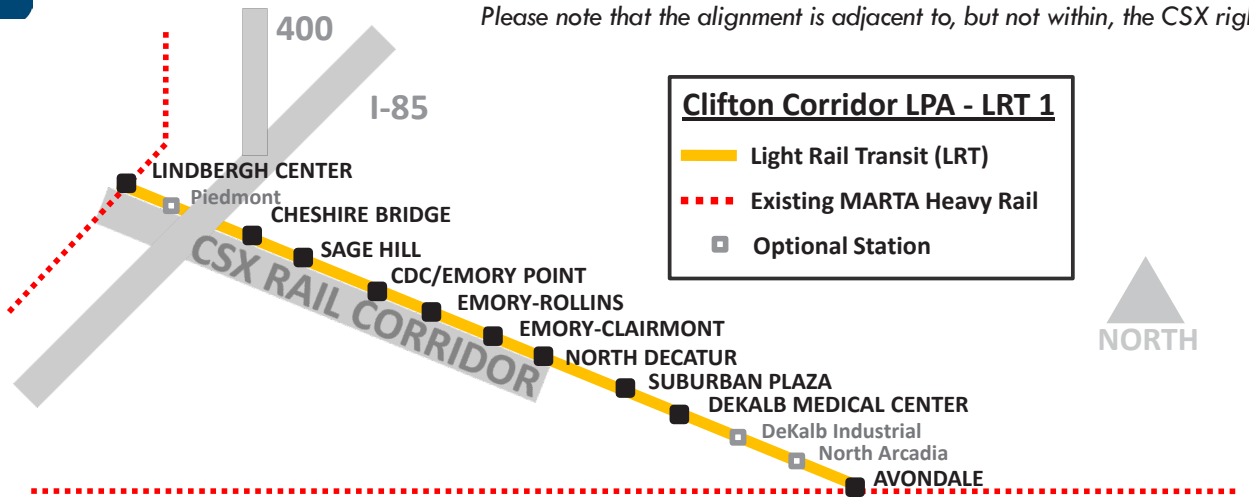
Adopted LPA

Please note that the alignment is adjacent to, but not within, the CSX right of way.

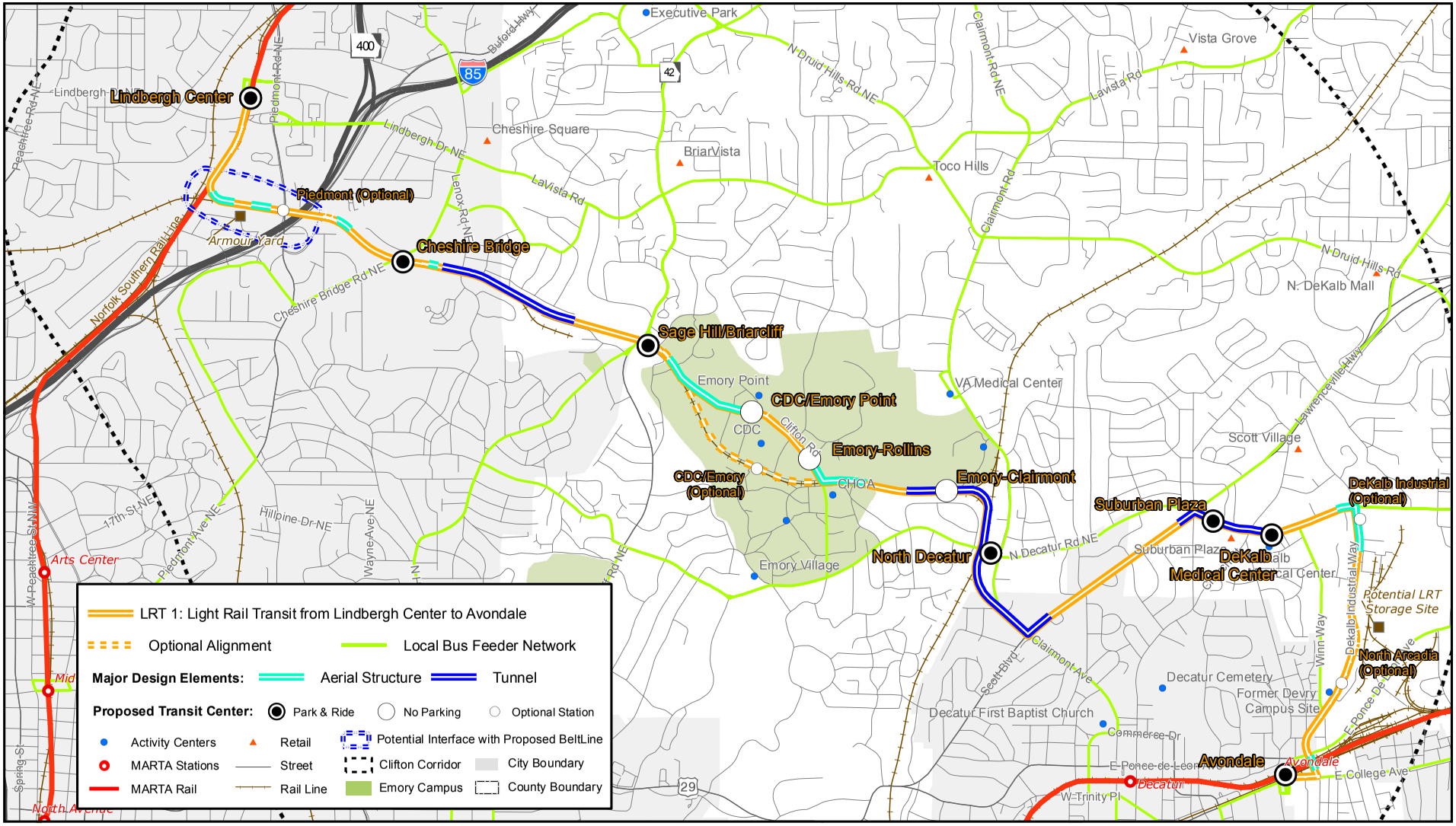


Clifton Corridor LPA (also referred to as LRT 1) would provide 8.79 miles of new light rail service from Lindbergh Center MARTA Station to Avondale MARTA Station that generally include operations adjacent to the CSX right-of-way. The LPA also includes in-street operations on the medians of Clifton Road (through the CDC/Emory area), Scott Boulevard, North Decatur Road, DeKalb Industrial Way and North Arcadia Avenue.

- LRT 1 best meets the established Purpose and Need for the Clifton Corridor:
  - Provides seamless rail connection across the entire corridor
  - Provides reliable travel time to and from Clifton Corridor employment centers
  - Connects Clifton Corridor with existing heavy rail system and other potential rail projects
- Light rail technology received the strongest public support throughout the study process
- LRT 1 is easier to integrate into the topography of the Clifton Corridor
- LRT 1 provides internal access to several proposed redevelopment sites such as Sage Hill, Suburban Plaza and DeVry site

2030 Daily Boardings:	17,800
2030 New Transit Riders:	5,450
Project Costs:	
Capital (per mile):	$1.15B ($132M)
Right of Way:	$10.1M
Annual O&M:	$15.3M
2030 Travel Times:	
Lindbergh Center to Emory:	13 minutes
Lindbergh Center to Avondale:	26 minutes
Airport to Emory:	43 minutes
2030 Employment within 1/2 mile of stations:	15 jobs per acre
Level of Community Support:	High
Projected Residential or Commercial Displacements:	10-15

LRT is powered by overhead catenaries. It operates individually or in short trains, usually on fixed rails in exclusive right-of-way, but occasionally in shared traffic.



Recommended Locally Preferred Alternative - LRT1
Major Design Elements

CLIFTON CORRIDOR TRANSIT INITIATIVE

marta

CLIFTON CORRIDOR Transportation Management Association CCTMA

N W E S

0 0.25 0.5 1 Miles