



I-20 East Transit Initiative

Public Information Meetings

October 4th and 6th, 2011



Evaluation of Transit Alternatives

- Six final alternatives to be evaluated
- Includes evaluation of alignments and transit technologies
 - Bus Rapid Transit (BRT)
 - Light Rail Transit (LRT)
 - Heavy Rail Transit (HRT)
- The result of this evaluation will be the Locally Preferred Alternative (LPA)



Tier 2 Alternatives

Transit Technologies Evaluated



Heavy Rail Transit (HRT)

Heavy Rail Transit (HRT)

- High speed, very high capacity
- Grade-separated rights-of-way
- Electric railway and/or overhead catenary wires
- More expensive to construct than LRT, BRT





Light Rail Transit (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





Bus Rapid Transit (BRT)

Bus Rapid Transit (BRT)

- Rivals rail speeds
- Operates in exclusive or shared rights-of-way
- Less expensive to construct and operate than rail, but lower capacity



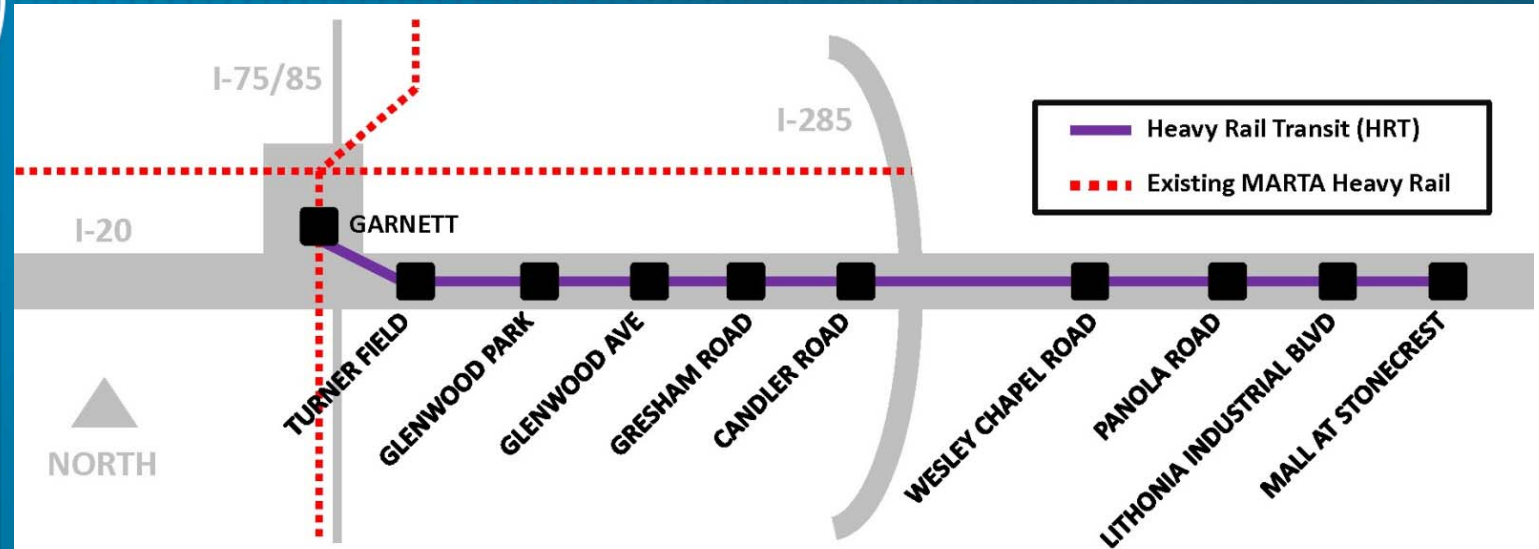


Tier 2 Alternatives

Six Final Alternatives For Consideration

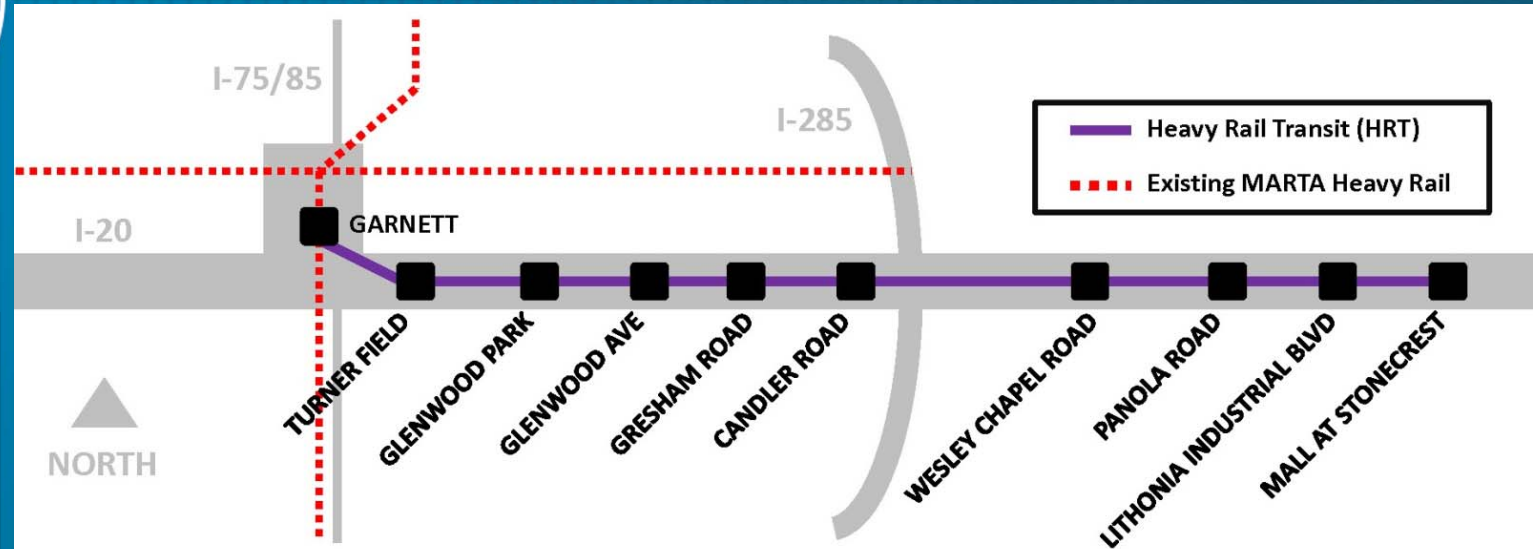


Heavy Rail Transit I (HRT I)



- Heavy rail transit serving stations along I-20 between the Mall at Stonecrest and downtown Atlanta
- Ties into the MARTA rail network just south of Garnett station
- Serves all existing stations on the MARTA north-south line between the Garnett and Lindbergh Center stations.

HRT I



- Project Length: 19.2 miles
- Total Capital and ROW Costs: \$3.227B
- Total Annual Operating Costs: \$35.2M
- Projected Daily Boardings: 41,900
- Travel Time from Stonecrest to 5-Points Station: 36 minutes
- # of Displacements: 40



HRTI

Advantages

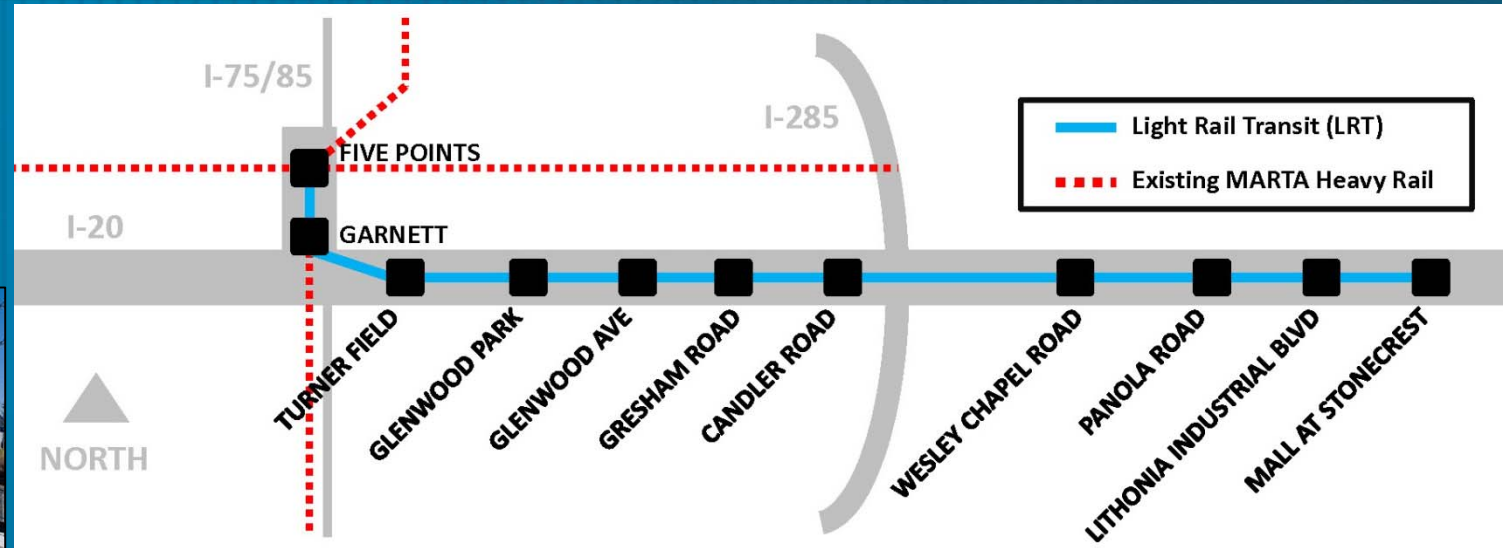
- Attracts the most riders
- Single seat ride to all existing stations along the north-south line in Downtown and Midtown Atlanta
- Serves Turner Field
- Would utilize existing heavy rail vehicles & maintenance facilities

Disadvantages

- Most expensive alternative
- Within City of Atlanta, alignment is in close proximity to existing MARTA rail service
- High number of displacements
- Longer implementation timeline due to high cost & construction limitations along I-20 inside the Perimeter
- Not likely to serve areas outside I-285 in first implementation phase



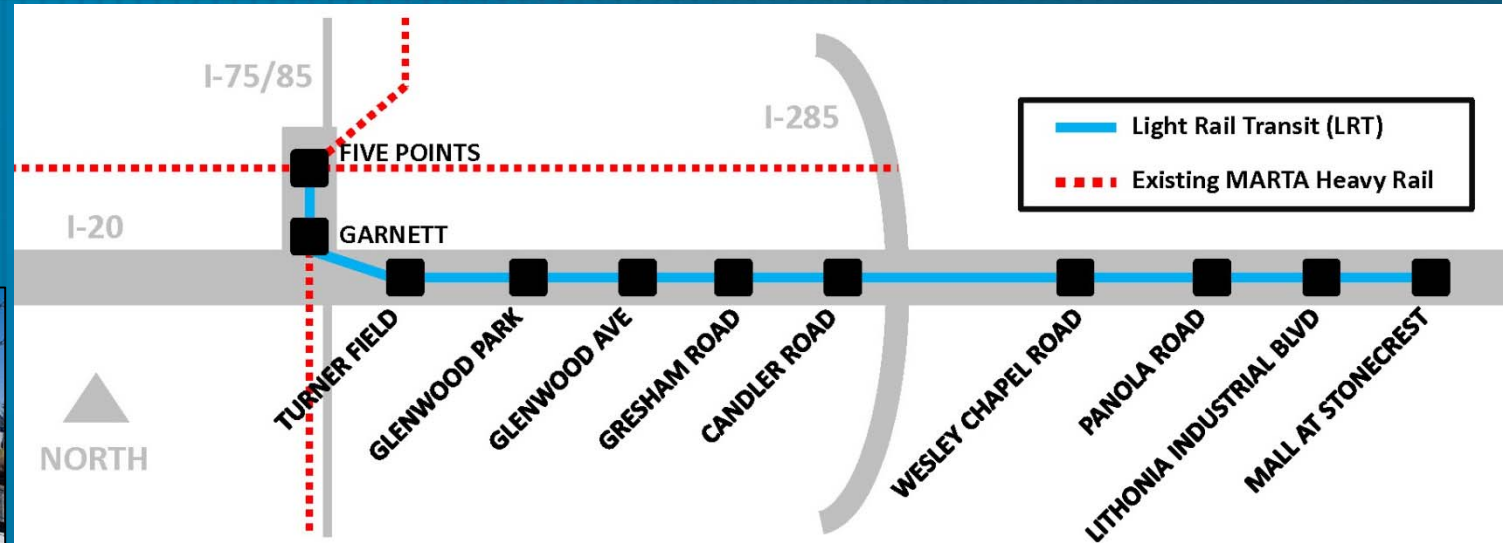
Light Rail Transit I (LRTI)



- Light rail transit serving stations along I-20 between the Mall at Stonecrest and downtown Atlanta
- Provides connections to existing Garnett and Five Points Stations



LRT I



- Project Length: 19.6 miles
- Total Capital and ROW Costs: \$2.700B
- Total Annual Operating Costs: \$10.4M
- Projected Daily Boardings: 33,300
- Travel Time from Stonecrest to 5-Points Station: 36 minutes
- # of Displacements: 40



LRT I

Advantages

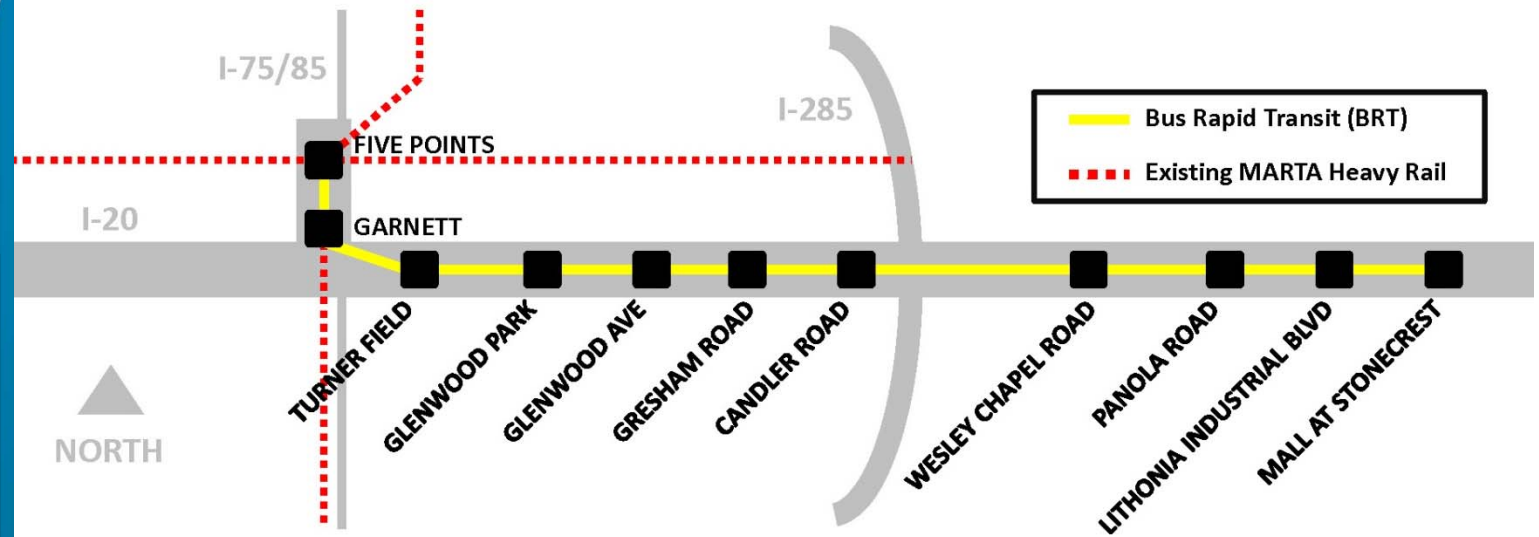
- Attracts second most riders
- Serves Turner Field
- Less expensive to implement than HRT1

Disadvantages

- Within City of Atlanta, alignment is in close proximity to existing MARTA rail service
- High number of displacements
- Longer implementation timeline due to high cost & construction limitations along I-20 inside the Perimeter
- Not likely to serve areas outside I-285 in first implementation phase
- Would require 25-35 acre maintenance facility within corridor



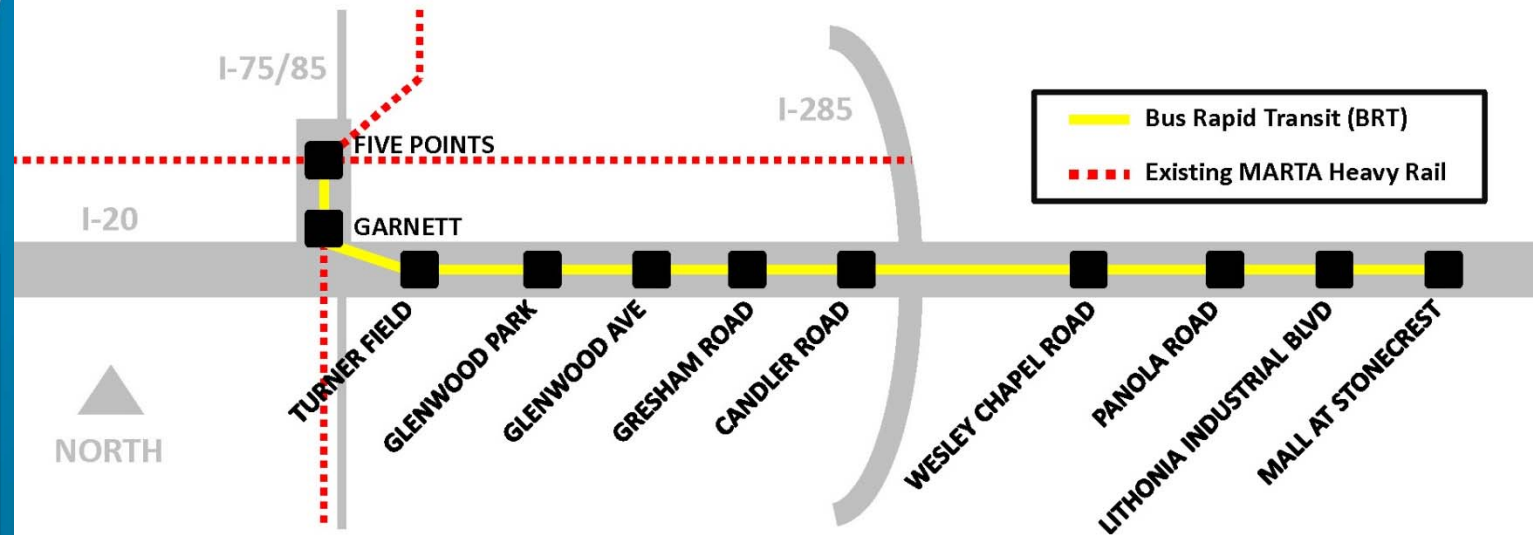
Bus Rapid Transit I (BRTI)



- Bus rapid transit serving stations along I-20 between the Mall at Stonecrest and downtown Atlanta
- BRT would operate in a dedicated busway adjacent to I-20
- Provides connections to existing Garnett and Five Points Stations



BRT I



- Project Length: 19.6 miles
- Total Capital and ROW Costs: \$2.111B
- Total Annual Operating Costs: \$6.4M
- Projected Daily Boardings: 27,700
- Travel Time from Stonecrest to 5-Points Station: 37 minutes
- # of Displacements: 40



BRT I

Advantages

- Second least expensive alternative
- Serves Turner Field
- Would utilize existing MARTA bus maintenance facilities

Disadvantages

- Within City of Atlanta, alignment is in close proximity to existing MARTA rail service
- High number of displacements
- Longer implementation timeline due to construction limitations along I-20 inside the Perimeter
- Attract the second fewest riders



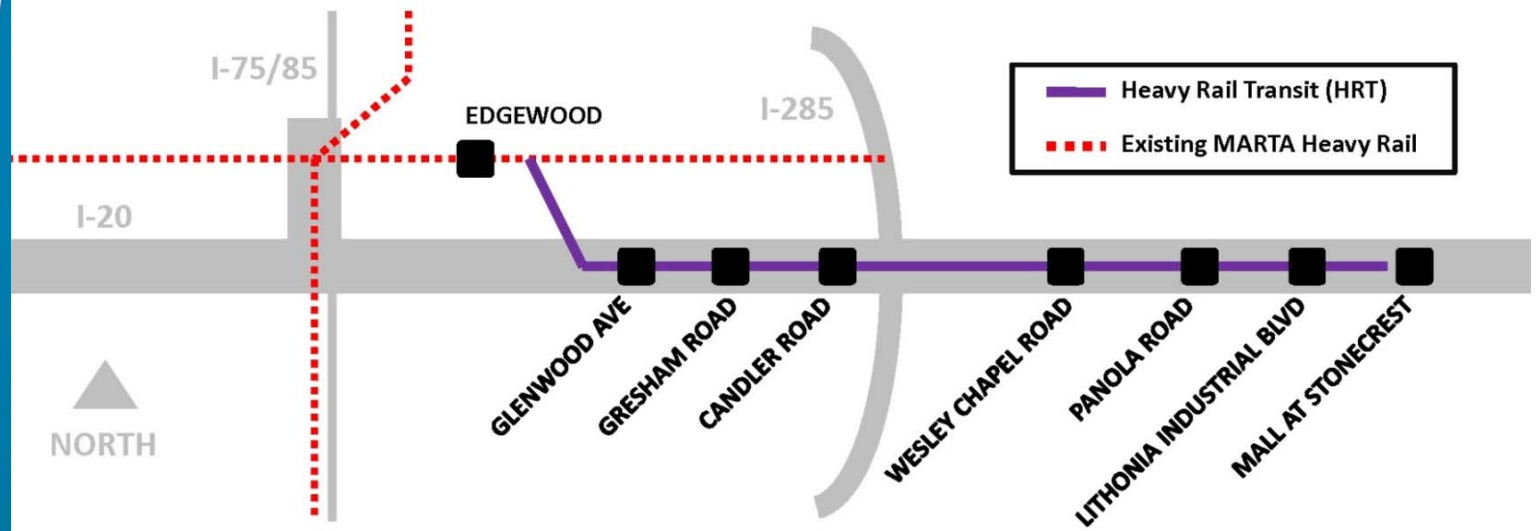
Heavy Rail Transit 2 (HRT2)



- Heavy rail transit serving stations between the Mall at Stonecrest and downtown Atlanta
- Operates next to I-20 to Glenwood Avenue then runs north in a tunnel to a connection with the existing MARTA east-west rail line
- Would connect to the MARTA east-west rail line between Edgewood/Candler Park and East Lake stations



HRT2



- **Project Length:** 18.2 miles
- **Total Capital and ROW Costs:** \$2.675B
- **Total Annual Operating Costs:** \$23.8M
- **Projected Daily Boardings:** 32,200
- **Travel Time from Stonecrest to 5-Points Station:** 39 minutes
- **# of Displacements:** 28



HRT2

Advantages

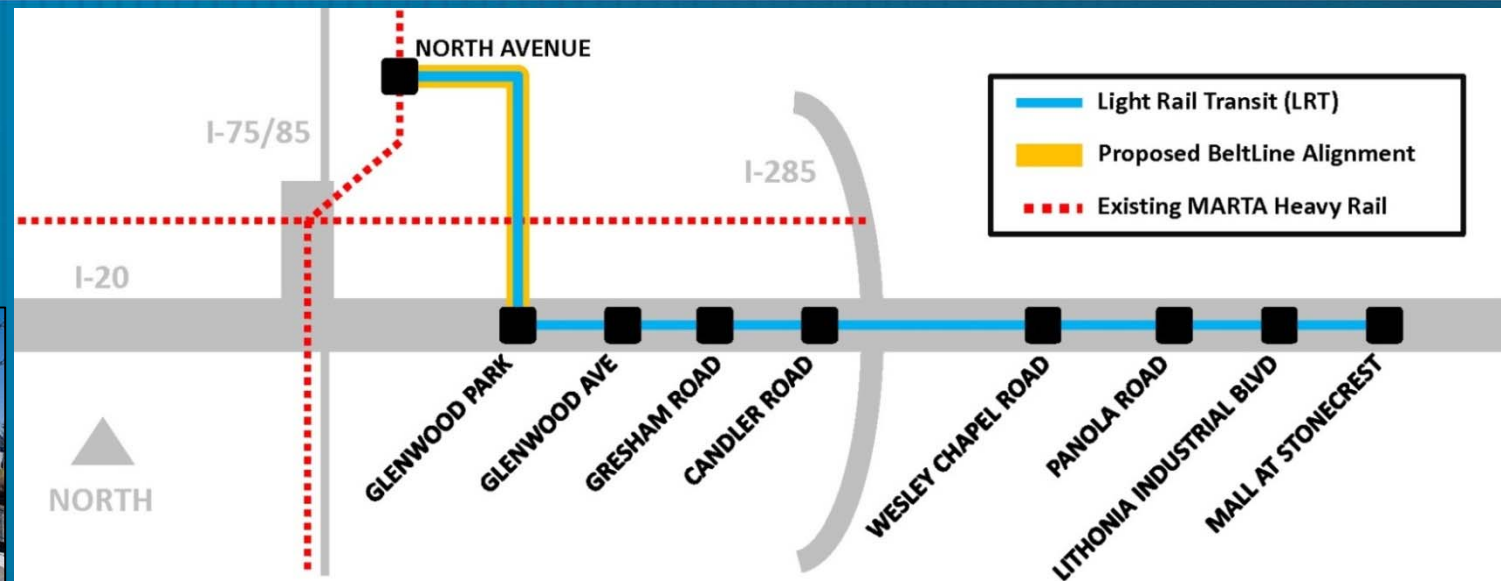
- Utilizes existing infrastructure to provide rapid transit service to central Atlanta
- Avoids redundant service within the City of Atlanta
- Would utilize existing heavy rail vehicles & maintenance facilities

Disadvantages

- Strong community opposition to alignment
- High number of displacements
- Longer implementation timeline due to high cost & complicated tunnel alignment
- Not likely to serve areas outside I-285 in first implementation phase



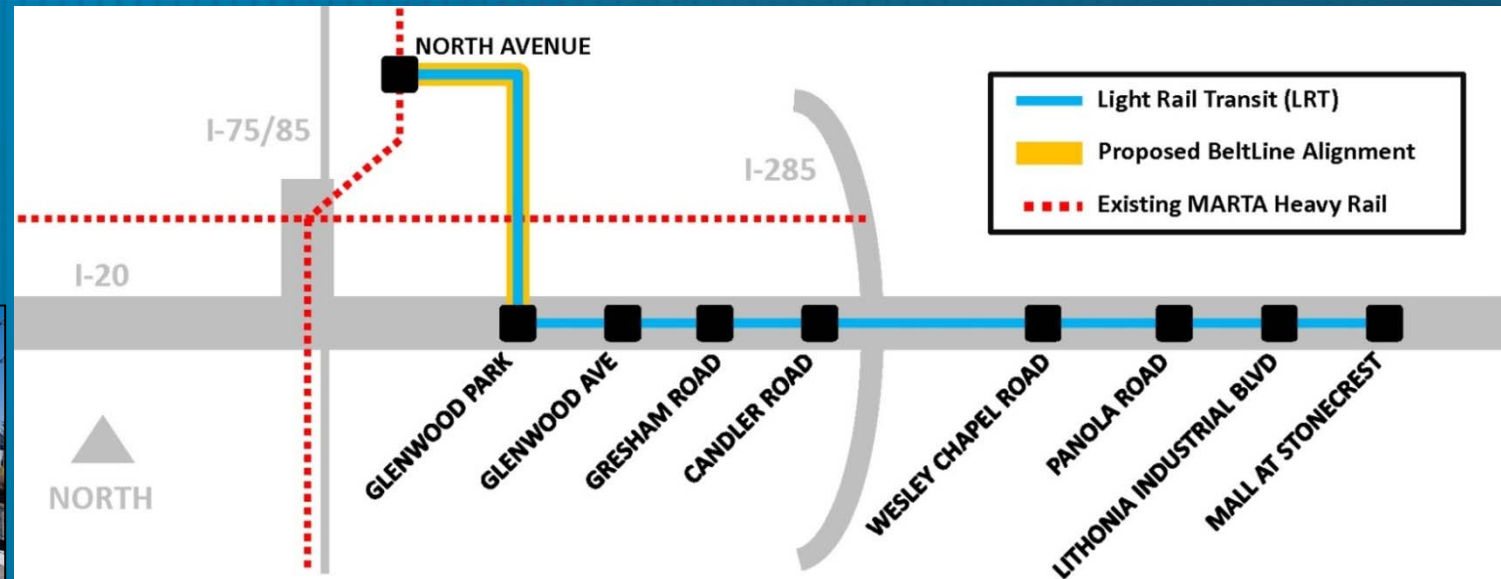
Light Rail Transit 2 (LRT2)



- Light rail transit serving stations between the Mall at Stonecrest and Midtown Atlanta
- Operates next to I-20 to Glenwood Park within the City of Atlanta then follows BeltLine alignment to existing North Avenue station.



LRT2



- **Project Length:** 20.3 miles
- **Total Capital and ROW Costs:** \$2.115B
- **Total Annual Operating Costs:** \$10.4M
- **Projected Daily Boardings:** 18,400
- **Travel Time from Stonecrest to 5-Points Station:** 54 minutes
- **# of Displacements:** 34



LRT2

Advantages

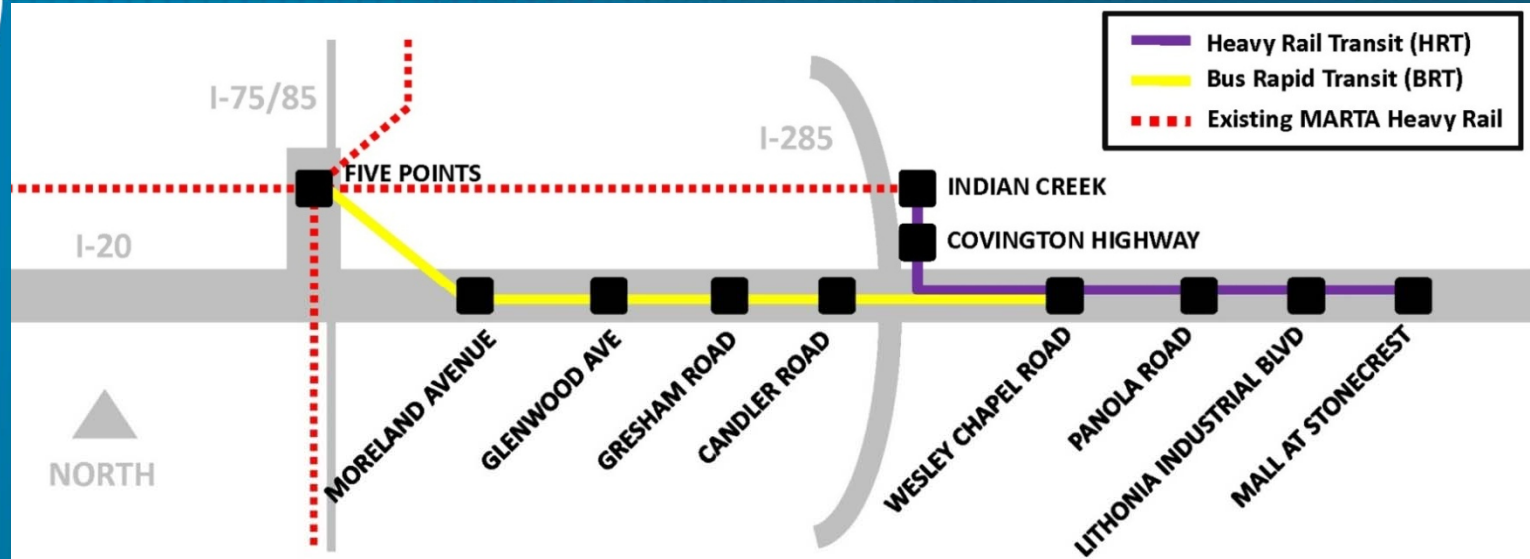
- Utilizes BeltLine alignment to provide connection to Midtown Atlanta
- Less expensive to implement than LRT1

Disadvantages

- Attracts the fewest riders
- Longest travel time due to operation on BeltLine alignment
- High number of displacements
- Would require 25-35 acre maintenance facility within corridor
- Longer implementation timeline due to tunnel alignment under CSX rail yard & construction limitations along I-20 inside the Perimeter
- Not likely to serve areas outside I-285 in first implementation phase

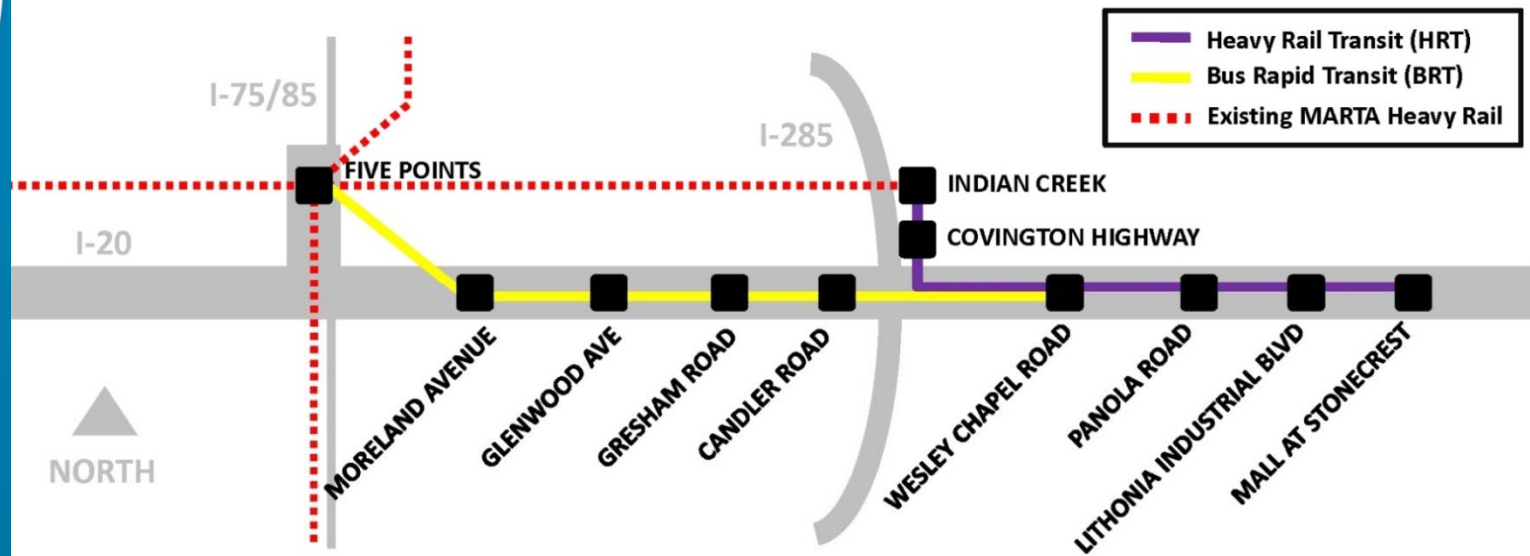


Heavy Rail Transit 3 (HRT3)



- Heavy rail transit from Mall at Stonecrest to downtown Atlanta along I-20, I-285, and the existing MARTA east-west rail line
- Would operate along I-20 and I-285 then connect to existing MARTA east-west rail line at Indian Creek Station
- Would operate as an express service along existing MARTA east-west line, serving limited stations
- Areas along I-20 inside the Perimeter would be served with BRT

HRT3



- Project Length:

HRT-	12.0 miles
BRT -	12.8 miles
- Total Capital and ROW Costs: \$1.780B
- Total Annual Operating Costs: \$18.0M
- Projected Daily Boardings: 28,700
- Travel Time from Stonecrest to 5-Points Station: 40 minutes
- # of Displacements: 10



HRT3

Advantages

- Least expensive alternative
- Lowest number of displacements
- Would serve areas outside I-285 with first phase of construction
- Avoids redundant service within the City of Atlanta
- Would utilize existing heavy rail vehicles & maintenance facilities
- Connects residents in South DeKalb County to Decatur (DeKalb Co. Seat), downtown Atlanta, and the proposed Clifton Corridor transit line to Emory/CDC

Disadvantages

- Would not provide rail service to areas along I-20 inside the Perimeter
- Would not serve Turner Field



Conclusion

- We need your input and feedback
- Please rate each alternative
- Questions?