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CLIFTON CORRIDOR
TRANSIT INITIATIVE

Clifton Corridor Transit Initiative

Briefing to Emory Grove Neighborhood

March 15, 2016

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Neighborhood Concerns and Requests

- Provide a general overview and background of the project
- What are the different alignment alternatives in this area?
- How would the Emory Grove district be impacted by the project?

Project Background & Description

Purpose and Need

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

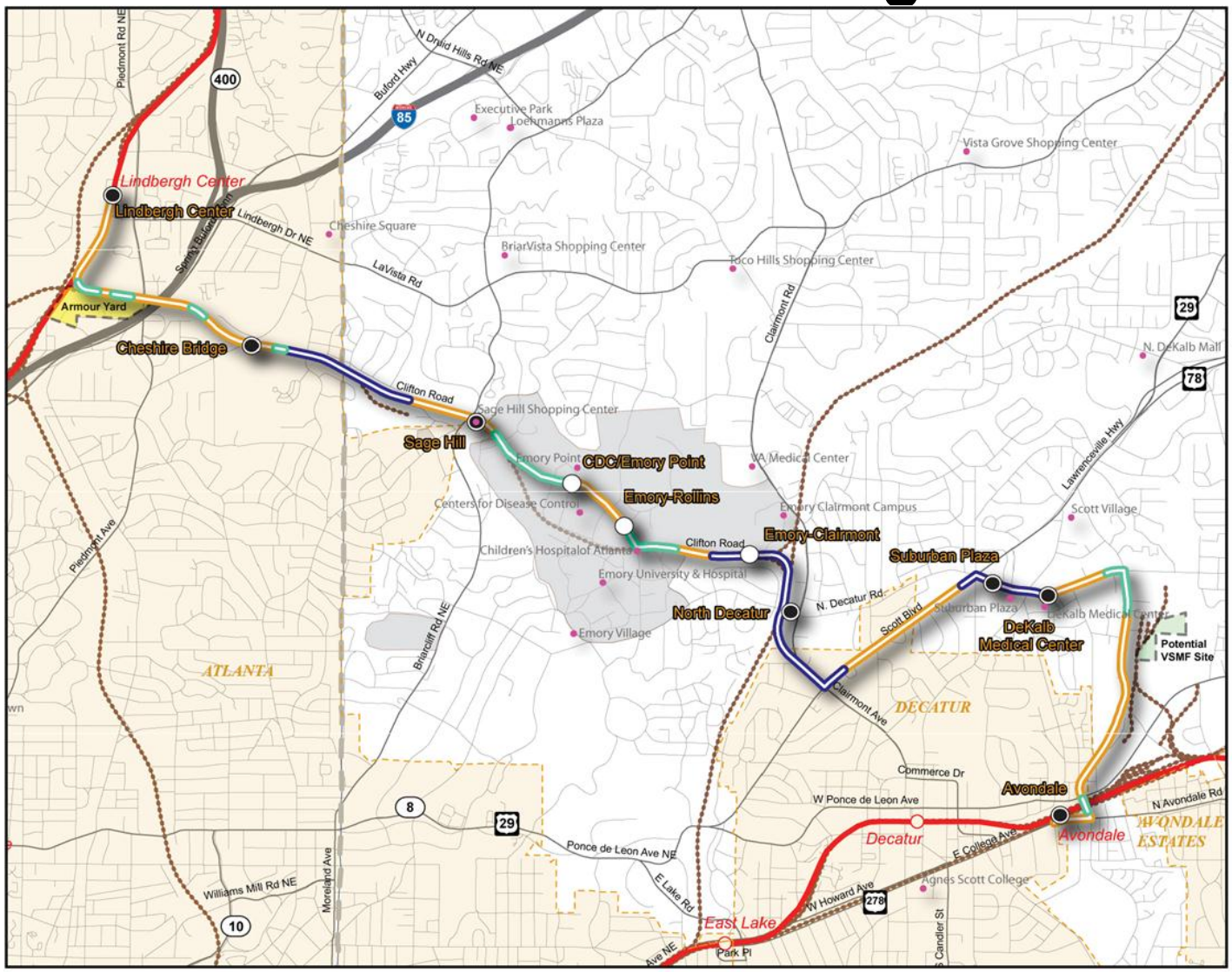
Planning Process

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

LPA: LRT-1 Alignment



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Clifton Corridor Phase 1 - Environmental Review and Alternative Refinement

LRT-1 (LPA): Project Location

Proposed Transit Alignment

- LRT-1: Light Rail Transit from Lindbergh Center to Avondale
- Aerial Structure
- Tunnel

Proposed Transit Center

- No Parking
- Park & Ride

Existing Infrastructure

- MARTA Rail/Stations
- Streets
- Expressways
- Railroads

Other

- Emory/CDC Campus
- Activity Center
- Cities
- Fulton/DeKalb County Border
- Potential Vehicle Storage & Maintenance Facility (VSMF) Site
- Armour Yard

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LPA Evolution

- **Issues**
  - Tunnel costs
  - Cost per rider high
- **Revised LPA**
  - 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 EIS**
  - At-grade alternative – reduces cost by approx. 40%
  - Not a significant difference in ridership between alternatives

Light Rail Transit (LRT)

What is Light Rail Transit?

- **Flexibility**: Operates along roadways typically in exclusive lanes, or dedicated guideways at ground level, elevated, or underground.
- **Capacity**: Up to 3-car trains possible, service every 5 to 15 minutes typically
- **Operations**: Stops typically every ½-mile, but closer in downtown or activity centers
- **Stations/Stops**: simple stations with center or sidewalk-level platforms.
- **Power system**: Electric power is generally via overhead wires, rather than by third rail.
- **Light Rail Vehicles**: Same as the *Atlanta Streetcar*, but typically 2 or more cars per train.

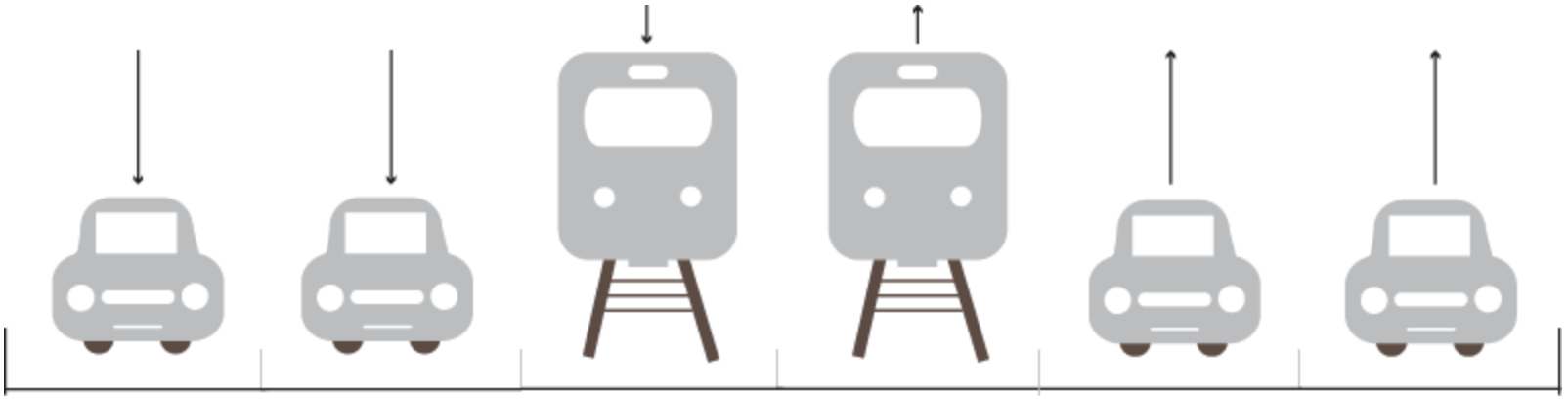
Light Rail in a dedicated guideway (Charlotte)

Light rail operating with the roadway (Houston)

Median Alignment

- Light rail operates in the center of the roadway (median lanes), with vehicular traffic on either side
- Can operate either as dedicated lanes exclusively for light rail, or as shared lanes with vehicular traffic

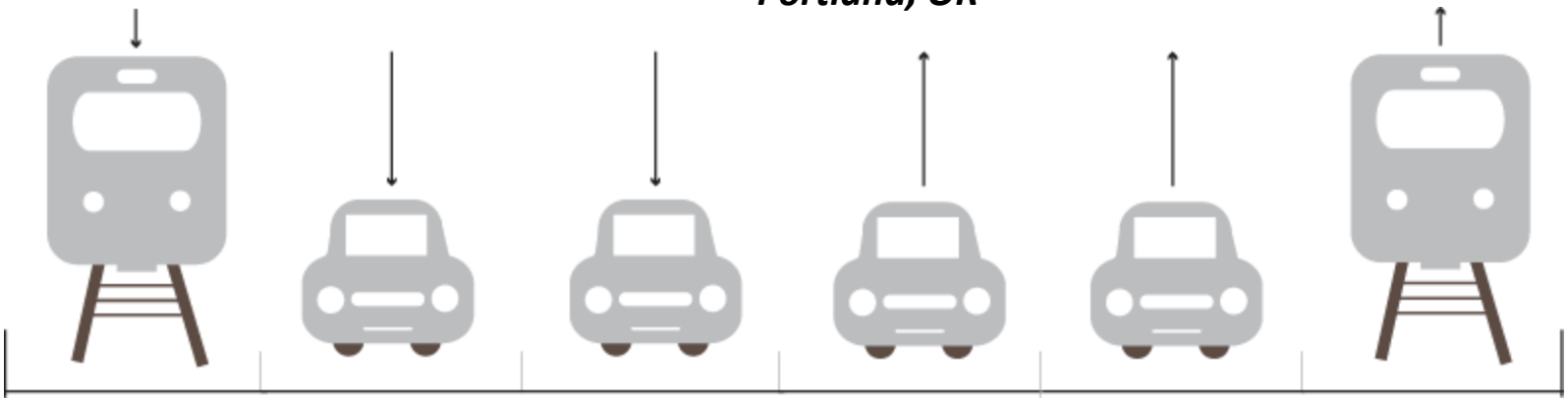
San Francisco, CA (median exclusive)



Curb Alignment

- Light rail operates on outer (curb lanes) of the roadway
- Can operate either as dedicated lanes exclusively for light rail, or as shared lanes with vehicular traffic

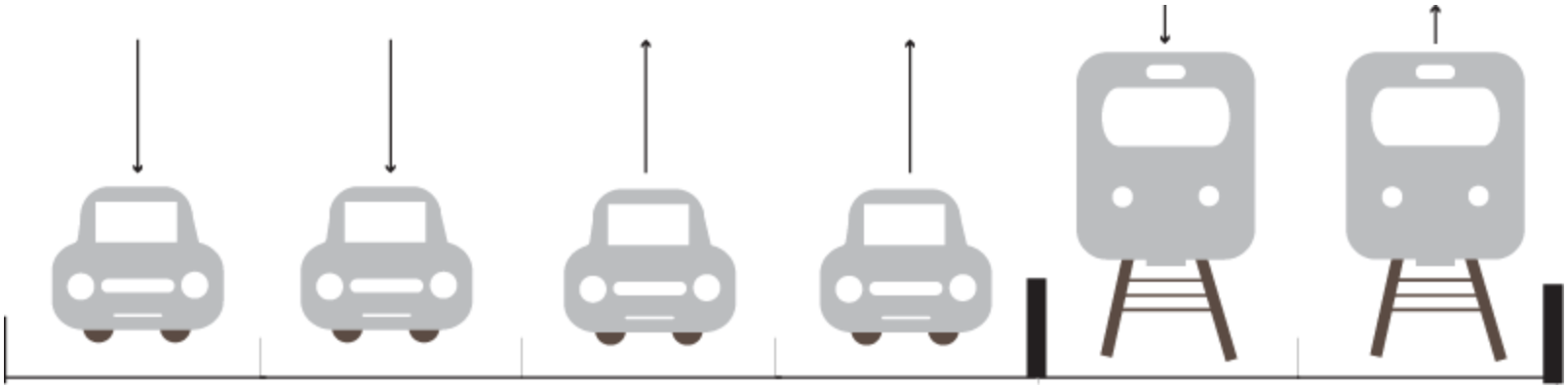
Portland, OR



Lateral Alignment

- Light rail operates in both directions on one side of the road.
- Typically separated by a median or curb from opposing vehicular traffic.

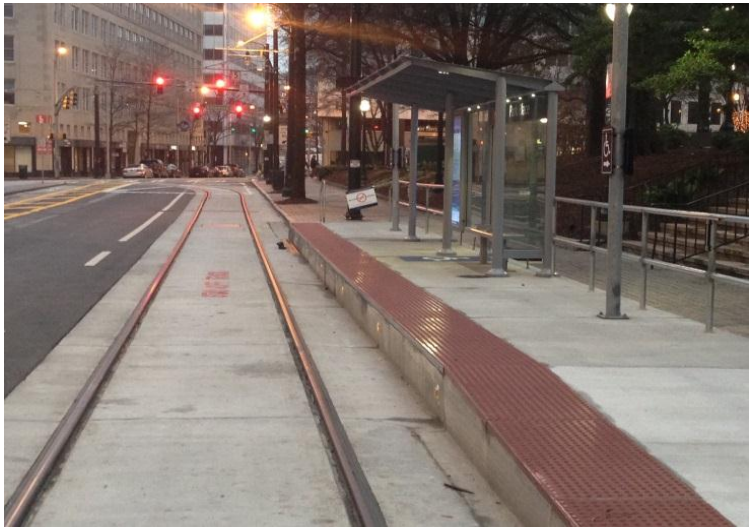
Baltimore, MD



Additional Images

Light rail through a water feature! (Houston Red Line)

Transition from tunnel to street median (Los Angeles Gold Line)



Curb alignment – Atlanta Streetcar

Grass Track – New Orleans, LA

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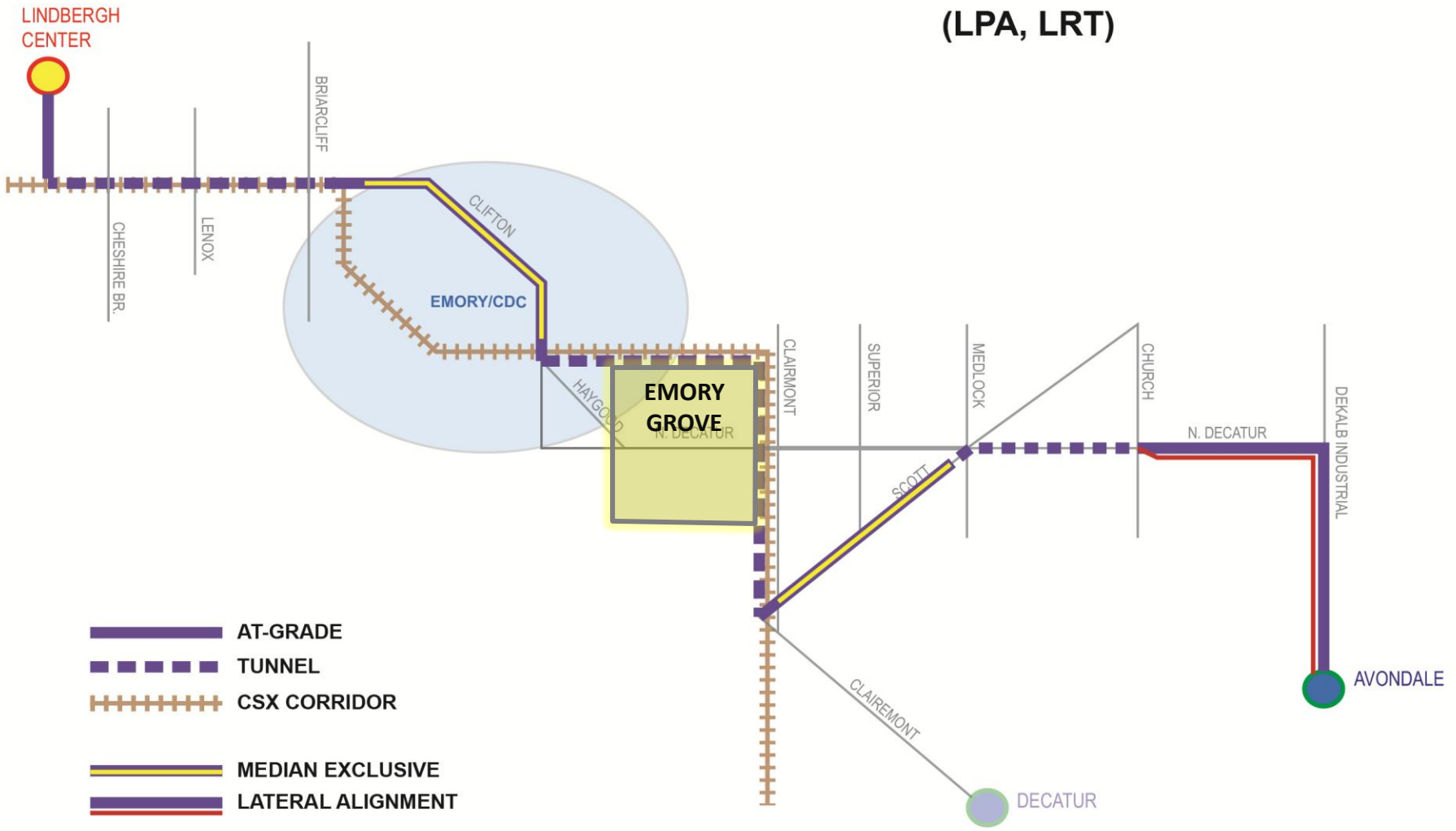
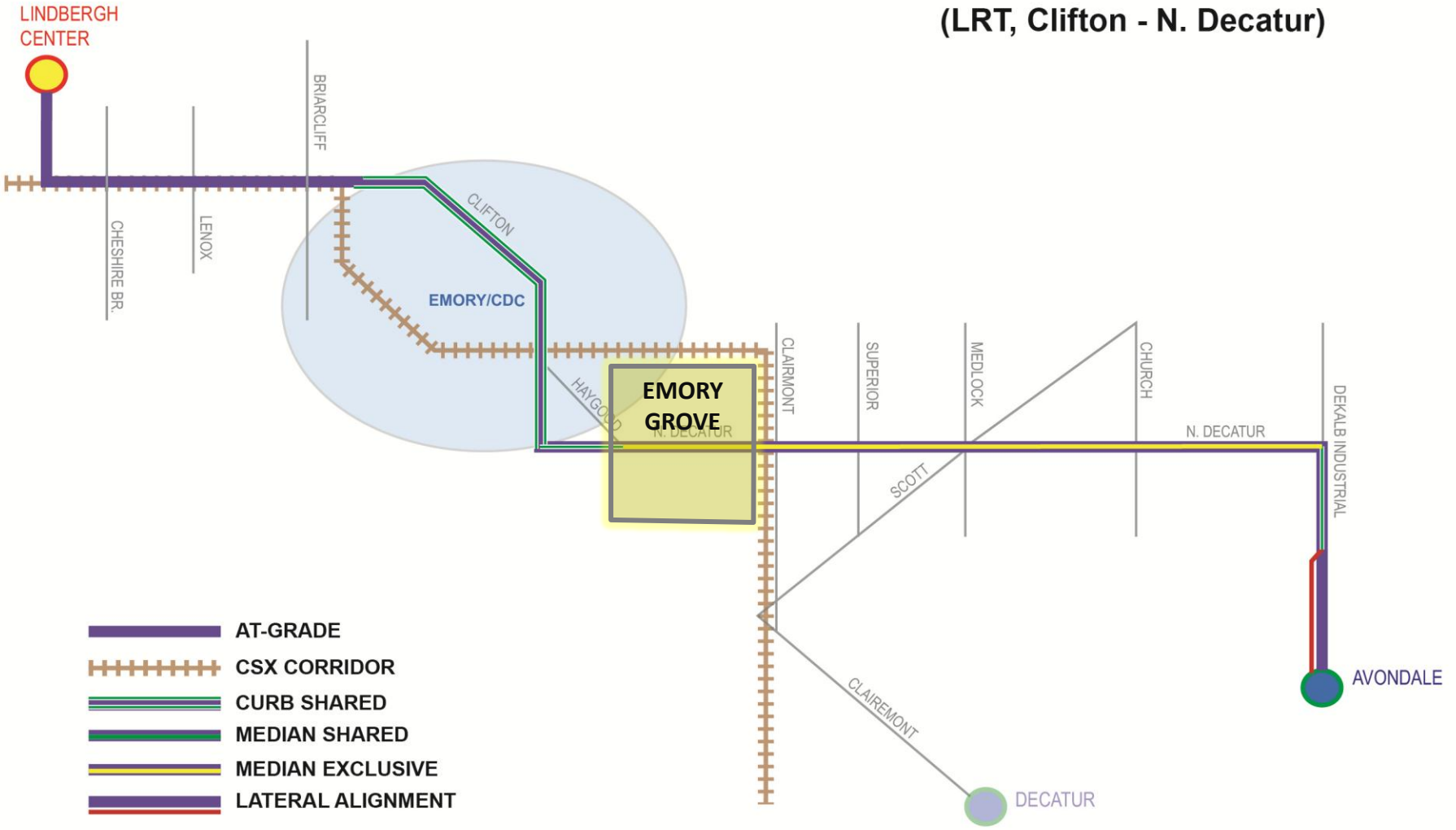
Scoping Alternatives

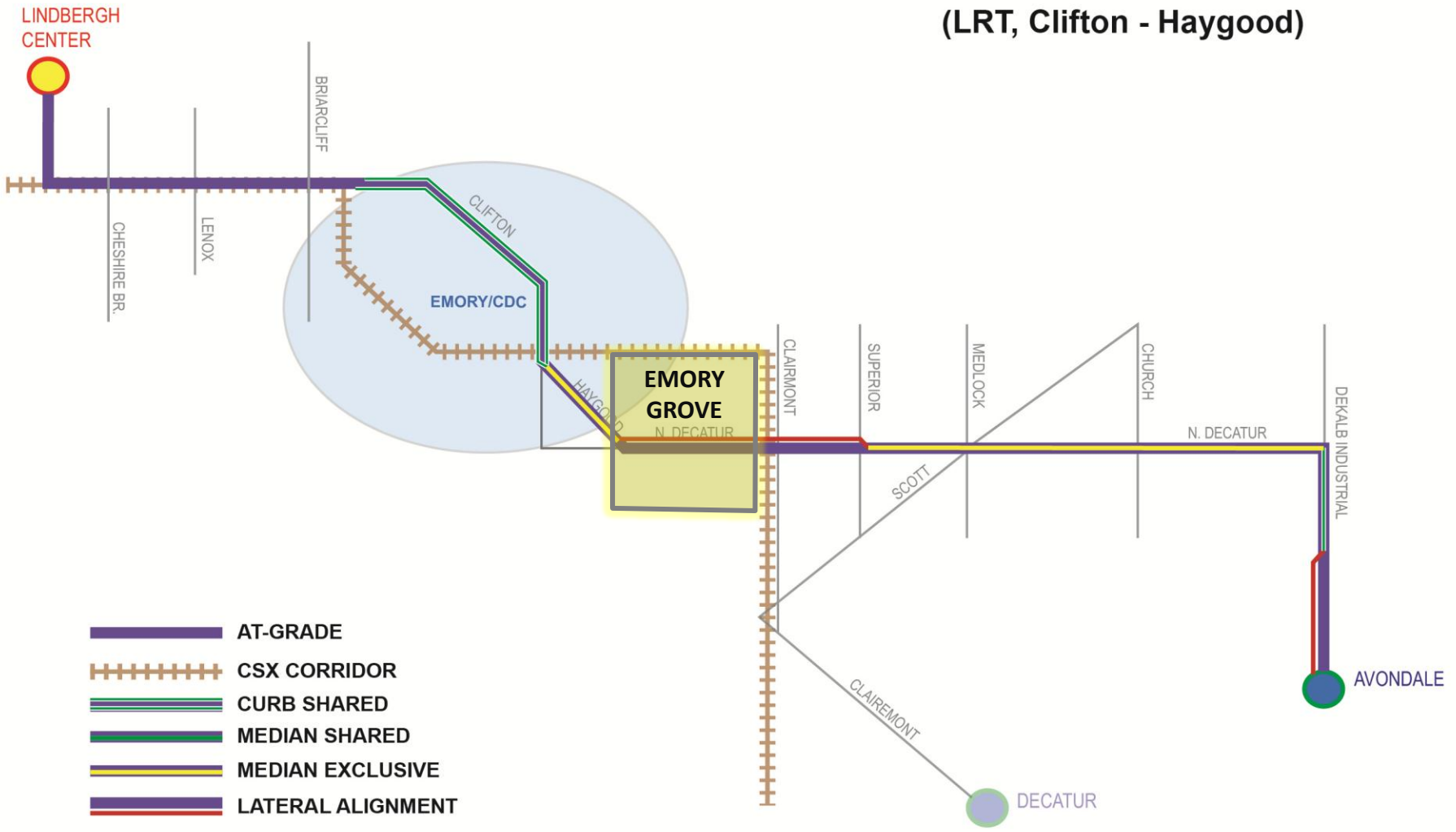
ALTERNATIVE 1
(LPA, LRT)



ALTERNATIVE 2
(LRT, Clifton - N. Decatur)

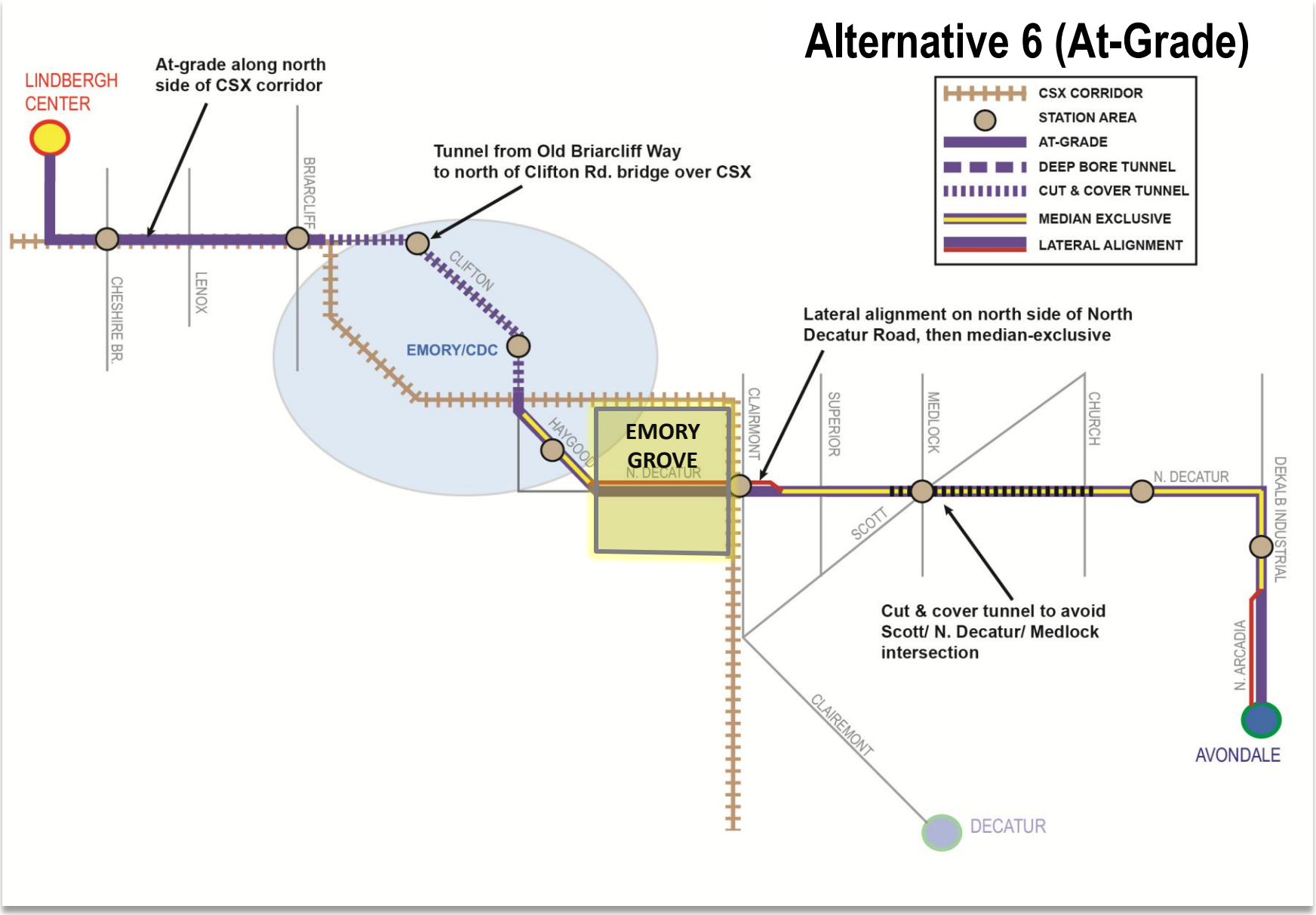


ALTERNATIVE 2A
(LRT, Clifton - Haygood)

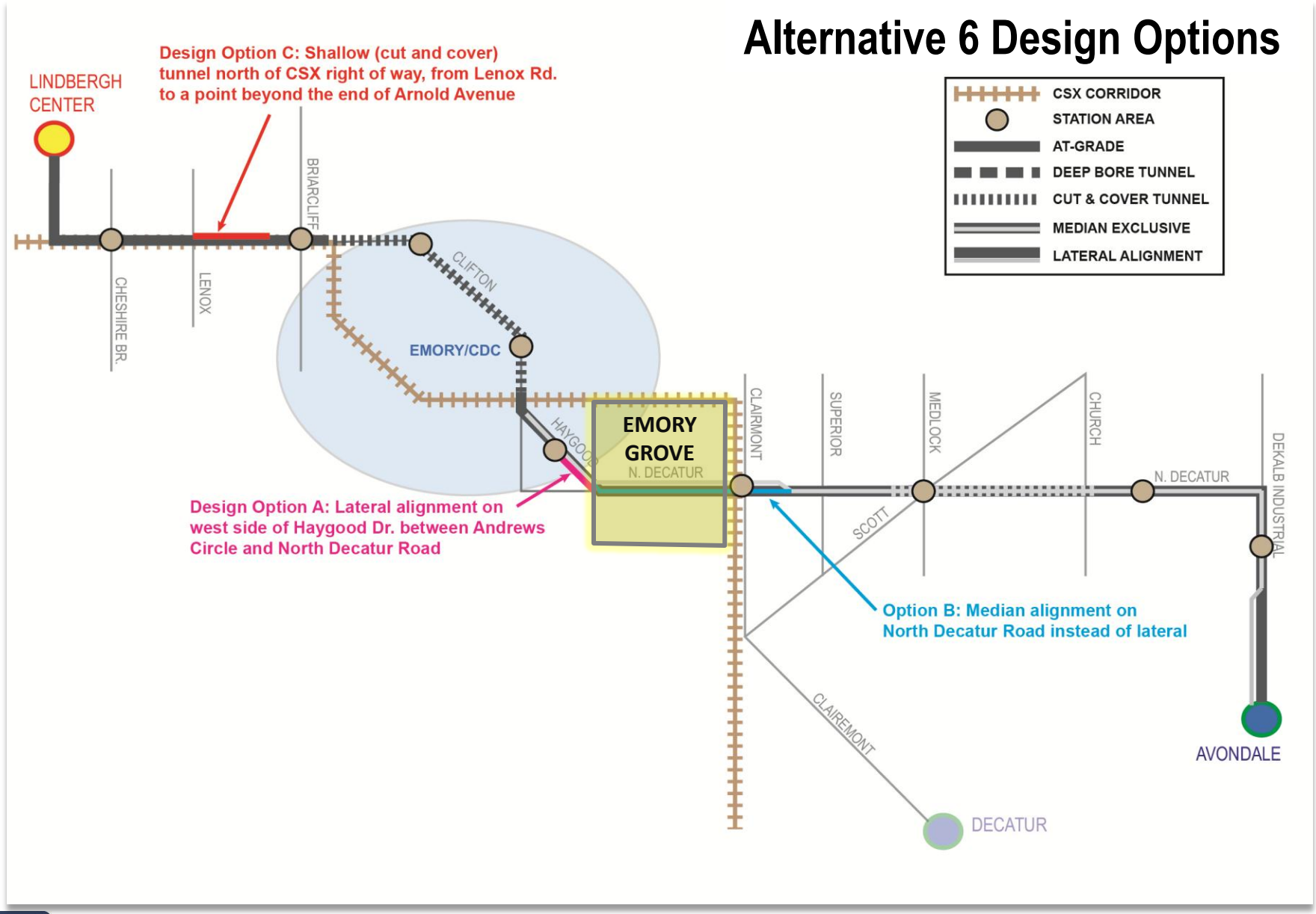


Refined Alternatives

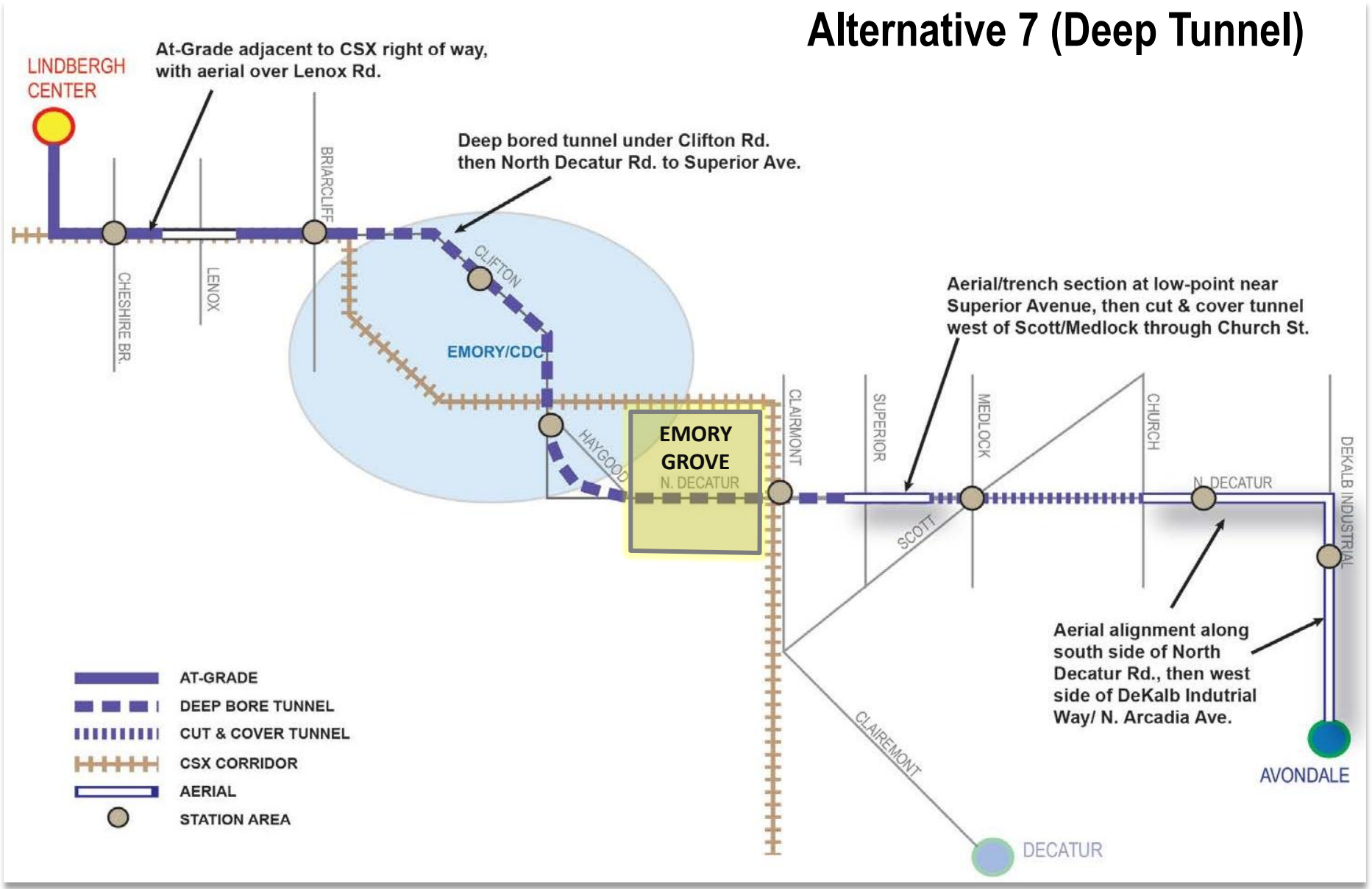
Alternative 6 (At-Grade)



Alternative 6 Design Options



Alternative 7 (Deep Tunnel)



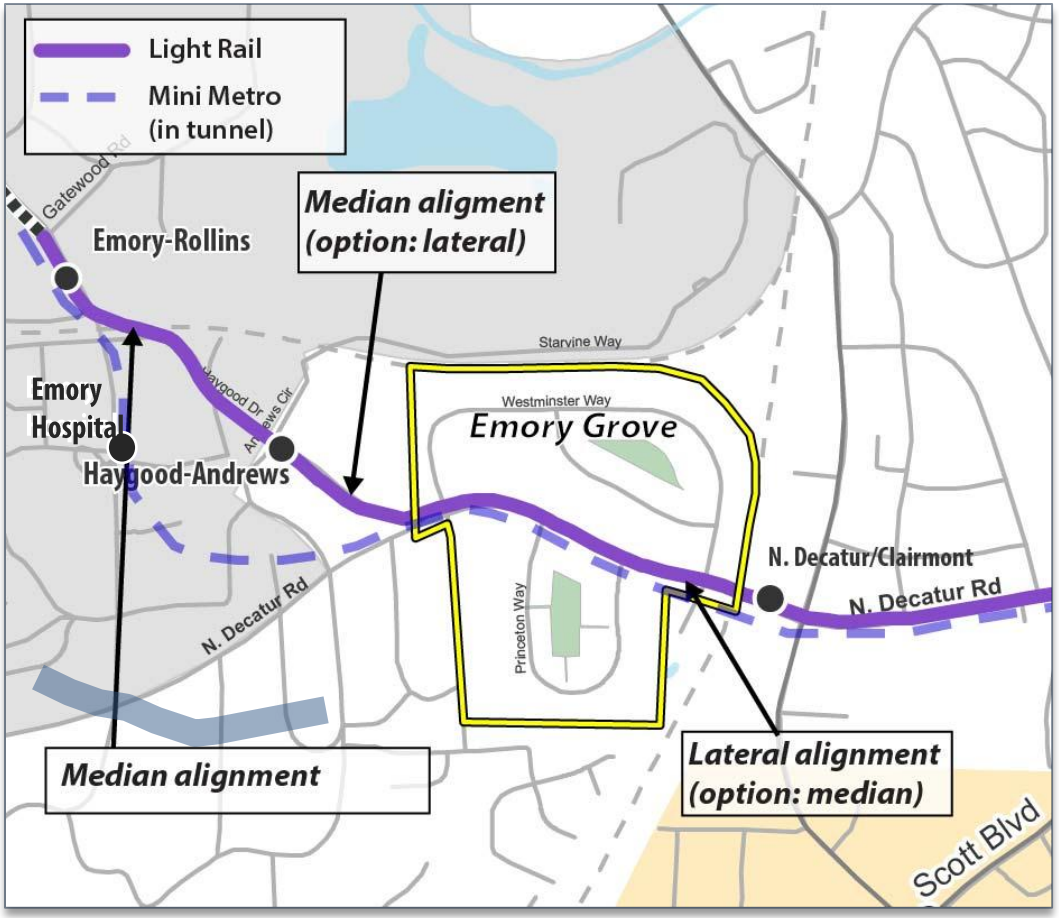
Emory Grove District [update map]

Alternative 6 (at-grade):

- Impacts to properties along N. Decatur for **lateral** or **median** alignment:
  - **Widen to one side** – would affect all properties to the north OR to the south; this would likely require displacements
  - **Widen on both sides** – would affect properties on both side of N. Decatur, but not require displacements
- Station locations within approx. ½ mile of neighborhood at Haygood-Andrews Circle and N. Decatur/Clairmont

Alternative 7 (deep tunnel):

- No direct property impact to properties.
- Stations at Emory campus and N. Decatur/Clairmont



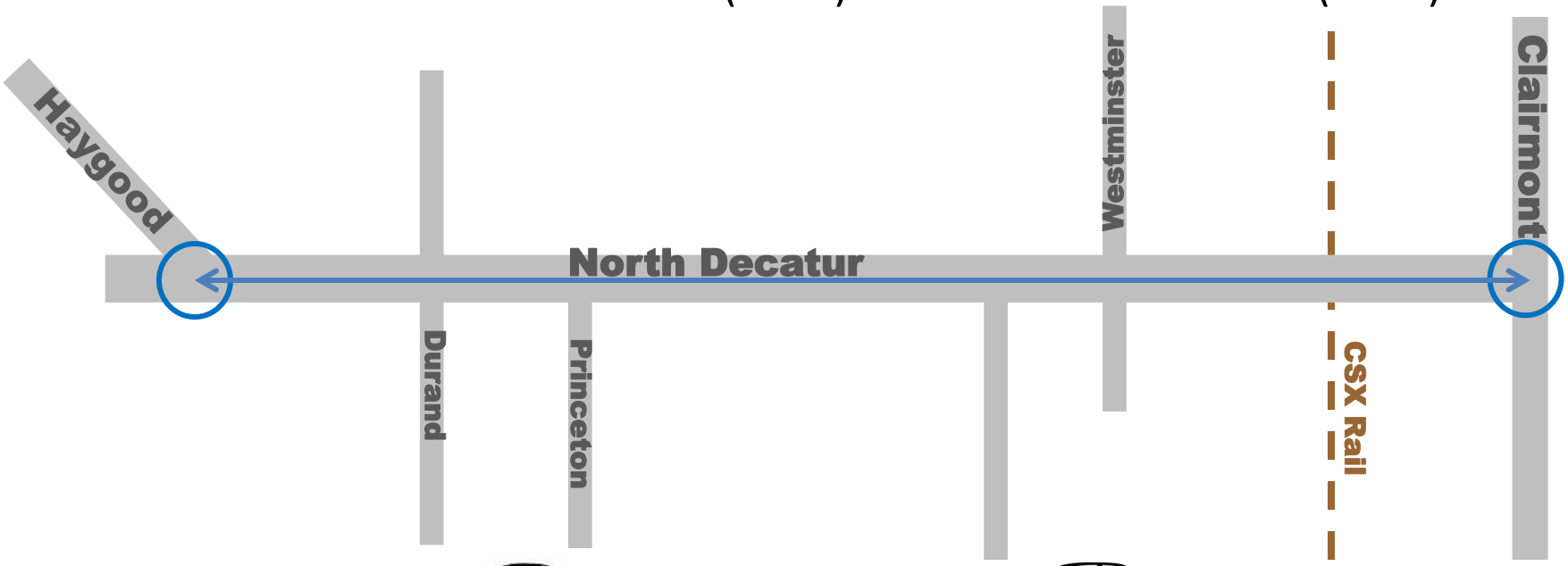
Right of Way Conditions

North Decatur Road: Haygood Dr. to Clairmont Rd.

WESTBOUND

A.M. PEAK: 0.8 minutes (2015)
P.M. PEAK: 1.0 minutes (2015)

0.8 minutes (2040)
1.0 minutes (2040)



EASTBOUND

A.M. PEAK: 2.0 minutes (2015)
P.M. PEAK: ***5.3 minutes*** (2015)

1.5 minutes (2040)
8.4 minutes (2040)

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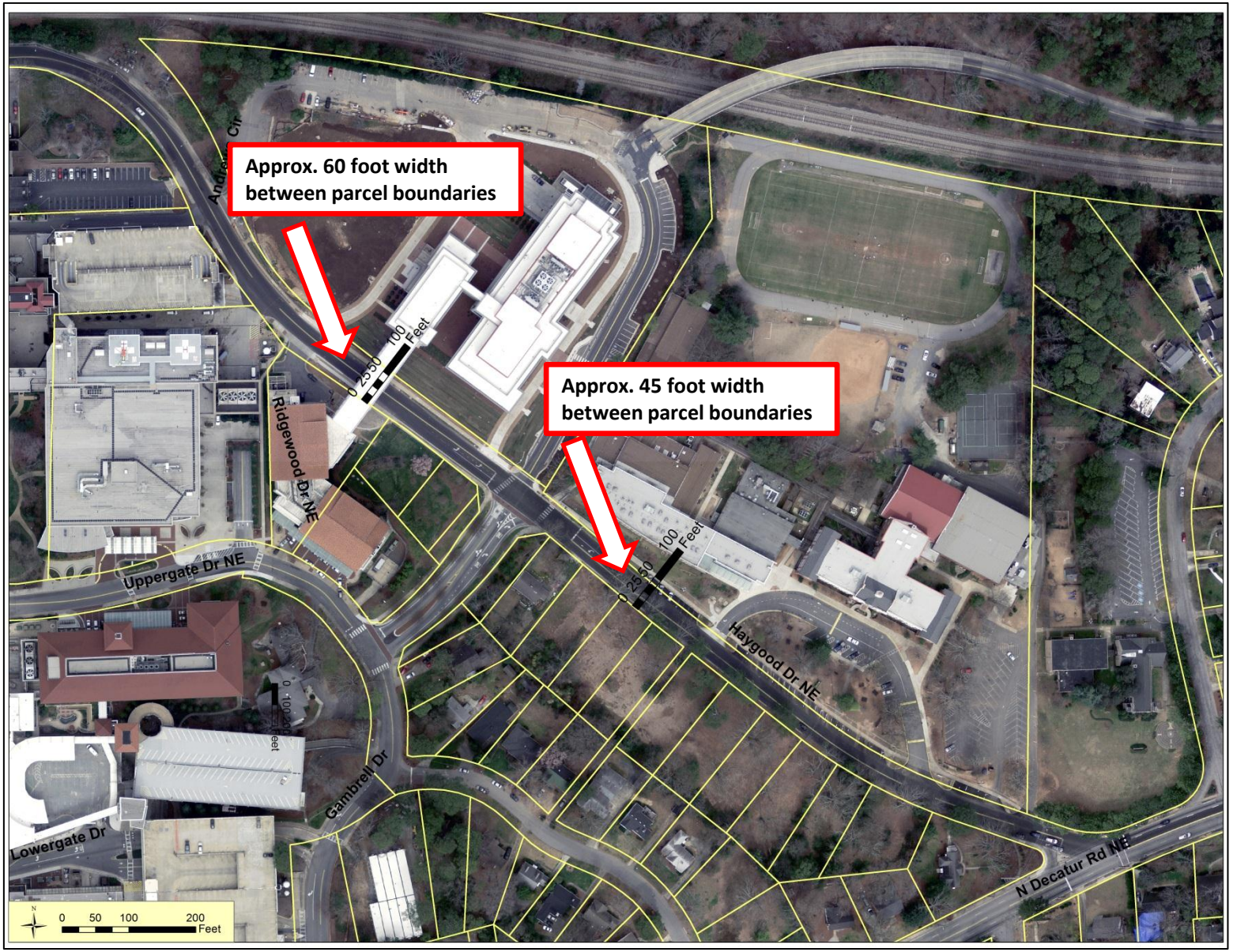
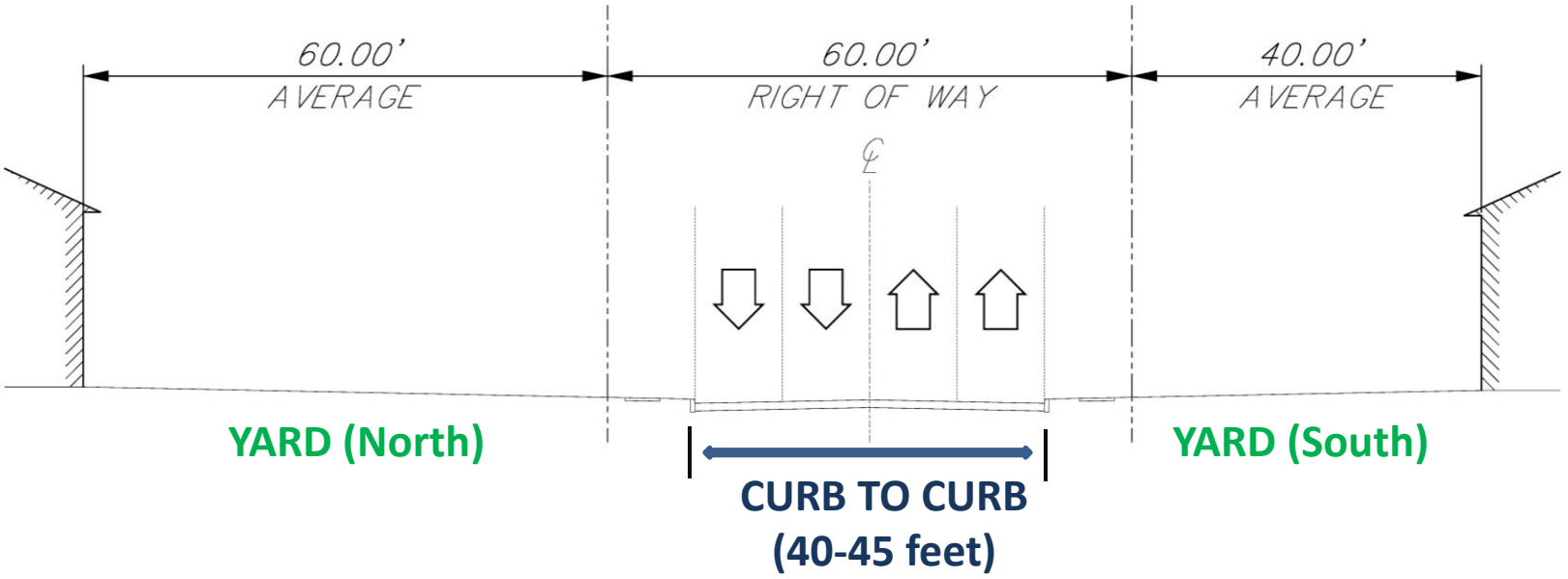
Haygood Drive Right of Way

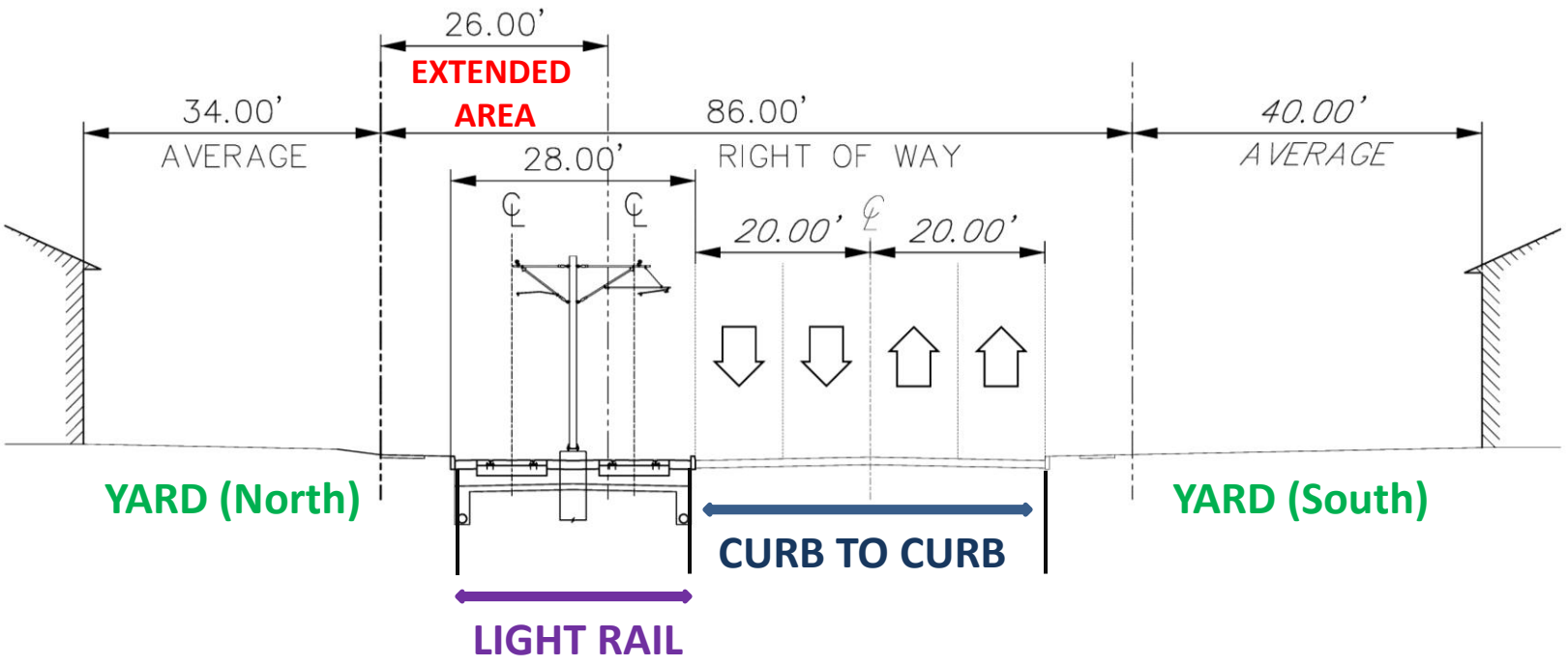


N. Decatur Rd Right of Way (Haygood - CSX)

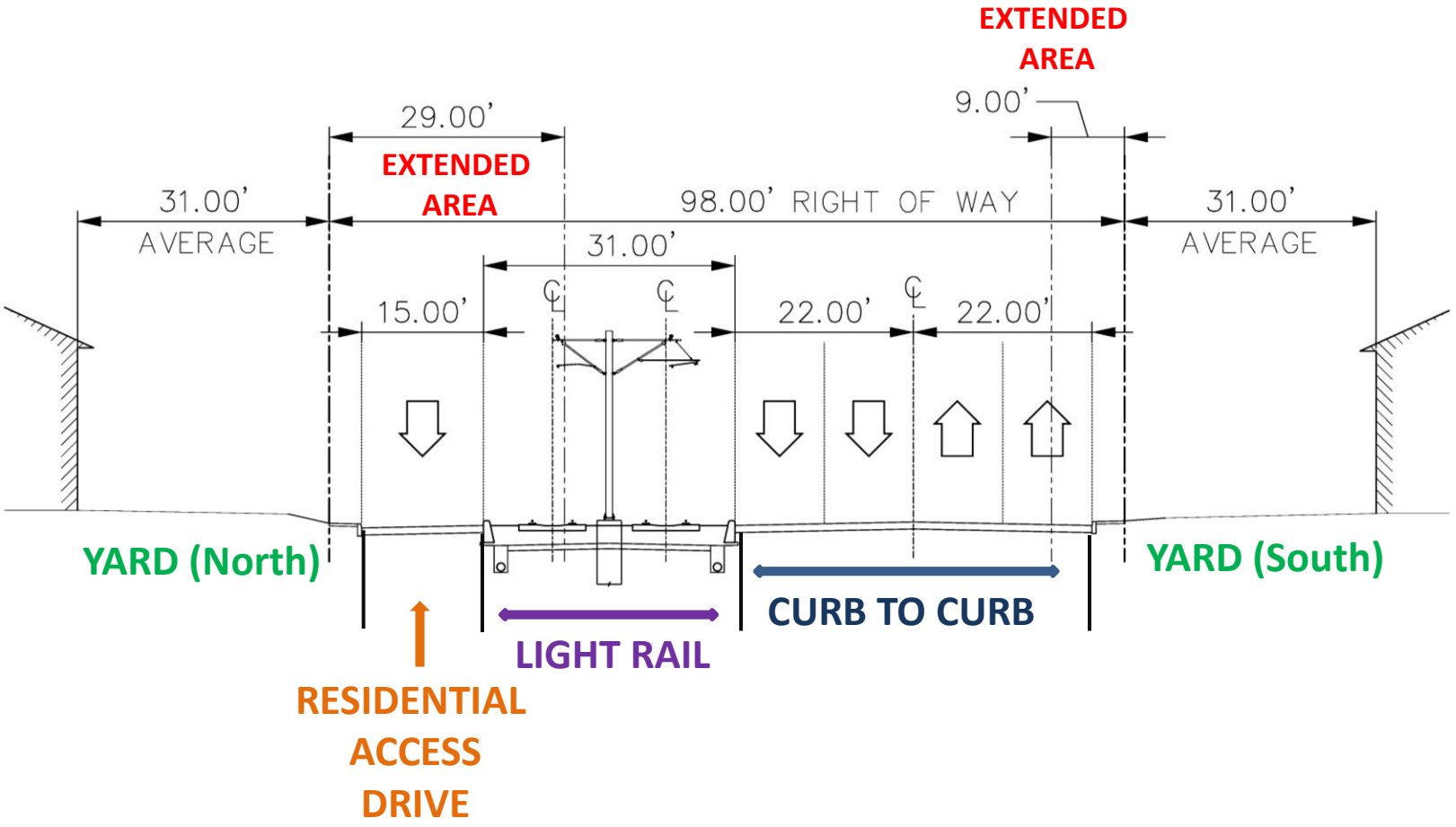
N. Decatur Rd – Existing Conditions



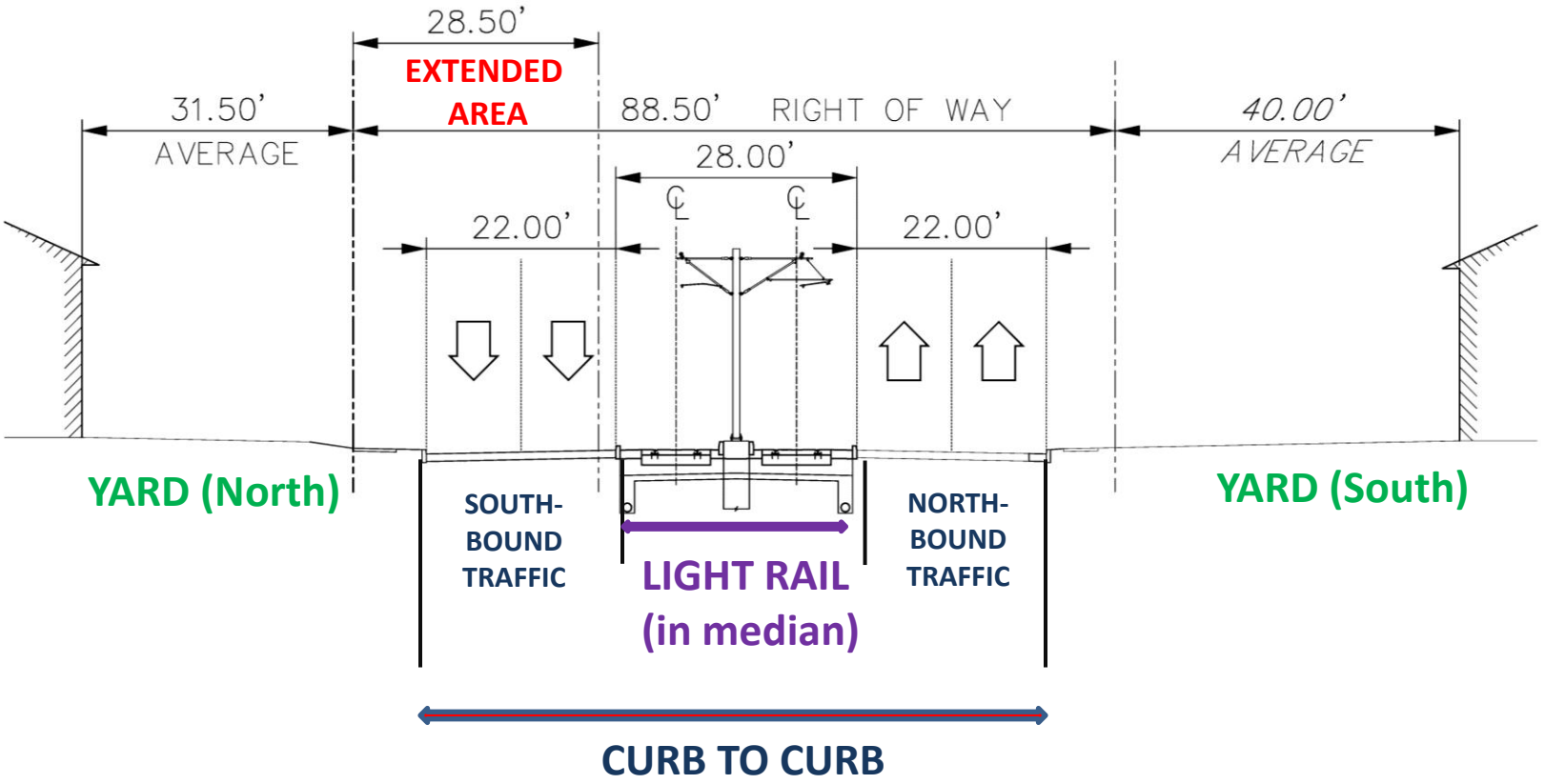
N. Decatur Rd – North Side Lateral



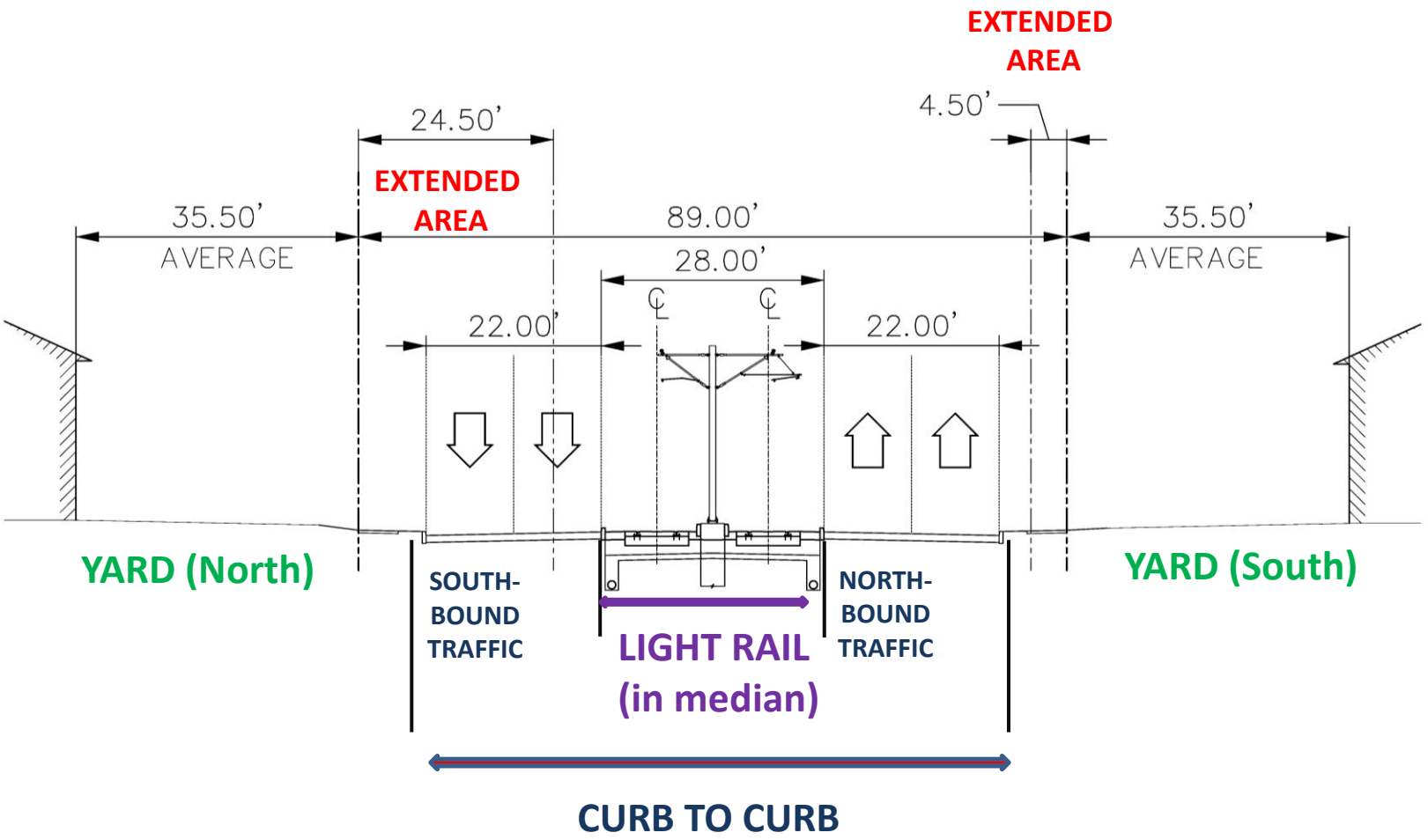
N. Decatur Rd – Lateral + Service Road



N. Decatur Rd – Median w/ Widening to North

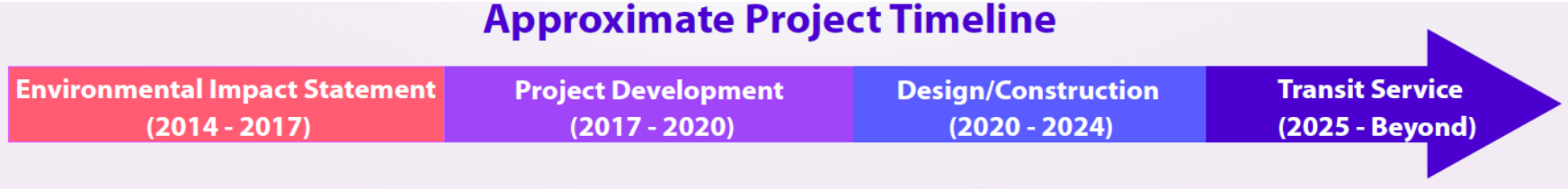


N. Decatur Rd – Median w/ Bilateral Widening



Next Steps

- **Ridership Modeling, Finalize EIS Alternatives**
  - Through early 2016
- **Environmental Technical Reports**
  - Mid 2016
- **Public Involvement & Outreach**
  - Through mid-2016
- **Draft Environmental Impact Statement (DEIS)**
  - Late 2016 to early
- **Public Hearings**
  - Late 2017
- **Final EIS (FEIS)**
  - December 2017



Questions?

Give us your feedback:

Email: clifton@itsmarta.com

Website: www.itsmarta.com/clifton-corr.aspx

Facebook: https://www.facebook.com/pages/Clifton-Corridor-Transit-Initiative/154114080040