



# DRAFT Scoping Booklet

**Environmental Impact Statement**  
December 2014





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# 1: Introduction and Overview

## In This Section

- 1.1 Project Description
- 1.2 Project Location
- 1.3 Project Background
- 1.4 Scoping Process
- 1.5 NEPA Requirements and Procedures

This Chapter provides an overview of the purpose of the Scoping process as well as a description of the key milestones during the development of the Environmental Impact Statement (EIS).

## 1.1 Project Description

The Clifton Corridor Transit Initiative is a proposed light rail transit (LRT) line, new LRT stations, streetscape improvements, transit-oriented development (TOD) and improved local bus service from Lindbergh MARTA station to Avondale MARTA station, serving the Centers for Disease Control and Prevention (CDC), Emory University, Emory Hospital, and DeKalb Medical Center. The LRT line would be approximately 8.8 miles long and would include up to 12 new LRT stations and would provide a cross-radial link between MARTA's Red Line/Gold Line rail service at Lindbergh Center MARTA station with the Blue Line/Green Line rail service at Avondale MARTA station.

## What is light rail transit (LRT)?

LRT is a rail transit mode capable of operating in streets and in mixed traffic (similar to Atlanta Streetcar), on elevated structures, or in tunnels. Stations may be simple platforms at curbside locations along city streets, underground, or elevated. LRT typically operates with a single rail vehicle or in short trains of up to three vehicles.



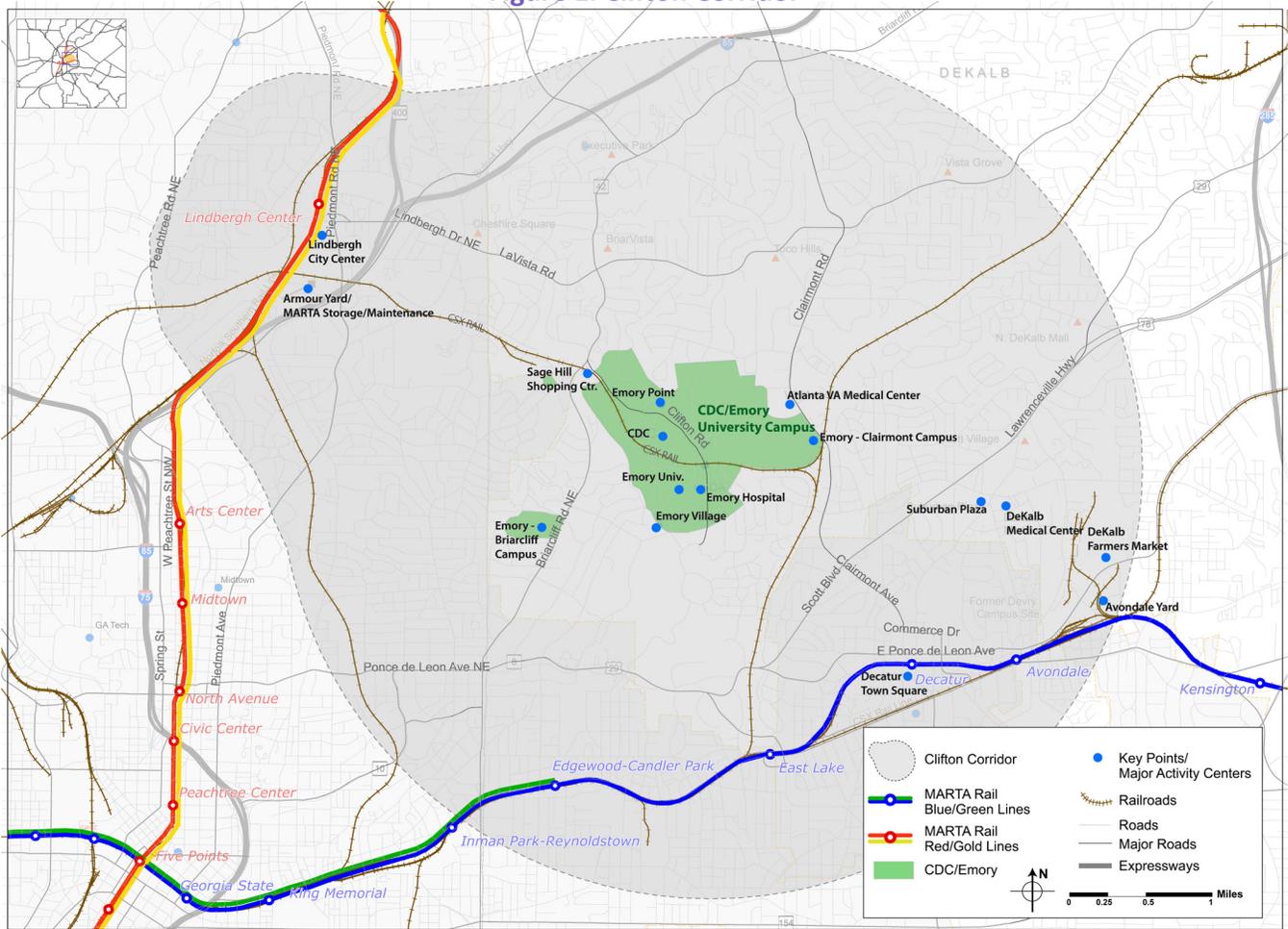
## What is transit-oriented development (TOD)?

TOD is a pedestrian-friendly, mixed-use community that provides relief from totally automobile-dependent lifestyles by improving access to transit by enabling residents and workers to live in close proximity to their jobs and residences.

## 1.2 Project Location

The Clifton Corridor Transit Initiative is primarily located in DeKalb County with a small portion located within the City of Atlanta, Georgia. **Figure 1** provides a map for the Clifton Corridor, including the existing MARTA rail lines in the project's vicinity.

Figure 1: Clifton Corridor



### 1.3 Project Background

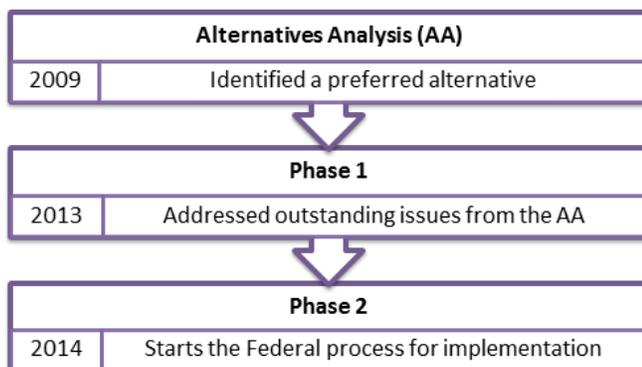
MARTA, in partnership with the Clifton Corridor Transportation Management Association (CCTMA), began work on the Clifton Corridor Transit Initiative in 2009 with the preparation of an *Alternatives Analysis* (AA). Previous studies in the corridor sought to enhance transportation choices and improve access to jobs for the commuters and residents in the Clifton Corridor. A key milestone for the Clifton Corridor Transit Initiative during the 2009 AA was the identification of a Locally Preferred Alternative (LPA). The selected LPA was light rail transit (LRT) between the Lindbergh and Avondale MARTA rail stations.

In 2013, a Phase 1 environmental study was initiated to refine the findings and outstanding issues from the 2009 AA. This Phase 1 work focused on making adjustments to alternative alignments to better meet design criteria; capture higher ridership numbers; and improve cost effectiveness. Phase 2 is now the term used by the sponsor, public and stakeholders for the Environmental Impact Study to be conducted in the Corridor.

### 1.4 Scoping Process

The purpose of the scoping process is to provide an opportunity for the public and state and Federal agencies to comment on and provide input regarding alternatives to be evaluated and the development of the EIS for the Clifton Corridor Transit Initiative. On October 21, 2014, FTA published a Notice of Intent (NOI) to prepare an EIS in the *Federal Register*. The NOI publication initiated the scoping process for the Clifton Corridor Transit Initiative. The scoping period will continue through January 23, 2015.

#### Clifton Corridor Studies



## 1.5 NEPA Requirements and Procedures

The Federal Transit Administration (FTA) in cooperation with the Metropolitan Atlanta Rapid Transit Authority (MARTA) is preparing an Environmental Impact Statement (EIS) for the Clifton Corridor Transit Initiative pursuant to the National Environmental Policy Act (NEPA) of 1969 (42 U.S.C. 4321-4347), the Council on Environmental Quality (CEQ) NEPA implementing regulations (40 CFR sections 1500-1508), the NEPA implementing procedures of the Federal Transit Administration (FTA) (23 C.F.R. Part 771), regulations of Section 106 of the National Historic Preservation Act of 1966; and the Clean Air Act Amendments of 1990.

### What is an Environmental Impact Statement (EIS)?

An EIS is a comprehensive environmental study that provides the public and decision-makers with key information on the alternatives under consideration and their potential impacts to the built, natural, and human environments within the project study area. The EIS describes the project's purpose and need, screening process for alternatives, evaluation methodology for potential impacts to environmental resources, such as air quality, water quality, historic resources, etc., and mitigation measures to avoid or reduce these impacts.

The EIS will also address the New Starts Project Development (PD) process. On July 26, 2012 President Obama signed into law a new two-year transportation authorization, called Moving Ahead for Progress in the 21st Century (MAP-21). The law improves efficiency of administering grant programs by consolidating several programs and streamlining FTA's major capital investment grant program known as New Starts or Fixed Guideway Capital Investment Grants (Section 5309) in legislation.

In response to MAP-21, FTA revised the New Starts PD process to eliminate the Alternatives Analysis requirement and to rely on the review of project alternatives performed during the systems planning process. It creates the PD phase during which the EIS is complete when FTA issues a Record of Decision (ROD). It creates the "Project Development" phase, during which environmental reviews are completed along with the issuance of a Record of Decision (ROD) for an EIS.

MARTA will request certain approvals from FTA and other Federal agencies for implementation of the project. These Federal approvals are subject to environmental review under NEPA. The steps in the NEPA process for the Clifton Corridor Transit Initiative are described below:



**Notice of Intent (NOI):** The EIS process begins with the Federal lead agency publication of a Notice of Intent (NOI) to prepare an EIS in the *Federal Register*. The FTA is the Federal lead agency for the Clifton Corridor Transit Initiative. FTA published the NOI on October 21, 2014.

**Scoping:** After the NOI is published, FTA and MARTA initiate scoping for the Clifton Corridor Transit Initiative. Scoping typically lasts for a period of 60-120 days depending on the complexity of the project. The scoping period for the Clifton Corridor Transit Initiative will run from October 21, 2014 through January 23, 2015, which is about 90 days.

### What is Scoping?

Scoping, or NEPA scoping, is the official beginning of the process to prepare an Environmental Impact Statement (EIS). It is a period of 60 to 120 days in which the public and interested Federal, state, and local agencies are invited to review project information and to provide input on alternatives to be evaluated.

During scoping, a Scoping Booklet is made public and MARTA coordinates with various print and television media outlets in the metro Atlanta area to issue press releases. The document that you are now reading is the Scoping Booklet for the Clifton Corridor Transit Initiative. This Scoping Booklet and other project information are also available for review on the Clifton Corridor Transit Initiative website.

This Scoping Booklet introduces the public and other interested Federal and state agencies to the project and includes the following: a description of the draft purpose and need, project goals and objectives, alternatives to be considered in the EIS, and the analysis framework for the EIS. The public, interested groups, Federal, state, and local agencies are invited to provide input on these items. All comments received from the public and agencies will be taken into consideration by FTA and MARTA. The comments may help FTA and MARTA to refine the project purpose and need, identify the range of alternatives that meet the purpose and need for the project, and identify additional environmental resources that may be affected by the project. The public and interested groups may provide comments in writing or at the public scoping meetings. Federal and state agencies should provide written comments

on official agency letterhead and submit these to FTA within the scoping period. FTA is responsible for ensuring that the EIS addresses all relevant comments received during the scoping period.

**Annotated Outline:** An objective of scoping is to identify important issues associated with the alternatives to be considered in the EIS, but limit consideration of issues that are not critical. The Annotated Outline is a tool for assuring preparation of a focused and reader-friendly document. The Annotated Outline can save time in the environmental review process by focusing efforts on relevant issues, and thereby reduce the likelihood that new comments or concerns from the public or agencies will result in the need for additional environmental analysis that can substantially delay the project. The Annotated Outline for the Clifton Corridor Transit Initiative serves the following purposes:

- Officially closes the scoping process
- Documents the results of the scoping process
- Contributes to the transparency of the environmental review process
- Provides a clear roadmap for the development of a comprehensive EIS

**Draft EIS (DEIS):** After scoping is complete, a Draft EIS (DEIS) will be prepared to assess the environmental effects of the project as required by NEPA and other applicable environmental laws and regulations. FTA will coordinate review of the DEIS by other Federal resource agencies during preparation of the document. After FTA approves the DEIS, a Notice of Availability (NOA) will be published in the *Federal Register*. A series of technical reports will be produced to support these analyses and conclusions presented in the DEIS; these will be made available for review by the public and agencies.

**Public and Agency Review Period:** The public and agency review period for the DEIS will begin after FTA approves the DEIS and the NOA is published in the *Federal Register*. The public and agency review period for the DEIS must be at least 45 days from the date the NOA is published, but may be open for a period of 60 days. During this time, MARTA will deliver copies of the DEIS to state and Federal resource agencies identified during scoping and will make copies available for public review and on the project website. Hard copies of the DEIS will be made available at various public locations within the project corridor. All

interested individuals and groups may request a hard copy of the DEIS from FTA or MARTA for a nominal fee. Appropriate FTA and MARTA contacts will be listed in the NOA. FTA and MARTA will hold a public hearing to accept comments and answer questions about the project and the findings presented in the DEIS. The public hearing is held at least 15 days after the publication of the NOA.

## What is a Notice of Availability (NOA)?

The NOA is the FTA's official announcement that the DEIS is available for public and agency review. The publication of the NOA officially starts the 45-60 day public and agency review period for the DEIS.

The public hearing will offer the public and agencies the opportunity to record their input regarding the findings presented in the DEIS. Comments from the public and agencies will also be accepted in writing during the public and agency review period.

**Final EIS (FEIS):** Traditionally, and in accordance with the CEQ regulations 40 CFR 1506.10(b)(2), the FEIS and ROD documents are issued as separate documents and with the maximum of 30 days between them, as stated above. The FEIS will address all substantive comments received. When the FEIS is approved by FTA, MARTA will publish availability notices through local print media and on the project website. FTA will file a copy of the FEIS with the Environmental Protection Agency (EPA) headquarters in Washington, D.C. and EPA may publish an NOA for the FEIS in the *Federal Register*. Similar to the DEIS, MARTA will deliver copies of the FEIS to state and Federal resource agencies who provided comments on the DEIS and will make copies available for public review and on the project website. Hard copies of the FEIS will be made available at various public locations within the project corridor. All interested individuals and groups may request a hard copy of the FEIS from FTA or MARTA for a nominal fee.

**FEIS Errata Sheet:** MAP-21 Section 1319(a) allows for the use of errata sheets attached to the DEIS in-lieu of a traditional FEIS. This is also allowed by the CEQ's NEPA implementing regulations at 40 CFR 1503.4(c). The language in Section 1319(a) reflects the CEQ regulations and addresses circulation and filing of an FEIS using errata sheets. According to Section 1319(a), the use of an errata sheet is appropriate when comments received on a DEIS are minor and the Federal lead agency's response to those comments are limited to factual corrections or explanations of why the comments do not warrant further response. FTA

and MARTA may use an errata sheet attached to the DEIS in-lieu of a traditional FEIS for the Clifton Corridor Project.

**Record of Decision (ROD):** No earlier than 30 days after publishing the FEIS, FTA will prepare its decision document, known as a Record of Decision (ROD). The ROD concludes FTA's environmental review process for the Clifton Corridor Transit Initiative. The ROD will describe the preferred alternative for the project, its environmental effects, and the required mitigation, environmental commitments and permits required. The ROD will also respond to any public or agency comments received on the FEIS and will provide a process to evaluate any subsequent changes that may occur during further phases of Project Development.

**Combined FEIS/ROD:** Traditionally, and in accordance with the CEQ regulations 40 CFR 1506.10(b)(2), the FEIS and ROD documents are issued as separate documents and with a minimum of 30 days between them, as stated above. However, MAP-21 Section 1319(b) directs the Federal lead agency, to the maximum extent practicable, to expeditiously develop a single document that consists of an FEIS and ROD, unless certain conditions exist. FTA and MARTA will develop a combined FEIS/ROD document for the Clifton Corridor Transit Initiative unless one or both of the following occurs:

- The FEIS makes substantial changes to the proposed action that are relevant to environmental or safety concerns; or
- There are significant new circumstances or information relevant to environmental concerns and that bear on the proposed action or the impacts of the proposed action.



## 2: Purpose and Need

### In This Section

- 2.1 Overview
- 2.2 Project Sponsor and Federal Lead Agency
- 2.3 Clifton Corridor Project Purpose and Need
- 2.4 Project Goals and Objectives
- 2.5 Planning Context for the Project
- 2.6 Public Involvement and Agency Coordination

This section of the Scoping Booklet presents the draft purpose and need, a Federally required document, for the Clifton Corridor Transit Initiative. The purpose and need provides technical project information such as mapping of alternatives, purpose of the project, the need for the project, and proposed goals and objectives for the Clifton Corridor Transit Initiative.

### 2.1 Overview

A project's purpose and need statement is a key factor in determining the range of alternatives considered in a NEPA study. Specifically, the purpose and need limits the range of alternatives, as an agency can dismiss without detailed study, any alternative that fails to meet the project's purpose and need.

### 2.2 Project Sponsor and Federal Lead Agency

FTA is the Federal lead agency for the Clifton Corridor Transit Initiative. MARTA is the project sponsor and FTA-grantee. FTA will provide guidance for the development of the EIS and will make the final decisions for the selection of the preferred alternative. Working closely with FTA, MARTA will develop the EIS for the Clifton Corridor Transit Initiative and will apply for Federal funding from the FTA to partially-fund the construction of the project.

### 2.3 Clifton Corridor Transit Initiative Purpose and Need

#### 2.3.1 Purpose of the Clifton Corridor Transit Initiative

The purpose of the Clifton Corridor Transit Initiative includes the following:

- Provide reliable, high-capacity transit service with competitive travel times connecting major activity centers in the Clifton Corridor
- Provide better connections to MARTA services located within the corridor
- Improve connectivity to the communities in the Clifton Corridor between the MARTA's Red/Gold Line and the Blue/Green Lines

The Clifton Corridor is home to Emory University and the Centers for Disease Control and Prevention (CDC). The CDC is the largest employment center not served by the MARTA rail system or other high capacity mode of transportation. Currently, significant volumes of trips travel through the Clifton Corridor as well as on connecting roadways; therefore, high-capacity transit service would help accommodate the high trip volumes within an already constrained roadway network.

Within the corridor, a reliable, high-capacity transit service with travel times comparable to travel by bus or private vehicle, would help enhance and support land use planning which in turn helps foster economic development, and supports Federal facilities in the event of an emergency evacuation.

### 2.3.2 Needs for the Clifton Corridor Transit Initiative

**Figure 2** illustrates the four identified needs for the Clifton Corridor Transit Initiative. Each is supported by existing conditions in the corridor, as defined in the Existing Conditions and Future Trends Report (June 2013).

Further detail of Clifton Corridor needs are presented in the following sections. The assigned numbering, 1 through 4, has no relationship to priority.

#### **Need 1:** Improved transit access to growing employment and population

The Clifton Corridor includes the only major employment centers in the region that do not have either direct access to an interstate highway or direct access to a high-capacity transit service. Employment, population and traffic growth in the corridor will further impact the roadway network, leading to increased delay and unreliable travel times.

#### *Employment*

Employment will grow significantly between 2010 and 2014. **Figure 3** shows Clifton Corridor employment in 2010 was approximately 109,000; this was greater than the downtown Atlanta Central Business District (CBD) employment of 101,000 and markedly greater than employment in the Midtown, Buckhead, Cumberland and Perimeter activity

centers. By 2040, Clifton Corridor employment will grow by about 60% to 174,800.

At the core of the Clifton Corridor are the Centers for Disease Control (CDC), Emory University, Emory Hospital and the Atlanta U.S. Department of Veterans Affairs Hospital. CDC and Emory accounted for 30,000 employees in 2010. Employment at these facilities will increase by 32% to about 40,000 in 2040.

Coupled with employment growth is an associated employment density increase. **Figure 4** displays projected employment densities for the Clifton Corridor. Other than Midtown Atlanta, the Clifton Corridor has the highest expected employment growth rate of any of the region's major employment centers.

Further concentration of employment in key activity centers will continue. Employment density in the CDC/Emory area currently exceeds 50 jobs per acre. By 2040, the Lindbergh Center and DeKalb Medical Center areas are projected to reach and surpass employment densities of 50 jobs per acre.

Other employment nodes in the Clifton Corridor area, including Executive Park, North Druid Hills Road at Clairmont Road, and City of Decatur area, are expected to sustain between 50 and 100 percent employment growth as well.

#### *Population*

Population growth is expected to increase 35 percent in the corridor from 2010 to 2040. In 2010, the Clifton Corridor area population density was 6.5 persons per acre, nearly six times greater than the 20-county Atlanta average of 1.3 persons per acre.

**Figure 2: Clifton Corridor Needs**

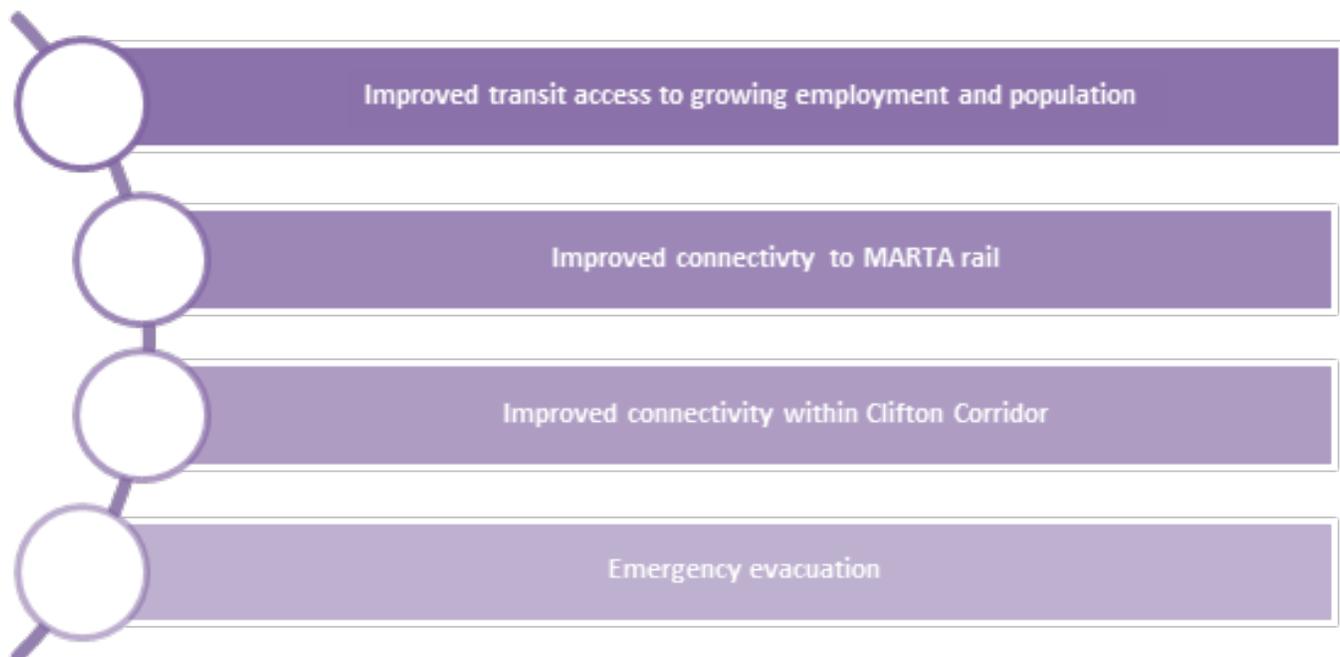
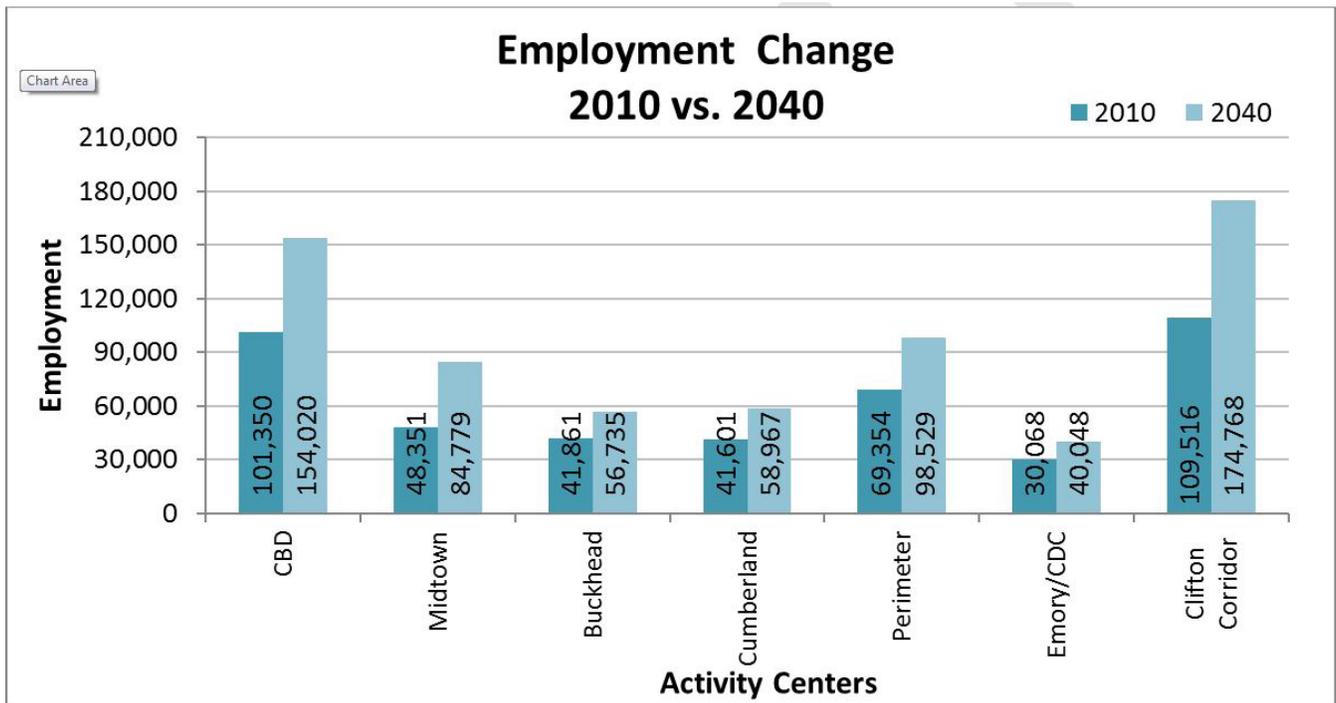
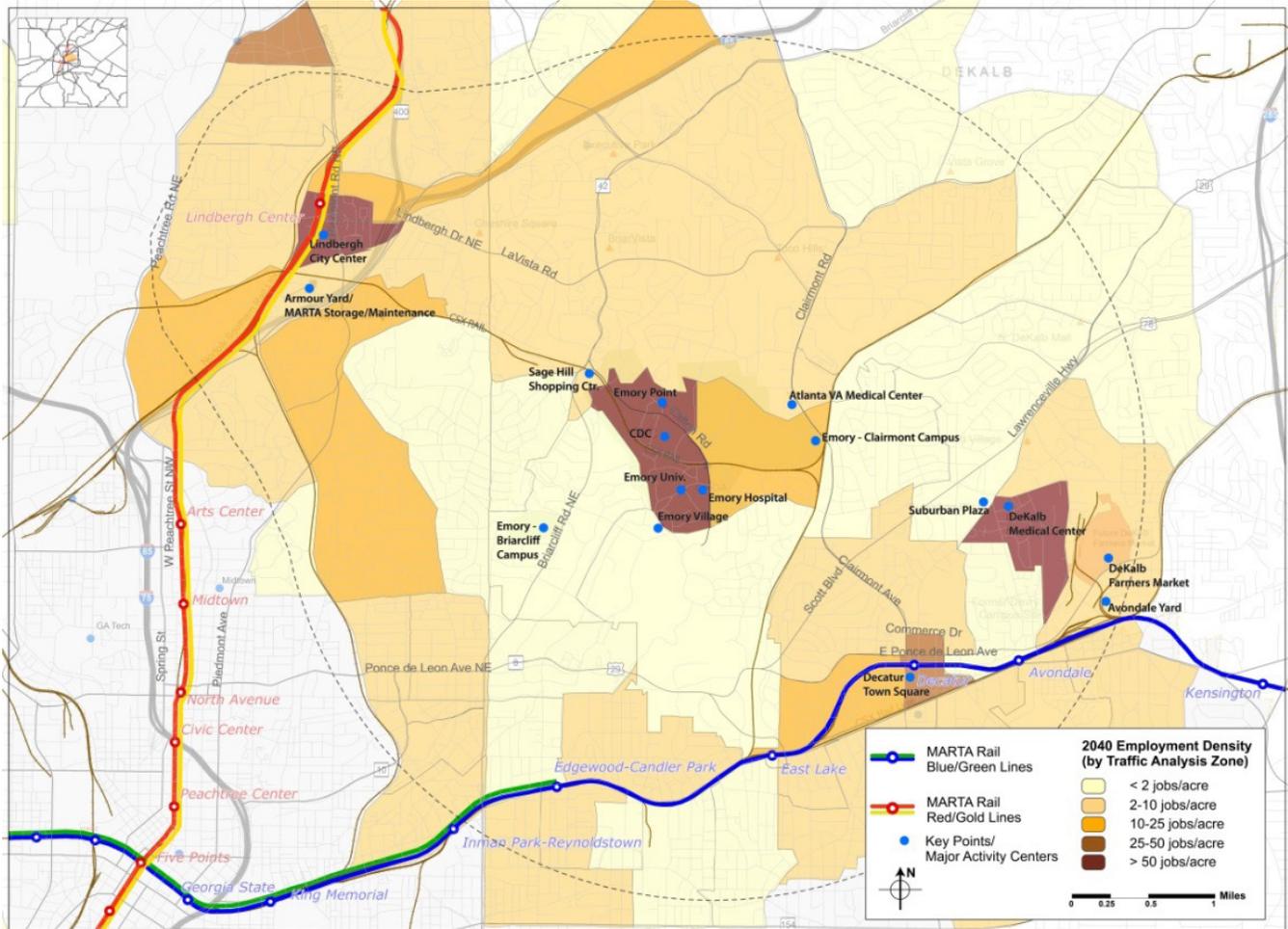


Figure 3: Employment Change (2010 vs. 2040)



Source: Atlanta Regional Commission, PLAN 2040 Forecast

Figure 4: Projected Employment Densities (2040)



Source: Atlanta Regional Commission, PLAN 2040 Forecasts

Population growth in the corridor of 35 percent is projected from 2010 to 2040, and the population density is projected to increase to 8.8 persons per acre. The Lindbergh Center area, anchoring the west terminus of the proposed LRT service, is projected to have over 25 persons per acre by 2040.

### **Need 2: Improved connectivity to MARTA rail**

The Clifton Corridor is anchored on the west by the Lindbergh station on the MARTA rail system (see **Figure 5**) Red and Gold lines and on the east by the Decatur and Avondale stations along the Blue and Green lines. The MARTA Lindbergh and Avondale rail stations represent primary regional connection points from which high-capacity transit service to Clifton Corridor activity centers can be provided effectively.

The Lindbergh station is currently served by rail lines extending north to employment, retail and bus connections in the GA 400 corridor and northeast to Doraville where connections can be made to buses serving adjacent employment and activity centers and to buses serving Gwinnett County. The Lindbergh station also is a major transit center serving as a hub for local and express buses primarily to areas north and northeast, including the highly patronized Buford Highway corridor. The Avondale station serves as a hub for buses to the east, northeast, and southeast serving central and east DeKalb County, including the I-20 East corridor.

A high capacity transit connection through the Clifton Corridor between Lindbergh and Avondale stations would better serve the existing and future market for travel to activity centers and within the corridor. Connections at Lindbergh, Avondale and for the City of Decatur would promote more direct and efficient regional access to a much greater catchment area.

### **Need 3: Improved connectivity within Clifton Corridor**

The study area has a greater proportion of households without a vehicle (10.5%) than both the Atlanta region (6.1%) and state of Georgia (6.7%). The core of the study area comprises the CDC and Emory University and has an even greater percentage of zero vehicle households, approximately 25%. Additionally, a greater share of the area is elderly (9.3 percent) as compared to the metropolitan area (9.0 percent). Zero-vehicle households, the elderly, students, and the young produce a significantly higher number of transit trips than households with one or more vehicles.

Convenient alternative transportation is needed between corridor employment and major activity centers. The Cheshire Bridge Road corridor is experiencing marked growth and redevelopment as a retail and recreational

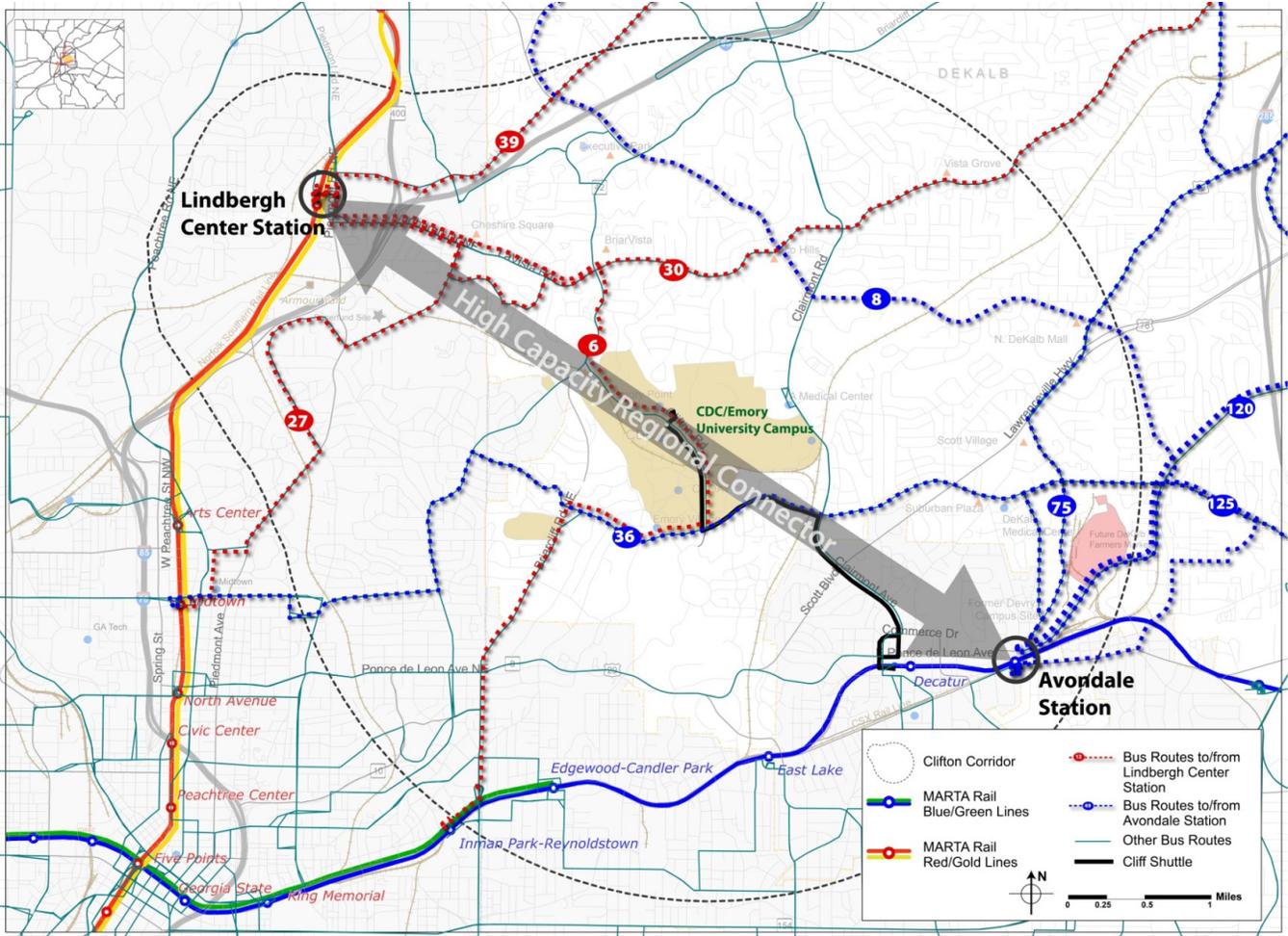
corridor; over 50% employment and population growth is expected between 2010 and 2040. The central section of the Clifton corridor includes CDC, new housing, research facilities, Emory University and Emory hospital. This intersection of Clairmont and N. Decatur Road is surrounded by retail activities and represents a primary node for enhanced development. Between Scott Boulevard and Winn Way are Suburban Plaza and DeKalb Medical Center.

In the CDC and Emory areas, higher density residential coupled with a higher portion of households without a vehicle further underscore the need to provide improved transit service within the corridor. Improved connections to MARTA rail would, in turn, facilitate better access to geographic areas that are planned to be served by other transportation projects, including the I-20 East Transit Initiative, the 22-mile Atlanta BeltLine transit and trail loop, and the GA 400 project. The Avondale station connection would facilitate connection to the proposed I-20 East Blue Line extension.

### **Need 4: Emergency evacuation**

A high-capacity transit alternative would provide greater capacity to accommodate the evacuation of Federal employees, local employees, residents and visitors. The current and projected levels of congestion on area roadways would significantly hinder timely evacuation should an emergency occur at a Federal facility, particularly at the CDC. The arterial section of Clifton Road, the primary access route serving CDC and Emory, extends between Briarcliff Road on the west and N. Decatur Road on the south; other sections of the roadway are circuitous, narrow and traverse residential neighborhoods. Further widening of Clifton Road in any area is not viable. In tandem with the congested, discontinuous and restricted roadways and the indirect access to an Interstate or freeway, the Clifton Corridor needs a means which can facilitate efficient throughput of people during evacuations.

Figure 5: Clifton Regional Connection Concept



## 2.4 Project Goals and Objectives

The goals and objectives for the Clifton Corridor Transit Initiative are derived from the purpose and need and are directly tied to the seven needs previously listed for the Clifton Corridor Transit Initiative. **Figure 6** presents the goals and objectives for the Clifton Corridor Transit Initiative, which are based on the previously described transportation challenges and needs. The goals are more general, whereas the objectives are more specific measures in support of the broader goals for the project. These goals and objectives will be used to develop the measures for evaluating the project alternatives.

**Figure 6: Clifton Corridor Goals and Objectives**

Goals and Objectives	Needs Supported			
	Need 1	Need 2	Need 3	Need 4
<p><b>Goal 1: Increase Transit Accessibility and Connectivity</b></p> <ul style="list-style-type: none"> <li>- Objective 1.1: Identify a transit alternative that improves access in the corridor as well as other parts of the region.</li> <li>- Objective 1.2: Provide adequate transit coverage and accessibility to meet future demand</li> <li>- Objective 1.3: Provide improved regional transit connectivity</li> <li>- Objective 1.4: Encourage transit usage by providing effective signage and way finding information</li> <li>- Objective 1.5: Maximize transit benefits to traditionally underserved populations (low-income, minority, elderly, disabled)</li> </ul>	✓	✓	✓	
<p><b>Goal 2: Expand Transportation Choices</b></p> <ul style="list-style-type: none"> <li>- Objective 2.1: Encourage the mode switch of auto trips to transit in order to increase transit mode share for all travelers in the study area</li> <li>- Objective 2.2: Encourage bicycle and pedestrian travel to transit</li> </ul>		✓	✓	
<p><b>Goal 3: Improve Disaster Responsiveness</b></p> <ul style="list-style-type: none"> <li>- Objective 3.1: Improve person throughput and provide alternative means to accommodate high volume of persons who need to evacuate</li> </ul>				✓
<p><b>Goal 4: Support Land Use and Economic Development</b></p> <ul style="list-style-type: none"> <li>- Objective 4.1: Promote mixed-use nodal development/redevelopment at transit-supportive densities</li> <li>- Objective 4.2: Promote consistency with local and regional land use plans</li> <li>- Objective 4.3: Strengthen economic development opportunities by improving access to jobs</li> </ul>	✓			
<p><b>Goal 5: Provide a Cost-Effective and Efficient Transportation Investment Strategy</b></p> <ul style="list-style-type: none"> <li>- Objective 5.1: Provide cost-effective, and sustainable transit options</li> <li>- Objective 5.2: Seek opportunities to maximize federal, state and private sector participation</li> </ul>		✓	✓	

## 2.5 Planning Context for the Project

The Clifton Corridor Transit Initiative is programmed in the long-range RTP maintained by the Atlanta Regional Commission (ARC), the Metropolitan Planning Organization (MPO) for the region. The RTP is a key component of PLAN 2040, ARC's regional planning program that includes the comprehensive plan for land use policies, transportation policies, and transportation investment strategies for the Atlanta region.

The Clifton Corridor Transit Initiative also is identified in, and compatible with, the following plans that address transportation and land use for the Atlanta region:

- Concept 3
- Connect Atlanta Plan
- DeKalb County Comprehensive Plan 2005-2025 (Updated 2011)
- City of Decatur Comprehensive Plan
- 2010 Strategic Plan for the City of Decatur
- Livable Centers Initiatives
- Lindbergh Center Transit Station Area Development Study
- Decatur LCI
- Decatur-Avondale LCI
- Emory Village LCI
- Medline Regional Activity Center LCI
- MARTA Transit-Oriented Development Implementation Strategy

## 2.6 Public Involvement and Agency Coordination

During the studies to date for the Clifton Corridor Transit Initiative, public involvement and agency coordination has remained a constant. Therefore, for this EIS, prior public involvement and agency coordination efforts will serve as a foundation for the coordination activities identified in the Clifton Corridor Public Involvement Plan (PIP) prepared for the Project.

In addition to ongoing public and stakeholder coordination, two sets of public meetings will be held. The first set of meetings will focus on scoping whereas the second set will be to discuss project alternatives. Scoping meetings are scheduled to take place in December 2014.

Beyond soliciting input on the Clifton Corridor Purpose and Need through project scoping, there will be two public hearings held for review and comments on the draft and final EIS.





## 3: Alternatives Considered

### In This Section

3.1 Introduction

3.2 Maps

### 3.1 Introduction

Based on the previous studies and feedback received from the public and stakeholders regarding the Clifton Corridor, two light rail alternatives will be evaluated during the EIS along with the required No Build Alternative. **Figure 7** illustrates the location for the alternatives and design options. Since completion of Phase 1, the proposed right-of-way for alternative 1D is no longer available. More detailed maps of Alternative 1 and Alternative 2 are presented in **Figures 8** and **9**.

**3.1.1 The No-Build Alternative** - includes all transportation improvement projects within the Clifton Corridor Transit Initiative area that are programmed in the Regional Transportation Plan (RTP) except for the Clifton Corridor Transit Initiative. The No Build Alternative serves as a comparison baseline for the Build Alternatives.

**3.1.2 Alternative 1** - reflects what was commonly referred to as the Locally Preferred Alternative (LPA) during the 2009 AA study. This light rail alternative includes segments that are at-grade, tunneled, and on aerial structure. From Lindbergh, the alignment parallels the

MARTA line to the CSX railroad, and then continues adjacent to CSX, along Clifton Road, adjacent to and under the CSX railroad and Clairmont Road. Then it proceeds along Scott Boulevard, N. Decatur Road, DeKalb Industrial Way, and North Arcadia Avenue to the Avondale MARTA station. Alternative 1 includes three tunnel segments, six aerial segments, and ten stations. Four stations are at grade, five underground, and one aerial. Two stations are optional.

**3.1.3 Alternative 2** - Alternative 2 includes light rail at-grade and aerial segments only. From Lindbergh, the alignment parallels the MARTA line to the CSX railroad, then continues adjacent to CSX and then along Clifton Road, N. Decatur Road, DeKalb Industrial Way, and North Arcadia Avenue to the Avondale MARTA station. Alternative 2 includes four aerial segment and twelve stations. All stations are at-grade.

A tunnel option for Alternative 2 would extend under Clifton Road and N. Decatur Road. Alternative 2, with this tunnel design option, includes eleven stations--three underground and eight at-grade.

Adjustments or design options may be evaluated further during the EIS. In addition, the Scoping process may identify alignments or options that may be evaluated in the EIS.



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Figure 7: Alternatives Location Map

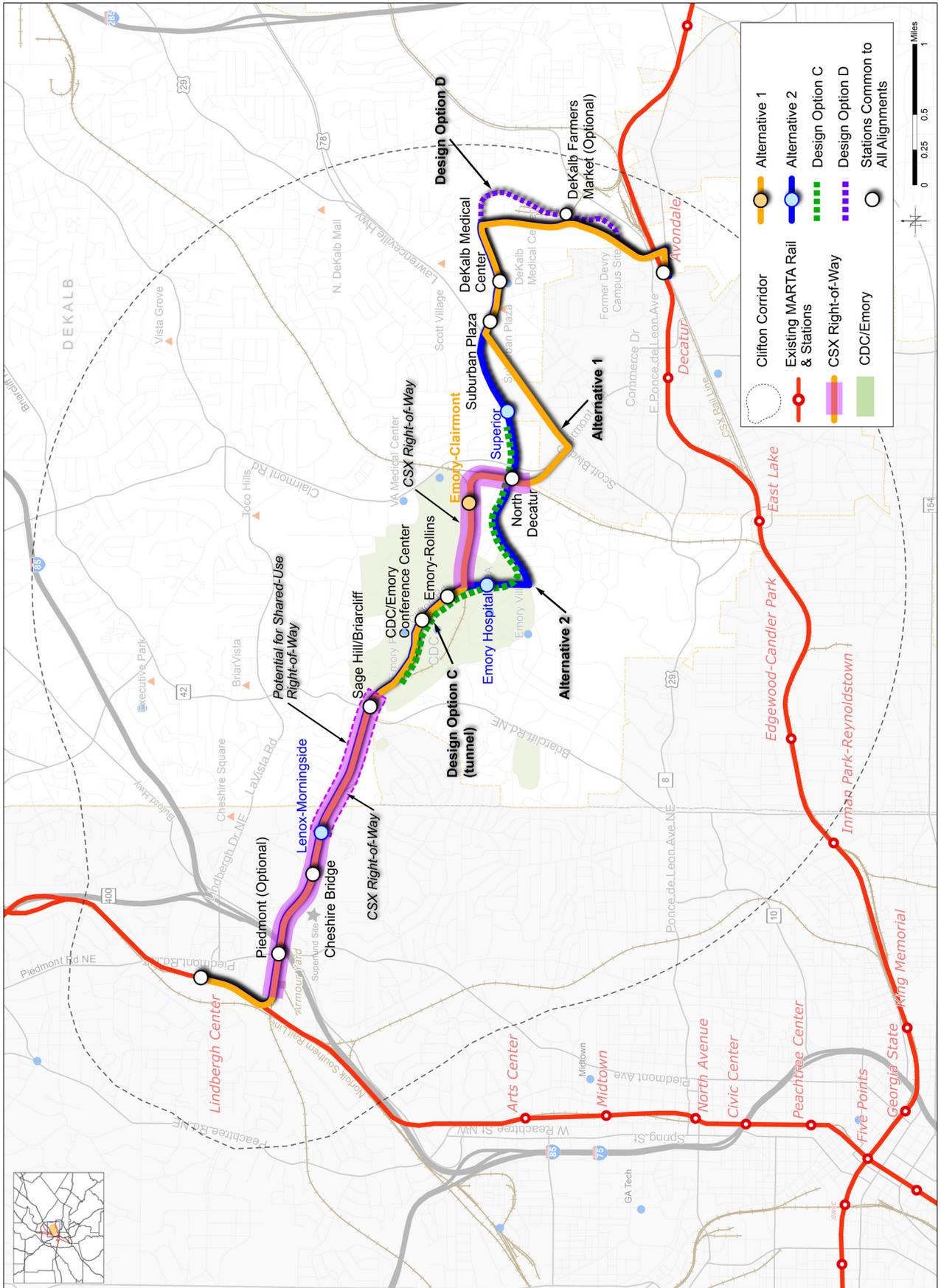


Figure 8: Alternative 1

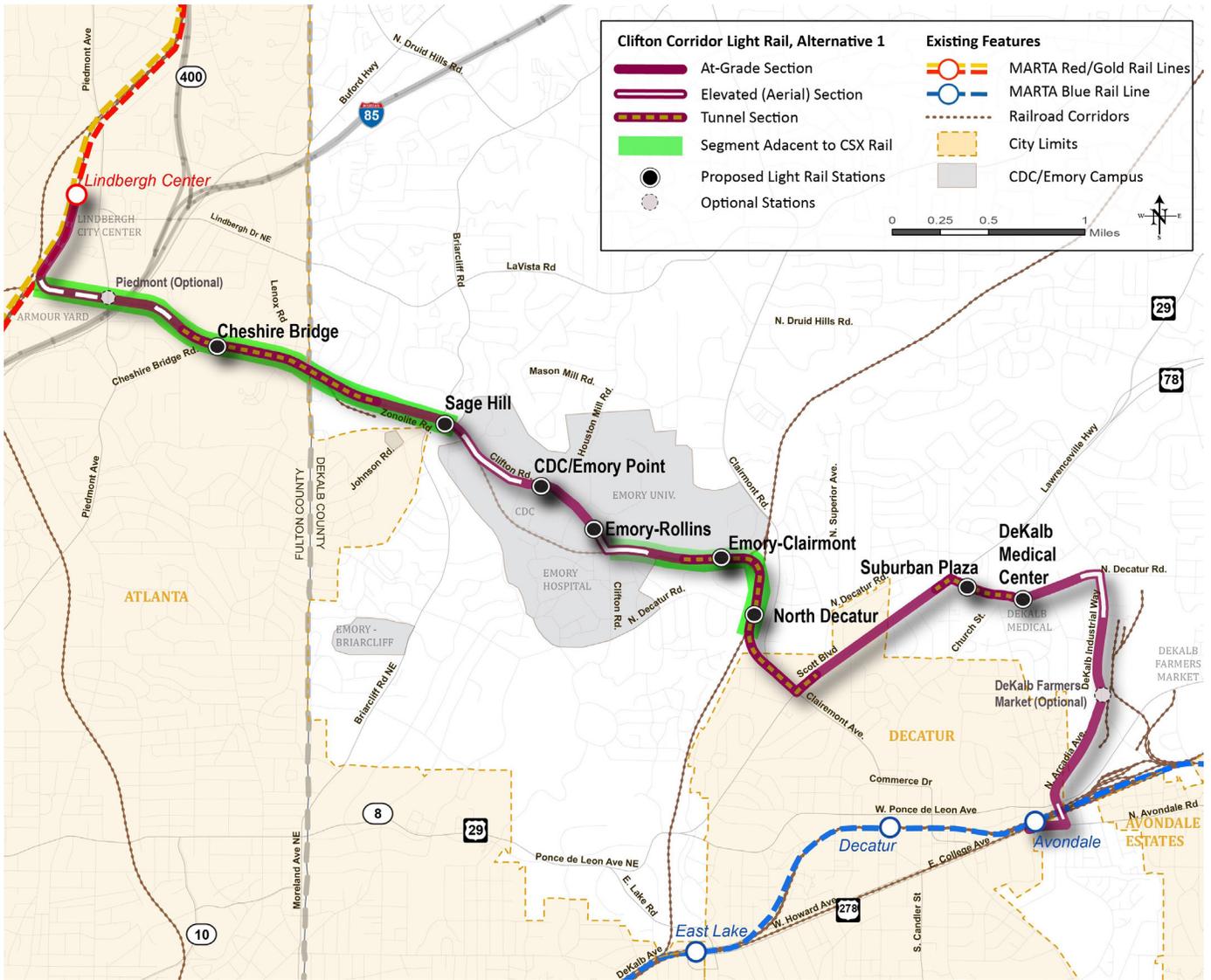
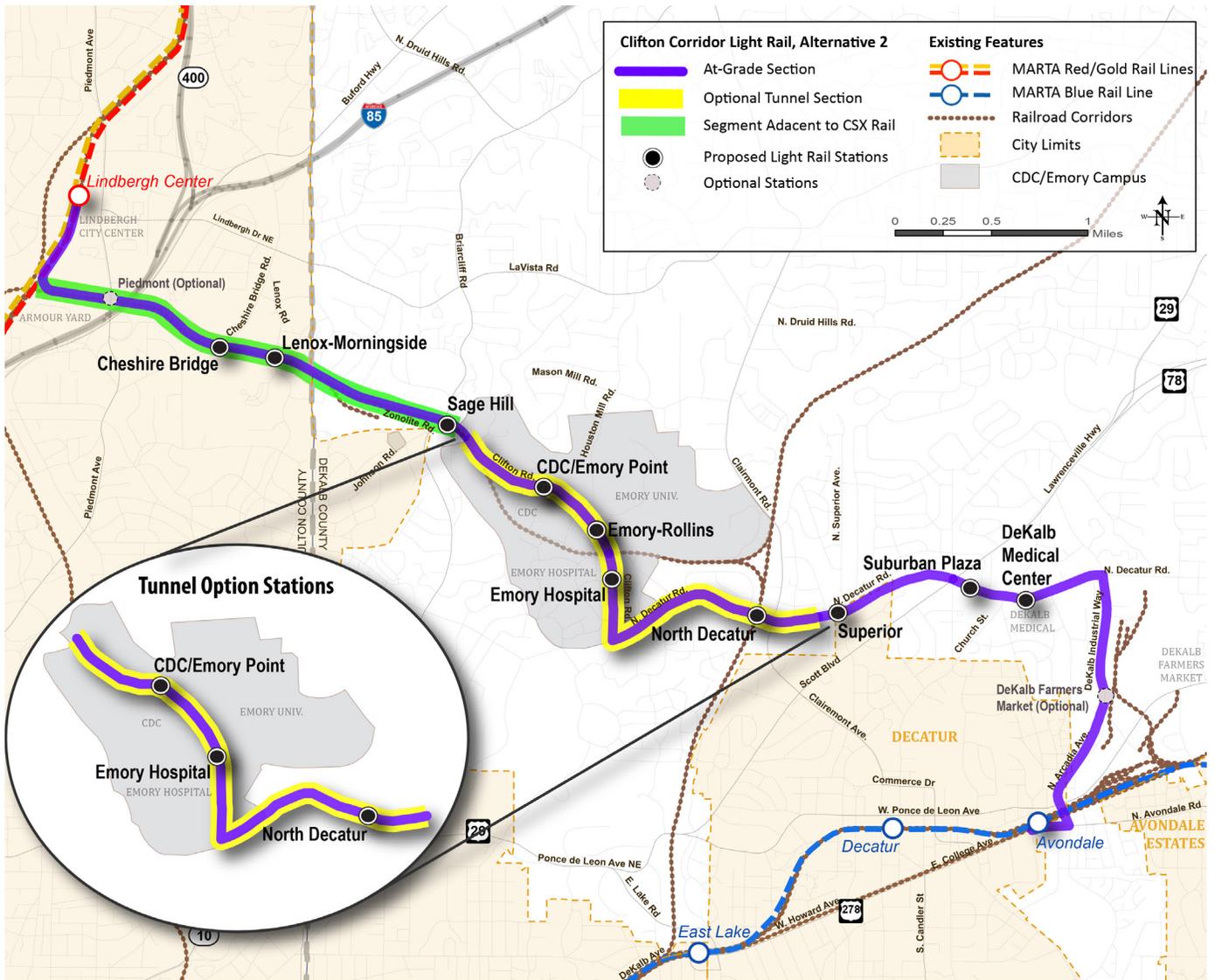


Figure 9: Alternative 2



3



# Project Fact Sheet Appendix A

