

#### **IV. I-20 EAST CORRIDOR STUDY**

##### Project Sponsor

Metropolitan Atlanta Rapid Transit Authority (MARTA)

##### Project Type

Alternative Analysis

##### Project Team

URS Corporation



##### Purpose

Identify transit alternatives linking downtown Atlanta to the Stonecrest Mall in DeKalb County.

In the early stages of the project, the consulting team held various meetings to solicit information about transit options within the study area and specifically along the corridor and to inform the public about the AA study process and the alternatives (technologies and alignments) currently being considered. The public participated in a design charette to assist the study team in determining which alternatives did not support the project goals and objectives. Based on public input and technical analyses, twenty-eight (28) alternatives were reduced to eight (8) alternatives for further analysis. All eight alternatives will terminate at the Stonecrest Mall.

These alternatives were further refined based on four evaluation areas, which included environmental, land use, travel demand and mobility, and costs. As a result, a Bus Rapid Transit (BRT) alternative, operating in a dedicated busway from downtown Atlanta to the Mall at Stonecrest via I-20 was recommended as the Locally Preferred Alternative (LPA). The MARTA Board approved the recommendation in December 2004. However, the MARTA has yet to approve initiation of the Draft Environmental Impact Statement (DEIS), the next required step is before competing for New Starts Federal funding.

The I-20 East BRT has been incorporated into the Transit Planning Board Concept 3 Plan as a regional light rail line. In order to formalize the change of technology, MARTA needs to perform an update to the existing Alternatives Analysis along with a draft Environmental Impact Statement.

##### Occurrences during the third quarter of 2010

Stakeholder Advisory Committee meetings have begun and travel pattern assessments are being conducted in an effort to verify the technology and alignment from the previous study completed in 2004. The analysis will also be used to confirm the Purpose and Need for the project.

##### Next Steps

The first Technical Advisory Committee meeting will be held on October 1, 2010. Upon completion of this update and formal adoption of the revised locally preferred alternative, an environmental impact statement (EIS) will be developed. The EIS will be developed in partnership with the Federal Transit Administration over approximately 24-months.