



CLAYTON COUNTY TRANSIT INITIATIVE

Fact Sheet
March 2017



THE PROJECT

The Metropolitan Atlanta Rapid Transit Authority (MARTA) is undertaking the Clayton County Transit Initiative. This initiative will explore different transit alignment and technology options to improve Clayton County's transportation mobility, accessibility, and connectivity to the Atlanta region and provide greater access to jobs, congestion relief, environmental benefits and economic development within the County.

The study area includes all of Clayton County and portions of southeast Fulton County, southwest DeKalb County, northeast Fayette County, and northwest Henry County. Potential transit corridors are being considered to connect existing MARTA rail service from East Point or College Park to Lovejoy and other major destinations in Clayton County.

OVERVIEW

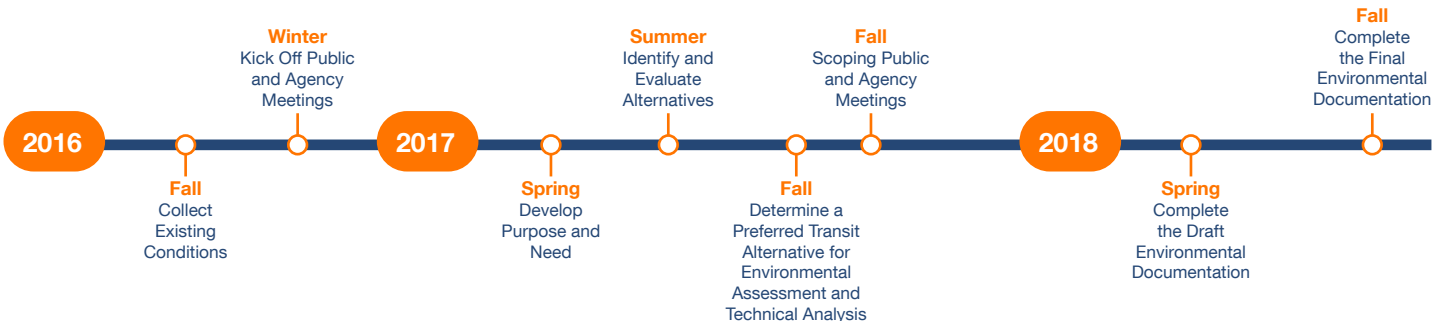
On November 4, 2014, voters in Clayton County approved a referendum to dedicate a one-cent sales tax for the expansion of Metropolitan Atlanta Rapid Transit Authority (MARTA) service to the County. Approval of the one-cent sales tax provides for the implementation of MARTA Bus and Mobility service, currently in operation, and future high capacity transit service in Clayton County. The study will explore various transit corridors and technology options including Heavy Rail Transit (HRT), Commuter Rail Transit (CRT), Light Rail Transit (LRT) and Bus Rapid Transit (BRT).

In Fall 2016, the study kicked off with an initial round of public and agency meetings to present information regarding existing and future conditions, service needs, and travel patterns within the County and region. In early 2017, a second round of public and agency meetings was conducted to garner additional feedback regarding commute patterns, potential transit technologies, key origins and destinations, and project goals and objectives.

During the analysis of existing conditions and through public and stakeholder outreach activities, key themes emerged including the need for regional, local and last-mile connectivity to transit. High capacity service in Clayton County will also address the need for greater access to jobs and education opportunities, improved regional connections and travel options, the growing demand for transit, and support for land use and economic development.

PLANNING PROCESS

The next steps in the process will be to complete the purpose and need, define and evaluate potential transit alternatives and screen to a Locally Preferred Alternative (LPA). The LPA will then enter into an environmental assessment and more detailed technical analysis with an anticipated completion in 2018.



Contact Us

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Website

www.itsmarta.com/clayton-county-overview.aspx
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Potential High Capacity Transit Corridors

