

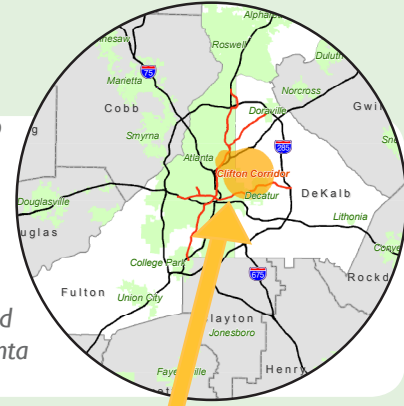


Clifton Corridor Alternatives Analysis

Community Briefing Fact Sheet Fall 2010

Project Overview

The Metropolitan Atlanta Rapid Transit Authority (MARTA) has launched the Clifton Corridor Transit Initiative to develop transit options connecting the Lindbergh Center area in Atlanta with Emory University, the Centers for Disease Control (CDC), VA Hospital, Decatur, and other points in west-central DeKalb County. The area features the highest concentration of employment within metropolitan Atlanta without direct access to the existing heavy rail system. To help advance this initiative MARTA and the Clifton Corridor Transportation Management Association (CCTMA) have partnered to conduct an Alternatives Analysis (AA). The purpose of the AA is to identify a route and technology (bus or rail) to connect with the activity centers identified above. As such, this effort is being coordinated with other regional planning partners – including DeKalb County, Georgia Department of Transportation, Atlanta Regional Commission, City of Atlanta, City of Decatur, Emory University, and CDC.



Project Update

The Clifton Corridor AA Study began in March 2009; and throughout 2009 and early 2010, the project team has been collecting information on travel patterns, conducting travel surveys, and meeting with stakeholders within the project study area. These initial data collection efforts and community meetings helped to clearly identify the transportation problem within the Clifton Corridor that would best be addressed by a new investment in high-capacity transit (rail or bus in separated lanes) connecting the activity centers identified above.

WE ARE HERE

	2009												2010												2011					
	April	May	June	July	August	September	October	November	December	January	February	March	April	May	June	July	August	September	October	November	December	January	February	March	April	May	June			
Task 1 - Project Coordination	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■			
Task 2 - Public Involvement																														
Task 3 - Identification of Preliminary Purpose and Need																														
Task 4 - Development of Tier 1 Alternatives																														
Task 5 - Identification of Locally Preferred Alternative																														
Task 6 - Refinement of Locally Preferred Alternative																														

During the summer 2010, the project team began the task of identifying potential transit alternatives that will best serve the Clifton Corridor (see map and text above for a description of the corridor location). A transit alternative consists of a specific type of high-capacity transit and a defined route upon which the high-capacity transit vehicle will operate. This alternatives development task involves a three step process:

- **Prescreening** – The project team completed an initial assessment of 36 potential alternatives. These alternatives were generated based on input received from project advisory committees as well as from the input received at a series of public open houses held on March 16th and 23rd, 2010. The project team eliminated 30 alternatives due to technical infeasibility and lack of relevance to the transportation problem identified through community analysis and field research.
- **Screen 1 Analysis** – This step is currently in-progress and involves the assessment of the six (6) surviving alternatives from Prescreening (shown on the back page). A series of evaluation criteria (contact us for more details) including ridership forecasts and estimated travel time savings will be used to score and ultimately discard poorly performing alternatives. Only a maximum of three (3) alternatives will be advanced for future testing.
- **Screen 2 Analysis** – This step will involve a more detailed evaluation of the surviving alternatives, and will result in a single transit alternative that should best address the transportation problems as defined in the study process.

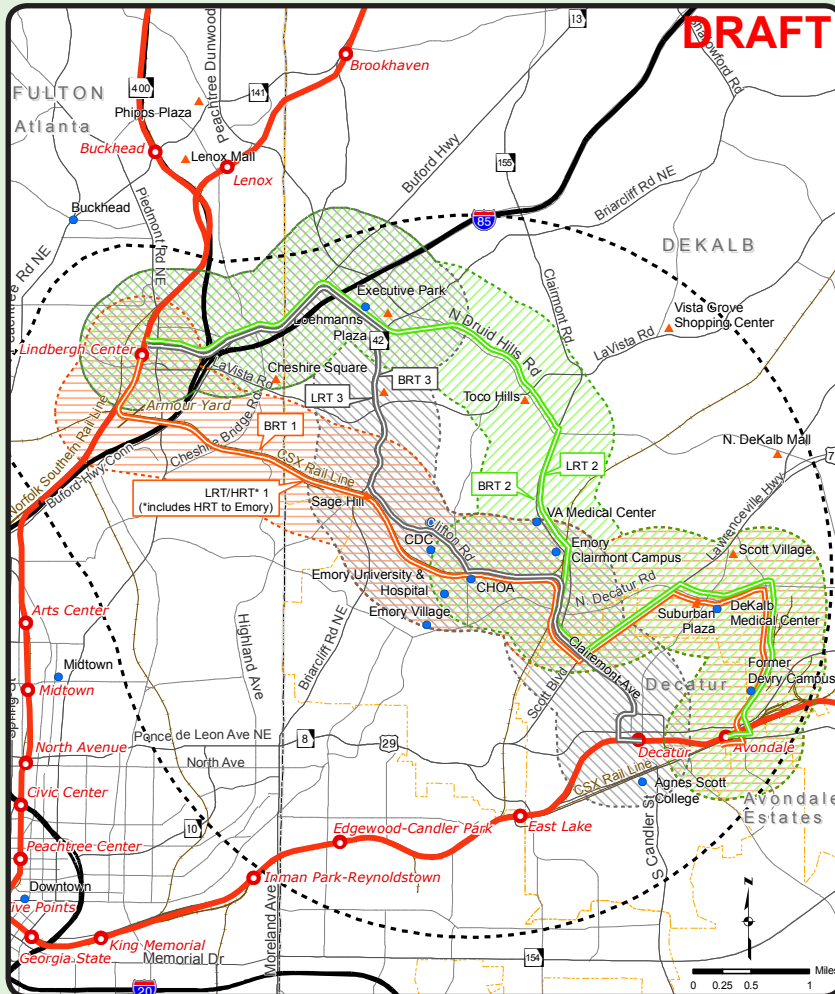
The alternative which emerges from the Screen 2 Analysis will become the recommended transit investment for the Clifton Corridor. In transit planning parlance, this is referred to as the Locally Preferred Alternative (LPA). The LPA will be refined further in the final phase of the AA process.

Stay Involved

- For those who could not attend the public open houses in March, virtual presentations are available throughout the study on the study website (<http://www.itsmarta.com/Clifton-Corr.aspx>). The next public open house is tentatively scheduled to occur in October.
- The Clifton Corridor AA is on Facebook! Find us on Facebook to get updates on the project - including notices about upcoming public meetings and other events - on your newsfeed.



Alternatives Advancing to Screen I Analysis



Map ID	Alt ID	Alternative
	BRT 1	1 CSX Rail Corridor - Lindbergh to Avondale via BRT ¹
	LRT/HRT 1	2 CSX Rail Corridor - Lindbergh to Avondale via LRT/HRT ^{1,2}
	BRT 2	3 North Druid Hills - Lindbergh to Avondale via BRT
	LRT 2	4 North Druid Hills - Lindbergh to Avondale via LRT
	BRT 3	5 Briarcliff - Lindbergh to Decatur via BRT
	LRT3	6 Briarcliff - Lindbergh to Decatur via LRT

¹Adjacent to CSX line ²Includes HRT to Emory

Transit Technologies



Bus Rapid Transit (BRT)



Light Rail Transit (LRT)

- Compatible with the existing and planned transit system
- Adaptable to a variety of operating environments



Heavy Rail Transit (HRT)

- Compatible with existing MARTA system adjacent to the CSX corridor

Contact Us

For questions or comments regarding the AA, including the build alternatives being carried into Screen I Analysis, feel free to contact the study team below.

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