



**CAMPBELLTON
CORRIDOR**
TRANSIT PROJECT



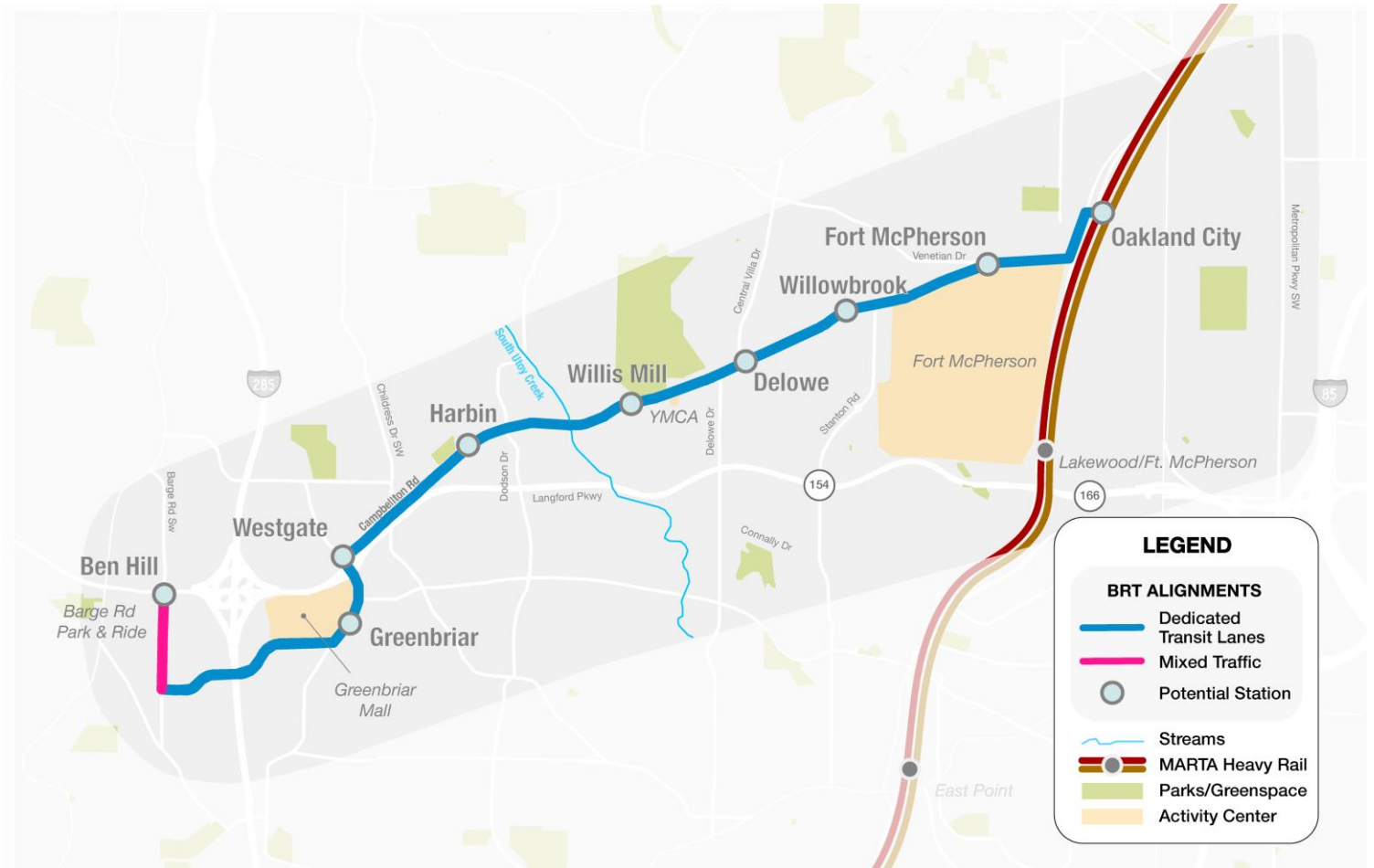
CAMPBELLTON COMMUNITY INVESTMENT CORRIDOR

July 2022

CAMPBELLTON CORRIDOR BRT

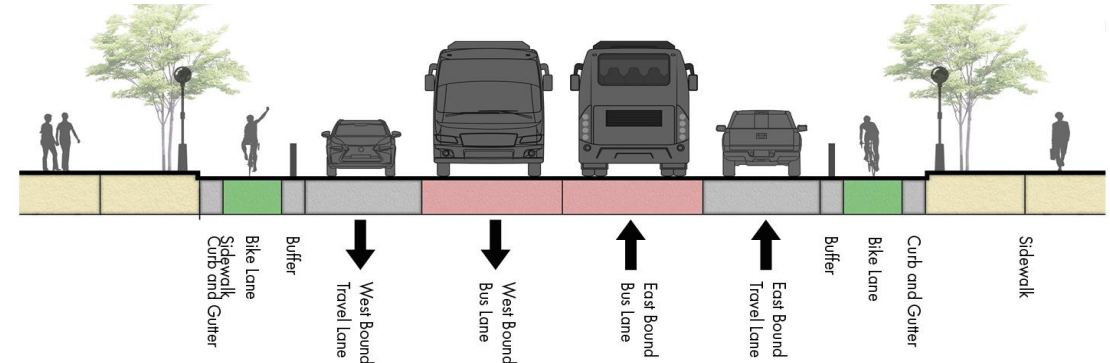
Project Information

- Connects key destinations: Oakland City MARTA Station, Ft. McPherson, Greenbriar Mall, new Greenbriar Transit Hub, Barge Road Park and Ride
- 18-minute travel time, 35% faster than Route #83
- Safety improvements and new bike/ped facilities
- 6 miles in length, 9 stations
- Projected Opening Year
Ridership – 8,800 / daily



THE LPA (LOCALLY PREFERRED ALTERNATIVE)

- Combined the community's preferred design features into one alternative – Center-Running BRT
 - Improved travel time
 - Wider sidewalks
 - Increased access/safety
 - Premium amenities
- Provides a quicker project delivery and lower cost to construct compared to LRT
- Designed as a “gold-standard” BRT system



CAMPBELLTON CIC LPA ADOPTION

1

MARTA Planning and Capital Programs Committee approved the recommended LPA & moving forward with FTA CIG Application process –
June 30, 2022

2

MARTA Board of Directors adopted the recommended LPA & moving forward with FTA CIG Application process –
July 14, 2022

PATHWAY FORWARD

1.



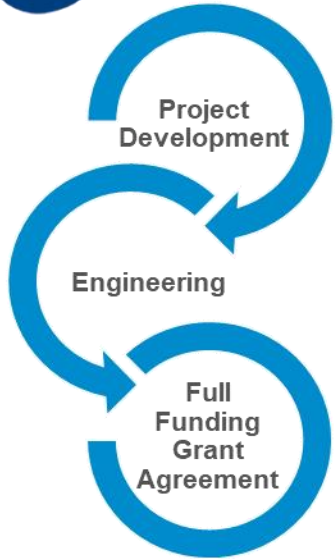
MARTA Board
Approval

2.



Inclusion in ARC Regional
Transportation Plan
(and ATL Regional Transit Plan)

3.



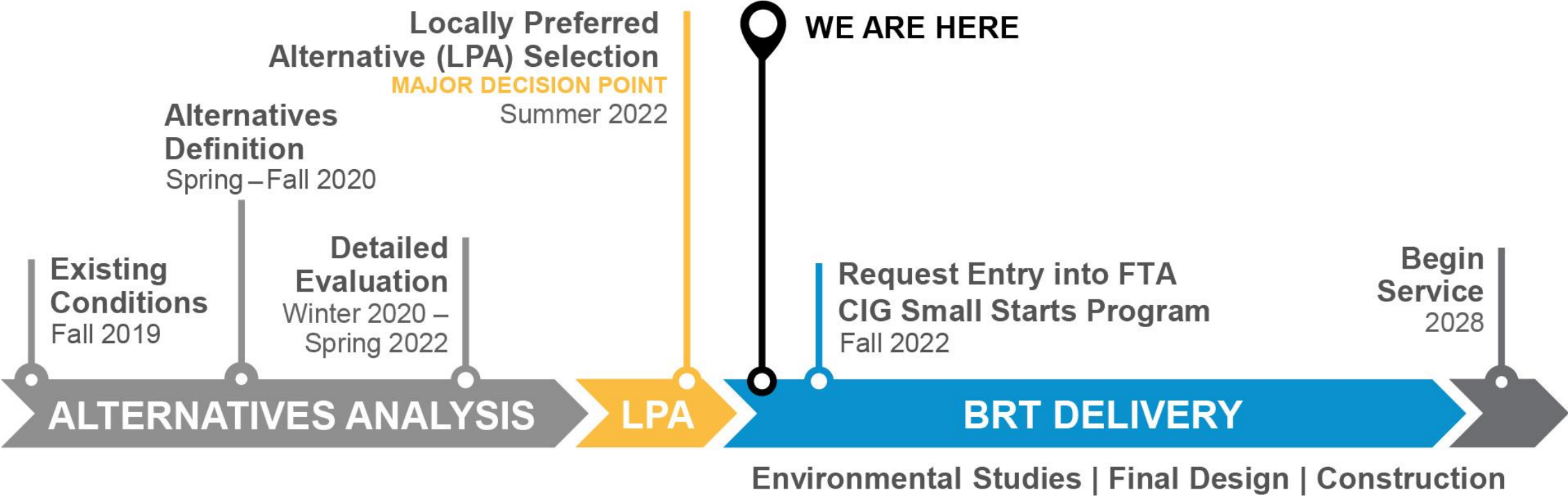
Enter into FTA Project
Development Process

PATHWAY FORWARD

- Mega grant submitted by the City of Atlanta in May 2022
 - Center-running BRT
 - 0.5 mi extension west
 - Barge Road Park and Ride to Walker Rec Center
- Submit NEPA check-list to FTA
- Initiate preliminary engineering activities
- Entry into FTA project development process
- Kick-off Greenbriar Transit Hub and Oakland City TOD planning
- Continued community and stakeholder outreach



PROJECT TIMELINE



WATCH BRT IN ACTION!



KEEP IN TOUCH



Email us:

publichearinginfo@itsmarta.com

Marnold-vhb@itsmarta.com



Visit us online:

www.campbelltoncorridor.com



**CAMPBELLTON
CORRIDOR**
TRANSIT PROJECT



THANK YOU

CENTER-RUNNING BRT ALTERNATIVE AT A GLANCE



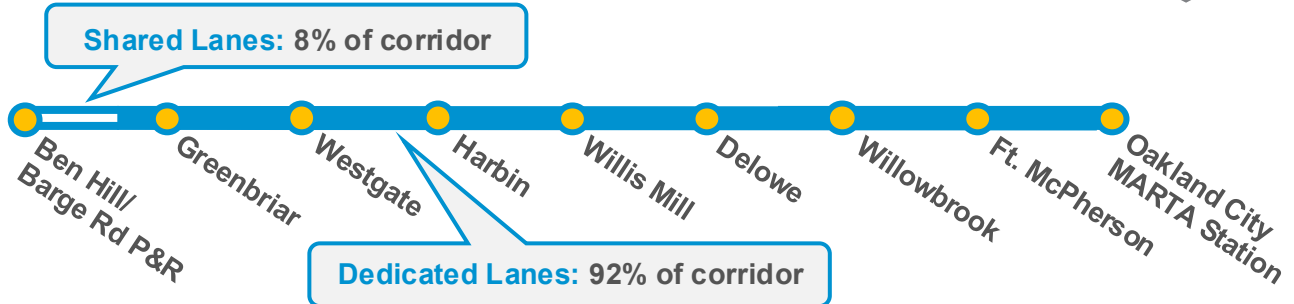
Center-Running BRT

Transitway: Center-Running Dedicated Lanes

Alignment: 6 miles and 9 stations

Service: Every 10 minutes weekdays

Vehicle: Battery Electric Articulated Bus



Travel Time & Reliability	Property Impacts	Roadway Access Impacts	Safety	Cost & Timeline
18 MINS From Oakland City Station to Barge Road P&R 35% Faster than current times on Route 83	11.5 ACRES Needed for dedicated lanes and stations Existing MARTA Garage used to store and maintain buses 	235 Converted Driveways* 0 Driveway Closures*  *Right-in, Right-out conversions	13% Reduction in auto speed Enhanced bicycle/pedestrian environment 	Construction Cost 130 MILLION \$5 MILLION Annual Operating Costs Time to Deliver  5 to 7 YEARS

*Cost as of June 2021

CENTER-RUNNING LRT ALTERNATIVE AT A GLANCE



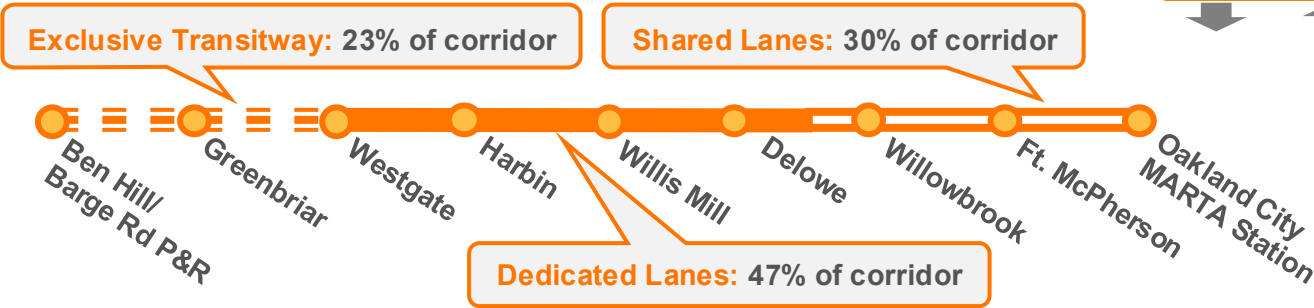
Light Rail Transit

Transitway: Center Dedicated Lanes

Alignment: 5.5 miles and 9 stations

Service: Every 10 minutes weekdays

Vehicle: 80-foot train like Atlanta Streetcar



Travel Time & Reliability	Property Impacts	Roadway Access Impacts	Safety	Cost & Timeline
16 MINS From Oakland City Station to Barge Road P&R 44% Faster than current times on Route 83	12 ACRES Needed for dedicated lanes and stations New rail facility needed to store and maintain trains 	144 Restricted Driveways 12 Driveway Closures 	29% Reduction in auto speed Enhanced bicycle/pedestrian environment 	Construction Cost 340 MILLION 13 MILLION Annual Operating Costs Time to Deliver  8 to 10 YEARS

*Cost as of June 2021

CURB-RUNNING BRT ALTERNATIVE AT A GLANCE



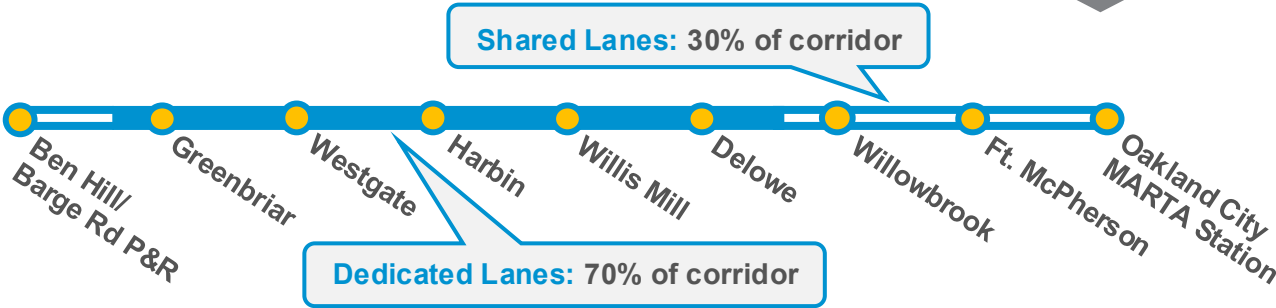
Bus Rapid Transit

Transitway: Curb Dedicated Lanes

Alignment: 6 miles and 9 stations

Service: Every 10 minutes weekdays

Vehicle: Battery Electric Articulated Bus



Travel Time & Reliability	Property Impacts	Roadway Access Impacts	Safety	Cost & Timeline
19 MINS From Oakland City Station to Barge Road P&R 33% Faster than current times on Route 83	2 ACRES Needed for dedicated lanes and stations Existing MARTA Garage used to store and maintain buses 	20 Restricted Driveways* 21 Driveway Closures*  *Impacts mostly Greenbriar Pkwy	8% Reduction in auto speed Enhanced bicycle/pedestrian environment 	Construction Cost 100 MILLION \$5 MILLION Annual Operating Costs Time to Deliver  5 to 7 YEARS

*Cost as of June 2021

DRIVEWAY ACCESS IMPACTS – CENTER-RUNNING BRT

Commercial Driveway

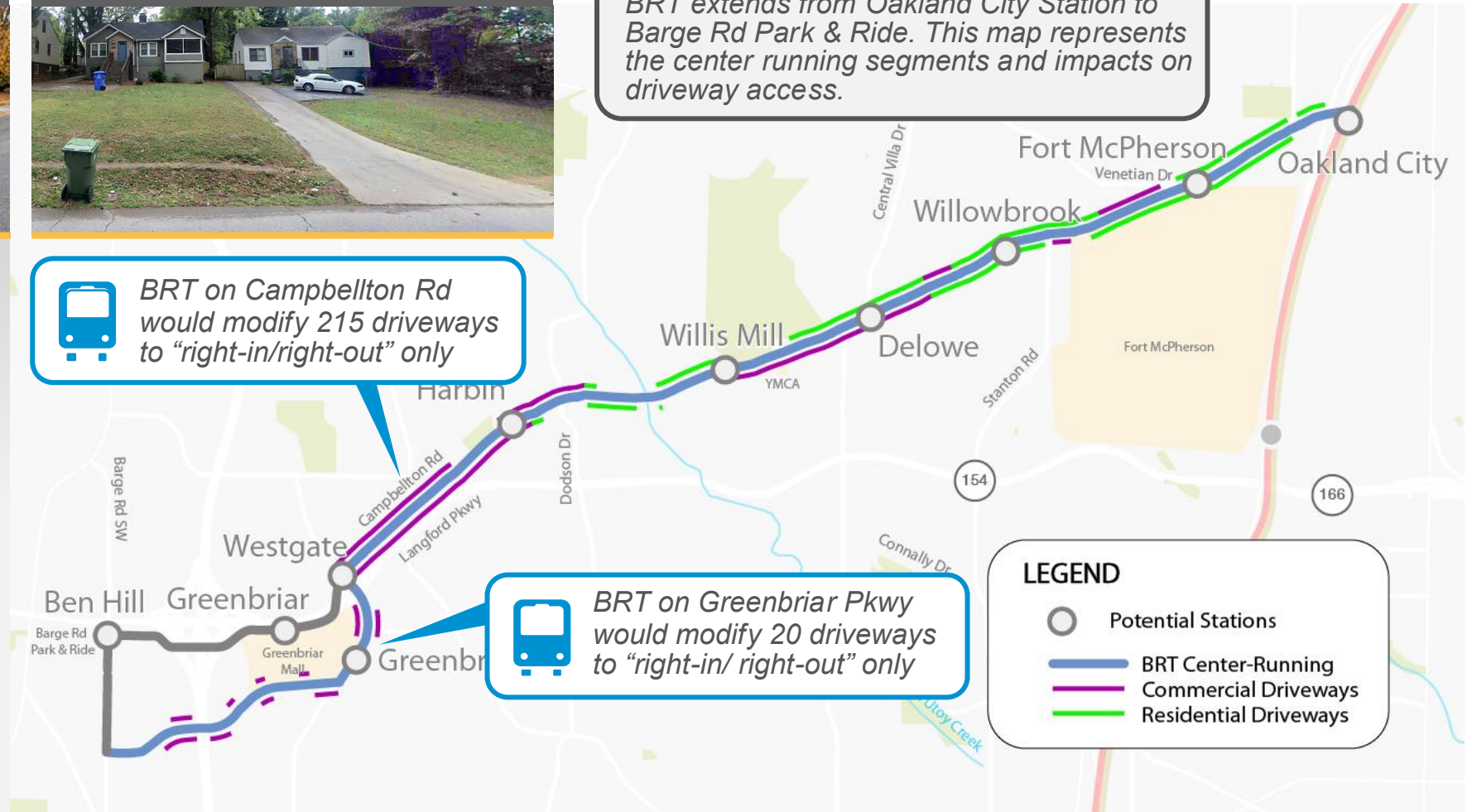


- ▶ Center running transit modifies how vehicles access and operate along the corridor
- ▶ Medians restrict driveway access to “right-in/right-out” only
- ▶ Left turns/U-turns cannot be made except at signalized intersections

Residential Driveway



BRT extends from Oakland City Station to Barge Rd Park & Ride. This map represents the center running segments and impacts on driveway access.



DRIVEWAY ACCESS IMPACTS: CURB BRT VS. CENTER LRT

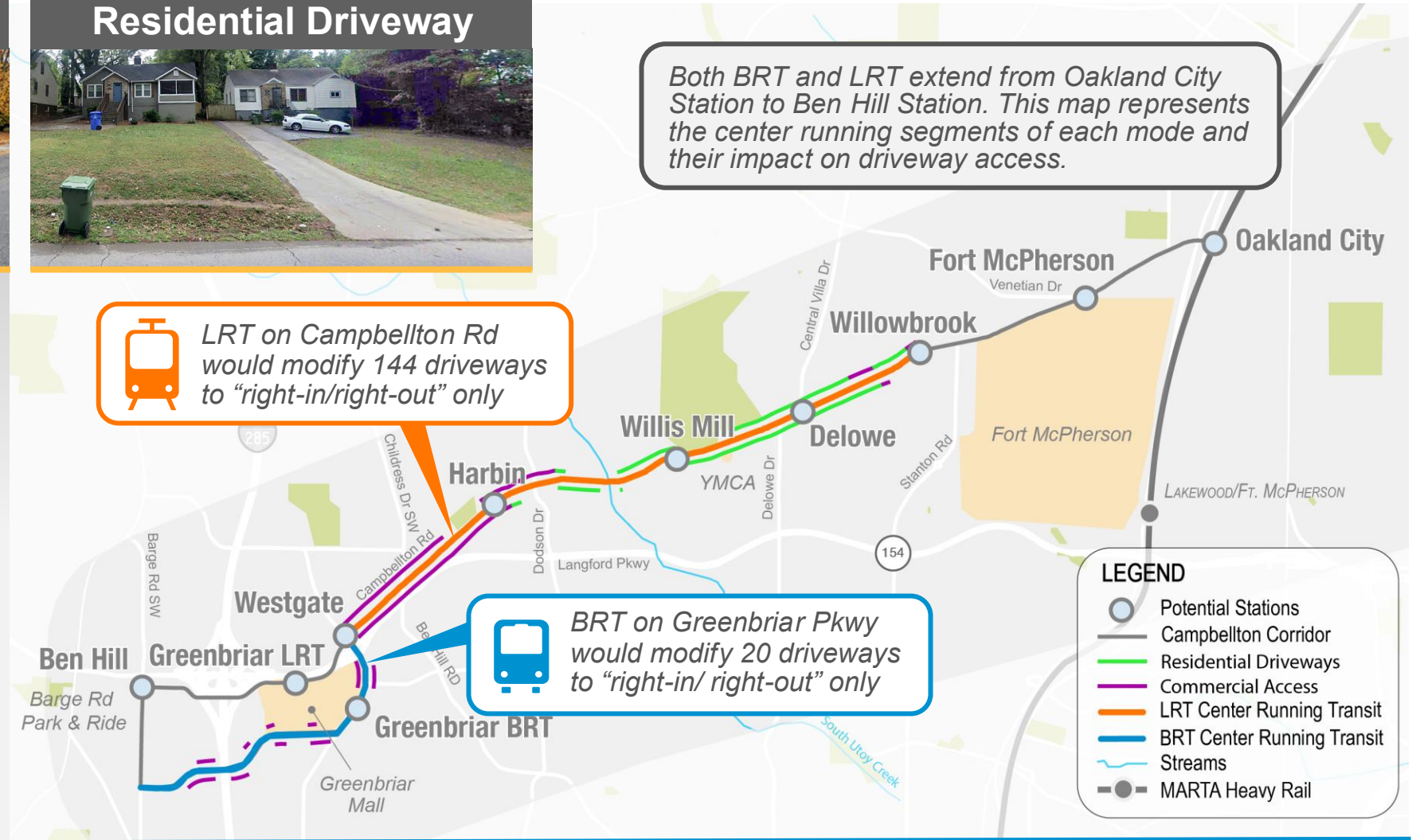
Commercial Driveway



Residential Driveway



- ▶ Center running transit modifies how vehicles access and operate along the corridor
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- ▶ Left turns cannot be made except at signalized intersections



UPDATED PERFORMANCE METRICS *(WORKING DRAFT)*

LEGEND



		BRT Center Running	BRT Curb Running	Mixed LRT + Streetcar
Travel Characteristics				
	Trip Time (Route 83 current trip time 28 minutes)	18 minutes	19 minutes	16 minutes
	Forecasted daily riders (<i>updated numbers</i>)	8,800	6,000	9,200
Changes to the Corridor				
	Percentage of dedicated lanes	92%	70%	70%
	Pedestrian and bike facilities provided	6 miles of sidewalks	6 miles of sidewalks	1.6 miles of sidewalks
		4 miles of dedicated bike lanes	0.4 miles of dedicated bike lanes	2.5 miles of dedicated bike lanes
	Reduction of speeding	13% reduction (to 22 mph)	4% reduction (to 25 mph)	16% reduction (to 21 mph)
	Number of driveway closures	0	21	12
Resources Required				
	Construction cost (YOES)	\$300+ million	\$100+ million	\$450+ million
	Operating cost	\$4.8 million annually	\$4.9 million annually	\$12.5 million annually
	Year of Completion/Operation	2028	2028	2030s
	Cost per rider	\$2.41	\$2.51	\$6.36

KEY FINDINGS

Stakeholder Engagement

Stakeholder
Engagement
launched in
October 2019



Public Meeting #1

First
public meeting
held 11/19/19



Public Meeting #2

Second
public meeting
held 6/25/20

Public Meeting #3

Third
public meeting
held 6/10/21

Community Pop-ups

Community
pop-ups held
7/27, 7/28, 7/31,
and 8/21 of 2021



Canvassing:

- Posted yard signs along **25** high ridership bus stops in corridor
- Posted yard signs along **10** high traffic intersections in corridor
- Installed **2** A-frames each at Barge Road Park & Ride and Oakland City MARTA Station
- Visited schools, businesses, apartments, libraries and mall in the corridor and distributed flyers and yard signs



Survey:

- Conducted survey from **May 28, 2021 – August 31, 2021**
- Received **621** paper survey results and **317** surveys completed online.

CAMPBELLTON COMMUNITY INVESTMENT CORRIDOR: INVESTMENT ESTIMATE & FUND SOURCES

Investment Feature	Estimate Cost (YOE\$)	Funding Source
BRT gold standard with Greenbriar Superstation	\$300M	• More MARTA • Other local funding sources • FTA Small Starts
HE Holmes Station Upgrade	\$40M	• More MARTA
Oakland City Station Upgrade	\$40M	• More MARTA
Oakland City Station TOD and Affordable Housing	\$50M	• Local MARTA • Local Atlanta
Safe Routes to Transit	\$10M	• Local MARTA • Local Atlanta
Arterial Rapid Transit	\$30M	• More MARTA • Local MARTA
Infrastructure Upgrades	\$30M	• Local Atlanta
TOTAL SW ATLANTA INVESTMENT	\$500M	• Federal, state and local

WHAT IS TRANSIT-ORIENTED DEVELOPMENT (TOD)?

Four Primary Principles



Station area development is compact and dense relative to its surroundings



A rich mix of land uses



A great public realm



A new approach to parking

Strong Support For

- ▶ Transit-oriented development, or “TOD,” means development around transit stations that is compact, vibrant, pedestrian-friendly, and seamlessly integrated with transit.
- ▶ TOD seeks greater density so that more people can live, work, shop, or go to school within walking distance of a station.
- ▶ Livable places with a mix of land uses, housing, and affordability levels
- ▶ Walkability, with sidewalks, amenities, and a grid of streets
- ▶ Transit does not mean “no cars,” but it does require less parking than similar development in non-transit-oriented locations

