



## Summerhill BRT

### Public Meeting Questions

#### Meeting Questions

##### *General or Procedural*

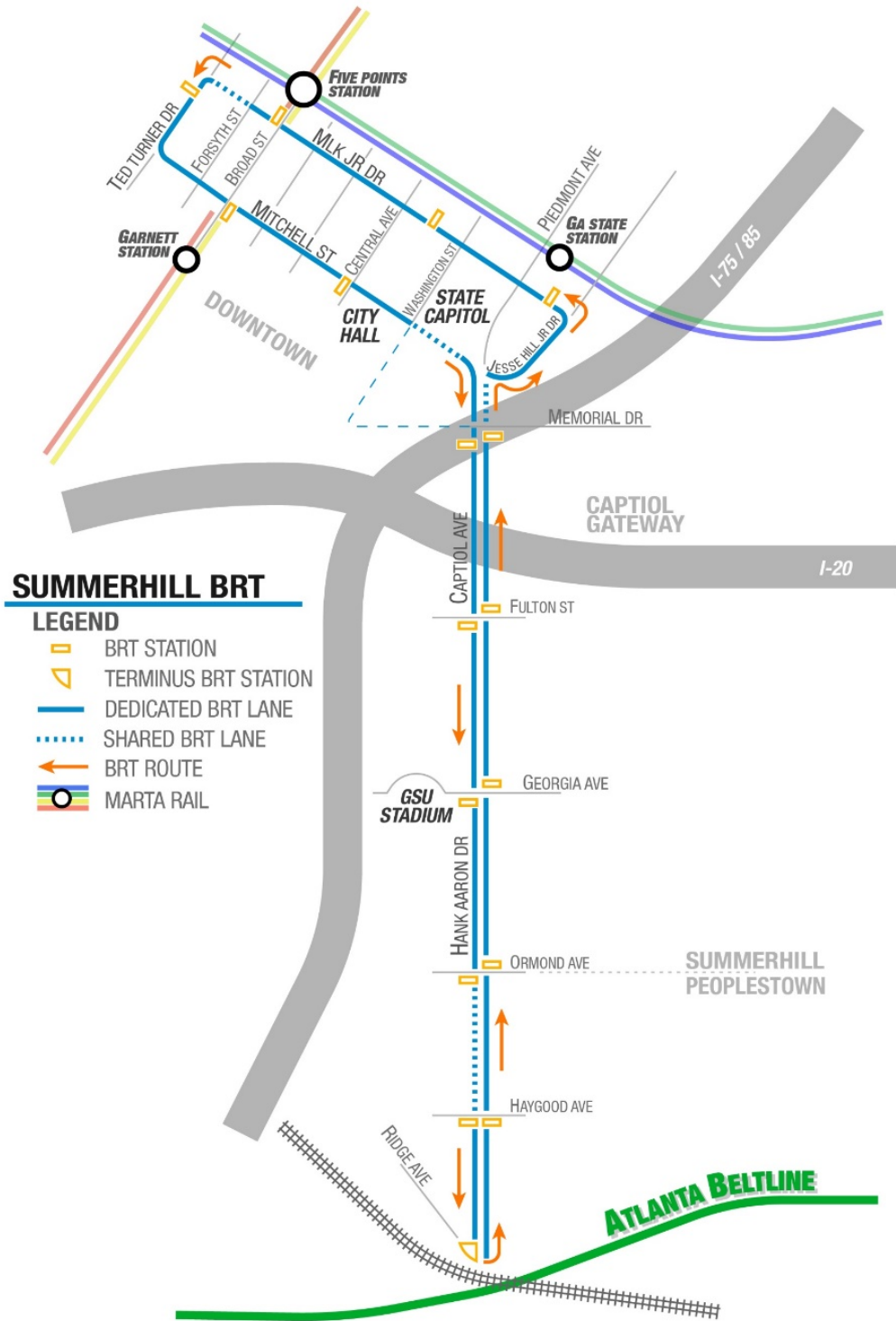
- “Will a recording of this meeting be posted online?”  
“Can you send the presentation to the group? Thanks!”  
“Where can I get a copy of the slides? I would also like to re-watch the aerial historic street car video.”  
“Are you able to share this slide presentation?”
  - RESPONSE: Please visit [Project Materials](#) section of the project website to access presentation and the video showing historic development in the project area. Here is a [link to the presentation](#).
- Where do I write my questions at?
  - RESPONSE: The poll was interactive and is closed at this time. If you would like to still respond you can forward your information to [jhobbs@itsmarta.com](mailto:jhobbs@itsmarta.com). Poll included following questions –
    - Where do you live?
    - Where do you work or study?
    - How did you hear about the meeting?
  - RESPONSE: While the virtual meeting is now over, you can still submit any project related questions to [jhobbs@itsmarta.com](mailto:jhobbs@itsmarta.com).
- “What is CCTV?”
  - RESPONSE: CCTV stands for Closed Circuit Television. CCTV is used at stations for the safety of MARTA riders.
- “What is the current zoning of the corridor where the BRT route is being planned?”
  - RESPONSE: Zoning districts in the corridor include – Single Family Residential, Multi-Family, Mixed Use Development, Special Public Interest. You can explore



the zoning further through City of Atlanta’s [online zoning maps](#). Specifically, the following maps show the current zoning for the project area – [area north of Memorial Dr](#), [area between Memorial Dr and Atlanta Ave](#), [area south of Atlanta Ave](#).

### *Dedicated lanes*

- “What percent of the proposed route is dedicated right of way, where regular drivers will be restricted from accessing? Please provide a GIS map that illustrates these locations of dedicated right of way, thank you!”  
“What percent of the route will be in dedicated right of way? Please provide a map for reference.”  
“Where will the lanes not be dedicated? What prevents this from being 100% dedicated?”  
“Why cannot those houses park on side streets? ADA needs? Why subject the entire route to those few buildings for that section of the route? Make that section also dedicated ROW.”
  - RESPONSE: Nearly 87 percent of the route is expected to be dedicated per the current design. The following map summarizes sections of the corridor which have proposed dedicated lanes.
  - RESPONSE: Some of the houses on Hank Aaron Drive between Atlanta Avenue and Ormond Street do not have access to parking in driveways or side streets and rely on on-street parking for vehicular access. This section of the route is shared right-of-way in the southbound direction to avoid negative parking impacts on residents. If alternate parking were to become available in future, this section can be converted to dedicated BRT lane in a later phase.





- “Is a shared right turn/bus lane a possibility, approach to Memorial Dr?”
  - RESPONSE: At some sections of the dedicated lanes, right-turning vehicles will be allowed to access the dedicated lanes to be able to make that turn, including at the intersection of Hank Aaron Dr / Capitol Ave with Memorial Dr.
- “Can you pave the bus lanes with red asphalt (it would last longer)?”  
“Will the dedicated bus lanes have a median/grade separation or is it just paint?”  
“What measures will MARTA put in place to ensure that the BRT lanes will not be slowed down by car traffic entering the dedicated lanes?”
  - RESPONSE: Although the project corridor has limited right-of-way, MARTA is reviewing several options to facilitate separation between BRT lanes and general traffic. Unfortunately, median/ grade separation is unlikely due to both the constrained right-of-way and need to meet the schedule for federal funding. Currently, MARTA is considering including red paint or a distinct pavement to visually separate BRT dedicated lanes.
  - RESPONSE: MARTA is developing a policy to ensure lawful use of the proposed dedicated lanes to ensure efficient operations of the BRT route. MARTA will coordinate with City of Atlanta, Georgia Department of Transportation, Atlanta Police Department and MARTA Police Department while developing the enforcement policy for driver education and enforcement on dedicated lanes.
- We need street parking options at 964 Hank Aaron.
  - RESPONSE: On-street parking is included on the west side of Hank Aaron Drive between Haygood Avenue and Atlanta Avenue. There are no current plans to restrict use of this parking for residents on the west side of Hank Aaron Drive.

### *Other routes*

- “If LPA route is final design, will other local MARTA routes and Xpress Buses use the dedicated lanes on MLK Dr and Mitchell?”  
“Will other buses be able to use the dedicated lane? If so, do you expect an impact on the efficiency of the BRT?”



- RESPONSE: Yes, other buses currently serving the project area - MARTA routes and Regional Xpress routes may operate in the dedicated lanes proposed for this BRT project. However, travel time and reliability of the BRT will be monitored to assess any impact of additional buses using the dedicated lanes. If the additional buses result in lower efficiency for BRT, the policy of letting the other routes using dedicated lanes will be reconsidered.

### *Bike Lanes*

- Where are the bike lanes? Do bikes have to share the dedicated BRT lane with buses?
  - RESPONSE: Previous plans in the study area included bike lanes on portions of Hank Aaron Drive, MLK Jr Drive, and Piedmont Avenue. MARTA is working with City of Atlanta to avoid precluding proposed bike lanes.

### *Legislative Session Closure*

- “What will happen to the route when Mitchell Street is closed during legislative sessions? This closure always causes havoc on downtown bus routes.”  
“Would the alternate route around the capitol be fully dedicated?”
  - RESPONSE: MARTA is working with the state to see if Mitchell Street can remain open to BRT during legislative sessions to avoid travel time impacts, while it may remain closed to other vehicles. As the coordination is underway and to avoid the need to use this alternate route, MARTA is looking at options to this portion and determining the investment needed to maintain frequent and reliable service.
- “Why couldn't Mitchell Street be Bus-Only by the Capitol?”
  - RESPONSE: This option is being coordinated with the state. However, the right turn onto Capitol Avenue would need to be shared when vehicular traffic is permitted on this section of Mitchell Street (Capitol Square).

### *Stations*

- “Will there be platform boarding?”





“Was consideration given to raised stations that increase boarding efficiency?”

“Without a raised station platform, will the bus be delayed when it needs to lower the onboard ramps for ADA accessibility?”

“What is MARTA and the city going to do to make sure that the stations are accessible? Some of the current stops around the city are in the grass or have no sidewalks around them.”

- RESPONSE: Each station is expected to have a platform with shelters and other station features and amenities. Level platform boarding (raised platform to be level with the bus entrance) helps with improving ridership efficiency. MARTA is planning to have level platform boarding where possible based on physical characteristics of the area. As most of the stations are expected to have level platform boarding, any delays due to onboard ramps are expected to be minimal.
- RESPONSE: MARTA is coordinating with City of Atlanta on station design and available right-of-way and to ensure that each station will be accessible and follows ADA guidelines. MARTA and the City will continue to coordinate to develop designs for these stations further, but each station will have continuous access to sidewalk.
- “Should ridership patterns shift, or new activity nodes develop, how easy will it be to relocate a stop along the line?”
  - RESPONSE: The project is taking into consideration both proposed developments and those that are under construction in the corridor to identify activity nodes, so that the route can serve existing as well as future travel demand. Stations are spaced to provide access throughout the corridor. As each station is expected to have defining infrastructure than just shelters and signage, it might not be possible to move every aspect of a station, should the need arise in future. However, the proposed BRT route and stations will not preclude adding any stations in the future if needed.



- “Regarding stations: Was consideration given to climate controlled stations that would also limit entry to ticket holders? Some current bus stops are unusable due to homeless people.”
  - RESPONSE: Climate controlled areas at stations is being considered and will be finalized as the design progresses further. MARTA is considering several measures for fare enforcement. Each station will also be fitted with CCTV and emergency telephones to help improve safety of riders. Additionally, MARTA will continue to work with MARTA Police Department, City of Atlanta and Atlanta Police Department to establish a security protocol for the stations and to improve perception of safety and security at stations.
- Will the stations include real-time signage on when the BRT will be arriving? Also, will the stations closest to MARTA stations (GA State, Five Points, Garnett) include arrival and departure times of the trains?
  - RESPONSE: Every station will have real time signage to indicate next arriving BRT. MARTA will also consider adding information about arrival and departure of trains for stations closest to existing MARTA stations.
- Could the station on Mitchell Street be located in front of City Hall? There are many great examples of transit stops in front of historic buildings. This location would also serve the Capitol better.
  - RESPONSE: City Hall is on the National Register of Historic Places. If a station is located in front of a property on the national register of historic places, more rigorous environmental documentation would be required to be eligible for the federal funding. The TIGER grant funding also sets a timeline for the project requiring obligation of funds by September 2020. Environmental documentation needs to be approved by Federal Transit Administration before FTA can obligate TIGER Grant funds. Location in front of City Hall was considered during the planning and environmental documentation for the project. If the station was located in front of the City Hall, the required environmental documentation



would impact the schedule for the project which would have resulted in lapse in federal funding. To avoid lapse in federal funding, impact on properties on National Register of Historic Places was avoided.

- Why use Minneapolis' arterial rapid transit as an example for BRT? Why not look at gold standard systems elsewhere?
  - RESPONSE: Station imagery from Minneapolis' arterial rapid transit was used mainly as an example of some of how the sidewalks can integrate with stations. There are many peer examples from around the world that provide inspiration for BRT service and design options. The focus of this project is to deliver a high quality and high frequency service that is complemented by comfortable and convenient stations.
- It appears that most BRT stations are after an intersection/traffic signal. Have there been consideration around placing the stops before the intersection/traffic signal? This would give time for the traffic signal to give the bus priority while it is stopped at a station
  - RESPONSE: Transit signal priority (TSP) works by extending the green signal phase if a BRT vehicle is approaching the signal, to minimize any waiting time at the signal. Generally, TSP works better with stations located on far-side of the signal. Station locations were identified to be on the far-side of signals wherever possible. However, some stations were located on near-side of the signal due to physical constraints of the location.
- What accommodations are going to be built at the southern terminus for bus operators so the buses aren't stopping along the route to allow bus operators restroom break if there are no planned dwell times at five points?
  - RESPONSE: BRT vehicles will not stage at any of the stations north of the southern terminus. MARTA is considering operator relief area, including restrooms at the southern terminus.





- "Will some of the stations include park and ride parking?"
- "Also, does MARTA anticipate providing space for scooters or parking to encourage folks not to drive cars into downtown?"
  - RESPONSE: As the design for the BRT route progresses further, MARTA will consider space for scooters and bicycles at stations along the route.
  - RESPONSE: The ongoing Summerhill BRT project is bound by the scope, budget and schedule based on the federal grant agreement. Park-and-Ride is not included in the current phase of the project. However, MARTA is considering a possibility of adding a park-and-ride at the southern terminus in a future phase as a separate project.
- The BRT Stations need to look and feel like mini train stations. - Design is very important. (Photos attached)
  - RESPONSE: Thank you for your input! MARTA will start working on the final design for the BRT project and will consider these while designing stations.

## Downtown

- "Connection to Five Points Station is good. However, Piedmont Avenue has the potential and should be designed to connect the entire City. Downtown, Midtown, and Buckhead."  
"  
"What has to be done to prove that more people would benefit from the BRT staying along Piedmont Avenue?"  
"Will there be more surveys done that show BRT remaining along Piedmont?"
  - RESPONSE: Connection to Five Points and Gulch area was selected as a preferred route for the BRT based on assessment of alternatives, existing as well as planned characteristics of facilities and public and stakeholder input, while the route continuing northbound on Piedmont was kept as an alternative. MARTA is working with stakeholders in the area while progressing the project design further. However, if the MLK-Mitchell route was not deemed feasible, this alternate route could be considered.
- "Instead of spending lots of money on MLK and Mitchell for FULL BRT, can we just spend money on Piedmont for full BRT since we have to spend the funding sooner than later?"



- RESPONSE: Infrastructure such as dedicated lanes, transit signal priorities, station facilities etc are key in providing high quality and reliable BRT service. Without such infrastructure, the route will not provide the intended benefits to riders. As the MLK-Mitchell alignment was selected as the preferred route, MARTA is working on developing the design further including all required BRT features. While this project phase will just include service along MLK-Mitchell route, it will not preclude potential future expansion along Piedmont Avenue.
- “Have there been consideration for a consolidated bus facility / dedicated bus lanes to directly serve Five Points Station as part of it's overhaul that this BRT could utilize? Maybe leverage another street like lower Wall Street as a bus bay and direct connection to Five Points Station that MLK / Mitchell will not provide?”
  - RESPONSE: In the earlier project development phase, several alignment options were considered to serve stations such as Five Points, Garnett and Georgia State. MLK-Mitchell was selected as the preferred alignment based on several criteria including bus operations, possibility of dedicated lanes, right-of-way availability, access to existing / future activity centers, environmental impacts, and public and stakeholder input. This project is also constrained by scope, budget and timeline constraint due to the federal funding. Any consolidated facility will likely require right-of-way acquisition and result in impacts on scope, budget and timeline for the project. Any impact on timeline may result in funding lapse for the project, if the project fails to complete required process for funding obligation by September 2020. The TIGER grant is a competitive grant and any such lapse may have adverse impacts on any future application for federal funding in the Atlanta region. While such consolidation is not a part of the Summerhill BRT project, this project does not preclude any such effort by MARTA, ATL or other stakeholders in the future.
- “the tiger grant application did not include MLK and Mitchell, and the Downtown residents approved the route. Now it has changed to add more busses in South



Downtown, already overrun with MARTA and Express busses that disrupt residential life. What is the justification of the change?"

"I personally live at MLK and Broad Sts SW - this new route will directly affect me, my home, my daily activities, and my life. Why has this been changed?"

- RESPONSE: The original grant application included a route from the Turner Field Re-development area to Arts Center Station. However, upon continued collaboration with the stakeholders and based on changes in physical characteristics of the area (existing or in construction), northern portion of the route was not considered to be feasible. Additionally, public outreach for the project suggested providing efficient, reliable and high-quality service to existing rail stations instead of providing less reliable, longer service, redundant with the existing rail service. MARTA's continuous public and stakeholder outreach along with additional assessment of potential alignments led to selection of the MLK-Mitchell route as the preferred alternative. While it is shorter in length, it is expected to provide high-quality and reliable BRT service to North/South as well as East/West rail lines, with most of the route operating in dedicated lanes.
- "Can you walk us through or provide a map showing how the bus lanes will affect the two-way street conversions and bike lanes that have already been planned?"

"Hi, I think it is very critical for BRT to have dedicated lanes, however, the route on Mitchell & MLK in South Downtown would be in conflict with the wider sidewalks and bike infrastructure in the street plans adopted by the downtown neighbors. How will this be reconciled?"

"How will the Summerhill BRT interact with CAP's Downtown Master Plan as it refers to Mitchell and MLK?"

"What impact will the proposed routing have on the 2-way conversion and bike lanes planned for Mitchell St and MLK Jr Dr?"

"I am also concerned that MARTA is ignoring the Downtown Master Plan that CAP has in place as it is in regard to Mitchell street and MLK, two-way traffic conversion, curb cut-outs, dedicated bike lanes and pedestrian areas."

"What impact will the proposed routing have on the 2-way conversion and bike lanes planned for Mitchell St and MLK Jr Dr?"



- RESPONSE: MARTA is working with the City of Atlanta to incorporate elements such as wider sidewalks in the ongoing design of the BRT route. MARTA is also working with the City of Atlanta as well as stakeholders including – CAP, Newport, CIM, Carter to consider planned developments in the project area. MARTA’s design team in collaboration with the City of Atlanta has considered feasibility of the BRT route with the proposed developments such as two-way conversion, bike lanes, and other proposed changes to the existing physical characteristics of the project area. While the two-way conversion and bike lanes projects are in the downtown masterplan, those are not yet funded. Due to the scope, budget and timeline constraints related to the TIGER funding, this project does not include specific improvements from the downtown masterplan. As the Summerhill BRT project is expected to open in September 2024, these modifications were not assumed to be in place in the short-term. However, MARTA is working with the City of Atlanta and stakeholders so as not to preclude possibility of these projects, if and when the funding becomes available for these projects.
- “Will Marta join with Central Atlanta Progress, Downtown Residents and Newport and others and work to make the BRT fit with the vision of the “Downtown Master Plan”? (The development of this plan was a multi-year, that included Residents, Businesses in developing a collaborative view of what type of Downtown we want to see in the future.) If Yes-thank you 2. If No-why not? MARTA has NOT engaged Downtown...talking to Summerhill Residents is just ONE piece of the development of the BRT.”  
“I've heard that some downtown orgs are not pleased with the LPA. Is the process truly stakeholder driven or can they throw a monkey wrench in this?”
  - RESPONSE: MARTA is working with City of Atlanta, Central Atlanta Progress, Newport and other stakeholders to determine options that meet multiple goals and objectives of each stakeholder. Based on the coordination so far, the BRT project can work with the vision of the Downtown Master Plan and will not preclude the proposed two-way conversion.



- “Why was there not any community engagement (for residents and businesses) on the specific route that will be used for this BRT project? Specifically, on the decision to align the route near 5 points station instead of the GSU station routing”
  - RESPONSE: Inputs from MARTA’s community outreach - including coordination with City of Atlanta (Mayor’s office, Planning, Councilmember Smith, Atlanta Housing, Atlanta Design Studio), two public meetings, two neighborhood/NPU meetings, 6 stakeholder meetings, three advocacy groups, a stakeholder bus tour, online survey and paper distribution via outlets mentioned above and on Route 55 - informed the selection of route serving Five Points Station, Gulch and Garnett Station via MLK-Mitchell. MARTA has continued its coordination with City of Atlanta and stakeholders in the project corridor. MARTA plans to continue outreach to the community throughout the project development process to identify and address any community concerns.
  
- “What are some of the issues you know now that could make the MLK/Five Points Stn option NOT a viable one?”
  - RESPONSE: MARTA is coordinating with the City of Atlanta and other stakeholders and does not consider the MLK/Five Points Station option to have any significant viability issues.
  
- “Will the Kessler City Loft loading zone on MLK be removed? If so, where will residents load and unload their cars?”
  - RESPONSE: MARTA is working with the City of Atlanta and other stakeholders to consider several design options in the downtown area. Decision has not been made on any impacts on loading zones / existing or planned parking in the downtown area.
  
- “Overall this is really great. But I’m concerned with the number of stations and spacing between them, especially Downtown. .3 miles is hardly greater spacing than an average





local bus service, and between that and the number of segments with shared ROW, I'm concerned about headways maintenance. Is there any consideration of reducing the number of stations?"

- RESPONSE: MARTA is working with City of Atlanta to have dedicated lanes in most of the section in Downtown. Preliminary analysis of the signal timing, phases, station locations indicated that the current assumptions regarding the station locations is expected to work well. However, MARTA will continue to assess the station locations as the design develops further to ensure that the route maintains a reliable service and planned headways on the route.
- "Where would the bus pause to conclude its route on the northern end of the route? Would it be before it turns onto Ted Turner Dr?"
  - RESPONSE: Proposed Summerhill BRT is expected to have continuous operations in the Downtown area and will not pause on the northern end of the route. If a layover or driver relief was deemed necessary on the route, it will be provided at the southern terminus.
- As both a Downtown Resident and the President of the Atlanta Downtown Neighborhood Association (ADNA) I have a lot of concerns. I'll hopefully be able to voice concerns and ask questions Wednesday night.
  - RESPONSE: We hope you were able to voice your concerns through questions or comments during the meeting. While this round of public meetings has concluded, you can still submit any project related questions or concerns to [jhobbs@itsmarta.com](mailto:jhobbs@itsmarta.com).

### *Service*

- Will MARTA consider increasing weekend service based on community needs?



- RESPONSE: Route 55 operates at 30-minute headways during the weekend. Proposed BRT is supposed to run every 20 minutes same as the rail service's weekend or holiday operations. MARTA will monitor the weekend demand as the route opens and will consider increasing the weekend service based on community needs.
- Will the buses wait for persons running to catch the bus or will it continue to run without waiting?
  - RESPONSE: Summerhill BRT is expected to run every 10 minutes in morning and afternoon peak hours. It is expected to operate similar to rail to reliably maintain its schedule. Similar to MARTA rail, BRT is not expected to wait for persons running to catch the bus. However, with the frequent service, riders will need to wait for 10 minutes or less for the next bus in morning and afternoon peaks.
- With the Georgia State not having a "return" stop, will the buses terminate in Atlanta (staged or otherwise), or will they run continuously back to Peoplestown? Meaning if someone returns to GA State Station, should they walk down to the first stop on Capitol Avenue, or will the bus going "the wrong way" toward Five Points, not add a significant amount of travel time?"
  - RESPONSE: Buses are not expected to terminate in Atlanta and will continue their operations south to Peoplestown. If someone returns to GA State Station, they can walk to the stop at Capitol Avenue and Memorial Drive or they can board at the nearest stop on MLK Jr Drive. If they board at the stop on MLK Jr Drive, they will need to ride on the BRT on the downtown loop before the BRT starts towards Summerhill / Peoplestown. However, as the majority of right-of-way is expected to be downtown this trip through downtown is not expected to add significant delays to their trip. Alternately, they can disembark at Five Points Station instead of at GA State Station and board the BRT at the Five Points station to minimize walking distance to the stop and additional time on the bus.



- Is it possible to have a closer connection to both rail stations so passengers don't have to walk in the rain?
  - RESPONSE: Due to the physical right-of-way constraints, traffic conditions and potentially longer travel time, closer connections to rail stations might not be viable. However, MARTA will consider improving pedestrian connections between the proposed BRT stations and the existing rail stations to facilitate convenient and comfortable transfers.
- With the extra turns potentially needed to avoid the state right of way, have you looked at total travel time?
  - RESPONSE: When Georgia General Assembly is not session, Mitchell Street / Capitol Square will be open for general traffic and the BRT will not need the detour. MARTA is working with the state to have Capitol Square open for BRT during legislative session as well to avoid adding travel time to the route.
- “Why isn't the brt route planned to go further south down Jonesboro road in the future??”
  - RESPONSE: Hank Aaron Drive has an at-grade crossing with railroad south of the proposed southern terminus. As the railroad has the right-of-way at the crossing, a BRT vehicle may need to wait at the railroad crossing for a crossing train which would adversely impact reliability of the BRT. A grade crossing may help with the reliability, but due to the potential impacts on budget and schedule, it is unlikely to be viable due to the TIGER Grant requirements. While BRT is not expected to go further south of the rail tracks in the current extent of the project, this project does not preclude a potential future expansion of the project.
- “Will there be any plans to expand to Pittsburgh or Mechanicsville?”



“Why isn’t the brt planned to go further west and or north to meet other planned brt routes that were approved with more MARTA?”

“Is there potential for design extension north along Piedmont and East along Memorial Drive?”

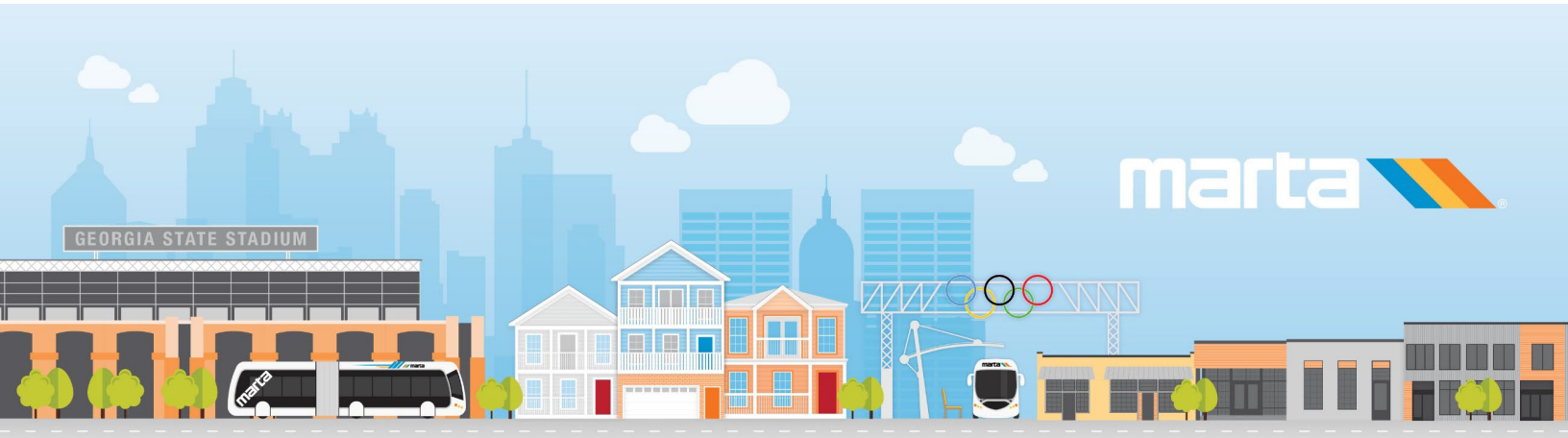
- RESPONSE: While there are no current plans for expansion of this route, it does not preclude a potential future consideration for expansion.
- “When events at Mercedes Benz happen, will the BRT be delayed due to traffic since GWCC traffic routing has priority over MARTA during events?”
  - RESPONSE: Summerhill BRT will operate in dedicated lanes for BRT. The project will be designed to minimize impacts of traffic along MLK Jr Drive and Mitchell Street on BRT operations. Special events traffic will be coordinated with the City of Atlanta and MARTA can support travel to and from events.
- “Due to time constraints around receiving the funding, I understand the urgency to solidify a permanent plan. However, I believe it's extremely important to keep the overarching goal in mind which is to create a BRT Route that spans from Peoplestown (Downtown) through Midtown into Buckhead (Uptown) via Piedmont Road.”

“The first leg (funding and installment) of Piedmont BRT as proposed should be focused exclusively on Piedmont Road. Meaning, Mitchell Street and MLK Blvd are only temporarily being used by Piedmont BRT until the second leg/extension of Piedmont BRT is installed.

Therefore, fully outfitting (funding) Mitchell and MLK as part of the overall Piedmont BRT route is unnecessary. While still implementing temporary solutions that will work to complete and allow the functionality of the first leg of Piedmont BRT.”

“The BRT Vehicles need to look and feel as train-like as possible. - Design is very important. (Photos attached)”

“Two Routes are needed. Route A which remains on Piedmont Road ending at Roswell Road. Route B which veers down Cheshire Bridge Road, ending at Lenox Park. Future density and current connectivity is extremely important and is maximized with two routes. - LINK TO PIEDMONT BRT MAP”



“The project is called and being perceived as a "Summerhill BRT Route that is planned to connect only with Five Points Station." For most around Atlanta, that's not attractive.”

“Ridership will be good but not be high enough to rally enough citywide support, attention, or excitement to warrant more BRT Routes or extensions. Hence the importance of Piedmont BRT being sold to the general public as a citywide project that is only starting off in Summerhill.”

“I do believe that Piedmont BRT can be the most successful BRT Route in the world but only if we implement the above solutions, take into consideration the concerns, and still rely on the brilliant work that has already been done.”

- RESPONSE: Thank you for your response! MARTA appreciates the detailed inputs provided in this comment.
- RESPONSE: The original TIGER grant application in 2017 included a route from the Turner Field Re-development area to Arts Center Station. However, upon continued collaboration with the stakeholders and based on changes in physical characteristics of the area (existing or in construction), northern portion of the route was not considered to be feasible. Additionally, public outreach for the project suggested providing efficient, reliable and high-quality service to existing rail stations instead of providing less reliable, longer service, redundant with the existing rail service. MARTA’s continuous public and stakeholder outreach along with additional assessment of potential alignments led to selection of the MLK-Mitchell route as the preferred alternative. While it is shorter in length, it is expected to provide high-quality and reliable BRT service to North/South as well as East/West rail lines, with most of the route operating in dedicated lanes.
- RESPONSE: Voters in City of Atlanta approved a half-penny local sales tax for transit. This investment program is known as More MARTA. MARTA adopted the implementation plan for More MARTA program in June 2019, which provides a list of system-wide programmed transit improvements. Summerhill BRT project is a part of the More MARTA program. It is expected to provide a connection between existing MARTA rail and Atlanta BeltLine.
- RESPONSE: While MARTA has selected this route as a preferred option, it does not preclude potential future expansion along Piedmont Avenue as and when funding becomes available. Thank you for providing a map of your





recommended BRT route! MARTA will take these routes into consideration if the funding for future expansion of the project becomes available at a later point.

- RESPONSE: Thank you for your input, and including pictures on the design of vehicles! It will be considered as a part of MARTA's vehicle procurement for the project.
  
- "Interested in the possibility of the extension further along Piedmont eventually into Midtown with frequent service as an alternative to MARTA Rail given some of the distance and density."
  - RESPONSE: While MARTA has selected this route as a preferred option, it does not preclude potential future expansion along Piedmont Avenue as and when funding becomes available.
  
- "How late will service run? Fare? Covered Shelter?"
  - RESPONSE: Summerhill BRT will have similar operating hours as MARTA Rail. Fare is expected to be same as the current MARTA System. MARTA is not planning to change its fare for the system. Each station is expected to have several features including covered shelters, real time information system, seating, CCTV, emergency telephone etc.
  
- "The name Piedmont BRT should be solidified because Piedmont Road is a road that most people in Atlanta can pinpoint in their heads in terms of location. Unfortunately, both Capitol Ave and Summerhill most people are still unfamiliar with. Branding and naming will be a key in the success of this project."

"Can you rename this project to be more inclusive of Peoplestown?"

  - RESPONSE: MARTA may consider alternate names for the project as the project development progresses further.
  
- How will this impact traffic in Midtown?



- RESPONSE: The proposed BRT route in its current extent will not serve Midtown directly and is not expected to impact traffic in Midtown.
- "I am very happy that we have a long-term goal to providing North-South transit along the corridor, we currently need the alternative to the heavy rail on the weekends."
  - RESPONSE: Thank you for your input!
- Would greatly appreciate being able to get to MARTA rail easily!
  - RESPONSE: Thank you for your input!

### *Electric Buses*

- "We're super excited about this project. Did you say the BRT buses will be electric or is that still being discussed?"
  - RESPONSE: MARTA's vision is to have electric buses, at least for all of Arterial Rapid Transit or Bus Rapid Transit routes. MARTA is planning on starting BRT operations for this project with electric buses. However, based on for availability of vehicles and timeline for acquisition, buses running on natural gas may be used in earlier phases of the project, with a possibility of replacing the fleet with electric buses in the future.
  - RESPONSE: As the roundtrip on this project is just under five miles, use of battery-powered electric buses is expected to be feasible. MARTA is not planning to use overhead catenary powered buses for this project. To aid in maintaining proposed headways and continued operation of BRT, a charging station may be considered at the southern terminus.

### *Funding and Timeline*

- "What is the status of federal grant funding for this project?"



- RESPONSE: The Summerhill BRT project was awarded a grant under the Consolidated and Further Consolidated Appropriations Act, 2017, regarding National Infrastructure Investments, known as the “FY 2017 TIGER Discretionary Grants”. TIGER grant requires completing a list of steps by September 2020 before the funds can be released to MARTA. The environmental documentation has been approved by FTA and received a concurrence from State Historic Preservation Offices. Federal Transit Administration has also signed the Paper Grant Agreement for the project. MARTA has been working on meeting the grant requirements and is on schedule to meet the grant obligation deadline of September 2020.
- “Has the recent economic slowdown taken away funding for this project? Looks like huge tax hits.”
  - RESPONSE: This project is funded through a combination of TIGER grant funds and local funding via the More MARTA program. The project is already a part of MARTA’s approved program, and the ongoing economic slowdown is not expected to affect the funding for the project.
- “Thanks for presenting this! Can’t wait. What is the reason for the delay between funding received and construction?”

“Hi I am curious to why the 2 year delay for construction to start after the firm and project has been finalized?”

“What will be done between the oct. 2020 timedata and the start of construction in 2022?”

“What is the expected timeline for this project?”

  - RESPONSE: MARTA is currently working with its consultants on project development a preliminary design for the BRT project. MARTA is planning on procuring services of a consultant for the final design of the project in October 2020. Final design for the project is expected to be ready by January 2022. MARTA will also need to procure a contractor for construction, which is expected



to start in 2022 and end in 2024. Summerhill BRT is expected to open by September 2024 to meet deadlines required by the TIGER grant.

- What if any challenges do you foresee in delivering this project on time? How can the public best support MARTA and the consultant teams to achieve on-time delivery?
  - RESPONSE: Several potential risks, such as – right-of-way acquisition, funding, competing stakeholder or public interest, environmental risks etc, can impact project cost and schedule for any project. However, MARTA is working collaboratively with appropriate stakeholders and public to address diverse needs and does not foresee any major challenges in delivering this project on time. Public can support MARTA and its consultants in delivering this project on-time by continuing to participate in the project. They can also champion this project to the elected leaders.

### *Southern Terminus and BeltLine*

- “Long story short - we want to be a part of the planning process. We will use this line. But right now - it seems like you are just planning for Peoplestown, Summerhill, and South Downtown. I think you’re missing the boat by not including the needs of Historic South Atlanta residents, businesses, and students in your planning given that we are literally just across the train tracks from the southern terminus.”
  - RESPONSE: As part of the assessment of the alignment in earlier phases, it was determined that the corridor should go further south and connect to the Atlanta BeltLine. The southern terminus was extended from Georgia Avenue to just north of University Avenue. This does not preclude future phases that may continue service further south. MARTA is working with the Atlanta BeltLine, City of Atlanta and developers to connect to the Atlanta BeltLine for bicycle and pedestrian access to the southern terminus using the Atlanta BeltLine tunnel connection under the existing tracks. The improvements at this University Avenue intersection and the crossing of the active rail line are not a part of the scope of this project, however further service expansion is not precluded.



- "What are the current plans for accessing the Beltline trail and transit from the Peoplestown terminus? With a 4-track Norfolk Southern railroad, two/three major roads meeting, and the Beltline going through a tunnel underneath it all, options are definitely limited. Pedestrian bridge? Tunnel from Ridge Avenue? Or will all access be at-grade across Hank Aaron/University Ave to ramps/stairs/elevators(?) on the Beltline side of the intersection?"
- "MARTA should partner with the BeltLine to accelerate construction of the SST at that location in order to provide an access point to cross the railroad, such as underneath the railroad corridor via the BeltLine."
- "Is MARTA working with Atlanta Beltline to ensure that there are street connections on both sides of the University tunnel? At the moment, there is just one planned on the south/west side"
- "How will residents/ workers of South Atlanta (just south of terminus) be guaranteed access to line given that a train often parks there."
- "Can you speak to the pedestrian accessibility to South Atlanta at the Southern Terminus? Specifically, the Norfolk-Southern tracks has trains parked on it very often, cutting off pedestrians and bicyclists from South Atlanta and Chosewood Park to the BRT terminal station at Ridge Avenue. Will there be a connection to BeltLine tunnel to the east of Hank Aaron Drive?"
- "Please coordinate with Atlanta Beltline and/or the Department of Transportation regarding pedestrian access from South Atlanta to this line. Here is why it is important given the propensity of a train to block the intersection causing a 20 minute detour on foot."
- "Carver High School is 0.1 miles away from here. Students use MARTA to get to school - especially the Early College school which draws from a city-wide student population. You need to solve this for them because it would be awful for students to take this line and then be prevented from walking across the tracks to school by a parked train. "
- "Well over 100 jobs are within 0.5 miles from this intersection in South Atlanta - Carver High School, Slater Elementary, Carver Market, Community Grounds, FCS, A-Tow, Project South, and more employee numerous people. The employees, clients, students, and customers of these places should have easy access to this line."
- "How will the Summerhill BRT be tied into the Atlanta Beltline?"





- “How will neighbors on the Southside of the Norfolk Southern Train tracks access Summerhill BRT when a train is parked at the intersection?”
- “How will ped access to South Atlanta be ensured, as access to Hank Aaron gets blocked routinely due to stopped trains for hours at grade road crossing.”
  - RESPONSE: MARTA is currently working with the City of Atlanta, the Atlanta BeltLine and area developers to have a connection on the north side of the railroad tracks to the Atlanta BeltLine. This access would then allow pedestrians to use the tunnel that for the Atlanta BeltLine for access to the southern terminus. With these connections in place, it might provide an alternate route for riders to cross rail tracks at this location.
- “Please include Historic South Atlanta Neighborhood in your market research/surveys. We are just across the tracks. I live 0.5 miles from this line and operate a business 0.2 miles from this line. We’d like to be considered as stakeholders as well. Carla brought this up in the meeting on Tuesday night.”
  - RESPONSE: Thank you for the comment, we included this option for the Saturday meeting and will include the Historic South Atlanta Neighborhood in future outreach efforts.

### *Ridership*

- “The biggest consideration to me is does or will sufficient ridership exist to support the system. Ridership for the streetcar is far below projections and seems questionable given the low density along much of the corridor. Have walkshed/ridership studies been done for these stations? Are there plans to create TOD regulations to increase density around the stations?”
  - RESPONSE: The project corridor includes several existing MARTA local bus routes such as Routes # 42, 49, 55, 155. Route 55 is one of the highest ridership routes



in the MARTA System. Corridor is also served by Georgia State University’s Panther Bus System’s Blue Route, which had average daily ridership of 2,000 in 2019. There is documented need to connect neighborhoods along the route such as Summerhill and Peoplestown with the activity centers across the interstate. Additionally, the project corridor has several upcoming developments which are expected to add a significant activity to the project area, which will add onto the sizeable existing transit demand in the project area. Preliminary ridership assessment was completed for the project which indicated sufficient ridership for the project. MARTA will continue to update the ridership models as the design progresses further. MARTA is also working with the private developers with the upcoming projects near the BRT corridor to facilitate TOD-style development and higher density near proposed stations.

### *Route 55*

- “What will happen to the #55?”  
“What will happen to the #55 route once Summerhill BRT begins service?”  
“What will happen to the #55? Particularly for people along Jonesboro Rd?”  
“Noticed the map showing the analysis of the #55 route stopped north of the Beltline. Will the #55 bus route continue along the current route? If the #55 terminates at Hank Aaron, that’s a huge loss for neighborhoods south of the Beltline, especially when the weekend service for BRT is only every 20 minutes.”  
“Please be more forthright about the plans for the #55 after this line opens. Anything short of the #55 continuing its route along the dedicated lane will result in a net loss of service for the residents of Historic South Atlanta and neighborhoods south of us. If we are forced to transfer to the BRT line, that will add time to our trip. And with 20 minute service on weekends, transferring will make using the #55 prohibitive.”
  - RESPONSE: As new high capacity transit is planned to be added to the area, MARTA plans to assess existing local bus service in the project corridor to improve efficiency of service.
  - RESPONSE: The map in the PowerPoint only shows the extent north of BeltLine so as to focus on the project corridor. It was not intended to indicate Route #55 terminating at the BeltLine. MARTA is planning to improve the service for



residents without resulting in net loss in service. MARTA will assess the local bus service in the project, especially the weekend service to avoid resulting in loss in service for MARTA patrons.