

# METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY



## CLAYTON COUNTY HIGH CAPACITY TRANSIT UPDATE

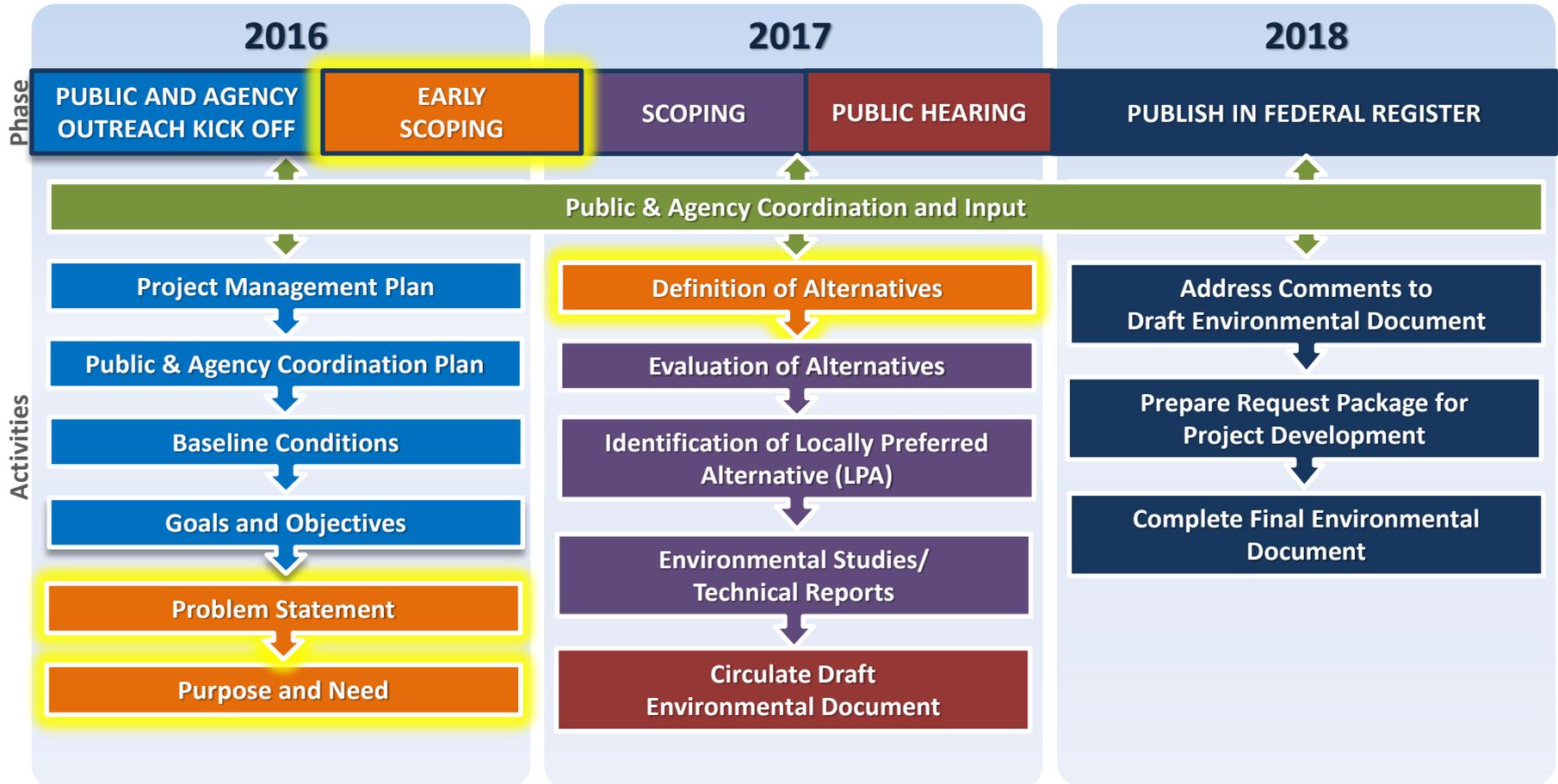
Stakeholder Advisory Committee  
Clayton County Commission  
Board Room  
January 19, 2017

# Agenda

- I. Welcome and Introductions
- II. Project Schedule
- III. Summary of Kick-Off Public and Agency Outreach
- IV. Purpose and Need/Goals and Objectives
- V. Potential Transit Corridors
- VI. Evaluation Process and Screening Criteria
- VII. Group Exercise
- VIII. Next Steps

# PROJECT SCHEDULE

# Project Schedule



# Purpose of Early Scoping

- Optional step for community involvement during planning phase
- Encouraged by Federal Transit Administration (FTA) to streamline process
- Input and comments considered in the formal environmental review process
- Refines the project definition, identifies stakeholders, potential issues and concerns
- Helps narrow the range of transit alternatives in a large study area

# SUMMARY OF KICK-OFF PUBLIC AND AGENCY OUTREACH

# Kick Off Public and Agency Outreach Meetings

- Technical Advisory Committee (TAC)
  - October 25<sup>th</sup> - MARTA Bid Room
- Stakeholder Advisory Committee (SAC)
  - October 27<sup>th</sup> – Clayton County Board of Commissioners Office
- Public Meetings
  - November 10<sup>th</sup> – Riverdale Town Center
  - November 17<sup>th</sup> – Clayton State University



# Key Themes from Public

- Schedule for completion of the study
- Expected date of implementation of high capacity transit service
- Frequency and on-time performance of existing transit service
- Routing, transit mode, and end of line of the high capacity transit service
- Public infrastructure improvements, opportunities for input, and safety
- Bus stop amenities (i.e. benches, shelters, trash receptacles)

# PURPOSE AND NEED/ GOALS AND OBJECTIVES

# Baseline Conditions Key Themes

- Continued population and employment growth
- Increased demand on transportation networks to access jobs
- Increased traffic congestion - Tara Blvd, SR85, SR54, SR138 & I-75
- Growing demand for transit for local and regional trips
- Transit supportive development is needed along major corridors
- Most development activity occurring in northern half of County

# Transportation Problem Statements

- Mobility and connectivity in Clayton County will be limited by the following:
  - Population and employment growth that increases travel demand
  - Lack of transit service to potential transit oriented developments (TODs), redevelopment areas, and activity centers
  - Increased traffic congestion and delay
  - High number of traditional transit riders
  - High commute travel demand
  - Existing transit travel times are not competitive

# Purpose and Need Statement

- The purpose of the Clayton High Capacity Transit Initiative Project is to:
  - Provide high capacity transit investments that:
    - Improve access to jobs
    - Enhance mobility
    - Accommodate increasing demand for transit
    - Support land use and economic development plans
  - Improve travel times and for commuters travelling to and from activity centers in the Atlanta Region and within Clayton County

# Project Need

- Greater Access to Jobs and Education
- Additional Travel Options
- Regional Connections
- Growing Demand for Transit
- Support Land Use & Economic Development



# Goals and Objectives

- **Goal 1: Mobility and Access**
  - Improve travel times and connectivity within Clayton County and to/from the Atlanta region
- **Goal 2: Support Land Use Plans**
  - Support transit supportive land uses identified in local land use plans
  - Support TOD initiatives
- **Goal 3: Economic Development**
  - Support economic development and redevelopment areas



# Goals and Objectives

- Goal 4: Cost Effectiveness
  - Provide high capacity transit service that can be implemented with existing funding sources
  - Increase benefits to transportation system users
- Goal 5: Sustainability
  - Provide high capacity transit service that can be operated and maintained with existing and future resources
  - Minimize impacts to the natural and built environments as well as social and cultural resources

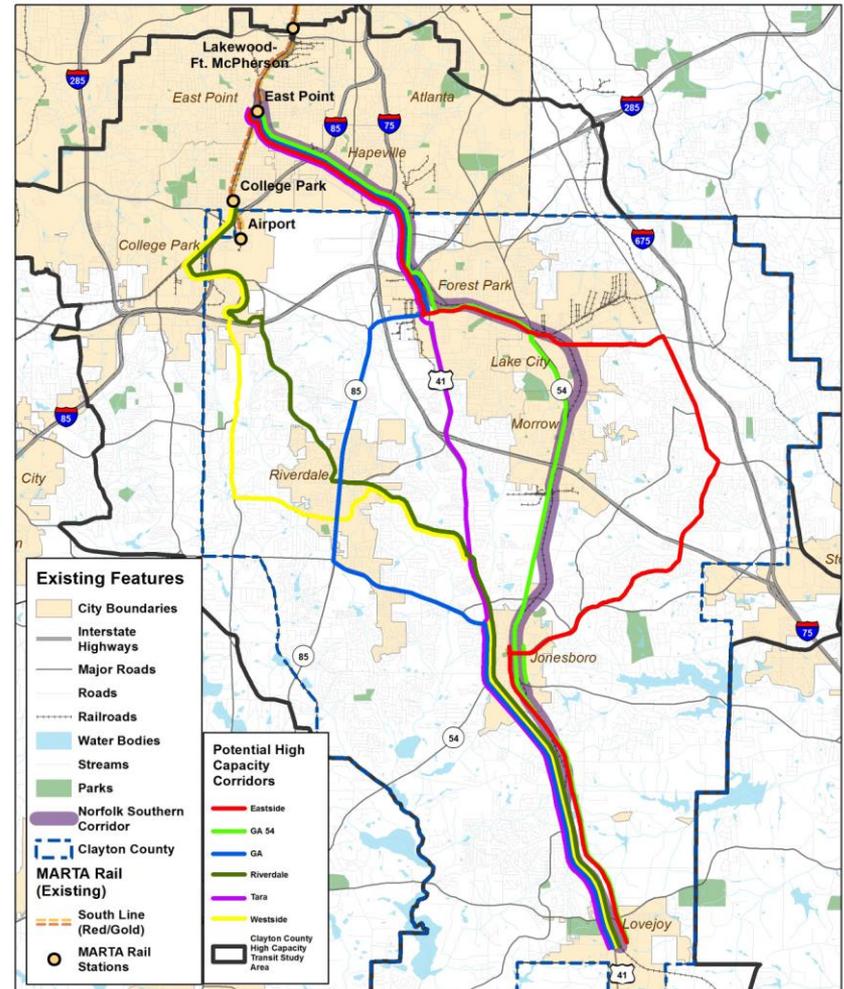
# POTENTIAL TRANSIT CORRIDORS

# Previous Studies/Analysis

- *Clayton Extension Report* (June 2014)
- *Clayton County High Capacity Transit – Conceptual Planning Technical Memorandum* (September 2014)
- Connect existing MARTA rail system to Lovejoy in Clayton County
- Six potential corridors evaluated for high capacity transit
- Norfolk Southern rail corridor involves continued coordination between MARTA and railroad company

# Potential Transit Corridors

-  Westside Corridor
-  Riverdale Corridor
-  SR 85 Corridor
-  Tara Blvd Corridor
-  SR 54 Corridor
-  Norfolk Southern Corridor
-  Eastside Corridor



# Potential Transit Technologies

## Commuter Rail Transit (CRT)

### *Typical Characteristics*

<b>Seated capacity (per train):</b>	250 - 1,000 passengers
<b>Service range:</b>	Up to 50 miles
<b>Average speed:</b>	35 - 45 mph
<b>Station spacing:</b>	2 - 4 miles apart
<b>Alignment:</b>	At-grade, exclusive guideway/freight corridor
<b>Example Systems:</b>	Austin, TX; Chicago, IL; Seattle, WA

## Heavy Rail Transit (HRT)

### *Typical Characteristics*

<b>Seated capacity (per train):</b>	500 passengers
<b>Service range:</b>	Up to 30 miles
<b>Average speed:</b>	30 - 35 mph
<b>Station spacing:</b>	Greater than 1 mile apart
<b>Alignment:</b>	Fully grade-separated fixed guideway
<b>Example Systems:</b>	Atlanta, GA; San Francisco, CA; Washington, DC



# Potential Transit Technologies

## Light Rail Transit (LRT)

### *Typical Characteristics*

<b>Seated capacity (per train):</b>	225 passengers
<b>Service range:</b>	Up to 15 miles
<b>Average speed:</b>	25 - 35 mph
<b>Station spacing:</b>	0.5 - 1 mile apart
<b>Alignment:</b>	Exclusive/ semi-exclusive guideway
<b>Example Systems:</b>	Charlotte, NC; Dallas, TX; Minneapolis, MN



## Bus Rapid Transit (BRT)

### *Typical Characteristics*

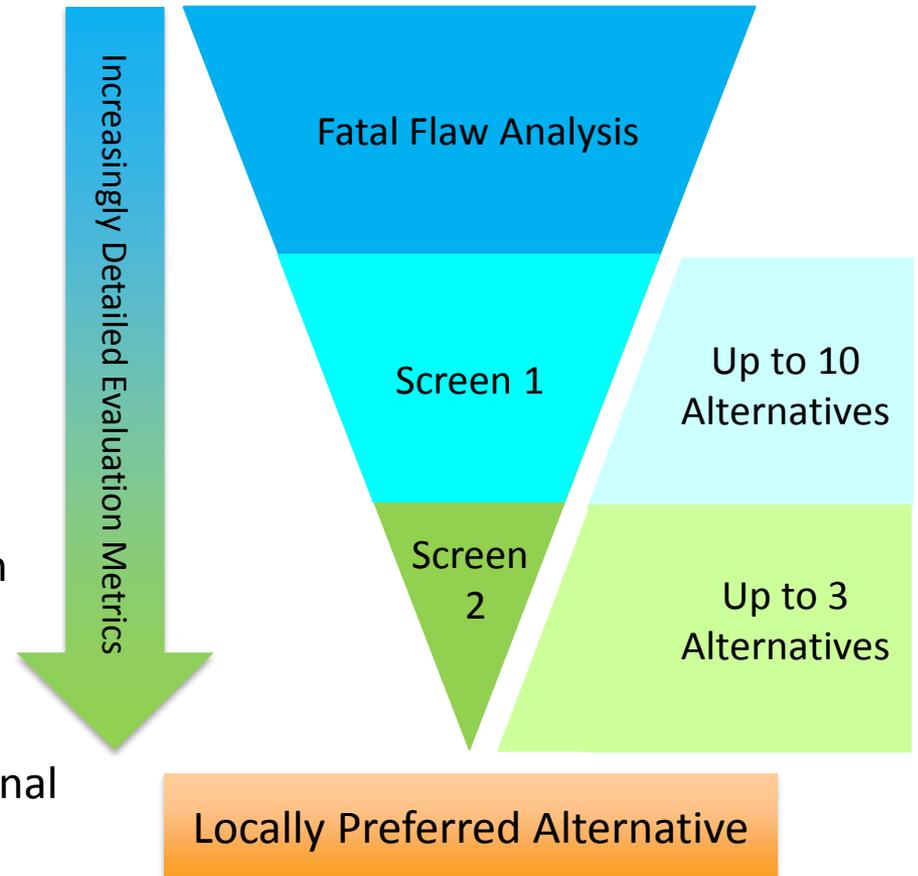
<b>Seated capacity (per bus):</b>	40 - 60 passengers
<b>Service range:</b>	Up to 15 miles
<b>Average speed:</b>	20 - 30 mph
<b>Station spacing:</b>	0.25 - 0.5 mile apart
<b>Alignment:</b>	Semi-exclusive guideway
<b>Example Systems:</b>	Cleveland, OH; Eugene, OR; Los Angeles, CA



# EVALUATION PROCESS AND SCREENING CRITERIA

# Evaluation Process

- Fatal Flaw Analysis
  - Community input
  - Purpose & need
  - Constructability/connectivity
  - Right-of-way impacts
  - Technology assessment
- Screen 1
  - Quantitative & qualitative evaluation criteria
- Screen 2
  - More in-depth analysis using additional performance measures



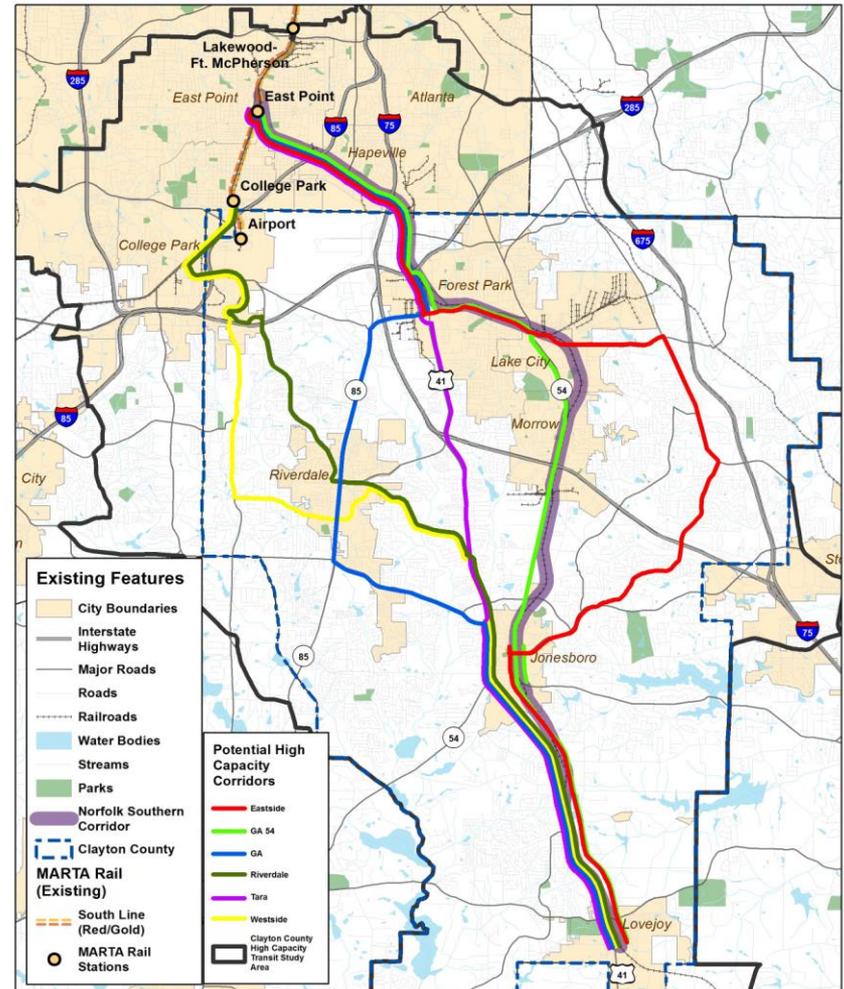
# Screening Criteria

- Goal 1: Mobility and Access
  - Trip Time Reduction
  - Congestion Relief
  - Serve Strongest Travel Patterns
  - Increase Connectivity
  - Total Daily Boardings
  - New System Transit Trips
- Goal 2: Support Land Use Plans
  - Transit-Supportive Land Use
  - Transit-Oriented Development Potential
- Goal 3: Economic Development
  - Development Potential
- Goal 4: Cost Effectiveness
  - Operating and Maintenance Costs
  - Capital Costs
  - Transportation System User Benefits
- Goal 5: Sustainability
  - Displacements
  - Noise
  - Cultural or Natural Resources
  - Water Resources

# GROUP EXERCISE

# Rate the Potential Transit Corridors

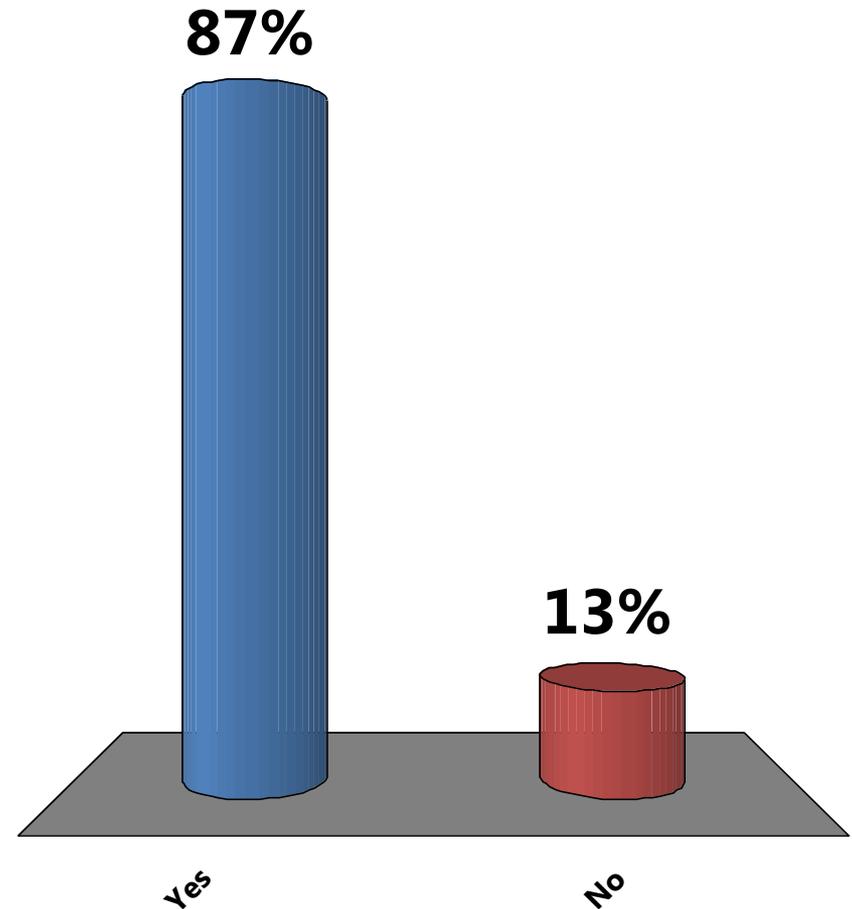
- Provide your input to determine how each corridor addresses project needs:
  - Connectivity to major destinations
  - Serves traditional transit markets
  - Serves commuter transit markets
  - Provides access for pedestrians, and bicyclists



# Group Exercise

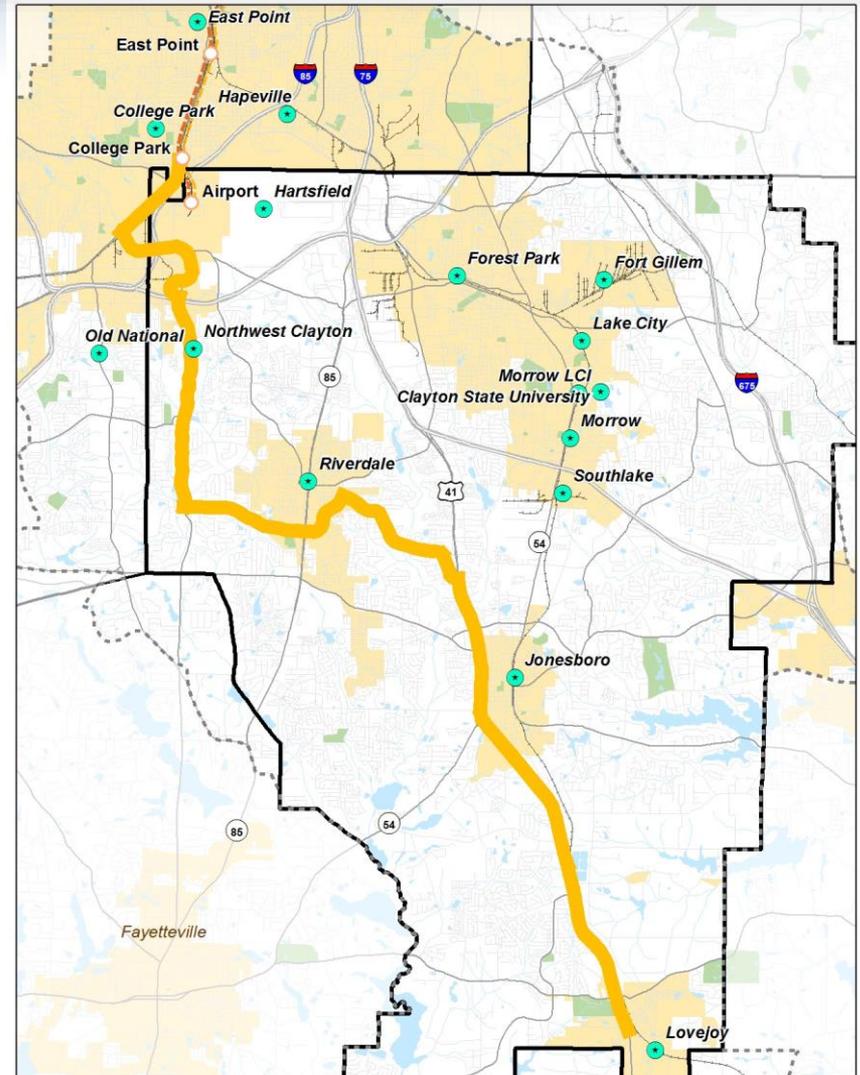
- Do you like ice cream?

1. Yes
2. No



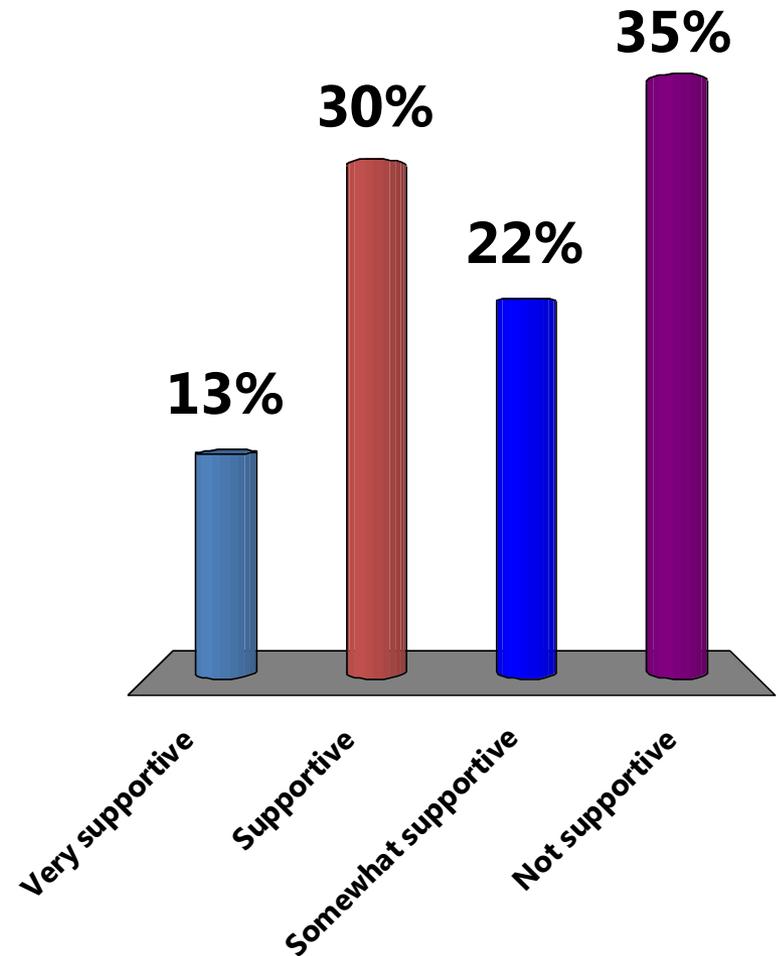
# WESTSIDE CORRIDOR

- MARTA College Park Station
  - Roosevelt Hwy
  - Riverdale Rd
  - Hutcheson Pkwy
  - Fayetteville Rd
  - Bethsaida Rd
  - Valley Hill Rd
  - Tara Blvd
- Lovejoy



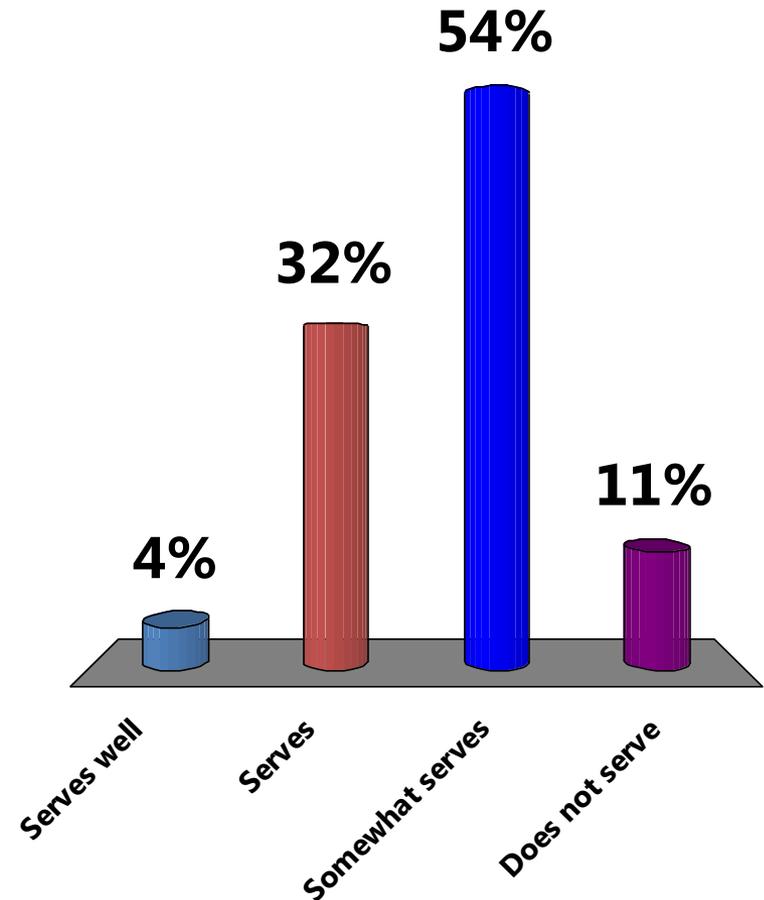
# Group Exercise - Westside Corridor

- Is the Westside Corridor supportive of connections to key activity centers, growth areas and/or economic development initiatives?
  1. Very supportive
  2. Supportive
  3. Somewhat supportive
  4. Not supportive



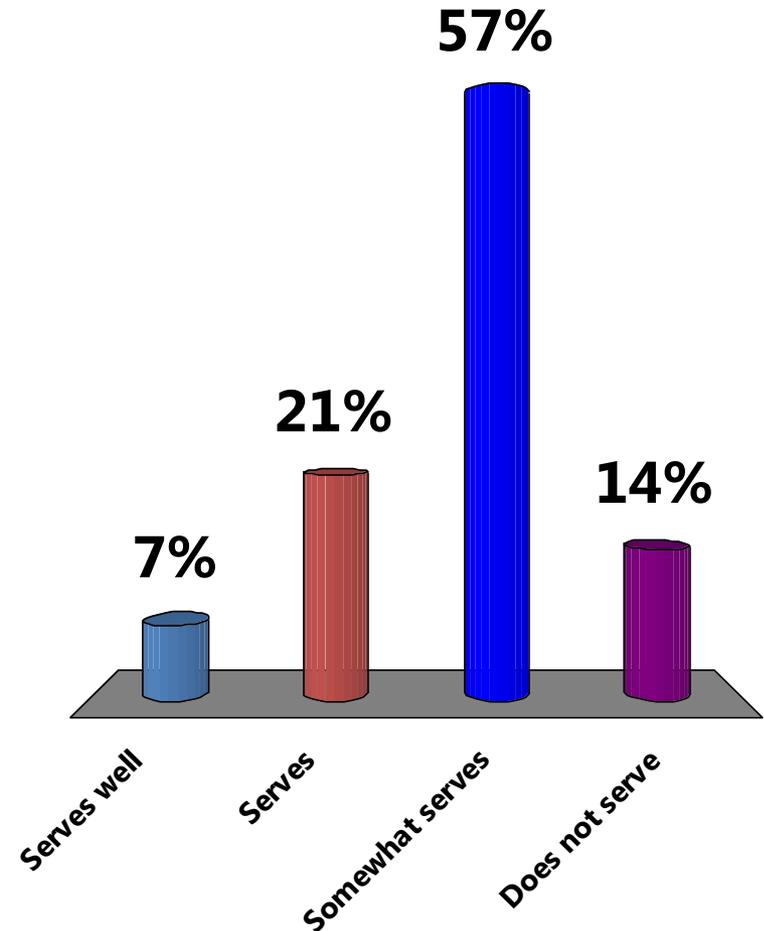
# Group Exercise - Westside Corridor

- Does the Westside Corridor serve traditional transit markets (e.g. households without vehicles, non-drivers)
  1. Serves well
  2. Serves
  3. Somewhat serves
  4. Does not serve



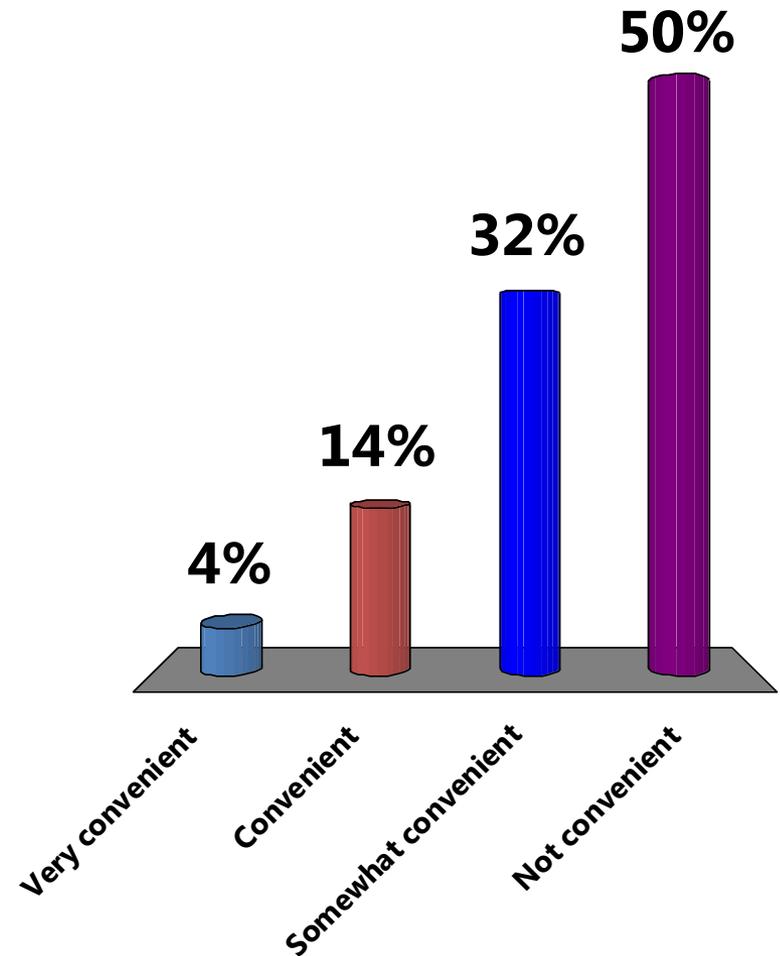
# Group Exercise - Westside Corridor

- Does the Westside Corridor serve commuters?
  1. Serves well
  2. Serves
  3. Somewhat serves
  4. Does not serve



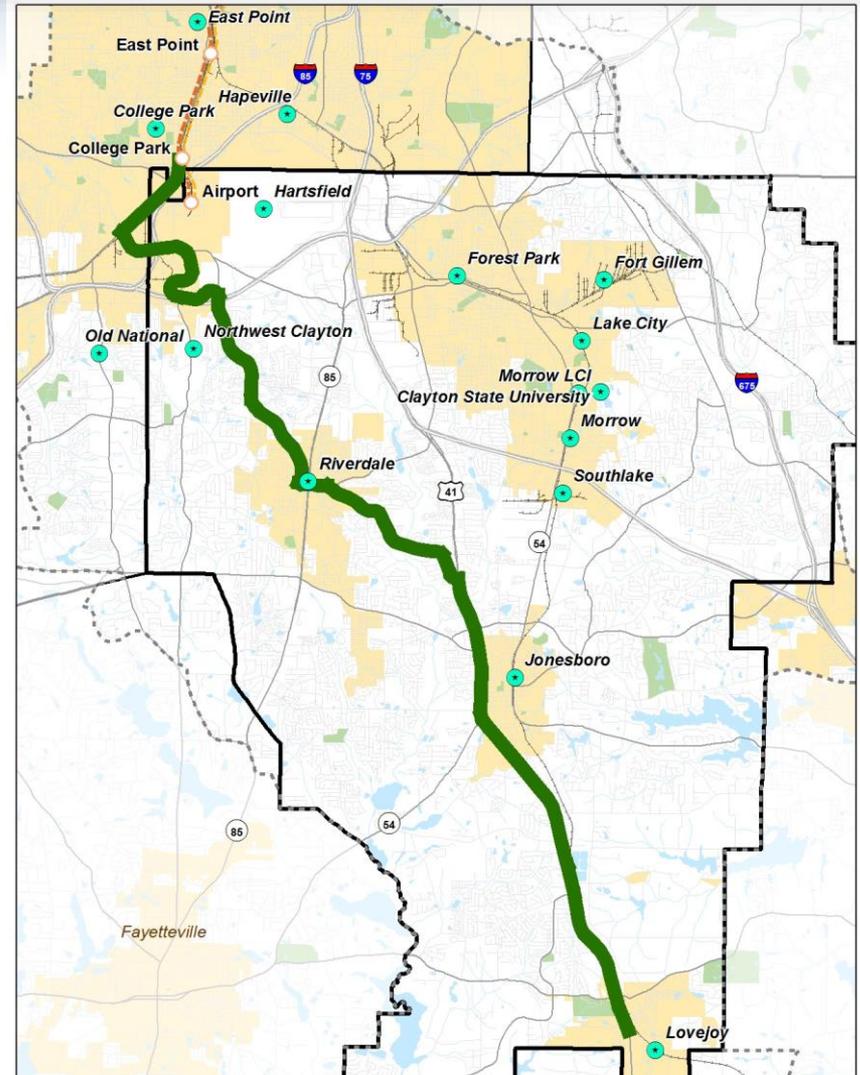
# Group Exercise - Westside Corridor

- Does the Westside Corridor provide convenient access for pedestrians and/or bicyclists?
  1. Very convenient
  2. Convenient
  3. Somewhat convenient
  4. Not convenient



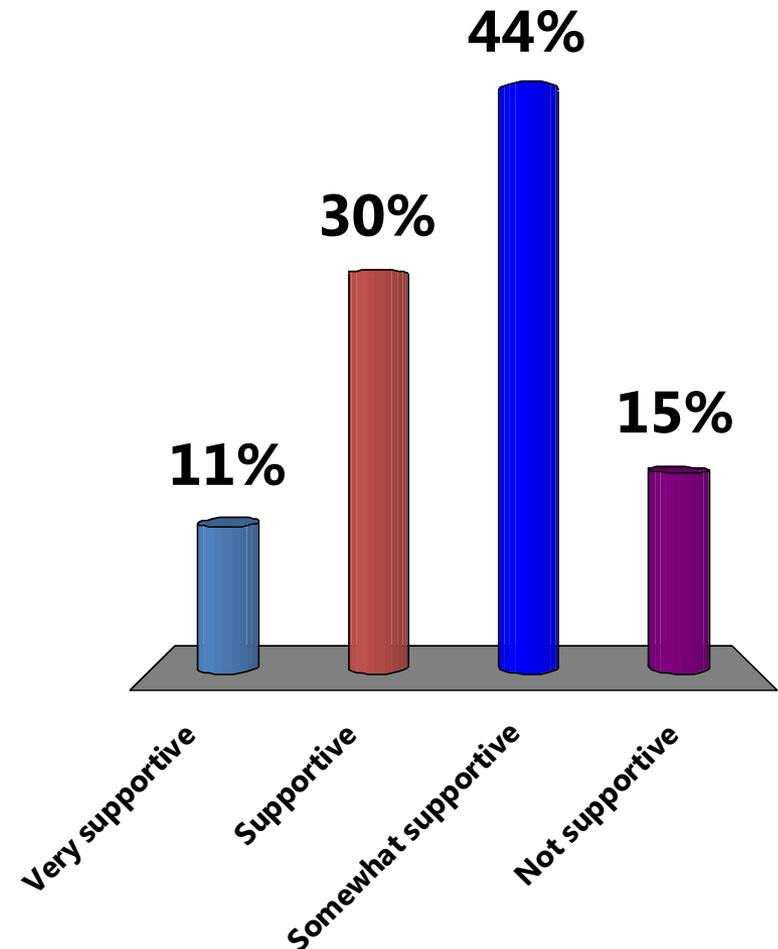
# RIVERDALE CORRIDOR

- MARTA College Park Station
  - Roosevelt Hwy
  - Riverdale Rd
  - Valley Hill Rd
  - Tara Blvd
- Lovejoy



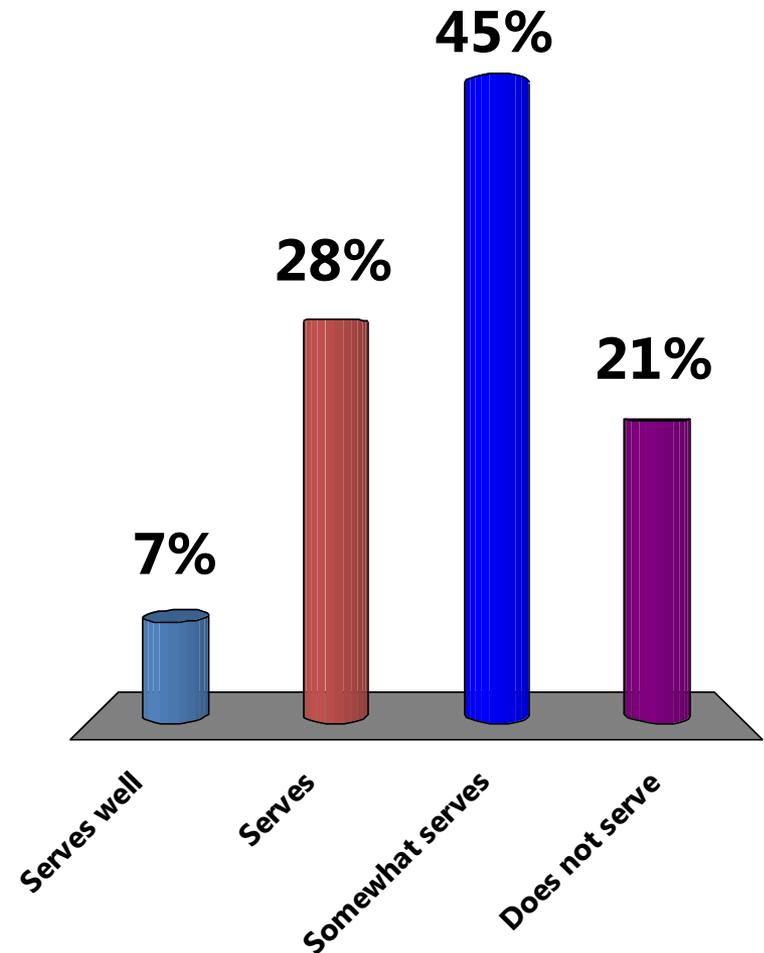
# Group Exercise - Riverdale Corridor

- Is the Riverdale Corridor supportive of connections to key activity centers, growth areas and/or economic development initiatives?
  1. Very supportive
  2. Supportive
  3. Somewhat supportive
  4. Not supportive



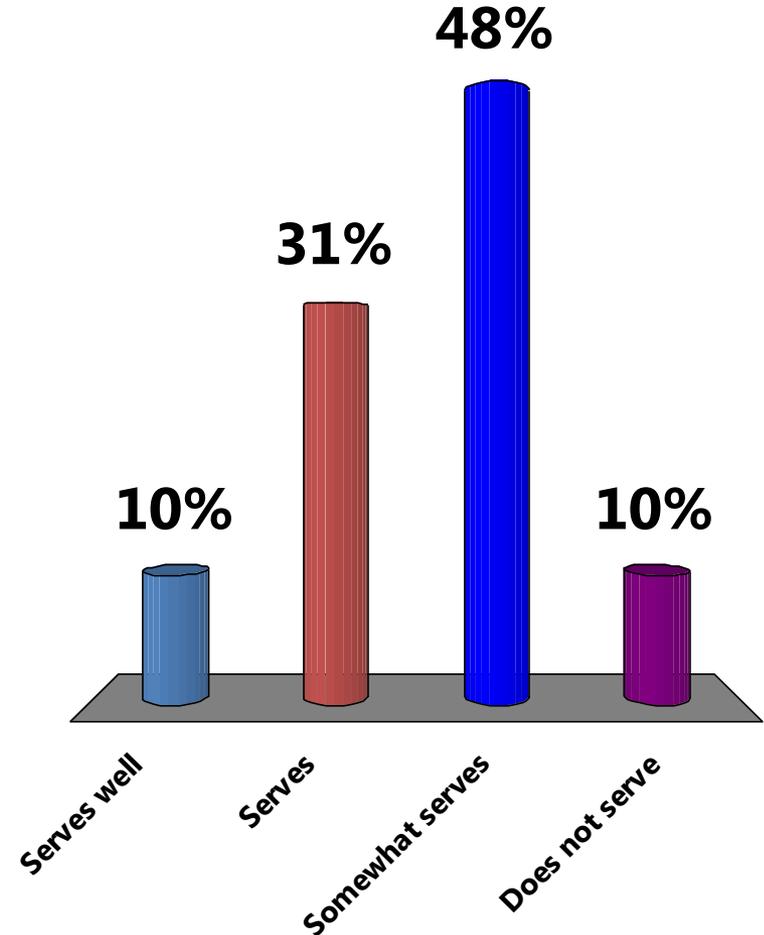
# Group Exercise - Riverdale Corridor

- Does the Riverdale Corridor serve traditional transit markets (e.g. households without vehicles, non-drivers)
  - Serves well
  - Serves
  - Somewhat serves
  - Does not serve



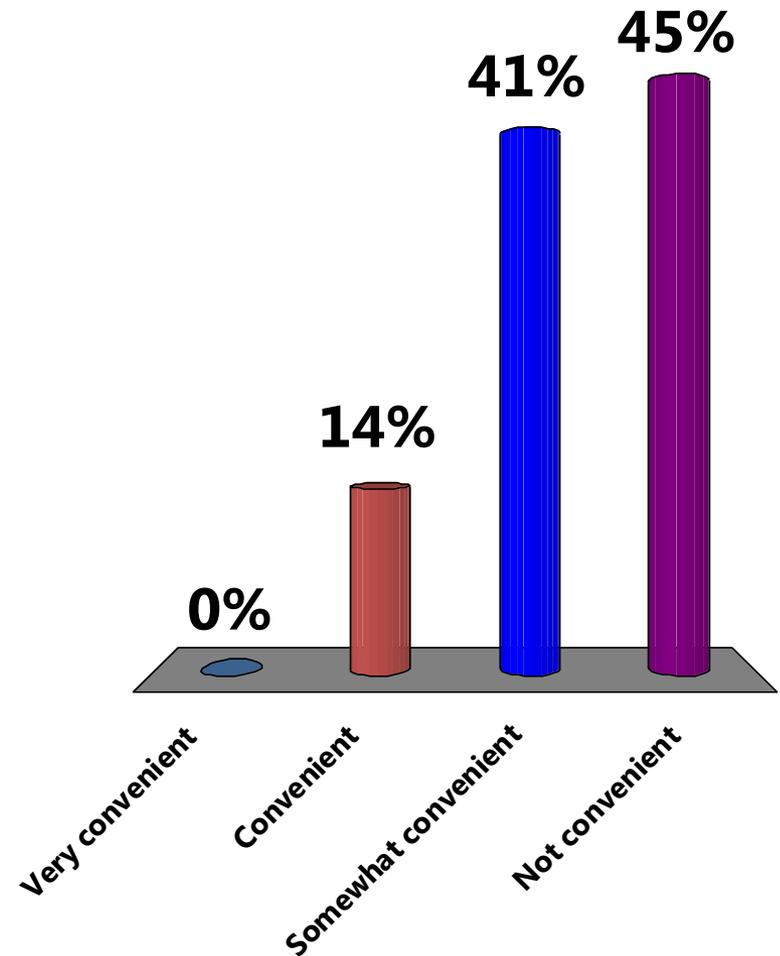
# Group Exercise - Riverdale Corridor

- Does the Riverdale Corridor serve commuters?
  1. Serves well
  2. Serves
  3. Somewhat serves
  4. Does not serve



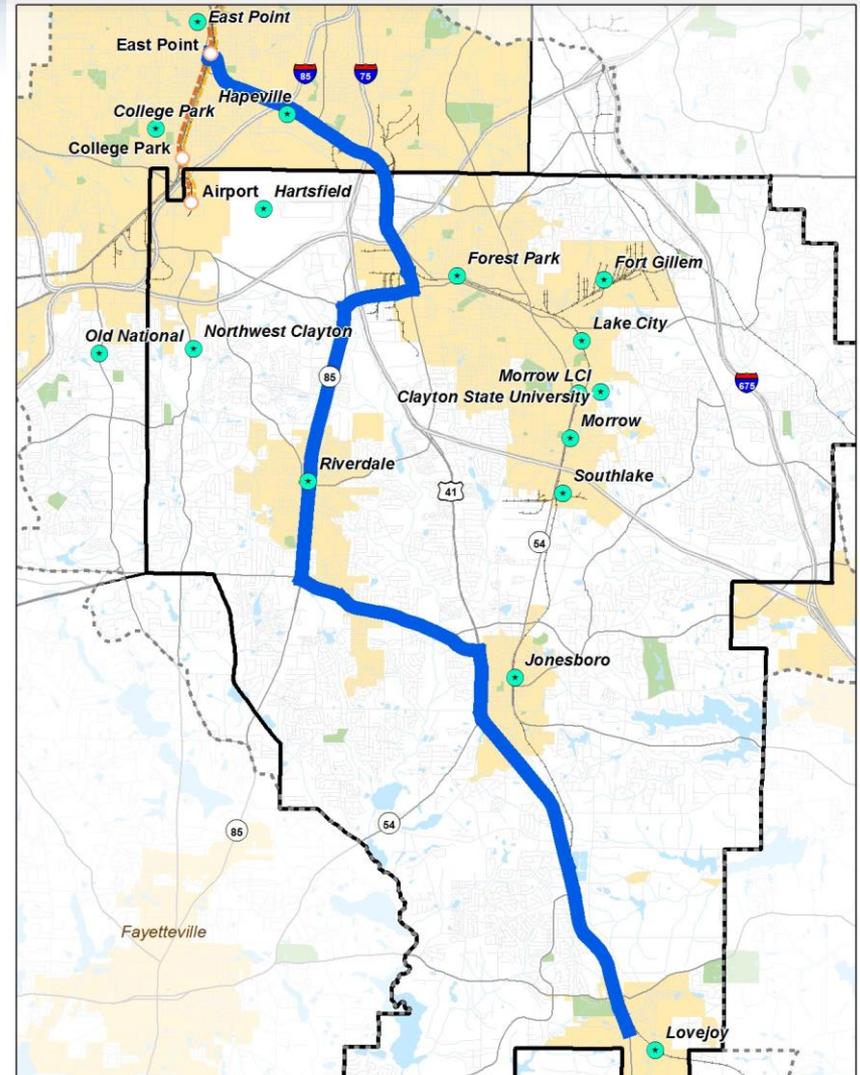
# Group Exercise - Riverdale Corridor

- Does the Riverdale Corridor provide convenient access for pedestrians and/or bicyclists?
  - Very convenient
  - Convenient
  - Somewhat convenient
  - Not convenient



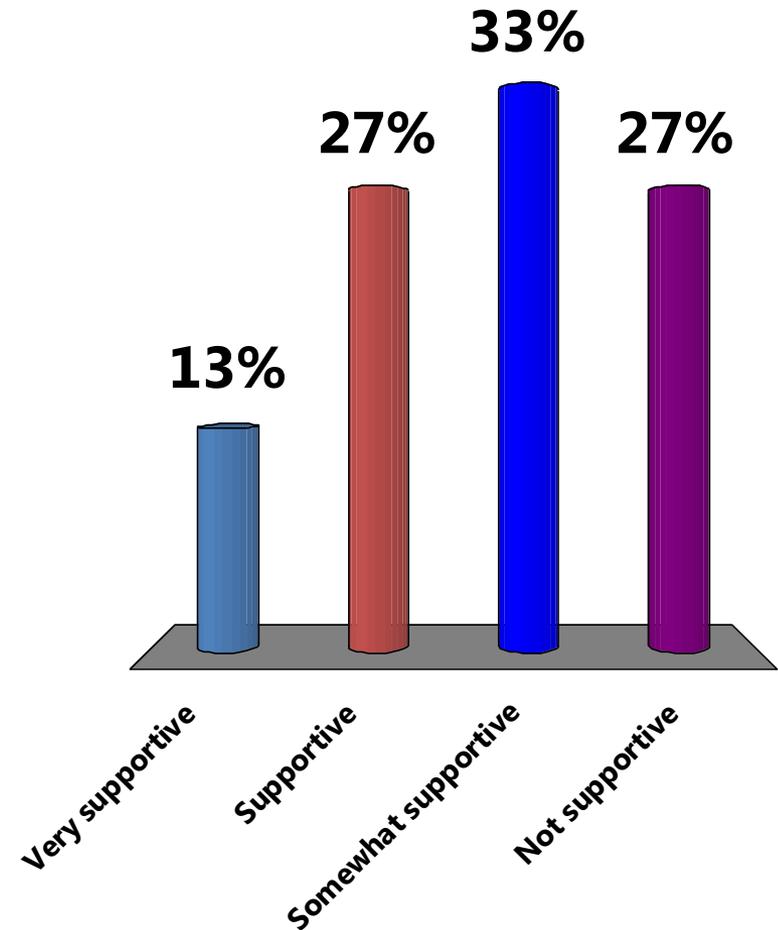
# SR 85 CORRIDOR

- MARTA East Point Station
  - Central Ave
  - Old Dixie Rd
  - Forest Pkwy
  - GA 85
  - GA 138
  - Tara Blvd
- Lovejoy



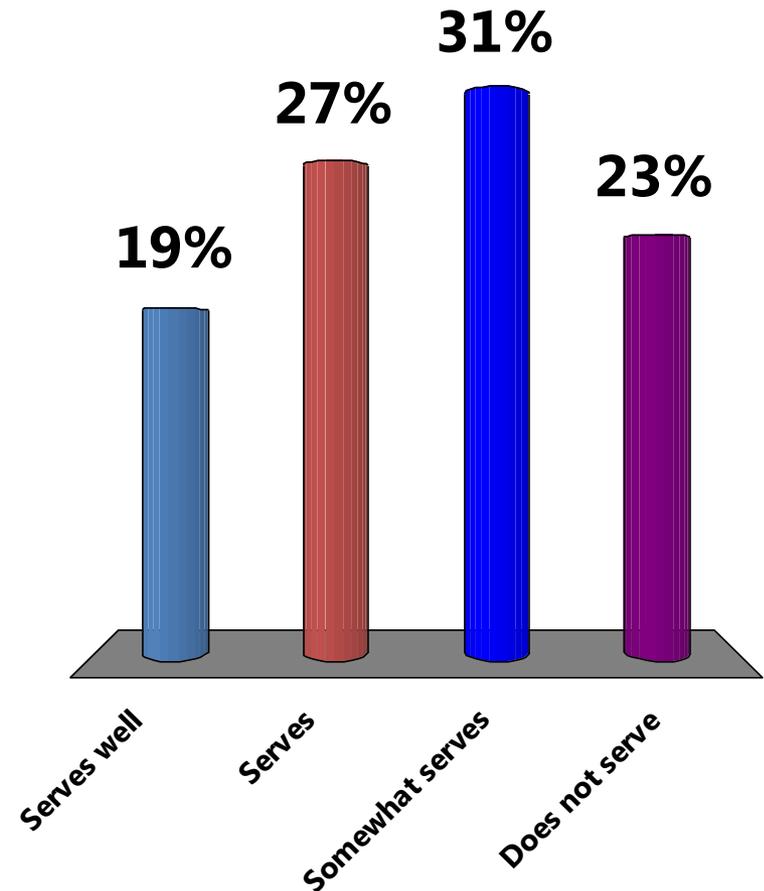
# Group Exercise – SR 85 Corridor

- Is the SR 85 Corridor supportive of connections to key activity centers, growth areas and/or economic development initiatives?
  1. Very supportive
  2. Supportive
  3. Somewhat supportive
  4. Not supportive



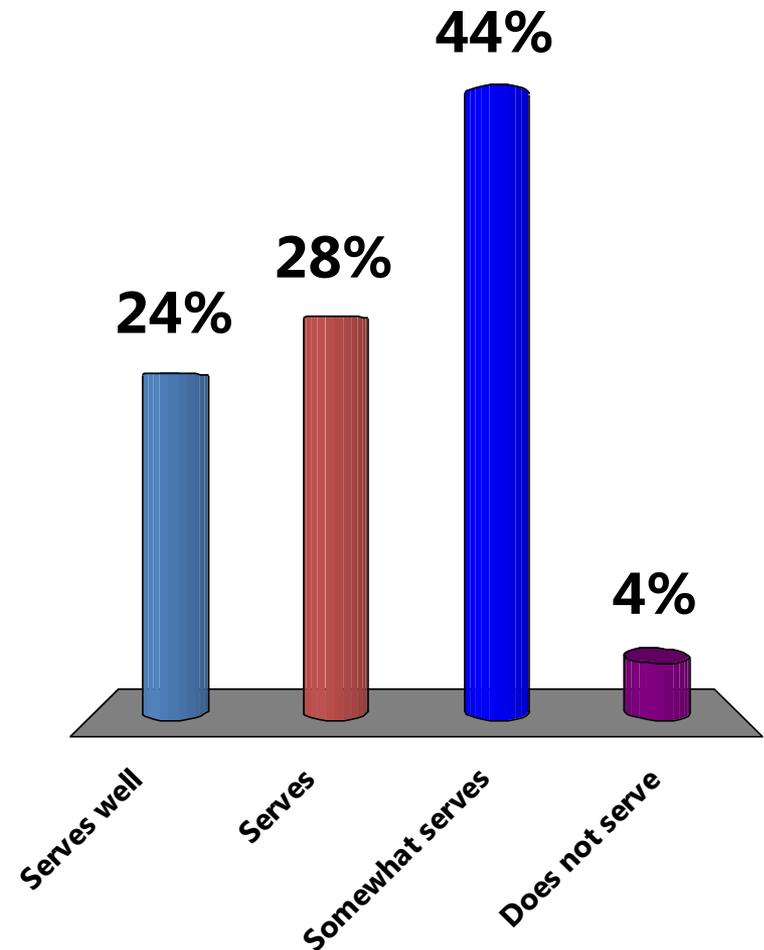
# Group Exercise - SR 85 Corridor

- Does the SR 85 Corridor serve traditional transit markets (e.g. households without vehicles, non-drivers)
  - Serves well
  - Serves
  - Somewhat serves
  - Does not serve



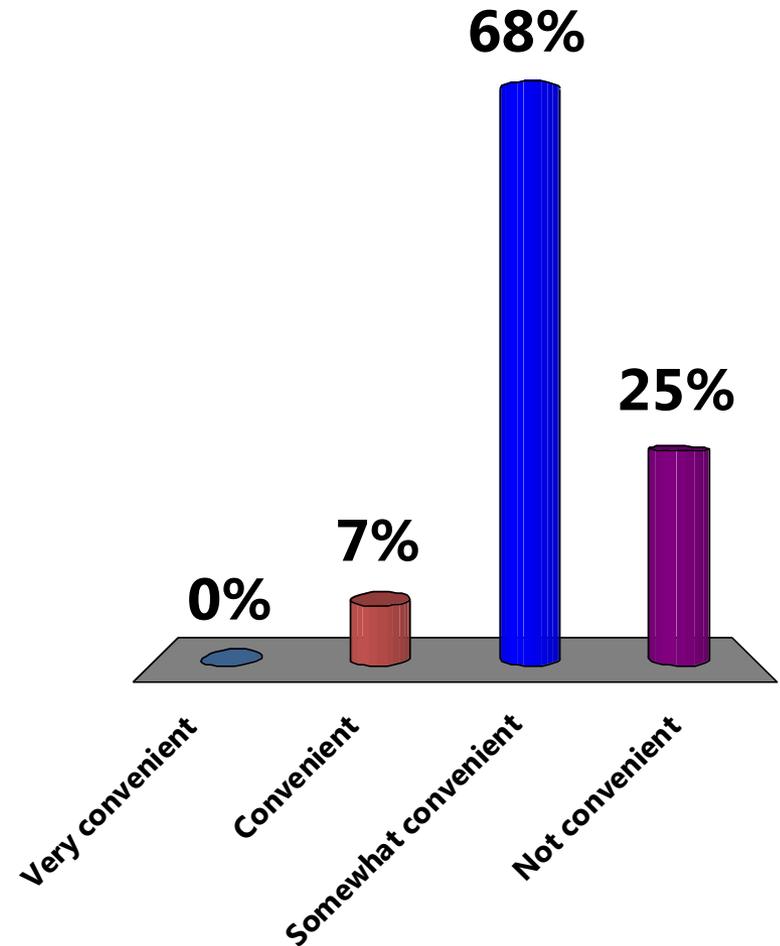
# Group Exercise - SR 85 Corridor

- Does the SR 85 Corridor serve commuters?
  1. Serves well
  2. Serves
  3. Somewhat serves
  4. Does not serve



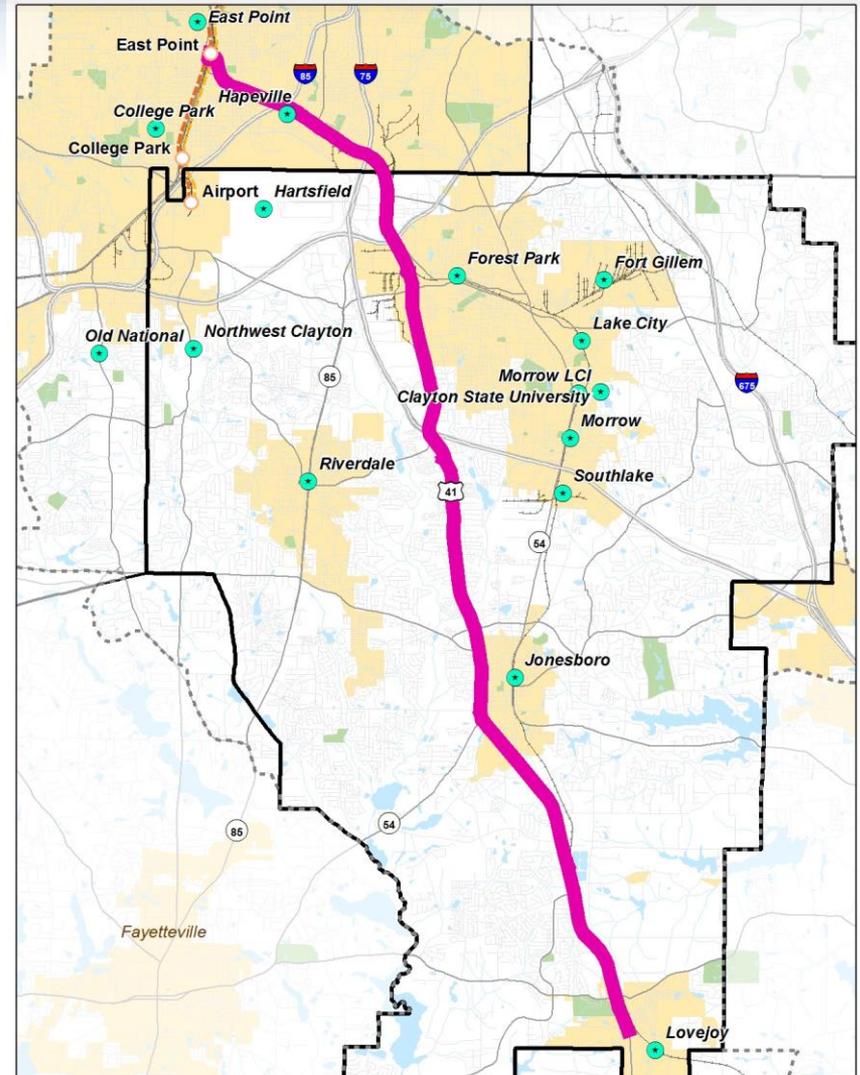
# Group Exercise - SR 85 Corridor

- Does the SR 85 Corridor have provide convenient access for pedestrians and/or bicyclists?
  1. Very convenient
  2. Convenient
  3. Somewhat convenient
  4. Not convenient



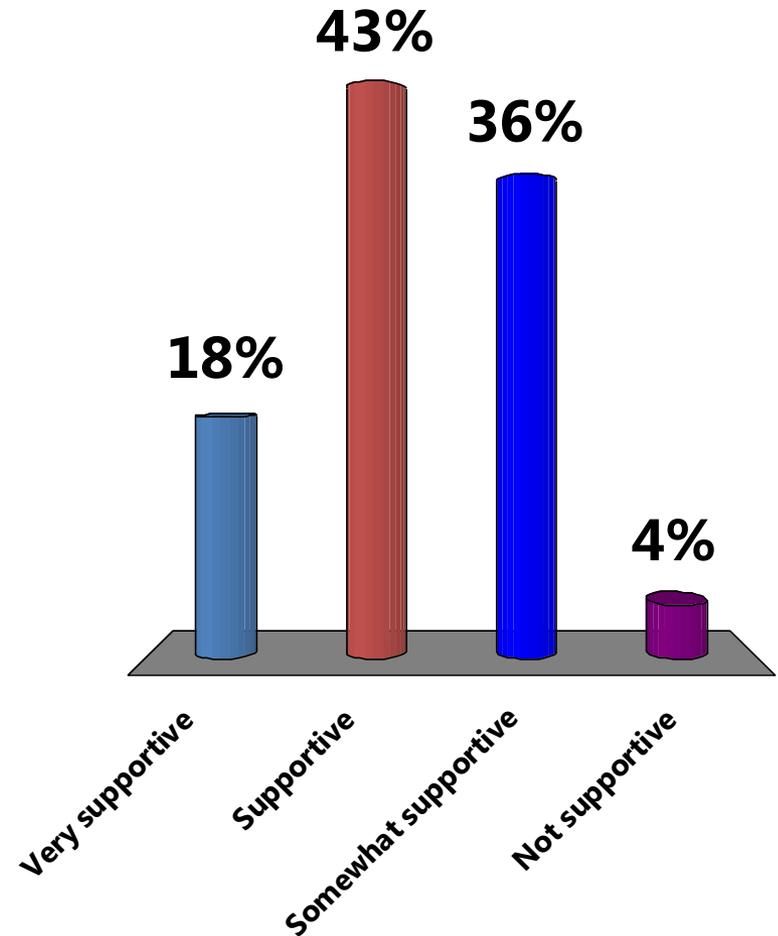
# TARA BLVD CORRIDOR

- MARTA East Point Station
  - Central Ave
  - Old Dixie Rd
  - Tara Blvd
- Lovejoy



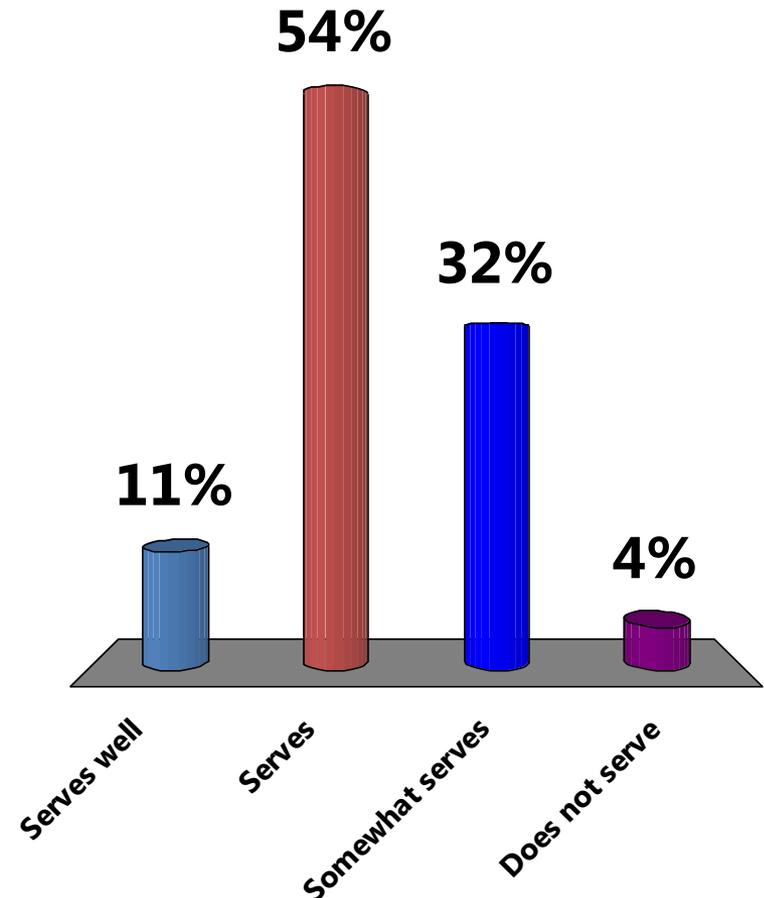
# Group Exercise – Tara Blvd. Corridor

- Is the Tara Blvd. Corridor supportive of connections to key activity centers, growth areas and/or economic development initiatives?
  1. Very supportive
  2. Supportive
  3. Somewhat supportive
  4. Not supportive



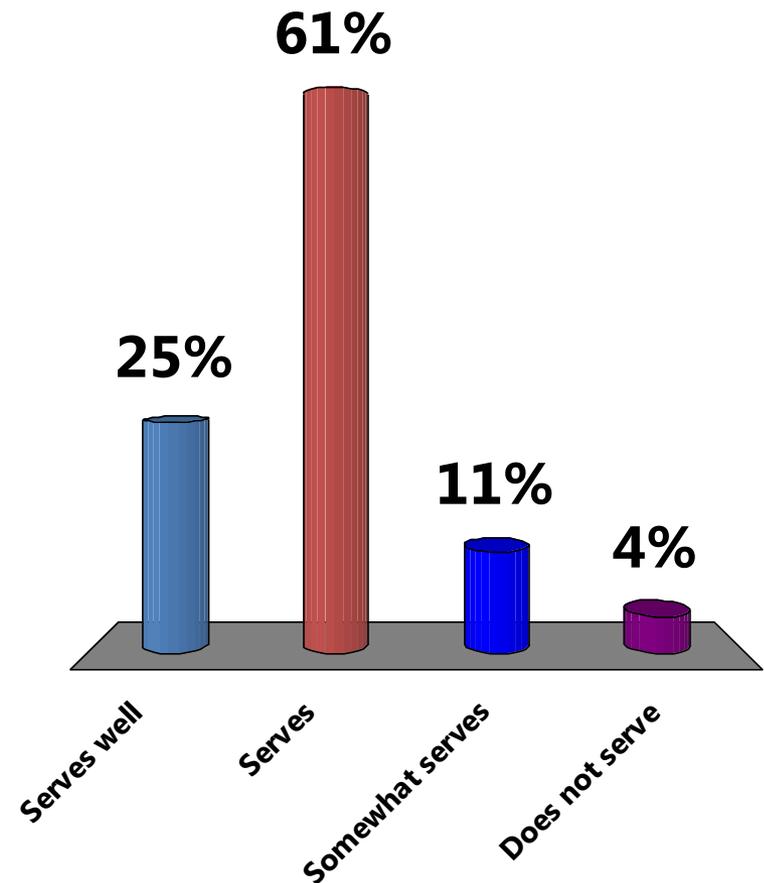
# Group Exercise - Tara Blvd. Corridor

- Does the Tara Blvd. Corridor serve traditional transit markets (e.g. households without vehicles, non-drivers)
  1. Serves well
  2. Serves
  3. Somewhat serves
  4. Does not serve



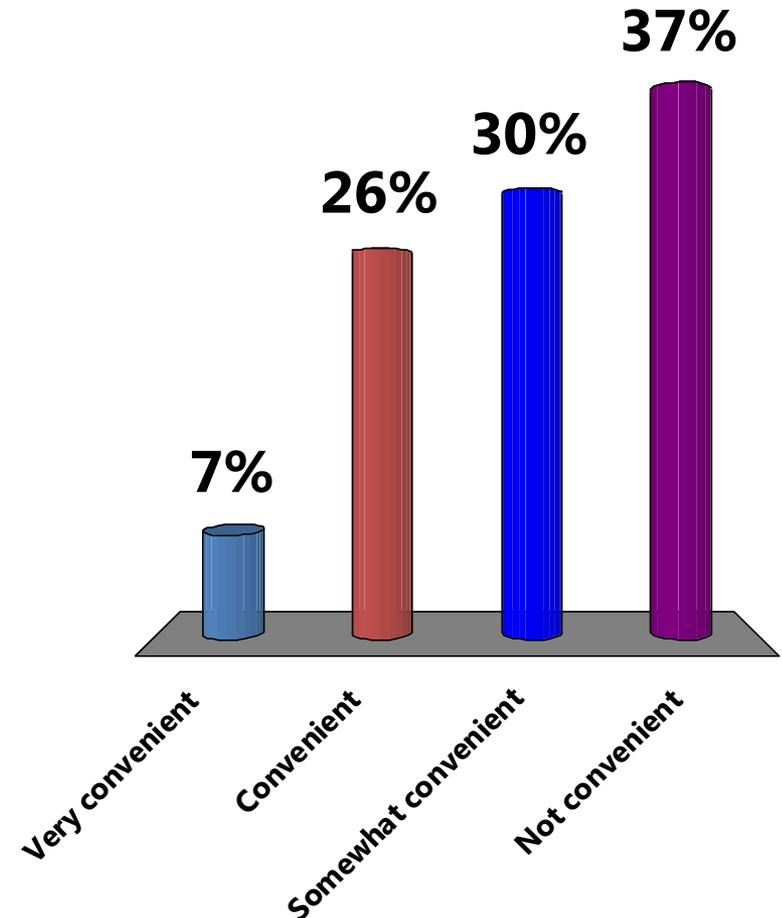
# Group Exercise - Tara Blvd. Corridor

- Does the Tara Blvd. Corridor serve commuters?
  1. Serves well
  2. Serves
  3. Somewhat serves
  4. Does not serve



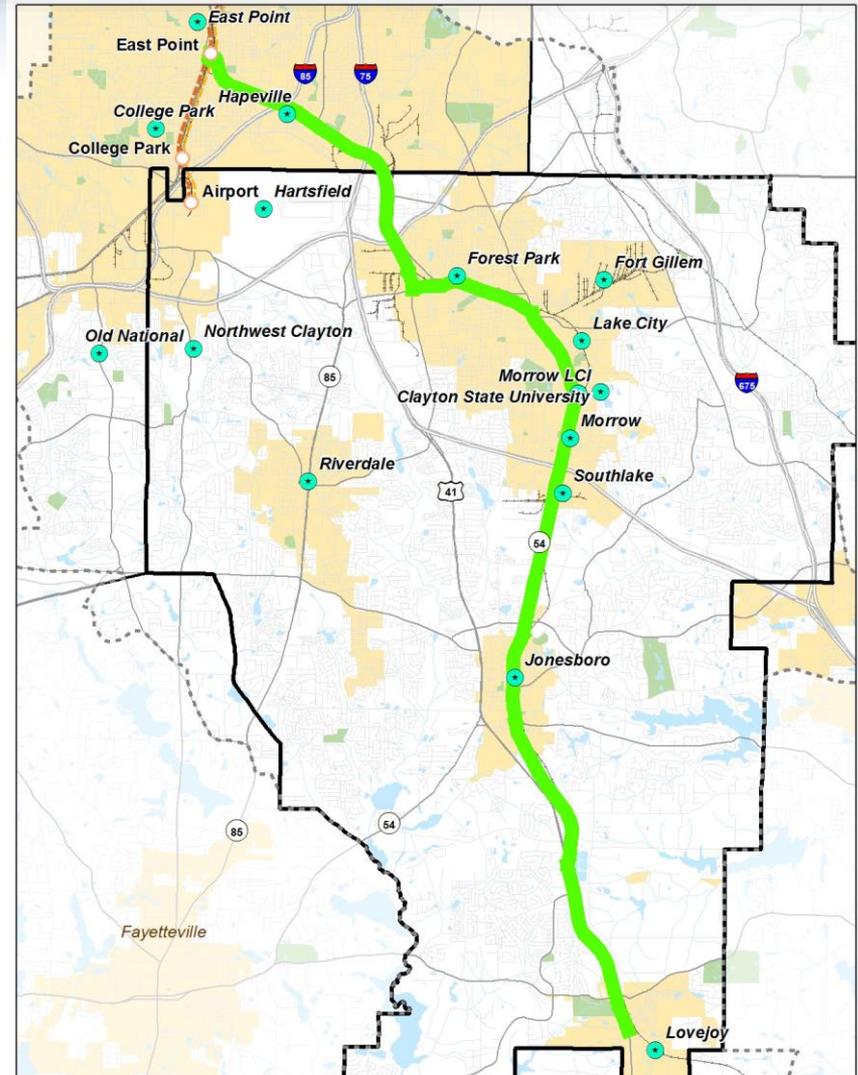
# Group Exercise - Tara Blvd. Corridor

- Does the Tara Blvd. Corridor provide convenient access for pedestrians and/or bicyclists?
  1. Very convenient
  2. Convenient
  3. Somewhat convenient
  4. Not convenient



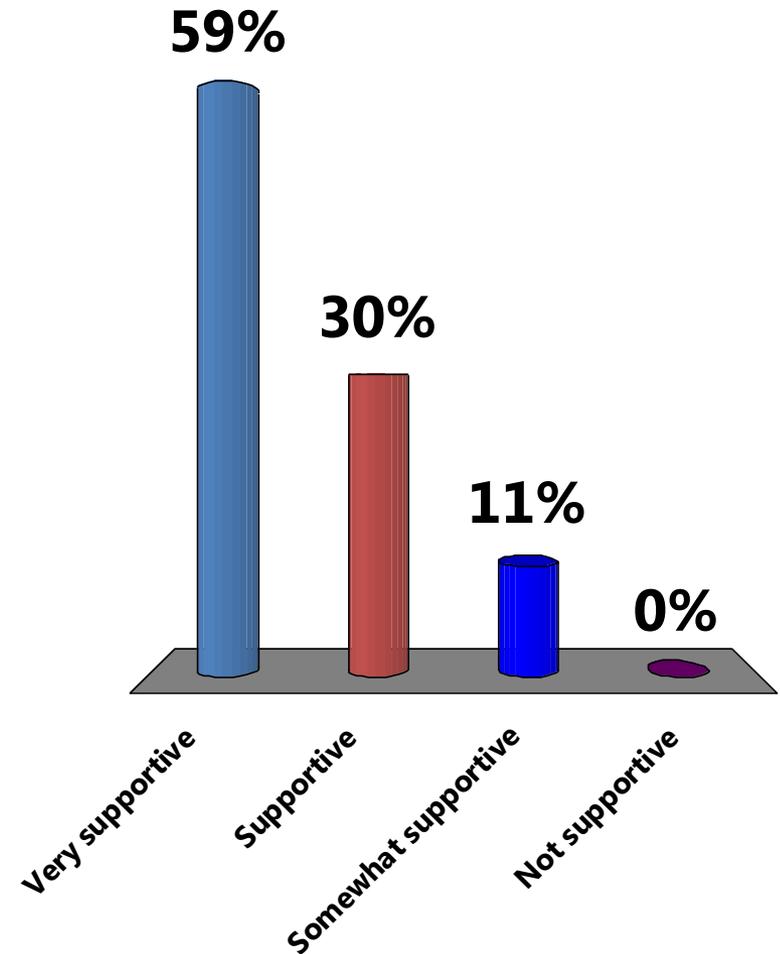
# SR 54 CORRIDOR

- MARTA East Point Station
  - Central Ave
  - Old Dixie Rd
  - Forest Pkwy
  - Jonesboro Rd
  - Main St
  - Tara Blvd
- Lovejoy



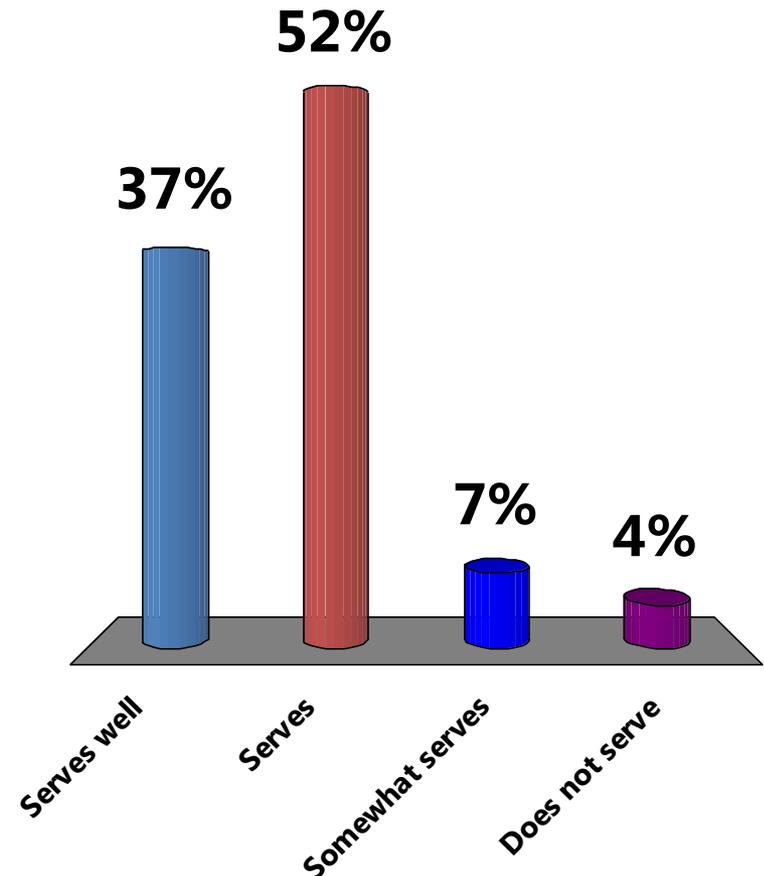
# Group Exercise – SR 54 Corridor

- Is the SR 54 Corridor supportive of connections to key activity centers, growth areas and/or economic development initiatives?
  1. Very supportive
  2. Supportive
  3. Somewhat supportive
  4. Not supportive



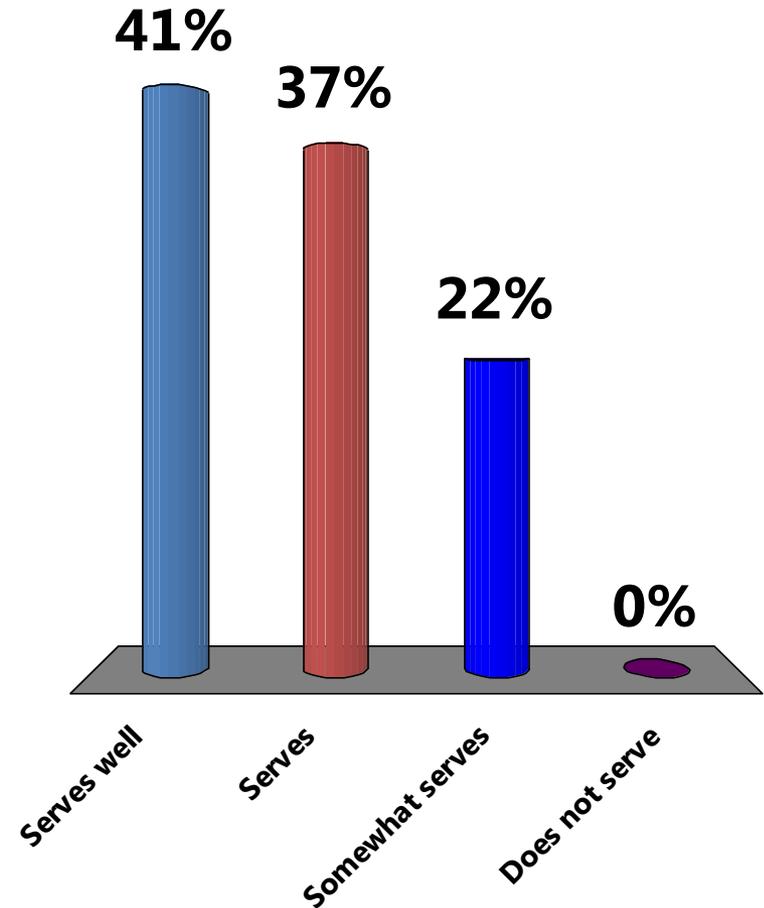
# Group Exercise - SR 54 Corridor

- Does the SR 54 Corridor serve traditional transit markets (e.g. households without vehicles, non-drivers)
  1. Serves well
  2. Serves
  3. Somewhat serves
  4. Does not serve



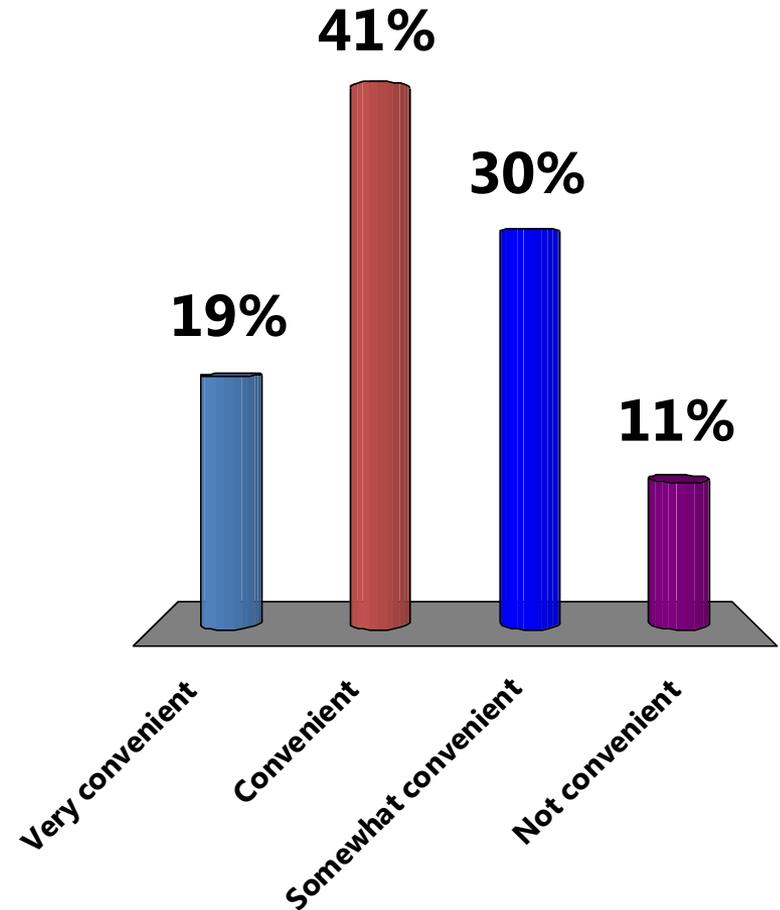
# Group Exercise - SR 54 Corridor

- Does the SR 54 Corridor serve commuters?
  1. Serves well
  2. Serves
  3. Somewhat serves
  4. Does not serve



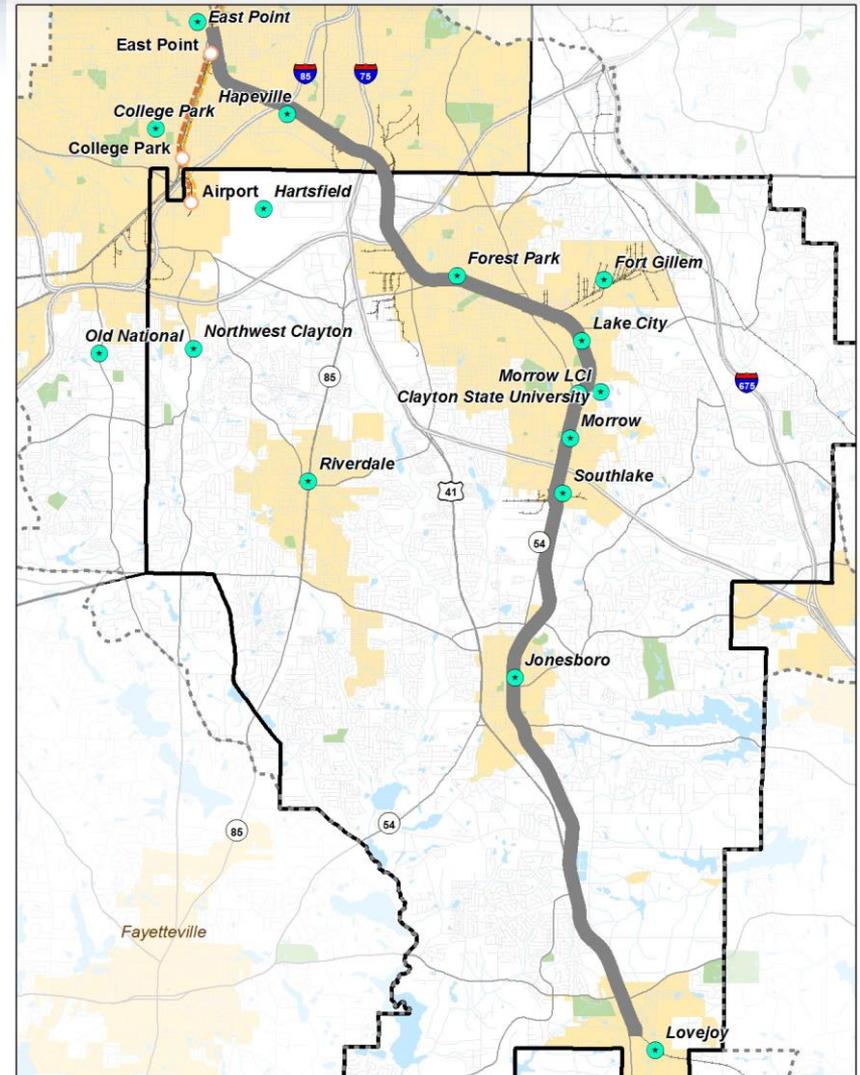
# Group Exercise - SR 54 Corridor

- Does the SR 54 Corridor have provide convenient access for pedestrians and/or bicyclists?
  1. Very convenient
  2. Convenient
  3. Somewhat convenient
  4. Not convenient



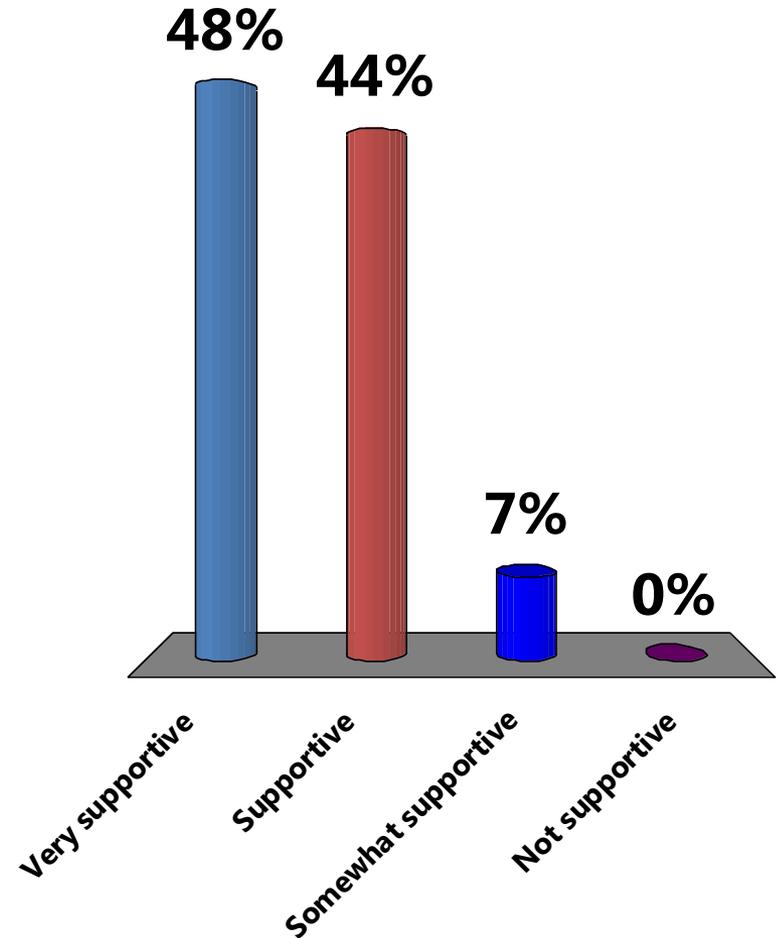
# NORFOLK SOUTHERN CORRIDOR

- MARTA East Point Station
  - Norfolk Southern Corridor Right of Way
- Lovejoy



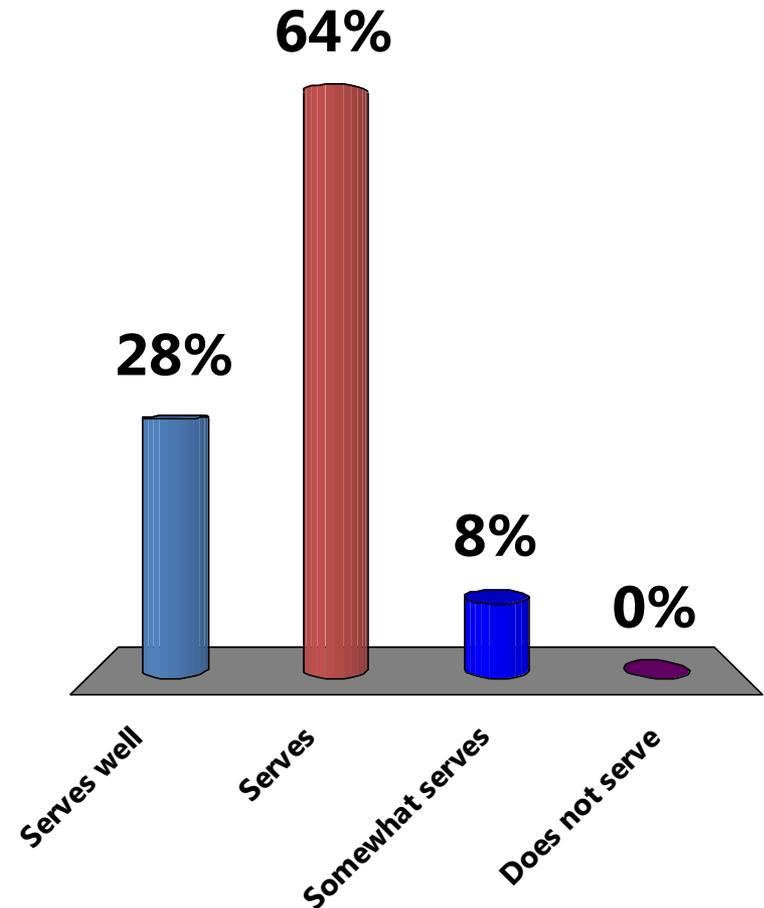
# Group Exercise – Norfolk Southern Corridor

- Is the Norfolk Southern Corridor supportive of connections to key activity centers, growth areas and/or economic development initiatives?
  1. Very supportive
  2. Supportive
  3. Somewhat supportive
  4. Not supportive



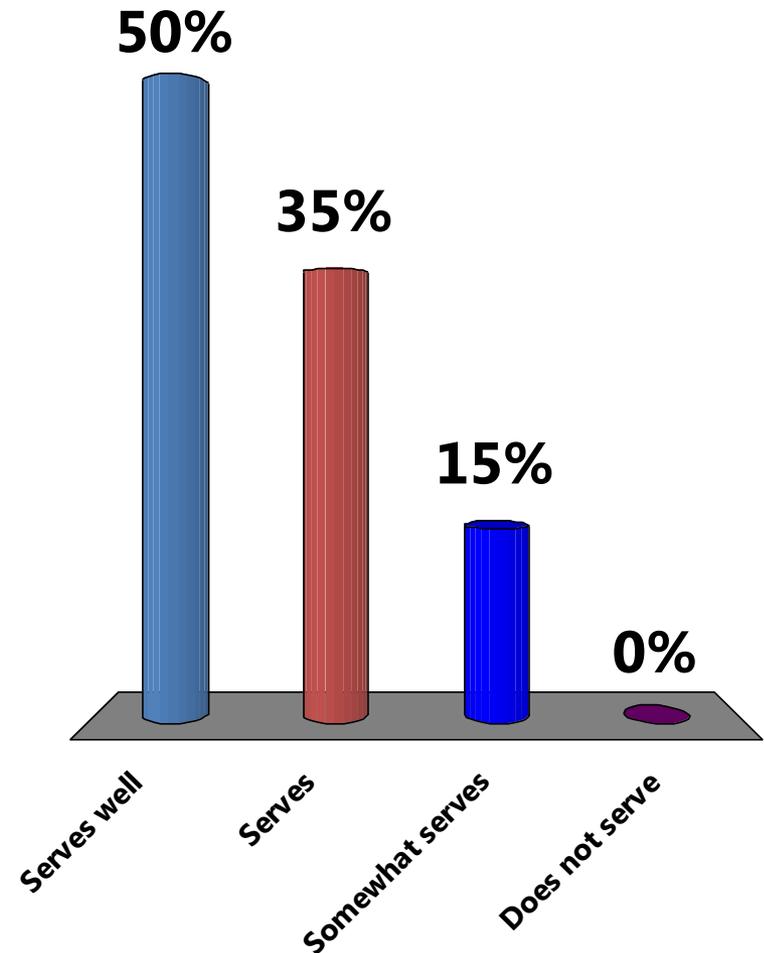
# Group Exercise - Norfolk Southern Corridor

- Does the Norfolk Southern Corridor serve traditional transit markets (e.g. households without vehicles, non-drivers)
  1. Serves well
  2. Serves
  3. Somewhat serves
  4. Does not serve



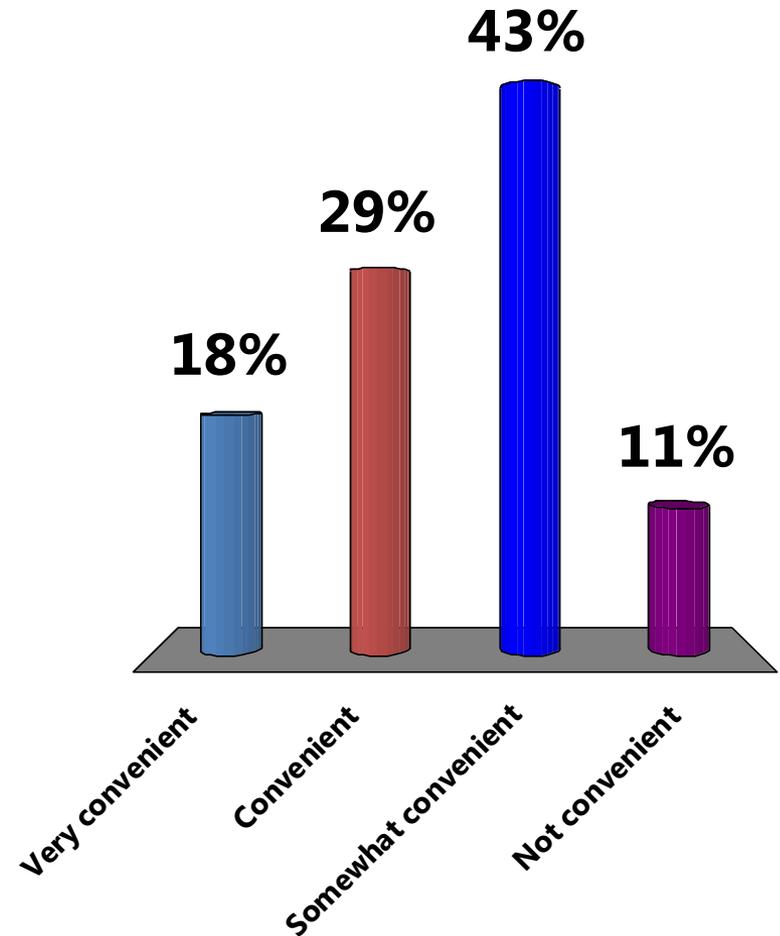
# Group Exercise - Norfolk Southern Corridor

- Does the Norfolk Southern Corridor serve commuters?
  1. Serves well
  2. Serves
  3. Somewhat serves
  4. Does not serve



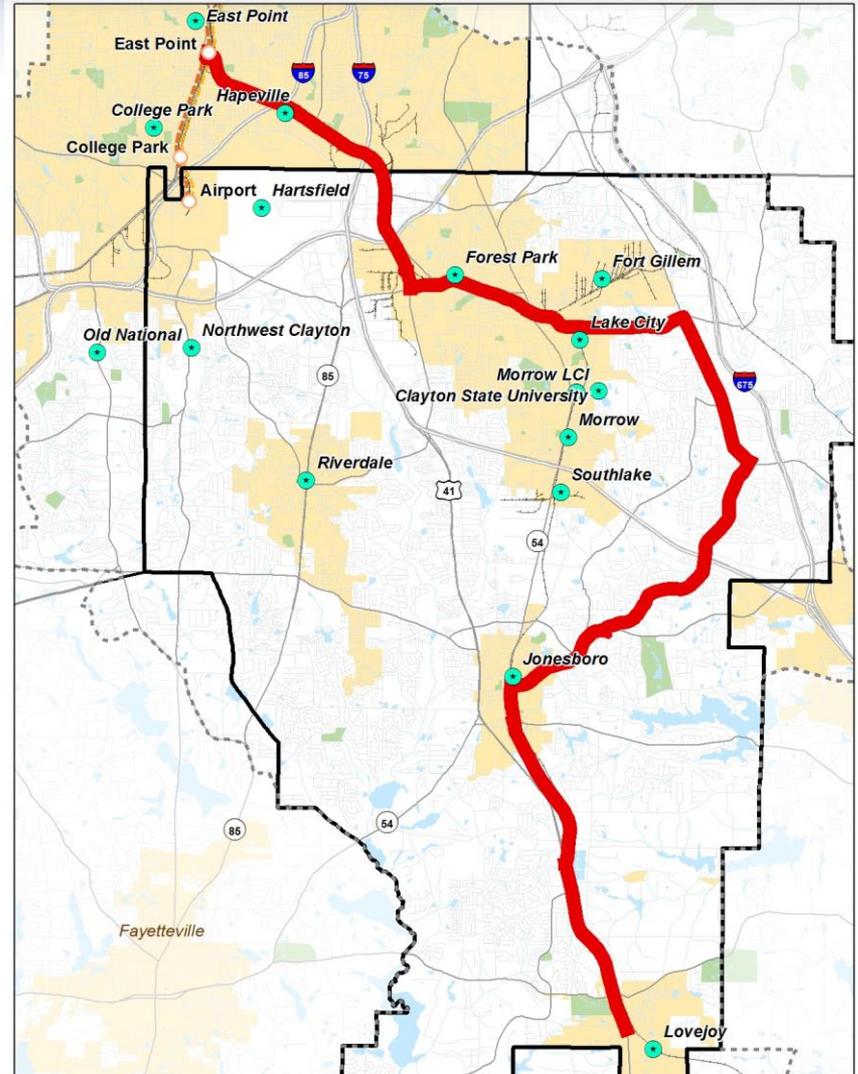
# Group Exercise - Norfolk Southern Corridor

- Does the Norfolk Southern Corridor provide convenient access for pedestrians and/or bicyclists?
  1. Very convenient
  2. Convenient
  3. Somewhat convenient
  4. Not convenient



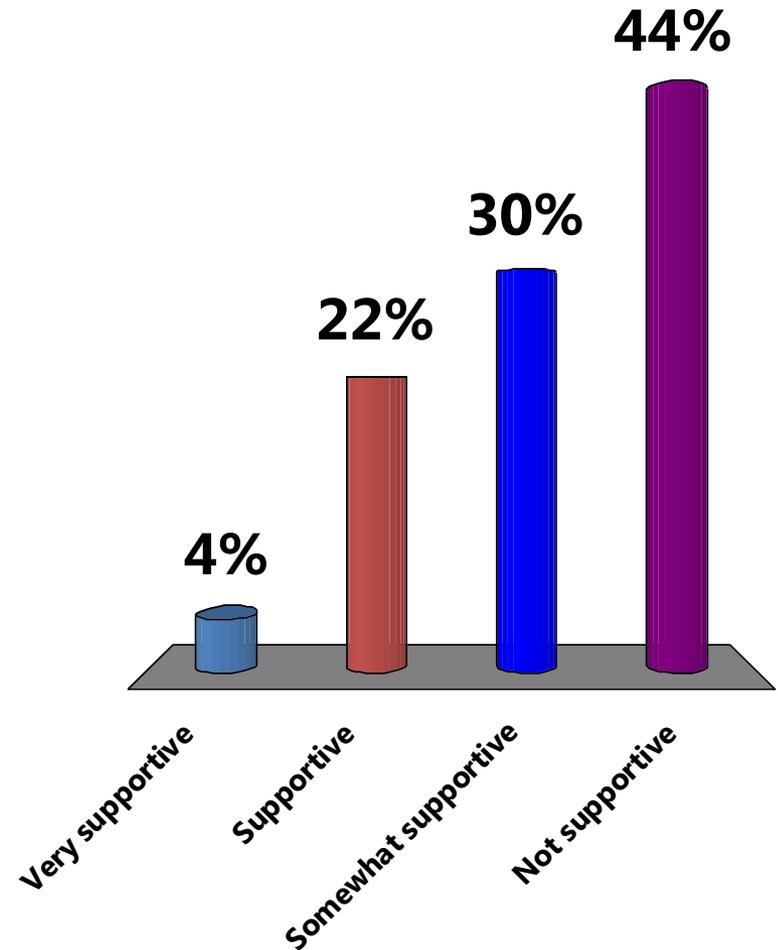
# EASTSIDE CORRIDOR

- MARTA East Point Station
  - Central Ave
  - Old Dixie Rd
  - Forest Pkwy
  - Moreland Ave
  - Fielder Rd
  - Main St
  - Tara Blvd
- Lovejoy



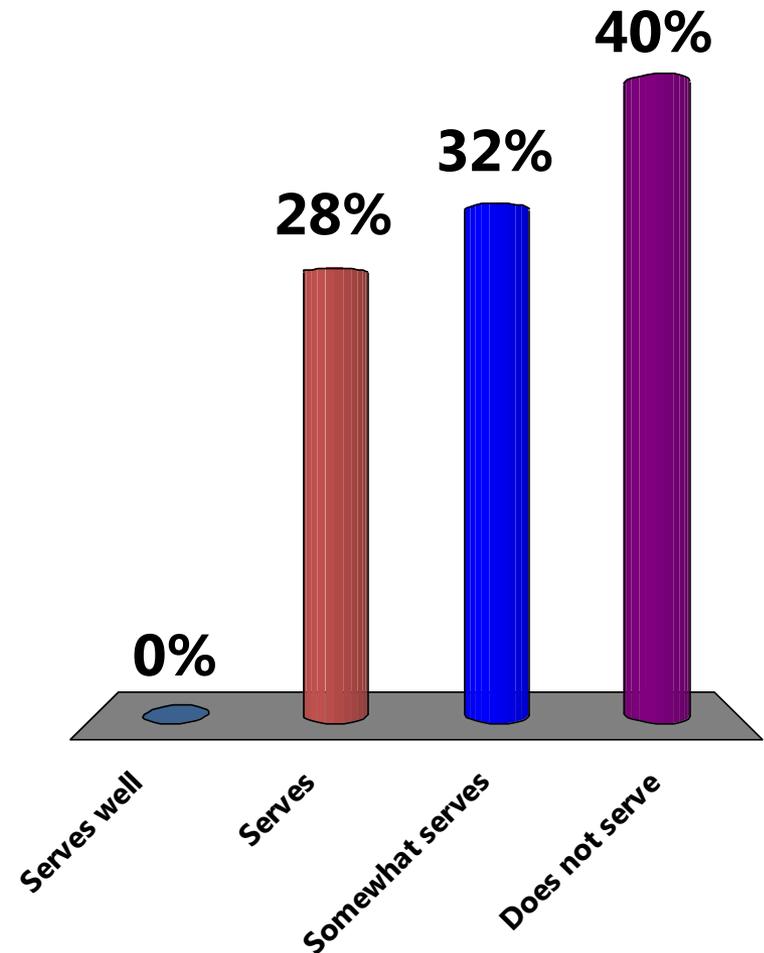
# Group Exercise – Eastside Corridor

- Is the Eastside Corridor supportive of connections to key activity centers, growth areas and/or economic development initiatives?
  1. Very supportive
  2. Supportive
  3. Somewhat supportive
  4. Not supportive



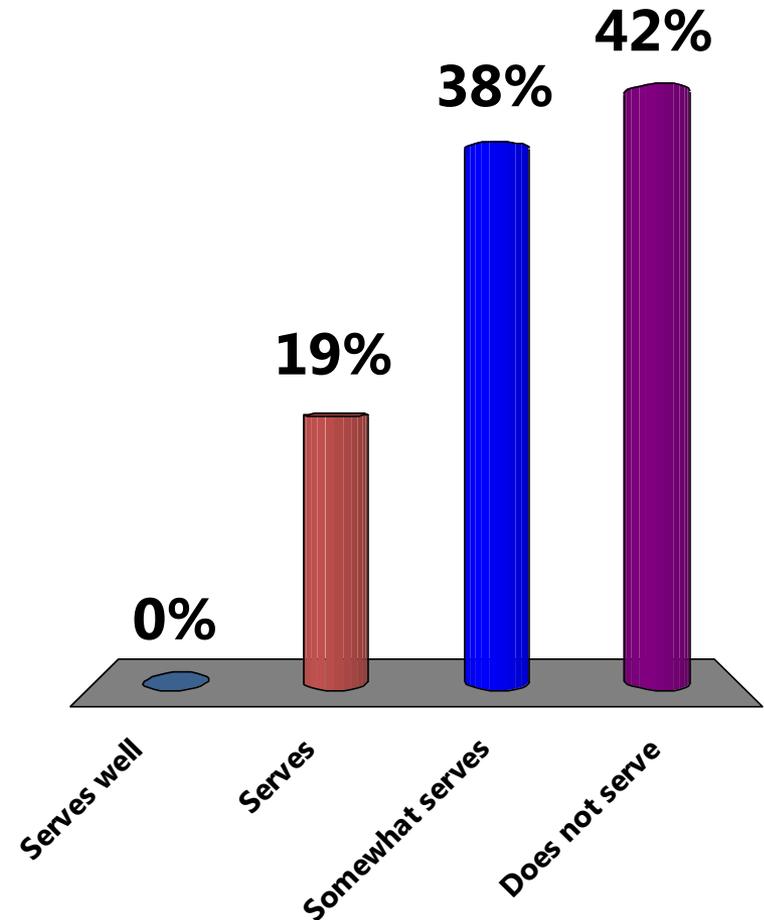
# Group Exercise - Eastside Corridor

- Does the Eastside Corridor serve traditional transit markets (e.g. households without vehicles, non-drivers)
  1. Serves well
  2. Serves
  3. Somewhat serves
  4. Does not serve



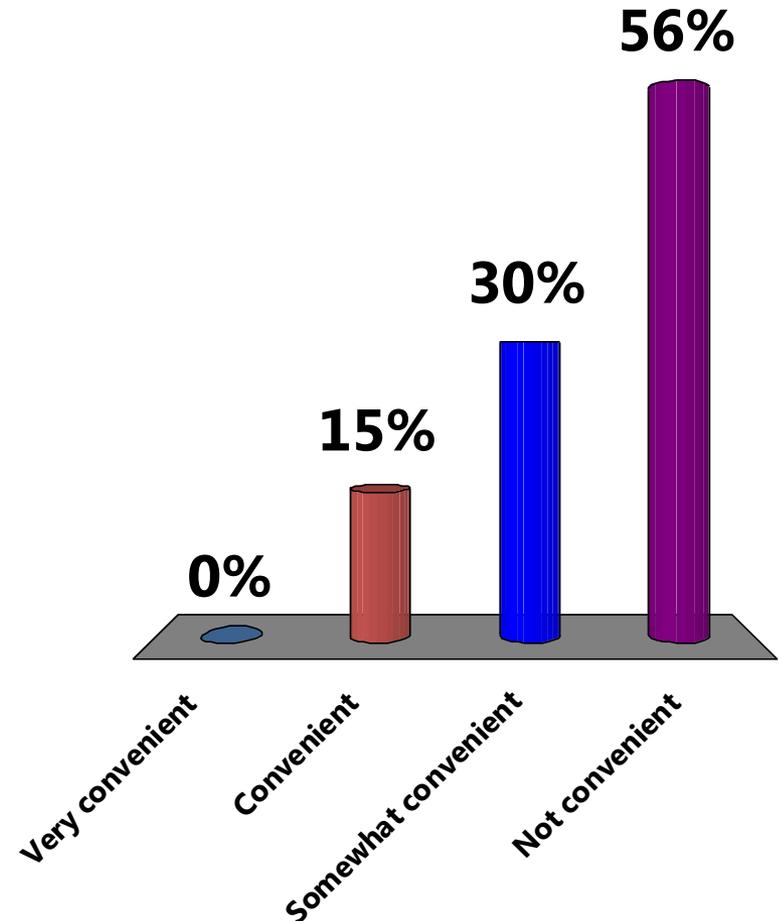
# Group Exercise - Eastside Corridor

- Does the Eastside Corridor serve commuters?
  1. Serves well
  2. Serves
  3. Somewhat serves
  4. Does not serve



# Group Exercise - Eastside Corridor

- Does the Eastside Corridor provide convenient access for pedestrians and/or bicyclists?
  1. Very convenient
  2. Convenient
  3. Somewhat convenient
  4. Not convenient



# Next Steps

# Next Steps

- Conduct Early Scoping Public Meetings
  - February 2, 2017 – 6:00 p.m.- 8:00 p.m.  
Forest Park Community Center
  - February 9, 2017 – 6:00 p.m.- 8:00 p.m.  
Frank Bailey Senior Center
- Finalize Purpose and Need
- Evaluate Potential Transit Alternatives
- Determine a Locally Preferred Alternative (LPA)

# Questions?

