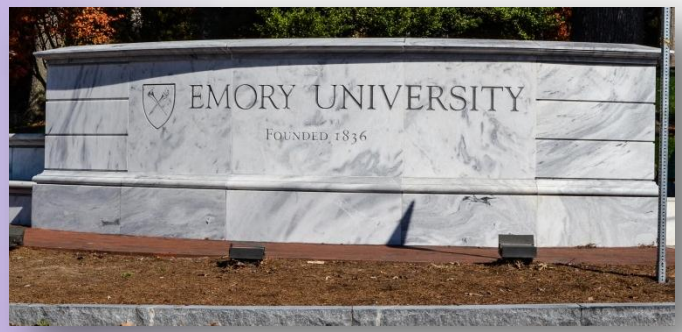
MARTA
CLIFTON CORRIDOR
TRANSIT INITIATIVE



Clifton Corridor Transit Initiative

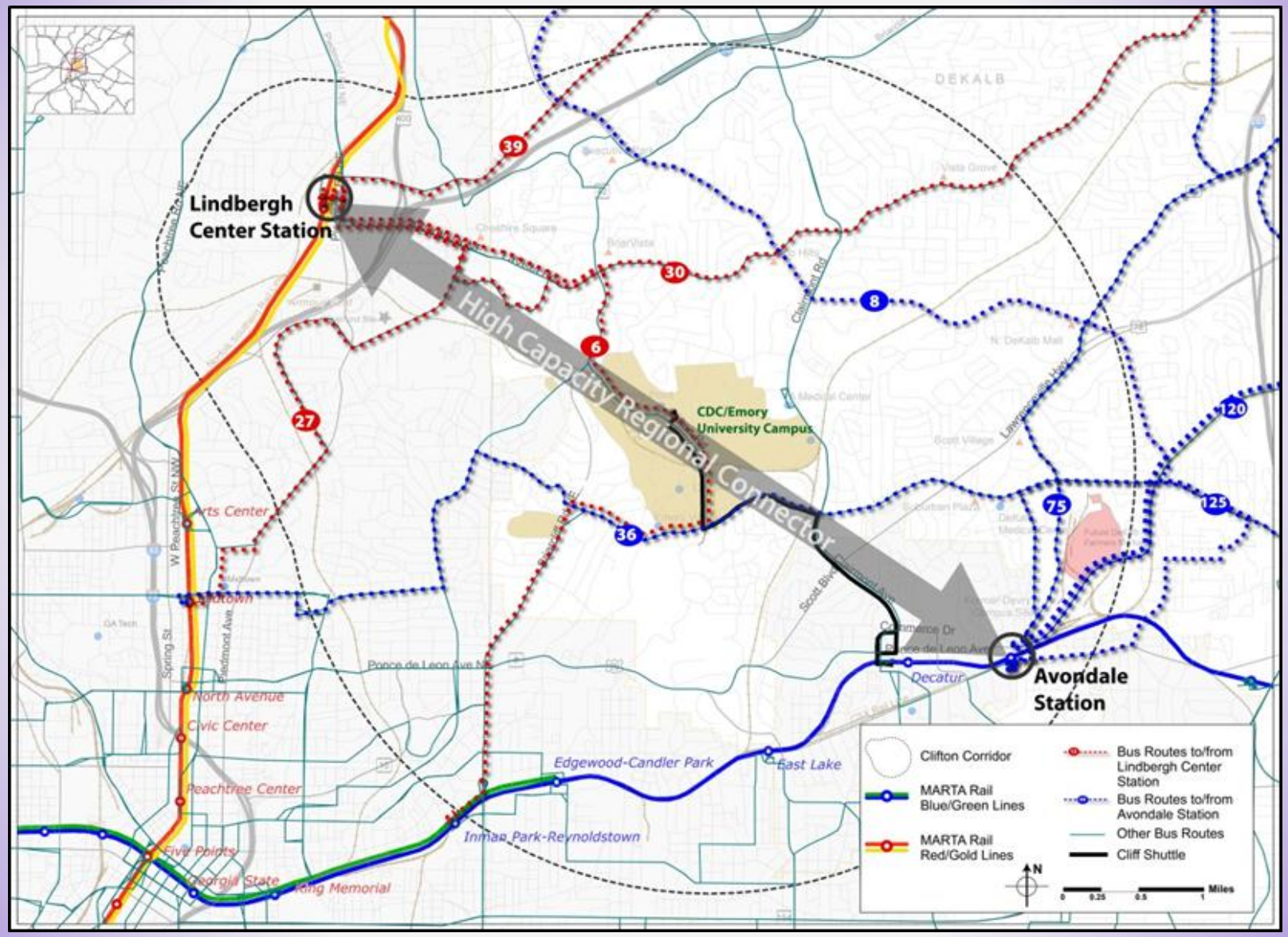
Briefing to Druid Hills Civic Association
July 28, 2015

marta

Project Needs

- Improved transit access to growing employment and population
- Improved connectivity to MARTA rail
- Improved connectivity within Clifton Corridor
- Emergency evacuation

Clifton Corridor – High Capacity Transit Concept



Planning Process

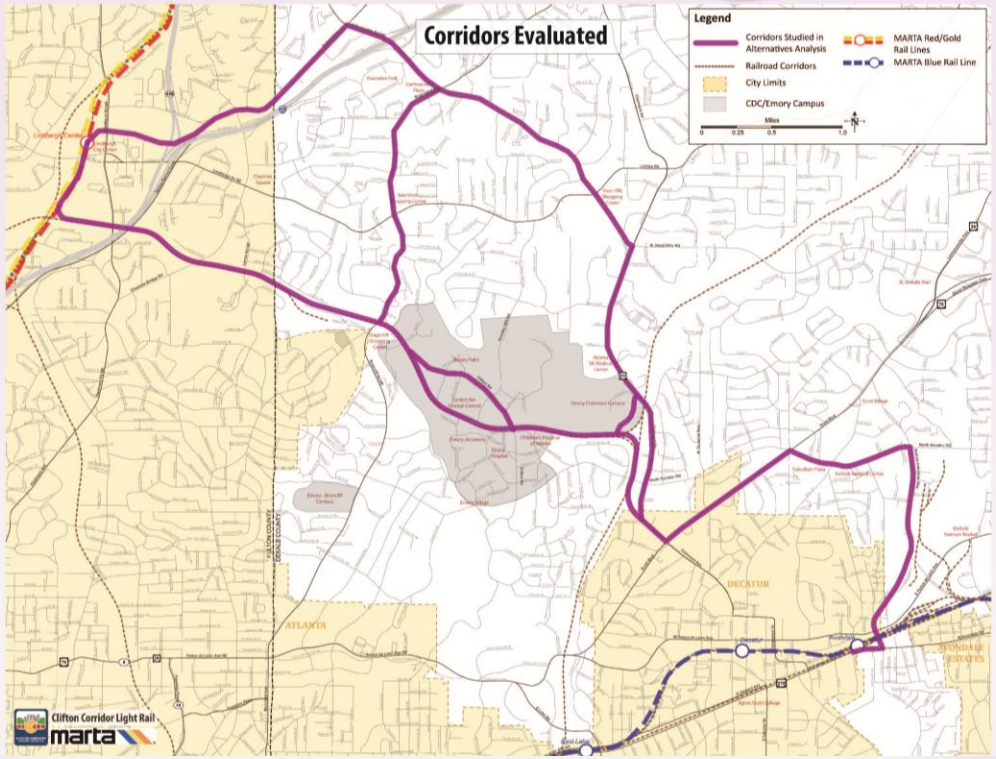
Alternatives Analysis (AA)	
2009	Identified a preferred alternative

Identified Design Options – *Phase 1*	
2013	Addressed outstanding issues from the AA

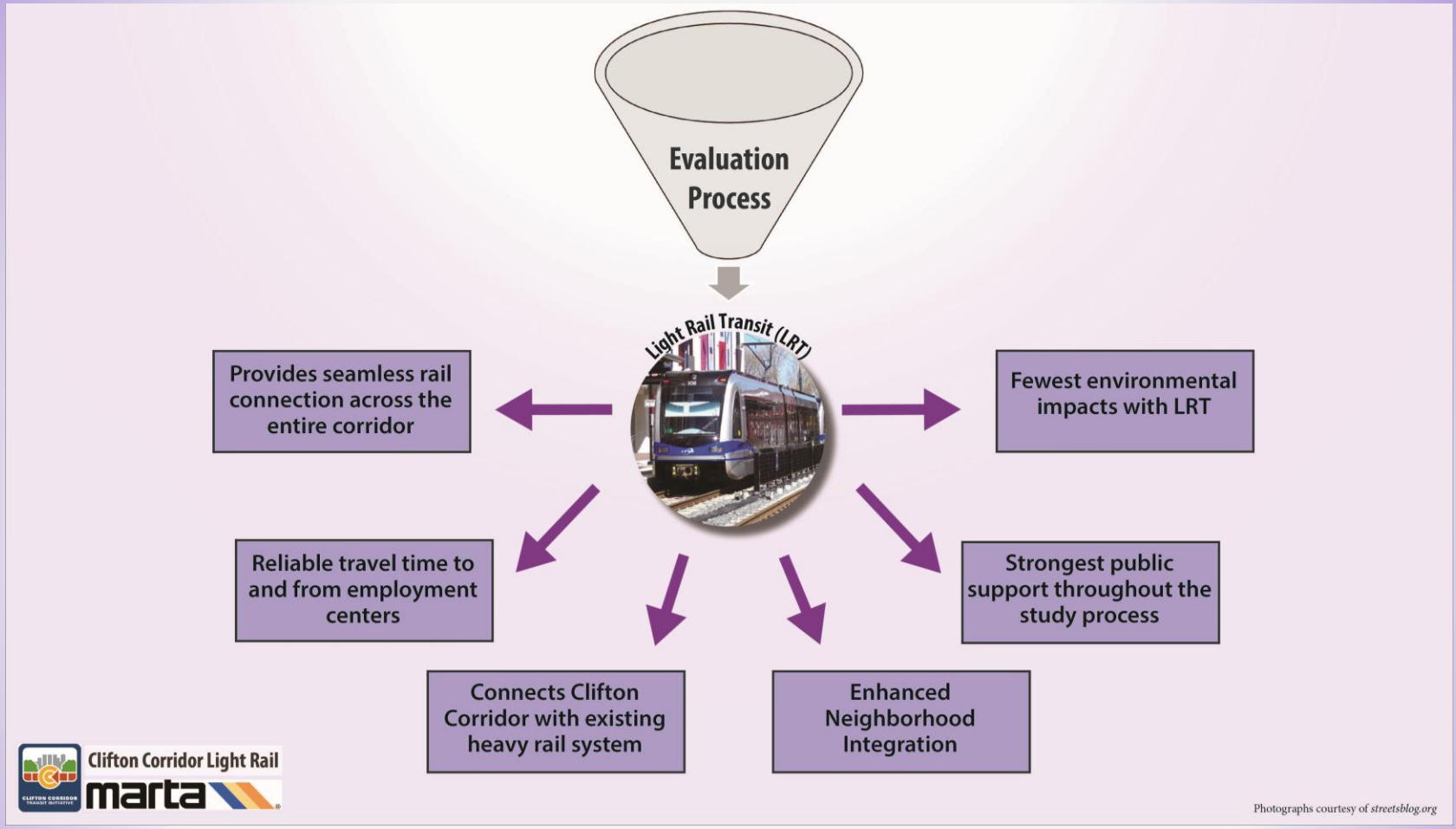
Environmental Impact Statement (EIS) – *Phase 2*	
2014	Starts the federal process for implementation

Alternatives Analysis

Several modes and alignments were evaluated.



Alternatives Analysis



Light Rail Capacity Dependent on Many Factors including:
vehicle length/width, number of vehicles in tandem, operating speed and timing

Light Rail Capacity

Light Rail capacity depends on several factors, including:

Vehicle Type: Length, Width

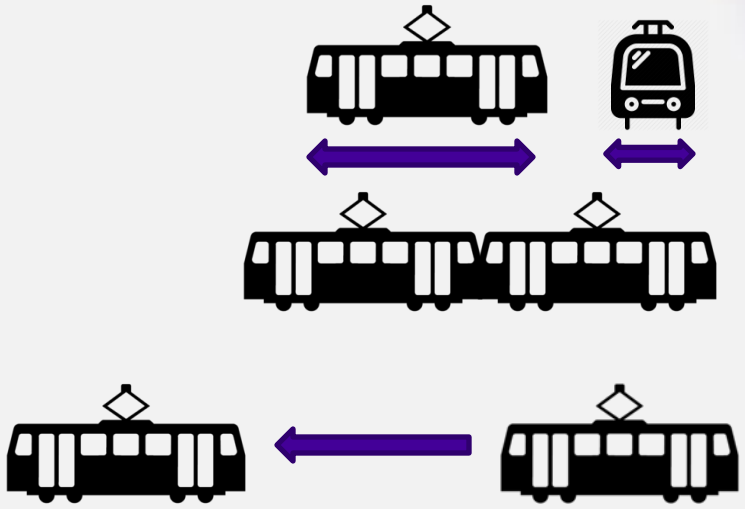
number of seats and space for standing

Vehicles in Tandem

number coupled together in a train

Level of Service

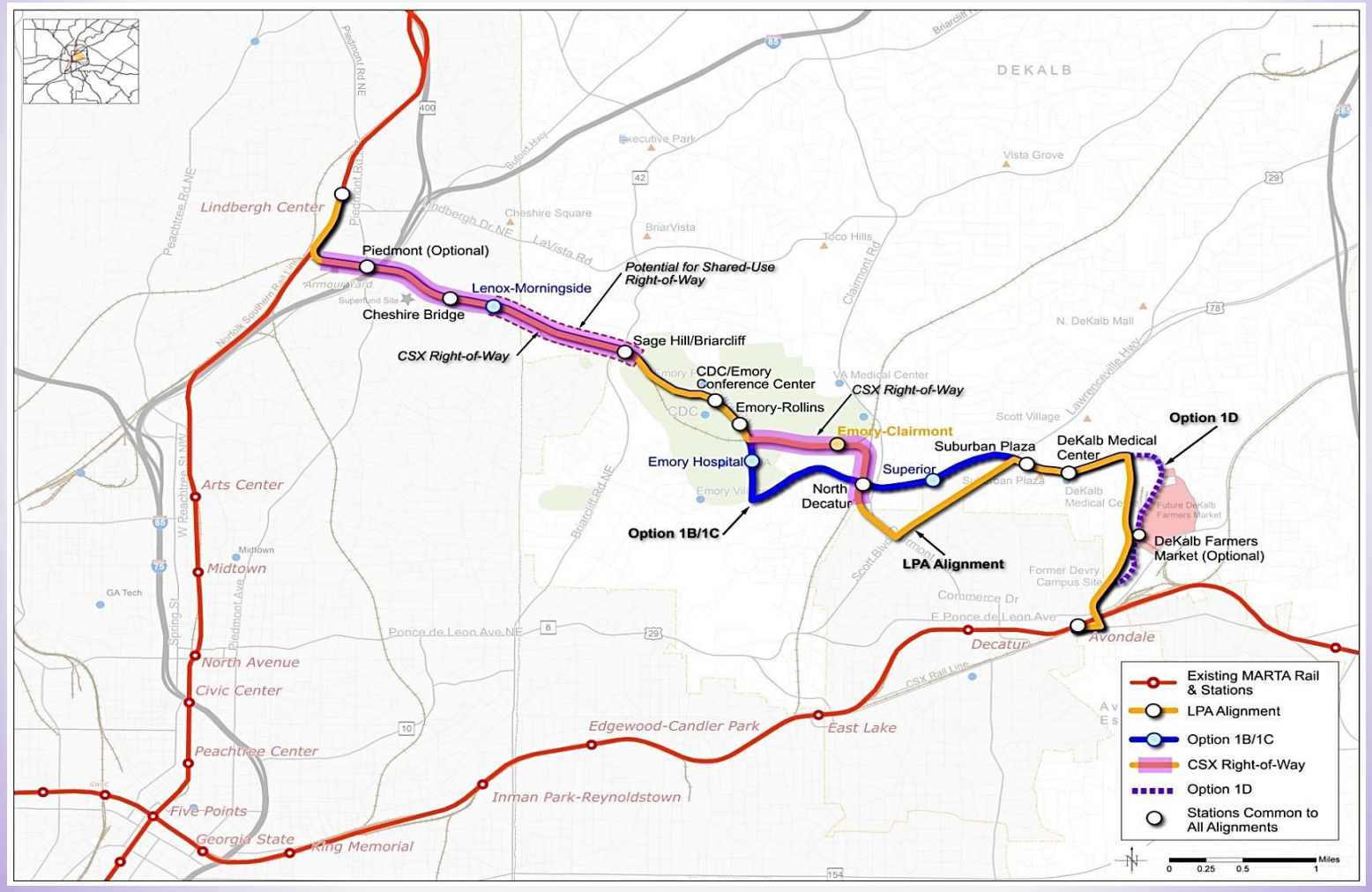
time between trains



Phase I Ridership Analysis:

Level Service: 7.5 minutes (peak), 20 minutes (off-peak)
Approx. Daily Riders (2040): 25,000
Approx. Annual Riders (2040): 7.5 Million

Phase 1 Alternatives



Findings from Phase 1

Alignments

- Cost and Effectiveness
  - Tunnel options – increased capital costs by 40%
  - Ridership – differences between LRT alternatives insignificant
- Revised Locally Preferred Alternative (LPA) from Alternatives Analysis (AA)
  - Alignment – refined to meet design criteria
  - Tunnel – longer tunnel required
- Alternative Alignments Developed
  - To reduce costs, increase ridership, and improve cost-effectiveness
  - To be cost competitive for FTA funding
- Revised LPA and At-Grade Alignment – Advance to Phase 2

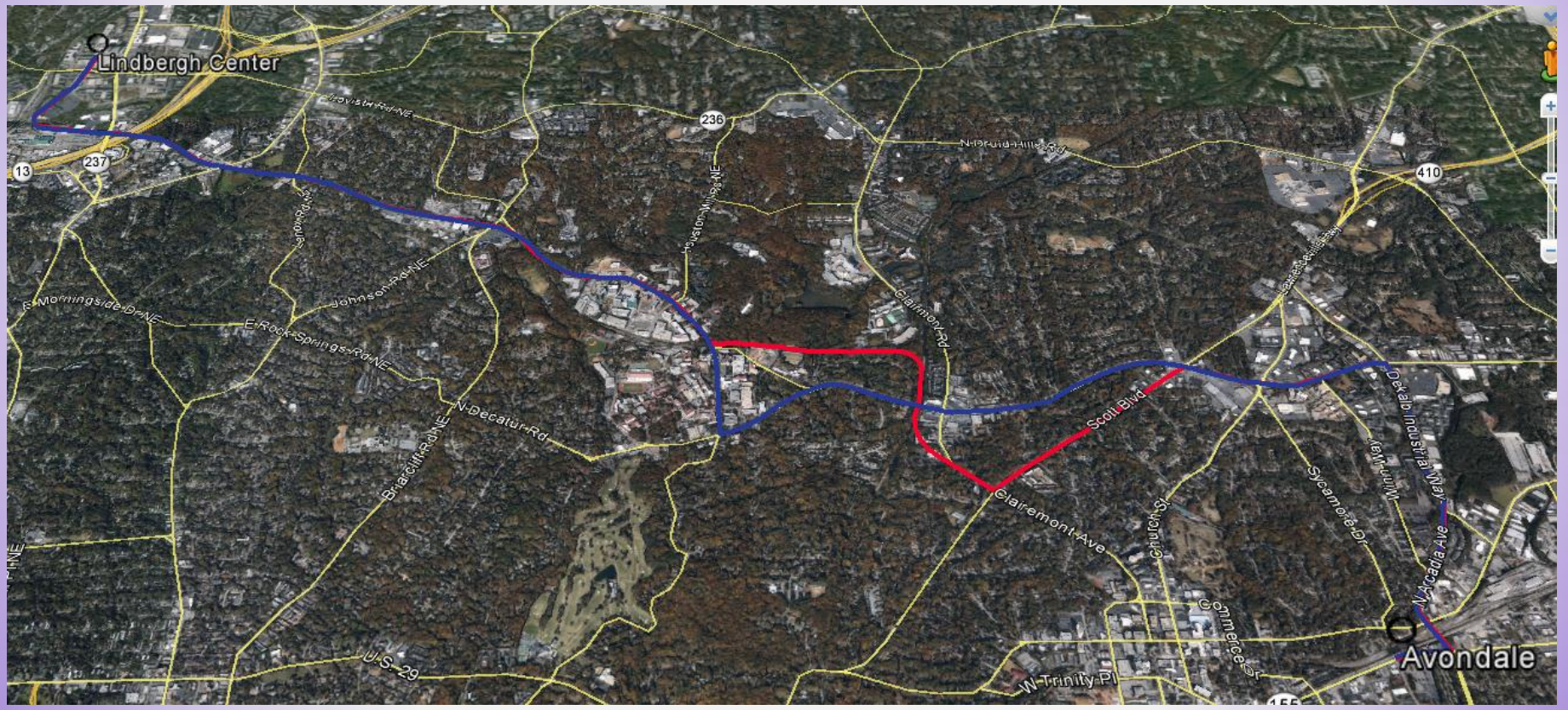
Phase 2 Activities

Federal Environmental Review Process – EIS

- Conduct Public and Agency Scoping (completed)
- Continue Public and Stakeholder Outreach and Activities
- Conduct Environmental Analysis and Evaluate Alternatives
  - Investigate key issues
  - Natural, socioeconomic, land use, short/long-term impacts, transportation/traffic, cultural resources, noise-vibration, and archaeology
  - Document findings in technical/special studies and reports to support EIS
- Complete Draft EIS/Final EIS
  - obtain Record of Decision (ROD)
- Prepare project for Project Development (PD) phase of the FTA New Starts Program

Purpose of Scoping

Opportunity for the public and State/Federal agencies to **comment on** and **provide input** regarding alternatives and issues to be evaluated and documented in the Environmental Impact Statement (EIS).



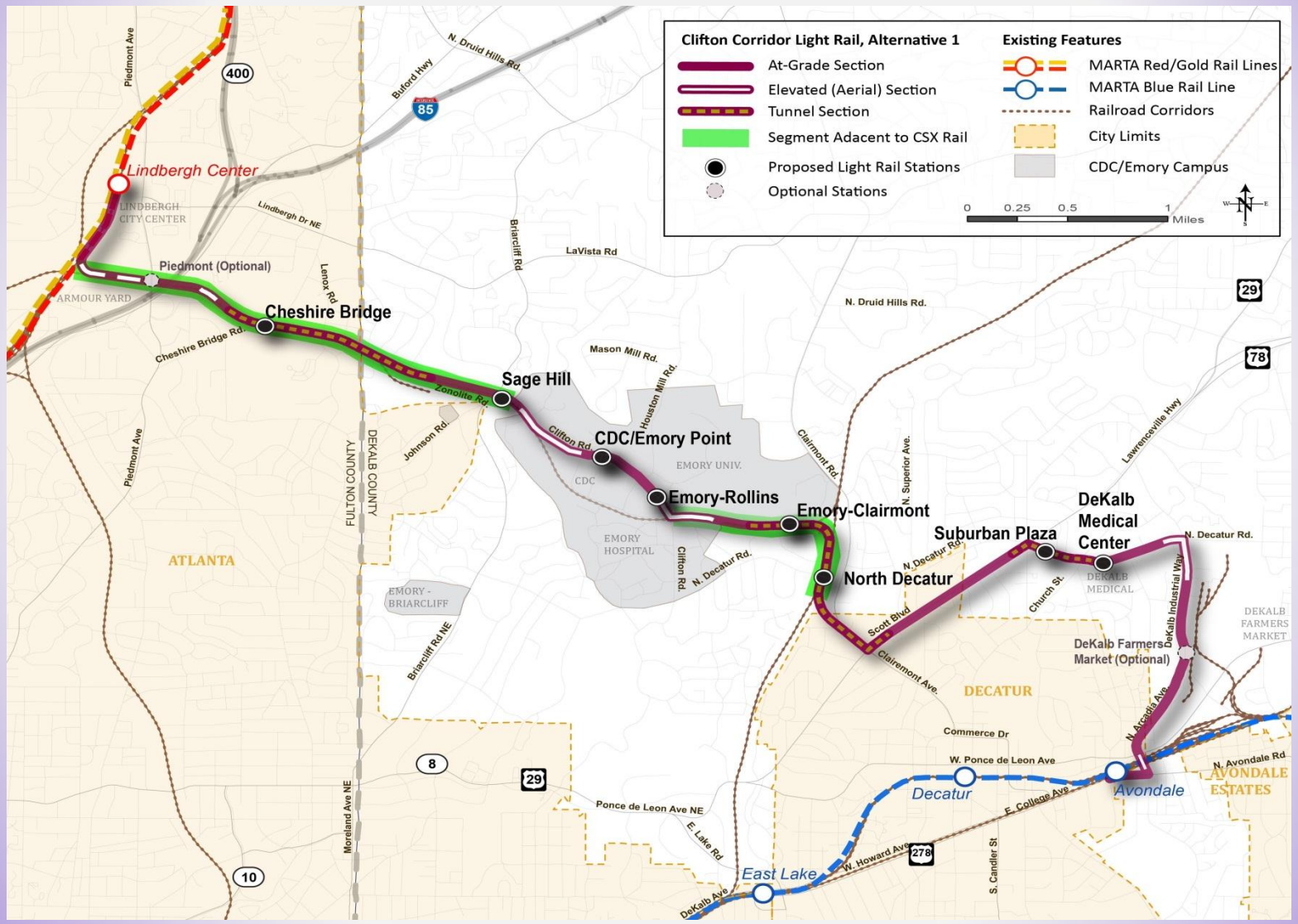
Key Issues from Scoping

- Use of CSX ROW
- Maintenance facility location
- Utility reconnaissance
- Traffic circulation and impacts
- Property impacts
- Identification of viable funding source(s)

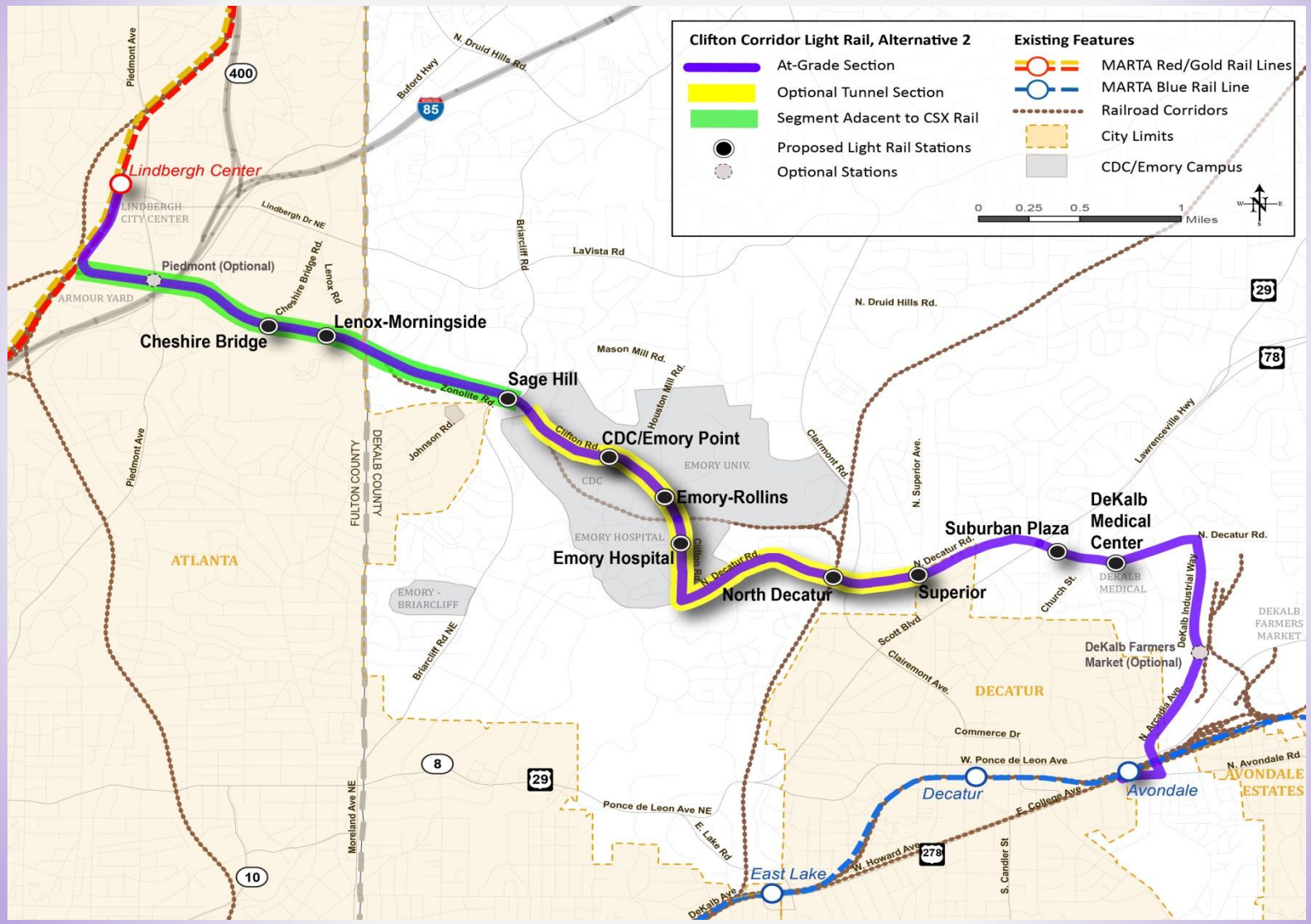
Summary of Public Comments

- Strong support for project
- Neighborhood impacts are major concern
- Substantial support for tunnel option
- Questions on timeline for building project
- Funding
- Traffic impacts

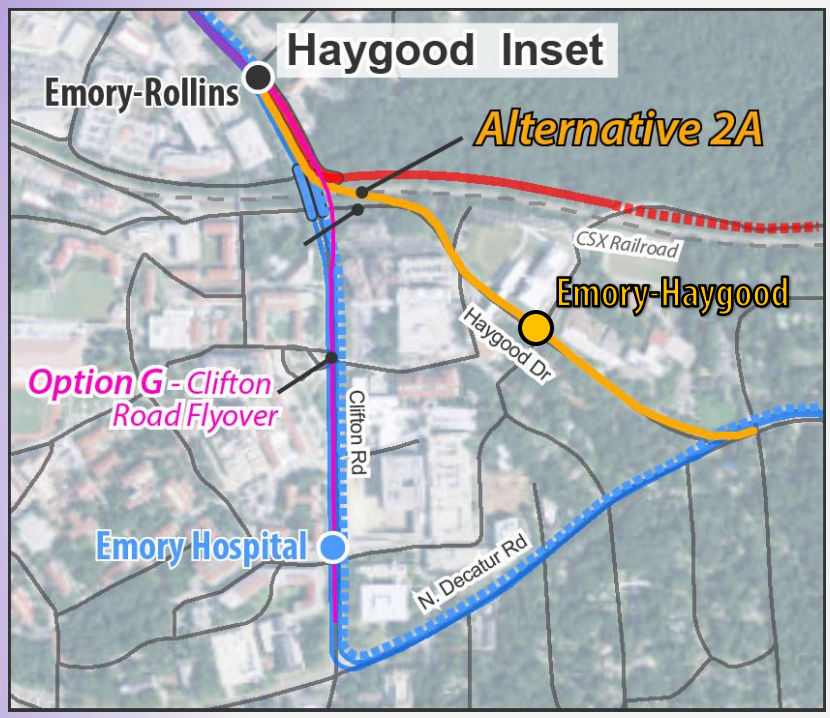
Phase 2 – Alternative 1



Phase 2 – Alternative 2



Phase 2 – Alternative 2a
(Haygood Drive)



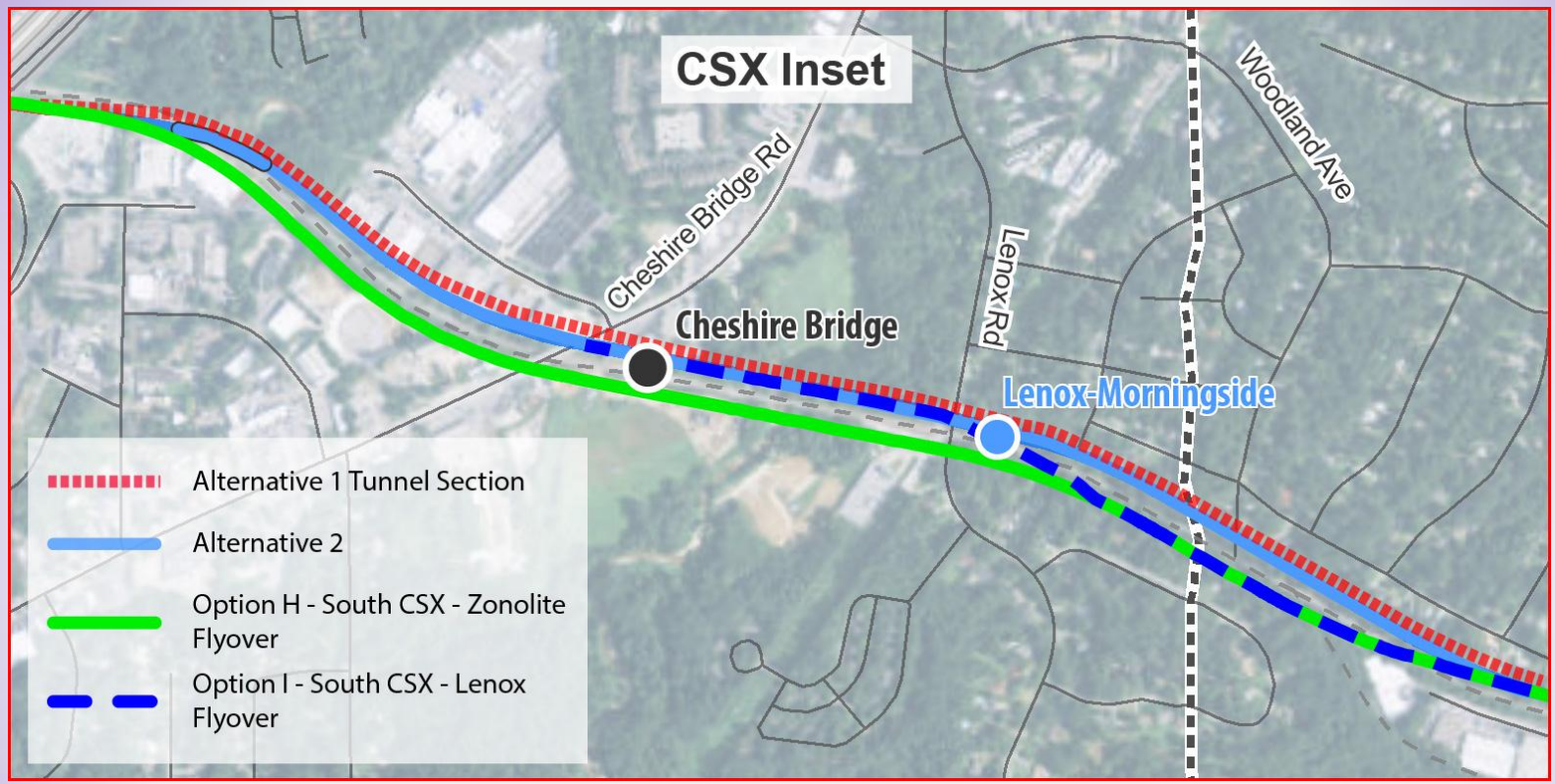
Alternative 2 (Preferred):

- Haygood becomes arterial to accommodate increased vehicular traffic
- Clifton Road becomes a complete street with LRT, pedestrian and bicycle facilities

Alternative 2A:

- Haygood becomes arterial, but must accommodate LRT vehicles
- No change proposed to Clifton Rd. south of CSX railroad
- Does not connect LRT through main core of Emory University/Emory Hospital

CSX Corridor Options



Alternative 1: Deep Bore Tunnel

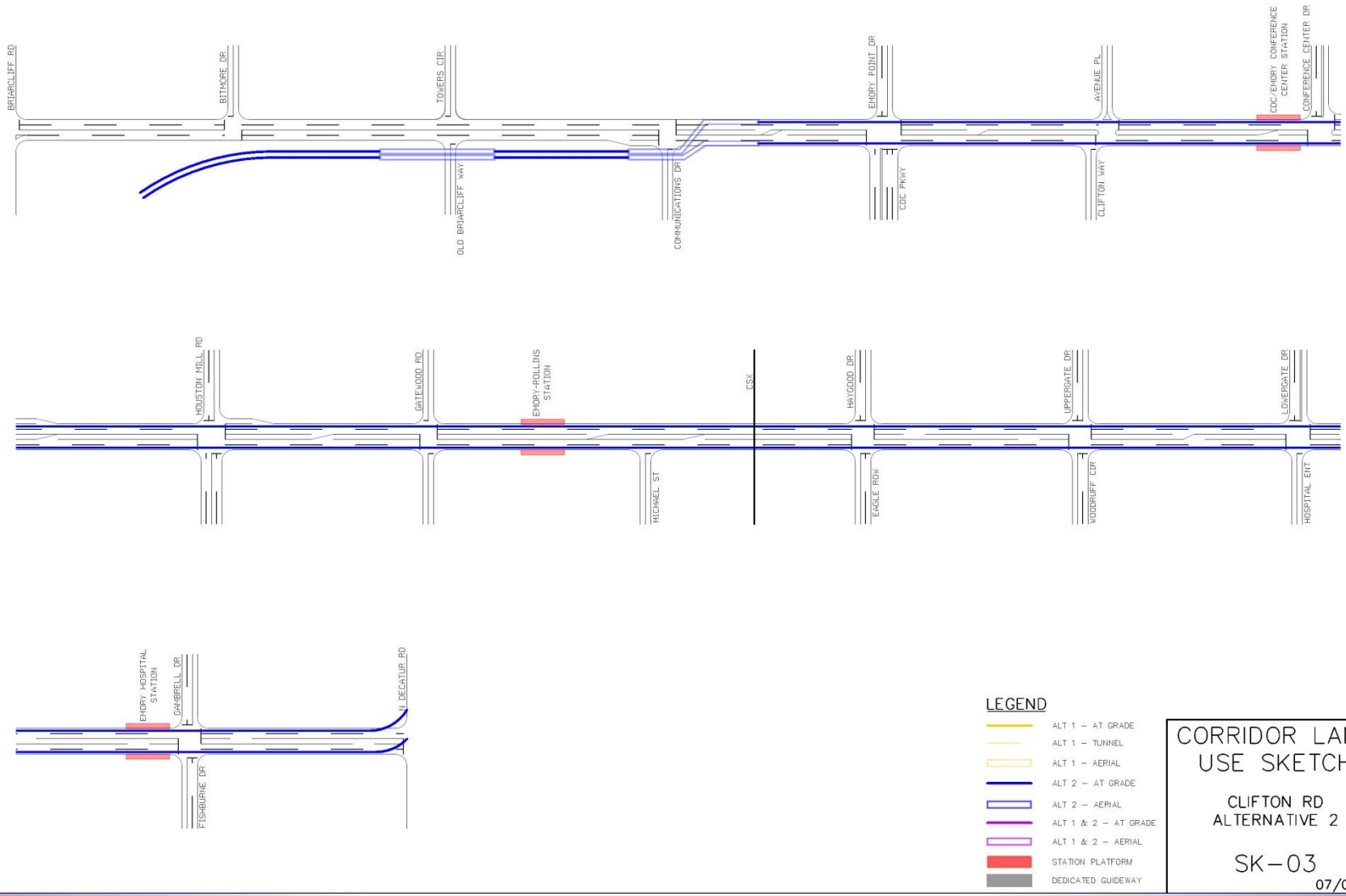
- **West of Cheshire Bridge to West of Briarcliff Road**

Alternative 2: At-Grade Alternative.

- **Options H & I provide options south of CSX**

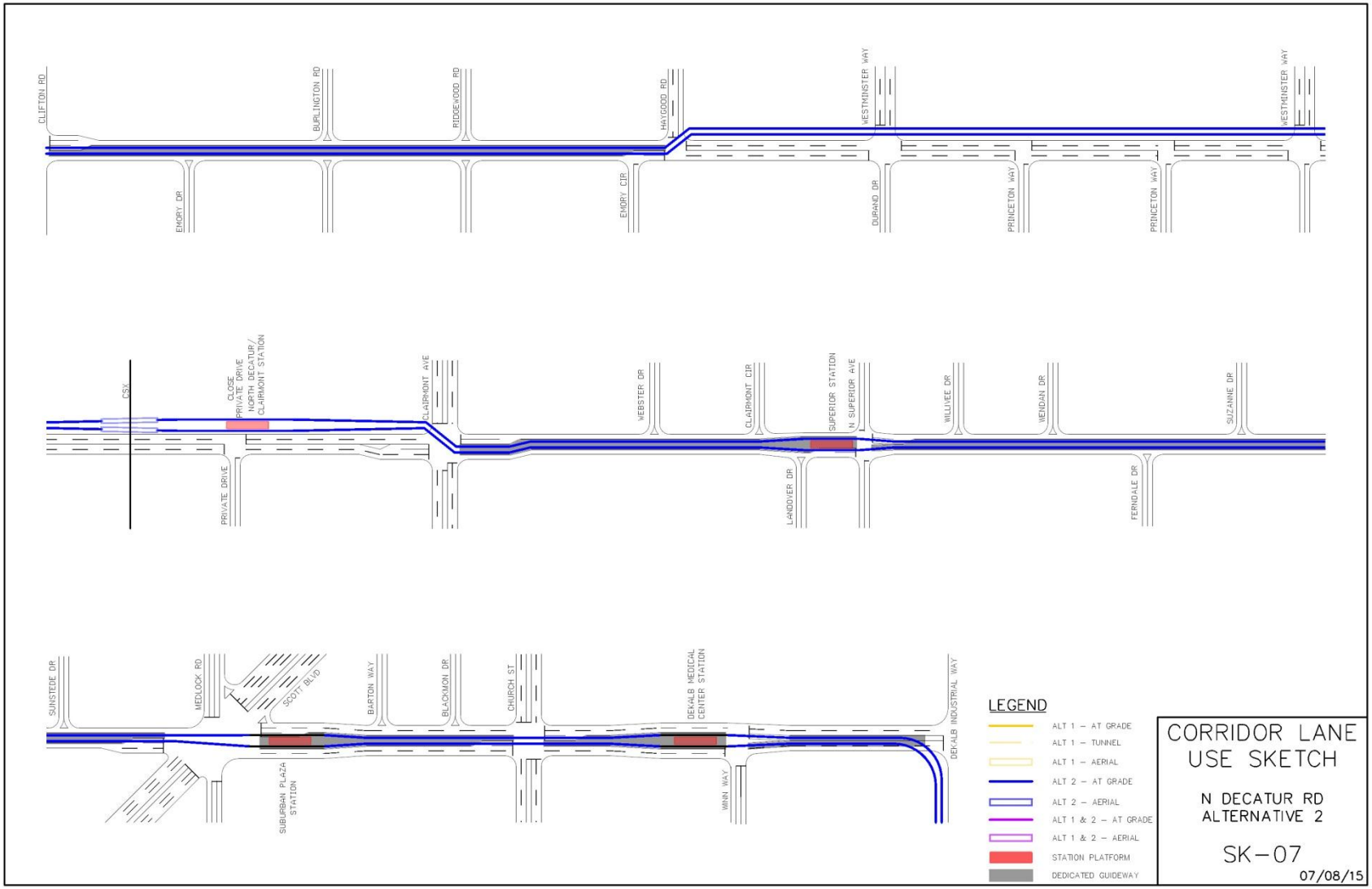
Lane Use Diagrams

Clifton Road



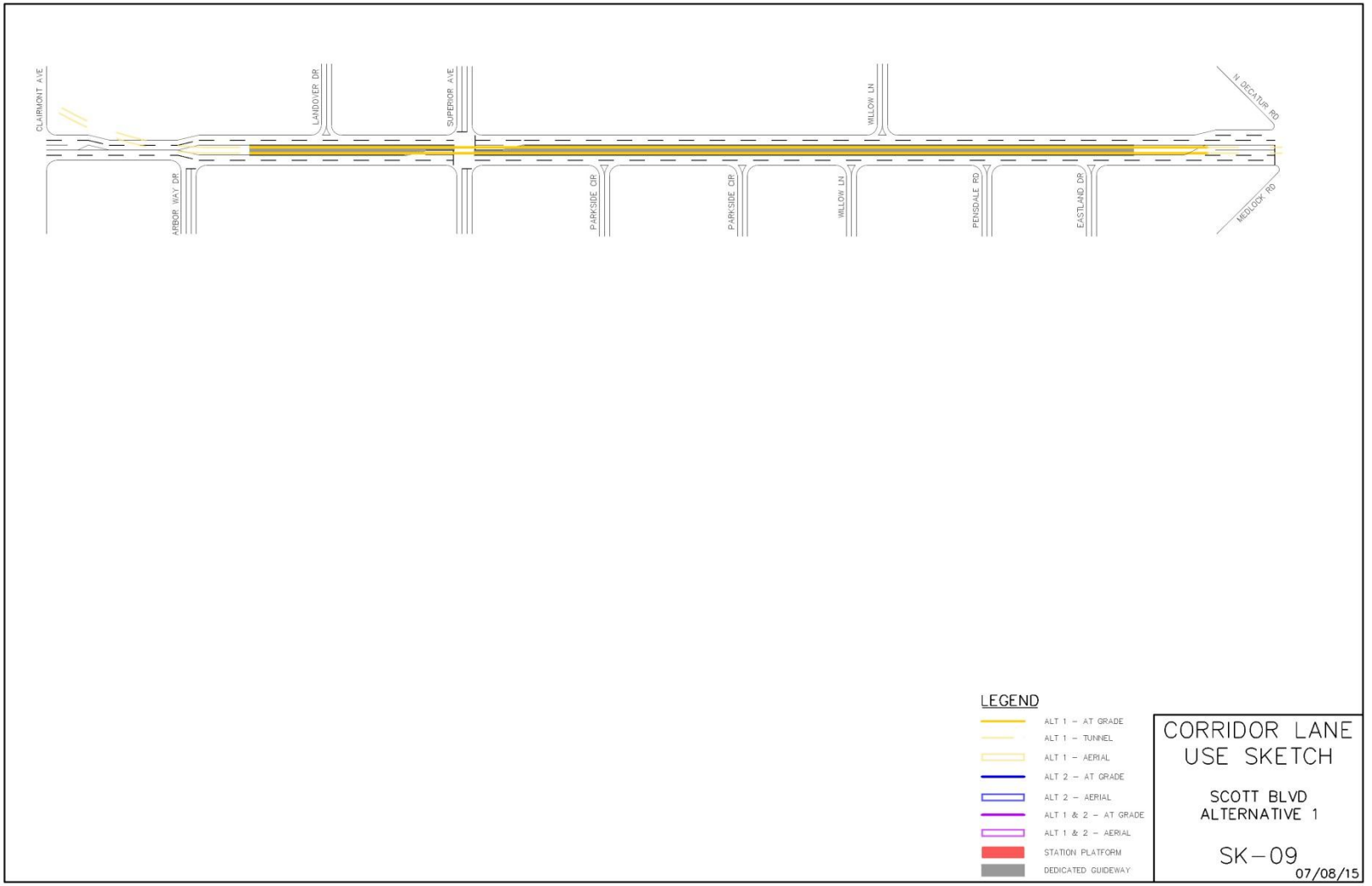
Lane Use Diagrams

North Decatur Rd.



Lane Use Diagrams

Scott Blvd.

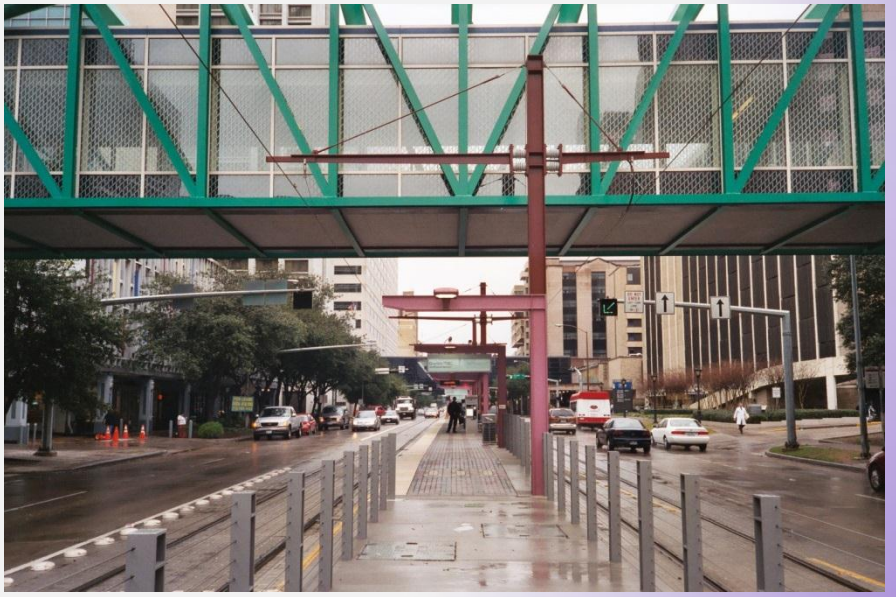


Track Alignment in Streets

Curb Alignment

LRT track alignment is flexible and can be compatible with various roadways and with a Complete Streets Design that included pedestrians, bicycles, and landscaping

Median Alignment



Station Considerations

Variable: station type dependent on context: Median, curbside, aerial, underground (alt. 1)

Walk-up stations: much smaller-scale in nature than existing heavy rail MARTA stations. Limited primarily to a platform, with kiss-and-ride provided at some stations

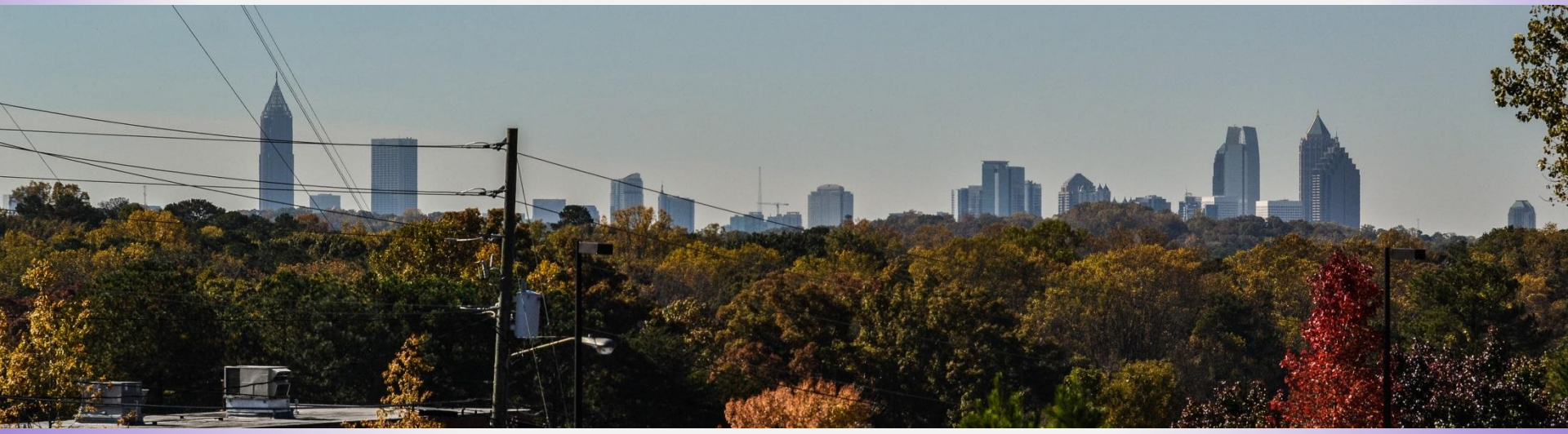
Platforms: 200 ft. platforms are being planned.

Parking: not provided, except through joint-use at adjacent developments

Station Area Planning: Commencing this summer. TOD will be a part of the planning efforts, including coordination with Avondale & Lindbergh efforts.

Give us your Feedback

- Questions?
- Concerns?



Next Steps

- Finalize Alignment and Roadway Design Options - Summer 2015
- Advanced Public & Stakeholder Outreach - Summer 2015 through 2016
- Environmental Technical Reports – mid-2016
- Public Involvement for technical areas - EJ and Section 106 – mid-2016
- Draft Environmental Impact Statement (DEIS) - late 2016 to mid-2017
- Public hearings - late 2017
- Final EIS (FEIS) - late 2017