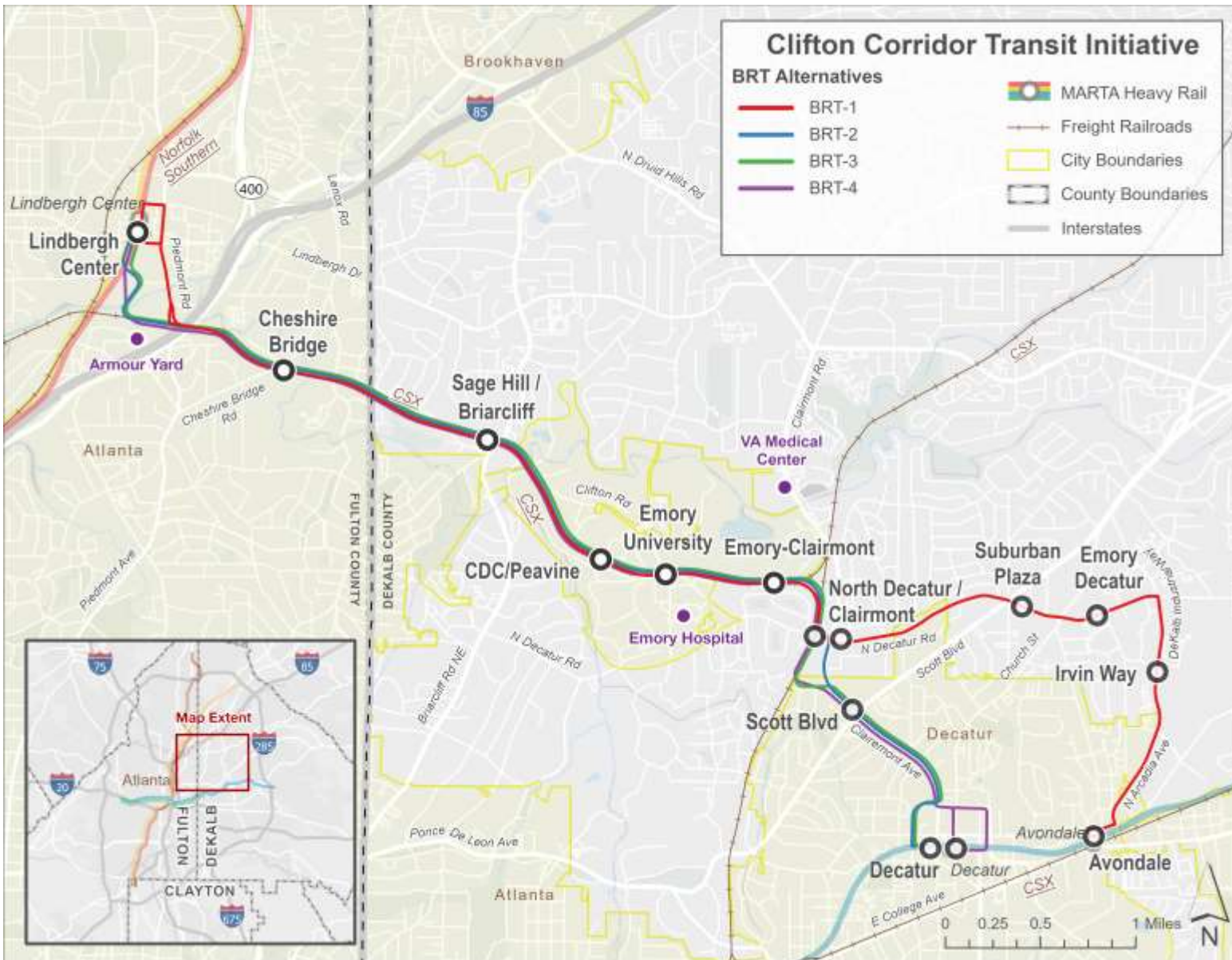


# Screen 1 Alternatives





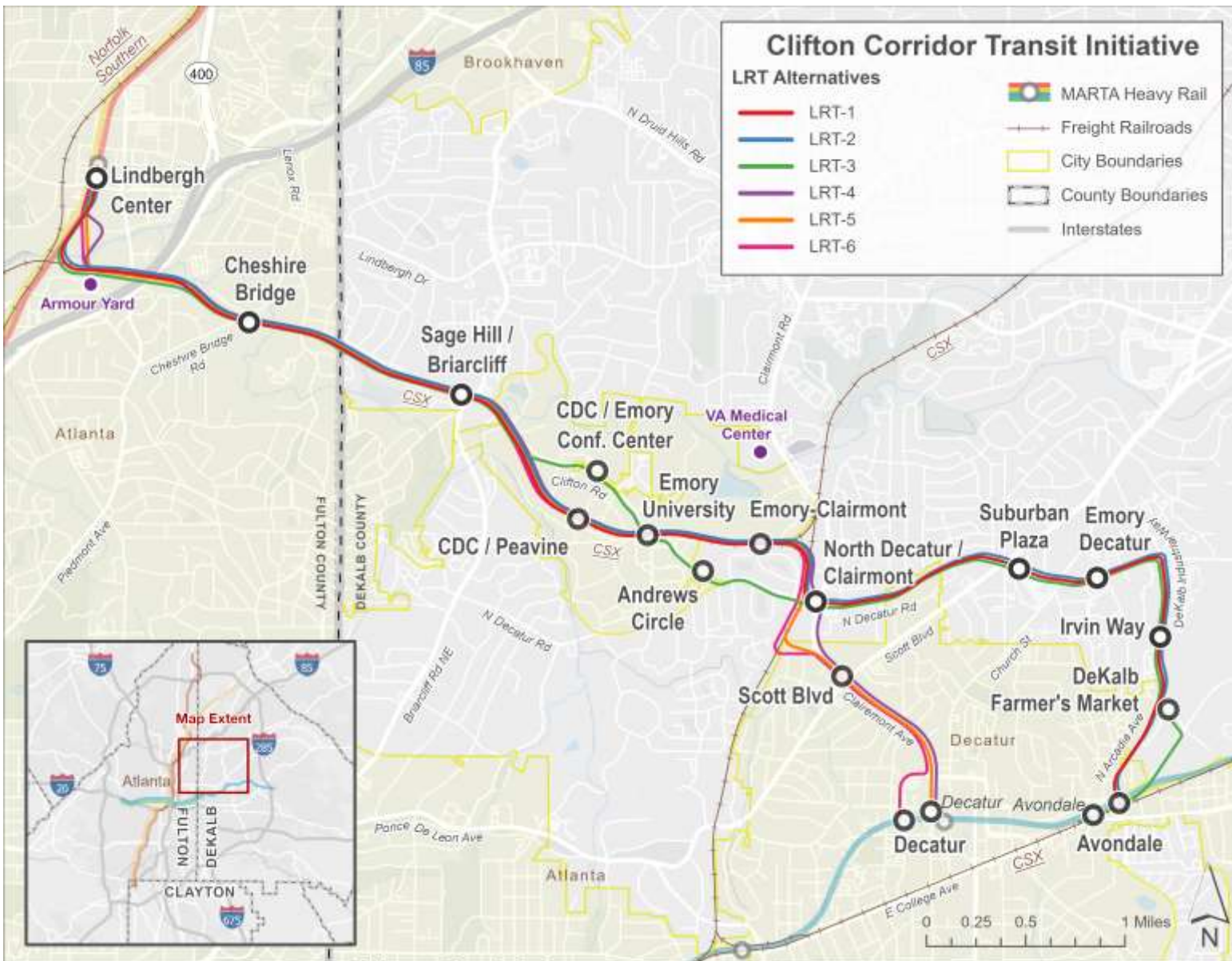
## Four BRT Alternatives

- 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




## Meet Project Purpose & Need

 Alignment Length


 Transit Connectivity


 Multimodal connectivity and considerations

 Travel times

 Average Speed


 Population served

 Jobs served

 Land Use Compatibility / Transit-Oriented Development opportunities

- Evaluated alternatives across several criteria based on project objectives
- Assigned a ranking score of 1 – 3 to each criterion
- Summed the ranking 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

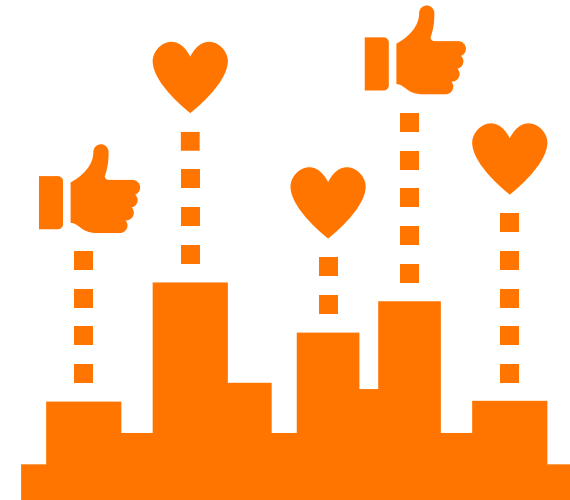
- Clifton@itsmarta.com
- Recorded and responded to by project team

## 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



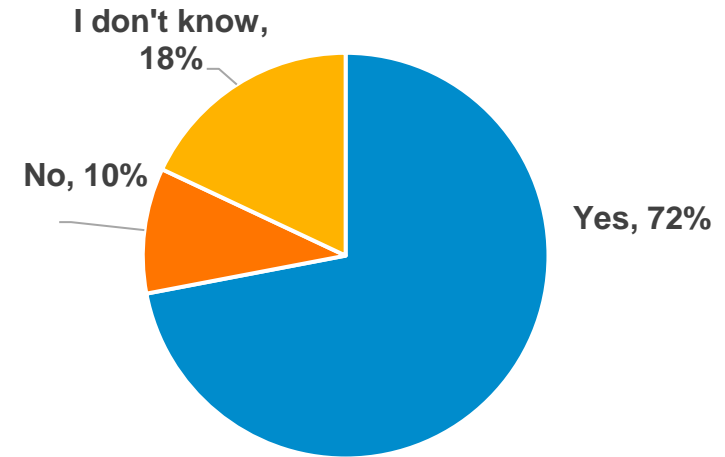
## General Project Support

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

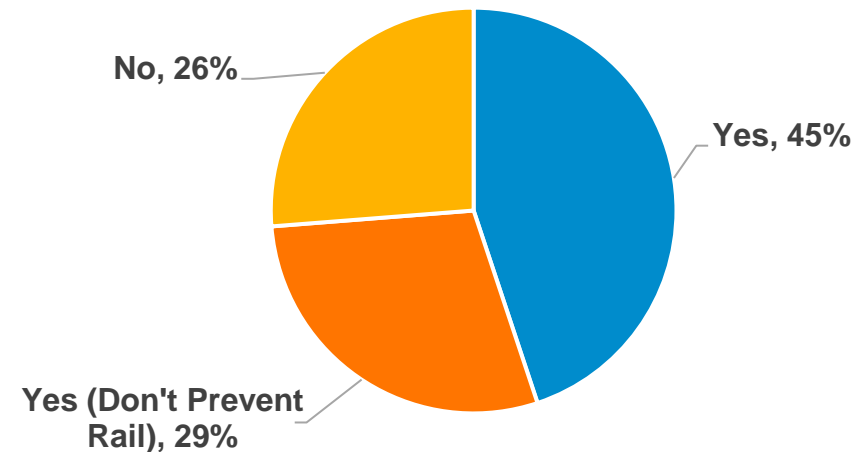
## Modal Preference – Overall

- 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?





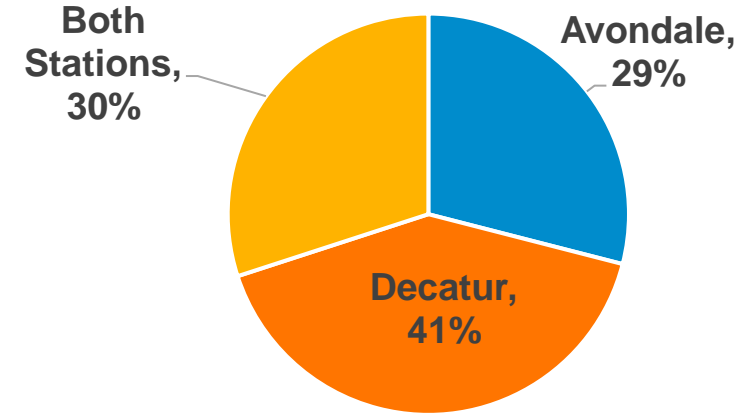
## East Terminus Preference – Overall

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

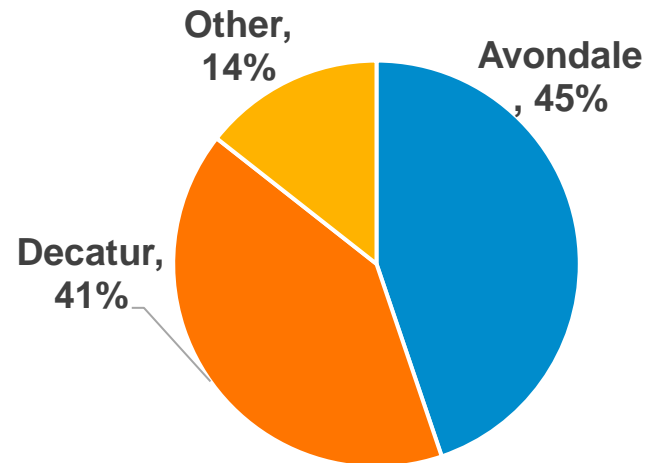
## East Terminus Preference by Mode

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

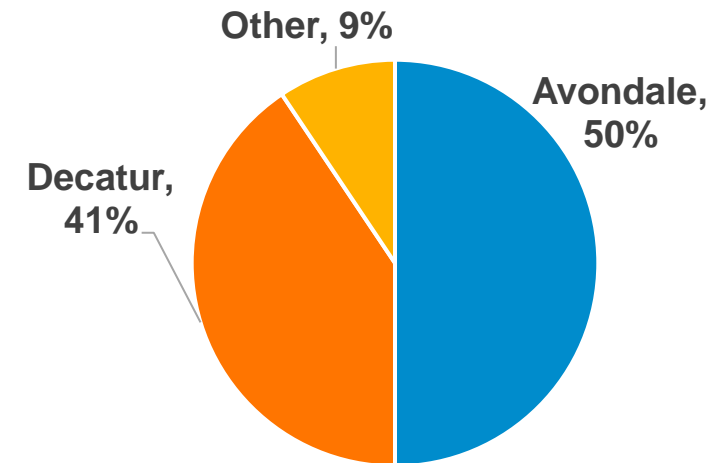
## Which east terminus do you prefer?



## 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 to stations

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



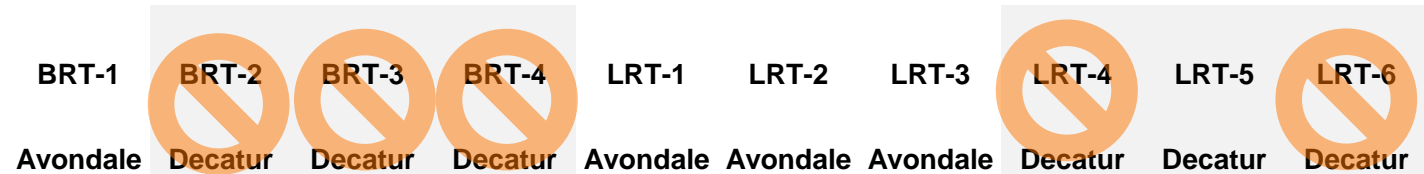
## Fatal Flaws

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

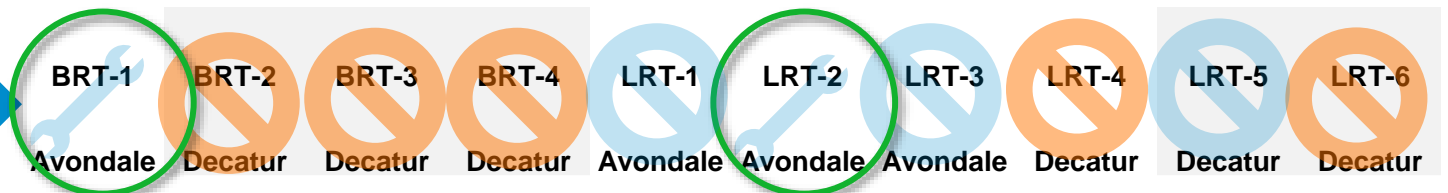
## Elements to be Removed from Alternatives

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

## Removes non-subway Decatur alternatives



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



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