



Clifton Corridor Transit Initiative

Briefing to Great Lakes Community
February 11, 2016



Neighborhood Concerns and Requests

- Provide a general overview and background of the project
- What are the different alignment alternatives in this area?
- How will the neighborhood be impacted along Scott Boulevard and North Decatur Road?

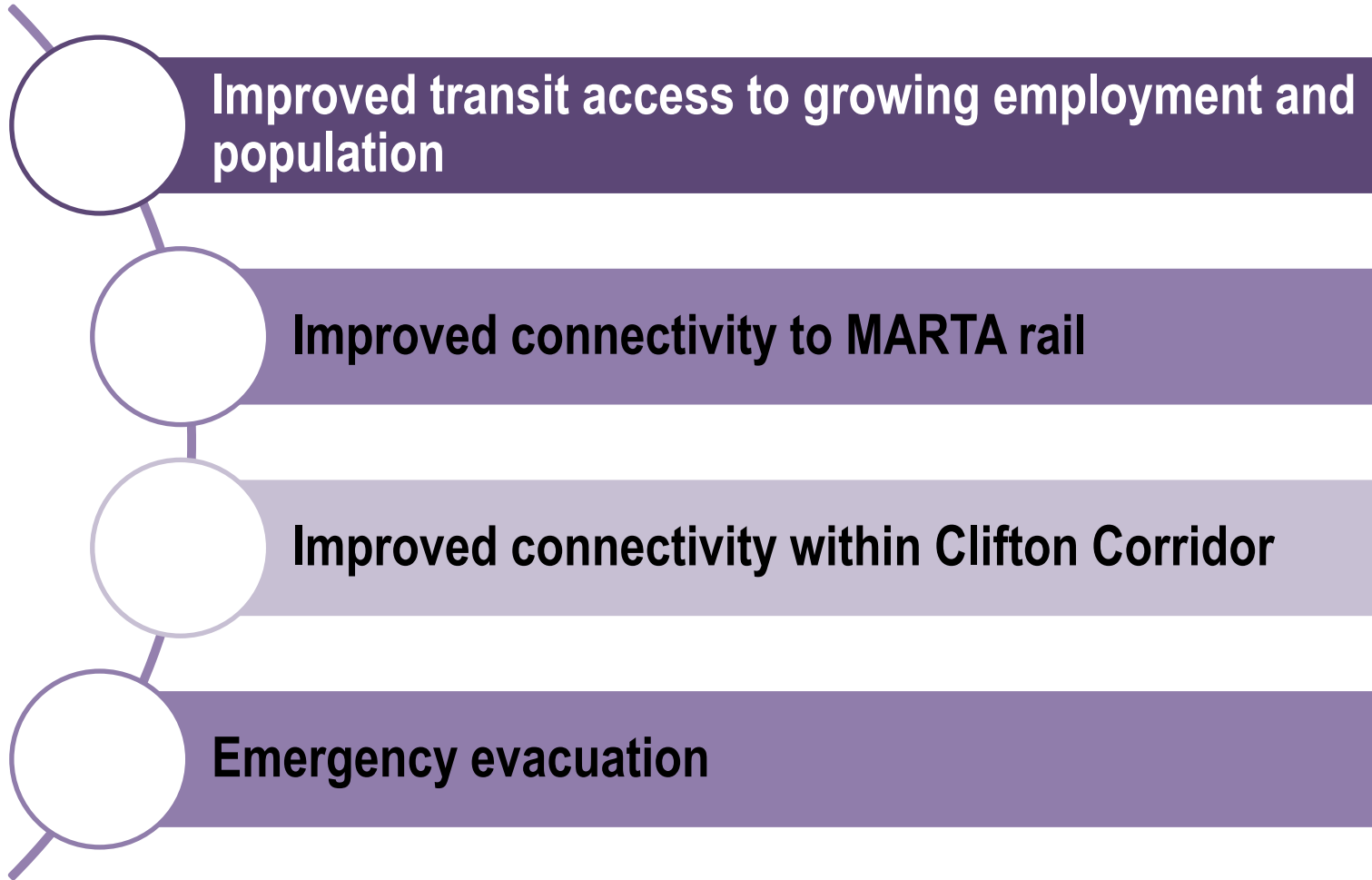




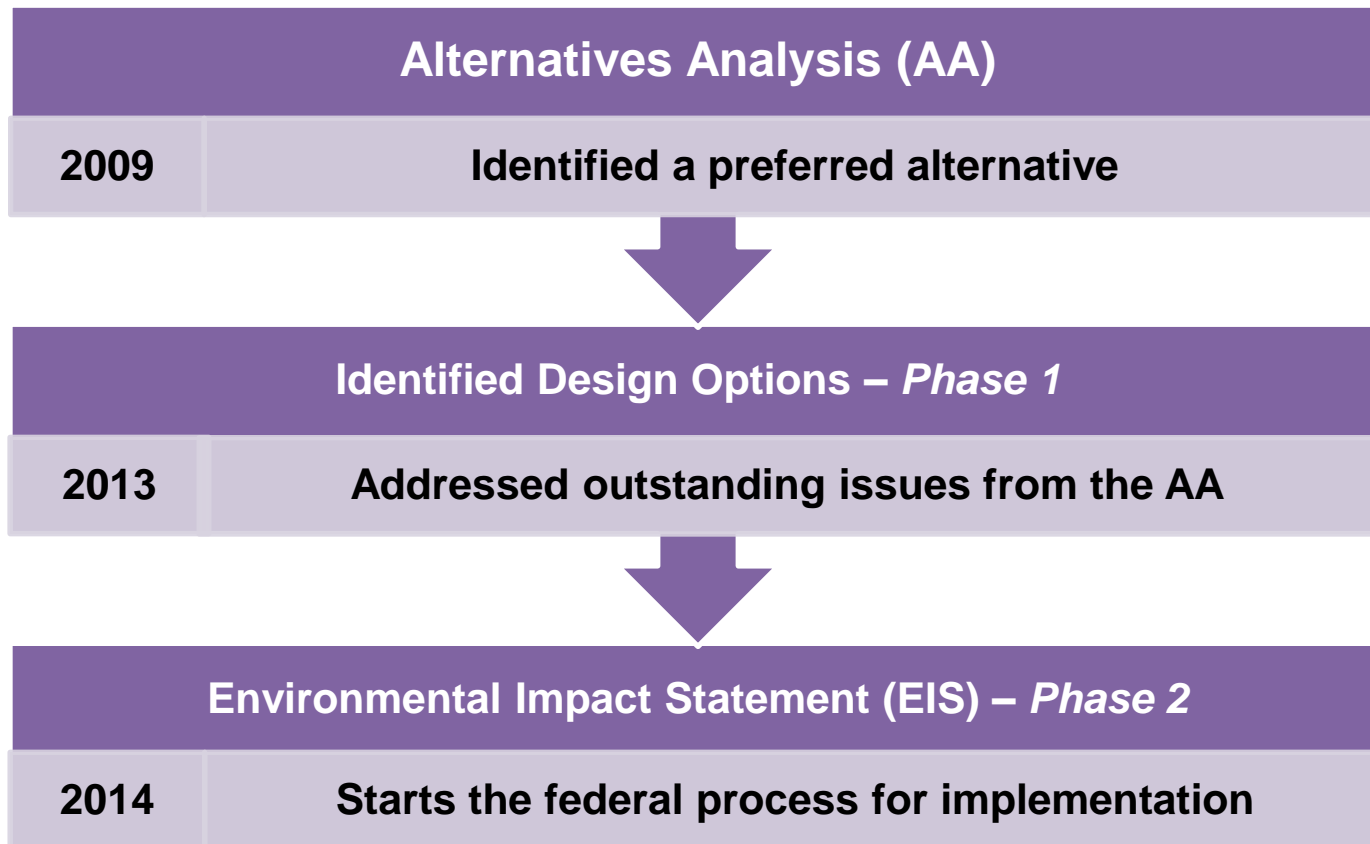
Project Background & Description



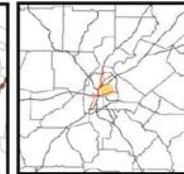
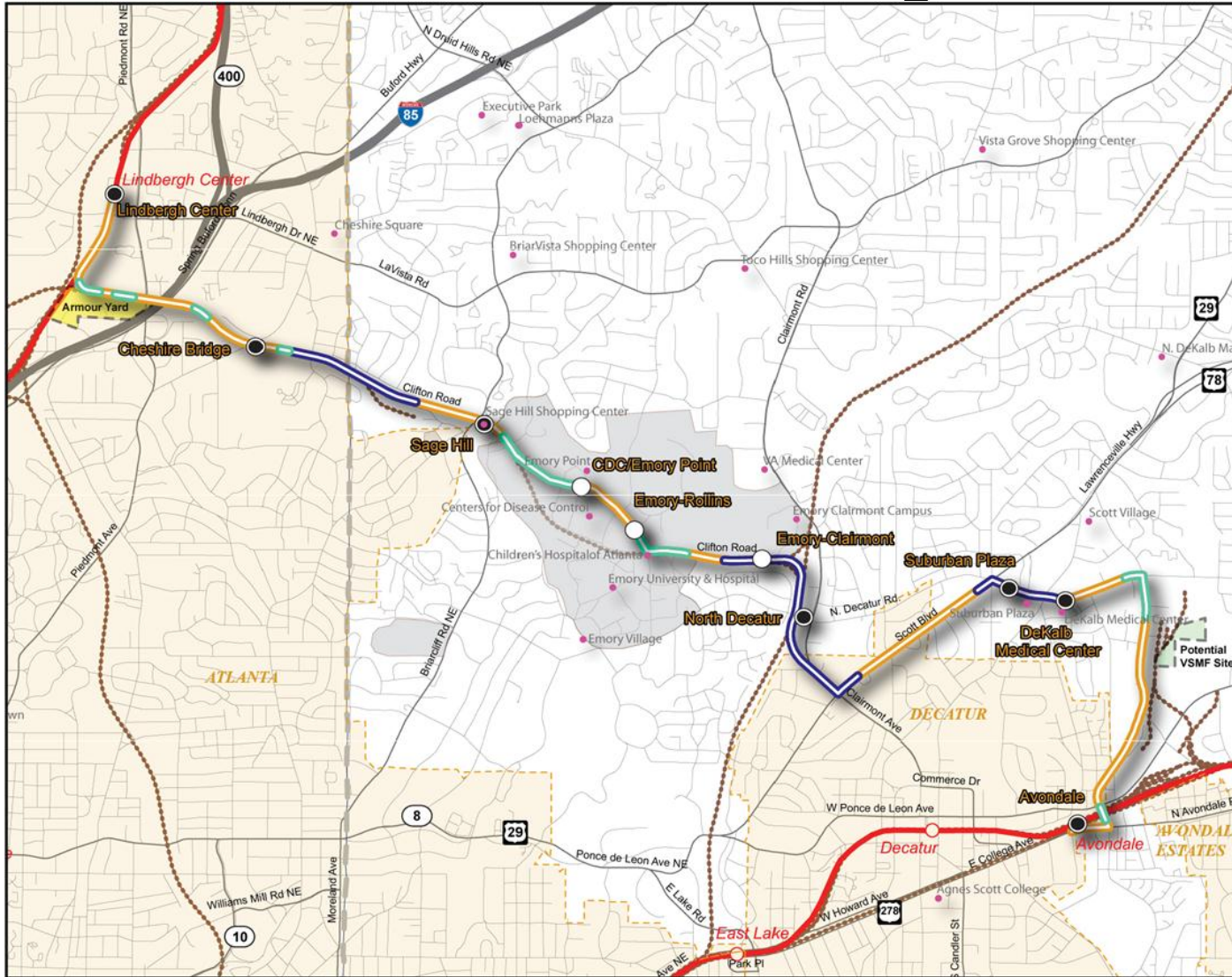
Purpose and Need



Planning Process



LPA: LRT-1 Alignment



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



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?

- Power system: Power is generally provided via overhead wires (catenary system), rather than by third rail.
- Flexibility: Light rail can operate within exclusive guideways or within/along roadways.
- Smaller profile: smaller vehicles than heavy rail, may utilize street-side platforms rather than stations.
- Similar to Streetcar: Uses the same vehicles as streetcar, but typically uses 2 or more cars in one train set, and stops at less stations.



Light Rail in a dedicated guideway (Charlotte)

Light rail operating with the roadway (Houston)

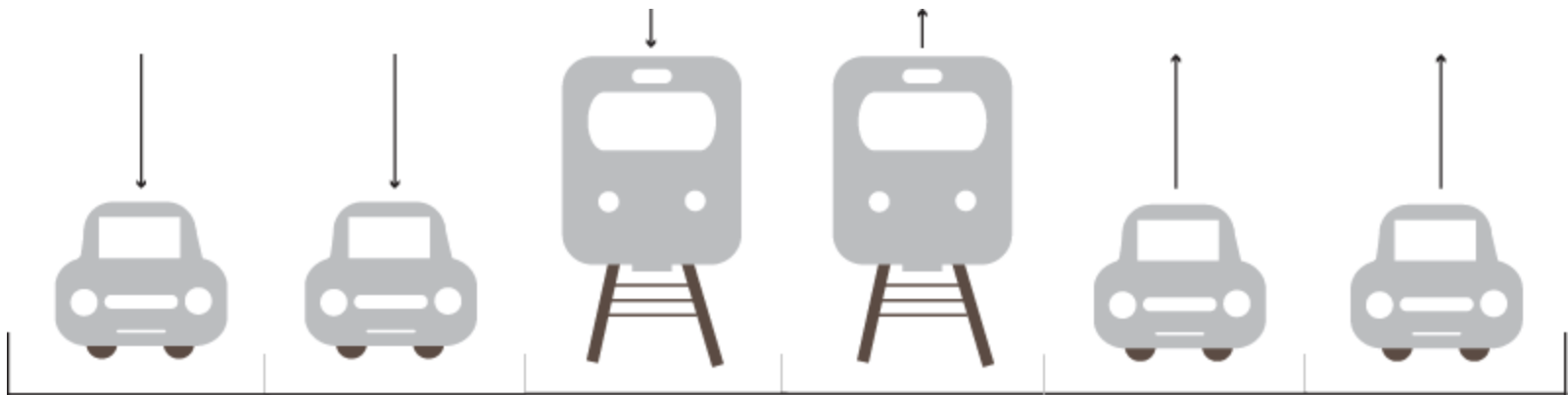


Median Alignment

- 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)

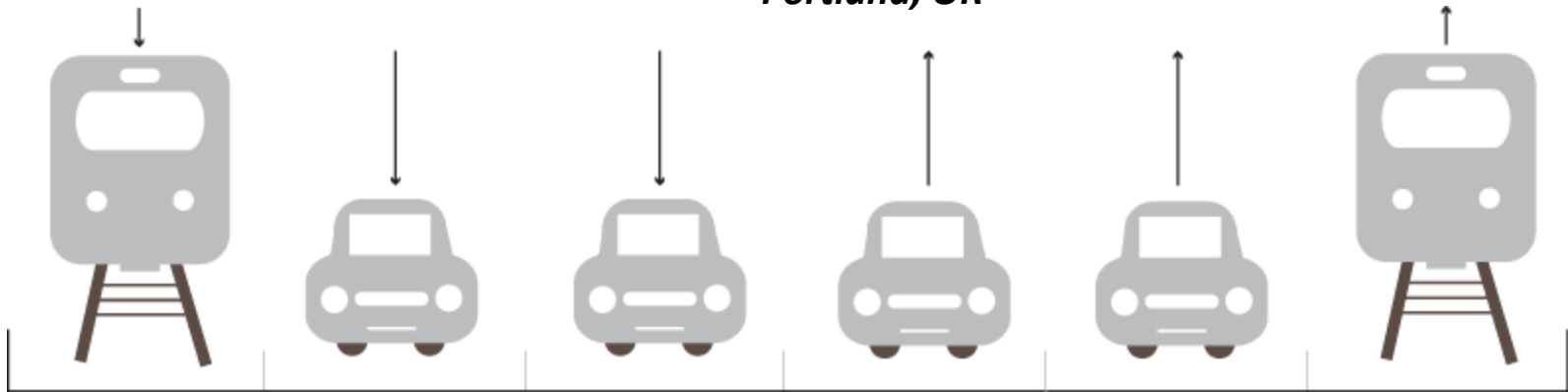


Curb Alignment

- 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

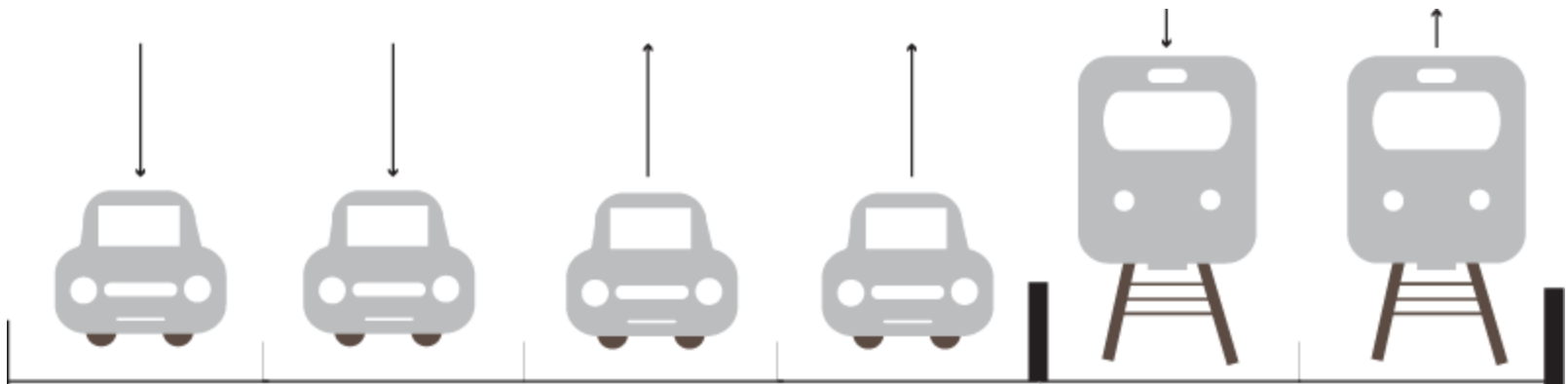


Lateral Alignment

- Light rail operates in both directions on one side of the road.
- Must be separated by a side median or safety barrier because of the opposing direction to vehicular traffic.



Baltimore, MD



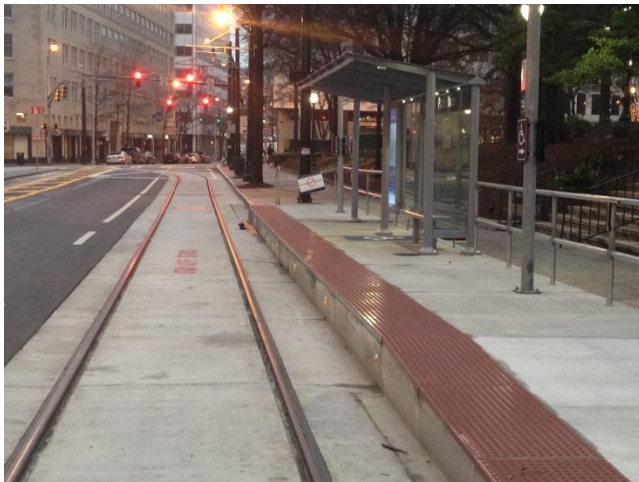
Additional Images



*Light rail through a water feature!
(Houston University Line)*



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

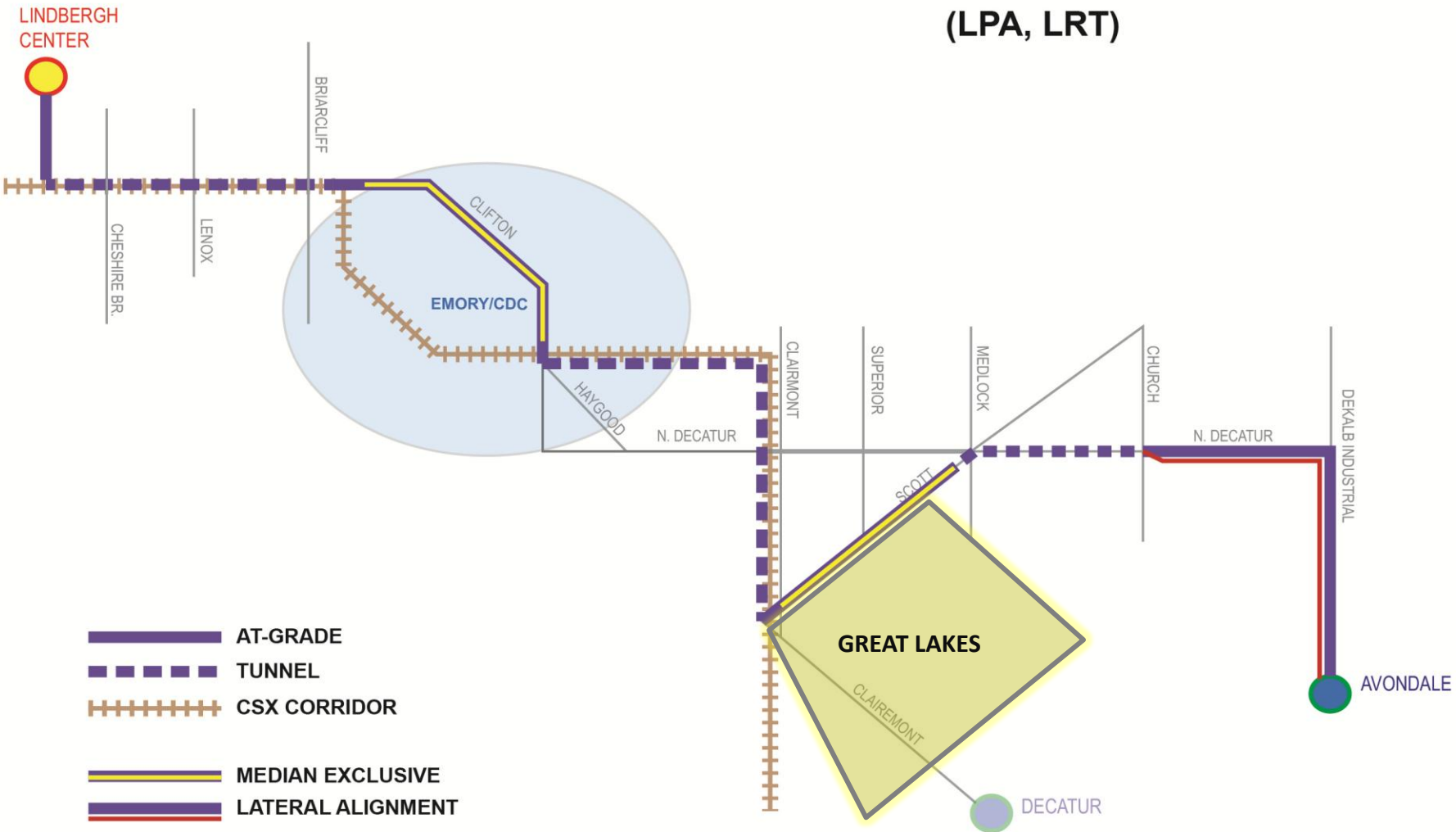







Curb alignment – Atlanta Streetcar



Lateral alignment – Norfolk, VA

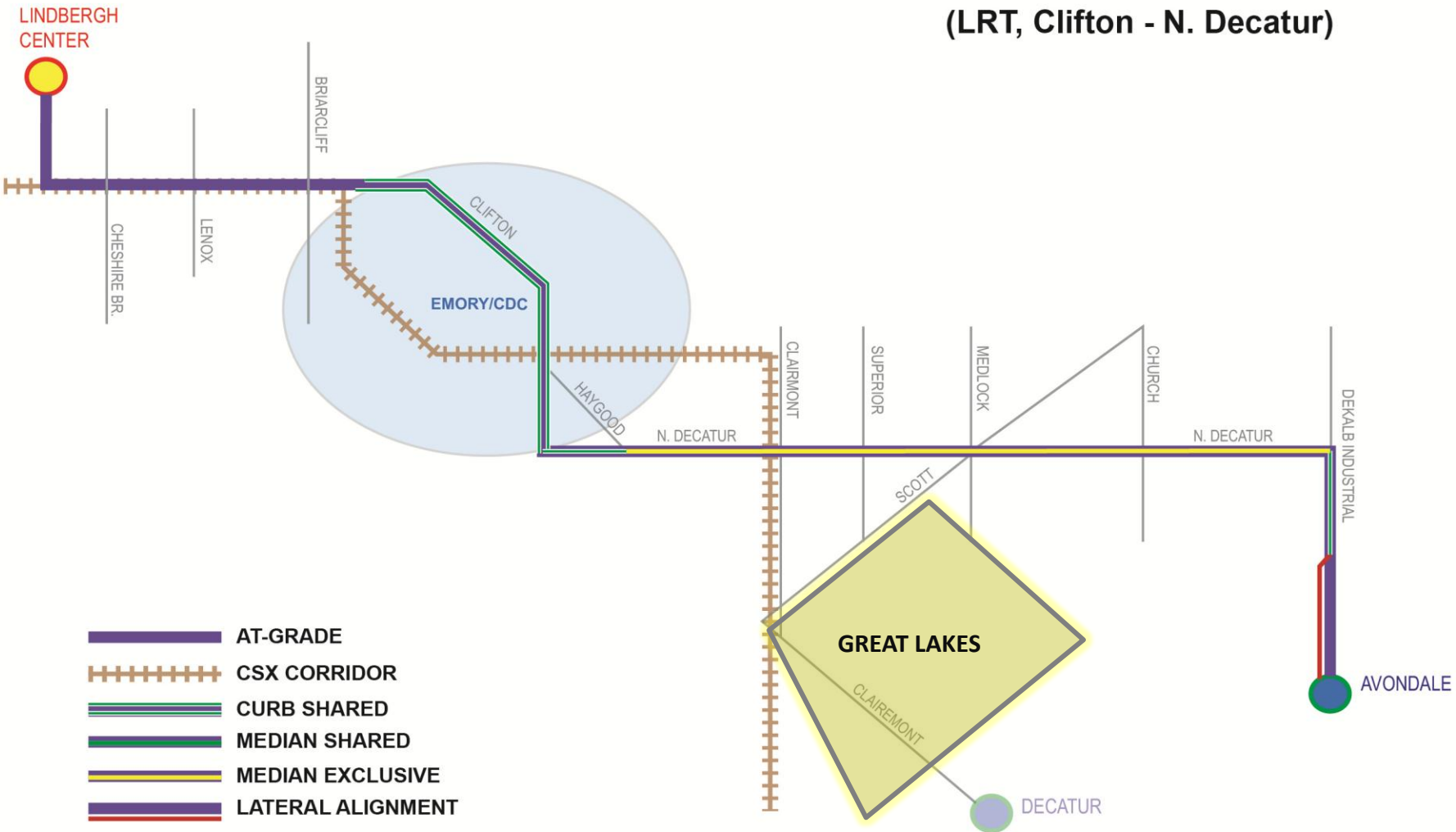
ALTERNATIVE 1 (LPA, LRT)









-  AT-GRADE
-  TUNNEL
-  CSX CORRIDOR
-  MEDIAN EXCLUSIVE
-  LATERAL ALIGNMENT



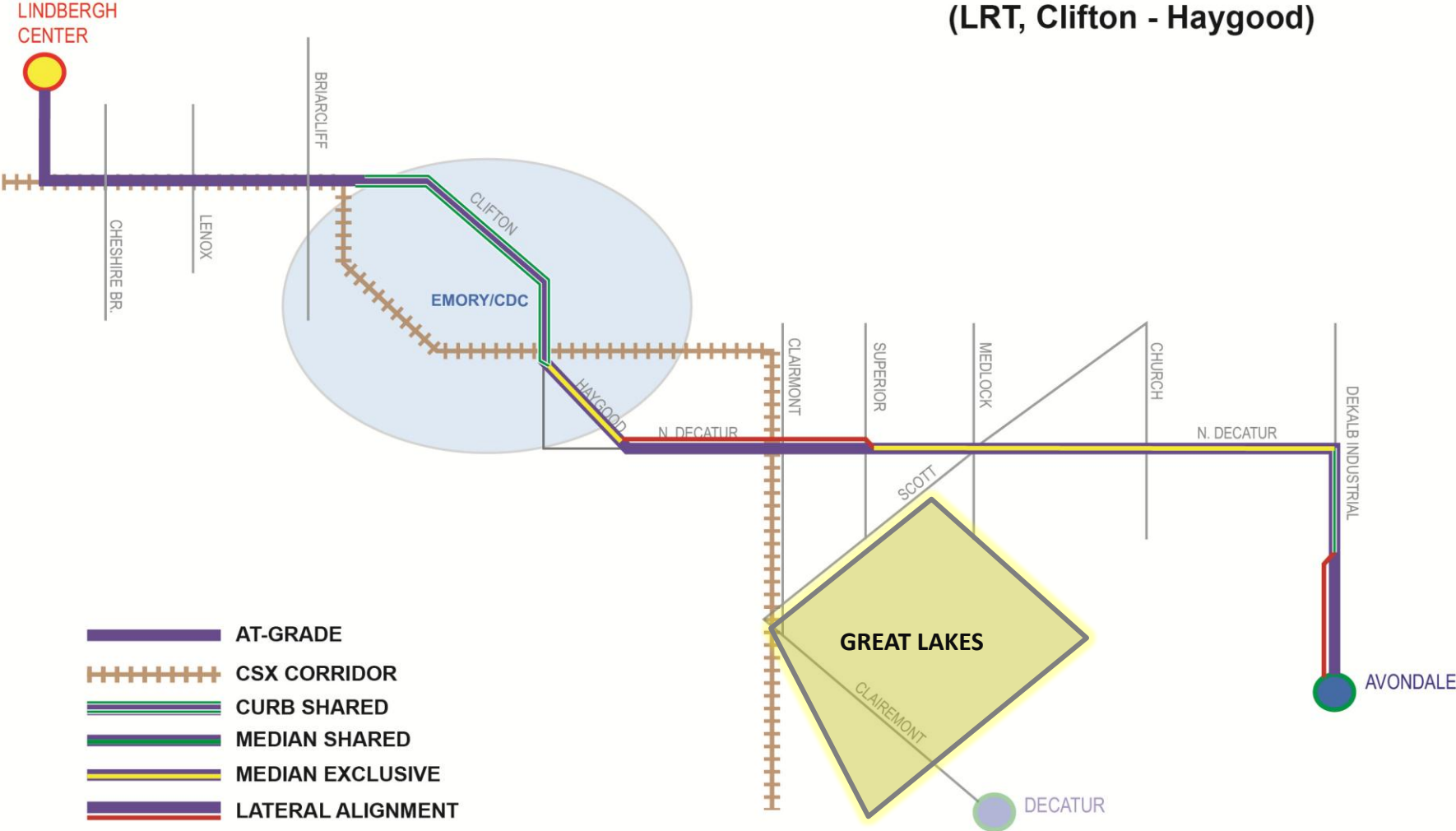
ALTERNATIVE 2 (LRT, Clifton - N. Decatur)



-  AT-GRADE
-  CSX CORRIDOR
-  CURB SHARED
-  MEDIAN SHARED
-  MEDIAN EXCLUSIVE
-  LATERAL ALIGNMENT



ALTERNATIVE 2A (LRT, Clifton - Haygood)



-  AT-GRADE
-  CSX CORRIDOR
-  CURB SHARED
-  MEDIAN SHARED
-  MEDIAN EXCLUSIVE
-  LATERAL ALIGNMENT



Great Lakes Neighborhood

- **Alternative 1:**

- Deep bore tunnel emerges at Scott Boulevard
- Median alignment along Scott Boulevard at northern boundary of Great Lakes neighborhood
- Minor impacts to properties along Scott Boulevard
- Station locations within ½ mile of neighborhood at N. Decatur/Clairmont and Suburban Plaza

- **Alternative 2 and 2A:**

- No direct impact to Great Lakes neighborhood
- Station locations within ½ mile of neighborhood at N. Decatur/Clairmont, Superior, and Suburban Plaza





Traffic Considerations



Summary of Vehicular Travel Times: Clifton/CDC Parkway ↔ Avondale

Alternative	Travel Time	Travel Time (via Haygood)
No Build (2040)		
Eastbound	19 Min.	19 Min.
Westbound	31 Min.	27 Min.
Alternative 1 (2040)		
Eastbound	18 Min. (-1)	13 Min. (-6)
Westbound	18 Min. (-13)	15 Min. (-12)
Alternative 2 (2040)		
Eastbound	19 Min. (0)	20 Min. (+1)
Westbound	22 Min. (-9)	17 Min. (-10)
Alternative 2A (2040)		
Eastbound	21 Min. (+2)	15 Min. (-4)
Westbound	16 Min. (-15)	14 Min. (-13)

Scott Boulevard

Clairmont to N. Decatur Road

Approx. 0.9 miles

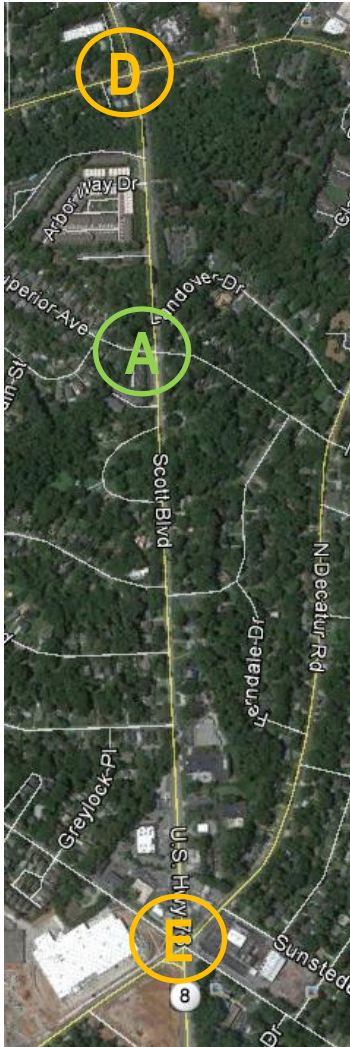
	No Build	Alt 1	Alt 2	Alt 2A
LRT Alignment	--	Median Exclusive	--	--
2040 Travel Times (AM Peak)				
2040 Travel Time - Eastbound	2.1 min	2.1 min	2.5 min	2.7 min
2040 Travel Time – Westbound	2.7 min	1.9 min	2.1 min	2.0 min
2040 Travel Speed (AM Peak)				
2040 Travel Time -Eastbound	27 min	27 mph	23 mph	21 mph
2040 Travel Time - Westbound	21 mph	30 mph	28 mph	28 mph



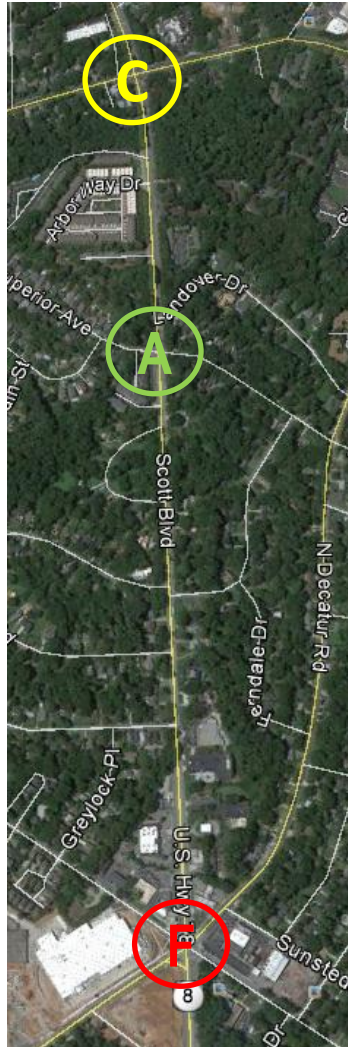
AM Peak Intersection LOS

Scott Blvd. between Clairmont Rd. and N. Decatur Rd.

Alternative 1



Alternative 2



Alternative 2A



Scott Blvd.

Clairmont Rd.

Superior Ave.

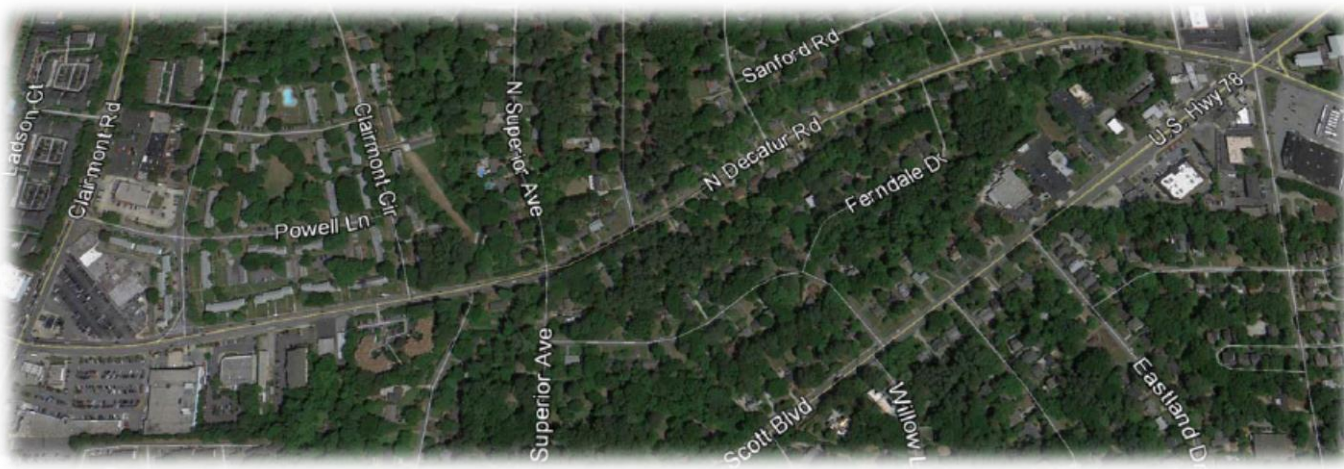
N. Decatur Rd.

North Decatur Road

Clairmont to Scott Boulevard

Approx. 1 mile

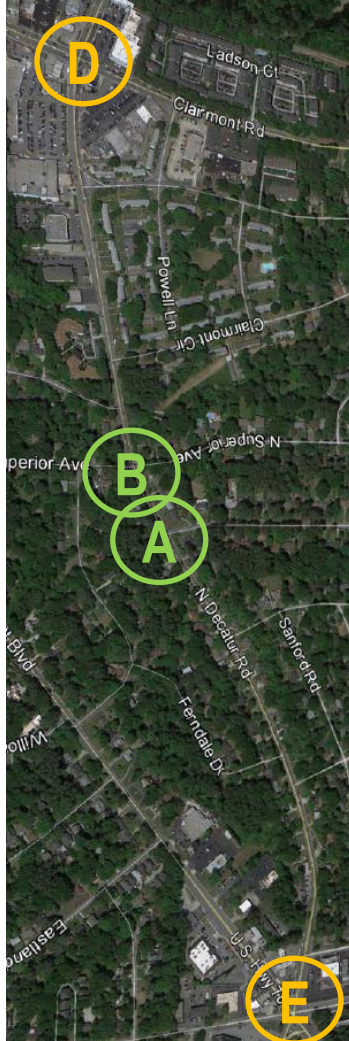
	No Build	Alt 1	Alt 2	Alt 2A
LRT Alignment	--	--	Median Exclusive	Lateral Alignment/ Median Shared
2040 Travel Times (AM Peak)				
2040 Travel Time - Eastbound	2.9 min	3.2 min	2.5 min	2.4 min
2040 Travel Time – Westbound	4.0 min	2.2 min	4.6 min	2.2 min
2040 Travel Speed (AM Peak)				
2040 Travel Time -Eastbound	20 mph	19 mph	24 mph	25 mph
2040 Travel Time - Westbound	15 mph	28 mph	13 mph	28 mph



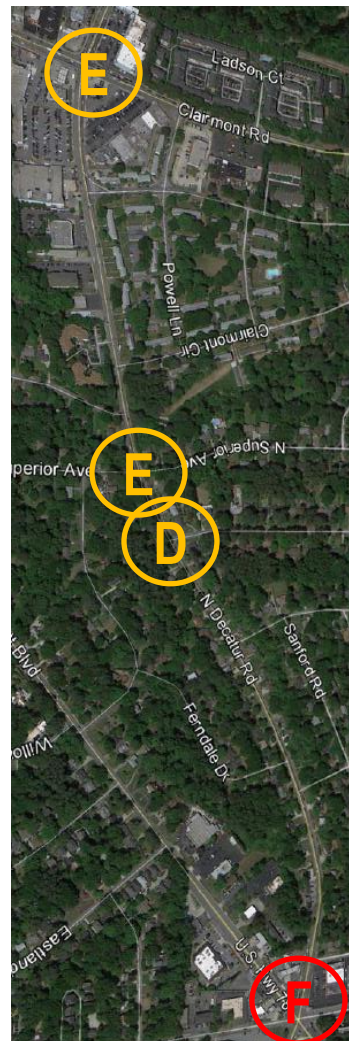
AM Peak Intersection LOS

N. Decatur Rd. between Clairmont Rd. and Scott Blvd.

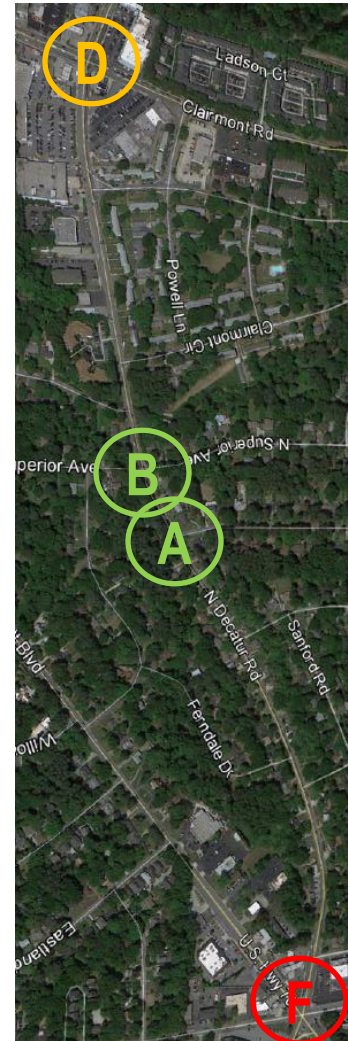
Alternative 1



Alternative 2



Alternative 2A



N. Decatur Rd.

Clairmont Rd.

Superior Ave.

Willivee Dr.

Scott Blvd.

North Decatur Road

Scott Boulevard to Church Street

Approx 0.3 miles

	No Build	Alt 1	Alt 2	Alt 2A
LRT Alignment	--	Shallow Tunnel	Median Exclusive	Median Shared
2040 Travel Times (AM Peak)				
2040 Travel Time - Eastbound	1.4 min	2.1 min	1.3 min	1.1 min
2040 Travel Time – Westbound	5.3 min	2.3 min	2.5 min	2.7 min
2040 Travel Speed (AM Peak)				
2040 Travel Time -Eastbound	12 mph	8 mph	13 mph	15 mph
2040 Travel Time - Westbound	3 mph	8 mph	7 mph	6 mph



AM Peak Intersection LOS

N. Decatur Rd. between Scott Blvd. and Church St.

Alternative 1



Alternative 2



Alternative 2A



N. Decatur Rd.

Scott Blvd.

Suburban Plaza
Entrance

Church St.



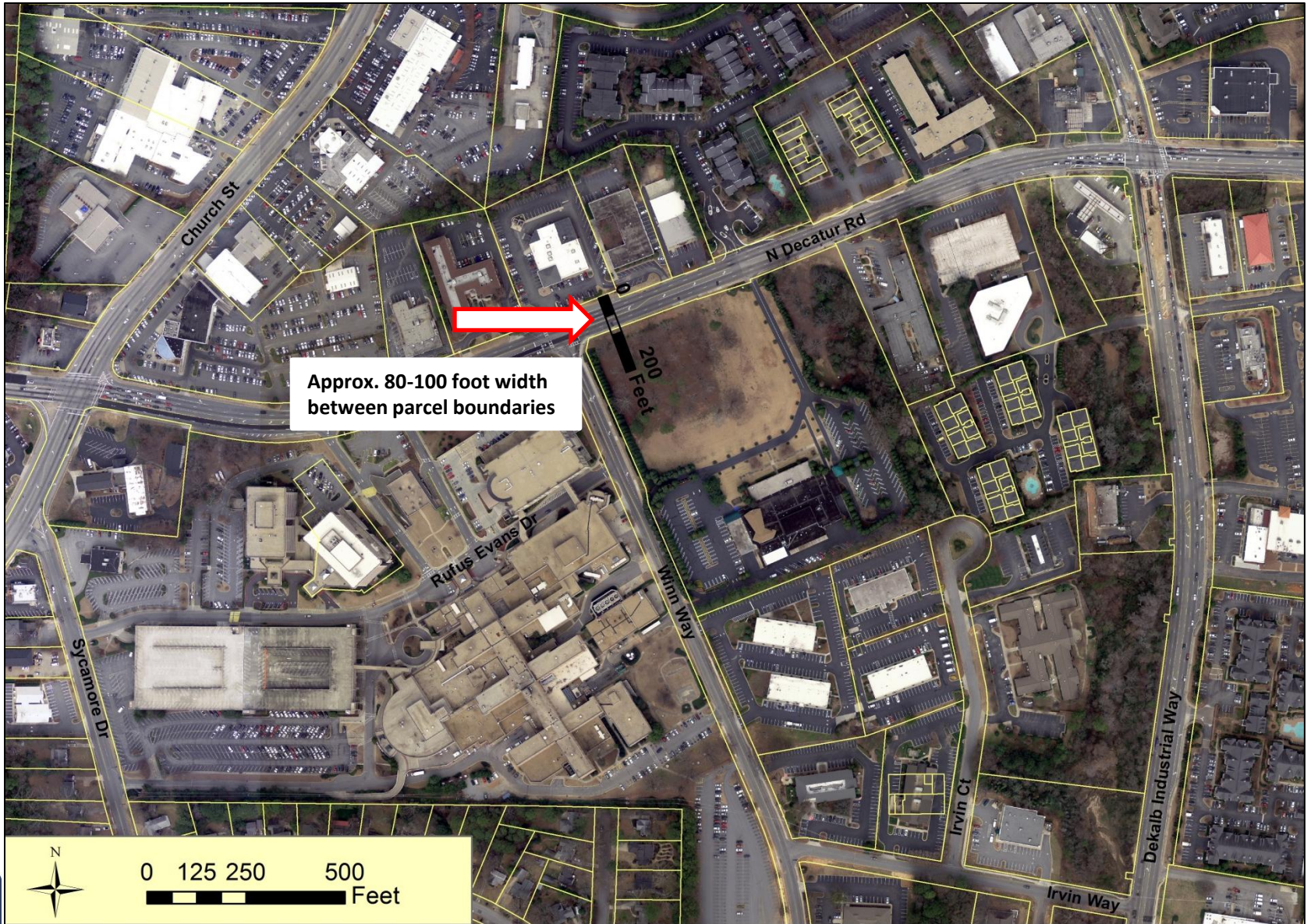
Right of Way Conditions



N. Decatur Rd Right of Way (Superior - Scott)



N. Decatur Rd Right of Way (Church-DeKalb Industrial)



0 125 250 500 Feet



Scott Boulevard Right of Way



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

Approximate Project Timeline

Environmental Impact Statement
(2014 - 2017)

Project Development
(2017 - 2020)

Design/Construction
(2020 - 2024)

Transit Service
(2025 - Beyond)





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>

