



## Clifton Corridor Transit Initiative

In-Person Open House Q&A

Date: July 16, 2022

Location: MARTA Headquarters at Lindbergh Center

### Alternative Impacts

**“What are the greatest hurdles to making BRT connections smoother around Lindbergh and Decatur outside dedicated Lanes?”**

Dedicated lanes are the most effective way to reduce travel times for Bus Rapid Transit (BRT). If dedicated lanes are not possible, other tools can be used such as transit signal priority and queue jump lanes. These will be considered in the next design phase in order to reduce the travel time in any mixed traffic segments.

**“What would happen if ridership grew to the point of outfitting bus vehicles? Is this possible?”**

If ridership increases in the corridor after BRT implementation, it may be possible to operate vehicles more frequently in the future. It may also be possible to convert the system to Light Rail Transit (LRT) if demand exceeds the capacity of a BRT system.

### Capital Costs

**“What are potential financing sources of BRT?”**

Multiple federal, state and local sources can fund BRT. A typical funding source, available for up to 50% of project funding, is the Federal Transit Administration (FTA) Capital Investment Grants (CIG) program.

### Environmental Considerations

**“How does LRT pose higher potential for environmental impacts versus BRT?”**

LRT would require more permanent infrastructure than BRT, including a new maintenance facility, electrical substations, and an overhead catenary system for vehicle propulsion. The Avondale LRT



alternatives would also require a cut-and-cover tunnel on North Decatur Road that would not be required for their BRT counterparts. This would result in more property and construction impacts to the surrounding area. Furthermore, LRT could result in higher noise and vibration impacts than BRT, according to FTA guidance.

**“Have any geological studies been done in the Westchester area [near] Maediris/Claremont?”**

MARTA has not performed geological studies in this area. If this area is included in the Locally Preferred Alternative, MARTA may perform geology studies as part of the federal environmental review process.

**“How is LRT more impactful than BRT?”**

LRT would require more permanent infrastructure than BRT, including a new maintenance facility, electrical substations, and an overhead catenary system for vehicle propulsion. The Avondale LRT alternatives would also require cut-and-cover tunnel on North Decatur Road that would not be required for their BRT counterparts. This would result in more property and construction impacts to the surrounding area. Furthermore, LRT could result in higher noise and vibration impacts than BRT, according to FTA guidance.

Mode

**“What savings could be utilized to help illustrate the benefits of BRT over LRT?”**

The BRT alternatives have lower estimated capital and operating costs than the LRT alternatives. However, the LRT alternatives would generally have slightly shorter travel times through the corridor.

Operations

**“Can elevated trains/roads go over the major intersections like North Decatur and Scott Boulevard?”**

The LRT alternatives would be underground when crossing the North Decatur Road and Scott Boulevard intersection. Elevated options can be considered for LRT.

**“Can bike Lanes be built alongside BRT or LRT?”**

MARTA will work with stakeholders to consider bicycle and pedestrian infrastructure in the corridor. It is MARTA's priority to include safe pedestrian and bicycle connections to its transit stations.

**“If BRT is selected, can savings be leveraged for multi-purpose paths?”**



Federal funding will likely be from a grant program that is based on the cost estimate and restricted for the use of transit. However, local jurisdictions and stakeholders may allocate funding for multi-purpose paths in the corridor. MARTA will be coordinating with stakeholders throughout the project to promote safe pedestrian and bicycle connections to its stations.

**“Would the hours of operation for BRT and LRT be the same as MARTA heavy rail?”**

The service span of Clifton Corridor transit would be similar to MARTA heavy rail to ensure connections to the rest of the MARTA transit network. MARTA has not yet determined the exact span of service and operating frequency.

**“Is it possible to connect Decatur via railroad through the south of Emory and connect up to Ponce?”**

This alignment was considered by MARTA but ultimately removed from consideration after conversations with CSX.

**“Why was the Claremont alternative chosen?”**

Clairemont Avenue was chosen as a connection to the Decatur station because it is the shortest route from CSX to the Decatur station and it is used by existing MARTA and Emory University transit.

**Travel Times**

**“How will BRT be affected during rush hour, will travel time depend on the time of day?”**

The BRT alternatives would have some operations in mixed traffic. In these segments, delays due to traffic congestion would negatively impact travel times.

**“What are the differences in travel time to the airport for BRT and LRT?”**

This would depend on the origin location. In both cases, riders would connect to the existing Red/Gold lines to access the Airport station.