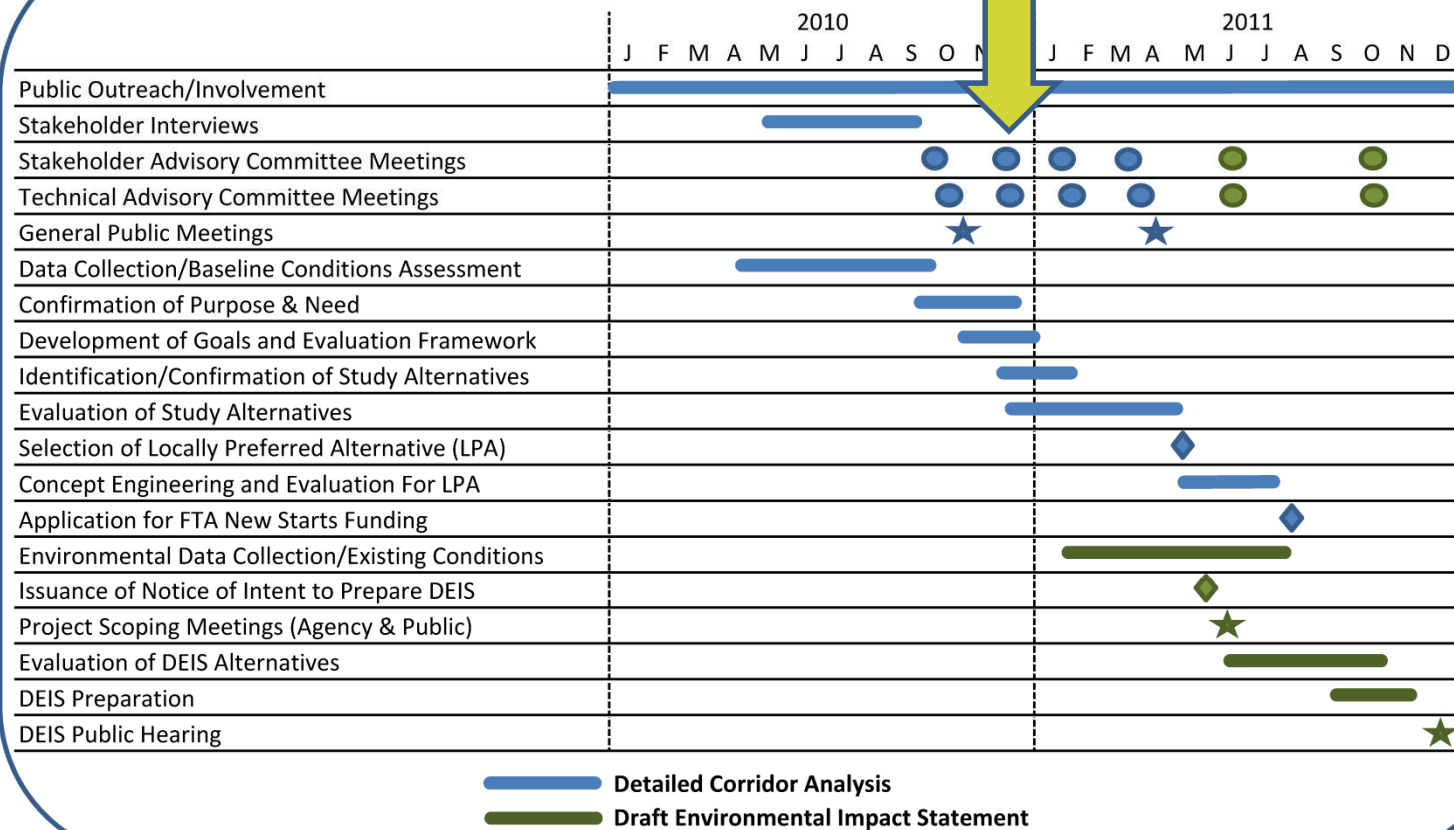
Meeting Agenda

- **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/TAC Input**
 - **General Project Alignment**
 - **Station Locations**
 - **Connectivity to Downtown**
- **Next Steps**



Study Schedule

We Are Here





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

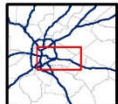
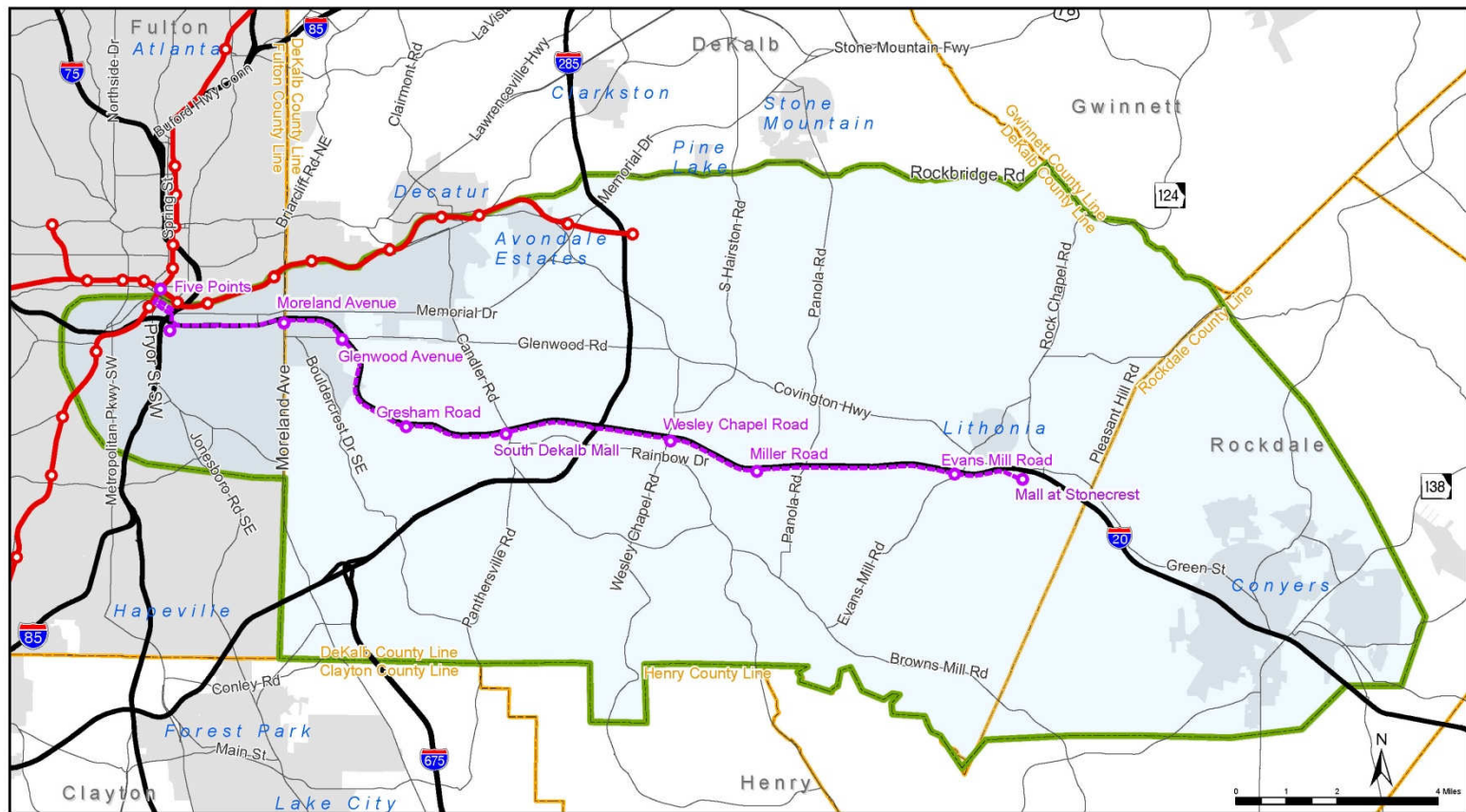


Previously Identified Alternatives

- **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



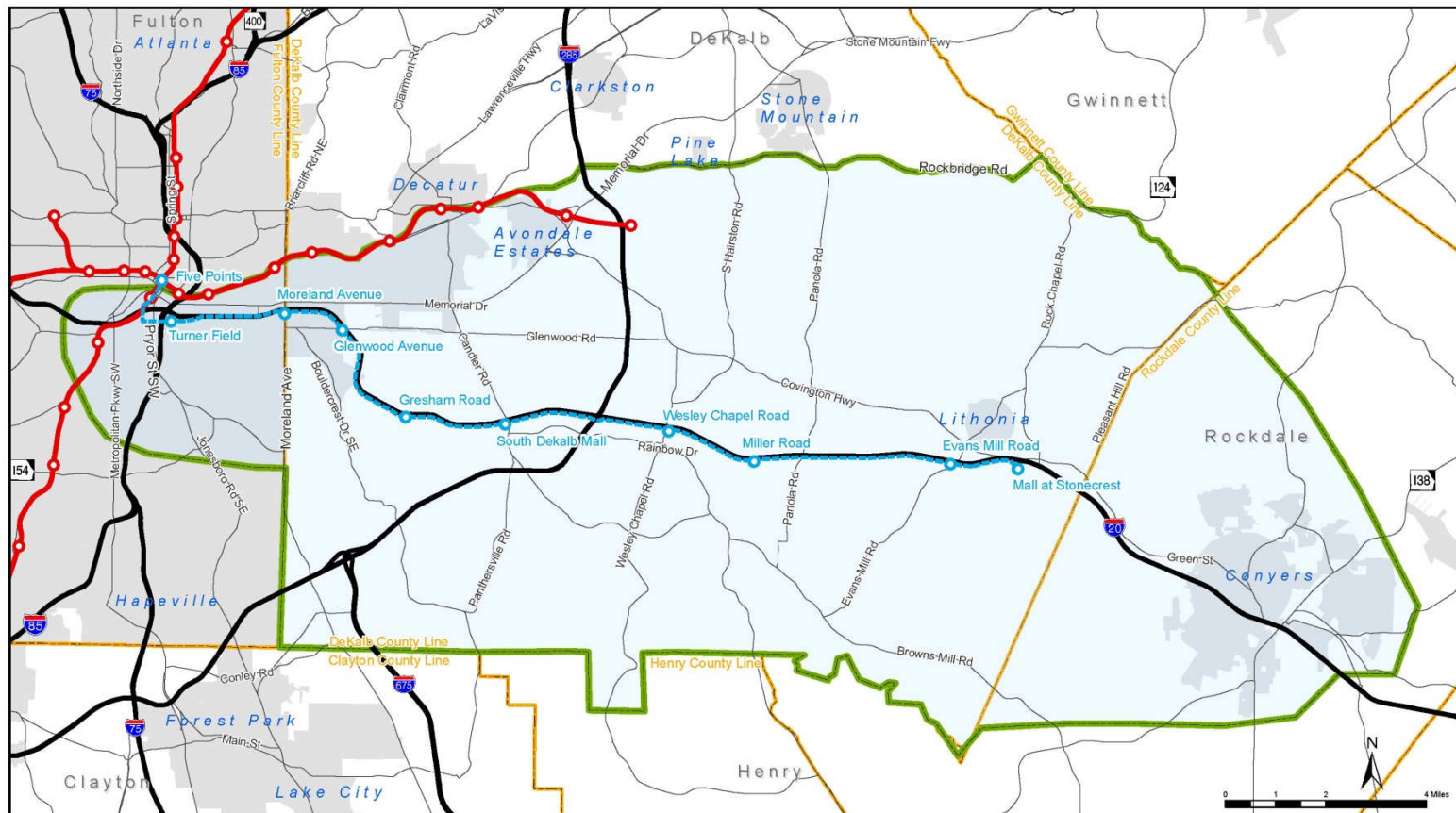
Previously Identified
Bus Rapid Transit (BRT) Alternative

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

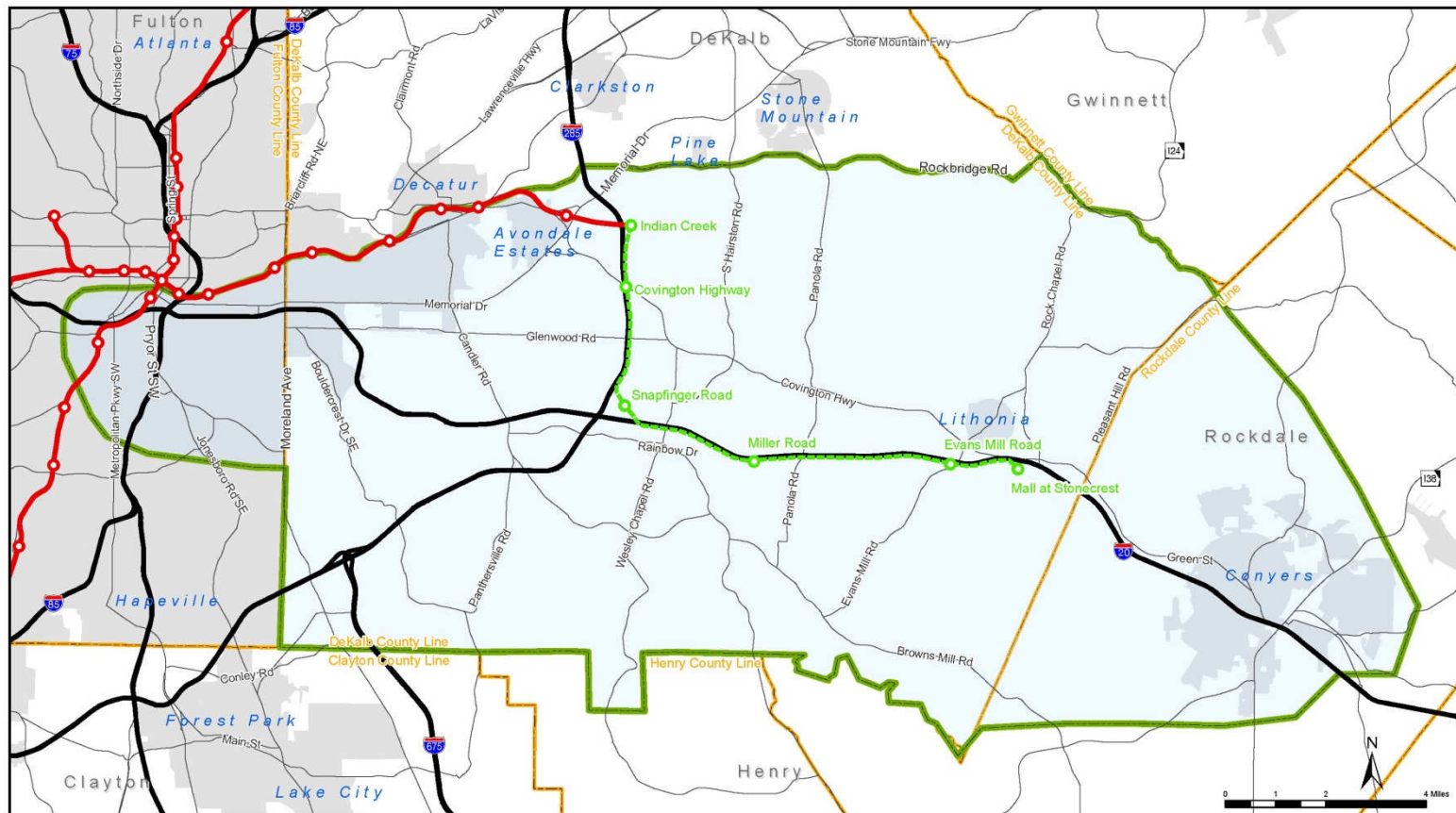
--- LRT Alignment
● LRT Station

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



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%)





SAC Input/Feedback

SAC Major Themes on New Transit Service

- Speed of Implementation is more important than transit technology or alignment
- Rapid Service to Downtown for commuters
- Dedicated transitway for entire length of project – no, or very limited, operation on surface streets in mixed traffic
- Must have direct connection to MARTA Heavy Rail
- Connection to N-S line more important than E-W line
- Must have interface with BeltLine
- Important to limit number of transfers
- Connection to 5-Points/Multimodal Passenger Terminal Most Desirable – Reduces Transfers



SAC Input/Feedback

SAC/TAC Input on Transit Alternatives

- General Alignment
- Station Locations
- Downtown Connectivity Alternatives



Next Steps

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



Questions/Comments



Contacts

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