



# I-20 East Transit Initiative

## Open Houses

### **Monday, June 24**

6-7 PM: Open House

7-8 PM: Presentation & Q/A

City of Atlanta  
Old Council Chambers  
Atlanta City Hall  
55 Trinity Avenue  
Atlanta, GA 30303

### **Tuesday, June 25**

6-7 PM: Open House

7-8 PM: Presentation & Q/A

Porter Sanford III  
Performing Arts  
& Community Center  
3181 Rainbow Drive  
Decatur, GA 30034

### **Thursday, June 27**

6-7 PM: Open House

7-8 PM: Presentation & Q/A

Lou Walker Senior Center  
2538 Panola Road  
Lithonia, GA 30058



# Purpose of Today's Meeting

- Project Review
- Preliminary Environmental Findings
- Next Steps



# Project Status

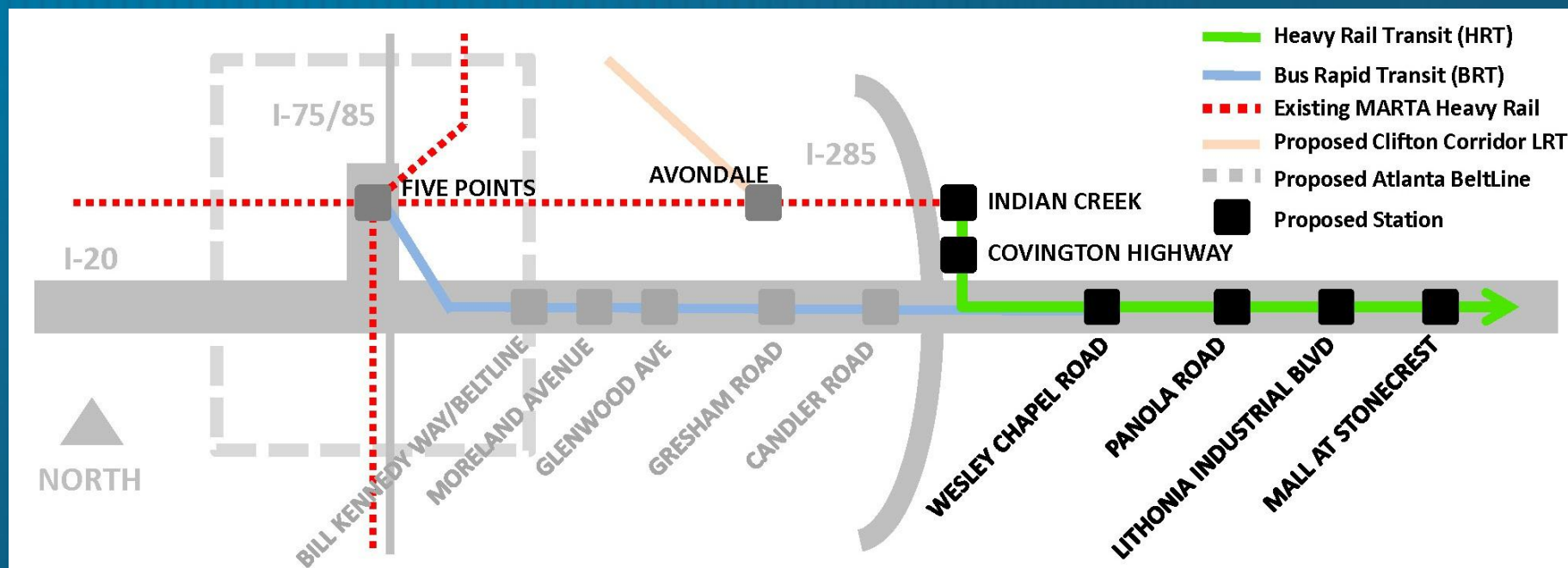
- **MARTA Board adopted LPA – April 2012**
- **Initiated Environmental Review Process**
  - **Notice of Intent (NOI) published on August 28, 2012**
  - **Scoping process - October 2012**
    - **Held three (3) public scoping meetings September 2012**
    - **Held two (2) agency scoping meetings September 2012**
  - **Draft EIS and EA nearing completion**



# Adopted LPA

## HRT Extension

12 mile extension of existing MARTA heavy rail transit (HRT) from Indian Creek Station to Mall at Stonecrest in eastern DeKalb County

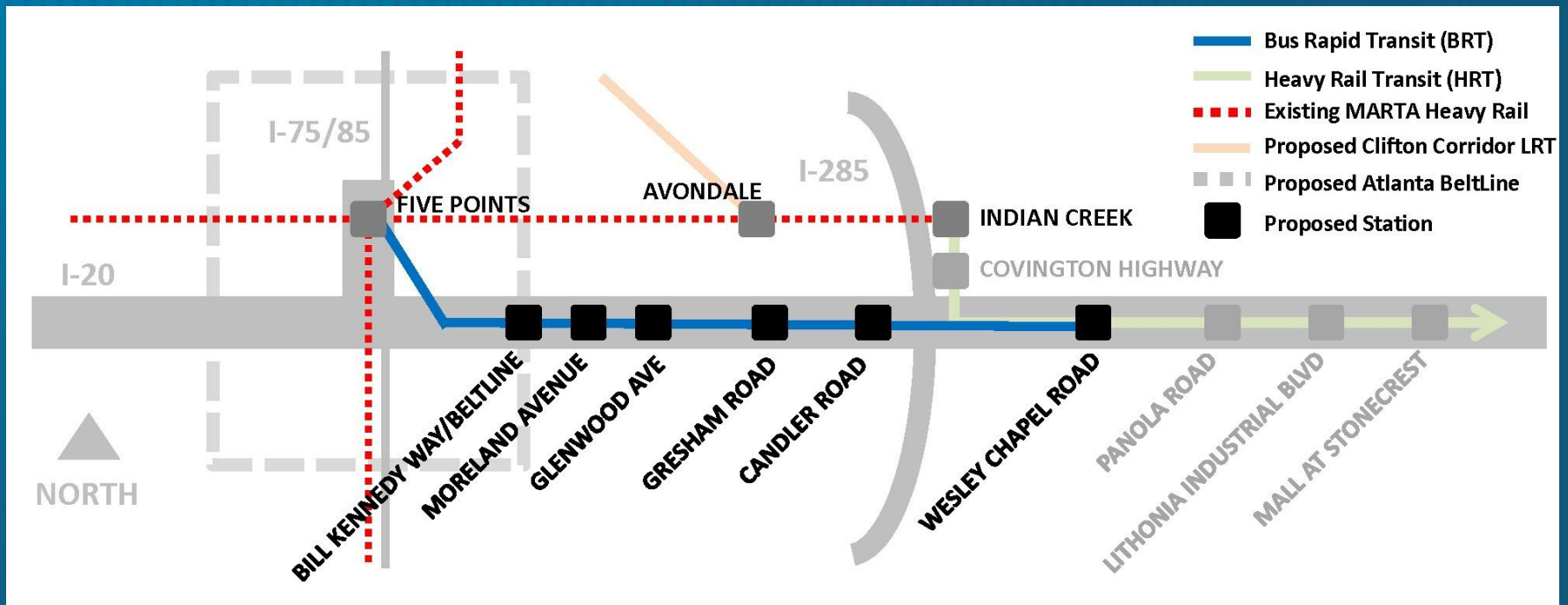




# Adopted LPA

## BRT Service

12.8 miles of new bus rapid transit (BRT) in HOV and general use lanes from Five Points Station  
Wesley Chapel Road







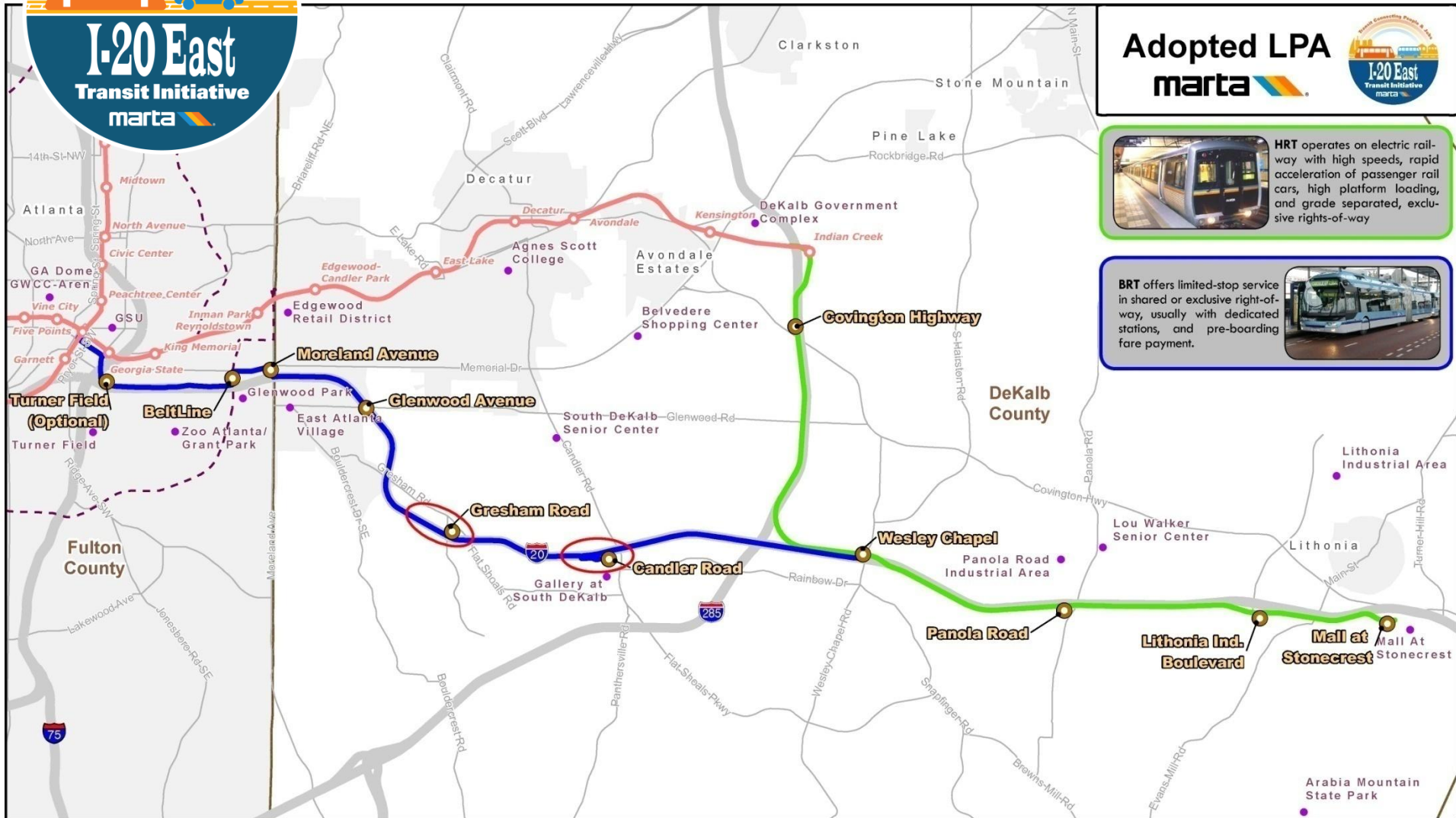
# Adopted LPA

**Adopted LPA**  
marta



**HRT** operates on electric railway with high speeds, rapid acceleration of passenger rail cars, high platform loading, and grade separated, exclusive rights-of-way

**BRT** offers limited-stop service in shared or exclusive right-of-way, usually with dedicated stations, and pre-boarding fare payment.



**Legend**

Heavy Rail Transit (HRT)  
(Exclusive Guideway)

Bus Rapid Transit (BRT)  
(in I-20 HOV/Managed Lanes)

New HOV/Transit Interchange

Proposed HRT/BRT Station

MARTA Station

MARTA Rail

Proposed Beltline

Interstate

Major Road

Point of Interest

City Boundary

County Boundary



Source: ARC, GDOT, TIB, ESRI and JACOBS  
This map is to be used for planning purposes only.



# Refinements to the LPA

## Refinements to HRT Component:

- Alignment changed from primarily aerial to subsurface alignment as well
- Alignment changed per input from GDOT
- Covington Highway Station location changed, alignment shifted to west side of I-285 to encourage redevelopment around station per DeKalb County input



# Refinements to the LPA

## HRT Extension

### Cost Estimates (2013 Dollars)

	<u>Adopted LPA</u>	<u>Refined LPA</u>
Capital Costs	\$1,661.3M	\$1,766.4M
Right-of-Way Costs	<u>\$ 90.0M</u>	<u>\$ 85.9M</u>
Total Project Cost	<b>\$1,751.3M</b>	<b>\$1,852.3M</b>
O&M Costs (Annual)	\$ 14.4M	\$ 14.4M





# Refinements to the LPA

## Refinements to BRT Component

- HOV interchanges at Gresham Road and Candler Road better defined per GDOT input
- BRT station at Moreland Avenue added
- Routing into downtown Atlanta determined



# Refinements to the LPA

## BRT Service

### Cost Estimates (2013 Dollars)

	<u>Adopted LPA</u>	<u>Refined LPA</u>
Capital Costs	\$ 268.3M	\$ 93.2M
Right-of-Way Costs	<u>\$ 20.4M</u>	<u>\$ 27.0M</u>
Total Project Cost	<b>\$ 288.7M</b>	<b>\$ 120.2M</b>
O&M Costs (Annual)	\$ 3.6M	\$ 3.6M



# Environmental Review Process



# Environmental (NEPA) Studies

## HRT Extension Environmental Impact Statement (EIS)

- EIS is required for the new construction or extension of fixed rail transit facilities
- EIS is required for any major federal action that may significantly affect the environment
- Results in a Record of Decision (ROD)



# EIS Study Area



HRT operates on electric rail-way with high speeds, rapid acceleration of passenger rail cars, high platform loading, and grade separated, exclusive rights-of-way







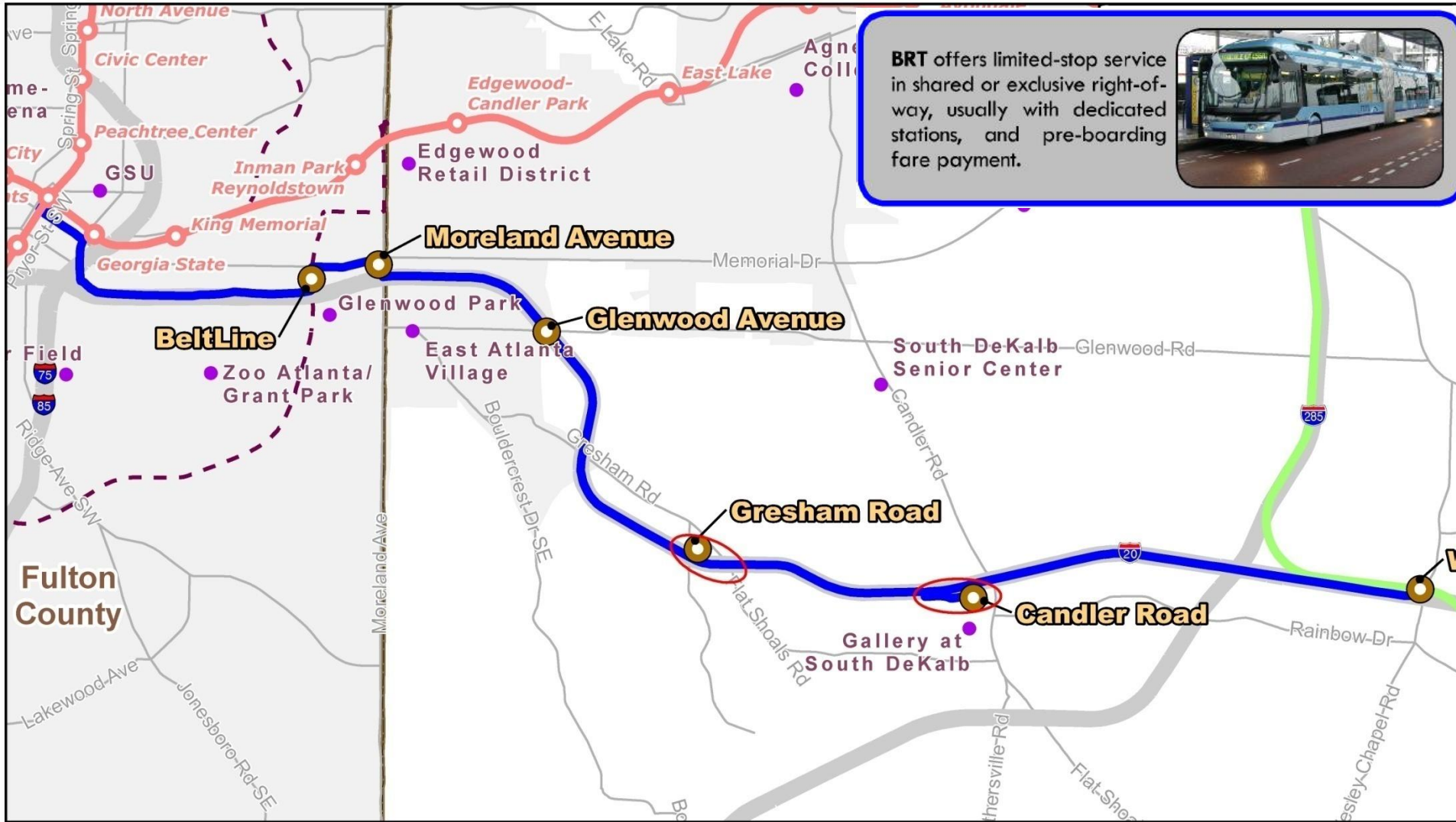
# Environmental (NEPA) Studies

## BRT Service Environmental Assessment (EA)

- EA is used to determine if an EIS is necessary
- If there is no significant effect to the environment, a Finding of No Significant Impact (FONSI) results



# EA Study Area

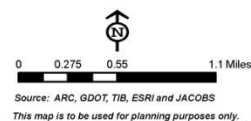


BRT offers limited-stop service in shared or exclusive right-of-way, usually with dedicated stations, and pre-boarding fare payment.



## Legend

- Heavy Rail Transit (HRT) (Exclusive Guideway)
- Bus Rapid Transit (BRT) (in I-20 HOV/Managed Lanes)
- MARTA Station
- MARTA Rail
- Point of Interest
- Interstate
- Major Road
- City Boundary
- County Boundary
- New HOV/Transit Interchange
- Potential HRT/BRT Station
- - - Proposed Beltline





# Preliminary Environmental Findings



# Transportation Effects

## Peak Hour Travel Times in Minutes – HRT Extension

Station Location	Automobile Travel Time From Downtown (Minutes)		Transit Travel Time From Downtown (Minutes)	
	2010 PM Peak	2040 PM Peak	2040 PM No-Build	2040 PM Build
Wesley Chapel Road	33.3	62.3	66.4	<b>37.0</b>
Panola Road	40.4	79.3	81.3	<b>43.7</b>
Lithonia Industrial Boulevard	48.0	97.3	94.2	<b>46.4</b>
Mall at Stonecrest	50.1	104.3	101.8	<b>48.9</b>



# Transportation Effects

## Peak Hour Travel Times in Minutes – BRT Service

Station Location	Automobile Travel Time From Downtown (Minutes)		Transit Travel Time From Downtown (Minutes)	
	2010 PM Peak	2040 PM Peak	2040 PM No-Build	2040 PM Build
Moreland Avenue	13.3	28.1	26.1	<b>25.7</b>
Glenwood Avenue	15.1	33.1	29.4	<b>28.9</b>
Gresham Road	21.4	43.4	41.0	<b>39.6</b>
Candler Road	29.1	51.5	51.7	<b>49.6</b>





# Transportation Effects

## Ridership by Station - HRT Extension

Station Location	Daily Boardings
Covington Highway	2,857
Wesley Chapel Road	4,172
Panola Road	5,199
Lithonia Industrial Boulevard	2,989
Mall at Stonecrest	8,106
Entering From Existing Stations	21,790
<b>Total Ridership</b>	<b>45,113</b>



# Transportation Effects

## Ridership by Station – BRT Service

Station Location	Daily Boardings
Wesley Chapel Road	940
Candler Road	5,654
Gresham Road	1,031
Glenwood Avenue	1,142
Moreland Avenue	363
BeltLine/Bill Kennedy Way	1,377
Five Points	5,915
<b>Total Ridership</b>	<b>16,442</b>



# Environmental Effects

	<b>No Build Alternative</b>	<b>EA Build Alternative – BRT Service</b>	<b>EIS Build Alternative – HRT Extension</b>
<b>Neighborhoods, Community Facilities, and Environmental Justice</b>	None	Minor Impacts to Neighborhoods and Community Facilities  No Negative EJ Impacts	Minor Impacts to Neighborhoods and Community Facilities  No Negative EJ Impacts
<b>Acquisitions and Displacements</b>	None	- 63 property acquisitions  - 30 displacements - 28 business - 2 residential	- 99 property acquisitions  -128 displacements - 42 business - 86 residential



# Environmental Effects

	No Build Alternative	EA Build Alternative – BRT Service	EIS Build Alternative – HRT Extension
Noise & Vibration	None	No Noise or Vibration Impacts	<p><b>Moderate noise impacts to:</b></p> <ul style="list-style-type: none"> <li>- 39 multi-family structures</li> <li>- 34 single family</li> </ul> <p><b>Severe noise impacts to:</b></p> <ul style="list-style-type: none"> <li>- 1 medical facility</li> <li>- 1 condominium</li> <li>- 3 hotels</li> </ul> <p>No Vibration Impacts</p>



# Environmental Effects

	<b>No Build Alternative</b>	<b>EA Build Alternative – BRT Service</b>	<b>EIS Build Alternative – HRT Extension</b>
<b>Wetlands/ Streams/ Other Waters of the US</b>	None	<p>Would impact approximately:</p> <ul style="list-style-type: none"> <li>- 76' of stream, and</li> <li>- 46' ephemeral channel (wet weather ditch)</li> </ul> <p>These impacts do not require a Section 404 Permit.</p>	<p>Would impact approximately:</p> <ul style="list-style-type: none"> <li>- 1,724' of stream,</li> <li>- 0.29 acre of wetland,</li> <li>- 0.40 acre of ephemeral channel (wet weather ditch)</li> </ul> <p>- 0.004 acre of open water.</p> <p>These impacts will require a Section 404 Individual Permit and purchase of mitigation credits for unavoidable impacts.</p>





# Environmental Effects

	<b>No Build Alternative</b>	<b>EA Build Alternative – BRT Service</b>	<b>EIS Build Alternative – HRT Extension</b>
<b>History and Archeology Resources</b>	None.	No impacts to historic properties.	Would affect, but have no adverse effect on historic properties.
<b>Wildlife and Habitat</b>	None	Project would not permanently impact wildlife or threatened and endangered species or their habitat within the study area	Project would not permanently impact wildlife or threatened and endangered species or their habitat within the study area
<b>Land Use</b>	None	35.4 acres converted to transportation use	121.5 acres converted to transportation use



# Environmental Effects

	<b>No Build Alternative</b>	<b>EA Build Alternative – BRT Service</b>	<b>EIS Build Alternative – HRT Extension</b>
<b>Visual and Aesthetic Impacts</b>	None.	Minimal to Moderate Visual Impacts	Minimal to Moderate Visual Impacts



# Visual Effects – BRT Service

## BeltLine/Bill Kennedy Way BRT Station

Before



After





# Visual Effects – BRT Service

## Gresham Road BRT Station

Before



After







# Visual Effects – HRT Ext

## Wesley Chapel Road HRT Station

Before



After







# Visual Effects – HRT Ext

## HRT Extension Adjacent to I-285

Before



After





# Visual Effects – HRT Ext

## Potential Mitigation Options

- Mitigation strategies include tree replacement, landscaping, and the installation of other natural visual buffers.

Before



After





# Schedule: Next Steps

Document  
Submittal to  
FTA

Public Hearing

Finding of No Significant  
Impact (FONSI)

EA

August 2013

December 2013

April 2014

Document  
Submittal to  
FTA

Public Hearing

Preparation of Final EIS  
(FEIS)

Record of  
Decision  
(ROD)

EIS

August 2013

December 2013

2015

# Preliminary Environmental Effects



Subject	No Build Alternative	EA Build Alternative – BRT Service	EIS Build Alternative – HRT Extension
Neighborhoods, Community Facilities, & Environmental Justice	None	Minor Impacts to Neighborhoods and Community Facilities  No Negative EJ Impacts	Minor Impacts to Neighborhoods and Community Facilities  No Negative EJ Impacts
Acquisitions & Displacements	None	- 63 property acquisitions  - 30 displacements - 28 business - 2 residential	- 99 property acquisitions  -128 displacements - 42 business - 86 residential
Noise & Vibration	None	No Noise or Vibration Impacts	Moderate noise impacts to: - 39 multi-family structures - 34 single family residences  Severe noise impacts to: - 1 medical facility - 1 condominium - 3 hotels  No Vibration Impacts
Wetlands, Streams & Other Waters of the US	None	Would impact approximately: - 76' of stream, and - 46' ephemeral channel (wet weather ditch)  Would not require a Section 404 Permit.	Would impact approximately: - 1,724' of stream, - 0.29 acre of wetland, - 0.40 acre of ephemeral channel (wet weather ditch) - 0.004 acre of open water.  Would require a Section 404 Individual Permit and purchase of mitigation credits for unavoidable impacts.
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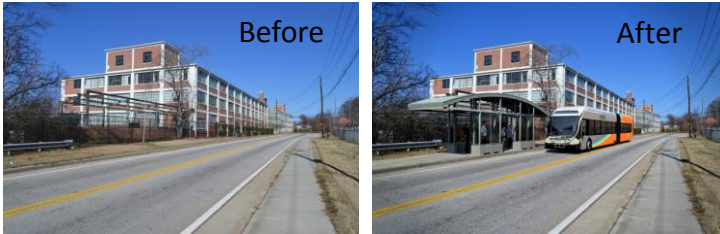


# Visual Impacts



## BRT Service

**BeltLine/Bill Kennedy Way BRT Station**



**Gresham Road BRT Station**



**Candler Road BRT Station**



## HRT Extension

**Wesley Chapel Road HRT Station**



**HRT Extension Adjacent to I-285**



**HRT Extension Adjacent to I-285**



## Mitigation Techniques

Mitigation techniques include tree replacement, landscaping, and the installation of other natural visual buffers.

**HRT Extension  
Adjacent to I-285**



**HRT Extension  
Adjacent to I-285**



Renderings of likely visual impacts only; subject to change with further engineering.

# Transportation Effects – HRT Extension



## Corridor Travel Times

(2040 PM Peak Hour Travel Times from Downtown in Minutes)

Station Location	Automobile	Using Current Transit Service – No HRT Extension	Using HRT Extension
Wesley Chapel Road	62.3	66.4	<b>37.0</b>
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