Next Steps: Tier 2 Analysis

The Tier 2 Analysis will include an evaluation of best performing alignment alternatives from the Tier 1 Analysis. Based on the preliminary evaluation of Tier 1 Alternatives, the Tier 2 Analysis will evaluate six alternatives, each made up of an alignment and a transit technology. An overview of the transit technologies is presented at left. The Tier 2 Alternatives are described below.

HRT1, LRT1, and BRT1 would follow the same general alignment, utilizing differing technologies. HRT1 would originate just south of Garnett Station, travel south to I-20, and then travel parallel to I-20 to Mall at Stonecrest. LRT1 and BRT1 would utilize a tramway between Garnett and Five Points Stations. These alternatives are comprised of the Direct Connection into Downtown Atlanta (Mainline Alternative 1) in combination with the Connection to Garnett and Five Points Stations (Downtown Connectivity Alternative 2).

HRT2 would follow the Beltline from North Avenue Station to I-20, then travel parallel to I-20 to Mall at Stonecrest, utilizing HRT technology. This alternative combines the Direct Connection into Downtown Atlanta (Mainline Alternative 1) with the Connection to Beltline (Downtown Connectivity Alternative 2).

LRT2 would follow the Beltline from North Avenue Station to I-20, travel parallel to I-20 to Mall at Stonecrest, utilizing LRT technology. This alternative is Mainline Alternative 2 from the Tier 1 Analysis.

HRT3 would be an extension of Edgewood–Candler Park Station, travel in a tunnel to I-20, then travel parallel to I-20 to Mall at Stonecrest, utilizing HRT technology. This alternative is Mainline Alternative 3 from the Tier 1 Analysis.

HRT4 would be an extension of the east-west MARTA line from Indian Creek Station. From that station, it would travel south parallel to I-20, then east parallel to I-20 to Mall at Stonecrest, utilizing HRT technology. In addition, HRT4 would serve I-20 inside the Perimeter. This alternative was the Extension from Indian Creek (Mainline Alternative 4) in Tier 1 Screening.

SAC
Meeting
Day
Location
SAC
May 9
South DeKalb Mall
SAC
May 12
DeKalb Medical Center
TAC
May 11
MARTA Headquarters
Public meetings
May 3
GreenForest Baptist Church Fellowship Hall
May 4
GreenForest Baptist Church Fellowship Hall
May 5
GreenTrees Atlanta
May 6
Trees Atlanta

Tier 1 Analysis

The I-20 East Transit Initiative has just completed its Tier 1 Analysis, which evaluated all stakeholder-identified alignment alternatives. There were three types of alignment alternatives considered:

Mainline Alignment Alternatives were evaluated to determine the best overall connections between the Mall at Stonecrest and the central Atlanta area.

Downtown Connectivity Alternatives were evaluated to determine the best connection into central Atlanta.

Stakeholder and Public Outreach

The I-20 Transit Initiative has been working with its Stakeholder Advisory Committee (SAC), Technical Advisory Committee (TAC), and the public to review Tier 1 Alternatives. At the committee and public meetings, the project team presented the alignments that would be evaluated in the Tier 1 Analysis and gave an overview of the tiered evaluation process. Attendees were asked to vote, using a wireless keypad, on their preferred alignment alternatives. Their votes were tallied and presented at the meeting. The committee members were also asked to provide input on the identified station locations. Meeting details are presented in the table below.

To reach a wider segment of the public, the study team launched an online survey that asked the same questions that we asked at our meetings. The survey could be accessed from the project’s website and Facebook page. During the month the survey was accessible, 926 people submitted responses.

Survey responses and comments were taken into account in the Tier 1 Analysis and results are included in this newsletter.

At the next round of public meetings, the I-20 study team will present the results of Tier 1 Analysis and give an update on Tier 2 progress. Come out to our upcoming Open House, or stop by our Kiosks. For details about public meetings or online surveys, check our website or Facebook page! Our website is listed on the back page of this newsletter.

Contact Us

The study team would like to hear from you. If you have comments, questions, or ideas regarding this study, please contact the project manager listed below.

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Atlanta, GA 30324
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Transit Technologies

Bus Rapid Transit (BRT) offers limited-stop service that relies on technology to help speed up travel. BRT operates in shared or exclusive right-of-way. This service usually has designated stations, pre-boarding fare payment, and is separated from normal traffic.

Light Rail Transit (LRT) consists of passenger rail cars powered by overhead catenaries. Operating individually or in short trains, service is usually on fixed rails in exclusive right-of-way. LRT and streetcar service can occasionally operate in shared traffic.

Heavy Rail Transit (HRT) operates on an electric railway, and is characterized by high speeds, rapid acceleration of passenger rail cars, high platform loading, and grade separated right-of-way from which all other vehicular and foot traffic are excluded.
Mainline and Panola Road Alternatives

Tier 1 Analysis considered three Mainline Alternatives, or alignments that would connect riders from the Mall at Stonecrest to central Atlanta. Mainline Alternatives can be found in the map below.

Mainline Alternative 1—Parallel I-20 Alignment (shown in green) would run adjacent to I-20 from the Mall at Stonecrest to downtown Atlanta and, when paired with a Downtown Connectivity Alternative, has the potential to connect to the MARTA rail system at various locations in central Atlanta.

Stations along this alignment include Mall at Stonecrest, Panola Road, Wesley Chapel Road, Candler Road, Glenwood Park/Beltline and Turner Field.

Mainline Alternative 2—Connection to Edgewood Station Alignment (red) would run adjacent to I-20 from the Mall at Stonecrest and diverge from I-20 near Dinwiddie Avenue. It would travel north through the Kirkwood Neighborhood and connect to the MARTA east-west line just east of the Edgewood/Candler Park station. This alignment is only being considered as a tunnel.

This alignment would include stations at Mall at Stonecrest, Panola Road, Wesley Chapel Road, Candler Road and Gresham Road.

Mainline Alternative 3—Heavy Rail Extension from Indian Creek Alignment (yellow) would extend the east-west MARTA rail line. It would extend south adjacent to I-20 and then east adjacent to I-20 to the Mall at Stonecrest. Stations along this alignment include Mall at Stonecrest, Panola Road, Wesley Chapel Road, and Greshaming Highway.

The Tier 1 Analysis also considered two sub-alignments in the vicinity of Panola Road. These alternatives were considered in order to determine how to best serve the residents and businesses along the I-20 alignment. The Panola Road Alternatives can be found in the map below.

The Parallel I-20 Sub-Alinement (shown in green) would run parallel to I-20 and would be within an exclusive right-of-way. This sub-alignment would feature a station at the Panola Road and I-20 interchange.

Snapper Rock Woods Drive Sub-Alinement (shown in pink) would deviate from I-20 between the Wesley Chapel Road and Panola Road Interchanges and follow Snapper Rock Woods Drive until it connects back to the Parallel I-20 Alignment east of DeKalb Medical Parkway. This sub-alignment would operate on-street in mixed traffic. Stations would be at Panola Road at Snapper Rock Woods Drive and at DeKalb Medical Center—Hillside.

Downtown Connectivity Alternatives

All of the eight Downtown Connectivity Alternatives examined in Tier 1 Analysis would originate at I-20.

Alternative 1 — Connection to King Memorial Station via Memorial Drive (shown in navy blue) would follow Bill Kennedy Way north to Memorial Drive, continue west, then head east along Grant Street before connecting to the King Memorial Transit Station.

Alternative 2 — King Memorial Station and Downtown via Streetcar (very blue dots) would follow the same alignment as Downtown Connectivity Alternative 1 to King Memorial, and then continue north along Grant Street/Willard Street to Edgewood, where it enters the Atlanta Streetcar alignment to connect with the Peachtree Center MARTA Station. This alternative would operate on-street in mixed traffic.

Alternative 3 — King Memorial via Hill Street (green) would diverge from I-20 at Hill Street and run north along Hill Street before diverging onto exclusive right-of-way and connecting with the King Memorial Station.

Alternative 4 — Downtown via Streetcar (green dots) would head north from I-20 along Hill Street, then tie into the Atlanta Streetcar alignment at Edgewood Avenue.

Alternative 5 — Garret and Five Points (yellow) would exit the I-20 right-of-way at Hill Street and travel along Glenwood Avenue/Fulton Street, and then turn north at Windsor Street to Garret Station, and continue along Broad Street to terminate at the Five Points Station.

Alternative 6 — Multi-Modal Passenger Terminal/Five Points (navy blue) would be almost identical to Alternative 5, but would continue on Windsor Street/Spring Street, bypassing the Garret Station and tying into the proposed Multi-Modal Passenger Terminal, which would have a direct connection into the Five Points Station.

Alternative 7 — West End Station/Atlanta University Station/Asbury (red) would travel west along Glenwood Avenue/Fulton Street, south along Capitol Avenue, west along Ralph David Abernathy Boulevard/Conner Street, and then north along Joseph Lowery Boulevard to the Asbury MARTA Station.

Alternative 8 — Iman Park Station and Midtown via Beltline (light blue) would travel north along Bill Kennedy Way, and then follow the proposed Beltline alignment east of Five Points of Interest.

Mainline and Panola Road Area Alternatives

Tier 1 Analysis considered three Mainline Alternatives, or alignments that would connect riders from the Mall at Stonecrest to central Atlanta. Mainline Alternatives can be found in the map below.

Mainline Alternative 1—Parallel I-20 Alignment (shown in green) would run adjacent to I-20 from the Mall at Stonecrest to downtown Atlanta and, when paired with a Downtown Connectivity Alternative, has the potential to connect to the MARTA rail system at various locations in central Atlanta.

Stations along this alignment include Mall at Stonecrest, Panola Road, Wesley Chapel Road, Candler Road, Glenwood Park/Beltline and Turner Field.

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Online Survey Results

The Downtown Connectivity Alternative that you feel is most appropriate to provide improved transit service to the I-20 East Corridor is...

Alternative 1 — Multi-Modal Passenger Terminal/Five Points (shown in navy blue) would follow Bill Kennedy Way north to Memorial Drive, continue west, then head east along Grant Street before connecting to the King Memorial Transit Station.

Alternative 2 — King Memorial Station and Downtown via Streetcar (very blue dots) would follow the same alignment as Downtown Connectivity Alternative 1 to King Memorial, and then continue north along Grant Street/Willard Street to Edgewood, where it enters the Atlanta Streetcar alignment to connect with the Peachtree Center MARTA Station. This alternative would operate on-street in mixed traffic.

Alternative 3 — King Memorial via Hill Street (green) would diverge from I-20 at Hill Street and run north along Hill Street before diverging onto exclusive right-of-way and connecting with the King Memorial Station.

Alternative 4 — Downtown via Streetcar (green dots) would head north from I-20 along Hill Street, then tie into the Atlanta Streetcar alignment at Edgewood Avenue.

Alternative 5 — Garret and Five Points (yellow) would exit the I-20 right-of-way at Hill Street and travel along Glenwood Avenue/Fulton Street, and then turn north at Windsor Street to Garret Station, and continue along Broad Street to terminate at the Five Points Station.

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