

JUNE 2020 VIRTUAL PUBLIC MEETING Q&A

Q: What's the difference between BRT and LRT?

A: Both Bus Rapid Transit (BRT) and Light Rail Transit (LRT) offer fast, frequent, and reliable service. They can both operate in the center or along the curb of a roadway, as well as within dedicated lanes or mixed traffic. The difference lies in their capacity, cost, and construction time. LRT is able to carry more passengers, because the vehicles are larger than BRT vehicles and additional train cars can be added, if needed. LRT can take a few years longer to build and is more expensive due to right-of-way and cost of rail and electric power transmission infrastructure.

Q: Will this look like the existing Atlanta Streetcar?

A: Yes, if LRT is the mode selected for this project, the vehicle and infrastructure could look very similar to the Atlanta Streetcar. However, the current streetcar operates in mixed traffic and we are currently evaluating the transit mode and how the transit vehicle would operate along Campbellton Road.

Q: Is MARTA leaning one way or another (LRT or BRT) as of right now

A: MARTA is looking at both BRT and LRT as viable options for the corridor. We are weighing the benefits and costs of both options and evaluating which option is best suited to the corridor's needs. Your input will be valuable during this process in selecting the appropriate mode.

Q: Would the dedicated lanes apply to the light rail only?

A: No, both BRT and LRT can operate in dedicated lanes or mixed traffic.

Q: Are there any areas along the corridor where the current conditions preclude exclusive ROW for the LRT or BRT? Will having portions of the corridor operating in mixed traffic cause bunching issues?

A: The current assumption is that the 4-lane sections of Campbellton Road will likely accommodate dedicated transit lanes. However, the 2-lane section of Campbellton Road may require additional ROW for dedicated transit lanes. In these locations, we may have to balance ROW with service efficiency issues related to transit running in mixed traffic.

Dedicated lanes are the best way to avoid bus bunching, but can be a more expensive option to implement in constrained locations. While there may be a potential for bunching issues if transit must run in mixed traffic, there are targeted applications that can be implemented to address bunching and congestion impacts. We will study the various transit operating scenarios in greater detail during the traffic analysis.

Q: Will the local bus route still be running once this project is built, or will it be replaced by the BRT or LRT?

A: Both service scenarios (with or without local bus service) will be considered in the next phase of the project. If the local bus service is maintained, it will likely operate less frequently to support the usage of the high-capacity transit service. The benefits and costs of both scenarios will be considered to inform the future service plan of the locally preferred alternative.

Q: What is the difference between light rail and heavy rail?

A: Light rail offers greater flexibility in operation with the ability to operate in dedicated or shared lanes along existing roadways. It is also less expensive and has fewer community impacts than heavy rail. Heavy rail is a more costly investment as it requires a grade-separated transit guideway typically using elevated structures or tunnels.

Q: What is the difference between light rail on city streets vs dedicated rail for heavy rail? .

A: Light rail can operate in most city streets, including in mixed traffic conditions. Heavy rail operation requires a fully grade-separated transit guideway, typically using elevated structures or tunnels.

Q: Can BRT be turned in to LRT if capacity demands it?

A: BRT is a major transit investment that provides fast, frequent, and reliable service with all the premium amenities offered by LRT. Converting BRT from LRT would require redesign of station platforms to accommodate longer trains and additional right-of-way to support light rail system infrastructure. While this may be feasible, there have

only been a few occasions where this has been implemented due to cost and design challenges. The city of Ottawa in Canada has the only example in North America to successfully convert the Transitway BRT to LRT. In Los Angeles, California, LA Metro has a long-term plan to convert the Orange Line BRT to LRT in the next 30 years.

Q: When do you anticipate the potential ridership will surpass the maximum capacity of BRT, and what will we do after that?

A: We will develop a ridership model in the coming months to understand the ridership potential for both LRT and BRT along the Campbellton corridor. An articulated BRT vehicle can typically carry 60-80 passengers. These vehicles can be deployed at a higher frequency if additional capacity is required.

Q: How can I stay updated with the project??

A: We will add your contact information to the project email list to share any important project updates. In addition, council members will be sending out updates on the project. Please visit the Campbellton virtual room <https://campbellton.scoutfeedback.com> as well as the project website at <https://www.itsmarta.com/campbellton-corridor.aspx> for ongoing project updates. For additional feedback or questions, please contact us at: publichearinginfo@itsmarta.com or epines@itsmarta.com. We are moving the project forward and we will engage the community at key milestones to share additional information and request feedback.

Q: How do we do this the right way and think long-term?

A: One of the most important aspects of this project has been making sure the process meets the needs of today's transit users while supporting future investment around the corridor. A major transit investment like BRT or LRT is about more than moving people between origins and destinations. It can also influence what future development looks like along the corridor. Some of the key considerations with this project have been understanding where to locate stations and identifying what additional infrastructure investments need to be made to support additional housing, services, and employment opportunities throughout the corridor.

Building dedicated lanes for transit is an example of a tradeoff between short-term impacts and long-term benefits. Constructing dedicated transit lanes may have traffic impacts in the short-term, but the long-term ridership benefits of having fast, reliable transit service in the corridor outweighs the short-term impacts. Ultimately, these long-term investments and land use strategies will support the growth in economic development and transit ridership. We will be evaluating these impacts and others during the planning process. In the coming months, we will present our findings so that informed decisions can be made to continue to advance the project.

Q: How would this project connect with other transit projects?

A: This project is a part of a larger capital program being implemented by MARTA in the city of Atlanta. The current vision is that by 2040 the transit landscape in Atlanta will look completely different in the city. The Campbellton transit line (be it BRT or LRT) will connect to the MARTA Oakland City Station and the Atlanta BeltLine, providing connections to major destinations and other proposed transit projects throughout the city of Atlanta.

Q: Can you make sure we don't have 30 stops before we get Oakland City rail station? This delays us in getting to work on time.

A: There are approximately 40 local bus stops along the Campbellton corridor in each direction that provide local service and can result in longer travel times. We are proposing nine potential high-capacity transit stations at key locations along the corridor to provide faster, reliable, and convenient service to major destinations.

Q: I don't understand how I would board the transit if it is in the center lane. Does center lane mean that it's underground like the current train system?

A: A center transit lane would have stations located in the median of the roadway. To access the stations, riders would cross the street using crosswalks, pedestrian signals, and other safety features to ensure pedestrian safety.

Q: How much right-of-way (ROW) will be used from existing lanes vs having to acquire land on the sides of the road?

A: In 4-lane sections of Campbellton Road, there are opportunities to repurpose existing lanes for transit use. However, in portions of the corridor with currently 2-lane sections, additional ROW may be needed for dedicated transit lanes. A mix of solutions may be needed along different sections of the corridor to minimize ROW impacts. We will get a clearer picture of the potential impacts as we move into the next phase of the project and narrow the number of options under consideration.

Q: Is there a 3-D view or area-view of the center lane and outer lane of the proposed systems?

A: We have developed a few proposed cross-sections to illustrate the potential locations of transit lanes. Please visit the Campbellton virtual room <https://campbellton.scout-feedback.com> for access to the conceptual illustrations. The next phase of the project will involve engineering based on survey data to determine a more precise alignment footprint, detailed station elements, and supporting infrastructure requirements. 3-D renderings to represent the transit lane configurations will be developed as part of this analysis.

Q: How did you determine which station is built first when building heavy rail? Which station would be built first-- start closest to existing MARTA stations (i.e. Oakland City Station)?

A: There are several considerations that must be balanced when determining which stations would be built first. Ideally the stations that would get the highest priority would be those that support the highest ridership and those that have the greatest capacity to act as catalysts to attract new investment back to the corridor. Large transit investments are often built in phases, taking into account right-of-way and operational challenges and location of vehicle maintenance and storage facility, while minimizing traffic and community impacts. While this corridor could be either BRT or LRT, rather than heavy rail, the same considerations come into play with either option.

FOLLOW-UP Q&A

Q: I know there were geometry issues with letting buses use the existing Streetcar stops while remaining ADA compliant; could those issues be addressed to enable the two routes to share the Campbellton Road Corridor?

A: If curb-running transit lanes are selected as the preferred operation for this project, the station areas will be designed to accommodate both local buses and high-capacity vehicles, including ADA compliance. The service plans would be coordinated to allow for efficient service.

Q: The City of Atlanta has previously proposed a 'West Wall' BRT route from Donald Lee Hollowell Parkway south to the Airport. Has MARTA been involved in this effort at all? Is this project at all active? Is the Campbellton Road Corridor project considering how to integrate a potential transfer at I-285 to support this route? I know that Cobb County would be particularly interested in seeing such a BRT route joined to its proposed Top End 285 BRT route.

A: The West Wall BRT is proposed in the Atlanta City Design plan to align transit investments with future development opportunities in the west side of Atlanta. This project is part of a long-term vision for an expansive BRT network, but it is currently unfunded. If implemented, opportunities to seamlessly interface with Campbellton Corridor Transit Project could be accommodated via a new transit center in the Greenbriar/Barge Road area.

Q: The City of Atlanta has previously proposed a Langford Parkway BRT route taking advantage of the right-of-way preserved for (since abandoned) bus/toll lanes from when the road was first built, eventually connecting to a 'Hashtag BRT' route running from West Paces to the airport (which has been partially funded as the More MARTA Northside Drive BRT, and Metropolitan ART routes). Has MARTA been involved in the Langford Parkway effort at all? Is this project at all active? Could this be considered an interim project to provide service to parts of the Campbellton Road Corridor earlier than LRT (though not as a replacement for LRT)?

A: In an initial corridor assessment, Langford Parkway was evaluated as an alternative alignment for this project, but was removed from consideration because it did not meet the goals of the project. Due to the mostly residential uses surrounding Langford Parkway, it is not conducive to fostering redevelopment opportunities to support high capacity-transit. The limited-access highway creates connection to commercial activities more challenging. Additionally, Langford Parkway does not provide direct access to key community facilities and high ridership locations like the YMCA and Adams Park Library or multi-family housing including senior living facilities located on Campbellton Road. It is also important to note that most of Langford Parkway is located outside the city of Atlanta

limits while this project is funded through a city of Atlanta sales tax. A high-capacity project on Langford Parkway would require a new dedicated local funding source. Potential improvements to the Route 183 on Langford Parkway will be considered as part of development and phasing plan for the locally preferred alternative (LPA) on Campbellton Road.

Q: Will MARTA make any effort to up-zone properties around potential stations to increase transit-supportive land use?

A: Many of the preliminary station areas already have the most intense zoning designations along the corridor. While there may be zoning recommendations around some stations to better facilitate transit supportive land uses, the responsibility for any rezoning efforts would not lie with MARTA. Any changes in zoning designations would ultimately require approval by the City of Atlanta, most likely as the result of a request from a property owner, a potential developer, or as part of a rezoning effort made by the City to support transit and community investment.

Q: Will MARTA be working to leverage city and county funding to improve pedestrian and bike facilities around stations, or is MARTA expected to pay for all access improvements around the stations?

A: Accessibility infrastructure improvements (e.g., sidewalks, ADA ramps, crosswalks, etc.) at stations are a necessary component of any high-capacity transit project. While the City of Atlanta has recently installed sidewalks along some segments of Campbellton Road, ongoing coordination between MARTA and the City of Atlanta on implementation of transit supportive infrastructure will ensure safe access to stations for all users.

Q: Will there be a stop for the students at Therrell High School?

A: As of now, the transit line will remain on Campbellton Road, which would not allow a stop specifically at Therrell High School. However, the potential station near the Westgate shopping center would be an 8-10-minute walk from Therrell High School. As we move to the next phase of the planning process and recommendations for infrastructure improvements to support station access are developed, there is potential that connectivity to the school could be a component of those recommendations.

Q: What consideration is being given on keeping housing in the corridor affordable for current and future residents?

A: Housing affordability is a key issue within the corridor. Many of the City of Atlanta's current zoning designations for new developments allow for higher densities, if affordable units are incorporated. There are also various incentives that may be utilized to encourage affordable housing preservation. Partnerships with entities such as the City of Atlanta, Invest Atlanta, and the Atlanta Housing Authority will be critical to address housing affordability.

Q: Will the infrastructure of the neighborhoods be constructed (i.e., installation of sidewalks) to allow easy access to the proposed routes?

A: The provision of safety and access improvements at station areas will be a primary focus of the Campbellton Corridor Transit Project.

Q: What will the "driveway access" look like in both the center lane and outer lane?

A: Center transit lanes may restrict driveway access to accommodate transit operations and ensure safety for all vehicles. In this alternative, access points along segments of dedicated lanes would become right-in/right-out only. The curb-running transit lanes will likely have minimal impact on driveway access.

Q: When is the next opportunity to provide feedback on this project?

A: During times of increased social distancing, MARTA is still committed to actively engaging the community through a variety of online and digital communication platforms. We want to hear from you anytime you have a project-related comment or question. Please email us at publichearinginfo@itsmarta.com or visit the Campbellton virtual meeting room at <https://campbellton.scoutfeedback.com> to provide feedback on all the information presented at the virtual community meeting held on June 25, 2020. Please share this information with anyone who might be interested in obtaining information and sharing feedback on this project.