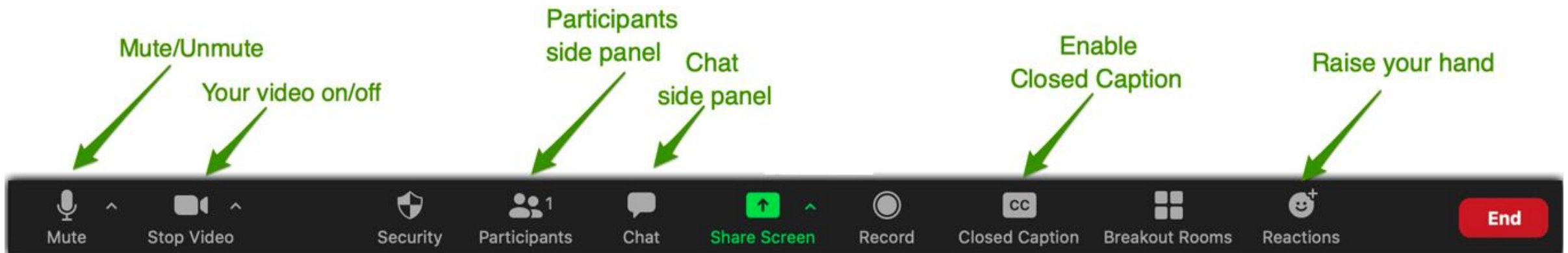


Clifton Corridor Transit Initiative

Public Update

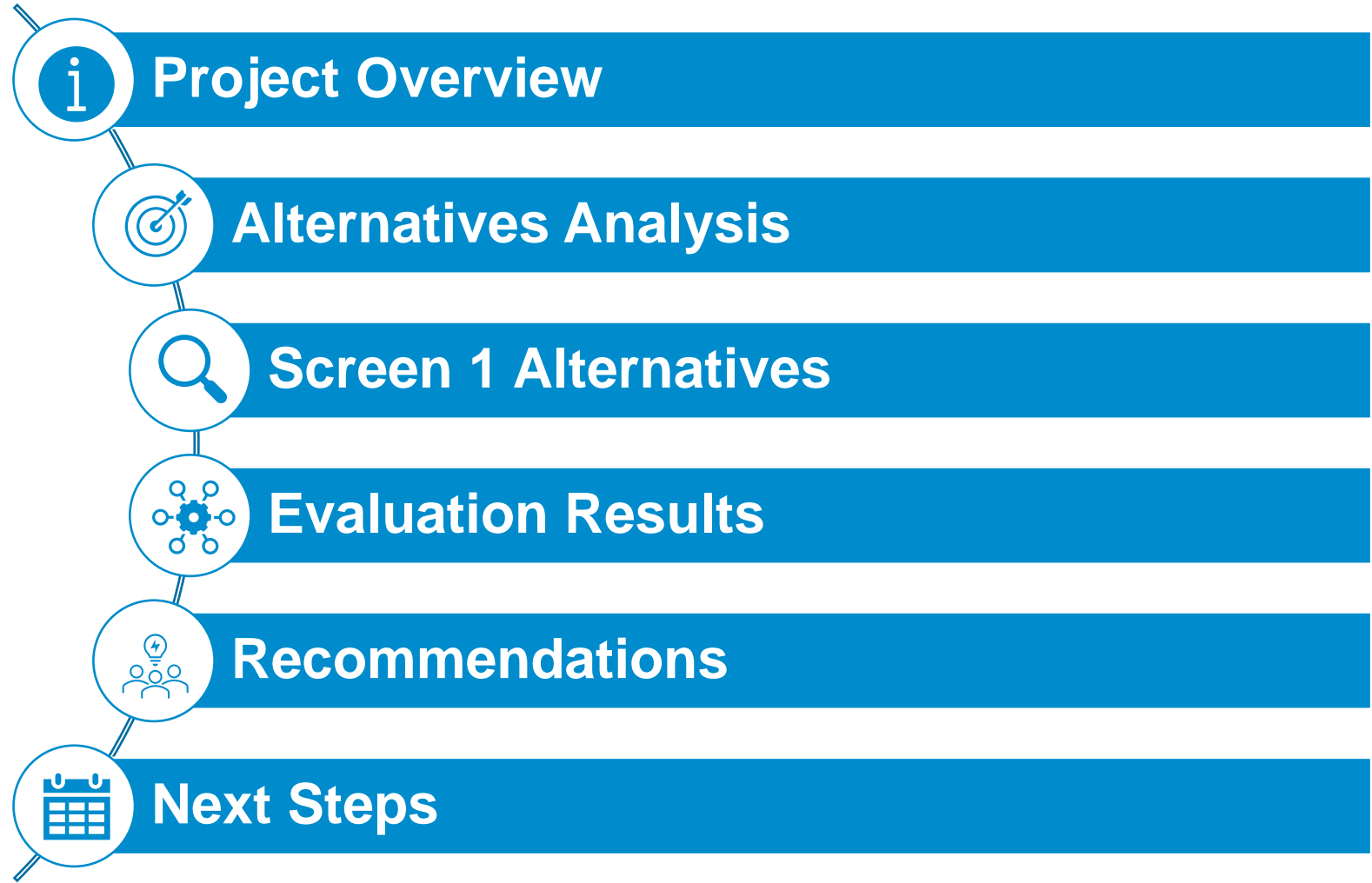
November 17, 2022

- Please see Zoom features below if you are not familiar.
- Microphones are muted to avoid background noise.
- The Live Zoom Chat feature is disabled to better organize questions and comments received during the presentation.
- Questions and comments can be submitted to **"Maya Fizer – Project Team"** using the direct message chat feature during the presentation.
- Once the Q&A period has started, you can ask questions in real-time via 'raise your hand' feature. The host will unmute you when you are called on.
- If you joined today's meeting via phone dial *9 to raise your hand. When you are called on, dial *6 to unmute yourself.
- We will address as many questions as time allows.



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



Project Overview

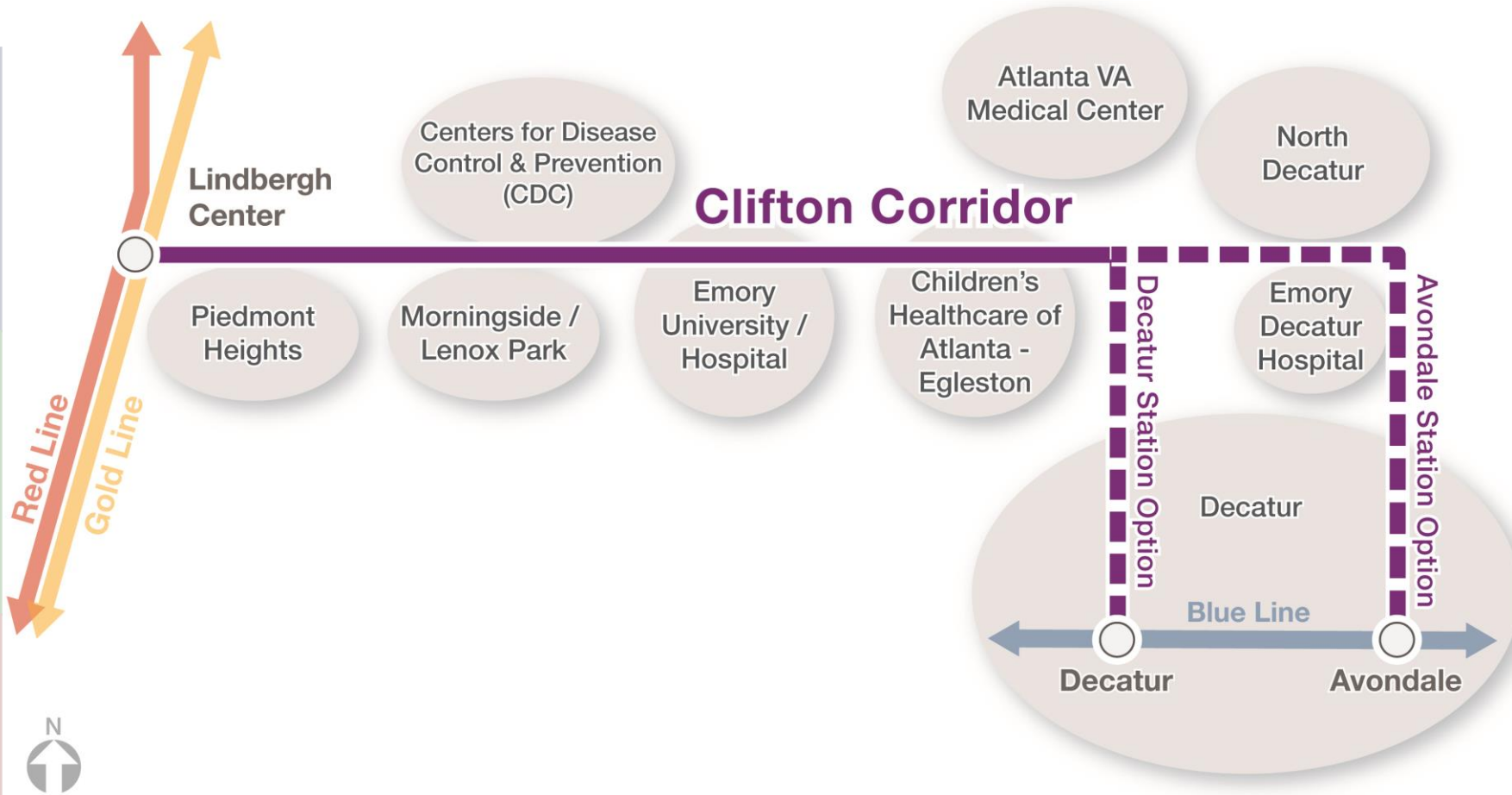
Proposed high-capacity transit service through a major regional employment and institutional corridor

Needs & Purpose

Frequent and reliable transit is needed

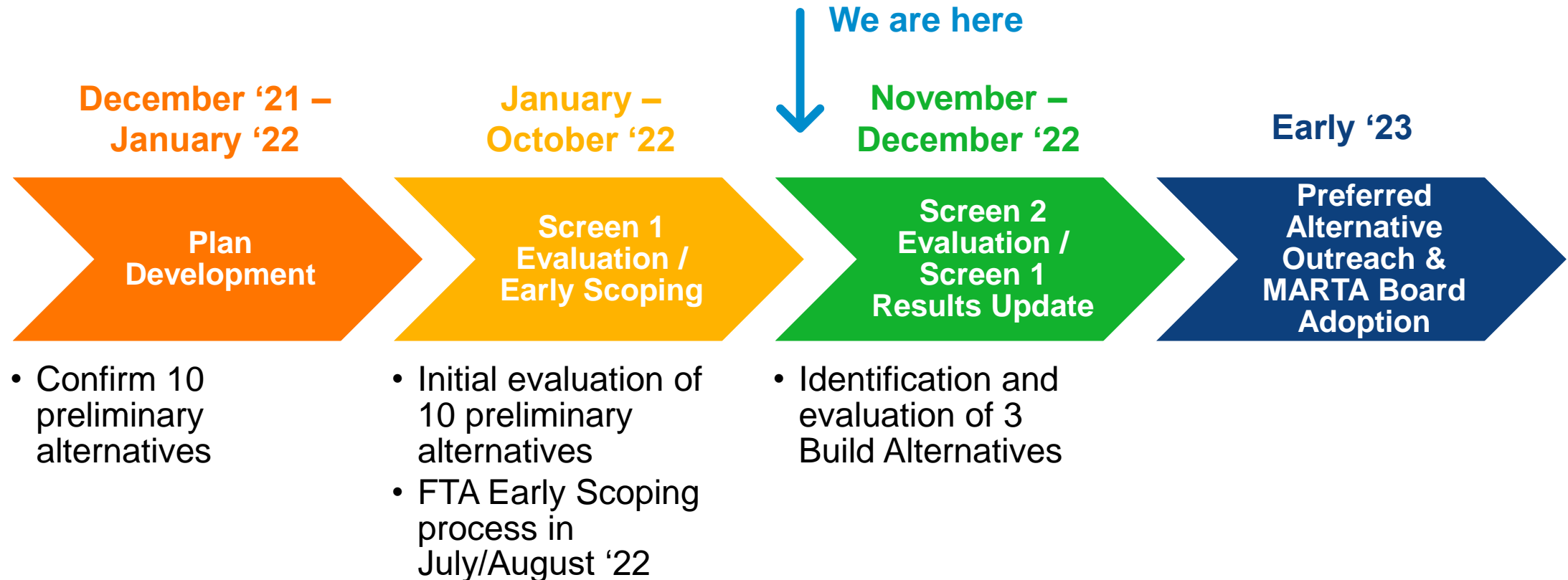
Better transit access and connectivity

Improved access to the MARTA rail system















Process

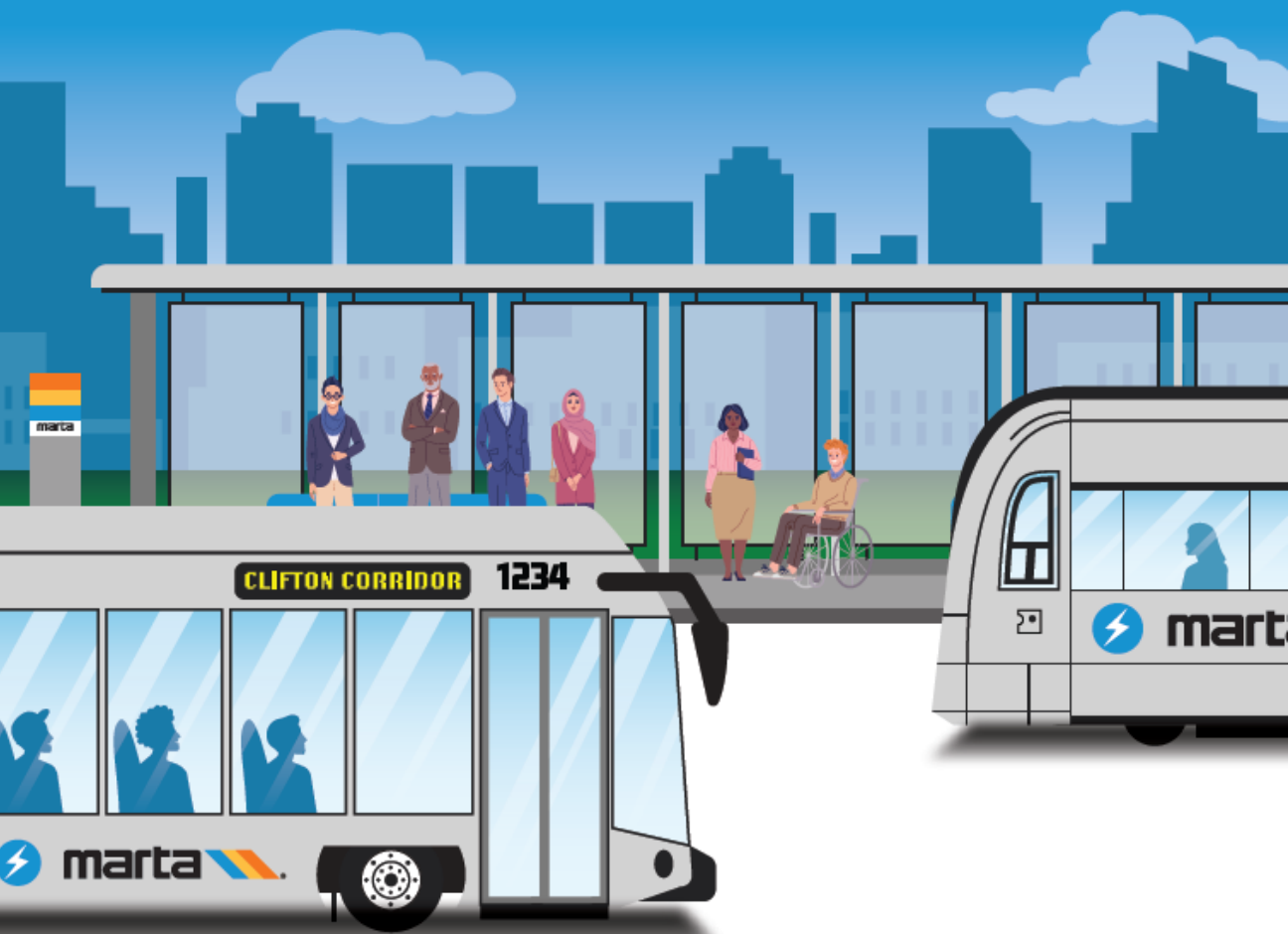
- Evaluate project alternatives at multiple stages (screenings)
- Applies increasing detail of evaluation criteria and design as the process progresses
- Select best new preferred alternative for Board adoption

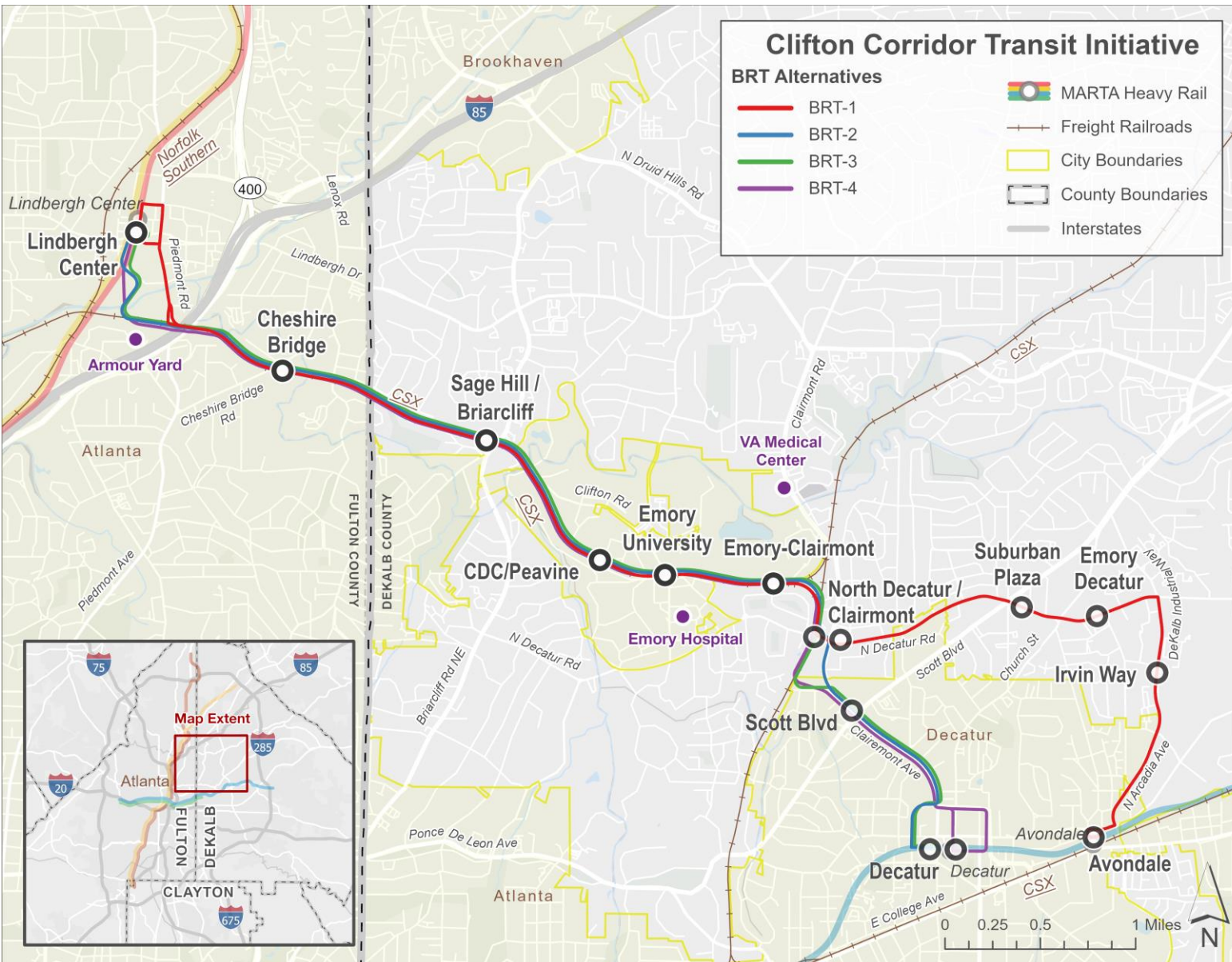


MARTA Expansion Modes

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

Screen 1 Alternatives



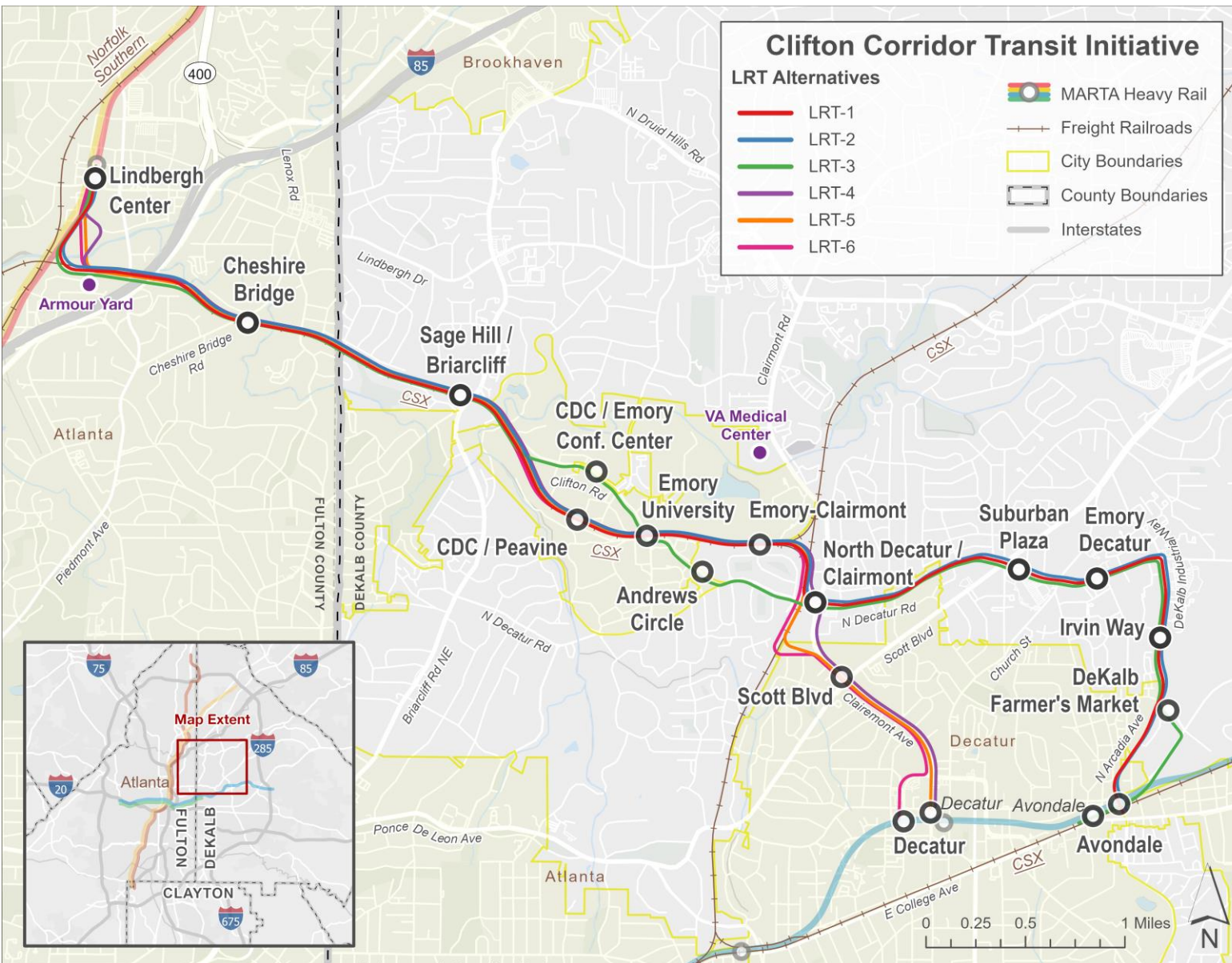


Four BRT Alternatives

- 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

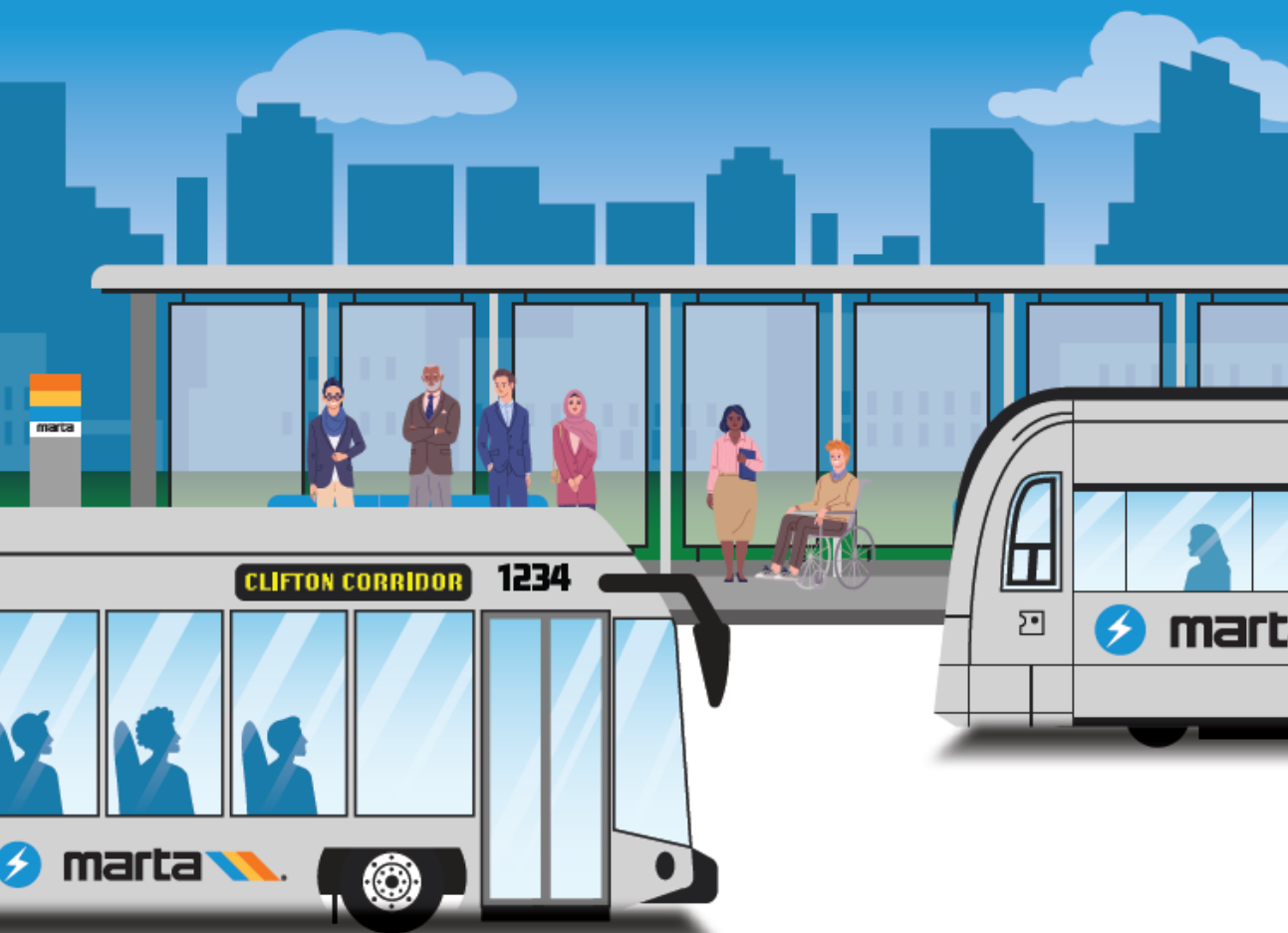


Screen 1 Evaluation

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

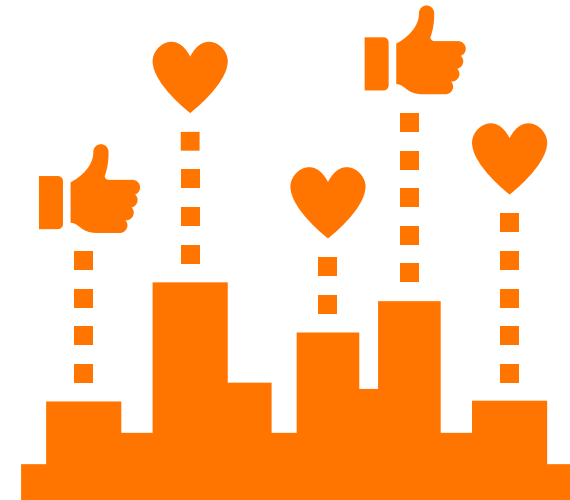
- Clifton@itsmarta.com
- Recorded and responded to by project team

Project website

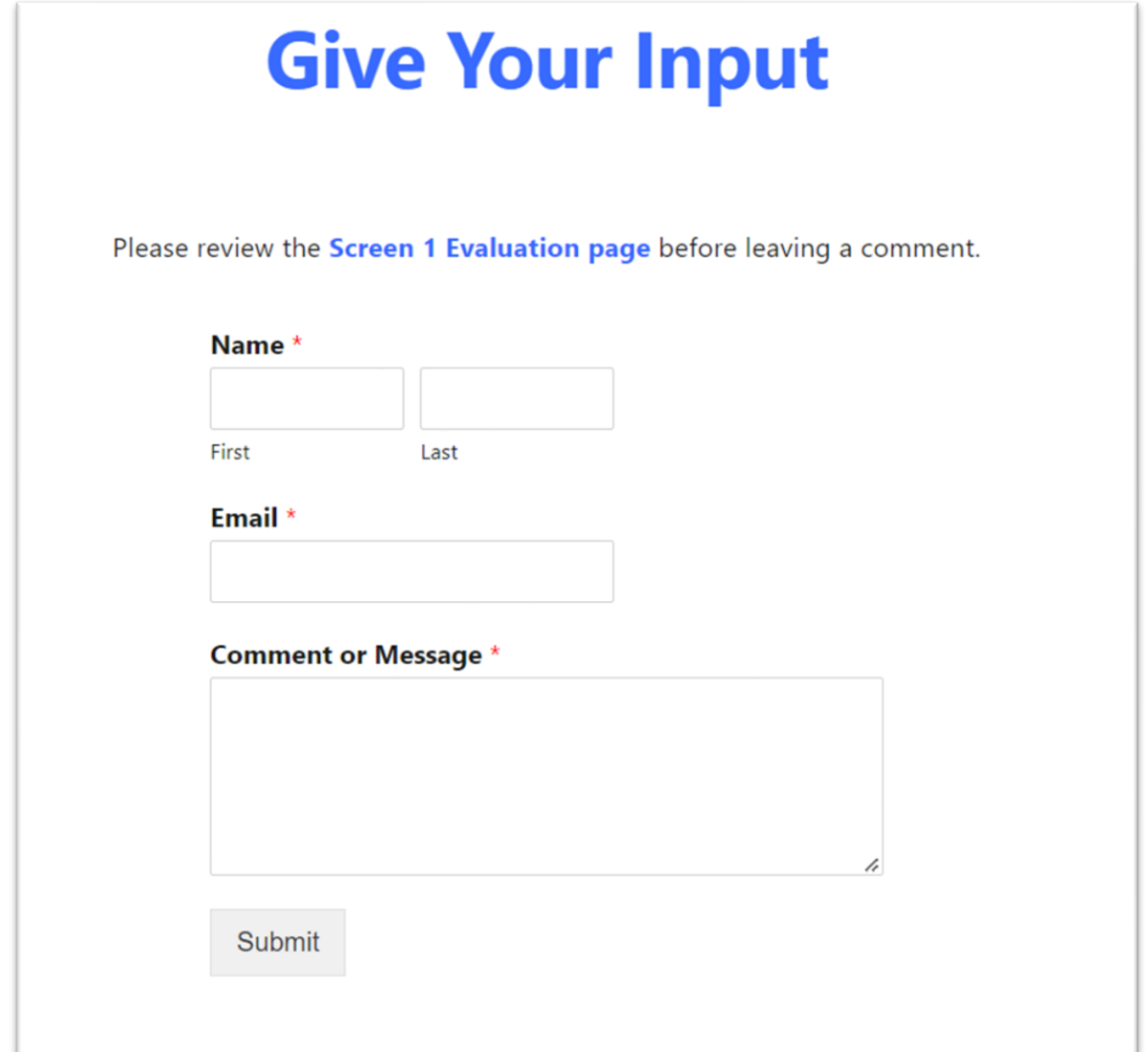
- Comment submission form

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 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

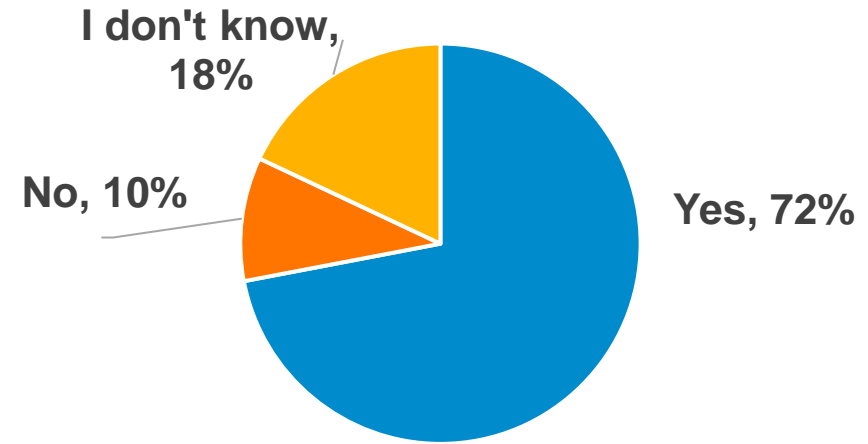
General Project Support

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

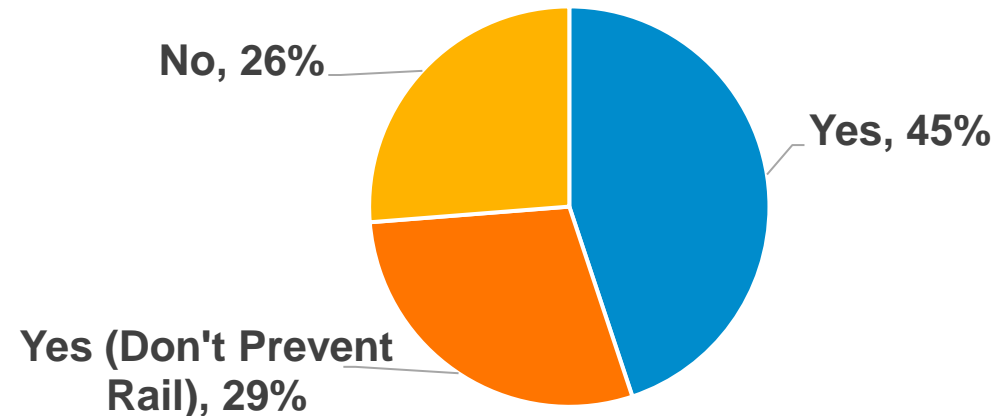
Modal Preference – Overall

- 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?



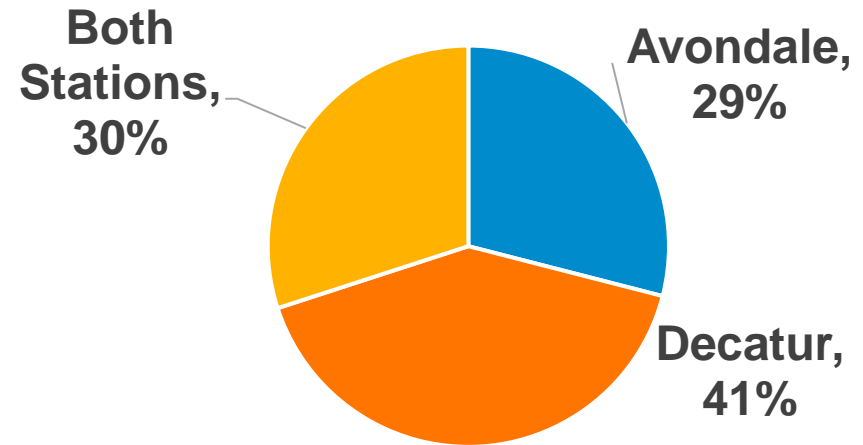
East Terminus Preference – Overall

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

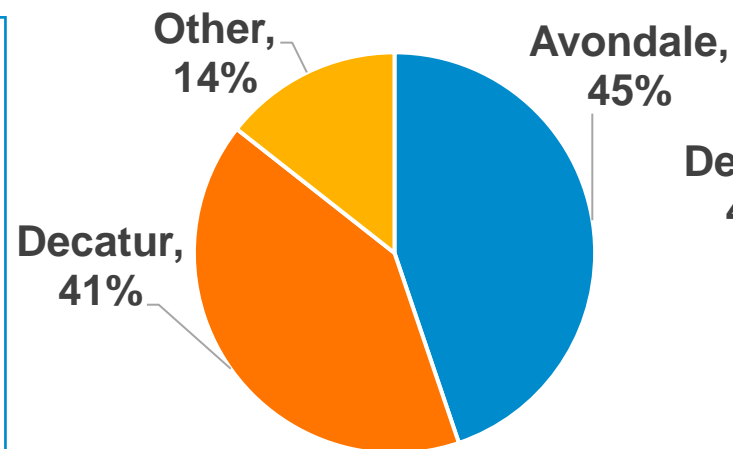
East Terminus Preference by Mode

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

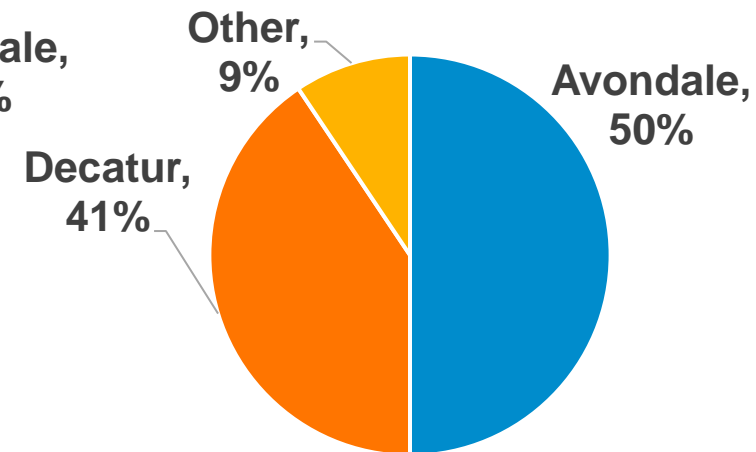
Which east terminus do you prefer?



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

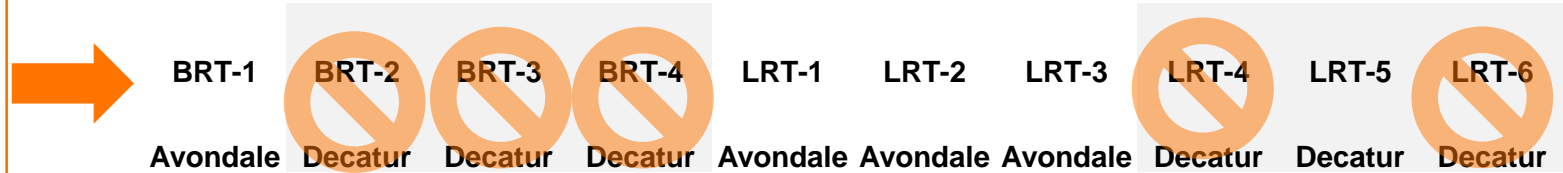
BRT – capacity; request for ridership information



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

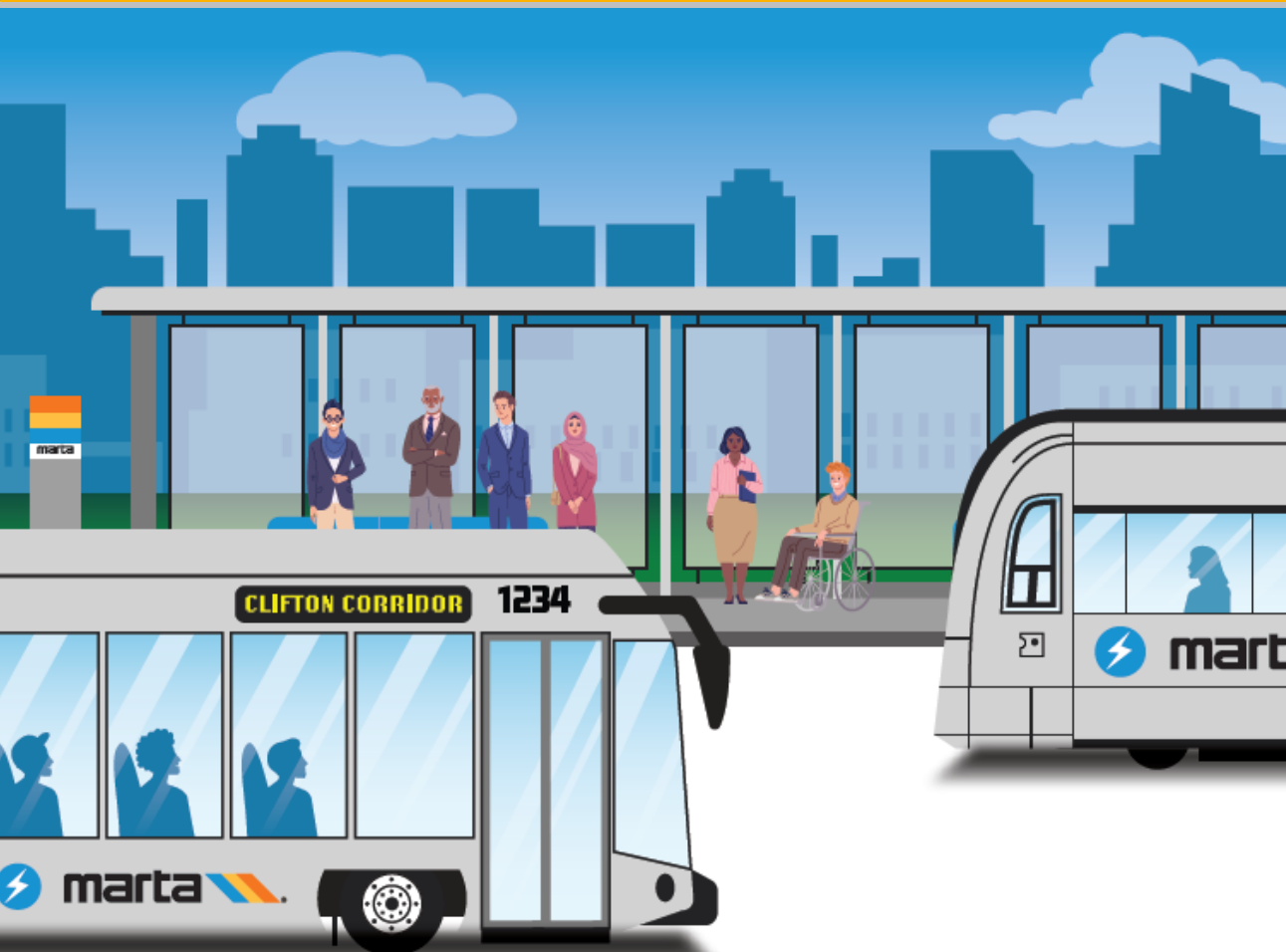
Three Build Alternatives

- 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

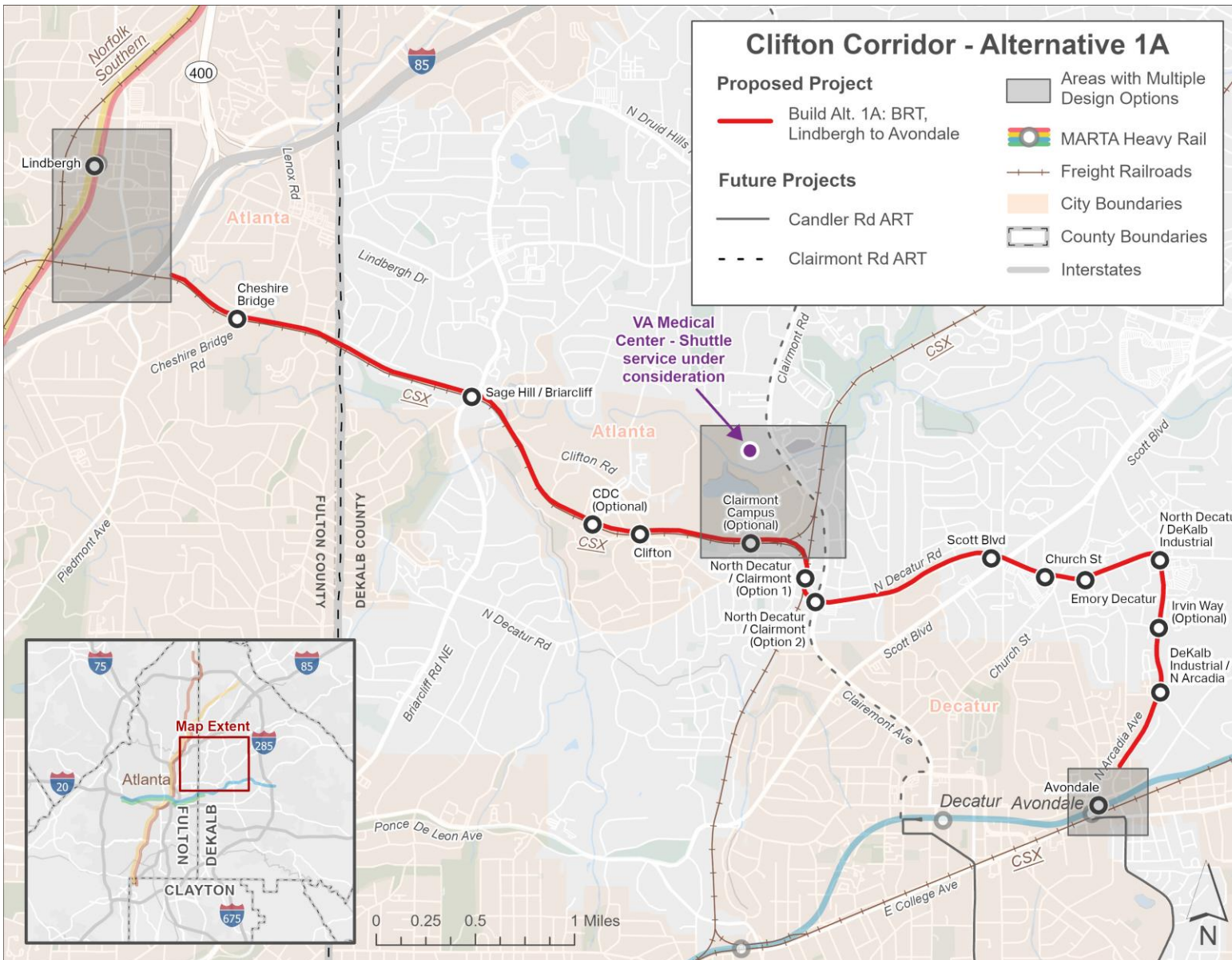
Transit Modes Under Consideration

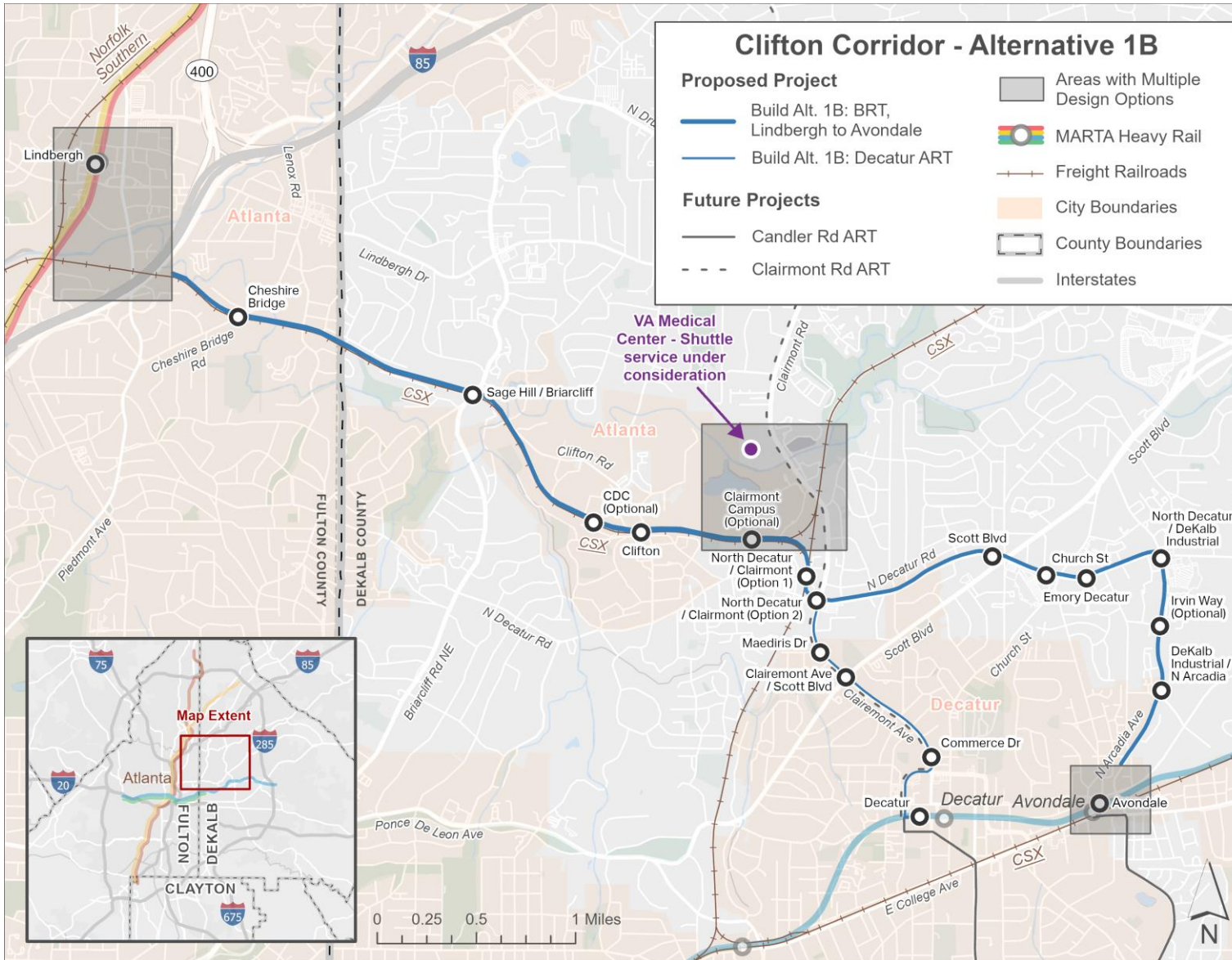
- Bus Rapid Transit
- Light Rail Transit
- Arterial Rapid Transit



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



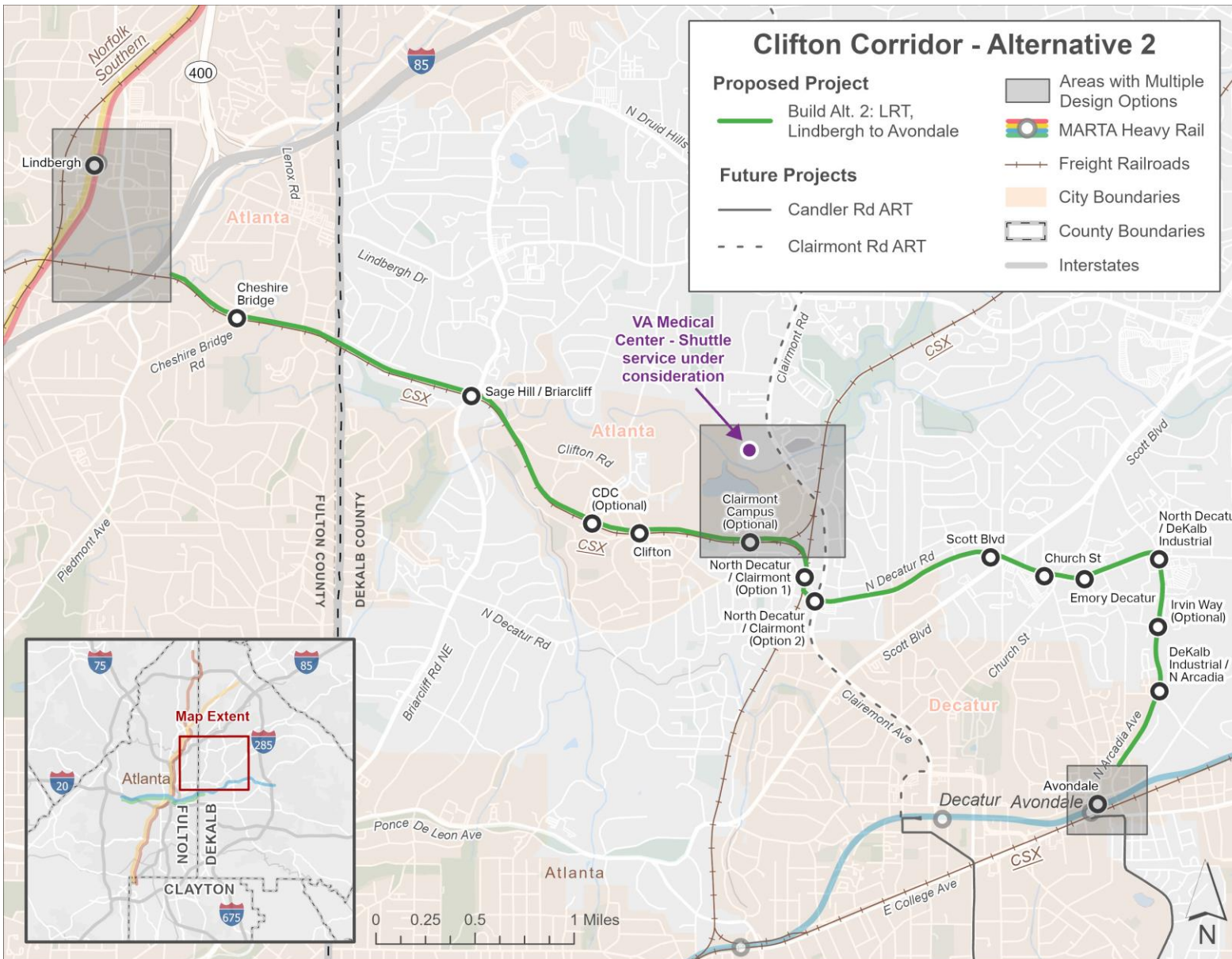


BRT with dedicated guideway/lanes, Lindbergh to Avondale ART, Lindbergh to Decatur

- 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

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

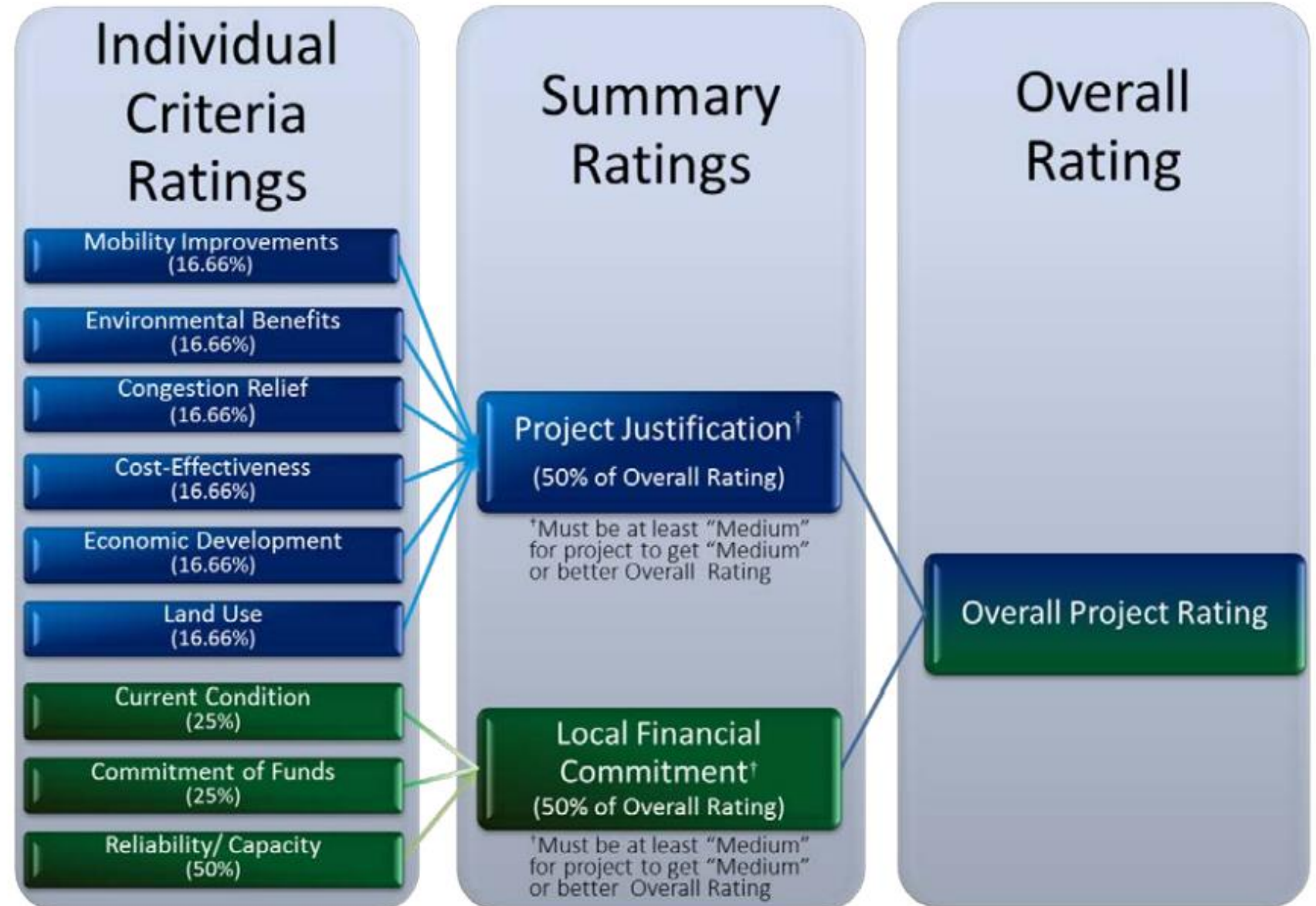
Transit Signal Priority

- 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

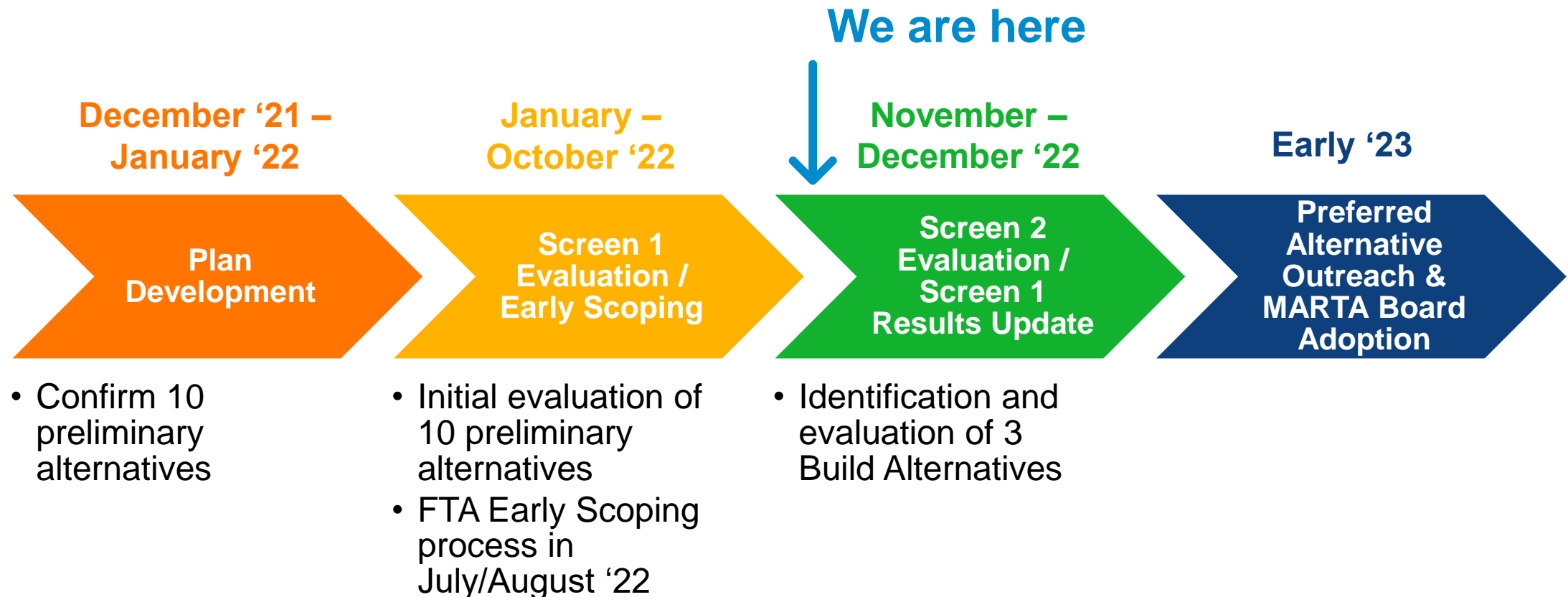
Economic Development

- 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





There are several ways to stay engaged on the Clifton Corridor Transit Initiative:

Visit

connectclifton.com and:

- Share your feedback by submitting questions/comments
- Sign-up to receive emailed project updates
- Review project information, meeting slides and videos, project updates, and next steps for engagement

Questions & Answers





Thank You For Your Participation!

Project Contact:

Bryan Hobbs, MARTA Project Manager

jhobbs@itsmarta.com

clifton@itsmarta.com

connectclifton.com

