



I-20 EAST TRANSIT INITIATIVE

Project Fact Sheet | November 2014

THE PROJECT

The Metropolitan Atlanta Rapid Transit Authority (MARTA) is undertaking the I-20 East Transit Initiative to study new public transportation service east into DeKalb County. The study area for the I-20 East Initiative extends east from downtown Atlanta to the Mall at Stonecrest in southeastern DeKalb County.

The project is intended to improve east-west mobility and improve accessibility to residential areas and employment centers along the I-20 corridor east of the City of Atlanta, provide convenient and efficient transit service to accommodate the increasing transit demands within the corridor, and support economic development and revitalization. Expanded transit service in the I-20 corridor will close an important gap in the MARTA system for the citizens of the City of Atlanta and south DeKalb County by providing a proximate and direct transit link to downtown Atlanta.

DID YOU KNOW?

The I-20 East BRT service is projected to carry 16,400 riders per day in 2040 from Wesley Chapel to downtown Atlanta. The I-20 East HRT extension is projected to carry over 19,000 new transit riders by 2040.

IMPLEMENTATION

The I-20 East Transit Initiative was initiated in 2010 with a Detailed Corridor Analysis (DCA), which built upon previous planning work undertaken in the corridor. The DCA involved a two-tier screening process to evaluate alternatives and resulted in the April 2012 adoption by the MARTA Board of Directors of a Locally Preferred Alternative (LPA) consisting of two projects: 1) new Bus Rapid Transit (BRT) service operating between the MARTA Five Points rail station along I-20 to a new transit station at Wesley Chapel Road; and 2) an extension of the MARTA rail system from the Indian Creek Station south to Wesley Chapel Road and east to a new station at the Mall at Stonecrest. MARTA proposes to implement the LPA in phases, with BRT constructed first followed by the Heavy Rail Transit (HRT) extension project.

Since Fall 2012, MARTA has been performing environmental analyses of the two projects. The schedule for completion of the two reviews is presented below. MARTA is working with the Federal Transit Administration (FTA) to explore the possibility of obtaining up to 50% of the capital costs of the project through its Capital Investment Grant program. Alternative funding strategies are also being explored by MARTA, including the potential for public-private partnerships and alternative project delivery methods.

ENVIRONMENTAL AND PLANNING PROCESS: NEXT STEPS

Below are the timelines of upcoming project milestones moving forward with the environmental and planning efforts for the BRT and HRT projects.

Bus Rapid Transit Environmental Assessment

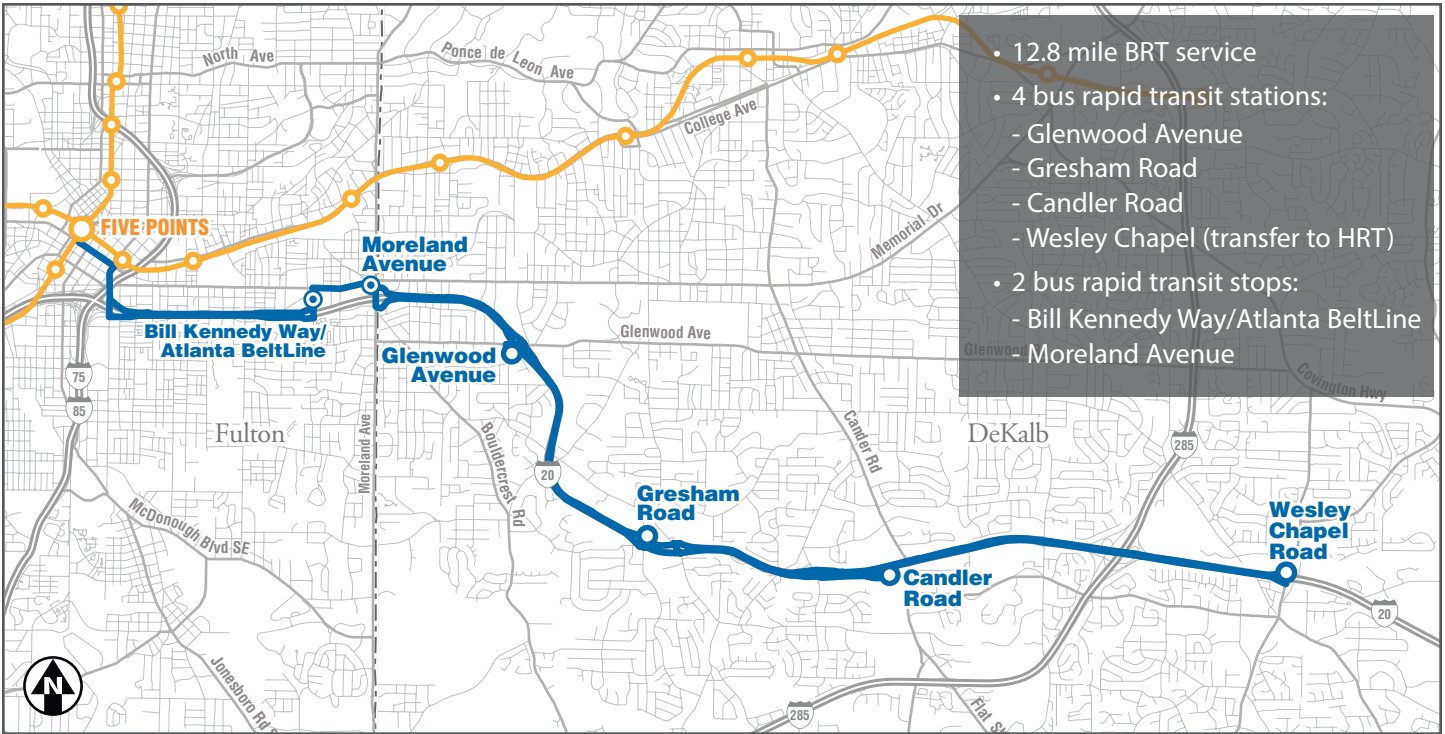


Heavy Rail Transit Draft Environmental Impact Statement

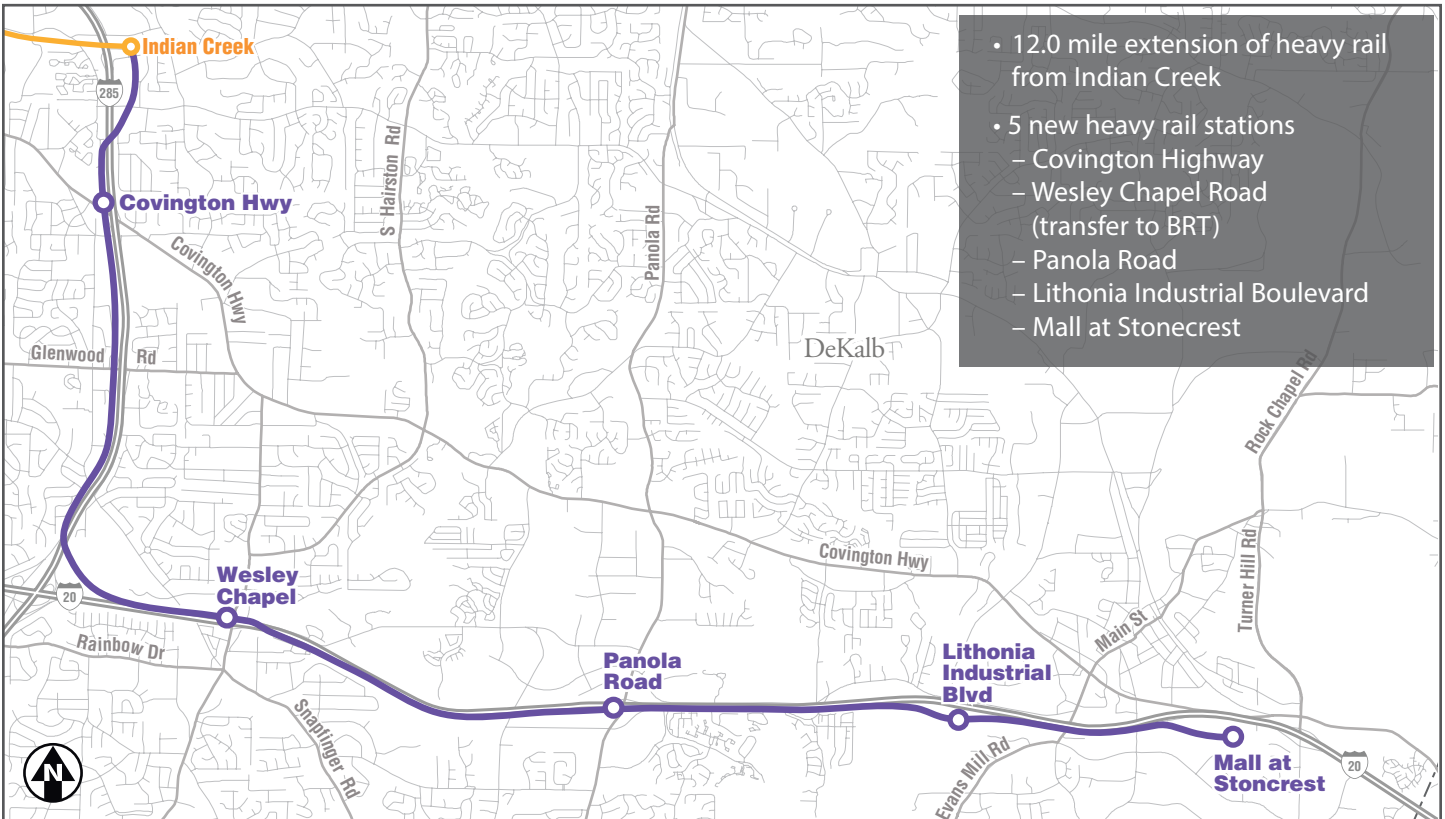


*Combined FEIS/ROD schedule

Bus Rapid Transit Route



Heavy Rail Transit Extension Alignment



For more information about the project:
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