

I-285 TOP END TRANSIT FEASIBILITY STUDY

JANUARY, 31 2019 MAYORS MEETING

STUDY GOALS AND OBJECTIVES

- Facilitate discussions among I-285 Top End Leaders regarding high-capacity transit feasibility
- Compare rubber-wheel versus rail-based transit potential along the corridor
- Evaluate special service district models
- Identify next steps

STUDY PARTNERS

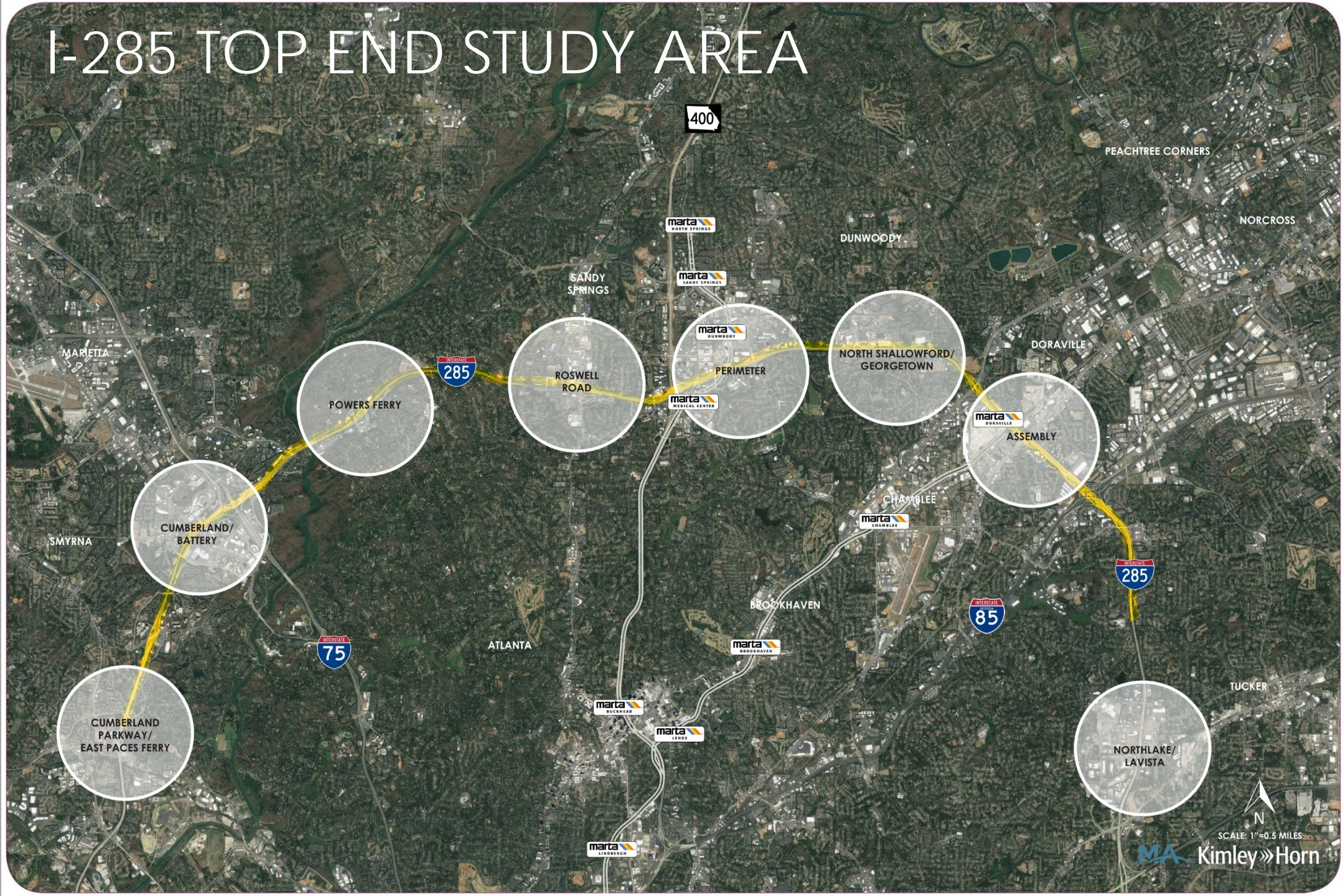
Partner Organizations:

- City of Brookhaven
- City of Chamblee
- City of Doraville
- City of Dunwoody
- City of Sandy Springs
- City of Smyrna
- City of Tucker
- Cumberland CID
- Perimeter CIDs

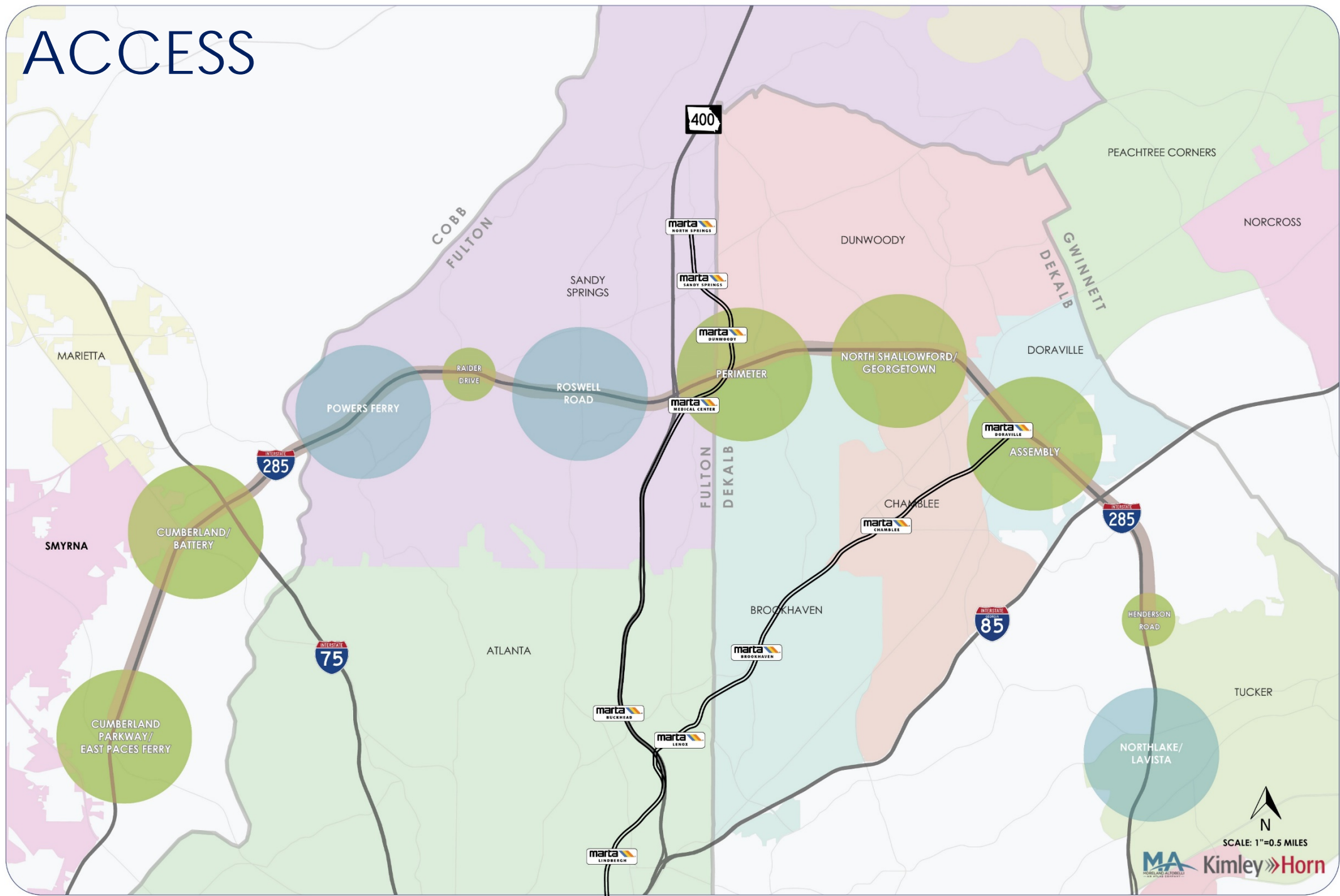
Additional Coordination With:

- GDOT
- MARTA
- ARC
- ATL/SRTA/GRTA
- Dekalb County Transit Study Team
- Cobb County DOT

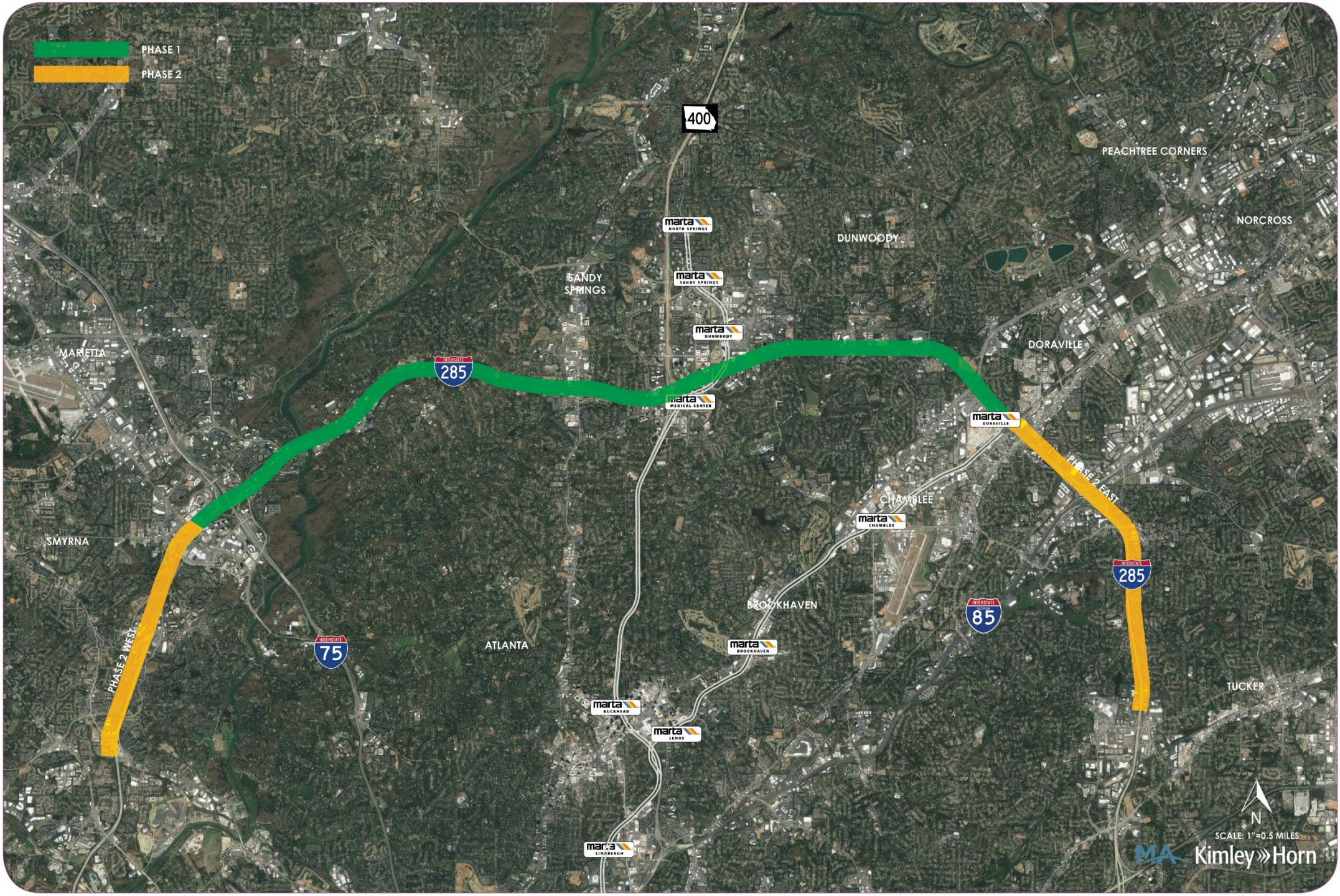
I-285 TOP END STUDY AREA



ACCESS



PHASE 1
PHASE 2



Summary of Rapid Transit Conceptual Cost Estimates

CONSTRUCTION COSTS				
MODE	PHASE 1	PHASE 2 WEST	PHASE 2 EAST	TOTAL
Rubber Wheel	\$300 M*	\$80 M	\$70-100** M	\$450-480 M
Rail	\$2.6 B	\$0.6 B	\$1 B	\$4.2 B

START-UP/VEHICLE COSTS				
MODE	PHASE 1	PHASE 2 WEST	PHASE 2 EAST	TOTAL
Rubber Wheel	\$7 M	\$1 M	\$2 M	\$10 M
Rail	\$30 M	\$5 M	\$5 M	\$40 M

ANNUAL OPERATING COSTS				
MODE	PHASE 1	PHASE 2 WEST	PHASE 2 EAST	TOTAL
Rubber Wheel	\$5 M	\$1 M	\$2 M	\$8 M
Rail	\$11 M	\$2 M	\$3 M	\$16 M

* Includes transit only interchanges at Roswell Road and Powers Ferry ** includes transit only interchange at Northlake Parkway