



Clifton Corridor Transit Initiative

Open House

February 18, 2023

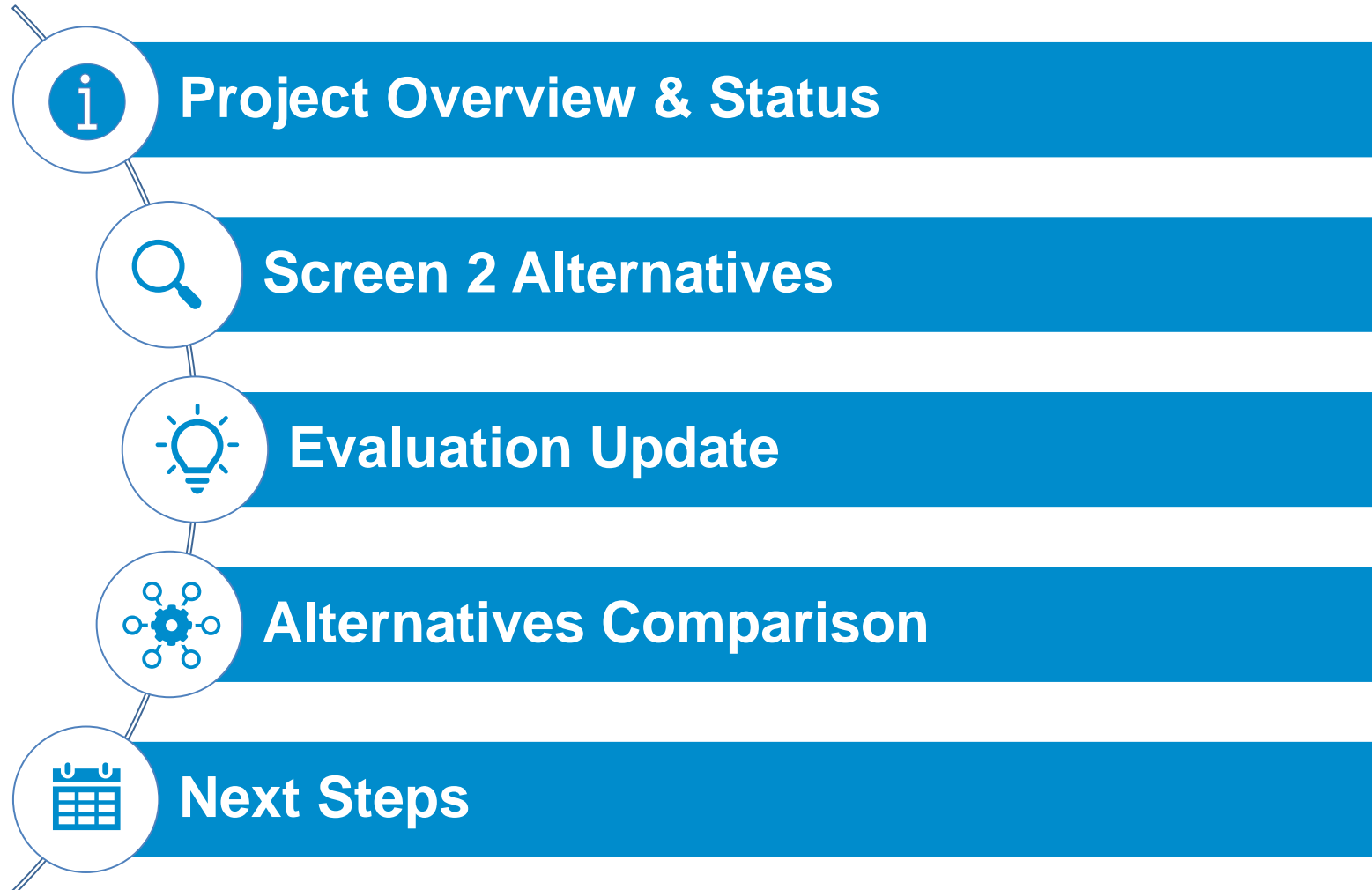




| Team Member | Role |
|-----------------------|---|
| Bryan Hobbs | MARTA - Project Manager |
| Shelley Peart | MARTA – AGM of Planning |
| Greg Giuffrida | MARTA - Director, Communications & Engagement |
| Peter Voorhees | AECOM - Project Manager |
| Contente Terry | Contente Consulting - Public Involvement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

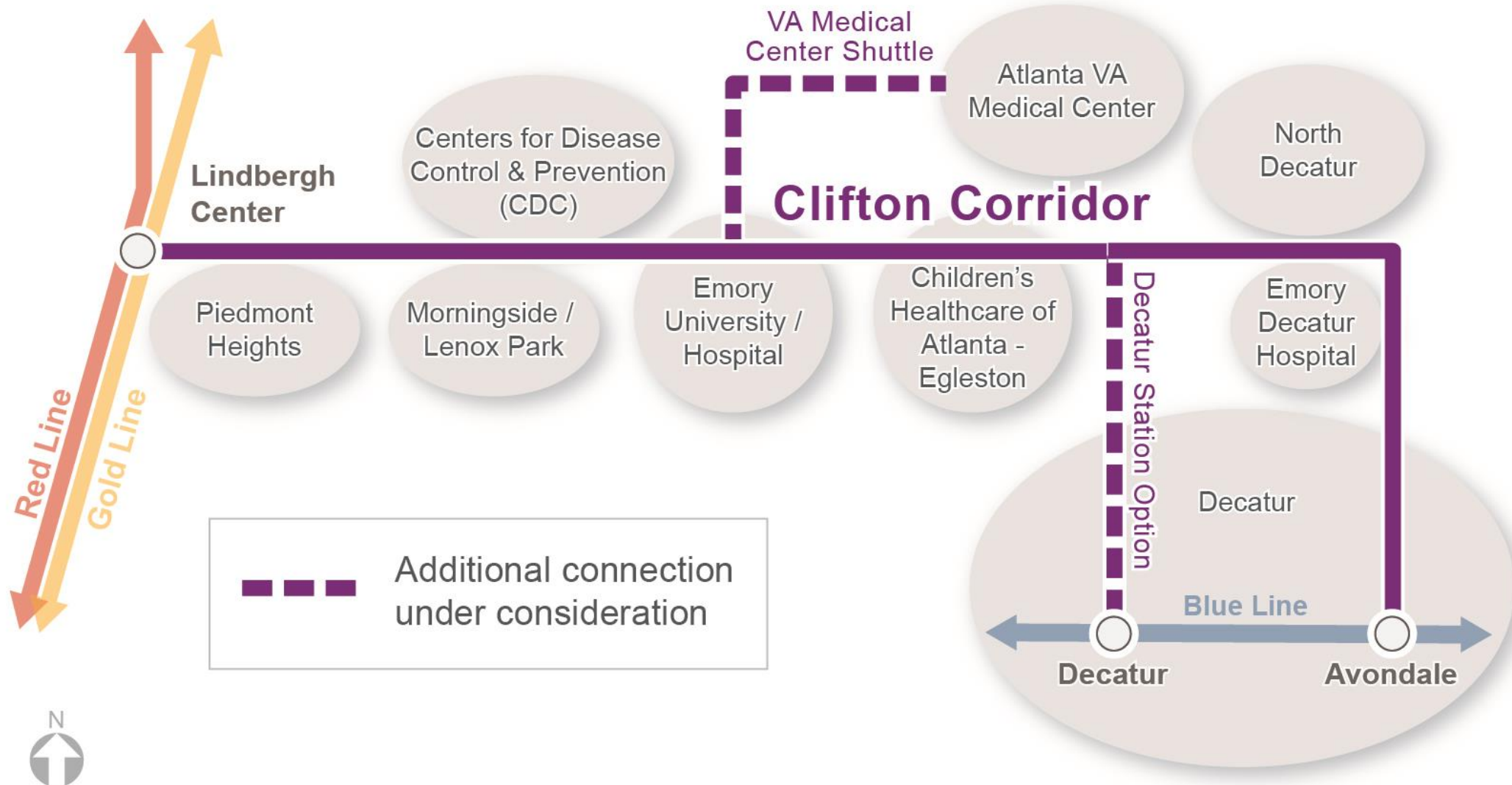


Purpose: Provide an update on the Clifton Corridor Alternatives Analysis Screen 2 process; present Screen 2 alternatives, and initial evaluation results



Project Overview

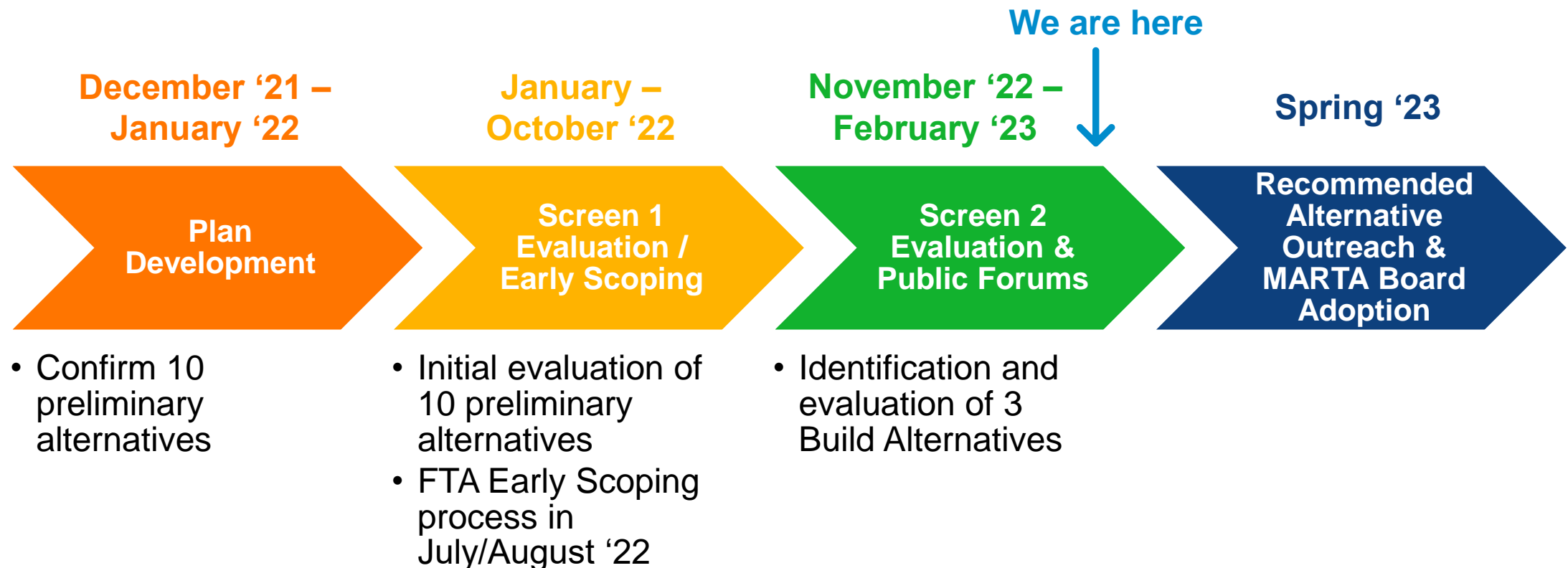
Proposed high-capacity transit service through a major regional employment and institutional corridor.





Current Phase: Alternatives Analysis

- Goal: Select recommended alternative for Board adoption & environmental review
- Evaluate project alternatives at multiple stages (screenings)

















Transit Mode Characteristics

Specific to Clifton Corridor



| |  Arterial Rapid Transit (ART) |  Bus Rapid Transit (BRT) |  Light Rail Transit (LRT) |
|--|---|--|---|
| Guideway Type |  Mixed Traffic |  Dedicated |  Dedicated |
| Average Station Spacing | Every 1/4 to 1/2 mile | Every 1/2 mile or more | Every 1/2 mile or more |
| Typical Peak Frequency |  Every 15 minutes or better |  Every 10 minutes or better |  Every 10 minutes or better |
| Capacity | 250 to 350 riders per hour | 250 to 800 riders per hour | 350 to 1,100 riders per hour |
| Planning, Design, & Construction Time |  3 - 5 Years |  7 - 8 Years |  8 - 10 Years |

What is Arterial Rapid Transit?

Arterial Rapid Transit (ART) is a frequent, all-day bus 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

- Does not require additional right-of-way for dedicated lanes
- Can extend from a BRT corridor

Unique Transit Line and Vehicle Branding

- Branding helps differentiate from local buses

Station Amenities

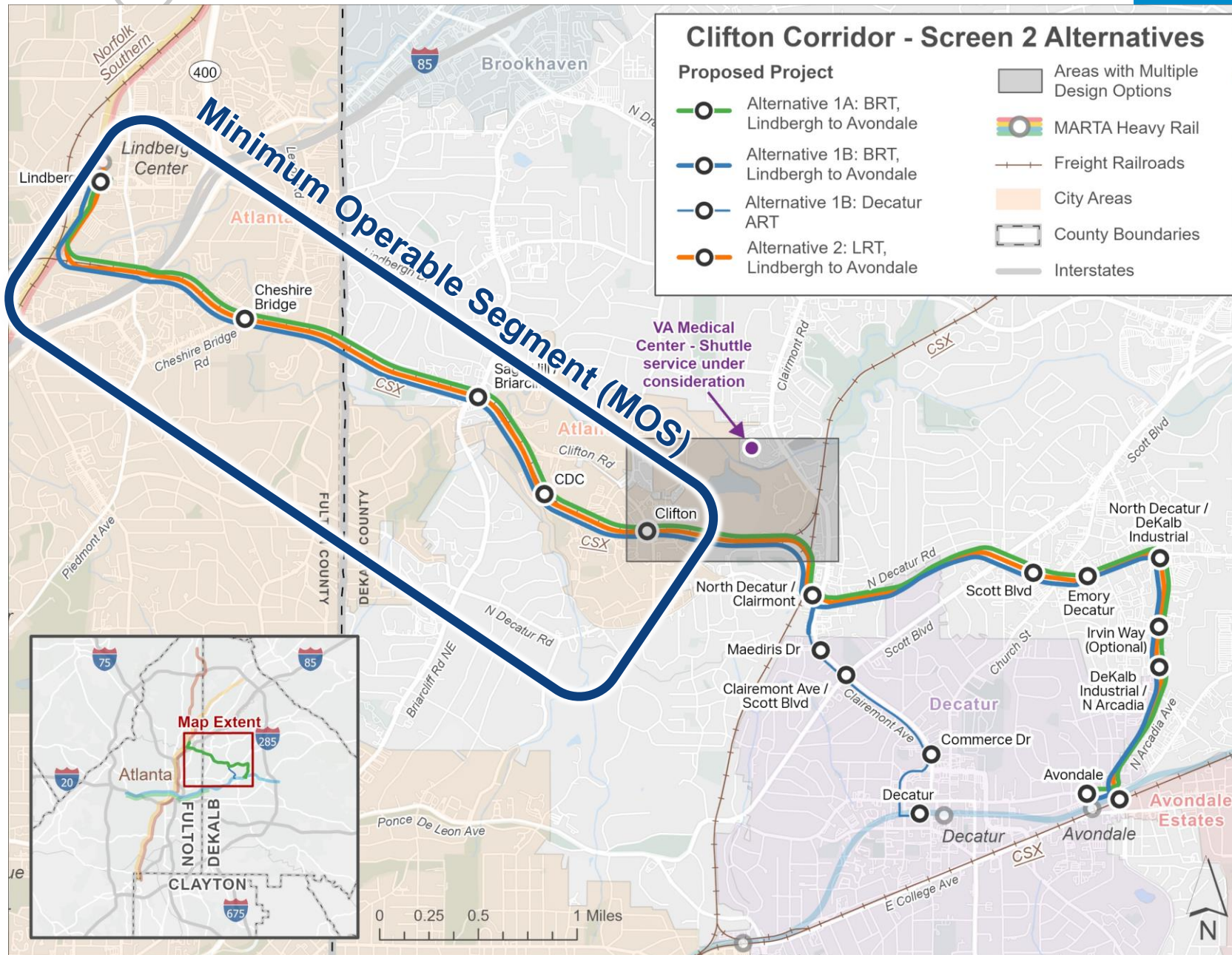
- Shelters, seating, route maps, arrival screens, off-board ticketing at high ridership locations, near-level boarding platforms, and more

Transit Signal Priority

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



Screen 2 Alternatives



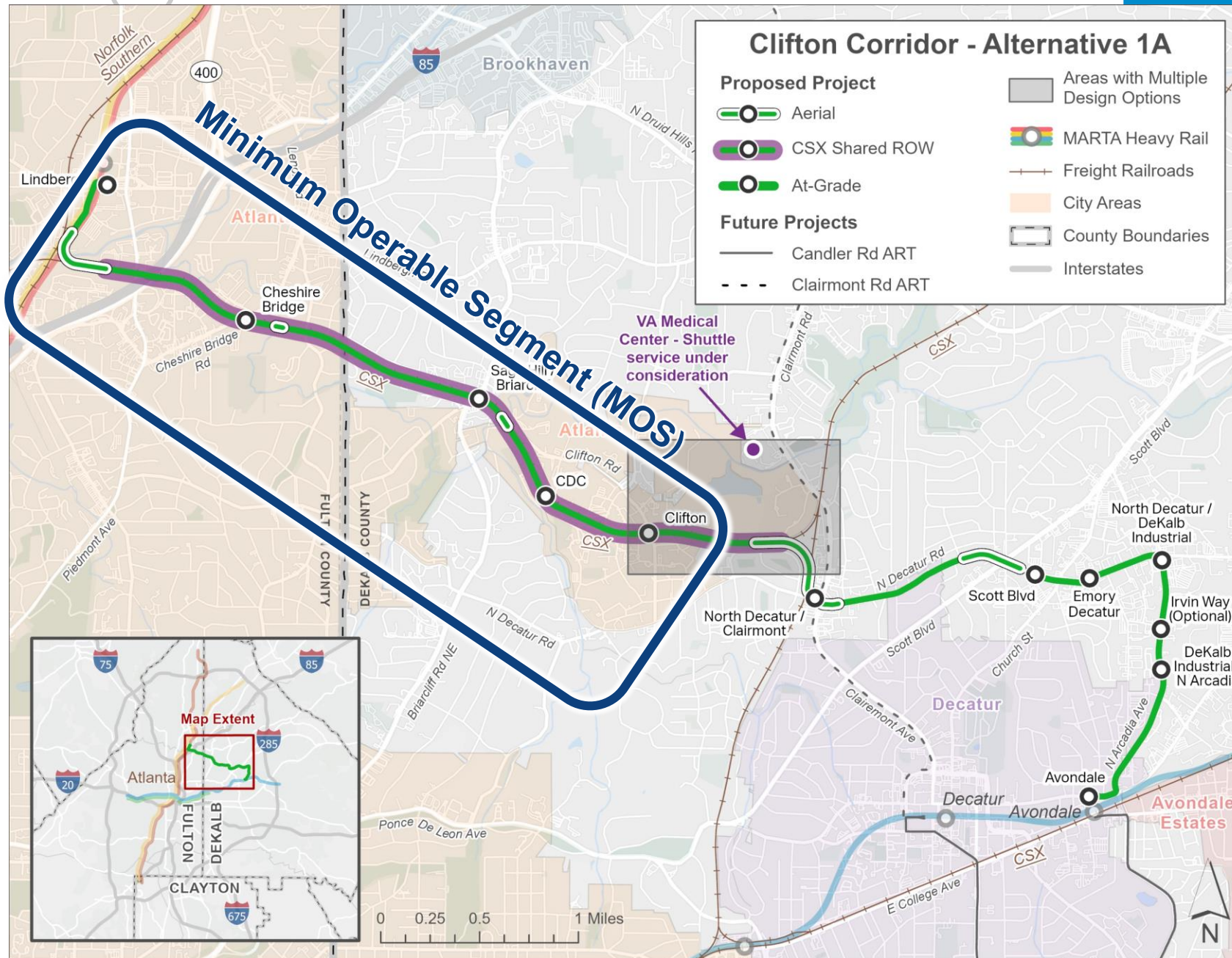
Alternative 1A
BRT with dedicated guideway/lanes,
Lindbergh Station to Avondale Station

Alternative 1B
BRT with dedicated guideway/lanes,
Lindbergh to Avondale, plus:
BRT/ART, Lindbergh to Decatur (no
roadway widening required on
Clairemont Ave and in downtown
Decatur)

Alternative 2
LRT with dedicated guideway/lanes,
Lindbergh Station to Avondale Station

Minimum Operable Segment (MOS)
a segment of the Locally Preferred
Alternative that provides the most cost-
effective solution with the greatest
benefits for the project.

Alternative 1A: BRT Lindbergh to Avondale

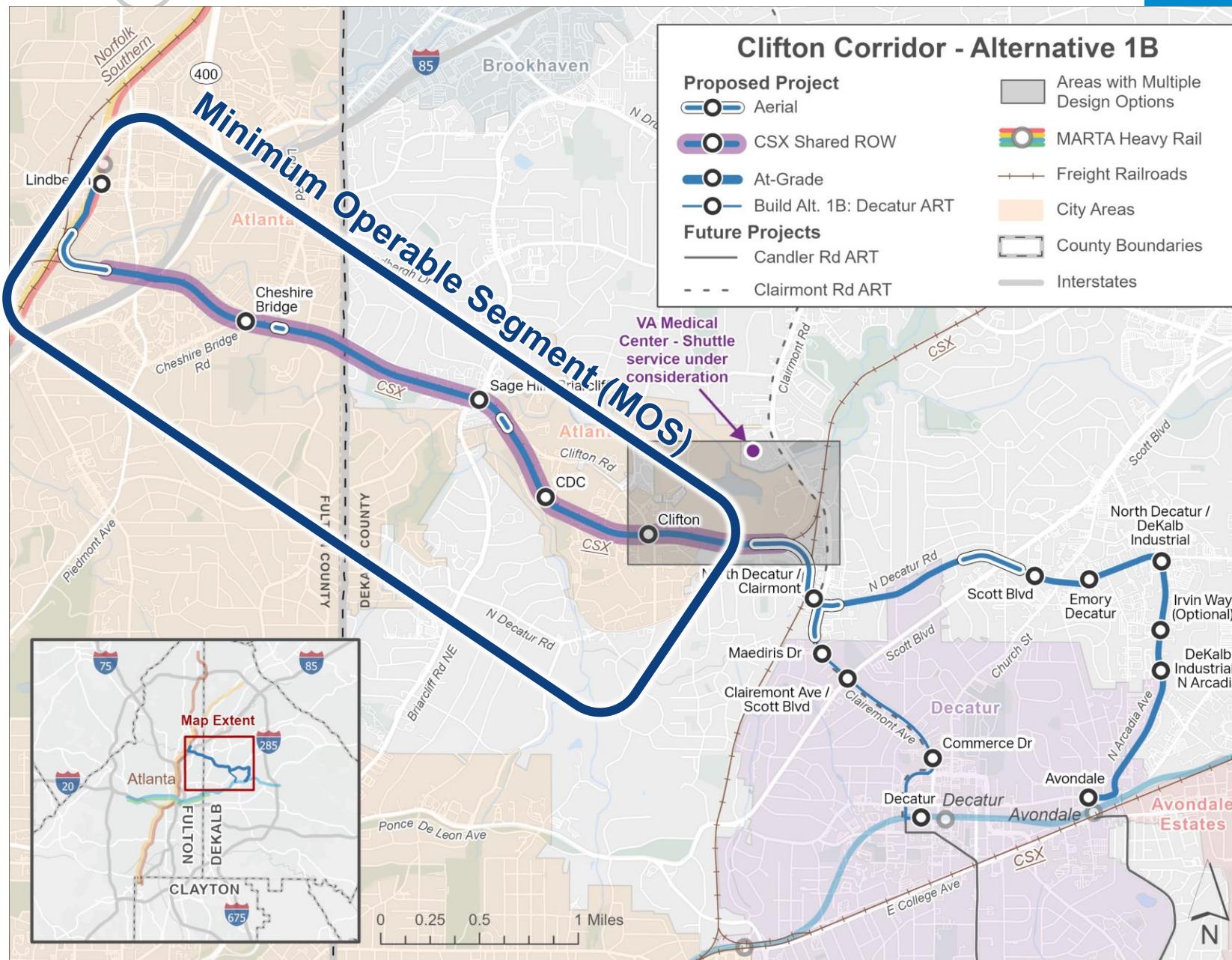


BRT with dedicated guideway/lanes, Lindbergh Station to Avondale Station

Characteristics

- 31-minute** travel time from Lindbergh to Avondale (up to 1 hr 15 min by car)
- 97%** dedicated right-of-way
- 39,900 people** within a half-mile of stations (2020)
- 34,400 jobs** within a half-mile of stations (2018)

Alternative 1B: Avondale BRT/Decatur ART



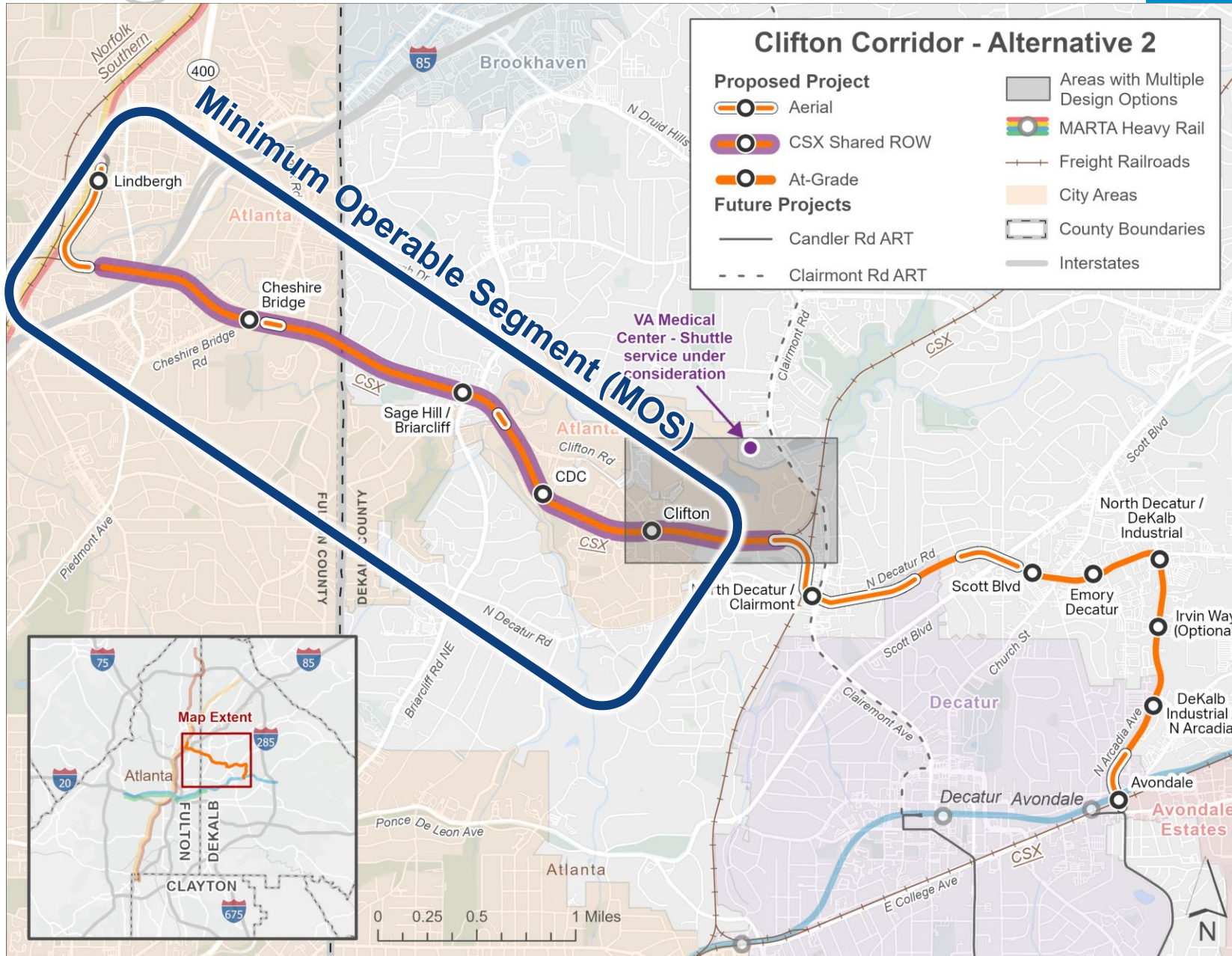
**BRT with dedicated
guideway/lanes, Lindbergh to
Avondale**

BRT/ART, Lindbergh to Decatur

Characteristics

- **31-minute** travel time from Lindbergh to Avondale; **27-minute** travel time from Lindbergh to Decatur station
- **84%** dedicated right-of-way
- **47,800 people** within a half-mile of stations (2020)
- **42,400 jobs** within a half mile of stations (2018)

Alternative 2: LRT, Lindbergh to Avondale



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

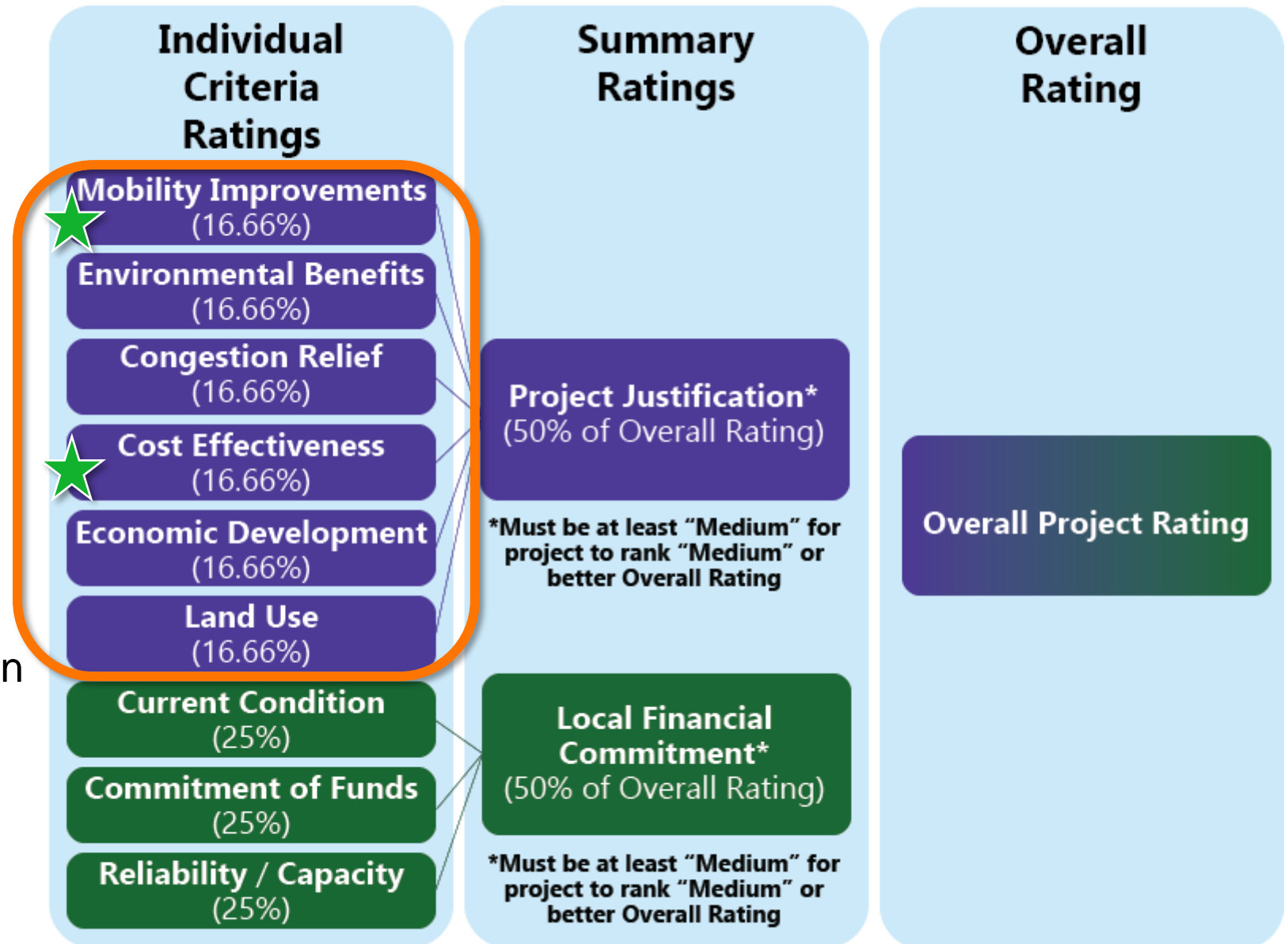
Characteristics

- **29-minute** travel time from Lindbergh to Avondale
- **100%** dedicated right-of-way
- **39,900 people** within a half-mile of stations (2020)
- **34,600 jobs** within a half-mile of stations (2018)

Federal Funding Opportunity























- Federal Transit Administration (FTA) New Starts & Small Starts Evaluation Criteria
- Federal share: up to 60% of total project cost
- MARTA is evaluating alternatives based on these criteria and more →
- **Goal:** Achieve the highest possible rating from FTA to win federal grant money for the project

★ Key differentiators between alternatives






















Screen 2 Evaluation Update

* Includes VA Medical Center Shuttle

| | Alternative 1A (Lindbergh to Avondale) | Alternative 1B (Lindbergh to Avondale) | Alternative 1B (Lindbergh to Decatur) | Alternative 2 (Lindbergh to Avondale) |
|---------------------------------|--|--|---|--|
| Mode |  BRT |  BRT |  BRT/ART |  LRT |
| Total Length |  8.41 mi |  8.41 mi |  6.65 mi |  8.16 mi |
| Dedicated Right-of-Way |  97% |  97% |  77% |  100% |
| | |  84% Combined | | |
| Population (2020) * |  39,900 |  47,800 | |  39,900 |
| Jobs (2018) * |  34,400 |  42,400 | |  34,600 |
| Affordable Housing Units Served |  1,045 |  2,009 | |  1,045 |

Screen 2 Evaluation Update (Continued)

| | Alternative 1A (Lindbergh to Avondale) | Alternative 1B (Lindbergh to Avondale) | Alternative 1B (Lindbergh to Decatur) | Alternative 2 (Lindbergh to Avondale) |
|-------------------------|---|---|--|---|
| Mode |  BRT |  BRT |  BRT/ART |  LRT |
| Travel Time (mm:ss) |  30:51 |  30:51 |  27:08 |  29:23 |
| Schedule Reliability |  High |  High |  BRT - High  ART - Medium |  High |
| Capital Costs (2031 \$) |  \$0.9 B - \$1.3 B |  \$1.0 B - \$1.4 B |  \$2.4 B - \$2.9 B | |
| Annual O&M Costs |  \$7.7 M - \$8.9 M |  \$12.9 M - \$14.9 M |  \$22.3 M - \$25.7 M | |

Clifton BRT and LRT Similarities



Dedicated right-of-way share (100% LRT, compared to 97% for end-to-end BRT)



Travel times and schedule reliability (Travel time difference of less than two minutes and longer projected walk times for LRT)



Projected ridership, with Alternative 1B (BRT/ART) having the highest projected ridership

Clifton BRT and LRT Differences



Alt 2 LRT Capital, Operations & Maintenance (O&M) costs **2.5x higher** than Alt 1A BRT and has the **longest projected implementation timeline**



Alt 2 LRT offers **no direct service** from Lindbergh to Decatur



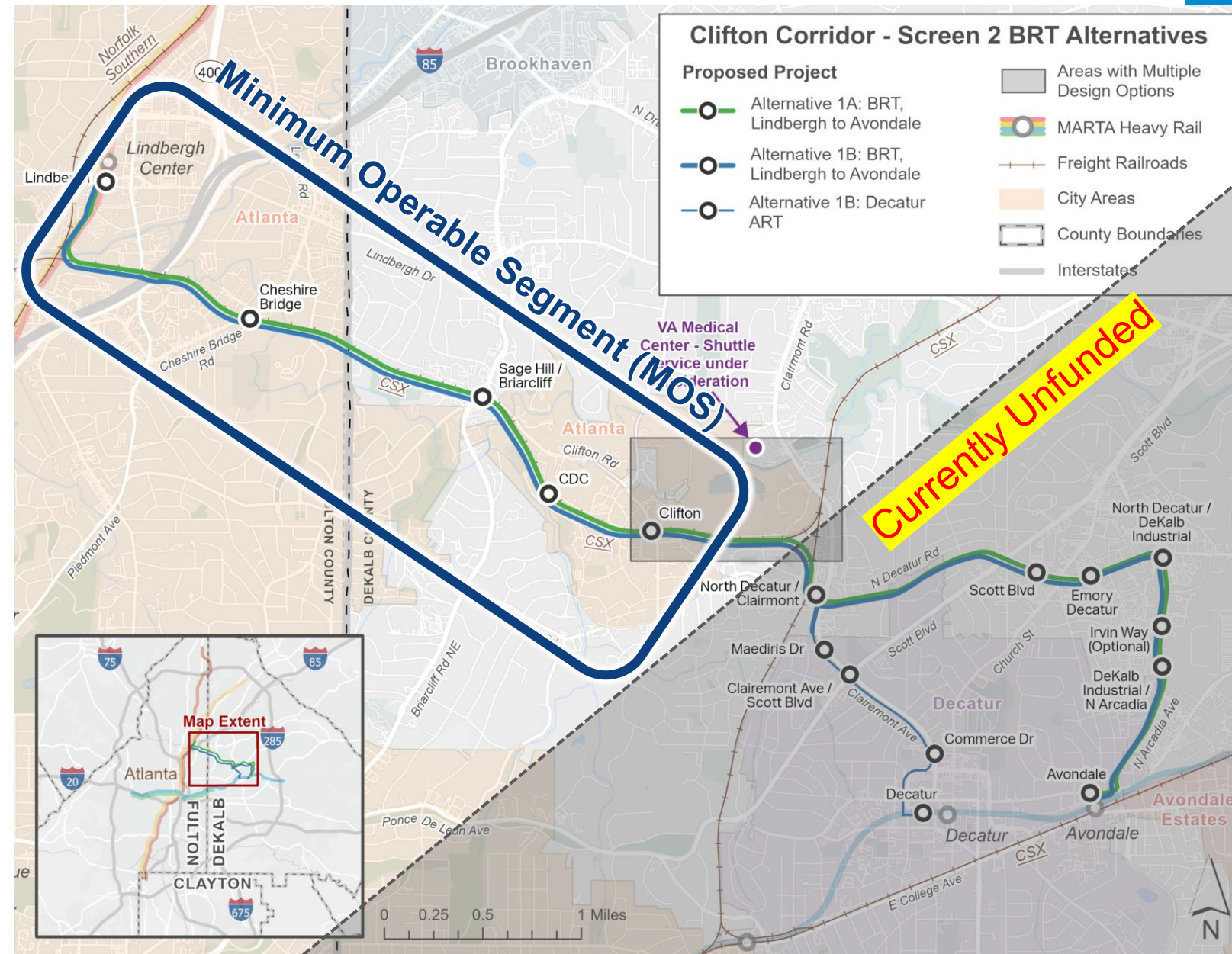
Alt 2 LRT: **lowest anticipated cost effectiveness** of the three alternatives



Alt 2 LRT: **least likely alternative** to receive federal funding and implementation

Result:

- Alternatives **1A BRT** and **1B BRT/ART** **advanced** for further refinement
- **Alternative 2 LRT** **removed** from further consideration

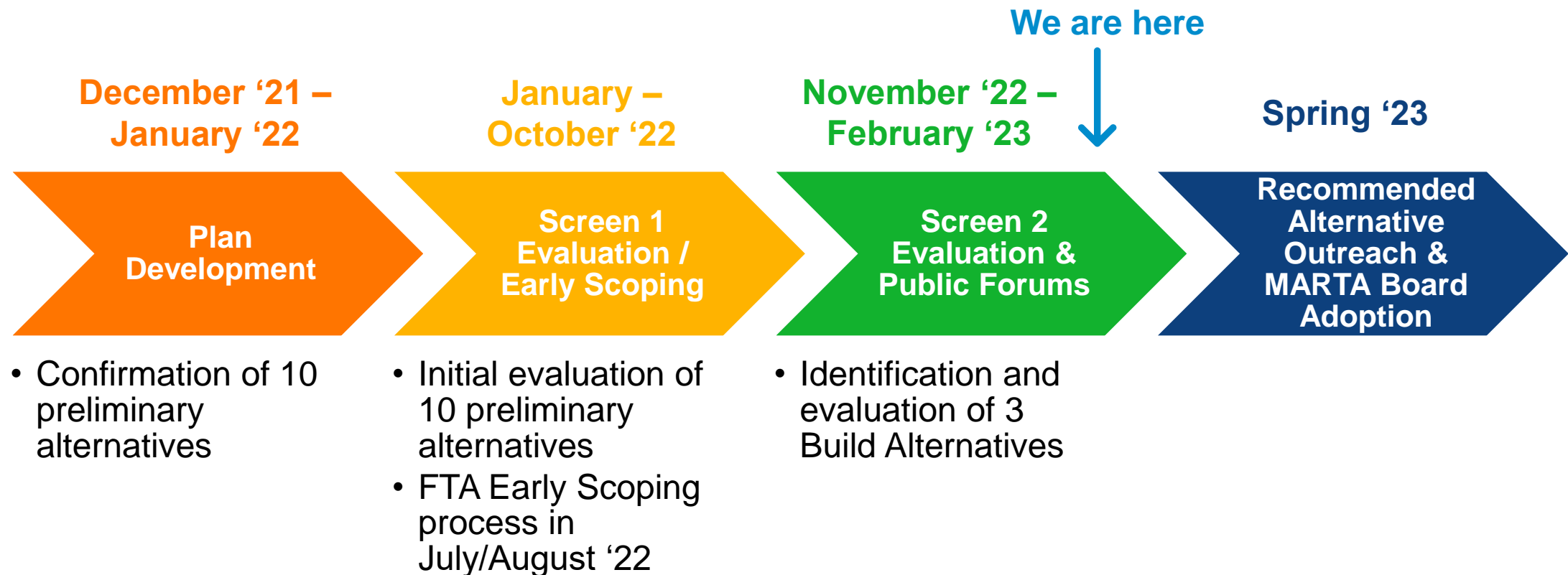


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Alternative that provides the most cost-
effective solution with the greatest
benefits for the project.

- The project team will host a virtual public update to present a recommended alternative and open a 30-day public comment period
- Presented for MARTA Board adoption in May 2023





In-Person Open House **Saturday, February 18th**

10:00 am – 2:00 pm

North Decatur Presbyterian Church
611 Medlock Rd, Decatur, GA 30033

Register for a meeting at [ConnectClifton.com](https://connectclifton.com)

Questions & Answers



Thank You For Your Participation!

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