

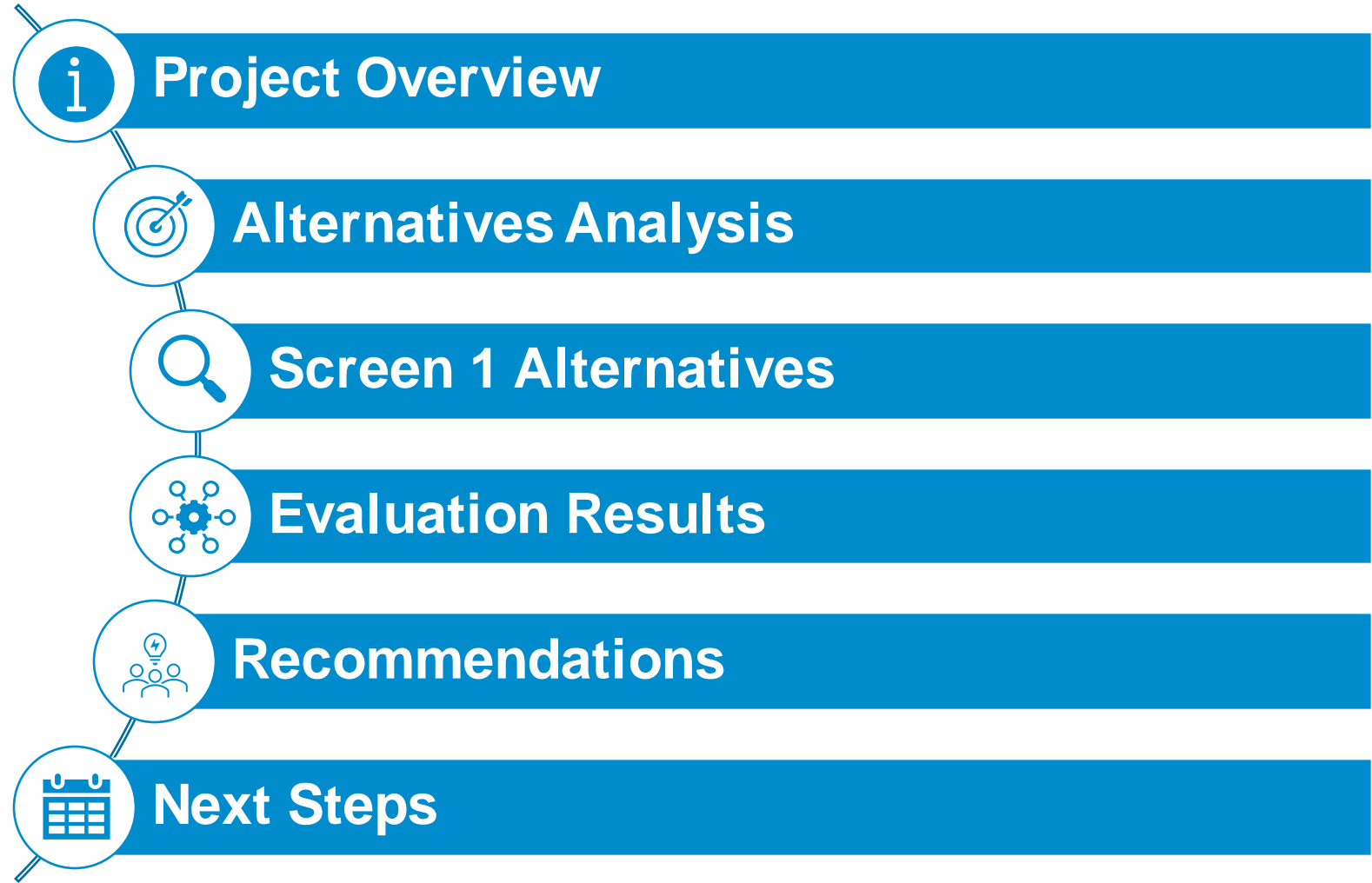
# Clifton Corridor Transit Initiative

Public Update

November 15, 2022

# Today's Purpose

- Provide update on Clifton Corridor Alternatives Analysis Screen 1 process
- Present recommended alternatives and evaluation criteria for Screen 2 evaluation.



# Project Team

Team Member	Role
<b>Bryan Hobbs</b>	MARTA - Project Manager
<b>Shelley Peart</b>	MARTA – Interim AGM of Planning
<b>Greg Giuffrida</b>	MARTA - Director, Communications & Engagement
<b>Peter Voorhees</b>	AECOM - Project Manager
<b>Contente Terry</b>	Contente Consulting - Public Involvement



# Project Overview

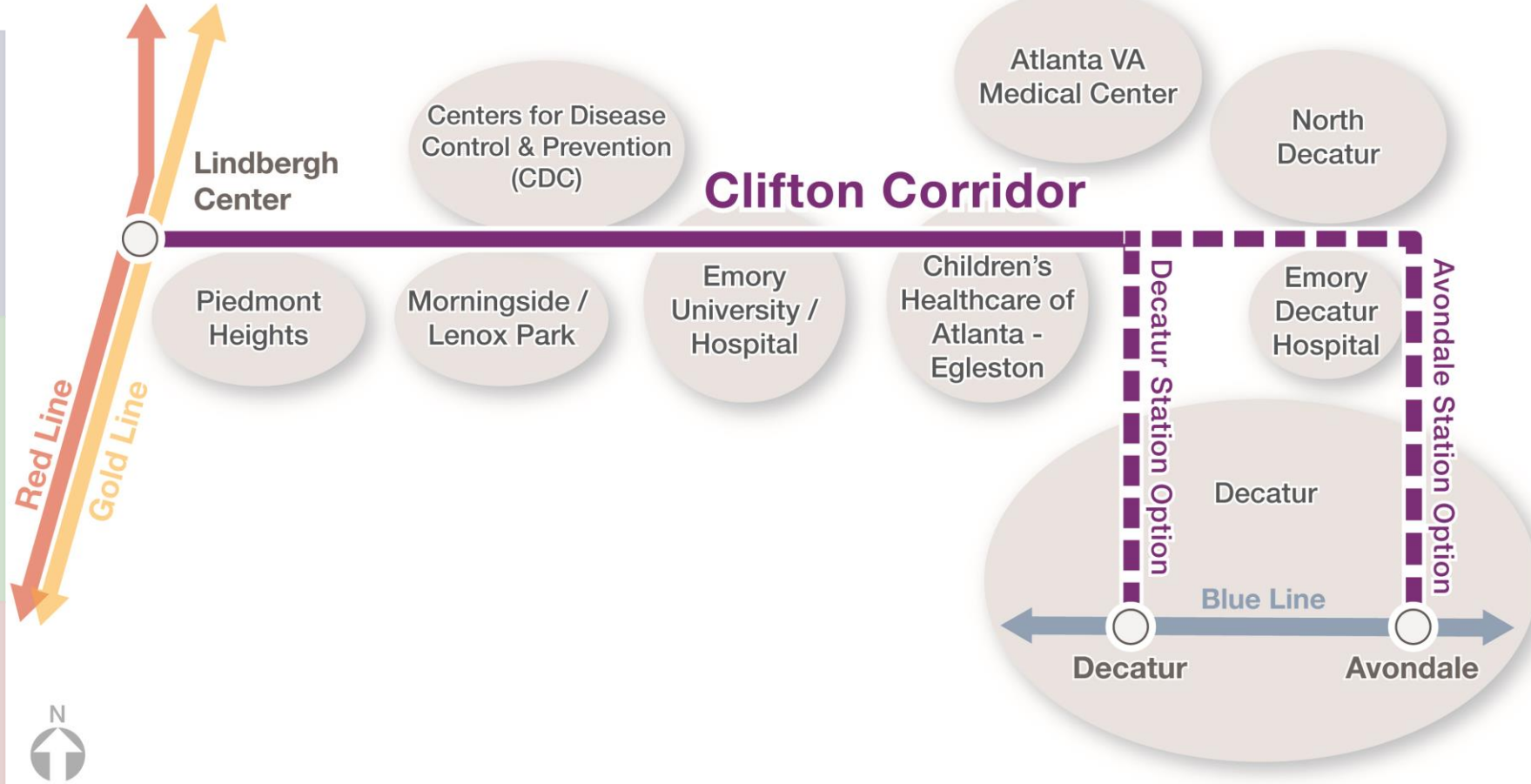
Proposed high-capacity transit service through a major regional employment and institutional corridor

## Needs & Purpose

Frequent and reliable transit is needed

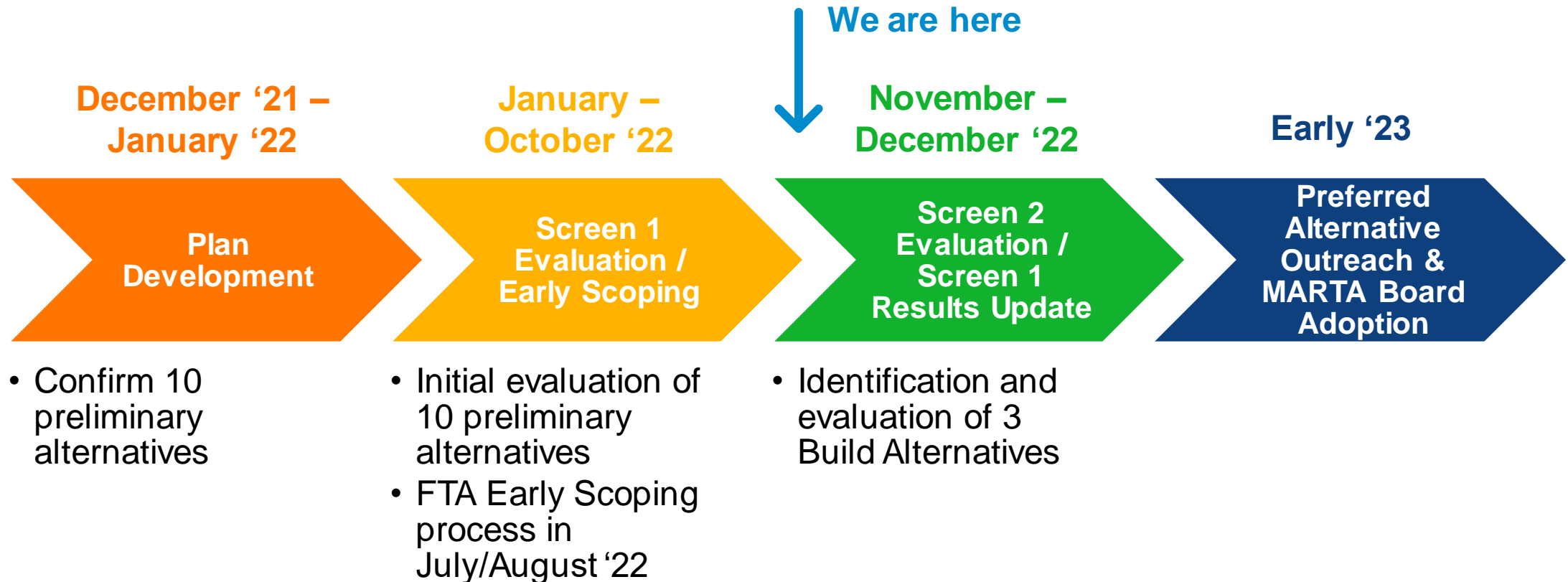
Better transit access and connectivity

Improved access to the MARTA rail system
















## Process

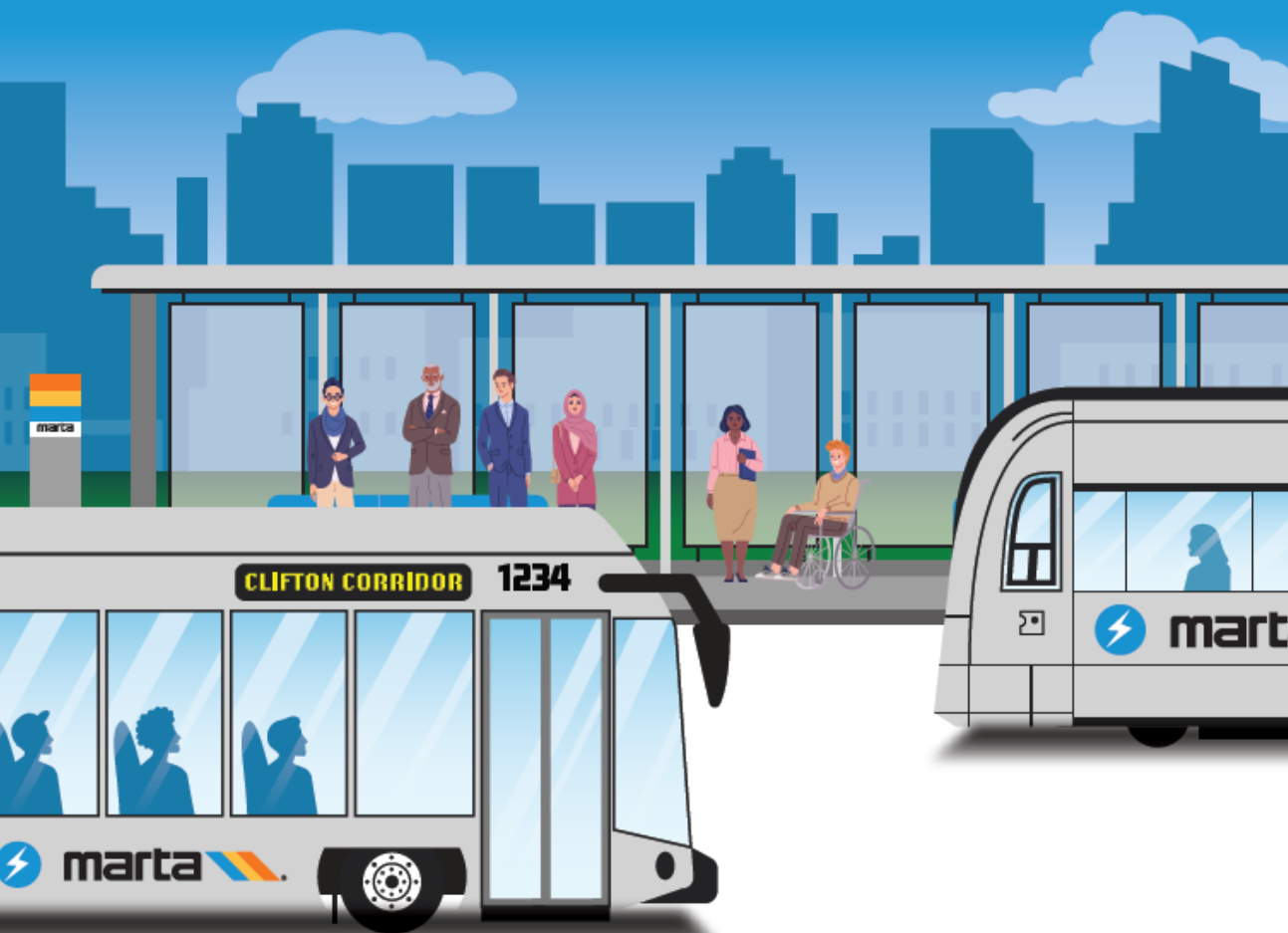
- Evaluate project alternatives at multiple stages (screenings)
- Applies increasing detail of evaluation criteria and design as the process progresses
- Select best new preferred alternative for Board adoption

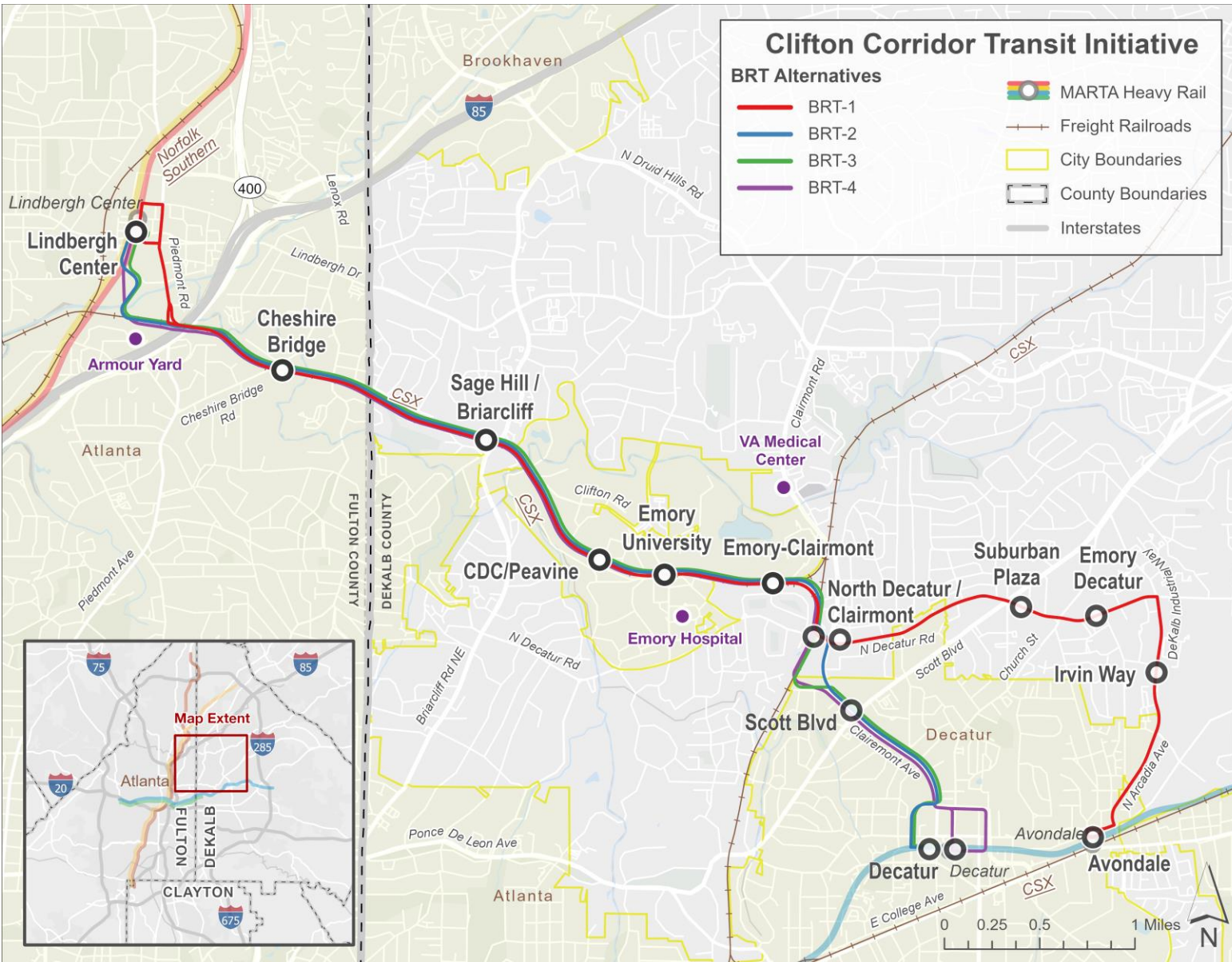


# MARTA Expansion Modes

	 <b>Arterial Rapid Transit (ART)</b>	 <b>Bus Rapid Transit (BRT)</b>	 <b>Light Rail Transit (LRT)</b>
<b>Guideway Type</b>	 Mixed Traffic	 Dedicated	 Dedicated
<b>Station Spacing</b>	Every <b>1/4 to 1/2 mile</b>	Every <b>1/2 mile</b> or more	Every <b>1/2 mile</b> or more
<b>Typical Frequency</b>	 Every 15 minutes or better	 Every 10 minutes or better	 Every 10 minutes or better
<b>Capacity</b>	Up to <b>250 riders</b> per hour	<b>250 to 500 riders</b> per hour	<b>350 – 1,100 riders</b> per hour
<b>Planning &amp; Construction Time</b>	 <b>3 - 5</b> Years	 <b>5 - 7</b> Years	  <b>8 - 10</b> Years

## Screen 1 Alternatives



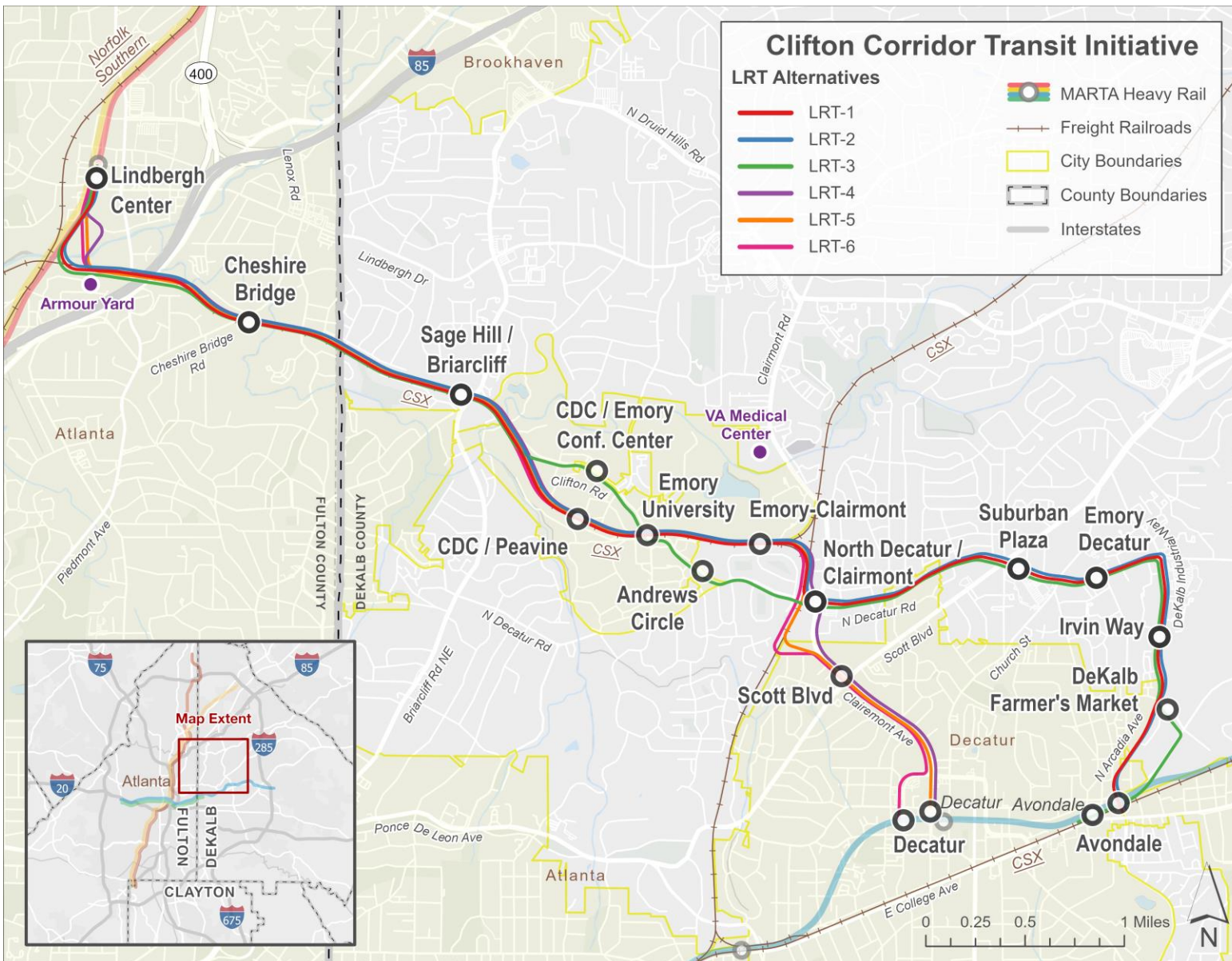


## Four BRT Alternatives

- Multiple options between Lindbergh Center Station and CSX, and between CSX and east terminus
- CSX segment included full acquisition and partial acquisition options (only partial acquisition still under consideration)
- Multiple approaches to Decatur station (east and west entrance)
- Direct alignment into Avondale Station

## Six LRT Alternatives

- Multiple options between Lindbergh Center Station and CSX, and between CSX and east terminus
- CSX segment included full acquisition and partial acquisition options (only partial acquisition still under consideration)
- Included previous Locally Preferred Alternative (Alternative 6, now LRT-3) for comparison evaluation

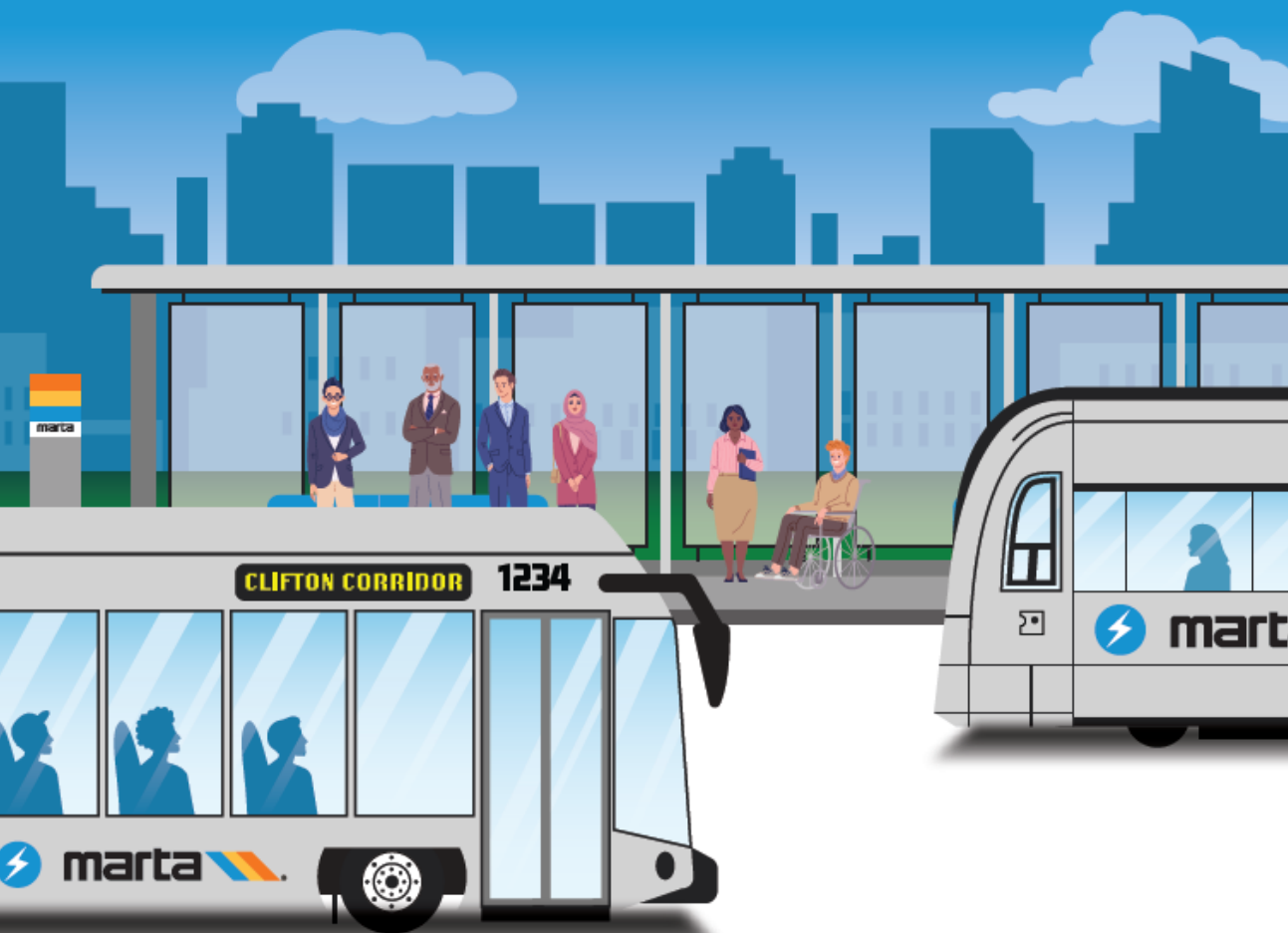


## Screen 1 Evaluation

Methodology

Stakeholder & Public Feedback

Results



# Screen 1 Methodology

## Meet Project Purpose & Need



Alignment Length



Transit Connectivity



Multimodal connectivity



Travel times



Average Speed



Population served



Jobs served



Land Use / Transit-Oriented Development opportunities

- Evaluated alternatives across several criteria
- Assigned a score of 1 – 3 to each criterion
- Summed the scores for a final Screen 1 evaluation score

## Minimize Impacts



Roadway operation



Intersection impacts



Construction/ROW impacts



Water resources



Cultural/Historic resources



Noise & vibration impacts



Community resources

## Maximize Funding Potential



Capital Cost



Operations and Maintenance (O&M) Cost



Avoids major obstacles

## Maximize Support / Other



Public and Stakeholder input



Equity Analysis



Freight rail impacts

## In-Person Meetings

- Comment cards, map notes, Q&A

## Virtual Meetings

- Zoom chat, Q&A

## Project email address

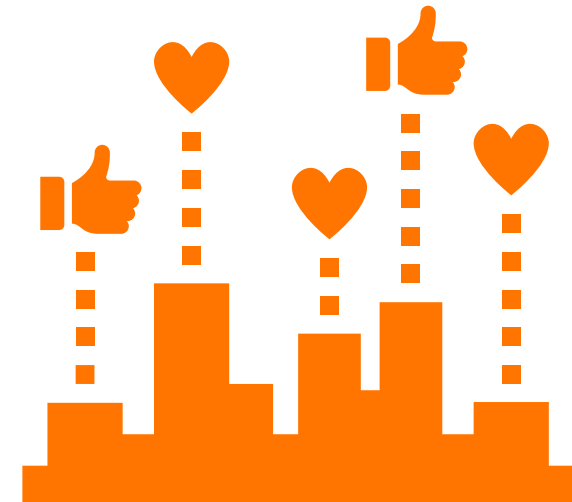
- Clifton@itsmarta.com
- Recorded and responded to by project team

## Project website

- Comment submission form

## Print and Online Survey

- Open for 45 days
- Received 1,765 responses



- If you submitted a comment or question through the "[Give Your Input](#)" page on the ConnectClifton.com website between June 30 and August 16, 2022, and did not receive an acknowledgement email from MARTA, please resubmit.
- A small percentage of comments submitted during this period were not received due to technical issues
- Visit [connectclifton.com](https://connectclifton.com) to review project materials and resubmit your comments or questions



## Give Your Input

Please review the [Screen 1 Evaluation page](#) before leaving a comment.

**Name \***

First Last

**Email \***

**Comment or Message \***

Submit

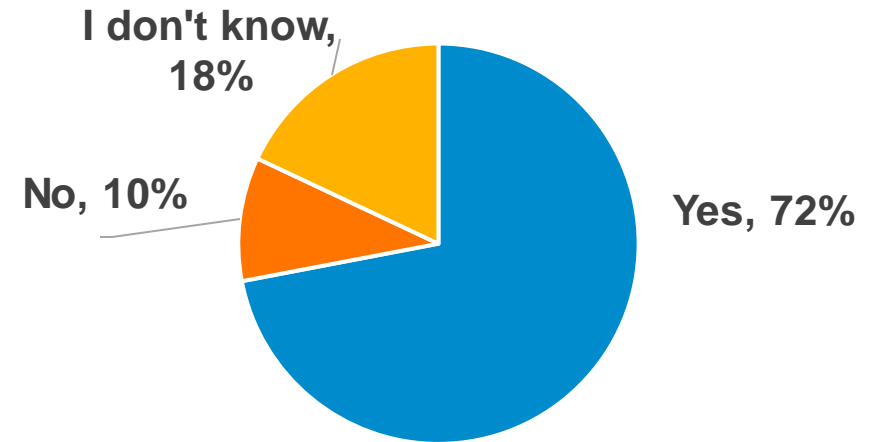
## General Project Support

- Most respondents would ride a high-capacity Clifton Corridor transit line (**72%**)

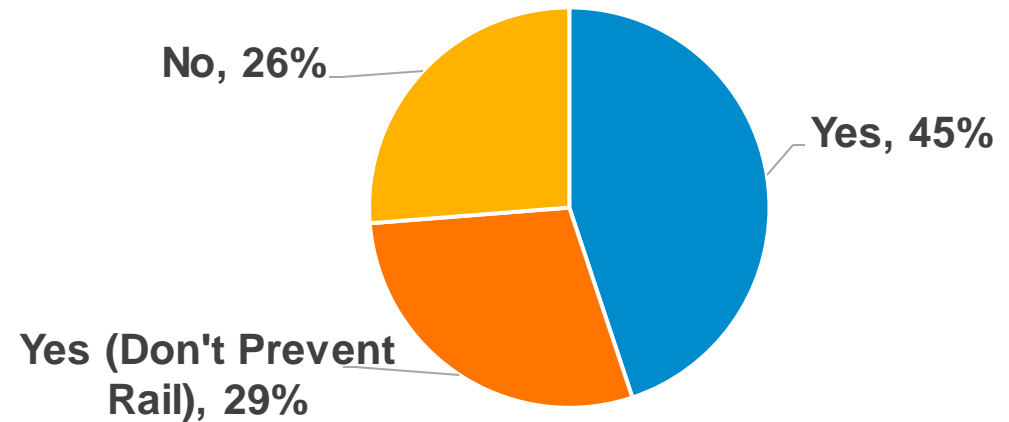
## Modal Preference – Overall

- Most respondents are open to BRT to some extent (**74%**)
- Many respondents support BRT if it does not preclude rail transit in the future (**29%**)

## Would you ride Clifton Corridor transit service?



## Are you open to considering BRT alternatives?



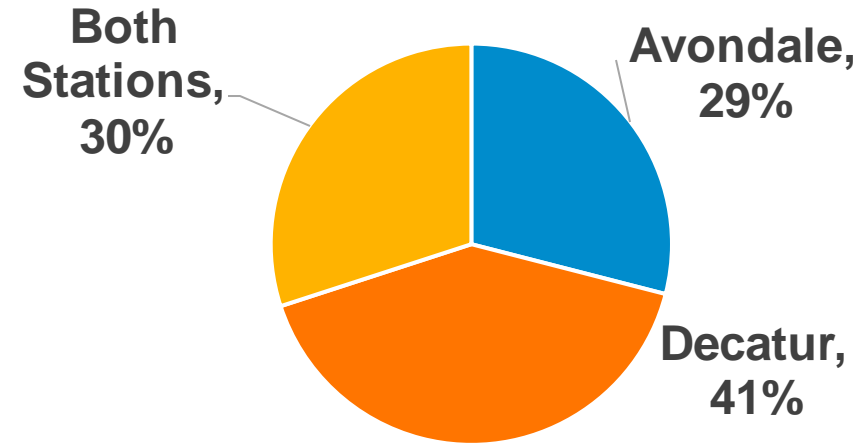
## East Terminus Preference – Overall

- Decatur received the most support (**41%**)
- Strong support for termini at both Avondale and Decatur stations (**30%**)

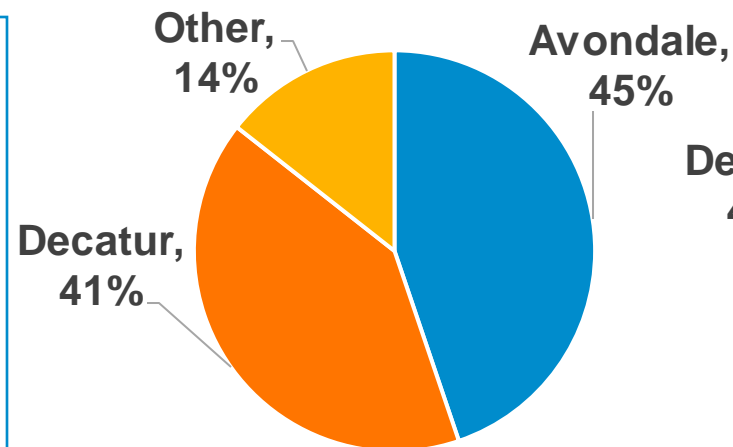
## East Terminus Preference by Mode

- BRT and LRT: Avondale received the most support (**45% and 50%**)
- Strong support for Decatur (**41%**)

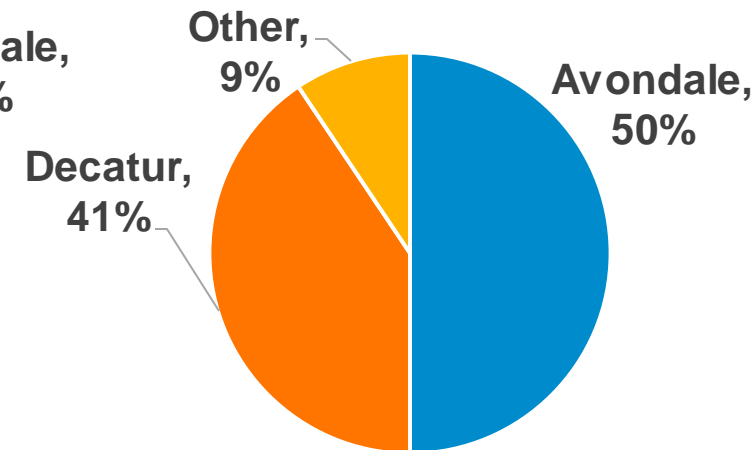
## Which east terminus do you prefer?



## East Terminus – BRT



## East Terminus – LRT



## Support

East Terminus – support for Avondale, Decatur, and termini at both stations.

Mode – support for both modes; BRT support contingent on dedicated lanes

Pedestrian and bicycle access

Operations inside CSX right-of-way

Connections to other planned transit projects

## Concern

Dedicated guideway to Decatur – impacts to historic district, legacy trees, and traffic

Property impacts, especially near CSX

BRT - travel time impacts

BRT – capacity; request for ridership information



## Fatal Flaws

- Developed from stakeholder and public feedback
- At-grade dedicated guideway to Decatur = **fatal flaw**
- Historic impacts, tree canopy, public & political concern

## Removes non-subway Decatur alternatives



## Elements to be Removed from Alternatives

- Operations outside CSX ROW
- Piedmont Avenue mixed traffic
- Full CSX acquisition
- Subway alignments

## Removes LRT-1, LRT-3, & LRT-5; remaining alternatives require modifications



**BRT-1 and LRT-2 advance with modifications.**

## Screen 2 Build Alternative Recommendations

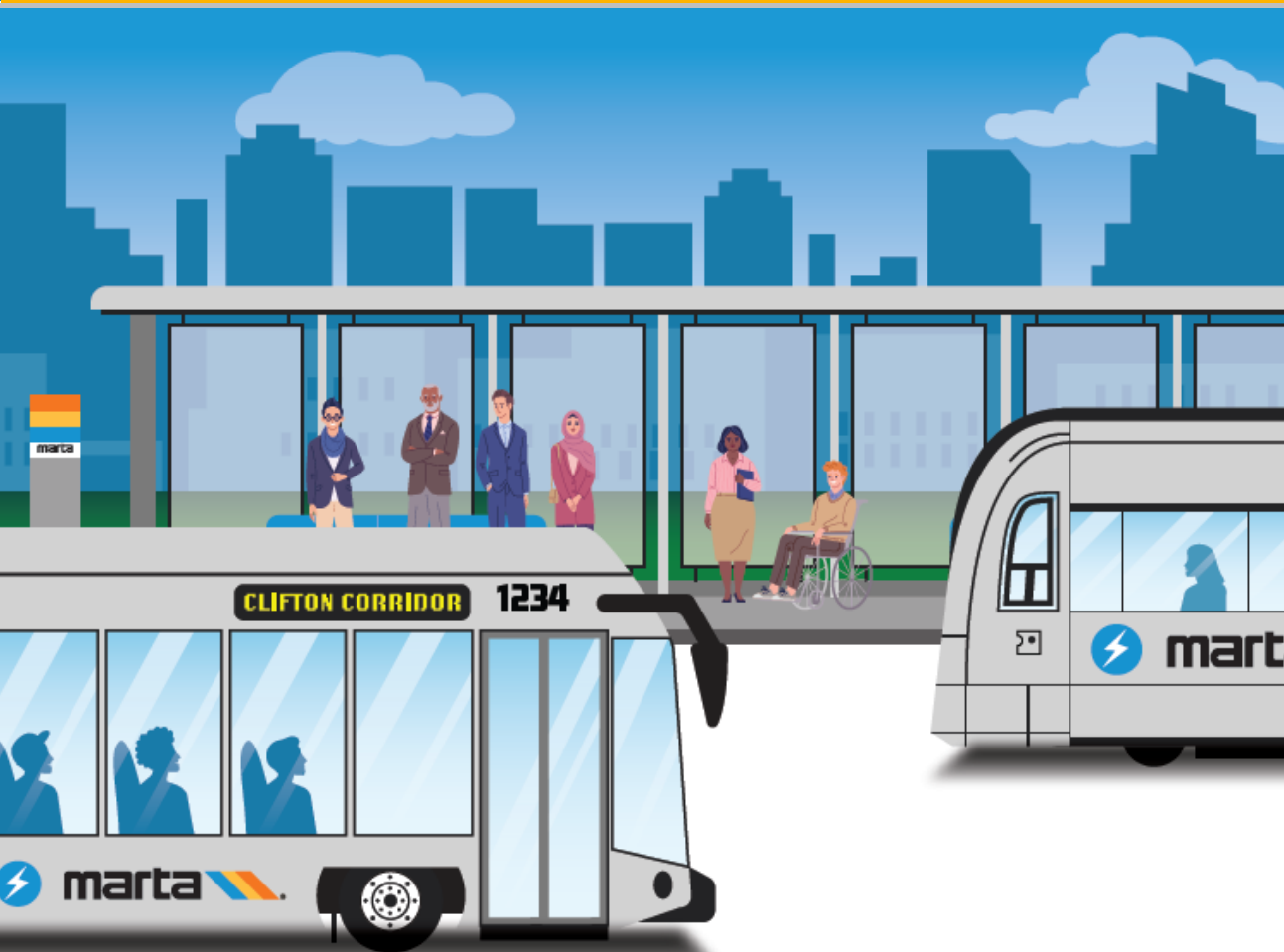
### Three Build Alternatives

- Fixed guideway options to Decatur eliminated
- Build Alternatives feature fixed-guideway service between the Lindbergh and Avondale
- Each assumes operation in shared CSX corridor, plus VA shuttle

### One No-Build Alternative

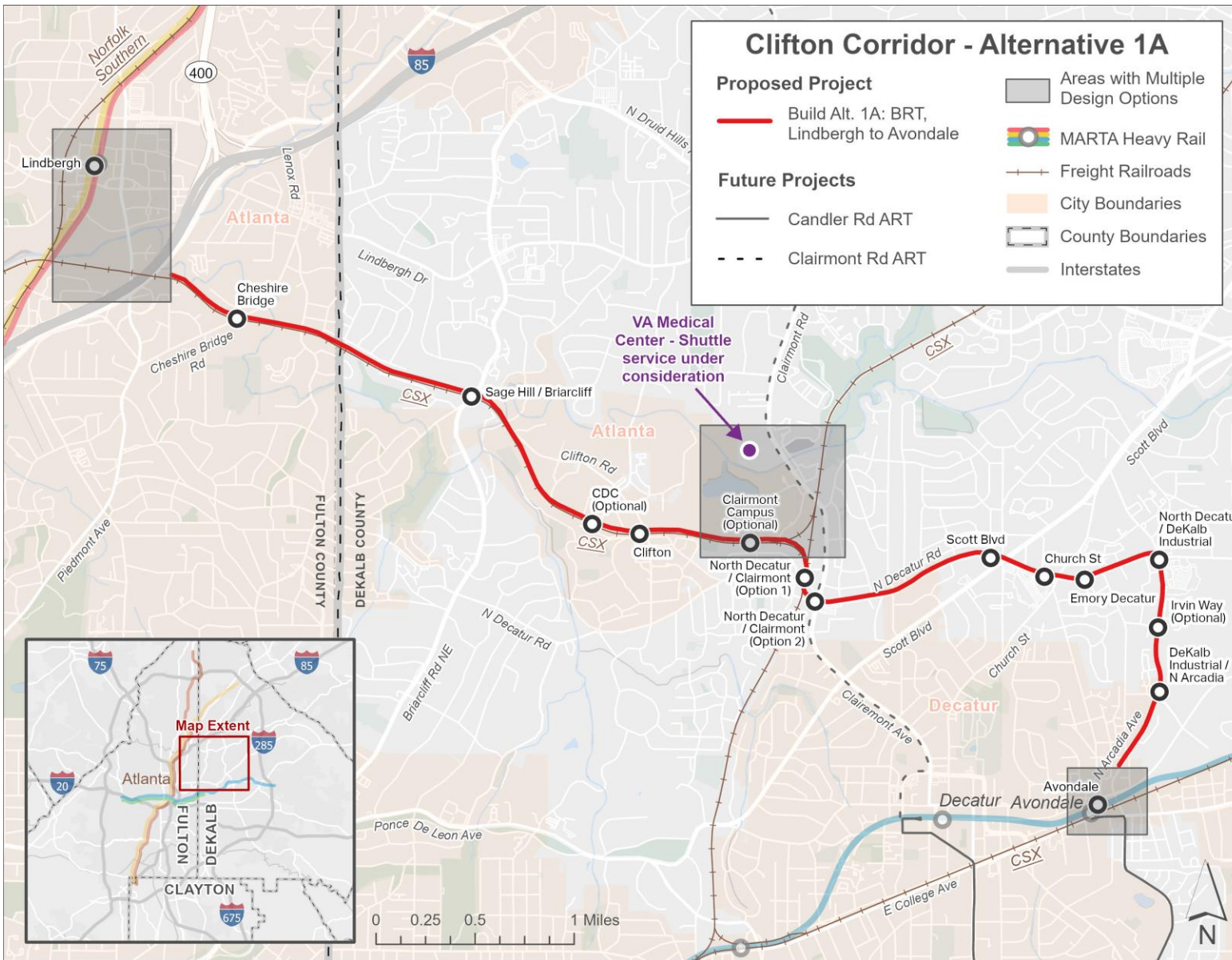
### Transit Modes Under Consideration

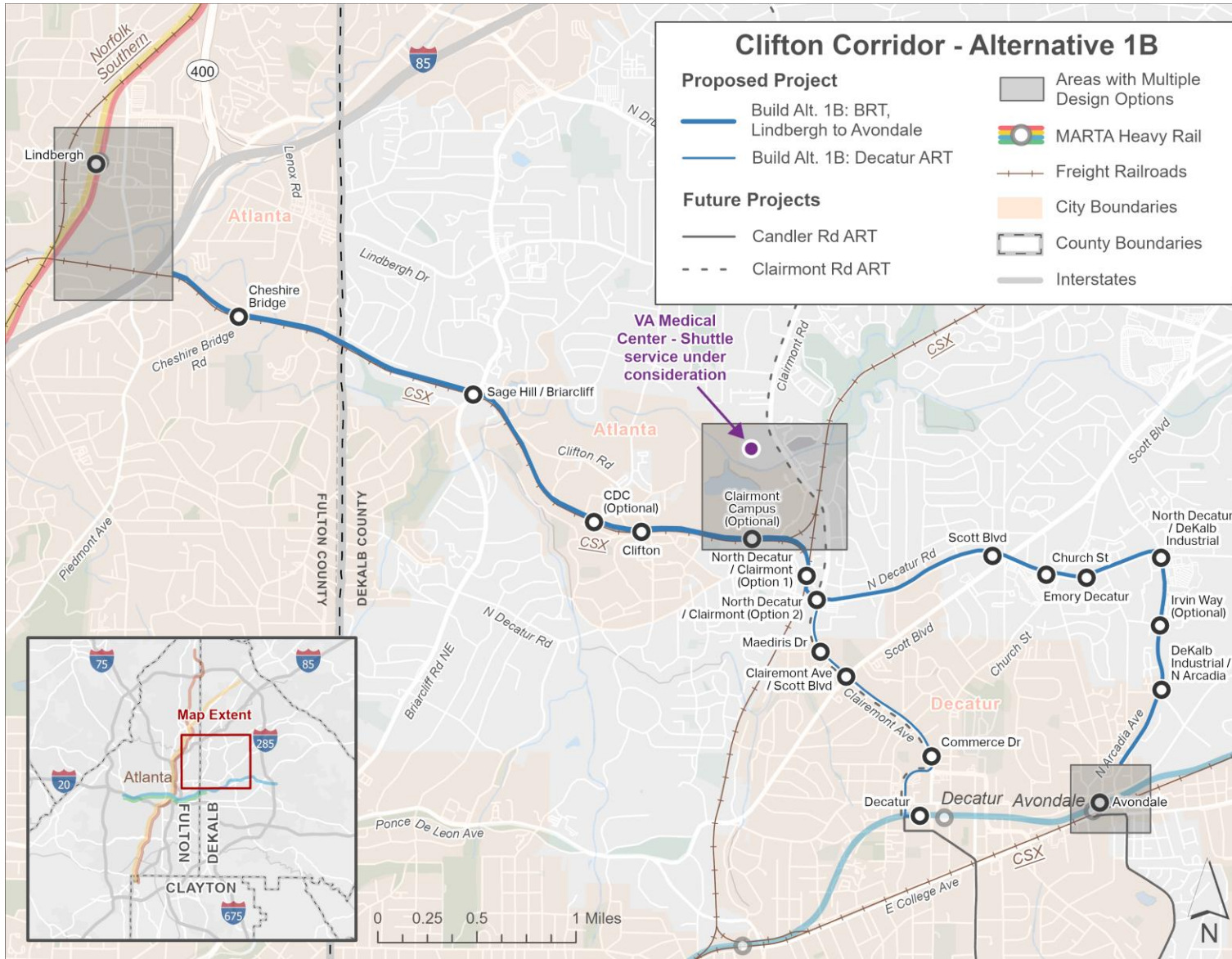
- Bus Rapid Transit
- Light Rail Transit
- Arterial Rapid Transit



## BRT with dedicated guideway/lanes, Lindbergh Station to Avondale Station

- Previous Alternative BRT-1 with modifications – removing Piedmont Ave mixed traffic
- Elevated crossings of Clairmont Avenue and Scott Boulevard at North Decatur Road
- Exploring single reversible transit lane along North Decatur Road between Clairmont Ave and Scott Blvd to minimize footprint





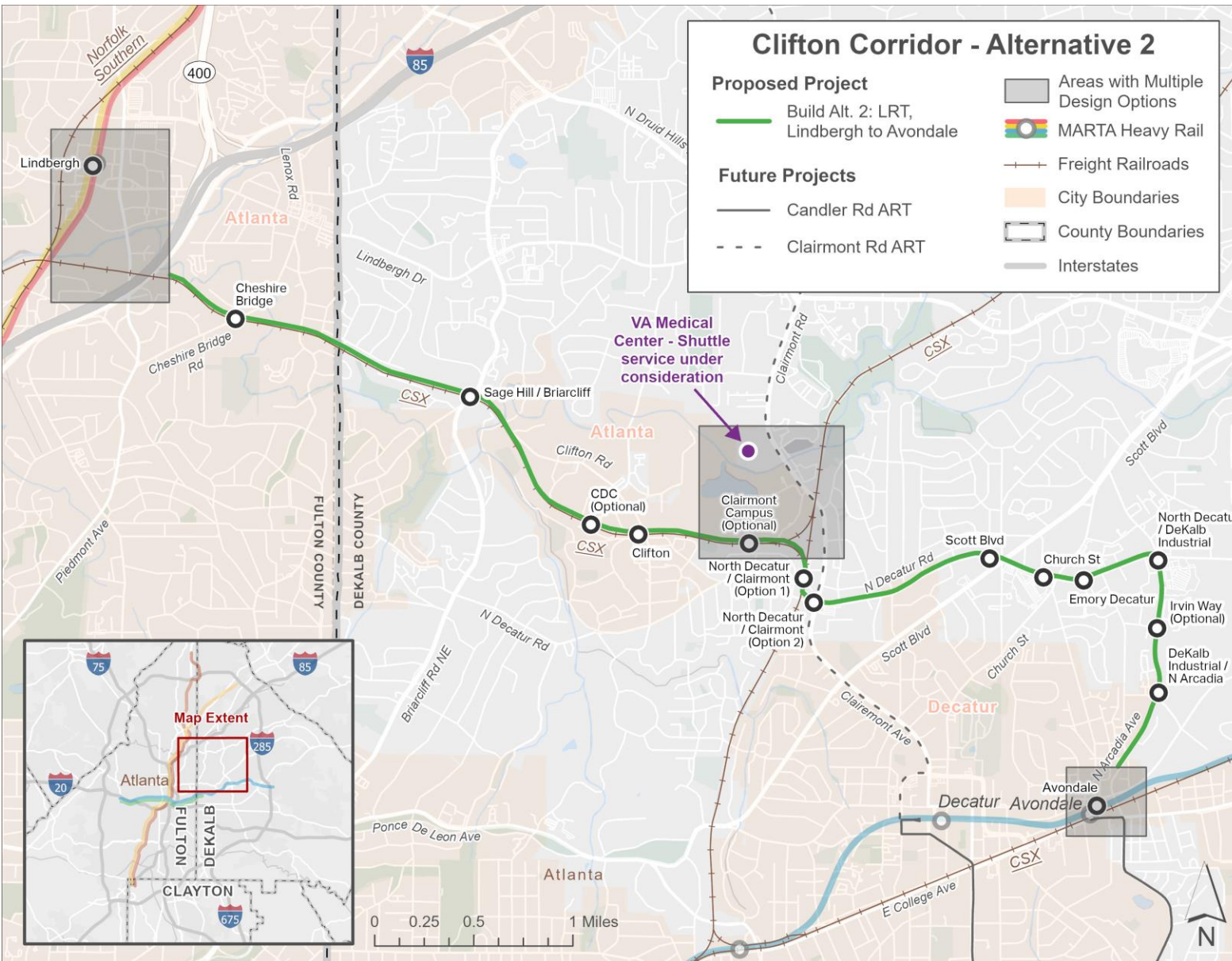
## BRT with dedicated guideway/lanes, Lindbergh to Avondale ART, Lindbergh to Decatur

- BRT dedicated guideway between Lindbergh and Avondale same as Alt. 1A
- Proposed **Arterial Rapid Transit (ART)** service between Lindbergh and Decatur
  - ART **does not** require widening or dedicated transit lanes
  - Shorter wait times, signal priority, and enhanced station amenities
  - Shares alignment with Clairmont ART from DeKalb Transit Master Plan

# Alternative 2: LRT, Lindbergh to Avondale

## LRT with dedicated guideway/lanes, Lindbergh Station to Avondale Station

- Previous Alternative LRT-2 with modifications, including removing subway segments
- Elevated crossings of Clairmont Avenue and Scott Boulevard at North Decatur Road
- Exploring single reversible transit lane along North Decatur Road between Clairmont Ave and Scott Blvd to minimize footprint



# What is Arterial Rapid Transit?

Arterial Rapid Transit (ART) is a high-quality transit system that delivers fast and efficient service with the following characteristics:

## 15-Minute Peak Frequencies or Less

- Amount of time between transit vehicle arrivals at a stop

## Operates in Mixed Traffic

- Can include dedicated lanes on some sections

## Unique Transit Line and Vehicle Branding

- Branding helps differentiate from local buses

## Station Amenities

- Shelters, seating, route maps, arrival screens, off-board ticketing at high ridership locations, near-level boarding platforms, and more

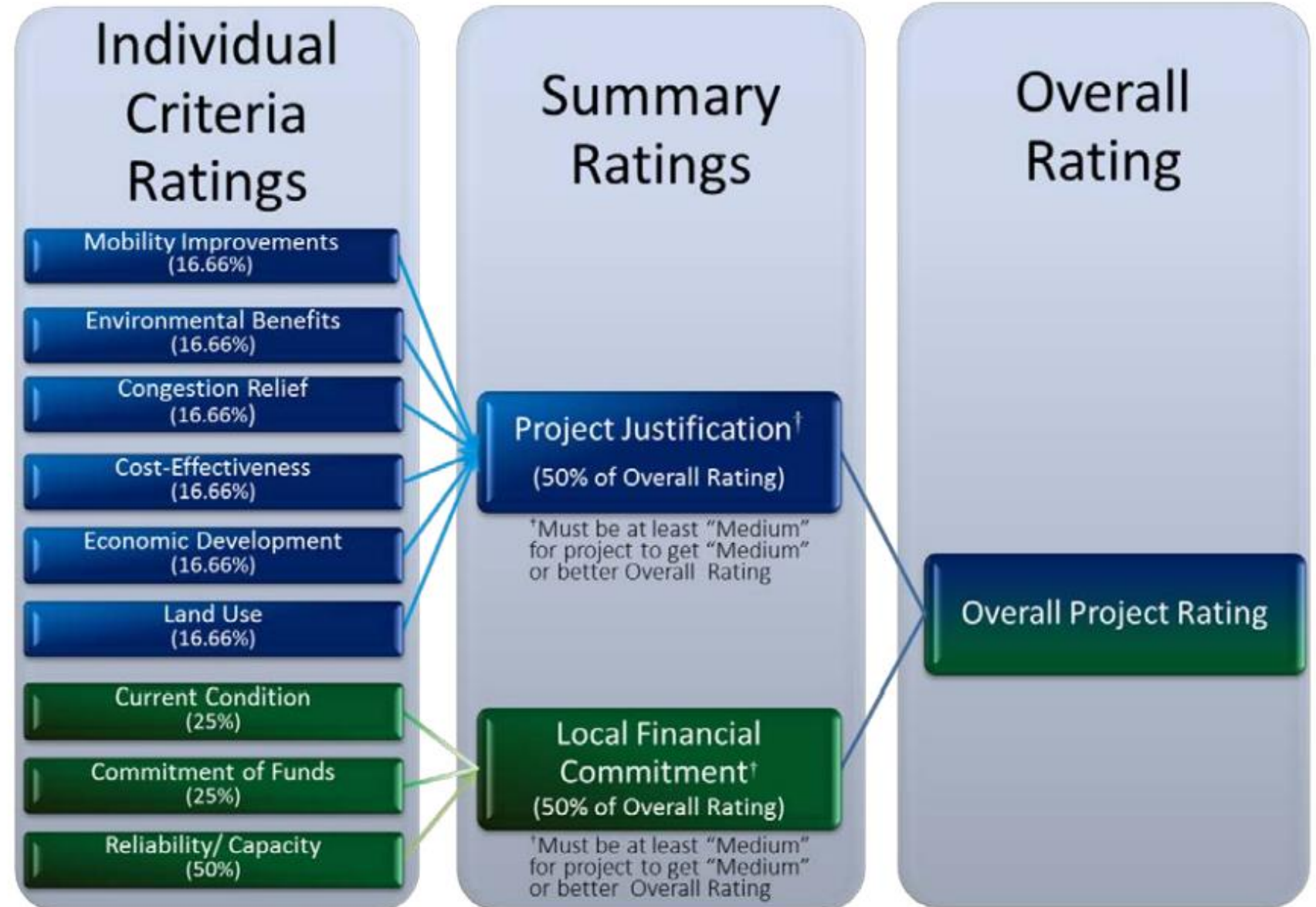
## Transit Signal Priority

- Technology to connect transit vehicles to traffic signals, reducing the amount of time buses are sitting at red lights



- **Federal Transit Administration (FTA) New & Small Starts Grant Evaluation & Rating Process**

- FTA evaluates and rates all individual criteria, summary ratings, and overall ratings on a 5-point scale from “Low” to “High”.



## Mobility Improvements

- Projected Ridership
- Connections to transit, pedestrian & bicycle facilities

## Environmental Benefits

- Energy & Emissions reduction

## Congestion Relief

- New transit trips

## Cost Effectiveness

- Annual capital & O&M cost per trip

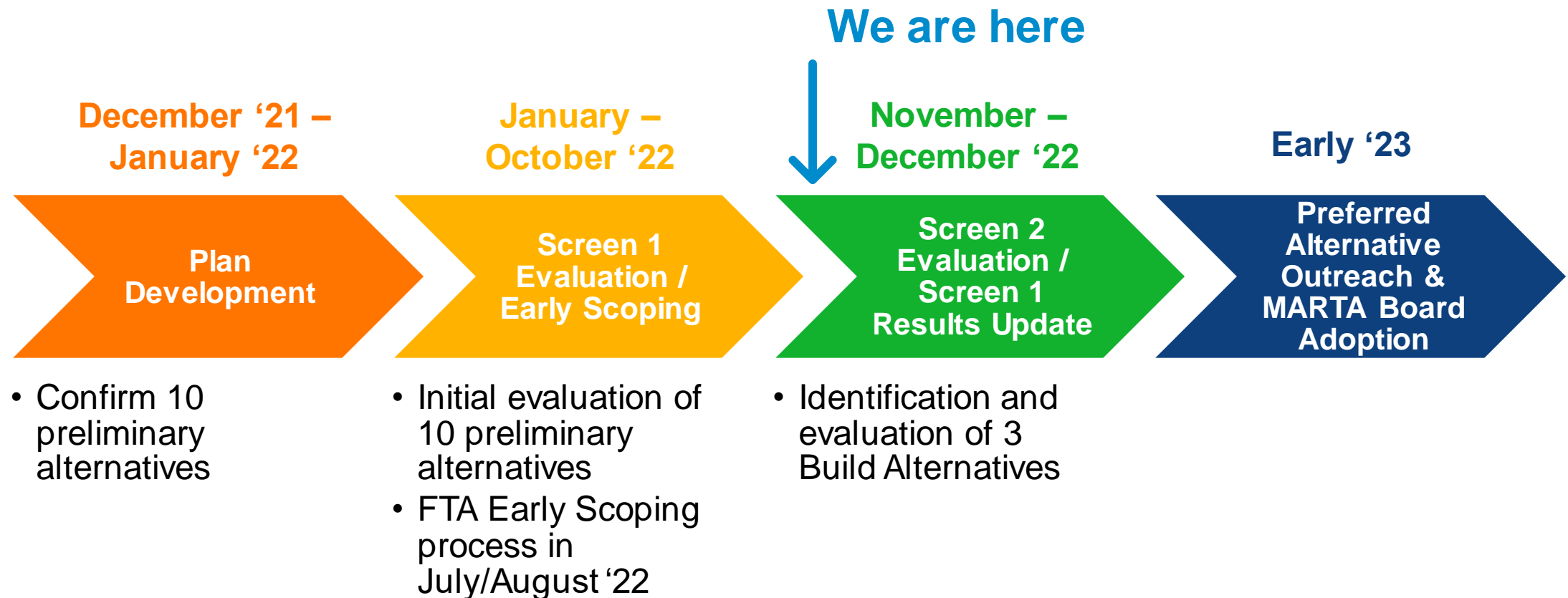
## Economic Development

- Transit-supportive plans & policies
- Policies to preserve or increase affordable housing

## Land Use

- Population & employment density
- Affordable housing availability

- **Next stage of community engagement: early 2023**
  - **Screen 2 evaluation results will be available**
- MARTA will present **one** preferred alternative and open a public comment period
- Determine recommended alternative for Board adoption in Spring 2023



## Virtual Public Update

**Thursday, November 17th**

6:30 p.m. - 8:00 p.m.

Dial-in Number: 301-715-8592

Meeting ID: 835 3599 3231

Passcode: 074658

Register for a meeting and share comments online at [ConnectClifton.com](https://ConnectClifton.com)



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## ○ Questions & Answers





# Thank You For Your Participation!

## Project Contact:

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