



Summerhill Bus Rapid Transit (BRT)

**Public Information Meeting
March 10, 2022**

Today's Meeting

- 20 minute presentation
- • Followed by Question and Answer
 - Submit Questions
 - Via Q&A function
 - We will address as many questions as time allows
- The presentation will be posted to the project website

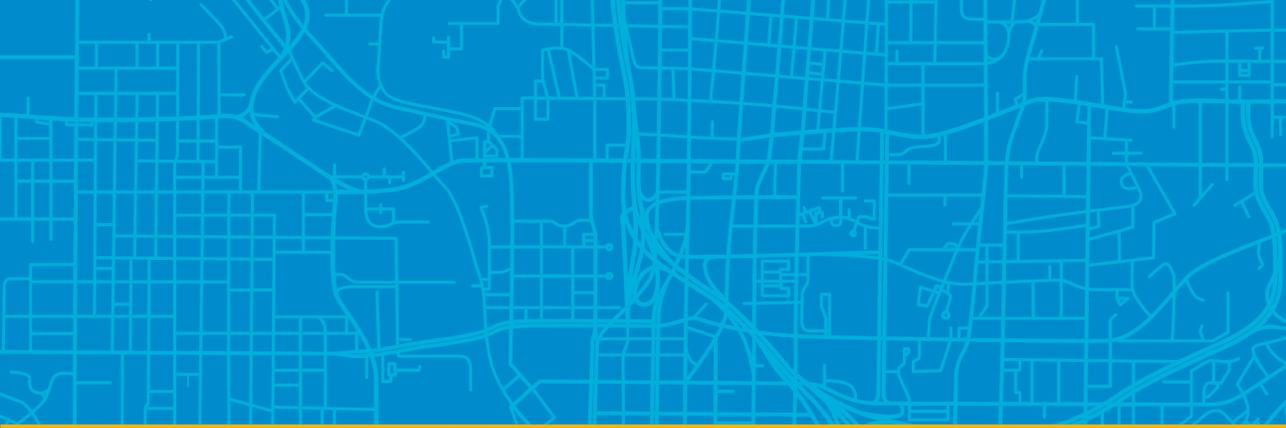
<https://itsmarta.com/summerhill.aspx>



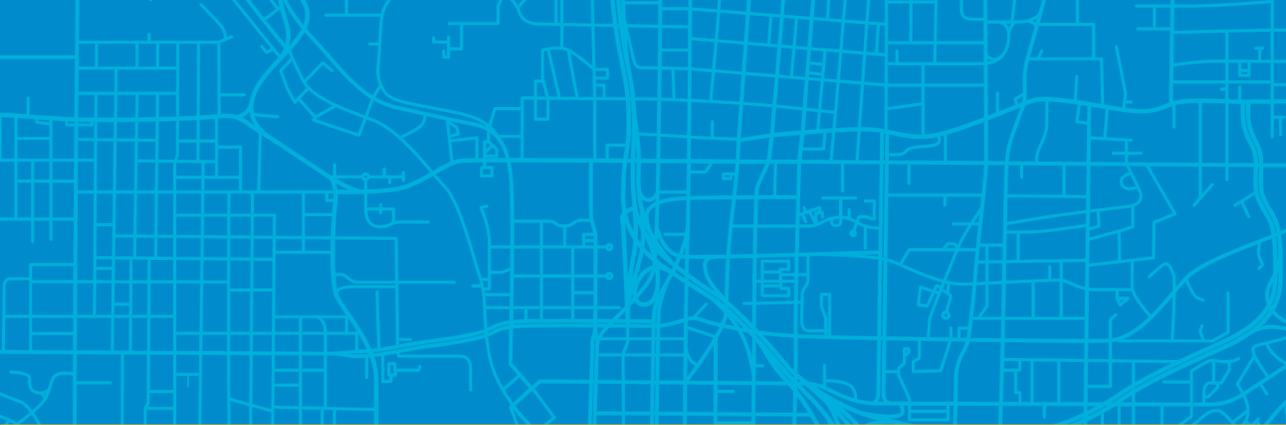
Agenda

- Welcome from Councilmembers
- Project Background and Overview
- Station Renderings
- Roadway Typical Sections
- Stakeholder Outreach
 - Southern Terminus
 - Pedestrian Connection Inventory
 - Dedicated Lanes
 - Bus Only Lane Enforcement
 - Bicycle Accommodations
- Timeline
- Questions and Answers



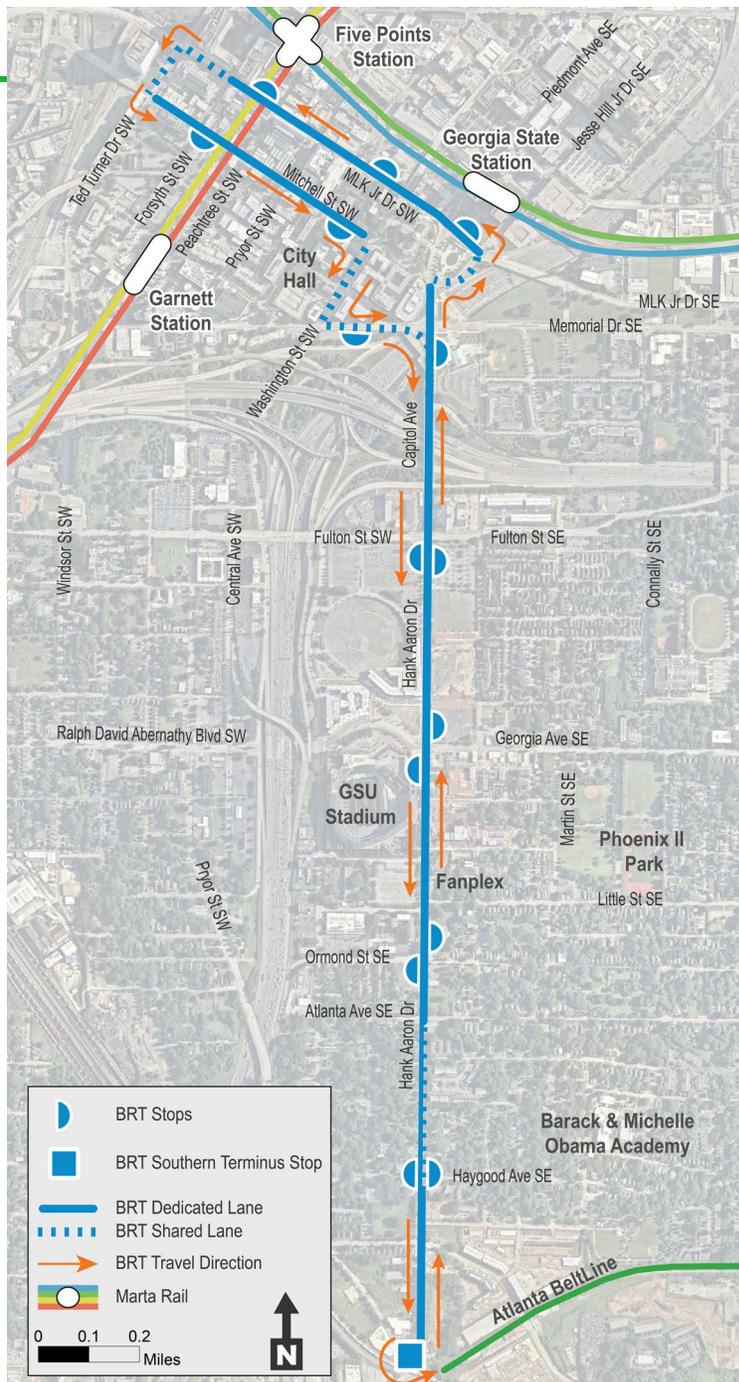


**Welcome from
Councilmembers**



Project Background and Overview

This material is based upon work supported by the USDOT under FTA FY 2017 TIGER Grant No. GA 2020-022-00. Any opinion, findings, and conclusions or recommendations expressed in this publication are those of the author(s) and do not necessarily reflect the view of the USDOT.

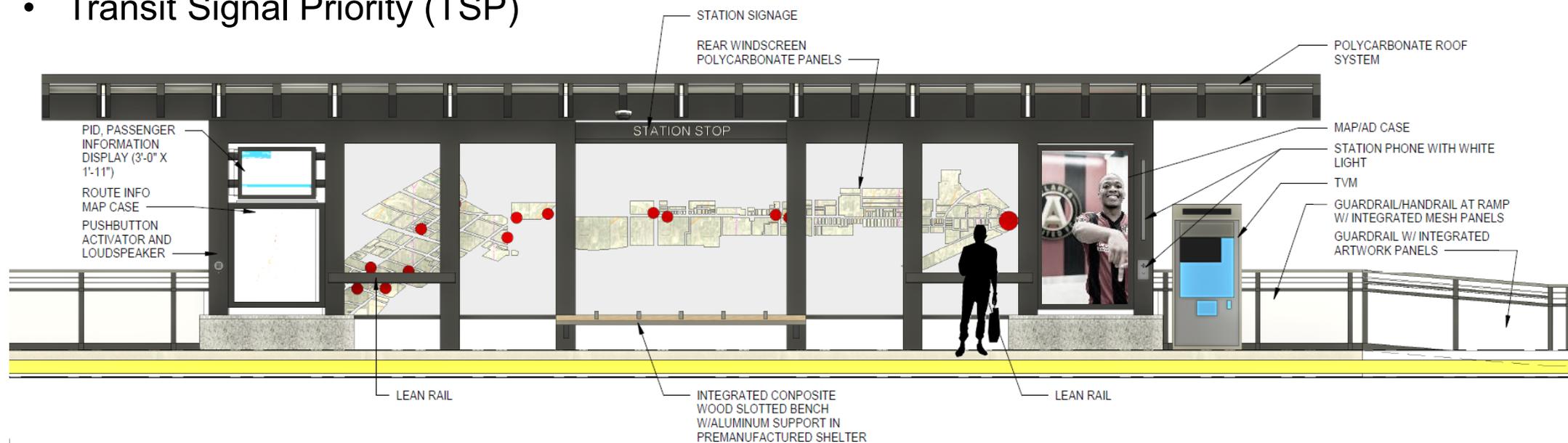


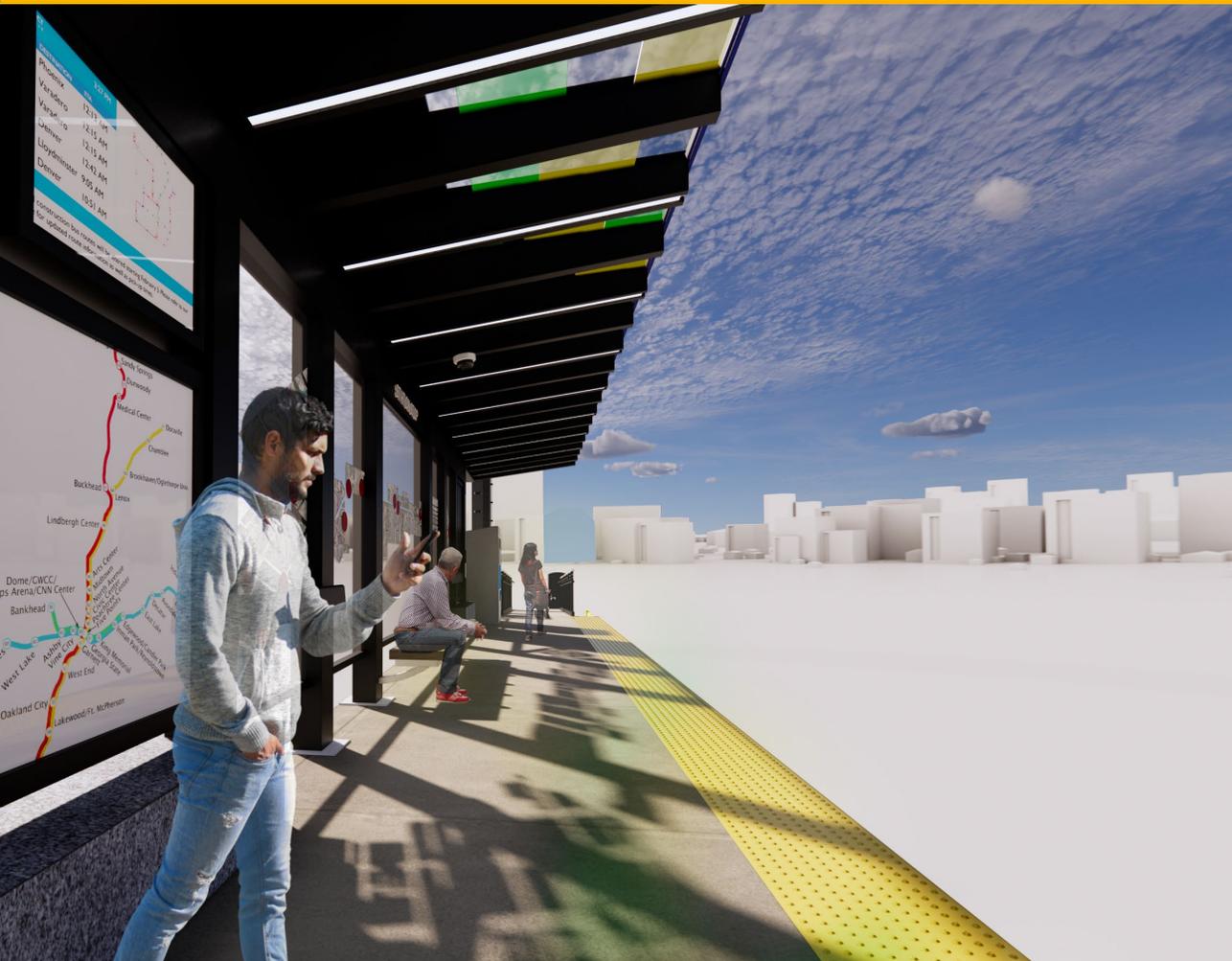
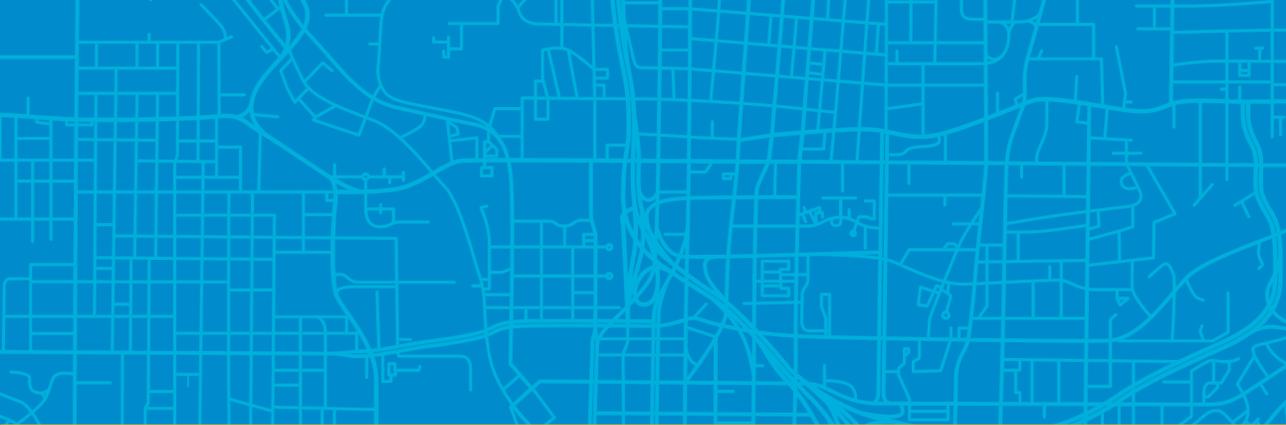
Summerhill BRT Background and Details

- 85% Dedicated Lanes
- Shared lanes to accommodate turning movements
- 5-mile round trip with 16 transit stops
 - Anticipated 12 to 15 minute ride from Southern Terminus to Five Points
- BRT service coordinated with MARTA Rail hours of operation
 - 10 to 15 minute bus headways
- Five branded, articulated electric vehicles with frequent service
- 28 Signalized Intersections
- 2 Pedestrian Hybrid Beacons
 - Similar to traffic control on Trinity Avenue by City Hall

State of the Art Technology and Passenger Amenities

- 14-inch Level Boarding Platform
- Off-Board Fare Collection
- Real-Time Passenger Information
- Customized Shelters and Seating
- Assistance Phone
- CCTV Cameras
- Transit Signal Priority (TSP)



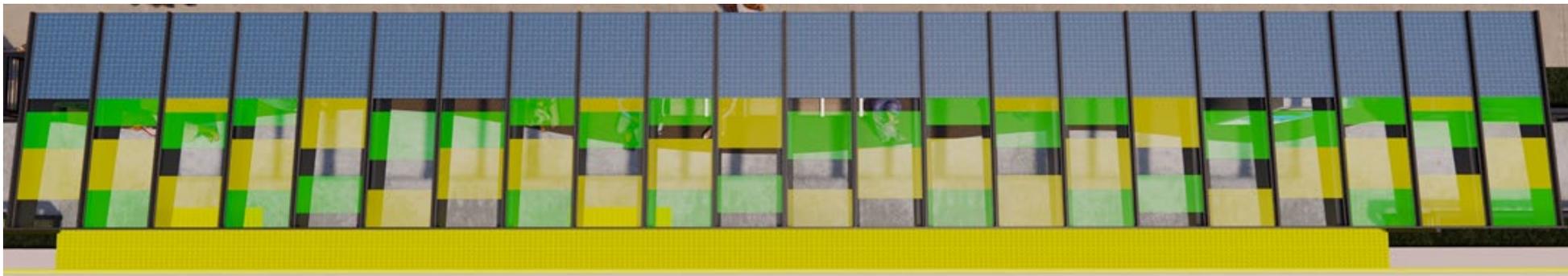


Station Renderings

Shelter Layout



Shelter Concept (For illustrative purposes only)



Shelter Roof Concept (For illustrative purposes only)

Peoplestown Station



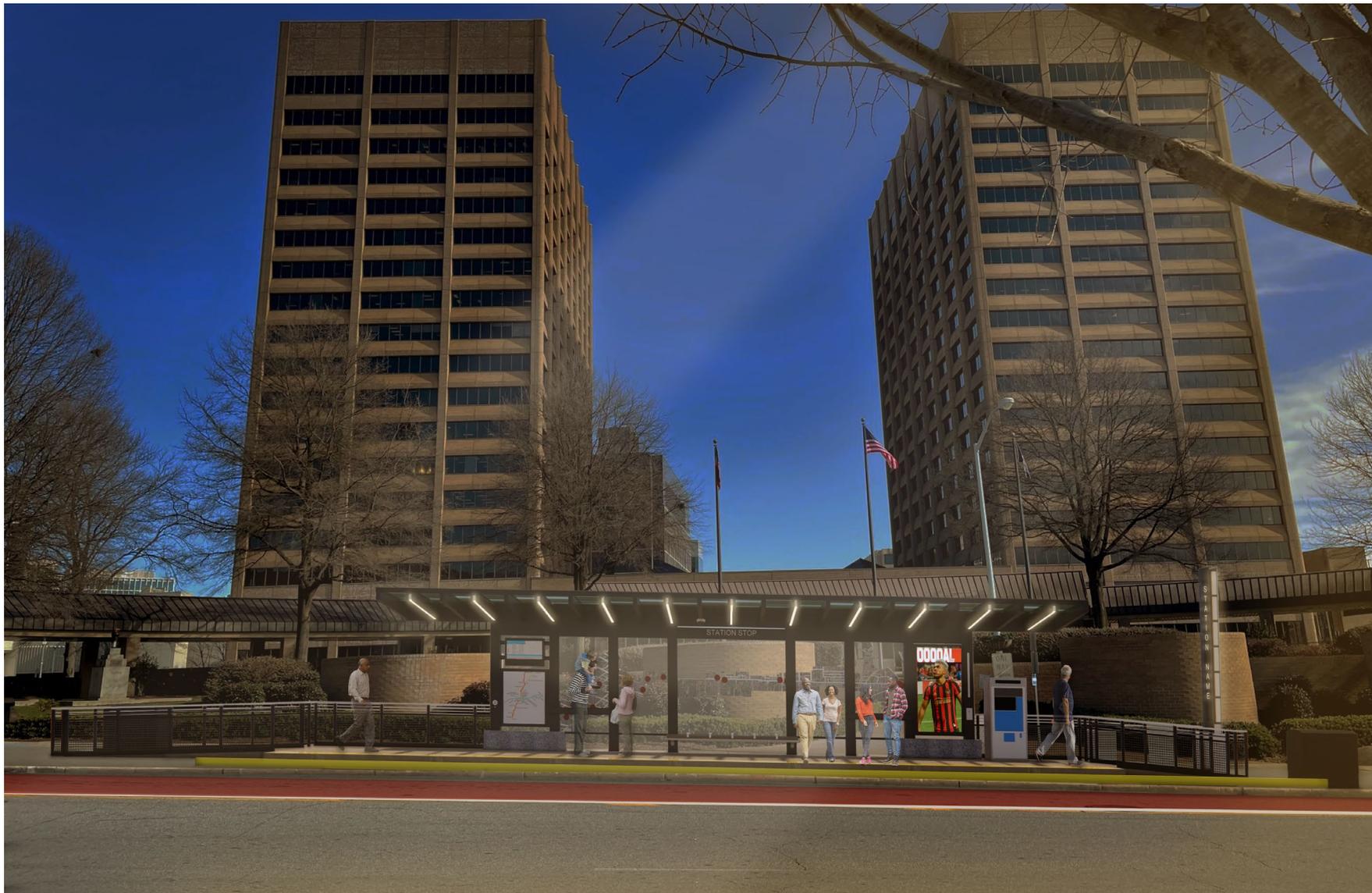
Southbound Station at Hank Aaron Drive and Haygood Avenue (For illustrative purposes only)

Summerhill Station



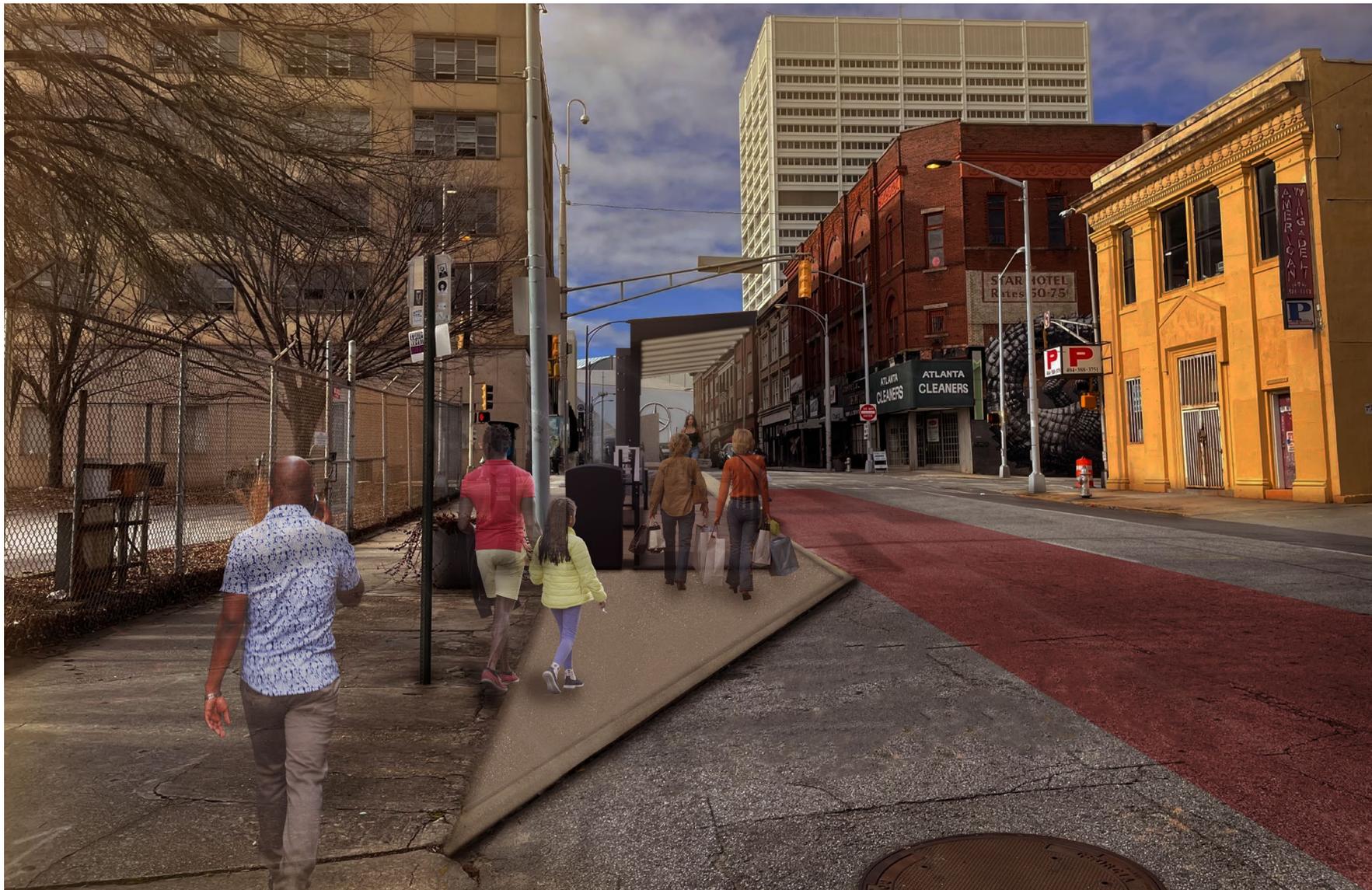
Northbound Station at Hank Aaron Drive and Georgia Avenue (For illustrative purposes only)

South Downtown Station



Westbound Station at Martin Luther King Jr. Drive and the Georgia State MARTA Station/Sloppy Floyd Building
(For illustrative purposes only.)

South Downtown Station



Eastbound Station at Mitchell Street and Broad Street (For illustrative purposes only)



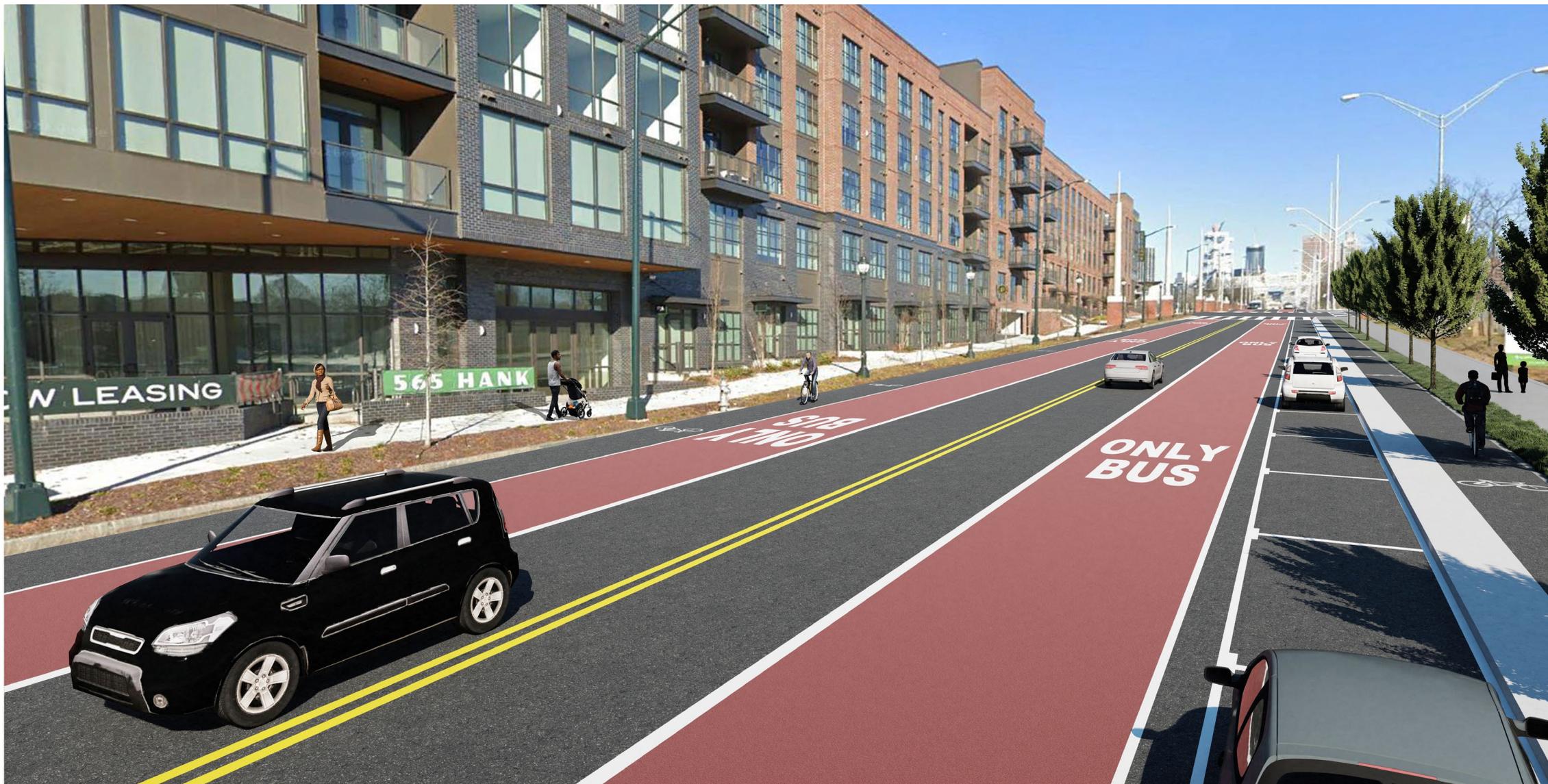
Roadway Typical Sections

Peoplestown Dedicated Bus Lanes



Typical Section Hank Aaron Drive between Haygood Avenue and Atlanta Avenue (Looking North. For illustrative purposes only. Right-of-way varies.)

Summerhill Dedicated Bus Lanes



Typical Section Hank Aaron Drive between Georgia Avenue and Fulton Street (Looking North. For illustrative purposes only. Right-of-way varies.)

South Downtown BRT Dedicated Bus Lanes



Typical Section Martin Luther King Jr. Drive between Pryor Street and Peachtree Street (Looking Northwest. For illustrative purposes only. Right-of-way varies.)

South Downtown BRT Dedicated Bus Lanes



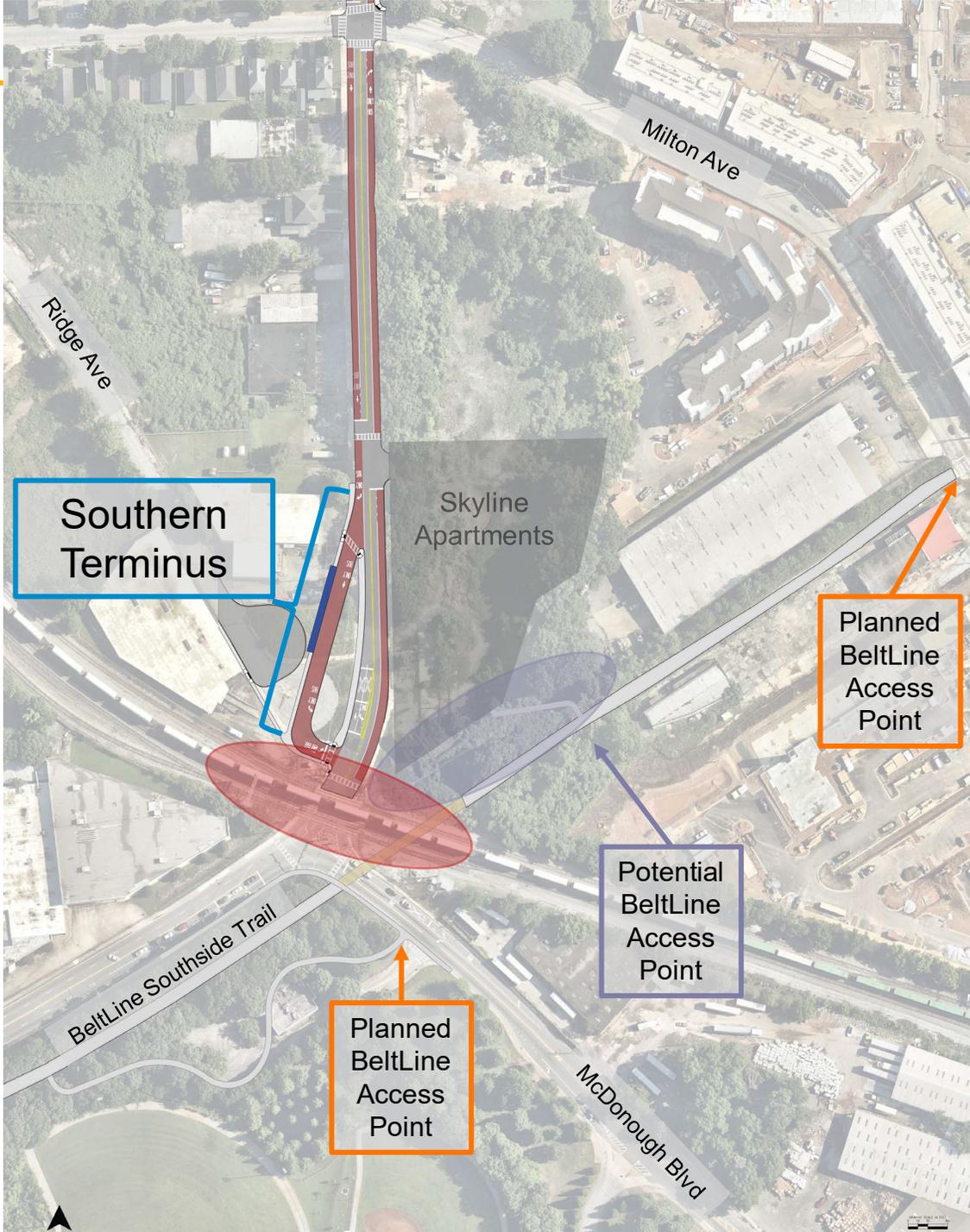
Typical Section Mitchell Street between Pryor Street and Central Avenue (Looking Southeast. For illustrative purposes only. Right-of-way varies.)

Stakeholder Outreach



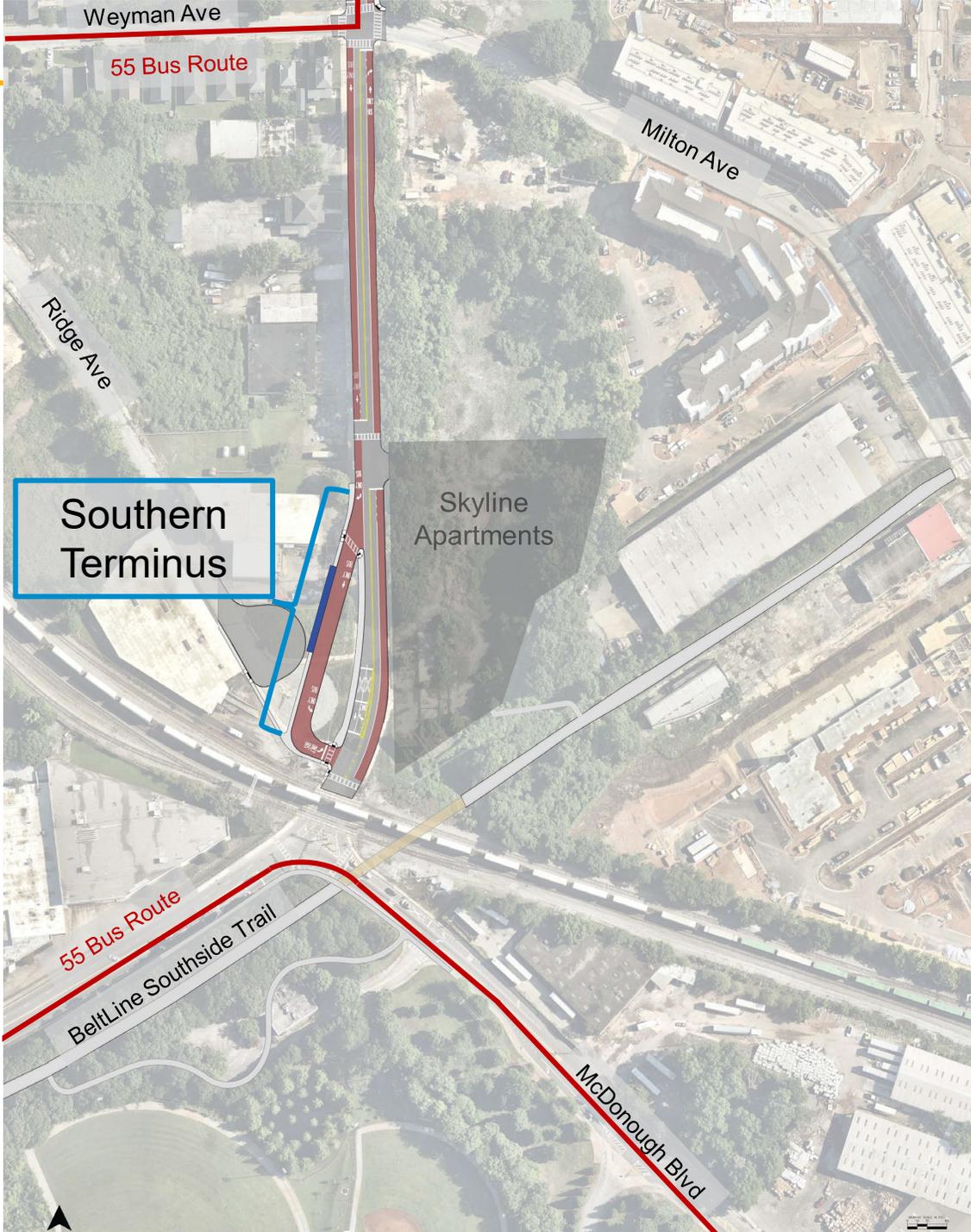
Summerhill BRT Partners

- City of Atlanta
- NPU-V
- NPU-M
- District 1 – Councilmember Jason Winston
- District 4 – Councilmember Jason Dozier
- Central Atlanta Progress (CAP)
- Atlanta Downtown Neighborhood Association (ADNA)
- Georgia State University (GSU)
- Georgia State Properties Commission / Georgia Building Authority (GSPC / GBA)
- Georgia Department of Transportation (GDOT)
- Federal Government Partners
- Xpress / Atlanta-Region Transit Link Authority
- CobbLinc
- Gwinnett County Transit
- Atlanta Bicycle Coalition
- Carter USA
- Newport RE
- Pellerin Real Estate / Ramada Plaza
- Exact Capital Group / Skyline Apartments
- Trammel Crow Residential / Alexan Summerhill
- Stafford Development / Terminal South

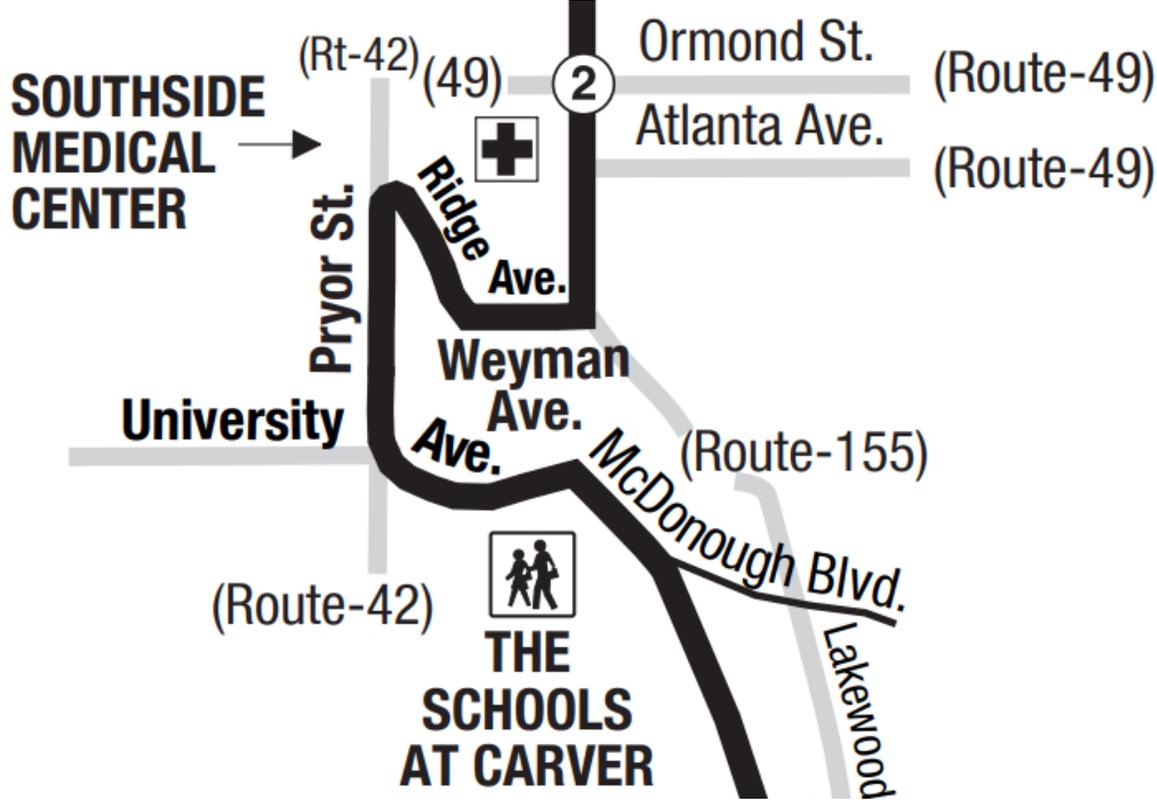


Southern Terminus Pedestrian Connections

- Pedestrian crossing challenges of the railroad tracks
- Pedestrian connections to the Atlanta BeltLine
- Complex issue due to:
 - Multiple agencies
 - Multiple property owners
 - Grade changes
- MARTA working with the following partners to identify possible solutions
 - ATLDOT
 - GDOT
 - Norfolk Southern
 - Atlanta BeltLine
 - Private Property Owners

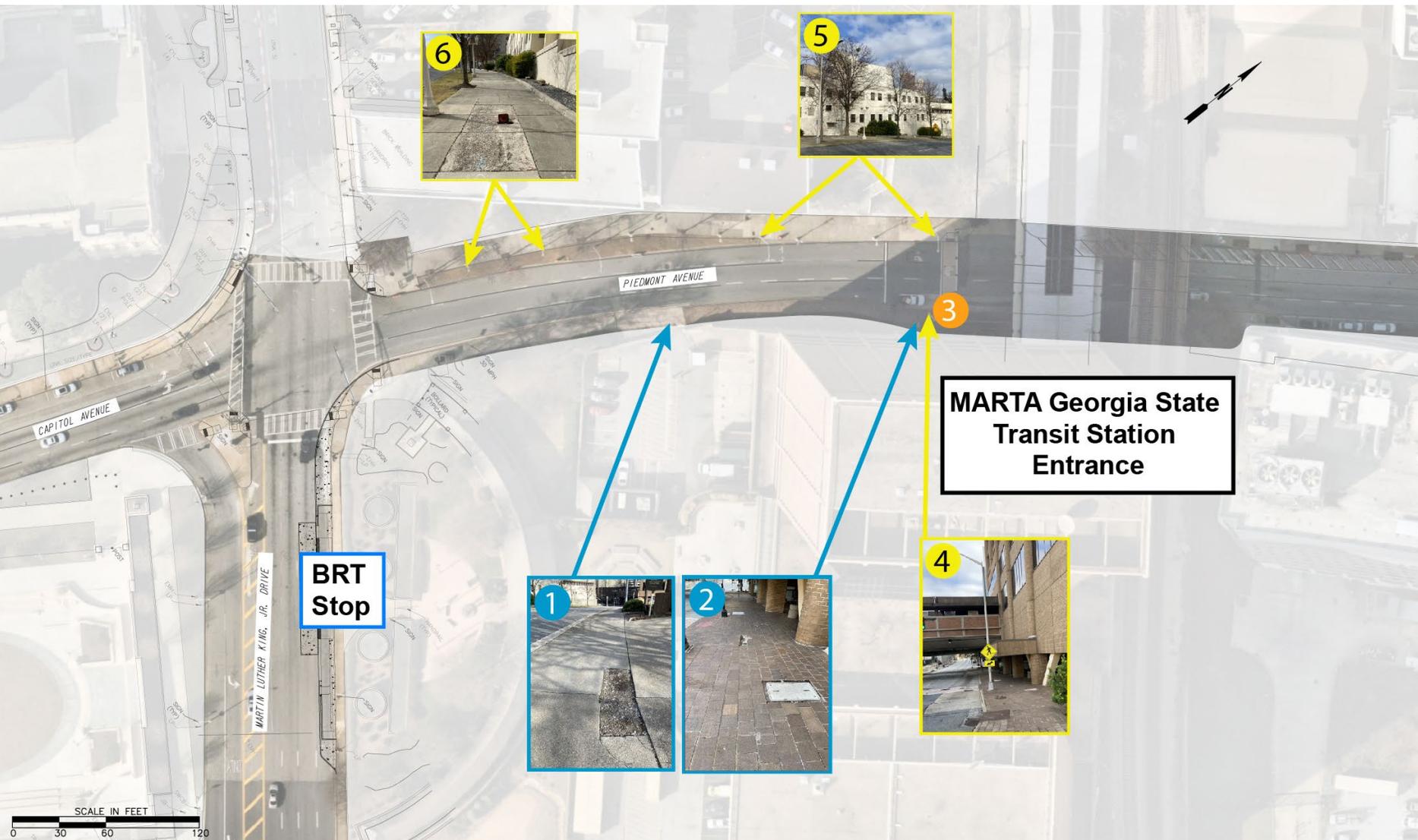


Southern Terminus Pedestrian Connections



- 55 bus route will be able to utilize the BRT stops to support transfers to South Atlanta

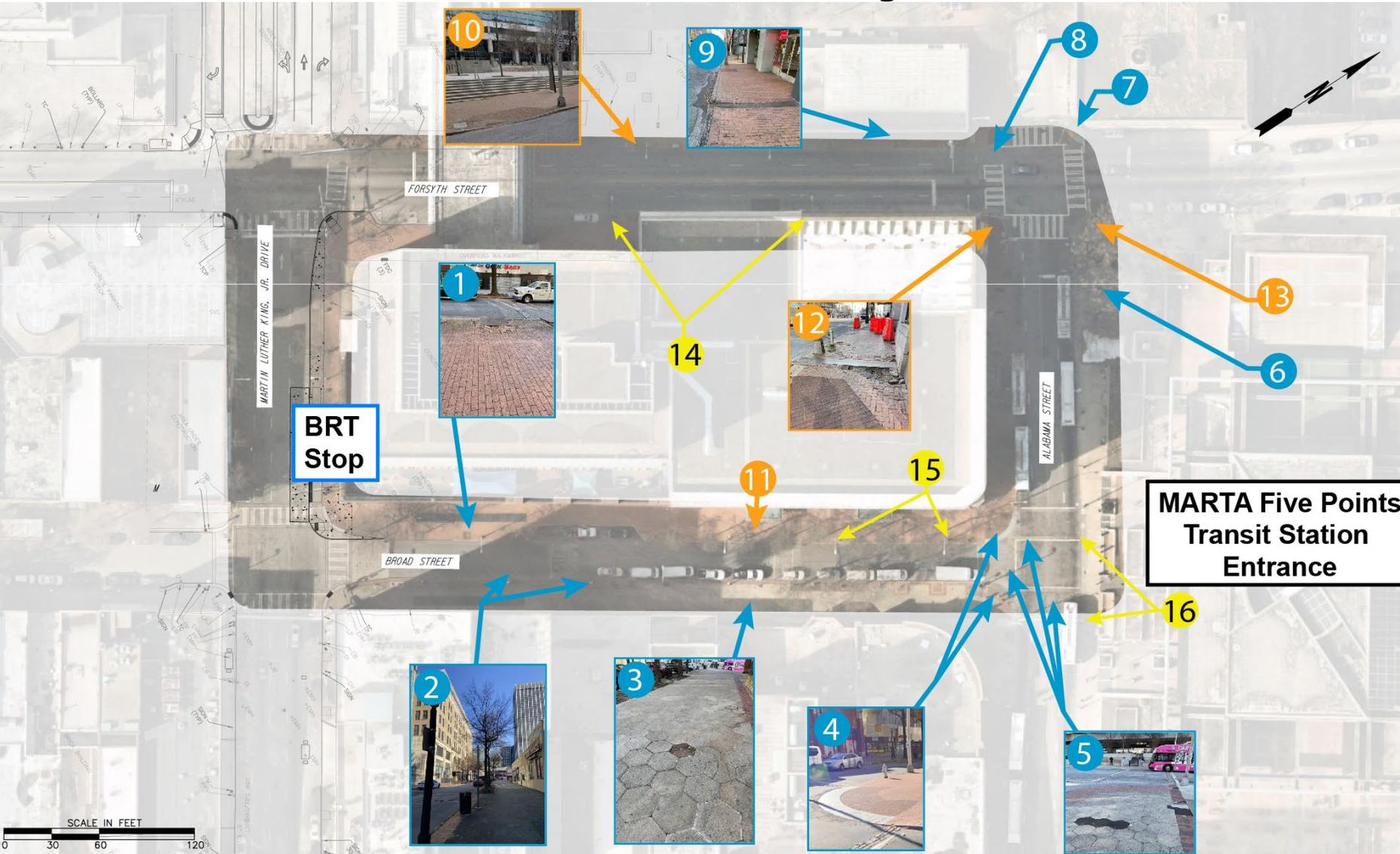
Pedestrian Connection Inventory – Georgia State Station



- Field visit to identify deficiencies
- Identify funding, timing (quick fixes versus more significant improvements)
- 3 minute walk

- 1 Broken Sidewalk Pavers
- 2 Broken Sidewalk Pavers
- 3 ADA Ramp Improvements
- 4 TO 6 Limited Pedestrian Lighting

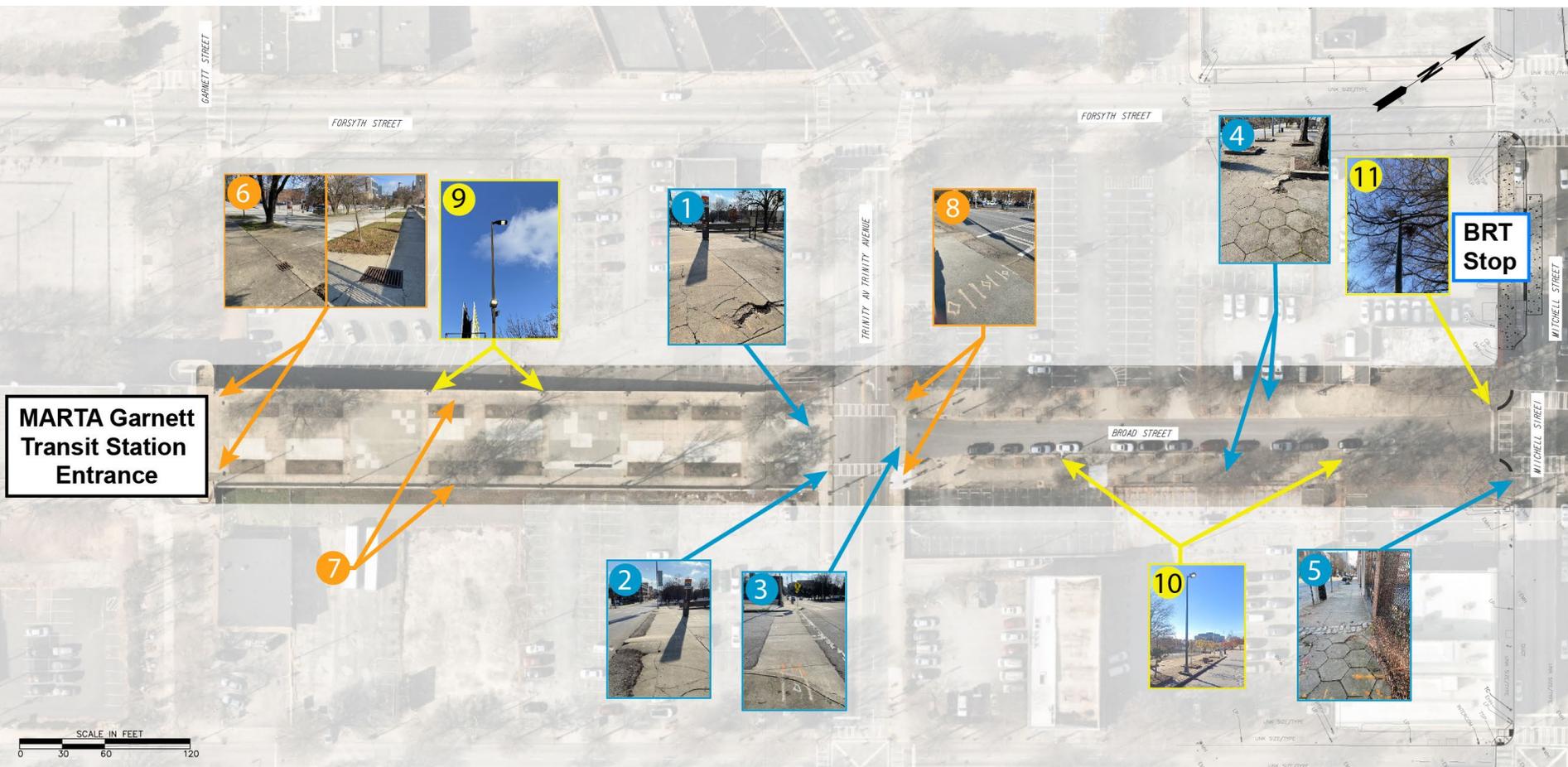
Pedestrian Connection Inventory – Five Points Station



- Field visit to identify deficiencies
- Identify funding, timing (quick fixes versus more significant improvements)
- 4 minute walk

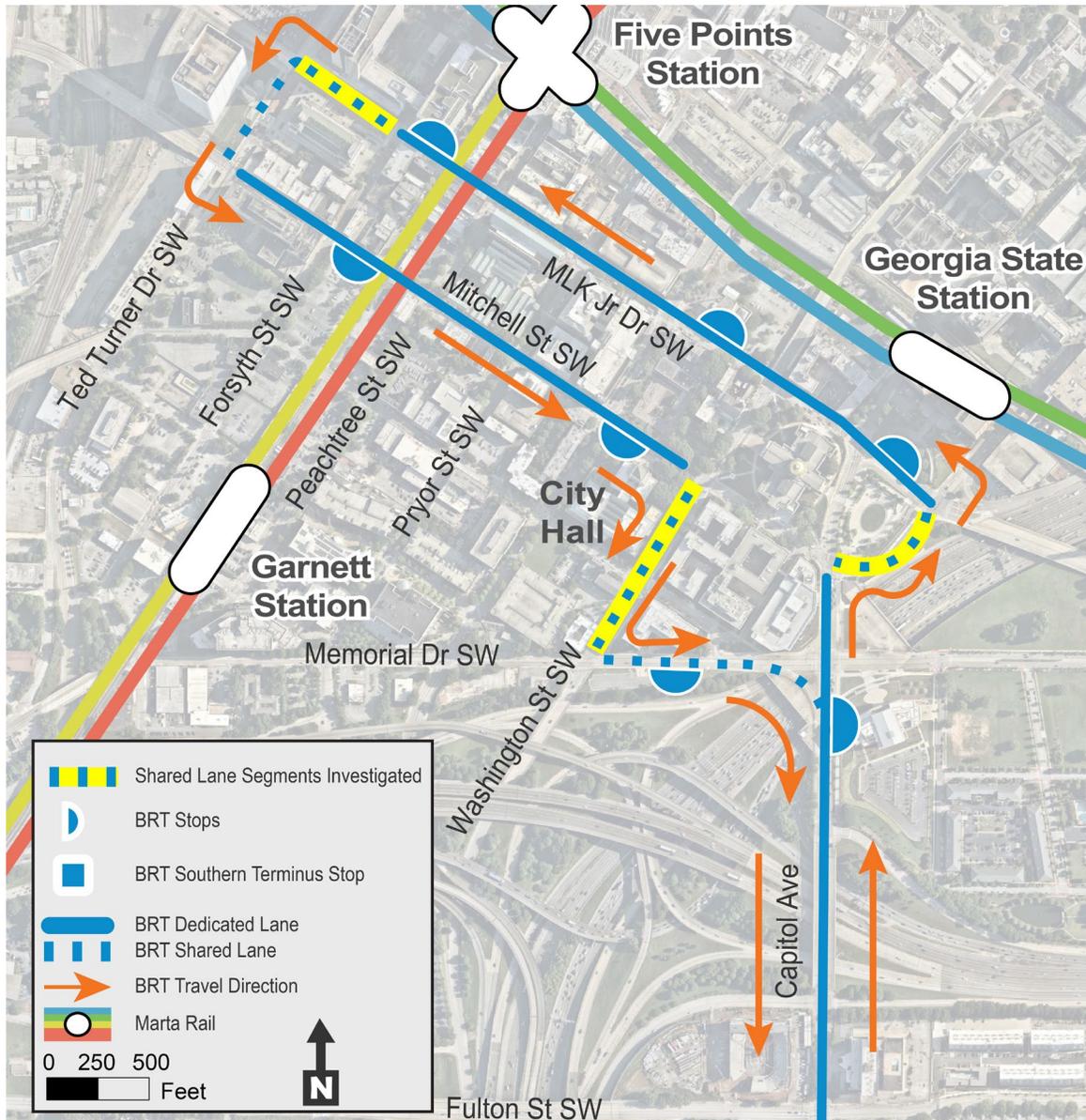
- 1 TO 9 Broken Sidewalk Pavers
- 10 TO 13 ADA Ramp Improvements
- 14 TO 16 Limited Pedestrian Lighting

Pedestrian Connection Inventory – Garnett Station



- Field visit to identify deficiencies
- Identify funding, timing (quick fixes versus more significant improvements)
- 5 minute walk

- 1 TO 5 Broken Sidewalk Pavers
- 6 TO 8 ADA Ramp Improvements
- 9 TO 11 Limited Pedestrian Lighting



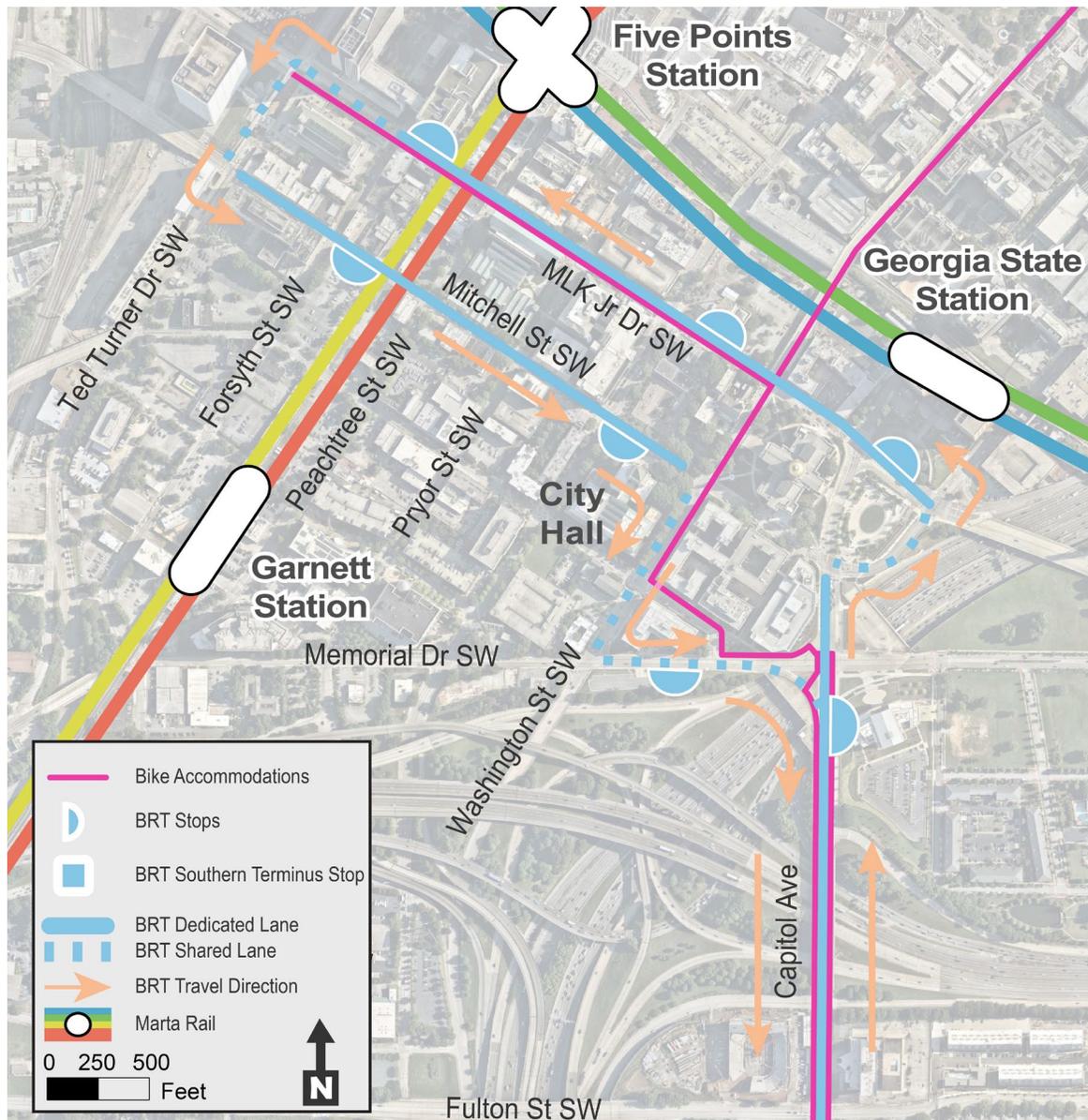
Dedicated Lanes

- 85% Dedicated Lanes
- Segments investigated for additional dedicated lanes:
 - Jesse Hill Jr. Drive
 - MLK Jr. Drive between Forsyth Street and Ted Turner Drive
 - Washington Street between Mitchell Street and Memorial Drive
- Discussions on-going with GBA and GSPC on Jesse Hill Jr. Drive



Bus Only Lane Enforcement

- No barrier separation
 - No available space to provide a physical barrier
 - Would be difficult to maintain
- Lessons learned from other BRT systems
- Education and marketing campaign
- Coordination with APD for enforcement
- Other considerations
 - Camera enforcement – pursuing legislation to allow camera enforcement of bus only lanes

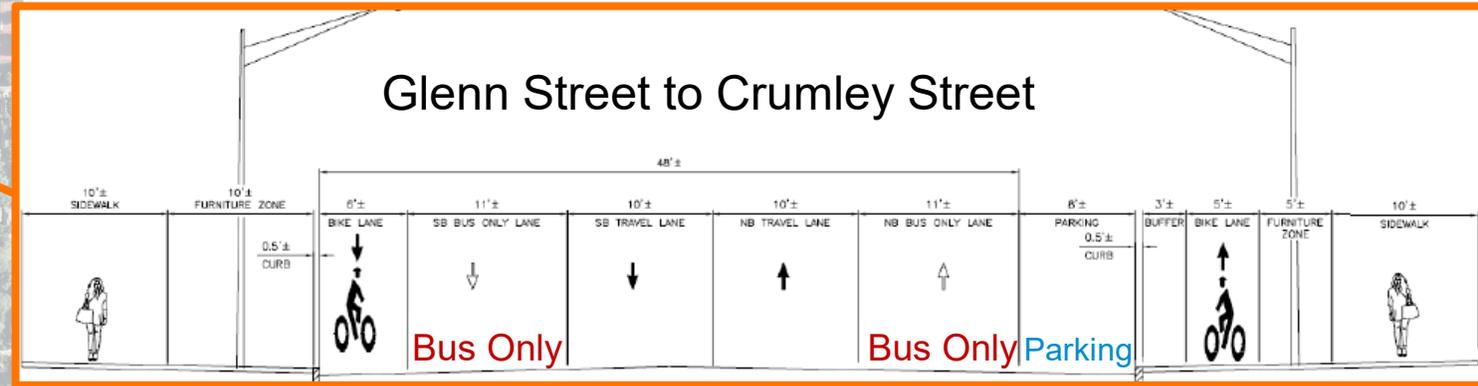
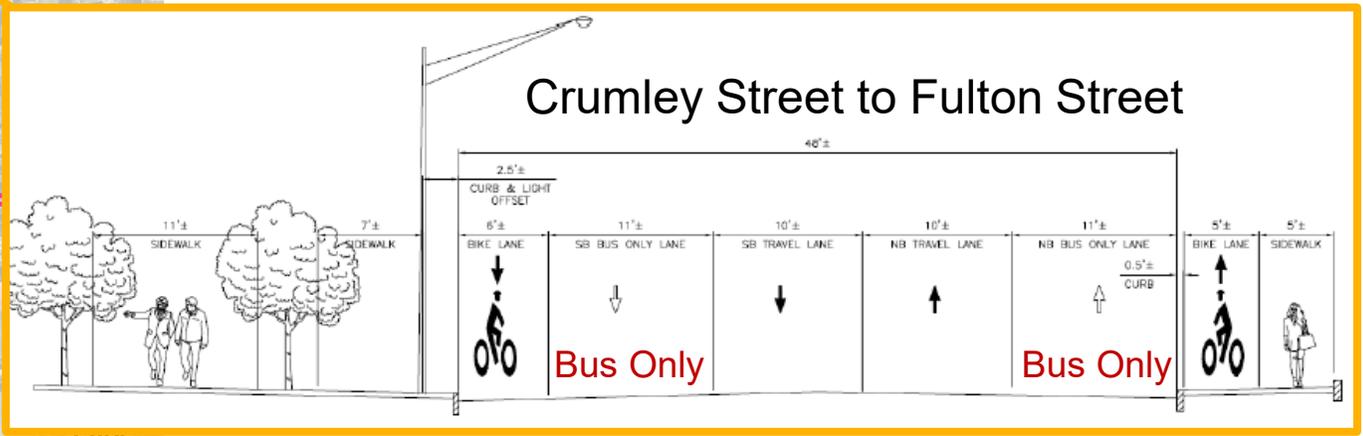
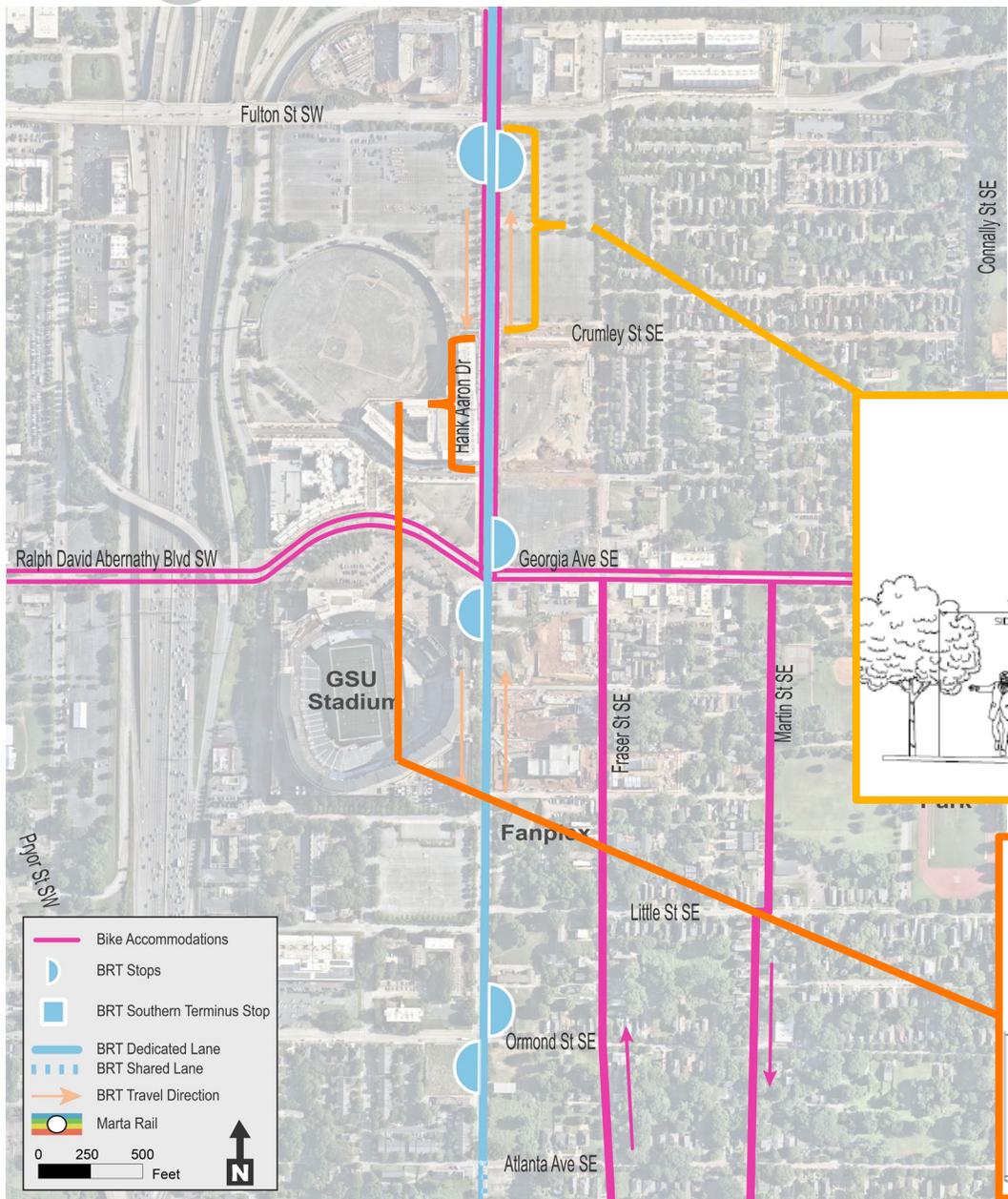


Summerhill BRT Bike Facilities in South Downtown

- Proposed bike facilities in coordination with ATLDOT
- Capitol Avenue bike lanes / path across I-20
- Signalized bicycle and pedestrian crossing at Memorial Drive
- Washington Street cycle track
- Possibility of parking conversion on MLK Jr. Drive to one-way cycle track

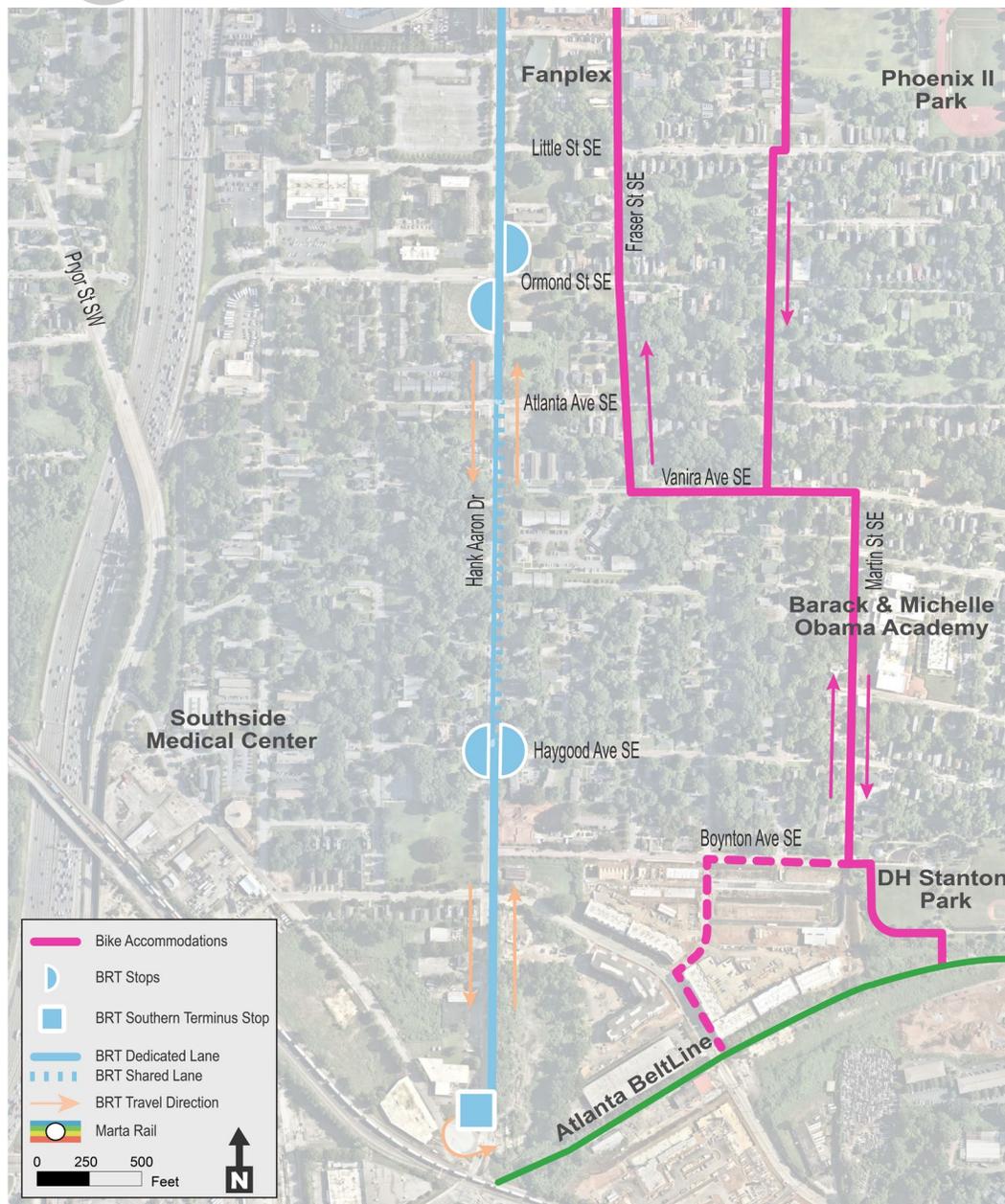
Summerhill BRT Bike Facilities in Summerhill

Bike facilities parallel bus only lanes on Capitol Avenue and connect to future bike facilities on Georgia Avenue



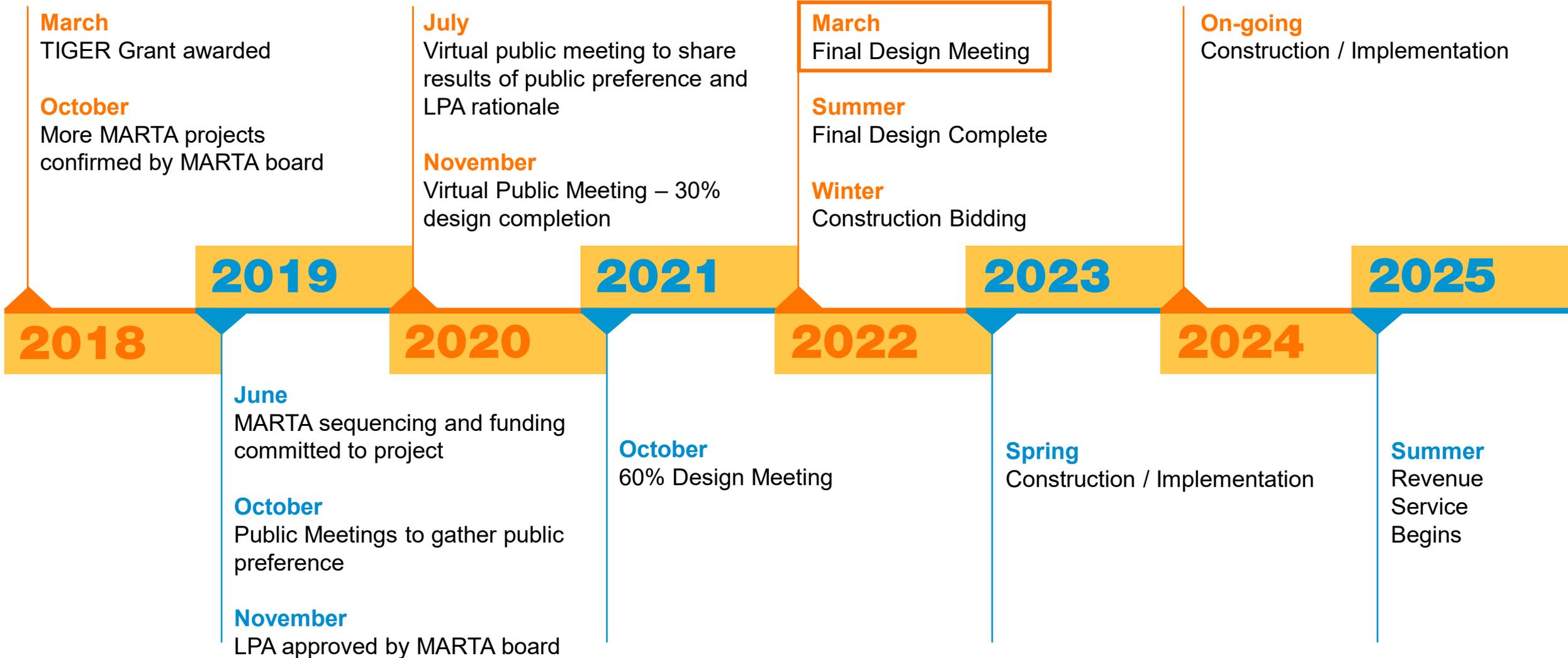
Summerhill BRT Bike Facilities in Peoplestown

- Bike route from Georgia Avenue to BeltLine
- Utilize neighborhood streets with lower traffic
- Atlanta BeltLine connection via Milton Avenue and DH Stanton Park



Project Timeline

Summerhill BRT History



Questions / Discussion



Thank You

